

Bud Hendrickson Nature Loop Trail

Project Construction Outline



1. CLIENT INFORMATION

ORA Trails and the City of La Crosse Parks, Recreation and Forestry Department are working together to bring a half mile nature loop trail between the Dairyland Power yard, the Burlington Northern Railyard and the Bud Hendrickson paved path within the Logan Northside Neighborhood Association, at approximately 1621 Cunningham St. About 2,300 feet of the proposed route for the natural surface trail lies on City of La Crosse Property (Parcel #17-10689-380) with the remaining ~300 feet falling within Dairyland Power's property (Parcel #17-10689-500).

ORA Trails is a 501(C)3 nonprofit dedicated to building happy, healthy, and resilient communities by providing access to equitable and sustainable outdoor recreation experiences. ORA represents a significant and growing segment of recreational participants in the La Crosse area and is the recognized leader in establishing recreational ethics, safety standards, volunteerism, and fostering appropriate land-use management.

The City of La Crosse Parks, Recreation and Forestry Department is dedicated to the management of parks owned by the City of La Crosse for the benefit of the community. Increasing use on existing trails is evident via events and public meetings, recognizing high public demand for diverse outdoor recreation and both single-use and shared-use trails. The City is interested in providing recreation and trails in various locations throughout the city in both existing parks and potential new recreation areas, recognizing that high quality trails and other recreational facilities within the parks contribute to local and regional economies and quality of life.

2. THE CONCEPT AND CONSTRUCTION

The community's input was provided through an open survey, and shows a high level of interest in this forested pocket of land in the Northside neighborhood being used for nature based recreation. The addition of a formal natural surface trail through the small forest would meet with the existing Bud Hendrickson Path in two locations, forming an alternative experience for users that provides tree cover with marsh views.

The design concept of the trail will be to provide a bidirectional shared use experience that is both sustainable and enjoyable for a broader spectrum of trail users. The desired width of the trail tread will be 40"-48". The surface of the final trail tread will be composed of natural materials as currently found onsite. Material will be scraped from the surface using a skid steer, and final finishing work would be done by hand tools (McLeods, Pulaskis, rakes, shovels, compactor) in a linear fashion consistent with modern trail building techniques to reduce the amount of time the ground is disturbed. The final finished grade will be consistent with other natural surface shared-use trails found within the City.

A boardwalk will be constructed to allow access through a section of low ground on City property that can occasionally collect ground water runoff, and will be approximately 25' long. Brush and small trees within 3 feet of either side of the trail will be trimmed and stacked or mulched onsite. Invasive plant species will be trimmed and treated onsite. Areas where marsh overlooks and benches are feasible, extra clearing will be done to allow for viewing areas and nature observation opportunities. Signage will be discussed with property owners to best suit the functionality and education needs of the trail.

3. EROSION CONTROL BEST PRACTICES

The construction of this trail project will rely on several techniques to minimize erosion due to construction practices. This project will create minimal disturbance at the surface but precautions will be taken nonetheless to lessen the impact.

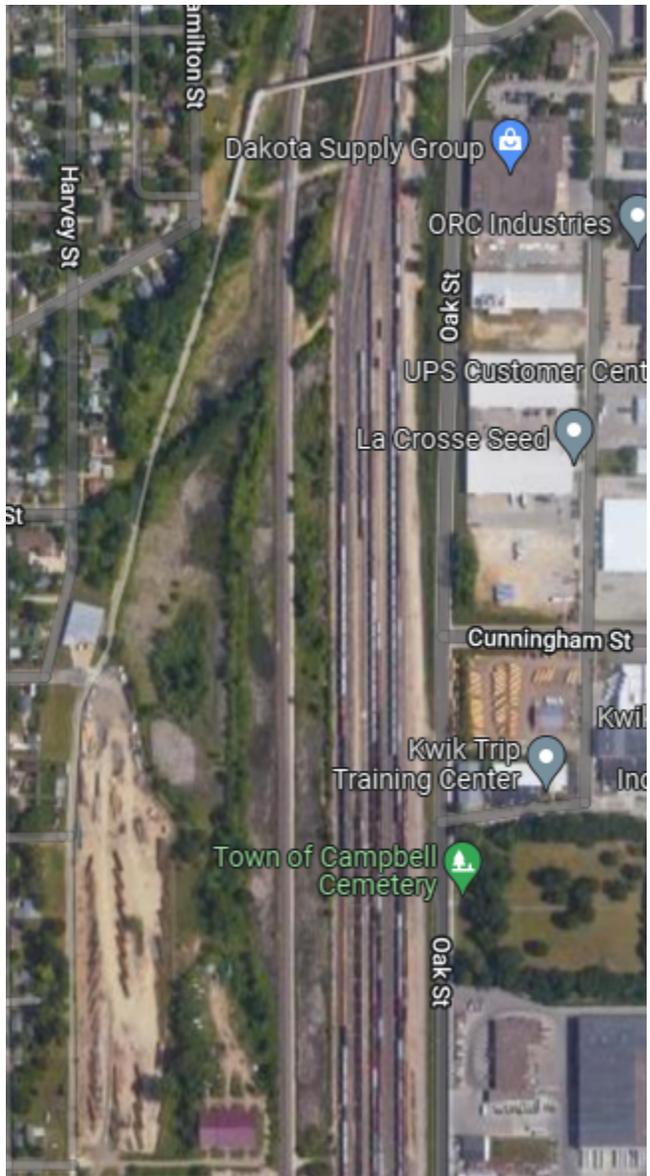
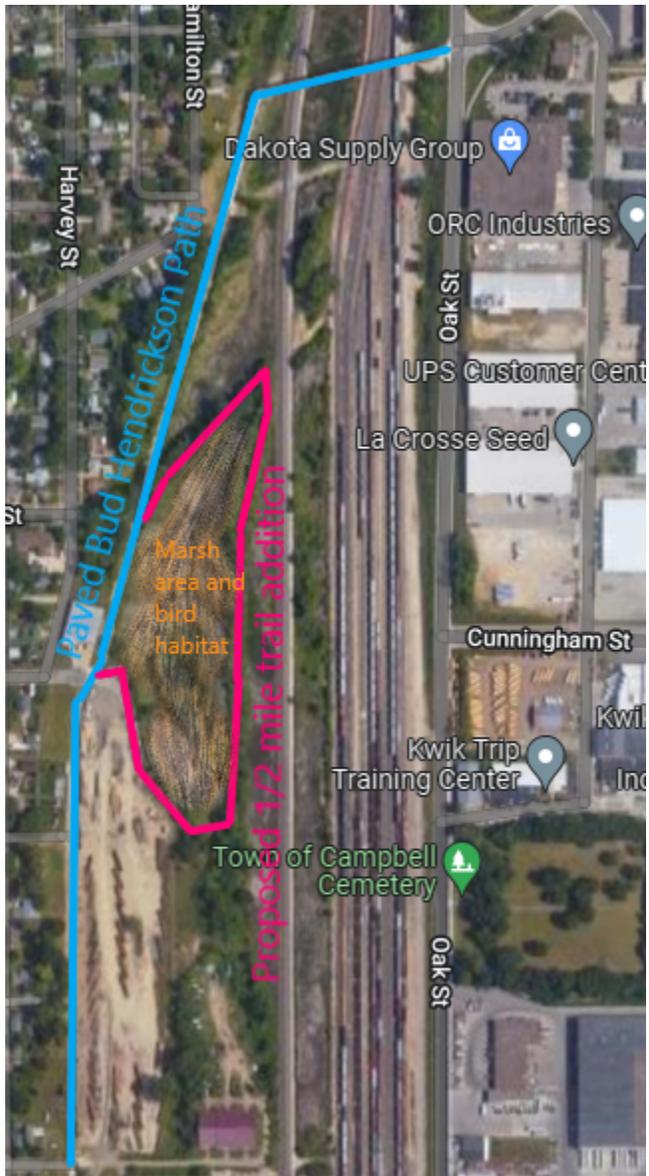
1. Divert storm water away from disturbed or exposed areas when needed. Diversions will be placed above areas of concentrated flow and turning pads for corners. Diversion will be hand cut into the soil or use staked BMP's (Best Management Practice) to divert water.
2. Minimize loss of vegetation on site. Vegetated areas will not unnecessarily be disturbed, and vegetation will remain below disturbed soils, keeping a buffer between areas of disturbance and project boundaries. Stabilization of disturbed areas will include seed and leaf mulch for immediate and long term stabilization.
3. Install BMPs to control erosion & sediment and manage stormwater. BMPs will be installed at project boundaries near streets, near storm water inlets and at areas of concentrated flow. Disturbed areas and soil piles left inactive for extended periods of time are stabilized by seeding (between April 1 and September 15), or by other cover, such as tarping or mulching. All sediment that moves off-site due to storm events will be cleaned up before the end of the next workday. All installed erosion control practices will be maintained until the disturbed areas they protect are stabilized.
4. Inspect the site regularly and properly maintain BMPs, especially after rainstorms. Inspections of construction BMPs will happen at least once every seven days and within 24 hours after a precipitation event of 0.5 inch or more. An inspection report form (DNR 3400-187) will be used to document inspections. Best Management Practices must be repaired or replaced within 24 hours of inspection or notification of a problem.
5. Revise if needed. Revise the plan as site conditions change during construction and improve the plans if BMPs are not effectively controlling erosion and sediment. Areas identified as not meeting effective control will be assessed and changes to the erosion control measures will be made.
6. Clean Work Site. Construction sites will be kept clean by putting trash in trash cans, keeping storage bins covered, and preventing or removing excess sediment on roads and other impervious surfaces.

4. PROJECT SITE

The project location lies between the Dairyland Power yard, the Burlington Northern Railyard and the Bud Hendrickson paved path within the Logan Northside Neighborhood Association, at approximately 1621 Cunningham St. About 2,300 feet of the proposed route for the natural surface trail lies on City of La Crosse Property (Parcel #17-10689-380) with the remaining ~300 feet falling within Dairyland Power's property (Parcel #17-10689-500). The route shows informal use by community members though the site is not up to current trail standards. Permission has been granted by both landowners to construct this trail as stated in this construction plan.

A study done by the Mississippi Valley Archaeology Center (MVAC) clears the site from any historical value and suggests the project proceeds as planned. A DNR wetland delineation has been completed and specifies the wetland perimeter. The report suggests the project proceeds as planned. Standard land permitting will proceed prior to construction. The projected timeline for this trail build is June 3rd 2023, with some preliminary prep included by Great Lakes Trailbuilders.

Aerial imagery of the project site:



Example of boardwalk:





5. BUDGET

The projected cost value of this trail is around \$31,000. Work will be completed by trained machine operators with assistance from volunteer groups to complete finishing work, Trash removal, and small ground labor. The below is an estimated value of the completed trail.

This is a valuation budget and represents the full cost of each item without volunteer labor.

Invasive Treatment and brush clearing, machine operated <i>Volunteer labor will supplement about 60% of this work</i>	2,600ft @ \$2.5/ft	\$6,500
Natural surface trail construction/restoration, machine operated <i>Volunteer labor will supplement about 50% of this work</i>	2,600ft @ \$6/ft	\$15,600
Boardwalk construction, installation <i>Volunteer labor will supplement about 20% of this work</i>	~25ft x 5ft	\$4,500
Bench construction, installation <i>Phase two - funding has not been raised</i>	Two locations	\$2,000
Signage, educational/property markers/etiquette <i>Phase two - funding has not been raised</i>		\$2,000

ESTIMATED PHASE ONE TOTAL VALUE _____ \$30,600

ORA's ESTIMATED PHASE ONE ACTUAL COSTS _____ \$14,000