

Alberta TrailTracker

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www.albertatrailnet.com

KANANASKIS TRAIL - TRAIL BLAZING FOR MULTI-USE

By Karen Ritchie, Alberta Sustainable Resource Development

Imagine: You're walking on a forest trail, tall trees pressed close on either side. Suddenly, the trail opens and you're in a recently harvested cutblock. Most of the trees have been cut down and the ground is covered with over-turned stumps and branches.

That's when you notice the sign. It's one of a series along the trail that tell you why and how the area was harvested. It explains how hydrology and wildlife are factored into harvest planning. One sign even lets you know that the part of the trail you'd just been on – the one with the forest of tall trees – was regenerated from a similar cutblock thirty years prior. A portion of the trail you're on is a re-purposed access road, now built into the Trans Canada Trail.

Welcome to the **Kananaskis Integrated Forest Interpretive Trail.**



Reg Gunson, ATN Vice President of Trail Development

A joint initiative of two government ministries, industry, and recreational users, the trail is an example of how multiple purposes can be served within the same environmental footprint.

"Three years ago when we realized the lower portion of the Lusk Trail was no longer sustainable and would

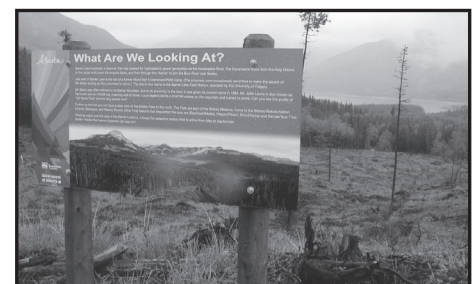
need to be decommissioned, we started talking with Spray Lakes Sawmills about this idea," says Robert Mueller, forester with Sustainable Resource Development. "They agreed to allow the trail to go through their replanted area, Alberta Parks designed and built an engaging yet sustainable trail, and now here it is,



Karen Ritchie, Alberta Sustainable Resource Development



ATN President Peter Barr enjoys the view on the trail.



One of the many trail interpretive signs along the trail.



incorporated into the Trans Canada Trail.

Starting at the Lusk Creek day use area (located on Highway 68 approximately two kilometres from the Barrier Lake Visitor Information Centre) the trail leads approximately two kilometres up a moderate slope to a rarely-seen view of Barrier Lake. Signs on the trail also point out some of the unique aspects of the area's natural history.

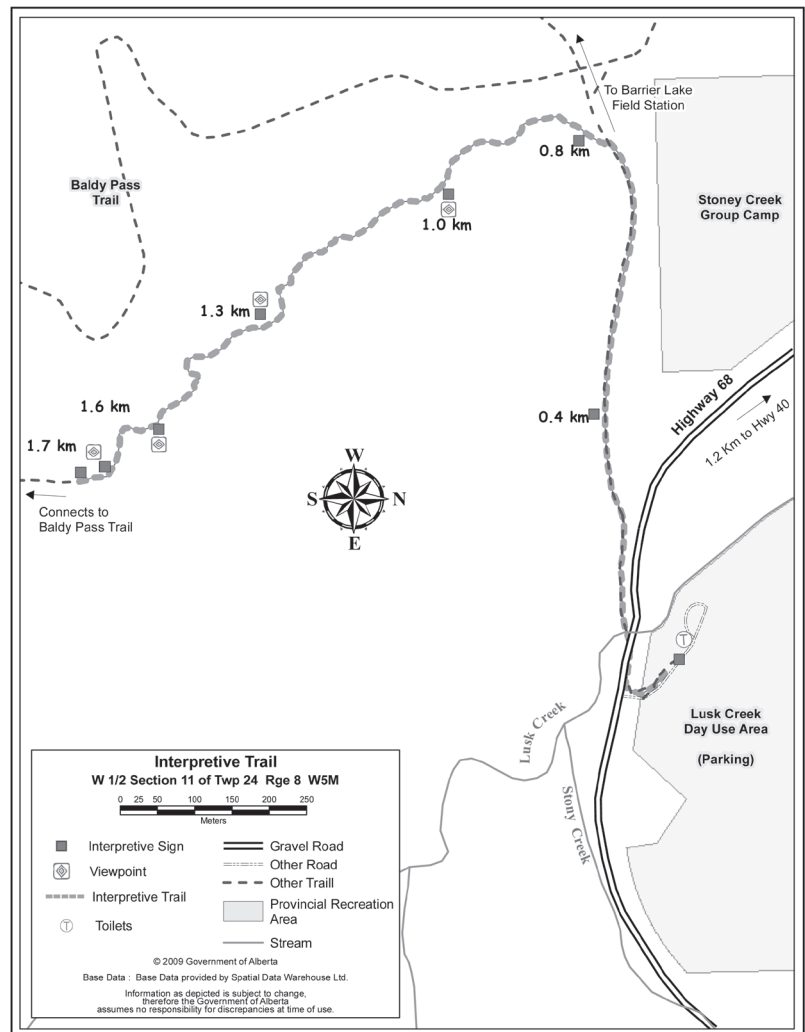
"People are going to get a chance to discover something they might not have known about the area...and also about how much is going on in terms of environmental planning around a timber harvest." Said Gord Lehn of Spray Lake Sawmills.

Duane Fazor, manager of the Barrier Lake Visitor Information Centre sees another benefit.

"It's good because it draws more people to the other side of Highway 40, which takes some of the weight off the lake side, and creates new opportunities for visitors to the area."

Travellers on the Integrated Forest Interpretive Trail can carry on to link with Baldy Pass or Lusk Creek trails, or simply enjoy 360 degrees of breath-taking scenery before they head back down the trail to their next adventure.

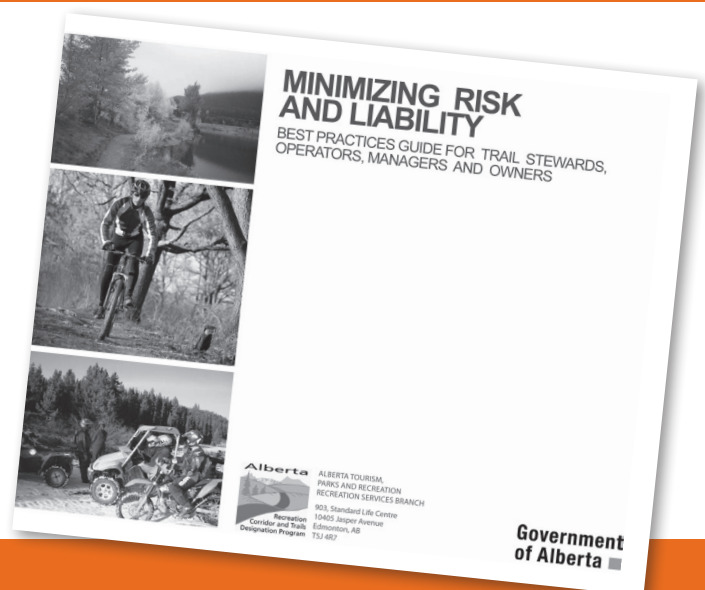
Peter Barr of Alberta TrailNet walked the trail on a rainy day in June, noting "They took something that was in need of improvement and made it something we can all enjoy right now, and even more over time." Looking at the lake across the already greening regrowth, Barr adds "Folks will definitely want to come and see this." 🐾



IMPORTANT NEW TRAIL RESOURCE NOW AVAILABLE

A new manual, "Minimizing Risk and Liability: Best Practices Guide for Trail Stewards, Operators, Managers and Owners," is now available. This document, produced by the Government of Alberta, is a best practices manual intended to give guidance and direction on minimizing risk and liability for persons with an interest in operating and maintaining trails. Specifically, it seeks to help trail operators, managers and owners mitigate risk and reduce liability that can arise from trail design, trail use and maintenance operations. The techniques discussed here are intended to be applied with prudence and due consideration of the particular circumstances of each trail.

If you would like a copy of this resource, please contact Alberta TrailNet Society at 780-422-7150 or email atnadmin@telus.net.



AMERICAN TRAILS AWARD

Alberta Trail Map Project Wins National Award

A **partnership project** that is mapping recreational trails in Alberta has won an national award from American Trails. The National Trails Award for Trails Advocacy was presented to Linda Strong-Watson, Executive Director of Alberta TrailNet Society and chair of the Provincial Trail Map Project, at the 20th American Trails National Symposium held in Chattanooga, Tennessee on November 16, 2010.

"It is very exciting and a true honour to have our Alberta Trail Map Project recognized with this national award from American Trails," said Strong-Watson on behalf of the provincial trail map project partners. "Our project is a prime example of government and non-profit organizations working together to provide information the public wants and needs. The information collected will also assist in developing a provincial trail database that supports future land management activities and recreational access planning and design."

Alberta TrailNet, the Government of Alberta, the Alberta Off-Highway Vehicle Association and the Alberta Snowmobile Association are the lead partners in this project, under which 14 to 16 Alberta regional trail maps will be produced.

Two maps have already been completed and released (Northeast Alberta and Northern Rockies), and five more are currently under development. These maps provide trail users with information on which trails support their chosen trail activity (hiking, cycling, equestrian, ski, snowmobile, ATV, etc.), and nearby recreational and tourism opportunities such as unique local features and sites of interest that will enhance their recreational experience. Regional contact information is also provided.

"This award recognizes the commitment the Alberta Government has made, along with our partners, to promote and encourage responsible recreation on Alberta's trails," said Cindy Ady, Minister of Tourism, Parks and Recreation. "We are very encouraged by the popularity of the maps already produced, and we hope these tools will continue to help even more Albertans and visitors explore the beauty of our province year round."




Linda Strong-Watson, Executive Director, is presented with the National Trails Award for Trails Advocacy for the Provincial Trail Map Project.

Maps are available at no charge at tourism visitor information centres and parks offices, by calling Alberta TrailNet (1-877-987-2457) or Travel Alberta (1-800-ALBERTA) or online at www.albertatrailnet.com.

BEISEKER RAILWAY MUSEUM DEVELOPMENT

The Alberta 2005 Centennial Railway Museum Society believes that to move into the future it's important to preserve the past for future generations. The Beiseker Railway Museum site is situated on the former CPR station ground, part of the old CPR Langdon subdivision. This land is owned by Alberta TrailNet and has been leased to the Alberta 2005 Centennial Railway Museum Society to support establishment of the Beiseker Railway Museum.

Last summer the Museum Society acquired ownership of a CPR station built in 1911 and began the work of establishing a new foundation for the building on the Beiseker station grounds. In summer 2011, there are plans to move the building from its current location in Bassano to Beiseker to become part of the Railway Museum. This building will house displays, workshops and meeting rooms. The Society is collecting railroad memorabilia, pictures, books, rail cars and train antiques for future displays in the building.

For more information or to become involved, visit their website at **www.alberta2005rail.com**. The website contains conceptual drawings of both the museum and the trails throughout the site that are already or will be developed in conjunction with Alberta TrailNet and the Village of Beiseker. These trails connect the west and east sides of town and run from the North to South end of Beiseker integrating with other village pathways. 



Former Bassano CPR Station Building.



Building a new foundation for the Beiseker Railway Museum.



Old railway cars on the Beiseker Railway Museum station grounds.


DAVID McCLEMENT WINS TRAIL BLAZER AWARD

David McClement was honoured with the prestigious annual 2010 Trail Blazer award at Alberta TrailNet Society's Annual General Meeting last April in Blairmore, AB.

The Trail Blazer award recognizes individuals who have made significant contributions to trails, devoting countless hours of volunteer resources, time and effort on behalf of the greater Alberta community. Previous Trail Blazer award winners have included: Louise Sherren (2009), Don Cockerton (2008), Glen French (2007), Louisa Rich (2006), Don Gardner (2005), Robert Bouchard (2004), Jeff Gruttz (2003), Norm Froom (2002), Sandie Anderson (2001), Rob Gardner (2000), Lloyd Lohr (1999), George Gordon (1998), and Douglas Campbell (1997).

David McClement has been an outstanding supporter of the Trans Canada Trail from its inception. When the program to donate to the Trans Canada Trail project with the purchase of a metre began in 1994, his belief in the importance of the project was so strong that he contributed towards not just a metre, but a kilometre of trail. Thus the TCT Kilometre Club Program began.

David has been particularly supportive of Alberta TrailNet in the undertaking to link the Trans Canada Trail in Alberta. Since 2001, he has provided generous financial support to Alberta TrailNet. He appreciates the great benefits of trails, having watched the growth of the Calgary pathways system since 1956 and has used those trails from his home. He sees trails as an opportunity to discover how fortunate we are as Canadians to have access through trails to places of great beauty, where we can learn about and enjoy nature and appreciate and foster good health. David is always interested in hearing of the challenges faced and the progress that is being made in Alberta and always has words of encouragement and praise for the work done by Alberta TrailNet and trail builders in the province.

The trails community is very fortunate to have such a visionary and committed benefactor. 



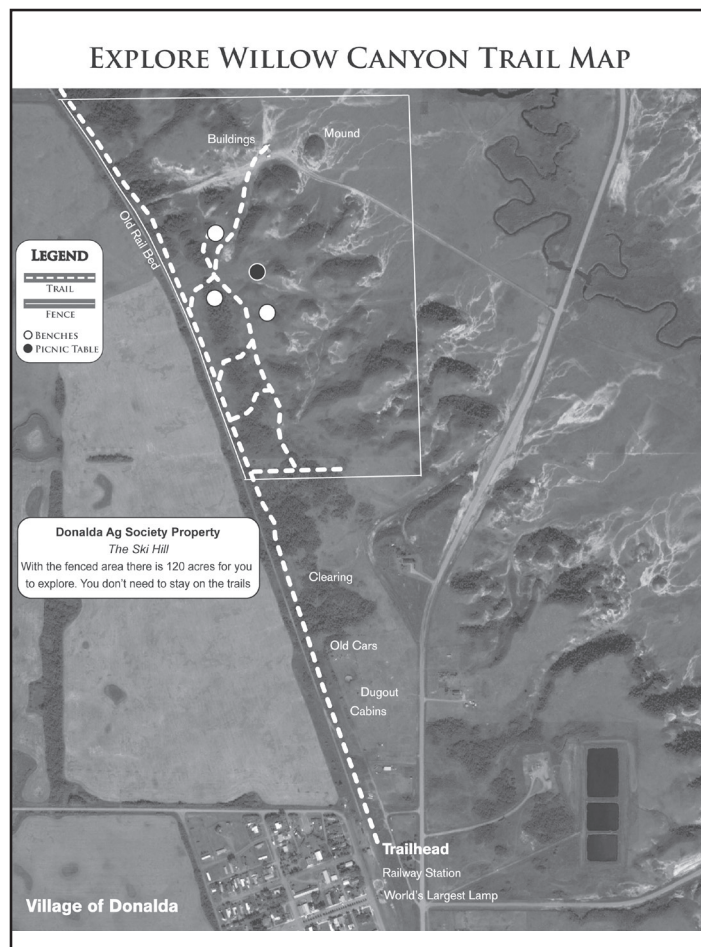
David McClement

THE NEW DONALDA HIKING TRAIL TO WILLOW CANYON AND THE BADLANDS 🐾

By Bruce Gartside, East Central Alberta Heritage Society

Donalda, Alberta, has some wonderful geography to offer its residents and visitors, and the Donalda & District Community Promotion Society is pleased to announce the new Donalda hiking trail, which opened in the summer of 2010.

The hiking trail connects Railway Avenue in Donalda with 120 acres of land to the north of the village. You can see some great views from the overlooks and can walk from the top to the bottom of the coulee.



Visitors will see signage along Railway Avenue directing them to the parking area and the beginning of the trail. The trail head is located just north of the Railway Station which is north of the world's largest oil lamp replica. The trail is about 3/4 of a mile long and travels initially on village property. The first fence line indicates private property, and we ask people to keep to the trail on the private property but feel free to explore the 120 acres which starts at the second fence line. There are cleared trails

on this acreage, but you do not have to keep to the trails. There are picnic tables, park benches and garbage receptacles located around this site.

No motorized vehicles are allowed, and dogs must be kept on a leash. Use the trail at your own risk. Please wear appropriate footwear and take water with you. There are outhouses next to the ski buildings at the bottom of the valley.

There are trail maps available in town, at the office, museum, and many stores. If you would like a map in advance, have a question or have a comment or suggestion, please contact us at communitypromotion@mailhub.ca



Enjoying the view of the canyon from the trail.

The East Central Alberta Heritage Society is completing work on five Natural Linear Parks at Edberg, Meeting Creek, Big Valley, Rumsey and Rowley. Rest area picnic tables and waste receptacles are ready for distribution and work on fully self contained bathrooms will be finished in time for installation as soon as the snow is gone and frost is out of the ground. Close to 100 bird houses have been installed at the Meeting Creek Park and similar numbers will be installed at the other parks early this spring. Work on signage is currently

underway. These signs will welcome visitors to the parks and lay out certain prohibitions such as open fires, motorized vehicles and overnight camping. All of the East Central Alberta Heritage Society's Natural Linear Parks are expected to be complete, open and ready for visitors by late May or early June 2011. 🐾



Trekking through the forest.

McKELVIE BRIDGE OPENING

Community Vision, Friendship And Innovation Lead To New Trail Bridge - The McKelvie Bridge

Village at Pigeon Lake. A unique new trail bridge was officially opened at an informal ceremony on August 26, 2010. Dedicated in honor of the chief builder, Richard McKelvie, the 'McKelvie Bridge' is 7 feet wide and 180 feet long, and accommodates both pedestrians and golf carts. It crosses Village Creek near the Heron Place condominiums at the Village of Pigeon Lake. Terry Myers, developer of the Village at Pigeon Lake Resort and Town Centre, provided opening remarks. Myers helped construct and provided funding for the bridge. Richard and son, Brent McKelvie, were also on hand to cut the ribbon and declare the McKelvie Bridge officially open.

Myers took the opportunity to reflect on the importance of bridges in our lives. "Physical bridges connect us. They connect us with neighbours, with new vistas and opportunities, sometimes even to other cultures. But we also use the word 'bridge' in more than the physical sense, to 'bridge the gap' between differing views and differing opinions. We look for ways to build bridges of friendship and respect among people," said Myers.

Like many trail projects this bridge has an interesting story, grounded in human creativity, resourcefulness and friendship. We'd like to share the story of how this bridge came to be.

When he began developing property across the ravine from the current Village, developer Terry Myers recognized that the ravine presented a challenge as it was going to be difficult for folks living in the new area, especially those in wheel chairs, to navigate the ravine in order to access the stores and services in the Village. He didn't need to and

was not required to build a bridge, but it would certainly support the quality of life of the people living there and would be a nice touch. Added to the mix, the Trans Canada Trail passes through the Village area as it circumnavigates Pigeon Lake. A bridge would create the opportunity for other trails in the area to connect to the Trans Canada Trail. Terry was a long time acquaintance of Richard McKelvie and knew of Richard's penchant for solving design and construction challenges. He contacted Richard to see if he could recommend a solution.

When TrailNet contacted Richard, he provided the following comments. "Conventional wisdom from professionals put a conventional trail bridge structure cost at about \$300,000. Those numbers simply didn't fit the budget. We were approached and asked if we could do a bridge and meet a budget of about a third or less of that amount. Criteria included that the bridge had to have an engineering stamp. We can and have built prototypes of almost any machine and we come from an agricultural background. The result was that we bought 3 derelict building cranes, took the upright stems (13 foot sections), bolted and welded them together until we had a beam 180 ft long and 4 ft square. It was relatively simple to construct a deck and sides

from new 2 inch square tubing 1/4 inch. The bridge was built on our farm in 3 sections, transported to the site, assembled and welded. Then the entire structure was slid across the ravine and winched up into place (about 20 ft in the air). Once it was in the air we put the supports under it and lowered it in place. It was done without cranes as they didn't fit the budget. We bought an old 50 ton oilfield winch truck just for this job. ↗



Left to Right: Brent McKelvie, Richard McKelvie and Terry Myers at the opening of the McKelvie Bridge at the Village of Pigeon Lake.

The requirements of engineering were (initially) met by my son Brent, who is in school studying to become an engineer. He drew up the plans which were then taken to a professional engineer who reviewed, approved and stamped the plans. There was a requirement that the welding be done by a certified welder, so we cut the metal pieces, tacked them in place, and hired a certified welder to weld the whole thing. The end result is an approved certified structure. The key benefits - the project was done at cost (we could do this because I knew Terry would help out if we hit unforeseen difficulties); my son Brent got wages for



Side view of the McKelvie Bridge.

school; the guys who helped all got paid; we get a reputation (for building trail bridges); we have lots of bridge parts left (for other projects); Terry got his bridge; and the people of the community can enjoy a walk through the tree tops. The actual structure, transportation and installation costs were about \$60,000. The dirt work, assistance in erecting, professional fees and cement brought the total up to around \$100,000. For me it was fun and it just goes to prove - there is always a way, not always orthodox - but a way". 🐾

(Sources: Terry Myers, Richard McKelvie, TrailNet)



A pedestrian crosses the McKelvie Bridge.

WILLIAM MARX (1947-2010) 🐾

William (Willie) Marx of High Prairie passed away on November 21, 2010 at the age of 63 years after a year long battle with cancer. William was a long time volunteer of the Grouard-Peace River TrailNet Society working on the local section of the old Peace River Trail which is part of the Trans Canada Trail. He had a strong interest in history and wrote the book "Grouard-Peace River Trail" published in 1984. He very generously gave the High Prairie Museum copyright and in March 2010 a second printing of the book occurred which included an epilogue "The Trail Today". In the spring of 2011 Grouard Peace River TrailNet Society will be erecting a trail head sign designed by Willie in Grouard for the 55 km of trail on the north shore of Lesser Slave Lake. It will serve as a memorial to his life in trails.

Willie took particular pride in the family farm, appreciating the sacrifices and hard work of his parents in developing it. He honoured their memories by maintaining it as they had and was gratified to have been recognized by the agriculture community's presentation of the Farm Family Award in 1998. Another interest of Will's was travel. Each year until he became ill he took hiking trips usually to Europe. He also travelled to many other countries around the world.

Willie was involved in many community initiatives including the Ag Service Board, High Prairie Seed Plant, High Prairie School Division Trustee, M.D. Councillor, St. Vladimir's Cemetery Board and the High Prairie Museum among many others. Willie taught school for many years in High Level and then High Prairie.

William is survived by his wife Cheryl, daughter Nicole and son Rod. He is also survived by sister Cindy and brothers Lennart and Erwyn. Our deepest sympathies to Willie's family and friends. He is a true trail blazer who will be greatly missed. 🐾
(Sources: Louisa Rich and Denis Peyre)



William Marx



NATIONAL TRAIL LEADERSHIP ROUNDTABLE

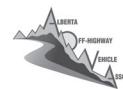
From November 23-25, 2010, Trans Canada Trail and Parks Canada hosted 49 trail stakeholders at a National Trail Leadership Roundtable. Held in Banff, Alberta, this event provided a forum to discuss the future of trail development, management and sustainability in Canada. Participants from across Canada identified common areas of agreement and challenge and the need for increased collaboration amongst all stakeholders. A 'National Trails' working group was formed to move discussions forward and engage the national trail community in these discussions. Alberta TrailNet participates on this working group.

The meeting facilitators have provided a report documenting the Roundtable discussions and proposed next steps. The report has been circulated to Roundtable participants and is available to the wider trail community on the TCT and Alberta TrailNet websites – www.tctrail.ca and www.albertatrailnet.com. The 'National Trails' working group is currently planning to circulate a survey to trail stakeholders across Canada in late April or May, 2011. Survey information will be available on Alberta TrailNet's website. We encourage all trail stakeholders to participate in the survey and bring your voice and insights to these discussions.



Government
of Alberta

Provincial Trail Map Project



The Provincial Trail Map project is moving forward with several new regional maps under development. Currently two maps have been published - the Northern Rockies Trail Map and the Northeast Alberta Trail Map. Approximately 50,000 copies of these maps have been distributed to the public through tourism offices, Alberta TrailNet, Alberta Sustainable Resource Development, Alberta Tourism Parks and Recreation regional offices and by provincial trail user associations at their annual conference and trade shows.

Public meetings were held on February 28, March 2nd and 3rd in Edmonton, Edson and Rimbey for the Grande Alberta South Trail Map. The meetings were well attended and attendees were interested in the opportunity to review and provide input on this new map. TrailNet appreciates the comments and new information we receive at these meetings. Final revisions for the map will take place in April with the production and distribution of the map to follow.

Four other regional trail maps, regions 3, 5, 7 and 9, are currently in the data collection and research phase and will come out in due course. Watch Alberta TrailNet's website for announcements on the release of these new maps.



Grande Alberta South Map Region –
Aspen Beach Provincial Park Boardwalk



Grande Alberta South Map Region –
Blue Rapids Provincial Recreation Area



Grande Alberta South Map Region –
Devon Nordic Ski Club

OLD PEACE RIVER TRAIL

By Nadine Byers

Imagine a trail in Alberta that parallels the Athabasca River for more than 60 uninhabited kilometers. A trail that follows the historical route of explorers, gold prospectors, and pioneers that were headed north to the Peace Country and beyond. A multi-use boreal riverside trail that modern day adventurers can travel by foot, mountain bike, dog-sled, horse and wagon, quads and snowmobiles.

Managed by the Athabasca Recreational Trails Association - and part of the Trans Canada Trail - the Old Peace River Trail was historically built, staked and used by early explorers, settlers and gold prospectors. Today, not only can some of the original stakes be found, but the route has been widened and developed into a modern high quality trail with a focus on safety, ability to accommodate a variety of trail users, and durability for long term maintenance. Currently the trail starts approximately 30 kilometers north of the Town of Athabasca off of Highway 813 in the Sawdy area, and finishes at the Hamlet of Smith.

The trail should be considered to be remote, and can be challenging during wet times of year. Prior to the most recent work, the trail was prone to ruts and was nearly impassible during periods of wet weather. The poor trail conditions and wet weather made trail work tough. However, it was those factors that influenced the decision to make trail upgrades to address these very problems.

Upgrades included six bridges ranging in length from forty feet to eighty feet and eighty culverts have been installed at all large and small water crossings. Trail drainage has been

a priority as was brush removal. The trail has been widened to Alberta trail standards of ten feet for horse and wagon users. These upgrades will allow users to enjoy the trail no matter the weather.



One of the many new bridges along the trail.



Trail access at the Sawdy end of the Peace River Trail.

Users of the trail are expected to pack all of their supplies in and out. Should there ever be an emergency, helicopter landing pads have been cleared and rest areas developed.

Over the past three years, the Athabasca Recreational Trails Association has received close to \$1,000,000 for work on the Peace River Trail from the national Community Development Trust, Alberta Tourism, Parks, and Recreation, Trans Canada Trail, and Alberta TrailNet Society. Although the trail crosses over public land, the endeavor has involved the collaboration of the Athabasca Recreational Trails Association, Athabasca County, the M.D. of Lesser Slave River, Cenovus Energy, Alberta-Pacific Forest Industries Ltd., Alberta TrailNet and various departments within the Government of Alberta.

To honour its historical routes, on the 2011 Labour Day weekend, the trail will be officially opened by a wagon trail ride put on by the Western Canadian Wagon

Train group. The trip will start the previous Monday (August 29th) from the Town of Athabasca and ending the following Saturday (September 3rd) at the Hamlet of Smith.

In the future, work will continue on improvements to the main staging areas at either end of the Trail and connecting the Peace River Trail to the Towns of Athabasca and Slave Lake and to other regional trails including those in the Calling Lake area.


NEW FUNDING FOR TRANS CANADA TRAIL

The Trans Canada Trail has recently received \$10 million in new federal funding, through Parks Canada, to help build and promote the trail. The announcement was made by the Honourable Jim Prentice, then Minister of the Environment and Minister responsible for Parks Canada, at a Parks Canada - Trans Canada Trail (TCT) event in Vancouver on October 22.

"Through this investment, the Government of Canada is working to ensure that the Trans Canada Trail will be completed in time for the celebration of the 150th anniversary of Canada's Confederation in 2017," said Minister Prentice. "Through its amazing system of recreational trails, the Trans Canada Trail connects Canadians from sea to sea to sea to their natural and cultural heritage. This nation building project will be cherished by generations of Canadians to come and will be a vital part of our country's consciousness."

"This announcement is a cause for celebration," TCT Chair Valerie Pringle, told the crowd of Trail supporters at the event in Stanley Park. "The funds committed today will allow TCT to support local and national initiatives that result in the building, promotion and ongoing sustainability of the world's longest and grandest Trail. We are enormously grateful to the Government of Canada for its ongoing support for trails and for its commitment to the Trans Canada Trail."

TCT will be posting the 2011-2012 Funding Guidelines on its website (www.tctrail.ca). Priority will be given to projects identified in the 2017 Trail Connection Plan (currently in development) that contribute towards connecting existing sections of the TCT. Please watch the TCT website for updates on how to apply to this grant funding program.

The TCT Trailbuilding Guidelines are also available for download in English and French at <http://www.tctrail.ca/policies.php> and <http://www.tctrail.ca/policies.php?l=fr> 



Trans Canada Trail
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GOOGLE FEATURES CITY BIKE TRAILS

The Google search engine has now included maps for Alberta's city bike trails including Edmonton and Calgary. The bike maps are color coded. Dark green indicates a bicycle only trail. Light green designates bike lanes along a road and a dotted green line symbolizes roads that do not have bike lanes but are extensively used by cyclists. Cyclists can enter a destination and the search engine will suggest the best bike route to that place. Riders are also able to provide online feedback to the website which will help to maintain and improve the site.

Visit maps.google.com to search the available maps. For more information on Edmonton trails go to <http://www.edmonton.ca/transportation/transportation-options.aspx>. for more information on Calgary Trails go to www.calgary.ca and click on transportation.

Did you know...


- That Edmonton has 460 km of bike trail within the river valley, 275 km of multi-use non-motorized trails in the city, and more than 100 km of on-street cycling routes?
- That Calgary has 18 km of bike trail, 712 km of multi-use non-motorized trails in the city and 350 km of on-street cycling routes.

BANFF LEGACY TRAIL

The Canmore to Banff portion of the scenic Banff Legacy Trail is now open to the public. This paved, multiuse, non-motorized trail runs along the Trans Canada Highway right-of-way between Banff and the East Park Gate near Canmore. The Government of Canada announced the \$6.75 million project in 2009 as a legacy gift honouring the 125th Anniversary of the creation of Banff National Park- Canada's first national park. Prior to that announcement, the Government of Alberta, regional and local government partners funded the research, design, environmental studies and other work required to allow this project to proceed. Trail construction, completed in 2010, was funded in part through Canada's Economic Action Plan. The Banff Legacy Trail is a part of the Trans Canada Trail, the longest recreational trail in the world.

The trail provides a safe route for cyclists and other recreationists who previously were traveling on the Trans - Canada highway in unsafe conditions. The trail has been enthusiastically welcomed and is extremely popular with locals, some of whom use the trail to commute to work, and tourists who ride the trail to experience the beauty and splendor of this Canadian Rocky Mountains World Heritage Site. The trail also provides an off-road training opportunity for athletes.

His Royal Highness Prince Edward, Earl of Wessex, joined the Honourable Jim Prentice, then Minister of the Environment and Minister responsible for Parks Canada, on July 24, 2010, to officially open the first section of the Banff Legacy Trail. "This recreation trail will help transform the Mountain Parks into one of North America's premier cycling destinations and give Canadians and visitors a safe and environmentally friendly way to link the mountain communities from Canmore to Banff and eventually to Lake Louise and beyond," said Minister Prentice.

The Banff Legacy Trail initiative was the result of collaborative efforts, vision and support of a number of groups, including the Province of Alberta (Alberta Tourism, Parks and Recreation and Alberta Transportation), members of the Bow Corridor Regional Mobility Partnership, the Towns of Banff and Canmore and Municipality of Bighorn. 



PONOKA TRAIL BRIDGES RECEIVE LOCAL SUPPORT

Two new trail bridges were recently installed that connect Ponoka to Morningside. The bridges support equestrian, bicycle and pedestrian use. The bridges serve as an important addition to the Trans Canada Trail (TCT) in the area.

The longer bridge spans 60 feet. The bridge was built by Harbin Welding and placed across a man made creek just south of the Ponoka airport. The building of the bridge was a family affair as Bruce Harbin's son Levi assisted. "Foreman Levi Harbin, he's been a big help carrying around bolts and running the site," said Harbin proudly. Harbin also commented on the future importance of the trail to the community. "It gives people, of all ages a chance to be active and there are several future economic advantages. It puts us on the TCT map."



Bridge constructed by Harbin Welding.

The shorter bridge spans 40 feet and has two on and off 5 foot floating ramps for a total of 50 feet. Richard McKelvie, builder of the bridge and local developer, provided TrailNet with details of its construction. "The floating ramps on hinges mean as the ground sinks on either end from horses churning up the ground in rain the ramps will settle to accommodate that phenomena. The structure has 8 feet of side support at either end. It is designed to be placed on soft ground without support pads. The deck is steel slats which will never fail (rot). The deck is covered with a heavy 1 inch recycled rubber mat securely bolted down." McKelvie wished to acknowledge the support of Gemini (a local fabricator), and Picker people for freight and bridge placement.

(Source: Ponoka News)

PHOTO CREDITS

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We couldn't do it without you...

Many thanks to all our members and donors who have pledged their support to the Alberta TrailNet Society. Not only is your support a big boost to TrailNet financially, but your ongoing support benefits all trail enthusiasts and will help to continue to build Alberta's provincial trail network, including the Trans Canada Trail.

MEMBERSHIP FORM

☐ Yes! I want to support
Trails so sign me up as a Member.

Name

Address

City/Town

Prov

Postal Code

Phone

Fax

E-mail

Individual Member _____ yr x \$25 \$ _____

Organization _____ yr x \$50 \$ _____

Donation (RECEIPTS ISSUED) \$ _____

TOTAL ENCLOSED \$ _____

Make cheque payable to: Alberta TrailNet Society

☐ Yes! I want to volunteer with Alberta
TrailNet or the Trans Canada Trail.

My skills include:

Government
of Alberta ■

Alberta
Freedom To Create. Spirit To Achieve.

ALBERTA
SPORT RECREATION
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