

**OPEN SPACE ADVISORY COMMITTEE
and
PARKS AND RECREATION COMMISSION
STAFF REPORT**

MEETING DATE: August 17, 2015

AGENDA ITEM NUMBER: 3A

STAFF: Ann Bollinger, Open Space Administrator

REQUEST: **For Possible Action:** To approve letters of support to the Bureau of Land Management, U.S. Forest Service and Nevada Division of State Parks regarding trail projects and to authorize the signatures from the Chairman of the Open Space Advisory Committee and the Parks and Recreation Commission.

GENERAL DISCUSSION: Attached, members will see three draft letters – one addressed to the Bureau of Land Management, one to the U.S. Forest Service, and one to the Nevada Division of State Parks. As a partner to design, build, and maintain trails in Carson City, Muscle Powered is requesting letters of support to the respective agencies to encourage trail development and designation throughout Carson City. The trail projects are identified in the Unified Pathways Master Plan (UPMP).

RECOMMENDED ACTION: I move to approve letters of support to the Bureau of Land Management, U.S. Forest Service and Nevada Division of State Parks regarding trail projects and to authorize a signature from the Chairman of the Open Space Advisory Committee.

I move to approve letters of support to the Bureau of Land Management, U.S. Forest Service and Nevada Division of State Parks regarding trail projects and to authorize a signature from the Chairman of the Parks and Recreation Commission.

August 17, 2015

Leon Thomas
Sierra Front Field Office Manager
BLM Carson City District Office
5665 Morgan Mill Road
Carson City, NV 89701

Re: Support for Muscle Powered's Trail Projects: Centennial Park Trails

Dear Mr. Thomas,

Please accept our letter of support from Carson City's Open Space Advisory Committee and Parks and Recreation Commission for Muscle Powered's proposed Centennial Park Trail Project.

In addition to being desired by many trail users, the connectivity between trails and trail networks benefits all users and enables longer excursions along these routes. Not only will these projects improve the outdoor recreational opportunities in Carson City, but they are consistent with Carson City's Unified Pathway Master Plan (UPMP).

Muscle Powered recently completed a seven-mile single-track trail on the west side of Carson City (Ash to Kings Trail), in partnership with the City of Carson City and the U.S. Forest Service. They have demonstrated a commitment towards trained personnel, hard work, and adherence to trail standards. We hope you'll agree that they will be a quality partner on this project.

Thank you for your consideration on this proposal.

Sincerely,

Bruce Scott
Chairman
Open Space Advisory Committee

Brett Long
Chairman
Parks and Recreation Commission

Centennial Park Trails Purpose and Need

A Muscle Powered Proposed Trail
August 3rd, 2015

The BLM lands along the northern corridor of the Highway 50 on the east side of Carson City are very popular with recreational trail user groups. The singletrack trails east of Centennial Park see use from the mountain bike and hiking/running user groups, and moderate equestrian use. Unfortunately these are non-system and unmanaged trails close to the Carson City metropolitan area. One of the problems with non-system and unmanaged trails is lack of maintenance. Trails without a minimum of maintenance will eventually fail, causing erosion, tread creep and additional trails.

Due to the desire for connection between trails in the area, unauthorized trails were created many years ago. Known informally as *Centennial Park Trails*, it uses a mix of old jeep/bulldozer routes and primitive, user created trail. Most users access the trail from Centennial Park's east parking lot, though some users access the area from Linehan Rd in Mound House.

Most of these non-system trails are sustainable but a few do not meet sustainable trail standards. And with the recent heavy rainfall in the area the trails are in severe need of maintenance. From a management perspective, these trails present environmental and resource concerns and create potential Search and Rescue difficulties due to the undocumented locations of these trails.

We are seeking to adopt the *Centennial Park Trails* as BLM System Trails and improve the trail to USFS/IMBA trail construction and maintenance standards for public non-motorized access and resource protection. The project also includes trail signage with public input for trail identification. This would create an authorized and sustainable trail system which can then be used in the future to connect to regional resources (Washoe Lake State Park, McLellan Pk and Virginia City).

Another issue is promotion and special events. Carson City is unable to promote non-system trails, and race organizers are unable to hold events on non-system trails. A regional race organization has formed in Reno and Incline village, NV. There is a desire by regional bicycle racing organizers to formalize these trails so that they have a legal location to hold races. The National Interscholastic Cycling Association (NICA) develops interscholastic mountain biking programs for student-athletes across the United States. NICA provides leadership, services and governance for local leagues to produce quality mountain bike events, and supports every student-athlete in the development of strong body, strong mind and strong character through their efforts on the bike. The Centennial Park trails offer the type of race course ideal for these young mountain bikers.

Since the current use of this trail system is primarily mountain bikers and runners we feel this is an ideal location and situation to construct trails designed for mountain bike and running use without excluding other non-motorized users. This is an opportunity to build a high quality trail for mountain bikers and runners utilizing both the natural features already present. Trail "best management practices" will be used to maintain the trail with grade reversals for drainage and sustainable trail grades. The additional maintenance demand of these proposed trails is expected to be minimal due to the newer sustainable building standards that require less time and money to maintain. We are also committed to long term maintenance of this trail system.

Muscle Powered is the ideal group to spearhead this project. We were the lead group instrumental for bringing together many partners to build the Ash to Kings trail, a 7 mile section of trail in the foothills of Carson City. Within one year of our completion of this project Carson City was approached by a national race promoter and a 5 year contract has now been signed to hold a multi-day mountain bike race in Carson City; the Ash-Kings trail will be utilized in this race.

We have shown dedication to the Humboldt-Toiyabe National Forest and Carson City through trail construction days as well as constructing one bridge across North Kings Canyon Creek. The contribution made by Muscle Powered under our Volunteer Services Agreement with the Humboldt-

Toiyabe National Forest and our Cooperative Agreement with Carson City for the last three years has exceeded 3700 volunteer hours. We are prepared to utilize a similar model for the construction and rehabilitation required for this project as well as to ensure the long term maintenance.

Attached is our proposal to replace the unauthorized trails (where needed) with a sustainable trail that will provide for the recreation needs of the current users. This would be paid for using funds donated by the trail community, in-kind donations and grants. This project provides an opportunity for private individuals, community organizations, and government entities to become involved in a constructive partnership, which can serve as a model for future projects.

In summary, this project would:

1. 1) Promote the use of authorized trails and discourage user created trail construction.
2. 2) Increase the quality and quantity of outdoor recreational opportunities in the area.
3. 3) Appease the desire for quality non-motorized multi-use trails.
4. 4) Protect the environment by restoring unauthorized created trails to natural habitat.

Description of Project

The Centennial Trails include approximately 7 miles of single-track social trails used by the public on BLM land east of Centennial Park (Fig 1). Although these trails have been used for over 20 years, they are not formally in the BLM trails system and are in need of maintenance and local realignment for sustainability. The project area is east of Centennial Park, north of Highway 50E and approximately 1700ft west of Linehan Road in Mound House. Approximately 1.5 miles of the existing trails are in need of re-alignment for sustainability.

In June 2015 Eagle Valley Trail Committee (EVTC) members conducted a trail evaluation of the Centennial Park Trails. Trails were evaluated for sustainability using a variety of methods, the results of which can be found in the supporting document (Fig 2).

All of the trails in the project area need to be out-sloped to promote sheet flow, and the following trails need realignment in some sections: CP002, CP004, CP006, CP007 and CP008. CP018 should be removed and the area rehabilitated and naturalized (Fig 1).

PROPOSED PROJECT GOALS

- Improve non-motorized recreational opportunities.
- Protect natural and cultural resources by mitigating erosion through improved trail design standards, construction and maintenance.
- Promote connectivity to existing trailheads and existing trails.
- Provide both local recreational and tourism opportunities.
- Curtail unauthorized trail construction and associated resource damage.

Access

The trails are accessed at the east end of Centennial Park. The park has parking areas, restrooms and trash cans which are ideal for a trailhead. The area is also accessed from Linehan Rd in Lyon County.

Relation to Existing Trails

The trails are existing single-track social trails and connect with a myriad of existing double-track trails including BLM system unpaved roads on BLM and Carson City land. The trails and roads connect to the Goni Canyon area and into Washoe Lake State Park.

Trail Users

The Centennial Park Trails will be open to all non-motorized uses including hikers, runners, mountain bikers and equestrians.

Relation to Existing Plans

United Pathways Master Plan (UPMP)

The proposed Centennial Trails are identified in the UPMP as a proposed off-street, unpaved single track and double track (Fig 2)

BLM Management Plans

The project area is within the BLM Carson City District comprehensive Resource Management Plan currently in the EIS process.

Centennial Park Trails

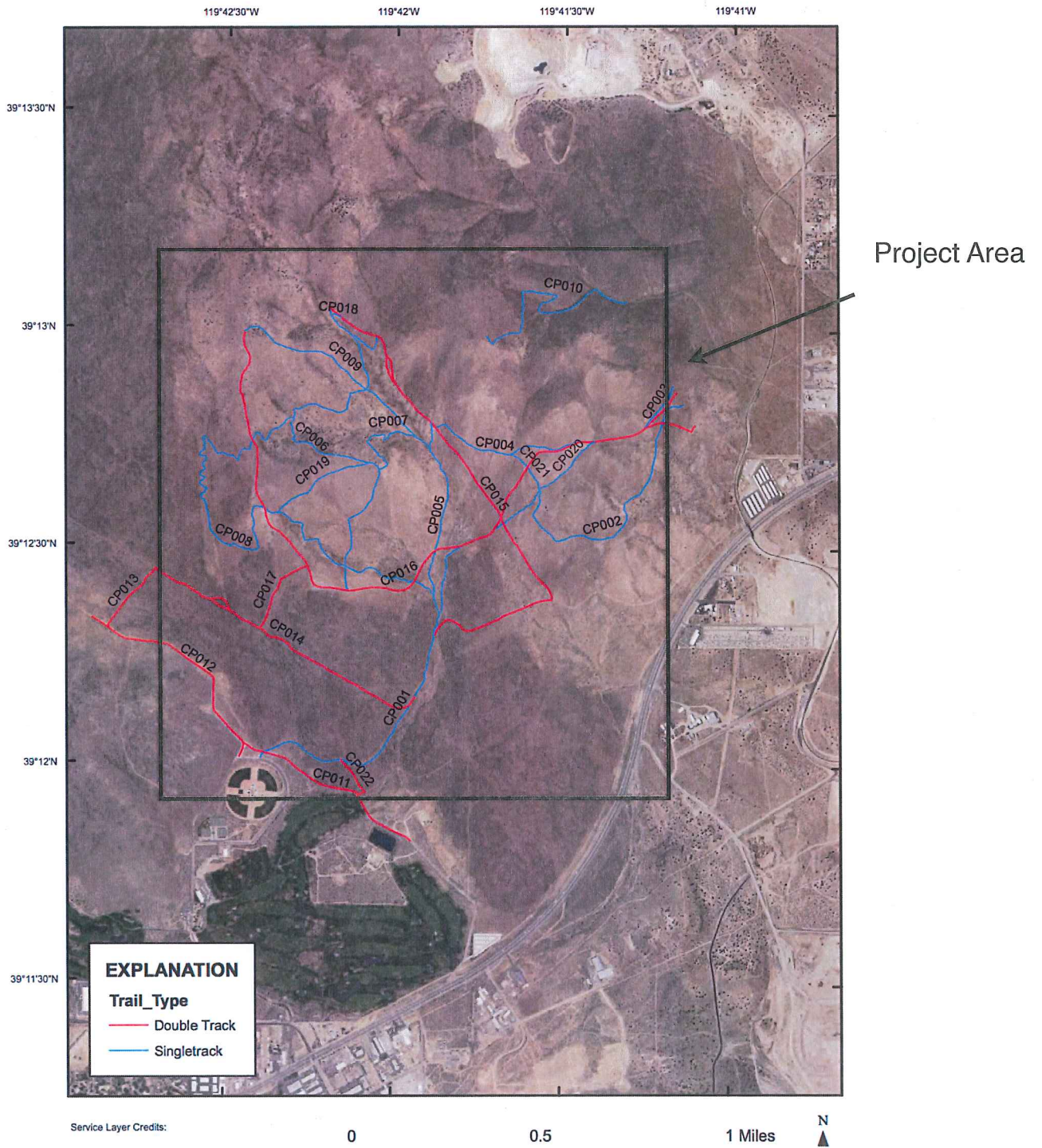
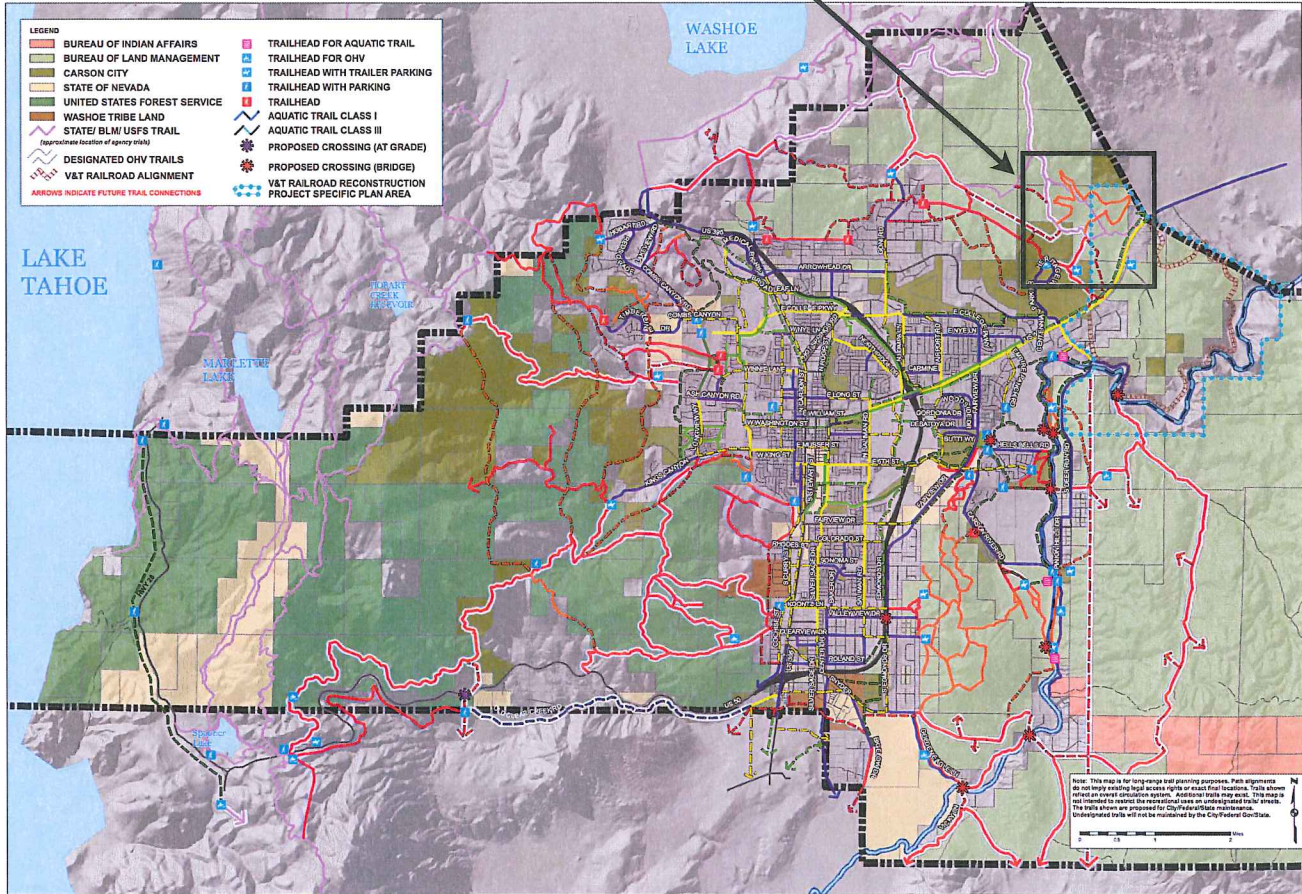


Figure 1 - Project Map

Project Area



**UNIFIED PATHWAYS
MASTER PLAN**
CARSON CITY,
NEVADA



Adopted - April 6, 2006
Revised - March 15, 2007 / Incorporation
of Carson River Aquatic Trail.



Unified Pathways Master Plan

August 17, 2015

Irene Davidson
District Ranger, Carson Ranger District
Humboldt-Toiyabe National Forest
1536 South Carson Street
Carson City, NV 89701

Re: Support for Muscle Powered's Trail Projects: Proposed Capital to the Tahoe Rim Trail (TRT)/Hobart Reservoir Trail and the Proposed Lincoln Highway Bypass Trail.

Dear Ms. Davidson,

Please accept our letter of support from Carson City's Open Space Advisory Committee and Parks and Recreation Commission for Muscle Powered's proposed Capital to the Tahoe Rim Trail (TRT)/Hobart Reservoir Trail and the Proposed Lincoln Highway Bypass Trail.

In addition to being desired by many trail users, the connectivity between trails and trail networks benefits all users and enables longer excursions along these routes. Not only will these projects improve the outdoor recreational opportunities in Carson City, but they are consistent with Carson City's Unified Pathway Master Plan (UPMP).

Muscle Powered has worked with the U.S Forest Service, Carson Ranger District and the City of Carson City on the Ash to Kings Trail. We hope you'll agree that they were a quality partner on this project and will continue to be a quality partner into the future.

Thank you for your consideration on these proposals.

Sincerely,

Bruce Scott
Chairman
Open Space Advisory Committee

Brett Long
Chairman
Parks and Recreation Commission

Proposed Capital to TRT/Hobart Reservoir Non-motorized Multi-use Trail

Purpose and Need

A Muscle Powered Proposed Trail

August 2, 2015

Description of Project

Muscle Powered is proposing to build and maintain a multi-phase project of new construction connecting Nevada's State Capital to Lake Tahoe Nevada State Park, Backcountry. Phase 1 will generally run east-west between the highest elevation point on the Ash to Kings Trail (6,700 ft), and in approximately 10.3 miles connect to Hobart Road/Laxalt Flat in Lake Tahoe Nevada State Park, approximately 300ft north of the intersection with the Tahoe Rim Trail (TRT)(8,200 ft). Phase 2 will connect at Hobart Road on the east side of Hobart Reservoir, generally run north-south, and in approximately 3.5 miles connect to the proposed Capital to TRT Trail near the intersection of upper Ash Canyon Road and an old road the proposed trail utilizes (8,300 ft)(Fig 1). The trail will allow non-motorized users a regional connection from Eagle Valley to the popular TRT in Lake Tahoe Nevada State Park and Carson City's high country reservoir and provide trail users a variety of loop options (Fig 2). The proposed trail is entirely on public land managed by the Humboldt-Toiyabe National Forest, Carson Ranger District, and Nevada State Parks. The trail will be single-track for non-motorized use only, with an emphasis on mountain biking, but also accessible for pedestrian and equestrian use. The trail avoids stream crossings and other sensitive areas, though to avoid private property the alignment is routed through a wetland area which will require the construction of a causeway. Approximately 2 miles of the proposed alignment is on existing roads. Average trail grade is 6%.

PROPOSED PROJECT GOALS

- Improve non-motorized recreational opportunities.
- Protect natural and cultural resources by mitigating erosion through improved trail design standards, construction and maintenance.
- Promote connectivity to existing trailheads and existing trails.
- Provide both local recreational and tourism opportunities.

- Provide high quality community-based trail stewardship opportunities and experiences.

Proposed Trail Route Description

Access

The western proposed trail access is at the the intersection of the Tahoe Rim Trail and Hobart Road in Lake Tahoe Nevada State Park on the northeast side of Marlette Lake near 8,200 ft. The eastern trail access is located near the middle of the Ash to Kings Trail near 6,700 ft. The trail off of the Capital to TRT connector to Hobart Reservoir will connect at Hobart Road on the east side of reservoir near 7,500 ft. Each of these trails can be accessed in several locations.

Relation to Existing Trails

The Ash to Kings Trail leads to the eastern end of the proposed Capital to TRT/Hobart Reservoir Trail. Trail users will capitalize on the elevation gained to attain the proposed trail junction location. There are several existing roads that will be incorporated into the trail. The trail will avoid sensitive meadow areas in the State Park. The trail will allow users to connect to upper Ash Canyon Road and access Hobart Reservoir, Snow Valley Peak, the world famous Flume Trail, Sunflower Hill Trail, Snapdragon Trail, and the future Turkey Ridge trail system, all in Lake Tahoe Nevada State Park (Fig 2).

Trail Users

The proposed Capital to TRT/Hobart Reservoir Trail will be open to all non-motorized users including runners, hikers, mountain bikers and equestrians. The trail design and moderate trail grade will provide access to Carson City's backcountry and be accessible to novice trail users and a challenge for more experienced outdoor enthusiasts.

Relation to Existing Plans

United Pathways Master Plan (UPMP)

The proposed Capital to TRT/Hobart Reservoir Trail is generally identified in the UPMP as a proposed off-street, unpaved single track (Fig 3). Though a high country loop trail is not identified on the UPMP we feel that with 1.5 miles of existing road beds, the relatively minimal effort to connect these roads, and the close proximity to the Tahoe Rim Trail, it is advantageous to slightly deviate from the UPMP to provide Carson City residents and visitors multiple loop options in areas that very few people have experienced.

Forest Service Travel Management Plans

The proposed trail project is within the area considered in the Toiyabe National Forest Clear Creek/Kings Canyon Travel Management Plan. The *Clear Creek Kings Canyon Travel Management Plan Environmental Assessment* (EA) describes the recreational needs in this area: "Recreation use is high as a result of the area's proximity to Carson City and Douglas County. The residents of the Carson Front Range and out-of-town visitors are requesting public

access to more recreation opportunities. Hence, there is a need for additional looping trails systems and trailheads.”

While this particular trail is not included in that plan, it is consistent with the goals of the plan in that it will be a component of a “looping trail system and trailhead.” In a section covering non-motorized recreation, the EA says, “The Clear Creek/Kings Canyon area is a popular recreation area for residents of Carson City who hunt, mountain bike, hike, picnic, camp, cross-country ski and fish in the area. The higher elevation country offers outstanding recreation opportunities that attract national and international visitors.” The EA goes on to say that “*there is a need for additional single-track non-motorized trails within the project area.*” (emphasis added).

Trail Construction Standards

All approved Projects shall meet USFS Standard Specifications for Construction & Maintenance of Trails including:

- 18”- 36” full bench construction
- Average trail grade should be 10% or less.
- Maximum trail grade (15%) for very short sections (100’ or less).
- Trail Grade should not exceed 1/2 of Side Slope Grade
- Bench Cut Outslope- Minimum 2%-6% out slope on bench cut
- Bench Cut Material on down slope to be thoroughly dispersed.
- Grade reversals or grade breaks every 100-200’ maximum spacing

Funding

Project will be funded through grants, community fundraising and in-kind donations.

Construction

The proposed trail will be completed in two phases. Phase 1 will connect to the TRT, while phase 2 will connect to Hobart Reservoir.

Trail construction will be accomplished by utilizing machine and hand built labor through a combination of volunteer and professional services.

Project Estimated Cost

Phase 1

EA + review (CE)

Environmental Assessment - \$64,627

Construction

Hand Built - \$430,848

Machine Built -\$269,280

Signage - \$1000

Total

Hand Built \$496,475

or

Machine Built \$334,907

Phase 2

EA + review (CE)

Environmental Assessment - \$20,275

Construction

Hand Built - \$135,168

Machine Built -\$84,480

Signage - \$500

Total

Hand Built \$155,943

or

Machine Built \$105,255

Phase 1 & 2 Estimated Total

Hand Built - \$652,418 + 15% Contingency (\$97,862) = **\$750,280**

Machine Built - \$440,162 + 15% Contingency (\$66,024) = **\$506,186**

Timeline

2015 - Project submitted to USFS.

2016 - Begin NEPA process.

2017 - USFS NEPA review/project approval.

2018 - Project work begins.

2020 - Fall - Phase one complete

2021 - Fall - Phase two complete

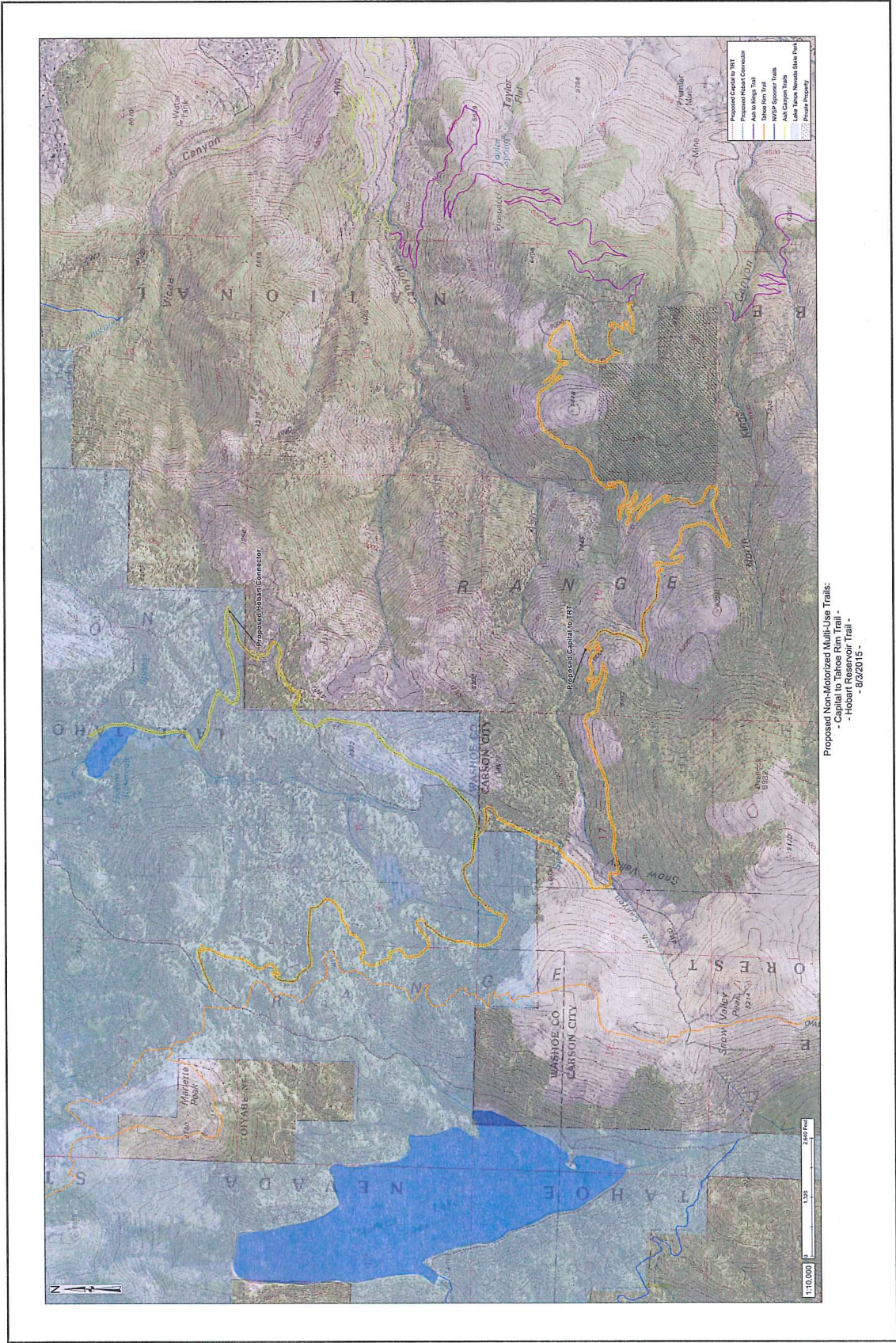


Figure 1 - Project Map

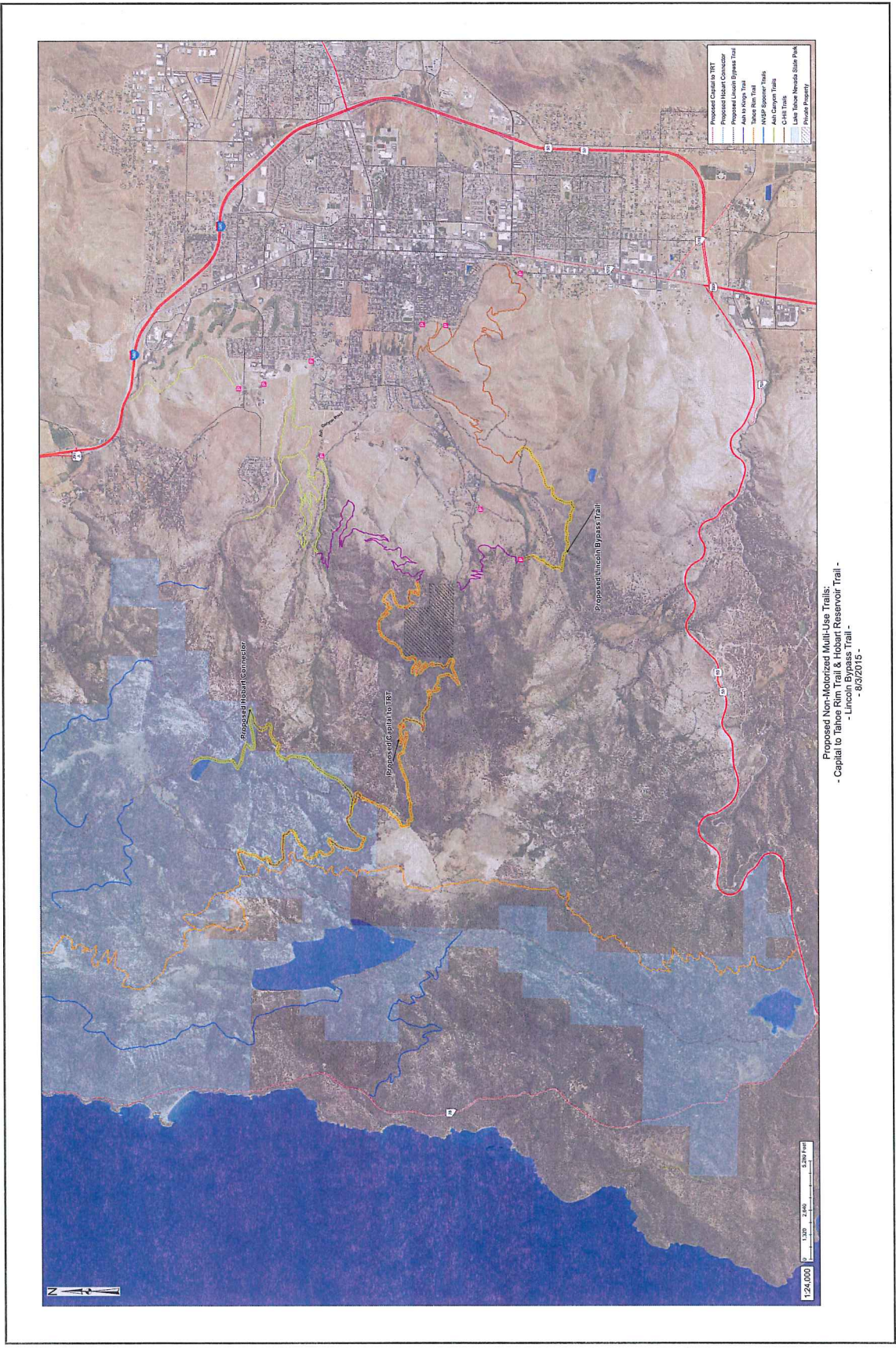
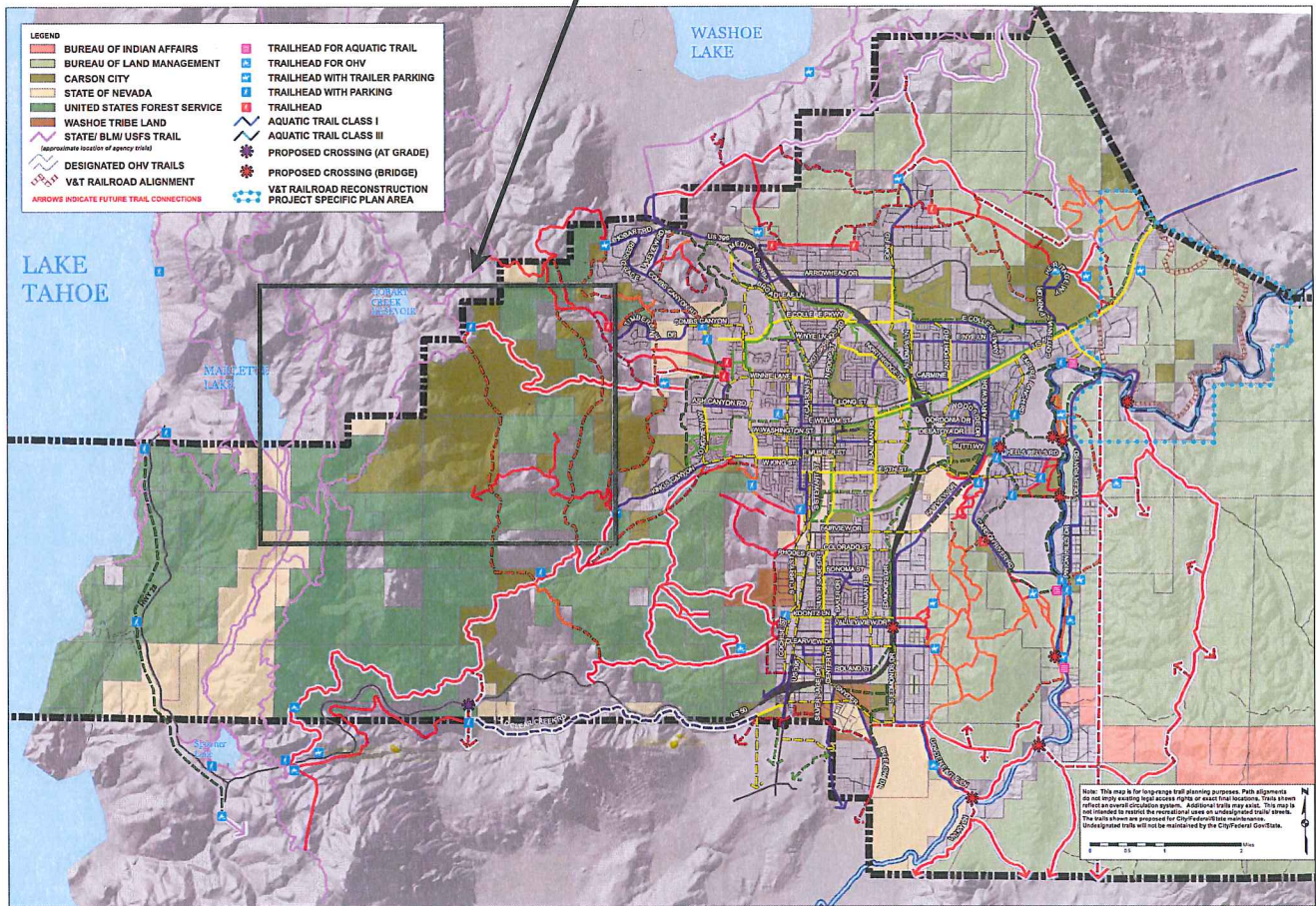


Figure 2 - Project Overview

Project Area



**UNIFIED PATHWAYS
MASTER PLAN**
CARSON CITY,
NEVADA



Adopted - April 6, 2006
Revised - March 16, 2017 / Incorporation
of Carson River Aquatic Trail.
WINSTON
ANSALINI
envision
CARSON CITY

Figure 3- Unified Pathways Master Plan

Proposed Lincoln Highway Bypass Non-motorized Multi-use Trail Purpose and Need

A Muscle Powered Proposed Trail
July 1, 2015

Description of Project

Muscle Powered is proposing to build and maintain the proposed Lincoln Highway Bypass Trail. The trail will run east-west between the southern access point for the Ash to Kings Trail and the existing Lincoln Bypass Trail access point at the intersection of Longview Way and Kings Canyon Road in the Carson Range in western Carson City (Fig 1). The proposed trail is entirely on public land managed by the Humboldt-Toiyabe National Forest, Carson Ranger District and Carson City . The trail will be single-track for non-motorized use only, with an emphasis on mountain biking, but also accessible for pedestrian and equestrian use. The proposed trail is 4 miles long and includes two miles of existing non-system single-track and two miles of new single-track trail. The trail avoids sensitive areas (Borda Meadows). The non-system trail will be included in the environmental studies required by the land manager in an effort to bring the trail into the system.

PROPOSED PROJECT GOALS

- Improve non-motorized recreational opportunities.
- Protect natural and cultural resources by mitigating erosion through improved trail design standards, construction and maintenance.
- Promote connectivity to existing trailheads and existing trails.
- Provide both local recreational and tourism opportunities.

Proposed Trail Route Description

Access

The western proposed trail access is at the southern trailhead for the Ash to Kings Trail on Kings Canyon Road at 6,100 ft elevation. The eastern trail access (not included in the UPMP) is located at a small informal parking area on Kings Canyon Road just north of Longview Way.

Relation to Existing Trails

There is an existing 2 mile single-track non-system trail known as the Longview Trail that begins at Kings Canyon Road at 5,540 ft and extends southwest to a ridge and terminates at USFS Rd 21540. The trail would be extended approximately 2 miles to the west to connect to the existing

Ash to Kings Trail at 6,100 ft. (Fig 1). The proposed Lincoln Bypass trail will take users off of the paved Kings Canyon road or the existing double-track dirt roads which exceed the useable grade for bikers and hikers, providing trail users backcountry access just two miles from the State Capital.

The proposed trail will connect the urban area to the wildland trails and avoids sensitive habitat (Borda Meadows) and private land (Fig 2).

Trail Users

The Lincoln Bypass trail will be open to all non-motorized users including runners, hikers, mountain bikers and equestrians. The trail design and moderate trail grade will provide access to Carson City's backcountry and be accessible to novice trail users and a challenge for more experienced outdoor enthusiasts.

Relation to Existing Plans

United Pathways Master Plan (UPMP)

The proposed Lincoln Bypass Trail is identified in the UPMP as a proposed off-street, unpaved single track (Fig 3).

Forest Service Travel Management Plans

The project is within the area considered in the Toiyabe National Forest Clear Creek/Kings Canyon Travel Management Plan. The *Clear Creek Kings Canyon Travel Management Plan Environmental Assessment* (EA) describes the recreational needs in this area: "Recreation use is high as a result of the area's proximity to Carson City and Douglas County. The residents of the Carson Front Range and out-of-town visitors are requesting public access to more recreation opportunities. Hence, there is a need for additional looping trails systems and trailheads."

While this particular trail is not included in that plan, it is consistent with the goals of the plan in that it will be a component of a "looping trail system and trailhead." In a section covering non-motorized recreation, the EA says, "The Clear Creek/Kings Canyon area is a popular recreation area for residents of Carson City who hunt, mountain bike, hike, picnic, camp, cross-country ski and fish in the area. The higher elevation country offers outstanding recreation opportunities that attract national and international visitors." The EA goes on to say that "*there is a need for additional single-track non-motorized trails within the project area.*" (emphasis added)

Trail Construction Standards

All approved Projects shall meet USFS Standard Specifications for Construction & Maintenance of Trails including:

- 18"- 36" full bench construction

- Average trail grade should be 10% or less.
- Maximum trail grade (15%) for very short sections (100' or less).
- Trail Grade should not exceed 1/2 of Side Slope Grade
- Bench Cut Outslope- Minimum 2%-6% out slope on bench cut
- Bench Cut Material on down slope to be thoroughly dispersed.
- Grade reversals or grade breaks every 100-200' maximum spacing.

Funding

Project will be funded through grants, community fundraising and in-kind donations.

Construction

Trail construction will be accomplished by utilizing machine and hand built labor through a combination of volunteer and professional services.

Project Estimate Cost

EA + Review

Environmental Assessment - **\$18,000**

Construction

Hand Built - **\$84,480**

Machine Built - **\$52,800**

Signage - **\$500**

Total

Hand Built - \$102,980 + 15% Contingency (\$15,447) = **\$118,447**

or

Machine Built - \$71,300 + 15% Contingency (\$10,695) = **\$81,995**

Timeline

2015 - Project submitted to USFS.

2016 - Begin NEPA process.

2017 - USFS NEPA review/project approval.

2018 - Project work begins.

2019 - Project complete

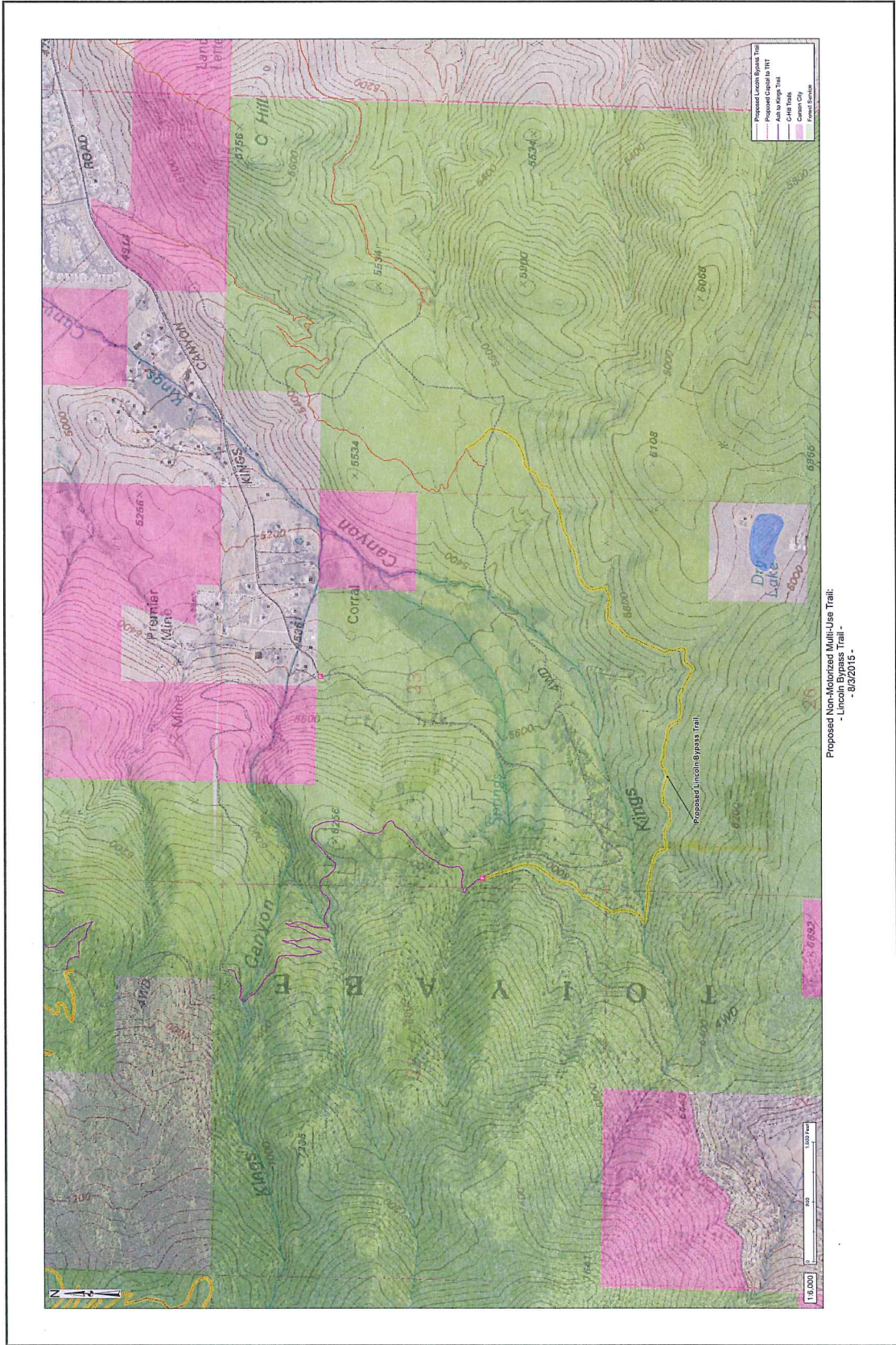


Figure 1 Project Map

Project Area

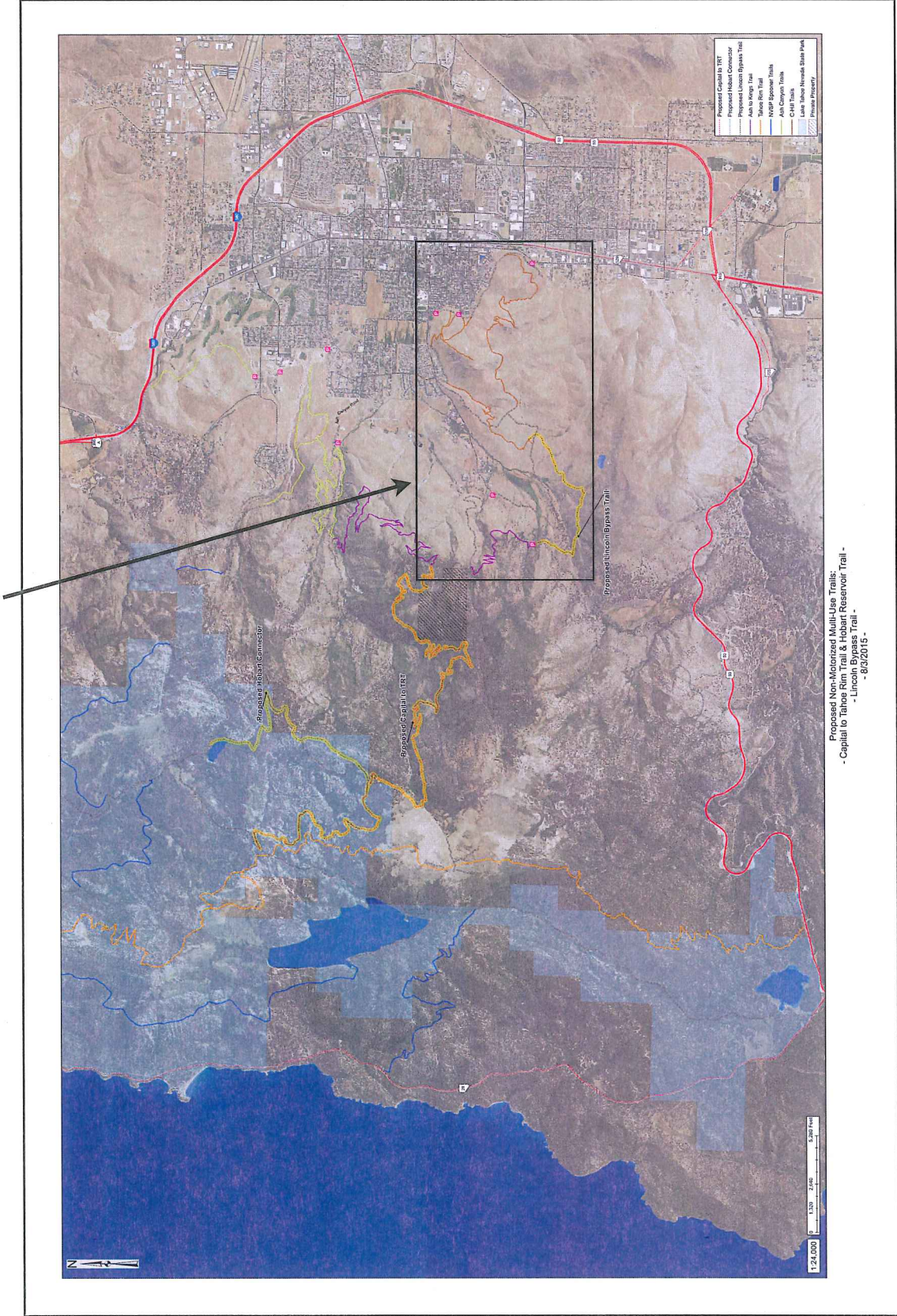
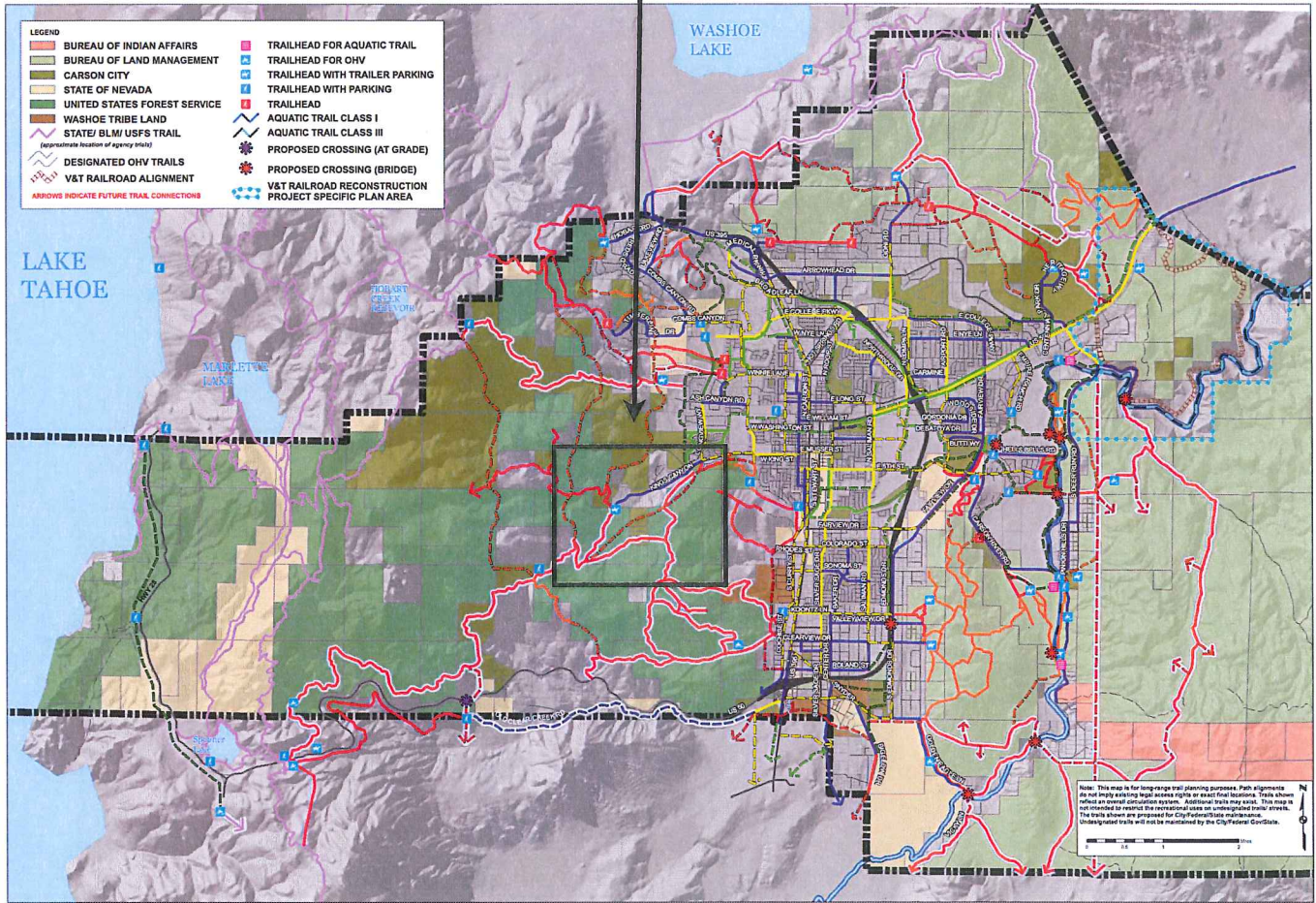
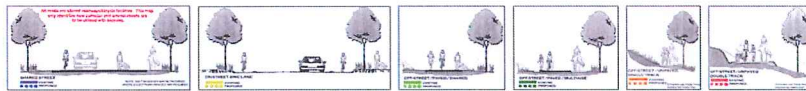


Figure 2 - Project Overview

Project Area



**UNIFIED PATHWAYS
MASTER PLAN**
CARSON CITY,
NEVADA



Adopted - April 8, 2006
Revised - March 15, 2007 / incorporation
of Carson River Aquatic Trail

Figure 3 - Unified Pathways Master Plan

August 17, 2015

Jay Howard
Park Supervisor
Nevada Division of State Parks
901 S. Stewart Street, Suite 5005
Carson City, NV 89701

Re: Support for Muscle Powered's Trail Projects: Proposed Capital to the Tahoe Rim Trail (TRT)/Hobart Reservoir Trail.

Dear Mr. Howard,

Please accept our letter of support from Carson City's Open Space Advisory Committee and Parks and Recreation Commission for Muscle Powered's proposed Capital to the Tahoe Rim Trail (TRT)/Hobart Reservoir Trail.

In addition to being desired by many trail users, the connectivity between trails and trail networks benefits all users and enables longer excursions along these routes. Not only will these projects improve the outdoor recreational opportunities in Carson City, but they are consistent with Carson City's Unified Pathway Master Plan (UPMP).

Muscle Powered recently completed a seven-mile single-track trail on the west side of Carson City (Ash to Kings Trail), in partnership with the City of Carson City and the U.S. Forest Service. They have demonstrated a commitment towards trained personnel, hard work, and adherence to quality trail standards. We hope you'll agree that they will be a quality partner on this project.

Thank you for your consideration on this proposal.

Sincerely,

Bruce Scott
Chairman
Open Space Advisory Committee

Brett Long
Chairman
Parks and Recreation Commission

Proposed Capital to TRT/Hobart Reservoir Non-motorized Multi-use Trail

Purpose and Need

A Muscle Powered Proposed Trail

August 2, 2015

Description of Project

Muscle Powered is proposing to build and maintain a multi-phase project of new construction connecting Nevada's State Capital to Lake Tahoe Nevada State Park, Backcountry. Phase 1 will generally run east-west between the highest elevation point on the Ash to Kings Trail (6,700 ft), and in approximately 10.3 miles connect to Hobart Road/Laxalt Flat in Lake Tahoe Nevada State Park, approximately 300ft north of the intersection with the Tahoe Rim Trail (TRT)(8,200 ft). Phase 2 will connect at Hobart Road on the east side of Hobart Reservoir, generally run north-south, and in approximately 3.5 miles connect to the proposed Capital to TRT Trail near the intersection of upper Ash Canyon Road and an old road the proposed trail utilizes (8,300 ft)(Fig 1). The trail will allow non-motorized users a regional connection from Eagle Valley to the popular TRT in Lake Tahoe Nevada State Park and Carson City's high country reservoir and provide trail users a variety of loop options (Fig 2). The proposed trail is entirely on public land managed by the Humboldt-Toiyabe National Forest, Carson Ranger District, and Nevada State Parks. The trail will be single-track for non-motorized use only, with an emphasis on mountain biking, but also accessible for pedestrian and equestrian use. The trail avoids stream crossings and other sensitive areas, though to avoid private property the alignment is routed through a wetland area which will require the construction of a causeway. Approximately 2 miles of the proposed alignment is on existing roads. Average trail grade is 6%.

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- Improve non-motorized recreational opportunities.
- Protect natural and cultural resources by mitigating erosion through improved trail design standards, construction and maintenance.
- Promote connectivity to existing trailheads and existing trails.
- Provide both local recreational and tourism opportunities.

- Provide high quality community-based trail stewardship opportunities and experiences.

Proposed Trail Route Description

Access

The western proposed trail access is at the the intersection of the Tahoe Rim Trail and Hobart Road in Lake Tahoe Nevada State Park on the northeast side of Marlette Lake near 8,200 ft. The eastern trail access is located near the middle of the Ash to Kings Trail near 6,700 ft. The trail off of the Capital to TRT connector to Hobart Reservoir will connect at Hobart Road on the east side of reservoir near 7,500 ft. Each of these trails can be accessed in several locations.

Relation to Existing Trails

The Ash to Kings Trail leads to the eastern end of the proposed Capital to TRT/Hobart Reservoir Trail. Trail users will capitalize on the elevation gained to attain the proposed trail junction location. There are several existing roads that will be incorporated into the trail. The trail will avoid sensitive meadow areas in the State Park. The trail will allow users to connect to upper Ash Canyon Road and access Hobart Reservoir, Snow Valley Peak, the world famous Flume Trail, Sunflower Hill Trail, Snapdragon Trail, and the future Turkey Ridge trail system, all in Lake Tahoe Nevada State Park (Fig 2).

Trail Users

The proposed Capital to TRT/Hobart Reservoir Trail will be open to all non-motorized users including runners, hikers, mountain bikers and equestrians. The trail design and moderate trail grade will provide access to Carson City's backcountry and be accessible to novice trail users and a challenge for more experienced outdoor enthusiasts.

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While this particular trail is not included in that plan, it is consistent with the goals of the plan in that it will be a component of a “looping trail system and trailhead.” In a section covering non-motorized recreation, the EA says, “The Clear Creek/Kings Canyon area is a popular recreation area for residents of Carson City who hunt, mountain bike, hike, picnic, camp, cross-country ski and fish in the area. The higher elevation country offers outstanding recreation opportunities that attract national and international visitors.” The EA goes on to say that “*there is a need for additional single-track non-motorized trails within the project area.*” (emphasis added).

Trail Construction Standards

All approved Projects shall meet USFS Standard Specifications for Construction & Maintenance of Trails including:

- 18”- 36” full bench construction
- Average trail grade should be 10% or less.
- Maximum trail grade (15%) for very short sections (100’ or less).
- Trail Grade should not exceed 1/2 of Side Slope Grade
- Bench Cut Outslope- Minimum 2%-6% out slope on bench cut
- Bench Cut Material on down slope to be thoroughly dispersed.
- Grade reversals or grade breaks every 100-200' maximum spacing

Funding

Project will be funded through grants, community fundraising and in-kind donations.

Construction

The proposed trail will be completed in two phases. Phase 1 will connect to the TRT, while phase 2 will connect to Hobart Reservoir.

Trail construction will be accomplished by utilizing machine and hand built labor through a combination of volunteer and professional services.

Project Estimated Cost

Phase 1

EA + review (CE)

Environmental Assessment - \$64,627

Construction

Hand Built - \$430,848

Machine Built - \$269,280

Signage - \$1000

Total

Hand Built \$496,475

or

Machine Built \$334,907

Phase 2

EA + review (CE)

Environmental Assessment - \$20,275

Construction

Hand Built - \$135,168

Machine Built - \$84,480

Signage - \$500

Total

Hand Built \$155,943

or

Machine Built \$105,255

Phase 1 & 2 Estimated Total

Hand Built - \$652,418 + 15% Contingency (\$97,862) = **\$750,280**

Machine Built - \$440,162 + 15% Contingency (\$66,024) = **\$506,186**

Timeline

2015 - Project submitted to USFS.

2016 - Begin NEPA process.

2017 - USFS NEPA review/project approval.

2018 - Project work begins.

2020 - Fall - Phase one complete

2021 - Fall - Phase two complete

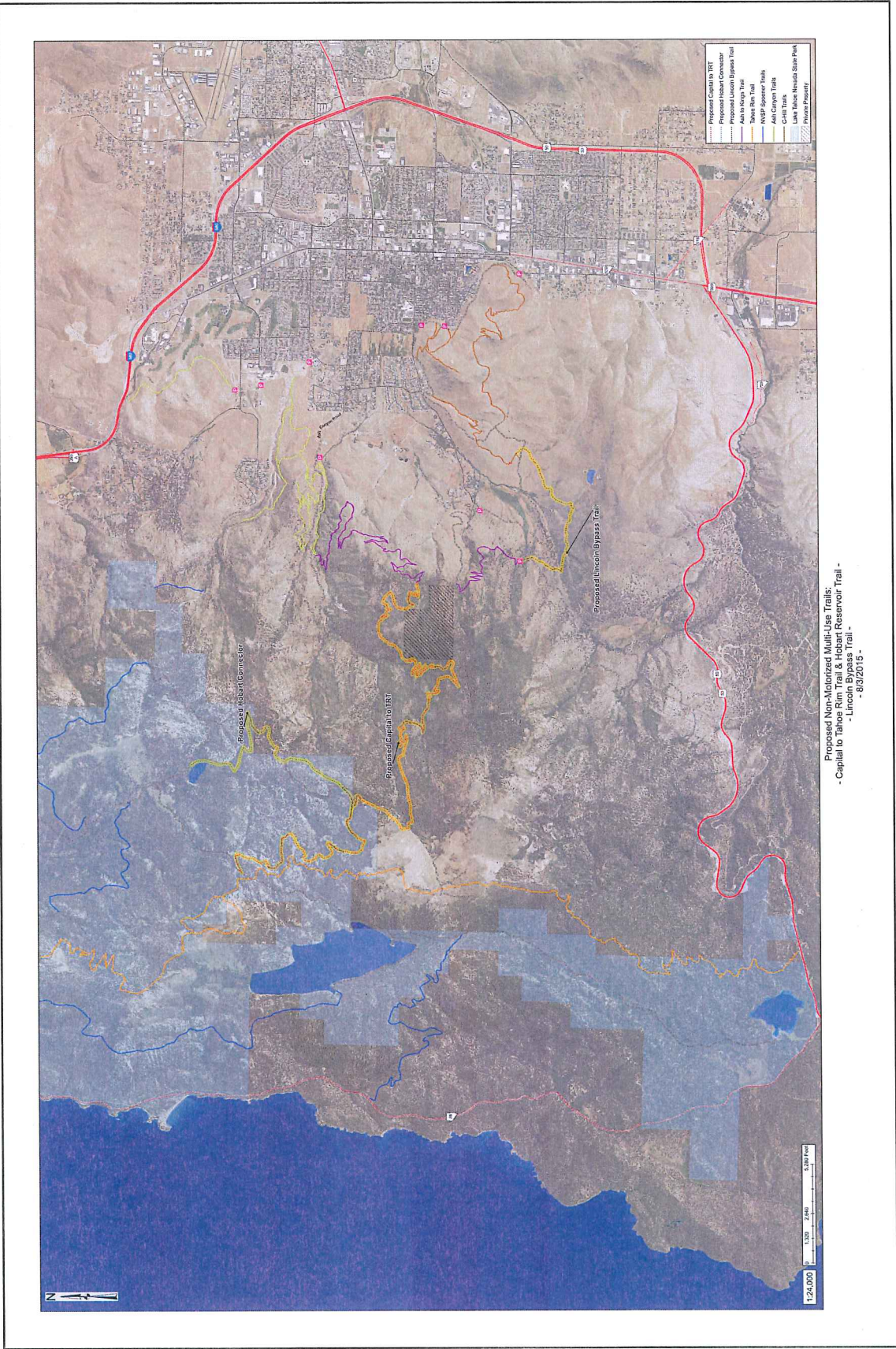
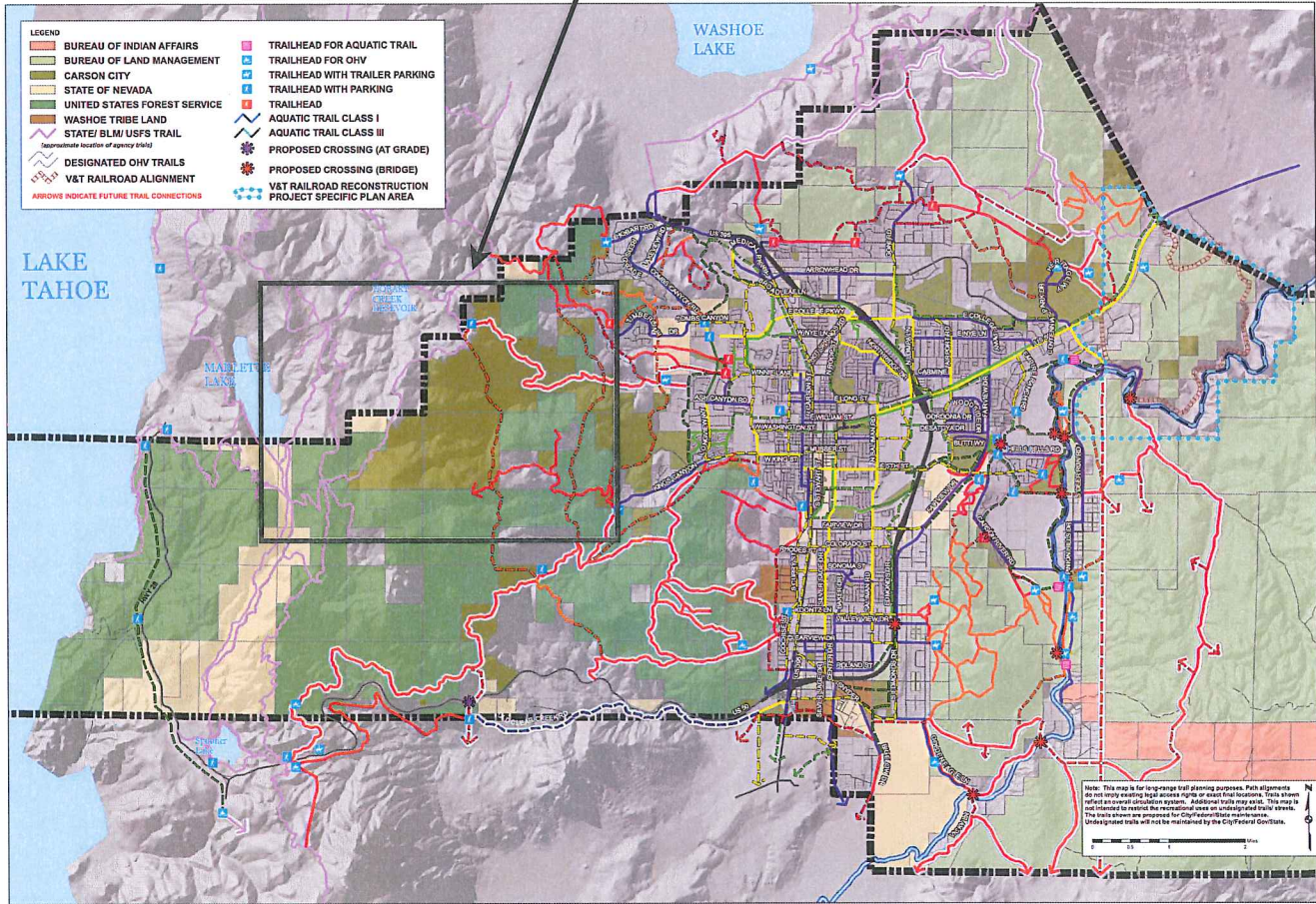


Figure 2 - Project Overview

Project Area



**UNIFIED PATHWAYS
MASTER PLAN**
CARSON CITY,
NEVADA



Adopted - April 6, 2006
Revised - March 15, 2007 / Incorporation
of Carson River Aquatic Trail

WYNSTON
ASSOCIATES
envision
CARSON CITY

Figure 3- Unified Pathways Master Plan