

# APPENDIX G

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## GEOTECHNICAL

Visit the website for any updates or addendums  
[www.shuswapnorthokanaganrailtrail.ca/development-plan](http://www.shuswapnorthokanaganrailtrail.ca/development-plan)



# **Fletcher Paine Associates Ltd.**

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August 5, 2020

Sicamous to Armstrong Rail Trail Technical Operational Committee,  
c/o Urban Systems Ltd.,  
#500 - 1708 Dolphin Avenue,  
Kelowna, BC  
V1Y 9S4

Attention: Mr. Thomas Simkins, P.Eng.  
Project Manager

Dear Mr. Simkins,

## Preliminary Road Structure Commentary

### Sicamous-to-Armstrong Rail Trail

This is further to your request that Fletcher Paine Associates Ltd. (FPA) provide preliminary comment related to the requirements for the Sicamous-to-Armstrong Rail Trail (SART) road structure enhancement. FPA was provided an excerpt from the Okanagan Rail Trail (ORT) road structure design report and was asked whether the recommendations in that report would be appropriate for use as SART road structure recommendations.

The writer has traversed the rail trail in its entirety and the following comments are made on the basis of a visual assessment and general knowledge of rail bed structures in combination with available surficial geology mapping.

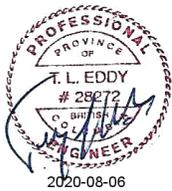
With few exceptions, the rail trail is in fair to good condition throughout its length in terms of subgrade strength. There are portions of the trail along Mara Lake that have fallen into disrepair due to failing retention structures and wave actions such that small embankment failures persist. There are a few locations where poor ditching allows some ponding on the trail surface following heavy rains and snowmelt. The north half of the proposed trail is underlain by silts, sands and gravels, typical alluvium. Alluvial and fluvial depots on the southern portions of the trail are commonly overlain by lacustrine silts and clays.

On the basis of our work to date, it is expected that the ORT road structure recommendations would be appropriate for use on the SART. FPA will be carrying out a field investigation in order

to confirm the foregoing but the recommendations are not expected to vary to a great degree, if at all. There will be specific construction methods and procedures provided and site specific recommendations related to any unusual existing structures encountered but the ORT recommendations can be used for preliminary costing with good confidence.

We trust that the contents of this document are appropriate for your needs. If you should have any queries please call our office.

Yours truly,  
Fletcher Paine Associates Ltd.



Terry Eddy, P.Eng.  
Sr. Geotechnical Engineer