



Request for Proposals

City of Quesnel

Quesnel Bike Park

Phase 4 – Black Trails Construction

CLOSING DATE AND TIME:

3:00 pm Friday, December 15th, 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 construction of phase 1, 2 and 3.

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 trails and a skills park component. In 2021 phase one of the master plan was undertaken, which included the construction of two flow trails, skills park, connecting trails, progressive jumps, drops, and a rubberized strider bike area. In 2022 the City of Quesnel completed phase two which consisted of a paved pump track, balance park and kiosk area, and in 2023 the City of Quesnel completed phase three which consisted of six trails in the strawberry shortcut zone and one advanced north shore style trail.



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 and build 2 black rated trails from the Quesnel Bike Skills Park and Trails Master Plan.

2. The City is seeking a contractor to:

Design and build 2 black rated trails in accordance with the Quesnel Bike Skills Park and Trails Master Plan. The following trail numbers correlate to the Master Plan and Appendices A and B:

- Trail 24 – Black
- Trail 25 – Black

The two black 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 and contractor discretion 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 of Quesnel 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.

a) Quesnel Bike Park Phase 4, black trails:

Phase 4 trail construction primary objective is the development two advanced jump trails.



Trail 24 must be designed as a black jump trail equalling approximately 633 meters. The trail commences off Flow A (Evenflow), just prior to the junction of Evenflow and Flow B (Around the Bend) and parallels highway 97, before turning south and tying back into Evenflow prior to the final bridge across the old dual slalom course. Trail 25 commences off trail 24 just north of the hydro cut and ties back into trail 24 approx. 181 meters after commencement. The construction of these two black jump trails is to reflect a similar riding style and ability to Whistler's, A-line and Freight Train, or Revelstoke's End Game and Dooms Day. While the trail corridors have been laid out as part of the Master Plan, the contractor will use discretion to adjust the trail line to best fit the construction of black jump lines.

The City of Quesnel has invested heavily into the Quesnel Bike Park over the past three years, and to match rider progression it is imperative that the black jump trails match or exceeds the above-mentioned trails while having its own original design, and technical terrain features to ensure each trail is unique, memorable, and offers progressive skill development.

It will be the contractor discretion to follow Quesnel Bike Skills Park and Trails Master Plan and Appendices A and B specifications for trail layout, culverts, bridges, and technical terrain feature's locations. As the City encourages creativity, and alternative trail lines the contractor should view the trail layout and designed technical terrain features outlined in the Master Plan as a guide and utilize the terrain and their final trail layout to display their own trail creativity and vision. Final approval for line choice will be from the City of Quesnel.

3. 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 4**

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.

4. 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.

5. Inquiries

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

6. 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:

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

7. Contract Scope and Deliverables:

- a) The Contractor will be required to complete the following trails as outlined in the Quesnel Bike Skills Park and Trails Master Plan, and Appendices A and B.
- b) The Scope of the project includes, but may not be limited to:

Trails 24 and 25:

- The contractor will be responsible for setting up secure storage areas for equipment and materials. This secure storage area 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 and designs 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). Marked danger trees to be removed.
 - All TTF, bridge, and trail construction is to conform to IMBA's Trail Solutions Handbook; however, the City of Quesnel, CRD encourage creative trail building and would like each trail, and TTF to reflect the ingenuity of the contractor. User safety is of utmost importance.
 - 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 in-sloped turns, by using out-sloping, 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
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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, materials, 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 require 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 other than to clear the trail surface, sightlines, and specified corridor widths.
 - Organics that will be 'lost' in the immediate vicinity of the trail, must be spread, scattered, and lay flat, no less than 3.0 meters away from trail edge. No piling of organics 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 TTFs (bridges, tabletops, drops etc.) must be completed with peeled, bark free wood, rot resistant cedar or fir, 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 make contact should be rot resistant to increase longevity.
 - 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
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avoid opening the forest ceiling, preventing changes to the existing natural light pattern.

- 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 during construction and upon completion to confirm all trail features such as berms, jumps, and technical terrain features ride at trail speed and are placed accordingly.

c) 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.
- 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. When stacking dirt for jumps, dirt must be packed in stages to allow for proper compaction.
- The contractor must remove all snags, or thick brush 1.0 meters on either side of trail edge (i.e., the fall zone) within 3 centimeters of ground level and scatter the cut material a minimum of 3.0 meter from the trail edge and 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 3.0 meters from the trail edge and out of sight wherever possible. Ensure limbing cuts are clean, without scarring the main trunk of the tree.

8. Cost Estimate

The total construction budget for the Quesnel Bike Park Phase 4 project, including all building materials, subcontractors, and PST is \$100,000.00, excluding GST.



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 complete the fillable Microsoft Excel tabs that will provide the city of Quesnel a detailed cost breakdown for each specific trail including rate per meter, price per culvert, bridge, and technical terrain features.

9. 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. Identify qualified shapers, and test riders, their background experience/qualifications.
 - e. Describe related experience of the company and provide examples of recently completed projects.
 - f. Describe related community bike park projects, local area knowledge, time spent at the Quesnel Bike Park.
 - g. Identify previous site visits to the Quesnel Bike Park, that may have included, reviewing trail corridor, soil testing along trail corridor, identify concerns or risks in the development of black jump line.
 - h. Describe related experience of the qualified machine operator(s) and provide examples of recently completed projects.
 - i. Provide related experience of wooden technical terrain features and provide photo examples of recently completed wooden features.
 - j. The contractor must describe their vision for each trail and provide examples of the technical terrain features that they envision building on each trail.
 - k. 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.
 - l. 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.
 - m. The proponent may choose to include optional costs for extra services and amenities, additional technical terrain features or provide options for cost savings.
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- n. Provide a minimum of two references.
- o. Proposals should not exceed 12 pages in length. Examples of work may be attached as additional pages.

10. 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.

11. 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.

12. Anticipated Schedule.

RFP Released:	October 20 th , 2023
Submissions due:	December 15 th , 2023
Contract Awarded:	January 31 st , 2024
Trail Work:	April 15 th – September 30 th , 2024
Contract Completed:	Not later than September 30, 2024

*Please contact vanleusdeni@gmail.com for a site visit with City representative.



13. 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:

<ul style="list-style-type: none">Proposal Quality (layout, presentation, professionalism, references, examples of previous similar work, team members and experience, detailed cost estimate, user reviews of construction demonstrating satisfaction with desired build outcomes)	10
<ul style="list-style-type: none">Contactor experience (Black jump trail experience; technical terrain feature building experience; references; experienced trail building machine operators; experienced ground shaping crew; experienced riding crew who are able and willing to test all features to ensure functionality and safety, ability to identify contractor or team weaknesses, demonstrated ability to build project to fit project specifications and continue character of existing Quesnel Bike Park, sustainability of built trails)	30
<ul style="list-style-type: none">Project approach (presenting deliverables, trail designs, types of equipment operated and experience, technical terrain feature designs, trail and technical terrain feature examples, project schedule with a completion timeline, size of building/shaping team, availability to work within schedule in Section 12 of this document)	20
<ul style="list-style-type: none">Value for Cost (detailed cost estimate with breakdown for each trail, ability to meet project specifications withing set cost, possible value-added options with associated cost), not to exceed \$100,000 excluding GST	15
<ul style="list-style-type: none">Local area knowledge (terrain and soil knowledge, previous work experience, previous trails built that match the character of the Quesnel Bike Park, site visits completed, site walkthrough with City representative, understanding of issues that could affect schedule or project success and a discussion of how these issues will be anticipated and managed)	25

14. Appendices:

- Appendix A – Trail description details & cost breakdown.
 - Appendix B – Trail profiles/3D trail visualization package.
 - Quesnel Bike Skills Park and Trails Master Plan Phase 4 map.
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