

DELTA RIVER WALK PARK TRAIL

AT A GLANCE

Existing Trail Conditions

- New proposal

Desired Trail Experience

- These all season double lane loop trails will meander through 33 acres of mature spruce and birch forest, with both flat and slightly rolling terrain. The trails could also eventually be the main starting point for the proposed River Walk North and South trails.
- The trails will be constructed of firm, stable conglomerate gravel material for all ages and abilities. The trails will not be paved.
- During the winter trails will be groomed to allow for use by all ages and skill levels.
- Trails will provide easy access to safe outdoor recreation close to town; perfect for a quick after work or weekend run, walk or ski.

Proposed Support Facilities

- Parking area
- Restrooms
- Trail map
- Garbage collection
- Picnic area/shelter

Site-Specific Recommendations and Actions

1. Provide safe crossing over Richardson highway from Delta State Recreation Site, reduce speed limit
2. Prohibit motorized use on groomed trails
3. Clean up of old dumpsite and shooting range on property



Alignment: between the Richardson Highway and the Delta River across from the Delta State Recreation Site campground.

Length: Dependent on trail design

Summary: The River Walk Park Trails will give residents and visitors alike an in-town park setting in which to enjoy non-motorized activities such as; biking, walking, running and skiing through the forest with intermittent views of the Delta River and Alaska Range and help make Delta Junction more of a destination for outdoor recreation. The trails also can serve as a venue for community events such as bicycle, running or ski races and orienteering.

For a complete description of the trail management objectives (TMO's) see following pages.



DELTA RIVER WALK PARK TRAIL – SUMMER DESIRED FUTURE CONDITIONS

TOPIC	DETAILS
Trail Name	Delta River Walk Park Trail (Summer)
Trail Length	To Be Determined
Trail Rank	4th
New proposal	
Desired Trail Description and Experience	<p>No trail design or layout has been done for these proposed trails. The proposed site is located between the Richardson Highway and the Delta River across from the Delta State Recreation Site campground just north of Delta Junction. The overall desire is for the River Walk Park summer trails to be designed as summer non-motorized pedestrian and bicycle trails with a small picnic area. These double lane loop trails will meander through 33 acres of mature spruce and birch forest, with both flat and slightly rolling terrain. The trails could also eventually be the main starting point for the proposed River Walk North and South trails.</p> <p>The trails will be constructed of firm, stable conglomerate gravel material for all ages and abilities. The trails will not be paved.</p> <p>Summer recreational activities can take place close-to-home, provide for incredible scenic views of the Alaska Range, create a great place for out of town travelers to get out and stretch their legs, and provide recreational activities for people camping at the nearby Delta State Recreation Site campground.</p>
Public Needs Met (Situation and Solution)	<p>There are no sustainably designed and maintained pedestrian or bicycle trails in Delta Junction, except for a paved separated pathway that parallels the highway through town. The only trails currently available for those who want to walk or bike through wooded natural areas are unmaintained, user-created trails that are often rutted, muddy, or otherwise difficult to travel. There also is no developed parkland directly adjacent to the Delta River that highlights the glorious views of the river and mountains.</p> <p>The River Walk Park Summer Trails will give residents and visitors alike an in-town park setting in which to enjoy biking, walking, and running through the forest with intermittent views of the Delta River and Alaska Range and help make Delta Junction more of a destination for outdoor recreation. The trails also can serve as a venue for community events such as bicycle and running races and orienteering.</p>
Trail Management Objectives	
<ul style="list-style-type: none"> Trail Type 	Summer (Terra)
<ul style="list-style-type: none"> Trail Class 	Class 5-Fully Developed* *See comment section
<ul style="list-style-type: none"> Designed Use 	Bicycle
<ul style="list-style-type: none"> Managed Uses 	Bicycle, pedestrian
<ul style="list-style-type: none"> Prohibited Uses 	Motorized, horse



<ul style="list-style-type: none"> • Design Parameters* 	<ul style="list-style-type: none"> ○ <u>Tread Width (inches)</u>: double lane, 8'-12' with structures $\geq 3'$* ○ <u>Turning Radius (feet)</u>: 15'-20' (or actual width to accommodate snowmachine and drag)* ○ <u>Design Surface</u>: Likely imported material and routine grading; uniform, firm, and stable; no protrusions; no obstacles ○ <u>Target Grade (%)</u>: 2%-10%* ○ <u>Short Pitch Maximum (%) (up to 200' lengths)</u>: 15%* ○ <u>Target Cross-Slope (%)</u>: 0%-5%* ○ <u>Maximum Cross Slope (%)</u>: 15%* ○ <u>Clearing Width (inches)</u>: 6'-10', light vegetation may encroach into clearing area * ○ <u>Clearing Height (feet above normal maximum snow level)</u>: 8' or height of grooming equipment* <p>* See comment section</p>
<ul style="list-style-type: none"> • Maintenance Frequency 	<ul style="list-style-type: none"> ○ <u>Trail Opening</u>: 1 x per year ○ <u>Tread Repair</u>: 1 x per year ○ <u>Drainage Cleanout</u>: 2 x per year and as needed after all severe weather events ○ <u>Logging Out</u>: 1 x per year ○ <u>Brushing</u>: 1 x per year ○ <u>Condition Survey</u>: 1 x per 3 years ○ <u>Grading</u>: Annually and as needed after all severe weather events <p>* See comments section</p>
<p>Landownership</p>	<p>The current landowner is the State of Alaska, Department of Natural Resources, Division of Mining, Land and Water, but the City of Delta Junction through its municipal entitlements has requested ownership of the property.</p> <p>Trail easements need to be obtained from landowner(s), or letters of concurrence from the State of Alaska during the City's land selection process.</p>
<p>Support Facilities</p>	<p>Existing:</p> <ul style="list-style-type: none"> ○ None <p>Proposed:</p> <ul style="list-style-type: none"> ○ Parking (location To Be Determined) ○ Restrooms ○ Garbage collection ○ Picnic area/shelter
<p>Estimated Costs</p>	<ul style="list-style-type: none"> ○ See Appendix D
<p>Concerns</p>	<ul style="list-style-type: none"> ○ Prevent access to trails by motorized vehicles (except for official maintenance purposes) ○ Leave as many trees as possible to reduce potential for windfall trees ○ The property is an old dump and shooting range, so will need to research Alaska Department of Environmental Conservation grants (and other funding) for hazardous waste cleanup. ○ A hydrologist should evaluate the river to help determine the best trail alignment given potential flooding, bank erosion, and overall movement of the river. ○ Provide safe crossing from the Delta State Recreation Site across the Richardson Highway/ reduce speed limit.
<p>Potential Partners</p>	<ul style="list-style-type: none"> ○ State of Alaska Division of Forestry ○ City of Delta Junction ○ U.S. Army ○ State of Alaska Department of Transportation and Public Facilities ○ Salcha-Delta Soil and Water Conservation District ○ Tanana Valley Watershed Association ○ Delta Nordic Ski Club



<p>Implementation Steps</p>	<ol style="list-style-type: none"> 1. Identify landowners, request permission for trail 2. Identify and resolve hazardous waste and related cleanup issues 3. Perform trail design and layout 4. Construct trail
<p>Other Helpful Information</p>	<p>The Alaska Division of Parks and Outdoor Recreation Recreational Trails Grant Program may have funding, if the funding is continued in the next Federal Transportation Bill.</p> <p>Could talk to Alaska Division of Forestry’s Firewise program about helping clear trees for trail construction.</p> <p>Alaska Division of Forestry might be able to harvest deadfall.</p> <p>The Alaska Division of Parks and Outdoor Recreation might be willing to offer some technical landscape architects to help evaluate their site in conjunction with this site and the adjoining River Walk trails to provide for a broader range of outdoor recreational experiences.</p> <p>The park and trails provide for an opportunity to share and interpret historic information about the community.</p> <p>The trail could be used as the location of a walking prescription doctors could hand out to patients, or as a fitness or circuit training trail.</p>
<p>Comments (*)</p>	<p>Trail Class. Class 5 bicycle parameters are the best match for winter class 3 cross-country ski parameters, except for grades and cross slopes which are more like class 3 bicycle parameters</p> <p>Designed Use. The Designed Use is bicycle, but the parameters have been significantly modified to reflect winter cross-country skiing needs.</p> <p>Tread Width, Target Grade, Short Pitch Maximum, Target Cross Slope, Maximum Cross Slope, Clearing Width, and Clearing Height. Design parameters reflect the winter cross-country skiing needs.</p> <p>Note on Trail Width. A wider trail results in a wider canopy opening above the trail. With more canopy opening, falling snow more quickly covers the trail tread – a benefit to both skiers and trail groomers.</p> <p>Turning Radius. The turning radius reflects the need for winter grooming with snowmachine and a drag.</p> <p>Maintenance Frequency -Trail Opening, Logging Out and Brushing. Check trails regularly in rainy/windy weather and perform maintenance as required.</p>





DELTA RIVER WALK PARK TRAIL – WINTER DESIRED FUTURE CONDITIONS	
TOPIC	DETAILS
Trail Name	Delta River Walk Park Trail (Winter)
Trail Length	To Be Determined
Trail Rank	4th
New proposal	
Desired Trail Description and Experience	<p>No trail design or layout has been done for these proposed trails. The proposed site is located between the Richardson Highway and the Delta River across from the Delta State Recreation Site campground just north of Delta Junction. The overall desire is for the River Walk Park winter trails to be designed as beginner winter non-motorized trails for use by cross-country skiers, winter bicyclists, snowshoeing and pedestrians.</p> <p>These double lane loop winter trails will meander through 33 acres of mature spruce and birch forest, with both flat and slightly rolling terrain. These trails will be regularly groomed by snowmachine to allow for use by skiers of all ages and skill levels.</p> <p>Winter recreational activities can take place close-to-home, and provide for incredible scenic views of the Alaska Range, create a great place for out of town travelers to get out and stretch their legs and provide year round recreational activities for people camping at the nearby Delta State Recreation Site campground.</p>
Public Needs Met (Situation and Solution)	<p>An average of 41.5 inches of snow fall in Delta Junction during the winter months, yet there are currently no winter trails designed and maintained specifically for non-motorized activities. There also is no developed parkland directly adjacent to the Delta River that highlights the glorious views of the river and mountains.</p> <p>The River Walk Park Winter Trails will give residents and visitors alike an in-town park setting in which to enjoy skiing, winter biking, snowshoeing and walking on double wide trails groomed for classic skiing on one side and biking, snowshoeing or running on the other through a winter forest, with intermittent views of the Delta River and Alaska Range. The trails could be used for cross country ski events, snowshoe and winter biking events by students, the community or the region.</p>
Trail Management Objectives	
<ul style="list-style-type: none"> • Trail Type 	Winter (Snow)
<ul style="list-style-type: none"> • Trail Class 	Class 3-Developed
<ul style="list-style-type: none"> • Designed Use 	Cross country ski
<ul style="list-style-type: none"> • Managed Uses 	Cross country ski, snowshoe, pedestrian, winter bicycle
<ul style="list-style-type: none"> • Prohibited Uses 	Motorized, horse



<ul style="list-style-type: none"> Design Parameters(design parameters from USFS National Design Parameters) 	<ul style="list-style-type: none"> ○ <u>Tread Width (inches)</u>: double lane, 8'-12' with structures $\geq 3'$ ○ <u>Turning Radius (feet)</u>: 15-20' (or actual width to accommodate snow machine and drag)* ○ <u>Design Surface</u>: May receive occasional machine grooming for snow compaction and track setting. No protrusions. No obstacles if machine groomed. ○ <u>Target Grade (%)</u>:2%-10% ○ <u>Short Pitch Maximum (%)</u>(up to200' lengths): 15%* ○ <u>Target Cross-Slope (%)</u>:0%-5% ○ <u>Maximum Cross Slope(%)</u>: 15% ○ <u>Clearing Width (inches)</u>:6'-10', light vegetation may encroach into clearing area ○ <u>Clearing Height (feet above normal maximum snow level)</u>:8' or height of grooming equipment <p>*See comments section</p>
<ul style="list-style-type: none"> Maintenance Frequency 	<ul style="list-style-type: none"> ○ <u>Trail Opening</u>: 1 x per year * ○ <u>Tread Repair</u>: 1 x per year, or as needed after severe weather events ○ <u>Drainage Cleanout</u>: As needed during fall, winter or spring thaw or severe weather events ○ <u>Logging Out</u>: 1 x per year* ○ <u>Brushing</u>: 1 x per year* ○ <u>Snow Trail Grooming</u>: Weekly snow machine grooming needed for snow compaction or after every major snowfall approximately 15 X per year <p>* See comments section</p>
<p>Landownership</p>	<ul style="list-style-type: none"> ○ The current landowner is the State of Alaska, but the City of Delta Junction through its municipal entitlements has requested ownership of the property. ○ The old dumpsite is now currently DNR State of Alaska land and is not going to the city. ○ Trail easement needs to be obtained from landowner.
<p>Support Facilities</p>	<p>Existing:</p> <ul style="list-style-type: none"> ○ None <p>site:</p> <ul style="list-style-type: none"> ○ Parking (location To Be Determined) ○ Restrooms ○ Garbage collection ○ Picnic area/shelter ○ Trail maps and signs
<p>Estimated Costs</p>	<ul style="list-style-type: none"> ○ See Appendix D
<p>Concerns</p>	<ul style="list-style-type: none"> ○ Prevent access to trails by motorized vehicles (except for official maintenance purposes) ○ Leave as many trees as possible to reduce potential for windfall trees ○ The property is an old dump and shooting range, so will need to research Alaska Department of Environmental Conservation grants (and other funding) for hazardous waste cleanup.
<p>Potential Partners</p>	<ul style="list-style-type: none"> ○ Alaska Division of Forestry ○ City of Delta Junction ○ U.S. Army ○ Alaska Department of Transportation and Public Facilities ○ Salcha-Delta Soil and Water Conservation District ○ Tanana Valley Watershed Association ○ Delta Nordic Ski Club
<p>Implementation Steps</p>	<ol style="list-style-type: none"> 1. Raise funds for winter grooming 2. Manage grooming program



<p>Comments (*)</p>	<p>Note on Trail Width. A wider trail results in a wider canopy opening above the trail. With more canopy opening, falling snow more quickly covers the trail tread – a benefit to both skiers and trail groomers.</p> <p>Short pitch maximum 15% necessary for bicyclists.</p> <p>Turning Radius. The turning radius reflects the need for winter grooming with snowmachine and a drag.</p> <p>Maintenance Frequency - Trail Opening, Logging Out and Brushing. If the summer maintenance did not resolve these issues, early winter maintenance is required.</p>
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