

ADDENDUM: ADDITIONAL DETAILS REGARDING SUPPLEMENTARY LINKS

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FOR CAIRNS MOUNTAIN BIKE CLUB

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1 SUPPLEMENTARY LINKS

The supplementary links included in this addendum were not fully addressed in the original master plan report, due to them essentially falling outside the scope of that report. However, as they provide essential links to both community recreation and tourism growth areas within the Tablelands and surrounding areas, Cairns Mountain Bike Club has requested more detail regarding these trails. These links will support tourism industry products such as Skyrail and provide access to unique Tablelands experiences for all users, including potential future links from Kuranda and all the way through to Port Douglas.

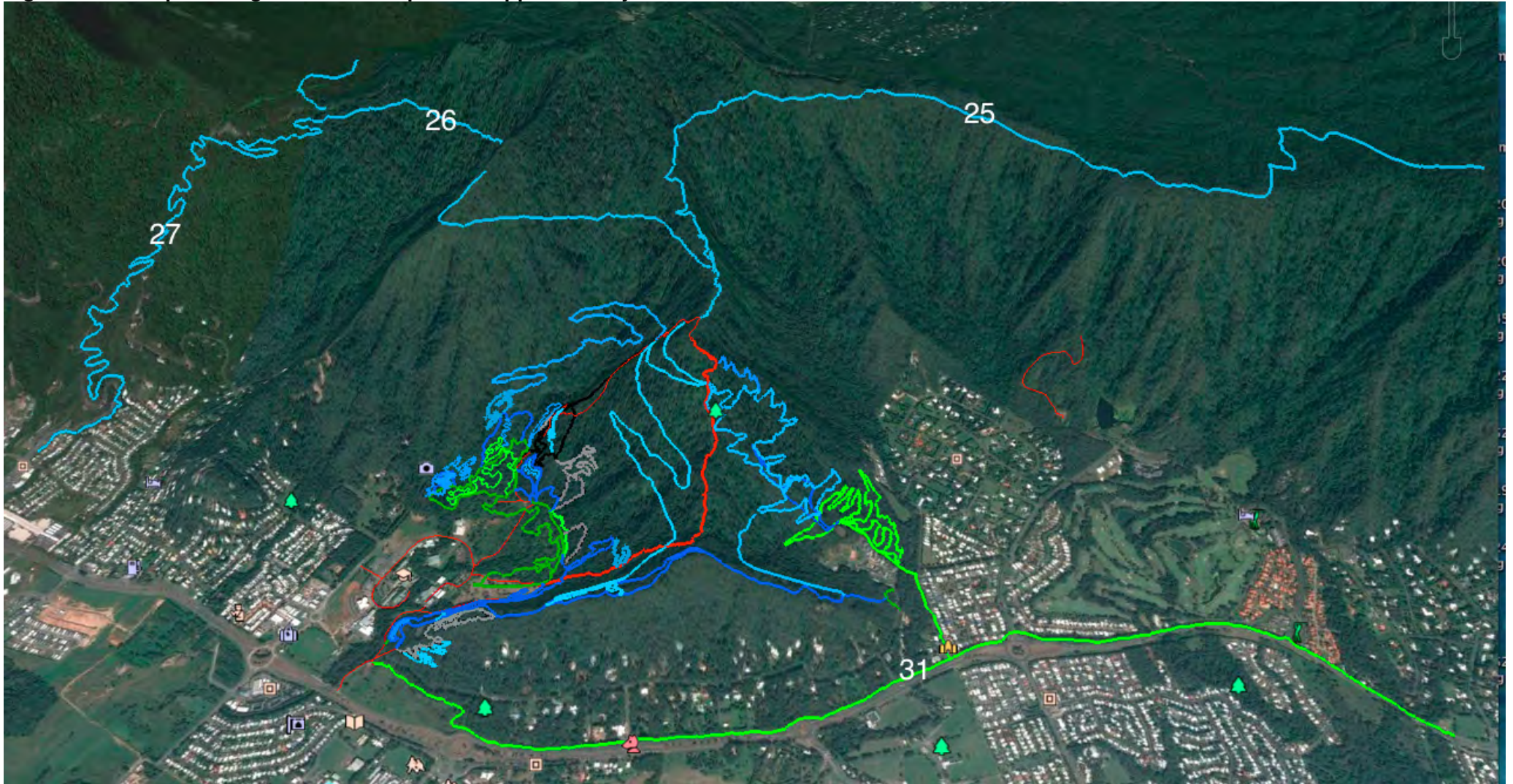
These supplementary trails are listed in Table 1 below and are shown in Figure 1 on the following page.

Table 1. Supplementary Trails

Trail	Estimated Length (m)
25 - Big Bom	7,800
26 - Kuranda Link	5,130
27 - Kuranda XC	4,630
31 - Community Hwy Corridor Link	5,540
TOTAL	23,100



Figure 1. Conceptual Alignments of Proposed Supplementary Trails



2 INDIVIDUAL TRAIL DESCRIPTIONS

For each of the proposed alignments, the following information has been provided in this chapter:

- **Trail name and number** – note that the number included within the name of each trail is used only for reference purposes to enable identification of each alignment on the included map;
- **Estimated length** – the length provided for each trail is an estimate only. All estimates are based on the use of mapping software such as Google Earth and Mapinfo. Whilst these estimates are reasonably accurate, it should be understood that final distances will change due to a number of factors such as re-alignment due to construction difficulties encountered during future assessments, software accuracy and the need to be able to focus on creating the optimal alignment during detailed assessments;
- **Priority for construction** – all trails identified within this report have been rated as having either a low, medium or high priority for construction. Priority listings are intended to determine the order for construction and do not reflect the importance of each trail;
- **Proposed difficulty rating** – World Trail use the IMBA difficulty rating system to identify the difficulty of each trail;
- **Expected construction difficulty** – World Trail uses an internal system to assess the expected construction difficulty for each trail we design. This system provides a 'score' for the construction difficulty of a trail, which is then used in conjunction with our pricing matrix to provide cost estimates to construct trails;
- **Description** – a brief description has been provided for each trail. This description discusses things like the features and benefits of each trail, as well as how it fits in with the existing network.

25 – Big Bom

Length	7,800m
Priority for construction	Medium
Difficulty Rating	More Difficult
Expected Construction Difficulty	3.5
Description	This trail creates a connection between the park and Black Mountain Rd, from which point riders can head towards Kuranda and the Tablelands or north towards Point Douglas and Cooktown. It would be a dual direction trail, climbing steadily from the top of the park up towards Black Mountain Rd.

26 – Kuranda Link

Length	5,130m
Priority for construction	Medium
Difficulty Rating	More Difficult
Expected Construction Difficulty	3.5
Description	This trail provides a link from the park to the top of the iconic Kuranda Downhill trail. It would be a dual direction trail, contouring around the hill to connect to the Kuranda Range Rd.



27 – Kuranda XC

Length	4,630m
Priority for construction	Medium
Difficulty Rating	More Difficult
Expected Construction Difficulty	3.5
Description	This trail is a climbing trail, climbing parallel to the iconic Kuranda Downhill trail. It climbs all the way up to the top of the downhill trail, where it connects into Trail 26, providing an alternative route to the park or up to Tablelands via Trail 25.

31 – Community Highway Corridor Link

Length	5,540m
Priority for construction	Medium
Difficulty Rating	Easy
Expected Construction Difficulty	3.5
Description	This critical link trail funnels all riders, walkers and joggers onto a dedicated off-road trail, travelling in a north-south corridor, connecting as far north as Palm Cove. This trail could eventually form the start of a dedicated, iconic coastal trail travelling as far north as Port Douglas.



3 COST ESTIMATES

To determine a cost estimate to construct the trails proposed herein, World Trail has applied a 'construction difficulty' score to each trail and applied a per metre rate to that difficulty rating. The construction difficulty, and subsequent construction cost estimates have taken into account the level of vegetation clearing, soil type, the proposed IMBA difficulty rating and the overall topography and other challenges that may be encountered to construct a benched, natural surface, machine-built, 1m wide, mountain bike trail.

Note that all cost estimates provided are indicative estimates only. They should not be treated as quotes for construction. The cost estimates do not include GST, contractor expenses (i.e. mobilisation or accommodation costs), any costs associated with obtaining permits or approvals, further design or consulting costs, signage, trailhead design or construction costs and so on.

The matrix used to calculate the construction costs is shown in Table 2 below.

Table 2. Construction Difficulty and Cost Matrix

Difficulty Rating (1-5)	Approximate Cost (\$) Per Metre
0.5	\$15.00
1	\$20.00
1.5	\$25.00
2	\$30.00
2.5	\$35.00
3	\$40.00
3.5	\$45.00
4	\$50.00
4.5	\$55.00
5	\$60.00

The construction difficulty score for each of the three supplementary trails is shown in Table 3 on the next page, along with the applicable, per metre rate for each type of construction.

Note that these rates include all labour, the provision of the necessary equipment and machinery to construct the trails. These trails do not have to be built by machine – hand construction would achieve the same result. Typically though, most professional trail construction contractors build trails using excavators, as it is more cost effective.

Obtaining all relevant permits and approvals prior to construction is the responsibility of the relevant land manager. Depending on the approval process required, it may be necessary to engage independent experts to assess the impacts that trail construction could have on the ecological and cultural heritage values. Should any areas of high cultural or ecological significance be discovered on any of the proposed alignments for new trails, it may be necessary to adjust the alignments to avoid such areas.



Table 3. Construction types and rates

Trail	Construction Difficulty (rated from 1-5)	Trail length (m)	Typical Rate Per Lineal Metre of Trail	Total
25 - Big Bom	3.5	7,800	\$45.00	\$351,000
26 - Kuranda Link	3.5	5,130	\$45.00	\$230,850
27 - Kuranda XC	3.5	4,630	\$45.00	\$208,350
31 - Community Hwy Corridor Link	3.5	5540	\$45.00	\$249,300
TOTAL				\$1,039,500

