

# Kettle River Heritage Trail – Key Concepts

## Phase 1: Grand Forks to Nursery Trestle – Completed November 2013

- Completion of designs, engineering and cost estimates for entire project funded by the Trans Canada Trail Foundation
- Donation and construction of parking lot and kiosk by Roxul Inc.
- Widening and paving upgrade of existing 1.7 km WaterFront Trail jointly paid for by the City of Grand Forks and the Province of BC
- Donation of unused rail spur by InterFor which will connect residential neighborhoods to the new trail corridor

## Phase 2: Nursery Trestle to Gilpin Grasslands Provincial Park

- Major upgrade to the existing Trans Canada Trail with a 3 m wide asphalt surface for 9.8 km
- Construction of a parallel 2 m wide equestrian trail within the corridor
- Builds on the successful completion of Phase 1
- 'Shovel ready' project with engineering, designs and cost estimates completed
- Safe alternative to Highway 3
- Accessible to all ages and abilities
- Showcases the Kettle River and provides easy access to it
- Passes through 2 new provincial parks
- Connects rural neighborhoods with a pedestrian corridor into the city
- Engages people in the Boundary landscape and history
- Creates long term partnerships between governments, industry and the public

## What's it going to cost?

Item:	Cost Estimate:
Engineering	\$30,000
Grading	\$70,560
150 mm crush	\$352,800
Shoulder	\$38,220
50 mm pavement	\$793,800
Bollards	\$18,000
Gates	\$15,000
Equestrian Trail	\$78,400
Culverts	\$1,500
Rock scaling	\$10,000
Gasline crossings	\$30,000
Signs	\$6,000
Temporary truck pullouts	\$20,000
Contingency	\$73,214
<b>TOTAL COST</b>	<b>\$1,537,494</b>

## Who is going to pay for it?

The Grand Forks Community Trails Society is actively seeking funding from the Trans Canada Trail Foundation, Fortis, Area D of the RDKB, the Phoenix Foundation, SIDIT, the Province of BC and others.

### How will the trail be managed?

- Through a stewardship agreement between MFLNRO and the GFCTS
- New barriers and safety signage at road intersections
- Through the Boundary Trails Agreement between trails groups
- Educational signage
- Local bylaws and enforcement
- Provincial park regulations
- Provincial laws
- Moralsuasion by trail users

### Why use asphalt?

- Most durable and cost efficient
- After it cures it is inert in the environment
- Prevents grass growth and easy to maintain
- Low resistant surface allows for greatest ease of use

### Who supports this project?

- Ministry of Forests, Lands, Natural Resource Operations
- BC Parks
- Area D
- City of Grand Forks
- City of Greenwood
- Boundary Communities Regional Chamber of Commerce
- Trails BC
- Trans Canada Trail Foundation
- Grand Forks Cycling Club
- Kettle River Mountain Bikers' Association
- Grand Forks ATV Club
- Many private citizens of Area D - including
  - Connie and Melissa Markin
  - Danna O'Donnell
  - Rick and Margo Evers
  - Christine and Fred Elsaesser
  - Patrick O'Doherty
  - Brian McAndrew

### Next steps

- Continue to present the project to the public
- Complete environmental planning for best practices and mitigation opportunities
- Lobby senior and local governments
- Plan with adjacent land owners and other trail users
- Apply for funding grants as these become available
- Complete all permits required
- Promote the idea with trails events