

Fish Hatchery Trail Reconstruction

Southeast Community Organization | April 2023



SAINT PAUL
MINNESOTA

PARKS AND RECREATION DEPARTMENT
DESIGN AND CONSTRUCTION DIVISION

FISH HATCHERY TRAIL RECONSTRUCTION



JAN-OCT NOV DEC JAN 2023 FEB MARCH APRIL MAY JUNE JULY AUGUST SEPT OCTOBER NOV-MARCH APRIL MAY JUNE JULY

DEC/JAN EVENT

WE ARE HERE

LATE SUMMER

AGENCY COORDINATION/
COMMUNITY ENGAGEMENT

GRAND OPENING

INVENTORY
AND ANALYSIS

DESIGN DEVELOPMENT

30% PLANS 50% PLANS 90% PLANS 100% PLANS

CONSTRUCTION DOCUMENTS

REVIEWS/
APPROVALS

BIDDING/
CONTRACTING

CONSTRUCTION

Trail Alignment



Trail at Battle Creek Regional Park parking lot - passes under Highway 10/61

Amenities

- Parking for trail users
- Bench
- Trail signage
- Connection to Battle Creek Trail and future Point Douglas Trail

Trail Alignment



Trail on west side of Highway 10/61

Narrow trail corridor

The trail corridor is constrained by highway (guardrail and lighting infrastructure) and lake/wetland

8' trail

Trail Alignment



Trail on west side of Highway 10/61

Slope stability

The Highway 10/61 embankment has failed and undermined the trail.

Trail Alignment



Trail on west side of Highway 10/61 - starts to turn away from highway into floodplain

Lighting

We won't be able to provide lighting along the trail adjacent to Highway 10/61 due to limited space.

Existing highway lighting may provide acceptable light levels for trail users

Trail Alignment



Trail in wooded floodplain

Fish Hatchery Dump

A large portion of the existing trail alignment lies over contaminated soils which will require significant remediation of the soils

Trail Alignment



Trail in wooded floodplain

Stream

Appears to have poor water quality - MPCA plans to implement water quality improvements in the near future which may potentially compromise the trail.

Beavers periodically block stream and flood the low-lying trail

Trail Alignment



Trail in wooded floodplain

Archery Range

Trail is directly adjacent to archery range which could be a safety concern for trail users

Land Ownership

Multiple land ownership (DNR, railroad)

Trail Alignment



Trail ends at Warner Road

Connection to Sam Morgan Regional Trail

Proposed Trail alignment



West end of trail near Warner Road

Minimal natural resource disturbance
Over half the length of the proposed new trail alignment utilizes a grassed maintenance trail requiring minimal tree clearing and grading

Proposed Amenities
Benches, picnic tables, bike racks, Trail map/kiosk in this area

Proposed Trail alignment



Existing grassed maintenance path

Avoids archery range

The proposed route increases buffer between Archery range and trail.

Avoids contaminated soils

Proposed route significantly reduces the amount of contaminated soil encountered/soil remediation

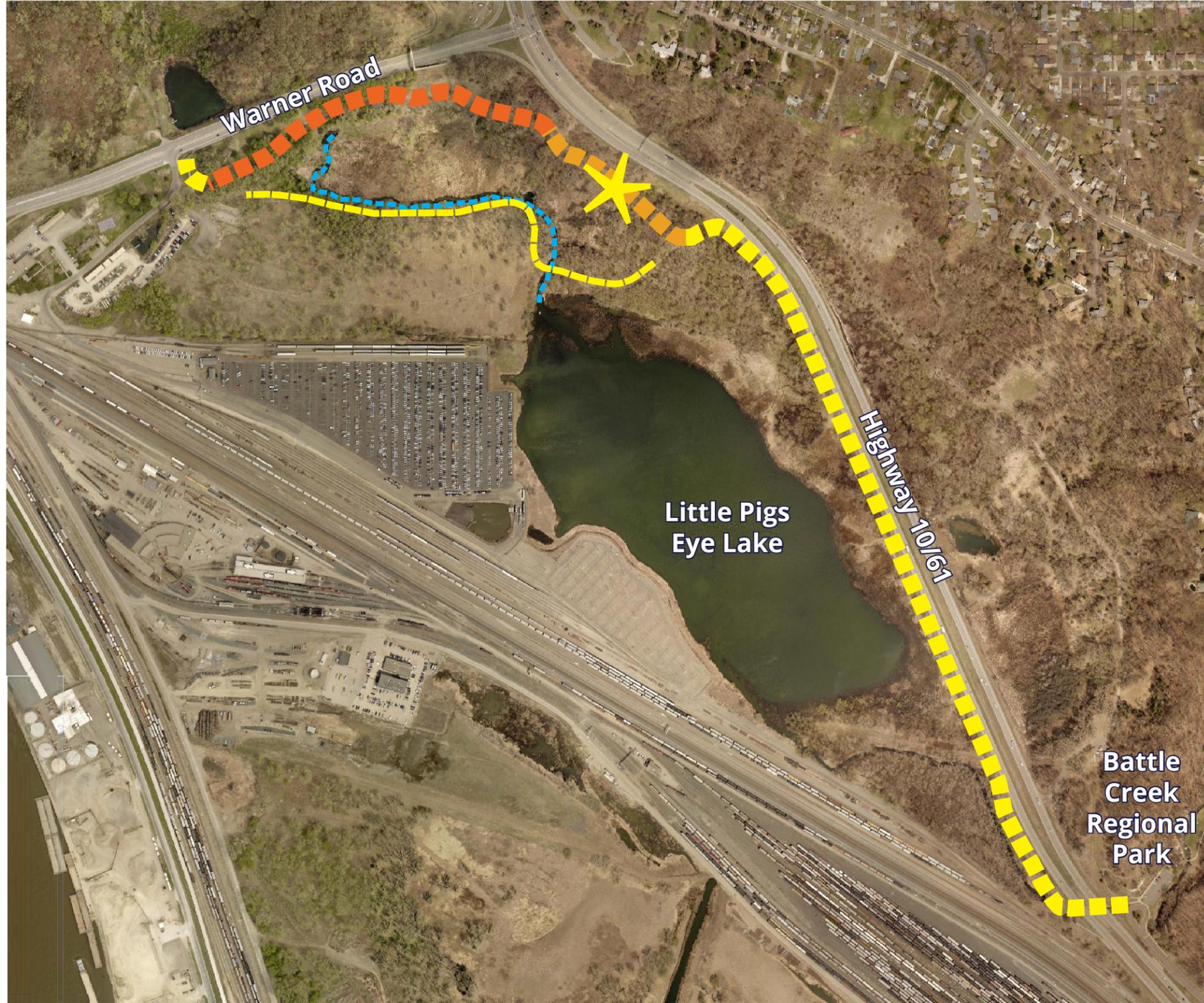
Proposed Trail alignment



Existing grassed maintenance path

Trail is at a higher elevation
The elevated trail avoids periodic flooding
Avoids railroad property

Proposed Trail alignment



Informal woodland trail

Minimal High Value Trees

Other than a few cottonwood trees, there are minimal high value trees on the balance of the proposed trail alignment.

Coordination with MNDOT

Slope Stability

Consultant investigated structural considerations where trail was undermined and provided a structural design for this section of trail.

During a review by MNDOT, it became evident the erosion and slope stability wasn't isolated to the area where the trail was undermined.

MNDOT identified funding for improvements to the entire section of 10/61 between Warner and Battle Creek, but wasn't able to implement until 2027.

The City would have had to defer our federal funding for the trail until 2028 or later.

MNDOT recommended the City remove SLOPE STABILITY work from our project and would be done in 2027 as part of MNDOT's larger stability project.

The section of trail that was undermined will be constructed with reinforcement to ensure it won't be undermined again in the near future.

The trail will be closed again in 2027 when MNDOT does their work, but the improvements will be done at no cost to the City.

The City will remain in contact with MNDOT through their design work and relay to the community.



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