



December 21, 2009

Joe Colosimo
jcolosimo@nwbcorp.com

Dear Mr. Colosimo,

IMBA Trail Solutions is pleased to present to you this proposal for assessment and planning services to create a destination-quality, mountain bicycle-oriented trail system at the Jakes Rocks site in the Alleghany National Forest. IMBA Trail Solutions has assisted federal, state, and local agencies in trail planning for the last decade; during that time many of our trail plans have been implemented, resulting in new trail-based tourism destinations.

The Jakes Rocks area's landscape and topography provide an excellent location for a flow-based, stacked loop, mountain bicycle trail system with varying levels of difficulty. The lack of other similar opportunities within the larger tri-state lake region presents the opportunity for creating a regional destination for mountain bicycling.

Prior to the work in this proposal commencing IMBA will provide a vision document at no cost through the generous support of IMBA's Trailbuilding Fund. The vision document is a brief 1 to 3 page report and map that explains the opportunities and potential of the project and is intended to be used as an aid in marketing the project and developing community support. This vision document will be created in January 2010 and is valued at \$8,000.

If this proposal is suitable please sign and scan the attached signature page and return to chris.bernhardt@imba.com. Please do not hesitate to call if there are any questions about the proposal or the planning assistance IMBA can provide.

Most sincerely,

CHRISTOPHER JOHN BERNHARDT

Chris Bernhardt, Director of Consulting Services
chris.bernhardt@imba.com
503/913-9623



Hood River, OR - Boulder, CO - Harrisonburg, VA



Scope of Work

Task 1 - Project Start Up

The assessment and planning process will begin by having two trail specialists review any existing material from which a basemap would be prepared. During a period of no snow and preferably minimal vegetation two trail specialists will travel to the site to start the first site visit with a kick-off meeting with the client and critical agency staff.

Task 2 - Trail and Site Assessment

The two trail specialists will remain on site for approximately two weeks. During the first week the site and any existing trails or infrastructure will be reviewed with eight hours set aside to conduct stakeholder meetings with relevant agency staff and other interested stakeholders. A draft Existing Conditions report and map and a draft Opportunities & Constraints report and map will be developed off-site after the visit and supplied to the client in an electronic format.

Task 3 - Conceptual Mountain Bicycle Trails Plan

During the second week of the first site visit a Conceptual Trails Plan will be developed. A draft Conceptual Trails Plan report and map will be developed off-site after the visit and supplied to the client in an electronic format. The conceptual plan will include at least two alternatives, risk management recommendations, and proposed trail corridor locations. A sample conceptual trails plan ("Lincoln Mountain Bicycle Master Plan 2009") is attached.

Task 4 - Finalize Conceptual Plan

After receiving comments in an electronic format from the client and any relevant stakeholders the draft will be reviewed, discussed with the client if needed, and then incorporated into the final Existing Conditions report, the final Opportunities & Constraints report, and the final Conceptual Mountain Bicycle Trails Plan. Each plan and map will be delivered in a PDF format.

Task 5 - Trail Design

The timing of this task will depend on US Forest Service approval of the conceptual plan, weather, and personnel resource availability. The flagging of trail corridors is season-dependent and best done during snow-and leaf-free times when visibility is best. In Northwest Pennsylvania this is: 1) April through mid-June; and 2) mid-October until rifle season in late November. Spring is preferred over the fall as this is often the wettest time of year.

The second field visit will require three weeks of field time for two trail specialists. They will ground-truth the conceptual plan as they flag and collect GPS data for up to 30 miles



of trail corridor. There is also 20 hours set aside to meet with resource specialists in the field or office during the field review process.

While the proposal includes up to 30 miles of corridor flagging this does not need to be accomplished at the same time. It would be possible to spread this task over two years. Each spring the trail to be built that year could be flagged, however adding an additional site visit would necessitate an additional mobilization charge. If there are significant cultural or natural resources within the project site it may also be necessary to flag the entire corridor prior to a resource review.

Task 6 - Detailed Cost Estimate

Once the trail corridor flagging is completed and approved a detailed cost estimate can be prepared and provided to the client electronically. The cost estimate will then be revised to incorporate the client's and/or stakeholder's comments.

Task 7 - Update Trails Plan

Draft trail design documents will be developed that include appropriate typical diagrams and trail specifications for three different difficulty classes of sustainable mountain bicycle trail. These documents will be provided electronically to the client for comment and be revised based upon client/stakeholder comments. These design documents will provide information that compliments and enhances the current US Forest Service guidelines for mountain bicycle trail construction.

A phased implementation plan will be developed with clients and stakeholders input. It will recommend strategies to efficiently and cost-effectively construct the trail system in separate stand-alone phases using a combination of agency, volunteer, and contractor labor. Lastly, the Conceptual Mountain Bicycle Trails Plan map and report will be updated to include adjustments resulting from the field design process, the trail design documents, and the cost estimate.

In order to reduce costs certain deliverables have been excluded from this proposal as their necessity is unknown at this time. Tasks not included in this proposal include: delineating the build line with stake flags; assisting in preparation of bid packages; and training in sustainable mountain bike trail construction for local volunteers and US Forest Service staff.



National Environmental Policy Act (NEPA) Process

Compliance with the National Environmental Policy Act can be handled in a variety of different manners. At this point it is expected that compliance for this project will be incorporated into an ongoing forest-wide Environmental Assessment (EA). However, a plan-specific or even corridor-specific review may be required if the EA yields indications of significant cultural or natural resources. For this reason the proposal has been structured to allow for project review with resource specialists during the conceptual planning and corridor delineation. Timing of corridor flagging or final approval may be dependent on the timing of resource assessments, which can be seasonal. It is important that the US Forest Service staff responsible for NEPA compliance be involved early in the planning process.

“Corridor” vs “Build” Flaglines

The corridor flagging delineates the center of 100'-wide corridor within which the trail tread would be built. The corridor width provides flexibility to accommodate resource concerns. A build flagline is more detailed and delineates the exact location and grade of the proposed trail. As the necessity of a detailed build line is dependent on the type of personnel resources utilized (volunteer, contractor, agency, or some combination), and that style is unknown at this time, this task has not been included in this proposal. The less-skilled the trailbuilder is in crafting a sustainable, flow-oriented, mountain bicycle trail then the more important a detailed build flagline will be. Corridor flagging is typically delineated with hang flags and a build flagline is typically marked with stake flags.

Tentative Timeline

January 2010	Proposal accepted, Vision document delivered
February/March 2010	Base map prepared, background material reviewed
April 2010	Site Visit #1 - Task 1, 2, 3 & 4
May/June 2010	Site Visit #2 - Task 5, 6 & 7



Jakes Rocks Trail Assessment and Trail Planning		
		December 21, 2009
Tasks		
TASK 1 - PROJECT START UP		\$3,900
1.1	Review materials and prepare basemap	
1.2	Mobilization (RT)	
1.3	Kick-off meeting with client (on-site)	
TASK 2 – TRAIL AND SITE ASSESSMENT		\$9,900
2.1	Assess existing trail system (fieldwork)	
2.2	Stakeholder meetings	
2.3	DRAFT Existing Conditions report and map	
2.4	DRAFT Opportunities & Constraints report and map	
TASK 3 - CONCEPTUAL MOUNTAIN BICYCLE TRAILS PLAN		\$7,500
3.1	Develop conceptual trails plan (fieldwork)	
3.2	DRAFT Conceptual Mountain Bicycle Trails Plan report and map	
TASK 4 - FINALIZE CONCEPTUAL PLAN		\$1,575
4.1	Finalize Existing Conditions report and map per client comments	
4.2	Finalize Opportunities & Constraints report and map per client comments	
4.3	Finalize Conceptual Mountain Bicycle Trails Plan report and map per client comments	
TASK 5 - TRAIL DESIGN		\$25,200
5.1	Design and Flag proposed trail corridor (est 30 miles)	
5.2	GIS trail corridor (data collection)	
5.3	Meetings resource specialists	
5.4	Mobilization (RT)	
TASK 6 - DETAILED COST ESTIMATE		\$975
6.1	Develop detailed Cost Estimate	
6.2	Finalize detailed Cost Estimate per client comments	
TASK 7 - UPDATE TRAILS PLAN		\$4,125
7.1	DRAFT Trail Design Documents	
7.2	Finalize Trail Design Documents per client comments	
7.3	DRAFT phased implementation plan	
7.4	Finalize phased implementation plan per client comments	
7.5	Update Conceptual Mountain Bicycle Trails Plan map and plan	
PROJECT MANAGEMENT		\$2,880
DIRECT COSTS (airfare, lodging, etc)		\$13,640
TOTAL		\$69,695