



C·V·R·D

**NOTICE OF
KINSOL TRESTLE REVITALIZATION COMMITTEE MEETING**

**Tuesday
November 24, 2009
Regional District Board Room
175 Ingram Street, Duncan, BC**

3:00 pm

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6. **NEW BUSINESS**

7. **PUBLIC/PRESS QUESTIONS**

8. **CLOSED SESSION**

Motion that the meeting be closed to the public in accordance with the *Community Charter* Part 4, Division 3, Section 90(1), subsections as noted in accordance with each agenda item.

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9. **NEXT MEETING**

10. **ADJOURNMENT**

NOTE: A copy of the full agenda package is available at the CVRD website www.cvrld.bc.ca

Minutes of the Kinsol Trestle Revitalization Committee Meeting held on Wednesday, July 8, 2009, at 1:30 p.m. in the Regional District Board Room, 175 Ingram Street, Duncan, BC

PRESENT

Director Gerry Giles, Chair
Director Phil Kent, Vice-Chair
Director Loren Duncan
Director Ian Morrison (1:52 p.m. – 2:30 p.m.)

MI

Absent: Director Ken Cossey
Director Dave Haywood

CVRD STAFF

Brian Farquhar, Manager, Parks & Trails Division
Mary Anne McAdam, Recording Secretary

Note: Meeting began at 1:42 p.m.

APPROVAL OF AGENDA

It was Moved and Seconded
That the agenda, as amended, be approved.

MOTION CARRIED

M1 – MINUTES

It was Moved and Seconded
That the Minutes of the Kinsol Trestle Revitalization Committee Meeting of March 3, 2009, be accepted.

MOTION CARRIED

CSM1 – CLOSED SESSION MINUTES

It was Moved and Seconded
That the Closed Session Minutes of the Kinsol Trestle Revitalization Committee Meeting of March 3, 2009, be accepted.

MOTION CARRIED

STAFF REPORTS

R1 – Kinsol Trestle Fundraising Campaign Update

Staff Report from Brian Farquhar, Parks and Trails Manager to provide an update on the fundraising campaign for rehabilitation of the historic Kinsol Trestle.

Received for information purposes.

R2 – Kinsol Donor Recognition Program

It was Moved and Seconded
“That the Kinsol Trestle Donor Recognition Opportunities program which provides four special recognition categories inclusive of Trestle Pioneers (gifts and grants of \$100,000 or more), Trestle Trailblazers (gifts and grants of \$10,000 or more), Trestle Engineers (gifts and grants of \$1,000 or more) and Friends of the Trestle (gift under \$1,000) be endorsed as the official recognition program for gifts and grants received in support of the historic Kinsol Trestle Rehabilitation Project.”

MOTION CARRIED

R3 – Kinsol Trestle

Staff report from Brian Farquhar regarding the Kinsol Trestle Phase II Report

000003

**Phase II Report
Review by the Ministry
of Transportation and
Infrastructure**

Staff Report from Brian Farquhar, Parks and trails Manager, providing an update on the review process underway by the Ministry of Transportation and Infrastructure regarding the Kinsol Trestle Restoration Feasibility Study Phase II Report submitted by Commonwealth Historic Resource Management in December 2008.

Received for information purposes.

**R4 – Regional Parks
Transfer from Reserve
Fund Bylaw**

It was Moved and Seconded:

That a Reserve Fund Expenditure Bylaw be prepared authorizing the expenditure of not more than \$140,000 from the Regional Parks General Reserve Fund for the purpose of capital improvements to the Cowichan Valley Trail on sections between the Town of Lake Cowichan and Duncan, and within the E&R rail corridor within Chemainus.

MOTION CARRIED

DELEGATIONS

**D1 – Clayton
Consulting**

Verbal update by John Kaye of Clayton Consulting regarding the Kinsol Trestle Fundraising Campaign. As well as broadening the campaign to make this a community venture, there is a need to ensure that the campaign also benefits from the potential support expressed by contractors. The community needs to know that the project is also supported by members of the Kinsol Trestle Revitalization Committee and Kinsol Fundraising Cabinet.

A summer student has been hired through Community Futures to present the campaign at various festivals and markets. The web-site, www.kinsol.ca, is now available.

CORRESPONDENCE

No correspondence received.

INFORMATION

**IN1 – Citizen
Newspaper Article**

“Take a Walk in Shawnigan” – newspaper article by Lexi Baines of *The Citizen*
Received and filed for information purposes.

**IN2 – Citizen
Newspaper Article**

“Big Finish needed for Kinsol Trestle” – newspaper article by T.W. Paterson of *The Citizen*
Received and filed for information purposes.

**IN3 – Nanaimo Daily
News Article**

“Cowichan District needs help to restore Old Trestle” – newspaper article by Darrell Bellaart of *Nanaimo Daily News*.

Received and filed for information purposes.

NEW BUSINESS

NB1 – Trans Canada Trail Organization Grant Application

Staff report from Brian Farquhar, Parks and Trails Manager, regarding the Trans Canada Trail Organization Grant Application.

It was Moved and Seconded

That a letter of support accompany the Cowichan Foundation application to the Trans Canada Trail Foundation for grant funding in the amount of \$250,000 for the historic Kinsol Trestle Rehabilitation Project as part of the officially registered Trans Canada Trail route within the Cowichan Region for hikers, equestrians and cyclists.

And furthermore, that the Board Chair be authorized to issue letters of support on behalf of the Board where such letters are requested by the Cowichan Foundation to accompany grant funding applications for the historic Kinsol Trestle Rehabilitation project.

MOTION CARRIED

NB2 – 2009 Kinsol Trestle Capital Campaign Budget Adjustment

Staff report from Brian Farquhar, Parks and Trails Manager, regarding the 2009 Kinsol Trestle Capital Campaign Budget Adjustment.

Received and filed for information purposes.

PUBLIC QUESTIONS

There were no questions from the public.

CLOSED SESSION

It was Moved and Seconded

That the meeting be closed to the public in accordance with the *Community Charter* Part 4, Division 3, Section 90(1), subsections as noted in accordance with each agenda item.

MOTION CARRIED

The Committee moved into Closed Session at 2:20 p.m.

RISE

It was Moved and Seconded

That the Committee Rise without report

MOTION CARRIED

ADJOURNMENT

It was Moved and Seconded

That the meeting be adjourned.

MOTION CARRIED

The meeting adjourned at 2:45 p.m.

Chair

Recording Secretary

000005

SRI



C.V.R.D.

STAFF REPORT

KINSOL TRESTLE REVITALIZATION COMMITTEE MEETING OF NOVEMBER 24, 2009

DATE: November 18, 2009 **FILE NO:**
FROM: Brian Farquhar, Parks and Trails Manager **BYLAW NO:**
SUBJECT: Kinsol Trestle Revitalization Grant Funding Status Update

Recommendation:

That this report be received for information.

Purpose:

To provide an update on the status of project funding secured for the Kinsol Trestle Revitalization Project.

Financial Implications:

N/A

Interdepartmental/Agency Implications:

N/A

Background:

Funding for the rehabilitation work on the historic Kinsol Trestle has been the basis of grant funding applications by the Cowichan Valley Regional District over the past couple of years and community/corporate fundraising by the Cowichan Foundation in partnership with the Regional District. In addition, the Ministry of Transportation and Infrastructure has previously committed that \$1.5 million in Ministry funding originally designated for dismantling of the structure could be applied towards rehabilitation of the trestle under the condition that the Regional District would assume the long term responsibility for the operation and maintenance of the structure under a license agreement with the Ministry (owner of the trestle and former CNR railway corridor).

As of November 17th, 2009 the following funding commitments are confirmed by the Regional District towards the historic Kinsol Trestle Rehabilitation Project:

000006

Provincial LocalMotion Grant Program (approved March 2007)

- Grant contribution of \$1,611,000
 - CVRD has received the funding

Trans Canada Trail Foundation (approved October 2009)

- Grant contribution of \$250,000 (joint application Cowichan Foundation & CVRD)

BC Building Canada Fund – Communities Component (approved October 2009)

- Matching 1/3 BCF-CC Grant between Local/Provincial/Federal Governments
 - Federal Contribution \$1.885 million
 - Provincial Contribution \$1.885 million
(Inclusive of previous MOTI \$1.5 million funding commitment)
 - Community Contribution \$1.885 million
(Includes ICET and Cowichan Foundation Fundraising contributions – see below)

BCF-CC Funding Total \$5.655 million

The one-third Community Contribution component for the BC Building Canada Fund – Communities Component has specific requirements on what funding is eligible to be considered as the community funding contribution. In particular, other sources of funding from Provincial or Federal grant programs or other such streams of funding are not eligible to apply as a portion of the Community Contribution one-third matching funds to the BCF-CC grant. As such, neither the \$1.611 million LocalMotion grant nor the \$250,000 Trans Canada Trail Foundation grant can be applied as a portion of the Community Contribution towards the BCF-CC Grant.

Island Coastal Economic Trust

- Grant contribution of \$1,000,000 (approved March 2008)
 - Can be applied as Community Contribution to BCF-CC Grant

Cowichan Foundation Fundraising (too date)

Western Forest Products/IWA Steelworkers

- \$250,000 milled timber in-kind donation for trestle timber replacement

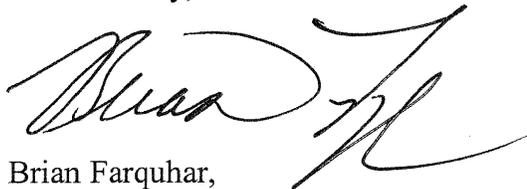
Community - Individual Donations

- \$20,000

Project Funding Summary (In Place as of November 18/09 and Total Funding Targets)

Funding Source	Funding in Place (Secured to Spend)	Total Fundraising Targets (minimum)
Provincial LocalMotion Grant	\$1,611,000	\$1,611,000
Community 1/3 Contribution for BCF-CC Grant		
o ICET Grant	\$1,000,000	\$1,000,000
o Cowichan Foundation Fundraising <i>(Includes In-Kind Contributions)</i>	\$270,000	\$650,000
BCF-CC (Provincial/Federal Contribution)	\$2,540,000	\$3,770,000
Trans Canada Trail Foundation	\$250,000	\$250,000
<u>Fundraising Summary Total</u>	<u>\$5,671,000</u>	<u>\$7,281,000</u>

Submitted by,



Brian Farquhar,
Parks and Trails Manager
Parks, Recreation and Culture Department

BTF/lag

SR 2



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STAFF REPORT

KINSOL TRESTLE REVITALIZATION COMMITTEE MEETING OF NOVEMBER 24, 2009

DATE: November 18, 2009 **FILE NO:**

FROM: Brian Farquhar, Parks and Trails Manager **BYLAW NO:**

SUBJECT: Ministry of Transportation & Infrastructure Due Diligence Review

Recommendation:

That the Kinsol Trestle Rehabilitation Project be formally approved to proceed based on the \$5.671 million in funding secured to date for the project, and;

That the Board Chair and Corporate Secretary be authorized to execute the necessary documents to enter into a License Agreement with the Ministry of Transportation and Infrastructure for construction, operation and maintenance of the Cowichan Valley Trail within the former CNR railway corridor, inclusive of undertaking the full rehabilitation and ongoing maintenance of the historic Kinsol Trestle, for the sections of the former railway corridor between Sooke Lake Road and the eastern boundary of Cowichan River Provincial Park (just east of the Holt Creek Trestle) and the west boundary of Cowichan River Provincial Park to the Pine Street intersection in the Town of Lake Cowichan.

Purpose:

To inform the Committee of the completion of the Due Diligence Review Assessment by the Ministry of Transportation and Infrastructure on the Phase II Kinsol Trestle Restoration Feasibility Study completed for the Regional District by Commonwealth Historic Resource Management and its sub-consultants.

Financial Implications:

N/A

Interdepartmental/Agency Implications:

The Ministry of Transportation and Infrastructure owns the historic Kinsol Trestle and the former CNR railway corridor, for which the Regional District has an existing "Permit to Construct" to develop/maintain portions of the Cowichan Valley Trail on sections of the corridor. The Ministry has previously indicated that it is agreeable to issuing a longer term License Agreement to the Regional District for the regional trail within the former railway corridor, inclusive of terms granting approval to the CVRD to undertake the rehabilitation work on the historic Kinsol Trestle.

Background:

The Ministry of Transportation and Infrastructure (MOTI) has been conducting a Due Diligence Review of the Phase II Kinsol Trestle Restoration Feasibility Study completed for the Regional District by Commonwealth Historic Resource Management and its sub-consultants. The purpose of the Due Diligence Review was to provide the Ministry with an independent structural engineering assessment and cost estimate of the trestle rehabilitation strategy and methodology advocated by the Phase II Kinsol Trestle Restoration Feasibility Study. As part of this review, updated information was requested of the CVRD's consulting team with respect to additional details and cost estimates specific to the six load-bearing "active bents" throughout the structure that are proposed to be upgraded and interconnected with an underslung steel truss system to carry the new pedestrian/cycling/equestrian walkway atop the trestle (see attachment). This information was prepared and forwarded to MOTI, along with an updated estimated total project cost estimate indicating an increase of approximately \$780,000 (from the approximately \$5.8 million 2008 estimate to \$6.58 million) to cover additional structural steel for the underslung truss, cabling system, additional foundation work, based in part on feedback from MOTI's review of the project and inflation adjustments from the original 2008 project estimate.

In comparison to the updated \$6.58 million project cost estimate (2010 value) prepared by Kinsol Trestle Restoration Feasibility Study Phase II consulting team, the Due Diligence Review report prepared for the Ministry by an independent bridge consulting engineer estimates the rehabilitation work detailed in the Phase II report would cost in the order of \$6.8 million, a difference of \$200,000 (less than one percent difference). The Due Diligence Review also makes reference for consideration of reconstructing with new wood all six "active bents" at an additional cost of \$300,000. The MOTI has indicated it strongly recommends that the CVRD plan to use all new wood in the rebuilding of the active bents, as it would effectively separate the function structure (public walkway elements) and the heritage elements of the trestle.

The annualized cost to maintain the historic Kinsol Trestle once the initial rehabilitation works are completed is estimated in the Kinsol Trestle Restoration Feasibility Study Phase II to be in the range of \$84,200 annually, inclusive of annual bridge engineering inspection work. The Ministry's Due Diligence Review report estimates the annual maintenance costs for the rehabilitated Kinsol Trestle would be in the order of \$115,000/year for the first ten years, inclusive of annual bridge engineering inspections (assumes the six "active bents" are new construction). The annual maintenance costs were estimated at \$15,000 more per year if the six "active bents" were to be rehabilitated versus totally reconstructed. While there is a minimum \$30,800 difference in annual maintenance costs between the Kinsol Trestle Restoration Feasibility Study Phase II and the Ministry's Due Diligence Review, the current approach to the project proposes to apply the additional funding raised for the project over and above the costs incurred for the core rehabilitation work and new walkway system as detailed above towards completing additional capital rehabilitation work on two approaches;

- Undertaking additional capital maintenance rehabilitation work as part of the overall project, so that less capital maintenance work would remain to complete in subsequent years; and
- Establishing a Kinsol Trestle Capital Maintenance Legacy Fund to contribute annually to the costs of the ongoing annual capital maintenance work.

The degree to which either option can be incorporated into the overall project scope will be dependent upon conditions that may be in place for this additional funding pertaining to expenditure requirements (i.e. grant funding expenditure deadlines).

The Ministry of Transportation and Infrastructure, in addition to strongly recommending the six active bents be reconstructed from all new wood material, has also indicated that a Design Criteria Report will need to be prepared for the Ministry's approval prior to rehabilitation work being undertaken on the trestle. Preparation of the Design Criteria Report can be integrated as one of the first deliverables of the structural engineering consulting contract for the project, as it is understood the principles of Design Criteria Report will need to be established for the project immaterial of formal approval of such by the Ministry. Typically included in Design Criteria Reports are the industry standards and design codes to be applied to the project.

The Ministry also has made note that the CVRD will be required to obtain an annual condition and safety report sealed by a professional engineer and that every five years a detailed condition and safety report will also need to be completed. These assessments, including costs, are factored into the annual maintenance program detailed in the Phase II Kinsol Trestle Restoration Feasibility Study prepared for the Regional District. In order to proceed with actual rehabilitation work on the structure, the Ministry also requires that the License Agreement is in place with the Regional District; however the Ministry has no objections with detailed engineering work proceeding in the interim at the direction of the Regional District.

One further note in the Due Diligence Review report prepared for the Ministry is recognition of the March 2011 deadline in place for some of the major grant funding and therefore the need to proceed with the project at this time in order to have the capacity to undertake the extent of works, from engineering detailed design to prepare rehabilitation plans and "new" construction (walkway and underslung truss system), to the construction timeframe requirements for the "new" construction and rehabilitation work, inclusive of the processes to procure contracts. CVRD staff share the concern of the Ministry's report with respect to the timeframe constraints for the project and the necessity therefore to formally proceed with elements of the project prior to the end of 2009, given the total project timeline from December 1st, 2009 to March 31, 2011 is sixteen months. CVRD's consulting team for Phase II Kinsol Trestle Restoration Feasibility Study have also reviewed the scheduling deadline for the project and have indicated that completing the scope work within this timeframe is achievable, if the work were started no later than early December 2009.

Submitted by,



Brian Farquhar,
Parks and Trails Manager
Parks, Recreation and Culture Department

BTF/lag

Attachments

Historic Conservation of Kinsol Trestle - Supplementary Structural Report to Phase II Report

Background

As part of the design process the BC MoT recently undertook a due diligence review of the preliminary design work carried out by the Commonwealth Historic Resource Management (CHRM) team. The review raised a number of questions which were addressed as noted in *Attachment 1*. The purpose of this document is to clarify the load carrying system of the modified Kinsol Trestle, particularly with regard to lateral bracing requirements and to review the estimated costs of the proposed capital works in light of this clarification as well as to review and adjust the previous project schedule and cost estimate.

Introduction

To minimize risk associated with the unknown condition of the timbers of the Kinsol Trestle, only 6 of the existing 44 trestles will be incorporated into the proposed pedestrian/cyclist structure. The remaining trestles will undergo restoration/preservation work over the course of the next number of years to preserve the character and fabric of this significant piece of Canadian history.

The use of only 6 of the existing bents, see *Sketch 1*, has allowed a very focused field investigation to be conducted as reported in the Phase I and Phase II project reports prepared by CHRM. This investigation allowed a thorough quantification of the condition of the existing timbers. Rehabilitation costs associated with the timber bents has been estimated based on this extensive field work.

The 6 load bearing trestles have been defined as “active bents” while the balance of the bents have been termed “inactive bents”. The focus of the capital construction project is to incorporate the “active bents into a pedestrian/cyclist crossing while the focus of the maintenance program will be to preserve the inactive bents in addition to maintaining the pedestrian/cyclist bridge.

Structural Configuration

The six active bents are identified in *Sketch 1*. These bents were chosen based their condition as observed during the field inspections referenced in CHRM Phase 1 and 2 reports. The active bents result in bridge spans of between 20m and 34m. A 7 span continuous, curvilinear deck truss with steel floor beams and a timber deck will be used to support live loads. The truss will require about 85 t of steel. Section sizes for the truss members will be selected to allow the use of atmospheric steel.

Given the flexibility of the supporting active bents, the superstructure will be restrained at both abutments and at the active bents. Temperature movements will be accounted for by movement in the

trestles and radial deformation of the superstructure. Deck loads will be transferred to the posts in the active bents by suitably dimensioned transverse cap beams located within the truss system.

Moment connections will be established between the stories in each active bent. This will be achieved using atmospheric steel sections welded to channels as shown in **Sketch 2**. These moment connections help reduce the effective length of the bents and increase the redundancy and as such safety of the structure. Installation of the moment connectors would be undertaken in a manner very similar to that used by CN Rail to replace sills. The existing sill at each storey would in fact be removed leading to an arguably more durable structure.

The ability of the active bents to resist loads at the ultimate limit states requires that lateral support is provided at the base of each "storey" of each active bent which corresponds to 30' intervals in the vertical. Lateral bracing will be provided in three ways:

- For the top 30', diagonal cables anchored at one end to the bent and at the other to the superstructure trusses will be provided, see **Sketch 2**. These cables will allow tension to be developed to resist lateral movement in the bridge as well as reduce the effective length of the posts in the active bents to $L_u = 30'$. This bracing arrangement capitalizes on the compression that can be developed in the deck system.
- Additional lateral support is required at bents 12, 20 and 28 at the connection between stories 2 and 3. This support would be provided by triangular steel frames as shown in **Sketch 3**.
- As mentioned above, the bridge will be restrained from longitudinal movement at each abutment. Temperature movement will be allowed through the flexibility of the bents combined with radial expansion/contraction of the superstructure.

Preliminary analysis shows that ULS 2 governs the design of the bents and results in a $M_t/M_r + P_t/P_r = 0.6$ using an effective length of 30' for the active bents and 4 KPa pedestrian loads as required by the Canadian Highway Bridge Design Code.

Estimated Cost

In reviewing the cost estimate prepared during Phase 2 of the project, a number of adjustments are suggested to the cost estimate. These are as follows:

- The cost of structural steel work provided in the cost estimate is about \$475,000 based on an estimated 35 t of structural steel based on \$13,500/t of steel. In reviewing this it appears that the estimated tonnage of steel used in the Phase 2 work was low as pointed out by the BC MoT review and should be increased to 85 t. Given that the cost of crane rental is already included in the site works of the project and the relative simplicity of the fabrication we believe that a unit rate of \$9,000/t for installed steel work is more appropriate. This would require an increase of \$292,500 to the capital cost of the project.
- The material costs associated with this work were included in the Phase 2 estimate at \$11,000 and we believe that this should be closer to \$25,000. Installation of the bracing will be an

integral part of the truss erection and refurbishment of the active piers and as such we believe it is included in the Phase 2 estimate.

- The BC MoT review of the Phase 2 report suggested including an additional allowance of \$60,000 for foundation work. This is a prudent suggestion and we concur with it.
- Given that a rehabilitation project has risk associated with the unknown condition of the existing structure, we suggest that at this stage of the project a 20% contingency should be carried rather than 15%.

Maintenance Costs

The Phase 2 report estimated the maintenance costs at \$85,000 per year while a \$100,000 per year budget is available. At the time of the writing of this report, it appears that funding in excess of the capital works will be available and as such work that would have been undertaken in the future as maintenance can be carried out as part of or directly after the capital works contract. This will reduce future maintenance requirements. We suggest that the available maintenance budget of \$100,000 is appropriate and that the estimated \$85,000 per year be reviewed at the completion of construction. The revised project cost estimate is included as **Attachment 2**.

Project Schedule.

The anticipated project schedule is included as **Attachment 3**.

Summary

Based on our review of the BC MoT's Due Diligence work we believe that the capital cost of the proposed restoration of the Kinsol Trestle should be increased by \$366,500. Addition of 10% Contractor's fee and 20% contingency increases the Construction Cost by about \$702,372. The soft costs given in the Phase II estimate appear to be reasonable and therefore the overall project budget should be increased from \$5,759,600 (\$2008) to \$6,581,237 (\$2010).

Encl:

Attachment 1 – CHRM Response to BC MoT Questions

Attachment 2 – Revised Cost Estimate

Attachment 3 – Project Schedule

Sketches 1, 2, 3 – Structural Configuration

ATTACHMENT 1 - Response to BC MoT Comments of July 27, 2009

Comments in italics and blue by Harold Kalman and Joost Meyboom for Commonwealth, 5 August 2009.

Dear Sirs:

Following the discussions in the meeting at your offices on July 21, 2009 some clarifications are required to fully understand the scope of the proposed project.

The approach was developed in discussions with the Ministry in the Fall of 2008, and Mark Hallam was directly involved in those discussions. The approach of controlling costs by focussing rehabilitation on a small number of active bents represents our team's solution to the issues posed by the Ministry.

Could you please arrange to submit the following to the Ministry:

1. Concept drawings, sketches and description showing the proposed concept such that:
 - a. It can be estimated completely
 - b. The structure is sufficiently detailed to show exactly what it will look like after construction (cable bracing, reduced "inactive" storeys to clear truss bracing etc.)
 - c. Structural load paths such that the concept is clear

The Phase 2 Kinsol Trestle report is clear with respect to the structural load paths, including indicating which bents and which parts of the 'active' bents will be used. The report states that only the active bents comprise part of the load path.

Lateral bracing will be provided by cables and will be addressed in detailed design. We acknowledge that the nature of the cable bracing was not clear in the Phase 2 report.

2. Drawings and descriptions showing the primary load carrying elements used to meet code requirements

As stated in the response to #1, drawings in the Phase 2 report (a) identify the active bents and (b) show a typical active bent colour-coded to indicate the load-carrying members.

3. Proposed criteria for structural acceptability for the load carrying members.

This question is meaningful only in the context of the Ministry consultant's statistical approach to determine structural acceptability. We would be pleased to help the consultant determine criteria for this approach.

The Commonwealth team's approach was to conduct a physical inspection to determine the integrity of the members. The CNR's criterion was that a 3-inch shell was required to support the design load for

steam locomotives and loaded freight trains. The threshold is considerably lower for the loads of a pedestrian / bicycle / equestrian bridge. Rather than a 40-year assumed typical life, the anticipated life span for the pedestrian loads is more likely double that.

4. Description of those members no longer required for the structural functioning of the bridge.

The inactive bents and the redundant members in the active bents (see #2 above) are no longer required for the structural functioning of the bridge. The inactive bents are being retained to meet the heritage conservation requirements of the CVRD.

5. Proposed criteria for continued acceptability and retention in the structure for those components no longer required as part of the structural system.

This will be determined in the detailed design stage. These are not capital repairs, but rather are maintenance which will be paid for from the ongoing maintenance allowance. Because these are not capital repairs, the details have not yet been fully worked out.

6. Basis on which those non structural elements are replaced along with the criteria and rationale for estimating the future maintenance costs in a 40 year life-cycle.

See response to #5.

7. Basis on which the primary load carrying elements and deck are replaced along with the criteria and rationale for estimating the future maintenance costs in a 40 year life-cycle.

The Commonwealth scope of work called for a 40-year life span, consistent with the 40-year design life of the replacement bridge design by Klett Consulting. The need for future maintenance costs in the primary members and the deck will be determined by ongoing inspection, which has been budgeted for.

8. Detailed description of how safety around the completed structure is to be addressed.

Safety will be worked out jointly by the owner, the contractor, and the engineer prior to the onset of construction. Requirements may include fixing loose members to stable ones (this has already been done for the short term) and perhaps fencing. This is not a major contributor to costs.

9. An estimate of the cost of the project if it differs from the estimate already developed in the Phase 2 Study.

We have established a budget to which the work will be done, consistent with the strategy developed in response to the Ministry's concerns about cost control and to the available funding. Work in the capital phase will be limited to the \$5.7+ million. The project would benefit from any additional funding made available by the Ministry or other sources.

It is assumed that in the series of descriptions and drawings that every element of the completed structure will be referenced.

The Ministry will then undertake a review of this information to confirm the estimated cost of the project.

In summary, the Ministry's queries in this letter call for a more detailed analysis than was within the scope of work for the Phase 2 report. We would be able to answer the above questions more completely if done as a formal assignment, for which the fee would be about \$20,000 inclusive of work preceding the July 21, 2009 meeting to review the draft due diligence report completed by Promana Project Consultants. However, we do not recommend this approach. We recommend instead that MOTI release \$500,000 of its funds committed to the Kinsol Trestle so that we may proceed to detailed design in a timely manner. Commonwealth and the CVRD would work closely with the MOTI to set up a proper due diligence process with the Ministry, which would include timely ministry reviews, ongoing meetings between the consultants / CVRD and the Ministry, and ongoing updates of cost estimates. This would add somewhat to the cost of detailed design, but would be a good investment because of its assurances of cost control.

ATTACHMENT 2

October 30, 2009

**Kinsol Trestle Heritage Conservation Project
Revised Class "C" Project Estimate**

	Item	Adjusted Estimate	Original Estimate
	General Conditions	\$1,248,300	\$1,248,300
	Foundations	\$136,500	\$76,500
	Heavy Timber Replacement (Materials)	\$516,400	\$516,400
	Heavy Timber Replacement (Labour)	\$841,200	\$841,200
	Howe Truss	\$100,000	\$100,000
	Deck Trus (35t)	\$780,800	\$474,300
	Timber Deck	\$315,500	\$315,500
	Approaches	\$95,800	\$95,800
	Vegetation Management	\$241,900	\$241,900
	Car Park	\$64,500	\$64,500
	Contractors Fee	\$434,090	\$397,440
	Sub-Total	\$4,774,990	\$4,371,840
	Contingency (20%)	\$954,998	\$655,776
	Total Construction	\$5,729,988	\$5,027,616
	Project Management (2.5%)	\$143,250	\$125,690
	Design and Engineering (10%)	\$572,999	\$502,762
	Permits and Approvals	\$35,000	\$35,000
	Legal and Admin	\$50,000	\$50,000
	Insurance	\$50,000	\$50,000
	Total Project	\$6,581,237	\$5,791,068

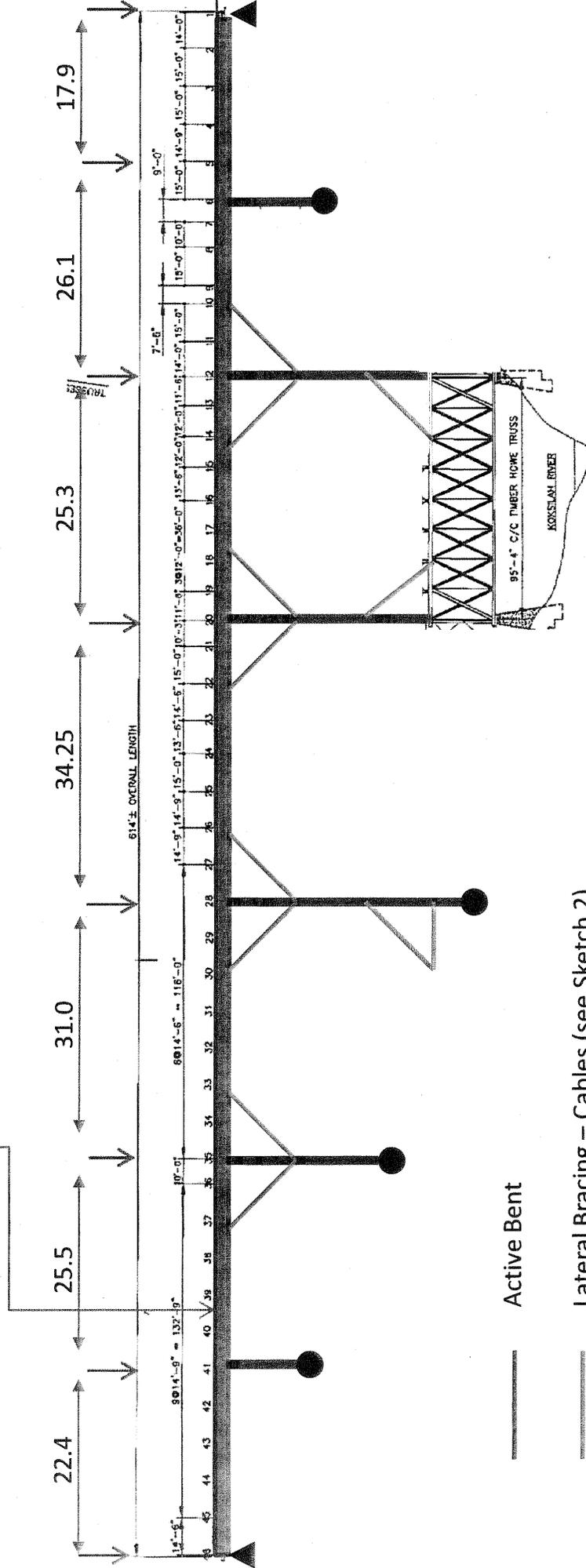
Notes:

Estimate does not include taxes, insurance beyond construction, cost financing, permanent power, site landscaping, Viewing platforms, Interpretive center/building
Costs in 2008 dollars

000018

Continuous deck truss with timber deck

STRUCTURAL FRAMING



Active Bent

Lateral Bracing – Cables (see Sketch 2)

Lateral Bracing – Steel Frame (see Sketch 3)

000021

Kinsol Trestle
Sketch 1



The Best Place on Earth

November 18, 2009

Brian Farquhar
Cowichan Valley Regional District
175 Ingram Street
Duncan, BC V9L 1N8

Dear Brian Farquhar,

Re: Rehabilitation of the Kinsol Trestle

Enclosed for your consideration is Ross Coates' (Promana Projects) final due diligence review of the Kinsol Trestle Study Phase II: Preliminary Design prepared for the Cowichan Valley Regional District (CVRD). His estimate for the cost of the rehabilitation program set out in the above referenced report is \$6.8 Million. He has also considered a rehabilitation program that would include all new wood in the 6 active bents with an estimated cost of \$7.1 Million.

The Ministry of Transportation and Infrastructure (the Ministry) strongly recommends that the CVRD plan to use all new wood in the rebuilding of the active bents. The benefits are significant, please see the report.

We would also like the CVRD to develop a Design Criteria Report for approval by the Ministry prior to rehabilitation of the Kinsol.

To ensure that the trestle is well maintained and safe, the Ministry requires that the CVRD obtain annual condition and safety reports sealed by a professional engineer. In addition, detailed condition and safety reports will be obtained at a frequency not exceeding five years. These reports are to be provided to Gary Farnden, Senior Bridge Rehabilitation Engineer, Engineering Branch, Ministry of Transportation and Infrastructure.

The Ministry's formal approval to proceed with construction will follow the execution of a license to the CVRD over the portion of the Cowichan Valley Trail within the former CN Right-of-Way.

If you have any questions, please contact Mark Hallam, Manager, Land Policy & Tenure Management. Mr. Hallam can be reached at 250-387-7789.

Sincerely,

Svein Haugen
Director, Land Management Branch

Copy to: Mark Hallam, Manager, Land Policy & Tenure Management
Gary Farnden, Senior Bridge Rehabilitation Engineer

Ministry of Transportation
and Infrastructure

Land Management Branch

Mailing Address:
PO Box 9850 Str Prov Govt
Victoria BC V8W 9T5
Telephone: 250 387-7789
Fax: 250 356-6970

Location:
5A 940 Blanshard Street
Victoria BC V8W 3E6
www.gov.bc.ca/tran

000022

**SUPPLEMENTARY REPORT
ON THE
DUE DILIGENCE REVIEW
OF KINSOL TRESTLE STUDY
PHASE 2: PRELIMINARY DESIGN**

Prepared for Partnerships Department,
Ministry of Transportation and
Infrastructure

Ross Coates, P. Eng., PMP
In Association with
E. Wolski Consulting Inc.
November 19, 2009

[ABSTRACT: The Cowichan Valley Regional District undertook two studies on the Kinsol Trestle. A Due Diligence Report reviewed the *Kinsol Trestle Study Phase 2: Preliminary Design* and offered comment on the proposed scope of work as well as the estimated costs of the work. A Supplementary Report to the Phase 2 Study was issued to clarify the proposed scope. This report reviews the changes and impacts the clarifications in the supplementary report have on the estimates.]

PREAMBLE

This report was written in response to the clarifications offered in “Historical Conservation of Kinsol Trestle- Phase II, Supplementary Structural Report”. It should be read in conjunction with the “Due Diligence Review of Kinsol Trestle Study Phase 2: Preliminary Design”.

EXECUTIVE SUMMARY

A Due Diligence Review (DDR) was undertaken on the Kinsol Trestle Study Phase 2: Preliminary Design. It was submitted to the Ministry of Transportation and Infrastructure (MoTI) in August 2009. Following the submission, a meeting was held with the Cowichan Valley Regional District (CVRD) and the consultants of the Phase 2 Study along with MoTI and the author of the DDR. The DDR was presented at this meeting.

Following the presentation, clarifications to the Phase 2 Study were offered by the authors. These clarifications affected the assumptions that were made in the DDR in the development of the project cost estimate.

Historical Conservation of Kinsol Trestle-Phase II, Supplementary Structural Report (SSR) was submitted to MoTI in October 2009. The clarifications offered in the August meeting were described in detail in this report. Further, considerations to some of the comments in the DDR were also included. This resulted in a revised estimate for the project of \$6.58M including contingency.

This Supplemental Report to the Due Diligence Review was developed to re-estimate the project, given the clarifications in the SSR.

The project was first re-estimated using the same timber quantities and scope as contained the Phase 2 Study (including the clarifications in the SSR.) Appropriate contingency values were used. This gave a direct comparison to the latest estimate contained in the SSR, and resulted in an estimate of \$6.84M including contingency.

A further estimate was developed which reduced the project risk. It was assumed that the “active” bents were completely reconstructed with new timber. This effectively resulted in a totally new, and, more robust functional bridge structure. This reduction in project risk was comprised of lowered upside capital cost risk as well as lowered maintenance requirements and their associated upside cost risks. Further, schedule delivery risks and their associated costs were also reduced. All other assumptions concerning the “non-active” bents were the same as those in the Phase 2 Study, and as clarified in the SSR. This resulted in a project estimate of \$7.1M.



SR 3

STAFF REPORT

KINSOL TRESTLE REVITALIZATION COMMITTEE MEETING OF NOVEMBER 24, 2009

DATE: November 18, 2009 **FILE NO:**
FROM: Brian Farquhar, Parks and Trails Manager **BYLAW NO:**
SUBJECT: 2010 Working Paper Historic Kinsol Trestle Maintenance Budget

Recommendation:

Committee direction on the Historic Kinsol Trestle Maintenance Budget (283) for the 2010 budget year is required.

Purpose:

To provide Committee members the opportunity to discuss the Historic Kinsol Trestle Maintenance budget (283) as part of the 2009 budget process.

Financial Implications:

Unknown

Interdepartmental/Agency Implications:

The historic Kinsol Trestle Rehabilitation Project has received significant funding for the project from the Provincial and Federal Governments, the Island Coastal Economic Trust and private contributions (both financial and in-kind contributions).

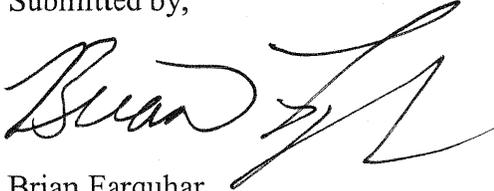
Background:

The Historic Kinsol Trestle Maintenance Budget (283) was established by the Board to provide annual funding for the maintenance and operation of the trestle. While the primary purpose for this fund is for ongoing maintenance and operation of the historic trestle upon completion of the major rehabilitation and upgrade works planned to be funded through government grants and private/corporate donations, it is expected that for 2010 there will be minor costs associated with the trestle that will likely not be eligible for covering with grant funding nor appropriate to apply private donations for these costs. In particular, the legal agreement(s) that will need to be secured with the Province pertaining to issuance of a license agreement and related documents should be reviewed by the Regional District's solicitors. Site security and public safety before actual rehabilitation work commences through issuance of contracts will need to be addressed as well.

000026

If these costs are not provided for through the historic Kinsol Trestle Maintenance Budget for 2010, then the only other source of budget funding would be through the Regional Parks Budget (280), which the Board would need to consider increasing the Regional Parks requisition to accommodate these costs or reduce expectations for the Regional Parks program in 2010 to account for these costs.

Submitted by,

A handwritten signature in black ink, appearing to read "Brian Farquhar". The signature is fluid and cursive, with a large initial "B" and "F".

Brian Farquhar,
Parks and Trails Manager
Parks, Recreation and Culture Department

BTF/lag

Attachment

CVRD 2010 Requisition Review

Function 283

<u>Description</u>	2008		2009		Proposed 2010	
	<u>Tax Requisition</u>	<u>Tax Requisition</u>	<u>% Increase (Decrease)</u>	<u>% Increase (Decrease)</u>	<u>Tax Requisition</u>	<u>% Increase (Decrease)</u>
A) Core Budget	N/A	N/A	N/A	N/A	\$0	\$0

Main Reasons for 2010 increase:

Plus Supplemental Items

B) Recommended by Corporate Leadership Team N/A

Anticipated Funding Method	
<u>Reserves</u>	<u>S.T. borrow</u>
	<u>Operating</u>
	Subtotal
	\$0

Total tax requisition increase recommended by CLT \$0

C) Additional items to be discussed

1) Basic Maintenance & Set-up Costs

Anticipated Funding Method	
<u>Reserves</u>	<u>S.T. borrow</u>
	<u>Operating</u>
	\$30,000
	100.0%
	Subtotal
	\$30,000
	100.0%

Total tax increase including all supplemental items \$30,000 100.0%

000028

SR 4



C·V·R·D

STAFF REPORT

**KINSOL TRESTLE REVITALIZATION COMMITTEE MEETING
OF NOVEMBER 24, 2009**

DATE: November 19, 2009 **FILE NO:** KINSOL
TRESTLE
FROM: Norm Olive, P. Eng., Manager, Capital Projects
SUBJECT: Sole Source Heritage Advisor for the Kinsol Trestle Design Stage

Recommendation:

That it be recommended that the sole source services of Commonwealth Historic Resource Management Ltd. (CHRM), be procured for the Kinsol Trestle Design Stage.

Purpose:

To provide approval for the sole source procurement of a key member of the design and project team.

Financial Implications:

An upstart cost of \$15,000.00. The consequences of not employing Hal Kalman of CHRM, who has an intricate understanding of the project, may result in a delayed project start. Any delay to this project will result in extending the construction completion date and could affect the Federal and Provincial funding. For funding, construction completion must be before March 31, 2011.

Interdepartmental/Agency Implications:

Liaison with the Parks & Trails Division.

Background:

Hal Kalman of CHRM, led the two previous phases of the project and is extremely well versed in its sophisticated design and construction. It is practical and important that Hal Kalman be employed to continue the initial work carried out on this project.

Submitted by,

Norm Olive, P. Eng
Manager, Capital Projects Management
Engineering & Environmental Services
NJO:ll

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000029



C.V.R.D.

STAFF REPORT

**KINSOL TRESTLE REVITALIZATION COMMITTEE MEETING
OF NOVEMBER 24, 2009**

DATE: November 19, 2009 **FILE NO:** KINSOL
TRESTLE
FROM: Norm Olive, P. Eng., Manager, Capital Projects Management
SUBJECT: Sole Source Technical Manager for the Kinsol Trestle Design and Construction

Recommendation:

That it be recommended that the sole source services of Joost Meyboom, Technical Manager, MMM Group, be procured for the Kinsol Trestle design and construction.

Purpose:

To provide approval for the sole source procurement of a key member of the design and project team.

Financial Implications:

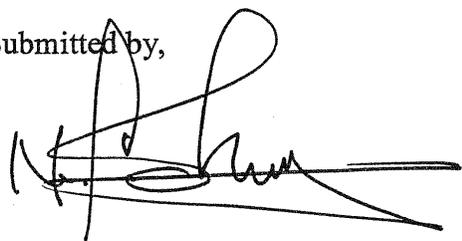
An upstart cost of \$98,000.00. The consequences of not employing Joost Meyboom immediately will result in a delayed project start. Any delay to this project will result in extending the construction completion date. This project must be completed by March 31, 2011, to obtain federal and provincial funding.

Interdepartmental/Agency Implications:

Liaison with Parks & Trails Division.

Background:

Joost Meyboom was instrumental in developing the approved unique and technically sophisticated solution of this project. He was an intricate part of the previous two phases. This project is unattainable without Joost Meyboom's input.

Submitted by,


Norm Olive, P. Eng.
Manager, Capital Projects Management
Engineering & Environmental Services
NJO:ll

IN 1

Kinsol snags big grant

By SARAH SIMPSON
CITIZEN STAFF

The Kinsol Trestle is one giant step closer to being ready for its scheduled re-opening date in the spring of 2011 thanks to a surprise grant from the provincial government.

On Thursday, the federal government, through the Building Canada fund, committed \$1.885 million towards the restoration project. That total was bolstered when the B.C. government matched it.

The Cowichan Valley Regional District has also received a commitment of \$1 million from the Island Coastal Economic Trust bringing a total infusion of \$4.8 million to the project.

What that means is Kinsol Trestle Capital Campaigners now need to gather about \$1.2 million in cash or in kind to cement the project on solid financial footings.

"That's so that we can finish the project and have a little bit of a fund left over," said CVRD Chair Gerry Giles on Monday. "The more money that we raise towards the trestle, the more we'll be able to do on it and this funding is just absolutely excellent. It was astounding news and we're really thrilled to have received it."



SARAH SIMPSON/CITIZEN

Once renovations are finished, people will be able to cross this expanse once more.

Unsound timbers require replacement and eight structural trestle bents need to be reinforced before a new 614-foot walkway along the top can be built for hikers, tourists, cyclists and horseback riders.

The work will ensure that the historic characteristics, including the span, height and timbered design qualities of the original structure, are preserved as the original timbers are replaced.

Giles said it's important to maintain the national treasure.

"It's one of a kind. There isn't one like it in Canada... nothing like it on the North American continent, that's for sure."

Once rehabilitation work, slated to start in the early spring of 2010, is complete, the trestle will finish off the portion of the Trans Canada Trail that crosses the river on the 120-kilometre Cowichan Valley Trail route.

"It's getting closer and closer all the time," said

Giles.

The infusion is "a tremendous shot in the arm," according to Jack Peake, Chair of the Cowichan Foundation, Kinsol Trestle Capital Campaign.

"We've said all along that there are many good solid reasons for saving this historic structure — preserving our history, completing a key part of the Trans Canada Trail and delivering a lot of economic growth to the local community — and now it's up to the community to complete the funding to make it happen."

Peake is confident the community and major corporate and other sponsors will step up to contribute to the Capital Campaign. Individuals can donate online, by phone or by mail. Complete details are available at www.kinsol.ca

Trestle has government support, does it have yours?

\$1.2 million needed: With \$4.8 million secured, trestle campaign sets out to fundraise the rest

Mike D'Amour
News Leader Pictorial

Money for the Kinsol trestle has been guaranteed, but don't expect hammers and saws to be put to the old wooden structure just yet, warns the chair of the Cowichan Foundation, Kinsol Trestle Capital Campaign.

"I was hoping we could get this thing off the ground and started this fall, but there's some detail work we have to do, like do we hire an overall project manager, or do we have the Cowichan Valley Regional District manage it from inside?" said Jack Peake.

"That's ultimately a CVRD decision because they are really the overseers of this project."

On Thursday, the federal government, through the Building Canada fund, committed \$1.885 million toward the restoration project, with a matching amount by the province.

"For me it's an absolute thrill to have this money now and know the project will go ahead," said Peake.

"It's money that has been talked about for ages and the federal government has finally put the money we've been waiting for such a long time in the pot."

It was vital the federal government coughed up the cash first so the province would add matching funds.

"All of these things are tied together because the feds have this big pot of money for various projects, like the Kinsol Trestle, but it required the same kind of funding from the province to make it work," Peake said.

In addition to the government mon-

ey, the Cowichan Valley Regional District received a commitment of \$1 million from the Island Coastal Economic Trust.

The \$4.8 million in funding leaves the Kinsol Trestle Capital Campaign still looking to raise as much as \$1.2 million from major sponsors, the public and other potential government sources to finish the rehabilitation of the historic local landmark.

Peake said he has a meeting next week with his fundraising expert and to go over what they have to do.

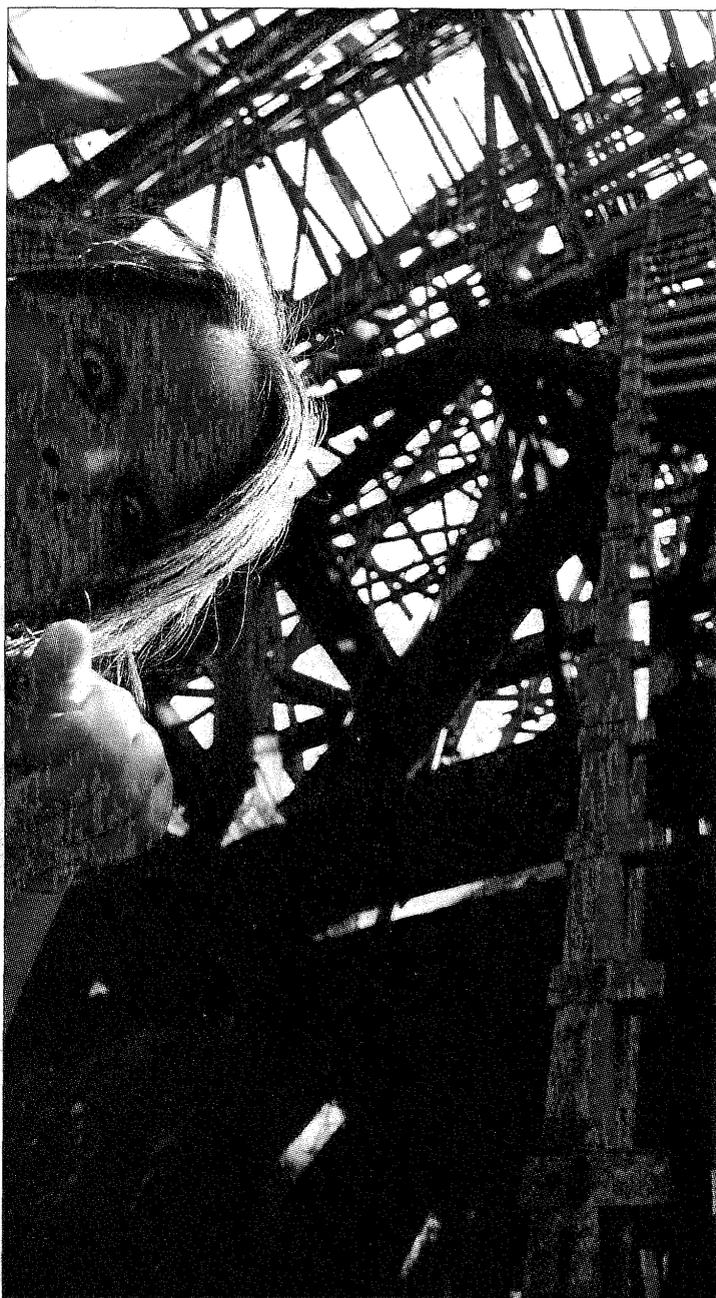
"We have people now saying 'I will give you this, and I'll give you that' — whether it's cash or in kind (donations) — and we now need that in writing," he said.

"We need those people to say 'yes, here it is' because of course those federal and provincial funds are tied into us having the other one-third of the money."

Peake said the project still wouldn't go ahead until provincial engineers put their stamp of approval on the drawings that have been created for the trestle.

The rehabilitation work on the 614-foot Kinsol trestle, which soars 145 feet above the Koksilah River near Shawnigan Lake, will replace unsound timbers, reinforce eight structural trestle bents and build a new 614-foot walkway along the top for the enjoyment of hikers, tourists, cyclists and horseback riders.

The rehabilitated Kinsol Trestle will be part of the Trans-Canada Trail and complete a significant river crossing on the 120-km Cowichan Valley Trail route. More details about the project are available at www.kinsol.ca.



John McKinley

Now all the Kinsol trestle needs to survive is you. With federal and provincial funding now secured, the local fundraising drive is about to kick off in earnest.

Grade 5 Alex Atkinson Elementary School students James Purchase and Keegan Smith use a joint effort to pick a pumpkin of their choice from the pumpkin patch to take back to their school. The harvest happened during a class tour of Abby Lane Farm on Oct. 22.

WFP, Steelworkers help save Kinsol trestle

Doug Mamer
News Leader Pictorial

The chair of the Kinsol Trestle Capital Campaign is thrilled with the latest support. Jack Peake of Lake Cowichan announced Western Forest Products and members of Local 1-1937 United Steelworkers IWA Council are co-operating to contribute significant timber and lumber for the required rehabilitation of the historic trestle.

Western Forest Products will be providing timber and milling facilities while United Steelworkers Local 1-1937 will arrange for members to volunteer the manpower to produce the timbers and other wood products needed for the trestle rehabilitation.

The timbers and wood for the project are a significant aspect of the rehabilitation, both physically and in terms of cost.

"This kind of joint community support is a very valuable contribution toward meeting our goal of raising the remaining \$1.2 million cost of rehabilitation," said Peake. "In my mind this just confirms how important this project is to people."

Approximately \$4.8 million of the estimated \$6 million rehabilitation costs have already been secured from the federal and provincial governments and other sources.

"We are really happy to see these groups taking a leadership role in helping us to make the Kinsol Trestle rehabilitation project a reality," said Peake. "This is the first in what we expect will be considerable support from contractors and suppliers in the form of in-kind contributions — a major element in achieving our \$2 million fundraising goal."

Steelworkers first vice-president Brian Butler believes his members will be pleased and proud to be contributing to the success of a community-based project like the Kinsol Trestle, which will have many benefits for the local economy.

"The Kinsol rehabilitation will add jobs and long-term benefits for the Cowichan community, which is where our members live and work," he said.

WFP's chief executive officer Steve Frasher has similar sentiments.

"The Kinsol rehabilitation is a significant community project and I am pleased that we are able to participate in it," said Frasher. "We hope the commitment of our company and the local union members will encourage others in the community to step forward," he said.

Contributions to the rehabilitation project can be made at www.kinsol.ca or by contacting Diane Myrden or Kim Martin at the campaign office, 250-709-1087; by email to info@cfcowichan.ca.

IN4

Kinsol trestle project gets financial boost

The Nanaimo Daily News

November 12, 2009

A coast-to-coast recreational trail is closer to reality with a \$250,000 donation to the campaign to rebuild the Kinsol Trestle.

The Trans-Canada Trail Foundation announced the donation Monday.

The project will fill a gap in the trail where the train spur crosses the Koksilah River north of Shawnigan Lake. The donation will help rehabilitate the trestle, put out of service 30 years ago by dangerously decaying timbers. Other funding is earmarked by the province and Ottawa.

Another \$650,000 must be raised. To donate, go to www.kinsol.ca.

000034

IN5

Work could begin on Kinsol Trestle next spring

By Judith Lavoie, Times Colonist

October 24, 2009

The rickety Kinsol Trestle will be transformed into a major Vancouver Island tourist attraction by early summer of 2011, the chairman of the trestle fundraising campaign said yesterday.

The group still needs about \$1 million of the \$6-million cost, either in cash or donated goods and services, but the goal is close enough that construction tenders will go out as soon as design details are completed, which could be as early as this fall, Jack Peake said. Work on the historic railway trestle, which soars 45 metres above the Koksilah River near Shawnigan Lake, is set to begin in the spring.

The contribution that tipped the restoration project into certainty is an offer of lumber and labour from Western Forest Products and Local 1-1937 United Steelworkers IWA Council.

The gift-in-kind, believed to be worth about \$200,000, means the fundraising group is close to coming up with its share of the three-way infrastructure funding.

It was announced last month that the federal government would commit \$1.88 million, matched by a similar contribution from the province -- \$1.3 million of which had been committed earlier -- leaving the local group scrambling to come up with its one-third share.

"Now we have a very clear deadline that has to be made," said Peake. "There's no doubt this is a go-ahead. There's no way this thing is going to stop now."

Western Forest Products will provide timber and milling facilities and the Steelworkers will arrange for volunteers to provide the manpower.

Steve Frasher, CEO of the forest company, said he hopes other companies and organizations will contribute to restoring the Cowichan Valley landmark.

In addition to the restoration costs, between \$300,000 and \$500,000 is needed to maintain the trestle and others on the 120-kilometre Cowichan Valley Trail, which will become part of the Trans-Canada Trail.

The 188-metre Kinsol Trestle fell into disrepair after the last train crossed the 1920 Canadian National Railway bridge 30 years ago. The province acquired the CNR right-of-way in 1984, but without maintenance, timbers rotted and a fire damaged many of the supporting structures.

Hikers and cyclists now have to take a 10-kilometre detour because the trestle is unsafe. In 2005, the community began debating whether it should be demolished, replaced with a cheaper modern design or restored. Three years later, fundraising started in earnest.

"This will be a huge economic benefit to the Cowichan Valley and Vancouver Island as a whole," Peake said.

jlavoie@tc.canwest.com

Kinsol Trestle gets \$250,000 donation

Lake Cowichan Gazette

November 09, 2009

The dream of a linked recreational trail stretching across Canada is a step closer to reality, thanks to a generous \$250,000 donation to the Kinsol Trestle rehabilitation campaign from the Trans Canada Trail.

Jack Peake, Chair of the Cowichan Foundation's Kinsol Capital Campaign, announced today.

"Completion of the Trans Canada Trail will be a fantastic achievement for this country and we're thrilled the Kinsol Trestle will be a notable part of that trail network."

The Vancouver Island portion of the trail will be 200 kilometres of some of the most dramatic scenery in the world – and the Kinsol Trestle is one of the major attractions along the route," said Peake.

Designed by engineers but built by local farmers and loggers starting in 1911, the Kinsol Trestle is one of the largest and most spectacular timber rail trestle structures in the world.

At 614 feet in length and standing 145 feet above the salmon bearing Koksilah River, the Kinsol is an incredible structure worth preserving for its heritage value as well as for the economic benefits the rehabilitation project will generate.

"We are delighted to be able to contribute to this very ambitious project," said Valerie Pringle, chair of the Trans Canada Trail Board of Directors. "The restored Kinsol Trestle will be one of the jewels of the Trans Canada Trail network. Through our provincial partner, Trails BC, we will be watching with interest through the construction stage and look forward to celebrating the grand opening in 2011."

The \$250,000 donation from the Trans Canada Trail will help to meet costs associated with the rehabilitation of the Kinsol Trestle, which went out of service in 1979, so that the Trestle can be a link in the trail system. The donation leaves approximately \$650,000 to be raised by the Cowichan Foundation for the rehabilitation project.

The bulk of the project costs, above and beyond the community campaign contribution, will be funded by infrastructure and economic development funding from the provincial and federal governments and the Island Coastal Economic Trust.

IN 7

Trans Canada Trail adds a quarter-million to Kinsol pot

Victoria News

November 09, 2009

Add another \$250,000 to the Kinsol trestle restoration kitty.

The Trans Canada Trail kicked over that much to the project, Jack Peake, Chair of the Cowichan Foundation's Kinsol Capital Campaign chair Jack Peake announced in a press release today.

"We are delighted to be able to contribute to this very ambitious project," said Valerie Pringle, chair of the Trans Canada Trail Board of Directors said in the release. "The restored Kinsol Trestle will be one of the jewels of the Trans Canada Trail network."

"Completion of the Trans Canada Trail will be a fantastic achievement for this country and we're thrilled the Kinsol Trestle will be a notable part of that trail network. The Vancouver Island portion of the trail will be 200 kilometres of some of the most dramatic scenery in the world – and the Kinsol Trestle is one of the major attractions along the route," said Peake.

Detailed engineering and design work will be completed as soon as possible. This is expected to allow timber and lumber assembly and construction tendering to take place this winter and construction to begin in the spring of 2010. The official Trestle opening is scheduled for early summer in 2011.

The donation leaves approximately \$650,000 to be raised by the Cowichan Foundation for the rehabilitation project.

Donations to the Kinsol Trestle rehabilitation project can be made on-line at www.kinsol.ca or by contacting Diane Myrden or Kim Martin at the Campaign Office at (250) 709-1087 or info@cfcowichan.ca.

Highlights of the Cowichan

New guide points out treasures of this Vancouver Island region

MetroNews.ca, Vancouver

November 17, 2009

The centre of Duncan, B.C. — a Vancouver Island community — always comes as a pleasant surprise for visitors, says Georgina Montgomery, author of a new book on the island's Cowichan region.

Downtown Duncan is nothing like what motorists see along the Trans-Canada Highway which runs through the city — a series of strip malls, gas stations, car dealerships and fast-food outlets.

Instead, just a few blocks west of the highway lies the city centre — “a near-perfect example of the small-is-beautiful principle at work,” Montgomery writes in *The Cowichan* (Harbour Publishing).

“People arriving here for the first time from the highway, whether by error or impulse, often react as though they’ve just stumbled into the Lost City of Ubar,” she says in the book.

Duncan is known as the City of Totems for its outdoor collection of 80 totem poles. Among them is the world's largest diameter totem, measuring almost two metres across at the base. The city's other big claim to fame is the world's largest hockey stick, which is 62.5 metres long.

Montgomery suggests visitors spend a day in Duncan seeing the totems, touring the Quw'utsun' Cultural Centre and the Cowichan Valley Museum, and checking out the shops, galleries and restaurants.

The Trans-Canada also runs through Ladysmith, B.C., but that town has managed to avoid the type of commercial development that has plagued Duncan, Montgomery says.

Its hillside setting, on the east coast of Vancouver Island, “serves up a fortune in water views.”

The Cowichan, a 3,730-square-kilometre region near the southern end of the island, has a growing reputation as an outdoor playground, with activities ranging from scuba diving and sailing to golf, cycling, swimming, hiking and whitewater kayaking.

In the south Cowichan, Montgomery suggests walking or cycling along the Trans Canada Trail to see the Kinsol Trestle near Shawnigan Lake. It's the largest remaining wooden railway trestle in the British Commonwealth.

IN 9

Foundation boosts Kinsol Trestle

Judith Lavoie, Times Colonist

Tuesday, November 10, 2009

Hikers and bikers are a quarter of a million dollars closer to being able to use the Kinsol Trestle instead of taking a 10-kilometre detour.

The Trans Canada Trail has donated \$250,000 to the Cowichan Foundation's Kinsol Capital Campaign, leaving \$650,000 to be raised to restore and maintain the historic trestle over the Koksilah River.

"Completion of the Trans Canada Trail will be a fantastic achievement for this country and we're thrilled the Kinsol Trestle will be a notable part of that trail network," said Jack Peake, chairman of the Kinsol campaign.

The completed trestle will be the link between Lake Cowichan and the north end of Shawnigan Lake.

The total cost of restoring the rickety railway trestle, built between 1911 and 1920, will be \$6 million. The aim is to have the work completed by early summer 2011.

The 188-metre-long, 45-metre-high trestle, believed to be the tallest free-standing wood structure in the Commonwealth, fell into disrepair after the last train crossed it 30 years ago.

The province acquired the Canadian National Railway right-of-way in 1984 but, without maintenance, timbers rotted and a fire damaged many of the supporting structures.

In 2005, debate started on whether to demolish the trestle, replace it with a cheaper version or rebuild the original. After a community campaign to save it, fundraising started in earnest.

Most of the cost is being picked up by the provincial and federal governments and the Island Coastal Economic Trust.

jlavoie@tc.canwest.com

IN/10

WFP, union throw support to Kinsol

By Doug Marner - Lake Cowichan Gazette

October 26, 2009

The chair of the Kinsol Trestle Capital Campaign is thrilled with the latest support.

Jack Peake of Lake Cowichan announced that Western Forest Products and members of Local 1-1937 United Steelworkers IWA Council are cooperating to contribute significant timber and lumber for the required rehabilitation of the historic trestle.

Western Forest Products will be providing timber and milling facilities while United Steelworkers Local 1-1937 will arrange for members to volunteer the manpower to produce the timbers and other wood products needed for the trestle rehabilitation. The timbers and wood for the project are a significant aspect of the rehabilitation both physically and in terms of cost.

"This kind of joint community support is a very valuable contribution toward meeting our goal of raising the remaining \$1.2 million cost of rehabilitation," said Peake. "In my mind this just confirms how important this project is to people."

Approximately \$4.8 million of the estimated \$6 million rehabilitation costs have already been secured from the federal and provincial governments and other sources.

"We are really happy to see these groups taking a leadership role in helping us to make the Kinsol Trestle rehabilitation project a reality," said Peake. "This is the first in what we expect will be considerable support from contractors and suppliers in the form of in-kind contributions – a major element in achieving our \$2 million fundraising goal."

Steelworkers first vice-president Brian Butler believes his members will be pleased and proud to be contributing to the success of a community-based project like the Kinsol Trestle, which will have many benefits for the local economy.

"The Kinsol rehabilitation will add jobs and long-term benefits for the Cowichan community, which is where our members live and work," he said.

WFP's chief executive officer Steve Frasher has similar sentiments.

"The Kinsol rehabilitation is a significant community project and I am pleased that we are able to participate in it, said Frasher. We hope the commitment of our company and the local union members will encourage others in the community to step forward with their support to once again have the Kinsol Trestle as an active part of our Cowichan Valley well-being," he said.

The rehabilitation work will replace unsound timbers, reinforce eight structural trestle bents and includes a new 614-foot walkway atop the trestle for hikers, tourists, cyclists and horseback riders. The work will ensure that the historic characteristics of the trestle are preserved as the original timbers are replaced.

When completed the Kinsol Trestle will become part of the Trans Canada Trail and a significant river crossing on the 120-kilometre Cowichan Valley Trail route. Seven other rail trestles on the Cowichan Valley Trail route have previously been rebuilt or rehabilitated for trail use.

The capital campaign to Save the Historic Kinsol Trestle will be continuing its program under the auspices of the Cowichan Foundation to raise funds and community involvement for Trestle rehabilitation.

Peake noted that \$30,000 in individual donations have come from people across Canada, which he said shows how broad the support is.

He added that the Trans Canada Trail wants to focus on the Kinsol trestle as one of its destination spots.

Contributions to the rehabilitation project can be made at www.kinsol.ca or by contacting Diane Myrden or Kim Martin at the campaign office, 250-709-1087; by email to info@cfcowichan.ca.

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IN 11

Trestle gets \$250,000 from TC trail group

By Lexi Baines, The Cowichan Valley Citizen

November 11, 2009

Supporters of the Kinsol Trestle got a big boost Monday, Nov. 9 as the Trans Canada Trail organization stepped up with \$250,000.

Jack Peake, Chair of the Cowichan Foundation's Kinsol Capital Campaign, said, after hearing the announcement, that the funds are coming from "a very, very important source, folks that are very keen to get this project done."

Valerie Pringle, chair of the Trans Canada Trail board of directors, agreed with his estimation.

"We are delighted to be able to contribute to this very ambitious project," she said.

"The restored Kinsol Trestle will be one of the jewels of the Trans Canada Trail network. Through our provincial partner, Trails BC, we will be watching with interest through the construction stage and look forward to celebrating the grand opening in 2011."

And his group is more than delighted to receive this timely boost, Peake said.

"This is brand-new money. We received \$1.88 million from the feds and \$1.88 million from the provincial government. We had to match that with \$1.88 million of other funds. We had a million from the Island Coastal Economic Trust and money from Western Forest Products and the labour unions in kind and now this cash money is bringing us really close to our \$1.88. We only need a few more hundred thousand. Of course, all of this (fundraising) is also with the idea that we want to raise as much as we can so we can also leave a legacy reserve fund for future maintenance and upkeep," he said.

Asked if the Kinsol Capital Campaign thought it had a mountain to climb when it first looked at the idea of finding \$1.88 million, Peake agreed.

"Yes, but the mountain has become much smaller. People from all walks of life are helping. Even the little donations that are coming in -- they now add up to \$15,000-\$20,000 -- are coming in from all over the world as well as (from within Canada.) Just the other day we had a donation from England. These small donations of \$50 and \$100 all add up."

The donation leaves approximately \$650,000 to be raised by the Cowichan Foundation for the rehabilitation project.

The Trans Canada Trail group is really enthusiastic because they can see the tourism potential of including the famous trestle, he said.

"They want to talk about this as one of the stars of the Trans Canada Trail when they talk to the rest of the world. They want to make it one of those very key sites that show up on their national advertising."

The iconic structure will combine with other components to make an attractive package. "The Trans Canada Trail would then be complete right out to Lake Cowichan and then back out again on what's Island Corridor Foundation right-of-way, along the old CPR/E&N line. We have a wonderful combination of things going on here," Peake said.

Engineered drawings are in preparation now, and soon requests can be sent out for management proposals and contract proposals.

The work should actually begin early in the spring of 2010 and finish by the spring of 2011.

"The completion date of spring of 2011 is key because the money is tied to that. The project has to be completed by that time in order to receive those funds."

So, if you're thinking of making a donation, sooner is better than later?

"It's very key. The federal and provincial funds do have an end time as to when they require these projects to be complete. It also gives us a very clear destination to shoot for and if you don't have these very clear timelines, things don't always move as quickly as you want them to do," Peake said.

Next month, there should be one more special fundraising event, he said.

"We don't have it all detailed out yet but we're hoping for it and that would bring us extremely close to all the dollars we're looking for," Peake said.

"Completion of the Trans Canada Trail will be a fantastic achievement for this country and we're thrilled the Kinsol Trestle will be a notable part of that trail network. The Vancouver Island portion of the trail will be 200 kilometres of some of the most dramatic scenery in the world -- and the Kinsol Trestle is one of the major attractions along the route," he said.

Designed by engineers but built by local farmers and loggers starting in 1911, the Kinsol Trestle is one of the largest and most spectacular timber rail trestle structures in the world.

At 614 feet in length and standing 145 feet above the salmon-bearing Koksilah River, the Kinsol is an incredible structure worth preserving for its heritage value as well as for the economic benefits the rehabilitation project will generate, proponents say.

Donations to the Kinsol Trestle rehabilitation project can be made on-line at www.kinsol.ca or by contacting Diane Myrden or Kim Martin at the campaign office at 250- 709-1087 or info@cfcowichan.ca

Media Release



**For immediate release
November 9, 2009**

Kinsol Trestle gets \$250,000 boost from Trans Canada Trail

Trestle will be "jewel" in the Trans Canada Trail crown

Duncan, BC – The dream of a linked recreational trail stretching across Canada is a step closer to reality, thanks to a generous \$250,000 donation to the Kinsol Trestle rehabilitation campaign from the Trans Canada Trail, Jack Peake, Chair of the Cowichan Foundation's Kinsol Capital Campaign, announced today.

"Completion of the Trans Canada Trail will be a fantastic achievement for this country and we're thrilled the Kinsol Trestle will be a notable part of that trail network. The Vancouver Island portion of the trail will be 200 kilometres of some of the most dramatic scenery in the world – and the Kinsol Trestle is one of the major attractions along the route," said Peake.

Designed by engineers but built by local farmers and loggers starting in 1911, the Kinsol Trestle is one of the largest and most spectacular timber rail trestle structures in the world. At 614 feet in length and standing 145 feet above the salmon bearing Koksilah River, the Kinsol is an incredible structure worth preserving for its heritage value as well as for the economic benefits the rehabilitation project will generate.

"We are delighted to be able to contribute to this very ambitious project," said Valerie Pringle, chair of the Trans Canada Trail Board of Directors. "The restored Kinsol Trestle will be one of the jewels of the Trans Canada Trail network. Through our provincial partner, Trails BC, we will be watching with interest through the construction stage and look forward to celebrating the grand opening in 2011."

The \$250,000 donation from the Trans Canada Trail will help to meet costs associated with the rehabilitation of the Kinsol Trestle, which went out of service in 1979, so that the Trestle can be a link in the trail system. The donation leaves approximately \$650,000 to be raised by the Cowichan Foundation for the rehabilitation project.

The bulk of the project costs, above and beyond the community campaign contribution, will be funded by infrastructure and economic development funding from the provincial and federal governments and the Island Coastal Economic Trust.

Donations to the Kinsol Trestle rehabilitation project can be made on-line at www.kinsol.ca or by contacting Diane Myrden or Kim Martin at the Campaign Office at (250) 709-1087 or info@cfcowichan.ca.

Detailed engineering and design work will be completed as soon as possible. This is expected to allow timber and lumber assembly and construction tendering to take place this winter and

More.../2

construction to begin in the spring of 2010. The official Trestle opening is scheduled for early summer in 2011.

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NOTE TO EDITORS: Kinsol Campaign Chair Jack Peake is available for interviews on November 9. To arrange an interview, please call Dave Traynor at the numbers below.

For more information contact:

Dave Traynor, Acumen Communications Group
250-727-7464 (office)
250-516-6232 (mobile)
dave@acumenpr.ca

The Kinsol Trestle Capital Campaign is spearheaded by the Cowichan Foundation, which has a long history of contributing to the social, cultural and physical improvement of communities in the CVRD. The Foundation has partnered with the Cowichan Valley Regional District (CVRD) and Community Futures, Cowichan, which is providing administrative services and a campaign office. For more information, please visit www.kinsol.ca.

News Release



IN E

For immediate release
October 23, 2009

Western Forest Products and Steelworkers/IWA plan significant contribution to Kinsol Trestle Rehabilitation Campaign

Federal/provincial funding joined by local contributions

Duncan, BC – Thanks to the cooperation of Western Forest Products and members of Local 1-1937 United Steelworkers IWA Council, the Kinsol Trestle Capital Campaign anticipates a significant contribution of vital timbers and lumber required for the rehabilitation of the historic Kinsol Trestle, Jack Peake, Chair of the Campaign announced today.

“This kind of joint community support is a very valuable contribution towards meeting our goal of raising the remaining \$1.2 million cost of rehabilitation”, said Peake. Approximately \$4.8 million of the estimated \$6 million rehabilitation costs has already been secured from the federal and provincial governments, and other sources. “We are really happy to see these groups taking a leadership role in helping us to make the Kinsol Trestle rehabilitation project a reality. This is the first in what we expect will be considerable support from contractors and suppliers in the form of in-kind contributions – a major element in achieving our \$2.0 million fundraising goal.”

Western Forest Products (WFP) will be providing timber and milling facilities while United Steelworkers Local 1-1937 will arrange for members to volunteer the manpower to produce the timbers and other wood products needed for the trestle rehabilitation. The timbers and wood for the project are a significant aspect of the rehabilitation both physically and in terms of cost.

Steelworkers 1st Vice President Brian Butler said he is convinced his members will be pleased and proud to be contributing to the success of a community-based project like the Kinsol Trestle, which will have many benefits for the local economy.

“The Kinsol rehabilitation will add jobs and long-term benefits for the Cowichan community, which is where our members live and work,” he said.

WFP Chief Executive Officer, Steve Frasher, echoed Butler’s comments. “The Kinsol Rehabilitation is a significant community project and I am pleased that we are able to participate in it. We hope the commitment of our company and the local union members will encourage others in the community to step forward with their support to once again have the Kinsol Trestle as an active part of our Cowichan Valley well-being,” he said.

The rehabilitation work will replace unsound timbers, reinforce eight structural trestle bents and includes a new 614-foot walkway atop the trestle for hikers, tourists, cyclists and horseback riders. The work will ensure that the historic characteristics of the trestle are preserved as the original timbers are replaced. When completed the Kinsol Trestle will become part of the Trans Canada Trail and a significant river crossing on the 120 km Cowichan Valley Trail route. Seven other rail trestles on the Cowichan Valley Trail route have previously been rebuilt or rehabilitated for trail use.

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135 Third St. Duncan, BC V9L 1R9
250-709-1087 www.kinsol.ca

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The fate of the 614-foot Kinsol Trestle, which soars 145 feet above the Koksilah River near Shawnigan Lake, has been debated since the last train crossed it in 1979. The province assumed ownership in 1984 from the CNR and numerous studies have been done since then to determine its future. In 2008, the Cowichan Valley Regional District (CVRD) accepted a final report, which recommended rehabilitating the structure.

The capital campaign to 'Save the Historic Kinsol Trestle' will be continuing its program under the auspices of the Cowichan Foundation to raise funds and community involvement for Trestle rehabilitation. "The involvement of Western Forest Products and the Steelworkers Union means that there is less than \$1.0 million needed to reach the \$2.0 million goal of the Campaign", Chair Peake noted. Support is being sought from major donors, suppliers, contractors, and most especially Cowichan residents, all of whom stand to benefit with recreational and business opportunities from the rehabilitation, both now and in the future. "The Kinsol Trestle is an historic and spectacular structure that deserves that widespread support", Peake added.

Contributions to the rehabilitation project are encouraged and complete details are available at www.kinsol.ca or by contacting Diane Myrden or Kim Martin at the Campaign Office – by phone: 250-709-1087; by email: info@cfcowichan.ca.

Detailed engineering and design work will be completed as soon as possible. This will allow timber and lumber assembly and construction tendering to take place this winter and construction to begin in the spring of 2010. The official Trestle opening is scheduled for early summer in 2011.

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NOTE TO EDITORS: Kinsol Campaign Chair Jack Peake is available for interviews on Friday, Oct 23. To arrange an interview, please call Dave Traynor at the numbers below.

For more information contact:

Dave Traynor, Acumen Communications Group
250-727-7464 (office)
250-516-6232 (mobile)
dave@acumenpr.ca

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