

STEAMBOAT SPRINGS TRAILS ALLIANCE



THE MOST **ACCESSIBLE** AND **PROGRESSIVE**
TRAIL NETWORK IN COLORADO

Project Partners:



PROPOSAL FOR:

REQUEST FOR PROPOSAL (RFP) FOR USE OF STEAMBOAT SPRINGS ACCOMMODATION TAX

Prepared for:

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Prepared on behalf of the:
Steamboat Springs Trails Alliance



“Forged by the recreational potential of the Yampa Valley, the Steamboat Springs Trails Alliance supports all modes of outdoor recreation. We are passionate stewards of the lands in which we work, play and call home. As one unified voice we seek to create a sustainable trail infrastructure for future generations by working to promote open space acquisition, trail enhancements and amenities that will connect people to public lands in Routt County. Through this coalition we will work to ensure that all people —bikers, hikers, runners, horseback riders, hunters, fisherman, birders, walkers, locals and visitors alike—have the opportunity to connect to the stunning natural environment of Steamboat Springs.”

PROJECT PARTNERS:





In 2012, Routt County Riders (RCR) closely aligned with the International Mountain Biking Association (IMBA) as a new chapter of IMBA. Routt County Riders, an IMBA Chapter, refocused its energy towards trail maintenance and future trail development. We completed more than 780 hours of trail work on Routt NF lands, Ski Corp's upper trail network and both City of Steamboat Springs & BLM property on Emerald Mountain. We will show our local land managers that we can maintain our existing network so we can expand our already great trail network.

RCR, an IMBA Chapter, is a registered 501c3 non-profit organization that raises funds for trail development through grants, donations, membership & event fundraising. Its mission is "to unite bicyclists in Steamboat Springs and Routt County through trails, roads, and pathways; education; and events with the goal of creating a fun, healthy, and safe bicycle friendly community."



The Steamboat Springs Bike Town USA® Initiative was established to leverage the existing infrastructure in Steamboat Springs resulting in enhanced economic activity during the non-winter/skiing months. Our mission is to promote economic development, safety and enhance the community through cycling. In order to accomplish these objectives we have established our vision for Steamboat Springs: the ultimate destination for cycling experiences.



Yampatika's mission is to inspire environmental stewardship through education. Our main goal, broadly defined, is to develop environmental learning opportunities that serve the children and adults of Northwest Colorado. Established in 1992 as the "Yampatika Outdoor Awareness Association," Yampatika continues to be the only non-profit organization that offers a continuum of educational services to children and adults ranging in age from pre-K to senior citizens in Routt, Moffat and Jackson Counties



The 2013 Steamboat Springs Running Series continues its dedication to the pursuit of running and bringing people together. This year's series includes miles of challenging runs from 5K to 100 miles, all on the spectacular Colorado terrain you've come to expect. Our races are for everyone, so come out for a great day whether you are a racer, or a walker. It's an achievement to complete any of our courses, and many races will have prize drawings.

SUPPORTERS



In addition to our project partners, a number of business and community members support this project. Steamboat Springs Trails Alliance projects have been presented to the public at open partner meetings. Additionally, a dedicated interactive website was developed at www.steamboatspringstrails.com where community members can comment on individual projects and lend their support. We will continue to reach out to the community to build a more accessible and progressive trail network.



Steamboat Ski and Bike Kare is a retail and service shop located in downtown Steamboat. Our bike business has grown considerably over the last 5 years as more trails have been built around town. We are huge supporters of continuing to develop Steamboat as a bike destination and developing a larger sustainable dirt trail network will help the whole community. Recreation tourism would benefit by having a well developed trail network for all users.



Glas Deffryn Ranch is located near the inlet to Stagecoach Reservoir where we raise pure bred Scottish Highland cattle. Our animals are all raised from birth on our ranch and are only fed our local grass hay. We provide our customers with a naturally lean beef and/or high quality seed stock. We similarly support a great network of trails that promote a healthy lifestyle and interaction with our great outdoors.



We've been building high-performance bike frames since 1981. Each is meticulously fashioned out of premium US-made titanium tubing, allowing us to design every bike to the specific needs of the frame style and individual rider. Our purposeful design philosophy, our knowledge of the unique characteristics of titanium, and our relentless focus on craftsmanship come together in the creation of true lifetime bikes—whether your preference is asphalt, dirt or both.

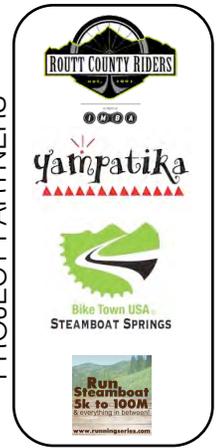


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Paul's Camaros does classic Camaro restoration as well as geologic consulting.

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Table of Contents

Executive Summary

1

Enhanced Project Description

2-38

Individual Project Descriptions & Maps

39-140

Appendix: Individual Project Checklists

Appendix 1-100



Executive Summary

The Steamboat Springs Trails Alliance is a partnership between Routt County Riders—an International Mountain Bicycling Association Chapter, The Steamboat Springs Bike Town USA® Initiative Yampatika and the Steamboat Springs Running Series. Our vision for Steamboat Springs, and this proposal, is to create the most accessible and progressive trail system in Colorado.

We have identified 46 projects, from in-town connections and amenities, to core trail extension and multi-use trails to user specific hiking and mountain bike trails, which combined will create a seamless trail network that facilitates outdoor recreation and attracts affluent visitors during summer and shoulder seasons.

Outdoor recreation is an American pastime and significant economic driver, and trails and open space act as the backbone, connecting hikers, bikers, skiers, hunters, wildlife watchers, and runners to our public lands and to more healthy and full lives. In surveys and reports Americans across the nation regularly rank open space and trails as the most important factors in choosing places to live and play.

Colorado and Steamboat Springs specifically, offer scenery and outdoor potential that few states and towns can offer. With the wide-rolling Yampa Valley and millions of acres of public lands, the canvas is set for recreation. The Steamboat Springs Trails Alliance believes that with renewed vision and commitment Steamboat can become the most accessible, progressive and connected trail systems in the region and nation. With an investment in new-targeted trails, connections and amenities Steamboat Springs will be the ultimate “choose your own adventure” destination. Hike, bike, run, ski, horseback ride, hunt—The Steamboat Springs Trails Alliance will build the trails and community to support the ultimate outdoor recreation adventure.

The following applies to all projects and is summarized here to avoid unnecessarily repetitive checklists. Individual project are described in more detail in the Appendix.

Enhanced Description of Project

Accommodation tax funding is specifically requested to enhance multi-use recreation through new and improved natural surface trails, enhanced trailhead areas, safety improvements, and core trail extension for the benefit of all recreational users.

Through extensive research, public comment and coordination with land managers, we have created a comprehensive proposal for Steamboat Springs' trail network. Combined, these 46 individual projects are designed to transform Steamboat Springs into the most accessible and progressive trail network in Colorado. We have segmented these projects into five distinct geographic zones/existing trail hubs, each with their own unique attributes and importance to the greater Steamboat Springs trail network. The zones include: Buffalo Pass Trail System, Emerald Mountain Trail System, Mad Creek Trail System, Rabbit Ears Pass Trail System, and Town Pathways and Amenities. An overview of each zone and its specific benefits is provided in a later section of the proposal and is followed by a detailed breakdown of individual projects within each zone.

Projects were designed to leverage the existing assets of these unique areas, while also providing the improvements needed to complete and connect each zone for greater recreational opportunities.

While the proposal is designed as one comprehensive network for all trail users, some projects have been intentionally proposed and designed for a specific user group. For instance, in the Rabbit Ears Pass Zone, some trails are gravity specific downhill bike trails, while others in the Zone are dedicated hiking only trails. Similar user-specific trails are proposed for Emerald Mountain Zone. Ultimately, this direction was chosen based on feedback from other successful community trail networks across the country and from the Steamboat Springs community, as a way to provide the greatest benefit to trail users, while reducing conflicts.

The diversity and scope of projects can either be funded through bonding, additional grants, or pay-as-you go. The Steamboat Springs Trails Alliance will leverage these funds for the maximum economic benefit of the community.



Please note, not all projects have gone through the final NEPA process required by some land managers needed before final approval.

Steamboat Springs has existing trails, lodging capacity, restaurants, entertainment and night life, shopping and retail, recreational amenities, and public safety and other support services that can support approximately 18,000 visitors at any time in addition to our year round population of 11,000. This tourist capacity was developed to serve the skiing tourist in winter months and is significantly under utilized in the summer months, which creates an opportunity to enhance and grow bicycle and other trail based tourism from May through October of each year. Over the last three years the community of Steamboat Springs has come together to develop the vision, strategy, and community plan to become a premier trail network and top summer destination. This project will construct the trail network needed to leverage existing attractions and tourist infrastructure to develop Steamboat Springs as a premier biking and hiking destination.

Steamboat Springs has the opportunity to leverage our existing assets to enhance our tourist capability resulting in similar revenues for our local businesses and tax dollars for our local government entities as we experience in the winter ski season months. In fact, partner estimates indicate that at project completion an additional 180,000 tourists will visit Steamboat Springs, resulting in over \$81million to the local community. Steamboat Springs will become known, simply and powerfully, for both skiing and biking.

In addition to the economic benefits the results from our efforts will bring tangible accolades and industry recognitions that will in-turn drive additional tourism dollars and provide marketing muscle for the Chamber, lodging community, Steamboat Ski and Resort Corporation, City of Steamboat, and area businesses. For example, this project can bolster our status from a Gold Level Bicycling Friendly Community with the American League of Bicyclists to a Platinum Level Community. The proposal can also help Steamboat Springs earn recognition from IMBA (International Mountain Biking Association) as a designated Ride Center-denoting Steamboat Springs as top international destination for mountain biking. Furthermore, the proposed trail network will contribute to measurable gains in other outdoor activities, bringing visitors to hike, hunt, run, bird watch and enjoy the natural beauty of the Yampa Valley.

Entities Involved, Backgrounds, Roles & Responsibilities

Land Managers include: City of Steamboat Springs (CoSS), Emerald Mountain Partnership (EMP), Yampa Valley Land Trust (YVLT), the United States Forest Service (USFS), The Bureau of Land Management (BLM), Colorado Parks & Wildlife (CPW), Steamboat Springs School Board & willing private land owners.

User groups currently include those that are a part of the Steamboat Springs Trails Alliance (SSTA): Steamboat Springs Bike Town USA Initiative, Routt County Riders, an IMBA Chapter, Yampatika & the Steamboat Running Series. SSTA is currently seeking input from other trail users including equestrians and hunters.

Entity Backgrounds

City of Steamboat Springs Background: The City's Open Space and Trails Master Plan (2008) specifically notes that "completing key links within the existing trails system is a primary focus for expanding the system" and that "linking existing trails as a contiguous system is an important strategy to utilize to enhance and expand our existing trails system". "Enhancing and expanding our existing trail system" is identified in the Steamboat Springs Area Community Plan and this trail project is specifically identified on the map of Community Plan's map of proposed trails. The 2002 Community Survey found that developing more trails and bike paths was the second most important capital project for the City, behind acquisition of additional open space. This trails project is also supported by the Mountain Town Sub Area Plan (1999).

The Emerald Mountain Partnership Background: The Emerald Mountain Partnership (EMP) was formally created as the Howelsen Mountain Park Group in 2007 and became a 501(c) 3 nonprofit. EMP worked with the City of Steamboat Springs to facilitate the purchase of the 586-acre "Orton on Emerald Parcel". The City of Steamboat Springs purchased this land with City funds and a GOCO grant. EMP was assigned as the "manager" of the Emerald Mountain Park land parcel.

Yampa Valley Land Trust Background: Yampa Valley Land Trust is a dynamic, results-oriented, community-based, non-profit land conservation organization. YVLT works in partnership with willing landowners to secure conservation easements that permanently protect the rural landscapes and important ecological resources found throughout Northwest Colorado. YVLT also partners with local communities to secure public recreation opportunities that help to meet the demands of our ever-changing population. Since its incorporation in 1992, Yampa Valley Land Trust has worked to actively conserve land in the Yampa Valley and Northwest



Colorado. YVLT collaborates with a diverse group of landowners that include traditional ranching families, new property owners, local governments and, at times, developers. The work of YVLT benefits the community, including residents, businesses, second homeowners and the estimated 600,000 visitors who come to Steamboat Springs and its surroundings each year.

USFS Background: The founding of the National Forest System and the Forest Service, an agency of the U.S. Department of Agriculture, has its roots in the last quarter of the 19th century. The national forests (at first called forest reserves) began with the Forest Reserve Act of 1891, which allowed the president to establish forest reserves from timber covered public domain land. Several early leaders and visionaries, along with willing presidents (especially Teddy Roosevelt), scientific and conservation organizations, and newly trained forestry professionals, led the successful effort in retaining millions of acres of Federal forest land for future generations. The pride and professionalism continue in the Forest Service today. The United States currently has a system of 155 national forests, 20 national grasslands, and 222 research and experimental forests, as well as other special areas, covering more than 192 million acres of public land. The Forest Service has evolved into a 30,000 employee agency that manages the national forests for a number of multiple uses, including recreation, timber, wilderness, minerals, water, grazing, fish, and wildlife. The history of the agency is long and remarkable. Over the last century, the Forest Service has initiated numerous, innovative products and procedures, as well as led the country and the world in scientific forestry matters. How the Forest Service got to where it is today is a fascinating story of people, places, politics, laws, and controversies.

BLM Background: The Bureau of Land Management (BLM) may best be described as a small agency with a big mission: To sustain the health, diversity, and productivity of America's public lands for the use and enjoyment of present and future generations. It administers more public land – over 245 million surface acres – than any other Federal agency in the United States. Most of this land is located in the 12 Western states, including Alaska. The BLM also manages 700 million acres of sub-surface mineral estate throughout the nation. The BLM's multiple-use mission, set forth in the Federal Land Policy and Management Act of 1976, mandates that we manage public land resources for a variety of uses, such as energy development, livestock grazing, recreation, and timber harvesting, while protecting a wide array of natural, cultural, and historical resources, many of which are found in the BLM's 27 million-acre National Landscape Conservation System. The conservation system includes 221 Wilderness Areas totaling 8.7 million acres, as well as 16 National Monuments comprising 4.8 million acres. The BLM does its complex and challenging work with an annual budget of more than \$1 billion and a workforce of about 10,000 full-time employees. The BLM is one of a handful of

Federal agencies that generates more revenue for the United States than it spends. For example, in Fiscal Year 2012, nearly \$5 billion will be generated by activities on BLM-managed lands, including an estimated \$4.3 billion from onshore oil and gas development, with about half of those revenues going to the states where the mineral leasing occurred.

The BLM is focusing on the following priorities:

- The **America's Great Outdoors initiative**, which is aimed at enhancing the conservation of BLM-managed lands and resources and reconnecting Americans to the outdoors.
- The **New Energy Frontier**, which encourages and facilitates renewable energy development – solar, wind, and geothermal – on the Nation's public lands.
- **Cooperative Landscape Conservation**, a scientific initiative that recognizes the need to better understand the condition of BLM-managed landscapes at a broad level.
- **Youth in the Great Outdoors**, which supports programs and partnerships that engage youth in natural resource management and encourages young people and their families to visit, explore, and learn about the public lands.
- **Climate Change**, which is affecting public lands in ways that could impact on Americans' quality of life. The BLM is responding with two interconnected initiatives: a proposed landscape approach to land management and Rapid Eco-regional Assessments, which will improve the agency's understanding of public land conditions to inform future management decisions.

By strengthening existing and forging new partnerships with stakeholders, the BLM will ensure that the nation's public lands are managed and conserved for future generations of Americans to use and enjoy.

CPW Background: Colorado Parks and Wildlife was created in 2011 by the merger of Colorado State Parks and the Colorado Division of Wildlife, two nationally recognized leaders in conservation, outdoor recreation and wildlife management. Colorado



Parks and Wildlife manages 42 state parks, all of Colorado's wildlife, more than 300 state wildlife areas and a host of recreational programs. Colorado's 42 state parks attract more than 11 million visitors per year, offering exceptional settings for healthy, fun-filled outdoor recreation with family and friends that promote stewardship of our natural resources. Colorado Parks and Wildlife issues hunting and fishing licenses, conducts research to improve wildlife management activities, protects high priority wildlife habitat through acquisitions and partnerships, provides technical assistance to private and other public landowners concerning wildlife and habitat management and develops programs to understand, protect and recover threatened and endangered species. Colorado Parks and Wildlife also administers the state's trail program and registers boats, snowmobiles, off-highway vehicles and river outfitters. Parks and Wildlife employees and their partners work together to provide ongoing and outstanding customer service through recreational programs, amenities, and services.

Steamboat Springs School District RE-2 Background: Detailed background not available at time of press. The local school district has worked with the City of Steamboat Springs on past projects and is ready and willing to continue the partnership.

Steamboat Springs Bike Town USA Initiative (BTUSA) Background: BTUSA was formed to discuss the strategy of economic development by growing bicycling tourism in Routt County. The task force functions as a catalyst to achieve our Vision and Mission statements. Our Vision Statement states: Steamboat Springs is the ultimate destination for cycling experiences. This vision of the future for cycling in Steamboat Springs suggests we can provide opportunities for the best cycling experiences in the world. In addition, our Mission Statement defines the reason this group came into being or why we exist. The Mission Statement says: To promote economic development, lifestyle enhancement, and tourism through cycling.

Our plan calls for a unified effort that ties several different private and government entities together so that we have a comprehensive and agreed upon path forward to fulfill our vision and mission. As a result of pulling together each member of this team, we will be able to provide the community a comprehensive plan, similar to what has been accomplished in the adjacent market of skiing in Steamboat, by more fully developing various bicycling capabilities in the community. A key component to our overall plan is the leveraging of existing assets by integrating them into a seamless system of cycling experiences. We believe the ultimate outcome of the successful implementation of this plan will show increased revenues to existing and new businesses, enhanced tax revenues to the City of Steamboat Springs, along with the potential for additional job growth in our marketplace.

Routt County Riders Background: In 2012, Routt County Riders (RCR) closely aligned with the International Mountain Biking Association (IMBA) as a new chapter of IMBA. Routt County Riders, an IMBA Chapter, refocused its energy toward trail maintenance and future trail development. We completed more than 780 hours of trail work on Routt NF lands, Ski Corp's upper trail network and both City of Steamboat Springs & BLM property on Emerald Mountain. We will show our local land managers that we can maintain our existing network so we can expand our already great trail network

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Yampatika Background: Yampatika's mission is to inspire environmental stewardship through education. Our main goal, broadly defined, is to develop environmental learning opportunities that serve the children and adults of Northwest Colorado. Established in 1992 as the "Yampatika Outdoor Awareness Association," Yampatika continues to be the only non-profit organization that offers a continuum of educational services to children and adults ranging in age from pre-K to senior citizens in Routt, Moffat and Jackson Counties.

Running Series Background: The 2013 Steamboat Springs Running Series continues its dedication to the pursuit of running and bringing people together. This year's series includes miles of challenging runs from 5k to 100 miles, all on the spectacular Colorado terrain you've come to expect.



Entity's Current and Future Interests Including Roles and Responsibilities.

On successful funding the Steamboat Springs Trail Alliance will meet and work with land managers to determine roles and responsibilities for the proposed project.

Land Managers will manage and contract projects that meet their requirements including any requirements for final approval such as NEPA analysis when required.

Members of SSTA will be involved with oversight of the design and build of the projects described to ensure it is designed and constructed as close to intended in this proposal as possible.

Project Location, Purchase & Ownership

All proposed projects are accessible from town by foot, bike or vehicle in 30 minutes or less.

No projects require purchase or lease of land. A couple projects may require easements. For all projects that may require easements, the individual landowners have been contacted and are willing to continue the discussion on the details of potential easements.

The land manager(s) of which the project involves will own the completed project.

Project Capital Costs

Estimated capital costs are based on a few sources and variables. When projects have had site-specific analysis, those numbers have been used. When projects have not had site-specific analysis, the Steamboat Springs Area Open Space & Trails Master Plan (2008) estimates shown below were used with 1.07 times adjustment to account for inflation between 2008 and 2012. The Master Plan estimates costs for three types of trails; core trail, secondary trail & backcountry trail.

RCR, an IMBA Chapter, using its local trail building experience subdivided the backcountry trail category into the following types of backcountry trails and differing associated build costs. These build costs were used in the cost analysis on backcountry trail projects.

The International Mountain Biking Association (IMBA) for hire division "Trail Solutions", was able to do a rough takeoff based on the maps and descriptions on the Steamboat Springs Trails Alliance website (www.steamboatspringstrails.com) and their experience building trails throughout the country and internationally. Based on their cost option that is attached in the appendix, backcountry trail built costs could be reduced with more detailed site specific analysis.

With in-kind volunteer labor, backcountry trails could be built at even lower rates as shown in the past on trails such as purpose-built single-track connection Ricky's Ridge which was built in 2011 for an extremely low cost of approximately \$0.19/ft + volunteer labor. The purpose-built single-track Beall trail project on the backside of Emerald was built for an estimated \$38,500.00 and at 6.7 miles came in at approximately \$1.09/ft. While using volunteer labor is essential to create a community sense of ownership, the scale of these backcountry trails projects could not be supported entirely by volunteers. Local trail builders and volunteers will be used as much as possible to create a high sense of ownership throughout the community.



Estimated Trail Build Costs by Type					
		City Master Plan [1]	RCR, an IMBA Chapter [2]	Trail Solutions (IMBA) [3]	RCR History [4]
	Type	Cost/ft	Cost/ft	Cost/ft	Cost/ft
	Backcountry: Purpose-built Flow Trail w/ Features	\$ 16.05	\$ 15.00	\$ 9.60	\$ -
	Backcountry: Purpose-built Flow Trail	\$ 16.05	\$ 10.00	\$ 6.00	\$ 1.89
	Backcountry: Purpose-built Single-track	\$ 16.05	\$ 5.00	\$ 3.60	\$ 1.09
	Backcountry: Existing Single-track (Rehab)	\$ 16.05	\$ 2.50	\$ 4.80	\$ -
	Backcountry: Hiking	\$ 16.05	\$ 2.50	\$ 6.00	\$ -
Notes:					
[1]	Assumes construction cost (no design, permitting, management etc.). Cost of \$15/ft was increased by 1.07 times to account for 2008 to 2012 inflation.				
[2]	Assumes construction cost (no design, permitting, management etc.). This estimate is based on local trail builders conservative estimates familiar with what is take to build locally assuming the construction is done as a private company and not through a non-profit. Little to no volunteer labor is assumed in these costs.				
[3]	Assumes construction cost (no design, permitting, management etc.). This estimate is based on general trail building experience and did not utilize site visits to help determine the Cost Option attached in the appendix. Cost per foot was adjusted to account for the 20% increase in preliminary design to final trail length.				
[4]	Assumes extremely high level of volunteer labor. Volunteers would become "burned out" if they were they were to be asked to build too many of these trails.				

Figure 1.

Due to the wide range of estimated cost to produce backcountry trails without detailed site specific analysis, a moderately conservative approach was used to determine the final estimated per foot build cost. The individual project cost tables used the

costs estimated by RCR, an IMBA Chapter. The individual project pro forma was based off the project cost table. A proposal capital cost summary was provided showing a range of estimates. For backcountry trails, the higher of RCR, an IMBA Chapter and/or Trail Solutions (a for profit division of IMBA) numbers were used to determine the "Conservative" estimate shown in **Figure 2**. The lower of the two estimates was used to determine the "Moderate" estimate also shown in **Figure 2**.

Based on a comprehensive trail study in 2000, by the Iowa Department of Transportation, in addition to the trail build costs, the following costs are associated overall costs to build a trail:

- Planning, Preliminary Design & Construction documents 9%
- Administration & Construction services 10%
- Contingency 10%

These additional costs total 29% of the estimated build cost, therefore 129% of the estimated build cost was estimated to be the project capital cost. When bridges, boardwalks or other structures were expected to be required, they were added to the total cost with the same 129% increase to cover costs outside of construction.

Opportunities for matching grants are shown in a third column of **Figure 2**. in order to show grants already identified by City of Steamboat Springs Government Programs Manager, Winnie DelliQuadri. Matching grants up to 70% are available. The 2013 & 2014 grant cycles are expected to have grants starting at \$500,000. Winnie intends to apply for a grant in the \$1,000,000.00 range for the Core Trail to Legacy Ranch.



Steamboat Springs Trails Alliance Proposal				
for the Future Use of the Steamboat Springs' Accommodations Tax				
Proposal Capital Cost Summary				
Buffalo Pass Network		Est. Cost [1]		Matching (\$) [2]
	Trails, Pathways and Connections	(Moderate)	(Conservative)	
	Spring Creek Alternate Trail	\$ 123,375.60	\$ 219,413.52	TBD
	Buffalo Pass Alternate Trail	\$ 328,098.60	\$ 365,560.20	TBD
	Gunn Creek Trail	\$ 454,091.61	\$ 489,509.85	TBD
	Unauthorized Trails	\$ 220,961.52	\$ 296,565.84	TBD
	Uranium Mine Trail	\$ 326,937.60	\$ 548,920.80	TBD
	Network Total	\$ 1,453,464.93	\$ 1,919,970.21	TBD
Emerald Mountain Network		Est. Cost [1]		Matching (\$) [2]
	Trails, Pathways and Connections	(Moderate)	(Conservative)	
	Wild Rose Trail	\$ 55,046.88	\$ 61,687.80	TBD
	Upper Rotary Trail	\$ 98,468.28	\$ 164,366.64	TBD
	Emerald Directional Trail #1	\$ 83,282.40	\$ 220,187.52	\$ 150,000.00
	Emerald Directional Trail #2	\$ 83,282.40	\$ 147,307.68	\$ 103,115.38
	Dual Slalom Coarse Trails	\$ 65,774.52	\$ 109,706.76	\$ 76,794.73
	Morning Gloria Trail	\$ 182,586.60	\$ 204,336.00	\$ 143,035.20
	Infrastructure and Amenities			
	Ridge Trail Head Amenities	\$ 165,387.00	\$ 165,387.00	\$ 100,000.00
	Network Total	\$ 733,828	\$ 1,072,979	\$ 572,945
Mad Creek Network		Est. Cost [1]		Matching (\$) [2]
	Trails, Pathways and Connections	(Moderate)	(Conservative)	
	Unauthorized Trails	\$ 110,480.76	\$ 148,282.92	TBD
	Red Dirt 2 Swamp Park Trail	\$ 73,560.96	\$ 110,480.76	TBD
	Network Total	\$ 184,042	\$ 258,764	TBD

Figure 2.

Rabbit Ears Pass Network		Est. Cost [1]		Matching (\$) [2]
	Trails, Pathways and Connections	(Moderate)	(Conservative)	
	Walton Rim Trail	\$ 1,952,395.65	\$ 2,919,586.05	TBD
	UWSN: Loop Trail #1	\$ 109,706.76	\$ 122,988.60	TBD
	UWSN: Loop Trail #2	\$ 146,146.68	\$ 163,855.80	TBD
	UWSN: Loop Trail #3	\$ 91,486.80	\$ 102,555.00	TBD
	LWSN: Old Hwy 40 Trail	\$ 143,809.20	\$ 383,393.16	TBD
	LWSN: Old Hwy 40 Extension Trail	\$ 61,687.80	\$ 164,366.64	TBD
	LWSN: Old Hwy 40 Perimeter Trail	\$ 98,468.28	\$ 146,146.68	TBD
	LWSN: Directional Trail #1	\$ 98,468.28	\$ 164,366.64	TBD
	LWSN: Directional Trail #2	\$ 131,162.04	\$ 219,026.52	TBD
	LWSN: Directional Trail #3	\$ 98,468.28	\$ 164,366.64	TBD
	LWSN: Directional Trail #4	\$ 98,468.28	\$ 164,366.64	TBD
	LWSN: Skills Area	\$ 59,985.00	\$ 59,985.00	TBD
	LWSN: Expansion Zone	\$ 984,682.80	\$ 1,643,666.40	TBD
	LWSN: Hiking Only Trail	\$ 55,820.88	\$ 123,762.60	TBD
	Drunken Hogan Trail	\$ 367,804.80	\$ 547,759.80	TBD
	Infrastructure and Amenities			
	UWSN: West Summit Amenities	\$ 103,200.00	\$ 322,500.00	TBD
	LWSN: Ferndale Amenities	\$ 324,048.00	\$ 646,548.00	TBD
	LWSN: Forest Entry Amenities	\$ 322,500.00	\$ 645,000.00	TBD
	Network Total	\$ 5,248,310	\$ 8,704,240	TBD

Figure 2.



Town Network		Est. Cost [1]		Matching (\$) [2]
		(Moderate)	(Conservative)	
	Trails, Pathways and Connections			
	Core Trail S - Legacy Ranch	\$ 3,228,607.10	\$ 4,396,725.00	\$ 1,000,000.00
	Core Trail W - Bear River Park	\$ 654,898.17	\$ 654,898.17	\$ 150,000.00
	Core Trail N - Strawberry Park	\$ 365,173.20	\$ 365,173.20	\$ 150,000.00
	Core Conn.: 12th St @ Little Toots	\$ 98,774.78	\$ 98,774.78	TBD
	Lodging Conn.: Walton Creek	\$ 337,820.00	\$ 337,820.00	TBD
	Lodging Conn.: Mtn to Core	\$ 452,243.00	\$ 452,243.00	TBD
	Lodging Conn.: Whistler Area to Mtn	\$ 116,014.50	\$ 116,014.50	TBD
	Stehley Park Beginner Pumptrack	\$ 25,800.00	\$ 27,735.00	TBD
	Infrastructure and Amenities			
	Emerald Amenities: Blackmer Dr.	\$ 192,000.00	\$ 192,000.00	TBD
	Safety			
	Enhanced Crossing: To Spring Creek @ Amethyst Dr.	\$ 75,375.00	\$ 75,375.00	TBD
	Enhanced Crossing: To Butcher Knife @ East Maple St.	\$ 75,375.00	\$ 75,375.00	TBD
	Enhanced Crossing: Core Trail @ 5th St.	\$ 75,375.00	\$ 75,375.00	TBD
	Enhanced Crossing: Lodging Conn. @ Mt. Werner Cir.	\$ 75,375.00	\$ 75,375.00	TBD
	Enhanced Crossing: Core Trail @ Mt. Werner Rd.	\$ 75,375.00	\$ 75,375.00	TBD
	Network Total	\$ 5,848,206	\$ 7,018,259	\$ 1,300,000
	Proposal Sub-total	\$ 13,467,850	\$ 18,974,212	
Proposal Management - Contingency		Est. Cost [1]		
		(Moderate)	(Conservative)	
	Proposal Management - Contingency (6.7%)	\$ 902,346	\$ 1,271,272	
	Total	\$ 902,346	\$ 1,271,272	
Proposal Total Estimated Costs		\$ 14,370,196	\$ 20,245,484	

Figure 2.

Proposal Estimated Matching Funds		Est. Matching (\$) [2]	
		(% Moderate)	(% Conservative)
	Proposal Estimated Matching Funds	\$ (1,690,448)	\$ (1,872,945)
	Proposal Estimated In-Kind Donations	TBD	TBD
	Total	\$ (1,690,448)	\$ (1,872,945)
Proposal Total Cost After Matching Funds & In-Kind		\$ 12,679,748	\$ 18,372,539
Notes:			
[1]	Moderate and Conservative estimates were determined based in part on the Steamboat Springs Area Open Space and Trails Master Plan (2008), Routt County Riders, an IMBA Chapter trail crew leaders local trail building history, estimates provided by Trail Solutions (the for profit division of the International Mountain Bike Association trail building crews) and Civil Design Consultants (the engineers of record for the Yampa River Core Trail) estimates. The Conservative estimate took the higher of the Bid or Parks & Rec Open Space & Trails Master Plan. The Moderate took the lower of the two. Where only one estimate was obtained, the conservative estimate will match the moderate estimate.		
[2]	Estimate matching funds have been identified by Winnie DelliQuadri, Government Programs Manager. For many projects it is too soon to estimate the amount of matching funds available. With the possible exception of the Core Trail to Legacy Ranch, other projects on city property would only qualify for one grant per year to cover one project. The grant cycle that would drover the Core Trail is expected to be in 2013 & 2014.		

Figure 2.



Timeline

Approved projects can be completed on pay as you go basis or by bonding. The timeline of individual projects will be dictated by the individual land managers and successful completion of their required approval processes. Prospective land managers are aware of all of the proposed projects that pertain to land they manage. Projects less than 10 miles in length are expected to be completed in one build season. Projects more than 10 miles in length are expected to be phased.

Pro Forma

Pro forma: Revenue

Trails are a free amenity for public use. As such they do not generate direct operational revenue per se. However, there are available sources to fund ongoing operational costs.

Overall Proposal Projected Revenue

Figure 3.

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7
Conservative Scenario							
No. New Visitors	4,928	9,913	16,600	23,541	30,560	37,720	45,022
Total Spend	2,227,456	4,480,676	7,530,320	10,640,532	13,813,120	17,049,440	20,349,944
City SBS Sales Tax	89,435	179,905	302,351	427,230	554,613	684,555	817,705
Routt Co. Tax	22,103	44,461	74,723	105,585	137,066	169,180	201,931
Lodging Tax	8,242	16,579	27,862	78,740	51,109	63,083	75,295
Colo. St. Tax \$'s	63,932	128,604	216,134	305,403	396,462	489,350	584,081
Direct Spend \$'s	58,783	118,245	198,725	280,804	364,528	449,935	537,035
Direct Household \$'s	5,149	10,359	17,409	24,599	31,934	39,415	47,046
Local Mktg. Dist. \$'s	16,483	33,157	55,724	78,740	102,217	126,166	150,590
No. New Jobs	20	41	69	97	126	156	186
Moderate Scenario							
No. New Visitors	8,235	14,948	25,219	35,798	46,695	57,918	69,478
Total Spend	3,772,220	6,756,496	11,398,988	16,180,696	21,106,140	26,178,936	31,404,056
City SBS Sales Tax	149,452	271,281	457,683	649,674	847,437	1,051,116	1,260,911
Routt Co. Tax	36,935	67,044	113,111	160,559	209,434	259,771	311,619
Lodging Tax	13,772	24,999	42,176	59,869	78,093	96,862	116,195
Colo. St. Tax \$'s	106,835	193,924	327,172	464,415	605,785	751,383	901,354
Direct Spend \$'s	98,229	178,304	300,819	427,009	556,991	690,862	828,753
Direct Household \$'s	8,605	15,620	26,352	37,407	48,794	60,521	72,601
Local Mktg. Dist. \$'s	27,544	49,998	84,353	119,737	156,185	193,724	232,390
No. New Jobs	34	62	104	148	193	240	287
Aggressive Scenario							
No. New Visitors	9,888	20,007	33,905	51,970	70,940	90,858	111,772
Total Spend	4,469,376	9,043,164	15,325,060	23,490,440	32,064,880	41,067,816	50,520,944
City SBS Sales Tax	179,451	363,094	615,320	943,169	1,287,443	1,648,922	2,028,477
Routt Co. Tax	44,349	89,734	152,069	233,093	318,177	407,512	501,314
Lodging Tax	16,537	33,460	56,703	86,915	118,640	151,951	186,927
Colo. St. Tax \$'s	128,279	259,555	439,857	674,218	920,321	1,178,721	1,450,043
Direct Spend \$'s	117,947	238,649	404,428	619,913	846,192	1,083,780	1,333,248
Direct Household \$'s	10,332	20,906	35,429	54,306	74,128	94,942	116,796
Local Mktg. Dist. \$'s	33,073	66,919	113,405	173,829	237,280	303,902	373,855
No. New Jobs	41	83	140	215	293	378	462



Economic Impact Analysis Methodology: The economic analysis model utilized in this proposal takes into account the impact of visitor spending on several levels in the local economy. These levels include the impact visitor spending has on sales taxes as well as the impact it has on wages/salary of the businesses that provide goods/services directly to the visitor. The model takes into account the increase in local household spending that would occur at both the direct and secondary levels as a result of increases in wage/salary the visitor spending would stimulate. Lastly, the model provides an estimate of the number of jobs (FTEs) that would result from increased visitor spending at both the direct and secondary levels.

Step #1 - Determine The Dollar Value Of Projected Visitor Spending: The economic impact model used takes into account the estimated average daily spending by visitors and allocates that spending to specific spending categories. The total spending is determined by multiplying the average spending per day (\$113); by the estimated number of visitors; multiplied by the average length of stay (4 days). The data for these inputs was based on the data regarding spending (\$133.13/day) and length of stay (5 nights) by bicycle tourists in Whistler B.C.¹ with data regarding spending (\$73/day) and length of stay (4 nights) of existing summer tourists in Steamboat Springs as identified by the Steamboat Springs Chamber Resort Association 2008 Summer Visitor Survey. Data regarding the number of visitors was initially estimated in two ways, both of which resulted in similar estimates. The first method utilized existing summer tourism in Steamboat Springs as a base and projected conservative, moderate and aggressive increases in summer tourism based on project activities. The second method looked at the overall size of the mountain biking/freeriding market, which is comparable in size to the existing mature skiing market, and then estimated maturity for Steamboat's share of the mountain biking market at 9% based on its existing share of the mature skiing market. Conservative, moderate, and aggressive scenarios for attraction of new visitors were developed utilizing the market maturity as a cap. The two estimation methods yielded similar results regarding visitors per year and this data is used in the calculations. Visitor numbers utilized in the attached economic analysis data sheets were derived from the second, market share model.

Step #2 - Allocate The Projected Visitor Spending By Category: In this impact model the visitor spending is allocated to the following categories:

- A. Lodging (37%)
- B. On Mountain Activities/Ski Area (9%)
- C. Food Services (32%)
- D. Retail (13%)
- E. Entertainment (9%)

The allocation percentages used were provided by the Steamboat Springs Chamber Resort Association (SSCRA) Summer Visitor Survey.

Step #3 - Calculation of Sales Taxes: Using the sales tax rates for the various taxing entities the estimated sales tax collected as a result of visitor spending is calculated. The sales tax rates used in this model are as follows:

- A. State of Colorado (2.9%)
- B. Routt County (1.0%)
- C. City of Steamboat Springs (4.0%)
- D. Steamboat Springs School District RE-2 (0.5%)
- E. Steamboat Springs Lodging Tax (1.0%)
- F. Local Marketing District Lodging Tax (2.0%)

Assumptions of the visitor spending

- All spending would take place within the city limits of Steamboat Springs.
- All Lodging would occur in properties subject to the Local Marketing District and Lodging Tax

Step #4 - Calculation Of Wage/Salary That Would Be Generated As A Result Of Visitor Spending: Using the visitor spending allocation by category an estimate of the increased wage/salary is calculated. The percentage used for the wage/salary is calculated based on RMA (Robert Morris Associates) Annual Statement Studies done for the industry sectors associated with the visitor spending. RMA Studies are recognized as an authoritative source used by financial institutions nationally in assessing the



financial ratios of businesses. The RMA data used in this calculation is from calendar year 2010. Based on RMA the percentage allocation based on increased revenues as a result of visitor spending by industry sector areas follows:

- A. Lodging (21.5%)
- B. On Mountain Activities/Ski Area (17.9%)
- C. Food Services (18.3%)
- D. Retail (10.3%)
- E. Entertainment (17.9%)

Step #5 - Calculation Of Projected Local Vendor Spending: Using the visitor spending allocation by category an estimate of SG&A (Selling, General and Administration) is calculated. The percentage used for SG&A is based on RMA (Robert Morris Associates) Annual Statement Studies done for the industry sectors associated with the visitor spending. RMA Studies are recognized as an authoritative source used by financial institutions nationally in assessing the financial ratios of businesses. The RMA data used in this calculation is from calendar year 2010. Based on RMA the percentage allocation based on increased revenues as a result of visitor spending by industry sector are as follows:

- A. Lodging (22.3%)
- B. On Mountain Activities/Ski Area (28.3%)
- C. Food Services (15.3%)
- D. Retail (10.0%)
- E. Entertainment (28.3%)

Step #6 - Calculation Of Projected Local Vendor Wage/Salary: To determine the local spending by the business it was assumed that 50% of SG&A expenses of the primary business would occur locally. Since vendor spending quickly becomes defused by

industry sector, a factor of 25% was used to estimate the value of wage/salary that would be generated at the vendor level as a direct result of visitor spending.

Step #7 - Calculation Of The Increase In Household Consumer Spending: Household Consumer Spending allocations used in the model are based on data provided by the Bureau of Labor Statistics (BLS). Data is from 2010.

Step #8 - Calculate an estimate of the local Household Consumer Spending: Using the Routt County Consumer Preference Study (2003) an estimate of the spending that is occurring locally is calculated by consumer category. This spending is subsequently distributed by industry according to NAICS codes (The North American Industry Classification System).

Step # 9 - Secondary Wage/Salary That Would Be Created: The percentage used to determine secondary wage/salary by industry sector are based on RMA data for the specific NAICS industry sector. 2010 RMA data was used.

Step #10 - Calculation Of Sales Tax From Direct And Secondary Household Consumer Spending: This is done by identifying the categories of household consumer spending that would be subject to sales tax and calculating the tax by taxing entity. In the model it is assumed that all households are in the city limits of Steamboat Springs.

Step #11 - Calculate The Number Of Direct And Secondary Jobs That Would Be Created: This is done by totaling the wage/salary generated by visitor spending with the primary business and the vendor business, plus the wage/salary generated by direct and secondary household consumer spending. These amounts are identified by industry sector. Using Bureau of Economic Analysis (BEA) data for Routt County (2008) the average annual wage/wage by industry sector is determined. This amount is subsequently



divided into the wage/salary that is created at the direct and secondary level. This calculation results in a projected FTE (Full Time Equivalent) job.

Glossary of Terms

Visitor Spending	The total amount the visitor will spend while in the area for all goods and services
Primary Business	These are businesses utilized by the visitor.
Vendor Businesses	These are businesses that support the primary business by providing them goods and services they require.
Direct Household Spending	These are typically the employees of the primary and vendor businesses that benefit from increase visitor spending
Secondary Household Spending	These are typically the employees of businesses and provide goods and services to direct consumer households.

*The economic model used in this analysis was created by Steamboat Springs community members Rich Lowe and Scott Ford and is available on request

Revenue sources to offset Operational Costs

- In 2012, the City of Steamboat Springs Parks & Recreation Department started to implement a trail impact fee. The trail impact fee applies to events run on City of Steamboat Springs managed land and is calculated on a per race registrant basis. Based on an estimated number of registrants of trail events that used City land in 2012, this impact fee is expected to generate approximately \$10,000.00 in 2013. This estimate assumes a similar number of trail events in 2013 and is expected to be conservative, as trail events have been increasing in popularity.
- Routt County Riders, an IMBA Chapter, has partnered with the Steamboat Ski & Resort Corporation to start a long-term source to fund trail maintenance in and around Steamboat based off the Winter Sports Club's "Scholarship Day" model. This will start the day before the ski resort opens for the 2013 summer biking season (more details to come this spring). According to the Steamboat Springs Winter Sports Club's website, Steamboat Ski & Resort Corporation has donated over \$270,000.00 for 12 Scholarship days.
- Local non-profits such as Routt County Riders (RCR), an IMBA Chapter, have been dedicated to biking and trails since 1991. RCR, an IMBA Chapter, has worked hard to develop a sustainable trail maintenance program to help keep our local backcountry trails in excellent shape allowing us to expand our already excellent trail system into one that is unmatched in Colorado. In 2012, the Routt County Riders Trails Crews donated approximately 740 volunteer hours to trail maintenance on local backcountry trails valued at over \$17,000.00. In 2013, Routt County Riders, an IMBA Chapter, is budgeting for twice the number of trail days completed in 2012. The value of volunteer hours in 2012 was determined by using the Independent Sector, which lists the 2010 value of a volunteer hour in Colorado at \$22.03 (www.independentsector.org/volunteer_time) and adjusting to 2012 based on the inflation from 2010 to 2012 calculated by the US Inflation Calculator (www.usinflationcalculator.com). This estimates the value of a 2012 volunteer hour at \$23.35/hour.
- RCR, an IMBA Chapter, and Emerald Mountain Partnership (EMP) are in the process of finalizing a Memorandum of Understanding (MOU). A piece of this MOU, that would help fund trail maintenance, works with event organizers that operate events on EMP managed lands to add an online donation system to allow registrants to choose to add money to the maintenance and construction of the local trail systems. The running series has a method for doing this on their race registration page and a similar model will be used with other event organizers. If successful in 2013, a similar MOU may be setup between RCR and the City of Steamboat Springs to cover all City owned Backcountry trails.



Pro forma: Costs

Capital & operational costs are broken down for each project on City land following the project checklist found in the **Appendix**.

Estimated project capital costs were discussed in the Project Capital Costs section above. Assumptions used in the 6 year pro forma for project capital costs include life cycle of constructed asset. For trails, concrete is assumed to have a 20 year life cycle on core trails and sidewalk connections. Since secondary and backcountry trails expect maintenance along the total length of the trail, it is assumed that they do not have ongoing capital expenses in regards to their tread surface. Signs and other trail amenities are assumed to have a ten year life cycle. Any bridges or boardwalks on city owned land are assumed to have a life cycle that meets or exceeds the tread surface of the trail.

Estimated project operational costs are based on a few sources and variables. The Steamboat Springs Area Open Space & Trails Master Plan (2008) referenced the 2008 City budget to obtain a \$147,486 expense to maintain 43 miles of trail. Presently the Parks and Rec Department has indicated that their time spent maintaining the city's increased inventory of trails is approximately broken down to 70% on 6.5 miles of core trail, 15% on 19.7 miles of secondary trails and 15% on 28 miles of backcountry trails. This allows us to estimate the maintenance cost based on each type of City designated trail based on the cited 2008 trails maintenance budget.

Estimated City of Steamboat Springs Trail Maintenance Costs by Type [4]						
	Trail Type	% of City time Maintaining [1]	Cost to Maintain (Dollars) [2]	Length (Miles) [3]	Cost/mile	Cost/foot
	Core Trail	70%	\$ 89,342.48	6.5	\$ 13,745.00	\$ 2.60
	Secondary Trail	15%	\$ 19,144.82	19.7	\$ 971.82	\$ 0.18
	Backcountry Trail	15%	\$ 19,144.82	28	\$ 683.74	\$ 0.13
	System Totals	100%	\$ 127,632.12	54.2	\$ 2,354.84	\$ 0.45
Notes:						
[1]	Estimated percentage of time spent maintaining each type of trail					
[2]	Cost to maintain the City's trail system adjusted to 2012 dollars based on Park & Rec Staff Estimate of 69% reduction in per foot maintenance costs from \$0.65/ft to \$0.45/ft trail system wide.					
	\$ 147,486.00	Based on the Steamboat Springs Area Open Space & Trails Master Plan (2008)				
	69%	2008-2012 improved efficiency in maintenance costs				
	\$ 102,105.69	Est. 2012 Trail Maintenance Cost				
	1.25	Factor based on increased system mileage 2008 to 2012				
	\$ 127,632.12					
[3]	Park & Rec Staff estimate in 2012					
[4]	Maintenance includes: tread surface repair, vegetation removal, trash removal & snow removal on the core trail.					

Figure 4.

The cost per foot trail maintenance costs and trail type from **Figure 4.** were used to provide the operational cost in the 6 year pro forma provided for projects that are on City owned land.

Trail amenities such as signs, trash cans and fencing were assumed to require annual maintenance on the basis of 5% of the initial capital cost. Bridge & boardwalk maintenance was assumed to require maintenance on the basis of 1% of the initial capital cost.



Pro formas were not provided for projects on public land managed by other government entities as the managing entity would take on the operational costs of the trail or other asset. The proposals operational cost summary is shown in **Figure 5**.

Steamboat Springs Trails Alliance Proposal	
for the Future Use of the Steamboat Springs' Accommodations Tax	
Proposal Annual Operational Cost Summary	
Buffalo Pass Network	
	Est. Cost [1]
Trails, Pathways and Connections	
Spring Creek Alternate Trail	\$ (715.22)
Network Total	\$ (715.22)
Emerald Mountain Network	
	Est. Cost [1]
Trails, Pathways and Connections	
Wild Rose Trail	\$ (32.51)
Emerald Directional Trail #1	\$ (1,599.69)
Emerald Directional Trail #2	\$ (1,599.69)
Dual Slalom Coarse Trails	\$ (741.79)
Morning Gloria Trail	\$ (3,534.82)
Network Total	\$ (7,508)

Figure 5.

Mad Creek Network		Est. Cost [1]
	Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership.	
Rabbit Ears Pass Network		Est. Cost [1]
	Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership.	

Figure 5.



Town Network		Est. Cost [1]
Trails, Pathways and Connections		
	Core Trail S - Legacy Ranch	\$ (47,577.34)
	Core Trail W - Bear River Park	\$ (8,103.16)
	Core Trail N - Strawberry Park	\$ (524.61)
	Core Conn.: 12th St @ Little Toots	\$ (1,651.00)
	Lodging Conn.: Walton Creek	\$ (16,834.00)
	Lodging Conn.: Mtn to Core	\$ (22,462.00)
	Lodging Conn.: Whistler Area to Mtn	\$ (5,658.00)
	Stehley Park Beginner Pumptrack	\$ (2,676.75)
Infrastructure and Amenities		
	Emerald Amenities: Blackmer Dr.	\$ (9,600.00)
Safety		
	Enhanced Crossing: To Spring Creek @ Amethyst Dr.	\$ (3,750.00)
	Enhanced Crossing: To Butcher Knife @ East Maple St.	\$ (3,750.00)
	Enhanced Crossing: Core Trail @ 5th St.	\$ (3,750.00)
	Enhanced Crossing: Lodging Conn. @ Mt. Werner Cir.	\$ (3,750.00)
	Enhanced Crossing: Core Trail @ Mt. Werner Rd.	\$ (3,750.00)
	Network Total	\$ (133,837)
	Proposal Sub-total	\$ (142,061)

Figure 5.

Proposal Management - Contingency		Est. Cost [1]
	Management - Contingency (15%)	\$ (21,309)
	Total	\$ (21,309)
Proposal Total Estimated Costs		\$ (163,370)
Proposal Estimated Matching Funds		Est. Matching (\$) [2]
	Proposal Estimated Matching Funds	\$ -
	Proposal Estimated In-Kind Donations	TBD
	Total	\$ -
Proposal Total Cost After Matching Funds & In-Kind		\$ (163,370)
Notes:		
[1]	Estimated cost is based on the project pro formas with the following assumptions:	
	a. Revenues are not evaluated on a per project basis.	
	b. Capital costs used were adjusted in the pro forma based on assumed life cycle.	
	c. Operational costs used were adjusted in the pro forma based on a percentage of the assent that would need replacing do to unpredictable damage such as vandalism.	
[2]	Estimate matching funds have been identified by Winnie Deliquadre & Routt County Riders, an IMBA Chapter. For many projects it is too soon to estimate the amount of matching funds and In-Kind Donations available to offset annual operational costs.	

Figure 5.



To minimize operational maintenance expenses on backcountry trails, all backcountry trail projects in this proposal will be built following IMBA design guidelines. Based on Routt County Riders, an IMBA Chapter, 2012 trail work days trails designed with sustainability in mind were almost 16 times less cost to maintain than area trails that were not designed to IMBA standards.

Support of the Steamboat Springs Trail Alliance proposal will:

Promote Tourism: Over 43.2 million Americans identify themselves as bicyclists, which consists of road/paved cyclists, as well as the approximately 10 million participants in the mountain biking, downhill/freeriding, and BMX biking segments. By way of comparison there are approximately 10.5 million skiers and snowboarders in the United States today. Therefore the total cycling market is estimated to be four to five times the total skiing and snowboarding market in size. This is the opportunity that exists for our community to leverage existing assets.

Whistler, British Columbia, is a community that is comparable in size, diverse recreational amenities and tourism infrastructure to Steamboat Springs. Over the past ten years, Whistler has proactively developed not only its mountain biking and lift served freeriding attractions, but also its supporting community bicycle amenities and bicycle infrastructure. In 2009, Whistler experienced approximately two million visitor days – 815,000 visitor days in the winter and 1.3 million in the summer.ⁱⁱ The average number of visitors in the resort per day in winter ranged from 5,507 to 15,981 while the average number of visitors in summer ranged from 7,413 to 20,652. The 2006 Sea to Sky Mountain Biking Economic Impact Study found that mountain biking visitors at the Whistler Bike Park stayed an average of 5 nights, spent an average of \$133.13 per dayⁱⁱⁱ and had an economic impact of nearly \$16.5 million in summer 2006. Between 62% (Whistler Valley) and 73% (Whistler Bike Park) of these visitors were from out of state^{iv}.

Steamboat Springs is well positioned to quickly grow the destination mountain biking tourist market and we anticipate that in demonstrating significant economic success, other ski resorts would follow in our footsteps and also develop the bicycling

attractions, infrastructure and amenities needed to target this market. We believe that increased mountain biking opportunities in each of the ski resorts across Colorado will help build the brand for Colorado as the place to mountain bike and freeride in the US and will “grow the pie” to the benefit of the State and all of the resort communities. Steamboat’s winter tourism includes 55% repeat visitors and the remaining first time visitors include a significant number of tourists who take an annual winter trip to Colorado and ski in a different resort each time. As data from both Steamboat Springs and Whistler intercept surveys show that repeat visitors make up only approximately 55% of total summer visitation, we assume that building Colorado’s brand for mountain biking and freeriding will not only increase the State’s total visitation, but our community’s as well.

Given the strong parallels between skiing and mountain biking, we anticipate that the Steamboat Springs and Colorado, destination mountain biking market would, at maturity, resemble the current destination ski market. The economic benefit of this occurring would be a summer season that resembles the winter season in each of Colorado’s ski resorts.

For Steamboat Springs, a mature summer biking market would involve 180,000 bicyclists visiting Steamboat each year. Assuming an average stay of 4 days and an average spending of \$113 per day, total spending in the local economy would equal more than \$81 million, creating 744 jobs and generating \$3,266,702 for the City of Steamboat Springs in sales tax revenues.

Project partners have developed three scenarios regarding the amount of time it would take to reach 180,000 new visitors. Given that Whistler, B.C. achieved its success with mountain biking driven tourism in a ten year period, the aggressive scenario shown below utilizes a similar timeframe. The moderate and conservative growth scenarios follow a slightly longer trajectory to reach the mature market level of 180,000 new visitors.



Forecasting Models						
Year	Conserative	# Visitors	Moderate	# Visitors	Aggressive	# Visitors
2012	2%	3,600	2%	3,600	2%	3,600
2013	4%	7,200	7%	12,600	11%	19,800
2014	6%	10,800	15%	27,000	20%	36,000
2015	10%	18,000	20%	36,000	23%	41,400
2016	13%	23,400	24%	43,000	29%	52,200
2017	15%	27,000	29%	52,000	37%	66,600
2018	23%	41,400	35%	63,000	43%	77,400
2019	33%	59,400	45%	81,000	50%	90,000
2020	40%	72,000	50%	90,000	60%	108,000
2021	47%	84,600	65%	117,000	80%	144,000
2022	60%	108,000	78%	140,000	100%	180,000
2023	70%	126,000	82%	147,000	100%	180,000
2024	75%	135,000	90%	162,000	100%	180,000
2025	85%	153,000	100%	180,000	100%	180,000
2026	95%	171,000	100%	180,000	100%	180,000
2027	100%	180,000	100%	180,000	100%	180,000

Figure 6.

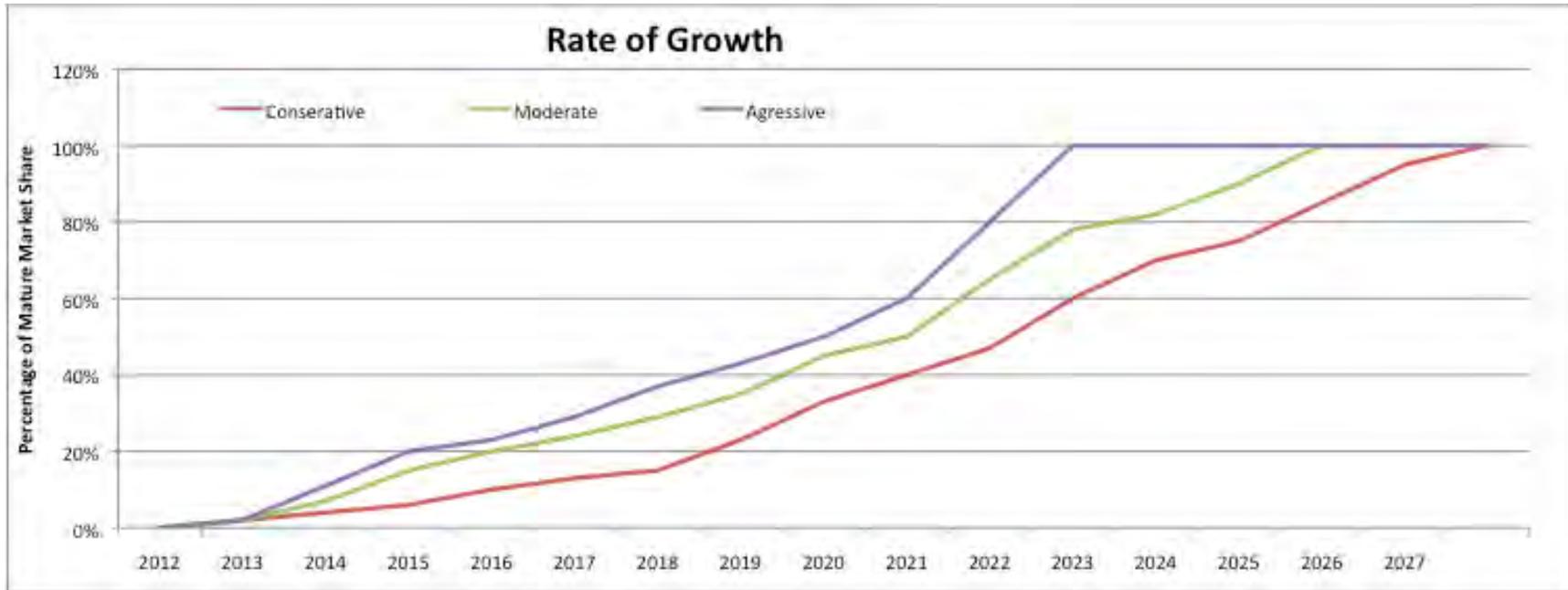


Figure 7.



Enhance the vitality of Steamboat Springs as a destination resort: Steamboat Springs has the opportunity to become known as a year-round destination resort, in addition to what it is known as today, which is primarily a winter skiing and snowboarding destination. Today, Steamboat finds itself in a very competitive marketplace for these tourist dollars. We need to expand our non-ski season offering to remain competitive with other destination resorts around the United States.

Trail networks are significant drivers when visitors plan overnight leisure trips. In Colorado, mountain biking and hiking combined account for the greatest number of overnight pleasure trips¹. Improvements in the City trail network allow visitors to navigate the already diverse offerings of Steamboat Springs.

New connections to the Core Trail from lodging properties enhance the visitor experience by showcasing existing amenities. For example, connections to the Core Trail take visitors past historic and recreation sites, including ski jumping, rodeo, and hot springs spas. The Trail links local cultural and recreational amenities including the Steamboat Springs Art Depot/Visual Arts Center, the Werner Memorial Library, the Community Center, Howelsen Hill Park, Steamboat Springs Health and Recreation Association Swimming Pools, Emerald Youth Park, Weiss Park, Snake Island, and other valuable open space areas along the river corridor, including Legacy project open space lands. With these proposed projects lodging properties along US 40, at the mountain and downtown will have improved connections making traveling to these attractions easy and fun.

Proposed projects in the Rabbit Ears Pass Zone will create a gravity riding center similar, but more extensive and complete, than top gravity centers like Whistler or Jackson Hole.

¹ SCORP (<http://www.parks.state.co.us/TRAILS/LWCF/SCORPplan/SCORPplan.aspx>)

Enhance the community identity of Steamboat Springs: The 2008 Steamboat Springs Economic Plan and the Communitywide Household Survey show that community members are most concerned with maintaining a high quality of life when compared with a variety of other economic development strategies. In fact, community investment related to pedestrian improvements, parks, trails, and open space received the highest support, while investments in facilities such as a recreation centers, or events like the Triple Crown Sports Tournament received the lowest levels of support. Additional plans, including the existing City of Steamboat Springs' Master Plan, Sidewalk and Open Space Plan, Parks and Recreation Management Plan as well as the Mountain Town Sub Area Plan echo these findings, and all identify a desire and need for additional trails and connections. This proposal accelerates the implementation of already publicly supported improvements and reflects the values of Steamboat residents by staying true to our community identity.

While tourism will continue to be a major economic driver, another significant sector of growth can be contributed to Steamboat's burgeoning location neutral workforce. A 2011 Yampa Valley Data Partners economic forecast estimated that the location-neutral sector generates more than \$52 million in personal income, which is equivalent to the personal income generated by the county's hospitality and food services sectors. And why is this growing segment choosing Steamboat? Surveys of location neutral employees and location neutral business conducted through the 2008 Steamboat Springs Economic Plan state, "The primary benefits, mentioned by nearly everyone were life-style related." This includes "the ability to live and work in the mountains, the ability to live and raise a family in a small town environment, and flexibility to manage work and leisure time." In addition to the outside influx of revenue location neutral workers bring to Steamboat, they are also critical to the community's small town character. Location neutral employees become invested in the community with home ownership, membership in associations and community groups, and enroll their children in local schools. Safe, connected trail networks are assets that help Steamboat Springs compete as a top destination for location neutral workers

The proposed projects within this RFP will contribute to real and marketable "lifestyle amenities." When completed, the proposed trail network will contend for the highest accolades given to by cycling leaders, The International Mountain Bike Association (IMBA) and the League of American Bicyclists.

With this proposal, Steamboat Springs can become an IMBA Ride Center. An IMBA Ride Center designation denotes top international mountain biking destinations, which would enhance current efforts to increase summer and shoulder season visits by providing trails for the whole family.



The Steamboat Springs Trails Alliance proposal is uniquely positioned to reflect the values of long-time Steamboat residents, visiting guests, and a mobile workforce searching for a community with top-notch lifestyle amenities.

Enhance the environmental desirability of Steamboat Springs: Beyond the obvious economic benefits our mission is also focused on community enhancement and safety. For example, better trailhead amenities promote good stewardship of fragile and important public lands. Once these amenities are in place, we have the benefit of them now being available for our full-time residents. New connections via paved trails and enhanced trail networks throughout town will provide better access for guests and locals to take advantage of the Yampa River, Howelsen Hill/Emerald Mountain and increase the already high level of environmental desirability in Steamboat.

In addition to providing for a recreational experience in a scenic working landscape, the Core Trail extension will increase bird and wildlife watching viewing opportunities and create better access to many well-known and loved tourist attractions including the Yampa River both at the Chuck Lewis State Wildlife Area and beyond, providing additional opportunities for wildlife watching and fishing. It will link bicyclists more safely to River Road, a popular route for road bikers. It will provide safe access to the Haymaker Golf Course and Yampatika's Environmental Learning Center at Legacy Ranch, two popular City-owned assets.

Enhance the economic health of Steamboat Springs: Biking can do for Steamboat Springs what skiing has done for many years. Project partners estimate that this project will result, at maturity, in an additional 180,000 visitors to Steamboat Springs in the summer and shoulder seasons each year. With an average stay of 4.3 days and an average spending of \$113 per day, this equates to 774,000 visitor days and total spending in the local economy of over \$87 million, creating 800 jobs and generating over \$2.9 million dollars for the City of Steamboat Springs in new sales tax collections. In addition, this will result in \$370,000 of new revenues for the Steamboat Springs School Fund Board, \$602,000 of new revenues for the local marketing district, and \$300,000 of new revenue for lodging tax for above ground amenities each year.

ⁱ Western Canaca Mountain Bike Tourism Association, Sea To Sky Mountain Biking Economic Impact Study – Overall Results, 2006.

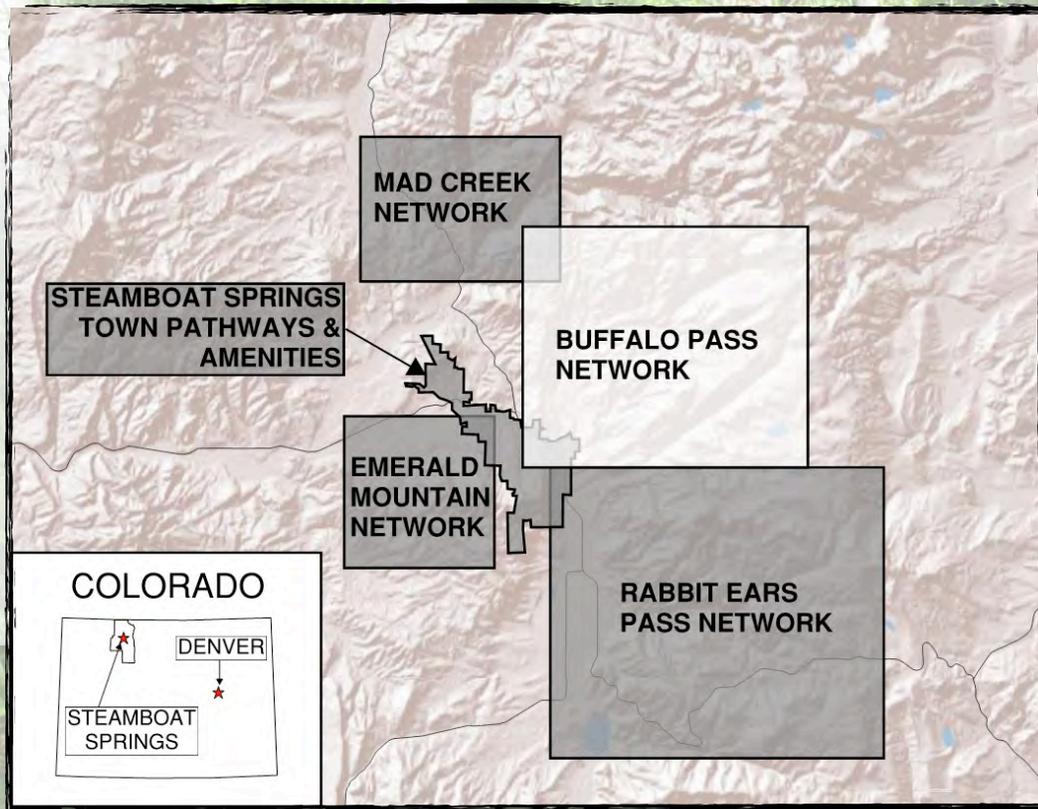
ⁱⁱ Whistler Statistics and Research, Key Highlights, p. 1, <http://events.whistler.com/about-whistler/statistics-and-research/>

ⁱⁱⁱ Western Canaca Mountain Bike Tourism Association, Sea To Sky Mountain Biking Economic Impact Study – Overall Results, 2006, p. 11.

^{iv} Western Canaca Mountain Bike Tourism Association, Sea To Sky Mountain Biking Economic Impact Study – Overall Results, 2006, p. 10.

PROJECT ZONE

BUFFALO PASS

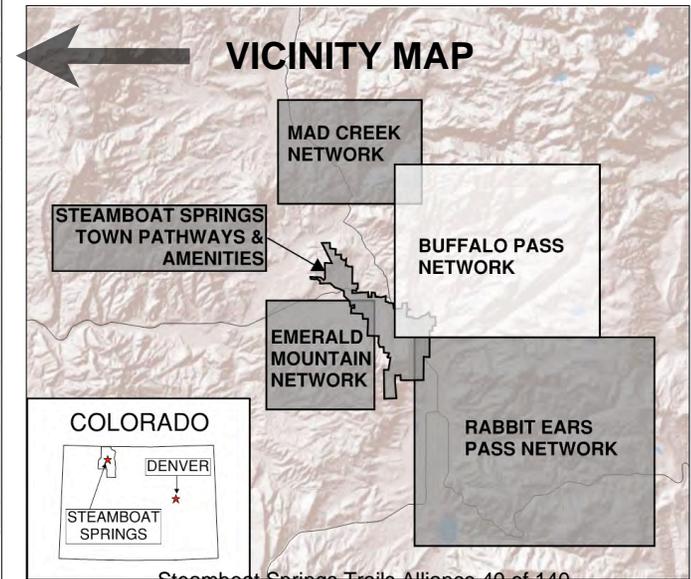
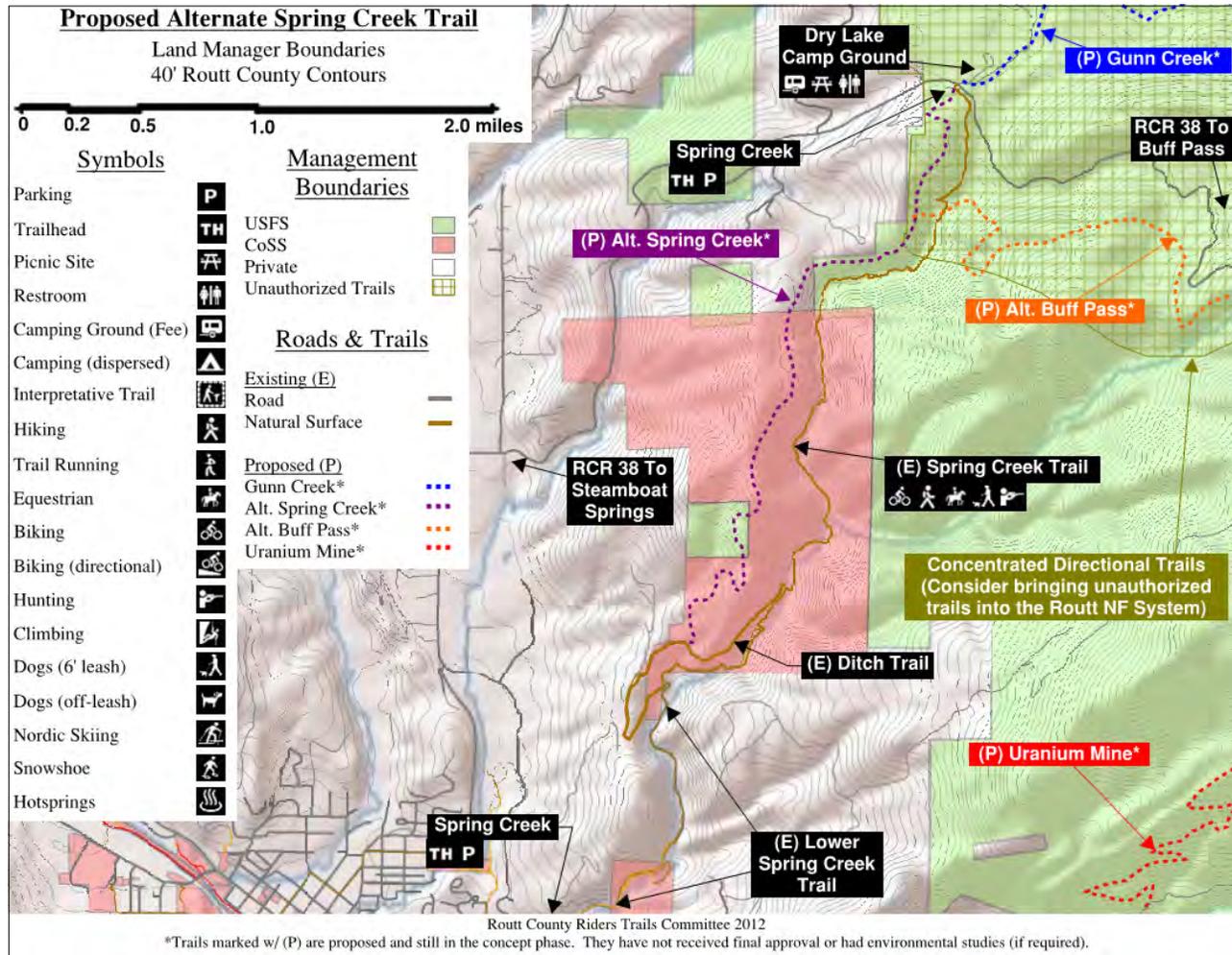


More remote and secluded than other areas/zones of this proposal, Buffalo Pass offers a true backcountry experience. With unauthorized gravity trails of advanced to expert level already in place, the area is heavily used by locals as the shuttleable freeride zone. Working with land managers we will expand this zone and offer more sustainable gravity riding options as well as cross country connections to the Mad Creek and Lower Bear trails. Improvements and reroutes to existing unauthorized trails will prevent resource damage. The Spring Creek alternate will reduce conflict on the existing trail, benefiting all types of trail users.

**BUFFALO PASS PROJECTS:
SPRING CREEK ALTERNATE TRAIL, BUFFALO PASS ALTERNATE TRAIL (BUFFALO BILLY'S), GUNN
CREEK TRAIL, BUFFALO PASS UNAUTHORIZED TRAILS, URANIUM MINE EXTENSION**

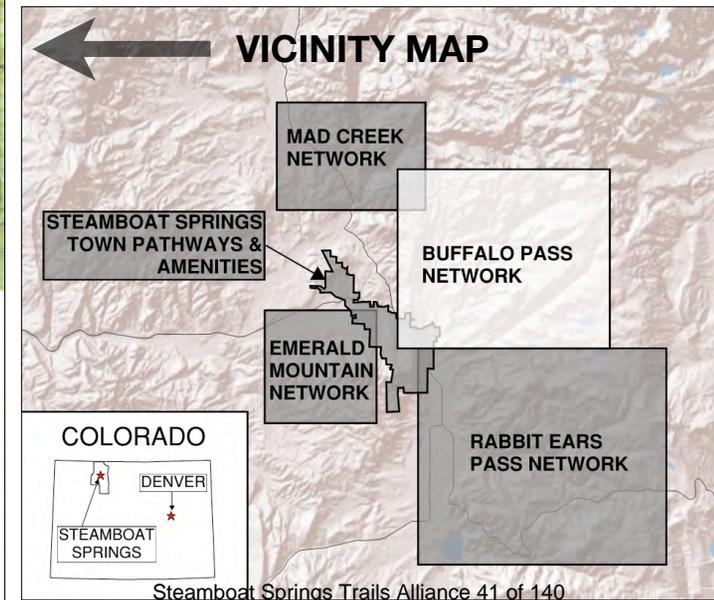
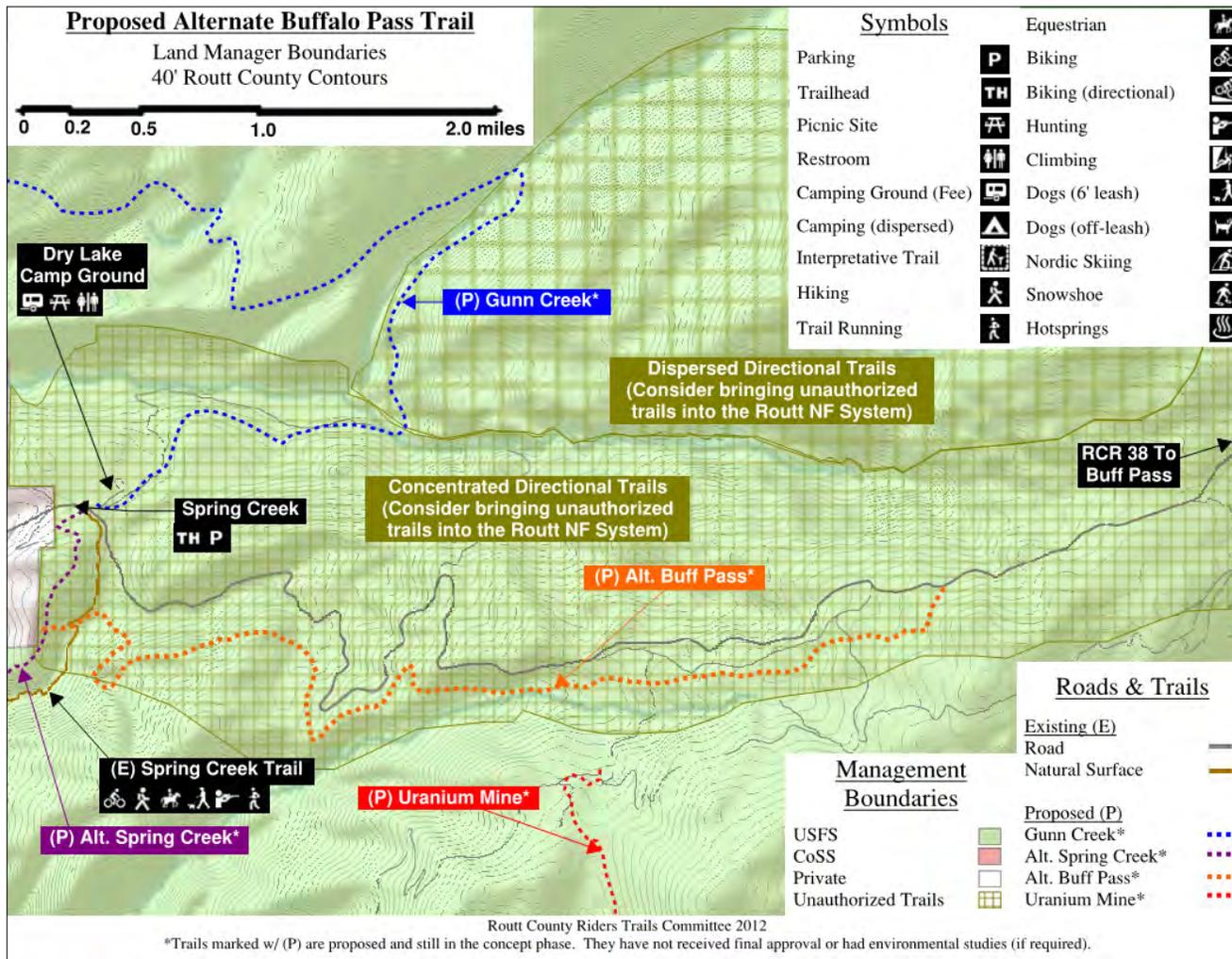
BUFFALO PASS: SPRING CREEK ALTERNATE TRAIL

Project Description: Mountain bike traffic has increased on Buffalo Pass over the past few years, as has traffic on the multi-use Spring Creek Trail. In order to reduce user conflict and increase safety on the heavily used Spring Creek Trail, an alternate downhill route for bikers is essential.



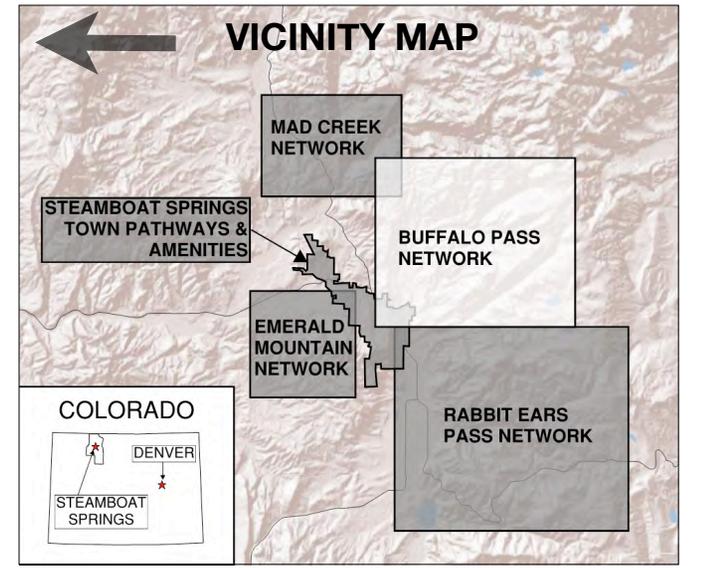
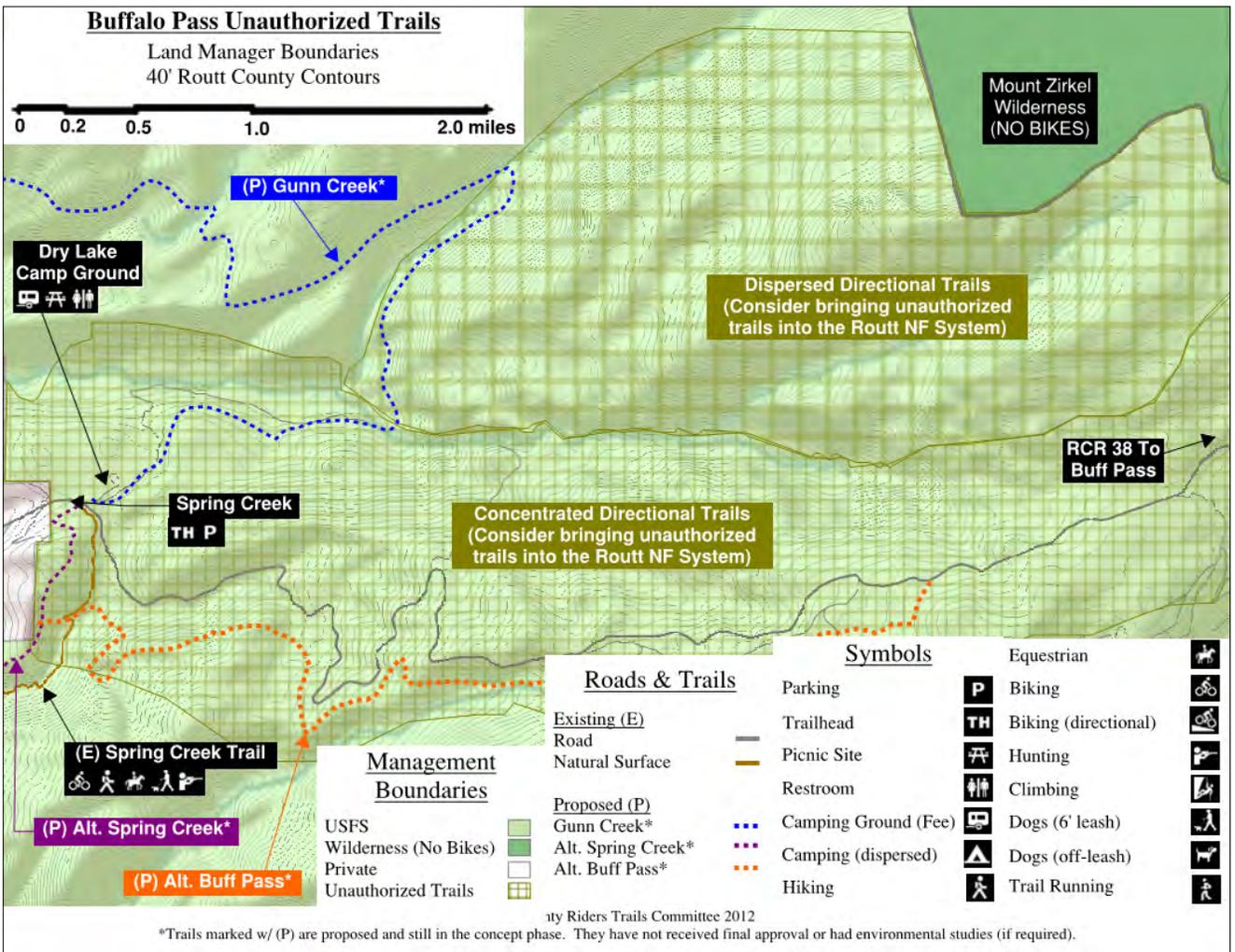
BUFFALO PASS: BUFFALO PASS ALTERNATE TRAIL (BUFFALO BILLY'S)

Project Description: This 5 mile user-specific directional trail is purpose built for gravity mountain biking and offers a fun and sustainable alternative to the unauthorized trails that currently exist on Buffalo Pass. With good cell coverage and easy access to Buffalo Pass Road this trail provides a superior alternate to the existing unauthorized trail. Furthermore, this trail will reduce traffic and resource damage associated with the unsustainable trails in the area.



BUFFALO PASS: BUFFALO PASS UNAUTHORIZED TRAILS

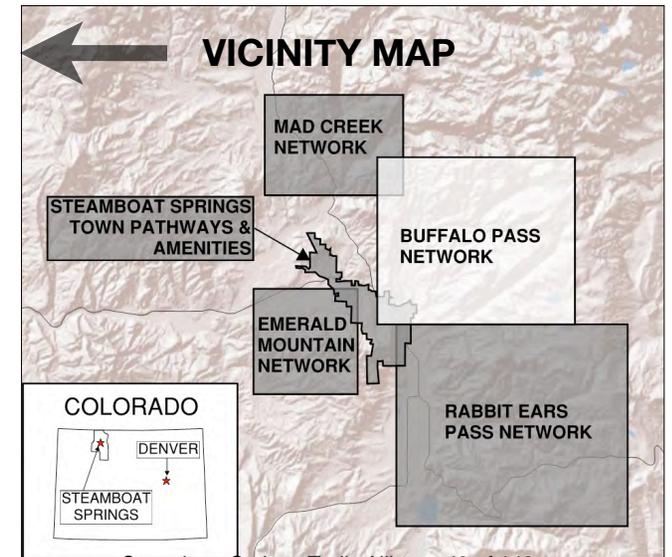
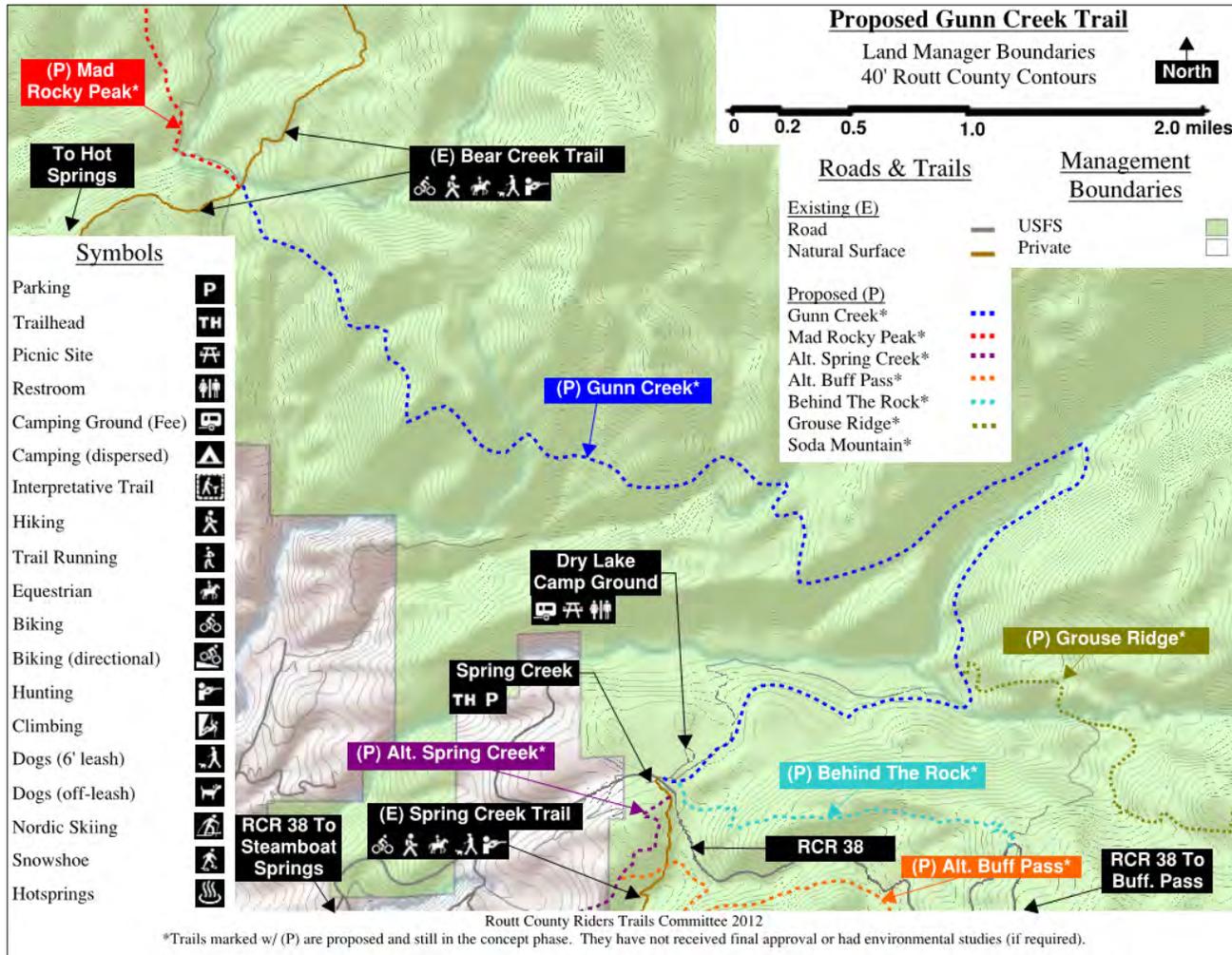
Project Description: These unauthorized trails are not part of the Forest Service's System of Trails. Trail work and possible re-routes are needed to make this network sustainable and worthy of inclusion into a sanctioned trail system. The Forest Service has requested assistance in this regard and has ultimate authority in determining if, or when these trails will be included in the system. As trail stewards we do not condone the construction of these unauthorized trails, but rather wish to work with our land managers to alleviate resource damage on our public lands. A proposed "Buffalo Pass Alternate Trail" will help reduce pressure on existing unauthorized trails and in turn help reduce resource damage.



PROPOSED PROJECT

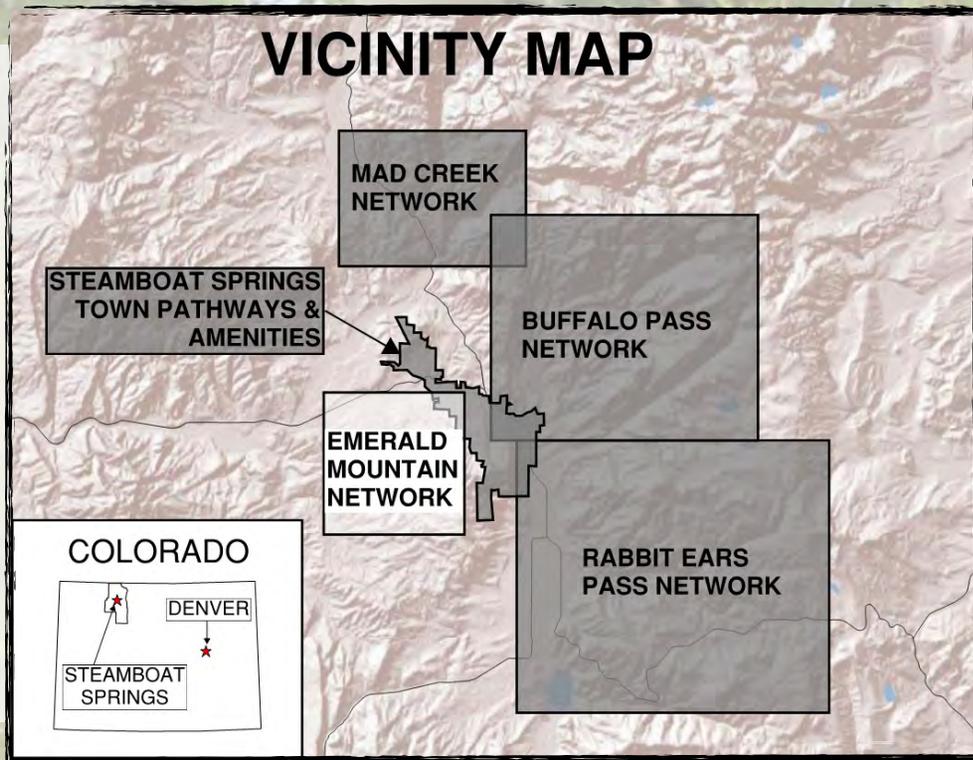
BUFFALO PASS: GUNN CREEK TRAIL

Project Description: This 8 mile multi-use trail provides a critical link allowing trail users to ride from town all the way to the Mad Creek Trail System without using any roads. This connection from town reduces vehicle traffic and bike traffic on Elk River Road.



PROJECT ZONE

EMERALD MOUNTAIN

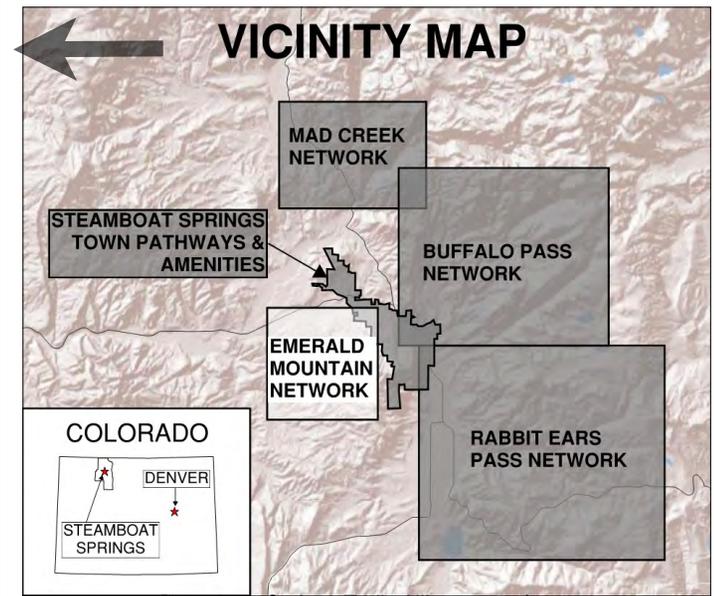
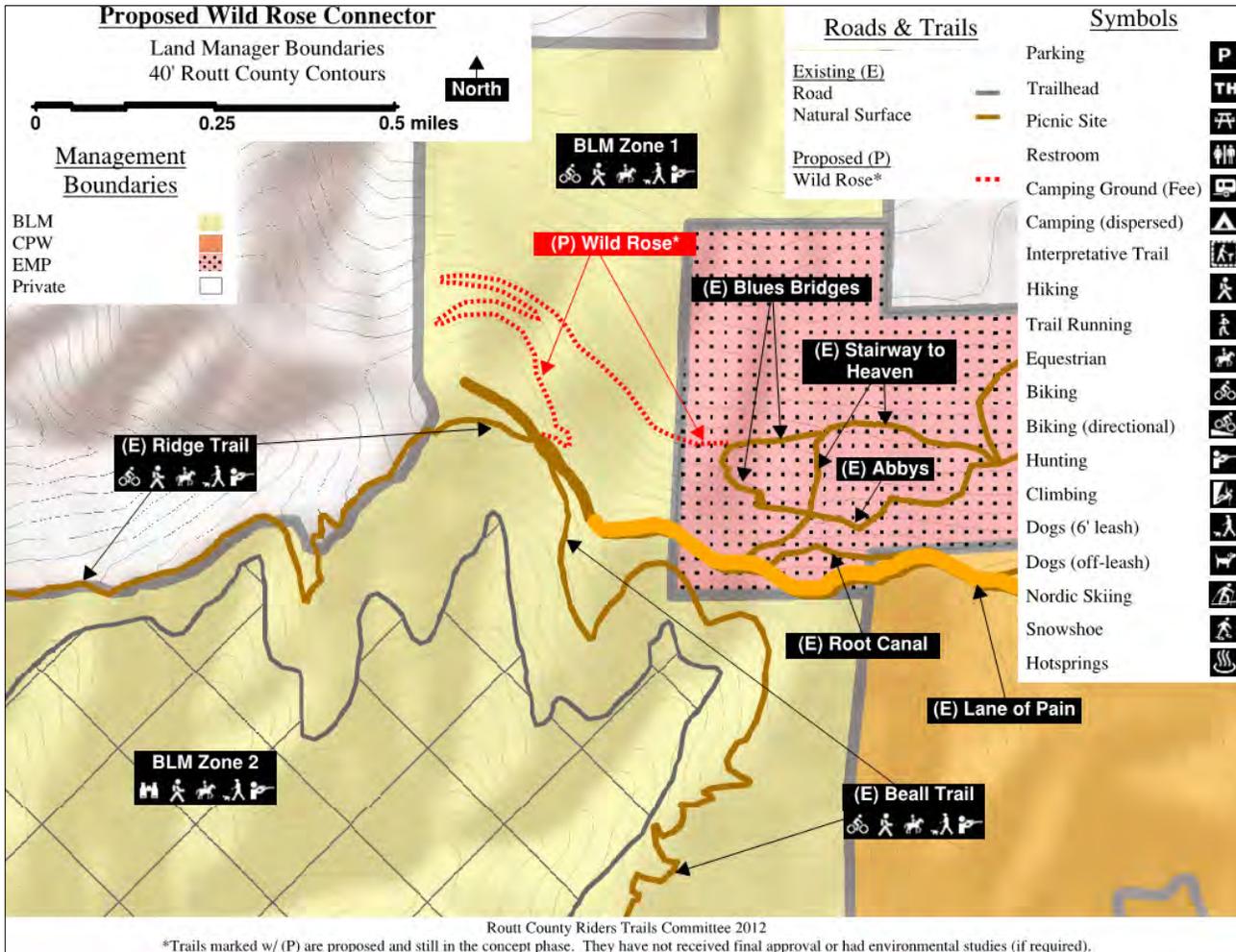


Steamboat's Mountain Gem, Emerald is the go-to place for both locals and visitors to ride, hike, bike, run and walk their dog right from the heart of downtown. However, the area currently lacks trail variety and sees heavy use. With the addition of these trails and amenities Emerald will be a complete trail network with something to offer all trail users. The addition of 2 directional, user-specific trails will greatly reduce the down hill bike traffic on all other Emerald trails and therefore offer a better trail experience for all. New parking and restroom facilities at the Blackmer trailhead will enhance visitor experience while reducing resource damage.

EMERALD MOUNTAIN PROJECTS: WILD ROSE TRAIL, UPPER ROTARY TRAIL, RIDGE TRAILHEAD IMPROVEMENTS, EMERALD MT. DIRECTIONAL TRAIL #1, EMERALD MT. DIRECTIONAL TRAIL #2, EMERALD MT. DUAL SLALOM COURSE, MORNING GLORIA TRAIL

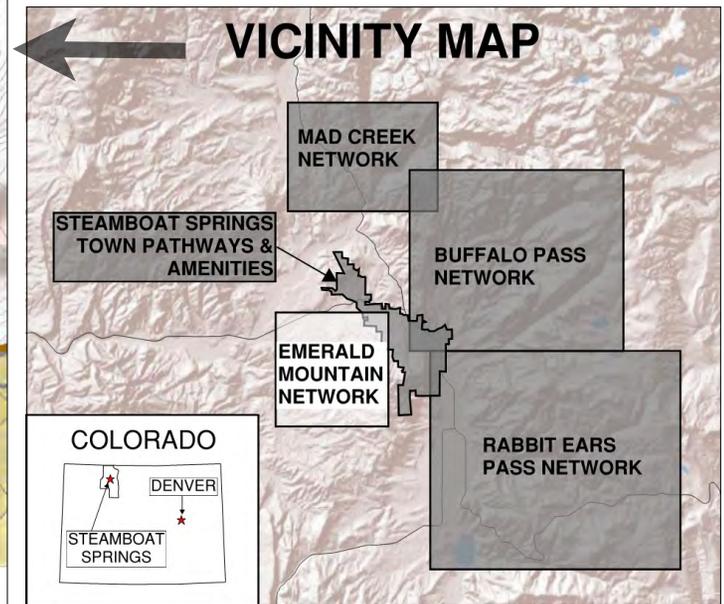
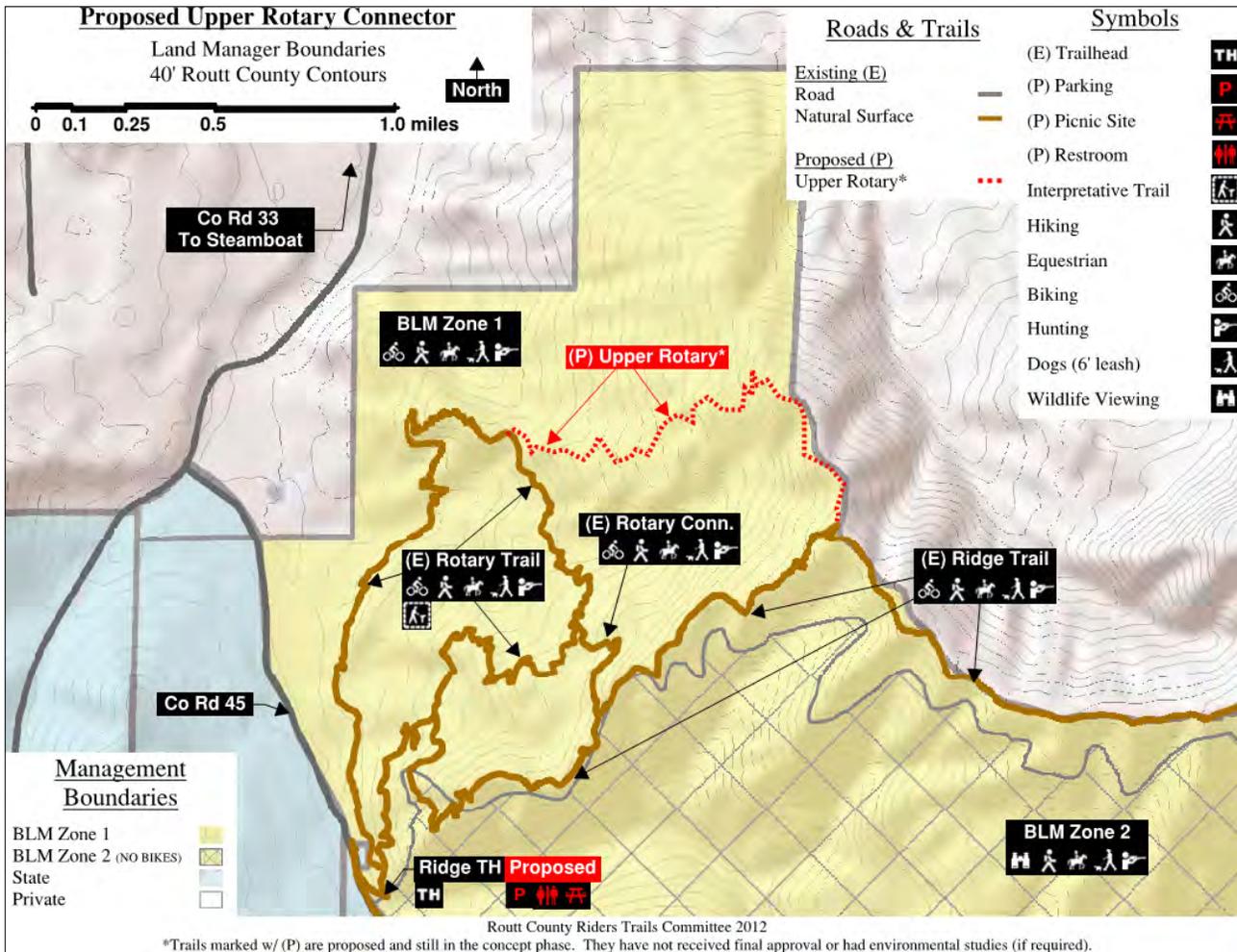
EMERALD MOUNTAIN: WILD ROSE TRAIL

Project Description: This project provides an alternate route to the Beall & Ridge trails (avoiding the upper sections of Stairway to Heaven) with more sustainable and beginner friendly design and construction. This trail reduces the increased traffic that the upper section of Stairway to Heaven has seen in recent years from events and recreational riders accessing the Beall & Ridge trails. At approximately 1.5 miles in length and an average grade of approximately 3%, this trail makes it possible to access the trails on the backside of Emerald Mountain entirely on single track.



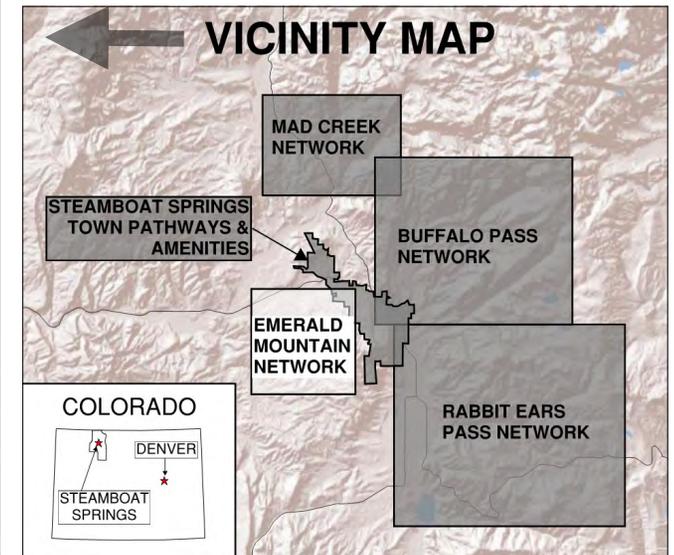
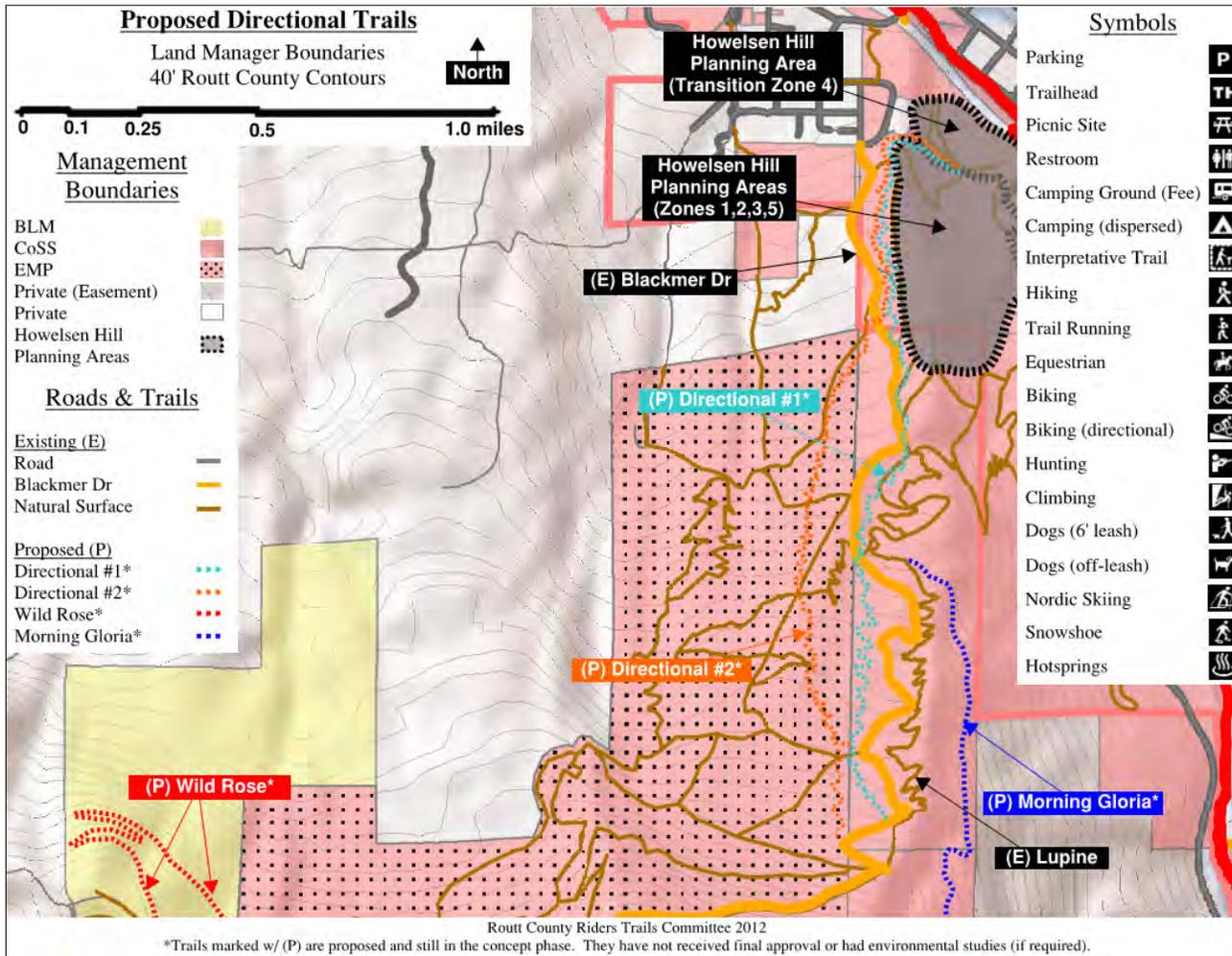
EMERALD MOUNTAIN: UPPER ROTARY TRAIL

Project Description: The primary purpose of this project is to provide a more advanced and purpose-built upper trail loop on the backside of Emerald Mountain. The trail will feature berms, grade dips, and optional features similar to existing Rotary Trail features. The upper loop will differ from the Rotary Trail, as the features will be built with more frequency and at a larger scale to engage the most advanced trail user.



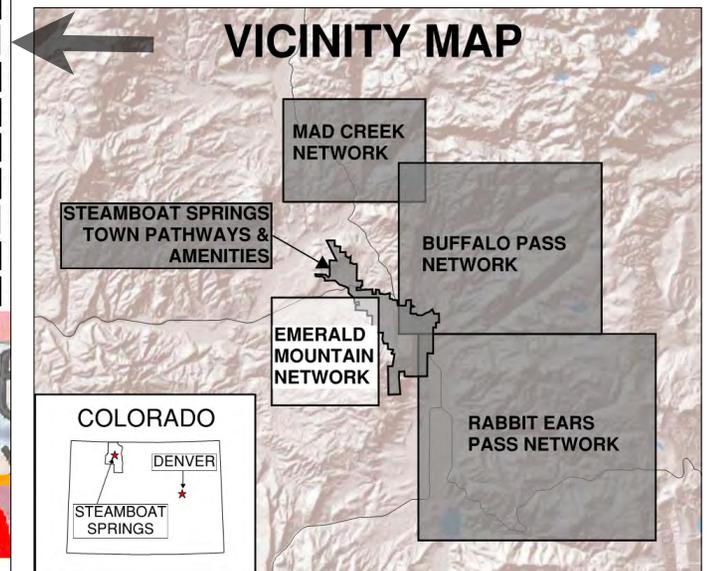
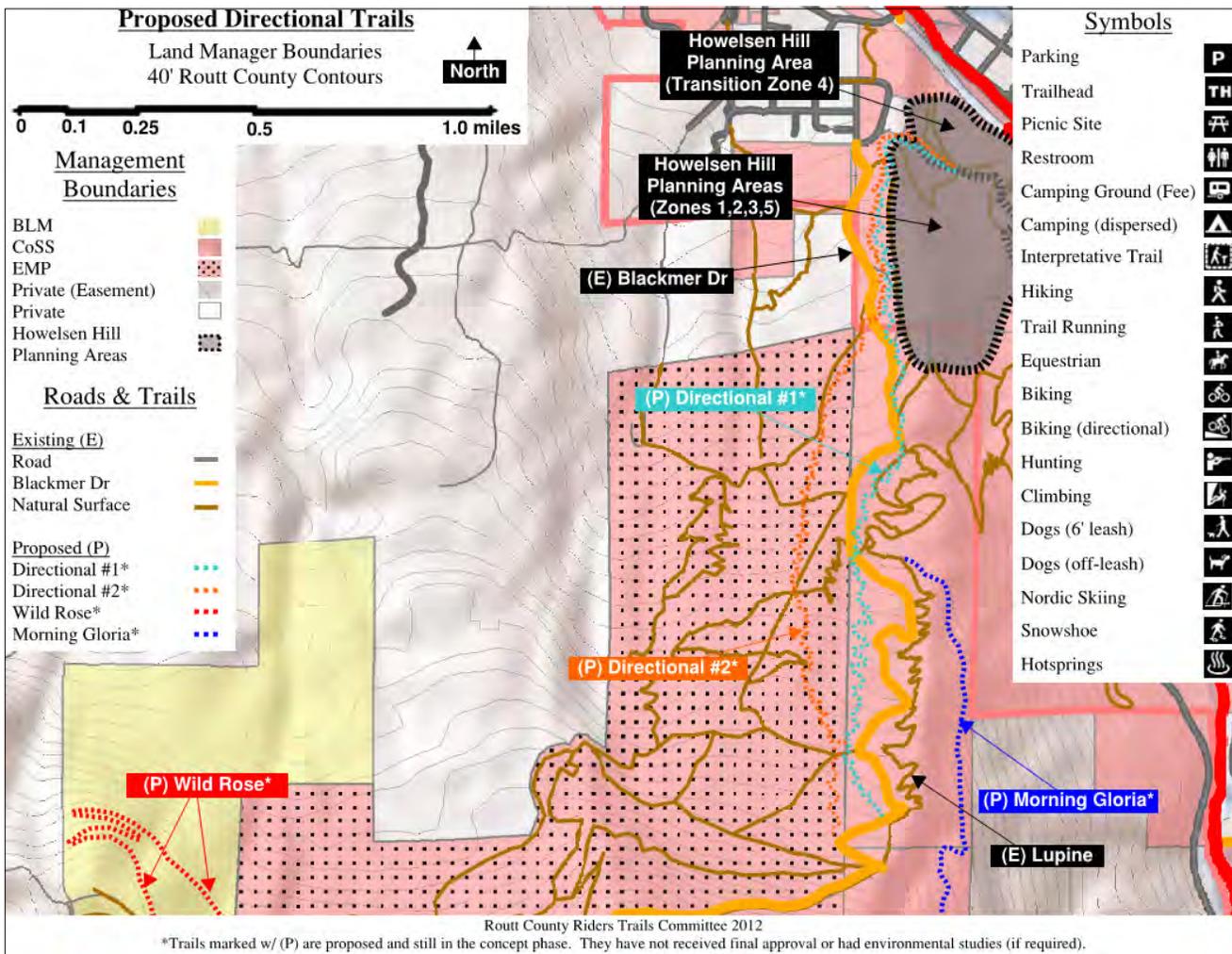
EMERALD MOUNTAIN: EMERALD MT DIRECTIONAL TRAIL #1

Project Description: The primary purpose of this project is to provide a directional trail option on Emerald Mountain. Directional trails reduce user conflict and promote safety by providing alternate uphill or downhill only access for trail users.



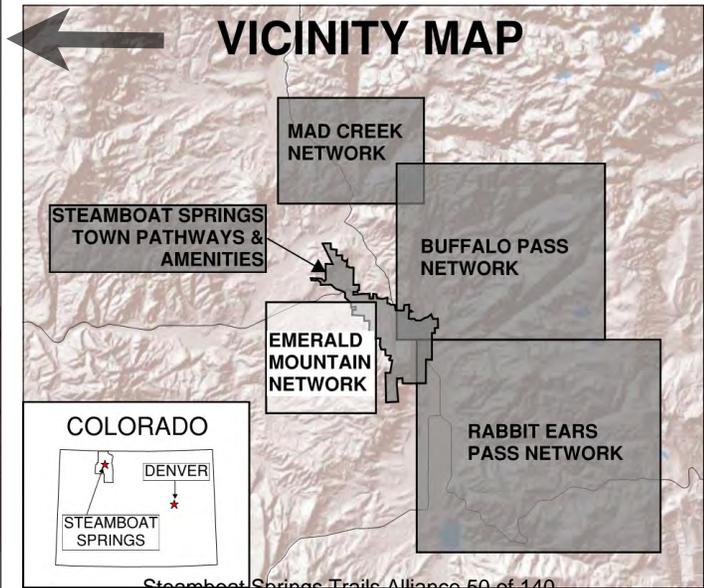
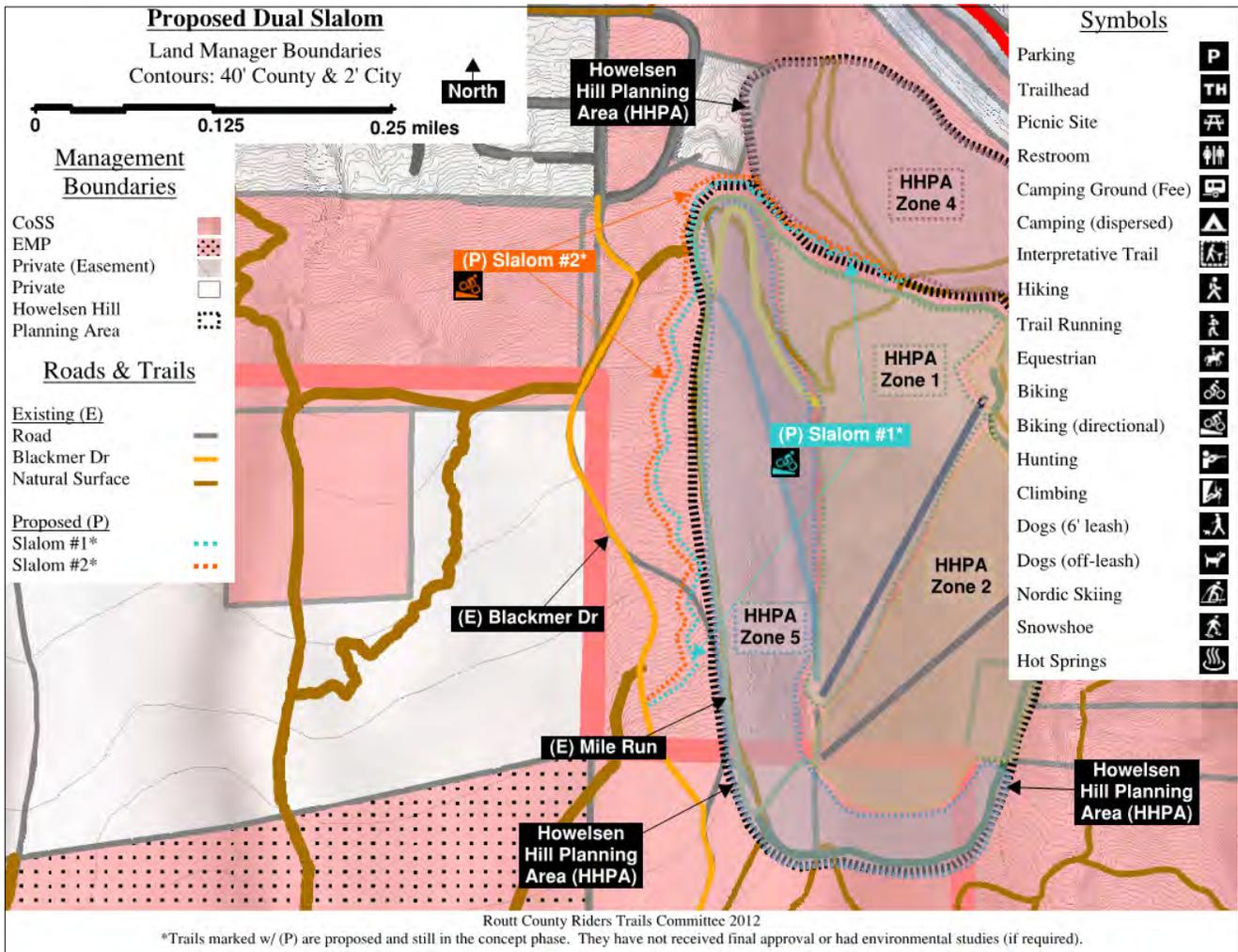
EMERALD MOUNTAIN: EMERALD MT DIRECTIONAL TRAIL #2

Project Description: The primary purpose of this project is to provide a directional trail option on Emerald Mountain. Directional trails reduce user conflict and promote safety by providing alternate uphill or downhill only access for trail users.



EMERALD MOUNTAIN: EMERALD MT DUAL SLALOM COURSE

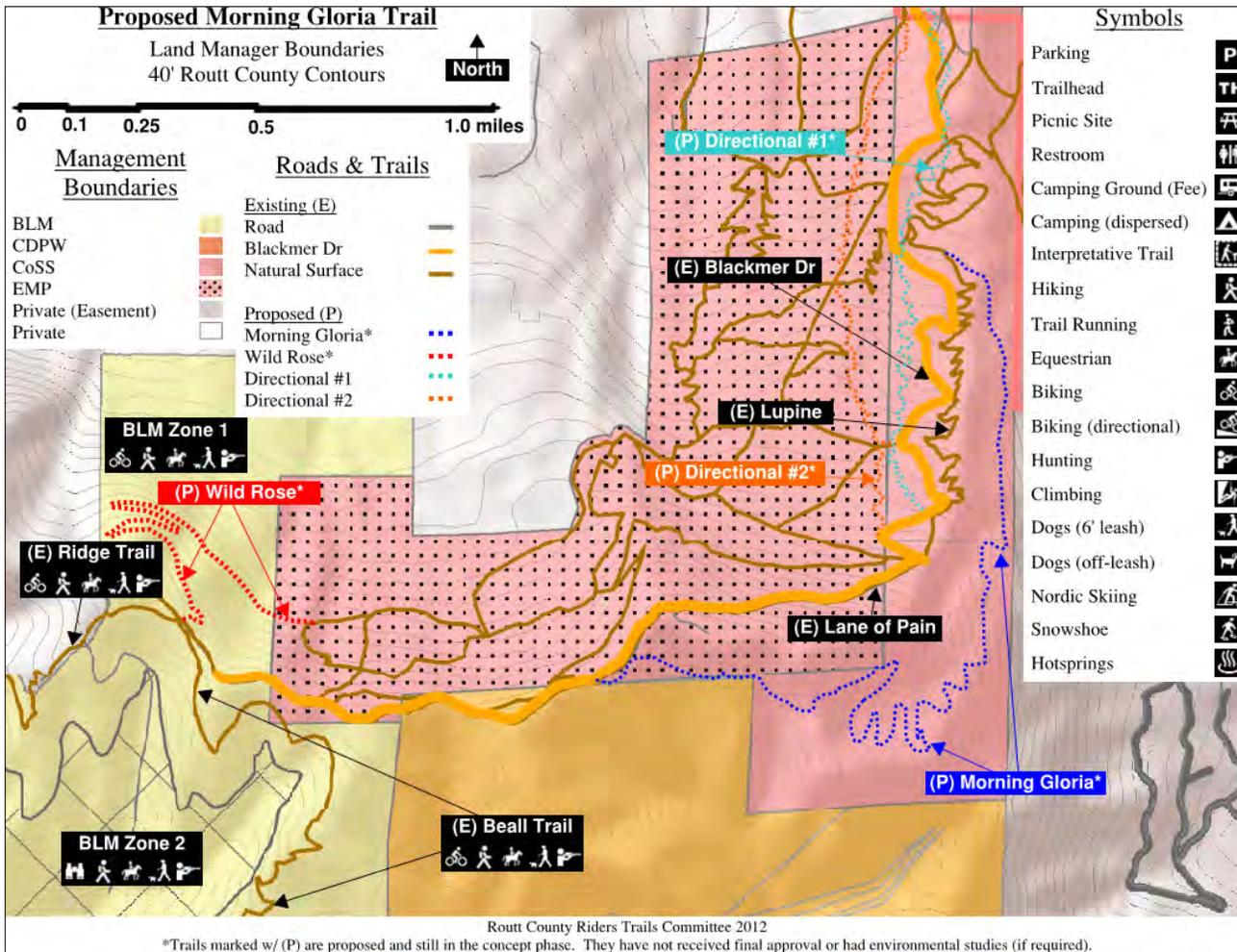
Project Description: The primary purpose of this project is to provide a purpose built course for slalom-style mountain bike riding.



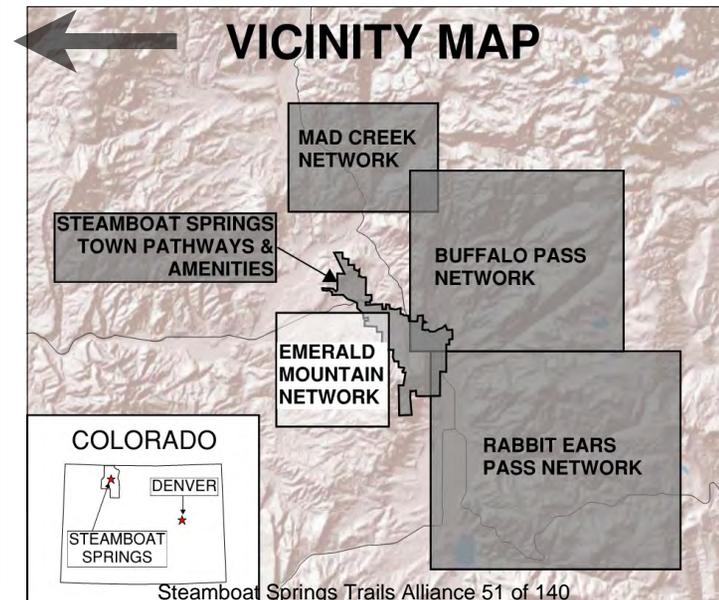
PROPOSED PROJECT

EMERALD MOUNTAIN: MORNING GLORIA TRAIL

Project Description: The primary purpose of this trail is to provide a more accessible route and easier grade to the top of Emerald Mountain. Morning Gloria's 5 miles of multi-use trail will help disperse the growing number of users on Emerald Mountain, reducing both resource damage and user conflict.

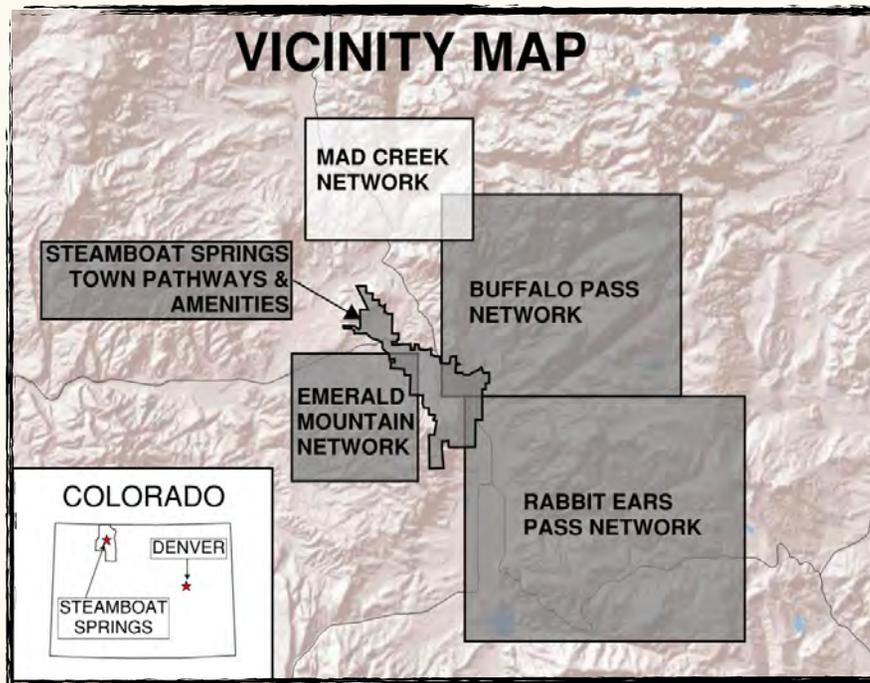


The Morning Gloria Trail is named in honor of the late Gloria Gossard, a longtime Steamboat resident and philanthropist who gifted 120 acres to protect Emerald Mountain.



PROJECT ZONE

MAD CREEK

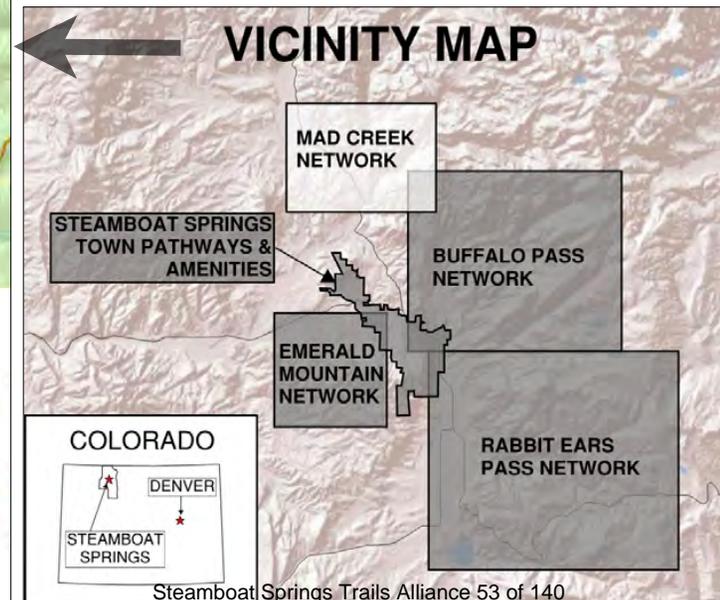
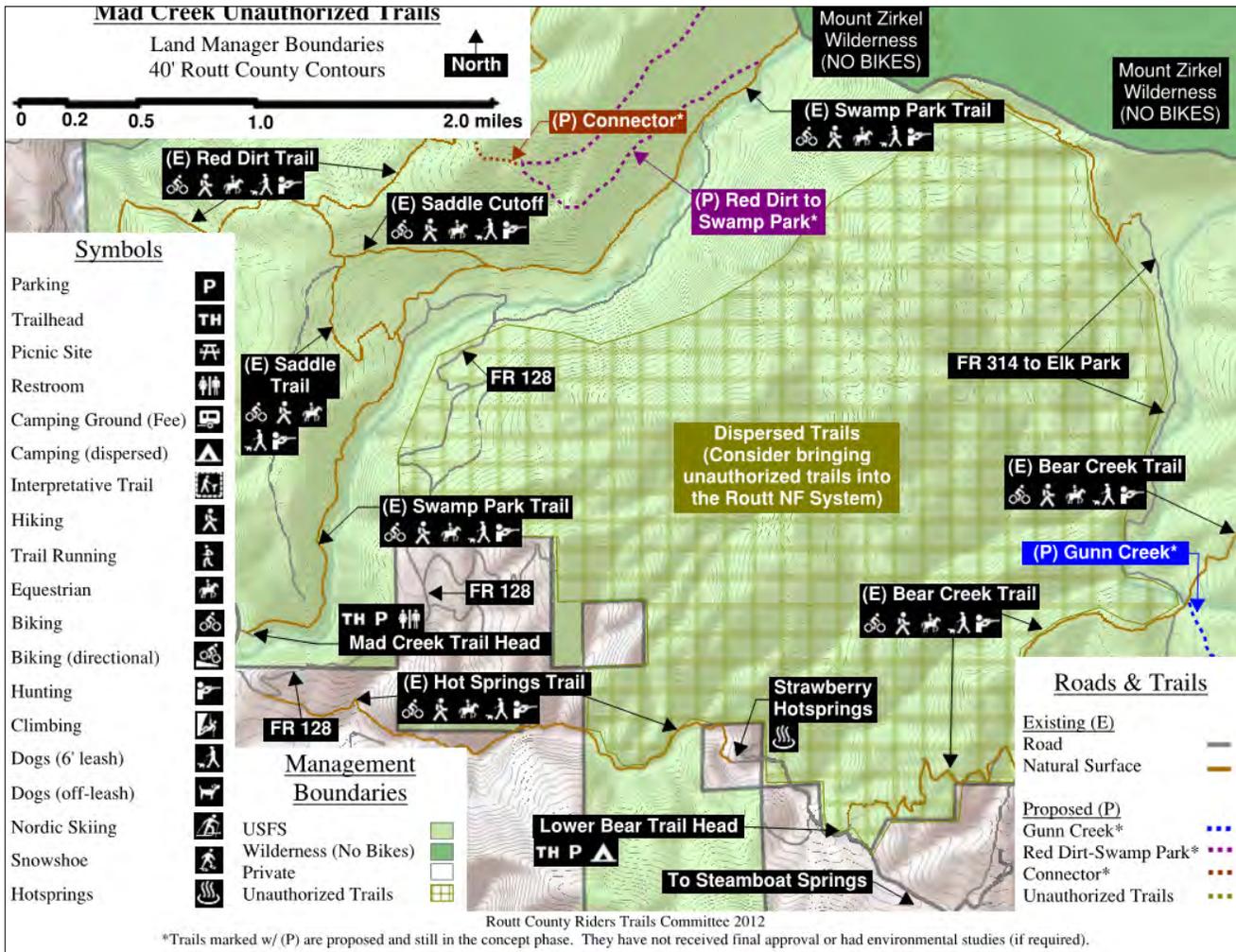


Projects in the Mad Creek zone will help prevent resource damage, by working with land managers to address improvements and reroutes to current unauthorized trails. Additional trail connections and loops will increase the options for recreational activities.

MAD CREEK PROJECTS: MAD CREEK UNAUTHORIZED TRAILS, RED DIRT TO SWAMP PARK TRAIL

MAD CREEK: MAD CREEK UNAUTHORIZED TRAILS

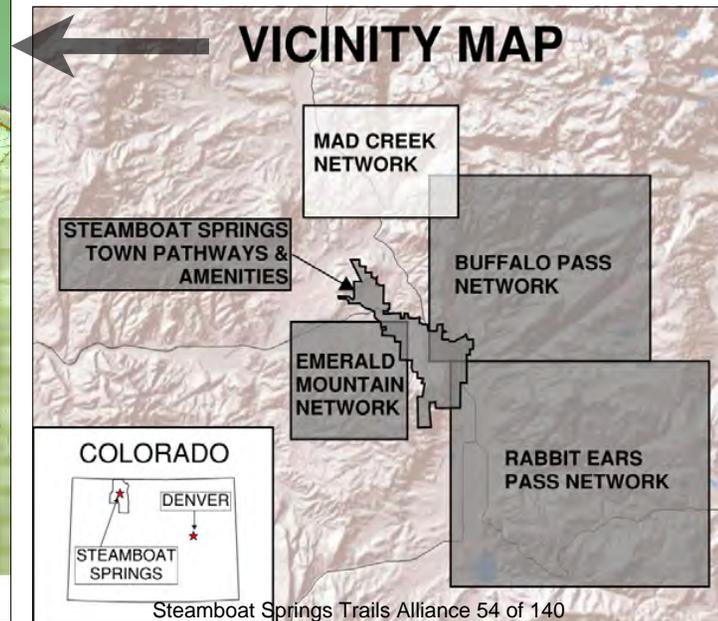
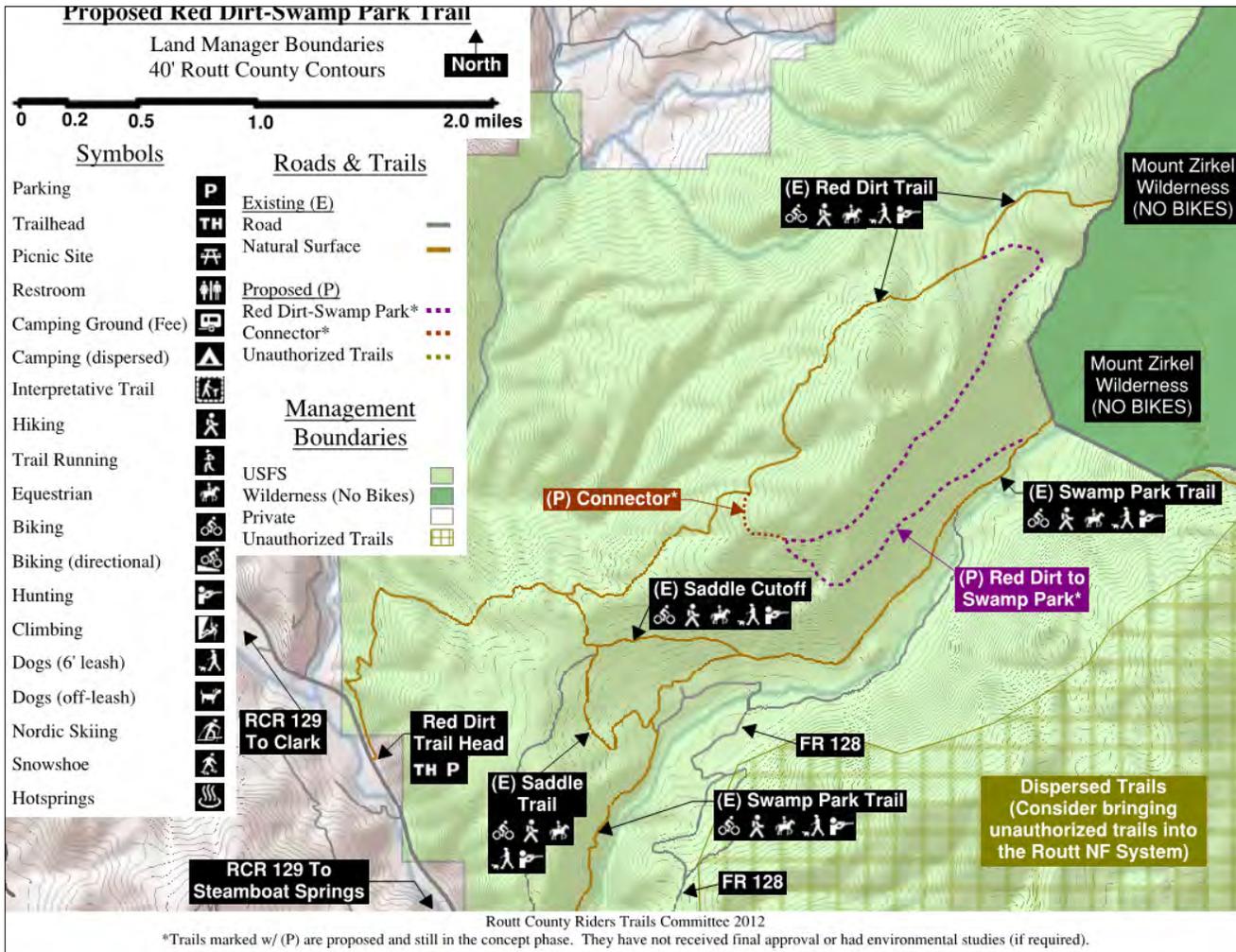
Project Description: These unauthorized trails are not part of the Forest Service's System of Trails. Trail work and possible re-routes are needed to make this network sustainable and worthy of inclusion into a sanctioned trail system. The Forest Service has requested assistance in this regard and has ultimate authority in determining if, or when these trails will be included in the system. As trail stewards we do not condone the construction of these unauthorized trails, but rather wish to work with our land managers to alleviate resource damage on our public lands.



*Trails marked w/ (P) are proposed and still in the concept phase. They have not received final approval or had environmental studies (if required).

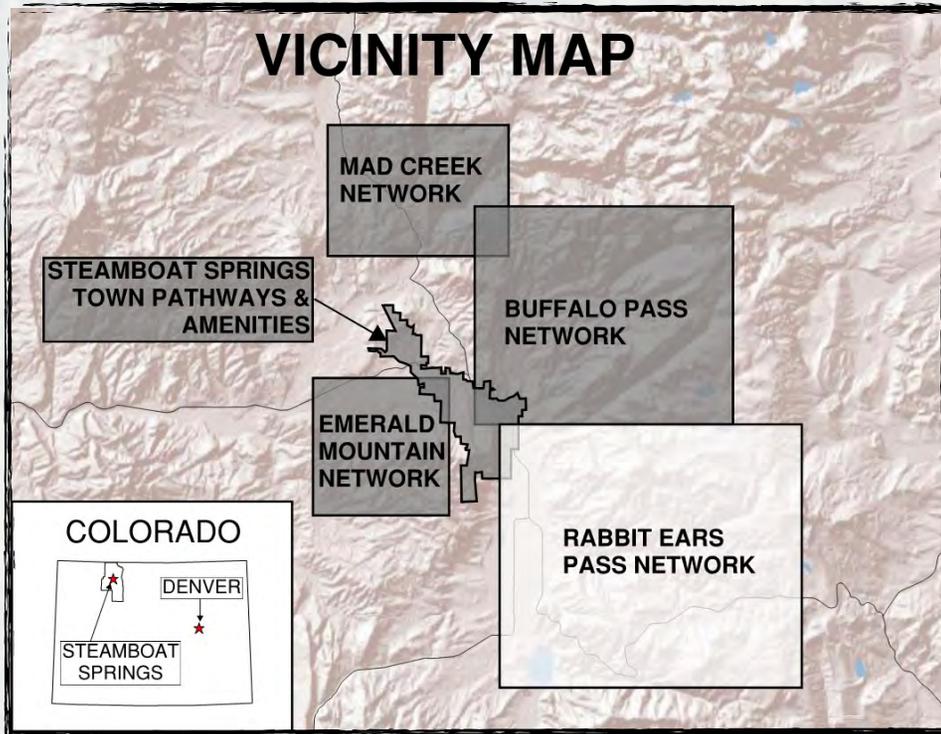
MAD CREEK: RED DIRT TO SWAMP PARK TRAIL

Project Description: The primary purpose of this project is to provide a connection between existing Swamp Park Trail (near where it enters the Mount Zirkel Wilderness) to the Red Dirt Trail (near where it enters Mount Zirkel Wilderness).



PROJECT ZONE

RABBIT EARS PASS



This vast trail network on Rabbit Ears Pass consists of stacked looped, multi-use trails as well as user specific trails, and the 20-mile Walton Rim Trail which connects to the Steamboat Ski Area.

Equestrians, hikers, bikers, bird watchers, and hunters will all enjoy this multi-use trail system. With individual multi-use loops of five, seven and eleven miles, users can create the trail experience of their desired length and difficulty.

Downhill and gravity riders will marvel at the user specific trails that connect the West Summit of Rabbit Ears Pass with the Ferndale picnic area. At approximately 1.5 miles long and 1,200 vertical feet these trails offer gravity riders a place to safely ride fast without worry of up-hill traffic or user conflicts.

These user specific trails (directional/bikes only) serve all trail users by reducing pressure on other multi use trails. Concentrating high speed aggressive mountain biking in one small area greatly improves the user experience for all other trail users. As these trails are designed and built for biking only, they will attract many cyclists and leave multi use trails for others.

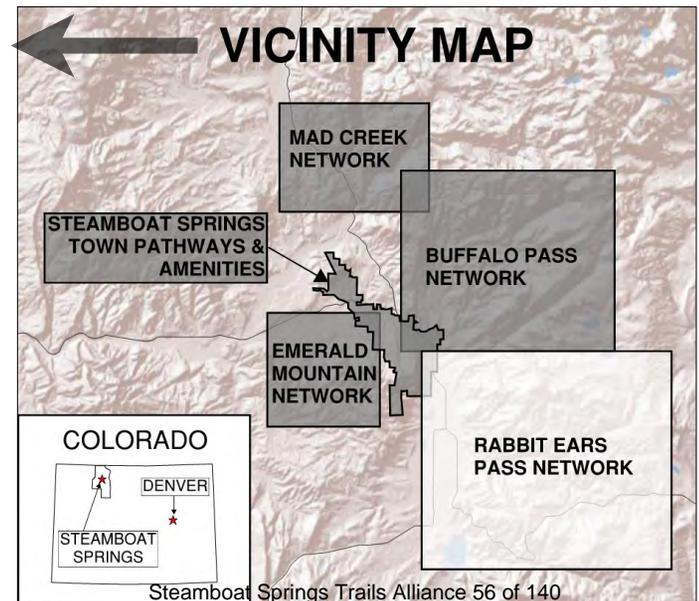
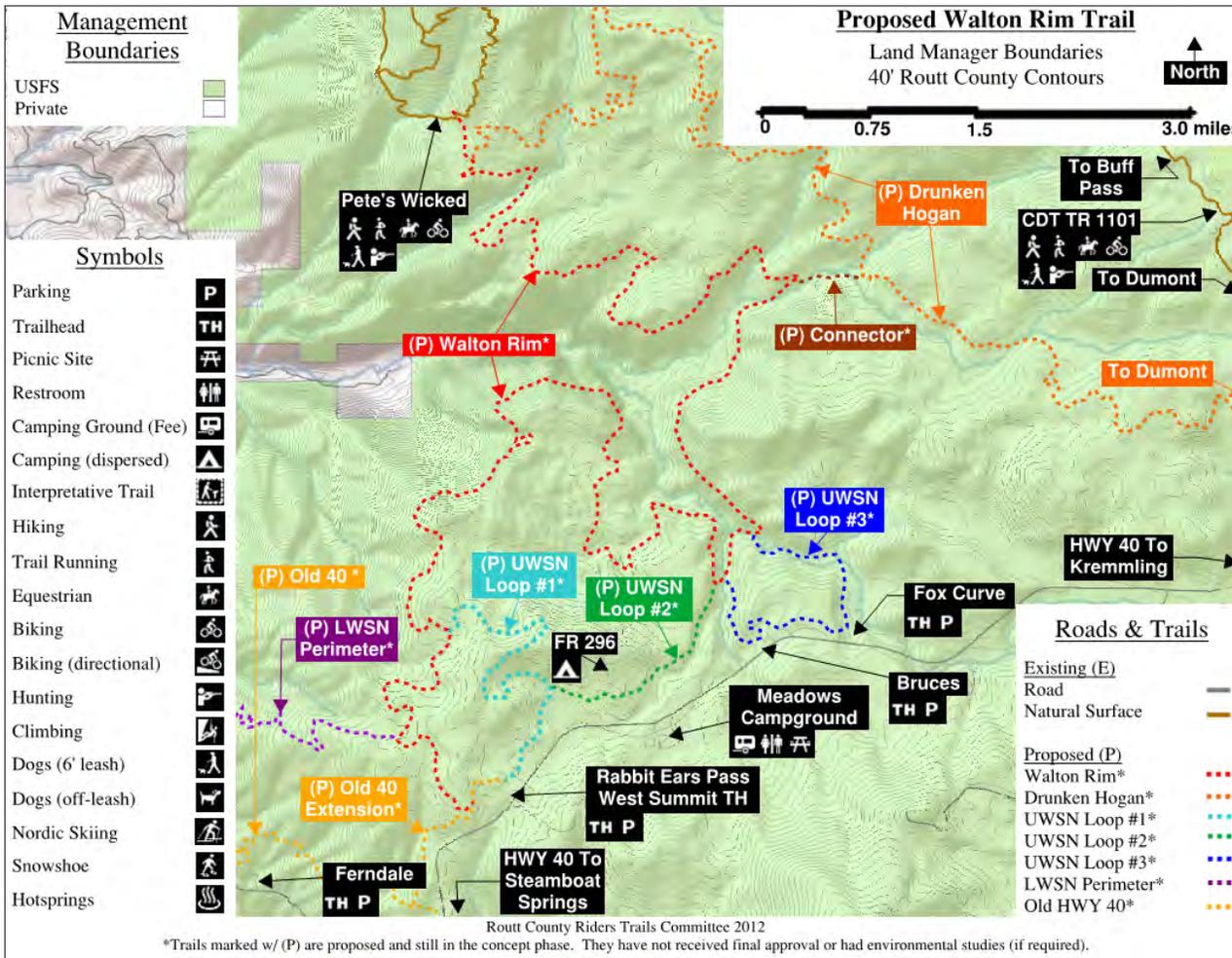
The West Summit parking area could become the new central hub for mountain biking in the Yampa Valley.

Consisting of 15 to 20 miles of purpose built trails, the Old Highway 40 system will be ever-evolving with technology and cycling trends.

RABBIT EARS PASS PROJECTS: WALTON RIM TRAIL, UPPER WEST SUMMIT LOOP #1, UPPER WEST SUMMIT LOOP #2, UPPER WEST SUMMIT LOOP #3, UPPER WEST SUMMIT AMENITIES, OLD HWY 40 TRAIL, OLD 40 HWY EXTENSION, OLD HWY 40 PERIMETER TRAIL, LOWER WEST SUMMIT DIRECTIONAL TRAIL #1, LOWER WEST SUMMIT DIRECTIONAL TRAIL #2, LOWER WEST SUMMIT DIRECTIONAL TRAIL #3, LOWER WEST SUMMIT DIRECTIONAL TRAIL #4, LOWER WEST SUMMIT SKILLS AREA, LOWER WEST SUMMIT EXPANSION ZONE, LOWER WEST SUMMIT HIKING ONLY TRAIL, LOWER WEST SUMMIT FERNDALE AMENITIES, LOWER WEST SUMMIT FOREST ENTRY AMENITIES, DRUNKEN HOGAN TRAIL

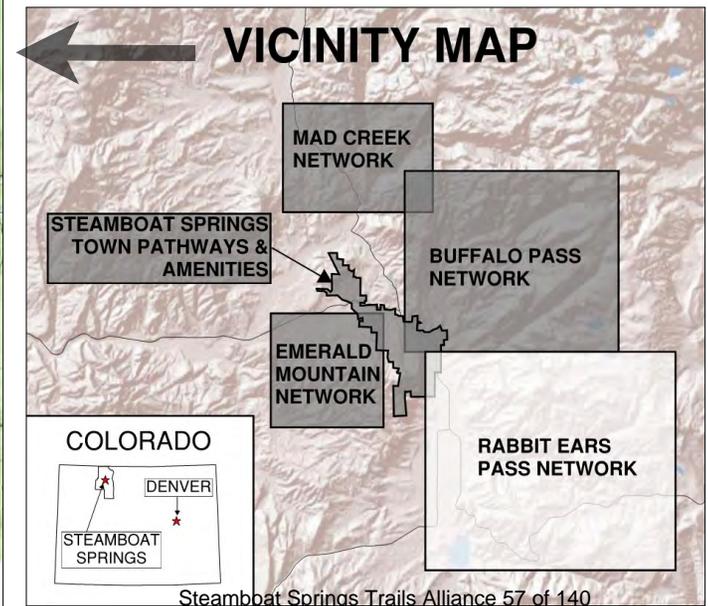
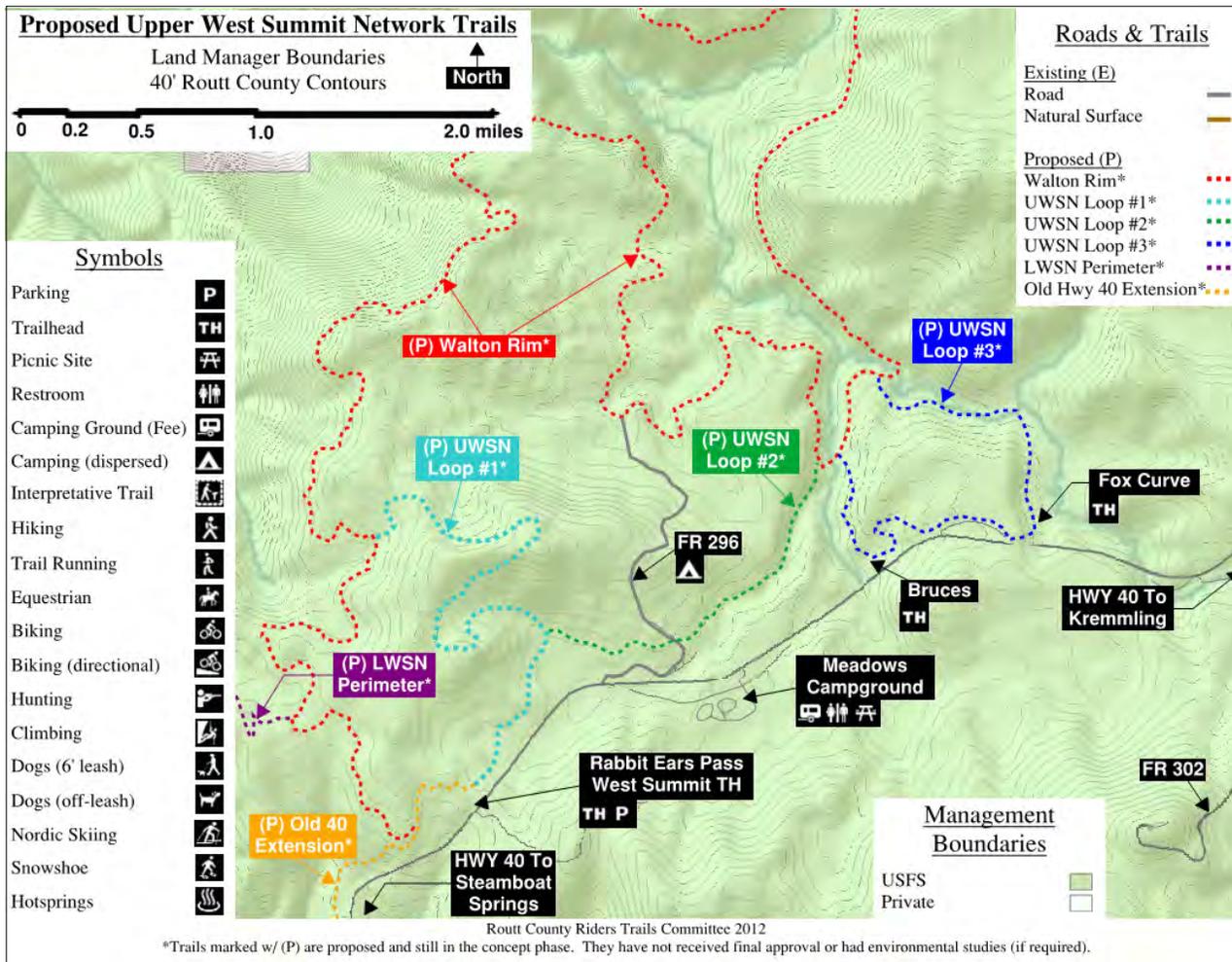
RABBIT EARS PASS: UPPER WEST SUMMIT NETWORK: WALTON RIM TRAIL

Project Description: This 20 mile, multi-use trail connects the West Summit of Rabbit Ears Pass to Pete's Wicked Trail on the Steamboat Ski Area. At roughly 9,200 feet, the trail has very little elevation gain, or loss, making it very beginner friendly from both directions, or as an out and back. Its name comes from Walton Creek Canyon, which the trail circumnavigates as it cruises along the canyon's north and south rim. The Walton Rim Trail also offers grand vistas of the canyon and Yampa Valley below.



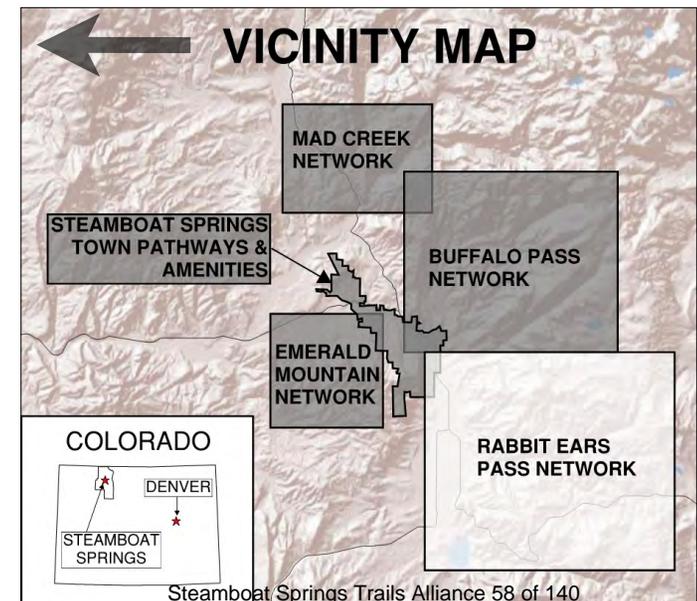
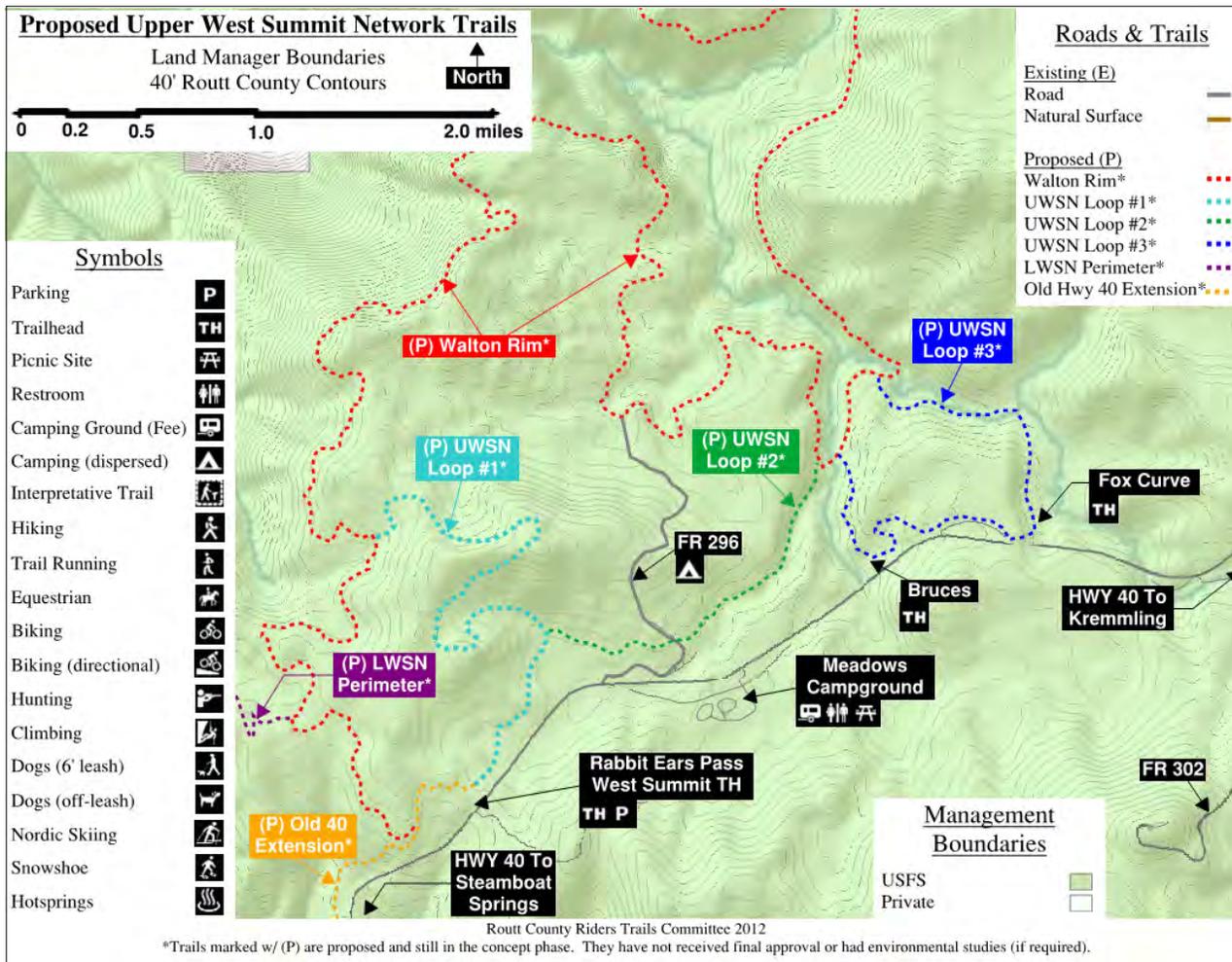
RABBIT EARS PASS: UPPER WEST SUMMIT NETWORK: LOOP #1

Project Description: This 6 mile loop begins and ends at the West Summit of Rabbit Ears Pass. The loop utilizes the first 3 miles of the beginner-friendly Walton Rim Trail before turning and climbing 500 vertical feet to a small peak with commanding views. The loop then gradually descends from its apex at nearly 10,000 feet to the parking lot on flowing intermediate singletrack.



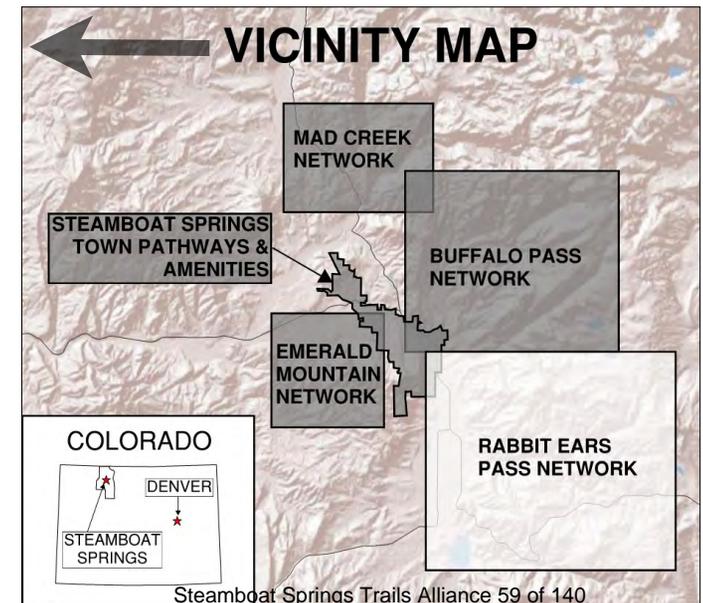
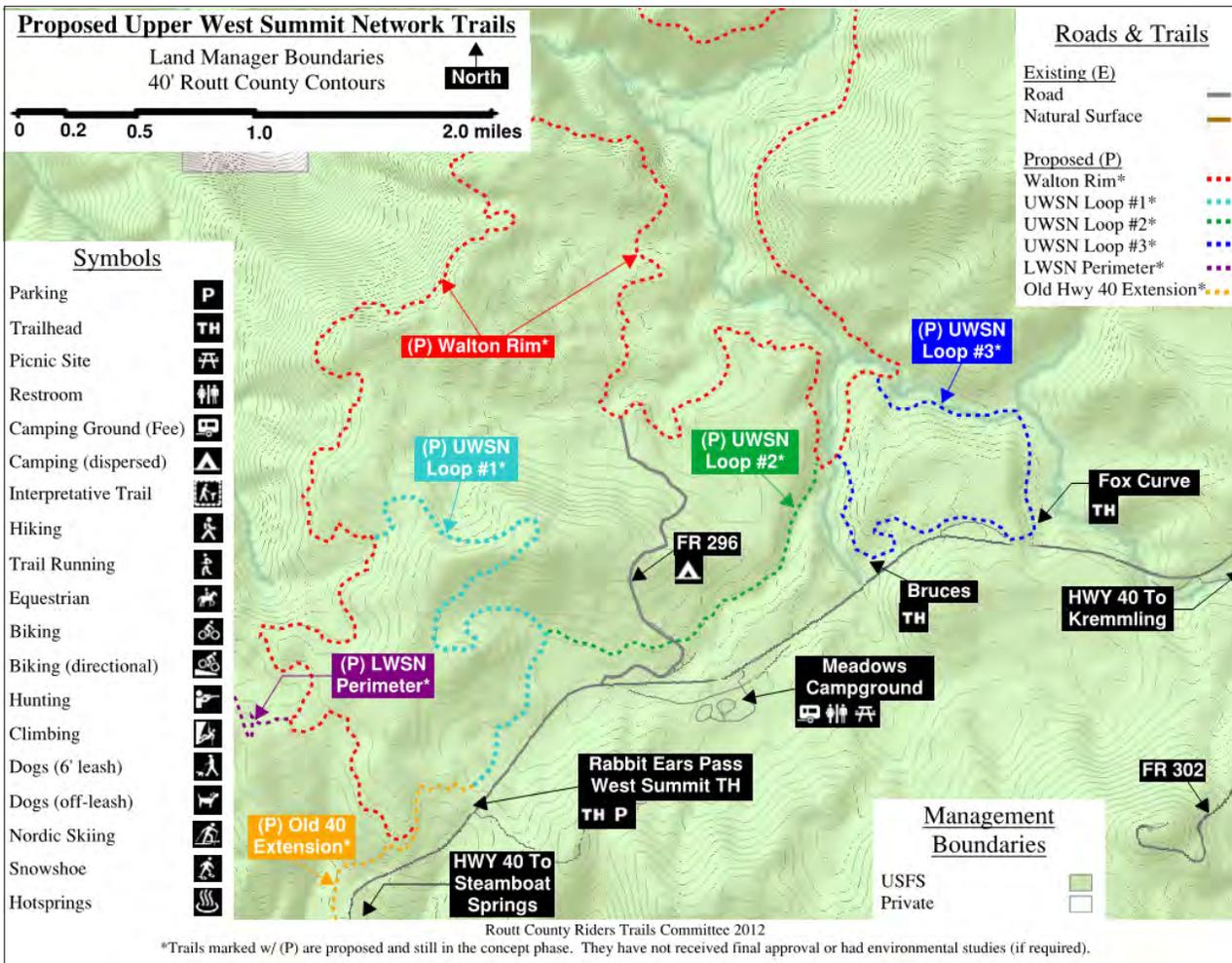
RABBIT EARS PASS: UPPER WEST SUMMIT NETWORK: LOOP #2

Project Description: This 11 mile loop uses the first 7 miles of the beginner friendly Walton Rim Trail before returning to the West Summit parking lot via a 4 mile connecting trail with minimal elevation change. Smooth and wide, this beginner friendly loop is appropriate for all users and provides scenic high alpine vistas.



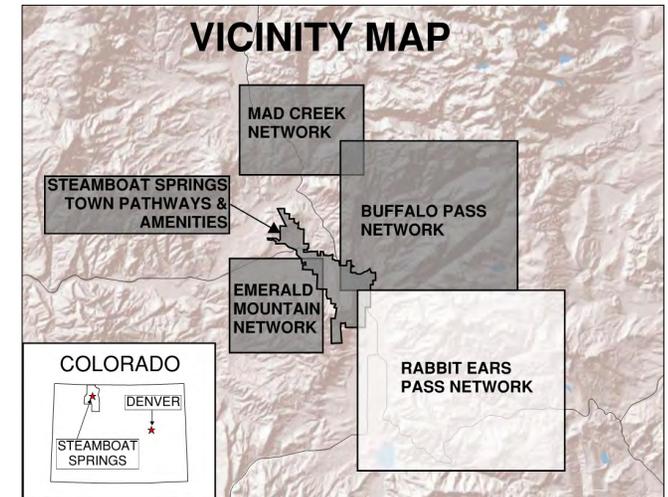
RABBIT EARS PASS: UPPER WEST SUMMIT NETWORK: LOOP #3

Project Description: This short, 2.5 mile loop provides access to the Walton Rim Trail via two existing parking areas. Additionally, the trail expands the stacked loop options giving users more choice over route length and difficulty.



RABBIT EARS PASS: UPPER WEST SUMMIT NETWORK: AMENITIES

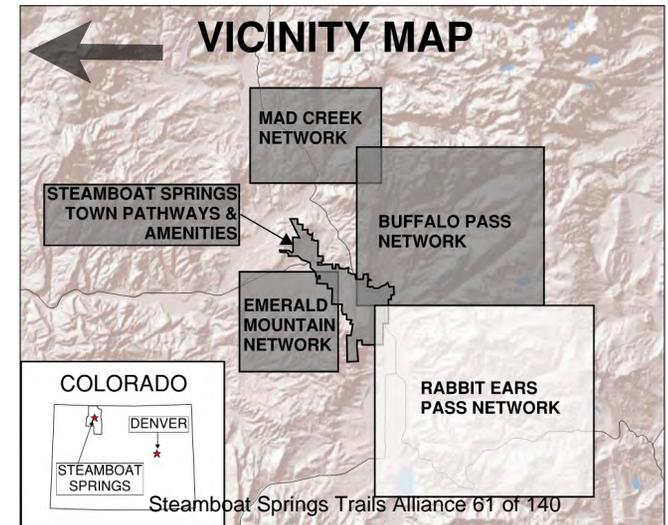
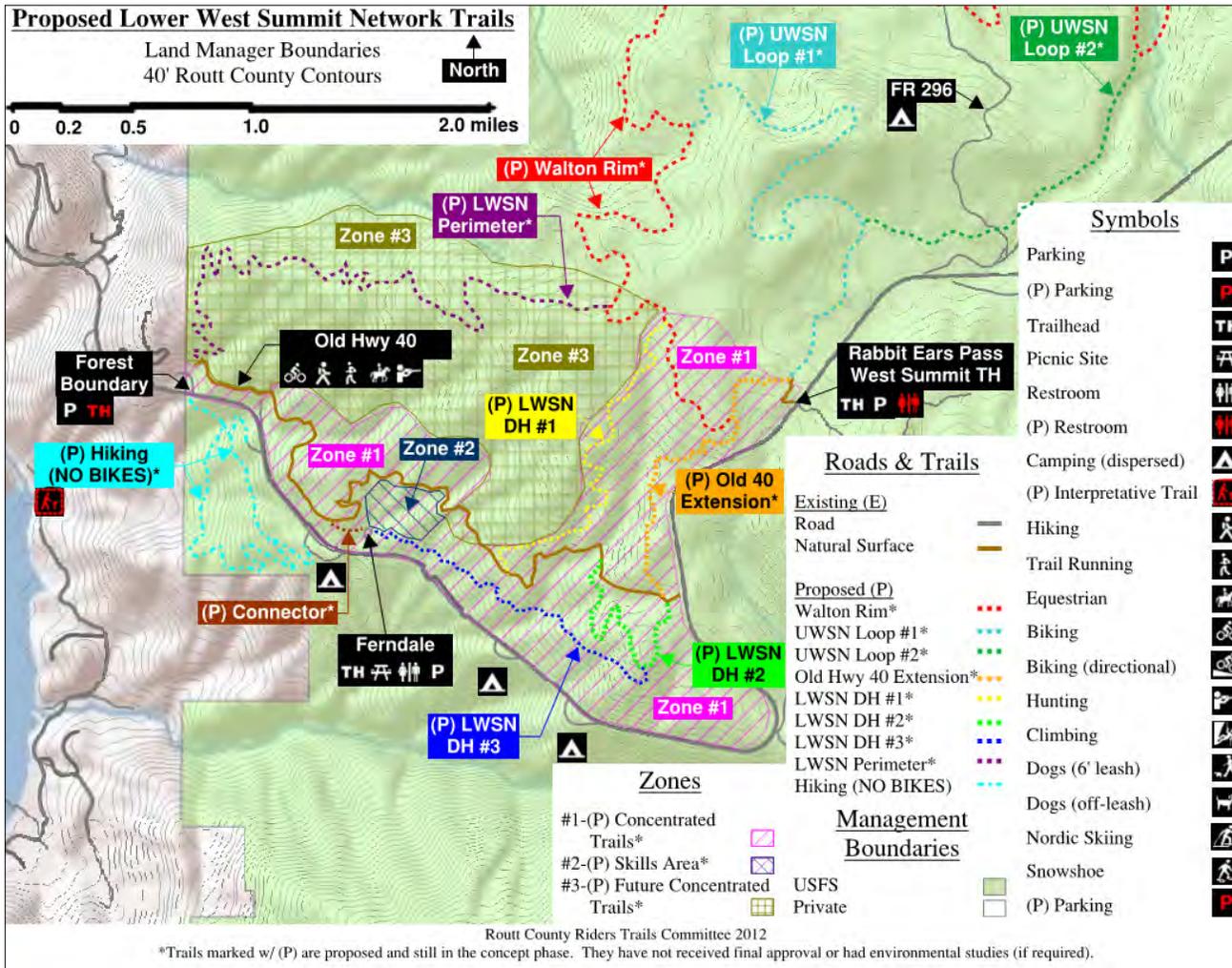
Project Description: This project includes construction of restroom facilities for improved sanitation and informational kiosks to enhance user experience.



(Photos of facilities are just for reference and the Land Manager would have the final say on design of facility)

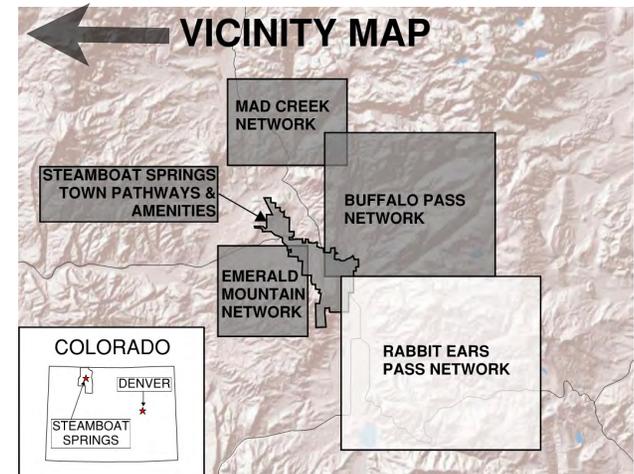
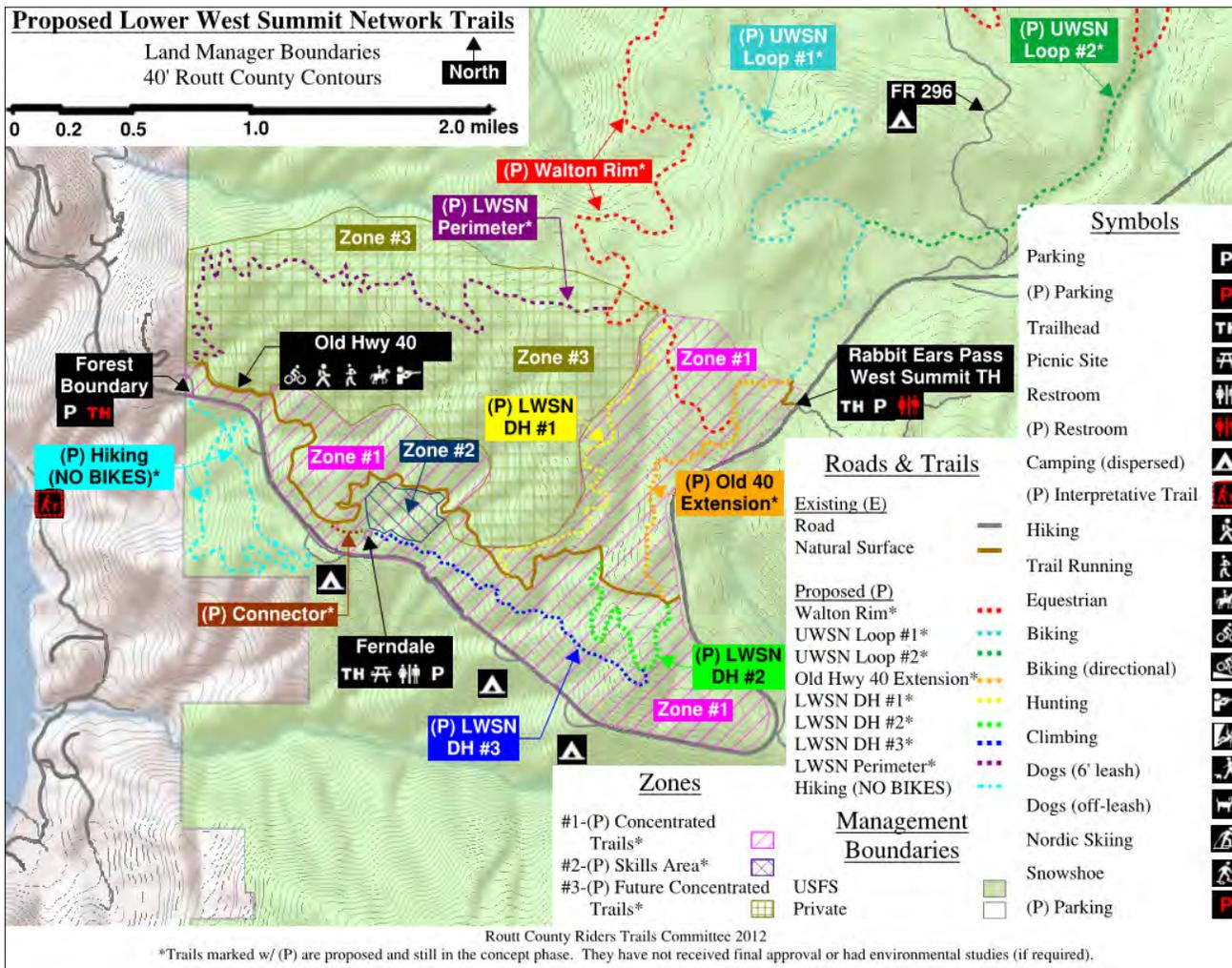
RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: OLD HWY 40 TRAIL

Project Description: At 3.5 miles, Trail 299 is the old Highway 40 tread. Between 15 and 20 feet wide and never exceeding a 7% grade, this old road surface provides the ultimate beginner mountain bike trail as well as access for emergency/construction vehicles. The trail's wide nature easily allows for two way bicycle traffic and even leaves room for small, beginner features on the trail's edge. The whole family can enjoy this trail as grandma rides next to her grand kids who play on features and jumps while she enjoys a smooth, wide and easy ride.



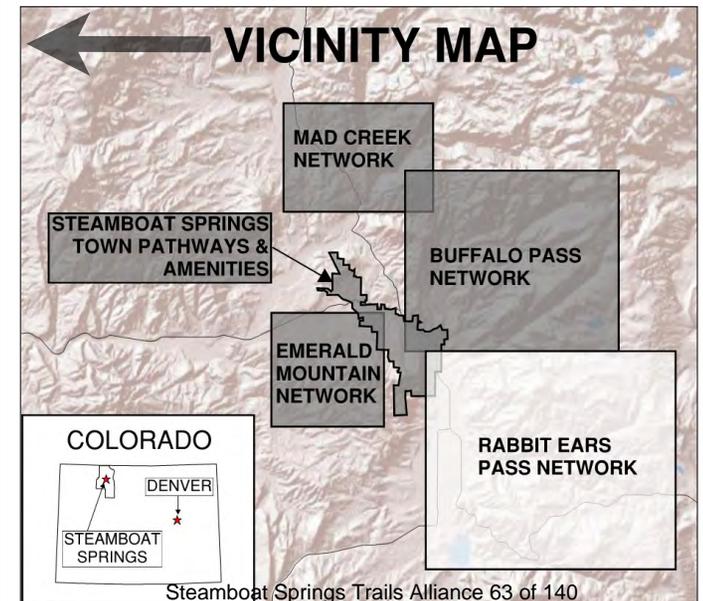
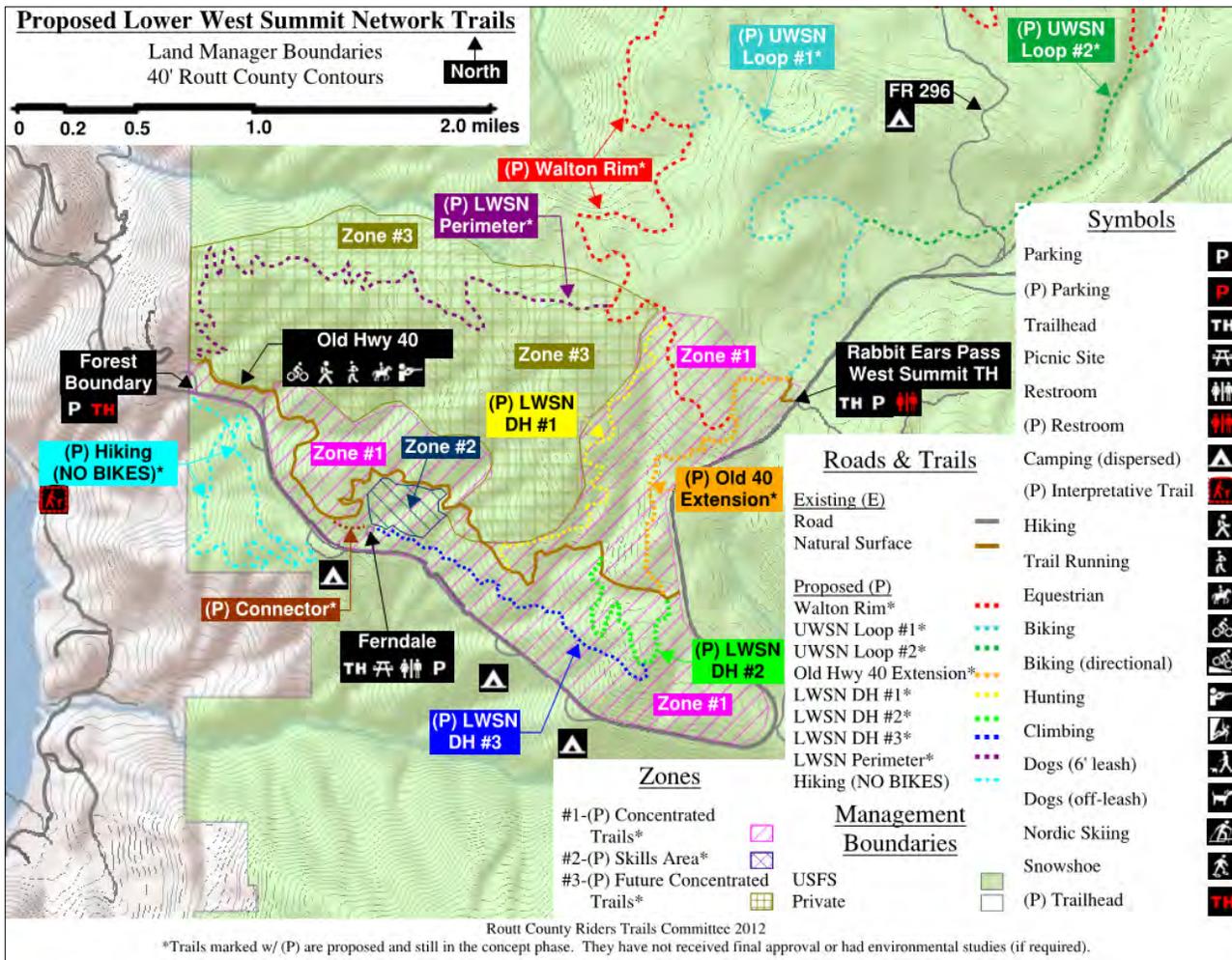
RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: OLD HWY 40 EXTENSION

Project Description: This 1.5 mile extension to the Old Highway Trail creates a connection to the West Summit parking area and extends the ultimate beginner mountain bike trail to 5 miles.



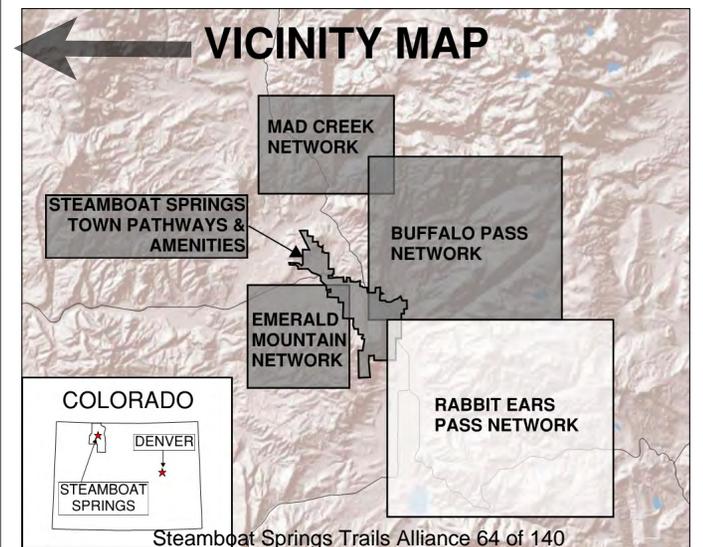
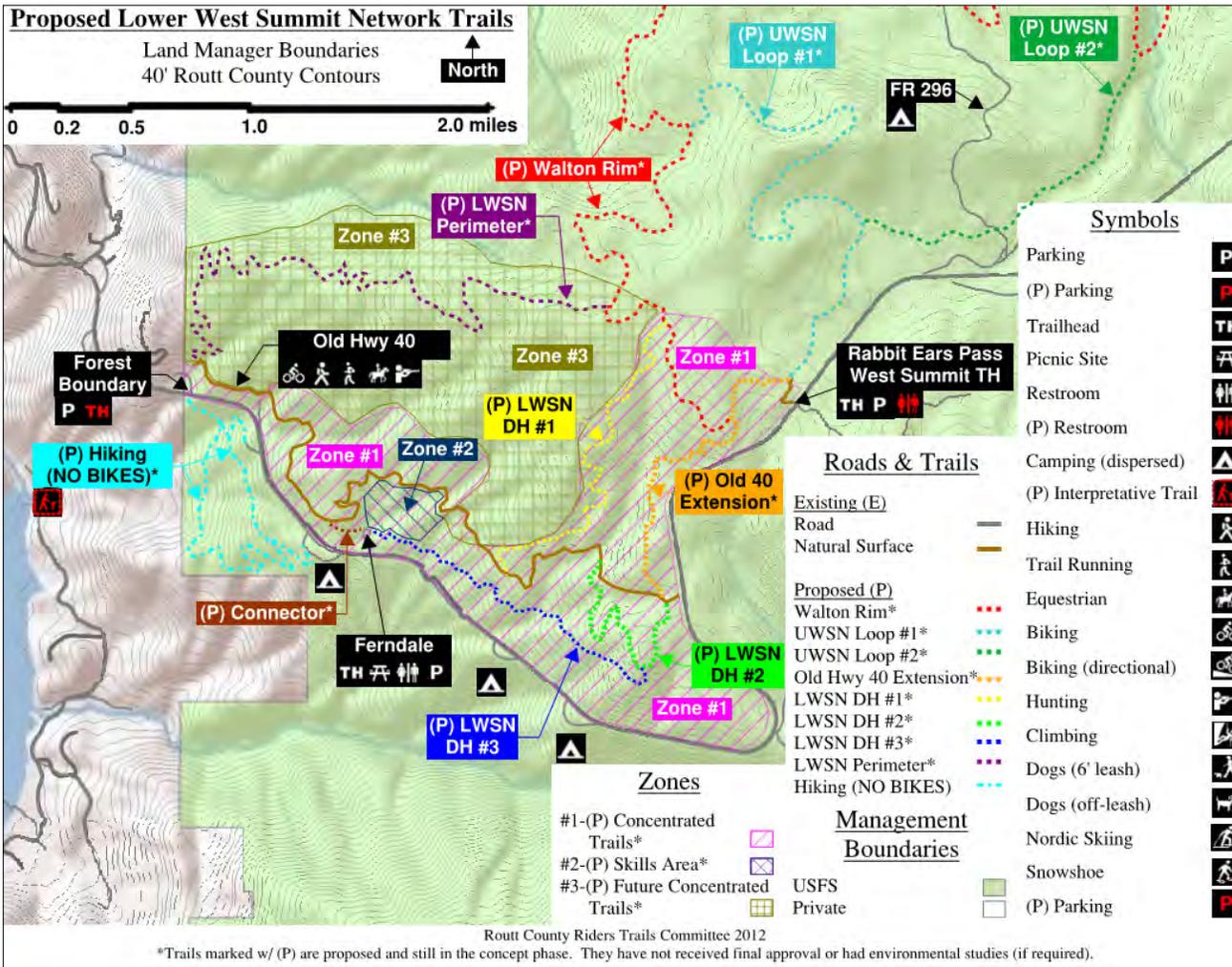
RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: OLD HWY 40 PERIMETER TRAIL

Project Description: This 4 mile, intermediate trail connects the West Summit parking area to the bottom of Old Highway 40 Trail, providing a 9 mile loop option with access to the directional, user specific bike trails. This multi-directional bike trail has a 1,500 vertical elevation gain, providing a more strenuous cycling experience that adds to the stacked loop system of the Upper West Summit Network.



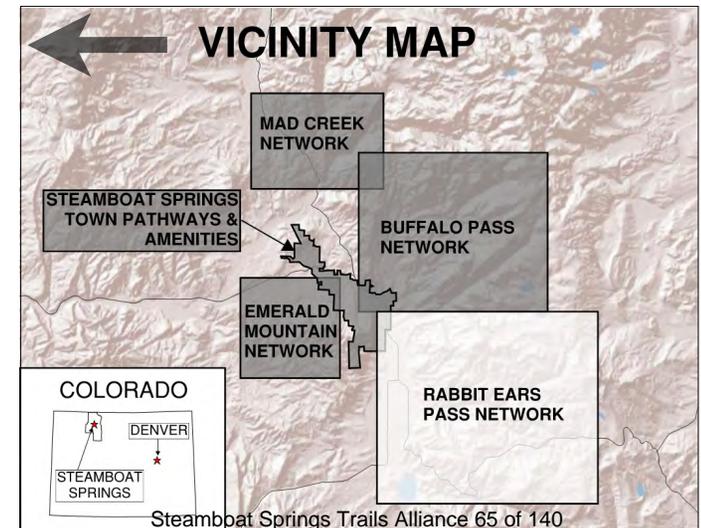
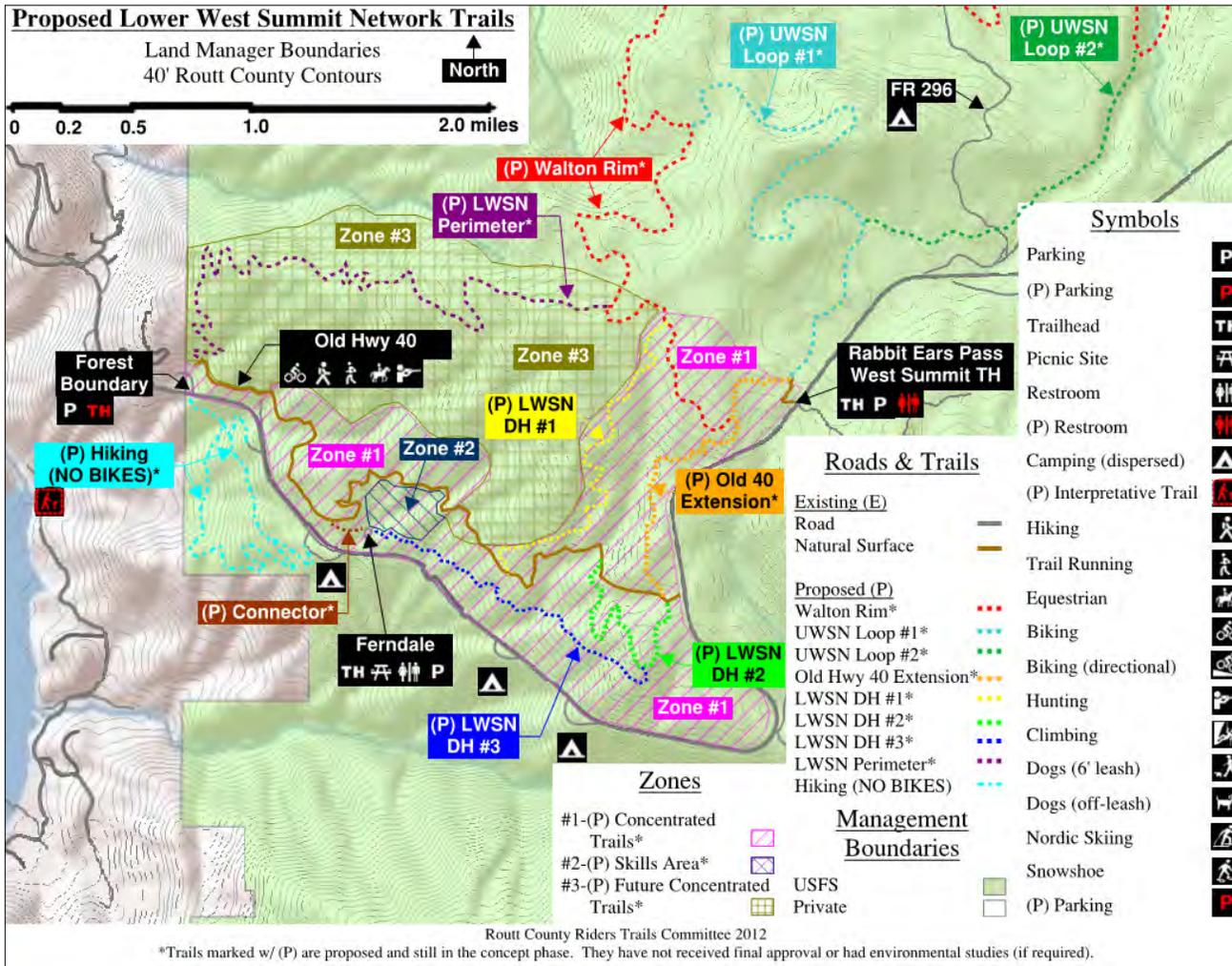
RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: DIRECTIONAL TRAIL #3

Project Description: This 1.5 mile intermediate trail is a progressive flow trail. With dirt rollers, rhythm sections, jumps and berms from top to bottom, this trail is like riding a roller coaster on a bike. Wide and smooth, this trail can be ridden on almost any bike.



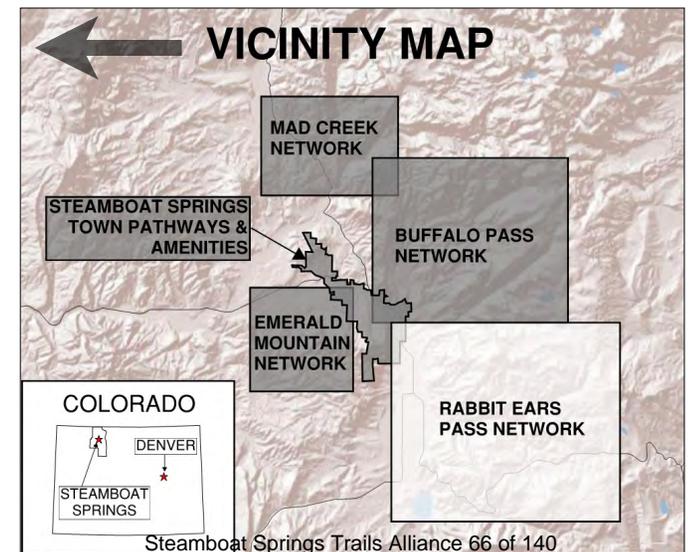
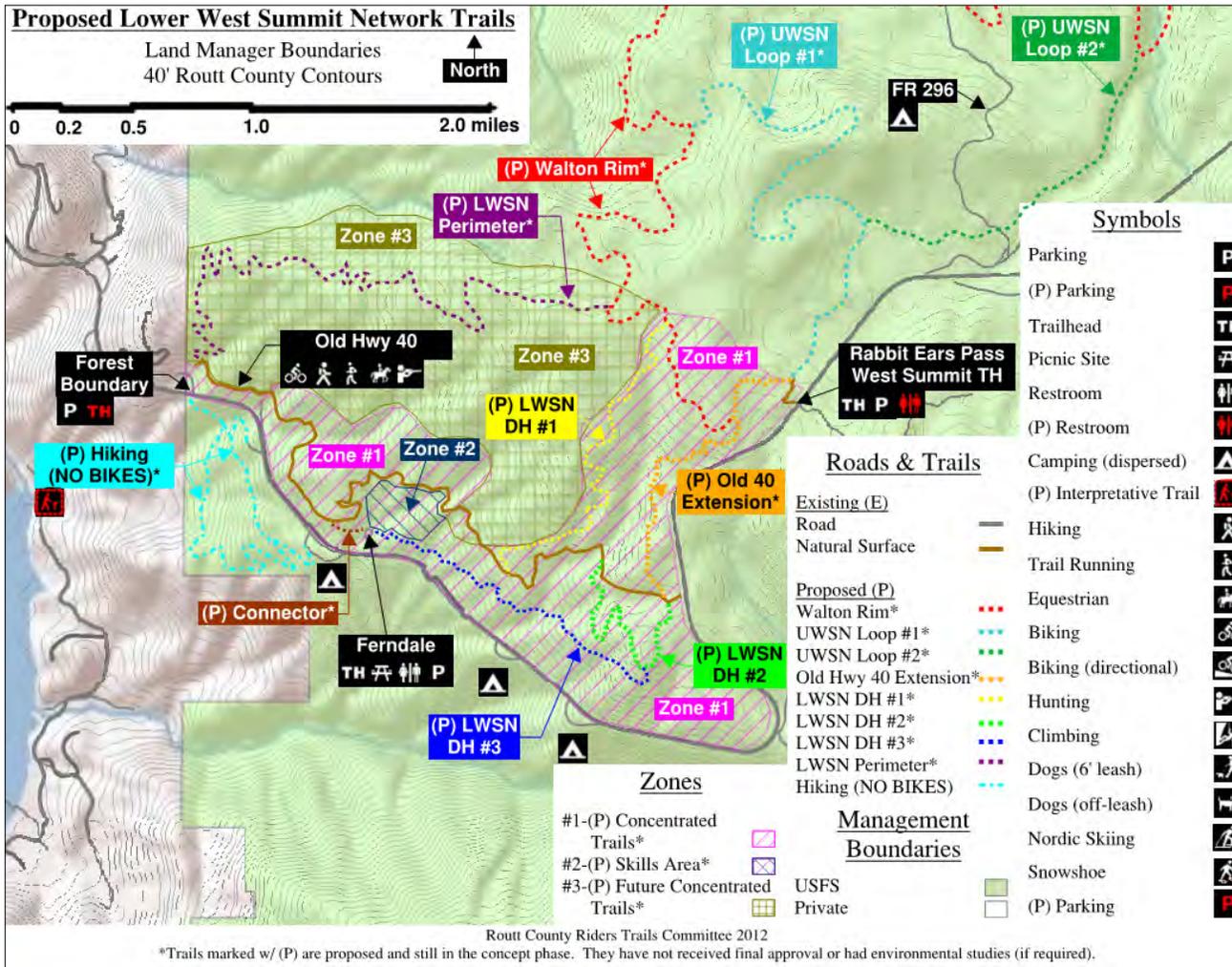
RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: DIRECTIONAL TRAIL #4

Project Description: This is the pro line, the trail that experts can push themselves on, and the trail where down-hillers can use their travel. The trail would be designed by walking through the woods to find and connect every rock feature and natural drop. Then technical trail features of wood and rock would be built in between the natural features for an adrenaline pumped ride from top to bottom.



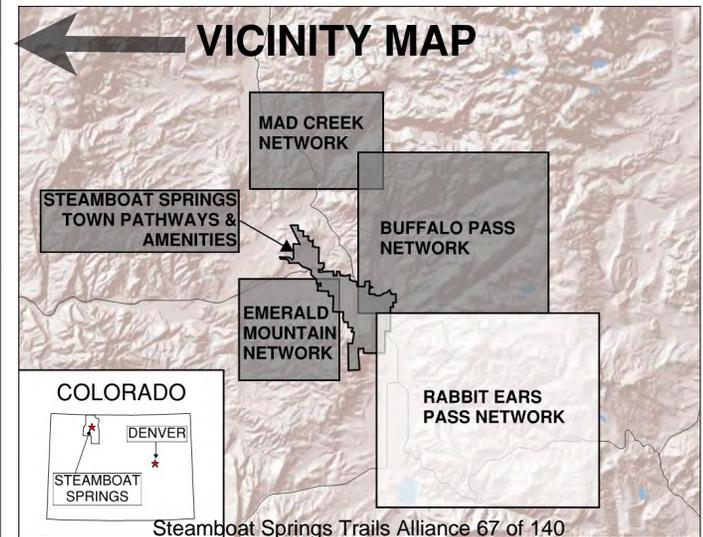
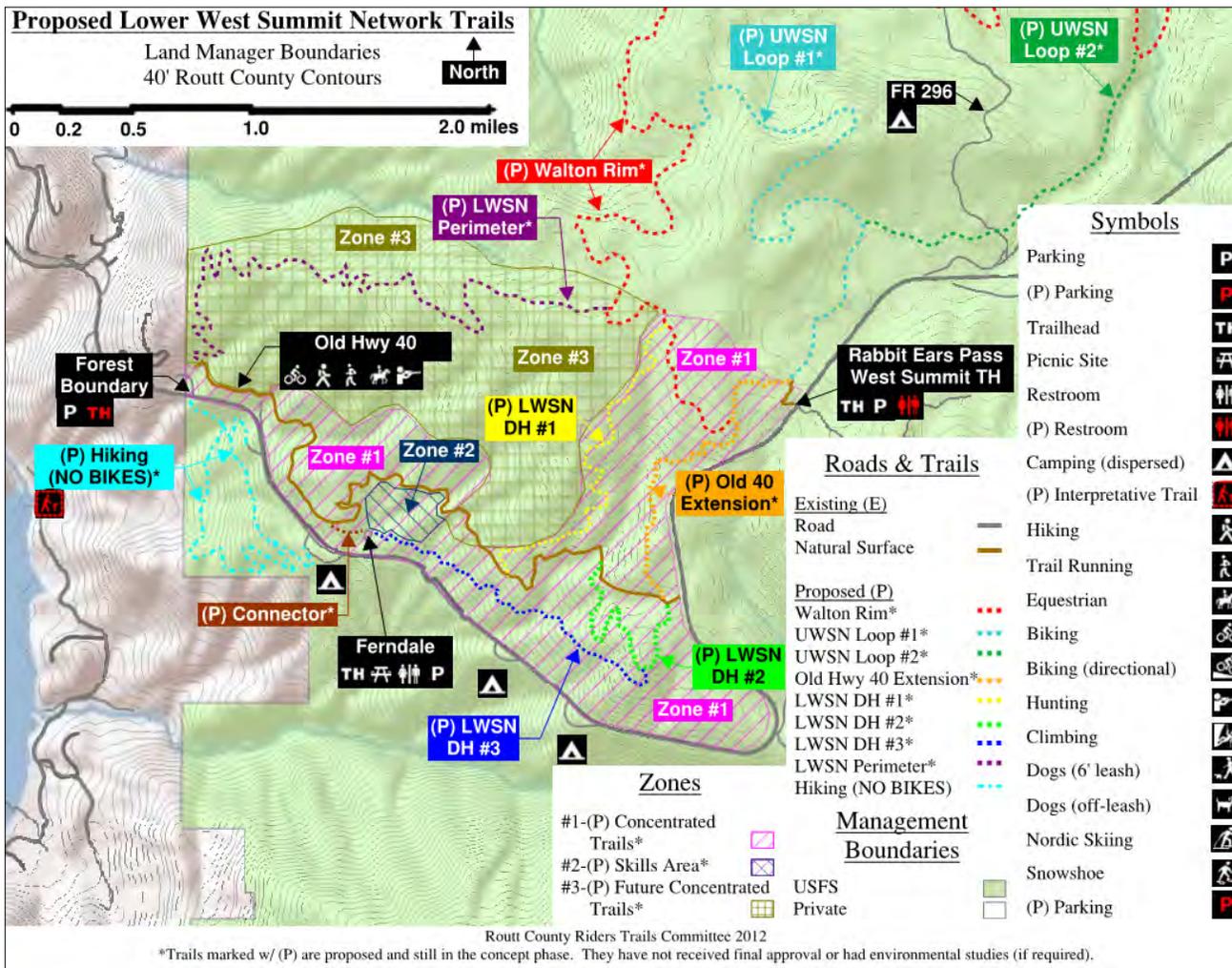
RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: DIRECTIONAL TRAIL #1

Project Description: This is a purpose-built, directional, expert, mountain bike trail. Littered with jumps, berms, rollers, drops and wood features, this trail is 1.5 miles of adrenalin filled fun. This expert trail greatly reduces traffic on beginner and multi-use trails and therefore serves all trail users and improves everyone's trail experience.



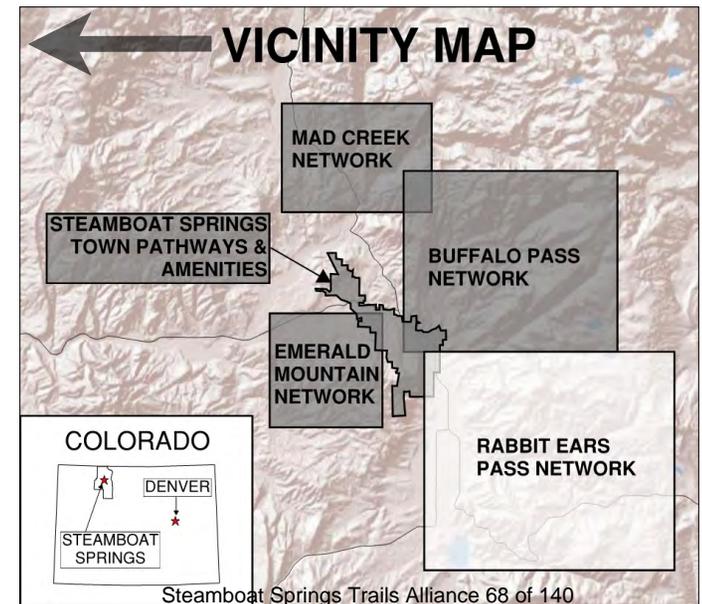
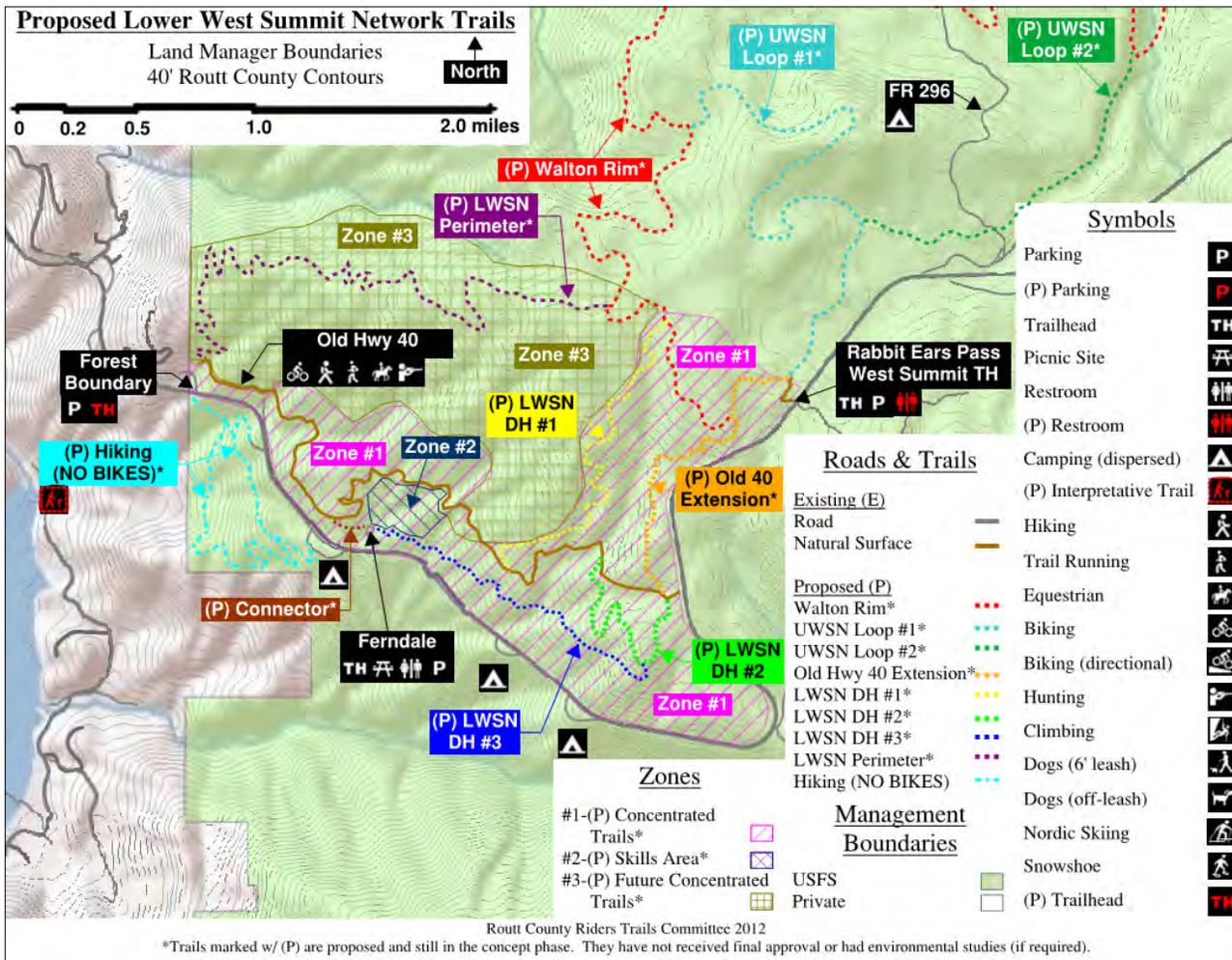
RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: DIRECTIONAL TRAIL #2

Project Description: This short beginner trail turns off Old Highway 40 Trail and meanders through pines and aspens on a slight downhill slope before rejoining the entry level, Old Highway 40 Trail.



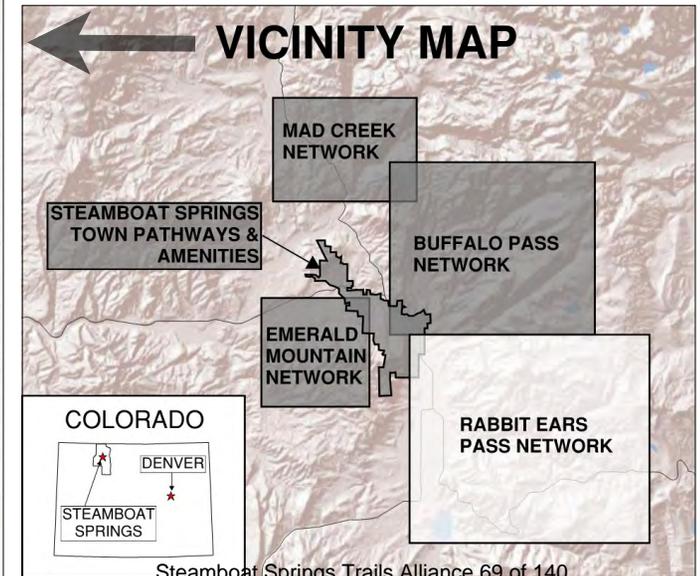
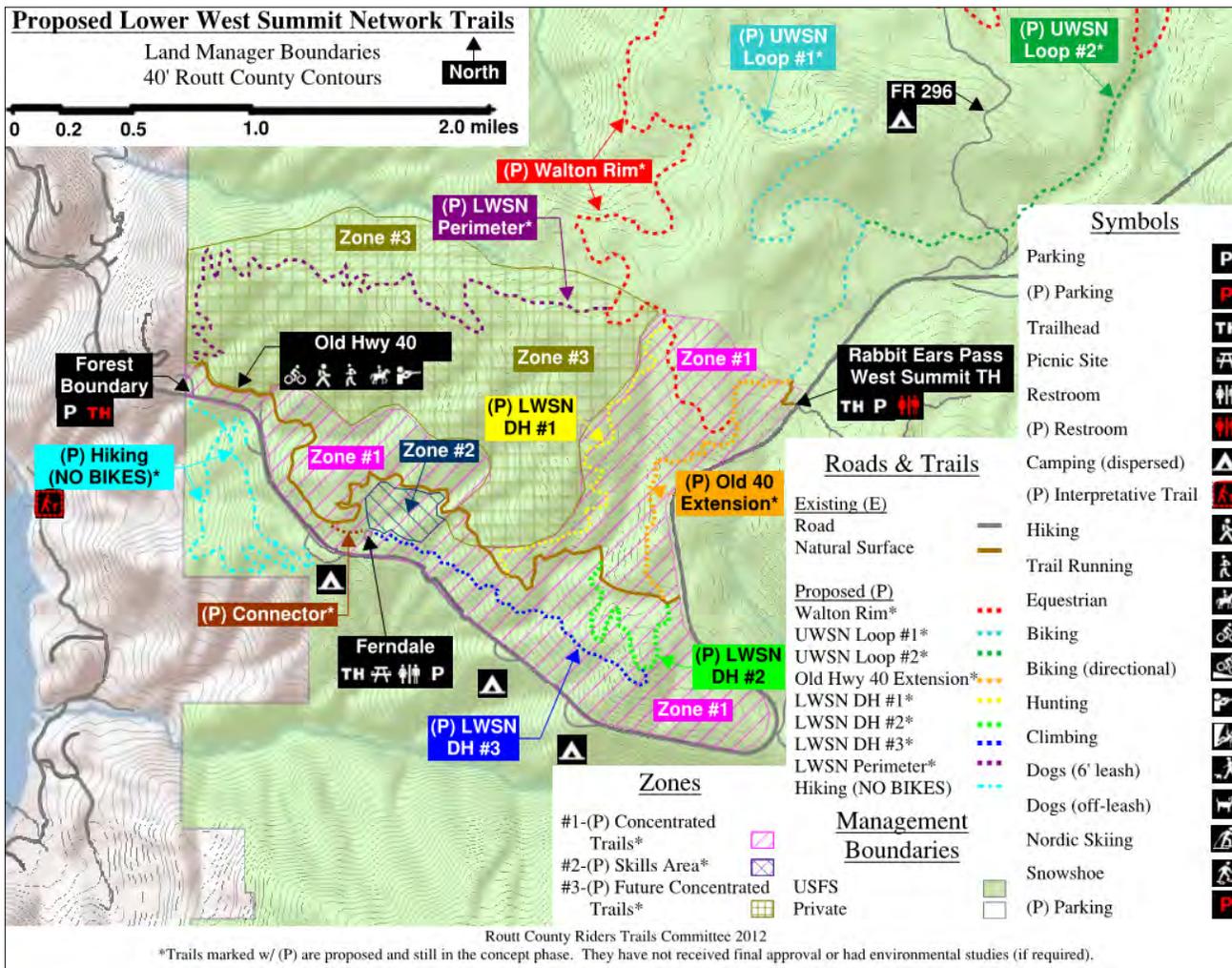
RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: ZONE 2 (SKILLS AREA)

Project Description: Located above the Ferndale Picnic/Parking Area, this mountain bike riding zone features short skills trails that cater to a wide range of ability levels. With jumps and features that mimic those on the above direction trails, users have the option to learn and build skills in a concentrated and easily accessible area prior to riding the longer directional trails above.



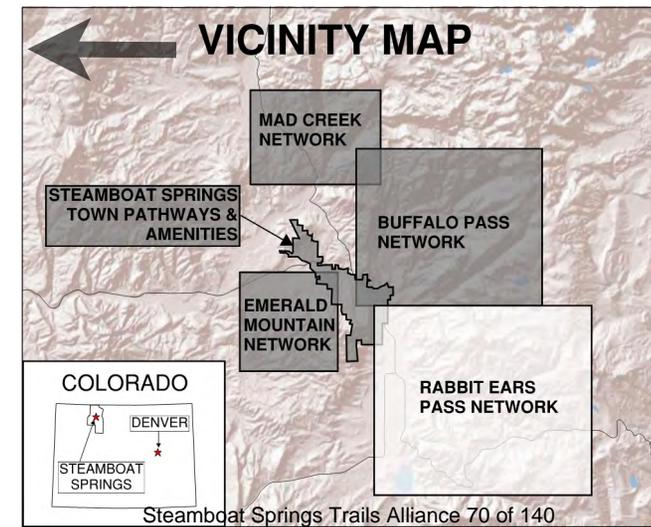
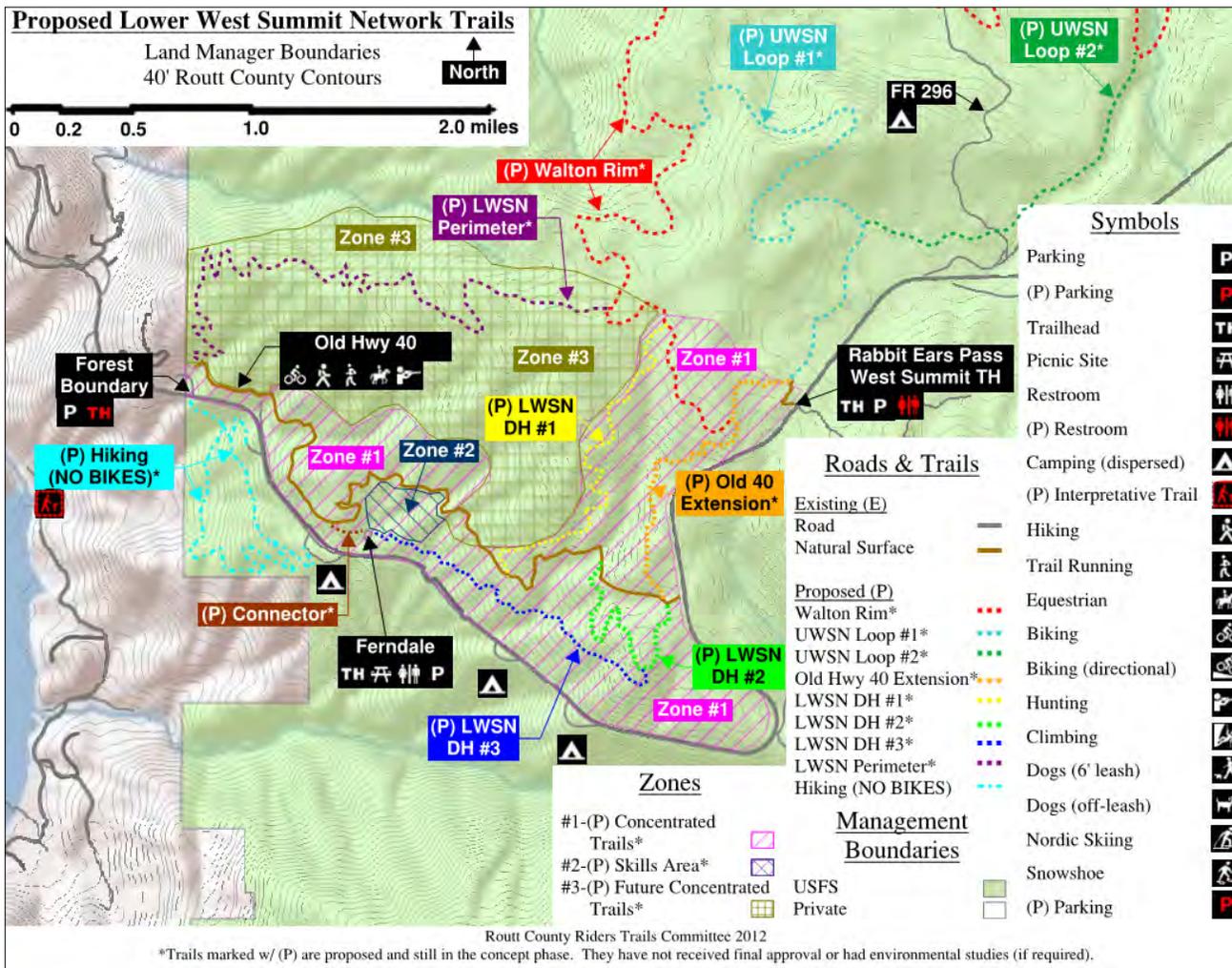
RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: ZONE #3 (POSSIBLE EXPANSION)

Project Description: This zone allows for future mountain bike expansion.



RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: HIKING ONLY TRAIL

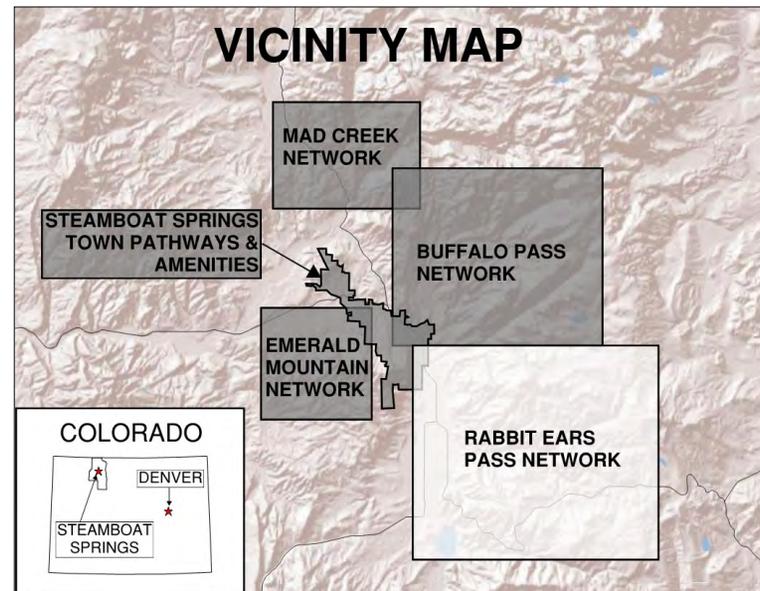
Project Description: A trail purpose-built for hiking (no bikes).



RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: FERNDALE AMENITIES

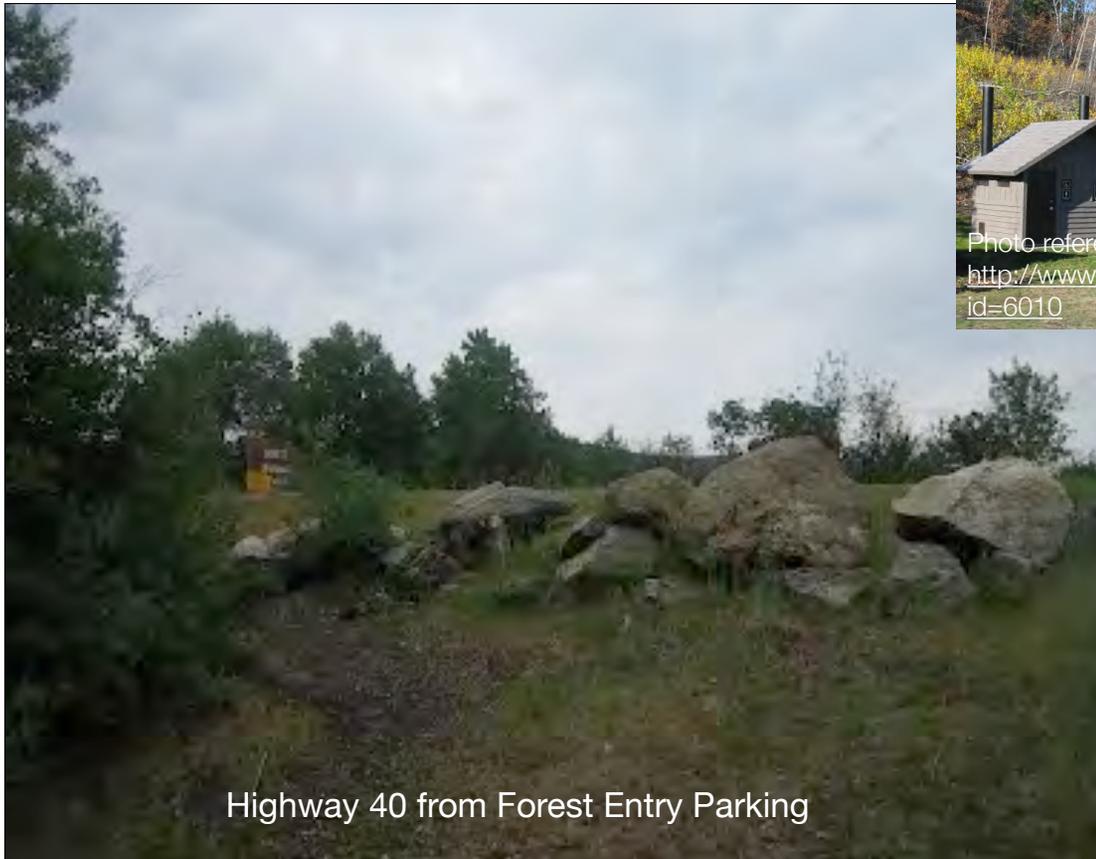
Project Description: This project includes increasing parking, improving restroom facilities and informational kiosks to enhance the user experience at the Ferndale Picnic/Parking Area on Highway 40/Rabbit Ears Pass.

Photos of existing facilities



RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: FOREST ENTRY AMENITIES

Project Description: This project includes construction of restroom facilities for improved sanitation and information kiosks to enhance the user experience at the Routt National Forest Entry parking area on Highway 40 climbing east up Rabbit Ears Pass.



Highway 40 from Forest Entry Parking

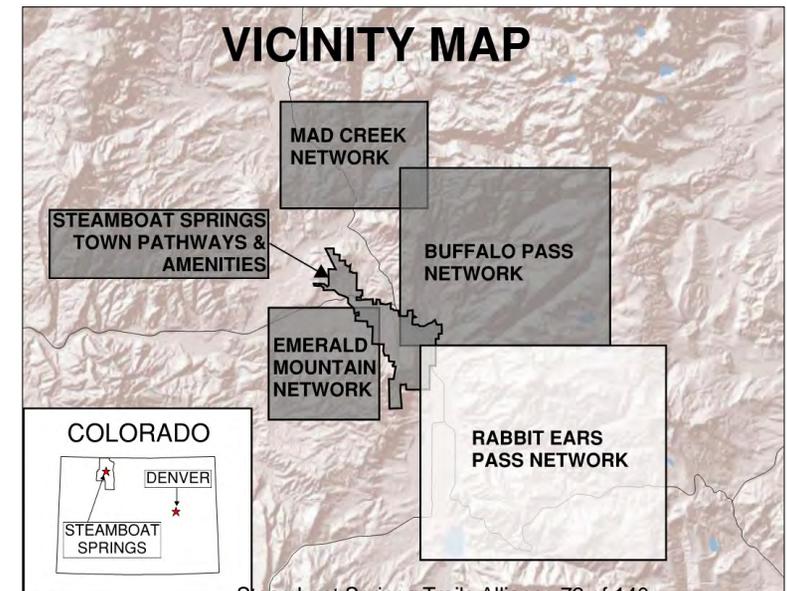


Photo reference
<http://www.fs.fed.us/r9/ssrs/story?id=6010>



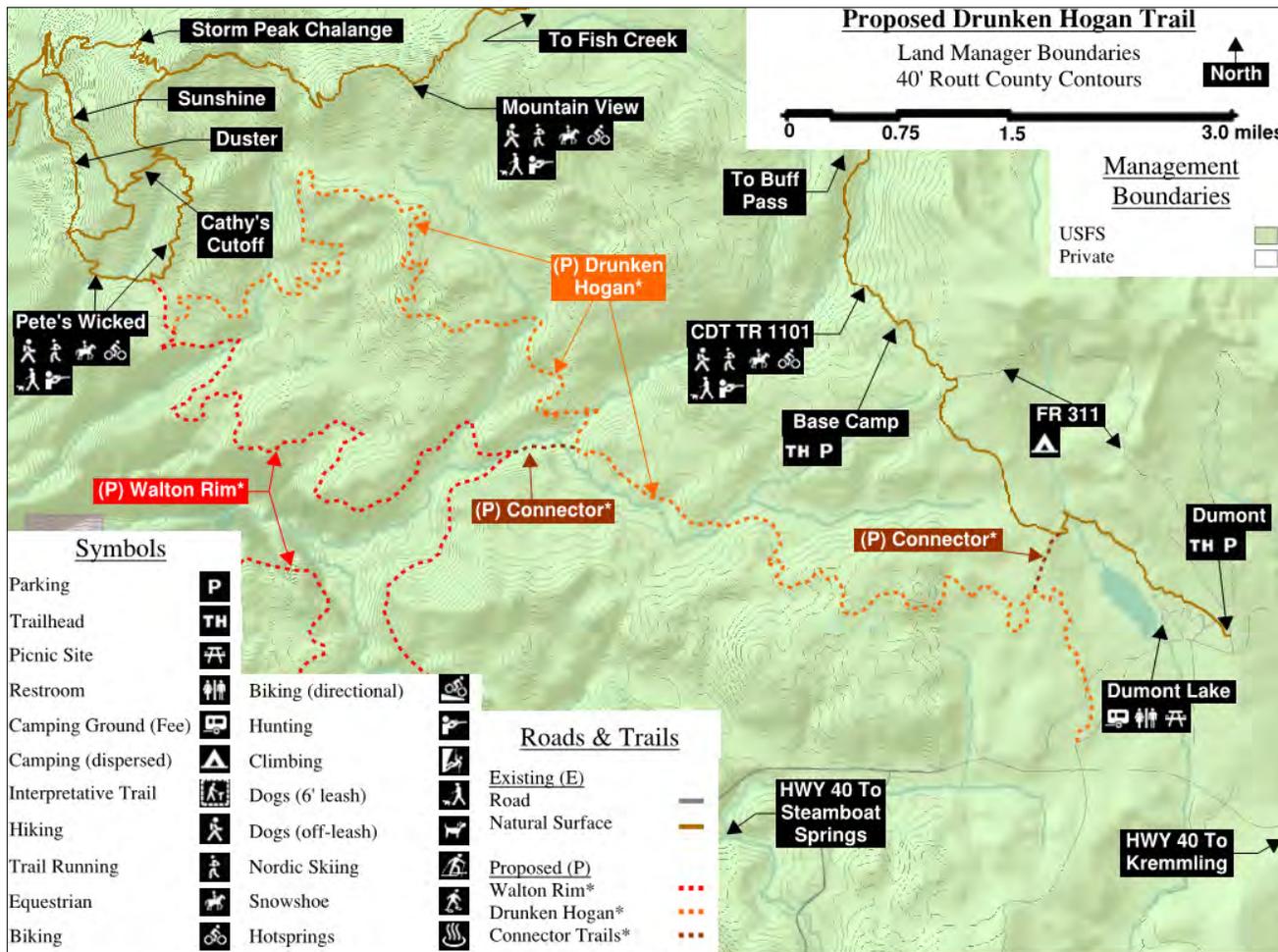
Photo reference
<http://www.fs.fed.us/t-d/pubs/htmlpubs/em7100-15/page52.htm>

(Photos of facilities are just for reference and the Land Manager would have the final say on design of facility)

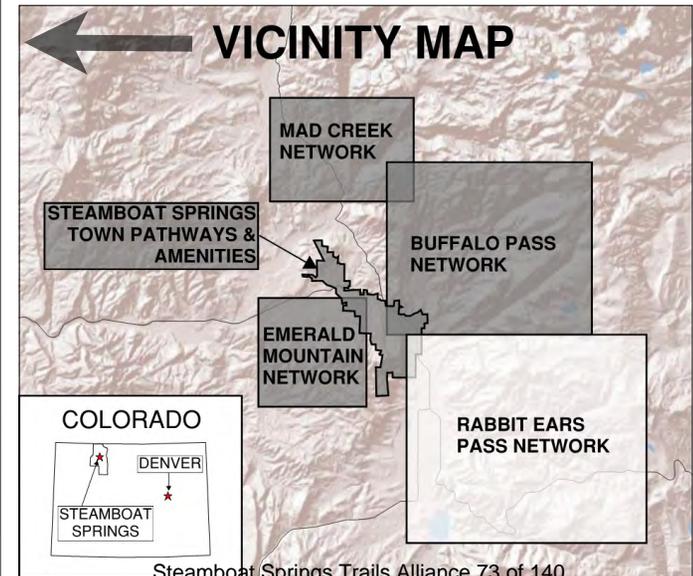


RABBIT EARS PASS: DRUNKEN HOGAN TRAIL

Project Description: The primary purpose of the project is to provide an alternate route between the Steamboat Ski Area and the Dumont Lake Campground near Rabbit Ear Pass. This alternative will reduce pressure and resource damage on the popular Continental Divide Trail by dispersing users.

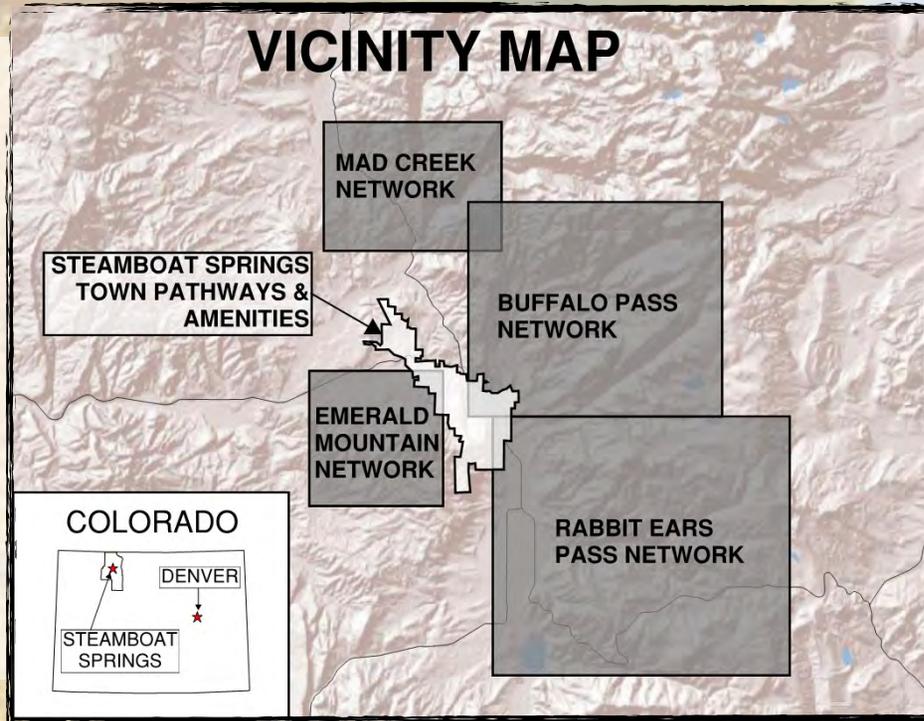


*Trails marked w/ (P) are proposed and still in the concept phase. They have not received final approval or had environmental studies (if required).



PROJECT ZONE

TOWN PATHWAYS & AMENITIES



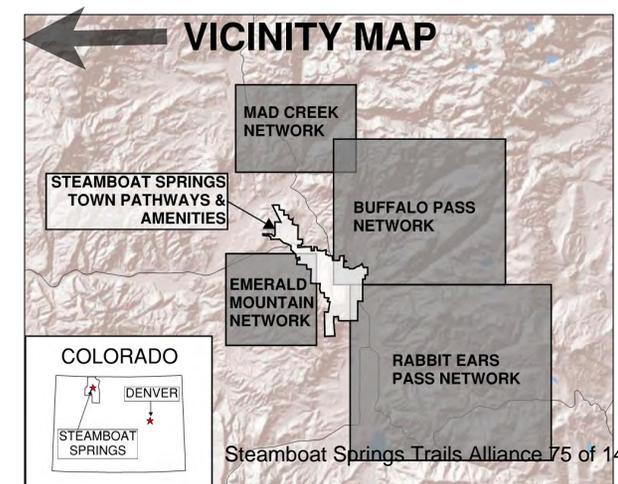
The community's in-town trail system offers a beautiful, family friendly, convenient central pathway through town with connections between commercial and residential areas as well as to trails at the Steamboat Ski Area and on Howelsen Hill/Emerald Mountain. As the in-town trail system was built to serve local residents, it has significant gaps when it comes to serving lodging properties and visitors. This project addresses visitor access to the in-town trail system, safety, and in-town cycling by constructing trail connections needed to connect lodging properties to existing biking trails and to increase safety at major trail and road intersections.

TOWN PATHWAYS & AMENITIES PROJECTS:

CORE TRAIL SOUTH: LEGACY RANCH, CORE TRAIL: WEST BEAR RIVER PARK, CORE TRAIL NORTH: STRAWBERRY PARK, CORE TRAIL CONNECTION: 12 ST. @ LITTLE TOOTS PARK, LODGING CONNECTION: WALTON CREEK, LODGING CONNECTION: MT. TO CORE TRAIL, LODGING CONNECTION: WHISTLER AREA, EMERALD AMENITIES: BLACKMER DR., STEHLEY PARK: BEGINNER PUMP TRACK, ENHANCED CROSSING: TO SPRING CREEK @ AMETHYST DR., ENHANCED CROSSING: TO BUTCHER KNIFE @ EAST MAPLE ST., ENHANCED CROSSING: CORE TRAIL @ 5TH ST., ENHANCED CROSSING: LODGING CONNECTION AT MT. WERNER CR., ENHANCED CROSSING: CORE TRAIL @ MT. WERNER RD.

TOWN PATHWAYS AND AMENITIES: CORE TRAIL SOUTH: LEGACY RANCH

Project Description: An attractive Southern terminus of the Yampa River Core Trail is a much needed amenity for tourist and residents of Steamboat Springs, Colorado. At present, the Core Trail and linking trails provide more than 35 miles of hard surface trail; many of those miles also include a parallel soft surface trail for mountain biking, jogging, and snowshoeing. The Core Trail connects to over 18 miles of public single track trails on Emerald Mountain and a gated gravel road that extends to near the top of Emerald Mountain; these trails connect to BLM trails on the backside of Emerald Mountain. It also links directly to the Steamboat Ski and Resort Corporation's 25-mile network of trails, which provides linkage to Forest Service Trails and the Continental Divide Trail. In the future, it will make up part of the 200-mile Yampa River Trail, extending from the Flattops Wilderness Area in Routt County to Dinosaur National Monument in Moffat County. *Continued on next page...*



TOWN PATHWAYS AND AMENITIES: CORE TRAIL SOUTH: LEGACY RANCH

Project Description Continued: Trail surveys conducted in past years during spring, summer, and fall months indicate that as a whole, a minimum of 1,000 people utilize the core trail on any given day, with significantly higher use on weekends and holidays. Multiple trail users, trail user groups, community groups and businesses have a real interest in the trail. The community's mobility-impaired population makes extensive use of the Yampa River Core Trail, and several tourist-oriented athletic and cultural events, such as the annual pentathlon and Art in the Park, make use of the trail. Multiple use of the non-motorized trail is harmonious and there doesn't seem to be any particular trail user group issues or conflicts associated with it. A city-wide transportation survey noted that expanding the urban trail system gets strong to moderate support from 92% of local citizens.

At present, the southern reach of the Core Trail dead ends at Dougherty Lane, providing users an unrewarding turnaround point that is not visually pleasing, nor does it provide a glimpse into our area's pristine natural environment or historic heritage. Through his proposal, an attractive loop around the Legacy Ranch Hay Meadow would become the southern terminus of the trail, allowing trail users to visit a working ranch with open space preserved by a conservation easement, before heading back north.

In addition to providing for a recreational experience in a scenic working landscape, the trail extension will increase bird and wildlife watching viewing opportunities and create better access to many well-known and loved tourist attractions including the Yampa River both at the Chuck Lewis State Wildlife Area and beyond, providing additional opportunities for wildlife watching and fishing. It will link bicyclists more safely to River Road, a popular route for road bikers. It will provide safe access to the Haymaker Golf Course and Yampatika's Environmental Learning Center at Legacy Ranch, two popular City-owned assets. Currently, pedestrians and bikers wishing to visit these places are forced to utilize our main regional highway, Highway 40, to travel between town and the southern terminus of the trail. Safety concerns regarding the mix of vehicles, bikes, and pedestrians on the shoulder of Highway 40 has led to the high prioritization of this project. Colorado Department of Transportation studies show that Highway 40 is extremely busy and is near or at capacity in this area. Safety concerns over the mixed use of Highway 40 by vehicles and pedestrians in this developing area of our community has prioritized the need for this trail extension.

The Core Trail passes through historic and recreation sites, including ski jumping, rodeo, and hot springs spas. The Trail links local cultural and recreational amenities including the Steamboat Springs Art Depot/Visual Arts Center, the Werner Memorial Library, the Community Center, Howelsen Hill Park, Steamboat Springs Health and Recreation Association Swimming Pools, Emerald Youth Park, Weiss Park, Snake Island, and other valuable open space areas along the River Corridor, including Legacy project open space lands.

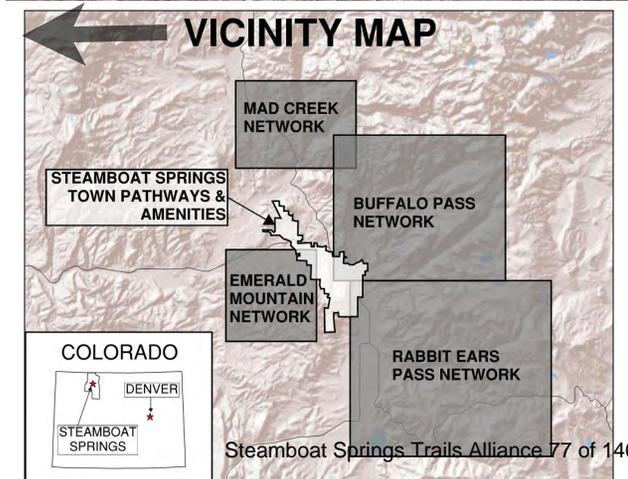
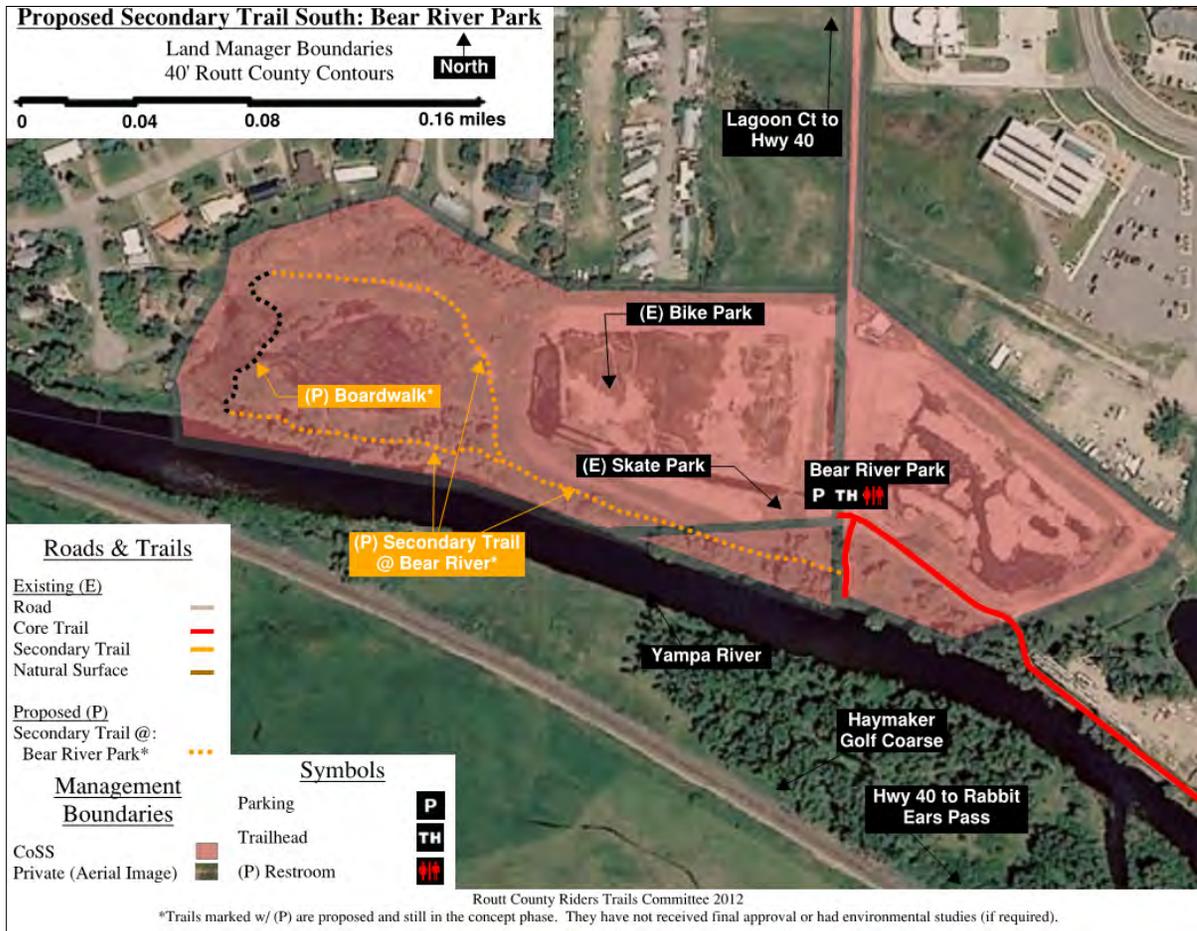
This project will extend the Core Trail approximately two miles to the south. Fencing will be installed around environmentally sensitive areas and a formal hard surface trail will be constructed providing for new, safe, access to an area that is heavily used for both pedestrian and bicycle commuting and recreational purposes. Project components include routing the trail on in-fill areas devoid of critical or valuable habitat or wildlife and away from potential nesting areas, fencing off sensitive environmental areas, trail and river bank stabilization, weed control and revegetation of disturbed areas with native vegetation. The project will mitigate negative impacts through directing recreational use within the corridor to the trail and away from sensitive areas using signage and fencing, establishing specific river access areas for boaters and fishermen, and creation of conservation areas, as needed, to protect sensitive vegetation and wildlife.

The hard surface portion of the trail is suitable for wheelchairs, strollers, bicycling, walking, skateboarding, roller skating/blading, and other non-motorized activities. Year round use is possible since the trails are cleared of snow and are not muddy. The adjacent soft surface trail is appropriate for runners, hikers, anglers, equestrians, cross-country skiers, mountain bikers, and snowshoers. In winter, the 4 foot wide soft surface trail is left unplowed for cross-country skiers and snowshoers. Trail users will experience multiple benefits from this project, including 1) Connecting users in South Steamboat to already developed segments of urban trail in Steamboat Springs; 2) Increasing commuter safety between South Steamboat and the community; 3) Providing additional recreational trail opportunities; 4) Providing public access to the Yampa River in an environmentally sensitive manner; 5) Providing watchable wildlife opportunities to the public. The entire Core Trail is a beginner trail that meets all standards for barrier-free accessibility, is designed to ensure full accessibility for all ability levels, addresses the needs of the physically challenged, and provides for the broadest possible use by all residents and visitors.

TOWN PATHWAYS AND AMENITIES: CORE TRAIL WEST: BEAR RIVER PARK

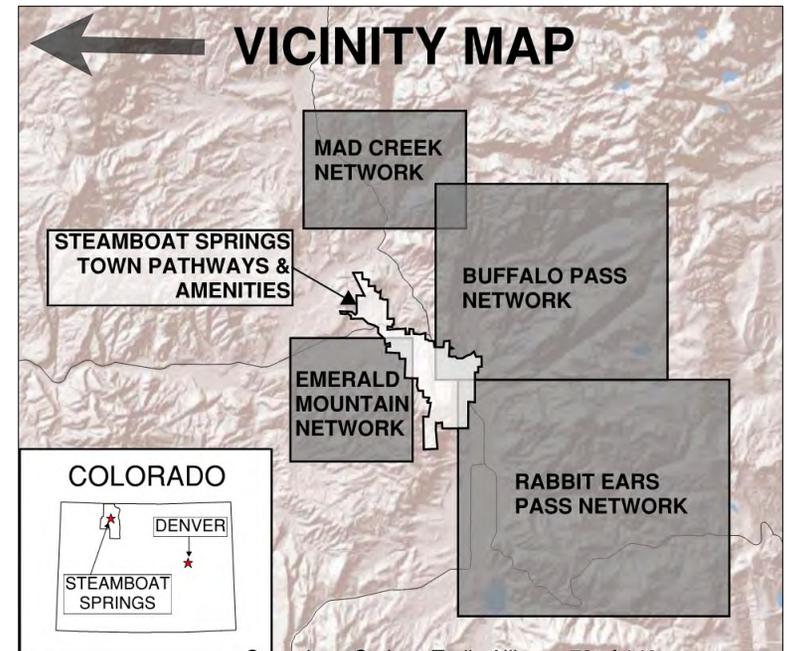
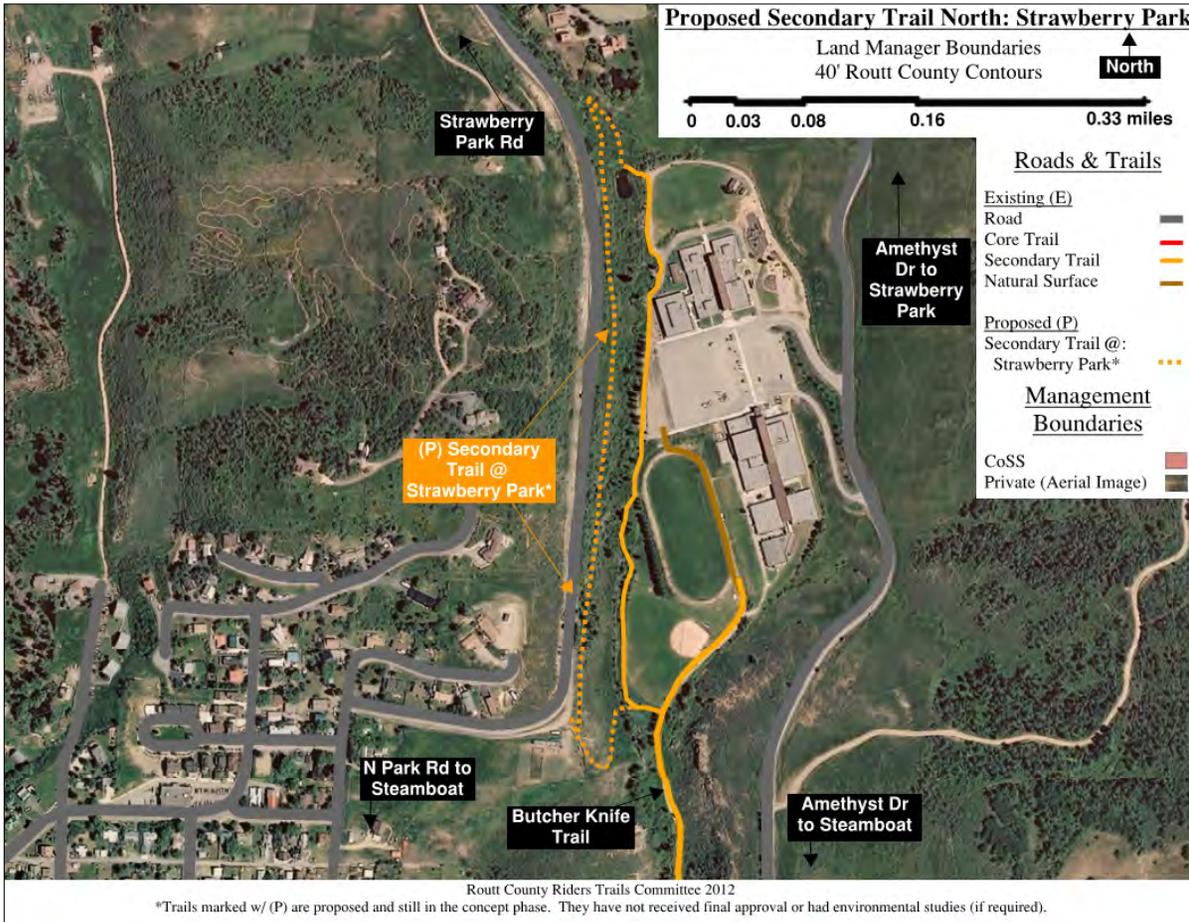
Project Description: This project provides a loop destination at the west end of the Core Trail until easements can be obtained to continue the Core Trail further west. A nature walk style trail including a boardwalk would provide an alternate activity for family members while others are utilizing the existing Skateboard & Bike Parks at Bear River Park.

At approximately 0.4 miles (including approximately 0.05 miles of boardwalk) in length and an average grade of approximately 3%, this trail provides an excellent loop with views of the Yampa River, Steamboat Ski Area & wetlands.



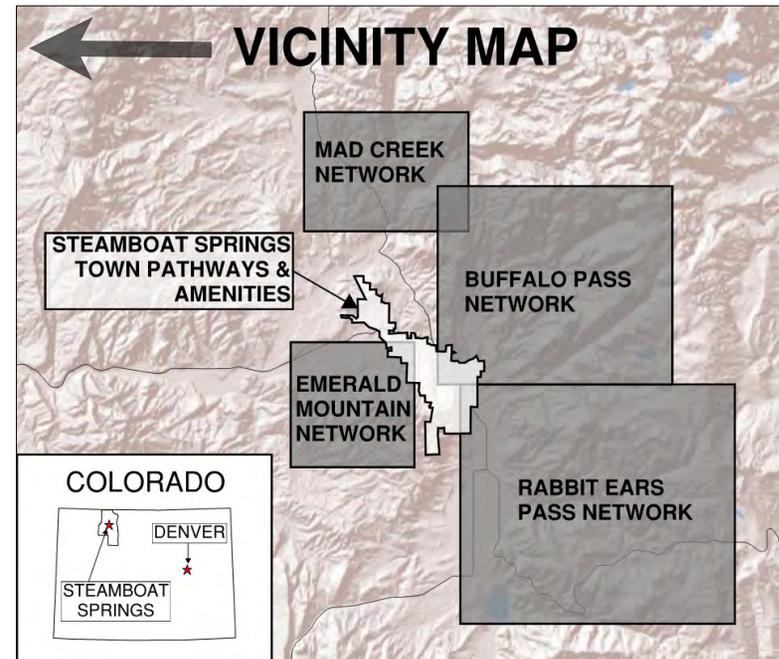
TOWN PATHWAYS AND AMENITIES: CORE TRAIL NORTH: STRAWBERRY PARK

Project Description: This project provides a loop destination at the north end of Butcher Knife trail. Butcher Knife trail is a well used secondary gravel trail that parallels Butcher Knife Creek and currently dead ends just past the schools. By creating a loop on an old irrigation ditch on the hillside above the school, trail users will have a clear destination on an excellent beginner trail that originates downtown near Old Town Hot Springs and the Rabbit Ears Motel. At approximately 0.5 miles in length and an average grade of approximately 3%, this trail provides an excellent beginner loop with views back toward town that complement the existing trail which parallels Butcher Knife Creek.



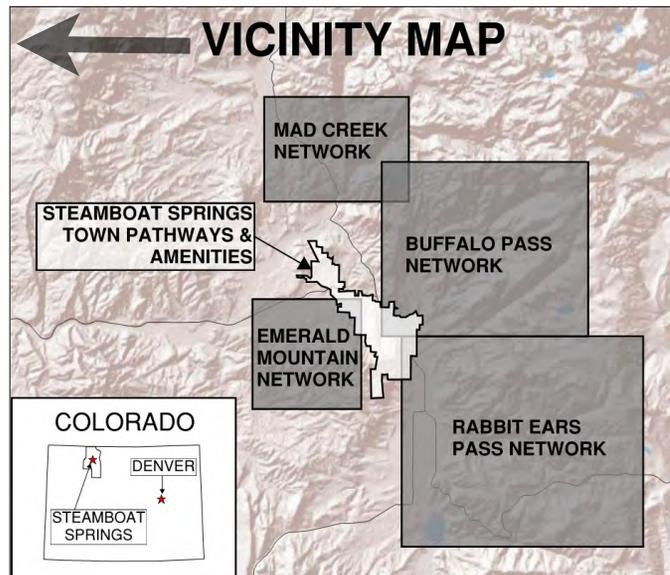
TOWN PATHWAYS AND AMENITIES: CORE TRAIL CONNECTION: 12th St. @ Little Toots Park

Project Description: Construction of a paved sidewalk as identified in the City of Steamboat Springs Sidewalks Master Plan, along the southern border of Little Toots Park from Lincoln Ave. to the Core Trail, which will enhance visitor experience by providing a safe and easily navigable spur from the recreational opportunities along the Core Trail and Little Toots Park to downtown.



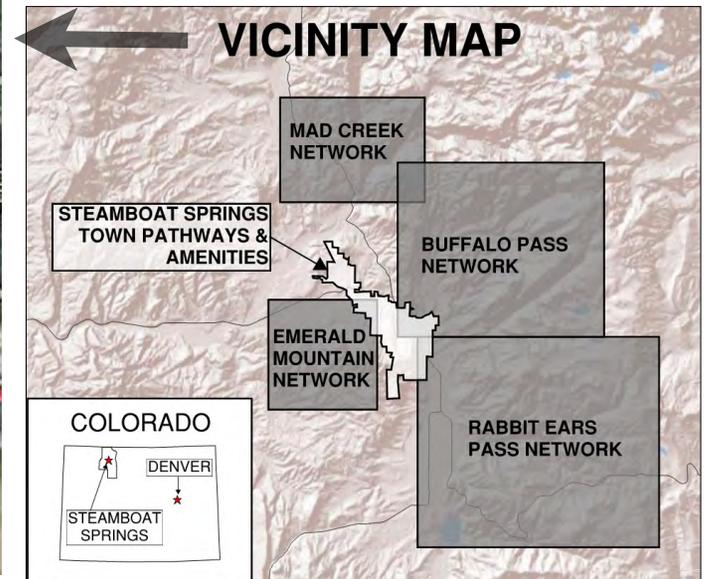
TOWN PATHWAYS AND AMENITIES: LODGING CONNECTION: WALTON CREEK

Project Description: We propose the construction of a paved pathway paralleling US 40 (east side) from its southern terminus at the Fairfield Inn & Suites connecting to the Holiday Inn, La Quinta, and ending at a pedestrian bridge over Walton Creek at its northern terminus. With these improvements visitors will no longer have to compromise their safety by riding or walking along the heavily trafficked US 40 to connect to city trails. After crossing the proposed Walton Creek bridge, users will have the option to either connect to the existing Walton Creek underpass, linking to the Walton Creek Trail or Core Trail, or cross at the lighted intersection of US 40 and Walton Creek Road. On the western side of US 40 we propose the construction of a detached sidewalk from Dougherty Road to Walton Creek, which will provide access to the Core Trail from residential and lodging properties alike. These improvements will provide visitors with a seamless corridor via paved multi use pathways to access different recreational opportunities and amenities on the mountain and downtown.



TOWN PATHWAYS AND AMENITIES: LODGING CONNECTION: MT. to CORE TRAIL

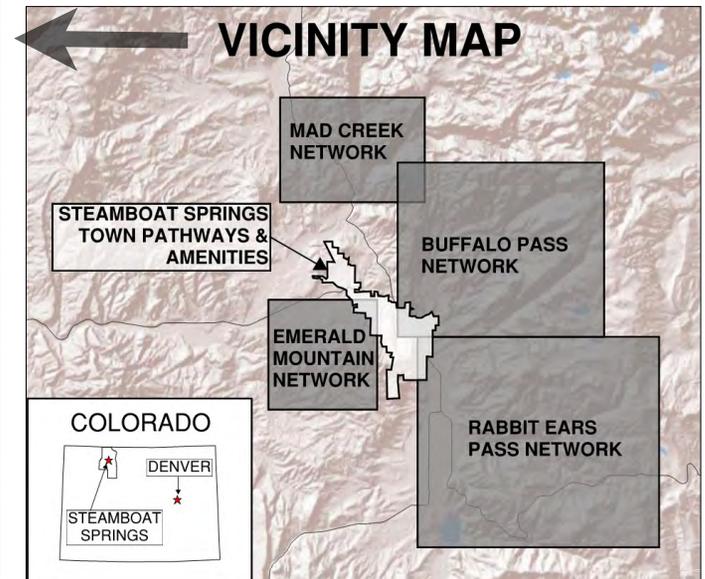
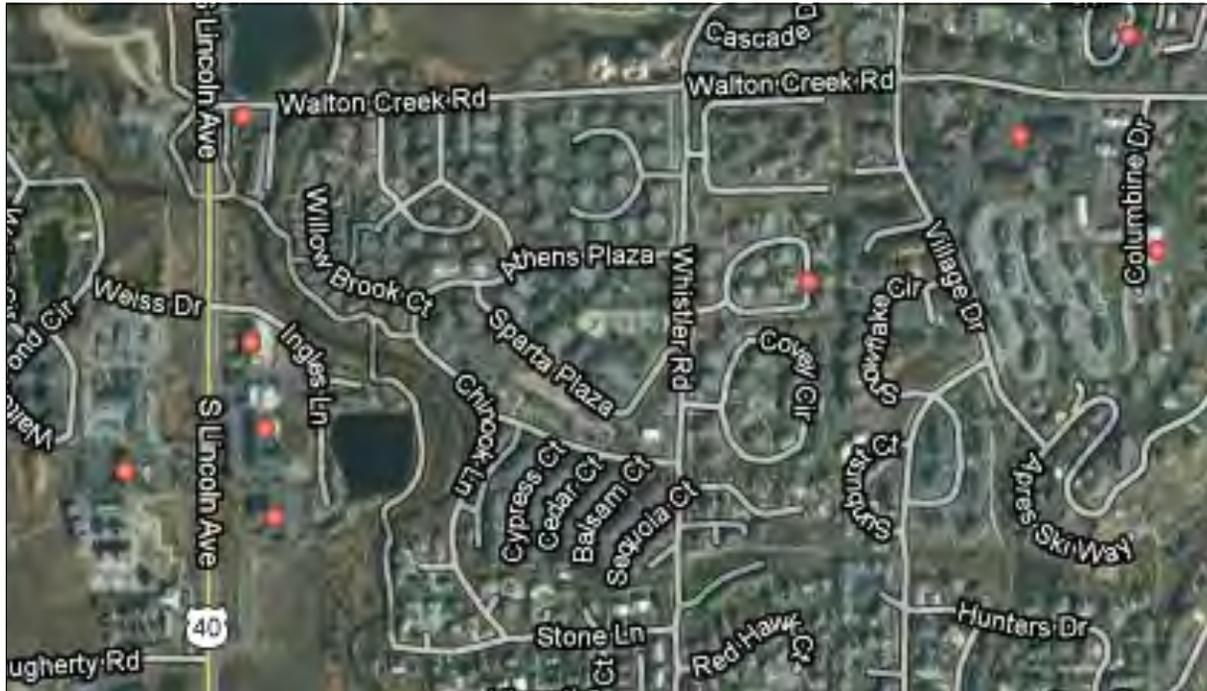
Project Description: Add underpass, or alternative connection from Mountain Area to Core Trail at US 40 between Anglers Drive and Pine Grove Road.



PROPOSED PROJECT

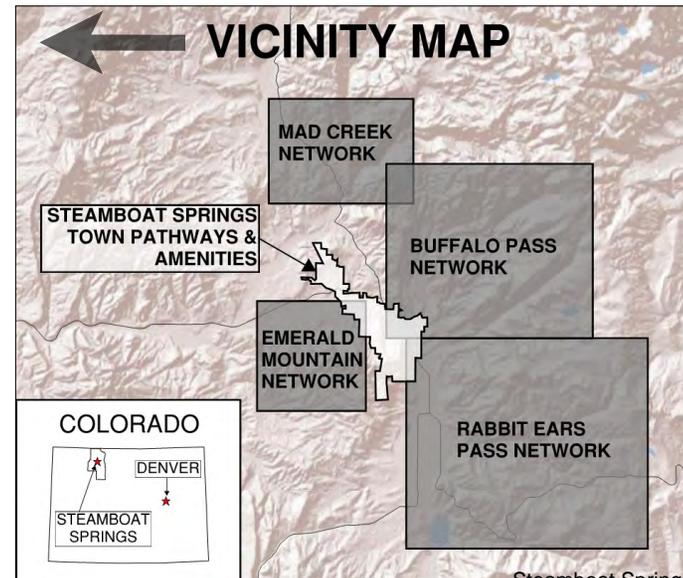
TOWN PATHWAYS AND AMENITIES: LODGING CONNECTION: WHISTLER AREA

Project Description: Connect missing links from south lodging areas to Mountain.



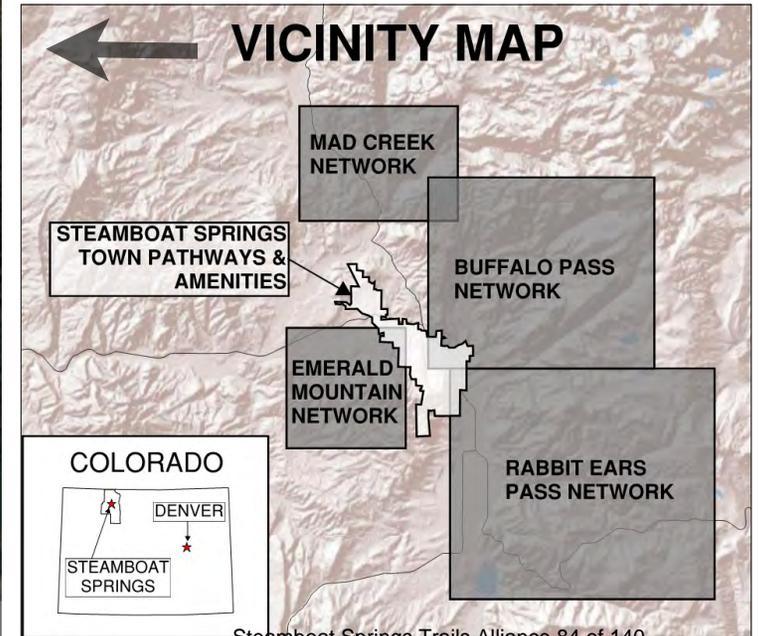
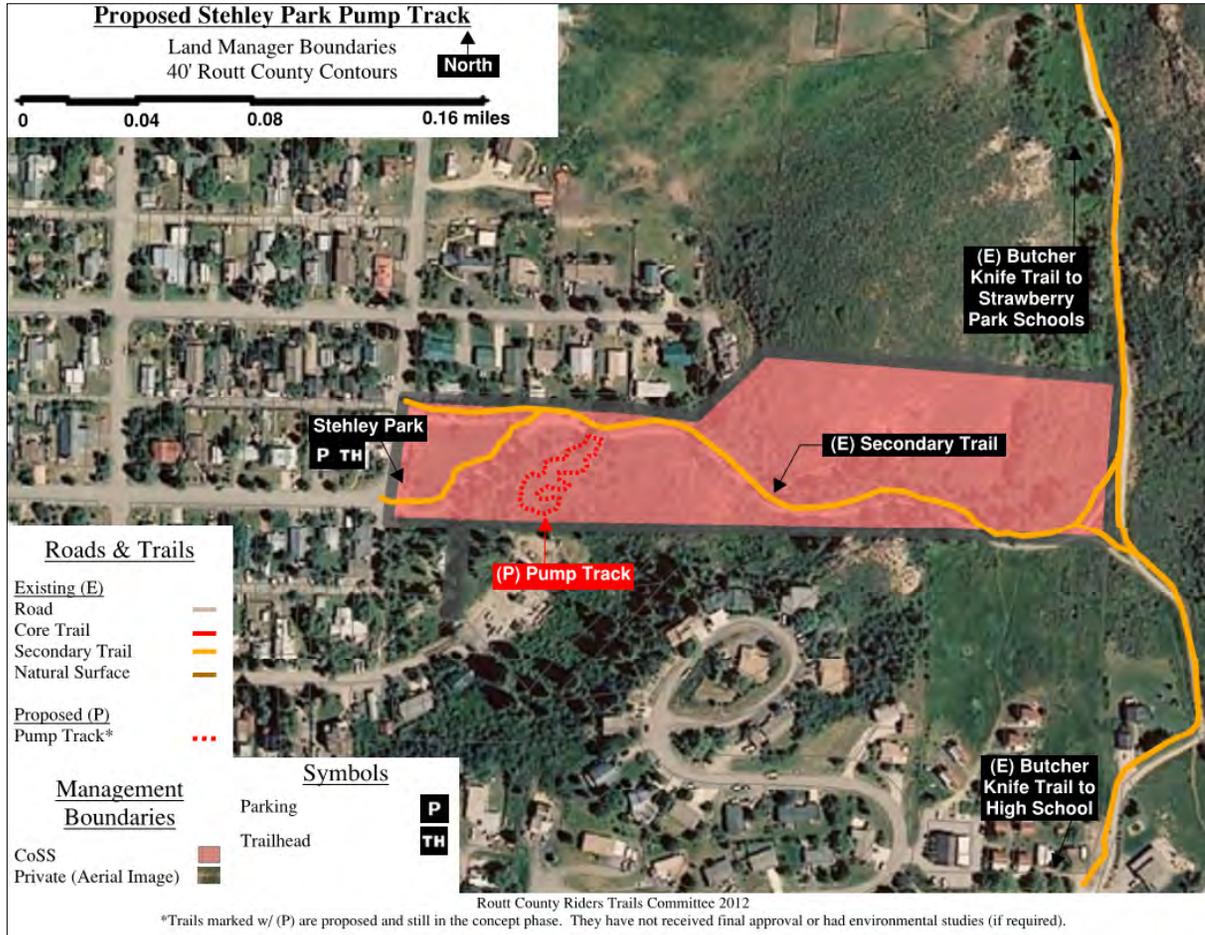
TOWN PATHWAYS AND AMENITIES: EMERALD AMENITIES: BLACKMER DR.

Project Description: Currently, Emerald Mountain is accessible via three trailheads: The Stables at the Rodeo Grounds, Mile Run (adjacent to Howelsen Lodge), and Blackmer Drive. Both the Rodeo Grounds and Mile Run provide adequate parking for visitors, however these routes are limiting to families and beginner riders due to the steep grade of the trails. In contrast, Blackmer drive provides much easier access up Emerald's trail network. However, the current on-street parking situation on Fairview Street at the Blackmer trailhead limits opportunities for visitors and creates a congested bottleneck for the Fairview neighborhood. We propose construction of trailhead amenities at the junction of Blackmer Drive, Routt Street and Fairview Drive. With two angled paved parking lots, new restroom, and a bike washing station this project will help alleviate resource damage and will enhance user experience.



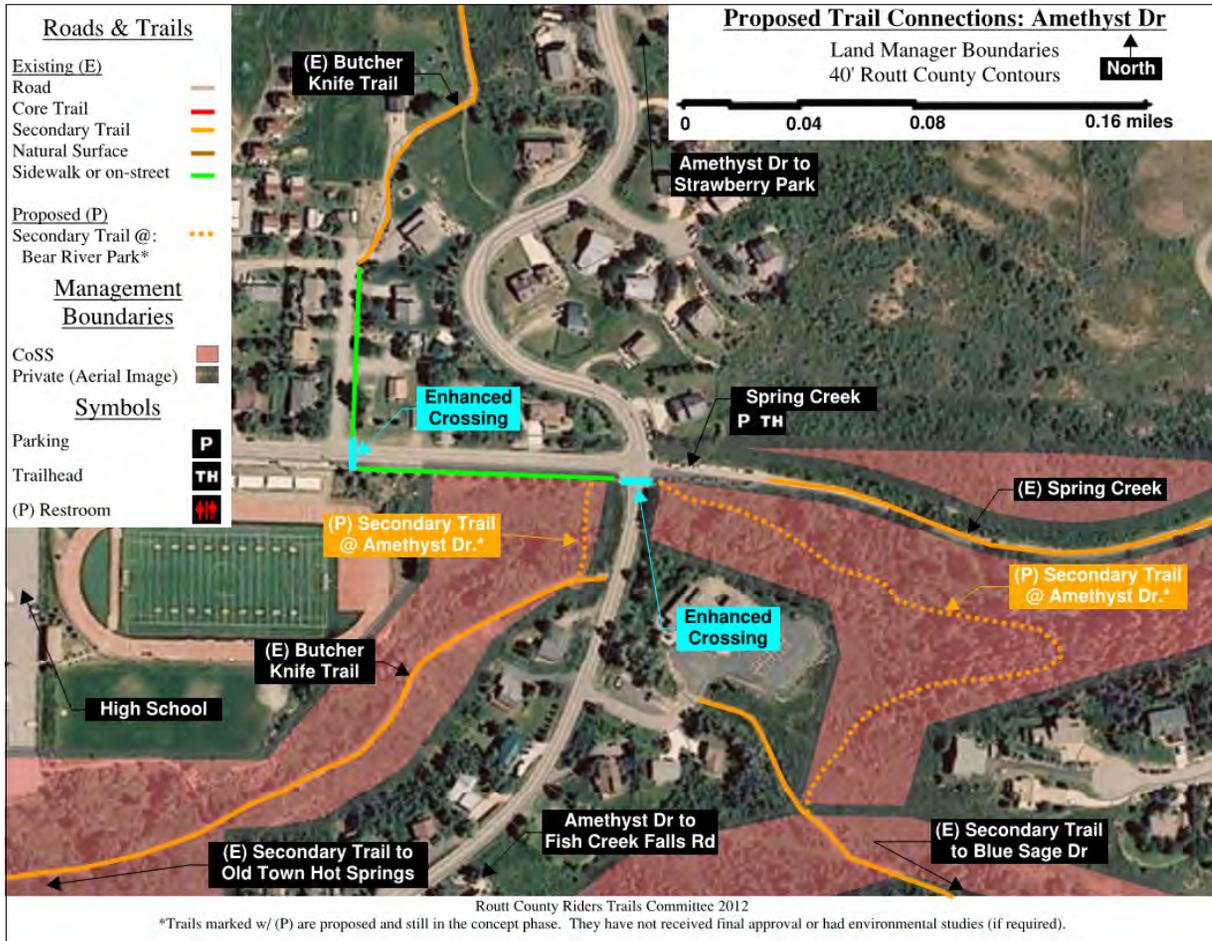
TOWN PATHWAYS AND AMENITIES: STEHLEY PARK: BEGINNER PUMP TRACK

Project Description: This purpose-built pump track is designed to allow riders to cruise the entire course without pedaling, relying instead on pumping up and down the slopes to take advantage of gravity and momentum. This beginner friendly course is the ideal learning environment for children and families and can be ridden on strider bikes to full suspension mountain bikes.



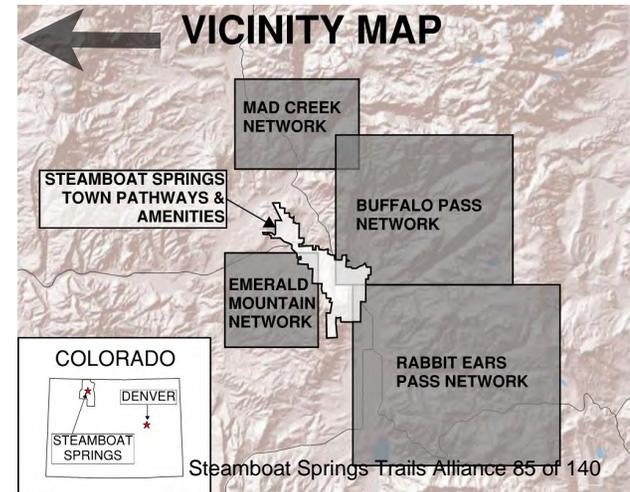
TOWN PATHWAYS AND AMENITIES: ENHANCED CROSSING: TO SPRING CREEK @ AMETHYST DR.

Project Description: This project increases user safety and wayfinding at an important trail hub at Amethyst Drive. Specifically, this project will increase visual awareness of pedestrian crossings at an important connection between the City of Steamboat Springs Pathway system and the backcountry trails system. Additionally, this also will provide a key "Safe Routes to School" connection.



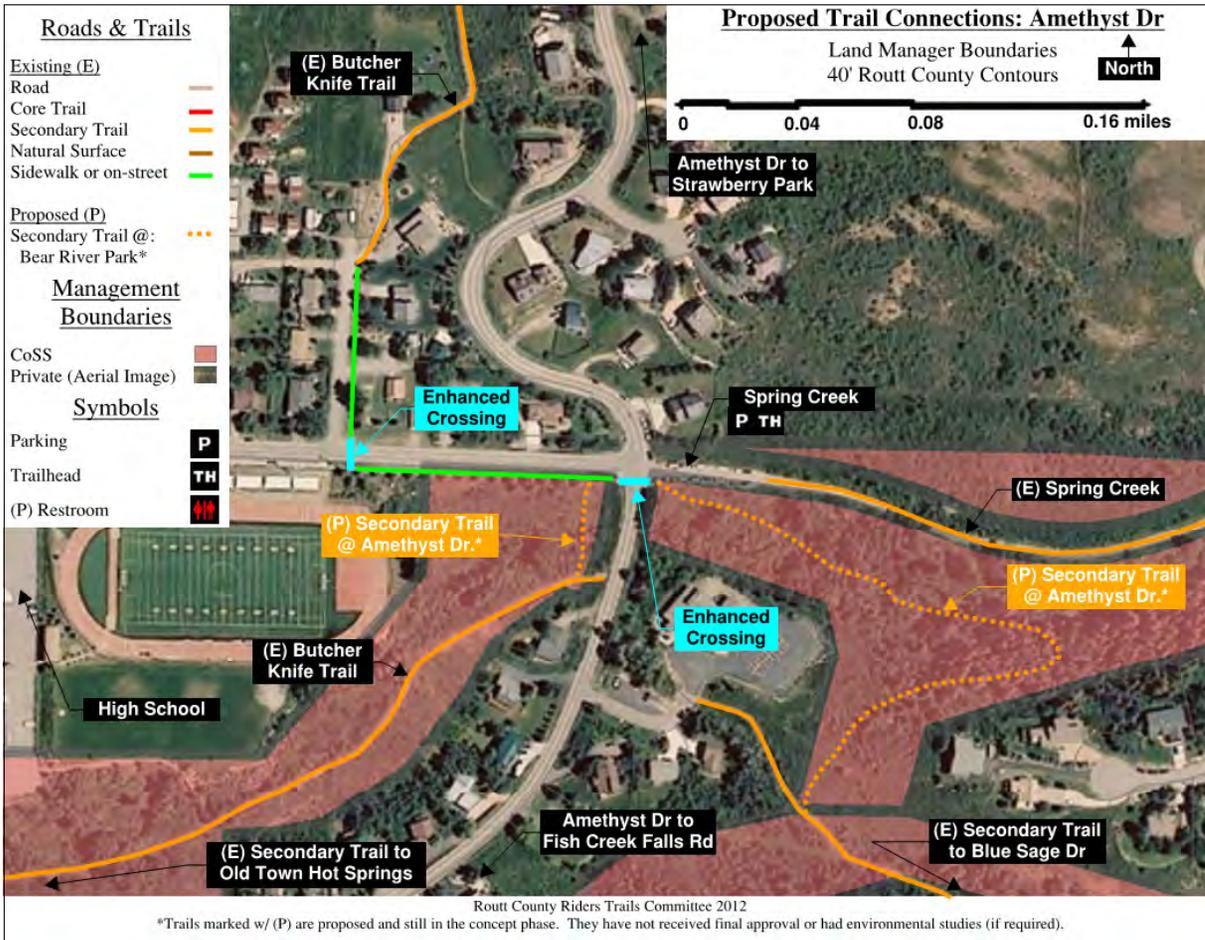
Photos: City of Boulder
www.bouldercolorado.gov

(Photos of facilities are just for reference and the Land Manager would have the final say on design of facility)



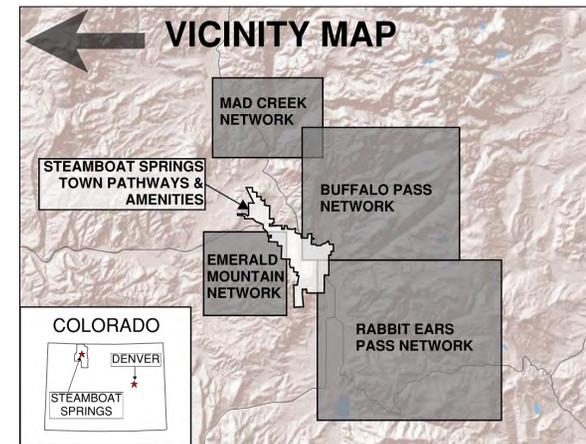
TOWN PATHWAYS AND AMENITIES: ENHANCED CROSSING: TO BUTCHER KNIFE @ EAST MAPPLE ST.

Project Description: This project increases user safety and wayfinding for trail users crossing East Maple Street. Specifically, this project will increase visual awareness of pedestrian crossings at an important connection between the City of Steamboat Springs Pathway system and the backcountry trails system. Additionally this also will provide a key "Safe Routes to School" connection.



Photos: City of Boulder
www.bouldercolorado.gov

(Photos of facilities are just for reference and the Land Manager would have the final say on design of facility)



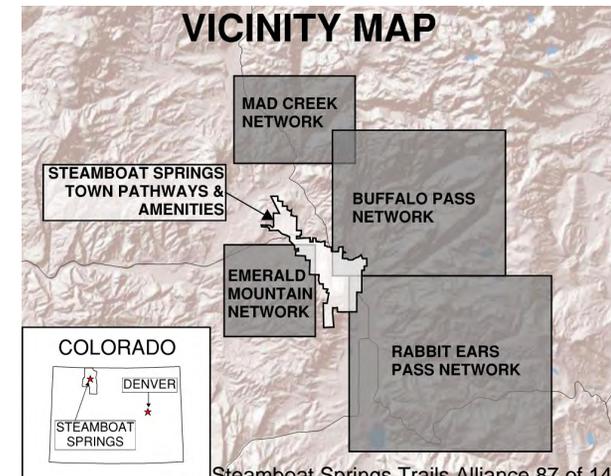
TOWN PATHWAYS AND AMENITIES: ENHANCED CROSSING: CORE TRAIL @ 5th ST.

Project Description: This project increases user safety and wayfinding for trail users crossing 5th Street to continue on the Core Trail.



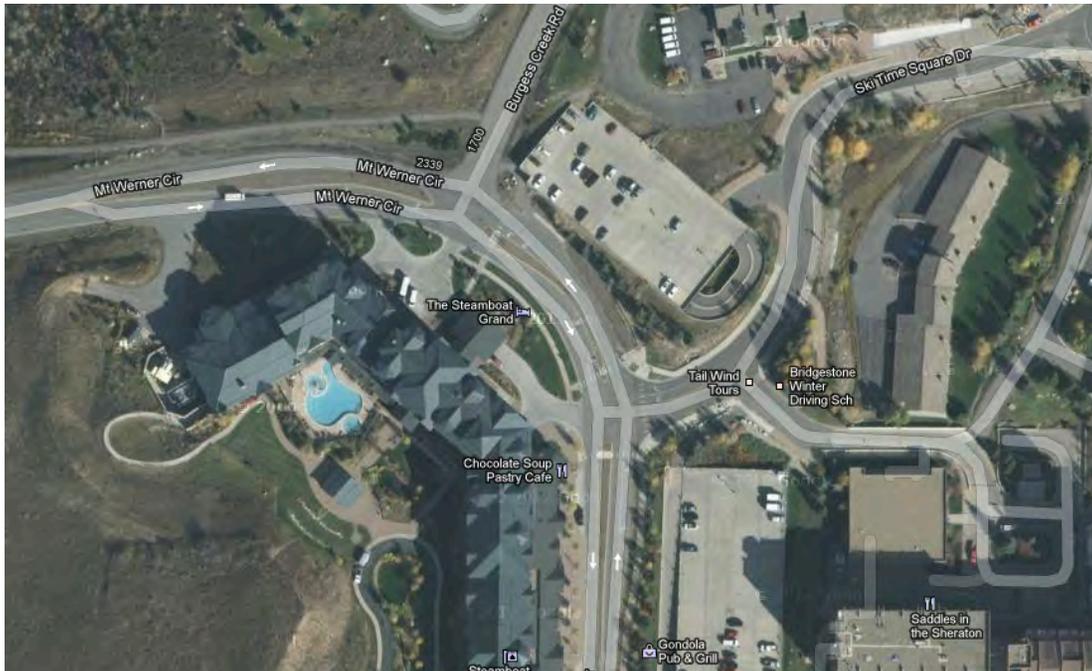
Photos: City of Boulder
www.bouldercolorado.gov

(Photos of facilities are just for reference and the Land Manager would have the final say on design of facility)



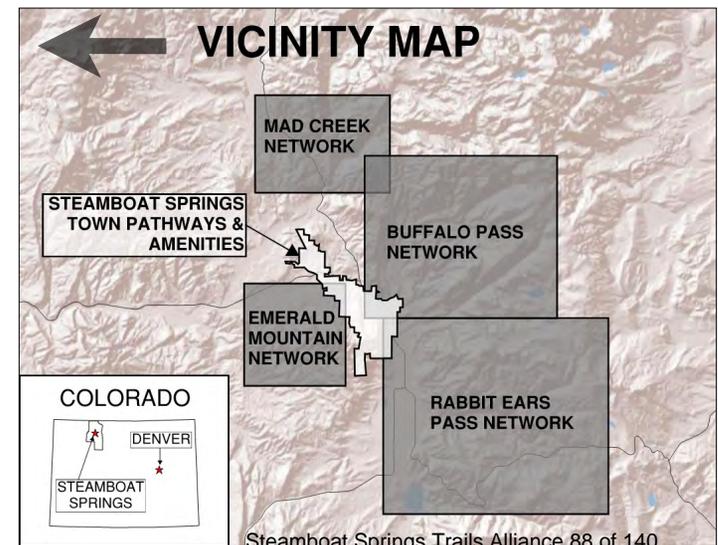
TOWN PATHWAYS AND AMENITIES: ENHANCED CROSSING: LODGING CONNECTION AT MT. WERNER CR.

Project Description: This project includes facilities sufficient enough to increase user safety and wayfinding for trail users crossing Mt. Werner Circle. Specifically, this project would increase visual awareness of pedestrian crossing from lodging properties to the Steamboat Ski Area trail system.



Photos: City of Boulder
www.bouldercolorado.gov

(Photos of facilities are just for reference and the Land Manager would have the final say on design of facility)



PROPOSED PROJECT

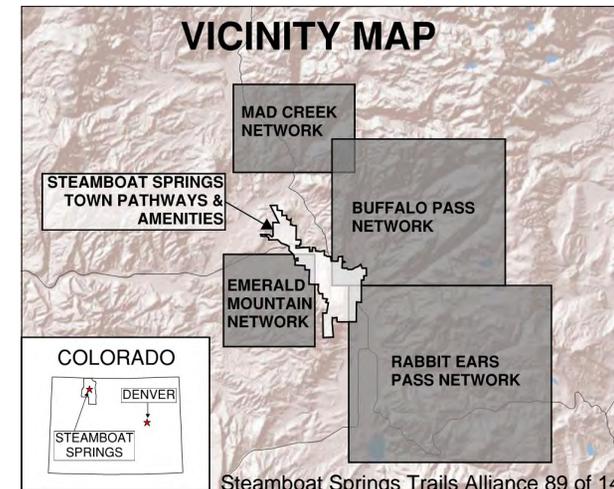
TOWN PATHWAYS AND AMENITIES: ENHANCED CROSSING: CORE TRAIL @ MT. WERNER RD.

Project Description: This project includes facilities sufficient enough to increase user safety and wayfinding for trail users crossing Mt. Werner Road to continue on the Core Trail.



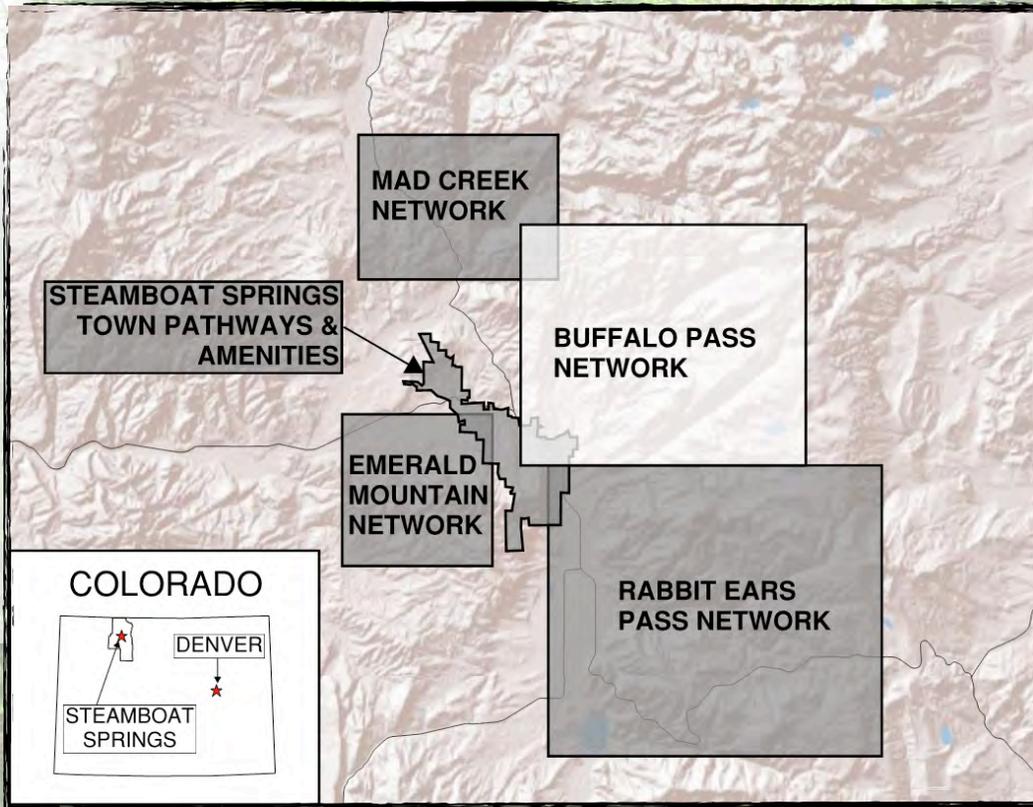
Photos: City of Boulder
www.bouldercolorado.gov

(Photos of facilities are just for reference and the Land Manager would have the final say on design of facility)



PROJECT ZONE

BUFFALO PASS



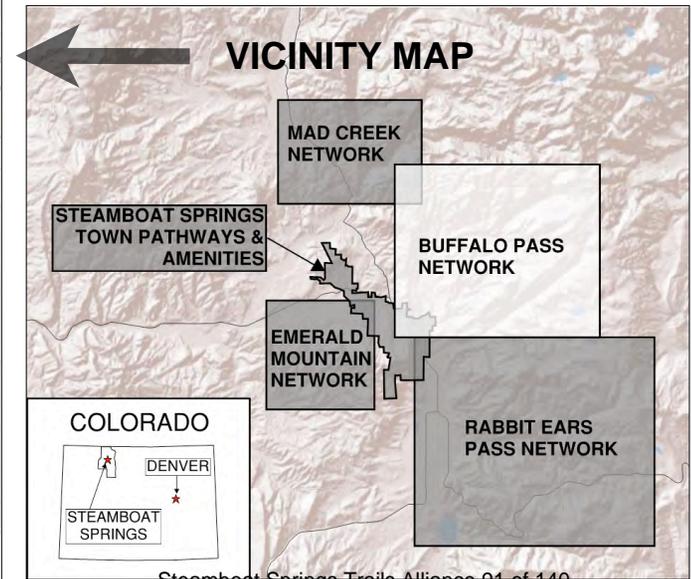
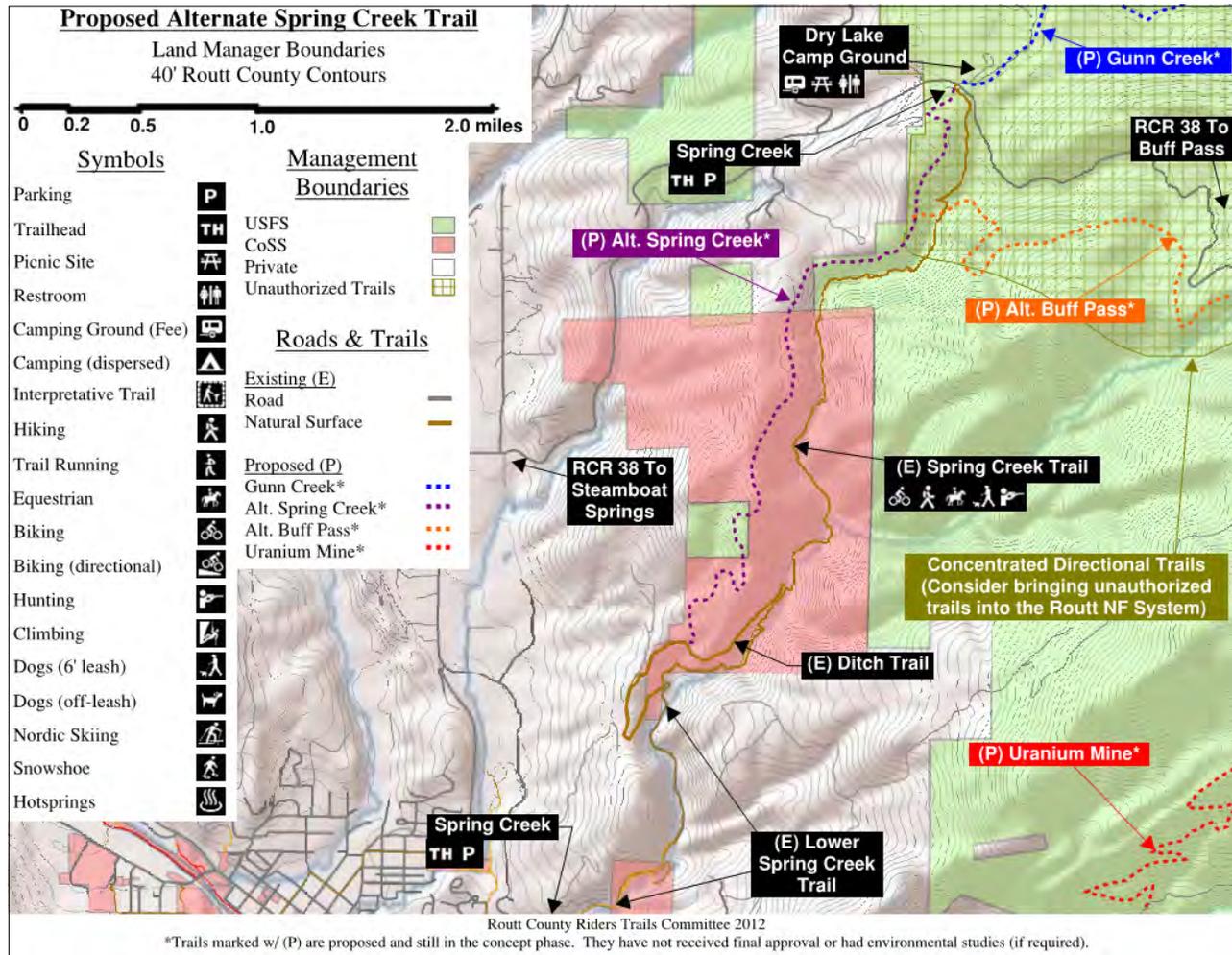
More remote and secluded than other areas/zones of this proposal, Buffalo Pass offers a true backcountry experience. With unauthorized gravity trails of advanced to expert level already in place, the area is heavily used by locals as the shuttleable freeride zone. Working with land managers we will expand this zone and offer more sustainable gravity riding options as well as cross country connections to the Mad Creek and Lower Bear trails. Improvements and reroutes to existing unauthorized trails will prevent resource damage. The Spring Creek alternate will reduce conflict on the existing trail, benefiting all types of trail users.

BUFFALO PASS PROJECTS:

SPRING CREEK ALTERNATE TRAIL, BUFFALO PASS ALTERNATE TRAIL (BUFFALO BILLY'S), GUNN CREEK TRAIL, BUFFALO PASS UNAUTHORIZED TRAILS, URANIUM MINE EXTENSION

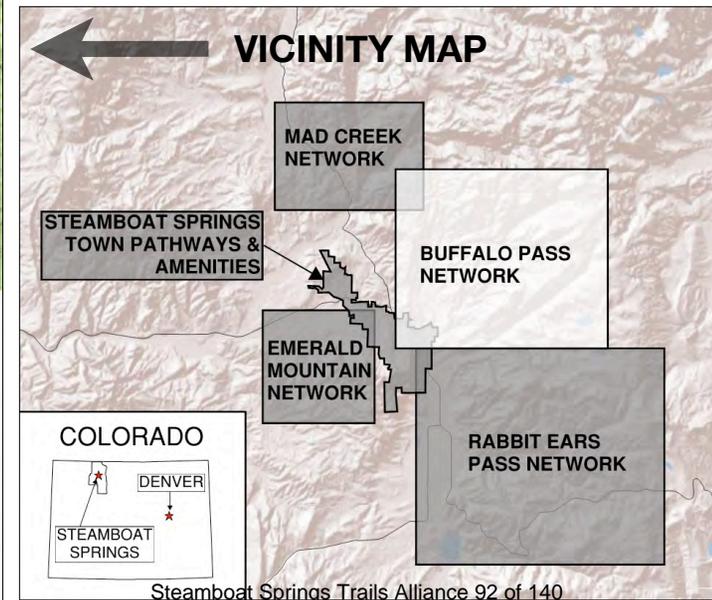
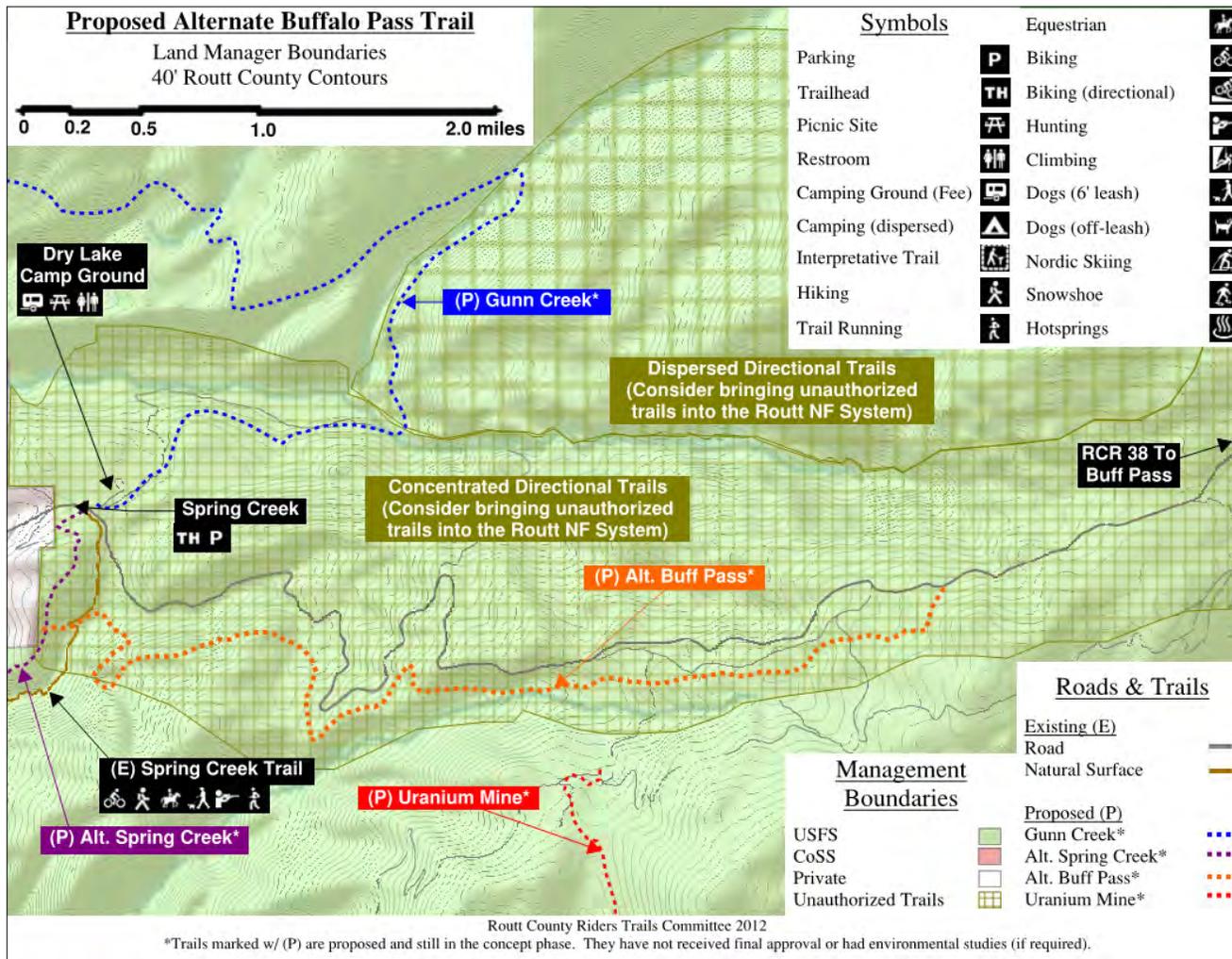
BUFFALO PASS: SPRING CREEK ALTERNATE TRAIL

Project Description: Mountain bike traffic has increased on Buffalo Pass over the past few years, as has traffic on the multi-use Spring Creek Trail. In order to reduce user conflict and increase safety on the heavily used Spring Creek Trail, an alternate downhill route for bikers is essential.



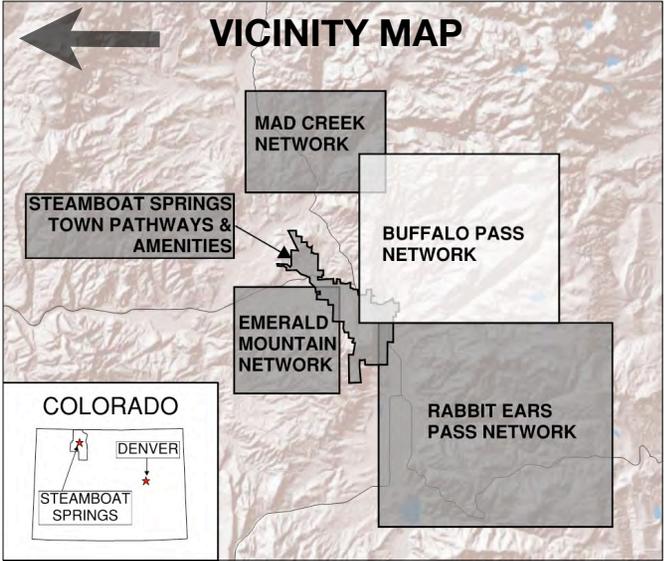
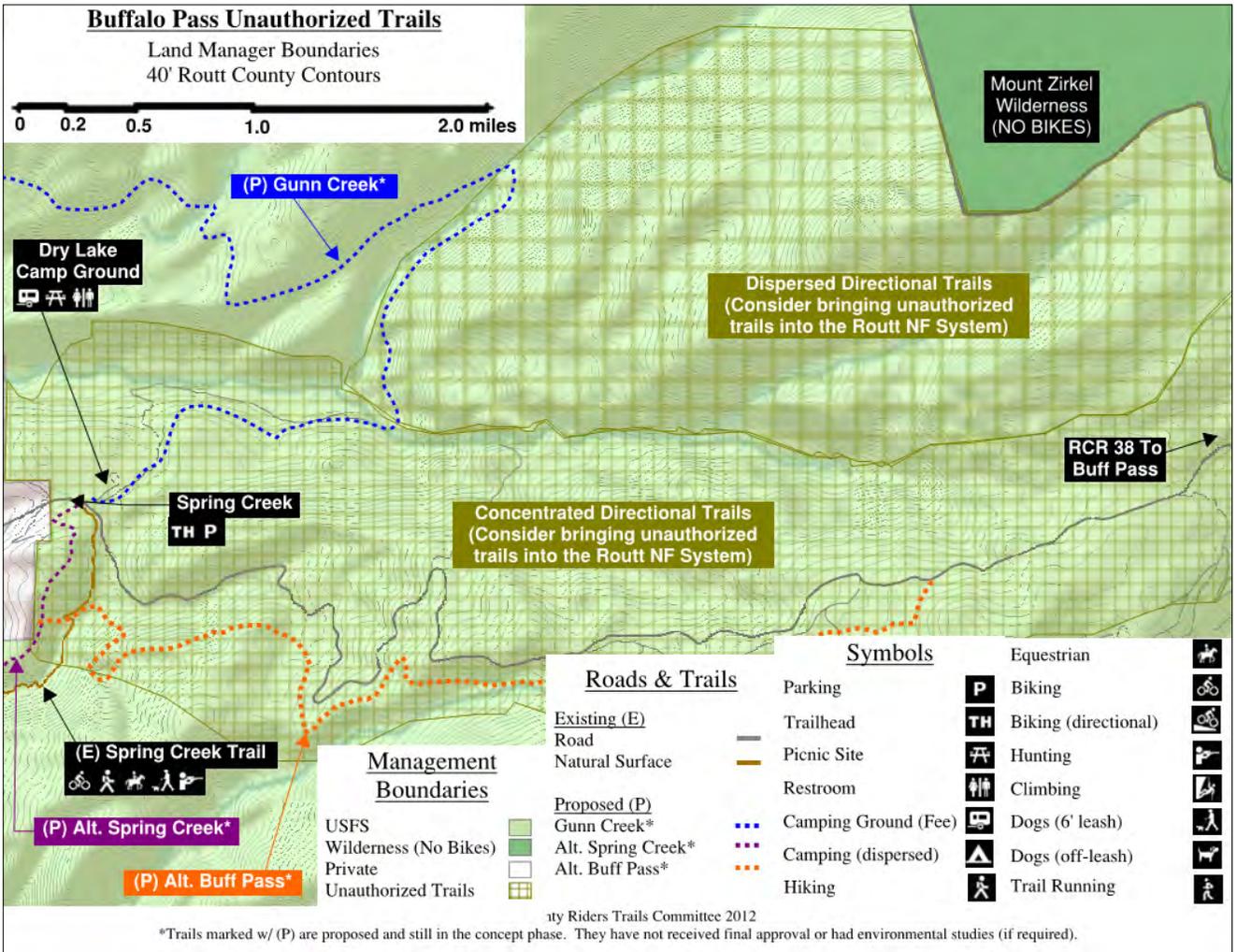
BUFFALO PASS: BUFFALO PASS ALTERNATE TRAIL (BUFFALO BILLY'S)

Project Description: This 5 mile user-specific directional trail is purpose built for gravity mountain biking and offers a fun and sustainable alternative to the unauthorized trails that currently exist on Buffalo Pass. With good cell coverage and easy access to Buffalo Pass Road this trail provides a superior alternate to the existing unauthorized trail. Furthermore, this trail will reduce traffic and resource damage associated with the unsustainable trails in the area.



BUFFALO PASS: BUFFALO PASS UNAUTHORIZED TRAILS

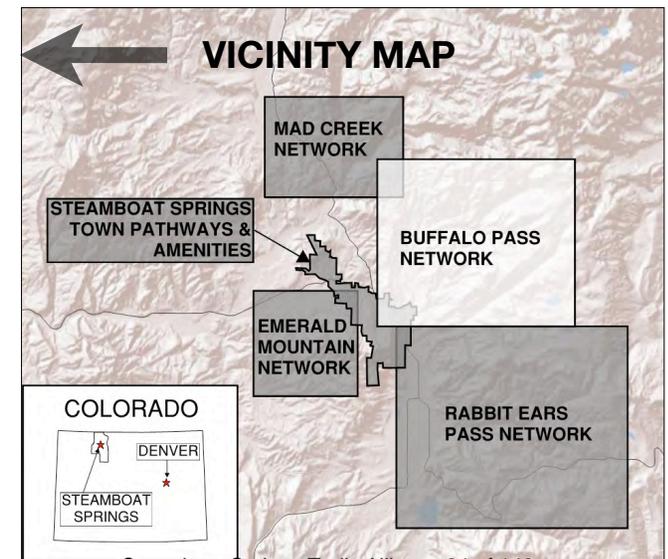
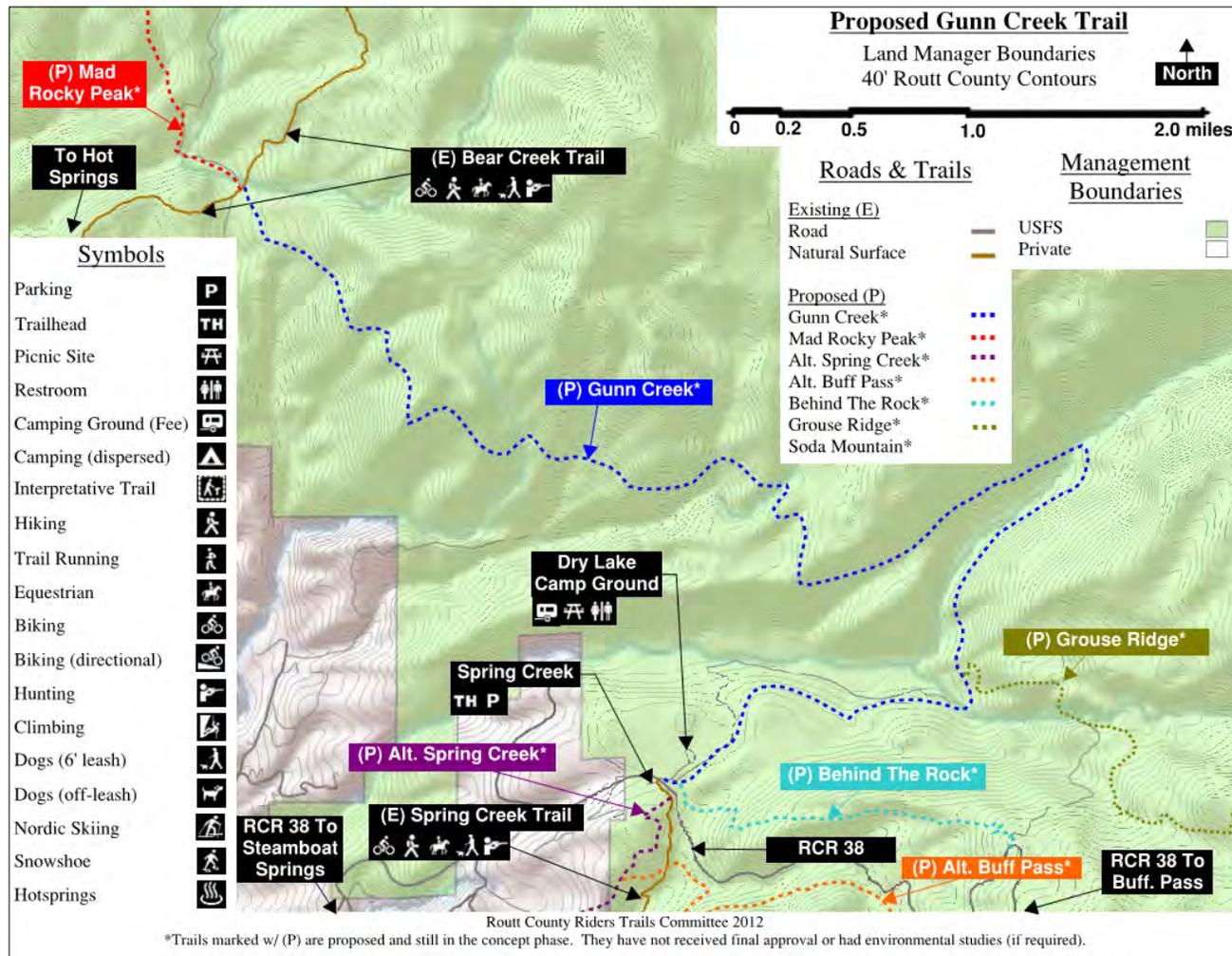
Project Description: These unauthorized trails are not part of the Forest Service's System of Trails. Trail work and possible re-routes are needed to make this network sustainable and worthy of inclusion into a sanctioned trail system. The Forest Service has requested assistance in this regard and has ultimate authority in determining if, or when these trails will be included in the system. As trail stewards we do not condone the construction of these unauthorized trails, but rather wish to work with our land managers to alleviate resource damage on our public lands. A proposed "Buffalo Pass Alternate Trail" will help reduce pressure on existing unauthorized trails and in turn help reduce resource damage.



PROPOSED PROJECT

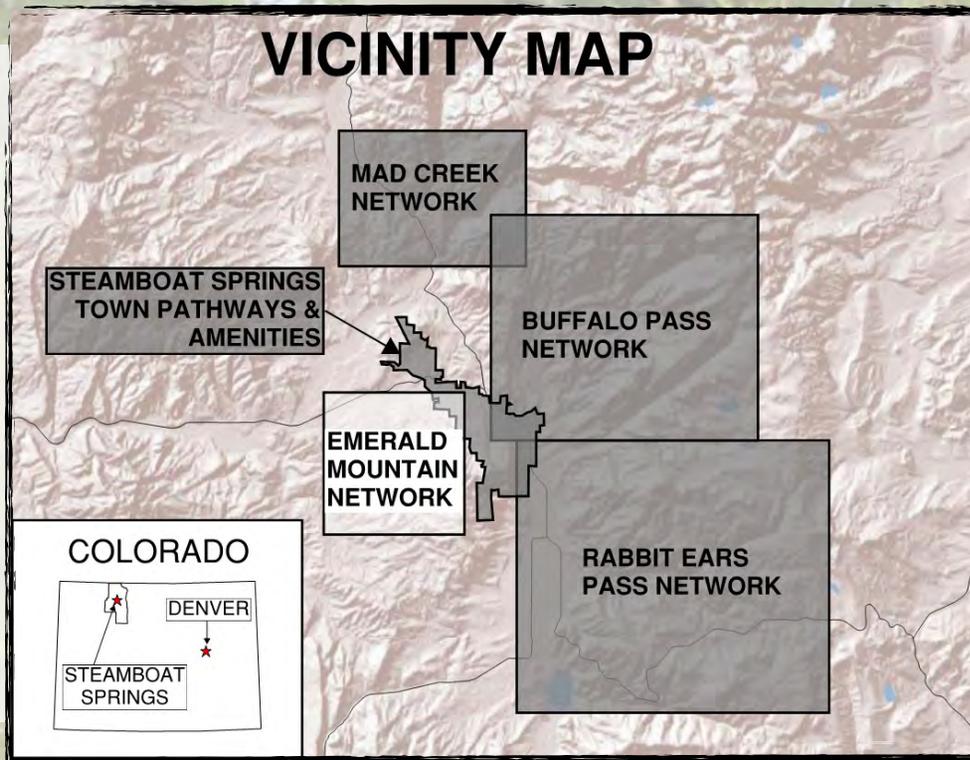
BUFFALO PASS: GUNN CREEK TRAIL

Project Description: This 8 mile multi-use trail provides a critical link allowing trail users to ride from town all the way to the Mad Creek Trail System without using any roads. This connection from town reduces vehicle traffic and bike traffic on Elk River Road.



PROJECT ZONE

EMERALD MOUNTAIN

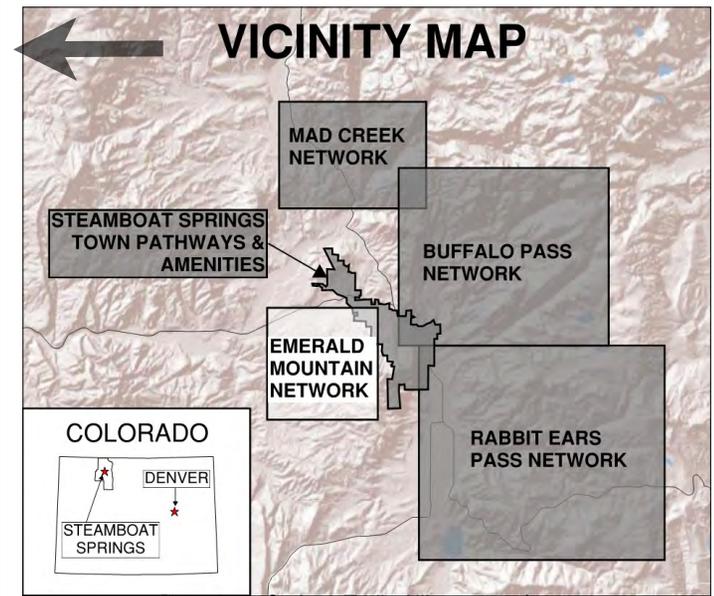
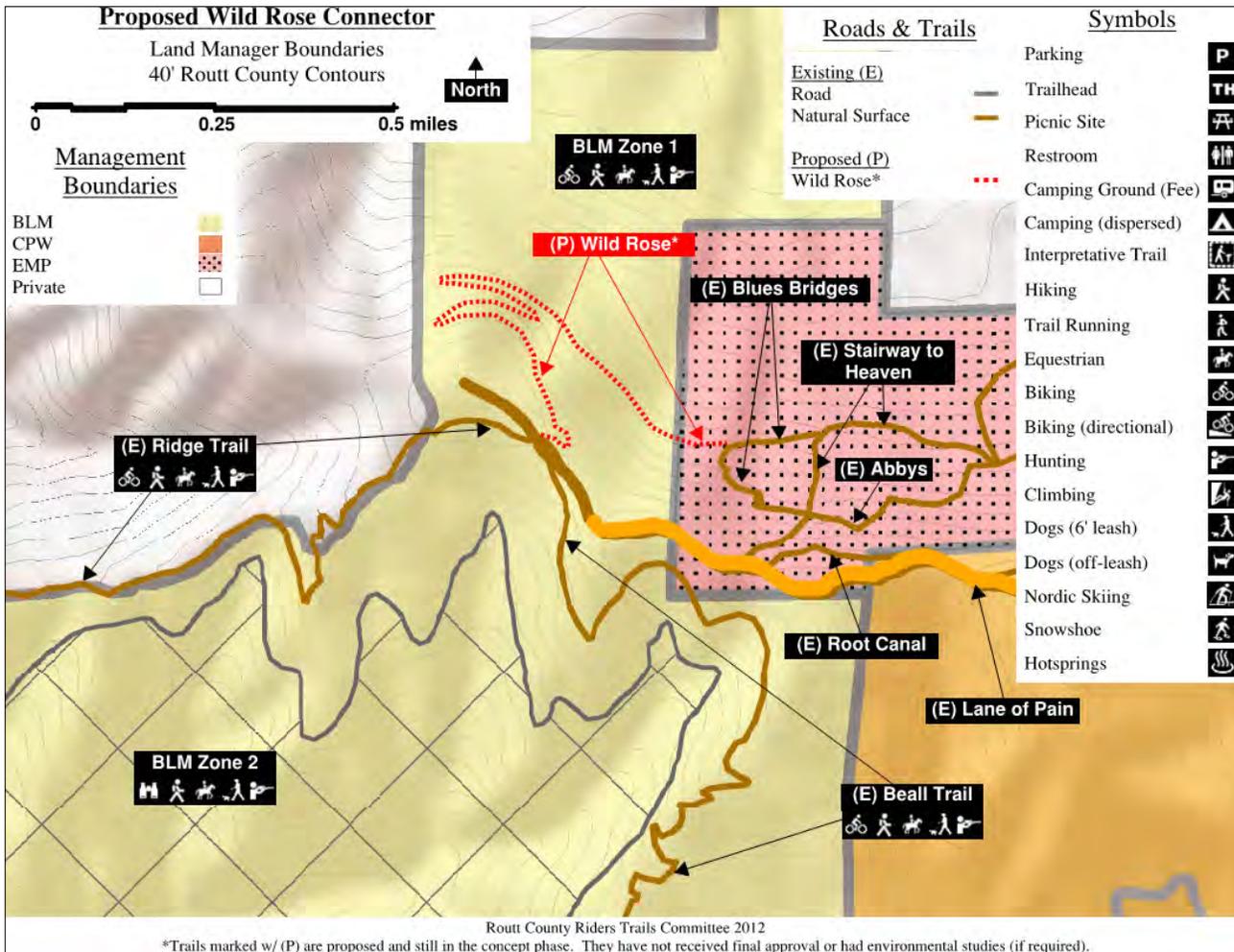


Steamboat's Mountain Gem, Emerald is the go-to place for both locals and visitors to ride, hike, bike, run and walk their dog right from the heart of downtown. However, the area currently lacks trail variety and sees heavy use. With the addition of these trails and amenities Emerald will be a complete trail network with something to offer all trail users. The addition of 2 directional, user-specific trails will greatly reduce the down hill bike traffic on all other Emerald trails and therefore offer a better trail experience for all. New parking and restroom facilities at the Blackmer trailhead will enhance visitor experience while reducing resource damage.

EMERALD MOUNTAIN PROJECTS: WILD ROSE TRAIL, UPPER ROTARY TRAIL, RIDGE TRAILHEAD IMPROVEMENTS, EMERALD MT. DIRECTIONAL TRAIL #1, EMERALD MT. DIRECTIONAL TRAIL #2, EMERALD MT. DUAL SLALOM COURSE, MORNING GLORIA TRAIL

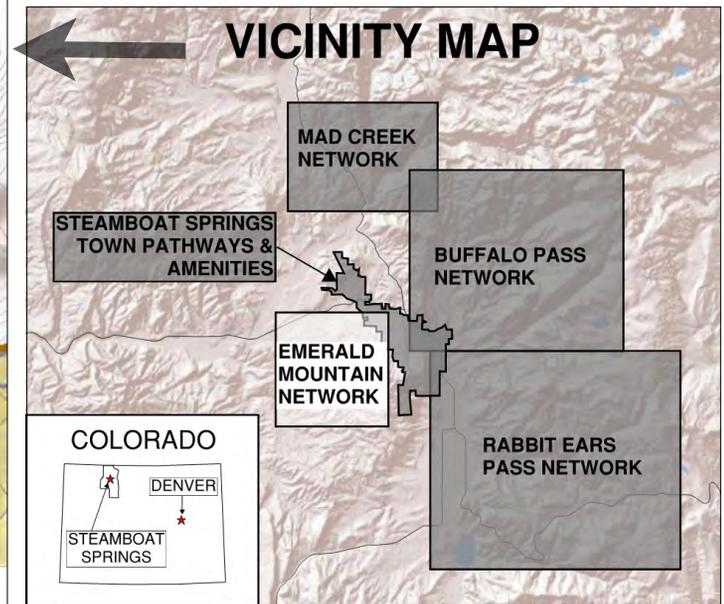
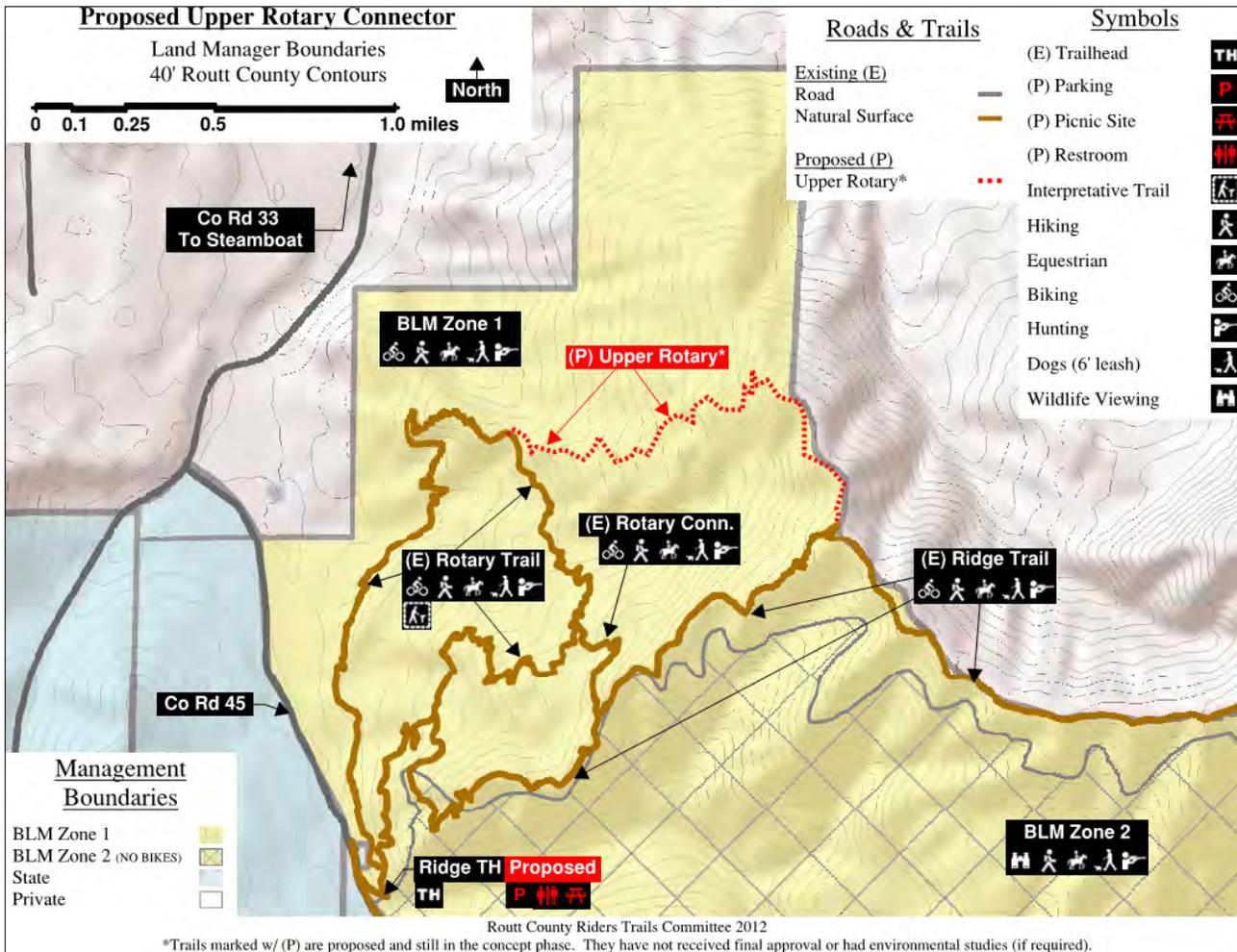
EMERALD MOUNTAIN: WILD ROSE TRAIL

Project Description: This project provides an alternate route to the Beall & Ridge trails (avoiding the upper sections of Stairway to Heaven) with more sustainable and beginner friendly design and construction. This trail reduces the increased traffic that the upper section of Stairway to Heaven has seen in recent years from events and recreational riders accessing the Beall & Ridge trails. At approximately 1.5 miles in length and an average grade of approximately 3%, this trail makes it possible to access the trails on the backside of Emerald Mountain entirely on single track.



EMERALD MOUNTAIN: UPPER ROTARY TRAIL

Project Description: The primary purpose of this project is to provide a more advanced and purpose-built upper trail loop on the backside of Emerald Mountain. The trail will feature berms, grade dips, and optional features similar to existing Rotary Trail features. The upper loop will differ from the Rotary Trail, as the features will be built with more frequency and at a larger scale to engage the most advanced trail user.



EMERALD MOUNTAIN: RIDGE TRAILHEAD IMPROVEMENTS

Project Description: The primary purpose of this project is to improve user experience. Improvements include a restroom and enhanced parking options. The project will improve sanitation and provide greater accessibility for trail users without four wheel drive and or high clearance vehicles, which are currently needed to access the trailhead.

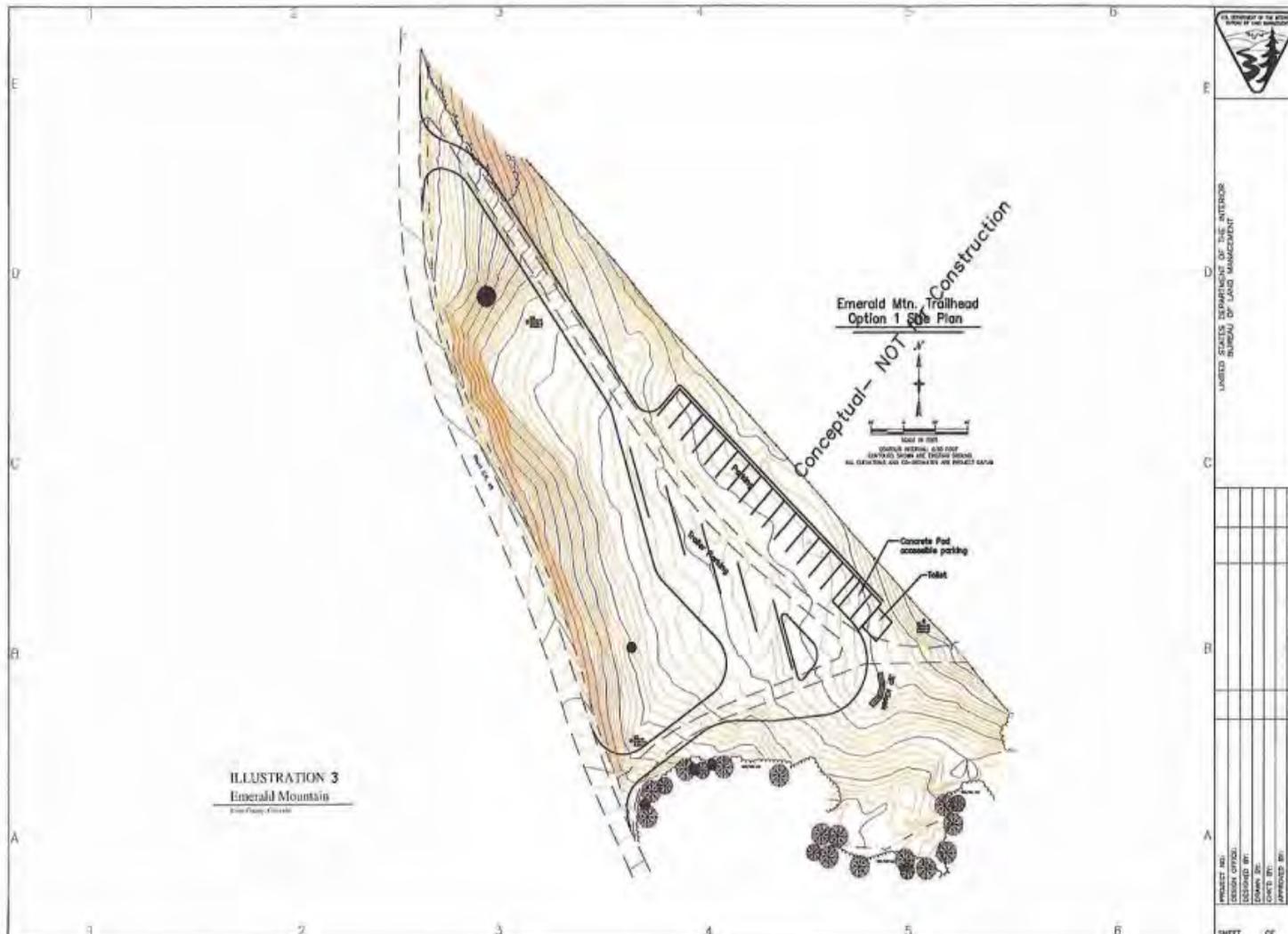
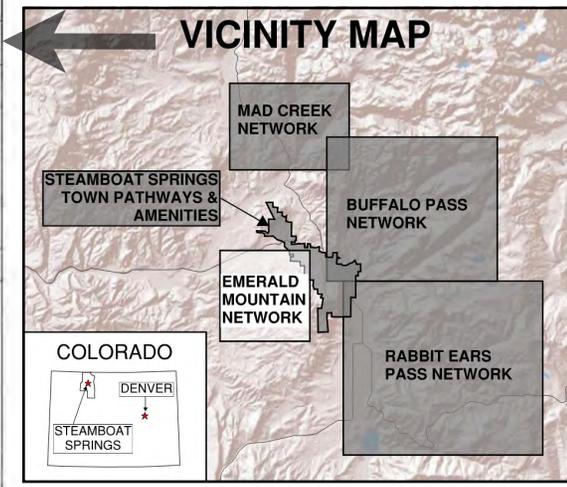
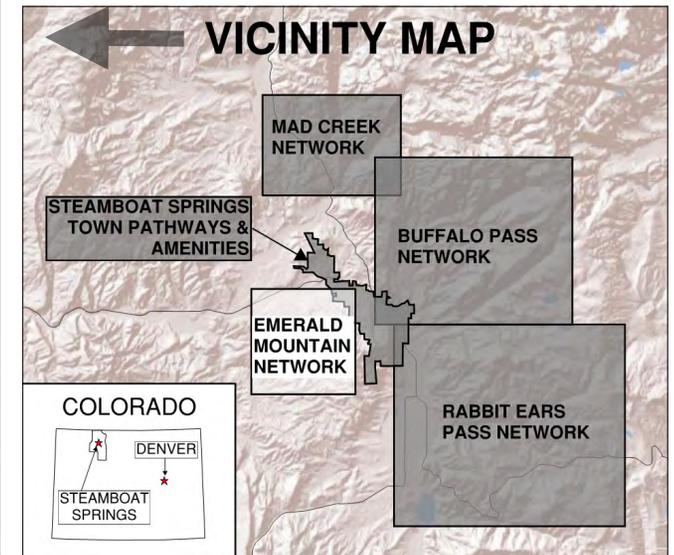
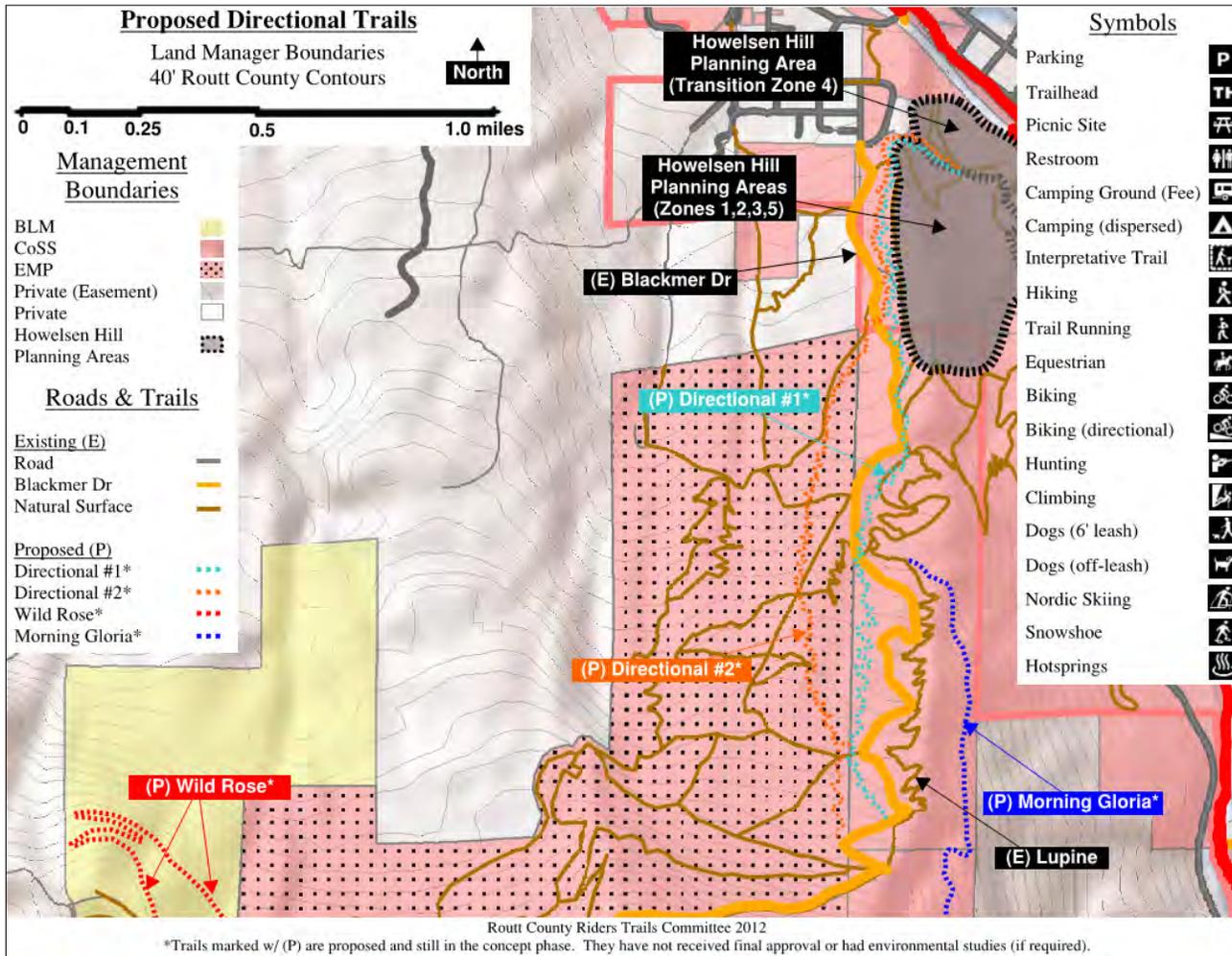


ILLUSTRATION 3
Emerald Mountain
© 2011 Poudre Trails Alliance



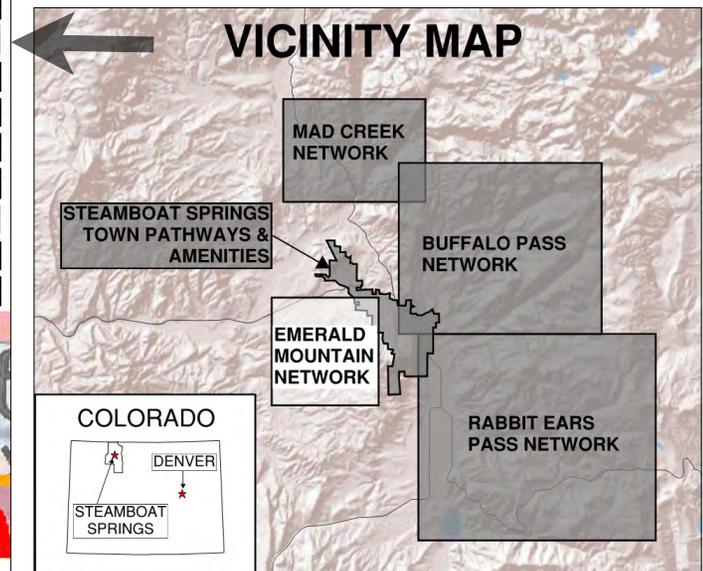
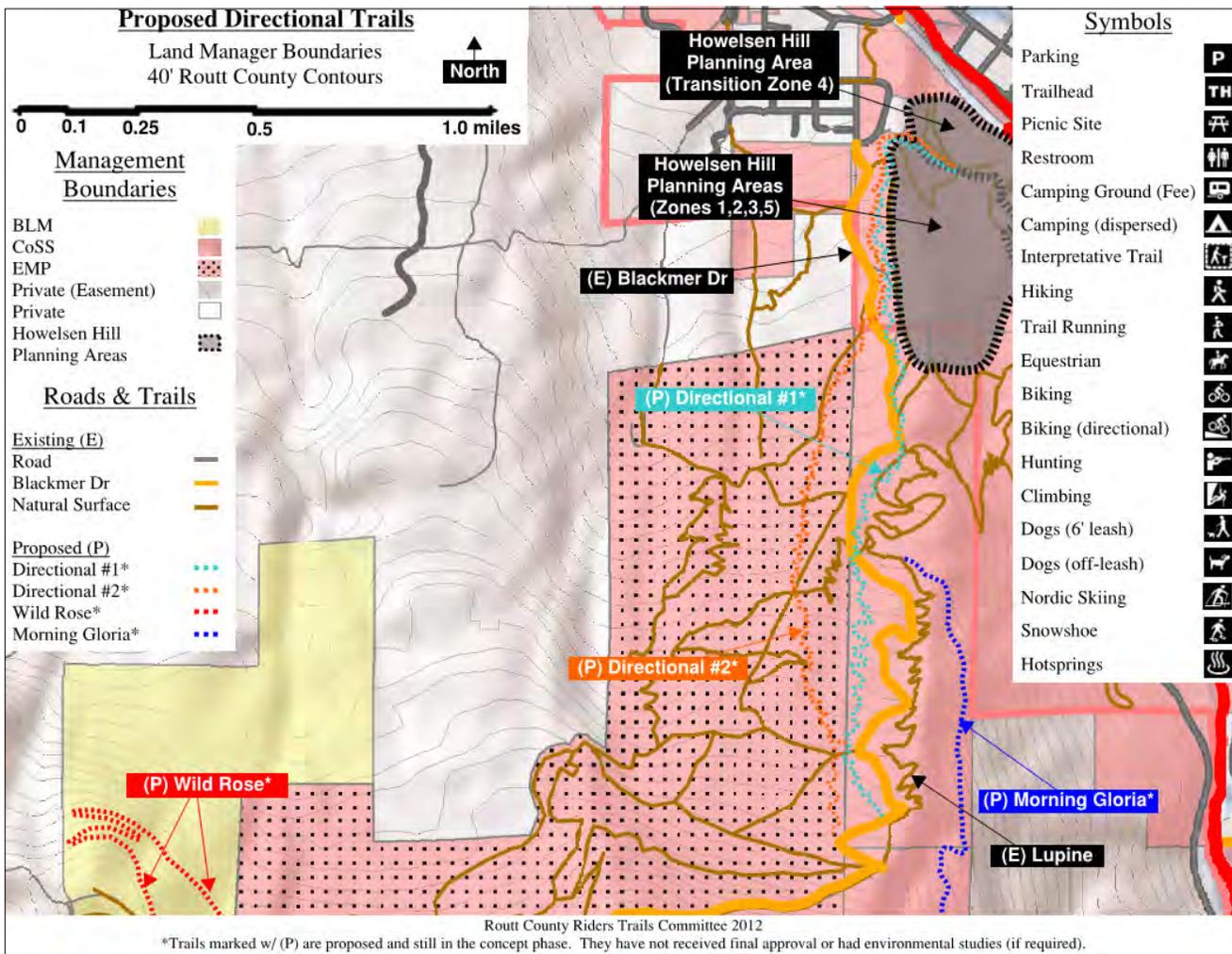
EMERALD MOUNTAIN: EMERALD MT DIRECTIONAL TRAIL #1

Project Description: The primary purpose of this project is to provide a directional trail option on Emerald Mountain. Directional trails reduce user conflict and promote safety by providing alternate uphill or downhill only access for trail users.



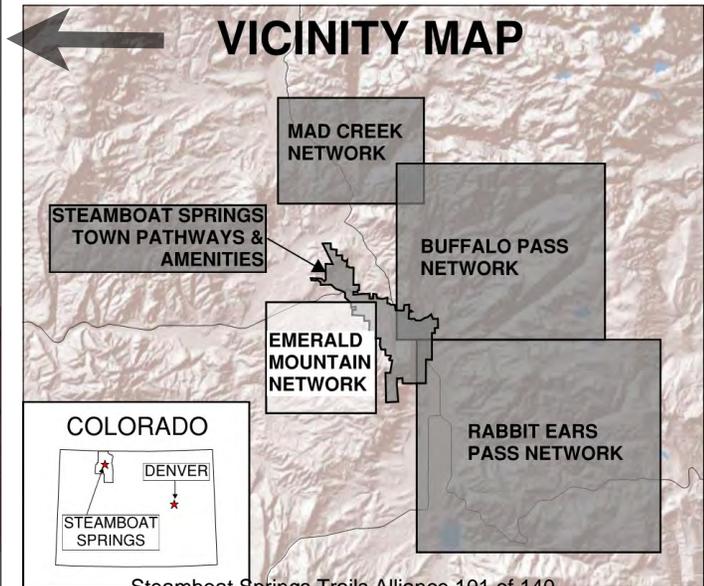
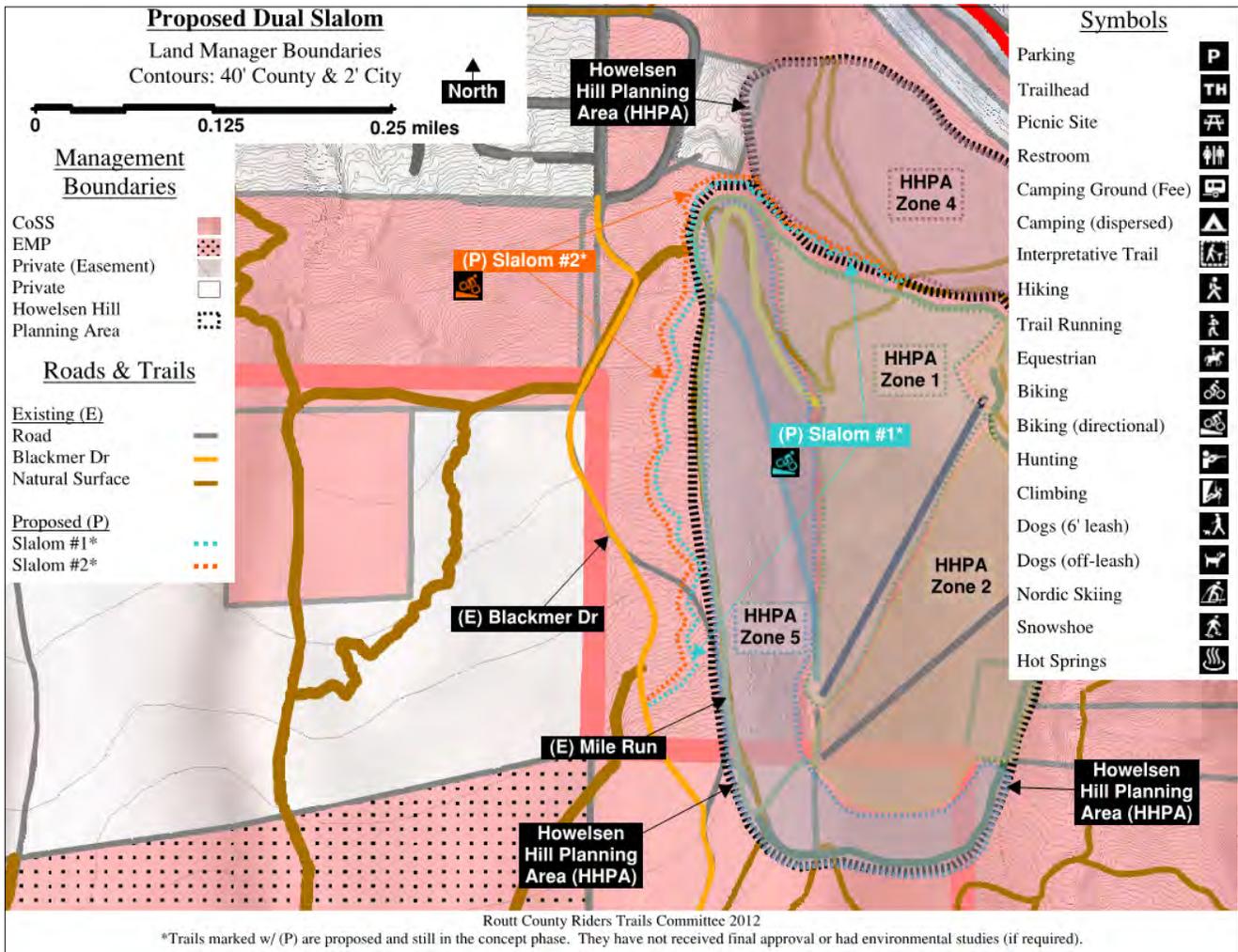
EMERALD MOUNTAIN: EMERALD MT DIRECTIONAL TRAIL #2

Project Description: The primary purpose of this project is to provide a directional trail option on Emerald Mountain. Directional trails reduce user conflict and promote safety by providing alternate uphill or downhill only access for trail users.



EMERALD MOUNTAIN: EMERALD MT DUAL SLALOM COURSE

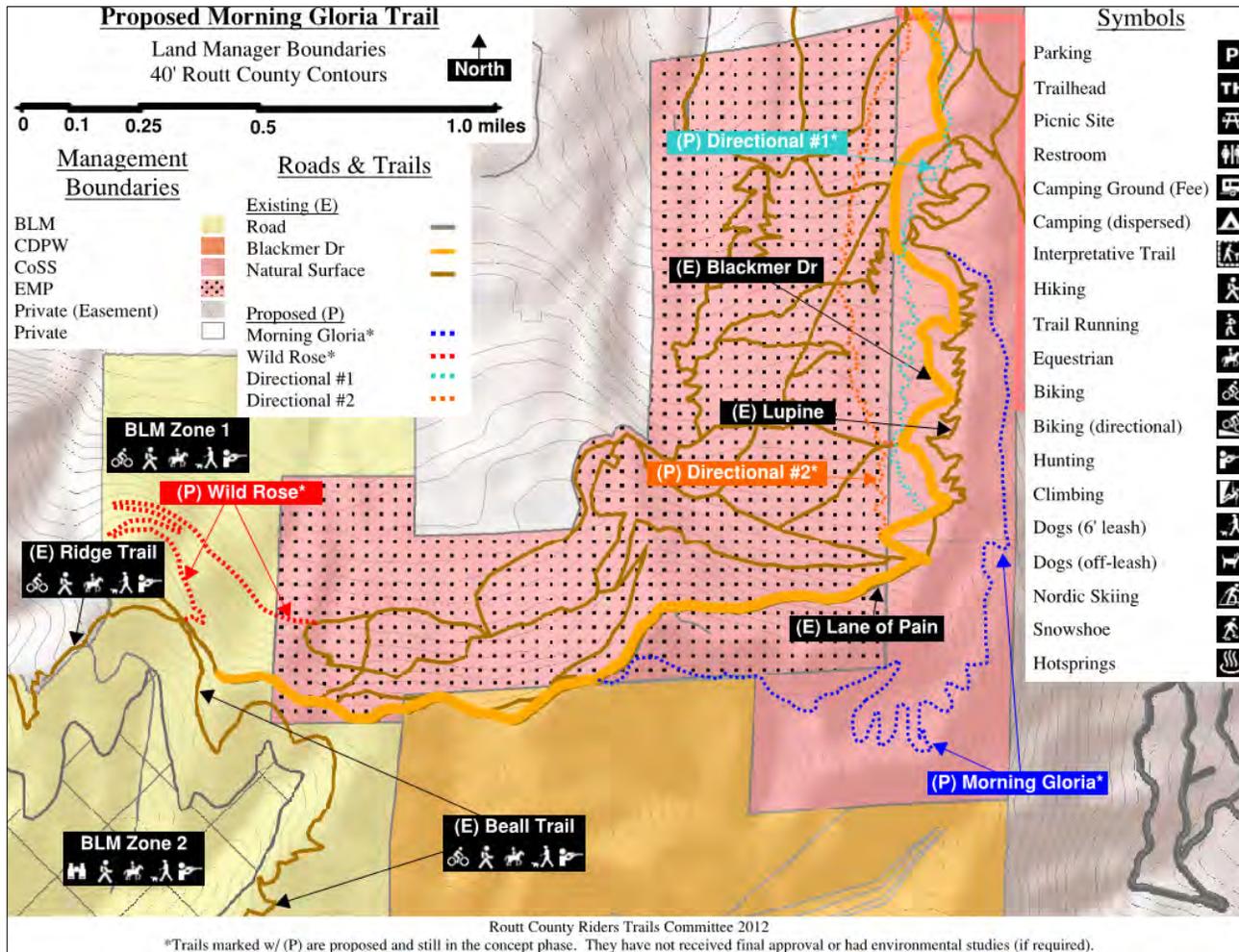
Project Description: The primary purpose of this project is to provide a purpose built course for slalom-style mountain bike riding.



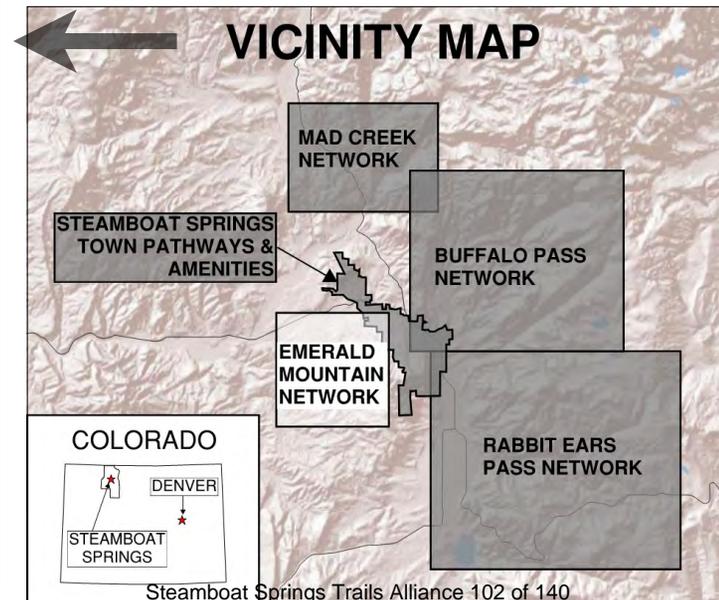
PROPOSED PROJECT

EMERALD MOUNTAIN: MORNING GLORIA TRAIL

Project Description: The primary purpose of this trail is to provide a more accessible route and easier grade to the top of Emerald Mountain. Morning Gloria's 5 miles of multi-use trail will help disperse the growing number of users on Emerald Mountain, reducing both resource damage and user conflict.

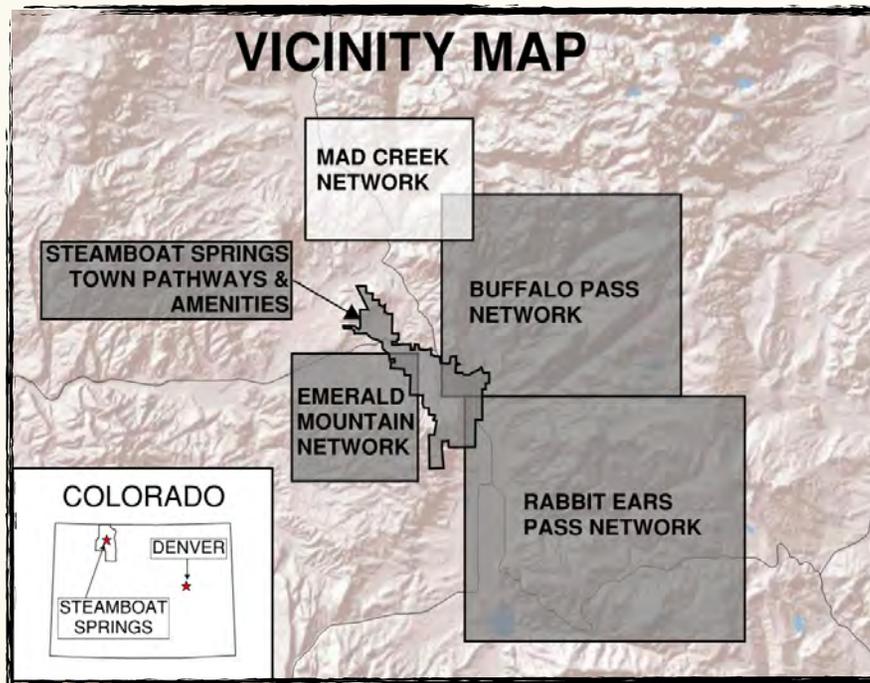


The Morning Gloria Trail is named in honor of the late Gloria Gossard, a longtime Steamboat resident and philanthropist who gifted 120 acres to protect Emerald Mountain.



PROJECT ZONE

MAD CREEK

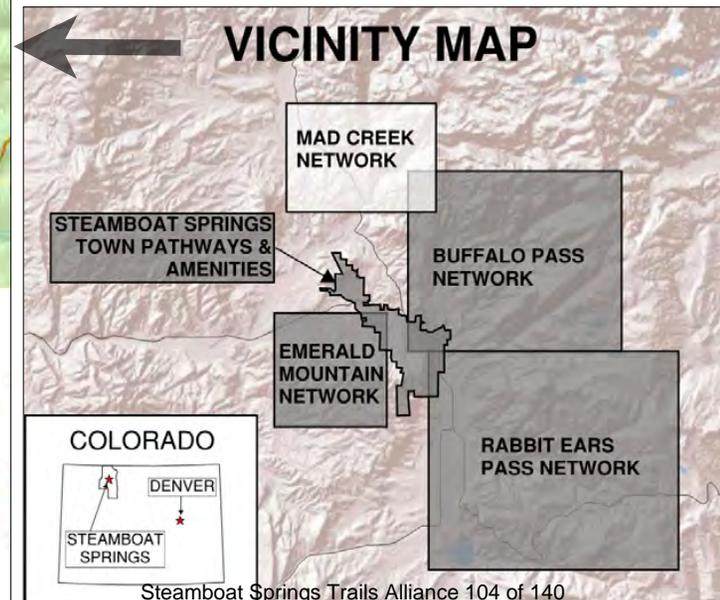
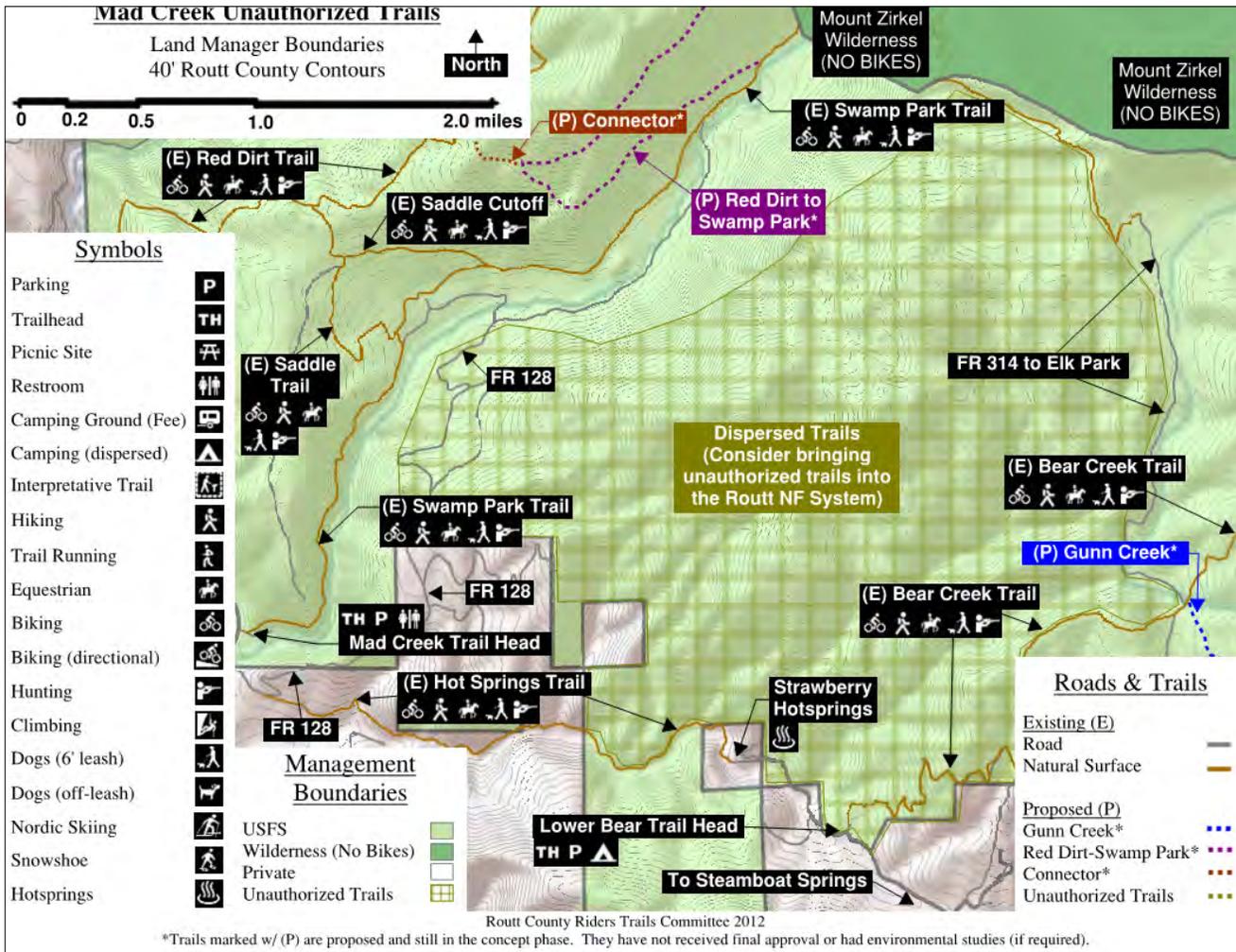


Projects in the Mad Creek zone will help prevent resource damage, by working with land managers to address improvements and reroutes to current unauthorized trails. Additional trail connections and loops will increase the options for recreational activities.

MAD CREEK PROJECTS: MAD CREEK UNAUTHORIZED TRAILS, RED DIRT TO SWAMP PARK TRAIL

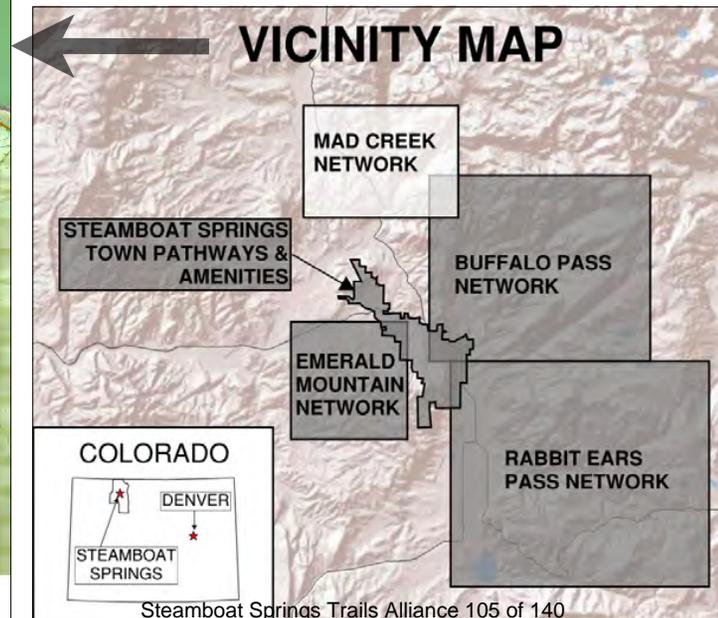
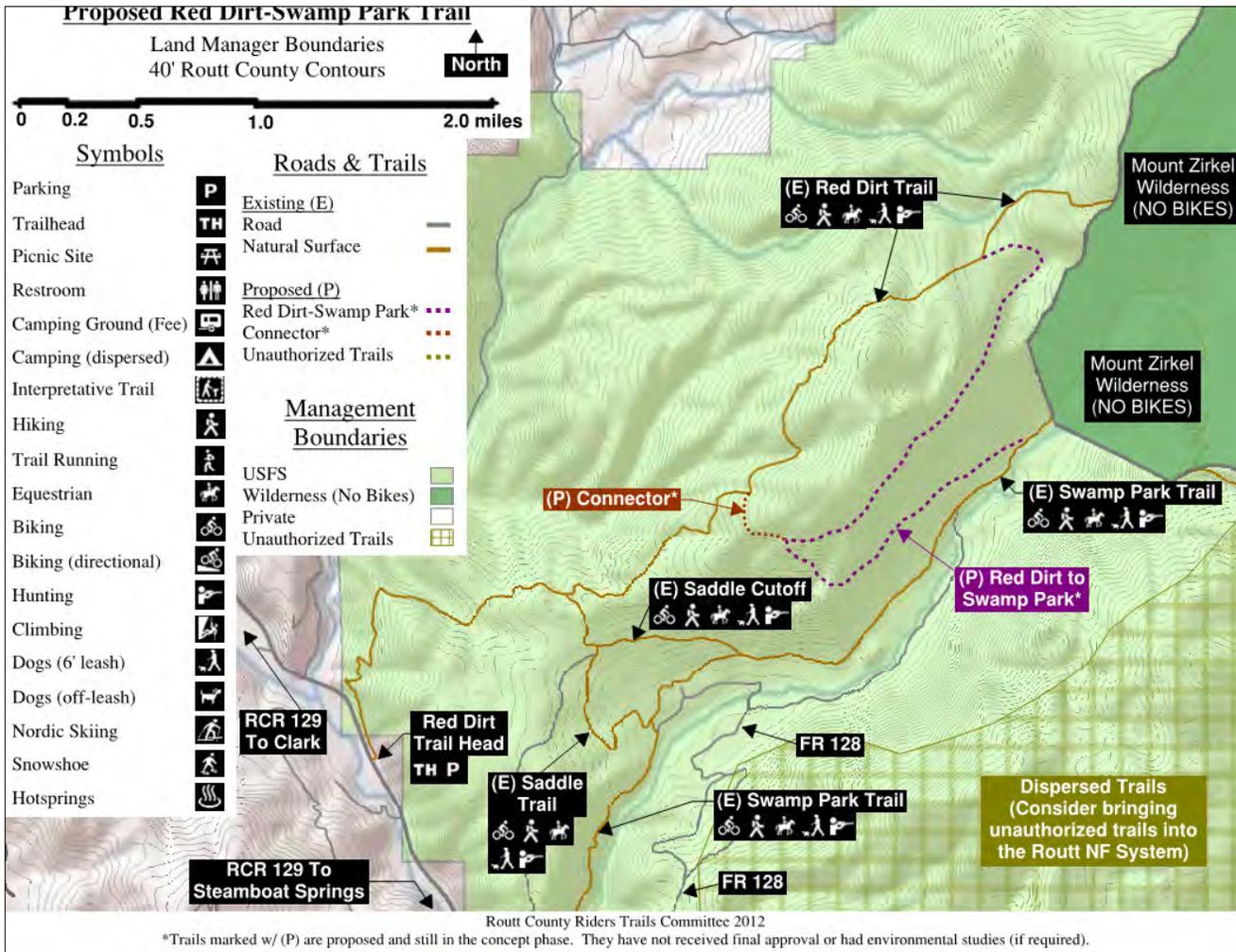
MAD CREEK: MAD CREEK UNAUTHORIZED TRAILS

Project Description: These unauthorized trails are not part of the Forest Service's System of Trails. Trail work and possible re-routes are needed to make this network sustainable and worthy of inclusion into a sanctioned trail system. The Forest Service has requested assistance in this regard and has ultimate authority in determining if, or when these trails will be included in the system. As trail stewards we do not condone the construction of these unauthorized trails, but rather wish to work with our land managers to alleviate resource damage on our public lands.



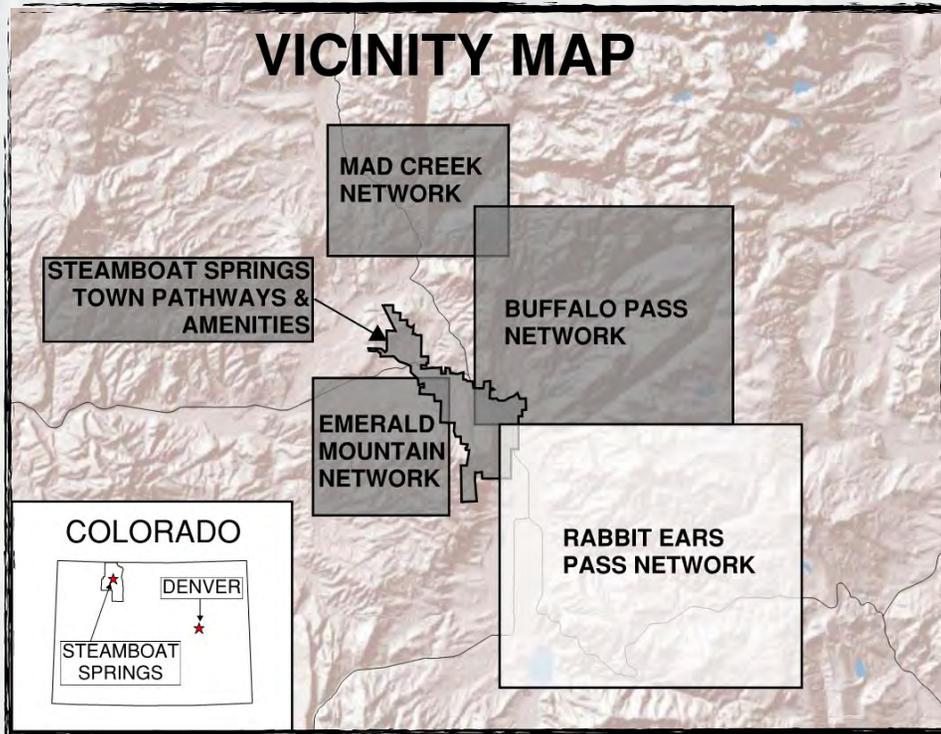
MAD CREEK: RED DIRT TO SWAMP PARK TRAIL

Project Description: The primary purpose of this project is to provide a connection between existing Swamp Park Trail (near where it enters the Mount Zirkel Wilderness) to the Red Dirt Trail (near where it enters Mount Zirkel Wilderness).



PROJECT ZONE

RABBIT EARS PASS



This vast trail network on Rabbit Ears Pass consists of stacked looped, multi-use trails as well as user specific trails, and the 20-mile Walton Rim Trail which connects to the Steamboat Ski Area.

Equestrians, hikers, bikers, bird watchers, and hunters will all enjoy this multi-use trail system. With individual multi-use loops of five, seven and eleven miles, users can create the trail experience of their desired length and difficulty.

Downhill and gravity riders will marvel at the user specific trails that connect the West Summit of Rabbit Ears Pass with the Ferndale picnic area. At approximately 1.5 miles long and 1,200 vertical feet these trails offer gravity riders a place to safely ride fast without worry of up-hill traffic or user conflicts.

These user specific trails (directional/bikes only) serve all trail users by reducing pressure on other multi use trails. Concentrating high speed aggressive mountain biking in one small area greatly improves the user experience for all other trail users. As these trails are designed and built for biking only, they will attract many cyclists and leave multi use trails for others.

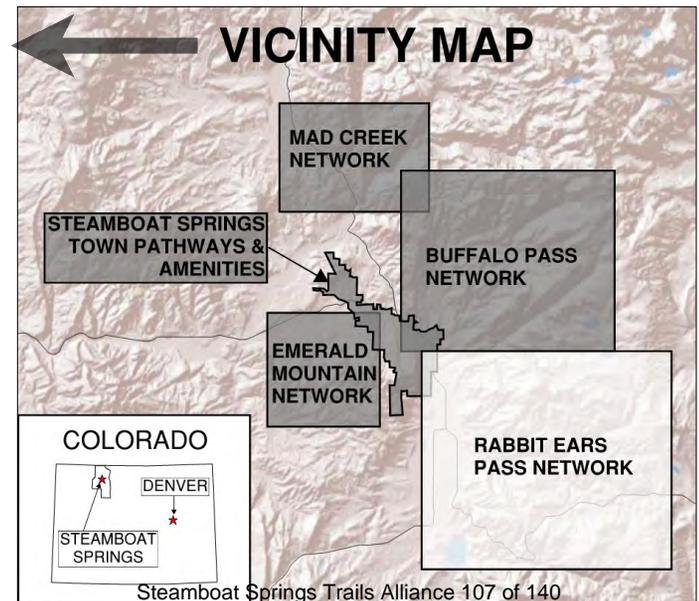
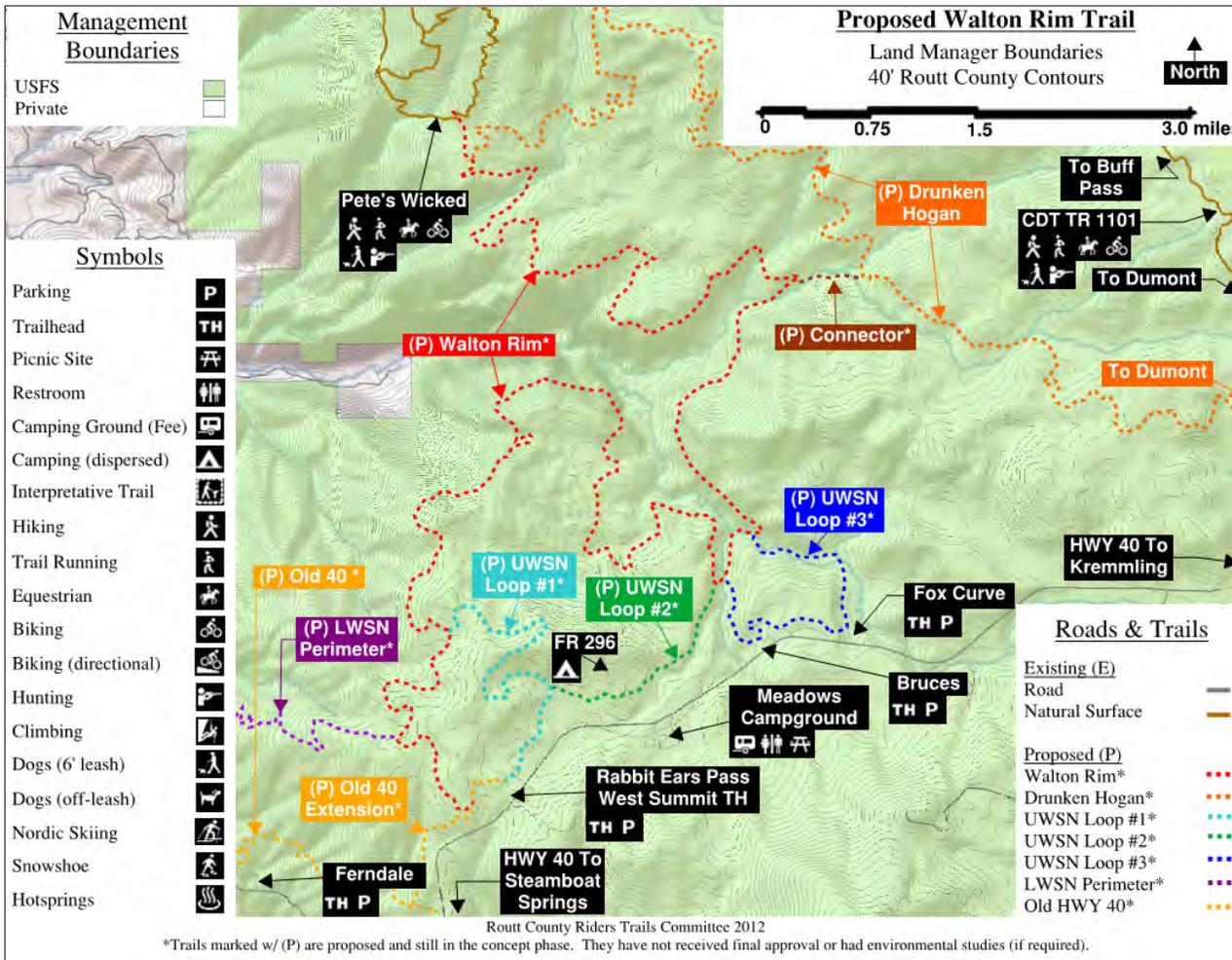
The West Summit parking area could become the new central hub for mountain biking in the Yampa Valley.

Consisting of 15 to 20 miles of purpose built trails, the Old Highway 40 system will be ever-evolving with technology and cycling trends.

RABBIT EARS PASS PROJECTS: WALTON RIM TRAIL, UPPER WEST SUMMIT LOOP #1, UPPER WEST SUMMIT LOOP #2, UPPER WEST SUMMIT LOOP #3, UPPER WEST SUMMIT AMENITIES, OLD HWY 40 TRAIL, OLD 40 HWY EXTENSION, OLD HWY 40 PERIMETER TRAIL, LOWER WEST SUMMIT DIRECTIONAL TRAIL #1, LOWER WEST SUMMIT DIRECTIONAL TRAIL #2, LOWER WEST SUMMIT DIRECTIONAL TRAIL #3, LOWER WEST SUMMIT DIRECTIONAL TRAIL #4, LOWER WEST SUMMIT SKILLS AREA, LOWER WEST SUMMIT EXPANSION ZONE, LOWER WEST SUMMIT HIKING ONLY TRAIL, LOWER WEST SUMMIT FERNDALE AMENITIES, LOWER WEST SUMMIT FOREST ENTRY AMENITIES, DRUNKEN HOGAN TRAIL

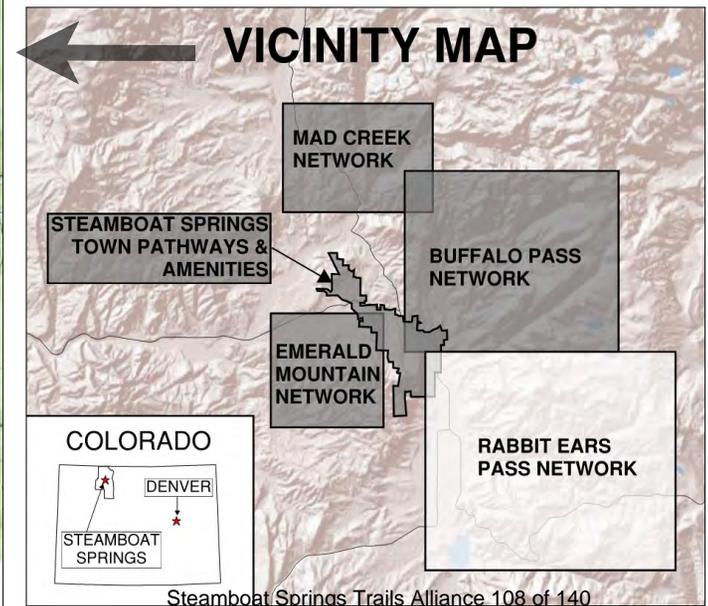
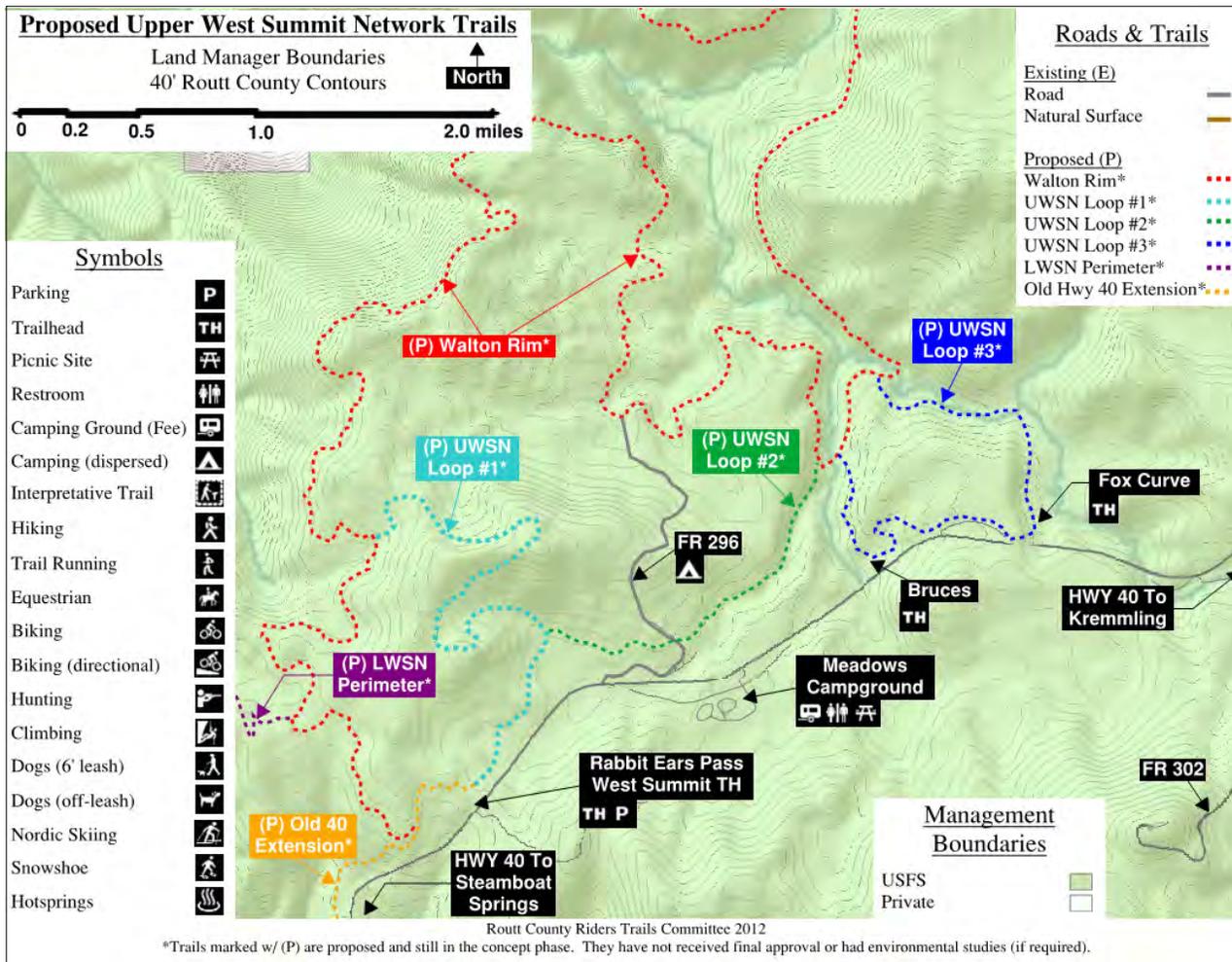
RABBIT EARS PASS: UPPER WEST SUMMIT NETWORK: WALTON RIM TRAIL

Project Description: This 20 mile, multi-use trail connects the West Summit of Rabbit Ears Pass to Pete's Wicked Trail on the Steamboat Ski Area. At roughly 9,200 feet, the trail has very little elevation gain, or loss, making it very beginner friendly from both directions, or as an out and back. Its name comes from Walton Creek Canyon, which the trail circumnavigates as it cruises along the canyon's north and south rim. The Walton Rim Trail also offers grand vistas of the canyon and Yampa Valley below.



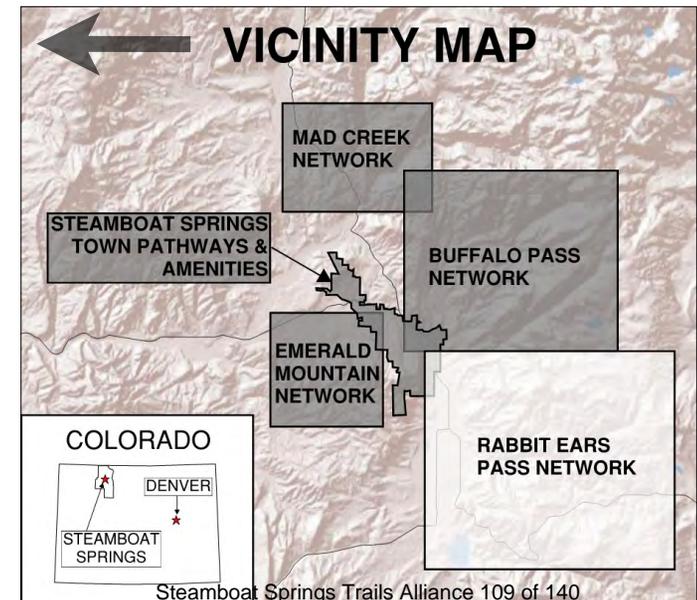
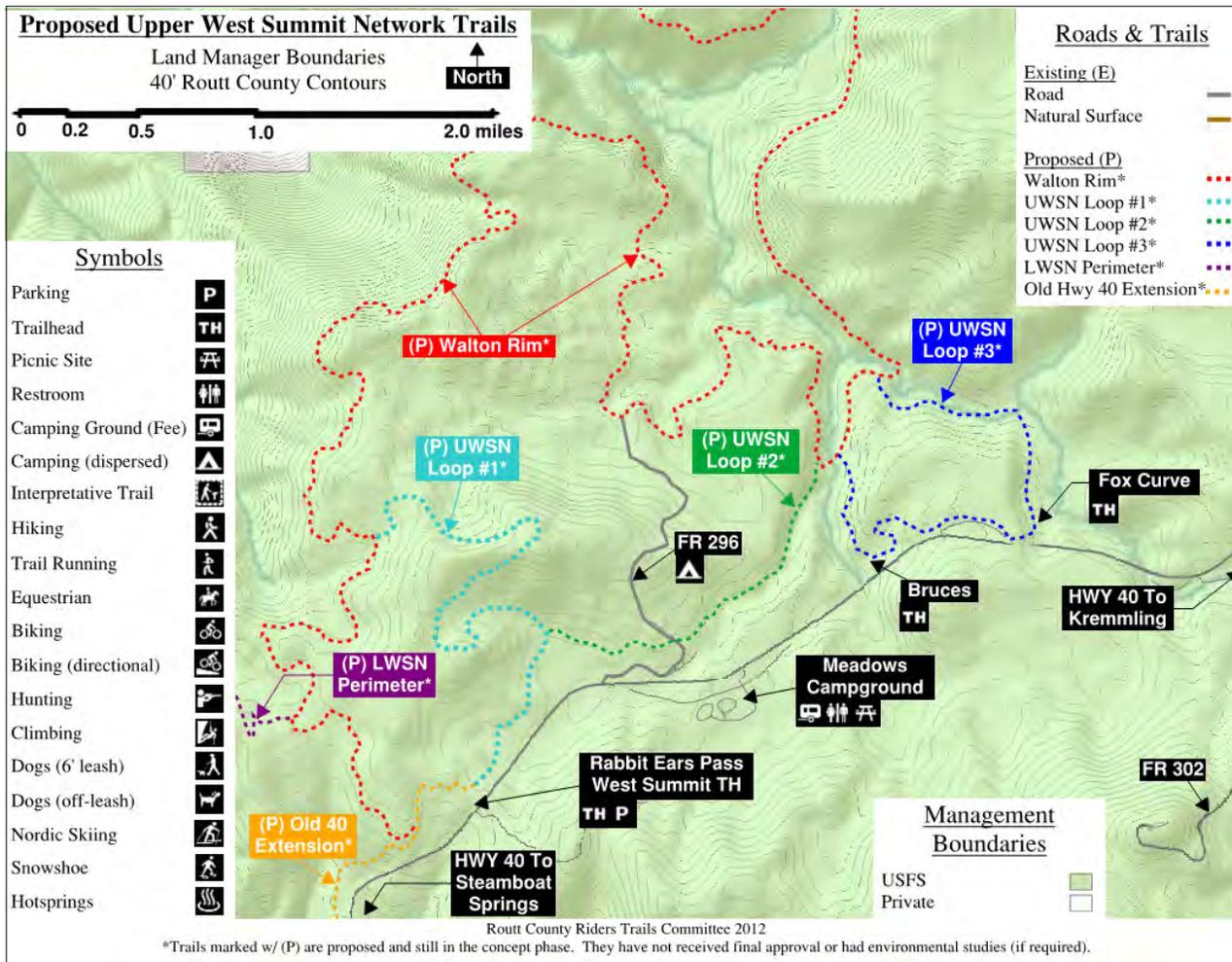
RABBIT EARS PASS: UPPER WEST SUMMIT NETWORK: LOOP #1

Project Description: This 6 mile loop begins and ends at the West Summit of Rabbit Ears Pass. The loop utilizes the first 3 miles of the beginner-friendly Walton Rim Trail before turning and climbing 500 vertical feet to a small peak with commanding views. The loop then gradually descends from its apex at nearly 10,000 feet to the parking lot on flowing intermediate singletrack.



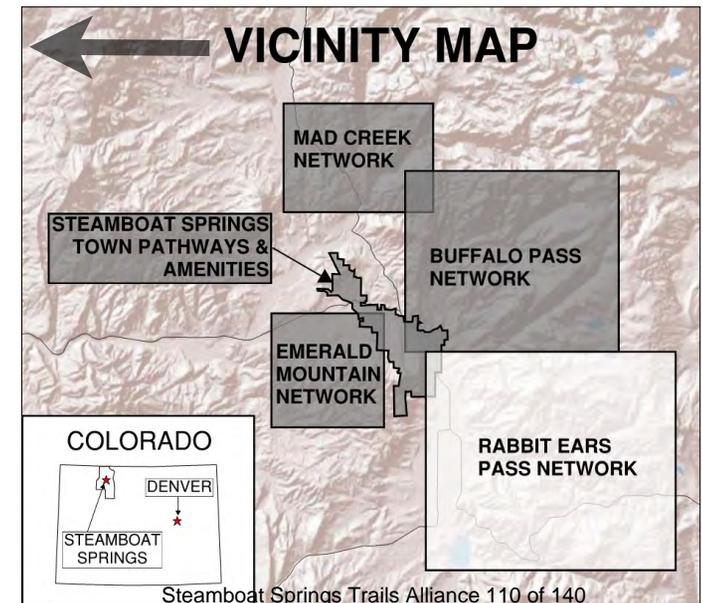
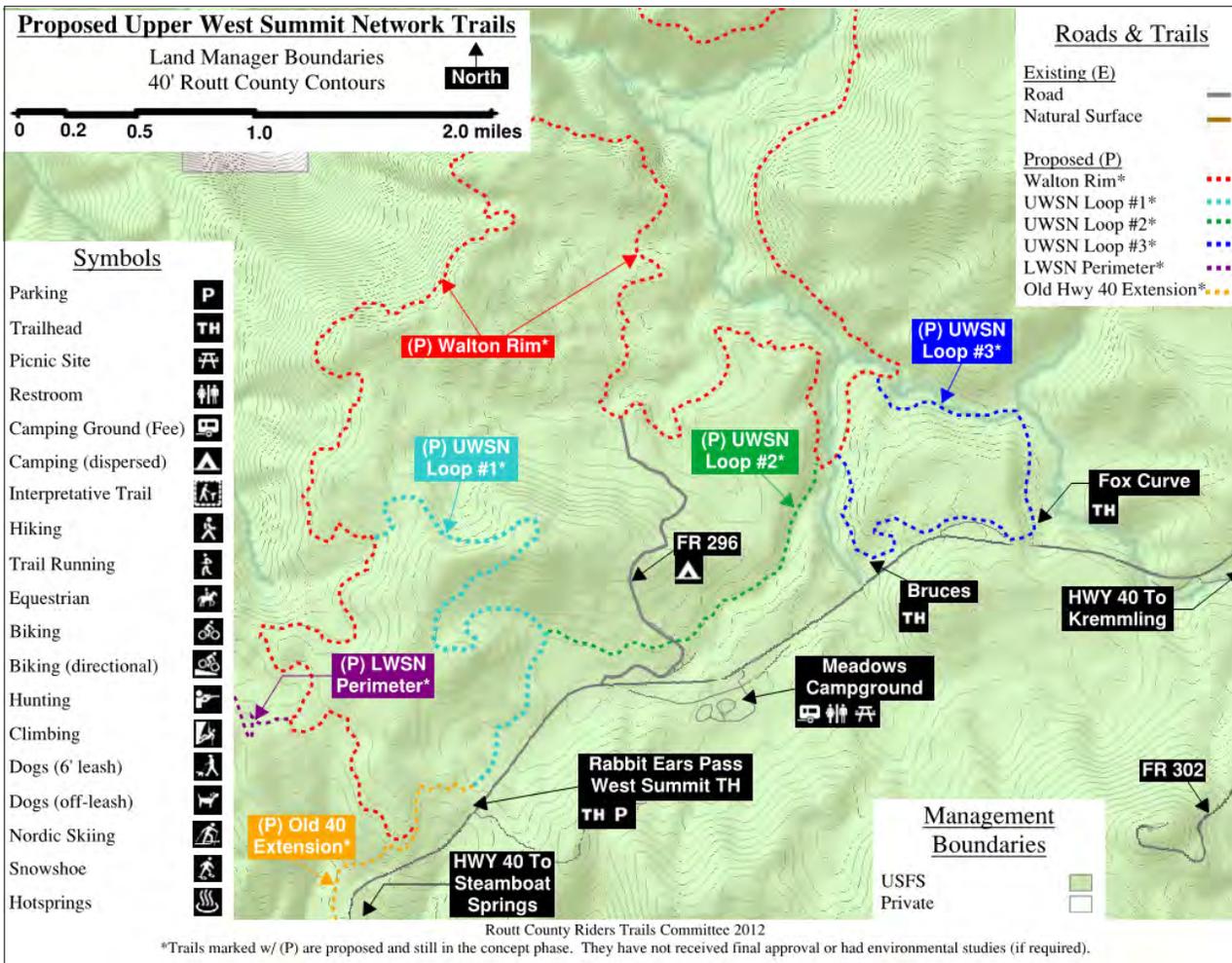
RABBIT EARS PASS: UPPER WEST SUMMIT NETWORK: LOOP #2

Project Description: This 11 mile loop uses the first 7 miles of the beginner friendly Walton Rim Trail before returning to the West Summit parking lot via a 4 mile connecting trail with minimal elevation change. Smooth and wide, this beginner friendly loop is appropriate for all users and provides scenic high alpine vistas.



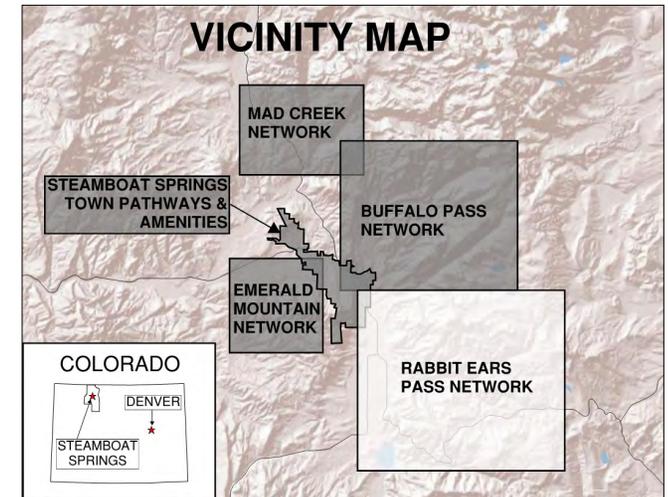
RABBIT EARS PASS: UPPER WEST SUMMIT NETWORK: LOOP #3

Project Description: This short, 2.5 mile loop provides access to the Walton Rim Trail via two existing parking areas. Additionally, the trail expands the stacked loop options giving users more choice over route length and difficulty.



RABBIT EARS PASS: UPPER WEST SUMMIT NETWORK: AMENITIES

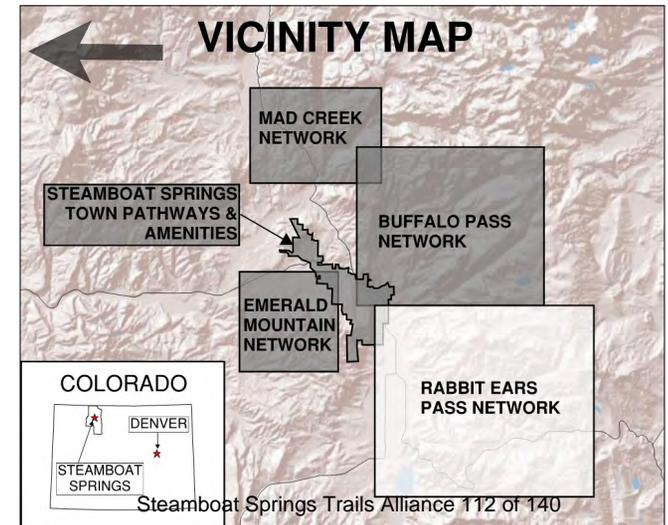
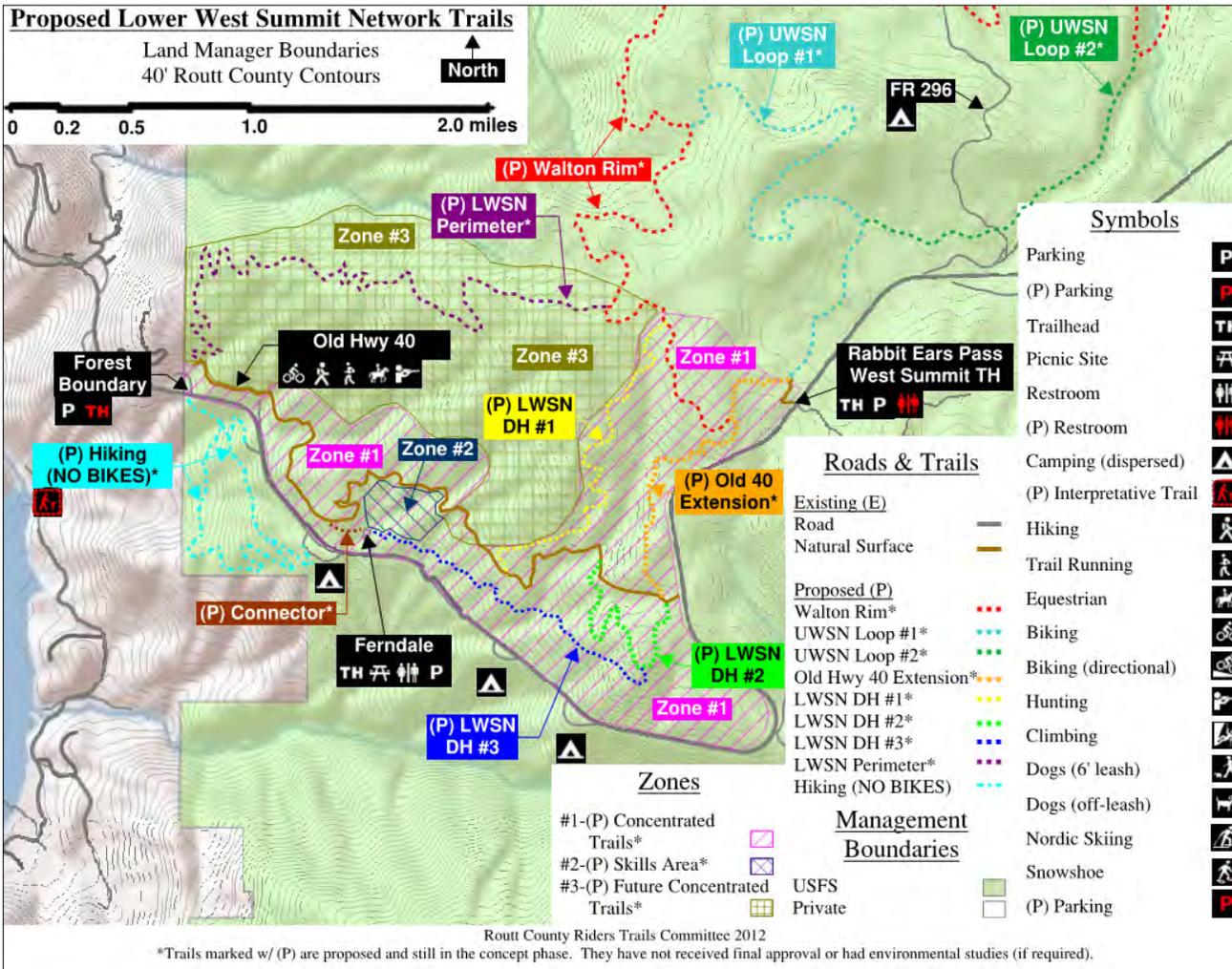
Project Description: This project includes construction of restroom facilities for improved sanitation and informational kiosks to enhance user experience.



(Photos of facilities are just for reference and the Land Manager would have the final say on design of facility)

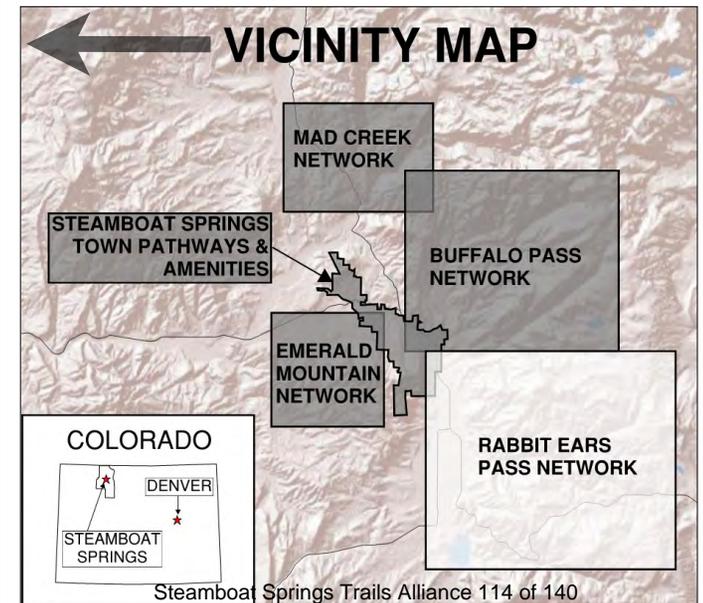
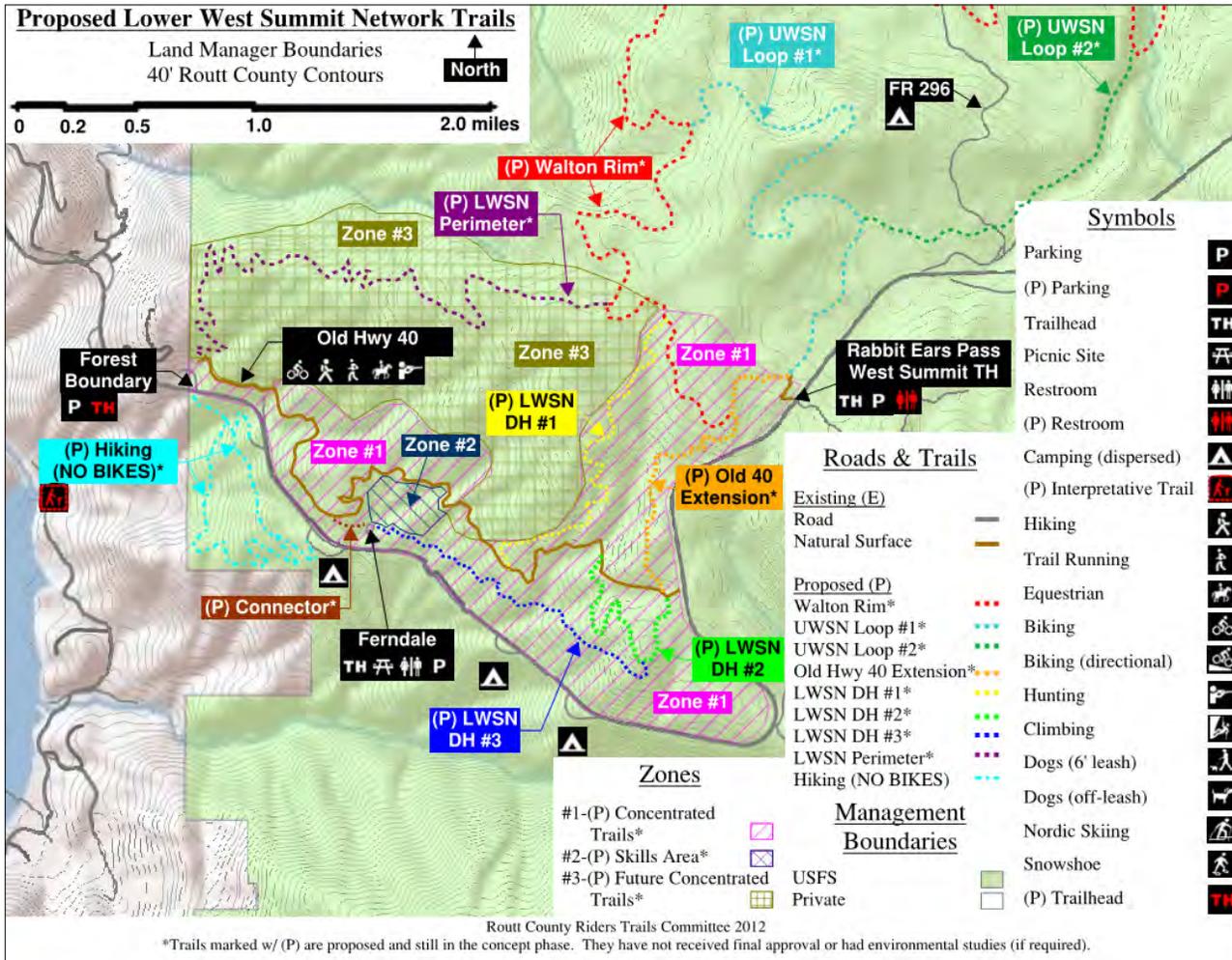
RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: OLD HWY 40 TRAIL

Project Description: At 3.5 miles, Trail 299 is the old Highway 40 tread. Between 15 and 20 feet wide and never exceeding a 7% grade, this old road surface provides the ultimate beginner mountain bike trail as well as access for emergency/construction vehicles. The trail's wide nature easily allows for two way bicycle traffic and even leaves room for small, beginner features on the trail's edge. The whole family can enjoy this trail as grandma rides next to her grand kids who play on features and jumps while she enjoys a smooth, wide and easy ride.



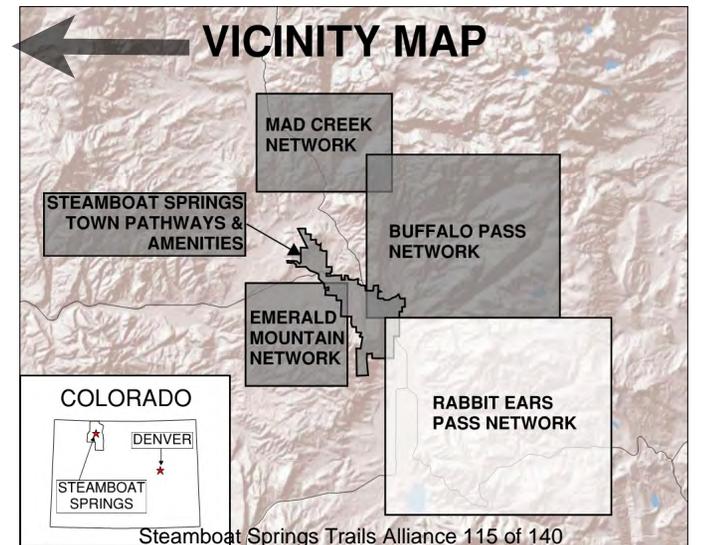
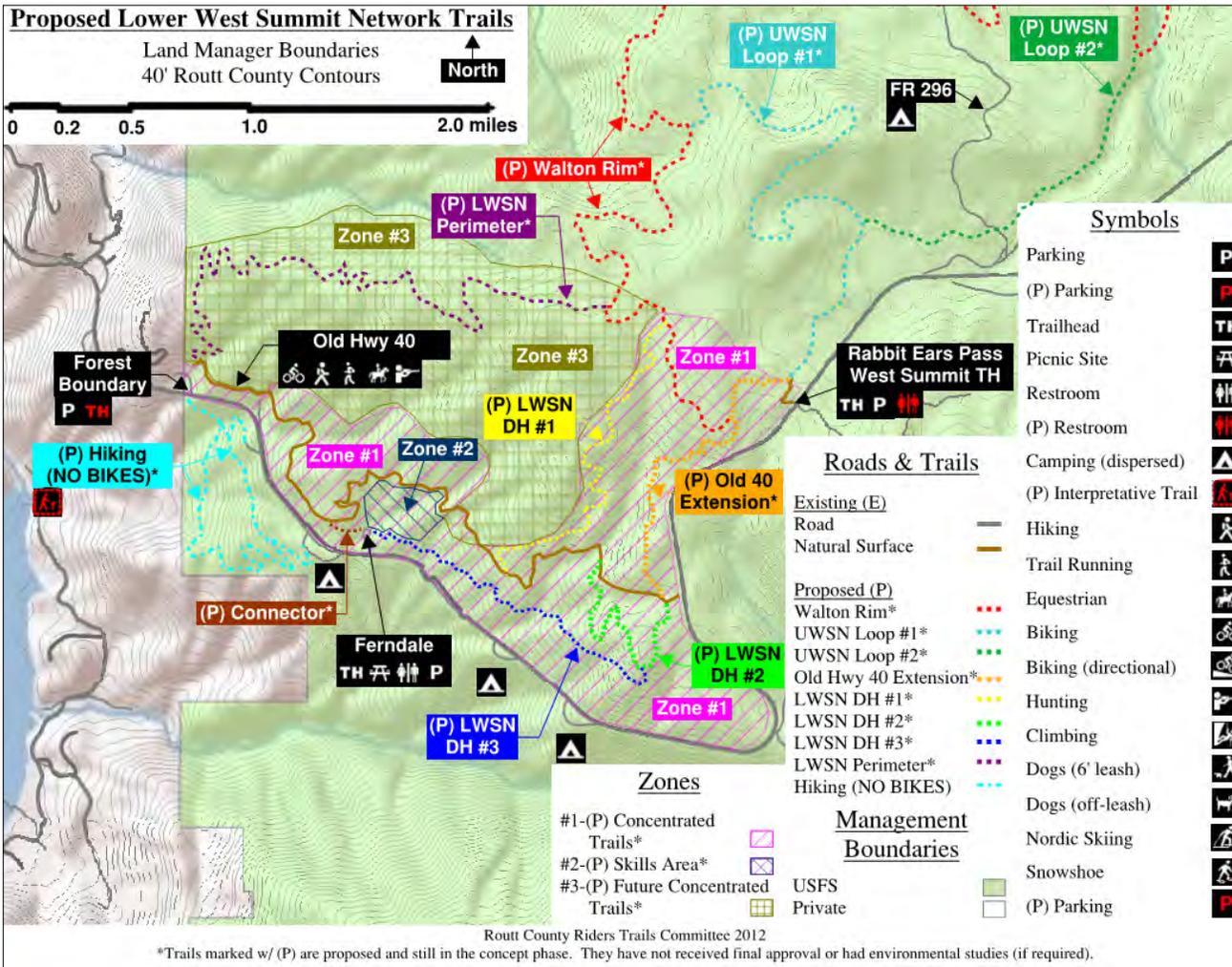
RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: OLD HWY 40 PERIMETER TRAIL

Project Description: This 4 mile, intermediate trail connects the West Summit parking area to the bottom of Old Highway 40 Trail, providing a 9 mile loop option with access to the directional, user specific bike trails. This multi-directional bike trail has a 1,500 vertical elevation gain, providing a more strenuous cycling experience that adds to the stacked loop system of the Upper West Summit Network.



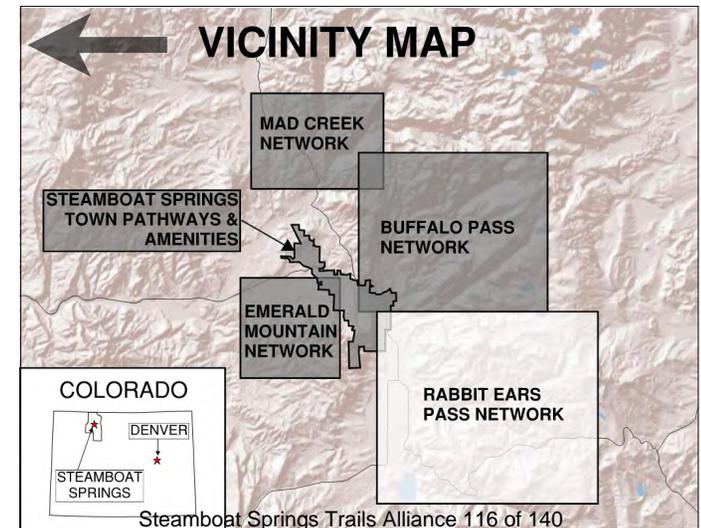
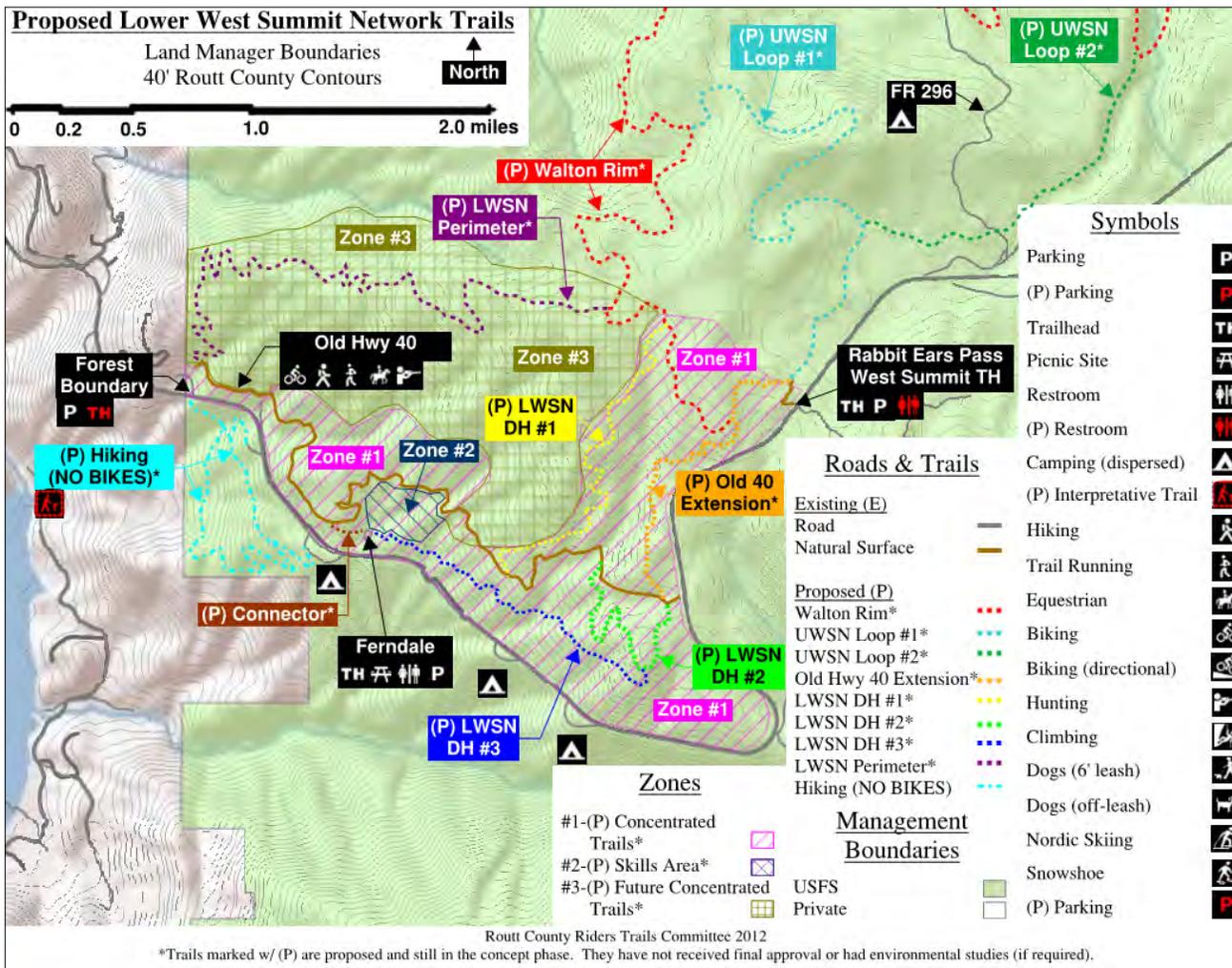
RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: DIRECTIONAL TRAIL #3

Project Description: This 1.5 mile intermediate trail is a progressive flow trail. With dirt rollers, rhythm sections, jumps and berms from top to bottom, this trail is like riding a roller coaster on a bike. Wide and smooth, this trail can be ridden on almost any bike.



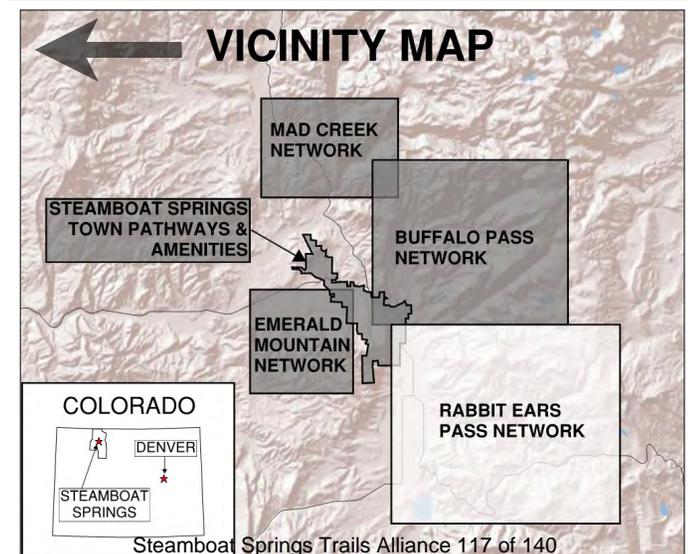
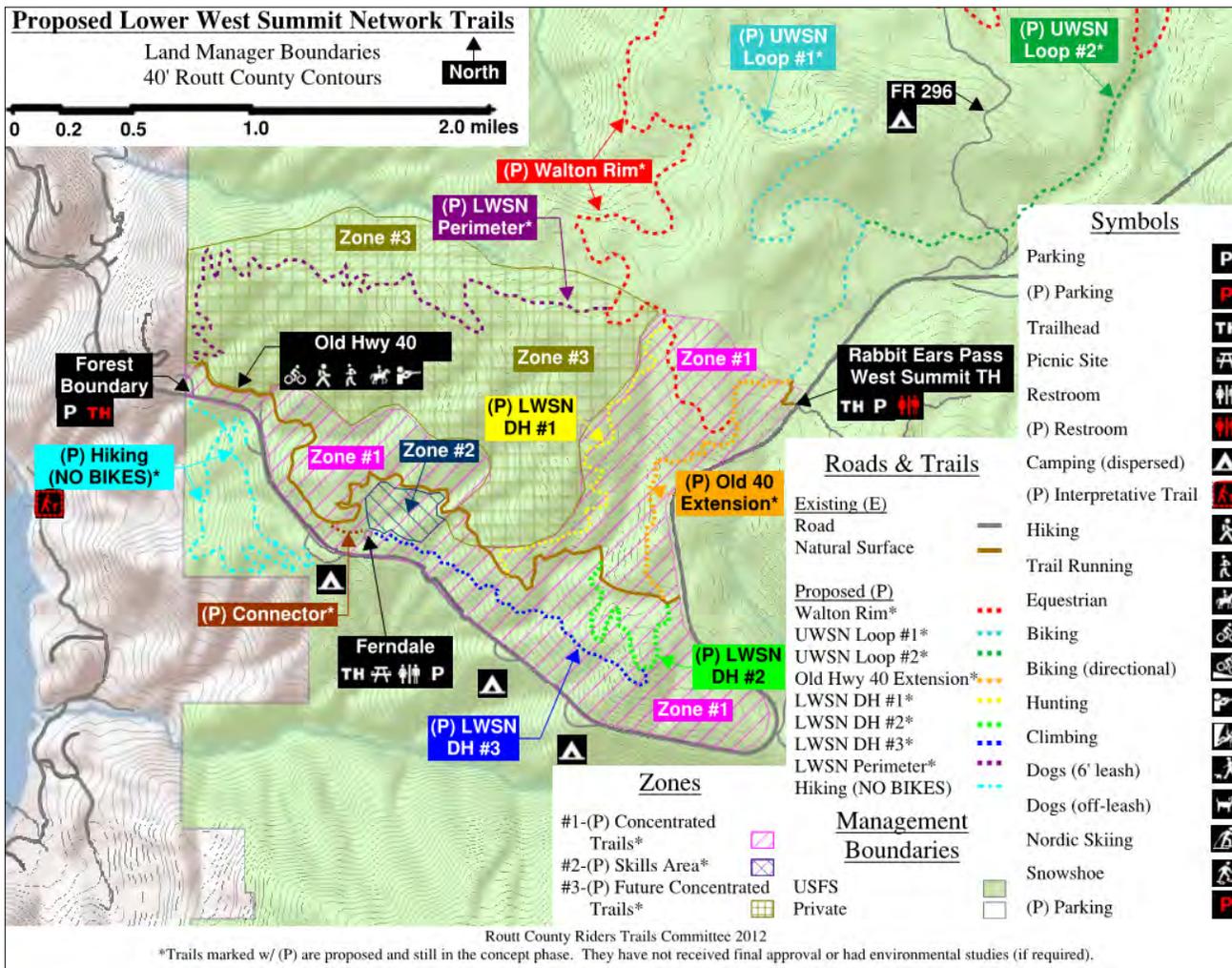
RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: DIRECTIONAL TRAIL #4

Project Description: This is the pro line, the trail that experts can push themselves on, and the trail where down-hillers can use their travel. The trail would be designed by walking through the woods to find and connect every rock feature and natural drop. Then technical trail features of wood and rock would be built in between the natural features for an adrenaline pumped ride from top to bottom.



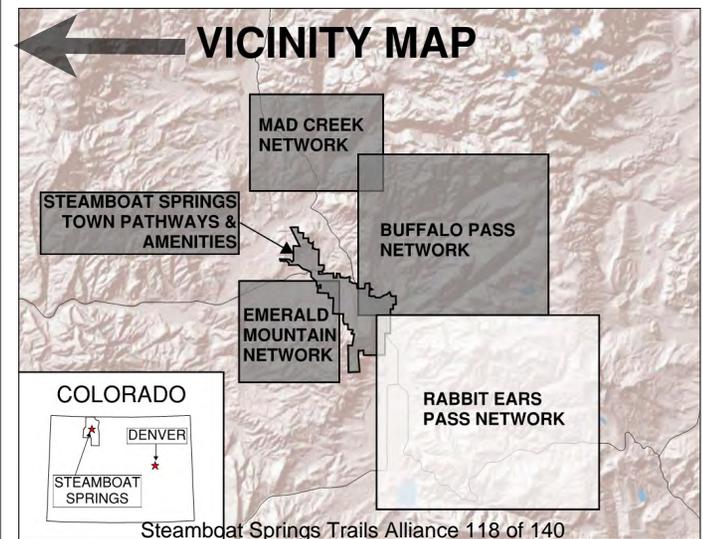
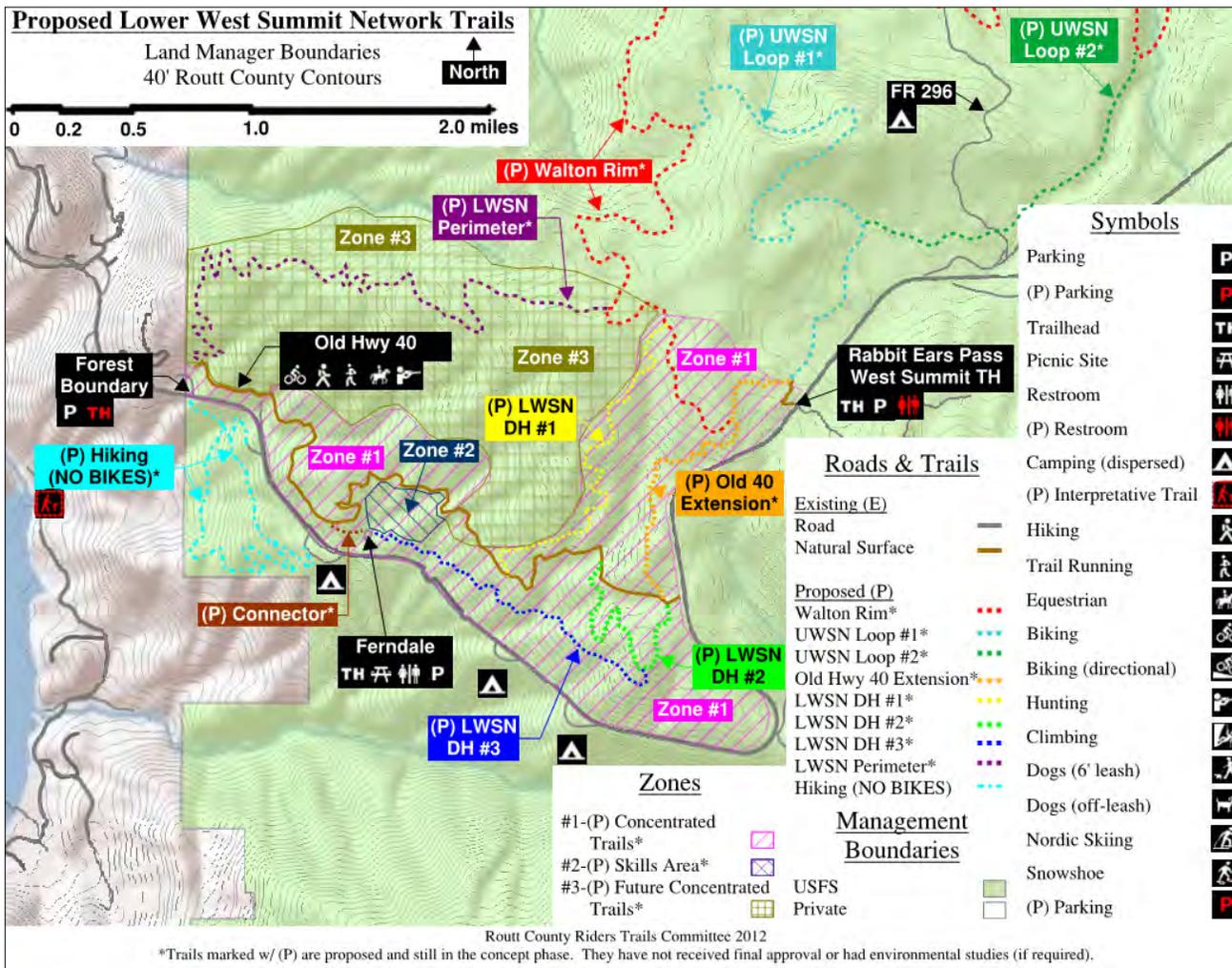
RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: DIRECTIONAL TRAIL #1

Project Description: This is a purpose-built, directional, expert, mountain bike trail. Littered with jumps, berms, rollers, drops and wood features, this trail is 1.5 miles of adrenalin filled fun. This expert trail greatly reduces traffic on beginner and multi-use trails and therefore serves all trail users and improves everyone's trail experience.



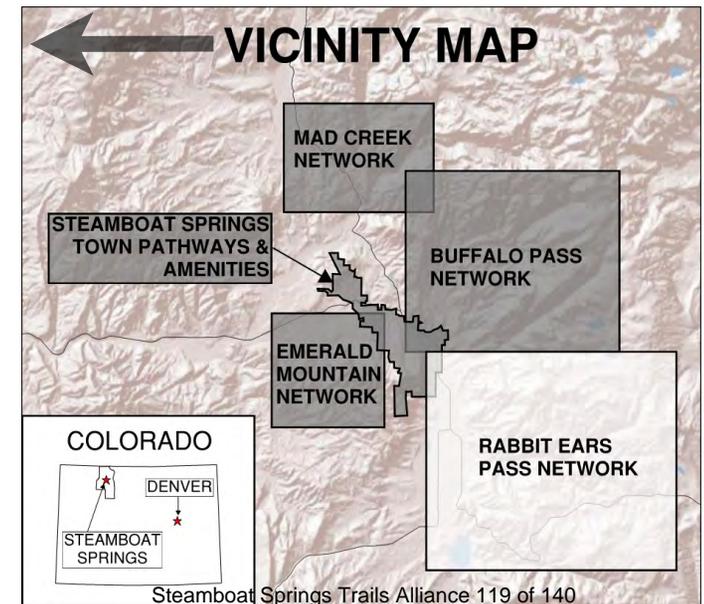
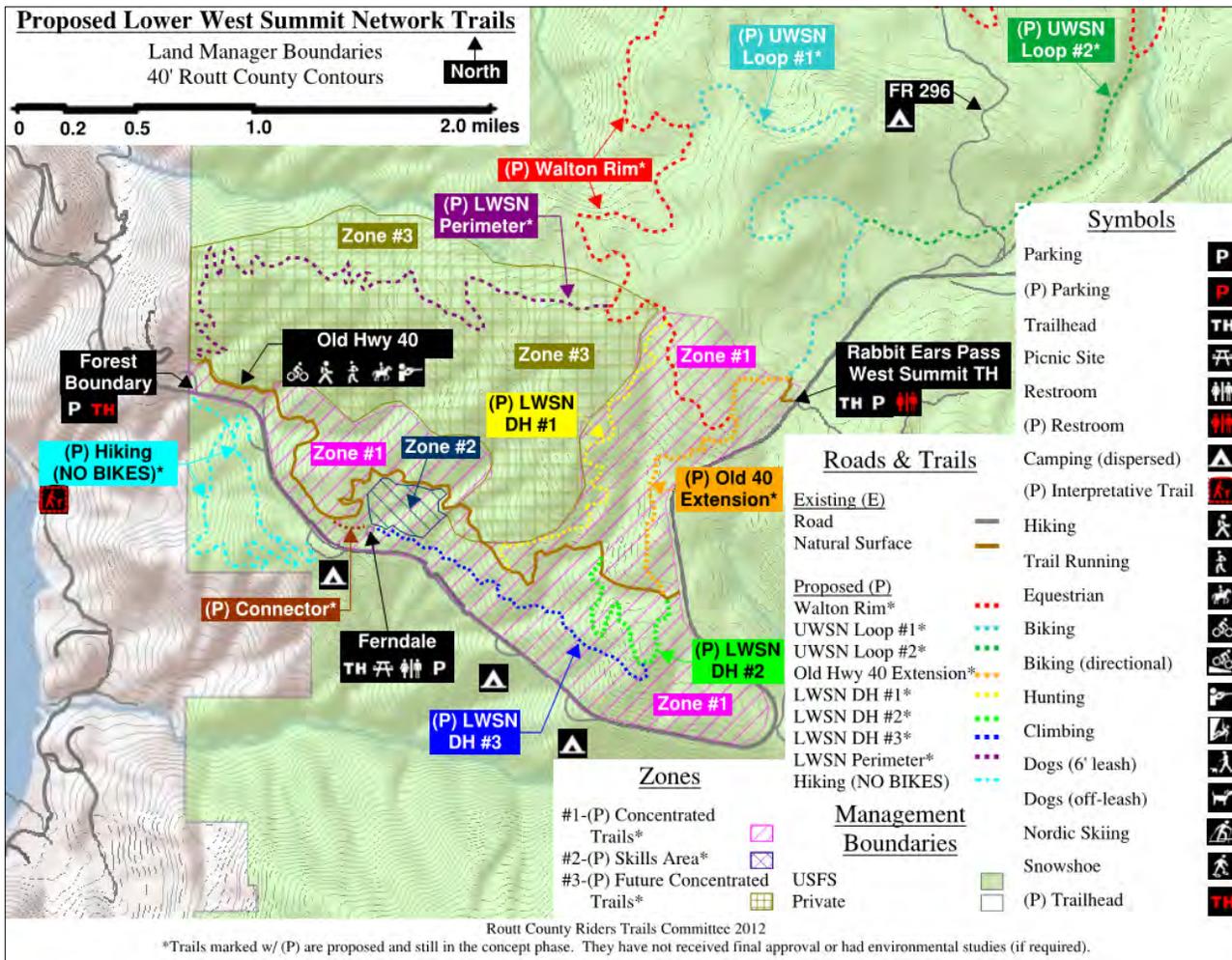
RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: DIRECTIONAL TRAIL #2

Project Description: This short beginner trail turns off Old Highway 40 Trail and meanders through pines and aspens on a slight downhill slope before rejoining the entry level, Old Highway 40 Trail.



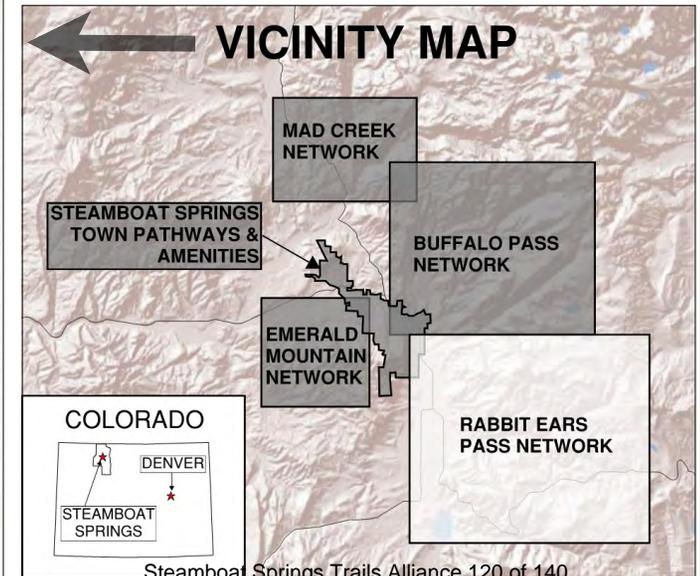
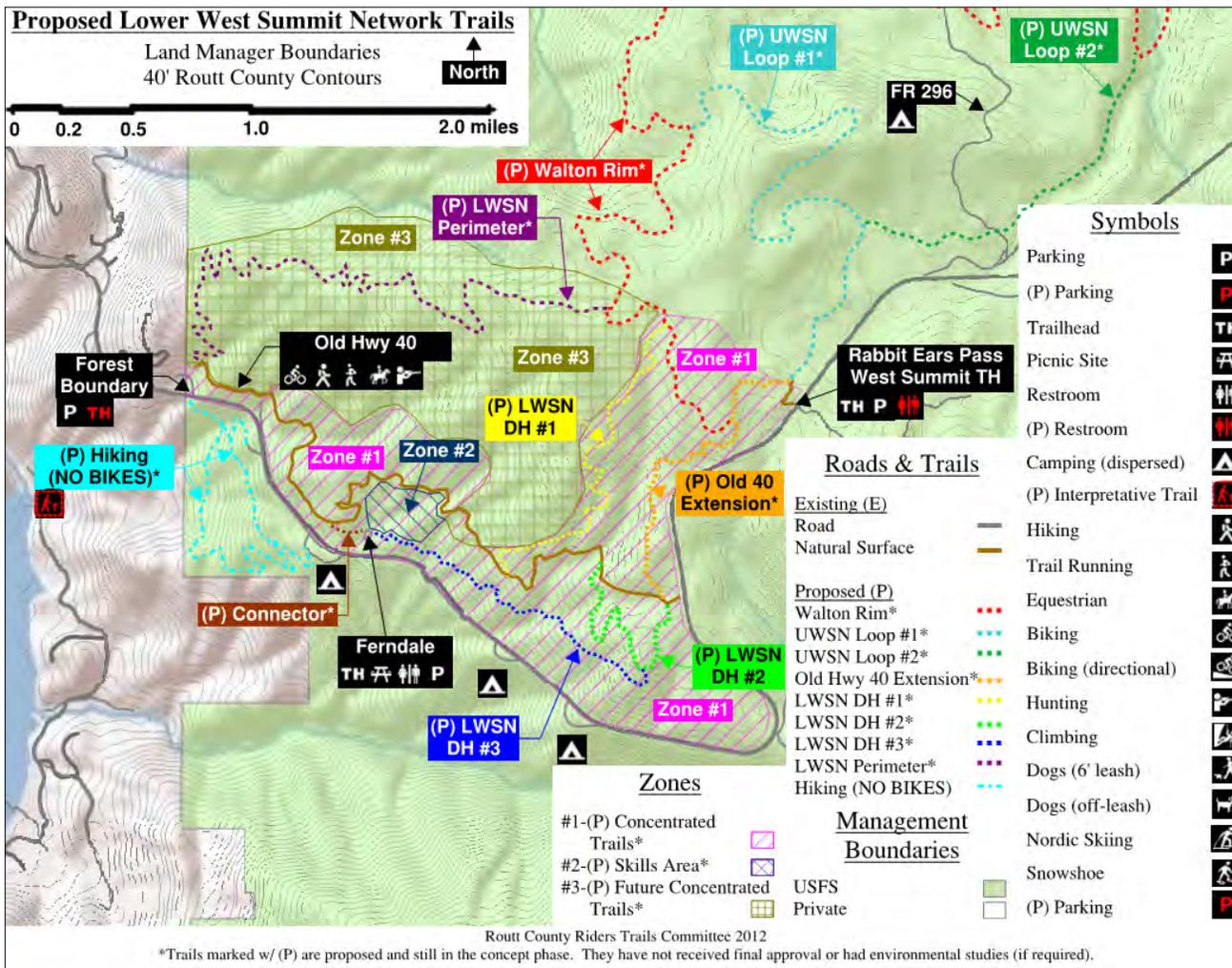
RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: ZONE 2 (SKILLS AREA)

Project Description: Located above the Ferndale Picnic/Parking Area, this mountain bike riding zone features short skills trails that cater to a wide range of ability levels. With jumps and features that mimic those on the above direction trails, users have the option to learn and build skills in a concentrated and easily accessible area prior to riding the longer directional trails above.



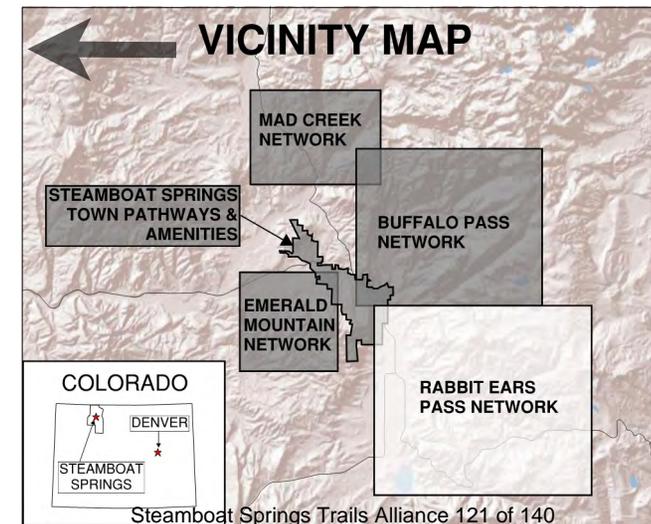
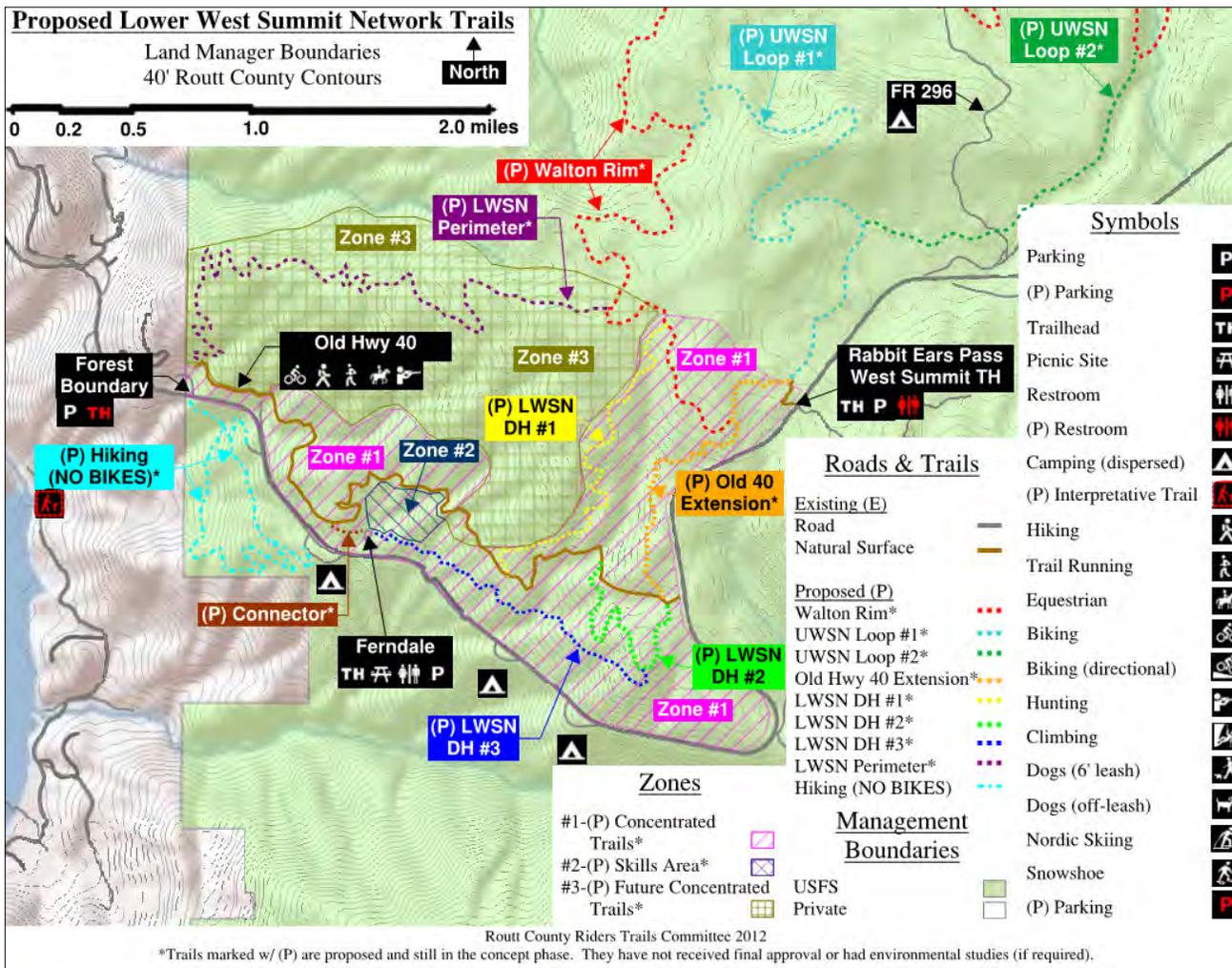
RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: ZONE #3 (POSSIBLE EXPANSION)

Project Description: This zone allows for future mountain bike expansion.



RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: HIKING ONLY TRAIL

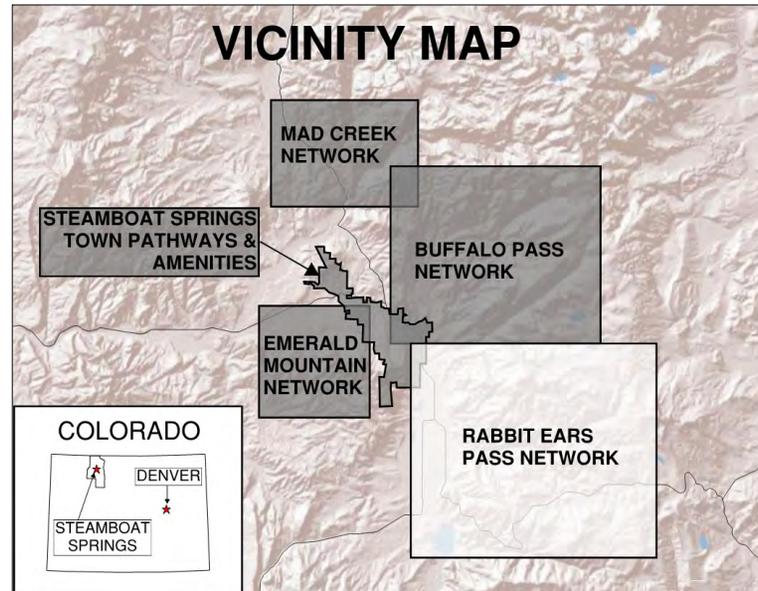
Project Description: A trail purpose-built for hiking (no bikes).



RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: FERNDALE AMENITIES

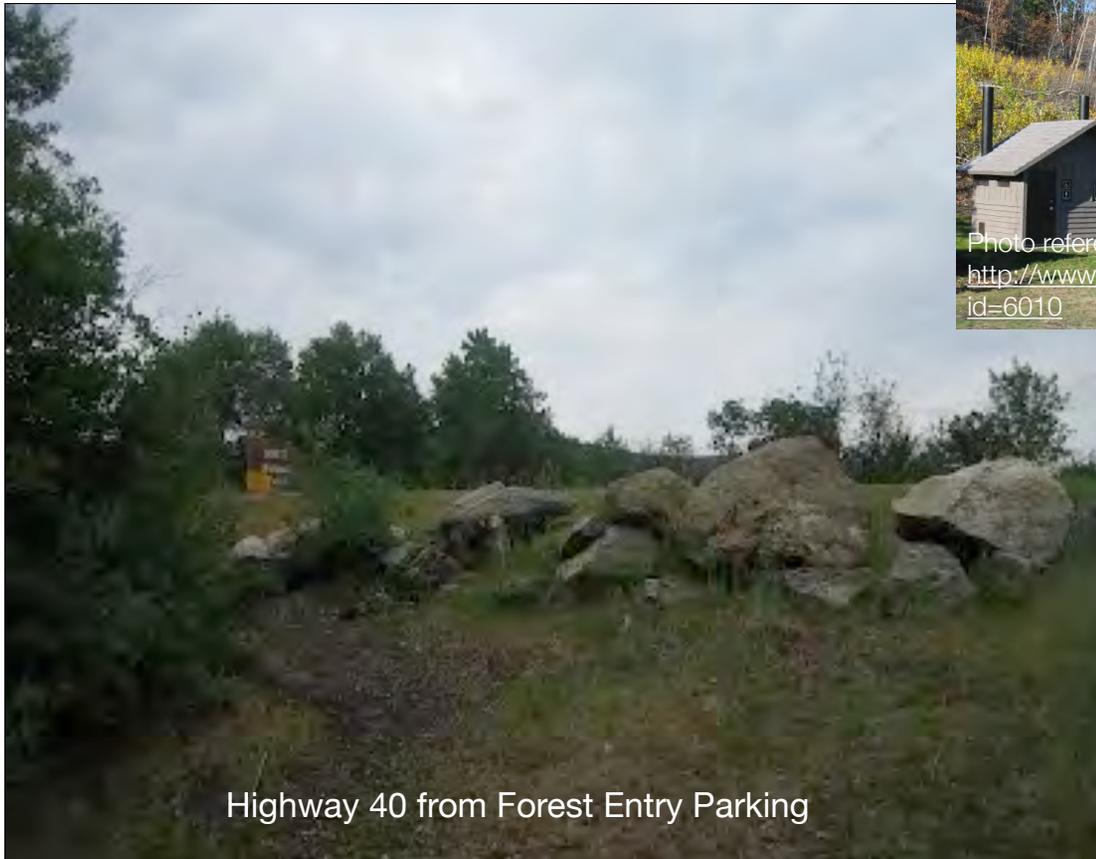
Project Description: This project includes increasing parking, improving restroom facilities and informational kiosks to enhance the user experience at the Ferndale Picnic/Parking Area on Highway 40/Rabbit Ears Pass.

Photos of existing facilities



RABBIT EARS PASS: LOWER WEST SUMMIT NETWORK: FOREST ENTRY AMENITIES

Project Description: This project includes construction of restroom facilities for improved sanitation and information kiosks to enhance the user experience at the Routt National Forest Entry parking area on Highway 40 climbing east up Rabbit Ears Pass.



Highway 40 from Forest Entry Parking

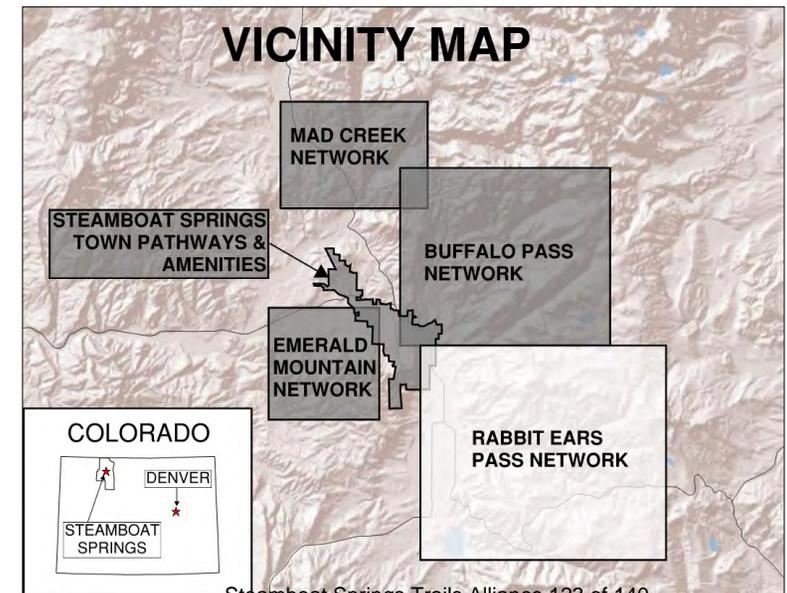


Photo reference
<http://www.fs.fed.us/r9/ssrs/story?id=6010>



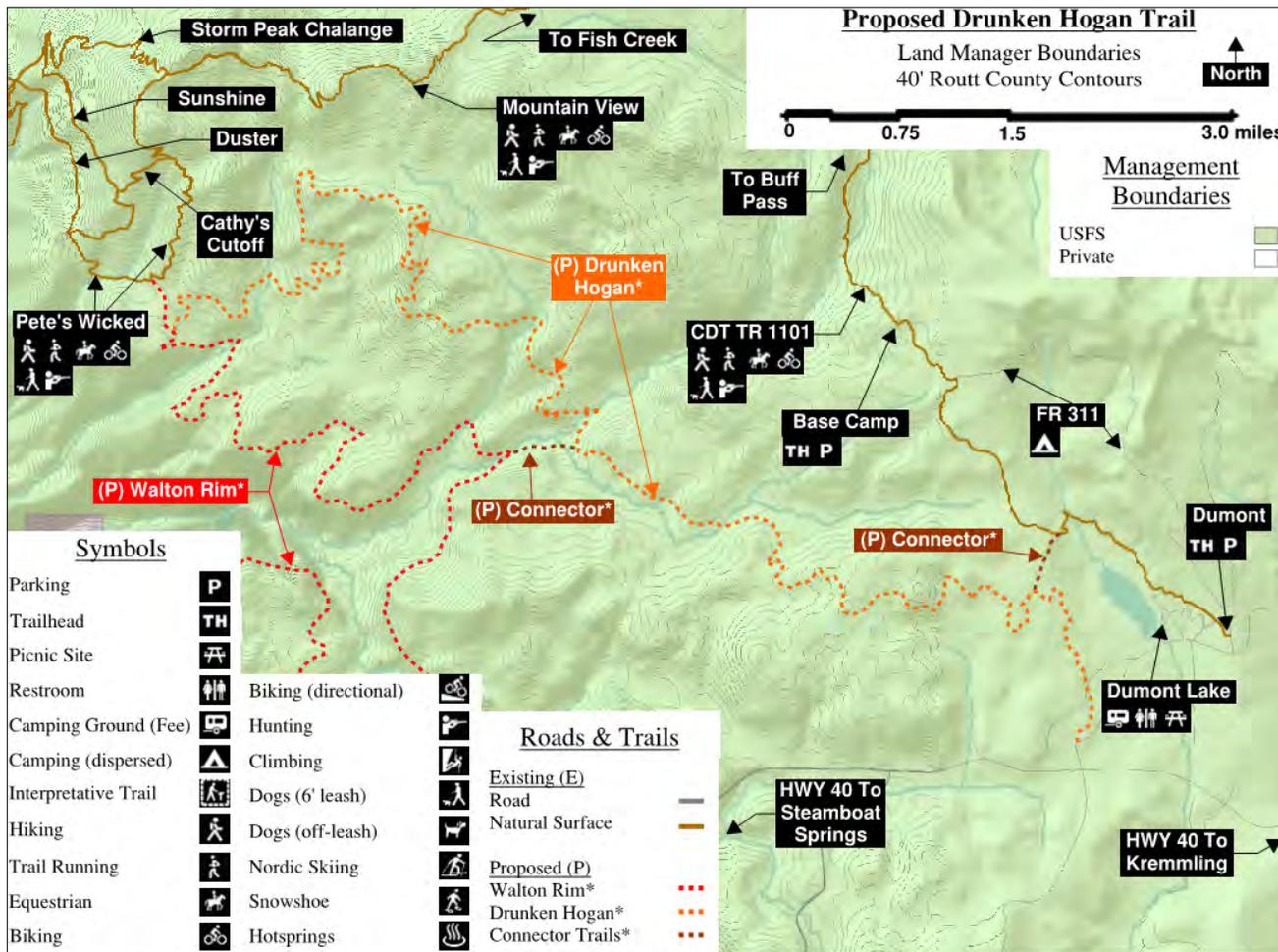
Photo reference
<http://www.fs.fed.us/t-d/pubs/htmlpubs/em7100-15/page52.htm>

(Photos of facilities are just for reference and the Land Manager would have the final say on design of facility)

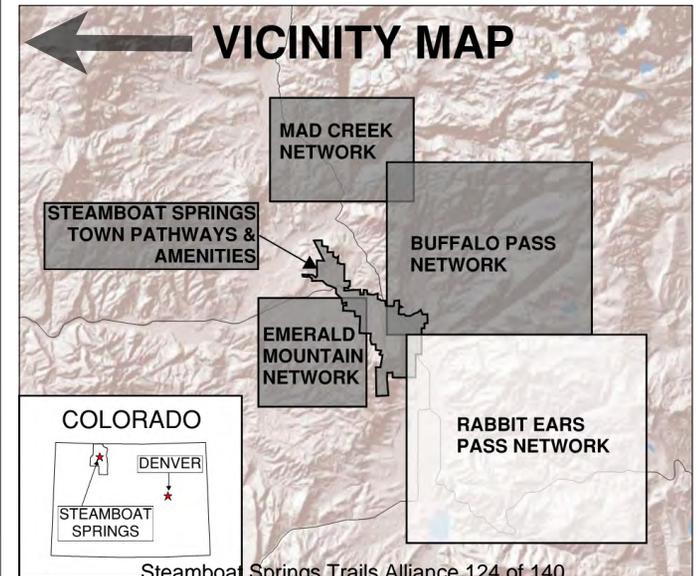


RABBIT EARS PASS: DRUNKEN HOGAN TRAIL

Project Description: The primary purpose of the project is to provide an alternate route between the Steamboat Ski Area and the Dumont Lake Campground near Rabbit Ear Pass. This alternative will reduce pressure and resource damage on the popular Continental Divide Trail by dispersing users.

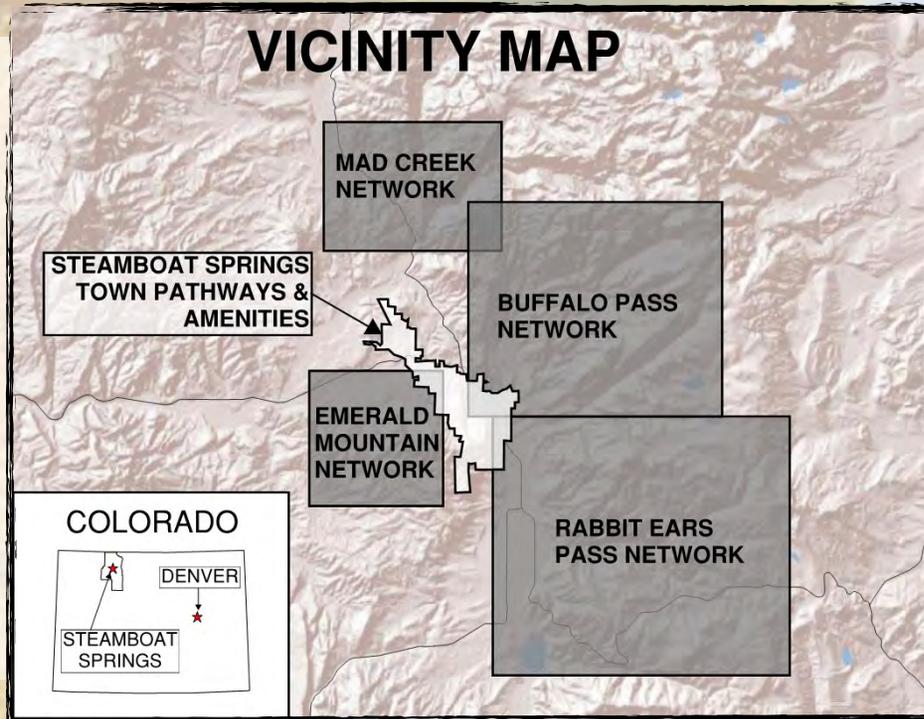


*Trails marked w/ (P) are proposed and still in the concept phase. They have not received final approval or had environmental studies (if required).



PROJECT ZONE

TOWN PATHWAYS & AMENITIES



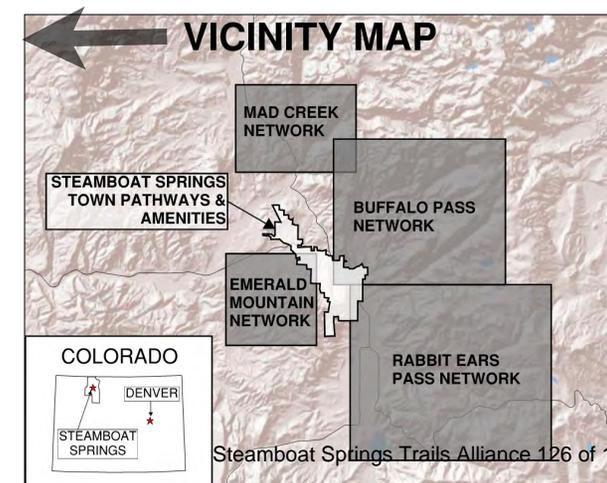
The community's in-town trail system offers a beautiful, family friendly, convenient central pathway through town with connections between commercial and residential areas as well as to trails at the Steamboat Ski Area and on Howelsen Hill/Emerald Mountain. As the in-town trail system was built to serve local residents, it has significant gaps when it comes to serving lodging properties and visitors. This project addresses visitor access to the in-town trail system, safety, and in-town cycling by constructing trail connections needed to connect lodging properties to existing biking trails and to increase safety at major trail and road intersections.

TOWN PATHWAYS & AMENITIES PROJECTS:

CORE TRAIL SOUTH: LEGACY RANCH, CORE TRAIL: WEST BEAR RIVER PARK, CORE TRAIL NORTH: STRAWBERRY PARK, CORE TRAIL CONNECTION: 12 ST. @ LITTLE TOOTS PARK, LODGING CONNECTION: WALTON CREEK, LODGING CONNECTION: MT. TO CORE TRAIL, LODGING CONNECTION: WHISTLER AREA, EMERALD AMENITIES: BLACKMER DR., STEHLEY PARK: BEGINNER PUMP TRACK, ENHANCED CROSSING: TO SPRING CREEK @ AMETHYST DR., ENHANCED CROSSING: TO BUTCHER KNIFE @ EAST MAPLE ST., ENHANCED CROSSING: CORE TRAIL @ 5TH ST., ENHANCED CROSSING: LODGING CONNECTION AT MT. WERNER CR., ENHANCED CROSSING: CORE TRAIL @ MT. WERNER RD.

TOWN PATHWAYS AND AMENITIES: CORE TRAIL SOUTH: LEGACY RANCH

Project Description: An attractive Southern terminus of the Yampa River Core Trail is a much needed amenity for tourist and residents of Steamboat Springs, Colorado. At present, the Core Trail and linking trails provide more than 35 miles of hard surface trail; many of those miles also include a parallel soft surface trail for mountain biking, jogging, and snowshoeing. The Core Trail connects to over 18 miles of public single track trails on Emerald Mountain and a gated gravel road that extends to near the top of Emerald Mountain; these trails connect to BLM trails on the backside of Emerald Mountain. It also links directly to the Steamboat Ski and Resort Corporation's 25-mile network of trails, which provides linkage to Forest Service Trails and the Continental Divide Trail. In the future, it will make up part of the 200-mile Yampa River Trail, extending from the Flattops Wilderness Area in Routt County to Dinosaur National Monument in Moffat County. *Continued on next page...*



TOWN PATHWAYS AND AMENITIES: CORE TRAIL SOUTH: LEGACY RANCH

Project Description Continued: Trail surveys conducted in past years during spring, summer, and fall months indicate that as a whole, a minimum of 1,000 people utilize the core trail on any given day, with significantly higher use on weekends and holidays. Multiple trail users, trail user groups, community groups and businesses have a real interest in the trail. The community's mobility-impaired population makes extensive use of the Yampa River Core Trail, and several tourist-oriented athletic and cultural events, such as the annual pentathlon and Art in the Park, make use of the trail. Multiple use of the non-motorized trail is harmonious and there doesn't seem to be any particular trail user group issues or conflicts associated with it. A city-wide transportation survey noted that expanding the urban trail system gets strong to moderate support from 92% of local citizens.

At present, the southern reach of the Core Trail dead ends at Dougherty Lane, providing users an unrewarding turnaround point that is not visually pleasing, nor does it provide a glimpse into our area's pristine natural environment or historic heritage. Through his proposal, an attractive loop around the Legacy Ranch Hay Meadow would become the southern terminus of the trail, allowing trail users to visit a working ranch with open space preserved by a conservation easement, before heading back north.

In addition to providing for a recreational experience in a scenic working landscape, the trail extension will increase bird and wildlife watching viewing opportunities and create better access to many well-known and loved tourist attractions including the Yampa River both at the Chuck Lewis State Wildlife Area and beyond, providing additional opportunities for wildlife watching and fishing. It will link bicyclists more safely to River Road, a popular route for road bikers. It will provide safe access to the Haymaker Golf Course and Yampatika's Environmental Learning Center at Legacy Ranch, two popular City-owned assets. Currently, pedestrians and bikers wishing to visit these places are forced to utilize our main regional highway, Highway 40, to travel between town and the southern terminus of the trail. Safety concerns regarding the mix of vehicles, bikes, and pedestrians on the shoulder of Highway 40 has led to the high prioritization of this project. Colorado Department of Transportation studies show that Highway 40 is extremely busy and is near or at capacity in this area. Safety concerns over the mixed use of Highway 40 by vehicles and pedestrians in this developing area of our community has prioritized the need for this trail extension.

The Core Trail passes through historic and recreation sites, including ski jumping, rodeo, and hot springs spas. The Trail links local cultural and recreational amenities including the Steamboat Springs Art Depot/Visual Arts Center, the Werner Memorial Library, the Community Center, Howelsen Hill Park, Steamboat Springs Health and Recreation Association Swimming Pools, Emerald Youth Park, Weiss Park, Snake Island, and other valuable open space areas along the River Corridor, including Legacy project open space lands.

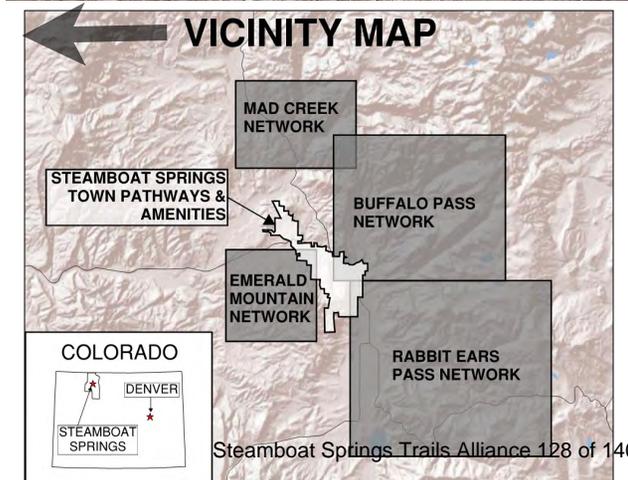
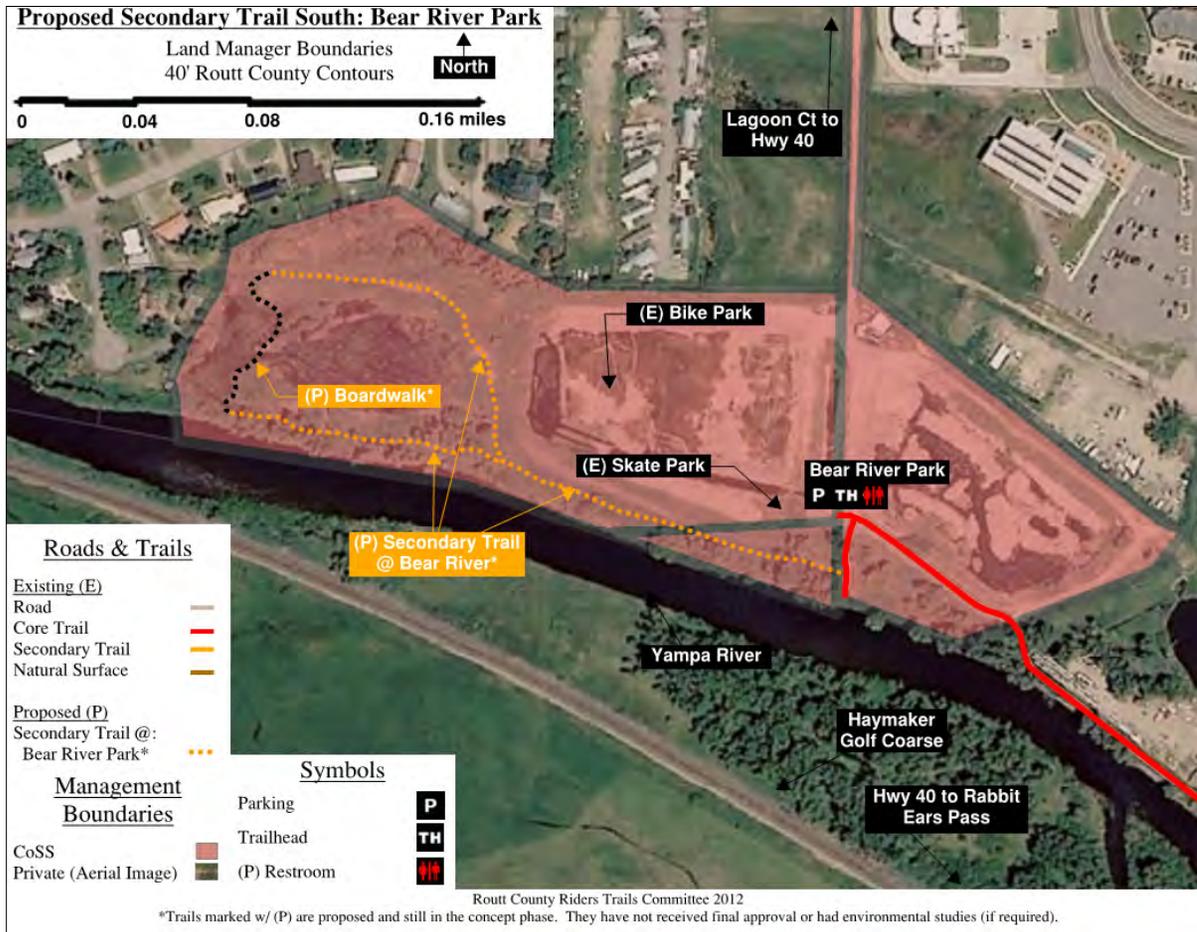
This project will extend the Core Trail approximately two miles to the south. Fencing will be installed around environmentally sensitive areas and a formal hard surface trail will be constructed providing for new, safe, access to an area that is heavily used for both pedestrian and bicycle commuting and recreational purposes. Project components include routing the trail on in-fill areas devoid of critical or valuable habitat or wildlife and away from potential nesting areas, fencing off sensitive environmental areas, trail and river bank stabilization, weed control and revegetation of disturbed areas with native vegetation. The project will mitigate negative impacts through directing recreational use within the corridor to the trail and away from sensitive areas using signage and fencing, establishing specific river access areas for boaters and fishermen, and creation of conservation areas, as needed, to protect sensitive vegetation and wildlife.

The hard surface portion of the trail is suitable for wheelchairs, strollers, bicycling, walking, skateboarding, roller skating/blading, and other non-motorized activities. Year round use is possible since the trails are cleared of snow and are not muddy. The adjacent soft surface trail is appropriate for runners, hikers, anglers, equestrians, cross-country skiers, mountain bikers, and snowshoers. In winter, the 4 foot wide soft surface trail is left unplowed for cross-country skiers and snowshoers. Trail users will experience multiple benefits from this project, including 1) Connecting users in South Steamboat to already developed segments of urban trail in Steamboat Springs; 2) Increasing commuter safety between South Steamboat and the community; 3) Providing additional recreational trail opportunities; 4) Providing public access to the Yampa River in an environmentally sensitive manner; 5) Providing watchable wildlife opportunities to the public. The entire Core Trail is a beginner trail that meets all standards for barrier-free accessibility, is designed to ensure full accessibility for all ability levels, addresses the needs of the physically challenged, and provides for the broadest possible use by all residents and visitors.

TOWN PATHWAYS AND AMENITIES: CORE TRAIL WEST: BEAR RIVER PARK

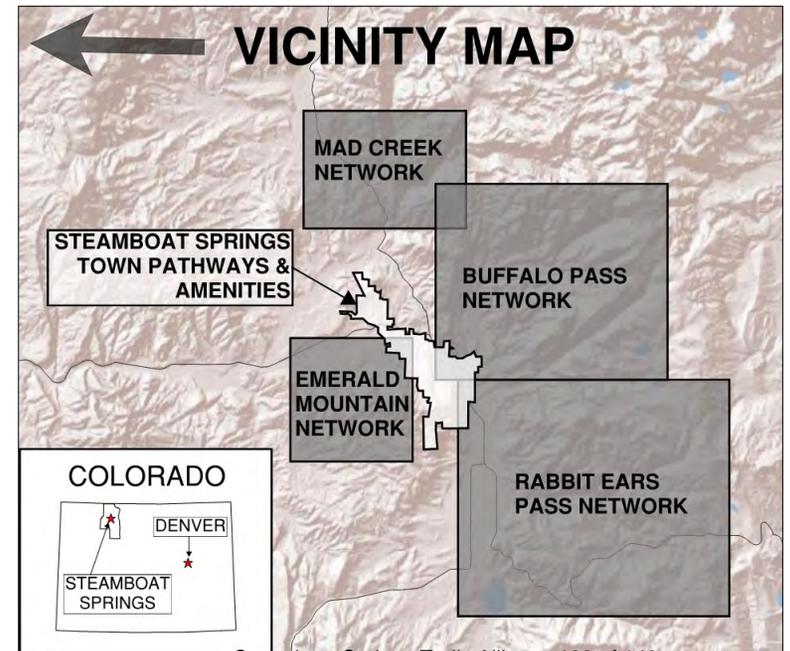
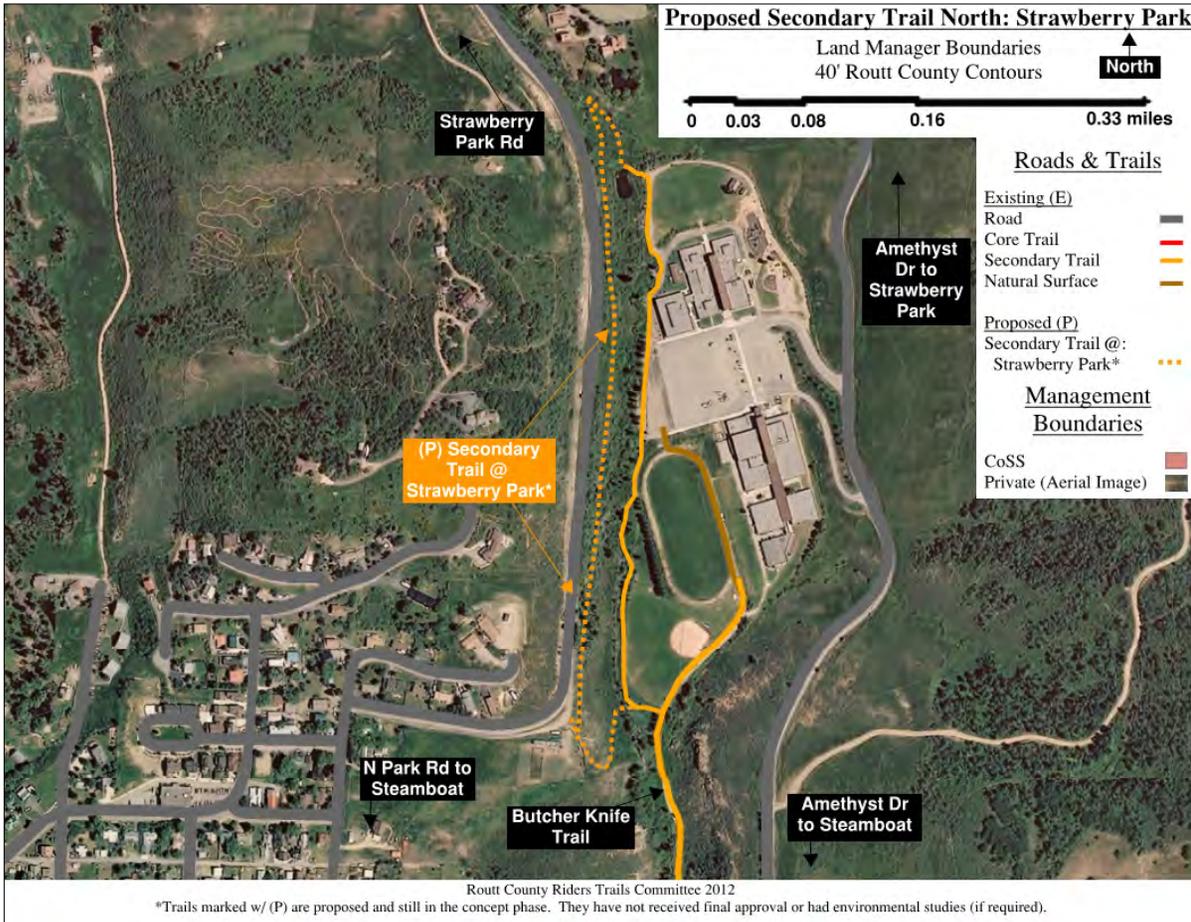
Project Description: This project provides a loop destination at the west end of the Core Trail until easements can be obtained to continue the Core Trail further west. A nature walk style trail including a boardwalk would provide an alternate activity for family members while others are utilizing the existing Skateboard & Bike Parks at Bear River Park.

At approximately 0.4 miles (including approximately 0.05 miles of boardwalk) in length and an average grade of approximately 3%, this trail provides an excellent loop with views of the Yampa River, Steamboat Ski Area & wetlands.



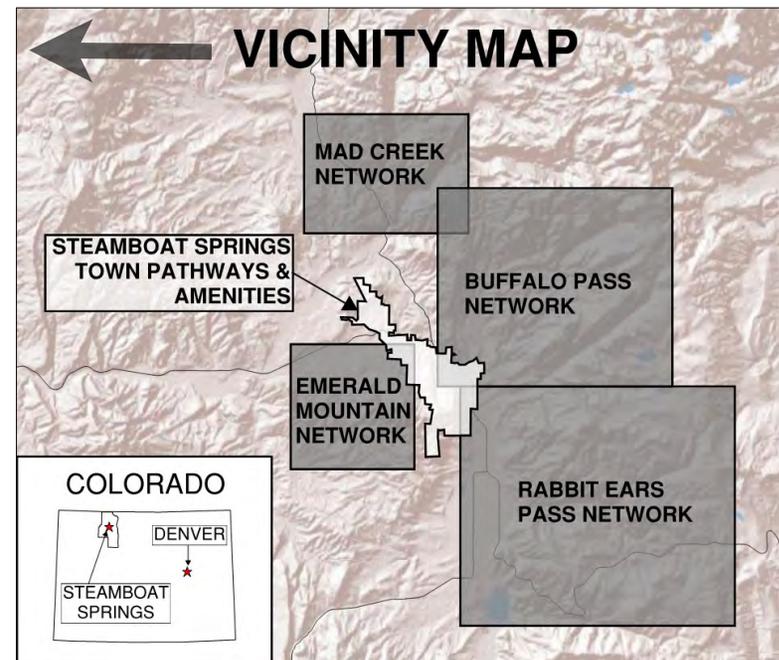
TOWN PATHWAYS AND AMENITIES: CORE TRAIL NORTH: STRAWBERRY PARK

Project Description: This project provides a loop destination at the north end of Butcher Knife trail. Butcher Knife trail is a well used secondary gravel trail that parallels Butcher Knife Creek and currently dead ends just past the schools. By creating a loop on an old irrigation ditch on the hillside above the school, trail users will have a clear destination on an excellent beginner trail that originates downtown near Old Town Hot Springs and the Rabbit Ears Motel. At approximately 0.5 miles in length and an average grade of approximately 3%, this trail provides an excellent beginner loop with views back toward town that complement the existing trail which parallels Butcher Knife Creek.



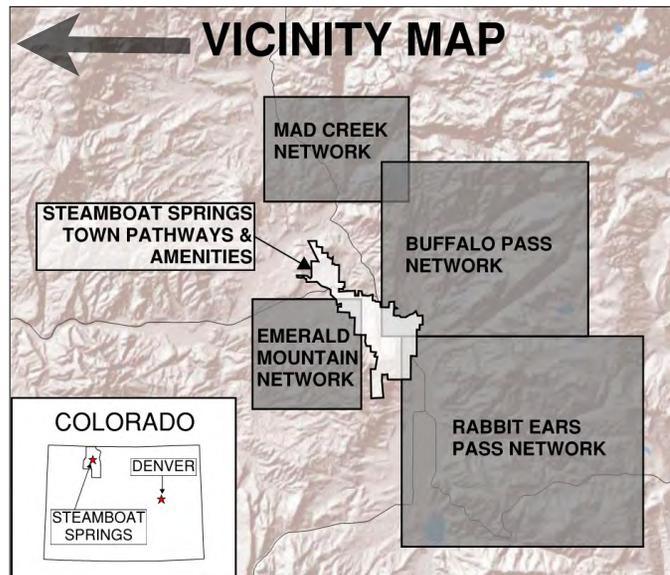
TOWN PATHWAYS AND AMENITIES: CORE TRAIL CONNECTION: 12th St. @ Little Toots Park

Project Description: Construction of a paved sidewalk as identified in the City of Steamboat Springs Sidewalks Master Plan, along the southern border of Little Toots Park from Lincoln Ave. to the Core Trail, which will enhance visitor experience by providing a safe and easily navigable spur from the recreational opportunities along the Core Trail and Little Toots Park to downtown.



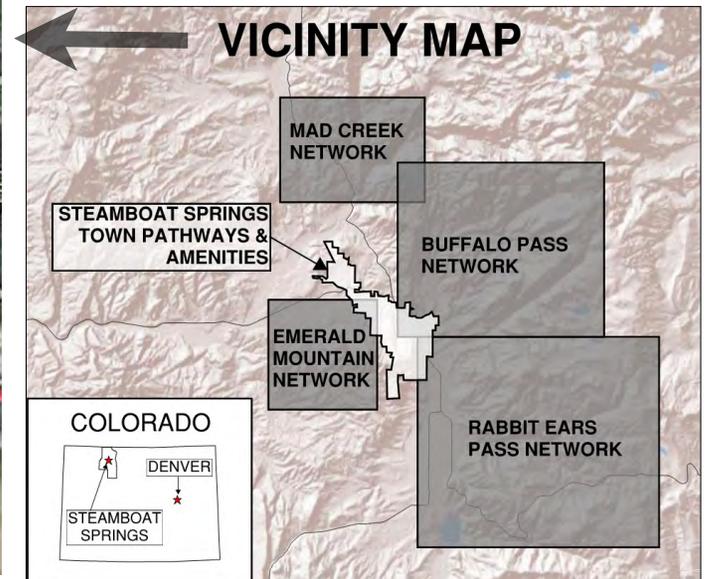
TOWN PATHWAYS AND AMENITIES: LODGING CONNECTION: WALTON CREEK

Project Description: We propose the construction of a paved pathway paralleling US 40 (east side) from its southern terminus at the Fairfield Inn & Suites connecting to the Holiday Inn, La Quinta, and ending at a pedestrian bridge over Walton Creek at its northern terminus. With these improvements visitors will no longer have to compromise their safety by riding or walking along the heavily trafficked US 40 to connect to city trails. After crossing the proposed Walton Creek bridge, users will have the option to either connect to the existing Walton Creek underpass, linking to the Walton Creek Trail or Core Trail, or cross at the lighted intersection of US 40 and Walton Creek Road. On the western side of US 40 we propose the construction of a detached sidewalk from Dougherty Road to Walton Creek, which will provide access to the Core Trail from residential and lodging properties alike. These improvements will provide visitors with a seamless corridor via paved multi use pathways to access different recreational opportunities and amenities on the mountain and downtown.



TOWN PATHWAYS AND AMENITIES: LODGING CONNECTION: MT. to CORE TRAIL

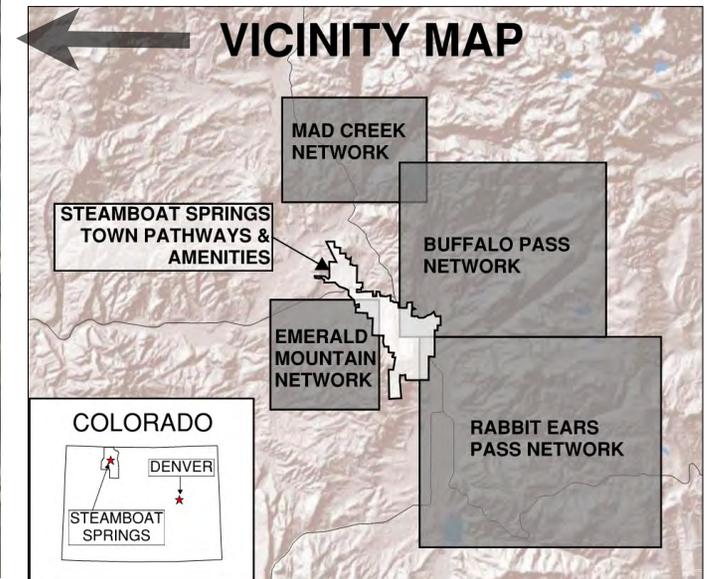
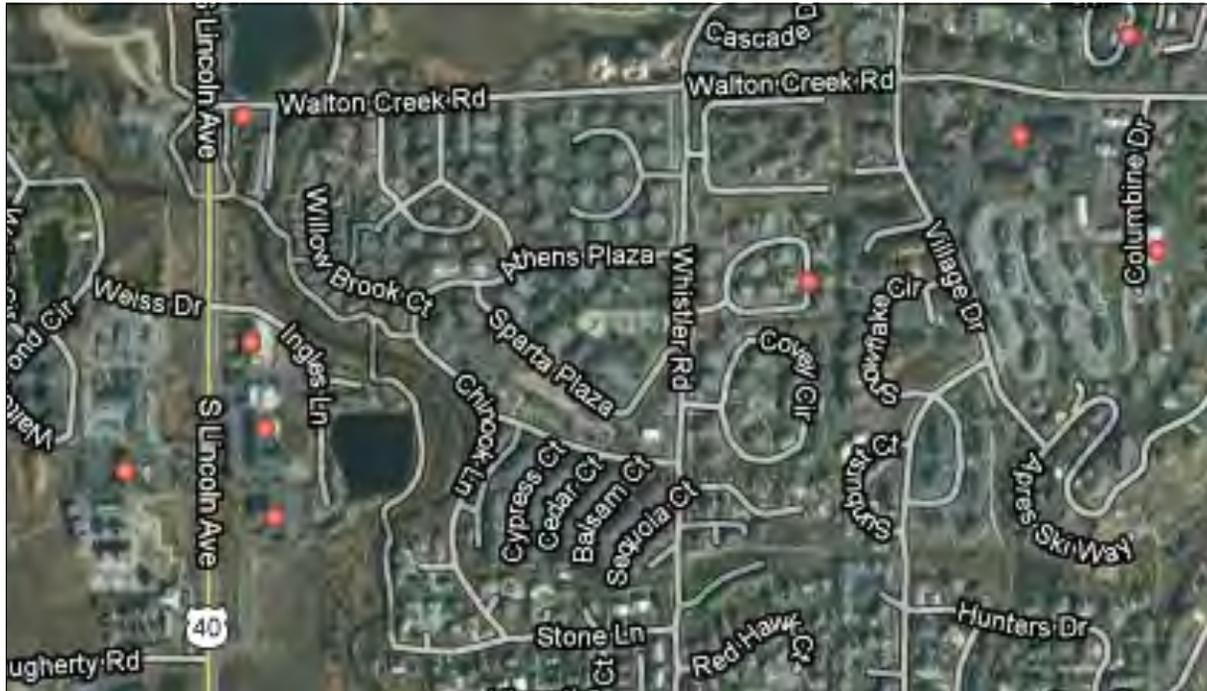
Project Description: Add underpass, or alternative connection from Mountain Area to Core Trail at US 40 between Anglers Drive and Pine Grove Road.



PROPOSED PROJECT

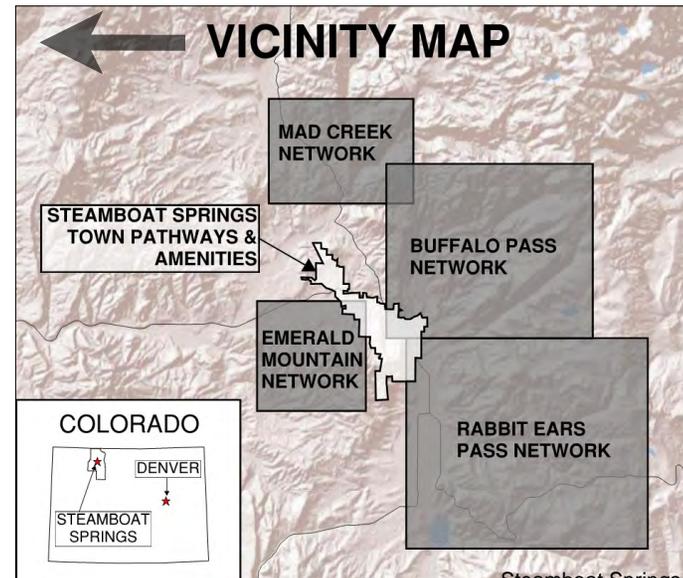
TOWN PATHWAYS AND AMENITIES: LODGING CONNECTION: WHISTLER AREA

Project Description: Connect missing links from south lodging areas to Mountain.



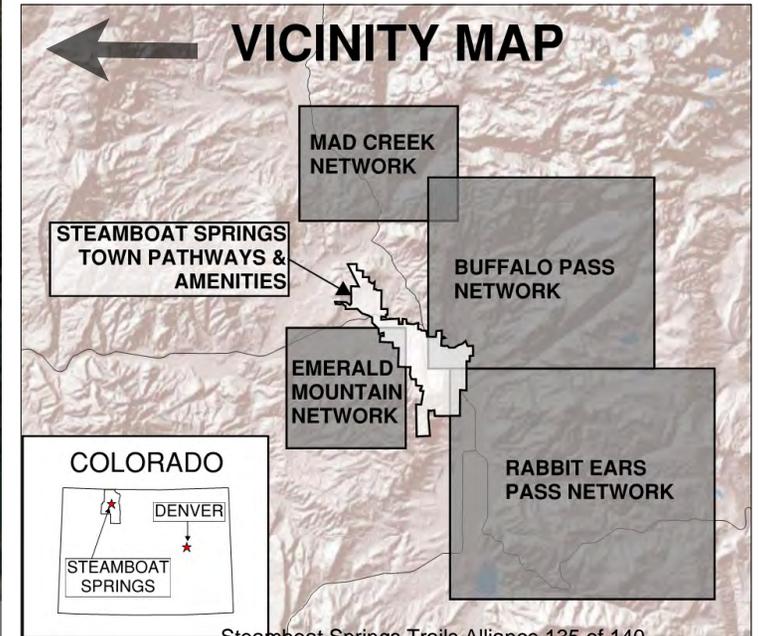
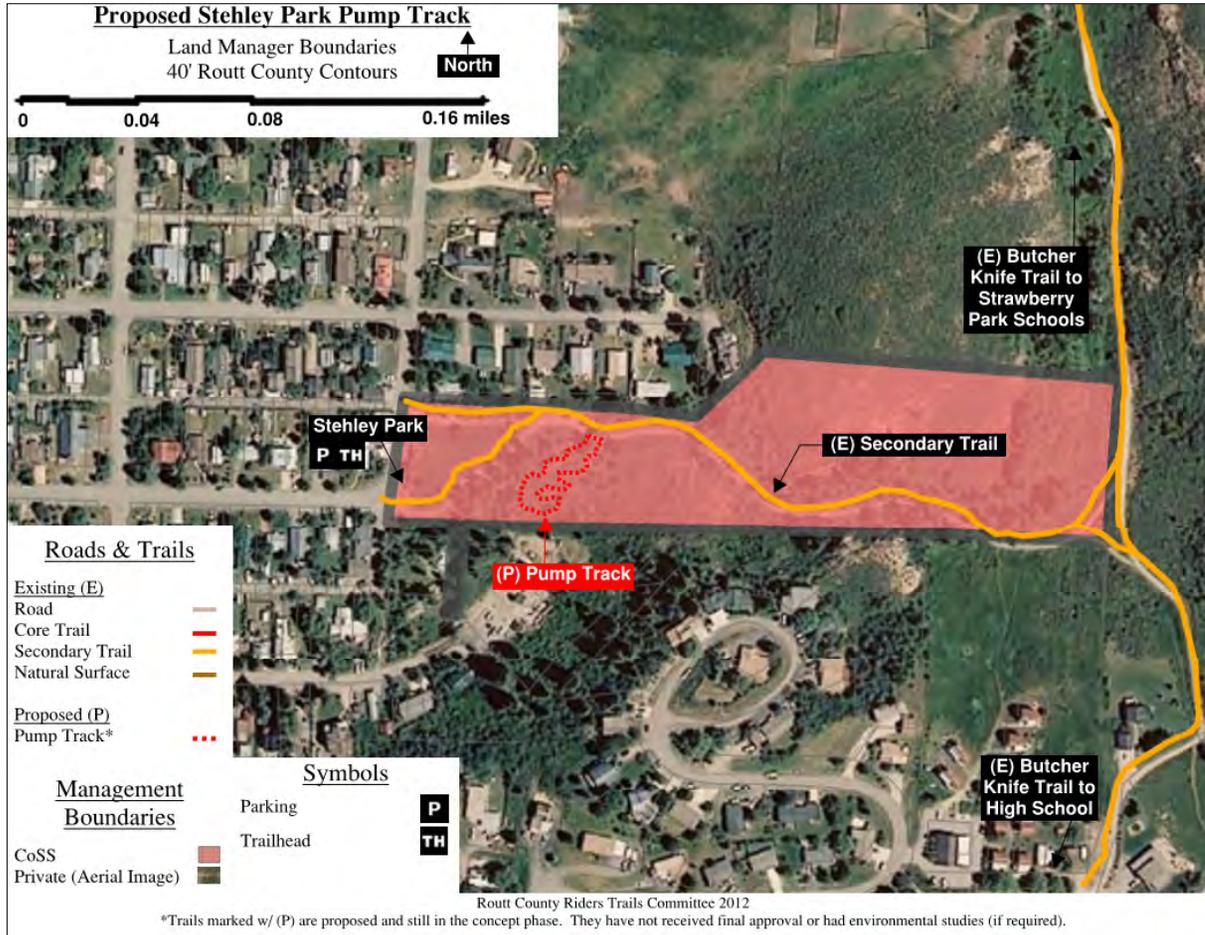
TOWN PATHWAYS AND AMENITIES: EMERALD AMENITIES: BLACKMER DR.

Project Description: Currently, Emerald Mountain is accessible via three trailheads: The Stables at the Rodeo Grounds, Mile Run (adjacent to Howelsen Lodge), and Blackmer Drive. Both the Rodeo Grounds and Mile Run provide adequate parking for visitors, however these routes are limiting to families and beginner riders due to the steep grade of the trails. In contrast, Blackmer drive provides much easier access up Emerald's trail network. However, the current on-street parking situation on Fairview Street at the Blackmer trailhead limits opportunities for visitors and creates a congested bottleneck for the Fairview neighborhood. We propose construction of trailhead amenities at the junction of Blackmer Drive, Routt Street and Fairview Drive. With two angled paved parking lots, new restroom, and a bike washing station this project will help alleviate resource damage and will enhance user experience.



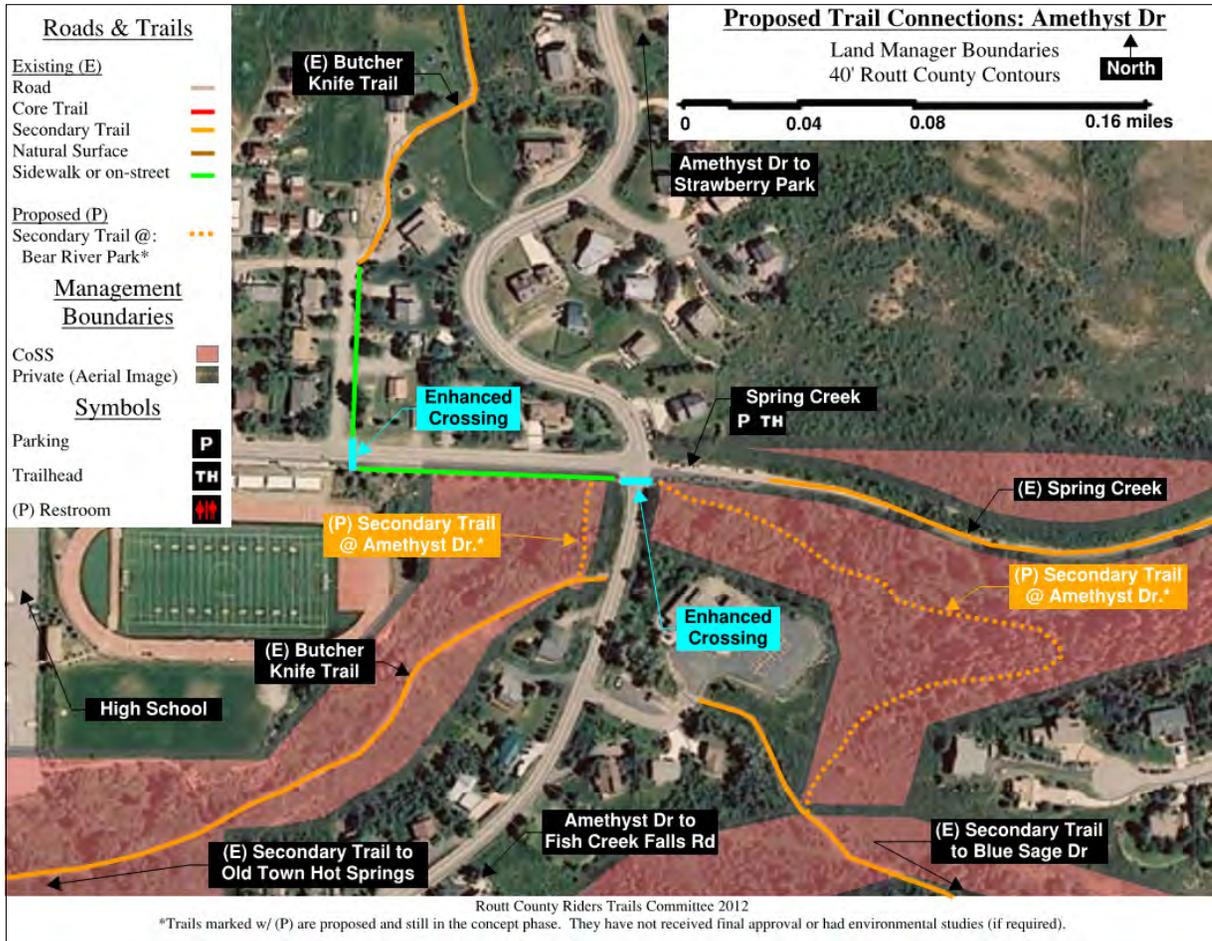
TOWN PATHWAYS AND AMENITIES: STEHLEY PARK: BEGINNER PUMP TRACK

Project Description: This purpose-built pump track is designed to allow riders to cruise the entire course without pedaling, relying instead on pumping up and down the slopes to take advantage of gravity and momentum. This beginner friendly course is the ideal learning environment for children and families and can be ridden on strider bikes to full suspension mountain bikes.



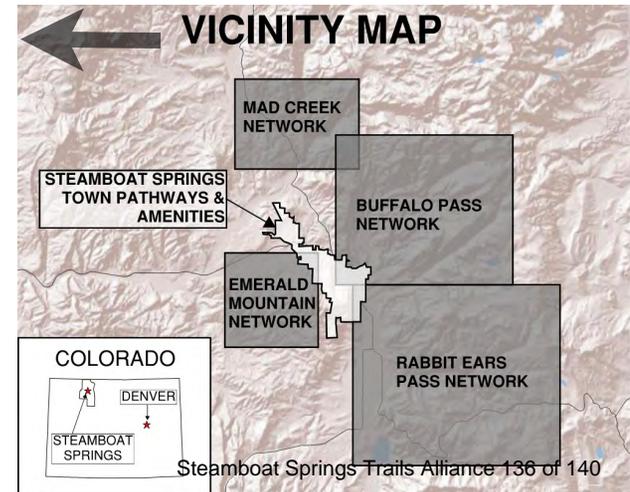
TOWN PATHWAYS AND AMENITIES: ENHANCED CROSSING: TO SPRING CREEK @ AMETHYST DR.

Project Description: This project increases user safety and wayfinding at an important trail hub at Amethyst Drive. Specifically, this project will increase visual awareness of pedestrian crossings at an important connection between the City of Steamboat Springs Pathway system and the backcountry trails system. Additionally this also will provide a key "Safe Routes to School" connection.



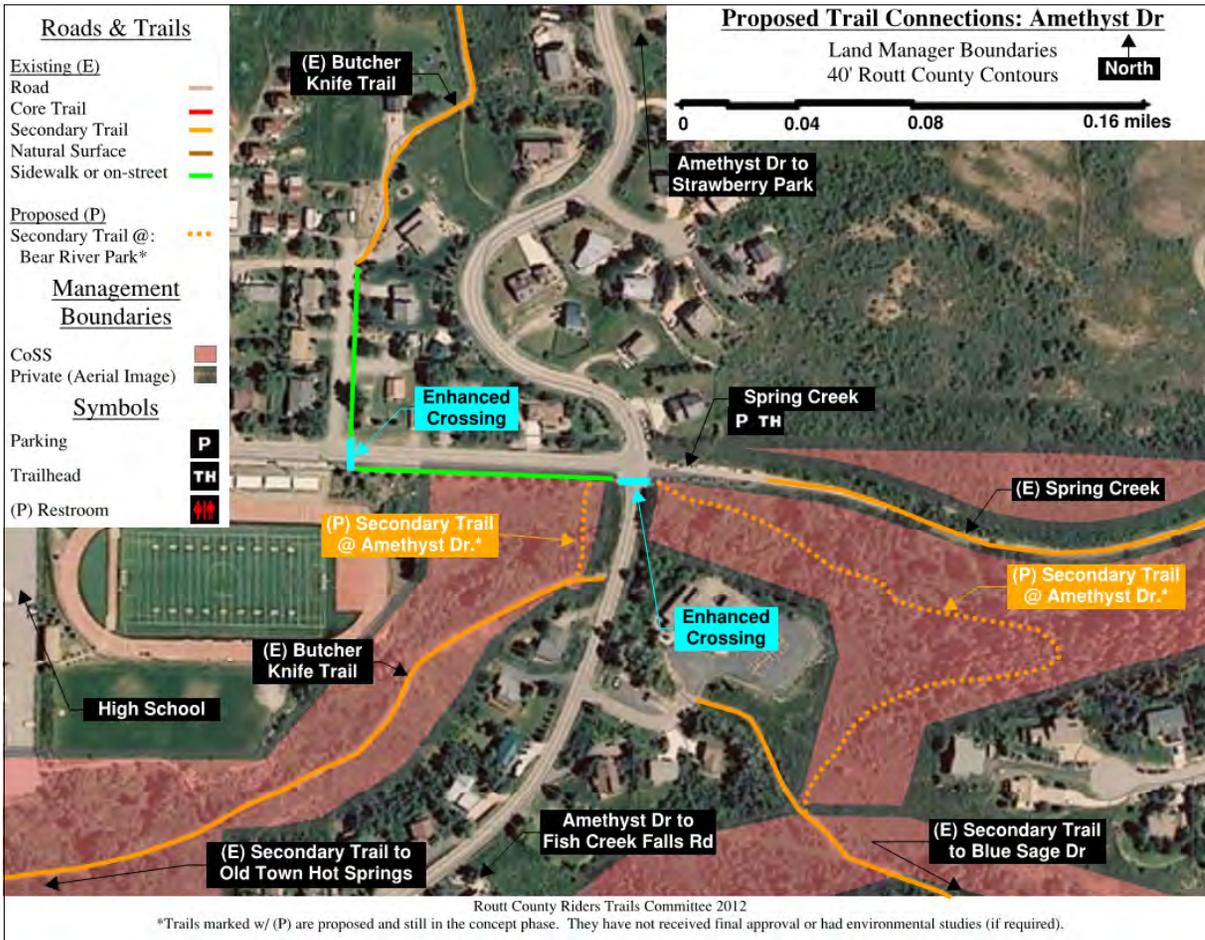
Photos: City of Boulder
www.bouldercolorado.gov

(Photos of facilities are just for reference and the Land Manager would have the final say on design of facility)



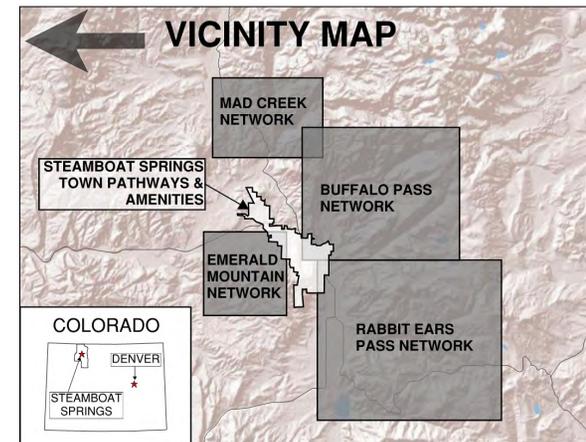
TOWN PATHWAYS AND AMENITIES: ENHANCED CROSSING: TO BUTCHER KNIFE @ EAST MAPPLE ST.

Project Description: This project increases user safety and wayfinding for trail users crossing East Maple Street. Specifically, this project will increase visual awareness of pedestrian crossings at an important connection between the City of Steamboat Springs Pathway system and the backcountry trails system. Additionally this also will provide a key "Safe Routes to School" connection.



Photos: City of Boulder
www.bouldercolorado.gov

(Photos of facilities are just for reference and the Land Manager would have the final say on design of facility)



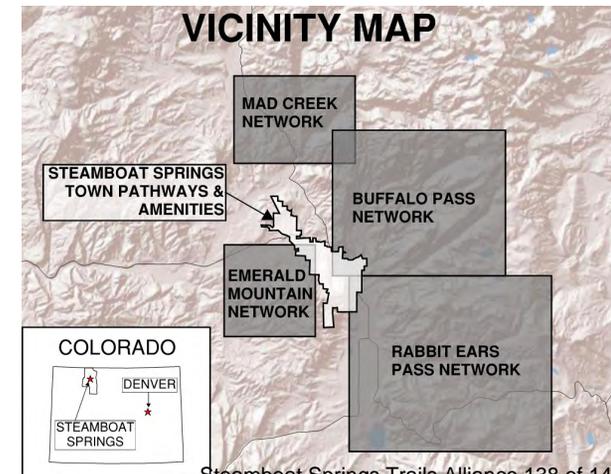
TOWN PATHWAYS AND AMENITIES: ENHANCED CROSSING: CORE TRAIL @ 5th ST.

Project Description: This project increases user safety and wayfinding for trail users crossing 5th Street to continue on the Core Trail.



Photos: City of Boulder
www.bouldercolorado.gov

(Photos of facilities are just for reference and the Land Manager would have the final say on design of facility)



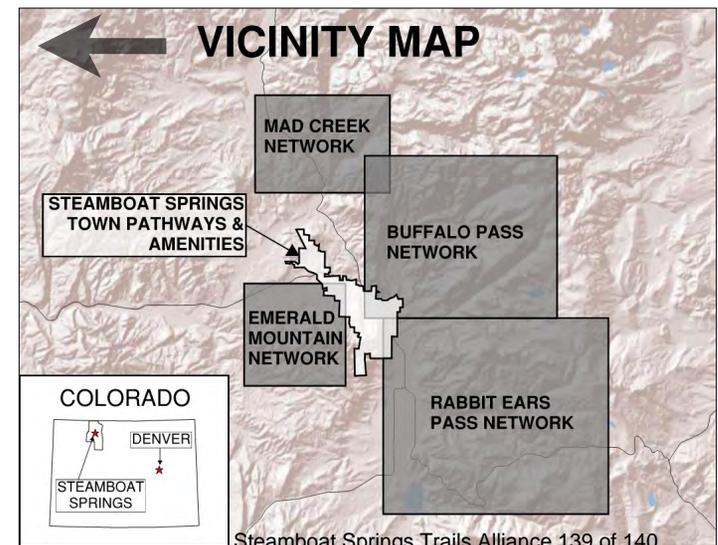
TOWN PATHWAYS AND AMENITIES: ENHANCED CROSSING: LODGING CONNECTION AT MT. WERNER CR.

Project Description: This project includes facilities sufficient enough to increase user safety and wayfinding for trail users crossing Mt. Werner Circle. Specifically, this project would increase visual awareness of pedestrian crossing from lodging properties to the Steamboat Ski Area trail system.



Photos: City of Boulder
www.bouldercolorado.gov

(Photos of facilities are just for reference and the Land Manager would have the final say on design of facility)



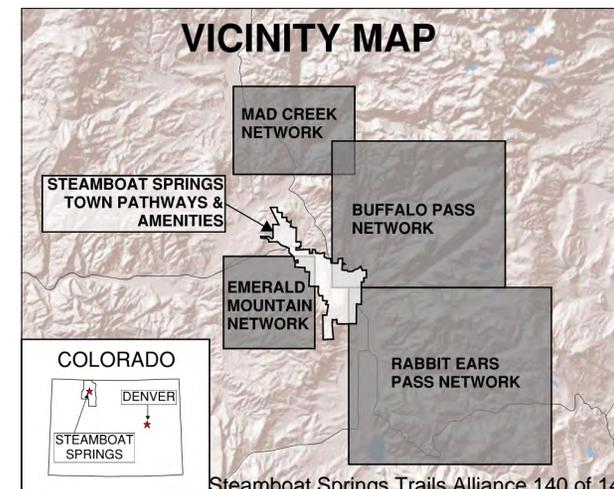
TOWN PATHWAYS AND AMENITIES: ENHANCED CROSSING: CORE TRAIL @ MT. WERNER RD.

Project Description: This project includes facilities sufficient enough to increase user safety and wayfinding for trail users crossing Mt. Werner Road to continue on the Core Trail.



Photos: City of Boulder
www.bouldercolorado.gov

(Photos of facilities are just for reference and the Land Manager would have the final say on design of facility)





STEAMBOAT SPRINGS TRAILS ALLIANCE
APPENDIX

Spring Creek Alternate Trail

Project Checklist:

- a. **Project Description:** Mountain bike traffic has increased on Buffalo Pass over the past few years, so has traffic on the multi-use Spring Creek Trail. In order to reduce user conflict and increase safety on the heavily used Spring Creek Trail, an alternate downhill route for bikers is essential.
Length: Approximately 3 miles
Trail classification: Intermediate/advanced, user-specific, directional flow trail
- b. **Individual Entities Involved:** USFS, City of Steamboat Springs & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** This trail parallels the existing Spring Creek Trail. A preliminary trail is shown in Map 1.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: USFS & City of Steamboat Springs, approximately 33% & 67% respectively.
Amenity is managed by: USFS & City of Steamboat Springs, approximately 33% & 67% respectively.
- d. **Total Cost is estimated to be:** \$219,414 for planning, construction & contingency. The detailed cost breakdown is found in Table 1.1.
- e. This project will not be phased and will take approximately 12 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$1,400/year based on percentage of ownership and current City trails maintenance expense estimated by Parks & Rec Staff. A detailed analysis of anticipated operational costs can be found in the 6 year pro forma detailed in Table 1.2.

Estimated Overall Cost of Project				
Project Name:		Spring Creek Alternate Trail		
Project Type:		Backcountry: Purpose-built Flow Trail		
Est. Trail Length (miles):		3.0		
Est. Build (\$/ft):		\$ 10.70	Est. Project (\$/ft):	\$ 13.85
Description of Cost		Units	Quantity	Unit Price (\$0.00)
Construction		miles	3.0	\$ 10.70
Other		signs	4	\$ 150.00
		bridges	0	\$ -
Subtotal				\$ 170,088
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 15,308
Admin. & Construction Services		10%		\$ 17,009
Contingency		10%		\$ 17,009
Subtotal		29%		\$ 49,326
Est. Total Project Cost				\$ 219,414
Est. Matching Funds or In-Kind				TBD
Est. Accommodations Tax Required				\$ 219,414

Table 1.1: Estimated Overall Cost of Project for the Spring Creek Alternate Trail

Project pro forma (6 year) for City of Steamboat Springs							
Project Name:		Spring Creek Alternate Trail					
Project Type:		Backcountry: Purpose-built Flow Trail					
Est. Trail Length (miles):		3.0 Miles		Land Manager [3]		City	67%
						USFS	33%
		Construction Phase	Year 1	Year 2	Year 3	Year 4	Year 5
Projected Revenue		See the overall Proposal revenue estimates and sources					
Projected Costs							
Capital [1]							
Construction		\$ (218,639.52)	\$ -	\$ -	\$ -	\$ -	\$ -
Other: Signs		\$ (774.00)	\$ (51.86)	\$ (51.86)	\$ (51.86)	\$ (51.86)	\$ (51.86)
Other: Bridges		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal		\$ (219,413.52)	\$ (51.86)	\$ (51.86)	\$ (51.86)	\$ (51.86)	\$ (51.86)
Operational [2]							
Trail Maintenance		\$ -	\$ (1,374.32)	\$ (1,374.32)	\$ (1,374.32)	\$ (1,374.32)	\$ (1,374.32)
Sign Replacement		\$ -	\$ (25.93)	\$ (25.93)	\$ (25.93)	\$ (25.93)	\$ (25.93)
Bridge Maintenance		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal		\$ -	\$ (1,400.25)	\$ (1,400.25)	\$ (1,400.25)	\$ (1,400.25)	\$ (1,400.25)
Total Costs		\$ (219,413.52)	\$ (1,452.11)	\$ (1,452.11)	\$ (1,452.11)	\$ (1,452.11)	\$ (1,452.11)
Notes:							
[1]	Assumptions for capital costs are detailed in the project pro forma section of the proposal.						
[2]	Assumptions for operational costs are detailed in the project pro forma section of the proposal.						
[3]	Approximate percentage of trail based on land manager (used to determine City's capital and operational costs after initial construction phase).						

Table 1.2: Project pro forma (6 year) for City of Steamboat Springs for the Spring Creek Alternate Trail

Buffalo Pass Alternate Trail (Buffalo Billy's)

Project Checklist:

- a. **Project Description:** This 5 mile user-specific directional trail is purpose built for gravity mountain biking and offers a fun and sustainable alternative to the unauthorized trails that currently exist on Buffalo Pass. With good cell coverage and easy access to Buffalo Pass road this trail provides a superior alternate to the existing unauthorized trails. Furthermore, this trail will reduce traffic and resource damage associated with the unsustainable trails in the area.

Length: Approximately 5 miles

Trail classification: Advanced/expert dirt jump trail

- b. **Individual Entities Involved:** USFS & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** This trail parallels Routt County Road 38 to Buffalo Pass on the south side of the road. A preliminary trail is shown in Map 2.0. This project and its mapped location are subject to change during the land managers final planning and approval process.

Project is owned by: USFS

Amenity is managed by: USFS

- d. **Total Cost is estimated to be:** \$365,560 for planning, construction & contingency. The detailed cost breakdown is found in Table 2.1.
- e. This project will not be phased and will take approximately 24 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		Buffalo Pass Alternate Trail		
Project Type:		Backcountry: Purpose-built Flow Trail		
Est. Trail Length (miles):		5.0		
Est. Build (\$/ft):		\$ 10.70	Est. Project (\$/ft):	\$ 13.85
Description of Cost		Units	Quantity	Unit Price (\$0.00)
Construction		miles	5.0	\$ 10.70
Other		signs	6	\$ 150.00
		bridges	0	\$ -
Subtotal				\$ 283,380.00
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 25,504.20
Admin. & Construction Services		10%		\$ 28,338.00
Contingency		10%		\$ 28,338.00
Subtotal		29%		\$ 82,180.20
Est. Total Project Cost				\$ 365,560
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 365,560

Table 2.1: Estimated Overall Cost of Project for the Buffalo Pass Alternate Trail

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Gunn Creek Trail

Project Checklist:

- a. **Project Description:** This 8 mile multi-use trail provides a critical link allowing trail users to ride from town all the way to the Mad Creek Trail System without using any roads. This connection from town reduces vehicle traffic and bike traffic on Elk River Road.

Length: Approximately 8 miles

Trail classification: Beginner/intermediate Single-track

- b. **Individual Entities Involved:** USFS & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** In the Gunn Creek drainage connecting Dry Lake parking lot on Buffalo Pass to Bear Creek Trail. A preliminary trail is shown in Map 3.0. This project and its mapped location are subject to change during the land managers final planning and approval process.

Project is owned by: USFS

Amenity is managed by: USFS

- d. **Total Cost is estimated to be:** \$454,092 for planning and construction. The detailed cost breakdown is found in Table 3.1
- e. This project will not be phased and will take approximately 28 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		Gunn Creek Trail		
Project Type:		Backcountry: Purpose-built Single-track		
Est. Trail Length (miles):		8.0		
Est. Build (\$/ft):		\$ 5.35	Est. Project (\$/ft):	\$ 10.75
Description of Cost		Units	Quantity	Unit Price (\$0.00)
Construction		miles	8.0	\$ 5.35
Other		signs	2	\$ 150.00
		bridges	1	\$ 125,725.00
Subtotal				\$ 352,009
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 31,681
Admin. & Construction Services		10%		\$ 35,201
Contingency		10%		\$ 35,201
Subtotal		29%		\$ 102,083
Est. Total Project Cost				\$ 454,092
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 454,092
Table 3.1: Estimated Overall Cost of Project for the Gunn Creek Trail				

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Buffalo Pass Unauthorized Trails

Project Checklist:

- a. **Project Description:** These unauthorized trails are not part of the Forest Service’s System of Trails. Trail work and possible re-routes are needed to make this network sustainable and worthy of inclusion into a sanctioned trail system. The Forest Service has requested assistance in this regard and has ultimate authority in determining if, or when these trails will be included in the system. As trail stewards we do not condone the construction of these unauthorized trails, but rather wish to work with our land managers to alleviate resource damage on our public lands. A proposed “Buffalo Pass Alternate Trail” will help reduce pressure on existing unauthorized trails and in turn help reduce resource damage.

Length: Approximately 12 miles

Trail classification: Advanced/expert single-track

- b. **Individual Entities Involved:** USFS & Steamboat Springs Trails Alliance. The entities’ background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Between Buffalo Pass Road and the Zirkel Wilderness boundary. A preliminary trail is shown in Map 4.0. This project and its mapped location are subject to change during the land managers final planning and approval process.

Project is owned by: USFS

Amenity is managed by: USFS

- d. **Total Cost is estimated to be:** \$220,962 for planning and construction. The detailed cost breakdown is found in Table 4.1.
- e. This project will not be phased and will take approximately 16 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled “Overall Proposal Projected Revenue”.
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		Unauthorized Trails		
Project Type:		Backcountry: Existing Single-track (Rehab)		
Est. Trail Length (miles):		12.0		
Est. Build (\$/ft):		\$ 2.68	Est. Project (\$/ft):	\$ 3.49
Description of Cost		Units	Quantity	Unit Price (\$0.00)
Construction		miles	12.0	\$ 2.68
Other		signs	12	\$ 150.00
		bridges	0	\$ -
Subtotal				\$ 171,288
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 15,416
Admin. & Construction Services		10%		\$ 17,129
Contingency		10%		\$ 17,129
Subtotal		29%		\$ 49,674
Est. Total Project Cost				\$ 220,962
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 220,962

Table 4.1: Estimated Overall Cost of Project for the Unauthorized Trails

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Uranium Mine Extension

Project Checklist:

- a. **Project Description:** This trail provides an epic descent for the expert downhill mountain biker and connects Buffalo Pass Road, Rocky Flats and Buffalo Mountain with the existing Uranium Mine Trail and Fish Creek Falls Road.
Length: Approximately 5 miles
Trail classification: Advanced/expert single-track with features
- b. **Individual Entities Involved:** USFS & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Primarily in the north fork drainage of Fish Creek Falls, this trail leaves Buffalo Pass Road near Rocky Flats and connects to the existing Uranium Mine Trail. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: USFS
Amenity is managed by: USFS
- d. **Total Cost is estimated to be:** \$547,373 for planning and construction. The detailed cost breakdown is found in Table 5.1 below.
- e. This project will not be phased and will take approximately 20 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		Uranium Mine Trail		
Project Type:		Backcountry: Purpose-built Flow Trail w/ Features		
Est. Trail Length (miles):		5.0		
Est. Build (\$/ft):		\$ 16.05	Est. Project (\$/ft):	\$ 20.73
Description of Cost		Units	Quantity	Unit Price (\$0.00)
Construction		miles	5.0	\$ 16.05
Other		signs	4	\$ 150.00
		bridges	0	\$ -
Subtotal				\$ 424,320
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 38,189
Admin. & Construction Services		10%		\$ 42,432
Contingency		10%		\$ 42,432
Subtotal		29%		\$ 123,053
Est. Total Project Cost				\$ 547,373
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 547,373

Table 5.1: Estimated Overall Cost of Project for the Uranium Mine Trail

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Wild Rose Trail

Project Checklist:

- a. **Project Description:** This project provides an alternate route to the Beall & Ridge trails (avoiding the upper sections of Stairway to Heaven) with more sustainable and beginner friendly design and construction. This trail reduces the increased traffic that the upper section of Stairway to Heaven has seen in recent years from events and recreational riders accessing the Beall & Ridge trails. This trail makes it possible to access the trails on the backside of Emerald Mountain entirely on single track.
Length: Approximately 2 miles
Trail classification: Single-track, beginner
- b. **Individual Entities Involved:** Bureau of Land Management (BLM), Emerald Mountain Park (EMP) City of Steamboat Springs (CoSS) & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** The front side of Emerald Mountain primarily on BLM managed land in BLM Management Zone 1 with a couple hundred feet on CoSS owned and EMP managed land. A preliminary trail is shown in Map 6.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: BLM & EMP, approximately 97% & 3% respectively.
Amenity is managed by: BLM & EMP, approximately 97% & 3% respectively.
- d. **Total Cost is estimated to be:** \$54,490 for planning and construction. The detailed cost breakdown is found in Table 6.1.
- e. This project will not be phased and will take approximately 6 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. Anticipated future capital needs from the City of Steamboat Springs are: negligible based on partial sign replacement. A detailed analysis of anticipated future capital cost can be found in the 6 year pro forma detailed in Table 6.2.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$32.00/year based on percentage of ownership and current city trails maintenance expense estimated by Parks & Rec Staff. A detailed analysis of anticipated operational costs can be found in the 6 year pro forma detailed in Table 6.2.

Estimated Overall Cost of Project				
Project Name:		Wild Rose Trail		
Project Type:		Backcountry: Purpose-built Single-track		
Est. Trail Length (miles):		1.5		
Est. Build (\$/ft):		\$ 5.35	Est. Project (\$/ft):	\$ 6.95
Description of Cost		Units	Quantity	Unit Price (\$0.00)
Construction		miles	1.5	\$ 5.35
Other		signs	2	\$ 150.00
		bridges	0	\$ -
Subtotal				\$ 42,672.00
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 3,840.48
Admin. & Construction Services		10%		\$ 4,267.20
Contingency		10%		\$ 4,267.20
Subtotal		29%		\$ 12,374.88
Est. Total Project Cost				\$ 55,046.88
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 55,046.88

Table 6.1: Estimated Overall Cost of Project for the Wild Rose Trail

Project pro forma (6 year) for City of Steamboat Springs							
Project Name:		Wild Rose Trail					
Project Type:		Backcountry: Purpose-built Single-track					
Est. Trail Length (miles):		1.5 Miles		Land Manager [3]		City	3%
						BLM	97%
		Construction Phase					
Projected Revenue		See the overall Proposal revenue estimates and sources					
Projected Costs							
Capital [1]							
Construction		\$ (54,659.88)	\$ -	\$ -	\$ -	\$ -	\$ -
Other: Signs		\$ (387.00)	\$ (1.16)	\$ (1.16)	\$ (1.16)	\$ (1.16)	\$ (1.16)
Other: Bridges		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal		\$ (55,046.88)	\$ (1.16)	\$ (1.16)	\$ (1.16)	\$ (1.16)	\$ (1.16)
Operational [2]							
Trail Maintenance		\$ -	\$ (30.77)	\$ (30.77)	\$ (30.77)	\$ (30.77)	\$ (30.77)
Sign Replacement		\$ -	\$ (0.58)	\$ (0.58)	\$ (0.58)	\$ (0.58)	\$ (0.58)
Bridge Maintenance		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal		\$ -	\$ (31.35)	\$ (31.35)	\$ (31.35)	\$ (31.35)	\$ (31.35)
Total Costs		\$ (55,046.88)	\$ (32.51)	\$ (32.51)	\$ (32.51)	\$ (32.51)	\$ (32.51)
Notes:							
[1]	Assumptions for capital costs are detailed in the project pro forma section of the proposal.						
[2]	Assumptions for operational costs are detailed in the project pro forma section of the proposal.						
[3]	Approximate percentage of trail based on land manager (used to determine City's capital and operational costs after initial construction phase).						

Table 6.2: Project pro forma (6 year) for City of Steamboat Springs for the Wild Rose Trail

Upper Rotary Trail

Project Checklist:

- a. **Project Description:** The primary purpose of this project is to provide a more advanced and purpose-built upper trail loop on the backside of Emerald Mountain. The trail will feature berms, grade dips and optional features similar to existing Rotary trail features. The upper loop will differ from the Rotary trail, as the features will be built with more frequency and at a larger scale to engage the more advanced trail user.

Length: Approximately 2 miles

Trail classification: Intermediate/advanced single-track with features

- b. **Individual Entities Involved:** Bureau of Land Management (BLM), City of Steamboat Springs & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.

- c. **Project location:** The back side of Emerald Mountain on BLM managed land in BLM Management Zone 1. A preliminary trail is shown in Map 7.0. This project and its mapped location are subject to change during the land managers final planning and approval process.

Project is owned by: BLM

Amenity is managed by: BLM

- d. **Total Cost is estimated to be:** \$164,67 for planning and construction. The detailed cost breakdown is found in Table 7.1.
- e. This project will not be phased and will take approximately 8 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		Upper Rotary Trail		
Project Type:		Backcountry: Purpose-built Flow Trail w/ Features		
Est. Trail Length (miles):		1.5		
Est. Build (\$/ft):		\$ 16.05	Est. Project (\$/ft):	\$ 20.75
Description of Cost				
		Units	Quantity	Unit Price (\$0.00)
				Amount (\$0.00)
Construction		miles	1.5	\$ 16.05
Other		signs	2	\$ 150.00
		bridges	0	\$ -
		Subtotal		\$ 127,416.00
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 11,467.44
Admin. & Construction Services		10%		\$ 12,741.60
Contingency		10%		\$ 12,741.60
		Subtotal	29%	\$ 36,950.64
Est. Total Project Cost				\$ 164,366.64
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommdations Tax Required				\$ 164,366.64

Table 7.1: Estimated Overall Cost of Project for the Upper Rotary Trail

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Ridge Trailhead Facilities

Project Checklist:

- a. **Project Description:** The primary purpose of this project is to improve user experience. Improvements include a restroom and enhanced parking options. The project will improve sanitation and provide greater accessibility for trail users without four wheel drive and or high clearance vehicles, which are currently needed to access the trailhead.

Details: The preliminary design has been completed. Once constructed the trailhead facilities will include approximately: 15 improved parking spots, 1 accessible parking spot complete with concrete pad, 4 pull through trailer parking spaces, a toilet facility & picnic site.

- b. **Individual Entities Involved:** Bureau of Land Management (BLM), City of Steamboat Springs (CoSS) & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** The back side of Emerald Mountain on BLM managed land in BLM Management Zone 1. A preliminary design is shown in Map 8.0. This project and its mapped location are subject to change during the land managers final planning and approval process.

Project is owned by: BLM

Amenity is managed by: BLM

- d. **Total Cost is estimated to be:** \$123,000 for planning and construction. The engineering and design have been completed and paid for by the BLM. The BLM is willing to discuss matching funds to complete the construction phase of this project. The detailed cost breakdown is found in Table 8.1.
- e. This project will not be phased and will take approximately 6 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project					
Project Name:		Ridge Trail Head Amenities			
Project Type:		Facility			
Est. Trail Length (miles):		0.0			
Est. Build:		\$100,000.00	Est. Project (\$/ft):	n/a	
Description of Cost		Units	Quantity	Unit Price (\$0.00)	Amount (\$0.00)
Construction		miles	0.0	\$ 100,000.00	\$ 100,000.00
Other		signs	1	\$ 2,500.00	\$ 2,500.00
		bridges	0	\$ -	\$ -
		Subtotal			\$ 102,500.00
Design/Admin./Contingency					
Planning, Design & Construction Documents			0%		\$ -
Admin. & Construction Services			10%		\$ 10,250.00
Contingency			10%		\$ 10,250.00
		Subtotal	20%		\$ 20,500.00
Est. Total Project Cost					\$ 123,000.00
Est. Matching Funds or In-Kind			TBD		TBD
Est. Accommodations Tax Required					\$ 123,000.00
Table 8.1: Estimated Overall Cost of Project for the Ridge Trail Head Amenities					

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Emerald Directional Trails #1

Project Checklist:

- a. **Project Description:** The primary purpose of this project is to provide a directional trail option on Emerald Mountain. Directional trails reduce user conflict and promote safety by providing alternate uphill, or downhill only access for trail users.
Length: Approximately 2 miles
Trail classification: Advanced/expert dirt jump trail
- b. **Individual Entities Involved:** City of Steamboat Springs & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** The front side of Emerald Mountain on CoSS managed land. A preliminary trail is shown in Map 9.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: City of Steamboat Springs
Amenity is managed by: City of Steamboat Springs
- d. **Total Cost is estimated to be:** \$220,187 for planning and construction. The detailed cost breakdown is found in Table 9.1.
- e. This project may be phased (start with dual slalom project and extend up Emerald to top of Blackmer Dr. if trail is successful, if a need is shown for Directional Trail #2 it would be after Directional Trail #1) and will take approximately 8 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. Anticipated future capital needs from the City of Steamboat Springs are: \$155/year based on sign replacement. A detailed analysis of anticipated future capital cost can be found in the 6 year pro forma detailed in Table 9.2.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$1,445/year based on percentage of ownership and current city trails maintenance expense estimated by Parks & Rec Staff. A detailed analysis of anticipated operational costs can be found in the 6 year pro forma detailed in Table 9.2.

Estimated Overall Cost of Project				
Project Name:		Emerald Directional Trail #1		
Project Type:		Backcountry: Purpose-built Flow Trail w/ Features		
Est. Trail Length (miles):		2.0		
Est. Build (\$/ft):		\$ 16.05	Est. Project (\$/ft):	\$ 20.85
Description of Cost				
		Units	Quantity	Unit Price (\$0.00)
				Amount (\$0.00)
Construction		miles	2.0	\$ 16.05
Other		signs	8	\$ 150.00
		bridges	0	\$ -
		Subtotal		\$ 170,688.00
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 15,361.92
Admin. & Construction Services		10%		\$ 17,068.80
Contingency		10%		\$ 17,068.80
		Subtotal	29%	\$ 49,499.52
Est. Total Project Cost				\$ 220,187.52
Est. Matching Funds or In-Kind				TBD
Est. Accommodations Tax Required				\$ 220,187.52

Table 9.1: Estimated Overall Cost of Project for the Emerald Directional Trail #1

Project Pro forma (6 year) for City of Steamboat Springs								
Project Name:		Emerald Directional Trail #1						
Project Type:		Backcountry: Purpose-built Flow Trail w/ Features						
Est. Trail Length (miles):		2.0 Miles		Land Manager [3]		City	100%	
						-	0%	
Construction								
Phase								
Year 1 Year 2 Year 3 Year 4 Year 5 Year 6								
Projected Revenue								
See the overall Proposal revenue estimates and sources								
Projected Costs								
Capital [1]								
Construction		\$ (218,639.52)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other: Signs		\$ (1,548.00)	\$ (154.80)	\$ (154.80)	\$ (154.80)	\$ (154.80)	\$ (154.80)	\$ (154.80)
Other: Bridges		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal		\$ (220,187.52)	\$ (154.80)	\$ (154.80)	\$ (154.80)	\$ (154.80)	\$ (154.80)	\$ (154.80)
Operational [2]								
Trail Maintenance		\$ -	\$ (1,367.49)	\$ (1,367.49)	\$ (1,367.49)	\$ (1,367.49)	\$ (1,367.49)	\$ (1,367.49)
Sign Replacement		\$ -	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)
Bridge Maintenance		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal		\$ -	\$ (1,444.89)	\$ (1,444.89)	\$ (1,444.89)	\$ (1,444.89)	\$ (1,444.89)	\$ (1,444.89)
Total Costs		\$ (220,187.52)	\$ (1,599.69)					
Notes:								
[1]	Assumptions for capital costs are detailed in the project Pro forma section of the proposal.							
[2]	Assumptions for operational costs are detailed in the project Pro forma section of the proposal.							
[3]	Approximate percentage of trail based on land manager (used to determine City's capital and operational costs after initial							

Table 9.2: Project Pro forma (6 year) for City of Steamboat Springs for the Emerald Directional Trail #1

Emerald Directional Trails #2

Project Checklist:

- a. **Project Description:** The primary purpose of this project is to provide a directional trail option on Emerald Mountain. Directional trails reduce user conflict and promote safety by providing alternate uphill, or downhill only access for trail users.
Length: Approximately 2 miles
Trail classification: Directional beginner/intermediate dirt jump trail
- b. **Individual Entities Involved:** City of Steamboat Springs, Emerald Mountain Partnership & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** The front side of Emerald Mountain on City of Steamboat Springs managed land. A preliminary trail is shown in Map 10.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: City of Steamboat Springs
Amenity is managed by: Emerald Mountain Partnership
- d. **Total Cost is estimated to be:** \$147,308 for planning and construction. The detailed cost breakdown is found in: Table 10.1.
- e. This project may be phased (start with dual slalom project and extend up Emerald to top of Blackmer Dr. if trail is successful, if a need is shown for Directional trail #2 it would be after DT#1) and will take approximately 8 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. Anticipated future capital needs from the City of Steamboat Springs are: \$155/year based on sign replacement. A detailed analysis of anticipated future capital cost can be found in the 6 year pro forma detailed in Table 10.2.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$1,445/year based on percentage of ownership and current city trails maintenance expense estimated by Parks & Rec Staff. A detailed analysis of anticipated operational costs can be found in the 6 year pro forma detailed in Table 10.2.

Estimated Overall Cost of Project				
Project Name:		Emerald Directional Trail #2		
Project Type:		Backcountry: Purpose-built Flow Trail		
Est. Trail Length (miles):		2.0		
Est. Build (\$/ft):		\$ 10.70	Est. Project (\$/ft):	\$ 13.95
Description of Cost		Units	Quantity	Unit Price (\$0.00)
Construction		miles	2.0	\$ 10.70
Other		signs	8	\$ 150.00
		bridges	0	\$ -
Subtotal				\$ 114,192.00
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 10,277.28
Admin. & Construction Services		10%		\$ 11,419.20
Contingency		10%		\$ 11,419.20
Subtotal		29%		\$ 33,115.68
Est. Total Project Cost				\$ 147,307.68
Est. Matching Funds or In-Kind			TBD	TBD
Est. Accommodations Tax Required				\$ 147,307.68

Table 10.1: Estimated Overall Cost of Project for the Emerald Directional Trail #2

Project Pro forma (6 year) for City of Steamboat Springs							
Project Name:		Emerald Directional Trail #2					
Project Type:		Backcountry: Purpose-built Flow Trail					
Est. Trail Length (miles):		2.0 Miles		Land Manager [3]		City/EMP	100%
						-	0%
		Construction Phase	Year 1	Year 2	Year 3	Year 4	Year 5
Projected Revenue		See the overall Proposal revenue estimates and sources					
Projected Costs							
Capital [1]							
Construction		\$ (145,759.68)	\$ -	\$ -	\$ -	\$ -	\$ -
Other: Signs		\$ (1,548.00)	\$ (154.80)	\$ (154.80)	\$ (154.80)	\$ (154.80)	\$ (154.80)
Other: Bridges		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal		\$ (147,307.68)	\$ (154.80)	\$ (154.80)	\$ (154.80)	\$ (154.80)	\$ (154.80)
Operational [2]							
Trail Maintenance		\$ -	\$ (1,367.49)	\$ (1,367.49)	\$ (1,367.49)	\$ (1,367.49)	\$ (1,367.49)
Sign Replacement		\$ -	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)
Bridge Maintenance		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal		\$ -	\$ (1,444.89)	\$ (1,444.89)	\$ (1,444.89)	\$ (1,444.89)	\$ (1,444.89)
Total Costs		\$ (147,307.68)	\$ (1,599.69)	\$ (1,599.69)	\$ (1,599.69)	\$ (1,599.69)	\$ (1,599.69)
Notes:							
[1]	Assumptions for capital costs are detailed in the project Pro forma section of the proposal.						
[2]	Assumptions for operational costs are detailed in the project Pro forma section of the proposal.						
[3]	Approximate percentage of trail based on land manager (used to determine City's capital and operational costs after initial construction phase).						

Table 10.2: Project Pro forma (6 year) for City of Steamboat Springs for the Emerald Directional Trail #2

Emerald Dual Slalom

Project Checklist:

- a. **Project Description:** The primary purpose of this project is to provide a purpose built course for slalom-style mountain bike riding. This trail will offer a similar experience as the juxtaposing alpine slide where riders can ride side by side through berms and over rollers and jumps while racing each other to the bottom. This will also provide yet another competition venue.
Length: Approximately 1 mile
Trail classification: Intermediate/advanced dirt jump trail
- b. **Individual Entities Involved:** City of Steamboat Springs & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** The front side of Emerald Mountain near Mile Run. A preliminary trail is shown in Map 11.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: City of Steamboat Springs
Amenity is managed by: City of Steamboat Springs
- d. **Total Cost is estimated to be:** \$109,707 for planning and construction. The detailed cost breakdown is found in Table 11.1
- e. This project will not be phased and will take approximately 8 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$704/year based on percentage of ownership and current city trails maintenance expense estimated by Parks & Rec Staff. A detailed analysis of anticipated operational costs can be found in the 6 year pro forma detailed in Table 11.2.

Estimated Overall Cost of Project				
Project Name:		Dual Slalom Coarse Trails		
Project Type:		Backcountry: Purpose-built Flow Trail w/ Features		
Est. Trail Length (miles):		1.0		
Est. Build (\$/ft):		\$ 16.05	Est. Project (\$/ft):	\$ 20.78
Description of Cost		Units	Quantity	Unit Price (\$0.00)
Construction		miles	1.0	\$ 16.05
Other		signs	2	\$ 150.00
		bridges	0	\$ -
Subtotal				\$ 85,044.00
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 7,653.96
Admin. & Construction Services		10%		\$ 8,504.40
Contingency		10%		\$ 8,504.40
Subtotal		29%		\$ 24,662.76
Est. Total Project Cost				\$ 109,706.76
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 109,706.76

Table 11.1: Estimated Overall Cost of Project for the Dual Slalom Coarse Trails

Project Pro forma (6 year) for City of Steamboat Springs							
Project Name:		Dual Slalom Coarse Trails					
Project Type:		Backcountry: Purpose-built Flow Trail w/ Features					
Est. Trail Length (miles):		1.0 Miles	Land Manager [3]		City	100%	
					-	0%	
		Construction Phase	Year 1	Year 2	Year 3	Year 4	Year 5
Projected Revenue		See the overall Proposal revenue estimates and sources					
Projected Costs							
Capital [1]							
Construction		\$ (109,319.76)	\$ -	\$ -	\$ -	\$ -	\$ -
Other: Signs		\$ (387.00)	\$ (38.70)	\$ (38.70)	\$ (38.70)	\$ (38.70)	\$ (38.70)
Other: Bridges		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal		\$ (109,706.76)	\$ (38.70)	\$ (38.70)	\$ (38.70)	\$ (38.70)	\$ (38.70)
Operational [2]							
Trail Maintenance		\$ -	\$ (683.74)	\$ (683.74)	\$ (683.74)	\$ (683.74)	\$ (683.74)
Sign Replacement		\$ -	\$ (19.35)	\$ (19.35)	\$ (19.35)	\$ (19.35)	\$ (19.35)
Bridge Maintenance		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal		\$ -	\$ (703.09)	\$ (703.09)	\$ (703.09)	\$ (703.09)	\$ (703.09)
Total Costs		\$ (109,706.76)	\$ (741.79)	\$ (741.79)	\$ (741.79)	\$ (741.79)	\$ (741.79)
Notes:							
[1]	Assumptions for capital costs are detailed in the project Pro forma section of the proposal.						
[2]	Assumptions for operational costs are detailed in the project Pro forma section of the proposal.						
[3]	Approximate percentage of trail based on land manager (used to determine City's capital and operational costs after initial construction phase).						

Table 11.2: Project Pro forma (6 year) for City of Steamboat Springs for the Dual Slalom Coarse Trails

Morning Gloria Trail

Project Checklist:

- a. **Project Description:** The Morning Gloria Trail is named in honor of the late Gloria Gossard, a longtime Steamboat resident and philanthropist who gifted 120 acres to protect Emerald Mountain. The primary purpose of this trail is to provide a more accessible route and easier grade to the top of Emerald Mountain. Morning Gloria's 5 miles of multi-use trail will help disperse the growing number of users on Emerald Mountain, reducing both resource damage and user conflict.

Length: Approximately 4 miles

Trail classification: Intermediate single-track

- b. **Individual Entities Involved:** City of Steamboat Springs & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** The front side of Emerald Mountain on City of Steamboat Springs managed land. A preliminary trail is shown in Map 12.0. This project and its mapped location are subject to change during the land managers final planning and approval process.

Project is owned by: City of Steamboat Springs

Amenity is managed by: City of Steamboat Springs

- d. **Total Cost is estimated to be:** \$182,973 for planning and construction. The detailed cost breakdown is found in Table 12.1.
- e. This project will not be phased and will take approximately 8 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. Anticipated future capital needs from the City of Steamboat Springs are: \$78.00/year based on sign replacement. A detailed analysis of anticipated future capital cost can be found in the 6 year pro forma detailed in Table 10.2.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$3,458/year based on percentage of ownership and current city trails maintenance expense estimated by Parks & Rec Staff. A detailed analysis of anticipated operational costs can be found in the 6 year pro forma detailed in Table 12.2.

Estimated Overall Cost of Project				
Project Name:		Morning Gloria Trail		
Project Type:		Backcountry: Purpose-built Single-track		
Est. Trail Length (miles):		5.0		
Est. Build (\$/ft):		\$ 5.35	Est. Project (\$/ft):	\$ 6.93
Description of Cost		Units	Quantity	Unit Price (\$0.00)
Construction		miles	5.0	\$ 5.35
Other		signs	4	\$ 150.00
		bridges	0	\$ -
Subtotal				\$ 141,840.00
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 12,765.60
Admin. & Construction Services		10%		\$ 14,184.00
Contingency		10%		\$ 14,184.00
Subtotal		29%		\$ 41,133.60
Est. Total Project Cost				\$ 182,973.60
Est. Matching Funds or In-Kind			TBD	TBD
Est. Accommodations Tax Required				\$ 182,973.60

Table 12.1: Estimated Overall Cost of Project for the Morning Gloria Trail

Project Pro forma (6 year) for City of Steamboat Springs								
Project Name:		Morning Gloria Trail						
Project Type:		Backcountry: Purpose-built Single-track						
Est. Trail Length (miles):		5.0 Miles	Land Manager [3]		City	100%		
					-	0%		
		Construction Phase	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Projected Revenue		See the overall Proposal revenue estimates and sources						
Projected Costs								
Capital [1]								
Construction		\$ (182,199.60)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other: Signs		\$ (774.00)	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)
Other: Bridges		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal		\$ (182,973.60)	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)
Operational [2]								
Trail Maintenance		\$ -	\$ (3,418.72)	\$ (3,418.72)	\$ (3,418.72)	\$ (3,418.72)	\$ (3,418.72)	\$ (3,418.72)
Sign Replacement		\$ -	\$ (38.70)	\$ (38.70)	\$ (38.70)	\$ (38.70)	\$ (38.70)	\$ (38.70)
Bridge Maintenance		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal		\$ -	\$ (3,457.42)	\$ (3,457.42)	\$ (3,457.42)	\$ (3,457.42)	\$ (3,457.42)	\$ (3,457.42)
Total Costs		\$ (182,973.60)	\$ (3,534.82)	\$ (3,534.82)	\$ (3,534.82)	\$ (3,534.82)	\$ (3,534.82)	\$ (3,534.82)
Notes:								
[1]	Assumptions for capital costs are detailed in the project Pro forma section of the proposal.							
[2]	Assumptions for operational costs are detailed in the project Pro forma section of the proposal.							
[3]	Approximate percentage of trail based on land manager (used to determine City's capital and operational costs after initial construction phase).							

Table 12.2: Project Pro forma (6 year) for City of Steamboat Springs for the Morning Gloria Trail

Mad Creek Unauthorized Trails

Project Checklist:

- a. **Project Description:** These unauthorized trails are not part of the Forest Service’s System of Trails. Trail work and possible re-routes are needed to make this network sustainable and worthy of inclusion into a sanctioned trail system. The Forest Service has requested assistance in this regard and has ultimate authority in determining if, or when these trails will be included in the system. As trail stewards we do not condone the construction of these unauthorized trails, but rather wish to work with our land managers to alleviate resource damage on our public lands.
Length: Approximately 6 miles
Trail classification: Advanced/expert single-track
- b. **Individual Entities Involved:** US Forest Service (USFS) & Steamboat Springs Trails Alliance. The entities’ background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** From Bear Creek Trail to the Mad Creek network. A preliminary trail is shown in Map 13.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: USFS (Medicine Bow-Routt National Forests & Thunder Basin National Grassland)
Amenity is managed by: Hahns Peak/Bears Ears Ranger District
- d. **Total Cost is estimated to be:** \$110,481 for planning and construction. The detailed cost breakdown is found in Table 13.1.
- e. This project will not be phased and will take approximately 10 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled “Overall Proposal Projected Revenue”.
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset

Estimated Overall Cost of Project				
Project Name:		Unauthorized Trails		
Project Type:		Backcountry: Existing Single-track (Rehab)		
Est. Trail Length (miles):		6.0		
Est. Build (\$/ft):		\$ 2.68	Est. Project (\$/ft):	\$ 3.49
Description of Cost				
		Units	Quantity	Unit Price (\$0.00)
				Amount (\$0.00)
Construction		miles	6.0	\$ 2.68
Other		signs	6	\$ 150.00
		bridges	0	\$ -
Subtotal				\$ 85,644.00
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 7,707.96
Admin. & Construction Services		10%		\$ 8,564.40
Contingency		10%		\$ 8,564.40
Subtotal		29%		\$ 24,836.76
Est. Total Project Cost				\$ 110,480.76
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 110,480.76

Table 13.1: Estimated Overall Cost of Project for the Unauthorized Trails

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Red Dirt to Swamp Park Trail

Project Checklist:

- a. **Project Description:** The primary purpose of this project is to provide a connection between existing Swamp Park Trail (near where it enters the Mount Zirkel Wilderness) to the Red Dirt trail (near where it enters Mount Zirkel Wilderness).
Length: Approximately 3 miles
Trail classification: Intermediate/advanced single-track
- b. **Individual Entities Involved:** US Forest Service (USFS) & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** In the Mad Creek network from Red Dirt Trail to the Swamp Park Trail. A preliminary trail is shown in Map 14.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: USFS (Medicine Bow-Routt National Forests & Thunder Basin National Grassland)
Amenity is managed by: Hahns Peak/Bears Ears Ranger District
- d. **Total Cost is estimated to be:** \$109,707 for planning and construction. The detailed cost breakdown is found in Table 14.1.
- e. This project will not be phased and will take approximately 12 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		Red Dirt 2 Swamp Park Trail		
Project Type:		Backcountry: Purpose-built Single-track		
Est. Trail Length (miles):		3.0		
Est. Build (\$/ft):		\$ 5.35	Est. Project (\$/ft):	\$ 6.93
Description of Cost				
		Units	Quantity	Unit Price (\$0.00)
				Amount (\$0.00)
Construction		miles	3.0	\$ 5.35
Other		signs	2	\$ 150.00
		bridges	0	\$ -
		Subtotal		\$ 85,044.00
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 7,653.96
Admin. & Construction Services		10%		\$ 8,504.40
Contingency		10%		\$ 8,504.40
		Subtotal	29%	\$ 24,662.76
Est. Total Project Cost				\$ 109,706.76
Est. Matching Funds or In-Kind				TBD
Est. Accommodations Tax Required				\$ 109,706.76

Table 14.1: Estimated Overall Cost of Project for the Red Dirt 2 Swamp Park Trail

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Walton Rim Trail

Project Checklist:

- a. **Project Description:** This 20 mile, multi-use trail connects the West Summit of Rabbit Ears Pass to Pete's Wicked Trail on the Steamboat Ski Area. At roughly 9,200 feet, the trail has very little elevation gain, or loss, making it very beginner friendly from both directions, or as an out and back. Its name comes from Walton Creek Canyon, which the trail circumnavigates as it cruises along the canyon's north and south rim. The Walton Rim Trail also offers grand vistas of the canyon and Yampa Valley below

Length: Approximately 20 miles

Trail classification: Single-track, beginner

- b. **Individual Entities Involved:** US Forest Service (USFS) & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Rabbit Ears Pass, West Summit to the Steamboat Ski Area. A preliminary trail is shown in Map 15.0. This project and its mapped location are subject to change during the land managers final planning and approval process.

Project is owned by: USFS (Medicine Bow-Routt National Forests & Thunder Basin National Grassland)

Amenity is managed by: Hahns Peak/Bears Ears Ranger District

- d. **Total Cost is estimated to be:** \$2,919,586 for planning and construction. The detailed cost breakdown is found in Table 15.1.
- e. This project will not be phased and will take approximately 80 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		Walton Rim Trail		
Project Type:		Backcountry: Purpose-built Flow Trail		
Est. Trail Length (miles):		20.0		
Est. Build (\$/ft):		\$ 10.70	Est. Project (\$/ft):	\$ 27.65
Description of Cost		Units	Quantity	Unit Price (\$0.00)
Construction		miles	20.0	\$ 10.70
Other		signs	12	\$ 150.00
		bridges	9	\$ 125,725.00
Subtotal				\$ 2,263,245.00
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 203,692.05
Admin. & Construction Services		10%		\$ 226,324.50
Contingency		10%		\$ 226,324.50
Subtotal		29%		\$ 656,341.05
Est. Total Project Cost				\$ 2,919,586.05
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 2,919,586.05

Table 15.1: Estimated Overall Cost of Project for the Walton Rim Trail

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Upper West Summit Network: Loop #1

Project Checklist:

- a. **Project Description:** This 6 mile loop begins and ends at the West Summit of Rabbit Ears Pass. The loop utilizes the first 3 miles of the beginner-friendly Walton Rim Trail before turning and climbing 500 vertical feet to a small peak with commanding views. The loop then gradually descends from its apex at nearly 10,000 feet to the parking lot on flowing intermediate single-track.

Length: Approximately 6 miles

Trail classification: Intermediate/advanced single track

- b. **Individual Entities Involved:** US Forest Service (USFS) & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Rabbit Ears Pass. From West Summit parking area. A preliminary trail is shown in Map 16.0. This project and its mapped location are subject to change during the land managers final planning and approval process.

Project is owned by: USFS (Medicine Bow-Routt National Forests & Thunder Basin National Grassland)

Amenity is managed by: Hahns Peak/Bears Ears Ranger District

- d. **Total Cost is estimated to be:** \$109,707 for planning and construction. The detailed cost breakdown is found in Table 16.1.
- e. This project will not be phased and will take approximately 12 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		UWSN: Loop Trail #1		
Project Type:		Backcountry: Purpose-built Single-track		
Est. Trail Length (miles):		3.0		
Est. Build (\$/ft):		\$ 5.35	Est. Project (\$/ft):	\$ 6.93
Description of Cost				
		Units	Quantity	Unit Price (\$0.00)
				Amount (\$0.00)
Construction		miles	3.0	\$ 5.35
Other		signs	2	\$ 150.00
		bridges	0	\$ -
		Subtotal		\$ 85,044.00
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 7,653.96
Admin. & Construction Services		10%		\$ 8,504.40
Contingency		10%		\$ 8,504.40
		Subtotal	29%	\$ 24,662.76
Est. Total Project Cost				\$ 109,706.76
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 109,706.76

Table 16.1: Estimated Overall Cost of Project for the UWSN: Loop Trail #1

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Upper West Summit Network: Loop #2

Project Checklist:

- a. **Project Description:** This 11 mile loop uses the first 7 miles of the beginner friendly Walton Rim Trail before returning to the West Summit parking lot via a 4 mile connecting trail with minimal elevation change. Smooth and wide, this beginner friendly loop is appropriate for all users and provides scenic high alpine vistas.
Length: Approximately 11 miles
Trail classification: Beginner, single-track
- b. **Individual Entities Involved:** US Forest Service (USFS) & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Rabbit Ears Pass. From West Summit parking area. A preliminary trail is shown in Map 17.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: USFS (Medicine Bow-Routt National Forests & Thunder Basin National Grassland)
Amenity is managed by: Hahns Peak/Bears Ears Ranger District
- d. **Total Cost is estimated to be:** \$146,147 for planning and construction. The detailed cost breakdown is found in Table 17.1.
- e. This project will not be phased and will take approximately 16 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		UWSN: Loop Trail #2		
Project Type:		Backcountry: Purpose-built Single-track		
Est. Trail Length (miles):		4.0		
Est. Build (\$/ft):		\$ 5.35	Est. Project (\$/ft):	\$ 6.92
Description of Cost				
		Units	Quantity	Unit Price (\$0.00)
				Amount (\$0.00)
Construction		miles	4.0	\$ 5.35
Other		signs	2	\$ 150.00
		bridges	0	\$ -
Subtotal				\$ 113,292.00
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 10,196.28
Admin. & Construction Services		10%		\$ 11,329.20
Contingency		10%		\$ 11,329.20
Subtotal		29%		\$ 32,854.68
Est. Total Project Cost				\$ 146,146.68
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 146,146.68

Table 17.1: Estimated Overall Cost of Project for the UWSN: Loop Trail #2

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Upper West Summit Network: Loop #3

Project Checklist:

- a. **Project Description:** This short, 2.5 mile loop provides access to the Walton Rim Trail via two existing parking areas. Additionally, the trail expands the stacked loop options giving users more choice over route length and difficulty.
Length: Approximately 2.5 miles
Trail classification: Beginner, single-track
- b. **Individual Entities Involved:** US Forest Service (USFS) & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Rabbit Ears Pass. From West Summit parking area. A preliminary trail is shown in Map 18.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: USFS (Medicine Bow-Routt National Forests & Thunder Basin National Grassland)
Amenity is managed by: Hahns Peak/Bears Ears Ranger District
- d. **Total Cost is estimated to be:** \$91,487 for planning and construction. The detailed cost breakdown is found in Table 18.1.
- e. This project will not be phased and will take approximately 8 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		UWSN: Loop Trail #3		
Project Type:		Backcountry: Purpose-built Single-track		
Est. Trail Length (miles):		2.5		
Est. Build (\$/ft):		\$ 5.35	Est. Project (\$/ft):	\$ 6.93
Description of Cost		Units	Quantity	Unit Price (\$0.00) Amount (\$0.00)
Construction		miles	2.5	\$ 5.35 \$ 70,620.00
Other		signs	2	\$ 150.00 \$ 300.00
		bridges	0	\$ - \$ -
Subtotal				\$ 70,920.00
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 6,382.80
Admin. & Construction Services		10%		\$ 7,092.00
Contingency		10%		\$ 7,092.00
Subtotal		29%		\$ 20,566.80
Est. Total Project Cost				\$ 91,486.80
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 91,486.80

Table 18.1: Estimated Overall Cost of Project for the UWSN: Loop Trail #3

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Upper West Summit Network: West Summit Amenities

Project Checklist:

- a. **Project Description:** This project includes construction of restroom facilities for improved sanitation and informational kiosks to enhance the user experience.
- b. **Individual Entities Involved:** US Forest Service (USFS) & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Rabbit Ears Pass. West Summit parking area. A preliminary trail is shown in Map 19.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: USFS (Medicine Bow-Routt National Forests & Thunder Basin National Grassland)
Amenity is managed by: Hahns Peak/Bears Ears Ranger District
- d. **Total Cost is estimated to be:** \$109,650 for planning and construction. The detailed cost breakdown is found in Table 19.1.
- e. This project will not be phased and will take approximately 4 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		UWSN: West Summit Amenities		
Project Type:		Facility		
Est. Trail Length (miles):		n/a		
Est. Build (\$/ft):		\$ 80,000.00	Est. Project (\$/ft):	n/a
Description of Cost		Units	Quantity	Unit Price (\$0.00)
Construction		restrooms	1.0	\$ 80,000.00
Other		kiosks & signs	2	\$ 2,500.00
				\$ -
				\$ -
		Subtotal		\$ 85,000.00
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 7,650.00
Admin. & Construction Services		10%		\$ 8,500.00
Contingency		10%		\$ 8,500.00
		Subtotal	29%	\$ 24,650.00
Est. Total Project Cost				\$ 109,650.00
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 109,650.00

Table 19.1: Estimated Overall Cost of Project for the UWSN: West Summit Amenities

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Lower West Summit Network: Old Hwy 40 Trail

Project Checklist:

- a. **Project Description:** At 3.5 miles, Trail 299 is the old Highway 40 tread. Between 15 and 20 feet wide and never exceeding a 7% grade, this old road surface provides the ultimate beginner mountain bike trail as well as access for emergency/construction vehicles. The trail's wide nature easily allows for two way bicycle traffic and even leaves room for small, beginner features on the trails edge. The whole family can enjoy this trail as grandma rides next to her grand kids who play on features and jumps while she enjoys a smooth, wide and easy ride.

Length: Approximately 3.5 miles

Trail classification: Beginner, graveled, all-weather secondary trail

- b. **Individual Entities Involved:** US Forest Service (USFS) & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Rabbit Ears Pass. From West Summit parking area, past Ferndale to USFS entry. A preliminary trail is shown in Map 20.0. This project and its mapped location are subject to change during the land managers final planning and approval process.

Project is owned by: USFS (Medicine Bow-Routt National Forests & Thunder Basin National Grassland)

Amenity is managed by: Hahns Peak/Bears Ears Ranger District

- d. **Total Cost is estimated to be:** \$383,393 for planning and construction. The detailed cost breakdown is found in Table 20.1.
- e. This project will not be phased and will take approximately 24 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		LWSN: Old Hwy 40 Trail		
Project Type:		Backcountry: Purpose-built Flow Trail w/ Features		
Est. Trail Length (miles):		3.5		
Est. Build (\$/ft):		\$ 16.05	Est. Project (\$/ft):	\$ 20.75
Description of Cost		Units	Quantity	Unit Price (\$0.00)
Construction		miles	3.5	\$ 16.05
Other		signs	4	\$ 150.00
		bridges	-	\$ -
Subtotal				\$ 297,204.00
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 26,748.36
Admin. & Construction Services		10%		\$ 29,720.40
Contingency		10%		\$ 29,720.40
Subtotal		29%		\$ 86,189.16
Est. Total Project Cost				\$ 383,393.16
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 383,393.16

Table 20.1: Estimated Overall Cost of Project for the LWSN: Old Hwy 40 Trail

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Lower West Summit Network: Old Hwy 40 Extension

Project Checklist:

- a. **Project Description:** This 1.5 mile extension to the Old Highway Trail creates a connection to the West Summit parking area and extends the ultimate beginner mountain bike trail to 5 miles.
Length: Approximately 1.5 miles
Trail classification: Beginner, graveled, all-weather secondary trail
- b. **Individual Entities Involved:** US Forest Service (USFS) & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Rabbit Ears Pass. From West Summit parking area to top of Old Hwy 40 Trail. A preliminary trail is shown in Map 21.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: USFS (Medicine Bow-Routt National Forests & Thunder Basin National Grassland)
Amenity is managed by: Hahns Peak/Bears Ears Ranger District
- d. **Total Cost is estimated to be:** \$164,367 for planning and construction. The detailed cost breakdown is found in Table 21.1.
- e. This project will not be phased and will take approximately 8 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		LWSN: Old Hwy 40 Extension Trail		
Project Type:		Backcountry: Purpose-built Flow Trail w/ Features		
Est. Trail Length (miles):		1.5		
Est. Build (\$/ft):		\$ 16.05	Est. Project (\$/ft):	\$ 20.75
Description of Cost				
		Units	Quantity	Unit Price (\$0.00)
				Amount (\$0.00)
Construction		miles	1.5	\$ 16.05
Other		signs	2	\$ 150.00
		bridges	-	\$ -
		Subtotal		\$ 127,416.00
Design/Admin./Contingency				
Planning, Design & Construction Documents			9%	\$ 11,467.44
Admin. & Construction Services			10%	\$ 12,741.60
Contingency			10%	\$ 12,741.60
		Subtotal	29%	\$ 36,950.64
Est. Total Project Cost				\$ 164,366.64
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 164,366.64
Table 21.1: Estimated Overall Cost of Project for the LWSN: Old Hwy 40 Extension Trail				

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Lower West Summit Network: Old Hwy 40 Perimeter Trail

Project Checklist:

- a. **Project Description:** This 4 mile, intermediate trail connects the West Summit parking area to the bottom of Old Highway 40 Trail, providing a 9 mile loop option that provides access to the directional, user specific bike trails. This multi-directional bike trail has a 1,500 vertical elevation gain, providing a more strenuous cycling experience and adding to the stacked loop system of the Upper West Summit Network.
Length: Approximately 4 miles
Trail classification: Intermediate, single-track
- b. **Individual Entities Involved:** US Forest Service (USFS) & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Rabbit Ears Pass. From West Summit parking area to bottom of Old Hwy 40 Trail. A preliminary trail is shown in Map 22.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: USFS (Medicine Bow-Routt National Forests & Thunder Basin National Grassland)
Amenity is managed by: Hahns Peak/Bears Ears Ranger District
- d. **Total Cost is estimated to be:** \$146,147 for planning and construction. The detailed cost breakdown is found in Table 22.1.
- e. This project will not be phased and will take approximately 16 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:	LWSN: Old Hwy 40 Perimeter Trail			
Project Type:	Backcountry: Purpose-built Single-track			
Est. Trail Length (miles):	4.0			
Est. Build (\$/ft):	\$ 5.35	Est. Project (\$/ft):	\$ 6.92	
Description of Cost	Units	Quantity	Unit Price (\$0.00)	Amount (\$0.00)
Construction	miles	4.0	\$ 5.35	\$ 112,992.00
Other	signs	2	\$ 150.00	\$ 300.00
	bridges	-		\$ -
	Subtotal			\$ 113,292.00
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 10,196.28
Admin. & Construction Services		10%		\$ 11,329.20
Contingency		10%		\$ 11,329.20
	Subtotal	29%		\$ 32,854.68
Est. Total Project Cost				\$ 146,146.68
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 146,146.68

Table 22.1: Estimated Overall Cost of Project for the LWSN: Old Hwy 40 Perimeter Trail

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Lower West Summit Network: Directional Trail #1

Project Checklist:

- a. **Project Description** This is a purpose-built, directional, expert, mountain bike trail. Littered with jumps, berms, rollers, drops and wood features, this trail is 1.5 miles of adrenalin filled fun. This expert trail could greatly reduce traffic on beginner and multi-use trails, thereby serving all trail users and improving everyone's trail experience.
Length: Approximately 1.5 miles
Trail classification: Expert dirt jump and feature trail
- b. **Individual Entities Involved:** US Forest Service (USFS) & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Rabbit Ears Pass. From West Summit to Ferndale. A preliminary trail is shown in Map 23.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: USFS (Medicine Bow-Routt National Forests & Thunder Basin National Grassland)
Amenity is managed by: Hahns Peak/Bears Ears Ranger District
- d. **Total Cost is estimated to be:** \$164,367 for planning and construction. The detailed cost breakdown is found in Table 23.1.
- e. This project will not be phased and will take approximately 8 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		LWSN: Directional Trail #1		
Project Type:		Backcountry: Purpose-built Flow Trail w/ Features		
Est. Trail Length (miles):		1.5		
Est. Build (\$/ft):		\$ 16.05	Est. Project (\$/ft):	\$ 20.75
Description of Cost		Units	Quantity	Unit Price (\$0.00)
				Amount (\$0.00)
Construction		miles	1.5	\$ 16.05
Other		signs	2	\$ 150.00
		bridges	-	\$ -
Subtotal				\$ 127,416.00
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 11,467.44
Admin. & Construction Services		10%		\$ 12,741.60
Contingency		10%		\$ 12,741.60
Subtotal		29%		\$ 36,950.64
Est. Total Project Cost				\$ 164,366.64
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 164,366.64

Table 23.1: Estimated Overall Cost of Project for the LWSN: Directional Trail #1

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Lower West Summit Network: Directional Trail #2

Project Checklist:

- a. **Project Description:** This short beginner trail turns off Old Highway 40 Trail and meanders through pines and aspens on a slight downhill slope before rejoining the entry level, Old Highway 40 Trail.
Length: Approximately one mile
Trail classification: Beginner single-track flow trail
- b. **Individual Entities Involved:** US Forest Service (USFS) & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Rabbit Ears Pass. From Old Hwy 40 trail. A preliminary trail is shown in Map 24.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: USFS (Medicine Bow-Routt National Forests & Thunder Basin National Grassland)
Amenity is managed by: Hahns Peak/Bears Ears Ranger District
- d. **Total Cost is estimated to be:** \$219,027 for planning and construction. The detailed cost breakdown is found in Table 24.1.
- e. This project will not be phased and will take approximately 4 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		LWSN: Directional Trail #2		
Project Type:		Backcountry: Purpose-built Flow Trail w/ Features		
Est. Trail Length (miles):		2.0		
Est. Build (\$/ft):		\$ 16.05	Est. Project (\$/ft):	\$ 20.74
Description of Cost		Units	Quantity	Unit Price (\$0.00)
Construction		miles	2.0	\$ 16.05
Other		signs	2	\$ 150.00
		bridges	-	\$ -
Subtotal				\$ 169,788.00
Design/Admin./Contingency				
Planning, Design & Construction Documents		9%		\$ 15,280.92
Admin. & Construction Services		10%		\$ 16,978.80
Contingency		10%		\$ 16,978.80
Subtotal		29%		\$ 49,238.52
Est. Total Project Cost				\$ 219,026.52
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 219,026.52

Table 24.1: Estimated Overall Cost of Project for the LWSN: Directional Trail #2

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Lower West Summit Network: Directional Trail #3

Project Checklist:

- a. **Project Description:** This 1.5 mile intermediate trail is a progressive flow trail. With dirt rollers, rhythm sections, jumps and berms from top to bottom, this trail is like riding a roller coaster on a bike. Wide and smooth, this trail can be ridden on almost any bike.
Length: Approximately 1.5 miles
Trail classification: Intermediate dirt jump flow trail
- b. **Individual Entities Involved:** US Forest Service (USFS) & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Rabbit Ears Pass. From West Summit to Ferndale. A preliminary trail is shown in Map 25.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: USFS (Medicine Bow-Routt National Forests & Thunder Basin National Grassland)
Amenity is managed by: Hahns Peak/Bears Ears Ranger District
- d. **Total Cost is estimated to be:** \$164,367 for planning and construction. The detailed cost breakdown is found in Table 25.1.
- e. This project will not be phased and will take approximately 8 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project					
Project Name:		LWSN: Directional Trail #3			
Project Type:		Backcountry: Purpose-built Flow Trail w/ Features			
Est. Trail Length (miles):		1.5			
Est. Build (\$/ft):		\$ 16.05	Est. Project (\$/ft):	\$ 20.75	
Description of Cost		Units	Quantity	Unit Price (\$0.00)	Amount (\$0.00)
Construction		miles	1.5	\$ 16.05	\$ 127,116.00
Other		signs	2	\$ 150.00	\$ 300.00
		bridges	-		\$ -
		Subtotal			\$ 127,416.00
Design/Admin./Contingency					
Planning, Design & Construction Documents			9%		\$ 11,467.44
Admin. & Construction Services			10%		\$ 12,741.60
Contingency			10%		\$ 12,741.60
		Subtotal	29%		\$ 36,950.64
Est. Total Project Cost					\$ 164,366.64
Est. Matching Funds or In-Kind		TBD			TBD
Est. Accommodations Tax Required					\$ 164,366.64

Table 25.1: Estimated Overall Cost of Project for the LWSN: Directional Trail #3

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Lower West Summit Network: Directional Trail #4

Project Checklist:

- a. **Project Description:** This is the pro line, the trail that experts can push themselves on, and the trail where down-hillers can use their travel. The trail would be designed by walking through the woods to find and connect every rock feature and natural drop. Then technical trail features of wood and rock would be built in between the natural features for an adrenalin pumped ride from top to bottom.
Length: Approximately 1.5 miles
Trail classification: Expert/pro DH feature trail
- b. **Individual Entities Involved:** US Forest Service (USFS) & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Rabbit Ears Pass. From West Summit to Ferndale. A preliminary trail is shown in Map 26.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: USFS (Medicine Bow-Routt National Forests & Thunder Basin National Grassland)
Amenity is managed by: Hahns Peak/Bears Ears Ranger District
- d. **Total Cost is estimated to be:** \$164,367 for planning and construction. The detailed cost breakdown is found in Table 26.1.
- e. This project will not be phased and will take approximately 8 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		LWSN: Directional Trail #4		
Project Type:		Backcountry: Purpose-built Flow Trail w/ Features		
Est. Trail Length (miles):		1.5		
Est. Build (\$/ft):		\$ 16.05	Est. Project (\$/ft):	\$ 20.75
Description of Cost		Units	Quantity	Unit Price (\$0.00) Amount (\$0.00)
Construction		miles	1.5	\$ 16.05 \$ 127,116.00
Other		signs	2	\$ 150.00 \$ 300.00
		bridges	-	\$ -
Subtotal				\$ 127,416.00
Design/Admin./Contingency				
Planning, Preliminary Design & Construction Documents			9%	\$ 11,467.44
Admin. & Construction Services			10%	\$ 12,741.60
Contingency			10%	\$ 12,741.60
Subtotal			29%	\$ 36,950.64
Est. Total Project Cost				\$ 164,366.64
Est. Matching Funds or In-Kind			TBD	TBD
Est. Accommodations Tax Required				\$ 164,366.64
Table 26.1: Estimated Overall Cost of Project for the LWSN: Directional Trail #4				

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Lower West Summit Network: Zone 2 (Skills Area)

Project Checklist:

- a. **Project Description:** Located above the Ferndale Picnic/Parking Area, this mountain bike riding zone features short skills trails that cater to a wide-range of ability levels. With jumps and features that mimic those on the above direction trails, users have the option to learn and build skills in a concentrated and easily accessible area prior to riding the longer directional trails above.

Length: Less than one mile

Trail classification: Beginner/intermediate/advanced/expert dirt jump & feature trails

- b. **Individual Entities Involved:** US Forest Service (USFS) & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.

- c. **Project location:** Rabbit Ears Pass. At Ferndale Picnic Area. A preliminary trail is shown in Map 27.0. This project and its mapped location are subject to change during the land managers final planning and approval process.

Project is owned by: USFS (Medicine Bow-Routt National Forests & Thunder Basin National Grassland)

Amenity is managed by: Hahns Peak/Bears Ears Ranger District

- d. **Total Cost is estimated to be:** \$66,435 for planning and construction. The detailed cost breakdown is found in Table 27.1.

- e. This project will not be phased and will take approximately 12 work weeks to build.

- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.

- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.

- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".

- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		LWSN: Skills Area		
Project Type:		Other		
Est. Trail Length (miles):		0.0		
Est. Build (\$/ft):		\$ 45,000.00	Est. Project (\$/ft):	#DIV/0!
Description of Cost		Units	Quantity	Unit Price (\$0.00)
				Amount (\$0.00)
Construction		miles	1.0	\$ 45,000.00
Other		signs	10	\$ 150.00
		kiosks	2	\$ 2,500.00
Subtotal				\$ 51,500.00
Design/Admin./Contingency				
Planning, Preliminary Design & Construction Documents		9%		\$ 4,635.00
Admin. & Construction Services		10%		\$ 5,150.00
Contingency		10%		\$ 5,150.00
Subtotal		29%		\$ 14,935.00
Est. Total Project Cost				\$ 66,435.00
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 66,435.00

Table 27.1: Estimated Overall Cost of Project for the LWSN: Skills Area

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Lower West Summit Network: Zone #3 (Possible Expansion)

Project Checklist:

- a. **Project Description:** This zone allows for future directional mountain bike trail expansion.
Length: Approximately 15 miles (10 trails at 1.5 miles each)
Trail classification: Beginner, intermediate, advanced, expert & pro directional trails
- b. **Individual Entities Involved:** US Forest Service (USFS) & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Rabbit Ears Pass. From West Summit parking area to lower Old Hwy 40 Trail and USFS entry. A preliminary trail is shown in Map 28.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: USFS (Medicine Bow-Routt National Forests & Thunder Basin National Grassland)
Amenity is managed by: Hahns Peak/Bears Ears Ranger District
- d. **Total Cost is estimated to be:** \$1,643,667 for planning and construction. The detailed cost breakdown is found in Table 28.1.
- e. This project will not be phased and will take approximately 80 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		LWSN: Expansion Zone		
Project Type:		Backcountry: Purpose-built Flow Trail w/ Features		
Est. Trail Length (miles):		15.0		
Est. Build (\$/ft):		\$ 16.05	Est. Project (\$/ft):	\$ 20.75
Description of Cost				
		Units	Quantity	Unit Price (\$0.00)
				Amount (\$0.00)
Construction		miles	15.0	\$ 16.05
Other		signs	20	\$ 150.00
		bridges	-	\$ -
		Subtotal		\$ 1,274,160.00
Design/Admin./Contingency				
Planning, Preliminary Design & Construction Documents			9%	\$ 114,674.40
Admin. & Construction Services			10%	\$ 127,416.00
Contingency			10%	\$ 127,416.00
		Subtotal	29%	\$ 369,506.40
Est. Total Project Cost				\$ 1,643,666.40
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 1,643,666.40
Table 28.1: Estimated Overall Cost of Project for the LWSN: Expansion Zone				

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Lower West Summit Network: Hiking Only Trail

Project Checklist:

- a. **Project Description:** A trail purpose-built for hiking (no bikes).
Length: Approximately 3 miles
Trail classification: Beginner/intermediate hiking only trail
- b. **Individual Entities Involved:** US Forest Service (USFS) & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** South side of West Rabbit Ears Pass below Hwy 40. A preliminary trail is shown in Map 29.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: USFS (Medicine Bow-Routt National Forests & Thunder Basin National Grassland)
Amenity is managed by: Hahns Peak/Bears Ears Ranger District
- d. **Total Cost is estimated to be:** \$55,821 for planning and construction. The detailed cost breakdown is found in Table 29.1.
- e. This project will not be phased and will take approximately 10 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project					
Project Name:		LWSN: Hiking Only Trail			
Project Type:		Backcountry: Hiking			
Est. Trail Length (miles):		3.0			
Est. Build (\$/ft):		\$ 2.68	Est. Project (\$/ft):	\$ 3.52	
Description of Cost		Units	Quantity	Unit Price (\$0.00)	Amount (\$0.00)
Construction		miles	3.0	\$ 2.68	\$ 42,372.00
Other		signs	6	\$ 150.00	\$ 900.00
		bridges	-		\$ -
		Subtotal			\$ 43,272.00
Design/Admin./Contingency					
Planning, Preliminary Design & Construction Documents			9%		\$ 3,894.48
Admin. & Construction Services			10%		\$ 4,327.20
Contingency			10%		\$ 4,327.20
		Subtotal	29%		\$ 12,548.88
Est. Total Project Cost					\$ 55,820.88
Est. Matching Funds or In-Kind			TBD		TBD
Est. Accommodations Tax Required					\$ 55,820.88

Table 29.1: Estimated Overall Cost of Project for the LWSN: Hiking Only Trail

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Lower West Summit Network: Ferndale Amenities

Project Checklist:

- a. **Project Description:** This project includes increasing parking, improving restroom facilities and informational kiosks to enhance the user experience at the Ferndale Picnic/Parking Area on Highway 40/Rabbit Ears Pass.
- b. **Individual Entities Involved:** US Forest Service (USFS) & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Rabbit Ears Pass. A preliminary trail is shown in Map 30.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: USFS (Medicine Bow-Routt National Forests & Thunder Basin National Grassland)
Amenity is managed by: Hahns Peak/Bears Ears Ranger District
- d. **Total Cost is estimated to be:** \$322,500 for planning, design and construction. The detailed cost breakdown is found in Table 30.1.
- e. This project will not be phased and will take approximately 4 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		LWSN: Ferndale Amenities		
Project Type:		Facility		
Est. Trail Length (miles):		n/a		
Est. Build (\$):		\$250,000.00	Est. Project (\$/ft):	n/a
Description of Cost				
		Units	Quantity	Unit Price (\$0.00)
				Amount (\$0.00)
Construction		restroom	1	\$ 80,000.00
		parking	1	\$ 165,000.00
Other		signs & kiosks	2	\$ 2,500.00
		Subtotal		\$ 250,000.00
Design/Admin./Contingency				
Planning, Preliminary Design & Construction Documents			9%	\$ 22,500.00
Admin. & Construction Services			10%	\$ 25,000.00
Contingency			10%	\$ 25,000.00
		Subtotal	29%	\$ 72,500.00
Est. Total Project Cost				\$ 322,500.00
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 322,500.00

Table 30.1: Estimated Overall Cost of Project for the LWSN: Ferndale Amenities

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Lower West Summit Network: Forest Entry Amenities

Project Checklist:

- a. **Project Description:** This project includes construction of restroom facilities for improved sanitation and information kiosks to enhance the user experience at the Routt National Forest Entry parking area on Highway 40 climbing east up Rabbit Ears Pass.
- b. **Individual Entities Involved:** US Forest Service (USFS) & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Rabbit Ears Pass. At USFS entry point and bottom of Old Hwy 40 Trail. This is shown in Map 31.0. This project and its mapped location are subject to change during the land managers final planning and approval process.

Project is owned by: USFS (Medicine Bow-Routt National Forests & Thunder Basin National Grassland)

Amenity is managed by: Hahns Peak/Bears Ears Ranger District

- d. **Total Cost is estimated to be:** \$645,000 for planning and construction. The detailed cost breakdown is found in Table 31.1.
- e. This project will not be phased and will take approximately 6 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		LWSN: Forest Entry Amenities		
Project Type:		Facility		
Est. Trail Length (miles):		n/a		
Est. Build (\$):		\$500,000.00	Est. Project (\$/ft):	n/a
Description of Cost		Units	Quantity	Unit Price (\$0.00)
				Amount (\$0.00)
Construction		restroom	1	\$ 80,000.00
		Parking	0	\$ 150.00
Other		signs & kiosks	2	\$ 2,500.00
		Subtotal		\$ 500,000.00
Design/Admin./Contingency				
Planning, Preliminary Design & Construction Documents			9%	\$ 45,000.00
Admin. & Construction Services			10%	\$ 50,000.00
Contingency			10%	\$ 50,000.00
		Subtotal	29%	\$ 145,000.00
Est. Total Project Cost				\$ 645,000.00
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 645,000.00
Table 31.1: Estimated Overall Cost of Project for the LWSN: Forest Entry Amenities				

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Drunken Hogan

Project Checklist:

- a. **Project Description:** The primary purpose of the project is to provide an alternate route between the Steamboat Ski Area and the Dumont Lake Campground near Rabbit Ear Pass. This alternative will reduce pressure and resource damage on the popular Continental Divide Trail by dispersing users.
Length: Approximately 15 miles
Trail classification: Advanced technical single-track
- b. **Individual Entities Involved:** USFS & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Rabbit Ears Pass. From Dumont Lake to the Steamboat Ski Area. A preliminary trail is shown in Map 32.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: USFS
Amenity is managed by: USFS
- d. **Total Cost is estimated to be:** \$1,196,888 for planning and construction. The detailed cost breakdown is found in Table 32.1. Bridges are a large percentage of this cost and priority will be given to reduce and minimize potential bridges during final design.
- e. This project will not be phased and will take approximately 44 work weeks to build.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$0.00/year based on percentage of ownership. Pro formas are not being provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.

Estimated Overall Cost of Project				
Project Name:		Drunken Hogan Trail		
Project Type:		Backcountry: Purpose-built Single-track		
Est. Trail Length (miles):		15.0		
Est. Build (\$/ft):		\$ 5.35	Est. Project (\$/ft):	\$ 15.11
Description of Cost		Units	Quantity	Unit Price (\$0.00)
Construction		miles	15.0	\$ 5.35
Other		signs	8	\$ 150.00
		bridges	4	\$ 125,725.00
Subtotal				\$ 927,820.00
Design/Admin./Contingency				
Planning, Preliminary Design & Construction Documents			9%	\$ 83,503.80
Admin. & Construction Services			10%	\$ 92,782.00
Contingency			10%	\$ 92,782.00
Subtotal			29%	\$ 269,067.80
Est. Total Project Cost				\$ 1,196,887.80
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 1,196,887.80

Table 32.1: Estimated Overall Cost of Project for the Drunken Hogan Trail

Pro formas are not provided for projects on public land managed by government entities other than the City of Steamboat Springs as the managing entity would take on the operational costs of the trail or other asset.



Southbound on the Yampa River Core Trail

Proposed by:

Yampatika

925 Weiss Drive Steamboat Springs

Colorado 80487

www.yampatika.org

(970) 871-9151 (phone) (970) 870-2284 (fax)

Sonja Macys, Executive Director

sonja@yampatika.org

Description of the Project including: a description of the Project that enhances the brief description supplied in the RFI response.

An attractive Southern terminus of the Yampa River Core Trail is a much needed amenity for tourist and residents of Steamboat Springs, Colorado. At present, the Core Trail and linking trails provide more than 35 miles of hard surface trail; many of those miles also include a parallel soft surface trail for mountain biking, jogging, and snowshoeing. The Core Trail connects to over 18 miles of public single track trails on Emerald Mountain and a gated gravel road that extends to near the top of Emerald Mountain; these trails connect to BLM trails on the backside of Emerald Mountain. It also links directly to the Steamboat Ski and Resort Corporation's 25-mile network of trails, which provides linkage to Forest Service Trails and the Continental Divide Trail. In the future, it will make up part of the 200-mile Yampa River Trail, extending from the Flattops Wilderness Area in Routt County to Dinosaur National Monument in Moffat County.

Trail surveys conducted in past years during spring, summer, and fall months indicate that as a whole, a minimum of 1,000 people utilize the core trail on any given day, with significantly higher use on weekends and holidays. Multiple trail users, trail user groups, community groups and businesses have a real interest in the trail. The community's mobility-impaired population makes extensive use of the Yampa River Core Trail, and several tourist-oriented athletic and cultural events, such as the annual pentathlon and Art in the Park, make use of the trail. Multiple

use of the non-motorized trail is harmonious and there doesn't seem to be any particular trail user group issues or conflicts associated with it. A city-wide transportation survey noted that expanding the urban trail system gets strong to moderate support from 92% of local citizens.

At present, the southern reach of the Core Trail dead ends at Dougherty Lane, providing users an unrewarding turnaround point that is not visually pleasing, nor does it provide a glimpse into our area's pristine natural environment or historic heritage. Through his proposal, an attractive loop around the Legacy Ranch Hay Meadow would become the southern terminus of the trail, allowing trail users to visit a working ranch with open space preserved by a conservation easement, before heading back north.

In addition to providing for a recreational experience in a scenic working landscape, the trail extension will increase bird and wildlife watching viewing opportunities and create better access to many well-known and loved tourist attractions including the Yampa River both at the Chuck Lewis State Wildlife Area and beyond, providing additional opportunities for wildlife watching and fishing. It will link bicyclists more safely to River Road, a popular route for road bikers. It will provide safe access to the Haymaker Golf Course and Yampatika's Environmental Learning Center at Legacy Ranch, two popular City-owned assets. Currently, pedestrians and bikers wishing to visit these places are forced to utilize our main regional highway, Highway 40, to travel between town and the southern terminus of the trail. Safety concerns regarding the mix of vehicles, bikes, and pedestrians on the shoulder of Highway 40 has led to the high prioritization of this project. Colorado Department of Transportation studies show that Highway 40 is extremely busy and is near or at capacity in this area. Safety concerns over the mixed use of Highway 40 by vehicles and recreationalists in this developing area of our community has prioritized the need for this trail extension.

The Core Trail passes through historic and recreation sites, including ski jumping, rodeo, and hot springs spas. The Trail links local cultural and recreational amenities including the Steamboat Springs Art Depot/Visual Arts Center, the Werner Memorial Library, the Community Center, Howelsen Hill Park, Steamboat Springs Health and Recreation Association Swimming Pools, Emerald Youth Park, Weiss Park, Snake Island, and other valuable open space areas along the River Corridor, including Legacy project open space lands.

This project will extend the Core Trail approximately two miles to the south. Fencing will be installed around environmentally sensitive areas and a formal hard surface trail will be constructed providing for new, safe, access to an area that is heavily used for both pedestrian and bicycle commuting and recreational purposes. Project components include routing the trail on in-fill areas devoid of critical or valuable habitat or wildlife and away from potential nesting areas, fencing off sensitive environmental areas, trail and river bank stabilization, weed control and revegetation of disturbed areas with native vegetation. The project will mitigate negative impacts through directing recreational use within the corridor to the trail and away from sensitive

areas using signage and fencing, establishing specific river access areas for boaters and fishermen, and creation of conservation areas, as needed, to protect sensitive vegetation and wildlife.

The hard surface portion of the trail is suitable for wheelchairs, strollers, bicycling, walking, skateboarding, roller skating/blading, and other non-motorized activities. Year round use is possible since the trails are cleared of snow and are not muddy. The adjacent soft surface trail is appropriate for runners, hikers, fisherpersons, equestrians, cross-country skiers, mountain bikers, and snowshoers. In winter, the 4 foot wide soft surface trail is left unplowed for cross-country skiers and snowshoers. Trail users will experience multiple benefits from this project, including 1) Connecting users in South Steamboat to already developed segments of urban trail in Steamboat Springs; 2) Increasing commuter safety between South Steamboat and the community; 3) Providing additional recreational trail opportunities; 4) Providing public access to the Yampa River in an environmentally sensitive manner; 5) Providing watchable wildlife opportunities to the public. The entire Core Trail is a beginner trail that meets all standards for barrier-free accessibility, is designed to ensure full accessibility for all ability levels, addresses the needs of the physically challenged, and provides for the broadest possible use by all residents and visitors

This trail segment is identified in both the Steamboat Springs Area Plan (2004), the Mountain Town Sub-Area Plan (1999), and the Steamboat Springs Trail system Master Plan (1991) - each plan has been approved and adopted by the City of Steamboat Springs. The project directly ties to three of the four strategic actions identified by the City's Parks & Recreation Department. In constructing a new trail, the project ties to Strategic Action #1: to deliver outdoor experiences that people want. Through use of Yampatika Volunteers to revegetate and build the trail, the project also ties to Strategic Action #3: community engagement in stewardship of public lands and resources, and to issue #6 which specifically sets the goal of encouraging public participation in stewardship through youth outreach

List of entities involved with the development of the Project, background of the entities, specific current and future interest of the entities including roles and responsibility of each.

Yampatika, a not-for profit organization whose mission is to inspire environmental stewardship through education has partnered with the City of Steamboat springs over the past twenty years to develop programming that connects residents and visitors to the City's natural and cultural resources. Since 2009, Yampatika has been the site steward of the City-owned Legacy Ranch. Since that time, Yampatika has worked to reconnect the City to landowners in the south valley whose cooperation is critical to the extension of the Core Trail. Most recently, Yampatika has facilitated conversations that have led to donated easements from landowners adjacent to the Legacy Ranch.

Development of this trail project is a high priority for the City. The City's *Open Space and Trails Master Plan (2008)* specifically notes that "completing key links within the existing trails system is a primary focus for expanding the system" and that "linking existing trails as a contiguous system is an important strategy to utilize to enhance and expand our existing trails system". "Enhancing and expanding our existing trail system" is identified in the Steamboat Springs Area Community Plan and this trail project is specifically identified on the map of Community Plan's map of proposed trails. The 2002 Community Survey found that developing more trails and bike paths was the second most important capital project for the City, behind acquisition of additional open space. This trails project is also supported by the *Mountain Town Subarea Plan (1999)*.

The trail has been designed by the City's Director of Parks, Recreation and Open Space and the City's Supervisor of Trails and Open Space with assistance from Civil Design Consultants, the engineers of record for the Yampa River Core Trail. The project area has been surveyed for sensitive vegetation and habitat and three trail alignments have been proposed and discussed with landowners. Because a particular alignment has not yet been chosen, there will be no maps included with this proposal to delineate the precise trail alignment between Dougherty Road and the City-owned Legacy Ranch. Should final landowner approval be given to a certain route within the time frame of the accommodations tax granting procedure, maps delineating the final choice will be made available.

City staff have walked the proposed trail corridor and have identified the trail location using GIS information. The trail segment will continue the urban core trail specification for a 10-foot wide trail and a parallel 4-foot soft-surface trail. Given high anticipated use of the trail, the trail has been designed as parallel hard and soft surface trails to ensure sustainability. Development of the trail extension will include building bridge abutments, installing the bridge, developing the trail with sub-base material and the concrete and gravel fines surface, and stabilizing the soil and trail corridor through landscaping and revegetation. Trail design and planning follows guidelines from the American Association of State Highway and Transportation Officials Guide for the Development of Bicycle Facilities, the Planning Trails with Wildlife in Mind handbook and has been designed in accordance with the Steamboat Springs Trail system Master Plan (revised 1991) and the Yampa River Outdoor Recreation Conceptual Plan (1993).

As with other reaches of the Core Trail, this segment will be maintained on an annual basis as a year-round non-motorized, multiple-use trail according to the City of Steamboat Springs Trail system Maintenance Manual (1994). Trail maintenance is built into the City's annual budget and into the Parks, Recreation and Open Space Department's annual work plan. City Departments share maintenance duties: The Police Department provides security and enforcement; the Parks and Trails Divisions have a preventative maintenance schedule and removes snow and scoria from the hard-surface trail in winter (snow is left on the soft-surface trail for skiing and snowshoeing) and maintains the surface of the soft surface and concrete trails.

The City owns the Legacy Ranch property and the Yampa Valley Land Trust worked with the City to “bank” a trail on the property. The Yampa Valley Land Trust will work with the City to site the trail in the appropriate location on the Legacy Ranch site. Yampatika will “adopt” the trail from Legacy Ranch to its current terminus at Dougherty Lane, conducting routine patrols. Additional groups involved in the project will include Volunteers for Outdoor Colorado (VOC) who have assisted with trail building projects with the City of Steamboat Springs in the past. Beneficiaries of the project, or user groups and sites that will receive more attention and visitation thanks to the addition of the Core Trail include: The Haymaker Golf Course, Colorado Parks and Wildlife’s Chuck Lewis, Trout Unlimited/Yampa Valley Fly Fishers, the Yampa Valley Birding Club and the Colorado Crane Coalition.

Project location. If the project is to be constructed, indicate whether the land to be used will need to be purchased and the details of that expected purchase. Disclose who will own the completed project and who will manage the amenity. Will the amenity be purchased or leased? Please provide the details of the transaction.

Land tenure will be described for two reaches of the trail, the portion that stretches from Dougherty Lane (Segment A) and the loop at Legacy Ranch (Segment B). For Segment A, discussions are currently underway with landowners to secure easements for the trail. The three alignments proposed provide maximum flexibility in securing a site for the trail assuming varied levels of commitments from landowners. These discussions have occurred over the past year and will conclude in spring 2013. Landowners have agreed to donation of easements for the trail that will be held in perpetuity by the City. Segment owned by the City, with a conservation easement held by the Yampa Valley Land Trust. A trail is “banked” on the property. The Yampa Valley Land Trust will work with the City to site the trail in the appropriate location on the Legacy Ranch site. Yampatika will “adopt” the trail from Legacy Ranch to its current terminus at Dougherty Lane, conducting routine patrols.

Estimated overall cost of the project. Include detail of the costs. For example, if construction is involved, please identify the per square foot cost of construction, the cost to prepare the site, the cost of permitting, tap fees, etc.

Again, costs will be described for two segments of the trail, the portion that stretches from Dougherty Lane (Segment A) and the loop at Legacy Ranch (Segment B). Detailed cost estimates are available for the three different alignments that have been proposed for Segment A. However, as previously noted, because the landowners involved have not settled on a final alignment for the Core Trail, these are not included in this proposal although they are available at the Parks & Rec. Department. The linear feet of trail to be constructed in this segment range between 3,850 and 4,430, depending on the final alignment of the trail. Cost estimates that have been secured for Segment A range from \$1,240,291-\$2,163,258 with an average cost per linear foot of all estimates being \$223.35. Based on that cost estimate, Segment B (the loop at Legacy Ranch) which is approximately 10,000 linear feet would add a cost of \$2,233,467. The total project cost is estimated at between \$3,473,758 and \$4,396,725, again, depending on the

alignment of Segment A. Accommodations tax dollars would be used to leverage matching funds from GOCO to secure the balance of trail construction costs.

These estimates *include* the following: clearing and grading the trail area, laying a base course, and providing wetland crossing, bridges and culverts as needed. They also *include* signage, topsoil, revegetation, fencing and vegetative screening. Cost estimates *include* a 15% contingency. They *do not include* legal or permitting fees, engineering or surveying costs, and materials testing.

A timeline showing the phasing of the project, from inception through construction to operations. If the project can be phased over a number of years, please indicate the contemplated phases and the timing of phases.

TASK	2013		2014		2015	
	Winter-Spring	Summer-Fall	Winter-Spring	Summer-Fall	Winter-Spring	Summer-Fall
Secure easements & finalize construction costs for trail segment A.	X					
Secure commitment for accommodations tax funding.		X				
Pursue Grants from GOCO and other sources for trail construction.			X	X		
Construct trail- segment A					X	X
Construct trail- segment B					X	X

Infrastructure needed to complete the project. For example, will a road need to be built to the project? Will utilities need to be relocated?

No conflict with existing infrastructure has been identified.

Future capital needs of the project. This should include expected replacement costs, and the method of funding future costs.

Please see project proforma, Table 33.2.

The anticipated ongoing annual *operational* revenue generation of the project, and its anticipated annual *operational* costs. Provide a multi-year (minimum 6-year) financial pro-forma.

The Core Trail is a free amenity. As such it does not generate operational revenue per se. However, having multiple use recreational trails provides additional opportunities to tourist with interest in hiking, biking, wildlife watching, and fishing. Based on partner estimates these projects at maturity could generate \$81 million for the local economy.

As with other reaches of the Core Trail, this segment will be maintained on an annual basis as a year-round non-motorized, multiple-use trail according to the City of Steamboat Springs Trail system Maintenance Manual (1994). Trail maintenance is built into the City’s annual budget and into the Parks, Recreation and Open Space Department’s annual work plan and approximate annual maintenance cost to the City is \$47, 577.34. City Departments share maintenance duties: The Police Department provides security and enforcement; the Parks and Trails Divisions have a preventative maintenance schedule and removes snow and scoria from the hard-surface trail in winter (snow is left on the soft-surface trail for skiing and snowshoeing) and maintains the surface of the soft surface and concrete trails.

Maps of the proposed Project area showing both current conditions and conceptual rendering of the proposed Project in its anticipated condition.



Estimated Overall Cost of Project				
Project Name:	Core Trail S - Legacy Ranch			
Project Type:	Core Trail			
Est. Trail Length (miles):	3.3			
Est. Build (\$/ft):	\$ 144.45		Est. Project (\$/ft):	\$ 186.45
Description of Cost	Units	Quantity	Unit Price (\$0.00)	Amount (\$0.00)
Construction	miles	3.3	\$ 144.45	\$ 2,501,296.20
Other	signs	10	\$ 150.00	\$ 1,500.00
	bridges	-		\$ -
	Subtotal			\$ 2,502,796.20
Design/Admin./Contingency				
Planning, Preliminary Design & Construction Documents		9%		\$ 225,251.66
Admin. & Construction Services		10%		\$ 250,279.62
Contingency		10%		\$ 250,279.62
	Subtotal	29%		\$ 725,810.90
Est. Total Project Cost				\$ 3,228,607.10
Est. Matching Funds or In-Kind		TBD		TBD
Est. Accommodations Tax Required				\$ 3,228,607.10

Table 33.1: Estimated Overall Cost of Project for the Core Trail S - Legacy Ranch

Project Pro forma (6 year) for City of Steamboat Springs							
Project Name:	Core Trail S - Legacy Ranch						
Project Type:	Core Trail						
Est. Trail Length (miles):	3.3 Miles						
				Land Manager [3]	City	100%	
					-	0%	
	Construction Phase	Year1	Year2	Year3	Year4	Year5	Year6
Projected Revenue	See the overall Proposal revenue estimates and sources						
Projected Costs							
Capital [1]							
Construction	\$ (3,226,672.10)	\$ (83,376.54)	\$ (83,376.54)	\$ (83,376.54)	\$ (83,376.54)	\$ (83,376.54)	\$ (83,376.54)
Other: Trail Amenities	\$ (50,000.00)	\$ (5,000.00)	\$ (5,000.00)	\$ (5,000.00)	\$ (5,000.00)	\$ (5,000.00)	\$ (5,000.00)
Other: Bridges	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ (3,276,672.10)	\$ (88,376.54)	\$ (88,376.54)	\$ (88,376.54)	\$ (88,376.54)	\$ (88,376.54)	\$ (88,376.54)
Operational [2]							
Trail Maintenance	\$ -	\$ (45,077.34)	\$ (45,077.34)	\$ (45,077.34)	\$ (45,077.34)	\$ (45,077.34)	\$ (45,077.34)
Amenity Replacement	\$ -	\$ (2,500.00)	\$ (2,500.00)	\$ (2,500.00)	\$ (2,500.00)	\$ (2,500.00)	\$ (2,500.00)
Bridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ -	\$ (47,577.34)	\$ (47,577.34)	\$ (47,577.34)	\$ (47,577.34)	\$ (47,577.34)	\$ (47,577.34)
Total Costs	\$ (3,276,672.10)	\$ (135,953.88)	\$ (135,953.88)	\$ (135,953.88)	\$ (135,953.88)	\$ (135,953.88)	\$ (135,953.88)
Notes:							
[1]	Assumptions for capital costs are detailed in the project Pro forma section of the proposal.						
[2]	Assumptions for operational costs are detailed in the project Pro forma section of the proposal.						
[3]	Approximate percentage of trail based on land manager (used to determine City's capital and operational costs after initial construction phase).						

Table 33.2: Project Pro forma (6 year) for City of Steamboat Springs for the Core Trail S - Legacy Ranch

Core Trail West: Bear River Park

Project Checklist:

- a. **Project Description:** This project provides a loop destination at the west end of the Core Trail until easements can be obtained to continue the Core Trail further west. A nature walk style trail including a boardwalk would provide an alternate activity for family members while others are utilizing the existing Skateboard & Bike Parks at Bear River Park.
Length: approximately 0.4 miles (including approximately 0.05 miles of boardwalk)
Trail classification: Core Trail (Cost could be reduced as a Secondary Trail)
- b. **Individual Entities Involved:** City of Steamboat Springs & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** This trail is on the west side of town at the City's Bear River Park. A preliminary trail is shown in Map 34.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: City of Steamboat Springs
Amenity is managed by: City of Steamboat Springs
- d. **Total Cost is estimated to be:** \$611,908 for planning, construction & contingency. The detailed cost breakdown is found in Table 34.1.
- e. This project will not be phased and will take place within one year scheduled to minimize impact on wetland environment during construction.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. Anticipated future capital needs from the City of Steamboat Springs are: \$16,762/year based on replacement of the trail & trail amenities (signs, trash cans, fencing).
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$8,103/year based on percentage of ownership and current City trails maintenance expense estimated by Parks & Rec Staff. A detailed analysis of anticipated operational costs can be found in the 6 year pro forma detailed in Table 34.2.

Estimated Overall Cost of Project				
Project Name:		Core Trail W - Bear River Park		
Project Type:		Core Trail		
Est. Trail Length (miles):		0.5		
Est. Build (\$/ft):		\$ 144.45	Est. Project (\$/ft):	\$ 231.78
Description of Cost		Units	Quantity	Unit Price (\$0.00)
Construction		miles	0.5	\$ 144.45
Other		amenities	4	\$ 150.00
		boardwalk	0.05	\$ 350.00
Subtotal				\$ 474,348.00
Design/Admin./Contingency				
Planning, Preliminary Design & Construction Documents			9%	\$ 42,691.32
Admin. & Construction Services			10%	\$ 47,434.80
Contingency			10%	\$ 47,434.80
Subtotal			29%	\$ 137,560.92
Est. Total Project Cost				\$ 611,908.92
Est. Matching Funds or In-Kind			TBD	TBD
Est. Accommodations Tax Required				\$ 611,908.92

Table 34.1: Estimated Overall Cost of Project for the Core Trail W - Bear River Park

Project Pro forma (6 year) for City of Steamboat Springs								
Project Name:		Core Trail W - Bear River Park						
Project Type:		Core Trail						
Est. Trail Length (miles):		0.5 Miles		Land Manager [3]		City	100%	
						-	0%	
		Construction Phase						
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	
Projected Revenue		See the overall Proposal revenue estimates and sources						
Projected Costs								
Capital [1]								
Construction		\$ (491,938.92)	\$ (12,711.60)	\$ (12,711.60)	\$ (12,711.60)	\$ (12,711.60)	\$ (12,711.60)	\$ (12,711.60)
Other: Amenities		\$ (774.00)	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)
Other: Boardwalk		\$ (119,196.00)	\$ (3,973.20)	\$ (3,973.20)	\$ (3,973.20)	\$ (3,973.20)	\$ (3,973.20)	\$ (3,973.20)
Subtotal		\$ (611,908.92)	\$ (16,762.20)	\$ (16,762.20)	\$ (16,762.20)	\$ (16,762.20)	\$ (16,762.20)	\$ (16,762.20)
Operational [2]								
Trail Maintenance		\$ -	\$ (6,872.50)	\$ (6,872.50)	\$ (6,872.50)	\$ (6,872.50)	\$ (6,872.50)	\$ (6,872.50)
Amenity Replacement		\$ -	\$ (38.70)	\$ (38.70)	\$ (38.70)	\$ (38.70)	\$ (38.70)	\$ (38.70)
Boardwalk Maintenance		\$ -	\$ (1,191.96)	\$ (1,191.96)	\$ (1,191.96)	\$ (1,191.96)	\$ (1,191.96)	\$ (1,191.96)
Subtotal		\$ -	\$ (8,103.16)	\$ (8,103.16)	\$ (8,103.16)	\$ (8,103.16)	\$ (8,103.16)	\$ (8,103.16)
Total Costs		\$ (611,908.92)	\$ (24,865.36)	\$ (24,865.36)	\$ (24,865.36)	\$ (24,865.36)	\$ (24,865.36)	\$ (24,865.36)
Notes:								
[1]	Assumptions for capital costs are detailed in the project Pro forma section of the proposal.							
[2]	Assumptions for operational costs are detailed in the project Pro forma section of the proposal.							
[3]	Approximate percentage of trail based on land manager (used to determine City's capital and operational costs after initial construction phase).							

Table 34.2: Project Pro forma (6 year) for City of Steamboat Springs for the Core Trail W - Bear River Park

Secondary Trail North: Strawberry Park

Project Checklist:

- a. **Project Description:** This project provides a loop destination at the north end of Butcher Knife trail. Butcher Knife trail is a well-used secondary gravel trail that parallels Butcher Knife Creek and currently dead ends just past the schools. By creating a loop on an old irrigation ditch on the hillside above the school, trail users will have a clear destination on an excellent beginner trail that originates downtown near Old Town Hot Springs and the Rabbit Ears Motel.
Length: approximately 0.5 miles
Trail classification: Secondary or Core Trail
- b. **Individual Entities Involved:** City of Steamboat Springs & Steamboat Springs Trails Alliance. The entities' background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** This trail is on the north side of town at the Butcher Knife Trail to the Steamboat Springs School District property at Steamboat Middle School. A preliminary trail is shown in Map 35.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: City of Steamboat Springs
Amenity is managed by: City of Steamboat Springs
- d. **Total Cost is estimated to be:** \$365,173 for planning, construction & contingency. The detailed cost breakdown is found in Table 35.1.
- e. This project will not be phased and will take place within one year scheduled to minimize impact on wetland environment during construction.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. Anticipated future capital needs from the City of Steamboat Springs are: \$78.00/year based on sign replacement.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$525.00/year based on percentage of ownership and current City trails maintenance expense estimated by Parks & Rec Staff. A detailed analysis of anticipated operational costs can be found in the 6 year pro forma detailed in Table 35.2.

Estimated Overall Cost of Project				
Project Name:	Core Trail N - Strawberry Park			
Project Type:	Secondary Trail			
Est. Trail Length (miles):	0.5			
Est. Build (\$/ft):	\$ 107.00	Est. Project (\$/ft):	\$	138.32
Description of Cost	Units	Quantity	Unit Price (\$0.00)	Amount (\$0.00)
Construction	miles	0.5	\$ 107.00	\$ 282,480.00
Other	signs	4	\$ 150.00	\$ 600.00
	bridges	-		\$ -
	Subtotal			\$ 283,080.00
Design/Admin./Contingency				
Planning, Preliminary Design & Construction Documents		9%		\$ 25,477.20
Admin. & Construction Services		10%		\$ 28,308.00
Contingency		10%		\$ 28,308.00
	Subtotal	29%		\$ 82,093.20
Est. Total Project Cost				\$ 365,173.20
Est. Matching Funds or In-Kind				TBD
Est. Accommodations Tax Required				\$ 365,173.20

Table 35.1: Estimated Overall Cost of Project for the Core Trail N - Strawberry Park

Project Pro forma (6 year) for City of Steamboat Springs								
Project Name:	Core Trail N - Strawberry Park							
Project Type:	Secondary Trail							
Est. Trail Length (miles):	0.5 Miles							
				Land Manager [3]	City	100%		
					-	0%		
	Construction Phase	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	
Projected Revenue								See the overall Proposal revenue estimates and sources
Projected Costs								
Capital [1]								
Construction	\$ (364,399.20)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other: Amenities	\$ (774.00)	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)
Other: Boardwalk	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ (365,173.20)	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)	\$ (77.40)
Operational [2]								
Trail Maintenance	\$ -	\$ (485.91)	\$ (485.91)	\$ (485.91)	\$ (485.91)	\$ (485.91)	\$ (485.91)	\$ (485.91)
Amenity Replacement	\$ -	\$ (38.70)	\$ (38.70)	\$ (38.70)	\$ (38.70)	\$ (38.70)	\$ (38.70)	\$ (38.70)
Bridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ -	\$ (524.61)	\$ (524.61)	\$ (524.61)	\$ (524.61)	\$ (524.61)	\$ (524.61)	\$ (524.61)
Total Costs	\$ (365,173.20)	\$ (602.01)	\$ (602.01)	\$ (602.01)	\$ (602.01)	\$ (602.01)	\$ (602.01)	\$ (602.01)
Notes:								
[1]	Assumptions for capital costs are detailed in the project Pro forma section of the proposal.							
[2]	Assumptions for operational costs are detailed in the project Pro forma section of the proposal.							
[3]	Approximate percentage of trail based on land manager (used to determine City's capital and operational costs after initial construction phase).							

Table 35.2: Project Pro forma (6 year) for City of Steamboat Springs for the Core Trail N - Strawberry Park

Core Connection: 12th Street at Little Toots Park

Project Checklist:

- a. **Project Description:** Construction of a paved sidewalk as identified in the City of Steamboat Springs Sidewalks Master Plan, along the southern border of Little Toots Park from Lincoln Ave. to the Core Trail, which will enhance visitor experience by providing a safe and easily navigable spur from the recreational opportunities along the Core Trail and Little Toots Park to downtown.
Length: approximately 0.1 miles
Trail classification: Connection
- b. **Individual Entities Involved:** City of Steamboat Springs & Steamboat Springs Trails Alliance; The entities background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** This trail is on the north side of town out the Butcher Knife Trail to the Steamboat Springs School District property at Steamboat Middle School. This is shown in Map 36.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: City of Steamboat Springs
Amenity is managed by: City of Steamboat Springs
- d. **Total Cost is estimated to be:** \$33,012 for planning, construction & contingency. The detailed cost breakdown is found in Table 36.1.
- e. This project will not be phased. After funding and final design, it is expected to be complete within one year.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. Anticipated future capital needs from the City of Steamboat Springs have not been fully evaluated for this project by City Staff.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational costs to the City of Steamboat Springs have not been fully evaluated for this project by City Staff but are not likely to exceed 5% of the capital cost or \$1,651.

Downtown to Core Trail Connections (12th Street walk)				
Description	Units	Quantity	Unit Price	Amount
Right of Way/ Easements				
Survey	ls	1	\$ 1,200.00	\$ 1,200
Easement Recording	ac			\$ -
ROW Subtotal				\$ 1,200
Construction or Project Elements				
sidewalk construction	lf	400	\$ 60.00	\$ 24,000
Construction/Project Elements Subtotal				\$ 24,000
ROW/ Construction or Project Elements Total				\$ 25,200
Design		6%		\$ 1,512
Permitting		4%		\$ 1,008
Project Mgt/ Construction Mgt		5%		\$ 1,260
Construction Surveying		3%		\$ 756
Engineering/Testing		2%		\$ 504
Erosion Control		2%		\$ 504
Traffic Control		1%		\$ 252
Utility		3%		\$ 756
Contingency		5%		\$ 1,260
Design/Permitting/Construction Mgt Subtotal				\$ 7,812
Total				\$ 33,012

Table 36.1: Estimated Overall Cost for the Core Connection along 12th Street at Little Toots Park.

Lodging Connection: Walton Creek

Project Checklist:

- a. **Project Description:** We propose the construction of a paved pathway paralleling US 40 (east side) from its southern terminus at the Fairfield Inn & Suites connecting to the Holiday Inn, La Quinta, and ending at a pedestrian bridge over Walton Creek at its northern terminus. With these improvements visitors will no longer have to compromise their safety by riding or walking along the heavily trafficked US 40 to connect to city trails. After crossing the proposed Walton Creek bridge, users will have the option to either connect to the existing Walton Creek underpass, linking to the Walton Creek Trail or Core Trail, or cross at the lighted intersection of US 40 and Walton Creek Road. On the western side of US 40 we propose the construction of a detached sidewalk from Dougherty Road to Walton Creek, which will provide access to the Core Trail from residential and lodging properties alike.

Length: approximately 0.5 miles

Trail classification: Connection

- b. **Individual Entities Involved:** City of Steamboat Springs & Steamboat Springs Trails Alliance; The entities background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** This trail is on the north side of town out the Butcher Knife Trail to the Steamboat Springs School District property at Steamboat Middle School. A preliminary trail is shown in Map 37.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: City of Steamboat Springs
Amenity is managed by: City of Steamboat Springs
- d. **Total Cost is estimated to be:** \$336,677 for planning, construction & contingency. The detailed cost breakdown is found in Table 37.1.
- e. This project will not be phased. After funding and final design, it is expected to be complete within one year..
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. Anticipated future capital needs from the City of Steamboat Springs have not been fully evaluated for this project by City Staff.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational costs to the City of Steamboat Springs have not been fully evaluated for this project by City Staff but are not likely to exceed 5% of the capital cost or \$16,834.

Walton Creek to Downtown Trail Connections

Description	Units	Quantity	Unit Price	Amount
Right of Way/ Easements				
Survey	ls	1	\$ 3,100.00	\$ 3,100
Land Acquisition				\$ -
ROW Subtotal				\$ 3,100
Construction or Project Elements				
sidewalk construction	lf	2700	\$ 60.00	\$ 162,000
bridge construction	ls	2	\$ 50,000.00	\$ 100,000
Construction/Project Elements Subtotal				\$ 262,000
ROW/ Construction or Project Elements Total				\$ 265,100
Design	6%			\$ 15,906
Permitting	1%			\$ 2,651
Project Mgt/ Construction Mgt	5%			\$ 13,255
Construction Surveying	3%			\$ 7,953
Engineering/Testing	2%			\$ 5,302
Erosion Control	2%			\$ 5,302
Traffic Control	1%			\$ 2,651
Utility	2%			\$ 5,302
Contingency	5%			\$ 13,255
Design/Permitting/Construction Mgt Subtotal				\$ 71,577
Total				\$ 336,677

Table 37.1: Estimated Overall Cost of Project for the Walton Creek to Downtown Trail Connection.

Lodging Connection: Mountain to Core Trail

Project Checklist:

- a. **Project Description:** This project includes underpass modification and construction of sidewalk where Fish Creek crosses Hwy 40.
Length: approximately 0.25 miles
Trail classification: Connection
- b. **Individual Entities Involved:** City of Steamboat Springs & Steamboat Springs Trails Alliance; The entities background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Fish Creek & Hwy 40. A preliminary trail is shown in Map 38.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: City of Steamboat Springs
Amenity is managed by: City of Steamboat Springs
- d. **Total Cost is estimated to be:** \$449,228 for planning, construction & contingency. The detailed cost breakdown is found in Table 38.1.
- e. This project will not be phased. After funding and final design, it is expected to be complete within one year.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. Anticipated future capital needs from the City of Steamboat Springs have not been fully evaluated for this project by City Staff.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational costs to the City of Steamboat Springs have not been fully evaluated for this project by City Staff but are not likely to exceed 5% of the capital cost or \$22,462.

Mtn Area Lodging to Core Trail

Description	Units	Quantity	Unit Price	Amount
Right of Way/ Easements				
Survey	ls	1	\$ 3,500.00	\$ 3,500
Easement Acquisition	ls	1	\$ 5,000.00	\$ 5,000
ROW Subtotal				\$ 8,500
Construction or Project Elements				
underpass modification	ls	1	\$ 250,000.00	\$ 250,000
sidewalk construction	ls	1300	\$ 60.00	\$ 78,000
Construction/Project Elements Subtotal				\$ 328,000
ROW/ Construction or Project Elements Total				
				\$ 336,500
Design		10%		\$ 33,650
Permitting		3%		\$ 10,095
Project Mgt/ Construction Mgt		5%		\$ 16,825
Construction Surveying		1%		\$ 3,365
Engineering/Testing		2%		\$ 6,730
Erosion Control		2%		\$ 6,730
Traffic Control		0.5%		\$ 1,683
Utility		5%		\$ 16,825
Contingency		5%		\$ 16,825
Design/Permitting/Construction Mgt Subtotal		34%		\$ 112,728
Total				
				\$ 449,228

Table 38.1: Estimated Overall Cost of Project for the Mtn Area Lodging to Core Trail Connection.

Lodging Connection: Whistler Area Lodging to Mtn

Project Checklist:

- a. **Project Description:** Connect missing links from south lodging areas to Mountain; includes missing sidewalk segments on Whistler Road, Whistler/Walton Creek crossing.
Length: approximately 0.2 miles
Trail classification: Connection
- b. **Individual Entities Involved:** City of Steamboat Springs & Steamboat Springs Trails Alliance; The entities background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Whistler Road and Whistler/Walton Creek Area. Project is shown in Map 39.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: City of Steamboat Springs
Amenity is managed by: City of Steamboat Springs
- d. **Total Cost is estimated to be:** \$113,157 for planning, construction & contingency. The detailed cost breakdown is found in Table 39.1.
- e. This project will not be phased. After funding and final design, it is expected to be complete within one year.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. Anticipated future capital needs from the City of Steamboat Springs have not been fully evaluated for this project by City Staff.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational costs to the City of Steamboat Springs have not been fully evaluated for this project by City Staff but are not likely to exceed 5% of the capital cost or \$5,658.

Whistler Area Lodging to Mtn Connections

Description	Units	Quantity	Unit Price	Amount
Right of Way/ Easements				
Survey	ls	1	\$ 3,100.00	\$ 3,100
Land Acquisition				\$ -
ROW Subtotal				\$ 3,100
Construction or Project Elements				
sidewalk construction	lf	1100	\$ 60.00	\$ 66,000
corossing enhancements	ls	1	\$ 20,000.00	\$ 20,000
Construction/Project Elements Subtotal				\$ 86,000
ROW/ Construction or Project Elements Total				\$ 89,100
Design		6%		\$ 5,346
Permitting		1%		\$ 891
Project Mgt/ Construction Mgt		5%		\$ 4,455
Construction Surveying		3%		\$ 2,673
Engineering/Testing		2%		\$ 1,782
Erosion Control		2%		\$ 1,782
Traffic Control		1%		\$ 891
Utility		2%		\$ 1,782
Contingency		5%		\$ 4,455
Design/Permitting/Construction Mgt Subtotal				\$ 24,057
Total				\$ 113,157

Table 39.1: Estimated Overall Cost of Project for the Whistler Area Lodging to Mtn. Trail Connection.

Emerald Amenities: Restroom and additional Parking at Blackmer Drive

Project Checklist:

- a. **Project Description:** Trail head amenities at the junction of Backmer Dr., Routt St. and Fairview Drive a proposed new angled parking, and a full restroom with bike washing station.
- b. **Individual Entities Involved:** City of Steamboat Springs & Steamboat Springs Trails Alliance; The entities background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Junction of Blackmer Dr., Routt St. and Fairview Drive. A preliminary trail is shown in Map 40.0. This project and its mapped location are subject to change during the land managers final planning and approval process.

Project is owned by: City of Steamboat Springs

Amenity is managed by: City of Steamboat Springs

- d. **Total Cost is estimated to be:** \$192,00 for planning, construction & contingency. The detailed cost breakdown is found in Table 40.1a & 40.1b.
- e. This project will not be phased. After funding and final design, it is expected to be complete within one year.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. There are no anticipated future capital needs from the City of Steamboat Springs for this project.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational costs to the City of Steamboat Springs have not been fully evaluated for this project by City Staff but are not likely to exceed 5% of the capital cost or \$9,600.

Blackmer Drive Trailhead Restroom				
Description	Units	Quantity	Unit Price	Amount
Construction				\$ 62,560
Design	6%			\$ 5,520
Permitting	2%			\$ 1,840
Project Mgt/ Construction Mgt	4%			\$ 3,680
Construction Surveying	2%			\$ 1,840
Engineering/Testing	2%			\$ 1,840
Erosion Control	2%			\$ 1,840
Traffic Control	5%			\$ 4,600
Utility	4%			\$ 3,680
Contingency	5%			\$ 4,600
Design/Permitting/Construction Mgt Subtotal				\$ 29,440
Total				\$ 92,000

Table 40.1a: Estimated Overall Cost of Project for the Blackmer Drive Trailhead Restroom.

Blackmer Drive Trailhead Parking				
Description	Units	Quantity	Unit Price	Amount
Construction				\$ 68,000
Design	6%			\$ 6,000
Permitting	2%			\$ 2,000
Project Mgt/ Construction Mgt	4%			\$ 4,000
Construction Surveying	2%			\$ 2,000
Engineering/Testing	2%			\$ 2,000
Erosion Control	2%			\$ 2,000
Traffic Control	5%			\$ 5,000
Utility	4%			\$ 4,000
Contingency	5%			\$ 5,000
Design/Permitting/Construction Mgt Subtotal				\$ 32,000
Total				\$ 100,000

Table 40.1b: Estimated Overall Cost of Project for the Blackmer Drive Trailhead Parking.

Stehley Park: Beginner Pump Track

Project Checklist:

- a. **Project Description:** This purpose-built pump track is designed to allow riders to cruise the entire course without pedaling, relying instead on pumping up and down the slopes to take advantage of gravity and momentum. This beginner friendly course is the ideal learning environment for children and families and can be ridden on strider bikes to full suspension mountain bikes.
Area: approximately 21,000 square feet
Trail classification: Connection
- b. **Individual Entities Involved:** City of Steamboat Springs & Steamboat Springs Trails Alliance; The entities background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** The undeveloped and relatively level of Stehley Park across Butcher Knife Creek at the west end of Butcher Knife Canyon Trail. A preliminary trail is shown in Map 41.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: City of Steamboat Springs
Amenity is managed by: City of Steamboat Springs
- d. **Total Cost is estimated to be:** \$27,735 for planning, construction & contingency. The detailed cost breakdown is found in Table 41.1.
- e. This project will not be phased. After funding and final design, it is expected to be complete within one year.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. Anticipated future capital needs from the City of Steamboat Springs for this project: \$3,880/year based on IMBA's Trails Solutions estimates to re-build every 5-7 years. A detailed analysis of anticipated future capital cost can be found in the 6 year pro forma detailed in Table 41.2.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational cost to the City of Steamboat Springs is: \$2,576/year based on IMBA's Trails Solutions estimates for at 21,000 square foot area. A detailed analysis of anticipated operational costs can be found in the 6 year pro forma detailed in Table 41.2.

Enhanced Crossing: To/from Spring Creek at Amethyst Drive

Project Checklist:

- a. **Project Description:** This project increases user safety at an important trail hub at Amethyst Drive by providing a more visible and clear crossing. This crossing is currently not well defined and sees high vehicle and pedestrian/bicycle traffic.
Length: approximately 60 feet
Trail classification: Connection
- b. **Individual Entities Involved:** City of Steamboat Springs & Steamboat Springs Trails Alliance; The entities background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** The intersection of Amethyst Drive and East Maple Street crossing Amethyst. A preliminary trail is shown in Map 42.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: City of Steamboat Springs
Amenity is managed by: City of Steamboat Springs
- d. **Total Cost is estimated to be:** \$75,000 for planning, construction & contingency. The detailed cost breakdown is found in Table 42.1.
- e. This project will not be phased. After funding and final design, it is expected to be complete within one year.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. Anticipated future capital needs from the City of Steamboat Springs have not been fully evaluated for this project by City Staff.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational costs to the City of Steamboat Springs have not been fully evaluated for this project by City Staff but are not likely to exceed 5% of the capital cost or \$3,750.

Enhanced Crosswalks

Description	Units	Quantity	Unit Price	Amount
Right of Way/ Easements				
Survey	ls			-
Easement Acquisition	ls			-
ROW Subtotal				-
Construction or Project Elements				
enhanced crosswalk construction	ls	3	\$ 20,000.00	60,000
Construction/Project Elements Subtotal				60,000
ROW/ Construction or Project Elements Total				\$ 60,000
Design		3%		\$ 1,800
Permitting		0%		-
Project Mgt/ Construction Mgt		5%		\$ 3,000
Construction Surveying		1%		\$ 600
Engineering/Testing		2%		\$ 1,200
Erosion Control		2%		\$ 1,200
Traffic Control		2.0%		\$ 1,200
Utility		5%		\$ 3,000
Contingency		5%		\$ 3,000
Design/Permitting/Construction Mgt Subtotal				\$ 15,000
Total				\$ 75,000

Table 42.1: Estimated Overall Project Cost for the Enhanced Crosswalk at Amethyst Drive to/from the Spring Creek Trail.

Enhanced Crossing: To Butcher Knife Trail at East Maple Street

Project Checklist:

- a. **Project Description:** This project increases user safety at the crossing from Butcher Knife Canyon Trail to/from the high school by providing a more visible and clear crossing. This crossing is currently not well defined and sees high vehicle and pedestrian/bicycle traffic.
Length: approximately 60 feet
Trail classification: Connection
- b. **Individual Entities Involved:** City of Steamboat Springs & Steamboat Springs Trails Alliance; The entities background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** At the Steamboat Springs High School crossing at East Maple Street to/from Butcher Knife Canyon Trail. This is shown in Map 43.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: City of Steamboat Springs
Amenity is managed by: City of Steamboat Springs
- d. **Total Cost is estimated to be:** \$75,000 for planning, construction & contingency. The detailed cost breakdown is found in Table 43.1.
- e. This project will not be phased. After funding and final design, it is expected to be complete within one year.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. Anticipated future capital needs from the City of Steamboat Springs have not been fully evaluated for this project by City Staff.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational costs to the City of Steamboat Springs have not been fully evaluated for this project by City Staff but are not likely to exceed 5% of the capital cost or \$3,750.

Enhanced Crosswalks

Description	Units	Quantity	Unit Price	Amount
Right of Way/ Easements				
Survey	ls			-
Easement Acquisition	ls			-
ROW Subtotal				-
Construction or Project Elements				
enhanced crosswalk construction	ls	3	\$ 20,000.00	60,000
Construction/Project Elements Subtotal				60,000
ROW/ Construction or Project Elements Total				\$ 60,000
Design		3%		\$ 1,800
Permitting		0%		-
Project Mgt/ Construction Mgt		5%		\$ 3,000
Construction Surveying		1%		\$ 600
Engineering/Testing		2%		\$ 1,200
Erosion Control		2%		\$ 1,200
Traffic Control		2.0%		\$ 1,200
Utility		5%		\$ 3,000
Contingency		5%		\$ 3,000
Design/Permitting/Construction Mgt Subtotal				\$ 15,000
Total				\$ 75,000

Table 42.1: Estimated Overall Project Cost for the Enhanced Crosswalk at the Steamboat Springs High School crossing East Maple Street.

Enhanced Crossing: Core Trail at 5th Street

Project Checklist:

- a. **Project Description:** This project increases user safety where the Core Trail crosses 5th Street by providing a more visible and clear crossing. This crossing sees high vehicle and pedestrian/bicycle traffic.
Length: approximately 60 feet
Trail classification: Connection
- b. **Individual Entities Involved:** City of Steamboat Springs & Steamboat Springs Trails Alliance; The entities background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Core Trail crossing at the intersection of 5th Street and Howelsen Parkway. This is shown in Map 44.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: City of Steamboat Springs
Amenity is managed by: City of Steamboat Springs
- d. **Total Cost is estimated to be:** \$75,000 for planning, construction & contingency. The detailed cost breakdown is found in Table 44.1.
- e. This project will not be phased. After funding and final design, it is expected to be complete within one year.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. Anticipated future capital needs from the City of Steamboat Springs have not been fully evaluated for this project by City Staff.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational costs to the City of Steamboat Springs have not been fully evaluated for this project by City Staff but are not likely to exceed 5% of the capital cost or \$3,750.

Enhanced Crosswalks

Description	Units	Quantity	Unit Price	Amount
Right of Way/ Easements				
Survey	ls			-
Easement Acquisition	ls			-
ROW Subtotal				-
Construction or Project Elements				
enhanced crosswalk construction	ls	3	\$ 20,000.00	60,000
Construction/Project Elements Subtotal				60,000
ROW/ Construction or Project Elements Total				\$ 60,000
Design		3%		\$ 1,800
Permitting		0%		-
Project Mgt/ Construction Mgt		5%		\$ 3,000
Construction Surveying		1%		\$ 600
Engineering/Testing		2%		\$ 1,200
Erosion Control		2%		\$ 1,200
Traffic Control		2.0%		\$ 1,200
Utility		5%		\$ 3,000
Contingency		5%		\$ 3,000
Design/Permitting/Construction Mgt Subtotal				\$ 15,000
Total				\$ 75,000

Table 44.1: Estimated Overall Project Cost for the Enhanced Crosswalk where the Core Trail crosses 5th Street.

Enhanced Crossing: Lodging Connection at Mt. Werner Circle

Project Checklist:

- a. **Project Description:** This project increases user safety providing a more visible and clear crossing. This crossing sees high vehicle and pedestrian/bicycle traffic between the Steamboat Grand and the base of the Steamboat Ski area.
Length: approximately 60 feet
Trail classification: Connection
- b. **Individual Entities Involved:** City of Steamboat Springs & Steamboat Springs Trails Alliance; The entities background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Crossing Mount Werner Circle in front of the Steamboat Grand. This is shown in Map 45.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: City of Steamboat Springs
Amenity is managed by: City of Steamboat Springs
- d. **Total Cost is estimated to be:** \$75,000 for planning, construction & contingency. The detailed cost breakdown is found in Table 45.1.
- e. This project will not be phased. After funding and final design, it is expected to be complete within one year.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. Anticipated future capital needs from the City of Steamboat Springs have not been fully evaluated for this project by City Staff.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational costs to the City of Steamboat Springs have not been fully evaluated for this project by City Staff but are not likely to exceed 5% of the capital cost or \$3,750.

Enhanced Crosswalks

Description	Units	Quantity	Unit Price	Amount
Right of Way/ Easements				
Survey	ls			-
Easement Acquisition	ls			-
ROW Subtotal				-
Construction or Project Elements				
enhanced crosswalk construction	ls	3	\$ 20,000.00	60,000
Construction/Project Elements Subtotal				60,000
ROW/ Construction or Project Elements Total				\$ 60,000
Design		3%		\$ 1,800
Permitting		0%		-
Project Mgt/ Construction Mgt		5%		\$ 3,000
Construction Surveying		1%		\$ 600
Engineering/Testing		2%		\$ 1,200
Erosion Control		2%		\$ 1,200
Traffic Control		2.0%		\$ 1,200
Utility		5%		\$ 3,000
Contingency		5%		\$ 3,000
Design/Permitting/Construction Mgt Subtotal				\$ 15,000
Total				\$ 75,000

Table 45.1: Estimated Overall Project Cost for the Enhanced Crosswalk between the Steamboat Grand and the base of the Steamboat Ski Area crossing Mt. Werner Circle.

Enhanced Crossing: Core Trail at Mt. Werner Road

Project Checklist:

- a. **Project Description:** This project increases user safety where the Core Trail crosses Mount Werner Road by providing a more visible and clear crossing. This crossing sees high vehicle and pedestrian/bicycle traffic.
Length: approximately 60 feet
Trail classification: Connection
- b. **Individual Entities Involved:** City of Steamboat Springs & Steamboat Springs Trails Alliance; The entities background and interests, including roles and responsibilities are provided in the project checklist overview to minimize repetition.
- c. **Project location:** Where the existing Core Trail Crosses Mount Werner Road on the west side of the Hwy 40 overpass. A preliminary trail is shown in Map 46.0. This project and its mapped location are subject to change during the land managers final planning and approval process.
Project is owned by: City of Steamboat Springs
Amenity is managed by: City of Steamboat Springs
- d. **Total Cost is estimated to be:** \$75,000 for planning, construction & contingency. The detailed cost breakdown is found in Table 46.1.
- e. This project will not be phased. After funding and final design, it is expected to be complete within one year.
- f. No additional infrastructure or improving/modifying existing infrastructure has been identified.
- g. Anticipated future capital needs from the City of Steamboat Springs have not been fully evaluated for this project by City Staff.
- h. Anticipated operational revenue to the City of Steamboat Springs is described for the proposal in whole. A detailed analysis of anticipated operational revenue can be found in the body of this proposal in the section titled "Overall Proposal Projected Revenue".
- i. Anticipated operational costs to the City of Steamboat Springs have not been fully evaluated for this project by City Staff but are not likely to exceed 5% of the capital cost or \$3,750.

Enhanced Crosswalks

Description	Units	Quantity	Unit Price	Amount
Right of Way/ Easements				
Survey	ls			-
Easement Acquisition	ls			-
ROW Subtotal				-
Construction or Project Elements				
enhanced crosswalk construction	ls	3	\$ 20,000.00	60,000
Construction/Project Elements Subtotal				60,000
ROW/ Construction or Project Elements Total				\$ 60,000
Design		3%		\$ 1,800
Permitting		0%		-
Project Mgt/ Construction Mgt		5%		\$ 3,000
Construction Surveying		1%		\$ 600
Engineering/Testing		2%		\$ 1,200
Erosion Control		2%		\$ 1,200
Traffic Control		2.0%		\$ 1,200
Utility		5%		\$ 3,000
Contingency		5%		\$ 3,000
Design/Permitting/Construction Mgt Subtotal				\$ 15,000
Total				\$ 75,000

Table 46.1: Estimated Overall Project Cost for the Enhanced Crosswalk where the Core Trail crosses Mount Werner Road.