

REGIONAL DISTRICT OF BULKLEY NECHAKO

HIGHWAY 35 MULTI-USE PATH CONCEPTUAL DESIGN REPORT





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REGIONAL DISTRICT OF BULKLEY
NECHAKO

WSP PROJECT NO.: CA0003040.0-58.
DATE: JUNE 27, 2024

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TABLE OF CONTENTS

INTRODUCTION.....	1
LOCATION AND DESCRIPTION.....	1
DESIGN INPUTS	2
DESIGN CRITERIA.....	2
PROJECT STAKEHOLDERS	3
HIGHWAY 35 MUP CONCEPTUAL DESIGN SUMMARY.....	2
GENERAL ALIGNMENT	2
PROPERTY ACQUISITIONS	3
NOTABLE DESIGN ELEMENTS	4
ALTERNATIVE ALIGNMENT OPTIONS	5
3RD PARTY UTILITIES	5
PROBABLE COST.....	6
RECOMENDED ALIGNMENT	6
PROJECT PHASING	7
NEXT STEPS.....	7
CONCLUSION	8

TABLES

TABLE-1. DESIGN CRITERIA..... 2
TABLE 2: OPTION 1 OPINION OF COST 6
TABLE 3: OPTION 2 OPINION OF COST 6

FIGURES

FIGURE 1. HIGHWAY 35 MUP BY SEGMENT 1

APPENDICES

A COST ESTIMATE
B CONCEPTUAL DRAWINGS
C STAKEHOLDER ENGAGEMENT REPORT

INTRODUCTION

The Regional District Bulkley Nechako (RDBN) is looking to evaluate the feasibility of a multi-use path (MUP) for non-motorized use separate from Highway 35 that will link the Village of Burns Lake to Tchesinkut Lake and the rural areas in between. The trail is intended to provide safe transportation and recreation options for residents and visitors as an alternative to travel by vehicle. WSP Canada Inc was commissioned by the RDBN to provide engineering services to develop a conceptual design for the project. The conceptual design included a site visit along the route alignment, consultation with stakeholders, an open house meeting, development of a trail alignment with alternative options and a class D cost estimate.

The goal of this project is to meet the following objectives:

- Provide a conceptual trail design of sufficient detail to inform the RDBN on the constraints, challenges, and opportunities of constructing and operating a multi-use path along Highway 35.
- Provide a sufficient level of detail and planning to allow the RDBN to move forward with stakeholder discussions with the Ministry of Transportation and Infrastructure, property owners, First Nations, utility companies, and solicit community feedback on interest in the project.
- Develop a conceptual level design and respective construction cost estimate that presents a high level of pre-planning to inform the RDBN of the cost to construct the trail to allow for future budget planning.

LOCATION AND DESCRIPTION

The proposed multi-use trail runs along Highway 35 in the Ministry of Transportation and Infrastructure highway right-of-way (MoTI ROW) and is approximately 13km in length. The path begins at the southern end of the Burns Lake bridge on Gerow Island and goes to the intersection of Highway 35 and Tchesinkut Road East as seen in Figure 1. The path is divided into three segments, each with different design constraints and characteristics.

Segment 1 begins at Gerow Island, runs along the west side of the highway and ends at Osatuik Road/Frame Road. Along Segment 1 there are a number of steep cut slopes along the south side of the highway and one notable stream crossing. Segment 2 begins on the east side of the highway at Frame Road and goes to the Omineca Ski Club Road through the wide highway ROW. Terrain along this segment is generally rolling hills with one notable stream crossing. Segment 3 continues on the east side of the highway and runs from the Omineca Ski Club Road to Tchesinkut Road East. Terrain along this segment is also generally defined as rolling hills.

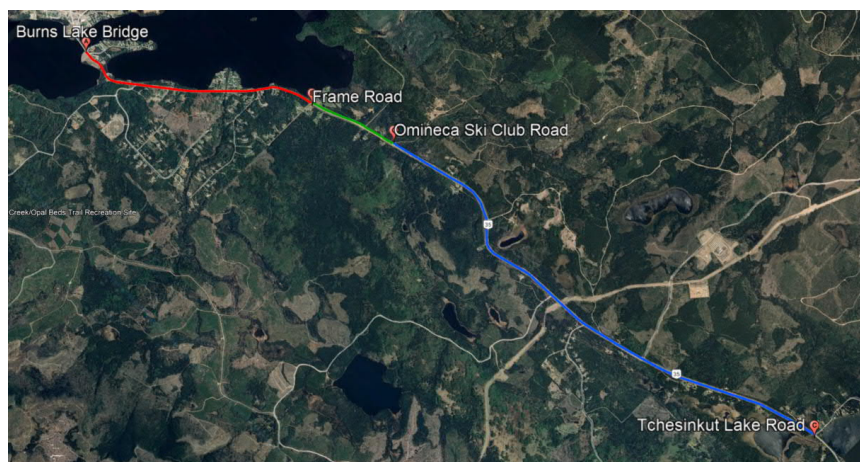


Figure 1. Highway 35 Multi-use Path Proposed Route by Segment

DESIGN INPUTS

For the conceptual design of the path, WSP utilized high-definition LiDAR, photogrammetry, GIS and BC Parcel Map legal lot boundary information. Additionally, during the two site visits, WSP captured photographs along the highway corridor of notable design challenges, stream crossings, wetlands, culverts, driveways and utilities.

- 2023 LiDAR from GeoVerra
- 2023 Photogrammetry from GeoVerra
- 2023 Lot Legal Cadastral Line Work from Parcel Map BC
- RDBN GIS Data
- Site photos from WSP site visit

DESIGN CRITERIA

WSP used the following design criteria as a basis for the development of the conceptual design.

- British Columbia Active Transportation Design Guide, Published by the BC Government (2019)
- BC Supplement to TAC (2019)
- Bikeway Traffic Control Guidelines for Canada (2nd edition), Transportation Association of Canada (TAC)

The path main design criteria are summarized in Table-1.

Table-1. Highway 35 MUP Design Criteria

ELEMENT	DESIGN CRITERIA
Highway Traffic Volumes (AADT)	~ 2,000 Average Annual Daily Traffic
MUP Traffic Type	Pedestrians & Cyclists
MUP Width	3m min*
Shoulder Width (Emb. Depth < 1.2m)	0.5 m
Shoulder Width (Emb. Depth > 1.2m)	1.5 m
Surface Type	Asphalt or Gravel Pavement
Cut / Fill Slopes	2H:1V (where feasible based on soil conditions)
Ditch Geometry	V-Bottom Ditch w/ 2:1 Cut Slopes @ Minimum depth of 0.3m below subgrade
Min Clear Space (offset from obstructions)	0.6m
Maximum Vertical Grade	5.0%**
Minimum Vertical Grade	0.5%
Crossfall	2%
Minimum Horizontal Radius	10m (where feasible)
Minimum Offset to Fog Line (50km/hr)	4.5 – 5.0m***
Minimum Offset to Fog Line (70km/hr)	4.5 – 5.0m***
Minimum Offset to Fog Line (90km/hr)	7.5 – 9.0m***

*MUP width in constrained circumstances such as portions of Segment 1 may be reduced to as low as 2.0m

**To meet BCATDG requirements for maximum vertical gradients above 5%, the following criteria must be met; grades between 5-6% shall have a flatter resting area of 3% or less every 100m. Grades between 6-8% shall have a flatter resting area of 3% or less every 50m.

***Minimum offset to fog line is governed by the Clear Zone requirements in Table 620.A of the BC Supplement to TAC, which indicates that if the embankment fill slopes of the Highway exceed a slope of 4:1, then fixed objects (MUP Pathways) should not be within the vicinity of the toe of these slopes. Offset doesn't apply when the trail is physically separated from the travelled lane of the highway (such as a concrete roadside barrier).

FIRST NATIONS AND PROJECT STAKEHOLDERS

WSP conducted a comprehensive engagement program with First Nations and project Stakeholders as part of this project. Refer to Appendix C for our complete stakeholder engagement report.

The following is a summary of the main project stakeholders and First Nations for the Highway 35 MUP.

Primary Stakeholders:

- Regional District of Bulkley Nechako
- Ministry of Transportation & Infrastructure

Local Government Stakeholders:

- Village of Burns Lake
- Electoral Area B – Burns Lake Rural
- Electoral Area E – Francois/Ootsa Lake Rural

First Nations:

- Cheslatta Carrier Nation
- Nee-Tahi Buhn Nation
- Wet'suwet'en Nation
- Skin Tyee Nation
- Stelat'en Nation
- Ts'il Kaz Koh Nation
- Witsset Nation

Community Group Stakeholders:

- Burns Lake Community Forest
- Omineca Ski Club
- Burns Lake Snowmobile Club
- Ride Burns
- Tchesinkut Watershed Protection Society

3rd Party Utility Stakeholders:

- BC Hydro
- PNG
- TC Energy

Others:

- Private Property Owners
- General Public



HIGHWAY 35 MUP CONCEPTUAL DESIGN SUMMARY

GENERAL ALIGNMENT

The project route begins on Gerow Island at the Burns Lake bridge. After passing alongside a wetland along the edge of the lake, the path follows Highway 35 along steep cut slopes on the west side of the highway to Osatuik Road. There it crosses the highway to Frame Road. From Frame Road onward to the MUP terminus the path stays on the east side of the highway as it moves over rolling hills, crosses a notable stream and a few wetlands. The MUP ends at Tchesinkut East Road. A full set of conceptual design drawing can be found in Appendix B. The Highway 35 corridor has several challenges for the proposed MUP alignments. Some of the challenges observed through the development of the conceptual design, during site reconnaissance and LiDAR analysis are summarized by highway segment in the following sections. Refer to WSP's earlier "Preliminary Conceptual Design Memo" for a full list of constraints and opportunities for each segment.

SEGMENT 1

The first segment of the MUP begins on the southwest side of the Burns Lake bridge and heads southbound from Gerow Island for 3.6km where it ends at Osatuik Road. Most of the terrain along Segment 1 is considered high complexity and is largely defined by a narrow highway ROW confined by Burns Lake on the north side of the highway and large hillsides and cut slopes on the south side of the highway. Segment 1 intersects driveways leading to two vacant lots before skirting the wetlands adjacent to the waterfront of Burns Lake. Here, concrete roadside barriers are employed to keep the path tight to the highway, which minimizes environmental impacts, reducing the environmental permitting requirements and possible habitat offsetting.

Beyond the lake, the trail continues on the south side of the highway. This segment is marked by large cut slopes above the highway corridor and long undulating hills. BC Hydro power poles are typically positioned midway up or at the peak of the cut slopes, with a few guy wires extending down to the ditch. The highway intersects several driveways and roads, resulting in steep notches in the cut slopes. The alignment is crossed by a stream with a double oval culvert near Nourse Subdivision Road 2.

Approaching Beach Road, the path is tightly sandwiched between several properties and the highway, necessitating the use of concrete roadside barriers for physical separation. Following this section, the trail crosses Taylor Frontage Road and then parallels the road ROW while passing in front of two properties before shifting back tighter to the highway ROW. The final section of Segment 1 requires two property acquisitions due to the narrow highway ROW and the clear-zone requirement. Segment 1 concludes at Osatuik Road, where the path crosses the highway to Frame Road.

Segment 1 offers two viable alignment options along the cut slopes. Option 1 ensures a 9m clear zone from the highway fog line (in most areas) by retreating into the cut slopes throughout its course. This option employs a large retaining wall system to stabilize the slope and secure sufficient space for the path. In areas where the embankment depth surpasses 1.2m, a 1.4m high railing is installed on the downslope side to prevent users from tumbling into the highway ditch.

Option 2 uses concrete roadside barriers along the sections of highway confined by steep cut slopes to shield path users from road traffic when utilizing a widened highway shoulder where the clear zone offset is not met. Sections of this alignment option utilize buried storm infrastructure beneath the path to maintain drainage along the highway. Where there is sufficient space available, open ditch drainage is maintained with the use of a small retaining wall to ensure continuous water flow through the ditch.

Both options adhere to the same general alignment, but Option 2 is situated closer to the highway.

SEGMENT 2

The second segment of the MUP begins at Frame Road on the east side of the highway and continues towards the Omineca Ski Club Road for 1.3km. Most of the terrain along Segment 2 is considered medium to low complexity and is generally defined by a wide highway ROW with low grade rolling hills. From Frame Road the path goes south crossing Ridler Road and ends at the Omineca Ski Club Road.

At Frame Road, there is potential for a future park space at the corner of Burns Lake, making it an excellent place for a rest area. 800m south of the start of Segment 2 is Ridler Road, which provides access to Burns Lake Provincial Park. This road is a popular local dog walking and hiking area. There is potential to add in a parking area at Riddler Road for MUP users. At Sirdar Road, the MUP moves in close proximity to the highway to avoid a stream running adjacent to the highway. Concrete roadside barriers are utilized here to provide a physical barrier between path users and the highway traffic required from not being able to meet the 9.0m clear zone offset requirement. The Segment ends at the Omineca Ski Club Road where the path crosses above the stream over an existing culvert.

SEGMENT 3

The third and final segment begins at the Omineca Ski Club Road and continues south for 7.7kms ending at Tchesinkut East Road. The terrain along Segment 3 is considered low complexity and is defined by a wide highway ROW with low grade rolling hills with a few small cut slopes and hillsides above the highway.

The path starts on the east side of the stream at the Omineca Ski Club Road and immediately crosses over the stream and runs adjacent to the highway ditch. From there the MUP gradually climbs along side the highway. A few steep driveways and sloped terrain will require some grading. Numerous culverts cross under the MUP on this section to encourage drainage in the many small dips fed by nearby wetlands. Approximately 200m south of Guyishton Lake FSR the trail will cross the Coastal Gas Link ROW (which crosses the highway) and then climbs up to the top of a short cut slope to maintain the clear zone from the highway, before dropping back down to cross Six Mile Pit Road. In the final few hundred meters before the terminus, the path crosses through a large wetland area. Special drainage and subgrade fill consideration may need to be made here.

PROPERTY ACQUISITIONS

Due to constraints in the topography, utility conflicts and narrow MoTI Right of Way areas, several property acquisitions are expected to be required along the proposed MUP route. A list of properties requiring acquisition for the ROW are as follows:

- ROW on 012-646-431 PLAN PRP1529 REM LOT 1
- ROW on 009-900-659 PLAN PRP6683 LOT 2
- ROW on 015-110-362 PART 1897 5
- ROW on 026-532-271 PLAN BCP21425 LOT B
- ROW on 011-200-821-PLAN PRP 4729 LOT 7
- ROW on 011-467-835 PLAN PRP 4729 LOT 6
- ROW on PLAN 004-868-455 PRP3445 LOT 1
- ROW on 018-139-400 PRP13535 LOT A
- ROW on PLAN PRP7305 LOT 2

NOTABLE DESIGN ELEMENTS

There are several notable design elements included in the proposed conceptual design for the Highway 35 MUP that allows it to traverse the varying terrain along the highway corridor. A brief description of the most notable design elements has been included below for consideration.

CONCRETE ROADSIDE BARRIERS

In sections of the MUP that are closer to the highway fog line than permitted by minimum clear zone requirements outlined in the BC Supplement to TAC, concrete roadside barriers are used to provide a physical barrier to protect MUP users from vehicle traffic.

RETAINING WALLS

The use of retaining walls will likely be required along the steep cut slopes of Segment 1 where horizontal space is limited. Utilizing a retaining wall system, the cut slope can be excavated farther back from the highway to maintain the required clear zone between highway traffic and path users. A typical lock block wall can require extensive temporary excavation into the cut slope for geogrid tie-backs, and therefore may not be feasible in many locations as the cut slope would end up extending well into the embankment. As such, steel mesh supported by soil anchors has been proposed as a suitable alternative as a means of retaining the cut slopes eliminating the need for temporary excavation. The anchors are attached to a supporting mesh placed along the slope surface to hold the soil in place. The soil anchors can support the slope at 60 degrees from horizontal. Feasibility of the appropriate type of retaining wall based on the existing soil conditions will need to be explored in subsequent engineering studies or during the detailed design of Segment 1 of the MUP.

BURIED STORM INFRASTRUCTURE

The buried storm main under the MUP, although atypical in rural areas, is the only feasible design method that does not require construction of a retaining wall along the steep cut slopes of Segment 1. By burying the storm pipe under the path, water from the ditch can continue to flow along the existing ditch alignment to existing culverts under the highway. The MUP can then be built above the storm main with concrete roadside barriers between the highway traffic and path. Where the existing highway ditch is filled by the trail small swales will be utilized along the shoulder of the trail to collect drainage off the hillside and direct it to catch basins tied to the underground storm infrastructure.

CONSTRAINED MUP WIDTH

Along the steep cut slopes of Segment 1, horizontal space between the shoulder of the highway and the adjacent embankment is limited. To reduce costs of excavation, retaining wall construction, property acquisitions and utility relocations the MUP can be reduced in width to as narrow as 2.5m (width of riding surface). Under BC Active Transportation Design Guidelines, the MUP may be reduced in width given the topographic restraints and lower ridership volumes. The reduced width trail sections are limited to areas of good sight lines allowing users to see oncoming pedestrians and cyclists well in advance.

HIGHWAY CROSSING

At the end of Segment 1 and the start of Segment 2 the MUP crosses from the West side to the East side of Highway 35. A level grade crossing at the intersection of Osatuik Road, Frame Road and the highway is currently proposed. This location was chosen because it is an existing intersection that has favorable sight lines and because it is the transition point between the narrow Segment 1 RoW and wide Segment 2 RoW. An added benefit to the crossing at this location is the potential for the development of a future park / kiosk rest area space off Frame Road facing Burns Lake. Further design of the crossing and consideration for crossing infrastructure improvements is beyond the scope of this conceptual design and will be investigated in future detailed design.

CREEK CROSSINGS

There are two notable un-named creek crossings along the MUP alignment. The creek on the North end of the MUP is next to Nourse Road where the creek crosses under the highway in shallow twin 2m diameter oval culverts. This creek has potential to be fish bearing and requires an environmental assessment to determine permitting and regulatory

requirements. The MUP would cross the creek upstream of the highway using culverts to match or exceed the capacity of the existing culverts as determined by future environmental investigations.

The creek further South intersects the path at the Omineca Ski Club Road. Here the MUP parallels the creek from Sirdar Road to the Ski Club Road. The path would cross the creek from west to east over the Ski Club Road, continue South for 20m and then cross back to the west side of the creek. A new 3m diameter open bottom arch culvert is proposed for this crossing, which matches the existing culvert beneath the Ski Club Road. The MUP crosses the creek in this location to maintain the highway clear zone and to avoid re-aligning the creek. An environmental assessment is needed to determine potential for fish and permitting and regulatory requirements prior to construction.

ALTERNATIVE ALIGNMENT OPTIONS

Two alignment options have been explored on a conceptual level along the cut slopes of Segment 1 to navigate the challenging terrain. Alignment Option 1 maintains a 9m clear zone from the highway fog line throughout its alignment by stepping back into the cut slopes. A retaining wall system is used to support the slope and provide adequate space for the path. On the downslope side a 1.4m high railing will be placed to prevent users from falling down the slope into the highway ditch. This option will provide a better sense of comfort due to being farther away from the highway traffic; however, tall retaining walls may not be feasible due to temporary excavation requirements and the height of the slopes above the walls. For more details on the configuration of Option 1 refer to the conceptual design drawings in Appendix B. Note that a geotechnical investigation and study would be required to further determine the feasibility of retaining walls.

Option 2 utilizes long stretches of concrete roadside barriers (CRBs) to protect path users from road traffic where the path runs along a widened highway shoulder, due to the steep cut slopes. For sections of this alignment option, a buried storm main under the path is required to maintain highway drainage in areas where the highway shoulder is tighter to the adjacent hillside. The storm main would link the upstream and downstream ends of the ditch for continuous flow while fitting the path between the existing highway shoulder and cut slope. Other sections of this alignment option maintain open drainage in the highway ditch and utilize small retaining walls to support the slope. The physical separation of the MUP from the road with the CRBs provides safety from traffic, however the close proximity of vehicles may be less comforting for some path users.

3RD PARTY UTILITIES

Within the Highway 35 corridor BC Hydro power lines run through the ditch on the west side of the highway, and gas lines start on the east side of the highway at the Burns Lake bridge, cross under the highway to the west side at Eagle Creek Road and terminate at Nourse Subdivision Road 2. Throughout Segment 1, the MUP alignment conflicts with numerous poles and pole anchors. To minimize relocation of poles and anchors, the path curves around them. Narrow strips of property acquisitions, concrete roadside barriers and retaining walls are used to move the path around utility conflicts.

Across the highway from Nourse Subdivision Road 1 a long pole anchor reaching down a tall cut slope into the ditch conflicts with the MUP alignment. It's likely that this anchor can be removed if a new pole and anchor are added at the top of the slope. Throughout much of Segment 1, the path will run adjacent to the BC Hydro distribution lines, requiring a Compatible Use Agreement with BC Hydro.

There are no known gas line conflicts as the gas mains are below ground and the profile of the trail can easily be adjusted during detailed design to ensure a conflict is avoided. On Hoppers Hill 150m south of Guyishton Lake FSR, the path crosses the CGL gas pipeline. The RDBN would likely require a ROW agreement with CGL to permit the path crossing over the pipeline.

PROBABLE COST

A Class “D” level cost estimate for the engineering and construction costs for the Highway 35 MUP is shown below in Table 3. For a more detailed breakdown of the opinion of cost refer to Appendix A at the end of this report.

Table 2: Alignment Option 1 Opinion of Cost Summary

	SEGMENT 1-1	SEGMENT 2	SEGMENT 3	TOTAL:
Construction Sub-Total (1):	\$4,616,700	\$859,100	\$4,624,400	\$10,100,200
Engineering and Planning (20%):	\$923,400	\$171,900	\$924,900	\$2,020,200
Sub-Total (2):	\$5,540,100	\$1,031,000	\$5,549,300	\$12,120,400
Contingency (50%):	\$2,770,100	\$515,500	\$2,774,700	\$6,060,300
Total:	\$8,310,200	\$1,546,500	\$8,324,000	\$18,180,700

Table 3: Alignment Option 2 Opinion of Cost Summary

	SEGMENT 1-2	SEGMENT 2	SEGMENT 3	TOTAL:
Construction Sub-Total (1):	\$3,339,300	\$859,100	\$4,624,400	\$8,822,800
Engineering and Planning (20%):	\$667,900	\$171,900	\$924,900	\$1,764,700
Sub-Total (2):	\$4,007,200	\$1,031,000	\$5,549,300	\$10,587,500
Contingency (50%):	\$2,003,600	\$515,500	\$2,774,700	\$5,293,800
Total:	\$6,010,800	\$1,546,500	\$8,324,000	\$15,881,300

RECOMMENDED ALIGNMENT

The recommended alignment for Segment 1 of the MUP is Option 2 which uses concrete roadside barriers and buried stormwater infrastructure to separate path users from traffic along the cut slopes of Segment 1. While Option 2 will create an additional maintenance burden for the Ministry resulting from the addition of CRB’s and underground drainage infrastructure, the alignment is considerably less expensive than Option 1 and carries less long-term risk as it significantly reduces the size and quantity of retaining walls that will be required.

PROJECT PHASING

The project was designed and costed in three segments to allow for flexibility in construction phasing depending on available funding. It is recommended that either Segments 1 and 2 or Segments 2 and 3 are constructed together to connect recreation areas including the Omineca Ski Club and Burns Lake Provincial Park to the path segment being constructed to provide access to popular destinations.

NEXT STEPS

The next steps the Regional District can take to progress this project will somewhat depend on planning level decisions, available funding and strategies on which section of the MUP to construct first. The list of next steps recommended below is a high-level list, that does not take into consideration any specific phasing the RDBN may consider when proceeding to the next stages of the project. The list of steps detailed below is not an exhaustive list and there will be other additional steps required to complete this project that are not mentioned below.

- Complete more detailed level conceptual design *(for Segment 1 only)* *
- Detailed Topographical Survey**
- Geotechnical Investigation & Reporting
- Environmental Assessments *(Overview & Impact Assessments)*
- Archaeological Assessments *(Overview & Impact Assessments)*
- Preliminary Consultation with Affected Property Owners *(to determine owners' willingness to sell property)*
- Detailed Design *(Preparation of Construction Drawings, Specifications and Tender Packages)*
- Conduct Stakeholder Engagement *(MoTI, RDBN, Burns Lake, First Nations, Community Groups, etc)*
- Conduct BC Hydro & 3rd Party Utility Relocation Applications *(conflicting poles, anchors, etc)*
- Apply for BC Hydro Compatible Use Agreement
- Apply for CGL ROW Agreement
- Apply for Environmental & Archaeological Permits
- Proceed with MoTI Property Acquisitions *(Property Acquisition Plans, Legal Survey's & Appraisals)*
- Apply for final MoTI Approval and License of Occupation Agreement
- Tender Construction Contract
- Proceed with Construction

**Depending on a number of factors such as the preferred project phasing, available funding, Ministry of Transportation support, etc. proceeding with a more detailed conceptual design to for Segment 1 of the MUP may be advisable. Segment 1 is a highly complex section of MUP which carries a significant impact to the Highway. Conducting another stage of conceptual design would allow the RDBN to better understand the construction costs for this segment and the expected impacts to the Highway without making the full financial commitment of a detailed design.*

***The high-definition LiDAR collected by GeoVerra for this project can be used for the detailed design during the next stage of the project, however it will have to be supplemented by ground based topographical survey data to ensure a complete digital base map. Data that would be collected during a topographical survey that was not included in the LiDAR collection includes things such as; existing culvert locations and elevations, hydro pole locations and elevations, existing signs, physical structure adjacent to the highway ROW, etc.*

CONCLUSION

The conceptual design completed for the Highway 35 MUP project by WSP includes a conceptual drawing set, a Class D cost estimate, project stakeholder list and discussion of key design features along the path alignment. Included in this report, WSP summarized input data and design criteria that was used for the conceptual design and included descriptions of the path alignment, adjacent properties, required ROWs, notable design considerations and MUP features. This design report determined two feasible alignment options for the Highway 35 MUP between Burns Lake and Tchesinkut East Road that provide a route separated from the highway for various forms of active transportation. Further feasibility and design details of this project will be determined during the detailed design in the future.

APPENDIX

A COST ESTIMATE





Highway 35 MUP Cost Estimate - Segment 1 (Option 1)

Class 'D' Cost Estimate (+/- 50%)

6/27/2024

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
SECTION 1.0 – GENERAL					
1.1	Mobilization / Demobilization	LS	1	\$ 217,900.00	\$ 217,900.00
1.2	Traffic Control	LS	1	\$ 40,900.00	\$ 40,900.00
1.3	Quality Management and Survey	LS	1	\$ 61,300.00	\$ 61,300.00
1.4	Environmental Management	LS	1	\$ 40,900.00	\$ 40,900.00
SECTION 1 TOTAL					\$ 258,800.00
SECTION 2.0 – SITE PREP & EARTHWORKS					
2.1	Clearing & Grubbing	m2	31,010.00	\$ 2.50	\$ 77,525.00
2.2	Stripping incl. Re-spreading Topsoil on Site	m3	5,960.00	\$ 15.00	\$ 89,400.00
2.3	Supply and Place Non-Woven Geotextile	m2	2,390.00	\$ 7.50	\$ 17,925.00
2.4	Supply and Place Geogrid	m2	2,390.00	\$ 7.50	\$ 17,925.00
2.5	Site Grading (Cut & Fill on Site)	m3	7,160.00	\$ 22.50	\$ 161,100.00
2.6	Site Grading (Cut & Remove and dispose of off site)	m3	2,390.00	\$ 22.50	\$ 53,775.00
2.7	Supply and Place Bulk Fill (150mm minus Pitrun)	m3	4,770.00	\$ 45.00	\$ 214,650.00
2.8	Hydroseeding	m2	17,890.00	\$ 4.00	\$ 71,560.00
SECTION 2 TOTAL					\$ 703,860.00
SECTION 3.0 – PATH STRUCTURE					
3.1	75mm Minus SGSB - Path Structure (200mm thick)	m3	3,340.00	\$ 65.00	\$ 217,100.00
3.2	19mm Minus WGB - Path Structure (100mm thick)	m3	1,670.00	\$ 75.00	\$ 125,250.00
SECTION 3 TOTAL					\$ 342,350.00
SECTION 4.0 – DRAINAGE & MISCELLANEOUS ITEMS					
4.1	Supply & Install 8.0m CSP Culvert (400mm Dia.)	EA	5.00	\$ 4,500.00	\$ 22,500.00
4.2	Supply & Install 15.0m CSP Culvert (400mm Dia.)	EA	1.00	\$ 8,000.00	\$ 8,000.00
4.3	Supply & Install 15.0m CSP Culvert (600mm Dia.)	EA	2.00	\$ 10,000.00	\$ 20,000.00
4.4	Supply & Install 12.0m CSP Culvert (2000mm Dia.)	EA	2.00	\$ 25,000.00	\$ 50,000.00
4.5	Supply & Install Concrete Roadside Barrier (2.5m) CRB-H/CRB-E	EA	81.00	\$ 365.00	\$ 29,565.00
4.6	Supply & Install Concrete Roadside Barrier (2.5m) CTB	EA	6.00	\$ 340.00	\$ 2,040.00
4.7	Supply & Install Concrete Bull-Nose Barriers (1.20m) CRB-H/CRB-E	EA	6.00	\$ 250.00	\$ 1,500.00
4.8	Supply & Install Signs	EA	10.00	\$ 550.00	\$ 5,500.00
4.9	Supply and Install Flexible Bollards	EA	75.00	\$ 1,000.00	\$ 75,000.00
4.10	Supply & Install 600mm Dia Storm Main	m	60.00	\$ 300.00	\$ 18,000.00
SECTION 4 TOTAL					\$ 232,105.00
SECTION 5.0 - OPTION 1 ITEMS					
5.1	Soil Anchor Steel Mesh Wall - incl. soil anchors, mesh, vegetation medium	m2	3,210.00	\$ 675.00	\$ 2,166,750.00
5.2	Supply & Install 1.4m High Guard Railing	lm	535.00	\$ 275.00	\$ 147,125.00
SECTION 5 TOTAL					\$ 2,313,875.00
SECTION 6.0 - OPTIONAL ITEMS					
6.1	Supply and Place 50mm of Asphalt Pavement	tonne	1,360.00	\$ 490.00	\$ 666,400.00
6.2	19mm WGB Shouldering (50mm Thick)	m2	3,670.00	\$ 25.00	\$ 91,750.00
6.3	Line Painting (Centerline & Other)	LS	1.00	\$ 7,500.00	\$ 7,500.00
SECTION 6 TOTAL					\$ 765,650.00

SUBTOTAL (1)	\$ 4,616,640.00
Engineering Design & Construction (13%)	\$ 600,163.20
Geotech, Arch, Enviro, Survey & Project Mangement (7%)	\$ 323,164.80
SUBTOTAL (2)	\$ 5,539,968.00
Contingency (50%)	\$ 2,769,984.00
TOTAL	\$ 8,309,952.00



Highway 35 MUP Cost Estimate - Segment 1 (Option 2)

Class 'D' Cost Estimate (+/- 50%)

2024-06-12

ITEM NO.	DESCRIPTION	UNT	QUANTITY	UNIT PRICE	AMOUNT
SECTION 1.0 – GENERAL					
1.1	Mobilization / Demobilization	LS	1.00	\$ 157,100.00	\$ 157,100.00
1.2	Traffic Control	LS	1.00	\$ 40,900.00	\$ 40,900.00
1.3	Quality Management and Survey	LS	1.00	\$ 61,300.00	\$ 61,300.00
1.4	Environmental Management	LS	1.00	\$ 40,900.00	\$ 40,900.00
SECTION 1 TOTAL					\$ 198,000.00
SECTION 2.0 – SITE PREP & EARTHWORKS					
2.1	Clearing & Grubbing	m2	31,010.00	\$ 2.50	\$ 77,525.00
2.2	Stripping incl. Re-spreading Topsoil on Site	m3	5,960.00	\$ 15.00	\$ 89,400.00
2.3	Supply and Place Non-Woven Geotextile	m2	2,390.00	\$ 7.50	\$ 17,925.00
2.4	Supply and Place Geogrid	m2	2,390.00	\$ 7.50	\$ 17,925.00
2.5	Site Grading (Cut & Fill on Site)	m3	7,160.00	\$ 22.50	\$ 161,100.00
2.6	Site Grading (Cut & Remove and dispose of off site)	m3	2,390.00	\$ 22.50	\$ 53,775.00
2.7	Supply and Place Bulk Fill (150mm minus Pitrun)	m3	4,770.00	\$ 45.00	\$ 214,650.00
2.8	Hydroseeding	m2	17,890.00	\$ 4.00	\$ 71,560.00
SECTION 2 TOTAL					\$ 703,860.00
SECTION 3.0 – PATH STRUCTURE					
3.1	75mm Minus SGSB - Path Structure (200mm thick)	m3	3,340.00	\$ 65.00	\$ 217,100.00
3.2	19mm Minus WGB - Path Structure (100mm thick)	m3	1,670.00	\$ 75.00	\$ 125,250.00
SECTION 3 TOTAL					\$ 342,350.00
SECTION 4.0 – DRAINAGE & MISCELLANOUS ITEMS					
4.1	Supply & Install 8.0m CSP Culvert (400mm Dia.)	EA	5.00	\$ 4,500.00	\$ 22,500.00
4.2	Supply & Install 15.0m CSP Culvert (400mm Dia.)	EA	1.00	\$ 8,000.00	\$ 8,000.00
4.3	Supply & Install 15.0m CSP Culvert (600mm Dia.)	EA	2.00	\$ 10,000.00	\$ 20,000.00
4.4	Supply & Install 12.0m CSP Culvert (2000mm Dia.)	EA	2.00	\$ 25,000.00	\$ 50,000.00
4.5	Supply & Install Concrete Roadside Barrier (2.5m) CRB-H/CRB-E	EA	81.00	\$ 365.00	\$ 29,565.00
4.6	Supply & Install Concrete Roadside Barrier (2.5m) CTB	EA	6.00	\$ 340.00	\$ 2,040.00
4.7	Supply & Install Concrete Bull-Nose Barriers (1.20m) CBN-E / CBN-H	EA	6.00	\$ 250.00	\$ 1,500.00
4.8	Supply & Install Signs	EA	10.00	\$ 550.00	\$ 5,500.00
4.9	Supply and Install Flexible Bollards	EA	75.00	\$ 1,000.00	\$ 75,000.00
4.10	Supply & Install 600mm Dia Storm Main	m	60.00	\$ 300.00	\$ 18,000.00
SECTION 4 TOTAL					\$ 232,105.00
SECTION 5.0 - OPTION 2 ITEMS					
5.1	Supply and Place 50mm of Asphalt Pavement (Widened Highway Shoulder)	tonne	500.00	\$ 490.00	\$ 245,000.00
5.2	Soil Anchor Steel Mesh Wall - incl. soil anchors, mesh, vegetation medium	m2	577.50	\$ 700.00	\$ 404,250.00
5.3	Supply & Install Concrete Roadside Barrier (2.5m) CRB-H/CRB-E	EA	416.00	\$ 365.00	\$ 151,840.00
5.4	Supply & Install Concrete Roadside Barrier (2.5m) CTB	EA	8.00	\$ 340.00	\$ 2,720.00
5.5	Supply & Install Concrete Bull-Nose Barriers (1.20m) CBN-E / CBN-H	EA	8.00	\$ 250.00	\$ 2,000.00
5.6	Supply & Install 600mm Dia Storm Main	m	490.00	\$ 300.00	\$ 147,000.00
5.7	Supply & Install 1200mm Dia Storm Manhole	EA	7.00	\$ 8,500.00	\$ 59,500.00
5.8	Supply & Install 900 Dia Catch Basin & Catch Basin Lead	EA	10.00	\$ 6,500.00	\$ 65,000.00
5.9	Supply & Install 10kg Riprap Aprons	EA	10.00	\$ 2,000.00	\$ 20,000.00
SECTION 5 TOTAL					\$ 1,097,310.00
SECTION 6.0 - OPTIONAL ITEMS					
6.1	Supply and Place 50mm of Asphalt Pavement	tonne	1,360.00	\$ 490.00	\$ 666,400.00
6.2	19mm WGB Shouldering (50mm Thick)	m2	3,670.00	\$ 25.00	\$ 91,750.00
6.3	Line Painting (Centerline & Other)	LS	1.00	\$ 7,500.00	\$ 7,500.00
SECTION 6 TOTAL					\$ 765,650.00

SUBTOTAL (1)	\$ 3,339,275.00
Engineering Design & Construction (13%)	\$ 434,105.75
Geotech, Arch, Enviro, Survey & Project Mangement (7%)	\$ 233,749.25
SUBTOTAL (2)	\$ 4,007,130.00
Contingency (50%)	\$ 2,003,565.00
TOTAL	\$ 6,010,695.00



Highway 35 MUP Cost Estimate - Segment 2

Class 'D' Cost Estimate (+/- 50%)

2024-05-28

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
SECTION 1.0 – GENERAL					
1.1	Mobilization / Demobilization	LS	1.00	\$ 38,400.00	\$ 38,400.00
1.2	Traffic Control	LS	1.00	\$ 15,300.00	\$ 15,300.00
1.3	Quality Management and Survey	LS	1.00	\$ 23,000.00	\$ 23,000.00
1.4	Environmental Management	LS	1.00	\$ 15,300.00	\$ 15,300.00
SECTION 1 TOTAL					\$ 92,000.00
SECTION 2.0 – SITE PREP & EARTHWORKS					
2.1	Clearing & Grubbing	m2	11,320.00	\$ 2.50	\$ 28,300.00
2.2	Stripping incl. Re-spreading Topsoil on Site	m3	2,180.00	\$ 15.00	\$ 32,700.00
2.3	Supply and Place Non-Woven Geotextile	m2	870.00	\$ 7.50	\$ 6,525.00
2.4	Supply and Place Geogrid	m2	870.00	\$ 7.50	\$ 6,525.00
2.5	Site Grading (Cut & Fill on Site)	m3	2,610.00	\$ 22.50	\$ 58,725.00
2.6	Site Grading (Cut & Remove and dispose of off site)	m3	870.00	\$ 22.50	\$ 19,575.00
2.7	Supply and Place Bulk Fill (150mm minus Pitrun)	m3	1,740.00	\$ 45.00	\$ 78,300.00
2.8	Hydroseeding	m2	6,530.00	\$ 4.00	\$ 26,120.00
SECTION 2 TOTAL					\$ 256,770.00
SECTION 3.0 – PATH STRUCTURE					
3.1	75mm Minus SGSB - Path Structure (200mm thick)	m3	1,320.00	\$ 65.00	\$ 85,800.00
3.2	19mm Minus WGB - Path Structure (100mm thick)	m3	610.00	\$ 75.00	\$ 45,750.00
SECTION 3 TOTAL					\$ 131,550.00
SECTION 4.0 – DRAINAGE & MISCELLANEOUS ITEMS					
4.1	Supply & Install 7.0m CSP Culvert (400mm Dia.)	EA	1.00	\$ 3,500.00	\$ 3,500.00
4.2	Supply & Install 8.0m CSP Culvert (400mm Dia.)	EA	1.00	\$ 3,500.00	\$ 3,500.00
4.3	Supply & Install 10.0m CSP Culvert (400mm Dia.)	EA	2.00	\$ 4,000.00	\$ 8,000.00
4.4	Supply & Install 12.0m CSP Culvert (400mm Dia.)	EA	1.00	\$ 4,000.00	\$ 4,000.00
4.5	Supply & Install 4.0m CSP Culvert (500mm Dia.)	EA	1.00	\$ 3,800.00	\$ 3,800.00
4.6	Supply & Install 8.0m CSP Culvert (500mm Dia.)	EA	1.00	\$ 3,800.00	\$ 3,800.00
4.7	Supply & Install 9.0m CSP Culvert (600mm Dia.)	EA	1.00	\$ 4,000.00	\$ 4,000.00
4.8	Supply & Install 6.0m CSP Culvert (900mm Dia.)	EA	1.00	\$ 4,000.00	\$ 4,000.00
4.9	Supply & Install Signs	EA	8.00	\$ 550.00	\$ 4,400.00
4.10	Supply and Install Flexible Bollards	EA	24.00	\$ 1,000.00	\$ 24,000.00
4.11	Supply & Install Concrete Roadside Barrier (2.5m) CRB-H/CRB-E	EA	61.00	\$ 365.00	\$ 22,265.00
4.12	Supply & Install Concrete Roadside Barrier (2.5m) CTB	EA	2.00	\$ 340.00	\$ 680.00
4.13	Supply & Install Concrete Bull-Nose Barriers (1.20m) CRB-H/CRB-E	EA	2.00	\$ 250.00	\$ 500.00
SECTION 4 TOTAL					\$ 86,445.00
SECTION 5.0 - OPTIONAL ITEMS					
5.1	Supply and Place 50mm of Asphalt Pavement	tonne	520.00	\$ 490.00	\$ 254,800.00
5.2	19mm WGB Shouldering (50mm Thick)	m2	1,340.00	\$ 25.00	\$ 33,500.00
5.3	Line Painting (Centerline & Other)	LS	4,000.00	\$ 1.00	\$ 4,000.00
SECTION 5 TOTAL					\$ 292,300.00

SUBTOTAL (1)	\$ 859,065.00
Engineering Design & Construction (13%)	\$ 111,678.45
Geotech, Arch, Enviro, Survey & Project Mangement (7%)	\$ 60,134.55
SUBTOTAL (2)	\$ 1,030,878.00
Contingency (50%)	\$ 515,439.00
TOTAL	\$ 1,546,317.00



Highway 35 MUP Cost Estimate - Segment 3

Class 'D' Cost Estimate (+/- 50%)

2024-05-28

ITEM NO.	DESCRIPTION	UNT	QUANTITY	UNIT PRICE	AMOUNT
SECTION 1.0 – GENERAL					
1.1	Mobilization / Demobilization	LS	1.00	\$ 206,400.00	\$ 206,400.00
1.2	Traffic Control	LS	1.00	\$ 82,600.00	\$ 82,600.00
1.3	Quality Management and Survey	LS	1.00	\$ 123,900.00	\$ 123,900.00
1.4	Environmental Management	LS	1.00	\$ 82,600.00	\$ 82,600.00
SECTION 1 TOTAL					\$ 495,500.00
SECTION 2.0 – SITE PREP & EARTHWORKS					
2.1	Clearing & Grubbing	m2	76,820.00	\$ 2.50	\$ 192,050.00
2.2	Stripping incl. Re-spreading Topsoil on Site	m3	12,480.00	\$ 15.00	\$ 187,200.00
2.3	Supply and Place Non-Woven Geotextile	m2	4,990.00	\$ 7.50	\$ 37,425.00
2.4	Supply and Place Geogrid	m2	4,990.00	\$ 7.50	\$ 37,425.00
2.5	Site Grading (Cut & Fill on Site)	m3	14,980.00	\$ 22.50	\$ 337,050.00
2.6	Site Grading (Cut & Remove and dispose of off site)	m3	4,990.00	\$ 22.50	\$ 112,275.00
2.7	Supply and Place Bulk Fill (150mm minus Pitrun)	m3	9,990.00	\$ 45.00	\$ 449,550.00
2.8	Hydroseeding	m2	37,450.00	\$ 4.00	\$ 149,800.00
SECTION 2 TOTAL					\$ 1,502,775.00
SECTION 3.0 – PATH STRUCTURE					
3.1	75mm Minus SGSB - Path Structure (200mm thick)	m3	7,580.00	\$ 65.00	\$ 492,700.00
3.2	19mm Minus WGB - Path Structure (100mm thick)	m3	3,470.00	\$ 75.00	\$ 260,250.00
SECTION 3 TOTAL					\$ 752,950.00
SECTION 4.0 – DRAINAGE & MISCELLANOUS ITEMS					
4.1	Supply & Install 8.0m CSP Culvert (400mm Dia.)	EA	12.00	\$ 3,800.00	\$ 45,600.00
4.2	Supply & Install 10.0m CSP Culvert (400mm Dia.)	EA	3.00	\$ 4,200.00	\$ 12,600.00
4.3	Supply & Install 18.0m CSP Culvert (400mm Dia.)	EA	1.00	\$ 7,500.00	\$ 7,500.00
4.4	Supply & Install 8.0m CSP Culvert (600mm Dia.)	EA	1.00	\$ 3,800.00	\$ 3,800.00
4.5	Supply & Install 15.0m SP Open Bottom Culvert (3000mm dia.)	EA	1.00	\$ 25,000.00	\$ 25,000.00
4.6	Supply & Install Concrete Roadside Barrier (2.5m) CRB-H/CRB-E	EA	61.00	\$ 365.00	\$ 22,265.00
4.7	Supply & Install Concrete Roadside Barrier (2.5m) CTB	EA	2.00	\$ 340.00	\$ 680.00
4.8	Supply & Install Concrete Bull-Nose Barriers (1.20m) CRB-H/CRB-E	EA	2.00	\$ 250.00	\$ 500.00
4.9	Supply & Install Signs	EA	24.00	\$ 550.00	\$ 13,200.00
4.10	Supply and Install Flexible Bollards	EA	60.00	\$ 1,000.00	\$ 60,000.00
SECTION 4 TOTAL					\$ 191,145.00
SECTION 5.0 - OPTIONAL ITEMS					
5.1	Supply and Place 50mm of Asphalt Pavement	tonne	3,010.00	\$ 490.00	\$ 1,474,900.00
5.2	19mm WGB Shouldering (50mm Thick)	m2	7,682.00	\$ 25.00	\$ 192,050.00
5.3	Line Painting (Centerline & Other)	LS	15,000.00	\$ 1.00	\$ 15,000.00
SECTION 5 TOTAL					\$ 1,681,950.00

SUBTOTAL (1)	\$ 4,624,320.00
Engineering Design & Construction (13%)	\$ 601,162.00
Geotech, Arch, Enviro, Survey & Project Mangement (7%)	\$ 323,702.00
SUBTOTAL (2)	\$ 5,549,184.00
Contingency (50%)	\$ 2,774,592.00
TOTAL	\$ 8,323,776.00

APPENDIX

B **CONCEPTUAL
DRAWINGS**



HIGHWAY 35 MULTI-USE PATH

CONCEPT DESIGN

ISSUED FOR REVIEW - 100% CONCEPT DESIGN

WSP Project No: CA0003040.0-58

Date: 2024-05-10



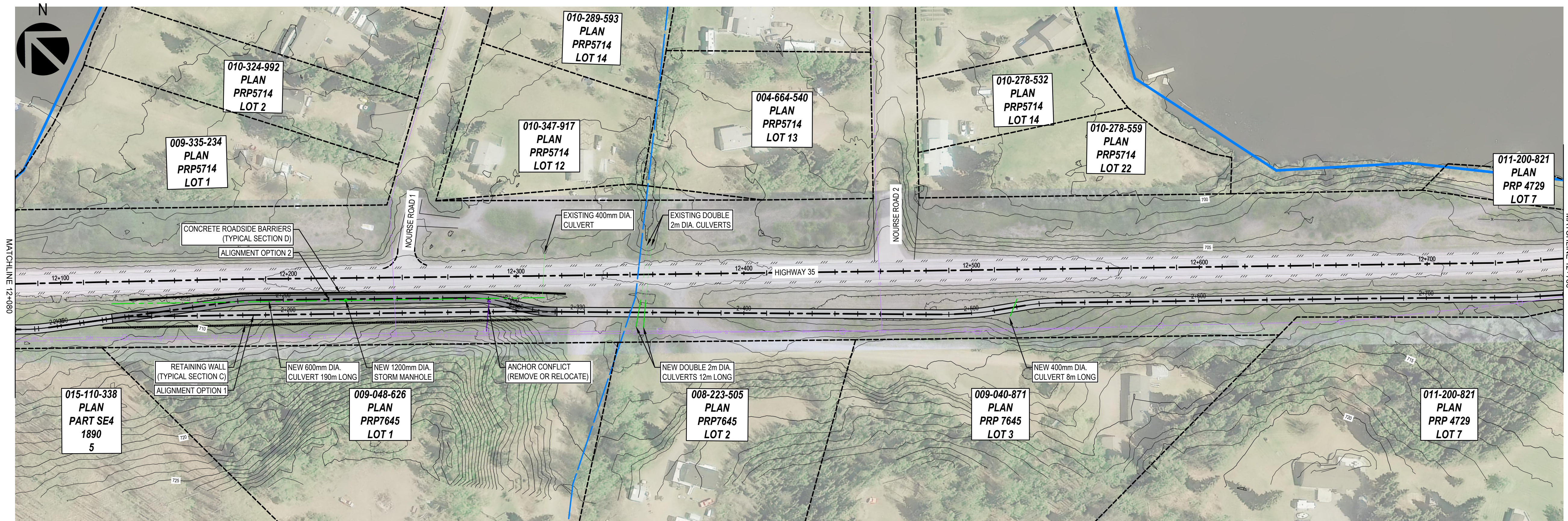
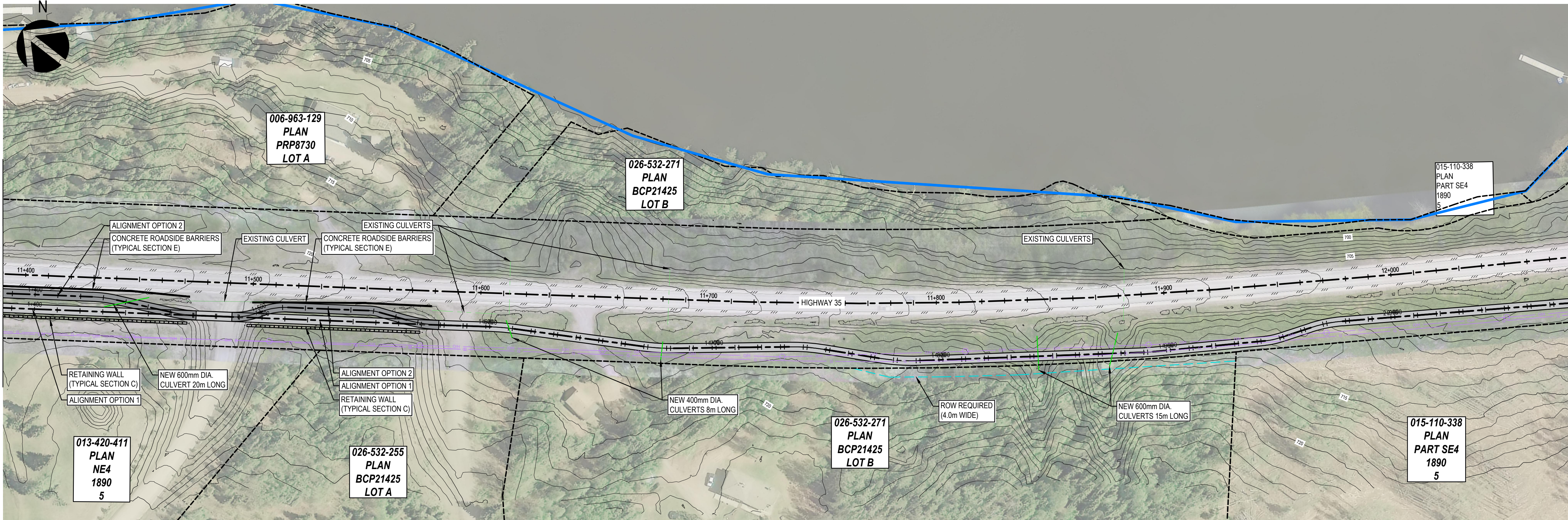
LIST OF DRAWINGS

DWG. NO	DESCRIPTION
C001	COVER PAGE
C100	KEY PLAN
C101	SITE PLAN: STA. 10+000 TO 11+390
C102	SITE PLAN: STA. 11+390 TO 12+760
C103	SITE PLAN: STA. 12+760 TO 14+140
C104	SITE PLAN: STA. 14+140 TO 15+510
C105	SITE PLAN: STA. 15+510 TO 16+890
C106	SITE PLAN: STA. 16+890 TO 18+310
C107	SITE PLAN: STA. 18+310 TO 19+650
C108	SITE PLAN: STA. 19+650 TO 21+010
C109	SITE PLAN: STA. 21+010 TO 22+410
C110	SITE PLAN: STA. 22+410 TO 22+760
C901	TYPICAL SECTIONS

We see the future more clearly and design for it today.



WSP Canada Inc. 3772 4 Ave #1, Smithers, BC V0J 2N3 T 250-847-1913 | www.wsp.com



REVISION:

NO.	DATE	DESCRIPTION	BY
0A	2024-05-10	ISSUED FOR REVIEW - 100% CONCEPT DESIGN	KG

SEAL:

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ORIGINAL SCALE: 1:1000 DATE: 2024-05-10
 APPROVED BY: ALLAN KINDRAT
 CHECKED BY: ALEX NEMETHY
 DRAWN BY (OPTIONAL): KIRAN GREWAL

IF THIS BAR IS NOT 25mm LONG, ADJUST YOUR PLOTTING SCALE.

25mm

DISCIPLINE:

wsp

WSP Canada Inc.
 37724 Ave #1, Smithers, BC V0J 2N3
 T 250.847.1913 | www.wsp.com

PROJECT NUMBER: CA0003040.0-58
 CLIENT:

REGIONAL DISTRICT OF BULKLEY-NECHAKO

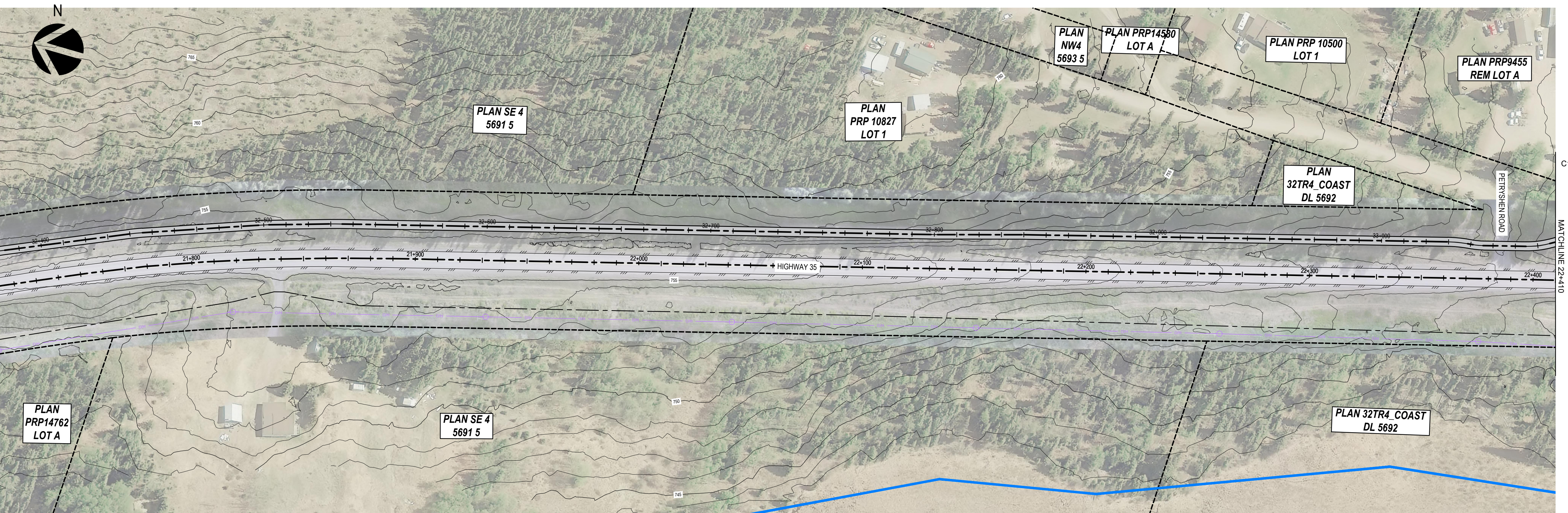
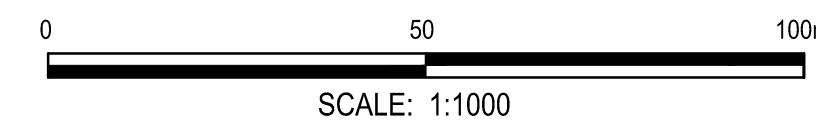
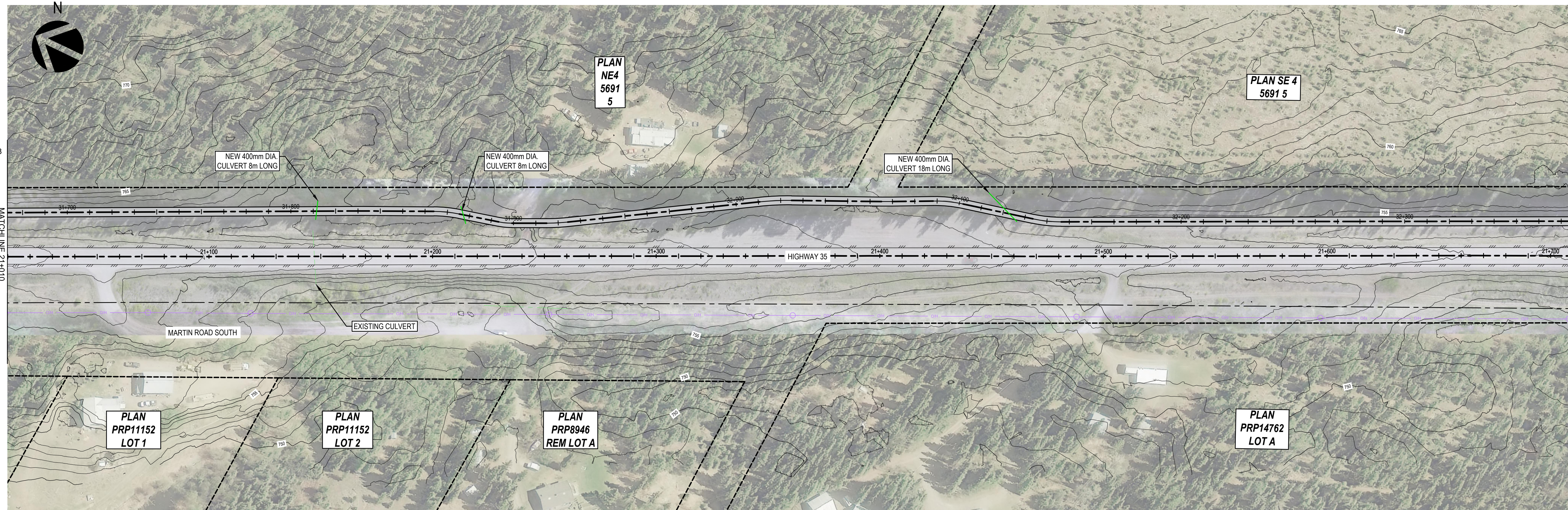
CLIENT REF. #: --

PROJECT:
**HIGHWAY 35 MULTI-USE PATH
 CONCEPTUAL DESIGN**

TITLE:
SITE PLAN
 STA. 11+390 TO 12+760

DRAWING NUMBER: **C102** REV: **0A**

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REV	DATE	DESCRIPTION	BY
DA	2024-05-10	ISSUED FOR REVIEW - 100% CONCEPT DESIGN	KG

SEAL:

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ORIGINAL SCALE:	DATE:
1:1000	2024-05-10
APPROVED BY:	IF THIS BAR IS NOT 25mm LONG, ADJUST YOUR PLOTTING SCALE.
ALLAN KINDRAT	
CHECKED BY:	
ALEX NEMETHY	
DRAWN BY (OPTIONAL):	
KIRAN GREWAL	

DISCIPLINE:

WSP Canada Inc.
3772 4 Ave #1, Smithers, BC V0J 2N3
T 250.847.1913 | www.wsp.com

PROJECT NUMBER: CA0003040.0-58
CLIENT:

REGIONAL DISTRICT OF BULKLEY-NECHAKO

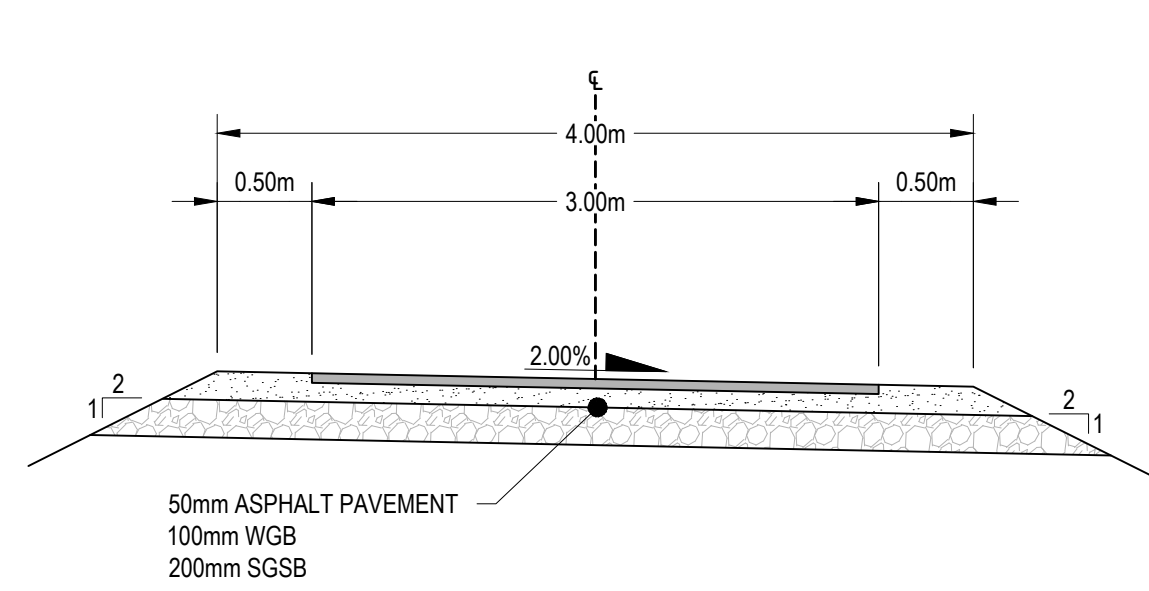
CLIENT REF. # --

PROJECT:
HIGHWAY 35 MULTI-USE PATH CONCEPTUAL DESIGN

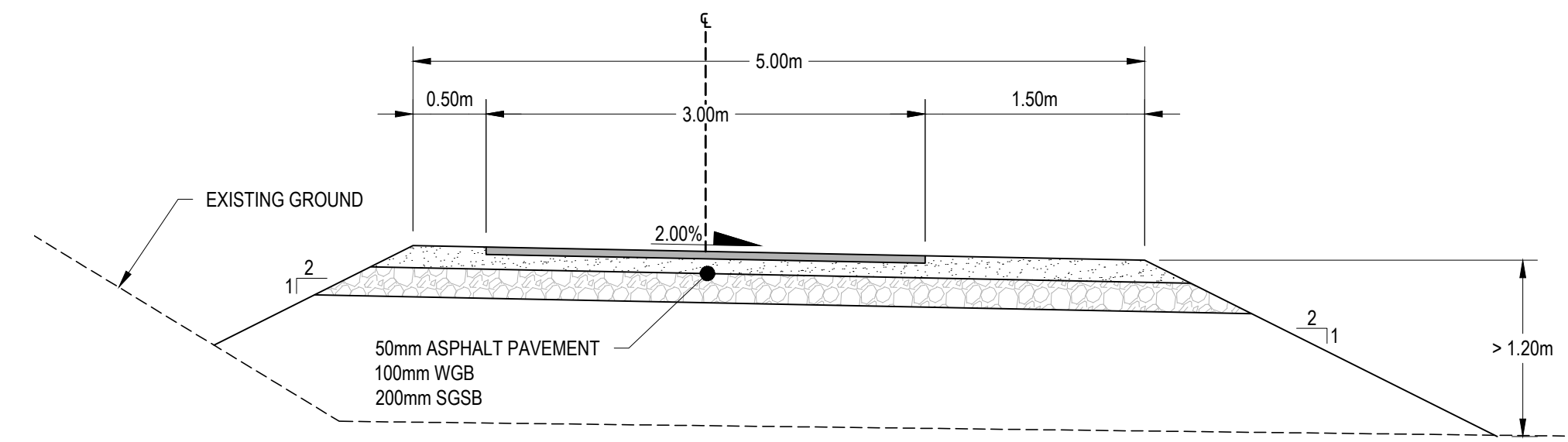
TITLE:
SITE PLAN
STA. 21+010 TO 22+410

DRAWING NUMBER: C109	REV: 0A
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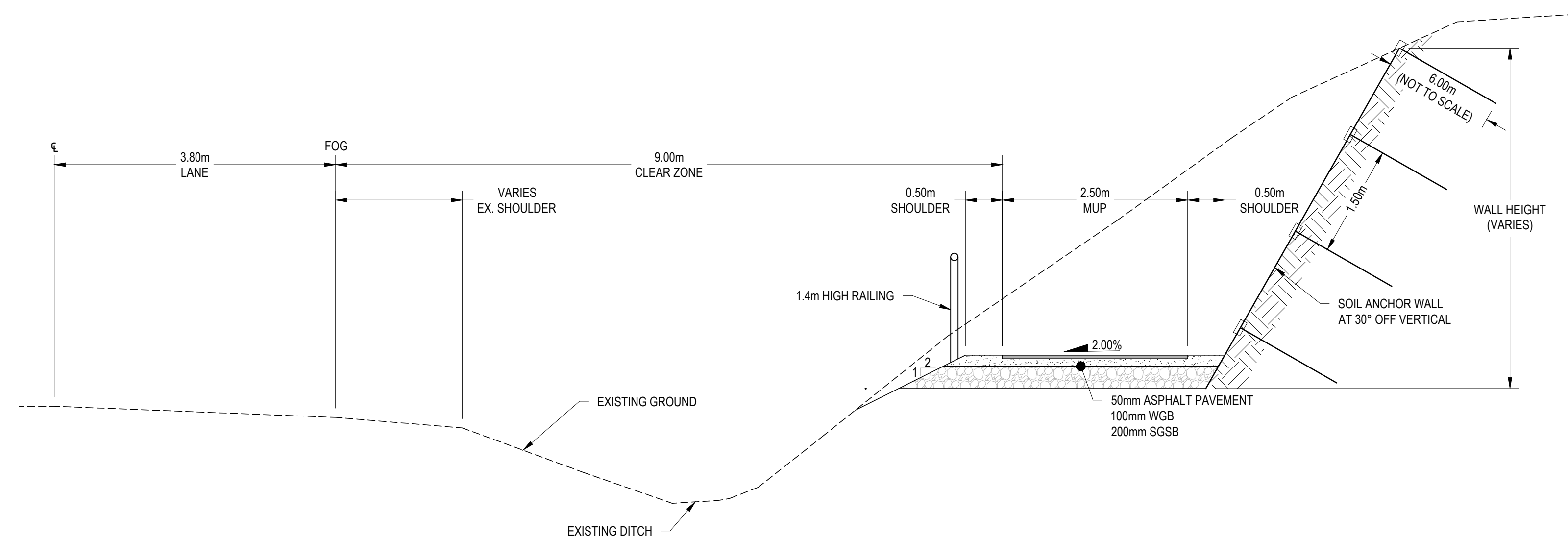
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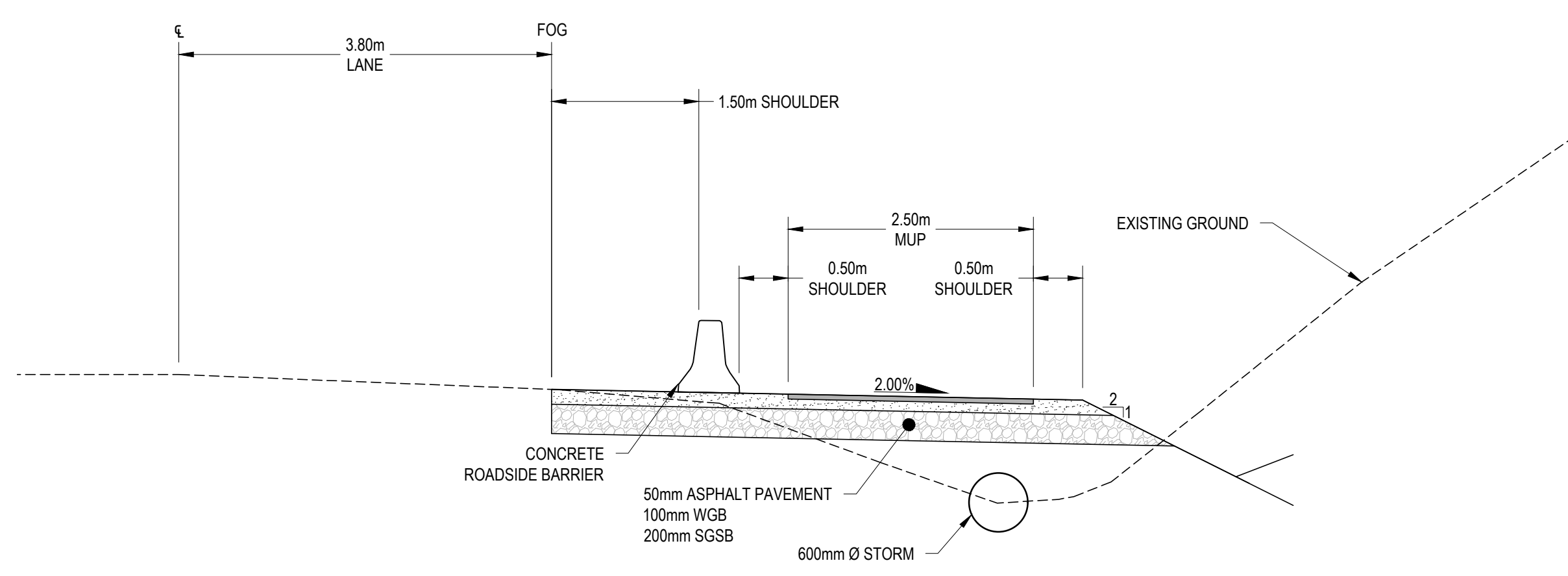
A TYPICAL SECTION - WITHOUT DITCH
D-901 SCALE: 1:40



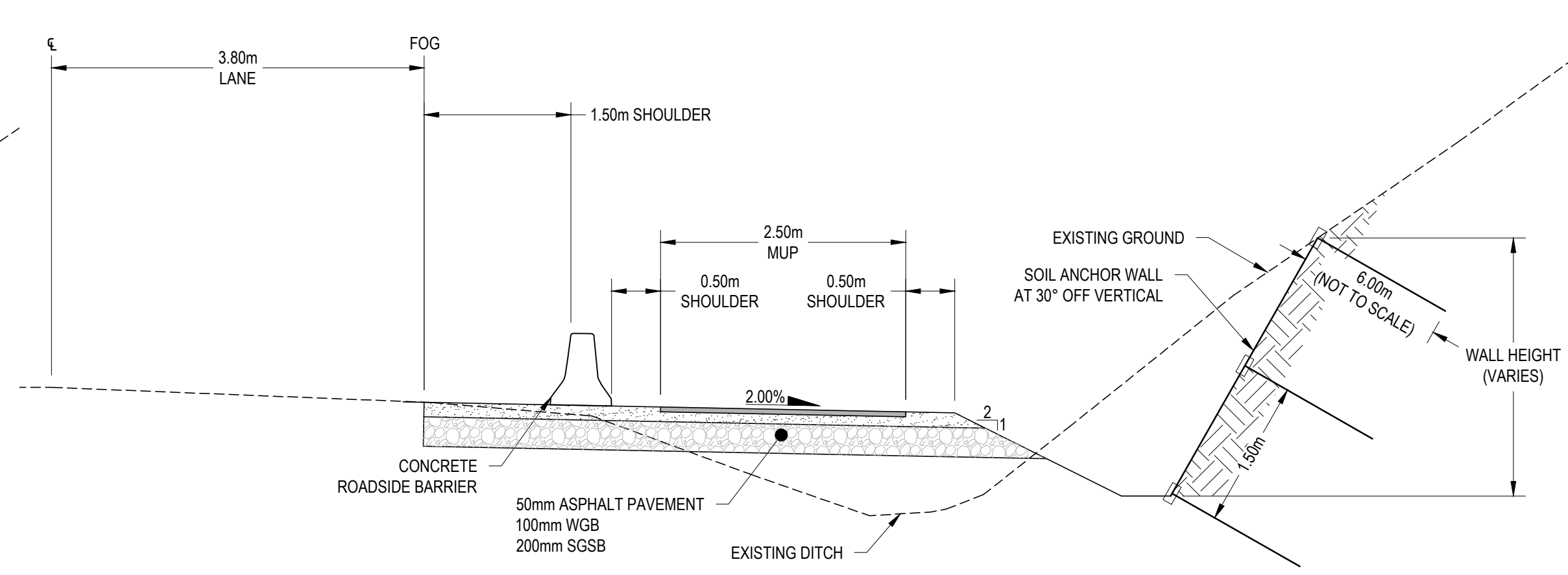
B TYPICAL 5.0m PATHWAY WITH SLOPE DEPTH GREATER THAN 1.2m
D-901 SCALE: 1:40



C 9.0m CLEARZONE TYPICAL SECTION (WITH WALL)
D-901 SCALE: 1:50



D CONCRETE ROADSIDE BARRIER (WITH BURIED STORM)
D-901 SCALE: 1:50



E CONCRETE ROADSIDE BARRIER TYPICAL SECTION (WITH WALL)
D-901 SCALE: 1:50

REVISION:			
REV	DATE	DESCRIPTION	BY
0A	2024-05-10	ISSUED FOR REVIEW - 100% CONCEPT DESIGN	KG

SEAL:

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ORIGINAL SCALE: 1:1000	DATE: 2024-05-10
APPROVED BY: ALLAN KINDRAT	IF THIS BAR IS NOT 25mm LONG, ADJUST YOUR PLOTTING SCALE.
CHECKED BY: ALEX NEMETHY	
DRAWN BY (OPTIONAL): KIRAN GREWAL	

DISCIPLINE:



WSP Canada Inc.
3772 4 Ave #1, Smithers, BC V0J 2N3
T 250.847.1913 | www.wsp.com

PROJECT NUMBER: CA0003040.0-58

CLIENT:

REGIONAL DISTRICT OF
BULKLEY-NECHAKO

CLIENT REF. #: --

PROJECT:
HIGHWAY 35 MULTI-USE PATH
CONCEPTUAL DESIGN

TITLE:
TYPICAL SECTIONS

DRAWING NUMBER: C901 | REV: 0A

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C FIRST NATION
AND
STAKEHOLDER
ENGAGEMENT
REPORT

REGIONAL DISTRICT OF BULKLEY NECHAKO

HIGHWAY 35 MULTI-USE PATH STAKEHOLDER AND FIRST NATIONS ENGAGEMENT SUMMARY REPORT





HIGHWAY 35 MULTI-USE PATH

STAKEHOLDER ENGAGEMENT SUMMARY REPORT

REGIONAL DISTRICT OF BULKLEY NECHAKO

WSP PROJECT NO.: CA0003040.0-58.
DATE: JUNE 27, 2024

WSP CANADA INC.
3772 FOURTH AVENUE
PO BOX 939
SMITHERS, BC V0J 2N0

WSP.COM

1 INTRODUCTION

1.1 PROJECT SCOPE

The Regional District Bulkley Nechako (RDBN) is looking to develop a multi-use path (MUP) for non-motorized use separate from Highway 35 that will link the Village Burns Lake to Tchesinkut Lake and the rural areas in between. The trail is intended to provide safe transportation and recreation options for residents and visitors as an alternative to travel by vehicle. WSP Canada Inc was commissioned by the RDBN to provide engineering services to develop a conceptual design for the project. The conceptual design included consultation with stakeholders and First Nations, development of a conceptual design, an open house event and final project reporting. Development of the trail alignment was divided into three segments to capture the different design challenges, capitalize on opportunities to provide stakeholders a physical connection to the MUP and create an opportunity for phased construction. The project included an initial consultation with local stakeholders and First Nations, an online survey hosted by the RDBN, an open house meeting and a final stakeholder engagement report.

1.2 STAKEHOLDER ENGAGEMENT

Development of the conceptual design involved several rounds of stakeholder and First Nation engagement to provide information to and solicit feedback from the people who live, work and recreate in the Burns Lake and Tchesinkut lake areas of the RDBN. Throughout the project WSP worked closely with the RDBN and Ministry of Transportation and Infrastructure to determine constraints and opportunities for the project. Representatives for the Village of Burns Lake, and Electoral Areas B (Burns Lake rural) and E (Francois-Ootsa Lake rural) were notified early in the project to gauge support and seek opportunities to connect the Highway 35 MUP with other recreation projects in the region. Initial outreach to local stakeholder community groups was followed by in person meetings with group representatives, secondary outreach to local First Nations, an online public survey, and an open house to present the design to the community. Comments were recorded, and survey results collected from stakeholder outreach and are summarized in this report.

1.2.1 INITIAL OUTREACH

The first stage of stakeholder engagement was reaching out to the Ministry of Transportation and Infrastructure (MoTI) and local community groups to share project information such as proposed route and start and finish locations. Invitations for in person meetings were sent to local community groups (see Appendix A-1) to discuss the project scope, goals and how it could benefit or impact their group. The RDBN then sent letters to property owners along the Highway 35 corridor to inform them of the project. Community groups reached out to were:

- Omineca Ski Club
 - Burns Lake Community Forest
 - Burns Lake Snowmobile Club
 - Ride Burns
 - Tchesinkut Watershed Society
-

1.2.2 IN PERSON MEETINGS

In person meetings took place at the RDBN office in Burns Lake. The first meeting involved the RDBN, WSP, Village of Burns Lake and MoTI to establish initial project relations amongst the primary stakeholders and determine available relevant and required information to progress with design. Following primary stakeholder meetings RDBN staff, an RDBN Area Director, a MoTI representative, the WSP project team and key members from the local community groups met to discuss the project. The goals of the meetings were:

- Introduce the project team, including the RDBN, WSP and other key members.
- Introduce the project objectives, scope and schedule.
- Collect input and feedback from the stakeholders on potential opportunities, challenges concerns and preferences related to the project.
- Gauge the level of support from local groups and identify any potential opposition or resistance.
- Answer questions the groups had and clarify the project scope and misunderstandings.

The community groups all responded very positively and had questions and comments on the project scope, timeline, and details. Comments were captured in the Stakeholder comment log in Appendix A-2.

1.2.3 SECONDARY OUTREACH

Following completion of the 90% design drawings a secondary outreach was done. WSP reached out to local community groups and local First Nations to share information about the project design, where to see the design drawings and to inform the stakeholders and First Nations of the online survey and upcoming open house. A list of First Nations and community groups reached is as follows.

First Nations

- Cheslatta Carrier Nation
- Nee-Tahi Buhn Nation
- Wet'suwet'en Nation
- Skin Tyee Nation
- Stelat'en Nation
- Ts'il Kaz Koh Nation
- Witset Nation

Community Groups:

- Burns Lake Community Forest
- Omineca Ski Club
- Burns Lake Snowmobile Club
- Ride Burns
- Tchesinkut Watershed Protection Society

1.2.4 ONLINE SURVEY

The RDBN hosted the online survey on their website starting April 10th 2024 until May 10th 2024 to capture additional feedback from the broader community than what was captured during the open house event. The survey had 10 questions including asking about project support level, how often respondents used Highway 35 for active transportation, and how safe users feel on the highway. Along with the survey 90% design drawings, a briefing of the project goals and scope were shared with the public on the RDBN website. The online survey received 42 responses. A breakdown of support for the project is as follows:

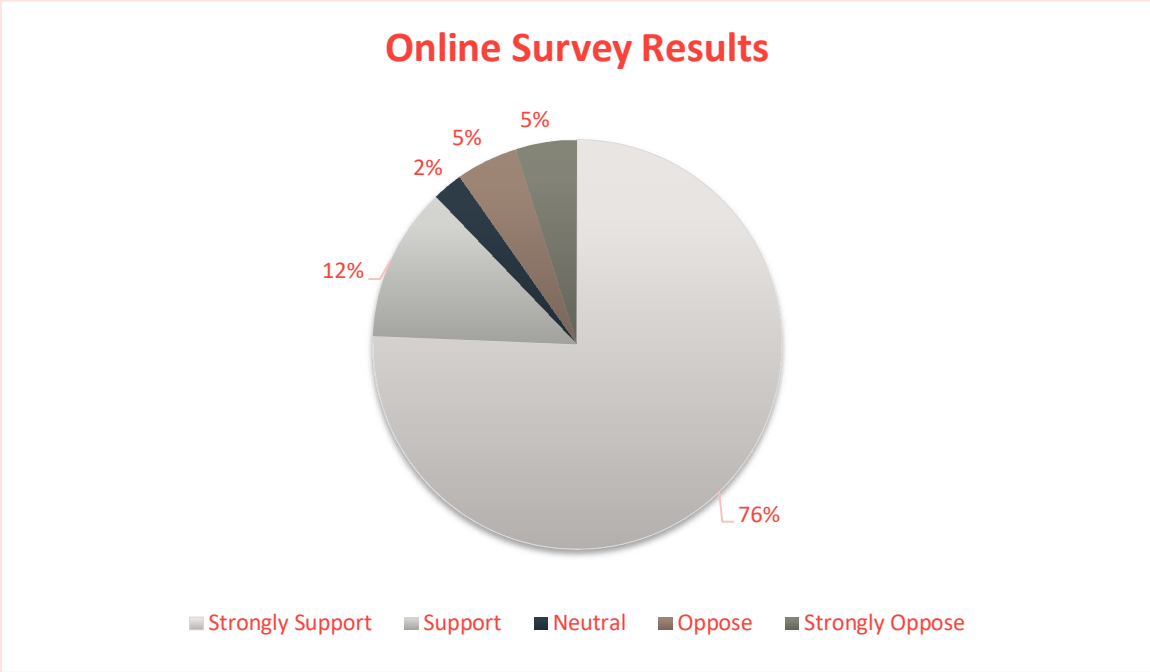


Figure 1. Online Public Survey Results

1.2.5 OPEN HOUSE

An open house event was hosted by the RDBN on Wednesday, April 24th from 4-7pm at the Heritage Church in Burns Lake. A full set of 1:1000 90% design drawings were showcased, information boards showing cross sections and design details and project info was available for attendees to review. RDBN staff and the WSP design team were present to answer questions and share information about the project. Several members from the public engaged with the project team expressing interest in the project. An additional 18 surveys and four feedback comment sheets were filled out at the open house. Comments received were recorded in the stakeholder comment log in Appendix A-2.

2 FIRST NATIONS AND PROJECT STAKEHOLDERS

Throughout the project engagement was ongoing with primary stakeholders, local governments, First Nations and community groups. Outreach to and comments received from stakeholders and First Nations were tracked in the stakeholder outreach log and comment log found in Appendix A-1 and A-2 respectively. These stakeholders are those whose land, territory, recreation area or business share or are adjacent to the route of the project. A full list with contact info can be found in Appendix A-3.

Primary Stakeholders:

- Regional District of Bulkley Nechako
- Ministry of Transportation & Infrastructure

Local Government Stakeholders:

- Village of Burns Lake
- Electoral Area B – Burns Lake Rural
- Electoral Area E – Francois/Ootsa Lake Rural

Community Group Stakeholders:

- Burns Lake Community Forest
- Omineca Ski Club
- Burns Lake Snowmobile Club
- Ride Burns
- Tchesinkut Watershed Protection Society

First Nations:

- Cheslatta Carrier Nation
- Nee-Tahi Buhn Nation
- Wet'suwet'en Nation
- Skin Tyee Nation
- Stelat'en Nation
- Ts'il Kaz Koh Nation
- Witsset Nation

3rd Party Utility Stakeholders:

- BC Hydro
- PNG
- TC Energy

Others:

- Property Owners
- General Public

2.1 REGIONAL DISTRICT OF BULKLEY NECHAKO

The Regional District of Bulkley Nechako is the project proponent and future owner and operator of the trail. In the 2023 RDBN Electoral Areas B & E Parks and Trails Master Plan the Regional District identified a goal to “support active transportation and a connected community”. The RDBN maintains several recreation areas in the region and is looking to expand the active transportation opportunities.

STAKEHOLDER ROLE:

The RDBN is the owner of the project responsible for operating and maintaining the infrastructure.

STAKEHOLDER SUPPORT LEVEL:

The Regional District is a leading supporter of the Highway 35 MUP project. They are actively involved in reaching out to the community, advertising the project and providing funding to develop the project.

MAIN STAKEHOLDER COMMENTS:

- The RDBN envisions a safe connection for non-motorized transportation and recreation along the Highway 35 corridor between the Village of Burns Lake and Tchesinkut Lake.

2.2 MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

The Ministry of Transportation and infrastructure (MoTI) owns the Highway 35 Right of Way which the MUP would operate in. MoTI is actively involved in the design process to ensure the MUP meets the design standards for active transportation along the highway.

STAKEHOLDER ROLE:

MoTI is an important partner in this project as the proposed MUP will follow the existing MoTI road ROW which will require a License of Occupation agreement between MoTI and the RDBN. MoTI will also likely play a key role in property acquisitions as any property identified during the design which needs to be acquired will likely become part of the Highway ROW. Finally, the operation of the trail will affect the local District’s maintenance operations along this section of Highway 35.

STAKEHOLDER SUPPORT LEVEL:

The Ministry of Transportation and Infrastructure is a supportive stakeholder of the project.

MAIN STAKEHOLDER COMMENTS:

- MoTI is interested in the project and willing to help investigate issues involving the highway . MOTI to investigate highway upgrades, speed limits in corridor, review when last corridor study was done, and provide any geotech reports in the area they have.
- MoTI does not think lowering speed limit will change driver habits, and is thus opposed to lowering limit for entire segment 1 corridor. MoTI open to the idea of pushing back 70km/h zone a few hundred meters but notes challenges in doing so.
- MoTI is supportive of the idea of adding barriers to the highway along Segment 1 to minimize the size and quantity of retaining walls that would be required otherwise.

- MoTI recognizes that some kind of crossing treatment will likely be required at the Frame Road level crossing and is supportive of future design work to ensure that the crossing is developed safely.

2.3 VILLAGE OF BURNS LAKE

The Village of Burns Lake is the nearest town with amenities and is the destination at the north end of the MUP where the Highway crosses the Burns Lake Bridge. The Village has indicated support for the project and noted how the Highway 35 MUP can tie into existing Village active transportation infrastructure.

STAKEHOLDER ROLE:

The Village's role is to share information with its residents and work with the Regional District to connect the Highway 35 MUP with recreation facilities in the community.

STAKEHOLDER SUPPORT LEVEL:

The Village of Burns Lake is supportive of the project. They have indicated they will work with the RDBN to connect their trails and recreation facilities with the MUP.

MAIN STAKEHOLDER COMMENTS

- The trail can connect to either side of the bridge and use existing sidewalks and crosswalks to access the beach in Burns Lake. The Master Parks plan for the Village is coming in 2024. The Village is in support and is trying to establish bike connections from uphill to downtown.

2.4 LOCAL COMMUNITY GROUPS

There are many local community groups who are stakeholders in this project. The groups which have been engaged as a part of this project are listed below.

2.4.1 OMINECA SKI CLUB

The Omineca Ski Club is located along Highway 35 where Segments 2 and 3 meet. The club has expressed interest in using the trail for summer training should it be easily accessible from the Ski Club Road.

STAKEHOLDER ROLE:

The Omineca Ski Club is a community group that can provide feedback on how the trail design can accommodate different user types. Their role is to share project information with the club and provide feedback to the RDBN.

STAKEHOLDER SUPPORT LEVEL:

The club is supportive of the project and wants to see it completed so their members have a safe place to train during summer months.

MAIN STAKEHOLDER COMMENTS

- The club plans to use the MUP during the summer months for training.
- The club does not plan to groom it for use in the winter given limited need and maintenance challenges.

2.4.2 BURNS LAKE COMMUNITY FOREST

The Burns Lake Community Forest oversees logging operations and manages forests around Burns Lake and along the Highway 35 corridor. Hauling operations may cross the MUP at existing road crossings in the future.

STAKEHOLDER ROLE:

The Community Forests role is to ensure logging operations are aware of the project and safely interact with it.

STAKEHOLDER SUPPORT LEVEL:

The Burns Lake Community Forest is supportive of the project.

MAIN STAKEHOLDER COMMENTS

- Some timber harvesting may happen nearby but unlikely since most has already been cut.

2.4.3 BURNS LAKE SNOWMOBILE CLUB

The Burns Lake Snowmobile Club has riding areas off Highway 35.

STAKEHOLDER ROLE:

The Clubs's role is to inform members of the project and provide feedback to the RDBN from club members. The club can also provide advice regarding design to mitigate conflict between path users and motorized recreation vehicles.

STAKEHOLDER SUPPORT LEVEL:

The stakeholder was generally support but expressed some concerns about shared use of the MoTI Right of Way.

MAIN STAKEHOLDER COMMENTS

- The Snowmobile club expressed a desire to have accommodation for parking along the trail that would enable trailers, motorized vehicles and snowmobiles to access the RoW ditch and nearby trails.
- The club inquired about creating a formal agreement with MoTI to facilitate use of the Highway RoW for off-road vehicle use.

2.4.4 RIDE BURNS

Ride Burns is the local mountain biking club that maintains trails at Boer Mountain and is a trail advocacy organization.

STAKEHOLDER ROLE:

The Clubs's role is to inform members of the project and provide feedback to the RDBN from club members.

STAKEHOLDER SUPPORT LEVEL:

Ride Burns is supportive of the project.

MAIN STAKEHOLDER COMMENTS

- Ride Burns has noted that the industrial traffic on the highway makes the highway unsafe.
 - They are interested in grooming for fat biking, however the location may be challenging to transport the groomer to because the groomer is located across town and requires being towed on a trailer.
-

2.4.5 TCHESINKUT WATERSHED PROTECTION SOCIETY

The Tchesinkut Watershed Society is a community society of residents around Tchesinkut Lake. The society advocates for responsible use of Tchesinkut Lake and its tributaries.

STAKEHOLDER ROLE:

The Clubs's role is to inform members of the project and provide feedback to the RDBN from club members.

STAKEHOLDER SUPPORT LEVEL:

The Tchesinkut Watershed Society is supportive of the project.

MAIN STAKEHOLDER COMMENTS

- The Society doesn't foresee any issues with the trail or parking.
 - The Society is supportive of a picnic area at Tchesinkut lake and recommended a few locations.
-

2.5 PROPERTY OWNERS

The Property owners considered stakeholders for the Highway 35 MUP are those with property adjacent to the highway along the path route.

STAKEHOLDER ROLE:

To be informed of and provide feedback to the RDBN as necessary.

STAKEHOLDER SUPPORT LEVEL:

Support varies amongst property owners. Verbal discussions with property owners indicate both support and concern.

MAIN STAKEHOLDER COMMENTS

- Comments from property owners have been received verbally, as well as through the online survey and during meetings with the RDBN, at which WSP was not present.. Refer to the Stakeholder Comment log in Appendix A-2.
-

2.6 GENERAL PUBLIC

The general public is composed of people who live in and around the Burns Lake – Tchesinkut Lake area who are not property owners along the route. These people may or may not be future trail users. Many members of the general public may be part of various local community groups, however these people shared their thoughts about the path to the RDBN directly via the open house and online survey.

STAKEHOLDER ROLE:

Participate in planning and decision making process of the project, advocating for investing in the project from public agencies and governments, and providing feedback to the project team during outreach and open house events. The general public can help promote the project through participation in community events and community groups, and sharing information about the project.

STAKEHOLDER SUPPORT LEVEL:

Level of support amongst the general public varies person to person. During the open house the majority of comments from the public were positive and wanted to see further development of the project. A few people expressed concerns about shared use of the Right of way ditch with horses, ATVs and dirt bikes. Additionally some community members queried how the project would be funded and voiced opposition to additional taxation.

MAIN STAKEHOLDER COMMENTS

- Members of the public gave feedback verbally and in writing at the open house (see Appendix A-2). Feedback was generally supportive with some concern on shared use of the ditch space in the MoTI RoW and the possibility of motorized recreation damaging the path.

2.7 THIRD PARTY UTILITY COMPANIES

The MoTI Right of way is shared with three utilities: BC Hydro, Pacific Northern Gas (PNG), and Coastal Gas Link (CGL). For the conceptual design these utilities were not engaged with. Engagement with these stakeholders will take place for design review during the detailed design of the project.

STAKEHOLDER ROLE:

The Highway 35 MUP would likely need to enter into a RoW agreement with BC Hydro to occupy the space around the poles. Likewise, a RoW may be needed for the MUP to cross the CGL pipeline. All three utilities have the role of design review during detailed design to identify any conflicts between the MUP and the utility.

STAKEHOLDER SUPPORT LEVEL:

All three utility stakeholders are considered neutral support level.

2.8 FIRST NATIONS

The First Nation stakeholders include all Nations whose traditional territory are in the Burns Lake – Tchesinkut Lake area. All the First Nation communities listed in this report were notified of the Highway 35 MUP project.

STAKEHOLDER SUPPORT LEVEL:

As of the time of preparation of this report no feedback was received from the First Nation groups that were engaged.

2.9 FIRST NATIONS AND STAKEHOLDER INTEREST AND INFLUENCE

To help guide the engagement process and ensure First Nations and stakeholders are receiving an appropriate level of information and response, an interest-influence matrix was created.

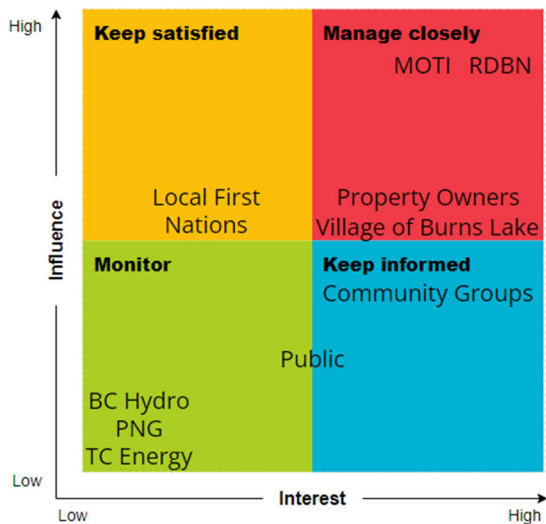


Figure 2: First Nations and Stakeholder Interest & Influence

2.10 STAKEHOLDER INTEREST RESULTS

Interest levels of the stakeholders was tracked via the online survey, open house written survey and the in-person meetings with community groups. A summary of support is captured on the following charts.

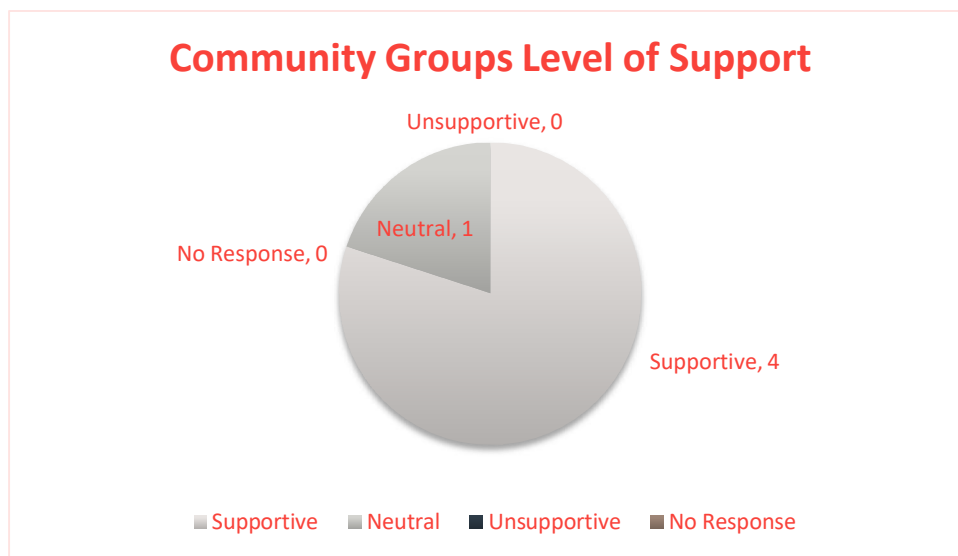


Figure 3. Community Group Level of Support Survey Results

Open House Survey Results

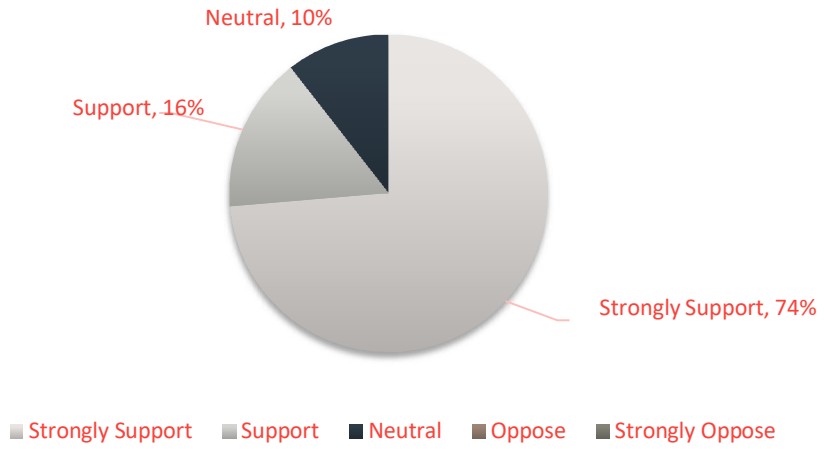


Figure 4. Public Open House Survey Results

Overall Public Survey Results

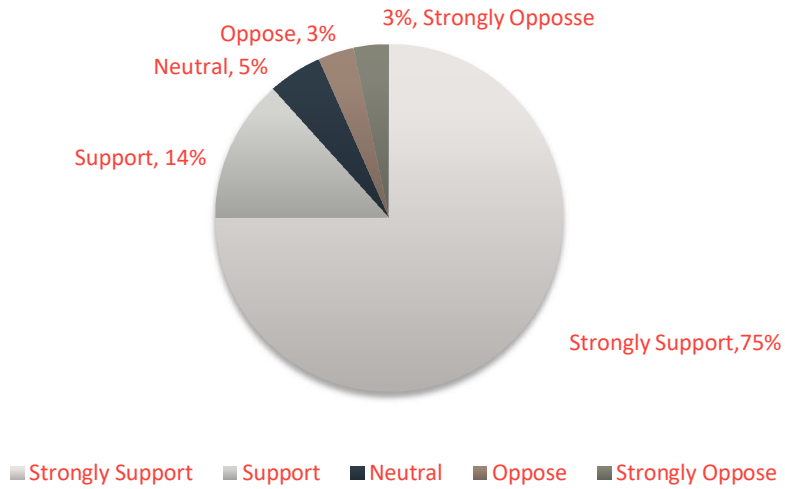


Figure 5. Overall Public Survey Results

3 CONCLUSION

Stakeholder and First Nations engagement for the Highway 35 MUP was undertaken in five steps over the course of several months, starting with directly reaching out to special interest groups that utilize the highway corridor and culminating in an open house to present the conceptual path design to the public. First Nations and stakeholder groups including local clubs, Property owners, the Village of Burns Lake, Ministry of Transportation and Infrastructure, and Regional District of Bulkley Nechako representatives were engaged. In person meetings with local clubs spread word of the project goals and showed there was strong support for development of the path. The project team received feedback from many individuals during the open house who voiced support and concern on specific design aspects. Overall all stakeholders reached were very interested in the project and were generally supportive of its development. A few members raised concerns regarding shared use of the RoW and taxation, both of which will be managed by the RDBN and MoTI in future project planning.

Results from the engagement undergone by this project indicate that the RDBN has laid strong groundwork to develop a social license for the project and that there is meaningful interest in the RDBN for development of a multi-use path. Information from this report can be used to further guide the RDBN in their decision-making process as they further develop the Highway 35 MUP project.

APPENDIX

A STAKEHOLDER ENGAGEMENT TRACKING

A-1 *OUTREACH SENT*

Project Name:		Highway 35 MUP			
Client:		RDBN			
Consultant:		WSP Canada Inc.			
Project Description:		Multi-use Path Conceptual design			
Date of Engagement	Sent / Received	Sent By	Subject	Stakeholder	Recommendations & Comments
10-04-2023	Sent	WSP	Stakeholder Outreach	MOTI	Outreach email sent
10-04-2023	Sent	WSP	Stakeholder Outreach	Omineca ski club	Outreach email sent
10-04-2023	Sent	WSP	Stakeholder Outreach	Village of Burns Lake	Outreach email sent
10-04-2023	Sent	WSP	Stakeholder Outreach	MOTI	Outreach email sent
10-04-2023	Sent	WSP	Stakeholder Outreach	BL Community Forest	Outreach email sent
10-04-2023	Sent	WSP	Stakeholder Outreach	BL Snowmobile Club	Outreach email sent
10-04-2023	Sent	WSP	Stakeholder Outreach	Ride Burns	Outreach email sent
10-04-2023	Sent	WSP	Stakeholder Outreach	Tchesinkut Watershed Society	Outreach email sent
10-31-2023	Sent	WSP	Stakeholder Outreach Meeting	MOTI	Planning meeting with MOTI, RDBN and Village
10-31-2023	Sent	WSP	Stakeholder Outreach Meeting	Burns Lake	Planning meeting with MOTI, RDBN and Village
11-2-2023	Sent	WSP	Stakeholder Outreach	MOTI	Notifying of upcoming WSP trip to burns lake to meet stakeholders
11-2-2023	Sent	WSP	Stakeholder Outreach	Omineca ski club	Notifying of upcoming WSP trip to burns lake to meet stakeholders
11-2-2023	Sent	WSP	Stakeholder Outreach	Village of Burns Lake	Notifying of upcoming WSP trip to burns lake to meet stakeholders
11-2-2023	Sent	WSP	Stakeholder Outreach	MOTI	Notifying of upcoming WSP trip to burns lake to meet stakeholders
11-2-2023	Sent	WSP	Stakeholder Outreach	BL Community Forest	Notifying of upcoming WSP trip to burns lake to meet stakeholders
11-2-2023	Sent	WSP	Stakeholder Outreach	BL Snowmobile Club	Notifying of upcoming WSP trip to burns lake to meet stakeholders
11-2-2023	Sent	WSP	Stakeholder Outreach	Ride Burns	Notifying of upcoming WSP trip to burns lake to meet stakeholders
11-2-2023	Sent	WSP	Stakeholder Outreach	Tchesinkut Watershed Society	Notifying of upcoming WSP trip to burns lake to meet stakeholders
4-15-2024	Sent	WSP	Stakeholder Outreach	Cheslatta Carrier Nation	Notifying them of the project, upcoming open house and website
4-15-2024	Sent	WSP	Stakeholder Outreach	Nee-Tahi-Buhn	Notifying them of the project, upcoming open house and website
4-15-2024	Sent	WSP	Stakeholder Outreach	Skin Tyee Nation	Notifying them of the project, upcoming open house and website
4-15-2024	Sent	WSP	Stakeholder Outreach	Stellat'en First Nation	Notifying them of the project, upcoming open house and website
4-15-2024	Sent	WSP	Stakeholder Outreach	Ts'il Kaz Koh	Notifying them of the project, upcoming open house and website
4-15-2024	Sent	WSP	Stakeholder Outreach	Wet'suwet'en First Nation	Notifying them of the project, upcoming open house and website
4-15-2024	Sent	WSP	Stakeholder Outreach	Witset First Nation	Notifying them of the project, upcoming open house and website

A-2 FEEDBACK RECEIVED

Project Name:		Highway 35 MUP			
Client:		RDBN			
Consultant:		WSP Canada Inc.			
Project Description:		Multi-use Path Conceptual design			
Date of Engagement	Sent / Received	Sent By	Subject	Stakeholder	Recommendations & Comments
10-4-23	Received		Stakeholder Meeting	Omineca Ski Club	As a horse back rider who rides along the highway shoulder that it would be awesome to ensure there is some "dirt" path on the sides that horses can ride on (they can ride on asphalt but not fast and not for long periods).
10-4-23	Received		Stakeholder Meeting	Omineca Ski Club	We (ski club) currently do not groom the trail that used to be along the highway. It wasn't a favourite and we have alternate routes.
10-4-23	Received		Site visit	MOTI	The ministry will make sure to gather its comments and discuss with our team. We hope to be able to join the site visit and any open houses we may be able to contribute to.
11-07-23	Received		Stakeholder Meeting	MOTI	Moti is interested in project and willing to help investigate issues involving highway on MOTI end. MOTI to review when last corridor study was done, and provide any geotech reports in the area they have.
11-07-23	Received		Stakeholder Meeting	Omineca Ski Club	Ski club not interested in winter trail use, however very interested in summer use. Ski club will use for roller skiing if paved. Many horse back riders in the area. Outreach should involve them. Snowmobiles generally good at staying off the groomed trails. Many people seem to be moving to the southside.
11-07-23	Received		Stakeholder Meeting	Ride Burns	Industrial traffic on highway makes highway unsafe. Very interested in a path. Grooming for fatbiking possible but difficult to get the groomer out there.
11-07-23	Received		Stakeholder Meeting	Burns Lake Community Forest	Will it be a designated trail? Some timber harvesting may happen nearby but unlikely since most has already been cut. Community forest generally in support.
11-07-23	Received		Stakeholder Meeting	Tchesinkut Watershed Society	In support. Is there potential for a groomed ski trail in the winter? Don't foresee and issues with trail or parking. Land at catholic bay could be a good terminus point. Burns lake and District Seniors society should be involved in open house.
11-07-23	Received		Stakeholder Meeting	Village of Burns Lake	In support. Trail can use either side of the bridge and can use existing crosswalk to access beach. CAO for the village is excited about the project. Master Parks draft plan for the village coming by the end of the year. Village is in support of the project, trying to establish bike connections from uphill to downtown, could connect to Highway 35 mup.
04-02-24	Received		Stakeholder Meeting	RDBN	RDBN will host open house in Burns Lake April 24th 24. RDBN will share notice on local radio, Community boards, RDBN Social media
04-02-24	Received		Stakeholder Meeting	MOTI	MOTI does not think lowering speed limit will change driver habits, and is thus opposed to lowering limit for entire segment 1 corridor. MOTI open to idea of pushing back 70km/h zone a few hundred meters but notes challenges in doing so.
04-02-24	Received		Stakeholder Meeting	MOTI	MOTI Notes barriers are easier to maintain than retaining wall and have lower risk of long term failure. Crosswalk: MOTI says to "go big" with design from the start. Concerned a minimalistic crossign could cause incident/false sense of security. MOTI to discuss with their engineers.
04-02-24	Received		Stakeholder Meeting	RDBN	RDBN requests to keep MUP off existing ATV trail where possible. In case of conflict, ground beside MUP could be graded flat to provide riding surface for AVT users. Goal is to keep AVTs off of MUP without Stopping ATVs all-together.
04-02-24	Received		Stakeholder Meeting	RDBN	Are there pipeline crossing challenges/permits?
04-02-24	Received		Stakeholder Meeting	RDBN	RDBN to host online survey prior to open house. RDBN to post link on website, facebook, email to stakeholder groups.
04-24-24	Received	community	Open House	Community member	Small peice of land between HWY 35 and Tchesinkut Lake, 1km past Tchesinkut east road that would provide good to parking and maybe future picnic area, rest area.
04-24-24	Received	community	Open House	Community member	Would it be possible to have a large parking area for motorized traffic south of the burns lake bridge? Riders would not use trail but would be nice to have a parking spot
04-24-24	Received	community	Open House	Community member	Looks great! let's build it. But please don't raise my taxes.
04-24-24	Received	community	Open House	Community member	Equestrian operator on Hopper's Hill: Very supportive of multi-use concept. Not sold on the pavement. dirt, grass, gravel would be sufficient.
05-13-2024	Received	community	Online Survey	Community member	Strongly support the idea. E bikes are becoming a popular mode of transportation and it is currently unsafe to bike along highway 35 with people speeding to catch the ferry
05-13-2024	Received	community	Online Survey	Community member	It would be great to have it go right to the ferry landing eventually, it would make a great trail to be used for marathons, biking, or ski races.
05-13-2024	Received	community	Online Survey	Community member	I think this would encourage an active lifestyle for Burns Lakers, it would encourage tourism and help make commuting and outdoor exercise safer for those living on Highway 35 and in the surrounding area.

05-13-2024	Received	community	Online Survey	Community member	Love the idea of this path
05-13-2024	Received	community	Online Survey	Community member	Amazing .. the trail from telkwa to smithers is always busy whether its biking or walking this will definatly make it safer with the added highway traffic. I am an avid road biker and there are many times I do not feel safe.
05-13-2024	Received	community	Online Survey	Community member	Sounds like a fantastic project. I love the trail in Smithers a lot and always thought that it would be a great project for Burns Lake.
05-13-2024	Received	community	Online Survey	Community member	This is a great initiative. I would love to see a developmental program to build a network of multi-use trails across Northern BC. I believe this would result in a world recognized destination for outdoor activities.
05-13-2024	Received	community	Online Survey	Community member	Great concept, good idea for an exercise potential for a lot of different folks, young and old!
05-13-2024	Received	community	Online Survey	Community member	Sounds like a trail would be safer for kids, strollers, dogs, children on bikes, people wanting to walk side by side instead of single file along the edge of the road.
05-13-2024	Received	community	Online Survey	Community member	For the cost of this there is immensely more important things that could be funded.
05-13-2024	Received	community	Online Survey	Community member	Also upgrade and improve boat launching at Kager Lake!!!!
05-13-2024	Received	community	Online Survey	Community member	Given the hilly terrain in BL, other 'active' projects that are open to more people than biking should be considered. The paved LDSS track is used by many and more walking trails should be developed for locals. This might help tourism as well!
05-13-2024	Received	community	Online Survey	Community member	We have many excellent trails, Boer mt. Etc. Which are underused. We know as we snowshoe, walk almost everyday. I am also concerned about cost of upkeep, snowplowing etc.
05-13-2024	Received	community	Online Survey	Community member	Strongly in support of all cycling or vulnerable road user infrastructure. Let's move beyond our car culture and provide means for safe, clean, and fun travel.
05-13-2024	Received	community	Online Survey	Community member	Separated bike lanes are a great community asset and tourist attraction. The cycle 16 trail in Smithers has seen a large uptick in use, and makes me feel much safer biking along that route. Alternative transportation options are a draw for young families to the communities. Separated bike and walking lanes increase safety for everyone.
05-13-2024	Received	community	Online Survey	Community member	Please make sure it is scenic....on the lake side of the road
05-13-2024	Received	community	Online Survey	Community member	Really great idea - would like it expanded eventually to Francois Lake - Link to Omineca Ski and Rider trail
05-13-2024	Received	community	Online Survey	Community member	This is an excellent idea - As a senior I feel any improvement in safety and accessibility for continued outdoor exercise is a boon to the community. I suggest you market this and other trail concepts to the 55+ segment of the community - There are a lot of tourists in that age bracket who are attracted to good safe and well thought out trail systems -- as well as locals wanting to be outside in an active way
05-13-2024	Received	community	Online Survey	Community member	Great idea - once completed, it would offer years of recreation opportunities
05-13-2024	Received	community	Online Survey	Community member	I support Recreation Plans connecting all Areas of the BURNS LAKE and surrounding Communities - Multi-use, ATV, Snowmobile, BIKES & E BIKES, etc.
05-13-2024	Received	community	Online Survey	Community member	Needs to be maintained in winter as we have 8 months of it.

A-3 *STAKEHOLDER
CONTACT
INFORMATION*

Highway 35 MUP Stakeholder Engagement Contacts

Stakeholder	Position	Contact Name
Regional District of Bulley Nechako	Director of Planning	Jason Llewellyn
Regional District of Bulley Nechako	Planning and Parks Coordinator	Maria Sandberg
Regional District of Bulley Nechako (Burns Lake Rural)	Electoral Area B Director	Michael Riis-Christianson
Regional District of Bulley Nechako (Francois/Ootsa Lake Rural)	Electoral Area E Director	Clint Lambert
Village of Burns Lake	Director of Recreation Services	Lewis Jones
Ministry of Transportation	District Program Engineer	Jeff McKay
Ministry of Transportation	Area Manager - Burns Lake/Southside	Kassidi Jones
Omineca Ski Club	President	Heather Anchikoski
Burns Lake Community Forest	General Manager	Frank Varga
Burns Lake Snowmobile Club	N/A	Kris Garneau
Ride Burns	President	Patti Dube
Tchesinkut Watershed Protection Society	President	Ron Miller

First Nations**Contact Name**

Cheslatta Carrier Nation	Barb Tom
Nee-Tahi-Buhn	Kieran Broderick
Office of the Wet'suwet'en	Debbie Pierre
Skin Tyee Nation	Jade Irwin
Stellat'en First Nation	Marie Casimel
Ts'il Kaz Koh	Wesley Sam
Wet'suwet'en First Nation	Heather Nooski
Witset First Nation	N/A