

## **Proposal on the Use of the Highway 40 Expansion, Alberta Transportation Award**

### Background

As the Highway 40 expansion work was taking shape it became evident that our lease and trail system would be impacted. We were asked to prepare an estimate of what would be required to keep us whole in terms of trail relocation and other costs related to the Highway 40 activity. The scope included any resurveying, permits, studies, trail relocation, trail building and modification, lighting relocation, fencing and access control, re-mapping and any other costs and hardship that the Club would be required to bear.

Matt worked with some contractors that he had experience with to come up with a proposal to submit to Alberta Transportation. After a few rounds of clarifying and providing more detail the proposal was accepted and the award was made.

We were able to engage two very capable contractors and a few consultants to do some planning and environmental assessments. Matt, Crawford and I worked through a couple of proposals for rerouting Sun Dog, Aspen D and Highway 40. As we worked through the detailed options we were able to pick routes for Sun Dog and Aspen D that minimized the amount of ground disturbance, leveling and filling required.

The contractor that we hired to remove vegetation was able to very quickly deal with what was in place and use the shredded biomass to do initial contouring. We saved a significant amount here because of his capability and not being required to use a two or three step process.

The contractor that we engaged for the dirt and culvert work also proved to be very efficient and effective with skilled operators and access to the right equipment for the scope of the work.

By working with Alberta Transportation's contractor and questioning some of the initial proposals we were to have them adjust along our Highway 40 trail west boundary. We made the decision to delay the significant scope of the relocation of this trail and see through a couple of seasons whether the trail remained functional and whether access control could be maintained. That evaluation continues with a proposal to install permanent fencing when the right-of-way and slope management work for the gravel pit access road is completed.

Our scope of work that remains includes;

- a. fencing and access control along our Highway 40 trail as described above,
- b. fencing and access control between Sidestream and the gravel pit access road,
- c. potential extension of the culvert on Aspen C which has been incorporated into the Aspen D rework,
- d. verification and adjustment of the Cross Country race courses that previously included Sun Dog and Aspen D, and

- e. evaluating usability of the Highway 40 trail once the fencing and access control are complete and if necessary proceed with the required trail and lighting relocation.

Even if the last item proved to be required, my opinion is that we would still have a significant surplus based on our contractor choice for the first phase of the work.

### Proposal

Proceed with getting quotes for the items a. through d. above and execute them over the next couple of seasons.

Based on the assumption that a surplus will still exist, even if all of the items a. through e. above were required;

- a. allocate up to \$50,000 for priority small capital improvements (like the bear safe garbage bins) and approved priority trail enhancement work *that were not identified when the budget was created*,
- b. invest the remainder in instruments that generate the best return while providing the required liquidity,
  - i. allocate a portion of that investment to an equipment replacement fund once the work of the two sub committees working this is complete,
  - ii. allocate the majority of the investment to the asset capital reserve fund,
- c. annually, allocate the return on the investments for priority small capital improvements, priority trail enhancements, requirements for matching Club spending on other grant awards.