Request for Proposals

City of Quesnel

Quesnel Bike Park
Phase III

CLOSING DATE AND TIME:

3:00 PM Friday, May 5th, 2023

Contact Person:

Lindsay Blair
Community Development Coordinator
lblair@quesnel.ca

1. **Background**

The City of Quesnel recognizes the value of trails for both residents and visitors. Trails boost destination tourism, provide growth in the local economy, help in the attraction and retention of residents, as well as promote a healthy active lifestyle. The City of Quesnel is committed to further developing, and marketing trails in the Quesnel area.

Trail development, and the promotion of trails within the City of Quesnel is one aspect of Quesnel's strategic plan. The City of Quesnel has a popular river front trail system that encircles the downtown core, with many parks and recreation opportunities within City limits. Quesnel, is moving forward with a phased approach, focusing on future development, and upgrading the existing trail networks, to become an outdoor enthusiast's destination.

Recognizing the importance of trails, the City of Quesnel, CRD and local stakeholder groups have taken multiple steps to advance this commitment:

- In 2017 the City of Quesnel completed a North Cariboo Trails Inventory and Master plan. This Master Plan recognized multiple trail networks that will boost Quesnel as a trail's tourism destination. https://www.quesnel.ca/city-hall/major-initiatives/north-cariboo-trails-inventory-and-master-plan
- In 2018 the City of Quesnel, CRD, Gold Rush Cycling Club (GRCC), Cariboo Mountain Bike Consortium, and Lhtako Dene First Nation signed a partnership agreement to promote and develop trail-based recreation.
- Ongoing development of trail networks at Dragon Mountain Provincial Park, and Wonderland Recreation Site.
- Pump track, and trail development at the City of Quesnel, South Hills Park.
- Fuel management trail system development
- City of Quesnel Bike Park Master Plan, and phase 1 and 2 development.

In 2020 The Quesnel Bike Skills Park and Trails Master Plan was developed for the revitalization of the bike park located at Quesnel and District Arts and Recreation Center. The goal was to outline a phased development plan including a trails and skills park component. In 2021 phase one of the master plan was undertaken, which included the construction of two flow trails, skills part connecting trails, progressive jumps, drops, and a rubberized strider bike area. In 2022 the City of Quesnel completed phase II which consisted of a paved pump track, balance park and kiosk area.

The Bike Park and trails are located on property owned by the City, or jointly by the City and the Cariboo Regional District. The primary objective of this RFP is to select a contractor to "Design & Build" seven trails from the Quesnel Bike Skills Park and Trails Master Plan.

The City is seeking a contractor to:

i. Design and build seven trails utilizing the Quesnel Bike Skills Park and Trails Master Plan. The following trail numbers correlate to the master plan & appendix A:

    - Trail 1 - Green
    - Trail 2 - Blue

- Trail 3 - Green
- Trail 4 - Green
- Trail 5 - Black
- Trail 6 - Green
- Trail 16 - Blue

The seven trails have been laid out, and ground proofed as part of the master plan process to ensure the trails fully integrate and complement the existing bike park features such as the Bryce trail, skills area, staging areas, parking lot, as well as future bike park components.

The Quesnel Bike Skills Park and Trails master plan contains detailed trail descriptions including, trail distances, identified locations for bridges, culverts, and technical terrain features, as well as trail profiles/3D trail visualizations including lidar imagery. It will be the responsibility of the contractor to utilize these detailed trail descriptions, and trail profiles to aid their overall trail design, and construct a variety of technical terrain features that create unique feature rich trails.

The City encourages creativity, alternate trail lines, and unique use of the terrain. Any alternate line or alternate technical terrain feature must be only one level higher than the intended trail rating and must be well off the main line of the trail. Where trails merge into staging areas or other trails they must be constructed in a fashion to reduce riders speed to a crawl within 5 meters and include open sightlines; this can be done with trail alignment or by the creation of choke points and unique features.

Any major deviation from the flagged line or trail rating change proposed from the Quesnel Bike Skills Park and Trails Master Plan must be approved by the City of Quesnel/CRD Trails Coordinator.

Quesnel Bike Park Phase III, trails 1-6: “Strawberry Shortcut.”

Phase III trail construction is primarily located in an area referred to as “Strawberry Shortcut”. The Strawberry Shortcut zone will consist of six trails, with trail one being a bidirectional ridge connector serving as the point of commencement for trails 2 through 6. The concept for the Strawberry Shortcut zone is for the trails to naturally progress in difficulty from green beginner trails at the north end of the ridge, to most difficult or advanced black trails at the southern end of the ridge.

The trails within the Strawberry Shortcut zone are short ranging from 141 meters to 375 meters, so it’s imperative that each trail has its own original design and technical terrain features to ensure each trail is unique, memorable, and offers progressive skill development. As an example, one trail could focus on cornering and dropping skills, while another trail could focus on bridging the gap between ‘tabletops’ and ‘double’ jumps by offering the same size tabletops and doubles beside each other.

The contractor must follow, but not limited too, the Quesnel Bike Skills Park and Trails Master Plan and appendix A specifications for culverts, bridges, and technical terrain feature’s locations. As the City encourages creativity, and alternative trail lines, the contractor should view the designed technical terrain features outlined in the master plan as examples and utilize the terrain and their final trail layout to display their own trail vision reflected through unique

technical terrain features. In addition, to the Master Plan, trails 3,4,6 must have a minimum of one additional signature trail feature that differs from all other trails.

Trail 16:

Trail 16 is accessed off Flow A (Evenflow). Trail 16 may be constructed as a hybrid between machine and hand built with an early 2000's Northshore feel. The intent of this trail is to offer riders a diverse feature rich single-track trail, that provides variety from all other flow trails. The trail should follow the Master Plan specifications for culverts, bridges, and technical terrain feature locations but the contractor should view the technical features outlined in the Master Plan as examples and utilize the terrain and trail layout to display their own trail vision reflected through unique technical terrain features.

2. **Submission Details**

Submit proposal by email to Lindsay Blair, Senior Community Development Coordinator. lblair@quesnel.ca Email subject line should read: **Quesnel Bike Park Phase III**

Proposals may be withdrawn by written notice to Lindsay Blair, Senior Community Development Coordinator. lblair@quesnel.ca at any time, up to the closing date and time of this RFP.

- Any interpretation of, additions to, deletions from, or any other corrections to the Proposal document, will be issued as written addenda by the City of Quesnel. It is the sole responsibility of the potential proponents to check with the City of Quesnel website, and/or BC Bid to ensure all information has been received prior to submitting a proposal.

- The successful proponent by its acceptance of a negotiated agreement and purchase order, agrees to indemnify and hold harmless the City, its elected officials, agents and employees, from and against all loss or expense that may be incurred by the City, its officials, officers, employees, and agents as a result of bodily injury, including death sustained by any person or persons, or on account of damage to property including loss of use thereof arising out of or as a consequence of the performance of the work stipulated in the RFP and any negotiated agreement.

3. **Rights Reserved by the City:**

- The City is not liable for any costs incurred by interested parties in the preparation of their response to this request or interviews if held. Furthermore, the City shall not be responsible for any liabilities, cost, loss, or damage incurred, sustained, or suffered by any interested party, prior or subsequent to, or by reason of the acceptance or non-acceptance by the City of any response, or by reason of any delay in the acceptance of the response.

- The City reserves the right to reject any or all proposals and to accept the proposal deemed most favorable in the interests of the City.

- The City may, in its absolute discretion, reject a proposal submitted by the proponent, if the proponent, or any officer or director of the proponent is or has been engaged either directly or indirectly through another corporation in legal action against the City, its elected or appointed officers and employees in relation to any other Contract for works or services or any matter arising from the City's exercise of its powers, duties or functions.

- The RFP process does not commit the City in any way to select a proponent, or award or negotiate any contract. The City reserves the right to cancel this project for any reason whatsoever without any future obligations.

4. Inquiries

All inquiries should be made in writing, directed to: Lindsay Blair, Senior Community Development Coordinator. lblair@quesnel.ca

5. Negotiations

The award contract is subject to negotiations with the proponent that offers, in the City's opinion, the best value proposal. Such negotiations include, but are not limited to, the following:

a) Changes or refinements in the service requirements or scope of work proposed by the Lead Proponent.
b) Price – if directly related to a change or refinement in the proposed scope of work proposed by the Lead Proponent; and
c) Specific contract details as deemed reasonable for negotiation by the City of Quesnel.

6. Contract Scope and Deliverables:

The Scope of the project includes, but may not be limited to:

1. The Contractor will be required to complete the following trails as outlined in the Quesnel Bike Skills Park and Trails Master Plan:

Trails: 1,2,3,4,5,6,16.

- The contractor will be responsible for setting up secure storage areas for equipment and materials. These secure storages must be mutually agreed upon between the City of Quesnel and the contractor, and not interfere with Bike Park activities or traffic flow.
- Construction of various dirt trail features to suit the terrain including jumps, drops, switchbacks, berms, grade reversals, erosion control and trail build up.
- Construction of a variety of wooden structures, including bridges, tabletops, and drops must be mutually agreed upon between City and Contractor over design and placement. Ultimately the City has final decision.

- All Technical Terrain Feature (TTF) location, designs, & standards must be mutually agreed upon between City and Contractor prior to construction. Ultimately the City has final decision.
- Danger tree assessment of the new trail locations as per the Wildlife Danger Tree Program (Parks and Rec Module).
- All TTF, bridge, and trail construction is to conform to IMBA's Trail Solutions Handbook and the Whistler Trail Standards; however, the City of Quesnel, CRD encourage creative trail building and would like each trail, and TTF to reflect the ingenuity of the contractor.
- Be aware of all potential drainage features, water crossing and avoid any negative impacts to the natural environment. Water collection on the trail must be avoided at all costs via ditching at collection points or at insloped turns, by using outsloping, reverse grading or through culvert installation. Trail tread surface should be crowned appropriately to ensure adequate drainage.
- The Contractor will be responsible for any trail construction issues such as but not limited to: water pooling on tread surface, drain/harden mud holes and boggy areas, minor or complete washout and/or slump repair, grub rocks, roots, stumps as necessary and undertake surface repair as required for up to 12 months post completion by Contractor at their own expense.
- The Contractor will be responsible for the supply and management of all labour, machinery, tools, vehicles, travel, accommodation, and any other equipment necessary to complete the outlined work.
- The Contractor will be responsible for the supply of all lumber, building materials, and equipment necessary to complete the outlined work.
- The final trail alignments should closely align to the Quesnel Bike Skills Park and Trails Master Plan although the City encourages creative use of the terrain and requires discussion regarding final layout. Any trail route changes must be approved by the City representative.
- Natural materials (dirt, rocks etc.) should be easily found within the vicinity of the trail development, although the trail construction may specific materials that are not available on site; these materials are supplied by the Contractor at no additional cost to the City.
- There is to be minimal disturbance/removal of vegetation, vegetation removed is to be scattered on site in the vicinity it was removed. No piling of organics or brush will be accepted.
- Any TTF's must meet Whistler standards/IMBA construction standards; be free standing structures and if wooded structures, must not be secured to any trees.
- Logs & lumber used for TTF construction should be Cedar or Douglas-fir. Preference would be to use raw logs peeled and milled onsite. The use of chemically treated wood is not advised.
- Any construction of TTF's (bridges, tabletops, drops etc.) must be completed with peeled, and rot and bark free wood, rot resistant cedar, or treated, or rough-cut lumber.
- No wood should be in contact with the ground, rock gabions should be constructed, and lumber should sit on gabions to minimize rotting. Any wood to contact make contact should be rot resistant, to increase longevity.
- Contractor will be required to list the TTF / trail to City representative.
- The Contractor must have a spill kit onsite for machine fueling activities.

- The Contractor must have minor fire mitigation tools and at least one pisscan (Fedco pump) per crew and per machine onsite. Fire Danger Ratings for the Cariboo region must be observed, and proper precautions and activities must adhere to the rating of the day.
- The Contractor must do a visual inspection looking for bird nesting, foraging, and resting sites. The crews must stay away from any foraging sites (i.e., anthills) and avoid any nesting areas. The contractor must keep construction contained to the immediate trail area, and crews will hike to the worksite. Noise must be kept to a minimum. Some species are light sensitive, so contractors must keep corridor width to a minimum and avoid opening the forest ceiling, preventing changes to the existing natural light pattern.
- Organics that will be 'lost' in the immediate vicinity of the trail, must be spread, and scattered. No piling of organics will be accepted.
- The Contractor must identify drainage problem areas before the trail is constructed and incorporate drainage requirements into the tread construction. Surface water must not run along or collect on the tread surface for long periods. Water must drain away from the trail to prevent erosion.
- Culverts must be minimum 300mm diameter and be installed with proper drainage sumps at the opening to catch sediment and organic material.
- Trail construction, and tread surfacing must be completed in a manner that promotes the natural shedding of water and prevents trail erosion.
- The contractor must test ride each trail upon completion and confirm all trail features such as berms, jumps, and technical terrain features ride at trail speed and are placed accordingly.

Trail specifications:

- Individual trail project descriptions within the Quesnel Bike Skills Park and Trails Master plan will provide a more detailed information.
- Tread surface, firm and stable, free of organics (i.e. roots, limbs, stumps, humus, etc.) for at least 5-10cm deep before being capped with native soil.
- Reducing/benching of off camber trail sections.
- Proper grading upper embankment shoulders in bench cut/side slope/ culvert areas to prevent soil from sliding onto trail or ditches.
- Fall zones must be cleared 1.0 meters from the trail edge.
- Burrow pits dug adjacent to the trail to mine the soil needed to cap the trail. The organic waste must be lost in burrow pits.
- Trails must be compacted with a plate tamper, minimum 150lbs.
- The contractor must remove all snags, or thick brush 1.0 meters on either side of trail edge within 3 centimeters of ground level and scatter the cut material out of sight and on the downhill side when possible.
- The contractor must remove tree limbs to allow 2.5 meters of overhead clearance above the trail. Scatter cut limbs a minimum of 1.0 meter from the trail edge, out of sight where possible. Ensure limbing cuts are clean, without scarring the main trunk of the tree.

7. Cost Estimate

It is the proponent's responsibility to submit a proposal that outlines their trail design and vision including, technical terrain feature designs and detailed cost breakdown to complete the project.
Utilizing appendix, A the contractor must provide a detailed cost breakdown for each specific trail including rate per meter, price per culvert, bridge, and technical terrain feature.

8. Proposal Format and Submission Requirements

All proponents, are required to submit the following in their proposal:

a. Identify company name, lead contact, and key personnel that will work on this project.
b. Identify roles assigned to personnel related to this project, and their background experience/qualifications.
c. Identify qualified machine operators, and their background experience/qualifications.
d. Describe related experience of the company and provide examples of recently completed projects.
e. Describe related experience of the qualified machine operator(s) and provide examples of recently completed projects.
f. Provide related experience of wooden technical terrain features and provide photo examples of recently completed wooden features.
g. The contractor must describe their vision for each trail and provide examples of the technical terrain features that they envision building on each trail.
h. Provide a detailed project plan, including timelines, how information will be collected, compiled, and presented. Resources allocated to the outlined tasks, and any additional products or services that will result from this approach.
i. Provide a detailed project cost, with a breakdown of each task in the project. The project fee shall include all costs including travel, research, design, layout, brushing, site prep, equipment, material, and labour to construct the final product.
j. The proponent may choose to include optional costs for extra services and amenities, additional technical terrain features or provide options for cost savings.
k. Provide a minimum of two references.
l. Proposals should not exceed 12 pages in length. Examples of work may be attached as additional pages.

9. Site Conditions

While the City will provide maps, diagrams, photographs, reports, or other documents that may be available and may assist the proponents, the proponent shall be responsible to fully inform themselves as to the existing prior to submitting a proposal. Site visits may be arranged directly through the contact person for the City of Quesnel.

10. Other Requirements

a. Insurance
    i. The proponent shall, at his own expense, provide and maintain to the Municipality until the completion of the contract the following insurance

in a form acceptable to the Municipality with an insurer licensed in British Columbia:

1. Commercial General Liability $2,000,000.00
2. Automobile Liability Insurance $2,000,000.00

ii. The proponent shall be responsible for any deductibles or reimbursement clauses within the policy.

b. Business License
   i. The successful proponent must possess a City of Quesnel business license and will be required to provide evidence of same at contract start.
c. WorkSafeBC
   i. The proponent must be registered and remain in good standing, throughout the terms of this contract with WorkSafeBC and will be required to provide evidence at the contract start.

11. Proposal Evaluation

The following criteria will be considered in the evaluation of proposals. Proposals will be scored out of 100 points with the following weighted portions.

• Proposal Quality (layout, presentation, professionalism)	5 Points
• Contactor experience (Trail and technical terrain feature building experience, references, multiple machine operators and detail examples, such as photos, drawings.)	35 points
• Project approach, presenting deliverables, individual trail designs, individual technical terrain feature designs including examples, project schedule, with a completion timeline.	35 points
• Value for Cost (detailed cost estimate)	25 points

Appendices:

- Appendix A – Trail description details & cost breakdown. (Excel document available upon request)
- Appendix B – Trail profiles/3D trail visualization package.
- Quesnel Bike Skills Park and Trails Master Plan Phase III map.

12. Anticipated Schedule.

Submissions due: May 5th, 2023

Contract Awarded: By May 19th, 2023.

Contract Completed: Not later than September 30, 2022

Quesnel Rec. Centre Bike Skills Park and Trail Development

Detailed Trail Report and Budget

Phase 2 Total

Phase 2 Total									
	Bridge	***Culvert***	***TTF***	***Distance (m)***	***Total***	***Bridge/TTF***	***Culvert***	***Grand Total***	***Cost/m***
Trail 1	0	1	0	385					
Trail 2	0	0	7	312					
Trail 3	2	2	1	240					
Trail 4	0	1	1	237					
Trail 5	0	0	4	156					
Trail 6	2	8	1	375					
Trail 16	1	1	6	141					
View Point	1	0	0	35					
	Bridge	***Culvert***	***TTF***	***Distance (m)***	***Total***	***Bridge/TTF***	***Culvert***	***Grand Total***	***Ave. Cost***
Total	**6**	**13**	**20**	**1881**	**$ -**	**$ -**	**$ -**	**$ -**	**#DIV/0!**

Quesnel Rec. Centre Bike Skills Park and Trail Development
Detailed Trail Report and Budget
Trail 1

Construction Phase	3
Whistler Trail Type	III - Two way
Recommended Trail Width (m)	1.6
Whistler Trail Difficulty	Green
Total Length (m)	385
General Description	Machine built beginners Phase 2 access trail
Comments	A bi-directional trail which functions as the backbone to Phase 2 (Strawberry shortcut zone Area). The preferred direction of trail is counterclockwise, if traveled clockwise, the trail rating is blue.

		Station Item				Cost Breakdown						
Station (m)	**Section Description**	**Point of Interest**		**Bridge/TTF**	**Culvert**	**Distance (m)**	**Rate/m**	**Total**	**Bridge/TTF**	**Culvert**		
0+000		PoC - Lower access point										
						6						
0+006	*Bryce Trail ditch line*				*600mm*							
	Generally flat, slightly undulating climb					32						
0+038		Junction with Trail 6										
	Switch-back climb					120						
0+158		Junction with Trail 3										
	Generally flat, slightly undulating climb along an old game trail					91						
0+249		Junction with Trail 4										
						136						
0+385		Junction with Trail 2										
0+385		PoT - Upper access point										
Totals						***Totals***						
Station (m)	***Section Description***	***Point of Interest***		**Bridge/TTF**	***Culvert***	***Distance (m)***		***Total***	***Bridge/TTF***	***Culvert***	***Grand Total***	***Cost/m***
7	4	6		0	1	385		$ -	$0.00	$ -	**$0.00**	**$0.00**

Quesnel Rec. Centre Bike Skills Park and Trail Development
Detailed Trail Report and Budget

Trail 2

Trail 2	
Construction Phase	3
Whistler Trail Type	III
Recommended Trail Width (m)	2.0
Whistler Trail Difficulty	Blue
Total Length (m)	312
General Description	Machine built intermediate downhill flow trail
Comments	A progressive blue trail which will allow green riders the opportunity to safely build up the confidence to tackle blue trails while still offering some fun and challenging features for more advanced riders.

		Station Item				Cost Breakdown						
Station (m)	**Section Description**	**Point of Interest**		**Bridge/TTF**	**Culvert**	**Distance (m)**	**Rate/m**	**Total**	**Bridge/TTF**	**Culvert**		
0+000		PoC off Trail 1										
	Short climb					57						
0+057		Junction with Trail 5										
	Berm					13						
0+070				Shark Fin out of berm								
	Landing					25						
0+095				Roller								
	Berm					9						
0+104				Shark Fin								
	Berm					52						
0+156			16	m Progressive TTF								
	Big, steep landing					57						
0+213			8	m Step Up/Down								
						37						
0+250		Junction with Trail 5										
	Berm					24						
0+274				Hip Jump								
	Berm					38						
0+312		PoT - Junction with Trail 6										
Totals						***Totals***						
Station (m)	***Section Description***	***Point of Interest***		***Bridge/TTF***	***Culvert***	***Distance (m)***		***Total***	***Bridge/TTF***	***Culvert***	***Grand Total***	***Cost/m***
10	8	4		6	0	312		$ -	$ -	$ -	**$0.00**	**$0.00**

Quesnel Rec. Centre Bike Skills Park and Trail Development
Detailed Trail Report and Budget

Trail 3

Trail 3	
Construction Phase	3
Whistler Trail Type	III
Recommended Trail Width (m)	2.0
Whistler Trail Difficulty	Green
Total Length (m)	240
General Description	Machine built beginners downhill flow trail
Comments	Starting a little farther along Trail 1 and a little higher up than Trail 6 this trail has the ability to be a little faster and a bit more progressive than Trail 6.

		Station Item			Cost Breakdown				
Station (m)	**Section Description**	**Point of Interest**	**Bridge/TTF**	**Culvert**	**Distance (m)**	**Rate/m**	**Total**	**Bridge/TTF**	**Culvert**
0+000		PoC off Trail #1							
	Undulating Sidehill				70				
0+070				600mm					
					18				
0+088			5 m Bridge						
	Very steep sidehill				92				
0+180			12 m Bridge						
	Berm				39				
0+219				300mm					
	Berm				21				
0+240		PoT - Junction with Trail 6							
	Addtitional TTF	Contractor discretion	10 m TTF						

Totals						***Totals***						
Station (m)	***Section Description***	***Point of Interest***		***Bridge/TTF***	***Culvert***	***Distance (m)***		***Total***	***Bridge/TTF***	***Culvert***	***Grand Total***	***Cost/m***
6	5	3		3	2	240		$ -	$0.00	$ -	**$0.00**	**$0.00**

Quesnel Rec. Centre Bike Skills Park and Trail Development
Detailed Trail Report and Budget
Trail 4

Trail 4												
Construction Phase	2											
Whistler Trail Type	III											
Recommended Trail Width (m)	2											
Whistler Trail Difficulty	Green											
Total Length (m)	237											
General Description	Machine built beginners downhill flow trail											
Comments	With this Trail being the last green trail as you traverse Trail 1 it can be the fastest and most progressive of the 3 green trails											
		Station Item				**Cost Breakdown**						
Station (m)	**Section Description**	**Point of Interest**		**Bridge/TTF**	**Culvert**	**Distance (m)**	**Rate/m**	**Total**	**Bridge/TTF**	**Culvert**		
0+000		PoC off Trail #1										
	Undulating Sidehill					205						
0+205					300mm							
	Undulating Sidehill					32						
0+237		PoT junction with Trail 6										
	Addtitional TTF	Contractor discretion	10	m TTF								
Totals						***Totals***						
Station (m)	***Section Description***	***Point of Interest***		***Bridge/TTF***	***Culvert***	***Distance (m)***		***Total***	***Bridge/TTF***	***Culvert***	***Grand Total***	***Cost/m***
3	3	3		1	1	237		$ -	$0.00	$ -	**$0.00**	**$0.00**

Quesnel Rec. Centre Bike Skills Park and Trail Development
Detailed Trail Report and Budget
Trail 5

Trail 5	
Construction Phase	3
Whistler Trail Type	III
Recommended Trail Width (m)	2
Whistler Trail Difficulty	Black
Total Length (m)	156
General Description	Machine built advanced downhill flow trail

Comments

A short but sweet black option that gives more advanced riders a reason to ride the Phase 2 area. The trail is heavily based on 2 big steep slopes that are ideal for big landings.

		Station Item				Cost Breakdown						
Station (m)	**Section Description**	**Point of Interest**		**Bridge/TTF**	**Culvert**	**Distance (m)**	**Rate/m**	**Total**	**Bridge/TTF**	**Culvert**		
0+000		PoC off Trail #2										
						5						
0+005			8	Gate Keeper TTF								
	Dirt Landing					47						
0+052			10	Step Up/Down								
	Dirt Landing					58						
0+110			10	Sattelite TTF								
	Dirt Landing					36						
0+146				Jump to Berm								
	Hip into Berm on Trail 2					10						
0+156		PoT junction with Trail 2										

Totals						***Totals***						
Station (m)	***Section Description***	***Point of Interest***		***Bridge/TTF***	***Culvert***	***Distance (m)***		***Total***	***Bridge/TTF***	***Culvert***	***Grand Total***	***Cost/m***
6	4	2		4	0	156		$ -	$ -	$ -	**$0.00**	**$0.00**

Quesnel Rec. Centre Bike Skills Park and Trail Development
Detailed Trail Report and Budget

Trail 6

Trail 6	
Construction Phase	3
Whistler Trail Type	III
Recommended Trail Width (m)	2
Whistler Trail Difficulty	Green
Total Length (m)	375
General Description	Machine built beginners downhill flow trail

Comments

This trail will likely be the first purpose built MTB trail that many people ride. There isn't a lot of opportunity for trail speed to get out of hand but the topography is feature rich with the initial drop in featuring 3 gulley turns.

		Station Item				Cost Breakdown						
Station (m)	**Section Description**	**Point of Interest**	**Bridge/TTF**		**Culvert**	**Distance (m)**	**Rate/m**	**Total**	**Bridge/TTF**	**Culvert**		
0+000		PoC off Trail #1										
						46						
0+046					300mm							
	Gulley turn					13						
0+059					300mm							
	Gulley turn					15						
0+074					300mm							
	Gulley turn					17						
0+091					300mm							
	Steep, undulating Sidehill					17						
0+108			12	m Bridge								
	2 berms					85						
0+193					300mm							
						3						
0+196		Junction with Trail 3										
						15						
0+211			4	m Bridge								
	Utilize Rolling terrain					54						
0+265					300mm							
						17						
0+282					300mm							
						5						
0+287		Junction with Trail 4										
						24						
0+311		Junction with Trail 2			300mm							
	After last berm, align trail exit and barriers to balance trail flow and safety					64						
	Additional TTF	Contractor discreation	10	m TTF								

Totals						***Totals***						
Station (m)	***Section Description***	***Point of Interest***		***Bridge/TTF***	***Culvert***	***Distance (m)***		***Total***	***Bridge/TTF***	***Culvert***	***Grand Total***	***Cost/m***
14	8	6		3	8	375		$ -	$0.00	$ -	**$0.00**	**$0.00**

Quesnel Rec. Centre Bike Skills Park and Trail Development
Detailed Trail Report and Budget

Trail 16

Trail 16	
Construction Phase	3
Whistler Trail Type	III
Recommended Trail Width (m)	2.0
Whistler Trail Difficulty	Blue
Total Length (m)	141
General Description	Machine built intermediate flow
Comments	An alternative line to Flow A with an early 2000's North Shore feel, not a flow trail.

		Station Item				Cost Breakdown						
Station (m)	**Section Description**	**Point of Interest**		**Bridge/TTF**	**Culvert**	**Distance (m)**	**Rate/m**	**Total**	**Bridge/TTF**	**Culvert**		
0+000		PoC off existing Flow A										
						29						
0+029	Something like a wallride to rolldown/drop		10	m North Shore style wallride								
						21						
0+050			4	m Wooden tabletop/dirt lip								
						16						
0+066					300mm							
						9						
0+075	Potential for a sneaky transfer line into Flow A			Hip jump								
						24						
0+099				Start of dual wallride								
	Dual wallride to allow for progression					24						
0+123				End of dual wallride								
						12						
0+135			12	m bridge								
						3						
0+138	Jump is a hip that lands on an existing landing/roller on Flow A			Jump								
						3						
0+141		PoT junction with existing Flow A										
Totals						***Totals***						
Station (m)	***Section Description***	***Point of Interest***		***Bridge/TTF***	***Culvert***	***Distance (m)***		***Total***	***Bridge/TTF***	***Culvert***	***Grand Total***	***Cost/m***
11	4	2		7	1	141		$ -	$0.00	$ -	**$0.00**	**$0.00**

Quesnel Rec. Centre Bike Skills Park and Trail Development

Detailed Trail Report and Budget

Vivian Red Bench (view point)

View Point - Vivian Red Bench												
Construction Phase	3											
Whistler Trail Type	III											
Recommended Trail Width (m)	1.6											
Whistler Trail Difficulty	Green											
Total Length (m)	35											
General Description	Machine built beginners downhill flow trail											
Comments	Formalization of existing game trail and view point commonly refered to as Vivian's Red Bench.											
		Station Item				**Cost Breakdown**						
Station (m)	**Section Description**	**Point of Interest**		**Bridge/TTF**	**Culvert**	**Distance (m)**	**Rate/m**	**Total**	**Bridge/TTF**	**Culvert**		
0+000		PoC off Trail #2										
	Undulating terrain					35						
0+35		PoT junction with Trail 6										
	Creation of a formalized of view point	City and contractor further discussion		3m x3m staging area								
Totals						***Totals***						
Station (m)	***Section Description***	***Point of Interest***		***Bridge/TTF***	***Culvert***	***Distance (m)***		***Total***	***Bridge/TTF***	***Culvert***	***Grand Total***	***Cost/m***
2	2	3		1	0	35		$ -	$0.00	$ -	**$0.00**	**$0.00**

CITY OF Quesnel

Bike Skills Park and Trails Master Plan

Appendix B

Trail Profile / 3D Visulization Package

Phase 3

McIntosh Trailworks

Westroad Resource Consultants

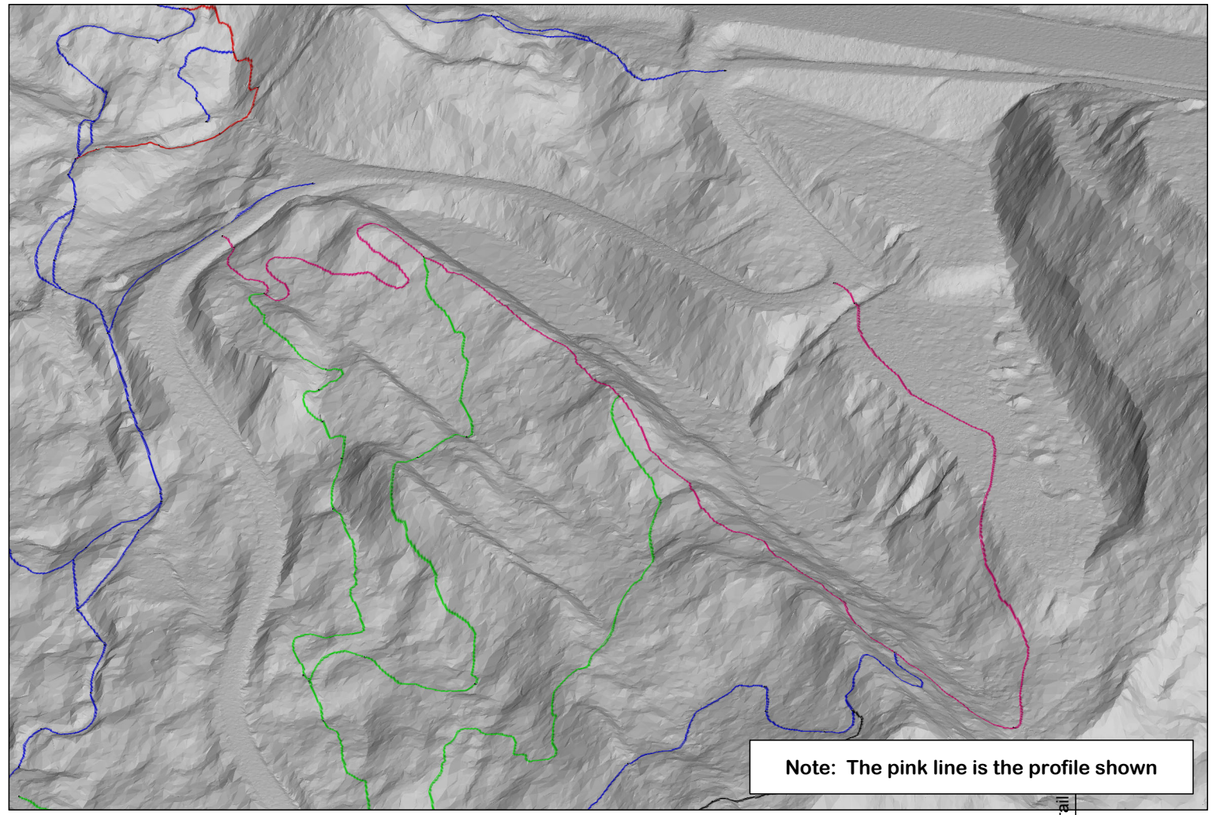
21/03/13

Trail #1

Phase 2
Trail Profile

CITY OF Quesnel

Bike Skills Park and Trails Master Plan



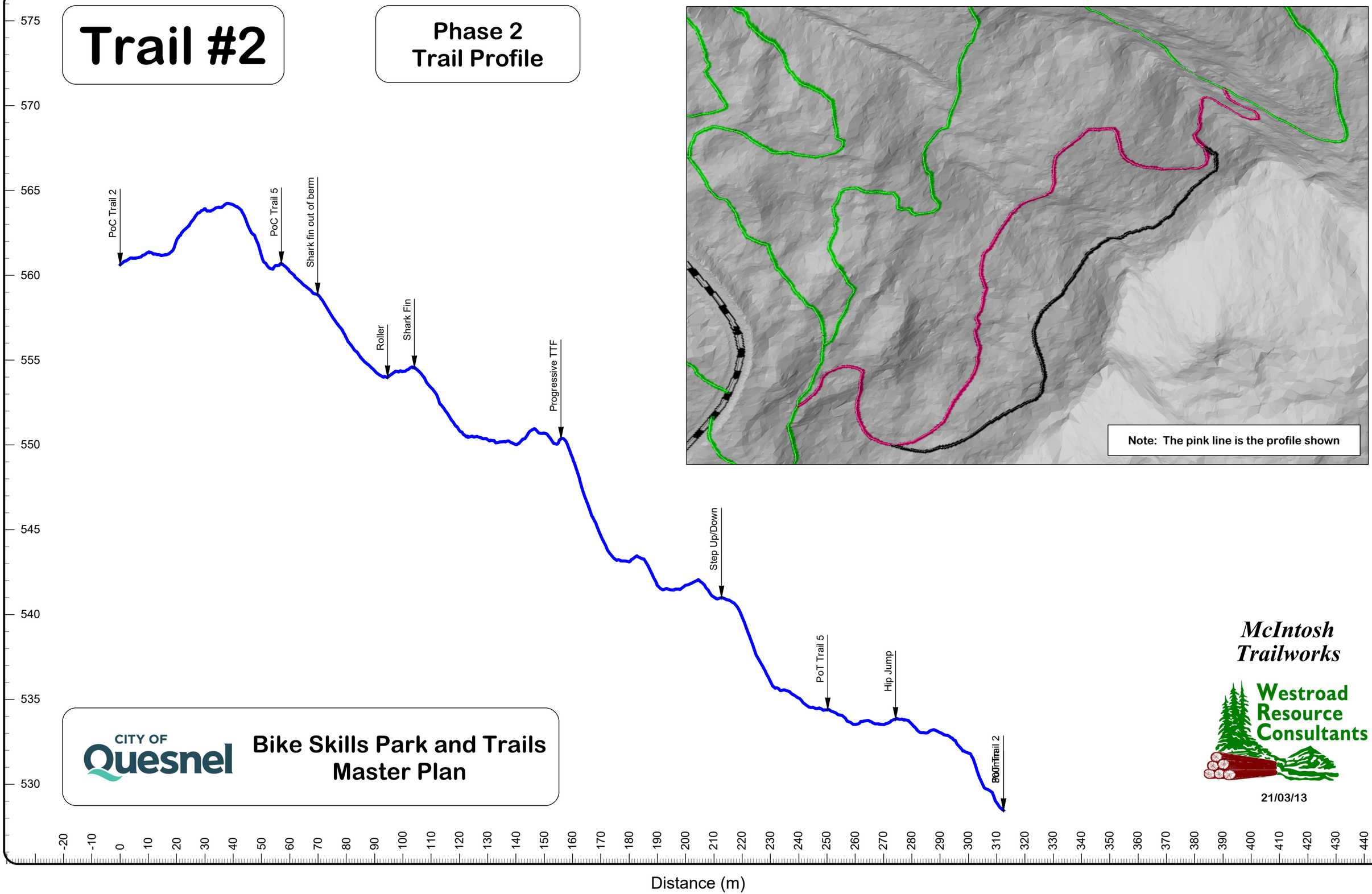
McIntosh Trailworks

Westroad Resource Consultants

21/03/13

Trail #2

Phase 2 Trail Profile



CITY OF Quesnel

Bike Skills Park and Trails Master Plan

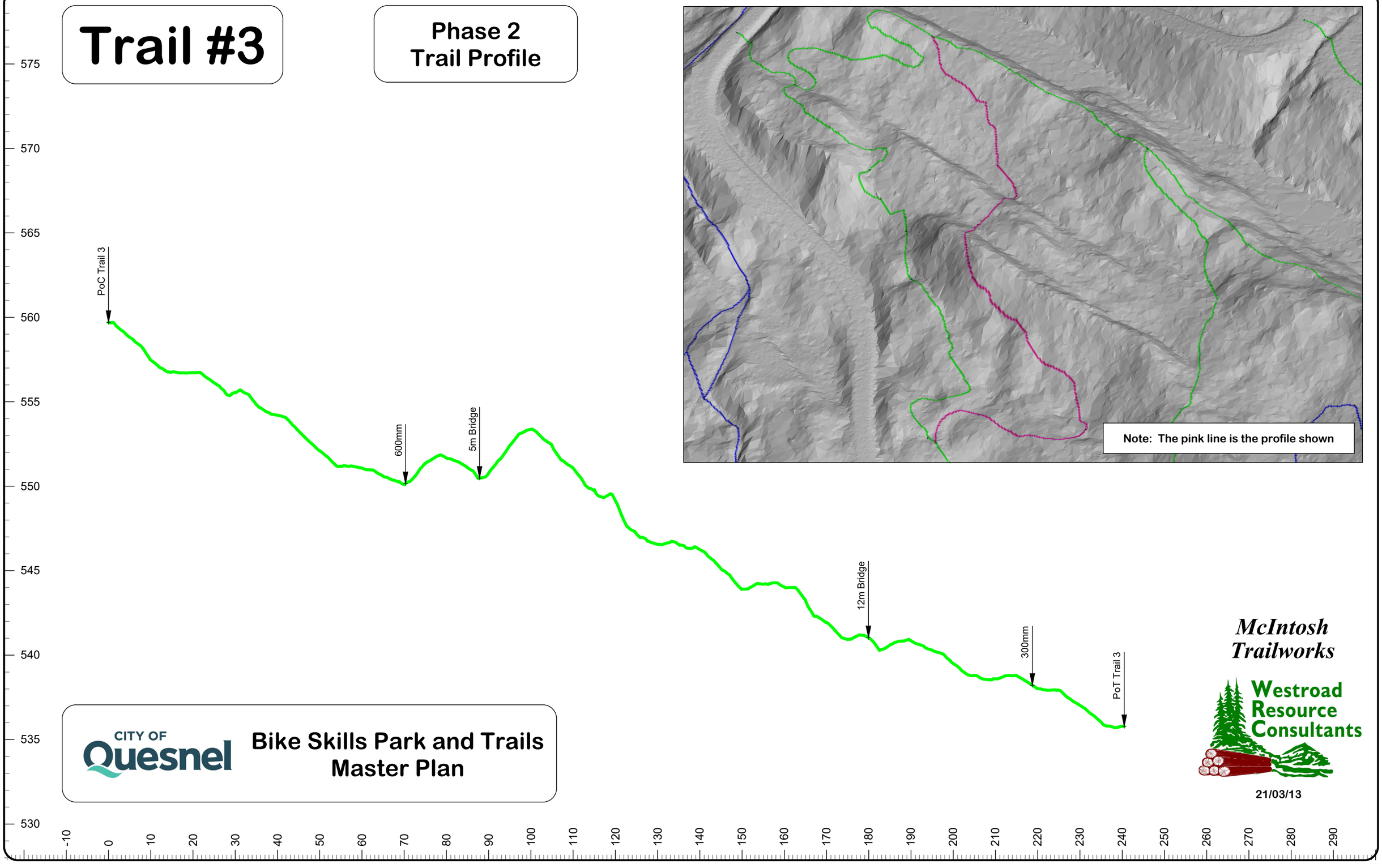
McIntosh Trailworks

Westroad Resource Consultants

21/03/13

Trail #3

Phase 2
Trail Profile



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Bike Skills Park and Trails Master Plan

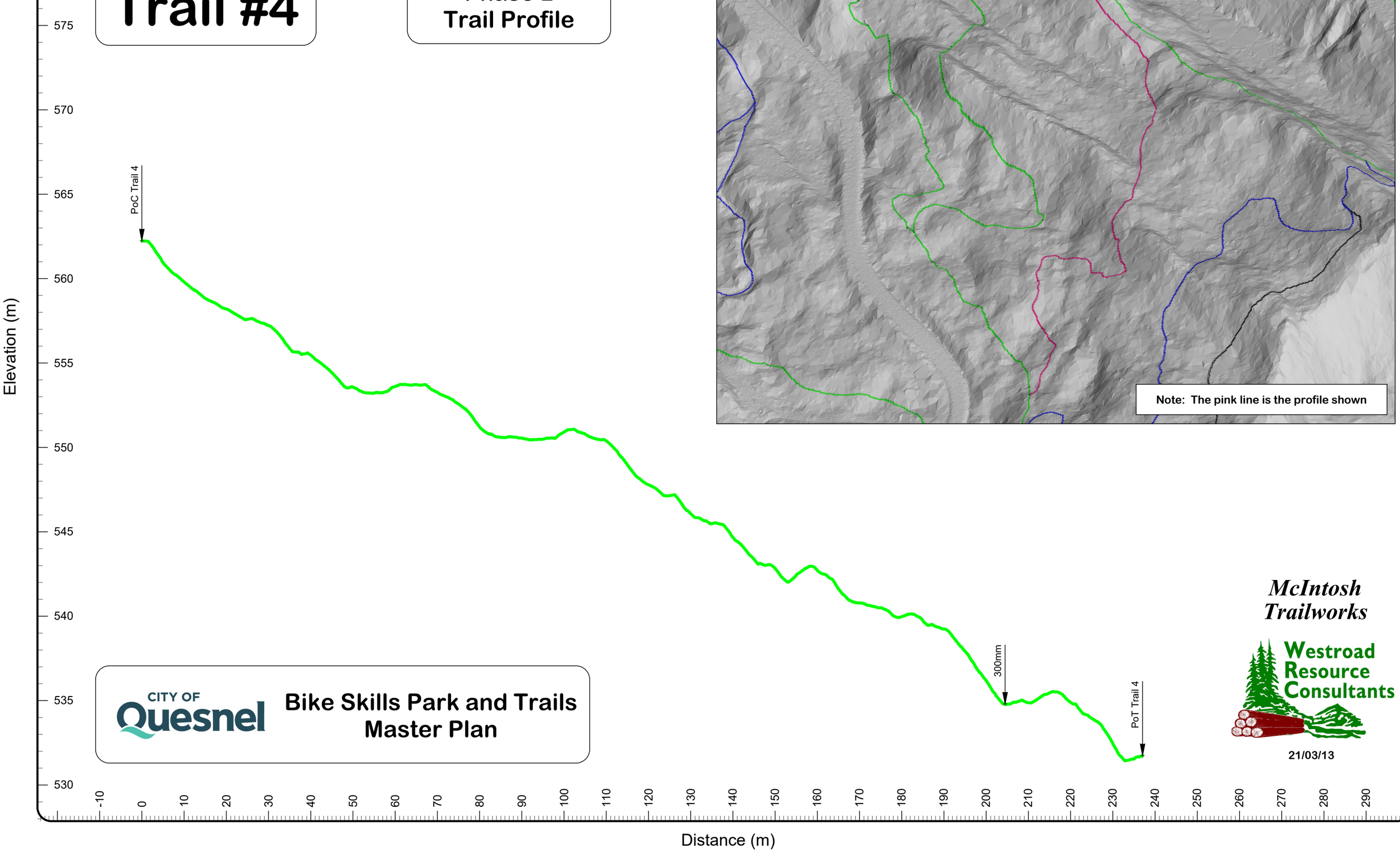
McIntosh Trailworks

Westroad Resource Consultants

21/03/13

Trail #4

Phase 2 Trail Profile



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Bike Skills Park and Trails Master Plan

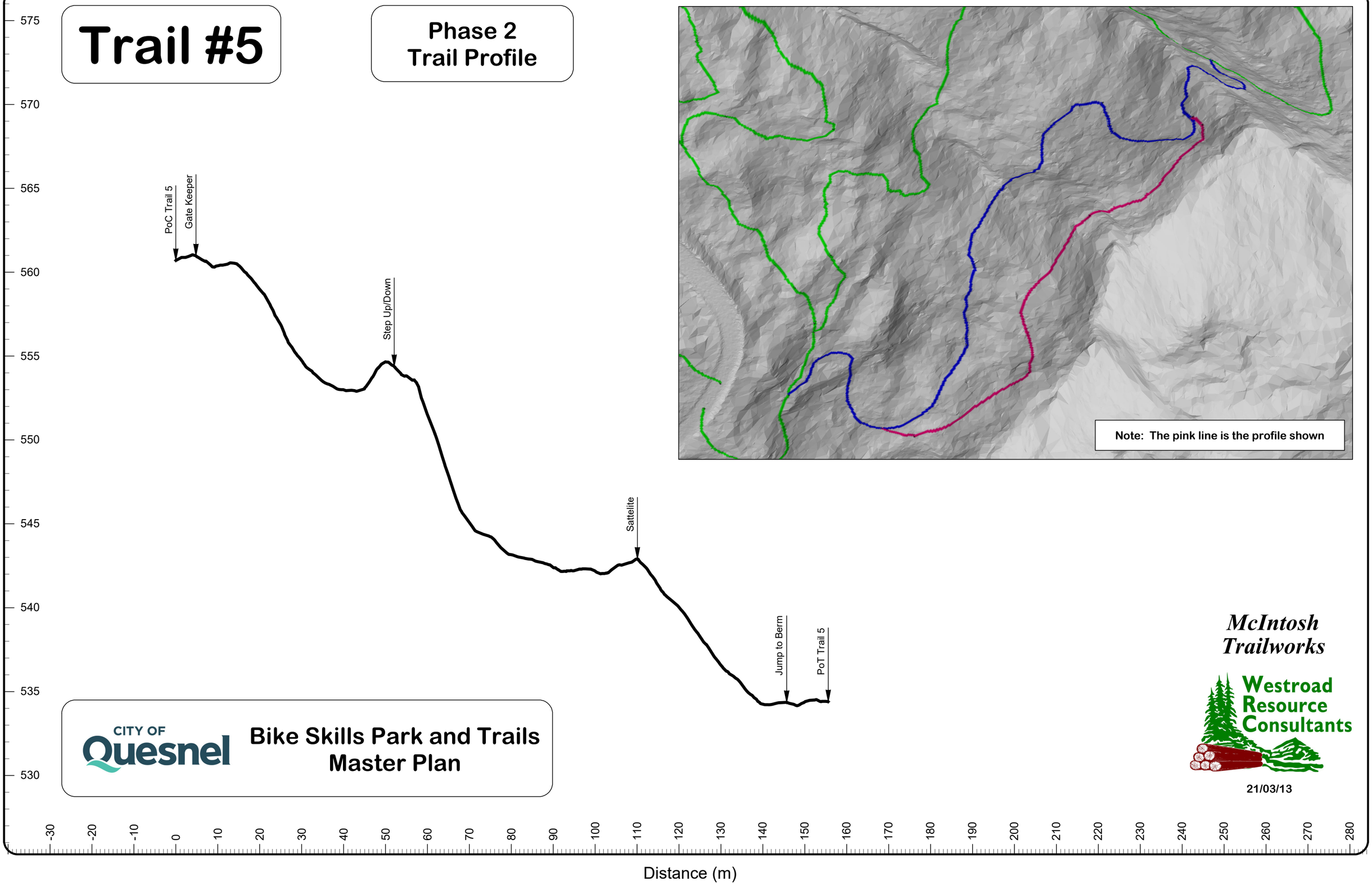
McIntosh Trailworks

Westroad Resource Consultants

21/03/13

Trail #5

Phase 2 Trail Profile



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Bike Skills Park and Trails Master Plan

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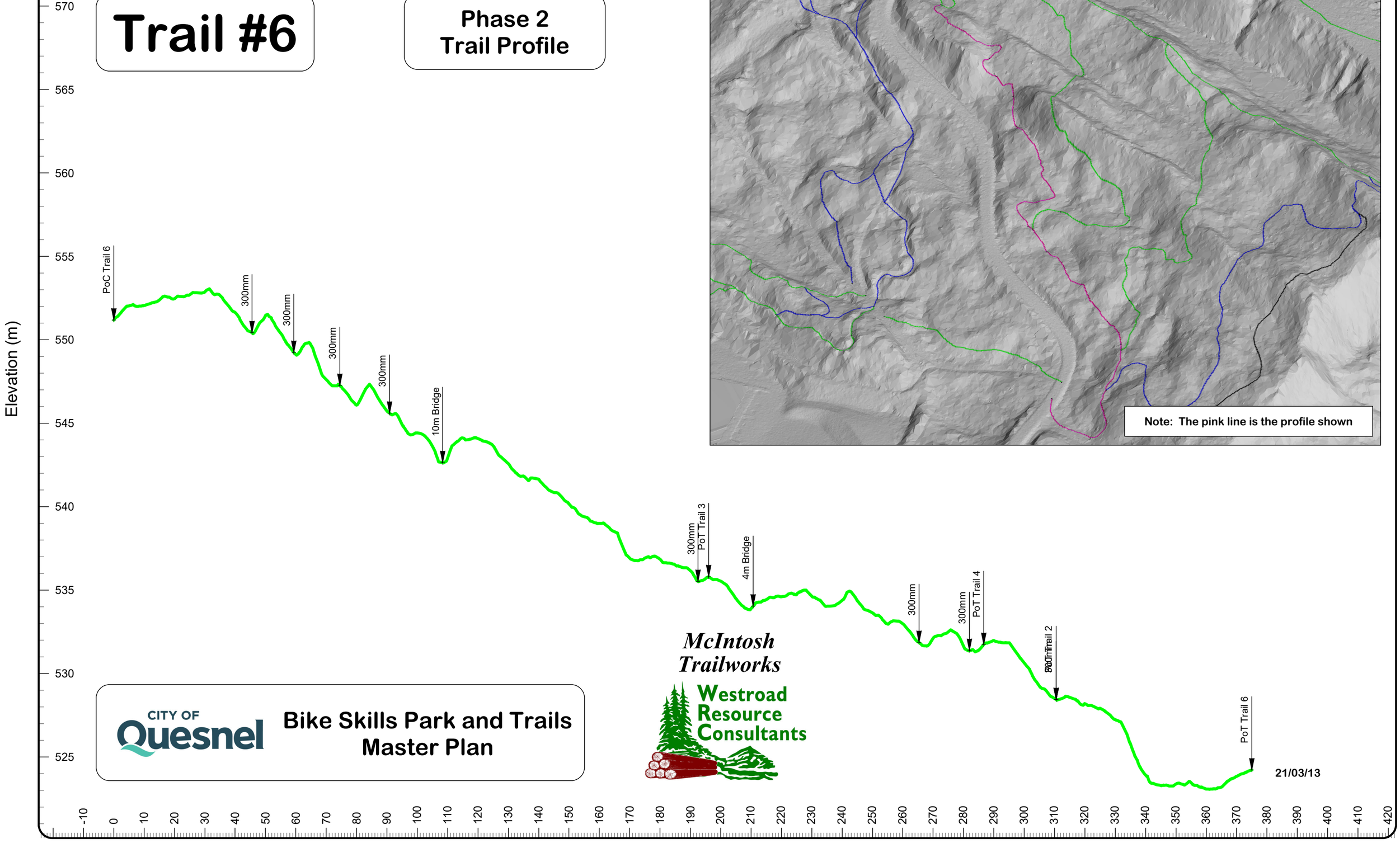
Trail #6

Phase 2 Trail Profile



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Bike Skills Park and Trails Master Plan

McIntosh Trailworks

Westroad Resource Consultants

21/03/13

BIKE SKILLS PARK AND TRAILS MASTER PLAN - PHASE 3 RFP
QUESNEL RECREATION CENTRE

CITY OF Quesnel

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Phases

- Phase 1 & 2
- Phase 3
- Phase 4

Legend

Trail Lines
- Bryce Paved Trail
- Decomission
- Other Trails
- Existing Green Flow
- Existing Green Climb
- New Green Flow
- New Green Climb
- Existing Blue Flow
- New Blue Flow
- New Blue Dropline
- New Green Jumpline
- New Blue Jumpline
- New Black Jumpline
- New Double Black
- New Black Flow
- Hydro Access Roads
- Public Roads
- 2m Contours

Trail Points
- Bridge
- Culvert
- Note
- TTF
- Rec Centre Expansion
- Direction of Travel

Trail Polygons
- Strider Zone (Rubberized)
- Kiosk Area (Paved)
- Pumptrack (Paved)
- Balance Park (Dirt)
- Jump Lines (Dirt)
- Accessible Trail
- Service Road Allowance
- Swamp
- Powerline
- Old Dual Slalom
- Gas Pipeline
- Building
- Private Land

Jump Lines (Dirt)

Pump Track (Paved)

Strider Zone (Rubberized)

Balance Park (Dirt)

Use Hydro Road between Trail 7 and 8

Potential Viewpoint

This lot is Crown Ownership. Ministry of Transportation and Infrastructure.

Viewpoint Location (Brush game trail to viewpoint from Trail 2)

Bryce

Westroad Resource Consultants

April 04, 2023

McINTOSH TRAIL WORKS

1:1,000

0 10 20 30 40 50 60 70 Meters