

Regional Trails & Amenity Inventorying

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Community Planner

Rivers, Trails & Conservation
Assistance Program

Flint Timmins

Destination Development

Specialist

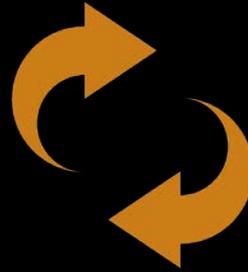
Utah Office of Tourism



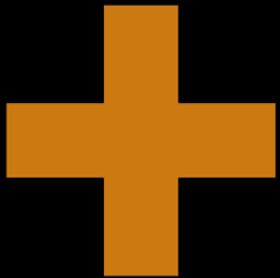
Why Do This?



Economic
Development



System
Sustainability



Increased
Safety



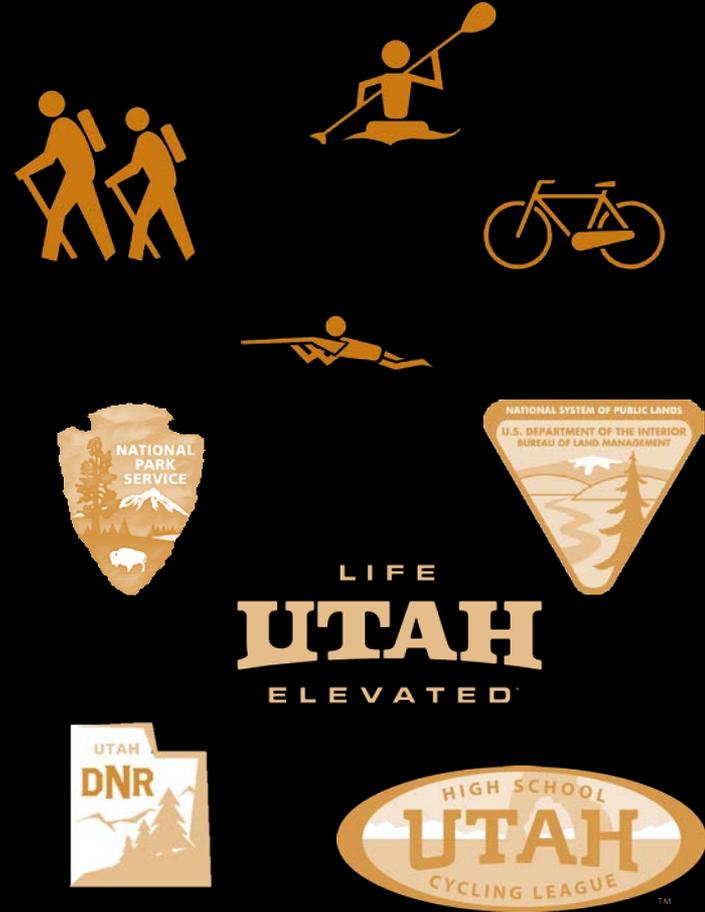
Reduced
User Conflict

Resource Management

1

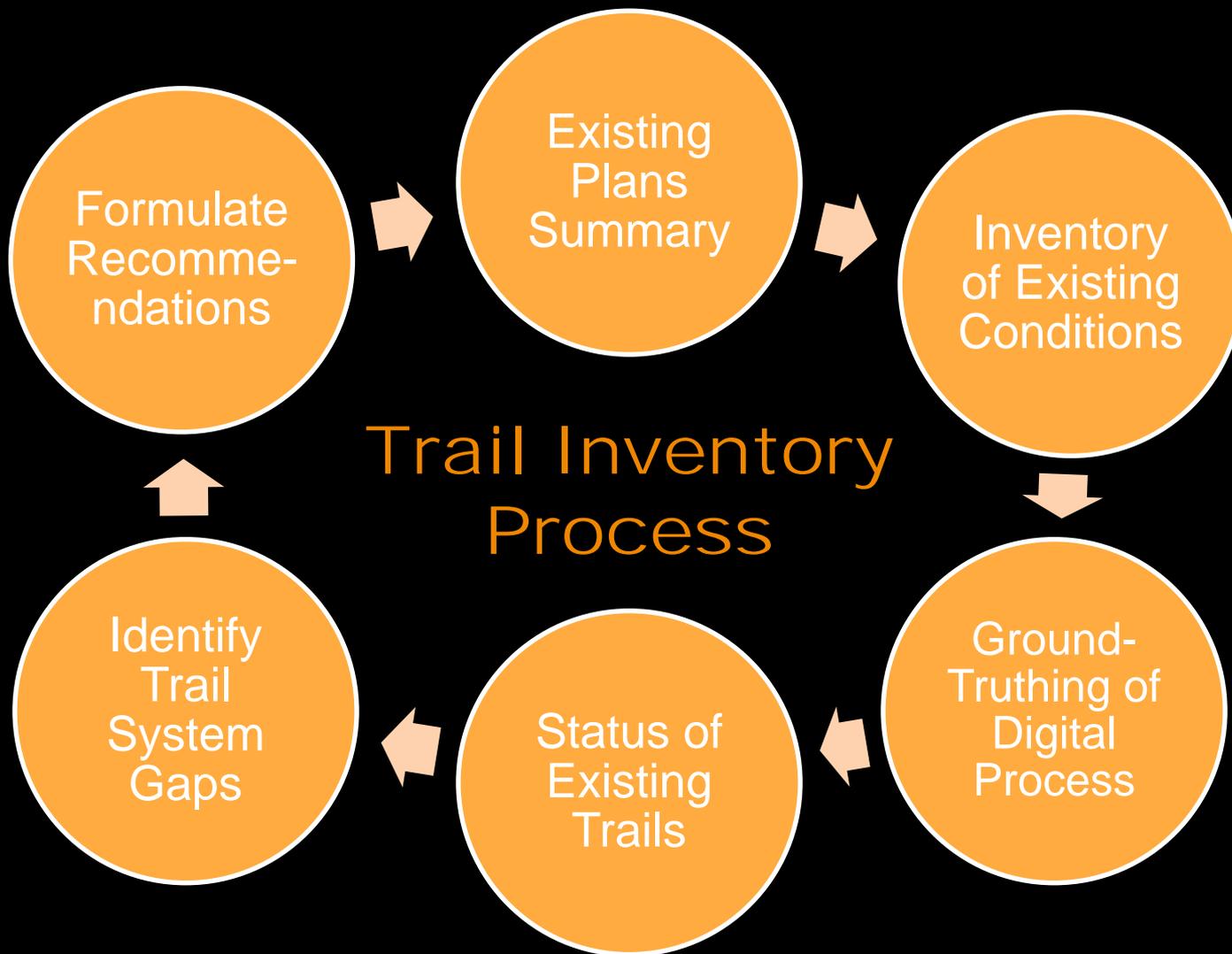


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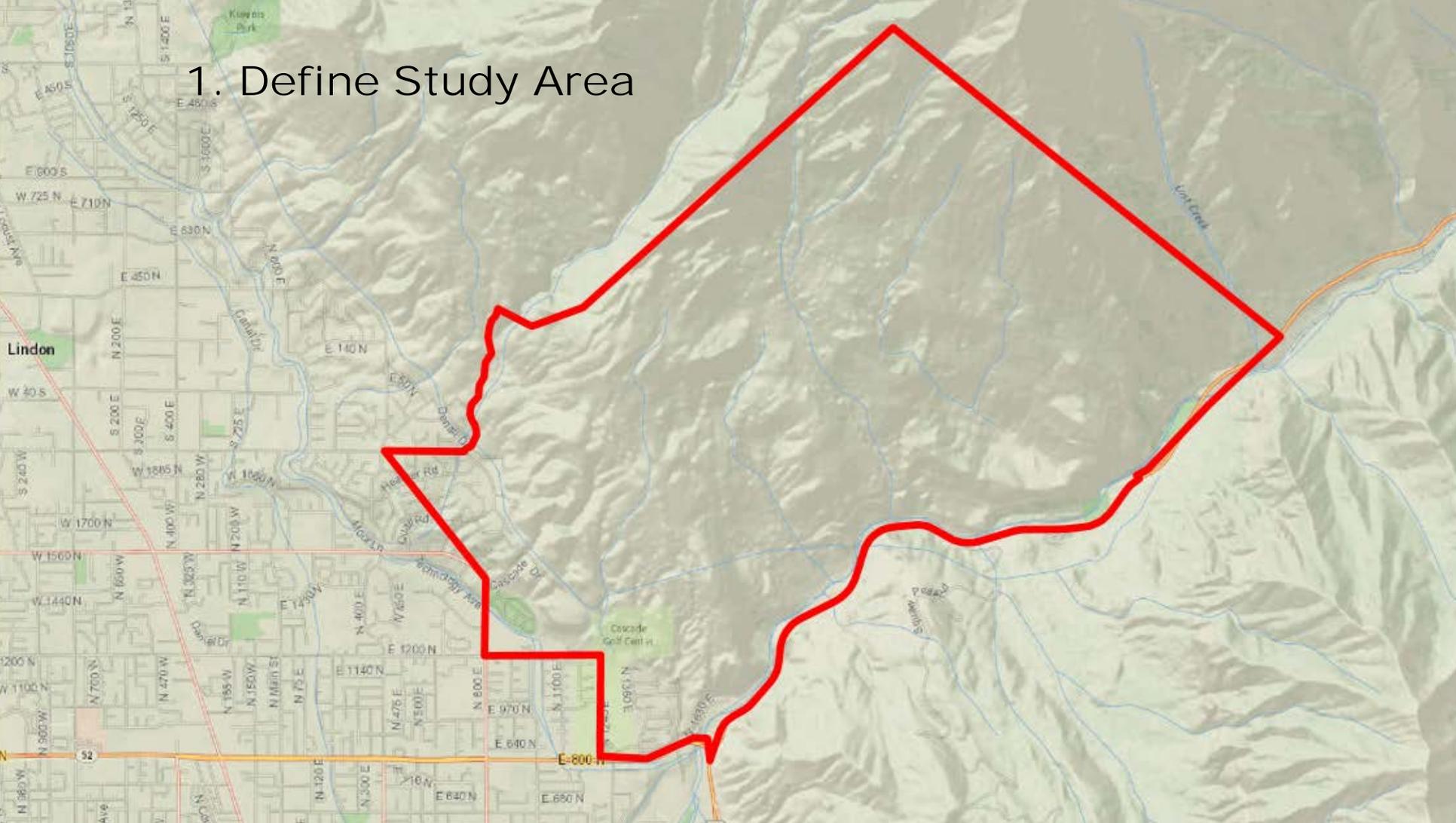


Organization Name	Purpose / Mission Statement	Potential Roles, Resources, and/or Partnerships	Website
Back Country Horsemen of America - Utah Chapter	A state-wide organization of men and women concerned about sustained equestrian access and proper use on public lands in Utah.	Assist with trail maintenance and improvement projects	http://www.bchu.com/
		Partnerships to create events to increase awareness and usage of local trails	
International Mountain Bicycling Association	A local organization devoted to the trail creation, enhancement, and advocacy.	Assist with trail maintenance and improvement projects	https://www.imba.com/
		Partnerships to create events to increase awareness and usage of local trails	
Northern Utah ATV Trail Riders	A local organization established to promote ATVs, encourage responsible riding, preserve and expand ATV riding opportunities, and to discover the beautiful nature of Utah and surrounding states.	Partner to create events and to increase awareness and usage of local trails	https://nuatv.com/
		Adoption and maintenance of OHV trails	
Salt Lake City Climbers Alliance	Supports the advocacy, stewardship, community, and education for climbers across the state of Utah.	Assist in the creation and promotion of climbing routes in Utah	https://www.saltlakeclimbers.org/about
		Partnerships to create events to increase awareness and usage of local climbing routes	
The Utah Nordic Alliance	A ski club that promotes cross-country skiing in the northern Utah area.	Partner with to build and groom ski trails	http://www.utahnordic.com/about
		Partnerships to create events to increase awareness and usage of local climbing routes	

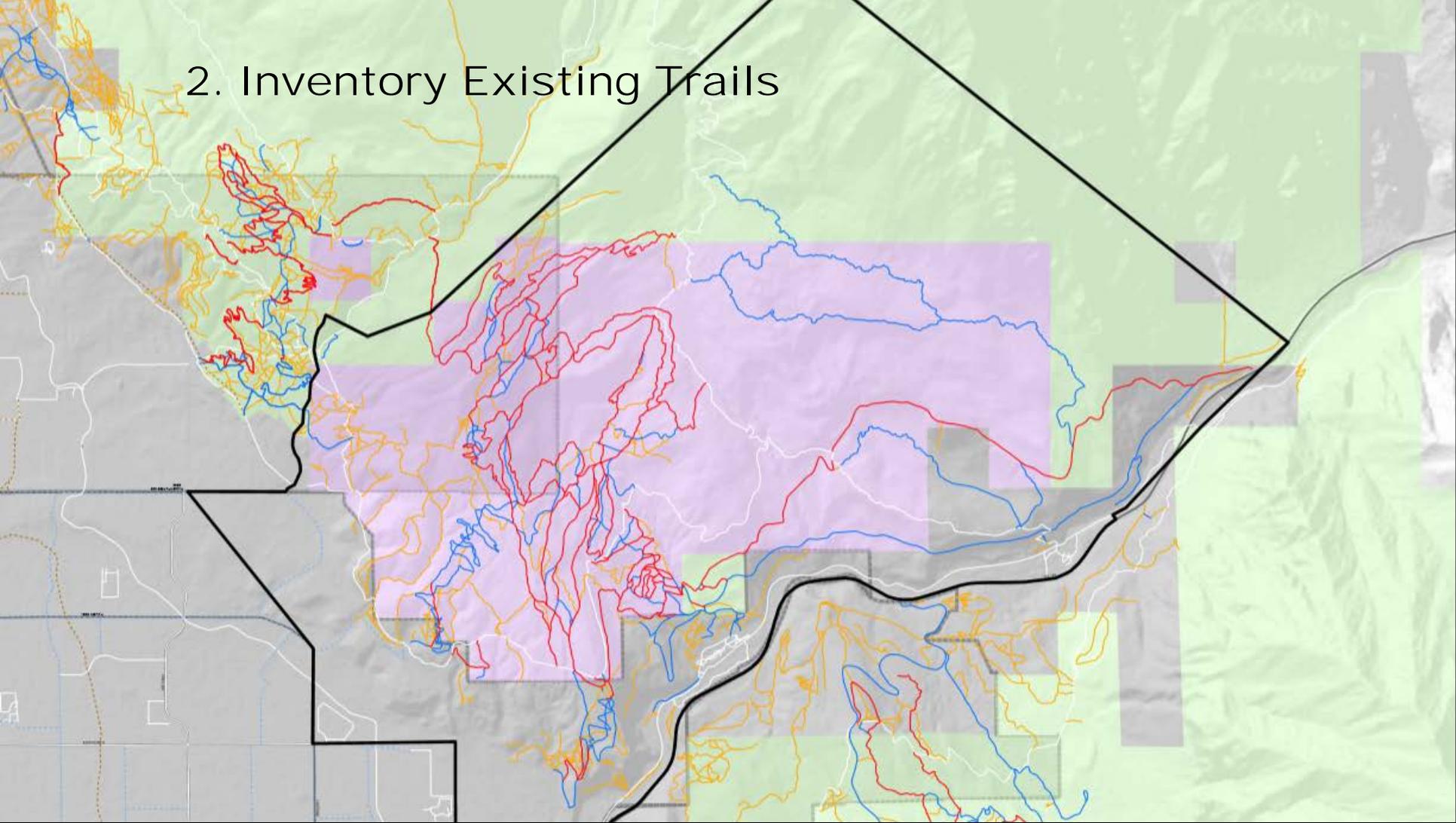
Agency Name	Potential Roles, Resources, and/or Partnerships	Agency Representative & Contact Information	Funding Resources Notes
Juab County	Formalize motorized trails on class D roads	Glenn Greenhalgh - Juab County Planning Director 435-623-3401 glenn@gco.juab.ut.us	CIB funding for Infrastructure projects
	Provide long term system maintenance for Juab County roads		
	Potential Infrastructure funding through capital improvement budget (CIB) funds		
Tooele County	Continue to develop connections between Eureka motorized trails and Prospector Trail System	Dave Brown - Trails Coordinator 435-830-1966	N/A
Utah County	Formalize motorized trails on class D roads	Richard Nelson - Public Works Director 801-851-8600 richardjn@utahcounty.gov	CIB funding for Infrastructure projects
	Provide long term system maintenance for Utah County roads		
	Potential Infrastructure funding through capital improvement budget (CIB) funds		
Six County Association of Governments	Support regional planning and coordination needs for trail improvements	Travis Khyll - Deputy Executive Director/Regional Planner 435-893-0713 tkhyll@sixcounty.com	CIB funding for Infrastructure projects
	Potential Infrastructure funding through capital improvement budget (CIB) funds		CDBG funding for Infrastructure projects
	Community Development Block Grants (CDBG) may be utilized to support local Infrastructure improvement projects		
Utah Community Development Office	Provide technical assistance and training on rural community planning needs and processes	Paul Moberly - Community Development Specialist 801-468-0074 moberpaul@utah.gov	N/A
	Support future planning projects		
	Improve Interagency coordination among potential partners		
Utah Governor's Office of Economic Development	Rural small business development support and grants	Nan Anderson - Rural Development Outreach 435-287-4170 nananderson@utah.gov	Business Expansion And Retention (BEAR) Grant
	Public-private partnership (P3) development training		Targeted Business Tax Credits
			Utah Rural Jobs Program
Utah State Parks Off Highway Vehicle Program	OHV trail system development, funding, and support	Chris Haller - Off Highway Vehicle Program Manager 801-349-0487 chrishaller@haller@utah.gov	Utah Motorized Recreational Trails Program Grant
	Improve connections between Utah-based OHV rider groups to support trail maintenance and OHV programming		Utah State Parks OHV Program & Grant
Utah Division of Oil, Gas, & Mining	Utah Abandoned Mine Reclamation Program supports the safe closure of abandoned mines across Utah Utah's Mining Heritage and Tourism Virtual Tour provides information about Utah's mining history and sites	801-538-5352 amrinfo@utah.gov	Utah Abandoned Mine Reclamation Program
Utah State Historic Preservation Office	The Utah Historic Trails Consortium	Roger Roper - Deputy SHPO and Historic Preservation Coordinator 801-245-7255 rroper@utah.gov	National Park Service State Historic Preservation Funding Grant
	Certified Local Government program assists communities in inventorying and preserving historic structures and sites		National Park Service Save America's Treasures Grant
Utah Office of Outdoor Recreation	Potential funding source for recreation and trail infrastructure projects.	Tara McKee - Program Specialist 801-538-8686 tmckee@utah.gov	National Park Service Historic Revitalization Subgrant Program
	Collaboration between potential agency and user group based partners		Utah Outdoor Recreation Grant
Bureau of Land Management, Richfield Field Office	Coordination and planning for motorized and non-motorized trail connections and recreation facilities on BLM managed land around Eureka	Teresa Frampton - Recreation Planner 435-743-8812 tframpto@blm.gov	Federal Lands Access Program (FLAP)
	Federal Land Access Program (FLAP) provides funding and easements for access onto and near federal lands		
	Coordination for regional OHV events based in the Eureka area		
Utah Department of Transportation	Transportation Alternatives Program (TAP) funds various safety and roadway improvement programs	Chris Potter - UDOT Local Government Program Engineer cpotter@utah.gov (801) 633-6255	Transportation Alternatives Program (see also: Fixing America's Surface Transportation (FAST) Act)
	Highway Safety Improvement Program (HSIP), which includes the High Risk Rural Roads Program may be utilized to improve safety on Highway 6 for traffic, active transportation users (road bicyclists), and OHV users		Highway Safety Improvement Program (HSIP)-federally funded
	Spot Safety Improvement Program (SSIP) may be utilized to improve safety at certain frequent high crash sites		Spot Safety Improvement Program (SSIP)-state funded
	Can conduct highway crossing and access studies to identify and improve motorized and non-motorized crossings and infrastructure to connect facilities on the north and south sides of Highway 6		



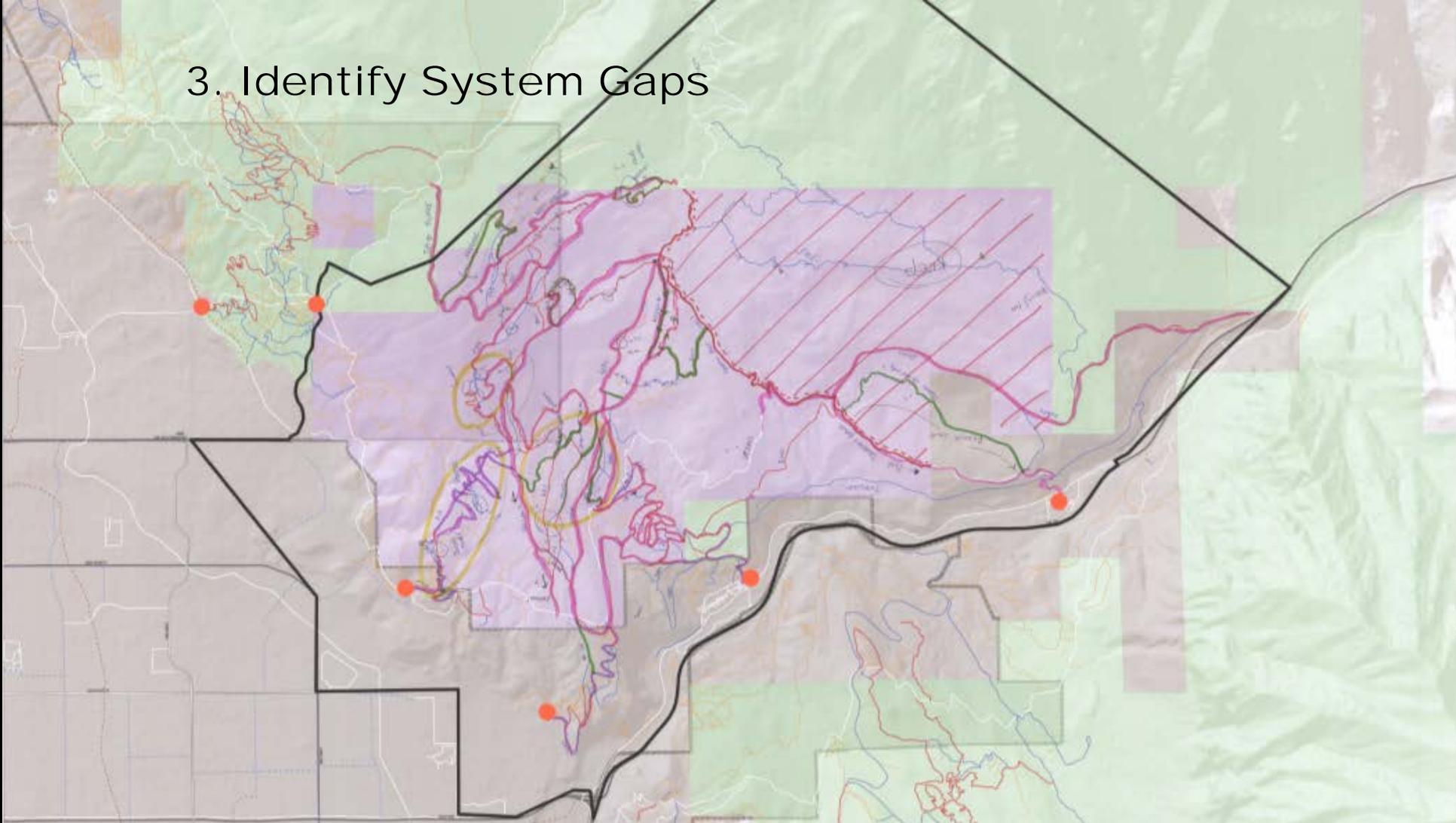
1. Define Study Area



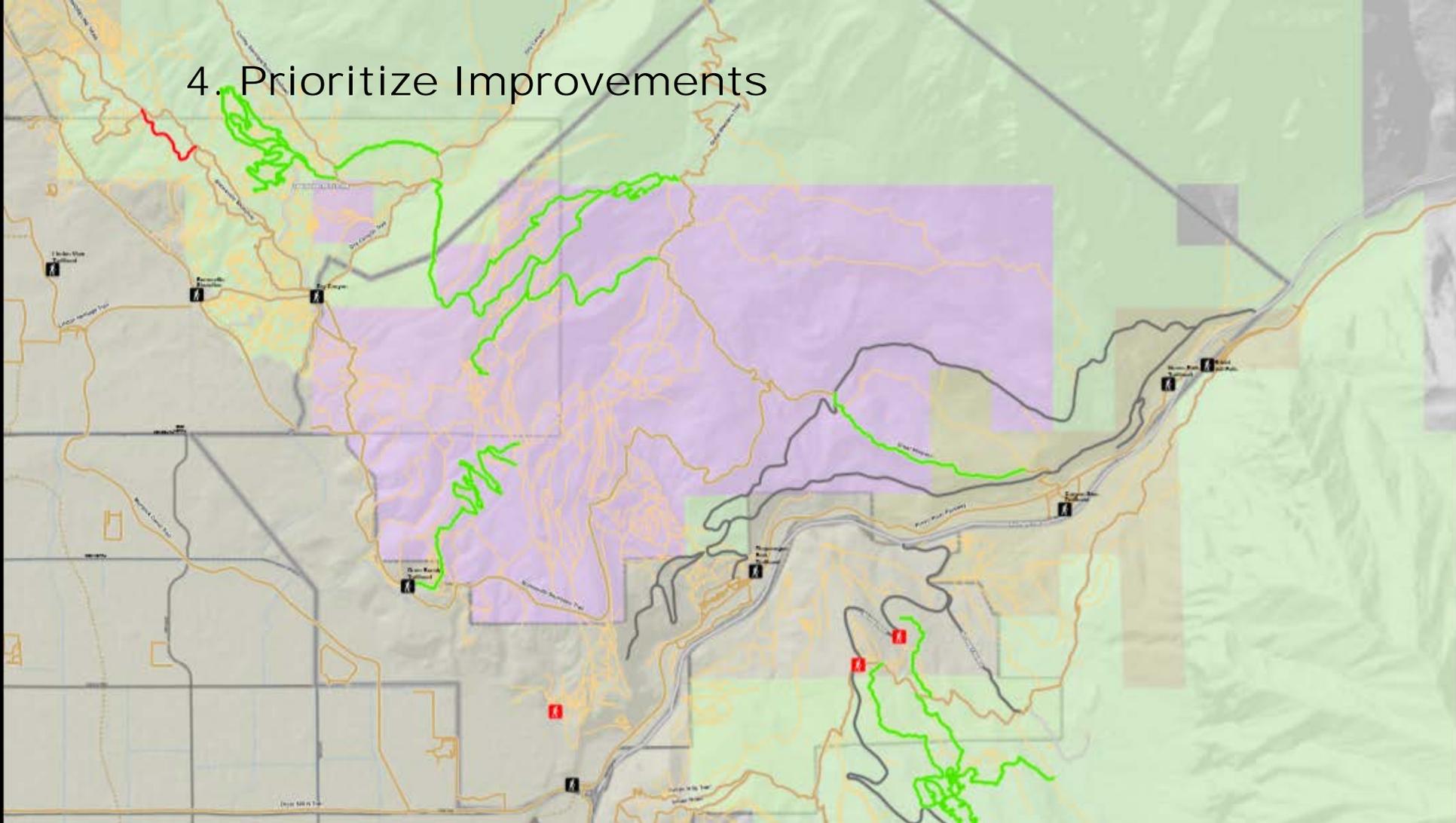
2. Inventory Existing Trails



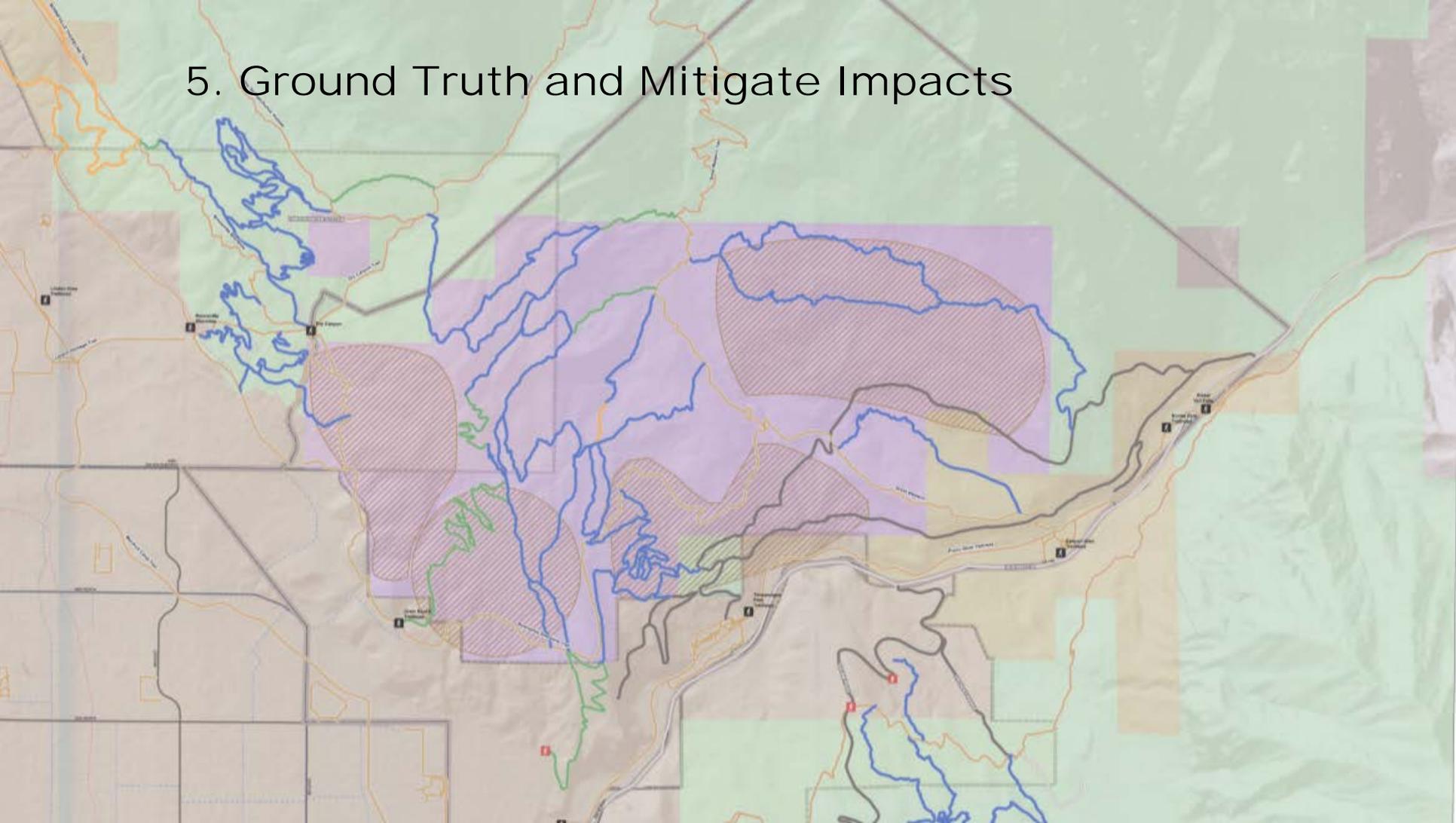
3. Identify System Gaps

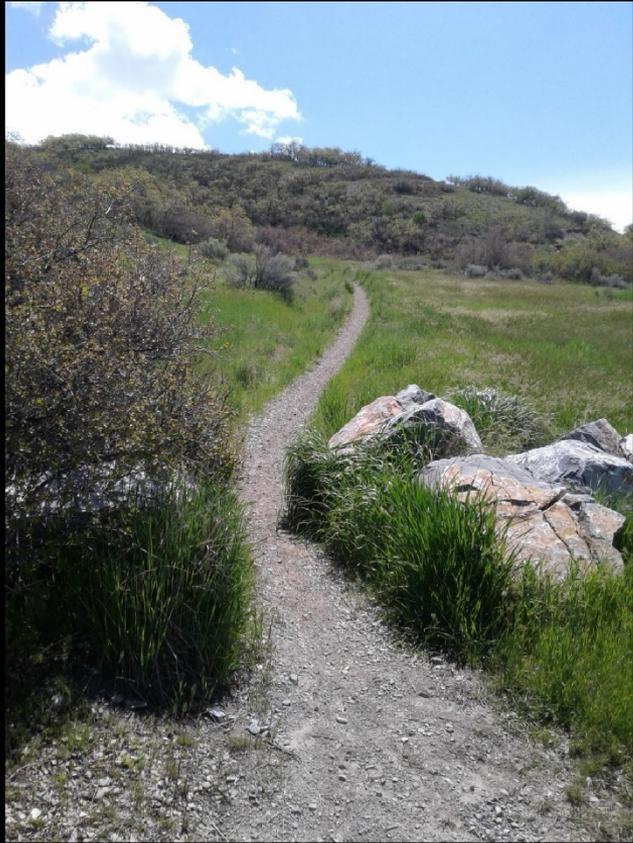


4. Prioritize Improvements

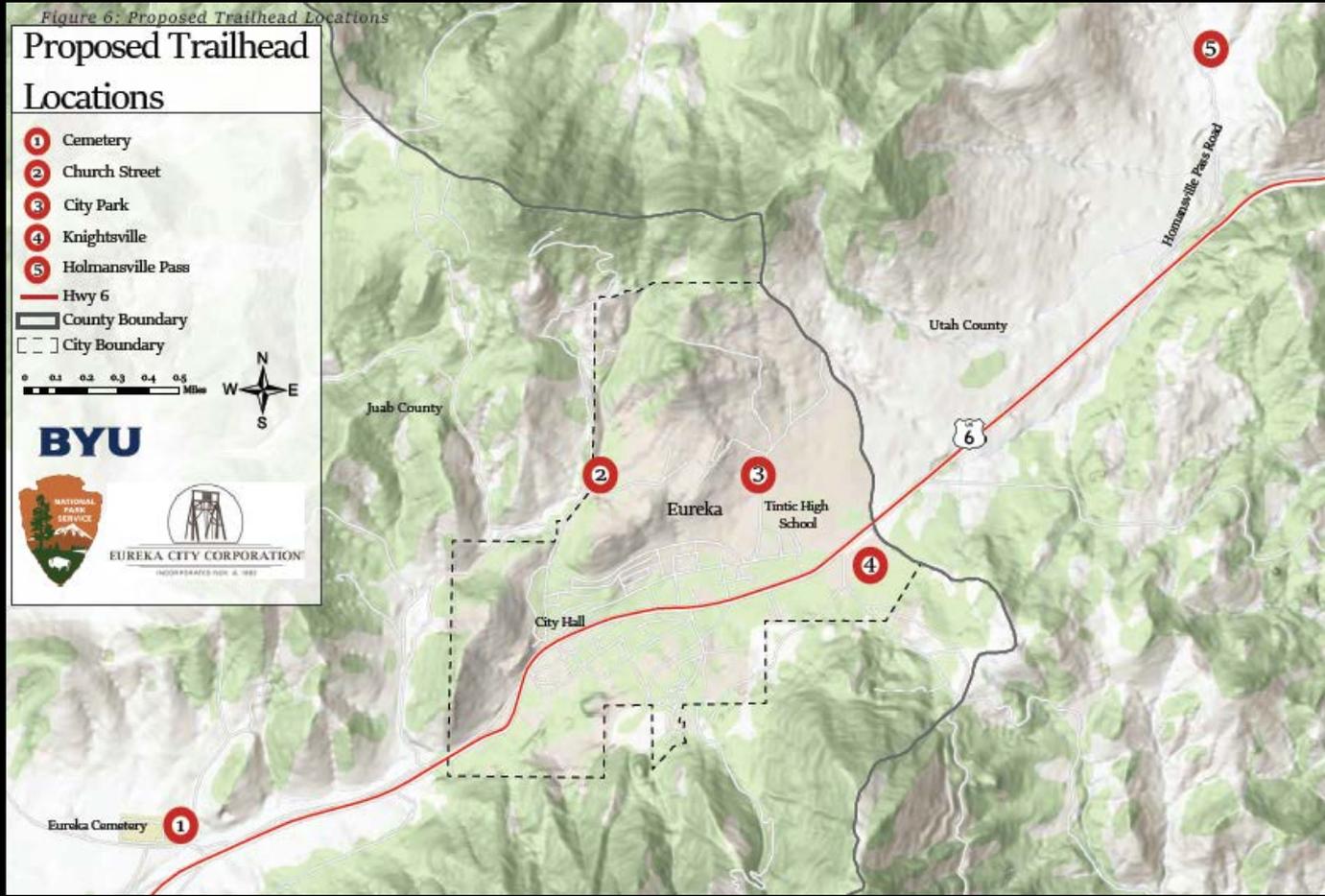


5. Ground Truth and Mitigate Impacts





Recreational Amenity Inventory



Proposed Trailheads		User Groups Accomodated				Site Size	Site Location	Site Description	Ownership Status	Notes
		OHV	Pedestrians (Hikers, Climbers, etc.)	Equestrian	Mountain Bike Riders					
Eureka Cemetery		X		X	X	2 acres	Located north of Highway 6 approximately 1.5 miles west of Eureka.	An existing unimproved and ungraded dirt lot adjacent to the east entrance to the Eureka City Cemetery.	Eureka City	<p>Close access to Highway 6.</p> <p>Large potential development area to accommodate toy haulers, RVs, equestrian trailers, etc.</p> <p>The Chief Tintic Trail runs adjacent to the trailhead as it heads west out of town to connect to the Prospector Trail system north of Eureka.</p>
Knightsville		X	X	X	X	20 acres	Located approximately ¼ mile south of Highway 6 at the eastern gateway to Eureka.	A large land area adjacent to potential commercial property partners and directly adjacent to Highway 6.	Private Property	<p>Large potential development area to accommodate toy haulers, RVs, equestrian trailers, etc.</p> <p>Proximity to Highway 6, Eureka Main Street, and existing amenities may support RV or campsite development.</p> <p>Pedestrian access to historic Knightsville locations.</p>
Church Street			X		X	2 acres	North of Highway 6 approximately ¼ mile at the end of Church Street.	Proposed trailhead located off of Church Street on the edge of town.	Private Property	<p>Potential overnight parking facilities for dispersed camping.</p> <p>Information on potential local climbing routes.</p> <p>Single pit toilet to accommodate visitors.</p> <p>Small lot would not easily accommodate trailers.</p>
Holmansville Pass		X		X	X	1 acre (city-owned)	Located 2-5 miles northeast of Eureka along the Chief Tintic Trail System before Holmansville Pass.	The proposed area incorporates a small city-owned lot with adjacent flat terrain to support a large trailhead to accommodate equestrian and OHV trailers.	Eureka City / Private Property	<p>Largest potential development area to accommodate large trailers.</p> <p>Provides access to regional OHV trails.</p> <p>Potential access to regional mountain bike trails.</p> <p>Utilize appropriate fencing to protect sensitive watershed areas and direct users towards established trails.</p>
City Park			X		X	8 acres	Located adjacent to Tintic High School approximately ¼ mile north of Highway 6.	The proposed trailhead is located on a large piece of vacant land north of the school and existing park facilities.	Eureka City	<p>The current Eureka City Park includes a paved parking lot, restroom facilities, and a picnic pavilion.</p> <p>Large area could support the development of large mountain bike event facilities, including race starts, corrals, and support areas.</p> <p>Proximity to neighborhoods allows easy access to the north side trails.</p>

Facility	Split Rail Fencing	Barriers	Equestrian Hitching Posts	Kiosk, Single Panel	Kiosk, Double Panel	Kiosk Triple Panel	Parking, Gravel	Parking, Paved	Restroom, CXT, Gunnison Single Pit	Restroom, CXT, Gunnison Double Pit
										
Cost Estimate	\$10/post or rail	\$45/ton	\$220	\$1,200	\$2,000	\$3,000	\$40 per cubic yard	\$3-\$4 per square foot	\$23,800	\$45,000
Notes	Treated wood (8' x 4") post and buck rail fencing with cement footings.	Placed boulder obstacles to direct access and limit encroachment outside designated areas.	Galvanized pipe rail with slide stops and cement footings.	Includes materials for kiosks and printing for panels and approximately \$100 per printed panel.			Depending on the length of the design vehicle, the width of pull-through parking lots should be 100 feet minimum, but 110 feet is optimum. A pickup with a fifth-wheel toy hauler or a motorhome with a trailer can easily be 60 feet long or more.		Cost estimates includes restroom structure, pit excavation, concrete pad, and cement ADA ramp approaches.	
Reference	[2], [6]	[1]	[3], [5]	[1], [3]			[1], [4]		[4]	

[1] "Great Trails: Providing Quality OHV Trails and Experiences." National Off-Highway Vehicle Conservation Council. 2015.

[2] "Vehicle Barriers: Their Use and Planning Considerations" US Forest Service, National Technology & Development Program. June 2006.

[3] "Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds" United States Department of Agriculture, Forest Service, Technology & Development Program. 2007.

[4] Utah State Parks OHV Program 2017 Cost Estimate List.

[5] Martin Ranch Supply, <https://www.martinranchsupply.com/content/hitching-rail>

[6] Steve Regan Company; Spanish Fork, UT. <https://www.stevereg.com/>

Trailhead Name	User Groups Accomodated				Split Rail Fencing	Barriers	Equestrian Hitching Posts	Kiosk, Single Panel	Kiosk, Double Panel	Kiosk Triple Panel	Parking, Gravel	Parking, Paved	Restroom, CXT, Gunnison Single Pit	Restroom, CXT, Gunnison Double Pit
	OHV	Pedestrians (Hikers, Climbers, etc.)	Equestrian	Mountain Bike Riders										
Eureka Cemetery	X		X	X	X	X				X	Large			X
Knightsville	X		X	X	X	X		X			Large			X
Church Street		X		X	X	X		X			Small		X	
Holmansville Pass	X		X		X	X	X			X	Large			X
City Park		X		X		X			X		Large	Small		

Inventory of Services

Type of Amenity / Service	Facility Name and Operating Season	Number of Units	Status of Amenity / Service	Notes
Visitor Information Centers				
Gas Stations				
Banks / ATMs				
Convenience Stores				
Grocery Stores				
Specialty Shops				
Other Shops				
Parking				
Trailer Parking				
Overnight Accommodation (Hotels, Campgrounds, RV Parks, etc.)				
Attraction Signage				
Other				

Additional Improvements



NOHVCC Trail Difficulty Rating System



EASY
GREEN CIRCLE



MORE DIFFICULT
BLUE SQUARE



VERY DIFFICULT
BLACK DIAMOND

OVERVIEW AND USER GROUPS

The most highly developed class of trails with no steep hills and few obstacles. These trails are intended for novice riders who have mastered the basic skills necessary for safe operation on well-developed trails and for those lacking the experience or desire to ride more difficult trails.

Narrower trails with steeper hills, switchbacks, and some moderate obstacles. Riders are subjected to a higher degree of risk and exposure. Intended for OHV enthusiasts with well-developed skills seeking a reasonably challenging trail ride. Suitable for the majority of intermediate riders.

The most primitive class of trails with very steep grades, narrow widths, sharp alignments, rough or loose tread surfaces, and substantial obstacles. Requires a high level of skill and experience. Suitable only for proficient or expert riders to test their machines and personal skills and abilities.

TRAIL WIDTH

60" to 72"

50" to 60"

50" (maximum)

TREAD SURFACE

Sand acceptable and some sections of slippery clay or loose material

Sand acceptable and long sections of slippery clay or loose material

Entire trail may be soft sand, slippery clay, loose material, or mud

AVERAGE TRAIL GRADE

15% - 20%

20% - 30%

> 30%

NATURAL OBSTACLES AND TECHNICAL TRAIL FEATURES (TTF)

Some roots or rocks, obstacles rarely exceed 6-8" and are imbedded solidly in tread

Many roots or rocks, obstacles rarely exceed 8-10" and are loose in tread

Very many roots or rocks; many obstacles exceed 10"

Obstacles generally on tangents

Obstacles on tangents and some on curves

Obstacles on tangents and curves

Tread place relatively flat with 15% max. out-slope for short sections

Tread plane flat to irregular with 25% max. out-slope for short sections and long sections with less out-slope

Tread plane very rough and irregular with long sections exceeding 25% out-slope

Sweeping, longer radius curves and some circular climbing turns

Climbing turns and some circular switchbacks with sections of tight alignment with circular short and long radius curves

Non-circular climbing turns and switchbacks with long sections of very tight alignment with non-circular curves



CARBON CORRIDOR EXPLORE PLAY SERVICES PLAN



Northern View from Luke's Trail

TRAILS

The Carbon Corridor is full of trails available for your recreational pleasure. While many physical brochures are available to you for free at Utah's Carbon Corridor Information Center in the [Prehistoric Museum](#) as well as the local Ranger Stations and State Parks we thought we'd provide you with links to a couple major maps that you might find helpful:

- [Sagehen Corridor Trail System Map \(PDF\)](#)
- [Sagehen Creek Trails Map](#)
- [Western Carbon Corridor Trails Map \(PDF\)](#)
- [Eastern Carbon Corridor Map \(PDF\)](#)

Please look through our many available trails below and remember that if you do choose to go into the backcountry, be prepared and tell someone where you'll be.

Photo Gallery



Contact Us

Need advice on planning your trip to the Carbon Corridor?

CONTACT US!

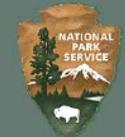
Signage Plans & Standards



CONTINUE STRAIGHT 	START OF TRAIL 	RIGHT TURN
SPUR LEADING TO A DIFFERENT TRAIL 	END OF TRAIL 	LEFT TURN



Trail Sign Plan:
Timpanogos Wildlife
Management Area



Special Management Considerations

Centennial Cone Park 2019 Alternating Use Schedule

On **weekends**, trail use alternates between hikers/equestrians and bikers.

Mountain Bikers ONLY Hiker/Equestrians Prohibited (Even-numbered dates)

Hikers/Equestrians ONLY Mountain Bikers Prohibited (Odd-numbered dates)

FEB		MAR		APR		MAY		JUN	
SAT	SUN								
2	3	2	3	6	7	4	5	1	2
9	10	9	10	13	14	11	12	8	9
16	17	16	17	20	21	18	19	15	16
23	24	23	24	27	28	25	26	22	23
		30	31					29	30

JUL		AUG		SEPT		OCT		NOV	
SAT	SUN	SAT	SUN	SAT	SUN	SAT	SUN	SAT	SUN
6	7	3	4		1*	5	6	2	3
13	14	10	11	7	8	12	13	9	10
20	21	17	18	14	15	19	20	16	17
27	28	24	25	21	22	26	27	23	24
		31		28	29			30	

Park closed December and January

*Due to the adjacency of two odd dates, Sunday Sept. 1 is mountain bikers only (hikers/equestrians prohibited)





- National Park Service, Rivers, Trails & Conservation Assistance
- Utah Outdoor Recreation Grant
- Recreational Trails Program
- Land & Water Conservation Fund
- Transportation Alternatives Program
- Recreation, Arts & Parks Fund
- Transient Room Tax
- Capital Improvement Plan

Next Steps:

Visitor Profiles

- Office of Tourism
- US Forest Service
- Bureau of Land Management
- Utah State Parks



Resource Inventory

- National Park Service RTCA
- State Parks OHV Program
- Office of Tourism



Grants & Funding

- National Park Service RTCA
- Office of Outdoor Recreation
- Office of Tourism
- State Parks OHV Program



Design Standards

- IMBA
- BLM
- NPS
- USFS

