

Does KTS have a maximum upset budget for the pump track? \$100k or \$350k? Aware of the recent grant, but unsure if some of this budget is being split to other bike park amenities, site preparation etc or it all has to be spent on the pump track?

KTS received a grant for the amount of \$350,000 and is exclusively for the pumptrack. The Dirt Jumps are being funded by a different source and the RFP is posted on BC BID by the City of Kimberley. The funds for the pumptrack are to cover all aspects of the project like the geotechnical, site prep, pumptrack design and construction, landscaping and signage pertaining to the pumptrack project.

Regarding the existing dirt pad (~875m²), is there a geotechnical report or guarantee of compaction specification available for this area?

There will be a geotechnical report and the information will be shared with the contractors. We are releasing an RFQ in the upcoming week. It is also notable that the site was under preload of 2m until this spring. When the skate park was constructed (10yrs ago?) the spoil was piled on this site. The subgrade on this site is primarily glacial till similar to what is commonly sold as "pit run" from aggregate suppliers.

Please provide maximum site extents/boundaries for proposed development.

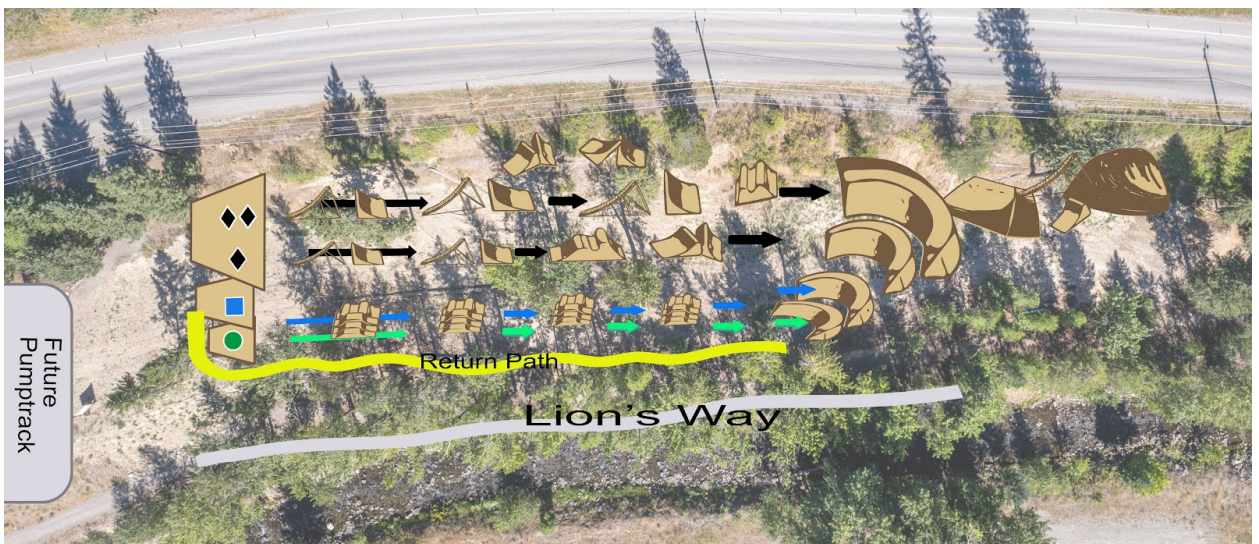
See attached PDF for Bike Park Ortho Map with site extents.

https://drive.google.com/file/d/1mW4knu_PhnHG347vOaZAe41q2kHxjDeu/view?usp=sharing

RFP refers to the pump track having a jump line; I thus assume this is required, and a concept plan may already exist for the development.

The pump track and Dirt Jumps will be adjacent to each other. The pump track will be on an upper bench next to the existing skatepark and the dirt jumps below along a 150m stretch that runs south from the pumptrack area. There is currently a second RFP live for the design and construction of dirt jumps. Picture below of Dirt Jump Concept design is for reference only.

As for the pump track specifically; Currently we have no blueprint for the pumptrack and the contractor has design freedom. There are no specific requirements for jumps within the pump track.



Assuming all slopes/splays of pump track, and existing pad slopes need to be landscaped with topsoil and either sod or hydroseed. If so, please confirm required landscape specifications. Please confirm the requirement for stormwater collection.

Shaping of the pump track must tie in with the surrounding landscape and be hydroseeded.

On site capture/percolation vs tie into to existing storm vs collection and daylight to the adjacent creek. Requirement for engineer stamped system?

The requirements for a storm system will be dependent on the design proposed. Yes, the storm system will require a design by a professional engineer. The closest storm main is along Marsden St. Likely a collection and daylight system.

Assuming the main user entrance to the future pump track to be in NW corner of the site, tying into the existing Mark Creek Trail. Is a secondary entrance required to service parking along Rotary Drive informal parking?

We are hoping to have additional parking in the future along rotary drive. The final design will be presented by the contractor along with their best judgment for where the most suitable gathering point will be.

Wheelchair users; barrier-free and accessible grade entrance from Mark Creek & Rotary Drive? Paving to tie into gravel surrounding gravel pathways assumed?

Only Necessary from Rotary Drive.

Is water available for construction on site? Water utilities are shown adjacent to the West corner of the skate park.

Yes water is available from the building at the NW corner of the existing skatepark.

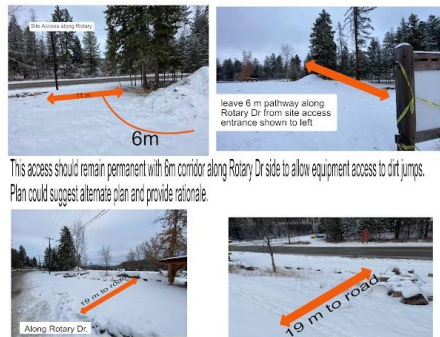
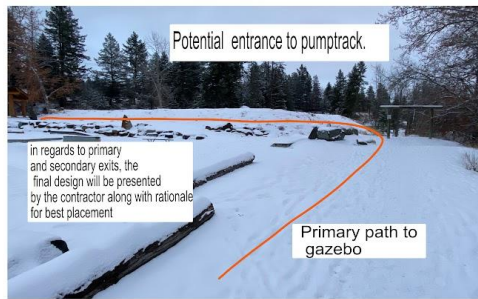
Please confirm principle site access for construction to be off Rotary Drive.

Yes, primary site access will be from Rotary Drive. Some access is available along Mark Creek Trail. Future access should be at least 6m from Rotary Drive to access the dirt jump area without disturbing the pumptrack and 2m along the Mark Creek Trail.

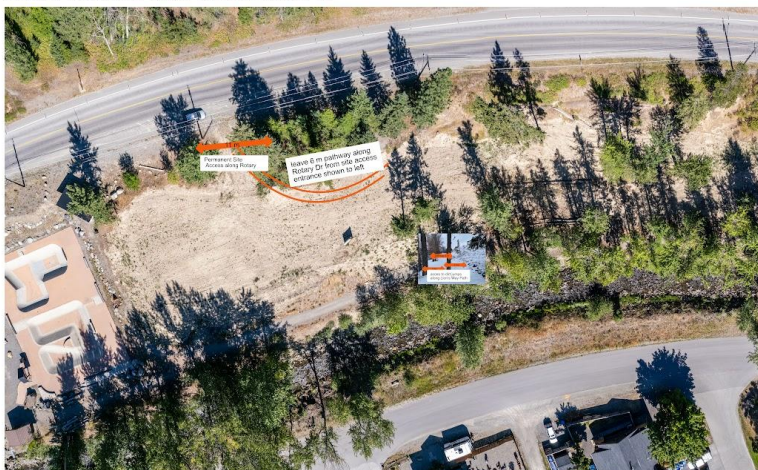
For Dirt Jump RFP



Pump Track RFP



Site Access Considerations



Please provide updated imagery of the site boundary to Rotary Drive, ahead of site visits, to ascertain site access location and grades for material deliveries.

During this Spring's earthworks phase, we had tandems and a large excavator coming and going from site with ease.





Utility right-of-way setbacks from all utilities adjacent to site boundaries, including powerline approach distance horizontal and vertical, Teck utilities right-of-way location, and whether crossing agreement will be required.

Please incorporate within proposed design plans



Please confirm if temporary closure of Mark Creek trail is permitted during construction, as well as trail reclamation specification.

Yes, you will have the ability to temporarily close Mark Creek Trail with proper signage and barriers. KTS and the City of Kimberley will support through newsfeeds and social media. Mark Creek Trail should retain its current state after construction.

It appears that if the pump track is completed prior to dirt jumps, the only site access for Dirt Jump material import will be via Mark Creek Trail. Should the pump track contractor ensure that pad & ramp access is retained for DJ access upon completion?

Reasonable site access will be available from the Matthew Creek Trail from both ends. If the Pump Track is built first, considerations for larger machinery will need to be made depending on the successful bidders of both projects' machine and design plan. Ideally, the dirt jump project will be completed before. We are hoping to have the dirt jump project completed in the spring to avoid issues with space and access. The final design should leave some future access which will likely be off Rotary drive and smaller access from the Mark Creek Trail. See included pictures for Site Access Considerations.

Signage kiosk to be provided by others, signage digital design to be provided by the contractor for manufacture and installation by others, or contractor to include the entire scope?

The contractor is in charge of, at a minimum, the "design and installation of signage for safety guidelines, proper use of pump track including KTS/Bike Park logos, contractors and funding sources logos. Minimum sign size 4ftx4ft across." Along with "Recommendations for signage

for main track and jump lines.” This is because the first grant was not able to cover these items while the funding for the Pump Track allows for signage. The contractor is welcome to submit a signage plan and budget for all signage for both the Pumptrack and Dirt Jumps.

Please provide topo in .dwg format.

It has been added to the Bike Park Topo photos and DWG files folder that is accessed from the original link in the RFP.