
GOODSPRINGS TRAIL FEASIBILITY STUDY

CLARK COUNTY NEVADA



NOVEMBER, 2009





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Clark County, Nevada

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*Special thanks to the members of the
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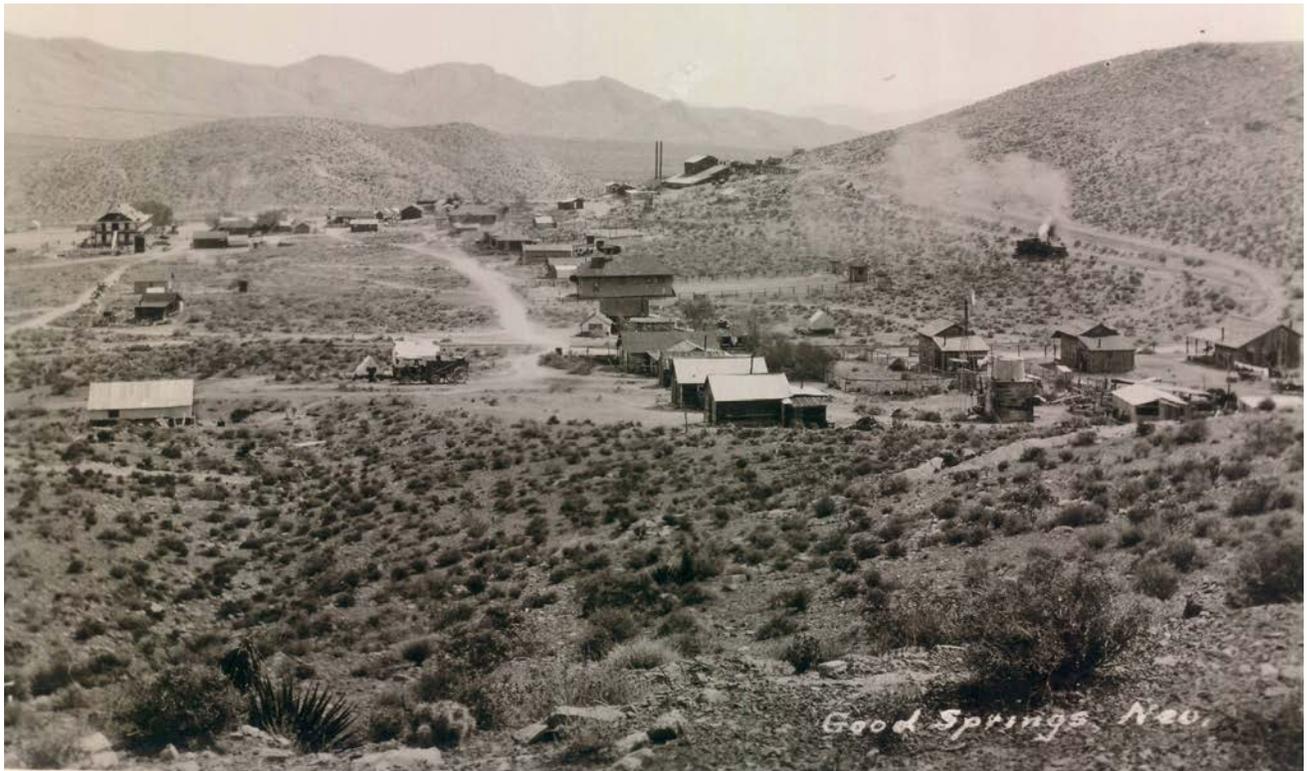
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INTRODUCTION



Historic view of Goodsprings looking east. The Yellow Pine Mill, where valuable ore was processed, can be seen in the distance.

1.1 PURPOSE OF THE PLAN

The purpose of this trail study is to investigate the feasibility of building a trail system that connects Jean and the I-15 corridor to the small rural town of Goodsprings and the historic alignment of the Yellow Pine Railroad. This document outlines the analyses and conclusions of the planning effort which was initiated in December 2008 by Clark County Nevada. The plan reflects a comprehensive planning effort in which consultants and trail planners, Shapins Belt Collins, worked closely with Clark County, the Goodsprings Historical Society, other local residents and a collection of stakeholders to identify a viable future trail system within and outlying the town of Goodsprings.

The plan provides a broad framework for the development of a trail system within the Goodsprings area and includes a physical plan of the trail system as well as recommendations for designing and implementing the trail and its associated facilities.

1.2 BACKGROUND

This trail study was made possible through the Southern Nevada Public Land Management Act (SNPLMA) which has funded over 272 miles of trails and trail related projects within the local jurisdictions and on federal lands in Clark County. The inspiration for this trail study came out of the work of the Goodsprings Historical Society's Trail Committee. Beginning in December 2005, the National Park Service's Rivers,



View of Goodsprings today. The historic Yellow Pine Railroad berm is visible in the middle-ground of the photograph.

Trails and Conservation Assistance Program led the committee through the process of developing a vision and mission for a trail system which would celebrate the unique history and environment of the Goodsprings area. The Committee envisioned Goodsprings as the center of an outdoor recreational hub with the Yellow Pine Rail Trail as a central element. The trail network would also include other trails and historic features in the area, such as Red Rocks National Conservation Area and the Old Spanish Trail.

As reflected in the committee's vision and mission statement, the purpose of the trail network would be twofold: to offer people an opportunity to enjoy the desert environment and introduce them to the rich history of the area. The success of this planning process is in large part due to the continued support of the community of Goodsprings. Members of the Goodsprings Historical Society helped to develop the final trail alignment and were an endless source

VISION STATEMENT

In partnership with [Clark County], the community of Goodsprings, Nevada will participate in preserving the historic Yellow Pine Mine Rail Trail. The Goodsprings Historical Society will be an integral part of the planning process in developing a multi-use, non-motorized trail that will protect the historical value of the site. The site will utilize the narrow gauge rail line that connected the Yellow Pine Mine to the Salt Lake/Los Angeles Railroad at Jean, Nevada.

-Goodsprings Historical Society Trail Committee (2007)

MISSION STATEMENT

While maintaining the peaceful solitude of the rural community of Goodsprings the Yellow Pine Rail Trail will provide a link to the historic mining past of southern Nevada as well as the opportunity to explore and develop appreciation of the desert environment. The Yellow Pine Rail Trail will provide connectivity to the Goodsprings Historic Walking Tour, the Old Spanish Trail and the Red Rock Canyon National Conservation Area trails. The trail will aid in developing an awareness of the importance of preserving history where it happened as well as provide an opportunity for the community to develop partners and a support system for preservation.

- Goodsprings Historical Society Trail Committee (2007)

of information about the dynamic history and environment of the study area.

1.3 PLANNING PROCESS

This document represents the culmination of a ten-month planning effort which included extensive research and analysis, field work, stakeholder input, and public outreach. The project was organized into the following six tasks:

- ★ Task 1: Project Start Up
- ★ Task 2: Trail Study Area Evaluation
- ★ Task 3: Research and Analysis / Alternative Trail Corridor Development
- ★ Task 4: Alternative Assessment and Preferred Trail Alignment Development
- ★ Task 5: Development of Draft Trail Feasibility Study
- ★ Task 6: Final Trail Feasibility Study

Three public meetings were held in Goodsprings as part of this planning process. These meetings followed



Alan O'Neill from Outside Las Vegas foundation introduces Goodsprings residents and project stakeholders to the purpose of the trail feasibility plan at Public Meeting #1 in January 2009.

an open house format with opportunities for those in attendance to ask questions of the planning team. The first meeting was held in January 2009 and introduced the public to the planning effort. The second meeting followed in May 2009. At this meeting, which coincided with Goodsprings' Reunion, the planning team introduced three alignment alternatives and collected input from the public. The proposed trail system outlined in this report was presented at the third and final public meeting in September 2009.

The planning team conducted a total of six field visits to confirm the feasibility of all draft alternatives and to establish the preferred trail alignment. The purpose of the field work included trail corridor development, environmental analysis, and construction feasibility. While in the field, the planning team identified the trail alignment, conducted analysis and assessed construction fees. Analysis maps documenting the field work and research and analysis phase of this project are provided in **Appendix 1, 2, 3, and 4** of this document.

The public meetings and field work visits were punctuated by three findings reports which were submitted to the County for review and made available to stakeholders and the public for review and comment. These preliminary reports outlined in detail the research and analysis phase of the planning process. The box to the right outlines the information contained in each of these reports.

In addition to public meetings, a project website was developed which housed all project materials, including trail alignment alternatives and findings reports, for public review and comment. An electronic comment form on the website allowed the public to submit comments to the planning team at their convenience.

Another important part of the planning process was stakeholder input. The planning team reached out to key stakeholders at the beginning of the planning process and continued to request and encourage their input on the development of alignment alternatives and the preferred alignment.

The alignment illustrated in **Figure 1- Proposed Trail System** and described in detail within Chapter 3 of this document represents a feasible trail network that Clark County, Goodsprings and their partners can implement over time.

FINDINGS REPORTS

FINDINGS REPORT #1

SUMMARY OF ISSUES
REGIONAL CONTEXT MAP
STUDY AREA ANALYSIS MAP
REGIONAL TRAILS ANALYSIS MAP
DRAFT I ALIGNMENT ALTERNATIVE MAPS (3)
DRAFT II ALIGNMENT ALTERNATIVE MAPS (3)

FINDINGS REPORT #2

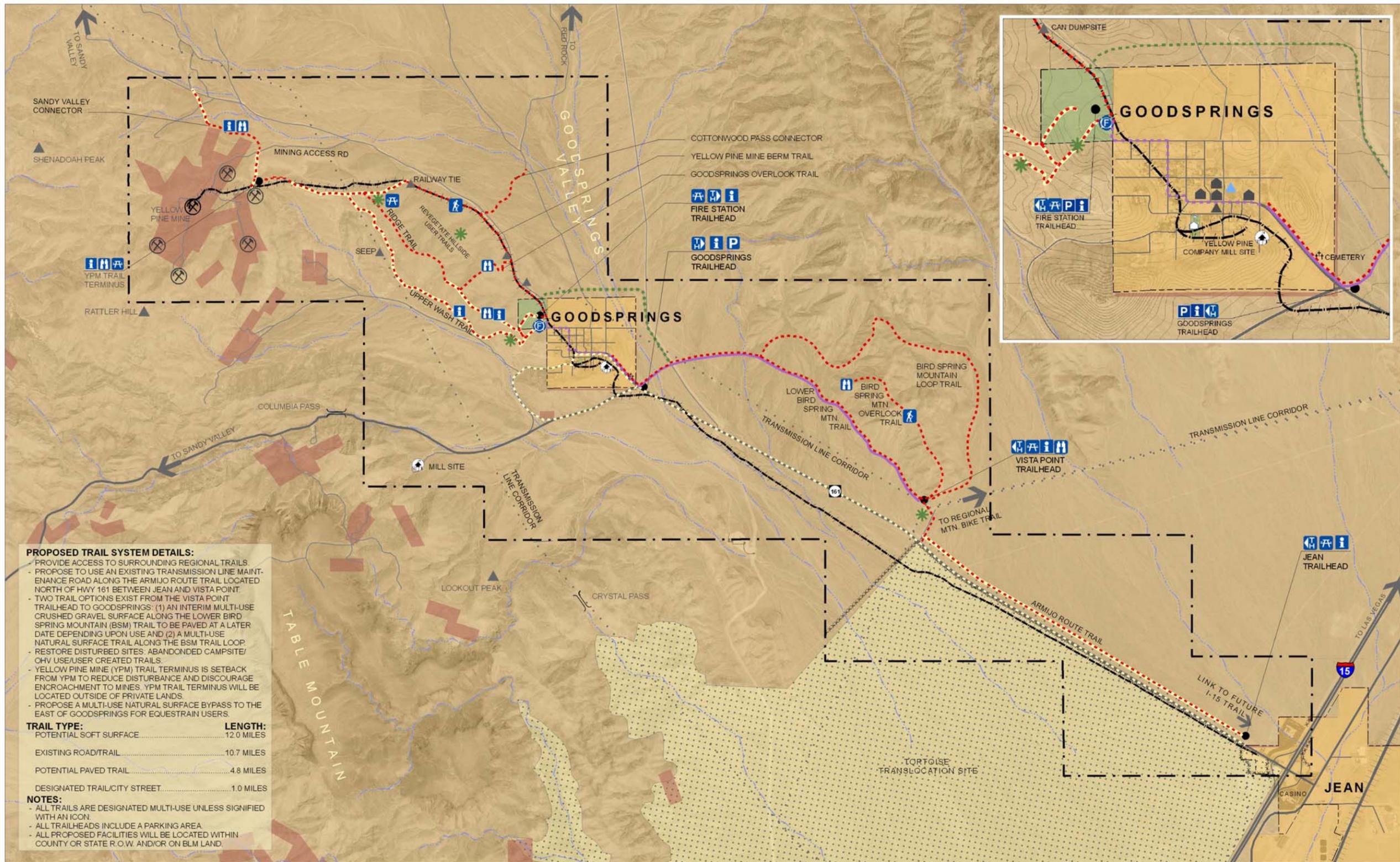
SUMMARY OF PUBLIC INPUT
EXISTING TRAIL CONDITIONS MAP
DRAFT I PREFERRED ALIGNMENT MAP

FINDINGS REPORT #3

ENVIRONMENTAL ISSUES AND CONSTRAINTS SUMMARY
HYDROLOGY REPORT
DRAFT II PREFERRED ALIGNMENT MAP

KEY STAKEHOLDERS

Clark County Nevada
Goodsprings Historical Society
Bureau of Land Management (BLM)
State of Nevada Division of Minerals
Valley Electric Association
NV Energy
Kern River Gas Transmission Company
Clark County Department of Aviation
State Historic Preservation Office (SHPO)
Nevada Department of Transportation (NDOT)
Clark County Desert Conservation Program
U.S. Fish & Wildlife Service
Horse Council of Nevada
Green Valley Cyclist Club



THE STUDY AREA

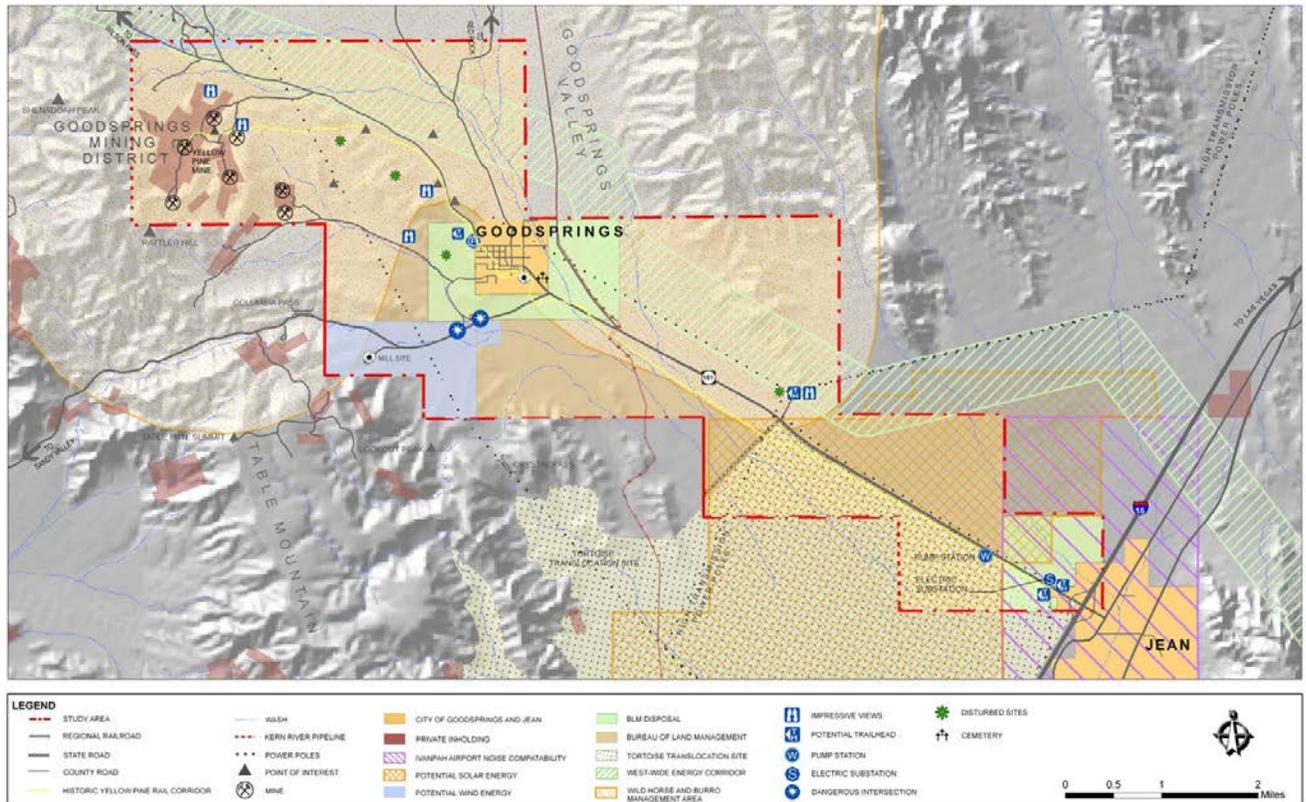


Figure 2: Study Area Analysis Map

2.1 STUDY AREA BOUNDARY

The area under consideration for the proposed trail corridor is located in southern Clark County and consists of 13,440 acres (approximately 5439 hectares) including the Town of Goodsprings. Land located on both sides of

the existing State Route 161 connecting the towns of Goodsprings and Jean is also included within the study area. The study area is comprised of the 21 sections listed in **Table 1** and is illustrated in **Figure 2: Study Area Analysis Map**.

TABLE 1. STUDY AREA BOUNDARIES

Township	Range	Sections
24 South	58 East	14-17, 20-23, 25-27, 34-36
24 South	59 East	31-32
25 South	59 East	3-5, 10-11



Goodsprings residents gather outside Beckley's Clothing Store in downtown Goodsprings.

2.2 THE COMMUNITY OF GOODSPRINGS

A STORIED PAST

The town of Goodsprings was named after Joseph Good, a prospector and miner, who searched for gold, silver, and copper ores near Goodsprings in the early 1860's. The town was first named after the spring and was called Good's Spring. The name of the town was changed by the U.S. Post Office in 1898 to Goodsprings. Prior to Good and others who used its water, the spring was used by Southern Paiutes and before them, the Anasazis. Good established a small store and by 1868, following additional discoveries of lead and ore deposits, the town was settled by individuals who moved to the area to pursue mining.

While the population of Goodsprings now hovers around three hundred, past populations during the mining heyday reached in excess of 800 people (yr. 1918). From roughly 1910 through the mid 1930's, Goodsprings boasted not only a grand hotel, but several saloons, stores, and even its own newspaper.

One saloon, the Pioneer, is still in operation today. This establishment is a tourist destination not only because of its reputation as the oldest saloon in Clark County, but also due to its intriguing history which includes

INTERPRETATION OPPORTUNITIES:

- The Paiute and Anasazi
- The Founding of Goodsprings Springs
- The Yellow Pine Mine and Railroad
- The Town of Goodsprings
- The Old Spanish Trail
- Mountain Ranges
- Bureau of Land Management
- Cacti and other Desert Plants
- Desert Tortoises and Large-Scale Relocation Area
- Desert Wildlife
- Geology including the Keystone Thrust
- Mining Culture
- Abandoned Mines (and Safety)

tales surrounding the death of movie star Carole Lombard whose plane crashed on Mt. Potosi in 1942. According to local lore, her husband Clark Gable sat (and presumably drank) in the saloon while awaiting news of his wife's fate.

GOODSPRINGS TODAY

Today, the community of Goodsprings represents a true vestige of Nevada’s past. The former mining town boasts historic and cultural resources which have been lost in other areas of the rapidly developing Las Vegas metropolitan region and southern Nevada.

The community of Goodsprings has been instrumental in laying the groundwork for future trail development. Beginning in 2005, the Goodsprings Historical Society championed the idea of a trail which would celebrate and educate visitors about the history of Goodsprings and the Yellow Pine Mining District. The Goodsprings Historical Society, and by extension its Trail Committee, has played an active role in developing the proposed trail network outlined in this feasibility study.

This history of grassroots support and advocacy for the trail represents a future resource for Clark County when the project moves forward into implementation. It is also important to note that the trail network represents a potential “economic driver” for Goodsprings and other surrounding rural communities. As a recreation



Sign welcoming motorists to Goodsprings on Highway 161.

destination with a dynamic interpretive trail which explores the rich history of the area and celebrates the Mojave Desert landscape and ecosystem, this project has the potential to stimulate the establishment of small businesses (such as a coffee shop or bike repair shop) that would cater to trail users.



The Pioneer Saloon, built in 1913, still operates today. The planning team hosted an information booth about the trail study at the saloon’s annual chili cook-off.



Only the foundation of the Yellow Pine Mine Mill, pictured here, can be seen today.

2.3 HISTORIC SIGNIFICANCE

THE YELLOW PINE MINE AND RAILROAD

The historic Yellow Pine Railroad is the central emphasis and inspiration of this trail study. The railroad corridor stretches from Jean to Goodsprings, and then on to the historic Yellow Pine Mine. In 1901, J.F. Kent founded the Yellow Pine Mining Company in the Goodsprings District. Now inactive, the Yellow Pine Mine represented one of the largest lead and zinc

mines in the region. At its height, the mine fostered a booming settlement at Goodsprings which served the men who worked the Yellow Pine and the eighty-five other mines in the district.

The mineral deposits around Goodsprings yielded a diversity of ores. Also mined in lesser quantities and at various times were deposits of silver, gold, and copper. The need to transport ores from the Yellow Pine Mine to the Los Angeles and Salt Lake Railroad in Jean was the impetus for the construction of the Yellow Pine Railroad. The narrow-gauge railroad was built to



Members of the planning team walk a portion of the Yellow Pine Railroad berm northwest of town.



Artifacts, such as this railroad tie, are still visible along the berm. Mountain bike tracks are visible in the surface.

connect Jean to the Goodsprings Mill (where ore was processed and sorted) and to the Yellow Pine Mine. All told the rail line consisted of twelve and a half miles of track and, during the duration of its operation (1911-1930) it helped to transport over 72,000 tons of lead and zinc ore. In 1934, four years after the mine closed, the tracks were removed and the locomotives that once traveled regularly up and down the valley between Jean and Goodsprings were sold.

Today the berm of the Yellow Pine Railroad is still visible as it traverses the desert floor from Jean to Goodsprings and then on to the historic Yellow Pine Mine. The proposed trail network traces portions of this historic rail corridor north of Goodsprings. It is recommended that other portions of the historic railroad berm, which are not proposed to serve as a trail corridor, be protected as a locally significant historic resource. This recommendation will be explored further in **Chapter 5: Implementation**.

THE OLD SPANISH TRAIL

While no longer visible to the eye like the Yellow Pine Railroad berm, the historic alignment of the Armijo Route of the Old Spanish Trail also traverses the study area. The Old Spanish Trail was established in 1829 as a trade route linking Santa Fe, New Mexico to Los Angeles, California. The Old Spanish Trail has been designated a National Historic Trail by the United States Congress.

The Armijo Route of the Old Spanish Trail stretched from Jean to Goodsprings along the north side of what is now State Route (SR) 161. Named after Antonio Armijo, the merchant from Santa Fe who first blazed the trail, this segment of the Old Spanish Trail is both nationally and regionally significant and represents an important opportunity for education and interpretation within the project study area. The historic alignment of the Old Spanish Trail where it runs through the Study Area can be seen in **Appendix 3: Regional Trail Analysis Map**.



The view from the Vista Point Trailhead overlooks Goodsprings, SR 161, and a portion of the Armijo Route of the Old Spanish Trail. Roach Dry Lake is also visible in the upper left portion of the photograph.



The Mojave Desert is awash in colors in the spring. The Southern Spring Mountains rise above the study area in the distance.

2.4 ENVIRONMENTAL AND BIOLOGICAL RESOURCES

ENVIRONMENT

Nestled between two mountain ranges, the study area is encompassed by the Southern Spring Mountains to the south and west, the Ivanpah Valley to the south and southeast, and the Bird Spring Range to the east. This area receives very little rainfall, just two to eight inches per year, and is classified as Mojave desert shrub by the Bureau of Land Management's (BLM) Resource Management Plan for the area.

PLANT LIFE

The study area is composed of two main vegetation habitats. Lower elevations of the study area and the valley floor are dominated by a creosote (*Larrea tridentata*) habitat. Yucca (*Yucca schidogera* and *Yucca baccata*) and Joshua trees (*Yucca brevifolia*) also occur in pockets of high density. Ascending the Ridge Trail and along the higher elevation of the Goodsprings

Overlook Trail the habitat type changes to blackbrush (*Coleogyne ramosissima*) with a limited number of Joshua trees.

Various cacti can be found throughout the study area, often creating a cactus garden effect that is quite stunning. Yuccas and cacti are protected species in Nevada. Species observed by the planning team include old man cactus (*Opuntia erinacia*), beavertail cactus (*Opuntia*



Barrel cacti dot the hillside in the Bird Spring Area.



Yucca and Joshua tree flourish in the Goodsprings Valley.

basilaris), cottontop cactus (*Echinocactus polycephalus*), hedgehog cactus (*Echinocerus engelmannii*), barrel cactus (*Ferocatus cylindraceus*) and pancake cactus (*Opuntia chlorotica*).

While no sensitive plant species were identified by the planning team, the Nevada Natural Heritage Program (NNHP) which is coordinated by the Nevada Department of Conservation and Natural Resources, maintains lists of special status species as identified by NNHP and which may occur within the boundary of the study area. This list can be found in **Findings Report #3**. This Findings Report also includes the **Environmental Issues and Constraints Summary** completed by BEC Environmental, Inc. for this trail feasibility study.

WILDLIFE

Wildlife typical to the Mojave desert shrub and southern desert shrub habitat types include various small mammal and reptilian desert species such as the black-tailed jackrabbit (*Lepus californicus*), side-blotched lizard (*Uta stansburiana*), and collared lizard (*Crotaphytus sp.*). Residents of Goodsprings report the presence of Mojave rattlesnakes, a highly poisonous species as well as many other nonpoisonous snakes. Also known to occur within the Study Area boundary are the desert tortoise (*Gopherus agassizi*) and banded Gila monster (*Heloderma suspectum cinctum*). These special status species require a Nevada Division of Wildlife certified biologist to conduct surveys and act as an observer during most disturbance activities.

Non-sensitive species of animals include rodents,

black-tailed jackrabbits, leopard lizards, and raptors. The study area may also fall within the Pacific flyway for migratory birds. Western burrowing owls, while not observed by the planning team, are known to live in the study area. As a listed sensitive species by BLM, special measure may need to be taken to ensure that these birds are not disturbed by any construction activity associated with the trail.

Bats are also likely utilizing the abandoned mines within the study area. Any efforts to secure mines should follow the guidance provided by the Nevada Division of Minerals for safe and effective mine closures which allow for bat colonies to continue to occupy these man-made spaces.

Wild or released horses were also observed by the planning team. The population of these animals within the study area varies throughout the year.



Two horned lizards rest in the shade in the Bird Spring Mountains.



A horse below Mt. Potosi in the study area. Horses were observed on two occasions by members of the planning team.



Mining roads and user-created trails crisscross the landscape. While privately owned mines exist within the project area, the majority of the land is owned by BLM.

2.5 LAND MANAGEMENT AND LAND USE

Please see **Appendix 1, 2, 3, and 4** for analysis maps describing land management and land use within the study area.

BUREAU OF LAND MANAGEMENT (BLM)

The study area consists predominantly of BLM managed lands. This land is highly attractive for solar and wind energy development. For example, a 10,000 acre application for land between Jean and Goodsprings has recently been submitted to the BLM for solar development. While these areas are not within the proposed trail alignment, it will be important to acquire an easement for the trail corridor from BLM in order to protect it from future alternative energy projects and other potential development within BLM lands.

Two designated future multiple use corridors are located in the study area between Jean and Goodsprings. North of State Route 161 is the West-wide Solar Energy

Development Final Programmatic Environmental Impact Statement (EIS) utility corridor. This corridor is a BLM-designated corridor identified for oil, gas and hydrogen pipelines and electricity transmission and distribution facilities. South of State Route (SR) 161 is the BLM Resource Management Plan (RMP) Designated Utility Corridor which follows an existing power line. The two corridors cross northwest of Goodsprings, paralleling one another until reaching Pahrump, Nevada.

Also important to note is the study area's partial inclusion in BLM's Jean/Roach Dry Lakes Special Recreation Management Area (SRMA). This area is designated as an area for "intense recreational use" and is open to off-highway vehicles (OHV) and all-terrain vehicles (ATV) as well as hunting, trapping and shooting of firearms. Currently this designation is being reviewed by BLM and at the time of this report's completion, residents of Goodsprings had approached and met with BLM about restricting such use within the trail study area. Prior to completion



The Large Scale Desert Tortoise Translocation Area is fenced to ensure that the relocated tortoises do not escape and other tortoises cannot get in.

of this report, BLM had issued a request for proposals (RFP) for both the Southern Nevada Resource Management Plan (RMP) revision and the Recreation Area Management Plan (RAMP) revision. Contracts for this work is expected to be awarded by 2010.

These planning projects will likely address the “intense recreational use” designation within the study area. Regardless, the designation does not mean BLM has to allow OHV and ATV use on the proposed trails within the study area. If deemed appropriate, the proposed trail corridor and the area surrounding it could be set aside for non-consumptive recreational use prior to completion of the RMP and RAMP revisions.

LARGE SCALE DESERT TORTOISE TRANSLOCATION AREA

On the south side of SR 161 a Large Scale Desert Tortoise Translocation Area which encompasses a portion of the historic Yellow Pine Mine Railroad berm. This area is managed by the BLM and serves as an area where wild and pet desert tortoises turned into the Desert Tortoise Conservation Center are released. Due to the importance of containing and protecting these animals the trail corridor does not enter this area.

MINING CLAIMS

Several areas of patented mining claims are contained within the study area, mainly northwest of Goodsprings. These claims, placed before 1955, are treated as private property, with the mine owner

having the deed to the land. It will be important for future trail development to be sensitive to these mining claims and to educate trail users about the danger and hazards associated with mines.

PRIVATE PROPERTY

The trail corridor does not require the use of private property. However, portions of the trail corridor (Segments 4 and 6 as outlined in **Chapter 3: The Proposed Trail System**) are in close proximity to private property. To mitigate this issue, informational signs at trailhead kiosks will instruct visitors to not trespass on private property, to remain on the trail, and to observe historic features and sites located on privately owned property from a distance.

<hr/> <p>TABLE 2. ANALYSIS MAPS</p> <hr/>
<p>APPENDIX 1: REGIONAL CONTEXT MAP</p>
<p>APPENDIX 2: STUDY AREA ANALYSIS MAP</p>
<p>APPENDIX 3: REGIONAL TRAILS ANALYSIS MAP</p>
<p>APPENDIX 4: EXISTING CONDITIONS MAP</p>

STATE AND COUNTY RIGHT-OF-WAY

In a few locations, the trail system utilizes the Nevada Department of Transportation (NDOT) right-of-way (ROW) and Clark County ROW. **Table 3** outlines the size and location of the right-of-ways within the study area.

Portions of the trail alignment and the small three car parking area associated with the Goodsprings Trailhead utilize the NDOT ROW. However, due to NDOT's restriction on permanent structures within the right-of-way, other amenities located at this trailhead (such as barrier boulders and an information kiosk) will be located on land adjacent to the NDOT ROW.

It is recommended that the Goodsprings Trailhead be located at the entrance to town, south of any private property and close to the cemetery. Such a location will allow the use of adjacent BLM land for additional trailhead amenities. While a location has been specified on the trail system map, other appropriate locations are available which meet the needs described. A revocable permit will need to be obtained from NDOT for any portions of the trail which utilize the right-of-way in this location and others.

Lastly, Clarke County ROW is utilized in town for a portion of the trail alignment (Segment 3- Historical Walking Tour). The NDOT ROW is also utilized for a portion of this segment.

UTILITY CORRIDORS

Other land management issues affecting the study area include easements held by three utility companies for utility corridors. These companies include Kern River Gas Transmission Company, NV Energy, and Valley Electric. While portions of the trail corridor pass through these utility corridors, the trail does not impact them. All of these companies have reviewed the preferred trail alignment and have been involved in the review process throughout this planning effort.

CLARK COUNTY DEPARTMENT OF AVIATION

Lastly, portions of the study area are within an Airport Environs Overlay District identified by Congress in conjunction with the proposed future Southern Nevada Supplemental Airport, which would be located south of Jean along I-15. The trail system described in this report would not conflict with the proposed airport.

**TABLE 3:
STATE & COUNTY
RIGHT-OF-WAYS (ROW):**

STATE ROUTE 161

(Jean to intersection with Sandy Valley Road)

- o 400' (200' either side of road)
- o Nevada Department of Transportation (NDOT) ROW

SPRING STREET

(Sandy Valley Road to Jean Street)

- o 100' (50' either side of road)
- o NDOT ROW

SPRING STREET

(Jean Street to Vegas Street)

- o 60' (30' either side of road)
- o NDOT ROW

ALL OTHER TOWN STEETS

- o 60' (30' either side of road)
- o Clark County ROW

THE PROPOSED TRAIL SYSTEM

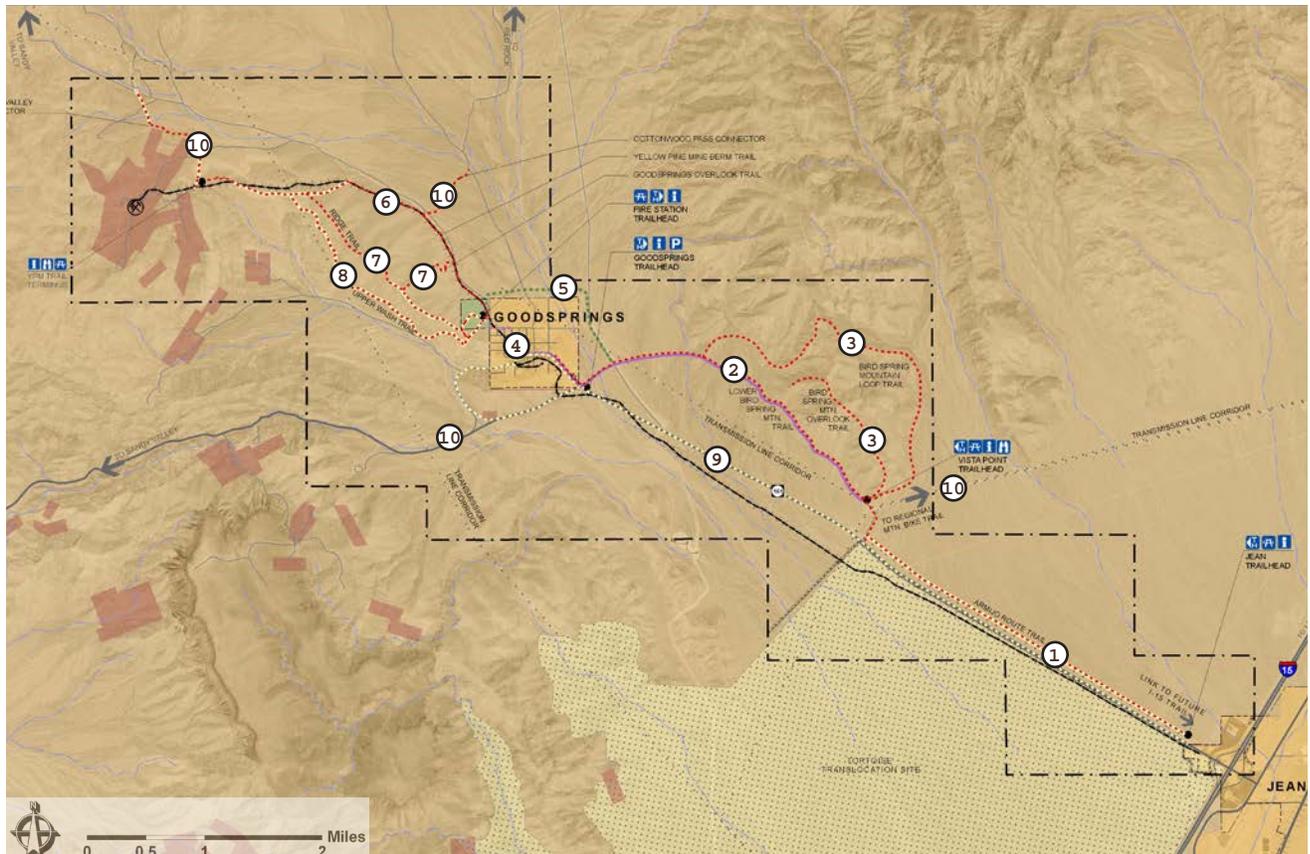


Figure 3: Key Map for Trail Segments

3.1 THE TRAIL SYSTEM

The proposed Goodsprings Trail System represents a feasible network of trails for the study area as described in **Chapter 2: The Study Area** and shown in **Figure 1-Proposed Trail System**. The approximately thirty-four miles of proposed trail was developed after careful review and consideration of input received from stakeholders and the public as well as research and analysis completed by the planning team. While this study determined the feasibility of the proposed alignment, additional analysis will be required if design and implementation for the trail system is funded and

a National Environmental Policy Act (NEPA) review occurs.

The proposed trail system will accommodate a wide variety of different user groups from small children to seniors and a diverse range of skills and abilities. In addition, the proposed trail system as described in this chapter will provide a variety of experiences which range from strenuous mountain biking and hiking trails to a leisurely and accessible walking tour. This trail system will take visitors through a variety of different terrains and environments and represents a unique opportunity to educate visitors on a wide variety of topics.

The proposed trail system has been divided into ten segments in order to organize descriptions and site-specific details of the trail alignment. Facts about each trail segment have been highlighted in a separate table, including mileage, accessibility, proposed trail surfacing, and proposed interpretation topics. See **Figure 2** for a key map that locates each segment. Illustrations of specific segments can be found in **Chapter 4: Design Recommendations and Guidelines**.

It is expected that users of this trail may choose only to experience one or two of the following ten segments on any given day. The diversity of experiences that the trail system presents will encourage repeat or return visitation as the unique offerings of the segments are discovered and explored by visitors.

A Note on Accessibility:

Due to the back-country nature of the Goodsprings Trail System, the majority of segments are not compliant with the Americans with Disabilities Act (ADA). However, the ADA does not have a standard for backcountry trails which by their very nature are not likely to be accessible. For the purposes of this trail study the Forest Service Outdoor Recreation Accessibility Guidelines (FORSAG) have been utilized to define and determine accessibility. Consistent with these guidelines for accessibility in outdoor areas, trails designated as “accessible” have been designed at a grade of 5% or less and no more than 15% of the total length may exceed a grade of 8.33%. Also consistent with FORSAG, trails termed accessible within this report are no less than three feet in width and have a firm stable surface. Where possible, all other amenities such as restrooms, shade shelters, and other trailhead related facilities will be universally accessible.

SEGMENT DESCRIPTIONS

SEGMENT 1	ARMIJO ROUTE TRAIL: <i>Jean Trailhead to Vista Point Trailhead</i>
SEGMENT 2	LOWER BIRD SPRING MOUNTAINS TRAIL: <i>Vista Point Trailhead to Goodsprings Trailhead</i>
SEGMENT 3	BIRD SPRING MOUNTAINS TRAILS: <i>Vista Point Trailhead, through Bird Spring Mountains, to Lower Bird Spring Mountains Trail</i>
SEGMENT 4	HISTORICAL WALKING TOUR: <i>Goodsprings Trailhead to Fire Station Trailhead</i>
SEGMENT 5	GOODSPRINGS BYPASS TRAIL: <i>Lower Bird Spring Mountain, around Goodsprings, to Fire Station Trailhead</i>
SEGMENT 6	YELLOW PINE MINE TRAIL: <i>Fire Station Trailhead to Yellow Pine Mine Terminus</i>
SEGMENT 7	RIDGE TRAIL & GOODSPRINGS OVERLOOK TRAIL: <i>Fire Station Trailhead to Yellow Pine Mine Trail</i>
SEGMENT 8	UPPER WASH TRAIL: <i>Fire Station to Yellow Pine Mine Trail</i>
SEGMENT 9	SR 161 EXISTING BIKE ROUTE: <i>Jean to Goodsprings Road Cyclist Circuit</i>
SEGMENT 10	FUTURE REGIONAL TRAIL CONNECTIONS: <i>Sandy Valley Connector, Cottonwood Pass Connector, Regional Mountain Bike Trail Connector</i>

SEGMENT 1

ARMIJO ROUTE TRAIL:

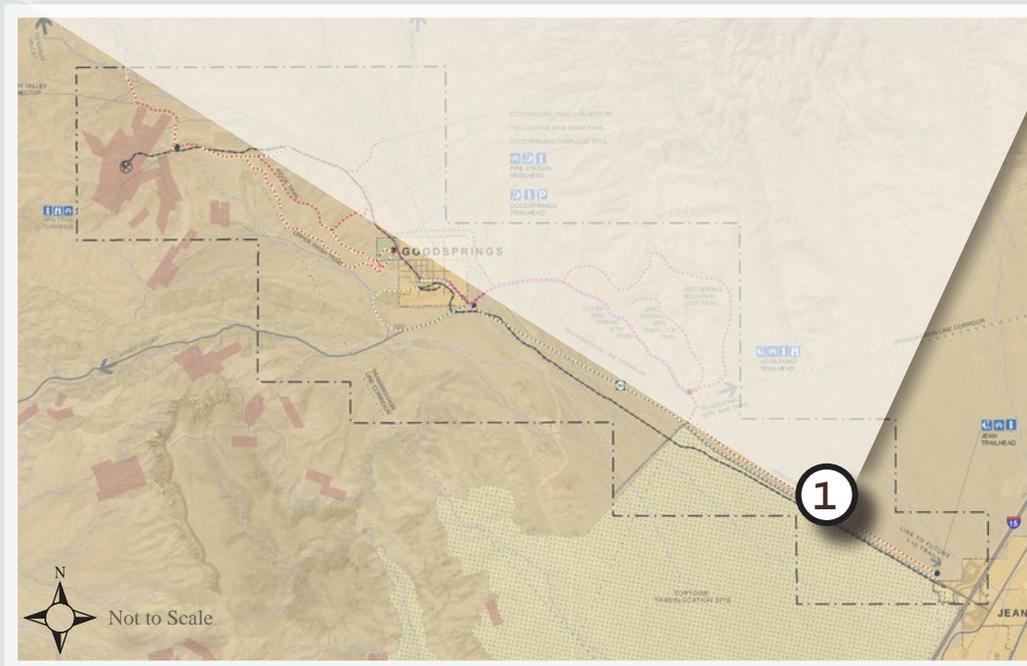
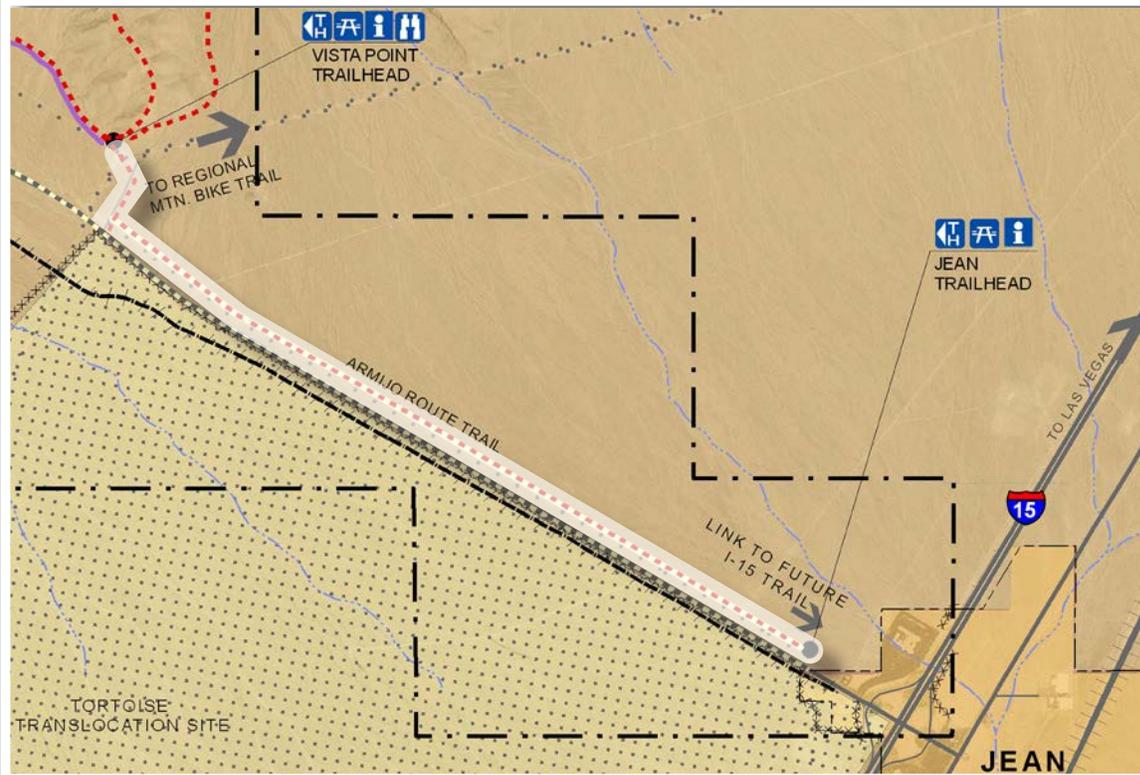
Jean Trailhead to Vista Point Trailhead



SEGMENT  SNAPSHOT

This segment of the proposed alignment is important because it completes the link between Jean and Goodsprings and provides a safe off-road alternative for trail users. Utilizing an existing utility corridor, this trail will require some improvements to the existing roadway. Due to the segment's proximity to SR 161 and the overhead utility lines which dominate the view, this trail will primarily be attractive to cyclists who appreciate an off-road experience and desire a safer link between Jean and Goodsprings. History buffs will also be interested in this 3.6-mile segment which parallels the historic Armijo Route of the Old Spanish Trail.

SEGMENT 1 | ARMIJO ROUTE TRAIL:
Jean Trailhead to Vista Point Trailhead



SEGMENT 1 | ARMIJO ROUTE TRAIL:
Jean Trailhead to Vista Point Trailhead

The Armijo Route Trail will be a multi-use trail accessible to hiking, biking, and equestrian users. This segment responds to the public’s desire for an off-road trail connection from Jean to Goodsprings. This segment will provide a safe alternative connection to Goodsprings by avoiding vehicle traffic along SR 161. Utilizing an existing transmission line maintenance road, the proposed surfacing for this segment will remain native soil. As a result, it is anticipated that bike use on this section will be comprised primarily of mountain bikes or hybrid bikes. Road cyclists will likely continue to utilize the existing road bike circuit described in Segment 9. See **Chapter 4: Design Recommendations and Guidelines** (p.65) for an illustration of the user experience along this trail segment.

The Armijo Route Trail can be accessed from the Jean Trailhead or the Vista Point Trailhead (located between Goodsprings and Jean on the north side of SR 161). The segment runs parallel to SR 161 along the north side of the road. This alignment was chosen to avoid vehicle traffic, reduce disturbance of the Desert Tortoise Translocation Area (located on the south side of SR 161), and to avoid a potential increase in construction costs associated with the south side of the road.

TRAIL DATA	
ARMIJO ROUTE TRAIL	
(3.6-MILES)	
Trail on BLM land	19,150 ft, 3.6-miles
Trail on NDOT ROW	0
Crushed granite trail	0
Potential paved trail	0
Existing road or trail	19,150 ft, 3.6-miles
Natural surface trail	0
Berm trail	0
Trailheads (Eq. and Auto)	1
Trailheads (Auto only)	0
Re-vegetation	0
Overlook	0
Hiking only trail	0
Multi-use trail	19,150 ft, 3.6-miles
Major drainages	N/A
Minor drainages	N/A
Accessible	No
Interpretation Opportunities:	
Historic Yellow Pine Mine Railroad corridor, Desert Tortoise Translocation Area, BLM, Old Spanish Trail	



SEGMENT 2

LOWER BIRD SPRING MOUNTAINS TRAIL:

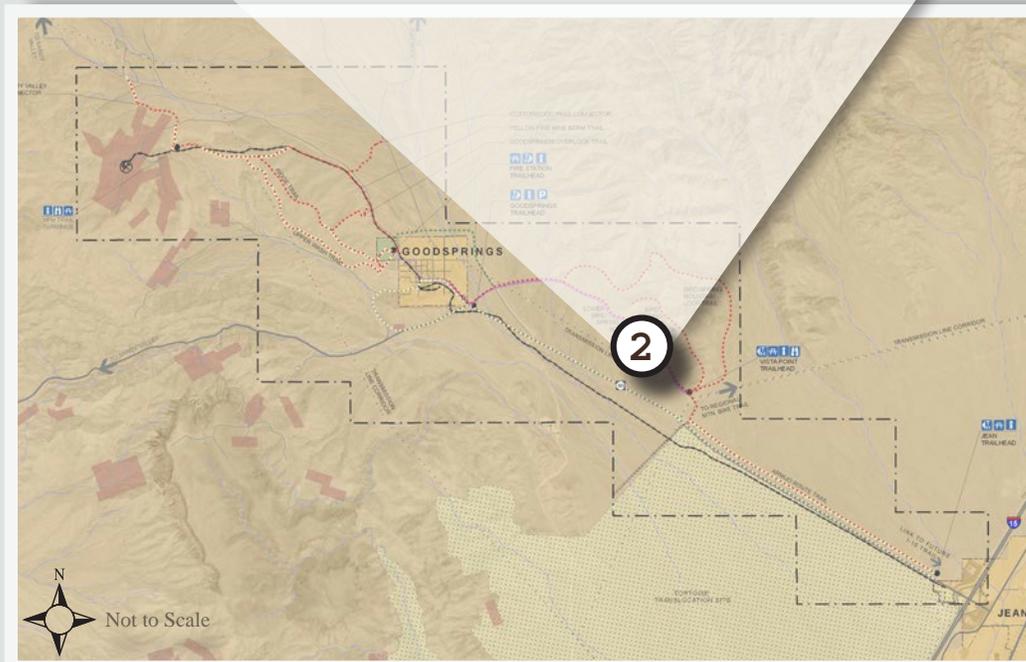
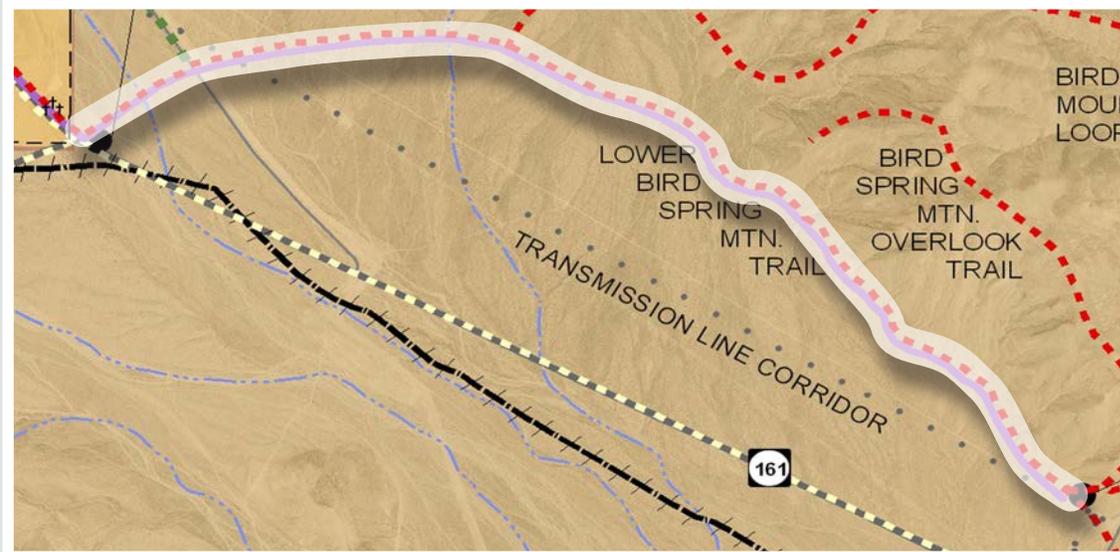
Vista Point Trailhead to Goodsprings Trailhead



SEGMENT  SNAPSHOT

Beginning at the Vista Point Trailhead, the Lower Birdspring Mountains Trail (LBSM) offers sweeping views of the valley below and an opportunity to spy the historic Yellow Pine Railroad berm as it parallels the south side of State Route 161. Also visible from this vantage point, is the Roach and Ivanpah Dry Lakes and the Desert Tortoise Translocation Area. A kiosk at the Vista Point Trailhead will introduce visitors to both of these features and educate them about desert flora and fauna. The LBSM trail is visually stunning as it hugs the base of the mountainside and takes the visitor through a diverse and colorful landscape of cacti, flowers, and other desert plants. Proposed as a crushed granite trail, with the potential to be surfaced at a later date, this segment is accessible and will be a multi-use trail which will appeal to a variety of users of different ages and ability.

SEGMENT 2 | LOWER BIRD SPRING MOUNTAINS TRAIL :
Vista Point Trailhead to Goodsprings Trailhead



SEGMENT 2 | LOWER BIRD SPRING MOUNTAINS TRAIL :
Vista Point Trailhead to Goodsprings Trailhead

The proposed Lower Bird Spring Mountains (LBSM) Trail will provide a multi-use trail accessible to all user groups. The alignment will separate trail users from vehicle traffic and transmission line corridors by following the base of the Bird Spring Mountains. The trail takes full advantage of the highly scenic desert environment and will provide users with more diverse plant species, increased topographic relief and a more curvilinear alignment than Segment 1. It is estimated that the LBSM segment will cross approximately three major drainages and fifteen minor drainages. Strategies for successfully crossing these drainages have been provided in **Chapter 4: Design Recommendations and Guidelines** and are discussed in more detail in Findings Report #3.

The LBSM trail can be accessed from Vista Point Trailhead (located between Jean and Goodsprings, north of State Route 161). The Vista Point Trailhead will accommodate four equestrian trailer spaces and fourteen auto spaces and will serve as a staging facility for hiking, biking and equestrian users. The trailhead will offer a number of amenities, such as hitching posts, restroom, information kiosk, benches, and trash receptacles.

The segment consists of an interim crushed granite trail with a future paved trail option that can be implemented at a later date, based upon levels of use. The trail will be ten feet wide in order to accommodate two-way traffic and will be accessible. See **Chapter 4: Design Recommendations and Guidelines** (p.66) for an illustration of the user experience along this trail segment.

It is recommended that a degraded area used for shooting south of Vista Point Trailhead be restored and revegetated.

Important features along this trail segment are the Historic Mill Site which can be seen from the State Route (SR) 161 corridor, the Goodsprings Cemetery adjacent to the trail along the north side of SR 161 and the Goodsprings Trailhead located south of the cemetery.

TRAIL DATA	
LOWER BIRD SPRING MOUNTAINS TRAIL	
(3.38-MILES)	
Trail on BLM land	15,979 ft, 3.03-miles
Trail on NDOT ROW	1,850 ft, 0.35-miles
Crushed granite trail	17,829 ft, 3.38-miles
Potential paved trail	17,829 ft, 3.38-miles
Existing road or trail	0
Natural surface trail	0
Berm trail	0
Trailheads (Eq. and Auto)	1
Trailheads (Auto only)	0
Re-vegetation	1
Overlook	0
Hiking only trail	0
Multi-use trail	17,829 ft, 3.38-miles
Major drainages	(+/-) 3
Minor drainages	(+/-) 15
Accessible	Yes
Interpretation Opportunities:	
Historic Yellow Pine Mine Railroad corridor, geological features such as the Keystone Thrust, Wilson’s Road to Ivanpah, Goodsprings Mill Site, Cemetery, Desert Tortoise Translocation Area, and Mojave Desert flora and fauna	



SEGMENT 3

BIRD SPRING MOUNTAINS TRAILS:

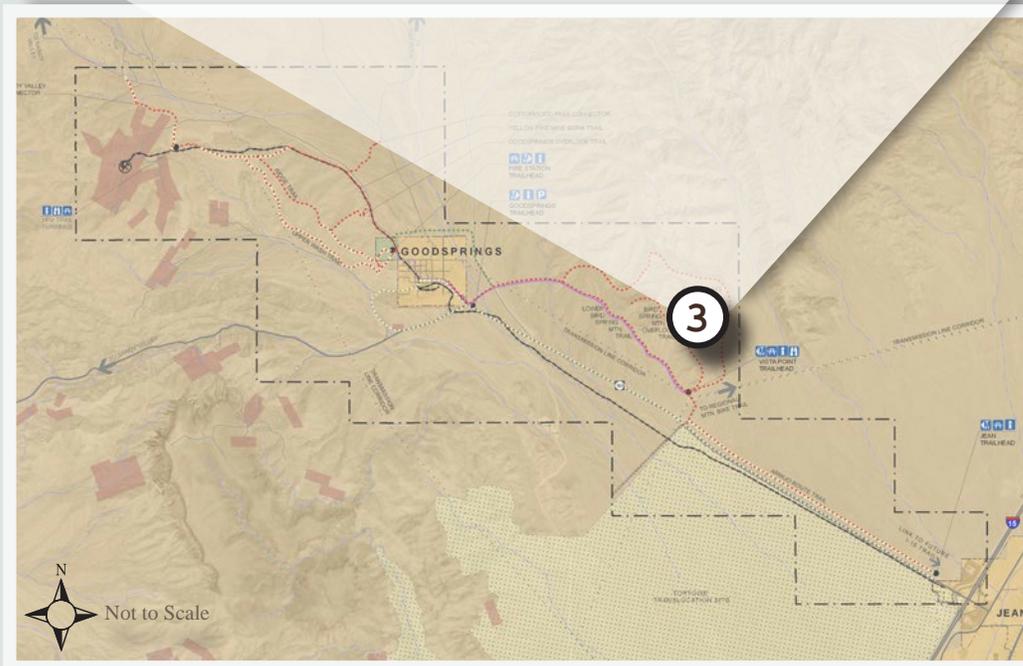
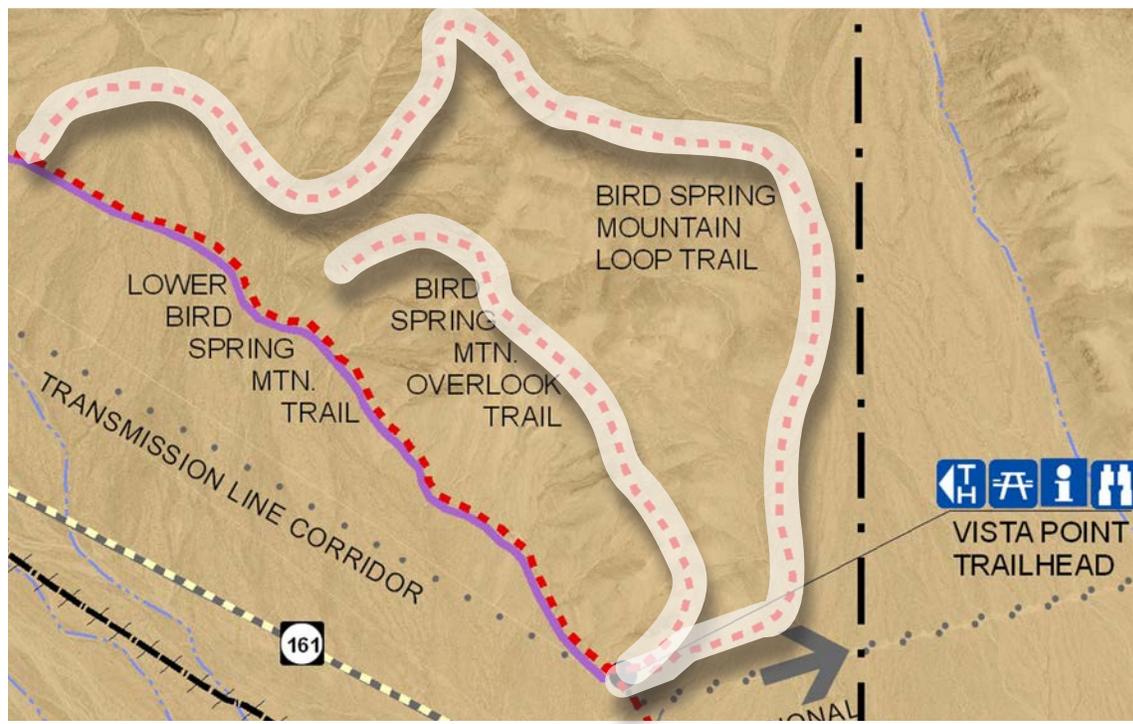
Vista Point Trailhead, through Bird Spring Mountains, to LBSM Trail



SEGMENT  SNAPSHOT

Leaving from the Vista Point Trailhead, this segment offers a more remote back-country experience. The trail leads visitors into the scenic Bird Spring Mountains and offers challenging terrain and high elevation views. As a natural surface trail, this segment is not accessible, and due to the sensitivity of the surrounding environment, it is recommended that the trail be designated as hiker only.

SEGMENT 3 | BIRD SPRING MOUNTAINS TRAILS:
Vista Point, through Bird Spring Mountains, to LBSM trail



SEGMENT 3 | BIRD SPRING MOUNTAINS TRAILS:
Vista Point, through Bird Spring Mountains, to LBSM trail

This segment is composed of two trails: the Bird Spring Mountains Overlook Trail and the Bird Spring Mountains Loop Trail. These trails are designed to provide a unique user experience at a higher elevation with varied terrain, scenic vistas and varying desert vegetation. These trails combine to make the Bird Spring Mountain trails one of the most strenuous portions of the proposed trail system.

Due to the uneven terrain, the Bird Spring Mountains Overlook Trail segment will be a 1.6-mile, natural surface hiking trail beginning at Vista Point Trailhead and terminating at the overlook. The overlook will provide a panoramic view of the surrounding landscape, as well as views into the Town of Goodsprings. The Overlook Trail does not provide a through connection to Goodsprings.

The Bird Spring Mountains Loop segment will be a 3.8-mile, natural surface hiking trail. The trail will provide panoramic views of the surrounding landscape. Beginning at Vista Point Trailhead, the trail traverses around the back side of the mountain and terminates at the Lower Bird Spring Mountains Trail (LBSM). As described in Segment 2, the LBSM trail continues onto the Goodsprings Trailhead and connects to the rest of the trail system.

TRAIL DATA	
BIRD SPRING MOUNTAINS TRAILS	
(5.4-MILES)	
Trail on BLM land	28,620 ft, 5.4-miles
Trail on NDOT ROW	0
Crushed granite trail	0
Potential paved trail	0
Existing road or trail	0
Natural surface trail	28,620 ft, 5.4-miles
Berm Trail	0
Trailheads (Eq. and Auto)	1
Trailheads (Auto)	0
Restoration/ re-vegetation	0
Overlook	1
Hiking only trail	8,435 ft, 1.6-miles
Multi-use trail	20,185 ft, 3.8-miles
Major drainages	N/A - Further research needed
Minor drainages	N/A - Further research needed
Accessible	No
Interpretation Opportunities:	
Overlook to Goodsprings and views of surrounding landscape, Mojave Desert Flora and Fauna, Geology	



SEGMENT 4

HISTORIC WALKING TOUR:

Goodsprings Trailhead to Fire Station Trailhead

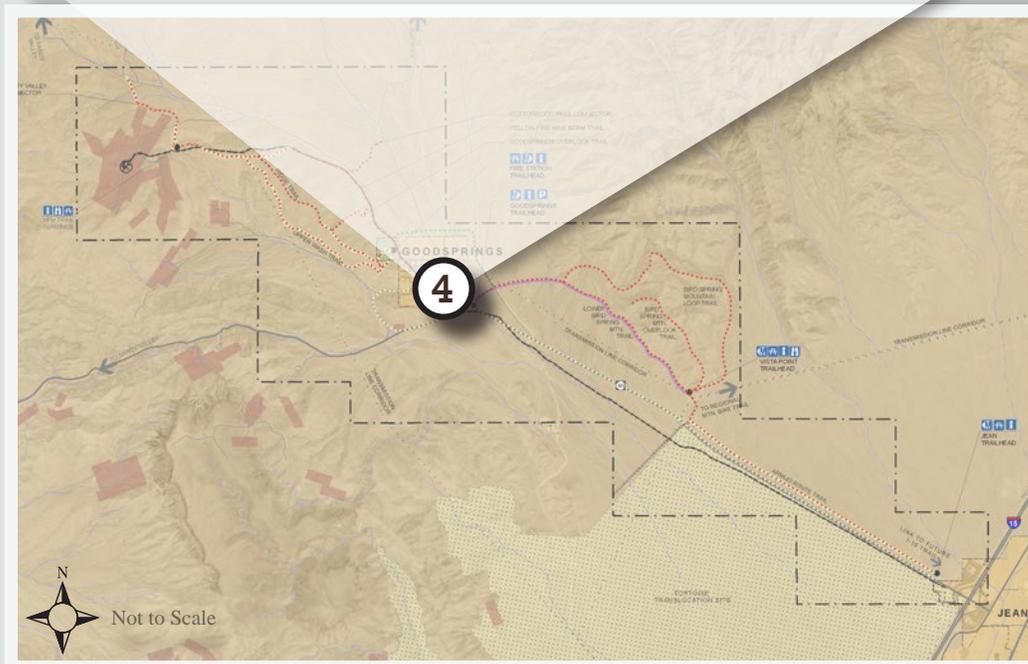
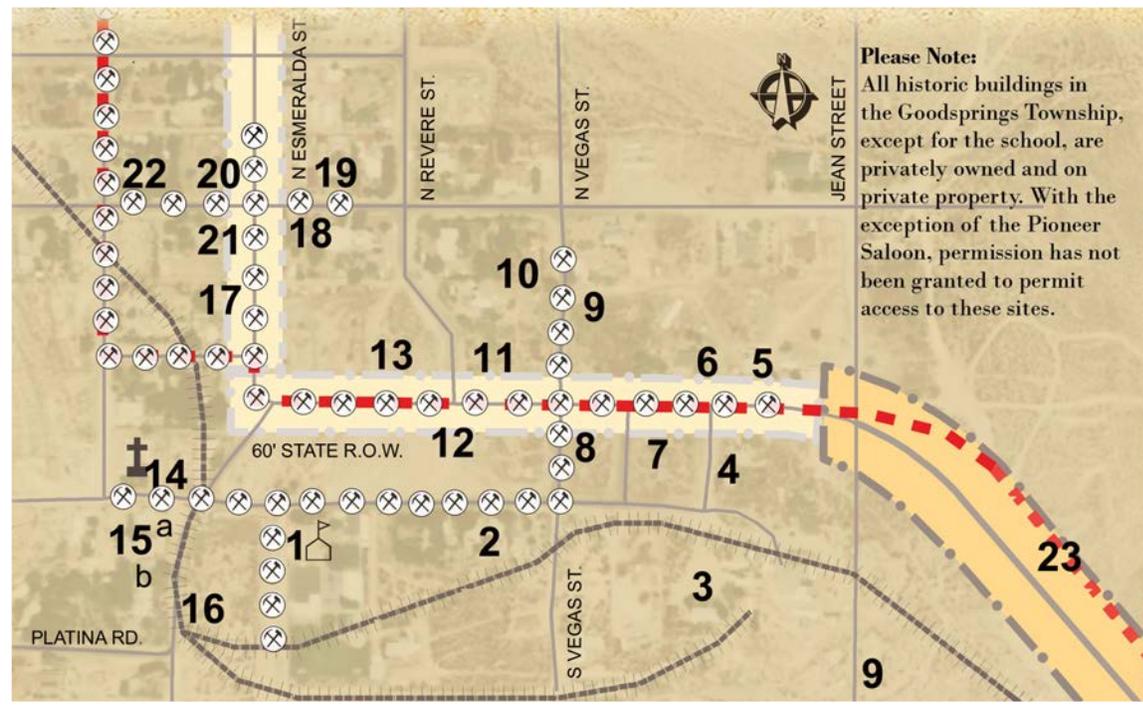


SEGMENT  SNAPSHOT

Beginning at the Goodsprings Trailhead and ending at the Fire Station Trailhead, this portion of the trail takes visitors on a walking tour through Goodsprings and introduces them to the historic buildings and features which give the town its unique old west character.

SEGMENT 4 | HISTORIC WALKING TOUR: *Goodsprings Trailhead to Fire Station Trailhead*

See Figure 4: Goodsprings Walking Tour Brochure (p.35) for a description of the keyed numbers on the map below.



SEGMENT 4 | HISTORIC WALKING TOUR: *Goodsprings Trailhead to Fire Station Trailhead*

The downtown Goodsprings segment of the proposed alignment is a self-guided walking tour that begins at the Goodsprings Trailhead (located south of Goodsprings Cemetery and accommodating 2-3 vehicles only) and ends at the Fire Station Trailhead (4 equestrian trailer spaces and 14 auto). This portion of the trail system offers visitors the opportunity to learn about local history.

The Goodsprings Trailhead is a small parking area meant to provide visitors entering Goodsprings with a quick 5-10 minute place to park in order to visit the information kiosk located here. The kiosk will orient visitors to the trail system and provide them with walking tour brochures. The Fire Station Trailhead will be designed as a staging facility for hiking, biking and equestrian users and offers a number of amenities, such as hitching posts, restroom, information kiosk, benches, and trash receptacles. This trailhead primarily serves trail segments 6-8, but walking tour participants can also park and begin the tour from this location.

Developed by the Goodsprings Historical Society, the Historic Walking Tour is already in existence and describes a selection of local buildings and sites throughout the Town of Goodsprings. As outlined in this report, this segment reflects an expanded version of the current tour and focuses on highlighting Goodsprings' unique history. The brochure illustrated in **Figure 4** reflects the updated walking tour. This brochure will be located at the two trailheads on either end of town and will guide visitors along the trail and educate them about significant buildings, features and the historic YPM railroad alignment.

In addition to the brochure, the walking tour route will be demarcated by a painted stencil applied to the existing asphalt road (**Figure 5**). Stops along the tour will be identified with a number (keyed to the brochure) and a native stone boulder with the name of the building or feature sandblasted into the surface. The length of the walking



Figure 5

tour is approximately one mile and is separated into primary and secondary walking tours which showcase the significant historical sites chosen by the Goodsprings Historical Society. This segment is an accessible portion of the proposed trail system and can be enjoyed by a wide range of user groups from school children to seniors.

Due to concerns expressed by equestrians and town residents during the public process, equestrians will not be allowed to ride through town, but have been provided with a bypass trail. Please see Segment 5-Goodsprings Bypass Trail.

TRAIL DATA HISTORIC WALKING TOUR (1.05-MILES)

Trail on BLM land	0
Trail on NDOT ROW	5520 ft, 1.05-miles
Crushed granite trail	0
Potential paved trail	5520 ft, 1.05-miles
Existing road or trail	5520 ft, 1.05-miles
Natural surface trail	0
Berm Trail	0
Trailheads (Eq. and Auto)	1
Trailheads (Auto)	1
Re-vegetation	0
Overlook	0
Hiking only trail	0
Multi-use trail	5520 ft, 1.05-miles
Major drainages	0
Minor drainages	0
Accessible	Yes

Interpretation Opportunities:

Historic Walking Tour Sites



WALKING TOUR OF HISTORIC GOODSPRINGS

DEVELOPED BY THE GOODSPRINGS HISTORICAL SOCIETY, SPRING 2001

1. GOODSPRINGS SCHOOL (1913) & YELLOW PINE RAILROAD BERM (1911)



The school is listed on the National Register of Historic Places. It was built in 1913 for \$2000. The section across the back was added in 1916. Over the years the school has been remodeled, but still stands as completed with a 1916 addition. The bell and bell tower date to 1913. The school is still in use today. The school's history can be found at Goodsprings.org Newsletters 2007, 2008, 2009.

Yellow Pine Railroad Berm. The berm is located just south of the Goodsprings Park wall. The berm runs east-west. The Yellow Pine narrow gauge railroad carried ore from the Yellow Pine mine to the mill in Goodsprings and then East to the main railhead at Jean a total of 12 1/2 miles. The railroad ran from 1911-1930 transporting over 72,000 tons of ore. The rails were taken up in 1934, but the berm is still visible along much of its route. Information on the railroad and a proposed rail trail can be found at Goodsprings.org Newsletter 2006.

2. YELLOW PINE MILL COMPANY COTTAGE (CA. 1912)

This restored cottage is typical of the housing built by the Yellow Pine Mining Company for its employees at the mill. Rose Grissel, owner of Quinn's Ice Cream Parlor, and Sarah Williams, an early school teacher (1926-46), lived in this cottage after the Yellow Pine Mill closed.

3. YELLOW PINE MILL SITE (1898, 1910)

The Yellow Pine Mining Co purchased this mill and mill site from the Mineral Union Co. (Ltd.) which had built a factory here in 1898 to crush copper ore from the Boss and Columbia mines. To process the lead and zinc ores from the Yellow Pine Mine, the old mill was expanded and a concentrator added in 1910. A devastating fire in 1929 destroyed most of the mill buildings. Only the foundations are visible today.



Photos: UNLV Special Collections and Goodsprings Historical Society

4. GENERAL STORES SITE (1899 & 1916)



The only early mercantile building remaining in Goodsprings is the building that housed Sam Yount's store (circa 1899). The Yount Store was constructed of local stone. In 1916, a large department store was built by Yount's nephew, George Fayle. The foundation of this building is still visible. The store was operated by Fayle, then Jesse Knight, then Kell Houssels. In 1953, the store was sold to the Roy Rogers Museum, which tore down the building and moved it to Rogers' theme park near Victorville, California. The store fixtures and pressed tin interior are visible there today. In Goodsprings, only a concrete foundation and two corrugated metal storage buildings remain on the site of Fayle's store; Yount's small stone store stand just to the east of these.

5. PIONEER SALOON & GOODSPRINGS CAFE (1913)



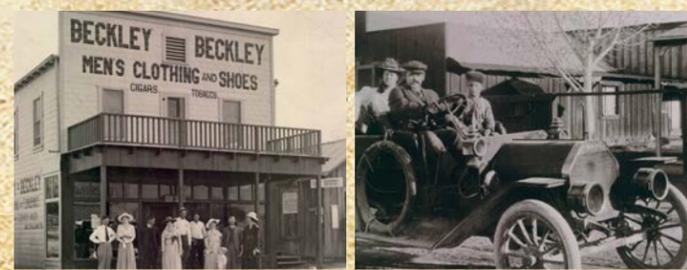
These two structures were erected by George Fayle using prefabricated kits. The exterior and interior walls and ceilings are of pressed tin, notable examples of early 20th century cost-effective construction. The cherry wood front and back bars, manufactured by the Brunswick Company, came from a saloon in Rhyolite and have been in the building since it opened. In 1916, Goodsprings boasted 7 bars and 6 cafes, but only these two remain. Both are currently open for business. More information on these buildings is available online at Goodsprings.org Newsletter, Spring, 2008

6. GOODSPRINGS HOTEL (1916) SITE



The Goodsprings Hotel site is just west of the Goodsprings Cafe. Built in 1916 by George Fayle, this was the classiest hotel in Clark County. The exterior was decorated with Mission style architectural features, widely popular at the time. Each room boasted hot and cold running water, electric lighting, and steam heat. The hotel's public areas were decorated with etched glass, elegant chandeliers and mahogany paneling. The hotel hosted many of Clark County's most elegant social events in the late teens and twenties. It survived until 1966, when it suffered a devastating fire.

7. BUSINESS DISTRICT (1914-1930)



Across Spring Street from the Goodsprings Hotel stood Beckley Men's Clothing Store (Beckley, established in Las Vegas, expanded to Goodsprings during its boom years), Quinn's Ice Cream Parlor, the barber shop, post office and the original Goodsprings Hotel (built by Sam Yount). Some of these buildings were moved to Las Vegas after the Great Depression closed the mines here, while Las Vegas boomed with the construction of Hoover Dam.

8. GOODSPRINGS POST OFFICES



This "shotgun house" style cabin served as the Goodsprings Post Office from the 1930s to the 1950s. The first Post Office in Goodsprings opened in 1899 in Sam Yount's store. In the teens, the post office moved to the

business area and stood next to the Beckley store and the Fayle Mercantile. From 1950-1988, it was located at the corner of Spring Street and Esmeralda, the building now called "Coyote Den" housed the post office. From 1988 to 1999, the post office was located in the Goodsprings Community Club House, where it stayed until 1999. It moved from there to the small pre-fabricated shed located east of the schoolhouse.

9. GOOD'S SPRING SITE



A small artesian spring surfaced near here that attracted the Anazazi and Paiute Indians who camped nearby in prehistoric times and early historic times. In 1830, the spring also served Antonio Armijo's caravan of 60 men and 100 mules, who stopped here on their groundbreaking trip from Santa Fe to Los Angeles. This historic journey made the first overland connection between New Mexico and California, establishing a route now called the Old Spanish Trail. Later travelers found shorter routes that crossed the Spring Mountains via Mt. Springs Pass to the North. The spring was named for Joseph Good, a miner who prospected the mountains but also ran some cattle in the valley. The original spelling was "Goods Spring," but the post office changed the name to "Goodsprings" when it established a branch here in 1899.

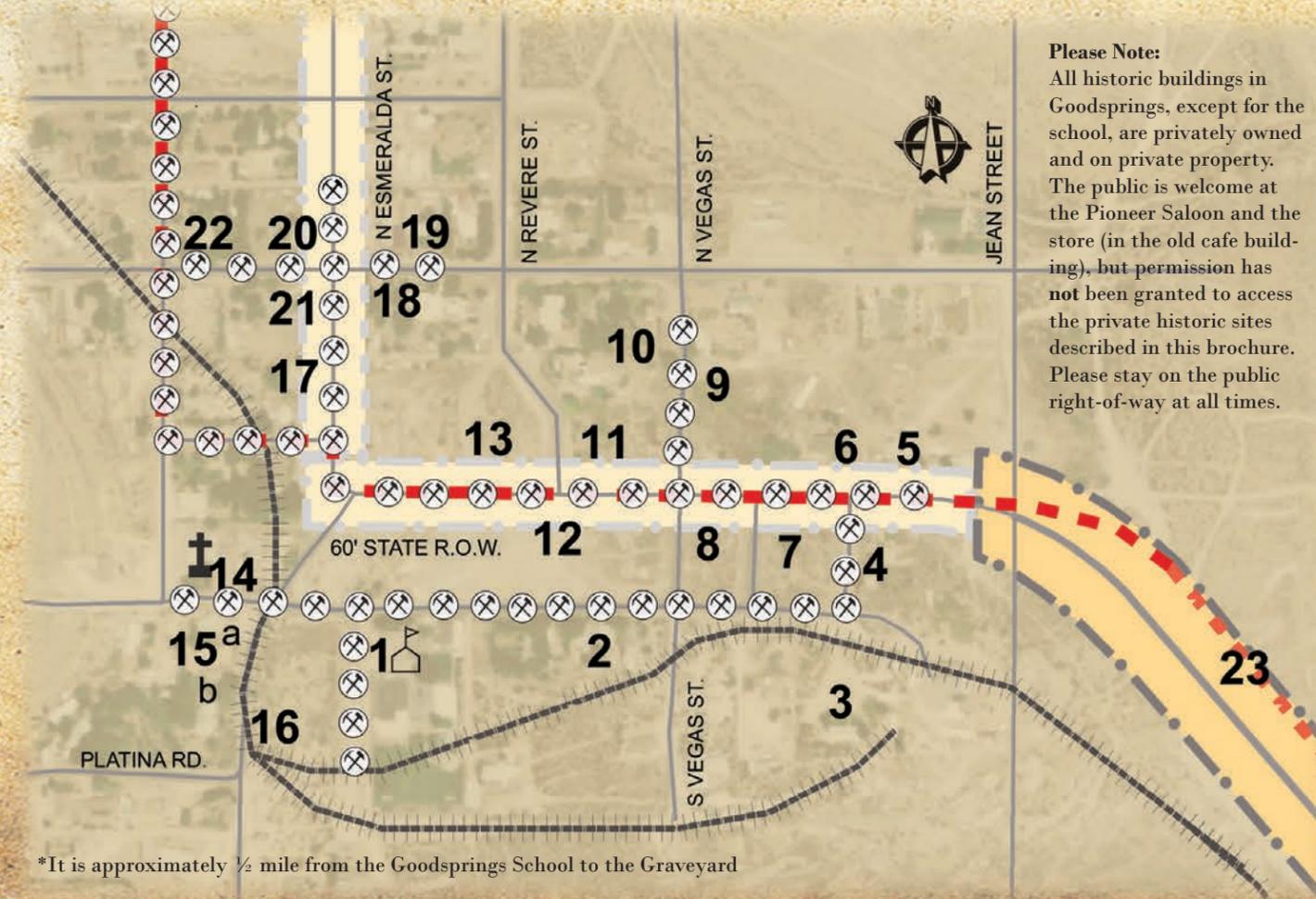


Figure 4: Goodsprings Walking Tour Brochure

10. COTTONWOOD CABIN(1908)



This board and batten cabin, marked by the iconic cottonwood tree, dates from the early 1900s. Jesse Knight operated a store here before buying the Faile Mercantile. The walls of the cabin are papered with Goodsprings Gazette newspapers. The newspaper was published from 1917-1921.

11. SCHWARTZ MERCANTILE(1917)



The buildings on this site originally housed the offices of Jensen & Crampton, surveyors and assayers, and Justice of the Peace Phil Springer. Otto Schwartz bought the property in 1920, and established the Schwartz Mercantile which operated until 1934. He then sold off the store stock and began investing in mining properties. His widow, Cora Schwartz lived in the home they occupied on the site until it burned in 1986. Biographies of Cora and Otto Schwartz can be accessed online at Goodsprings.org.

12. CLUB HOUSE(1942) & STATE HISTORIC MARKER

This building, a WWII army barracks from the Tonopah Military Base, was moved here in 1950 to serve as a community center. It has hosted social activities, church services, and the first Citizens Advisory Council Meetings. From 1988 to 1999, a corner of the building held the post office. In the late 1980s, the county built the community center next to the school. Since then, all the public functions have moved to the new facility, in the Goodsprings Community Park. The Goodsprings Historical Society opens the old club house during community celebrations for special historical displays.

The state marker focuses on the Goodsprings (formerly Yellow Pine) Mining District and its rich mining history. Although lead and zinc mines yielded the highest values, gold, silver, and copper production was significant. Minor amounts of platinum, cobalt, vanadium, tungsten and rare earths are also found in the district, which stretches north to Potosi Mine and south to the California Border.

13. MINER'S CABINS & CAMPBELL STONE CABIN



The miner's cabins, one made of corrugated metal and the other of wooden planks, are typical of cabins once found in mining camps all over Nevada. Campbell's stone cabin is the building just west of them, behind the fence. It

is the oldest building in Goodsprings, and one of the oldest standing in Clark County. It is a simple structure made of dry-laid rocks. Wealthy Utah mining investor and promoter A.G. Campbell, Jonas Taylor and William Smith all prospected in the area, built this house in 1886. Campbell held extensive property in the District, including much of the Goodsprings town site, and the Keystone, Argenta, Golden Chariot and Barefoot mines. Power and water for the Argenta, located more than a mile away, were both supplied from this property.

14. GOODSPRINGS COMMUNITY CHURCH(1980)



Originally, the Goodsprings Mission Church served the town, until the 1930's. Its story can be found in the Goodsprings.org: Newsletter Spring 2005. During the decades when the town lacked a dedicated church building, services were held in private

homes and at the Community Club House. A visiting minister from Las Vegas now holds regular services here.

15. ROBBINS FAMILY HOMES (CA. 1905)



The Robbins brothers, UTAH sheep ranchers, arrived here in 1905 and turned to mining. The last of the family to live in Goodsprings died here in 1980. Two buildings remain. The board and batten cabin, built in 1905, was a dwelling which was pressed

into service as the first schoolhouse, replacing the tent school that opened in 1907. Sunday School services were held here in 1912. This wooden cabin is said to have housed a Goodsprings school prior to 1913. The adobe home (not pictured) was built in 1905.

16. COYOTE DEN (CA. 1910)



Once a dwelling, this cabin was the post office from 1950-1988. "Coyote Don" moved the building to this site and restored it in 1990. The story of its move can be found online at Goodsprings.org: Newsletter Aug. 2002.

17. WASSERBACH HOME (1915)

This frame house, now stuccoed over, was purchased from John Frederickson in 1936 by Winona Wasserbach, a poet from Chicago. Carl Wasserbach, here husband, owned the Pioneer Saloon. His brother Ed Wasserbach, owned the Coca-Cola Bottling Company in Las Vegas. The house was occupied in the 1940s-1980s by Winona and Carl's daughter, Irena Van, "Goodsprings News" contributor to the Las Vegas Sun newspaper.

18. PIEHL HOME (CA. 1910)

This bungalow with its pillared porch was occupied by mining engineer Fred Piehl in 1917. The original fireplace was made entirely from ore specimens. It is currently owned by Goodsprings advocates Phil and Ruth Rawlinson, both active in preserving the Goodsprings cemetery and school.

19. MUNZEBROCK CABIN (CA. 1910)



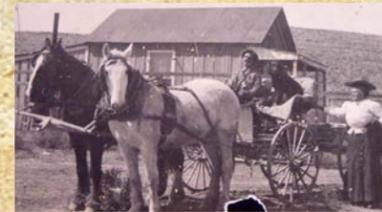
Postmaster Albert Munzebrock occupied this rare, two-story example of a board and batten cabin in the 1930s. In front of this cabin, on the same lot, is a house that served as the Goodsprings Lending Library in the 1960s.

20. MCCLANAHAN HOME (CA. 1910)

Two old miner's cabins were joined together to make this house. In the 1920's William McClanahan added a miniature kitchen inside for his 4' 8" tall wife. McClanahan was a member of a pioneer family of Goodsprings whose biography can be accessed at Goodsprings.org. In the 1940s, schoolteacher Edmund Fleming and his family made their home here. Fleming's biography can be accessed at Goodsprings.org.

21. FEASTER HOUSE (CA. 1910)

Photos from the teens capture Mary and Dick Feaster in a buckboard in front of their board and batten house, basically unchanged to this day. Dick Feaster owned the 93 Group Mine in 1914. The house became part of the property owned by Earl Meyers, long-time resident of Goodsprings and Sandy Valley.



22. FREDERICKSON ADOBE (1914)

This substantial structure is composed of a core 6-room adobe with wrap around porches, now converted to living space. The walls are made of poured adobe mixed with weather-resistant additive and poured into molds made of 12" planks. Elizabeth and John Fredrickson moved into this newly built house in 1915. Alice and Herb Woodward purchased it in 1949, and added stucco and red sandstone blocks to all but the north wall of the exterior. Alice taught school here, and Herb worked at Mt. Pass mine in California. Woodward, Fred Piehl and Clarence Watkins discovered a rare earth deposit at Mt. Pass, and Woodward, a metallurgist, developed the process for separating the rare earth from the ore. Since 1973, the home has been owned by historian Liz Warren and archaeologist Claude Warren.

23. CEMETERY(1890)



This cemetery's oldest marker belongs to Anna Nimmer, who died in 1890. The large headstone marks the resting place of George Faile and his family. Faile controlled most of the business interests in Goodsprings and Jean in the early teens. Jean, Nevada was named for his wife, who was post-mistress at Goodsprings while he served as postmaster of Jean. George Faile was a Clark County Commissioner when he died in 1918 at age 37, a victim of the flu epidemic.

WALKING TOUR OF HISTORIC GOODSPRINGS

DEVELOPED BY THE
GOODSPRINGS HISTORICAL
SOCIETY



Please contact us if you would like more information about the Goodsprings Historical Society, and to find out how you can become a member

You may reach us by sending an email to GHSociety@goodsprings.org, or writing to
Post Office Box 603,
Goodsprings, Nevada 89019

We look forward to hearing from you!



SEGMENT 5

GOODSPRINGS BYPASS TRAIL:

*Lower Bird Spring Mountain Trail, around Goodsprings,
to Fire Station Trailhead*

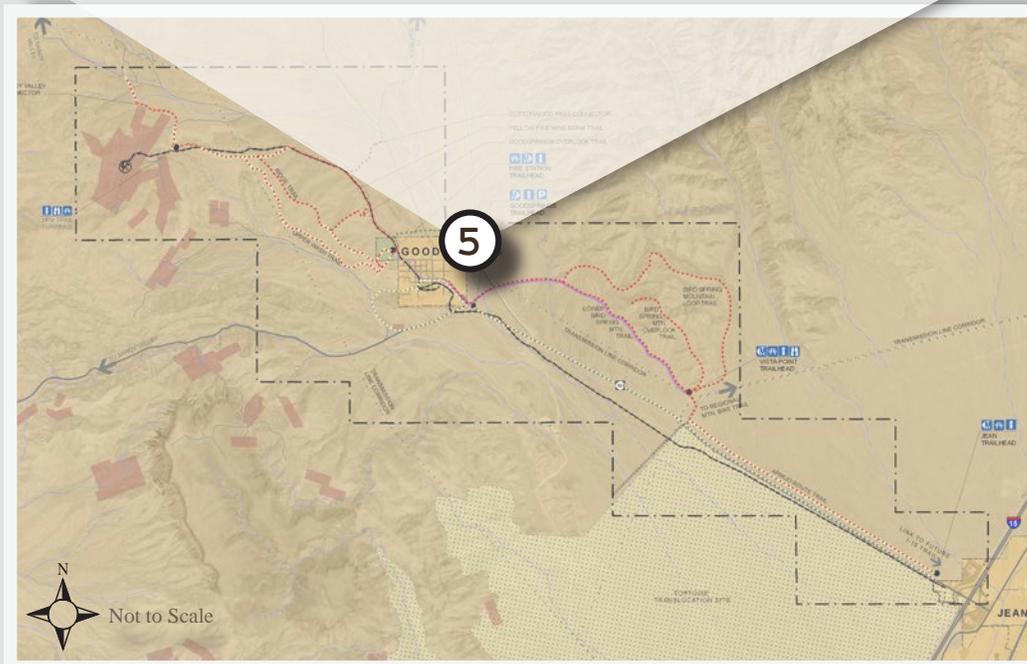
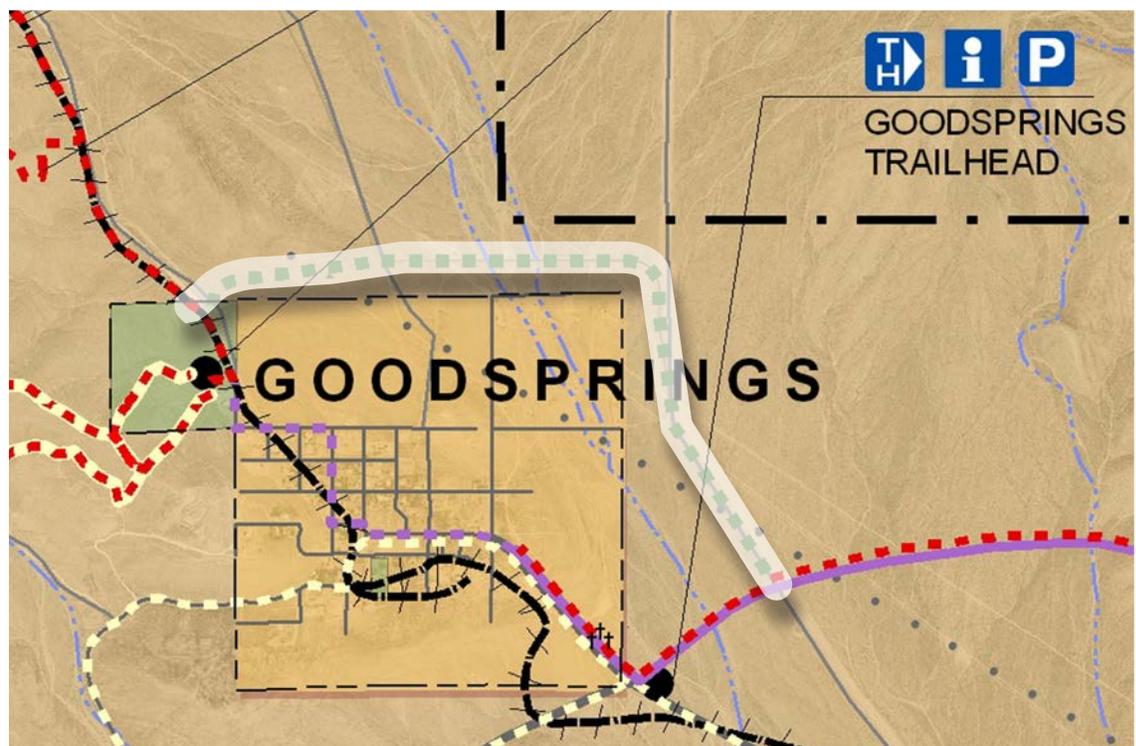


Segment  Snapshot

This segment will provide equestrians and others trail users with an alternative route from the Lower Bird Spring Mountain Trail to the Fire Station Trailhead north of town.

SEGMENT 5 | GOODSPRINGS BYPASS TRAIL:

Lower Bird Spring Mountain Trail, around Goodsprings, to Fire Station Trailhead



SEGMENT 5 | GOODSPRINGS BYPASS TRAIL:

Lower Bird Spring Mountain Trail, around Goodsprings, to Fire Station Trailhead

During the public process, it was made evident to the planning team that equestrian users prefer not to ride on hard surfaces, such as the asphalt streets through town. Likewise, Goodsprings residents expressed concern about having equestrians use town roads. As a result, a multi-use bypass trail is proposed for equestrian users.

This segment utilizes existing roads and trails and will also require the construction of a new natural surface trail. The trail will begin at the intersection of the Lower Bird Spring Mountain Trail and the truck haul road and then follows the paved truck hauling road north for 0.39-miles to an existing gravel road running parallel to the truck hauling road. The trail will turn west along the north side of Goodsprings and transitions into a natural surface trail to the Fire Station Trailhead.

Private property is located adjacent to this trail segment and informational signage will be used to notify users to stay on trail. In addition, mining artifacts of historical and cultural importance were observed by the planning team along this trail segment. Minor trail adjustments may be needed to avoid disruption of these cultural resources.

This alignment represents the shortest route around Goodsprings to the Fire Station Trailhead. Other appropriate alignments exist, but may be less direct. For example, historic roads in the area, such as Wilson's Road to Ivanpah might be utilized in order to highlight the area's history. Additional field analysis should be conducted in order to select the most appropriate alignment for this trail segment.

TRAIL DATA GOODSPRINGS BYPASS TRAIL (1.73-MILES)

Trail on BLM land	7067 ft, 1.34-miles
Trail on NDOT ROW	2046 ft, 0.39-miles
Crushed granite trail	0
Potential paved trail	2046 ft, 0.39-miles
Existing road or trail	4368 ft, 0.84-miles
Natural surface trail	2040 ft, 0.39-miles
Berm Trail	650 ft, 0.12-miles
Trailheads (Eq. and Auto)	0
Trailheads (Auto)	0
Re-vegetation	0
Overlook	0
Hiking only trail	0
Multi-use trail	9,120 ft, 1.73-miles
Major drainages	N/A
Minor drainages	(+/-) 2
Accessible	No

Interpretation Opportunities:

Historic cultural resources such as mining artifacts



SEGMENT 6

YELLOW PINE MINE BERM TRAIL:

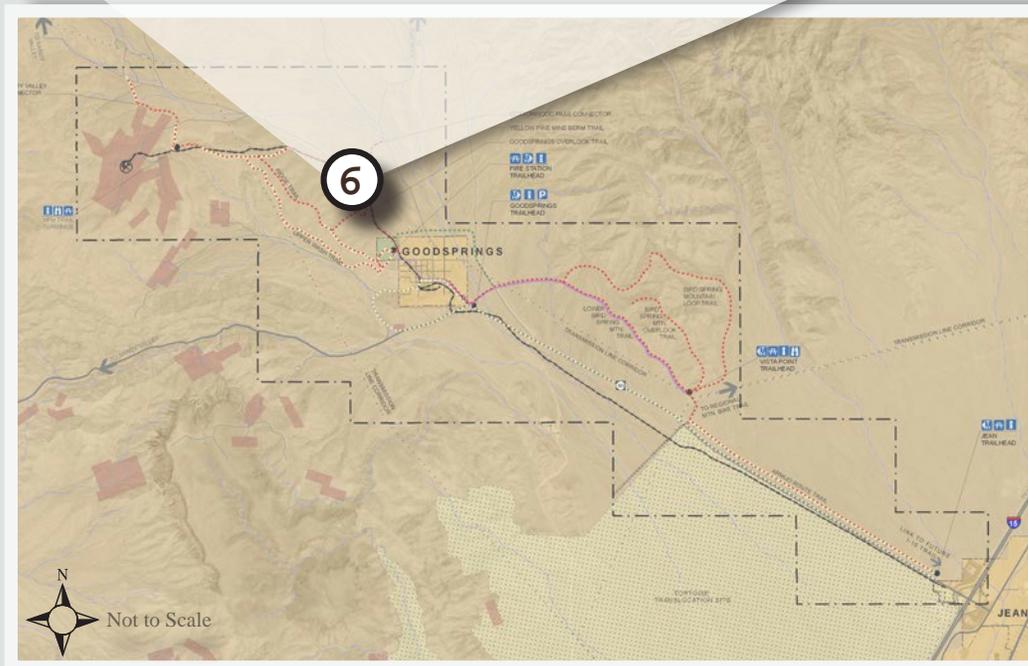
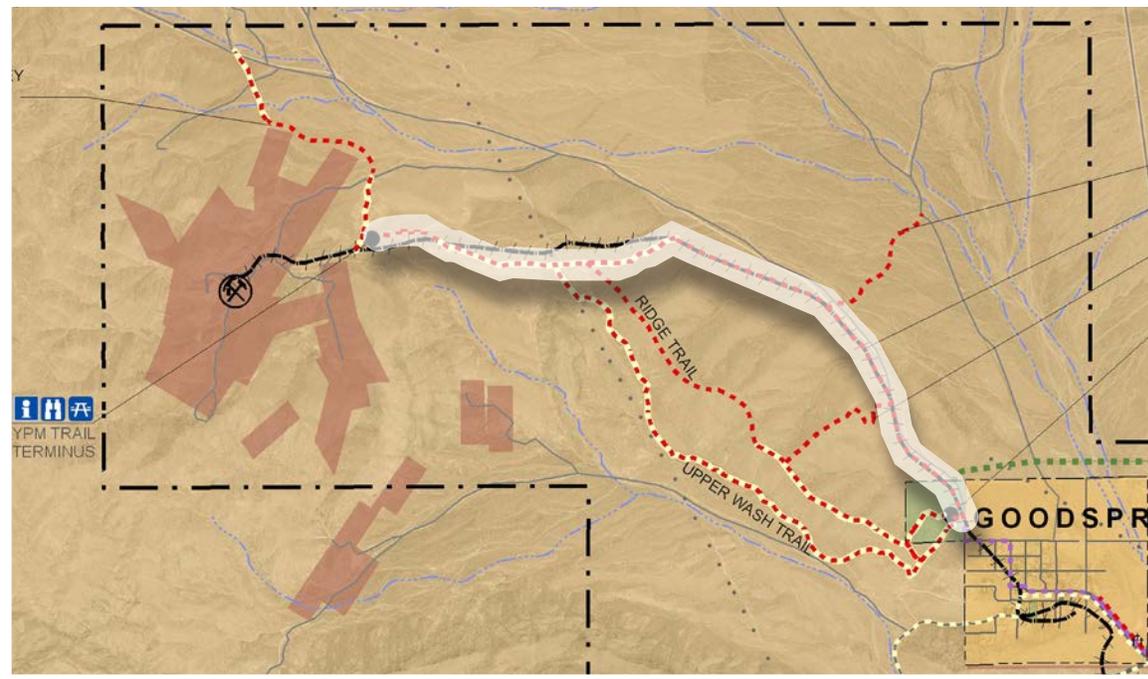
Fire Station Trailhead to Yellow Pine Mine Terminus



SEGMENT  SNAPSHOT

This segment will allow hikers to walk along the Yellow Pine Railroad berm from the Fire Station Trailhead to an overlook area south of the historic Yellow Pine Mine.

SEGMENT 6 | YELLOW PINE MINE BERM TRAIL:
Fire Station Trailhead to Yellow Pine Mine Terminus



SEGMENT 6 | YELLOW PINE MINE BERM TRAIL:
Fire Station Trailhead to Yellow Pine Mine Terminus

The proposed Yellow Pine Mine Berm (YPMB) Trail will be located along the historic narrow gauge railroad alignment. Because of the historic significance of the existing berm, only hiking is permitted. In order to ensure the integrity of the berm, equestrians and bikers are not permitted on this trail. Additionally, natural trail surfacing rather than pavement will be used to ensure the long-term preservation of the berm.

The YPMB Trail begins at the Fire Station Trailhead northwest of Goodsprings. The proposed trail follows the historic railroad berm for 1.77-miles, before transitioning onto an existing road for 1.03 miles and then to a natural surface trail for 0.3-miles. The trail alignment leaves the berm for the last .3 miles to avoid sensitive historical resources located in proximity to the berm at this location.

The YPMB Trail leads to a trail terminus which overlooks the Yellow Pine Mine. The trail terminus is setback from the Yellow Pine Mine and other mining operations and is located outside of private lands. This location was chosen in order to reduce disturbance and discourage encroachment to surrounding private property.

The terminus will include a kiosk with educational information, boulder barriers, and a shaded picnic table. The purpose of the terminus is to give visitors a safe location from which to view surrounding mining operations and to educate them on the history of the Yellow Pine Mine and its relationship to the Town of Goodsprings. Signs at the terminus will also notify users about the danger of approaching existing or abandoned mines and alert users to the location of private property boundaries and the importance of safety. See **Chapter 4: Design Recommendations and Guidelines** (p.67) for an illustration of the user experience along this trail segment.

Several sites containing cultural resources are found along the YPMB Trail such as can dump sites, railroad ties and other artifacts related to mining operations. It will be important to protect these resources by stressing to trail users through educational signage of

TRAIL DATA
YELLOW PINE MINE BERM TRAIL
(3.1-MILES)

Trail on BLM land	16,291 ft, 3.1-miles
Trail on NDOT ROW	0
Crushed granite trail	0
Potential paved trail	0
Existing road or trail	5,364 ft, 1.03-miles
Natural surface trail	0
Berm Trail	10,929 ft, 2.07-miles
Trailheads (Eq. and Auto)	1
Trailheads (Auto)	0
Re-vegetation	1
Overlook	0
Hiking only trail	0
Multi-use trail	5,364 ft, 2.07-miles
Major drainages	0
Minor drainages	0
Accessible	No

Interpretation Opportunities:

Historic cultural resources – can dump, railroad ties, artifacts, YPM Railroad alignment

the importance of not taking artifacts. Respecting these remnants of history and the story they convey to future trail users will be of critical importance should this trail planning effort move forward.

Proposed with the construction of this trail is the restoration and revegetation of an abandoned camping and dump site along the trail.



SEGMENT 7

RIDGE TRAIL & GOODSPRINGS OVERLOOK TRAIL:

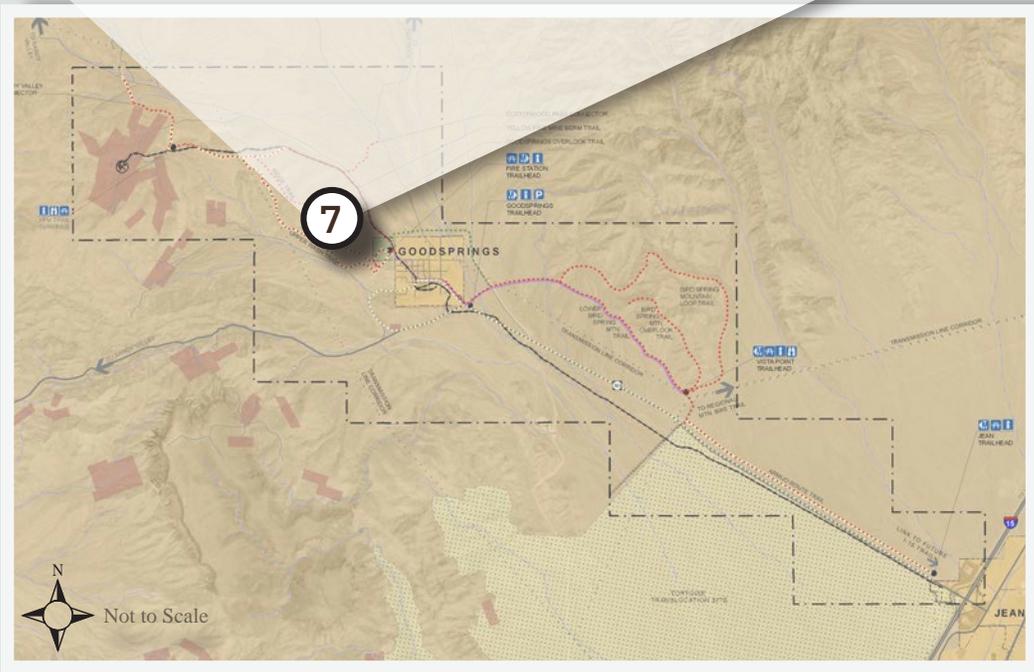
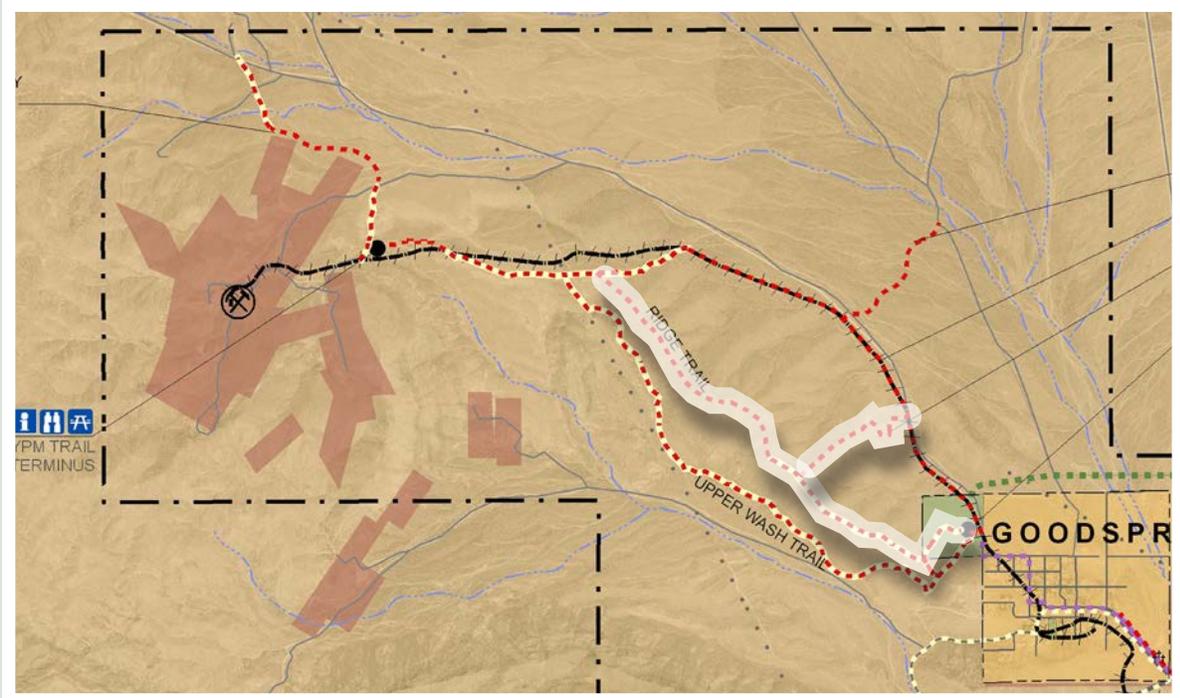
Fire Station Trailhead to Yellow Pine Mine Berm Trail



SEGMENT  SNAPSHOT

This segment rewards users with an opportunity to climb to a higher perspective, where views of Goodsprings and the Yellow Pine Railroad berm await. Mountain bikers will appreciate the steep descents as the trail alignment leads back down to the Yellow Pine Mine Trail below.

SEGMENT 7 | RIDGE TRAIL & GOODSPRINGS OVERLOOK TRAIL:
Fire Station Trailhead to Yellow Pine Mine Berm Trail



SEGMENT 7 | RIDGE TRAIL & GOODSPRINGS OVERLOOK TRAIL:
Fire Station Trailhead to Yellow Pine Mine Berm Trail

The Ridge Trail and Goodsprings Overlook Trail are multi-use trails which follow existing user created trails along the ridgeline directly northwest of Goodsprings. These trails provide panoramic views of the surrounding landscape and Goodsprings. Adjacent mining operations along a ridgeline to the southwest are also visible from this vantage point.

The Ridge Trail will be a multi-use trail which follows an existing user-created trail for 1.03-miles and transitions into a natural surface trail for 1.07-miles, ending at the Yellow Pine Mine Berm (YPMB) Trail.

The Goodsprings Overlook Trail, spurs off of the Ridge Trail to create a returning loop to the Fire Station Trailhead. Descending along a ridgeline from the Ridge Trail and connecting to the YPMB Trail, this trail creates a 2.11-mile loop which will provide visitors with a shorter trail option. Informational signage will be placed along the loop describing vegetation, animal habitats, surrounding views and the Historic Yellow Pine Mine. See **Chapter 4: Design Recommendations and Guidelines** (p.69) for an illustration of the user experience along this trail segment.

TRAIL DATA
RIDGE TRAIL & GOODSPRINGS
OVERLOOK TRAIL
(2.69-MILES)

Trail on BLM land	14,216 ft, 2.69-miles
Trail on NDOT ROW	0
Crushed granite trail	0
Potential paved trail	0
Existing road or trail	5,428 ft, 1.03-miles
Natural surface trail	8,788 ft, 1.66-miles
Berm Trail	0
Trailheads (Eq. and Auto)	1
Trailheads (Auto)	0
Re-vegetation	0
Overlook	2
Hiking only trail	0
Multi-use trail	14,216 ft, 2.69-miles
Major drainages	0
Minor drainages	0
Accessible	No

Interpretation Opportunities:

Overlook to Goodsprings and view of surrounding landscape and historic railroad berm, rock outcrops, Mojave Desert flora and fauna.



SEGMENT 8

UPPER WASH TRAIL:

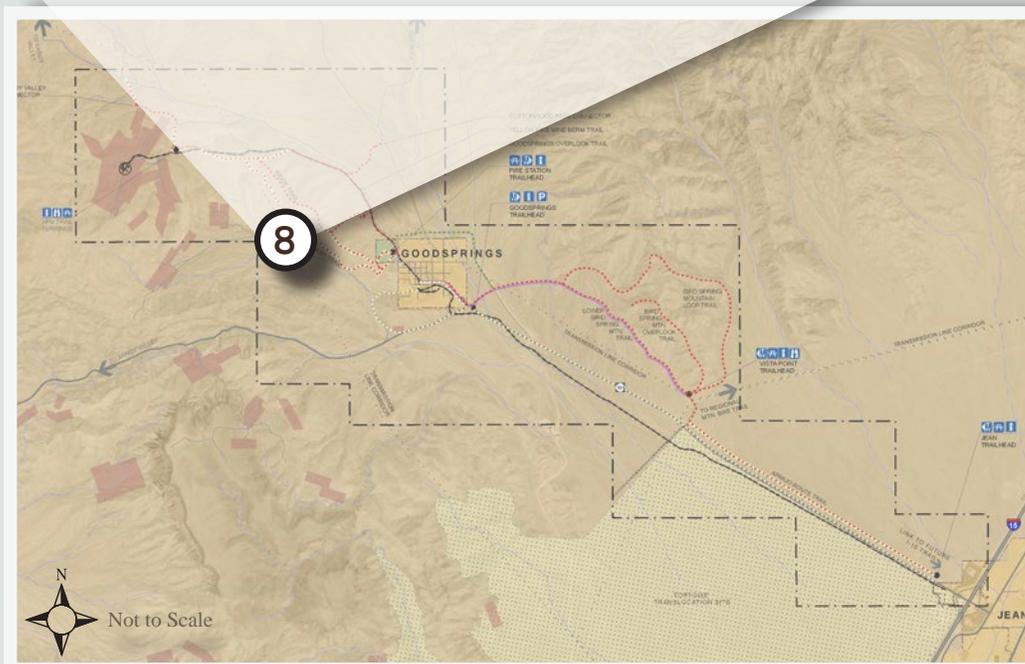
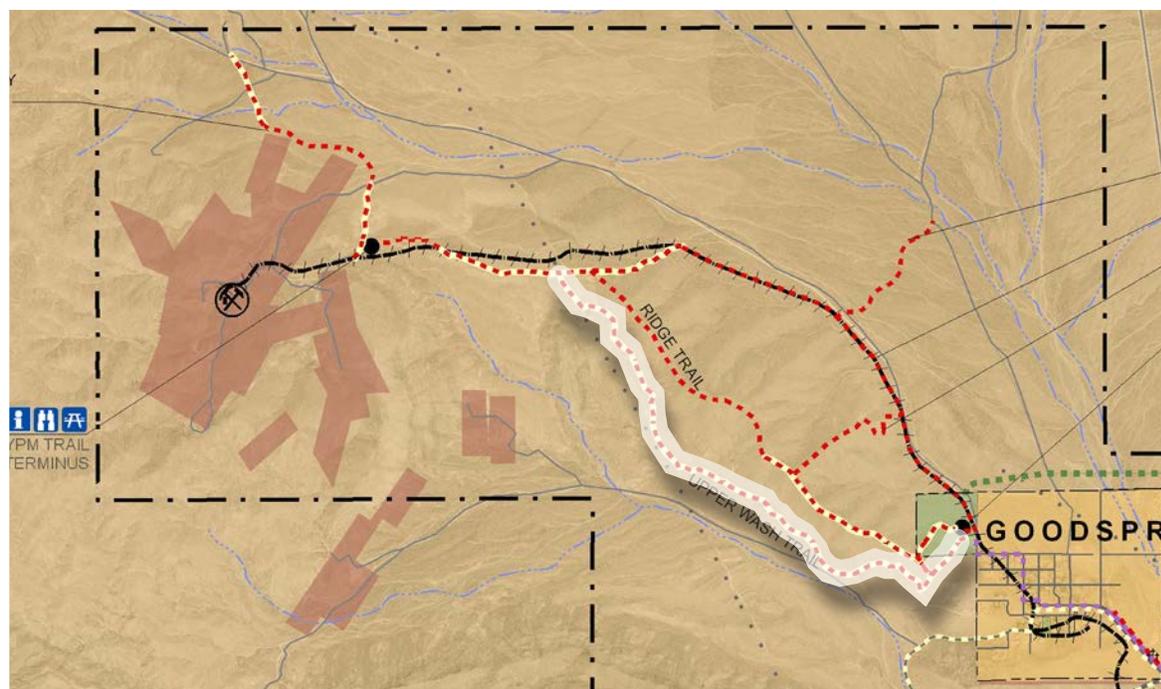
Fire Station Trailhead to Yellow Pine Mine Trail



SEGMENT  SNAPSHOT

This multi-use trail follows an existing wash from the Fire Station Trailhead to the Yellow Pine Mine Trail. The cloistered nature of the surrounding terrain creates a sense of remoteness and solitude.

SEGMENT 8 | UPPER WASH TRAIL:
Fire Station Trailhead to Yellow Pine Mine Trail



SEGMENT 8 | UPPER WASH TRAIL:
Fire Station Trailhead to Yellow Pine Mine Trail

The Upper Wash Trail will be a third and final alternative segment to access the Yellow Pine Mine Terminus. This trail will follow an existing drainage and provides a different experience compared to the Ridge Trail and/or the Yellow Pine Mine Berm Trail. Unique to this trail is its enclosed feel as well as a more diverse palette of native plants. This desert wash landscape helps to round out the unique array of experiences that comprise the study area.

The trail will be multi-use and is accessed from the Fire Station Trailhead. An area of OHV disturbance will be restored adjacent to the trail on the west side of Goodsprings. Informational signage will be placed along the trail describing natural features such as natural seeps and native vegetation.

TRAIL DATA	
UPPER WASH TRAIL	
(2.48-MILES)	
Trail on BLM land	13,100 ft, 2.48-miles
Trail on NDOT ROW	0
Crushed granite trail	0
Potential paved trail	0
Existing road or trail	13,100 ft, 2.48-miles
Natural surface trail	0
Berm Trail	0
Trailheads (Eq. and Auto)	1
Trailheads (Auto)	0
Re-vegetation	1
Overlook	0
Hiking only trail	0
Multi-use trail	13,100 ft, 2.48-miles
Major drainages	N/A
Minor drainages	N/A
Accessible	No
Interpretation Opportunities:	
Natural seeps and diversity of plant material, Mojave Desert flora and fauna.	



SEGMENT 9

HIGHWAY 161 EXISTING BIKE ROUTE:

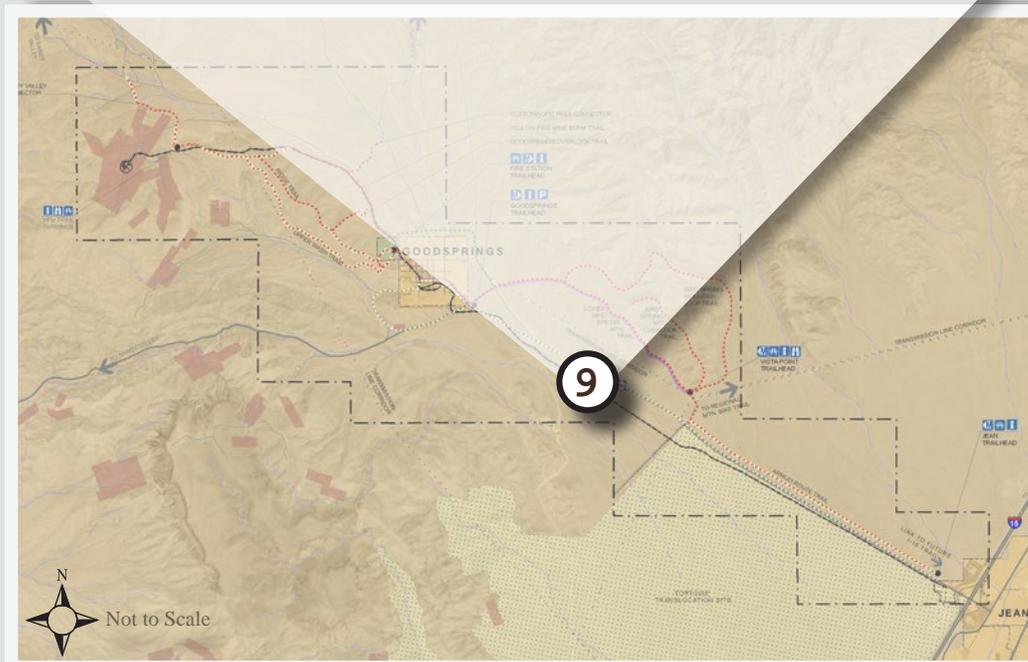
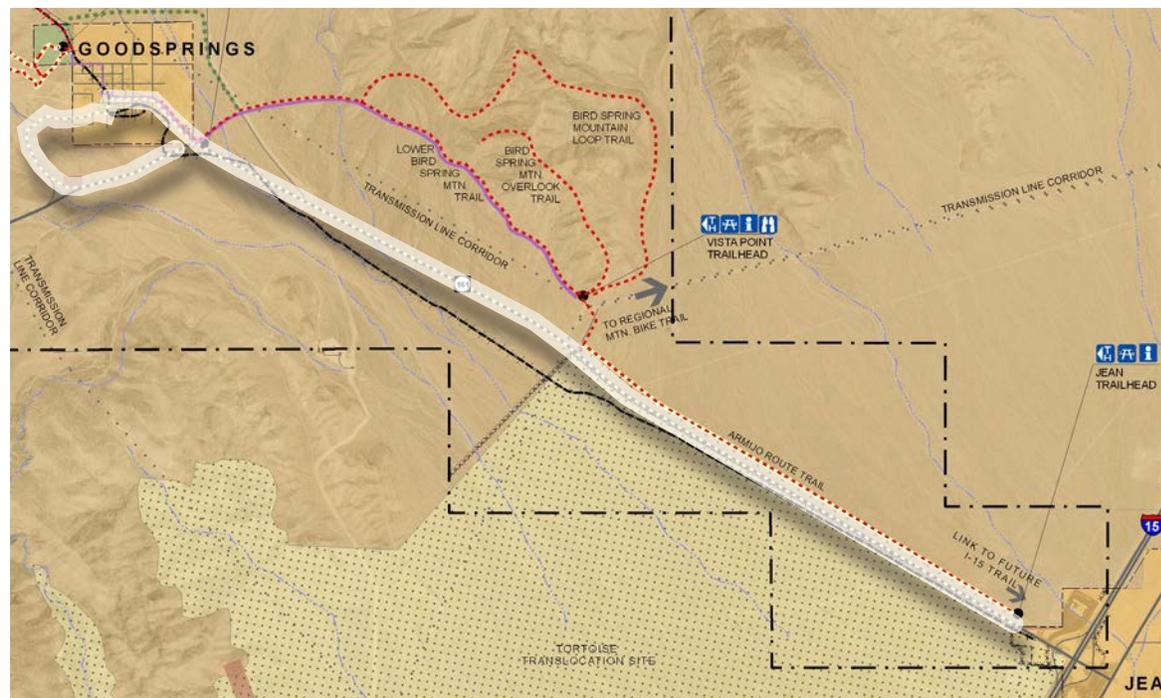
Jean to Goodsprings Road Cyclist Circuit



SEGMENT  SNAPSHOT

This popular bike circuit is already utilized by individual cyclists and cyclist groups from surrounding areas, such as Las Vegas.

SEGMENT 9 | HIGHWAY 161 EXISTING BIKE ROUTE:
Jean to Goodsprings Road Cyclist Circuit



SEGMENT 9 | HIGHWAY 161 EXISTING BIKE ROUTE:
Jean to Goodsprings Road Cyclist Circuit

Road cyclists and vehicular traffic currently share Highway 161. Minimal shoulder widths provide little to no separation between the two user groups and road cyclists expressed concern during public meetings about the safety of this road. As a result, this user group has requested a defined bike lane along this corridor.

While this existing bike circuit utilizes the Nevada Department of Transportation (NDOT) right-of-way (ROW), and is therefore not within the scope of this project to improve, it is recommended that Clark County work with NDOT to encourage the construction of bike lanes along SR 161. The presence of road cyclists adds not only to the diversity of potential future trail users, but also represents a compatible use which enhances the ability of Goodsprings to identify itself as a trail destination for the greater Las Vegas area.

The planning team also recommends increasing safety on SR 161 by adding signs which alert drivers to the presence of cyclists and directing cyclists to ride single file. Adding signs to the intersection of Reimann Road and Sandy Valley Road is especially important. This dangerous intersection is identified on the **Study Area Analysis Map**, see **Appendix 2**.

TRAIL DATA
HIGHWAY 161 EXISTING
BIKE ROUTE
(9-MILES)

Trail on BLM land	0
Trail on NDOT ROW	47,543 ft, 9-miles
Crushed granite trail	0
Potential paved trail	0
Existing road or trail	47,543 ft, 9-miles
Natural surface trail	0
Berm Trail	0
Trailheads (Eq. and Auto)	1
Trailheads (Auto)	0
Re-vegetation	0
Overlook	0
Hiking only trail	0
Multi-use trail	0
Major drainages	N/A
Minor drainages	N/A
Accessible	No

Interpretation Opportunities:

N/A



SEGMENT 10

FUTURE REGIONAL TRAIL CONNECTIONS:

Sandy Valley Connector, Cottonwood Pass Connector, Regional Mountain Bike Trail Connector



SEGMENT  SNAPSHOT

This segment represents three different trail connections to surrounding roads and trails which link the Goodsprings Trail System to regional recreation destinations such as the Red Rock Canyon National Conservation Area.

SEGMENT 10 | FUTURE REGIONAL TRAIL CONNECTIONS:
*Sandy Valley Connectors, Cottonwood Pass Connector,
 Regional Mountain Bike Trail Connector, I-15 Trail Connector*

The proposed trail alignment includes five future connections to surrounding public lands and communities, as well as connections to future regional trails. These connections anticipate the creation of a regional network of trails that may enhance recreational opportunities, connect surrounding cities, provide alternative modes of transportation, and establish Goodsprings as a recreation destination. These connections include, two Sandy Valley Connectors, the Cottonwood Pass Connector, the Regional Mountain Bike Trail Connector, and a connection to the future I-15 Trail.

There are two Sandy Valley Connectors. The first will be a multi-use trail connecting the Yellow Pine Mine Berm (YPMB) Trail with Wilson’s Pass Road. The segment will consist of a user-created road and natural soil trail for a distance of 1.2 miles. An overlook view of the Yellow Pine Mine and informational signage is proposed along the Sandy Valley Connector. The other connection to Sandy Valley from the trail system is along Sandy Valley Road where it intersects with SR 161. This connection is already utilized by road cyclists in the area.

The Cottonwood Pass Connector will be a multi-use trail extending north from the YPMB Trail to the truck hauling roads along Goodsprings Valley. This trail will provide a connection between Goodsprings and Red Rock Canyon National Conservation Area.

The Regional Mountain Bike Trail Connector will connect Goodsprings with the Bird Spring area (northeast of Goodsprings). This connector will utilize an existing transmission line maintenance road extending to the east of Vista Point.

Lastly, the link to the future I-15 Trail has been acknowledged on the trail system map. If built, the I-15 Trail would connect the Goodsprings trail system with Las Vegas area trails.

TRAIL DATA FUTURE REGIONAL TRAIL CONNECTIONS (1.83-MILES)	
Trail on BLM land	9,671 ft, 1.83-miles
Trail on NDOT ROW	0
Crushed granite trail	0
Potential paved trail	0
Existing road or trail	3,752 ft, 0.71-miles
Natural surface trail	5,919 ft, 1.12-miles
Berm Trail	0
Trailheads (Eq. and Auto)	0
Trailheads (Auto)	0
Re-vegetation	0
Overlook	0
Hiking only trail	0
Multi-use trail	9,671 ft, 1.83-miles
Major drainages	N/A
Minor drainages	N/A
Accessible	No
Interpretation Opportunities:	
Surrounding cultural and natural resources	



DESIGN RECOMMENDATIONS AND GUIDELINES

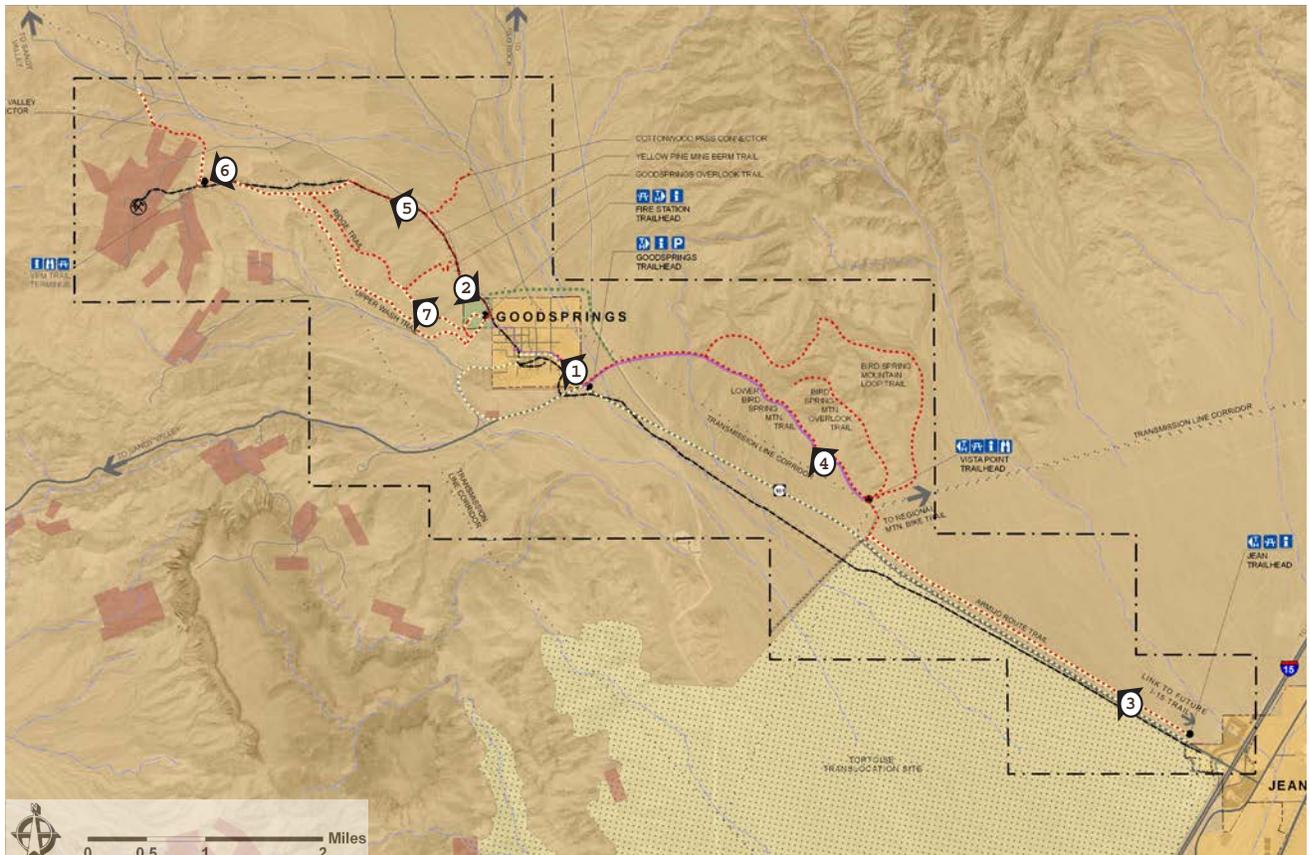


Figure 6: Key Map for Design Recommendations and Guidelines

This chapter discusses the design recommendations and guidelines for the Goodsprings Trail System. Included in this section are schematic level plans for trailhead design and layout and illustrative views of the trail system which have been keyed to **Figure 6** above. Also included in this chapter are photographs or precedent images of suggested site furnishings, way-finding devices (such as sign and kiosks), and other trail amenities. Lastly, this chapter contains details for trail

construction and for special features such as culverts and other drainage devices which may be necessary to implement the trail.

On the following page, **Design Principles for the Goodsprings Trail System** outlines eight general design guidelines which should be applied to all future planning and design efforts.

DESIGN RECOMMENDATIONS

DESIGN PRINCIPLES FOR THE GOODSPRINGS TRAIL STUDY:

1. Minimize disturbance to the surrounding landscape by practicing sustainable construction techniques.
2. Reduce visual impact of the trail and its associated amenities by utilizing materials that blend with the desert environment and reflect Goodsprings' mining heritage.
3. Provide visitors with shade at all trailheads.
4. Ensure that all site furnishings are weatherproof and resistant to vandalism.
5. Utilize native plant materials at trailheads and restoration areas.
6. Utilize trailheads as opportunities to educate trail users on local history, the natural environment, and safety issues.
7. Utilize existing boulders and vegetation to delineate the trail edge and define the trail corridor.
8. Follow the International Mountain Bike Association's "Five Essential Elements of Sustainable Trails" as outlined in this chapter to minimize erosion and maintenance requirements.

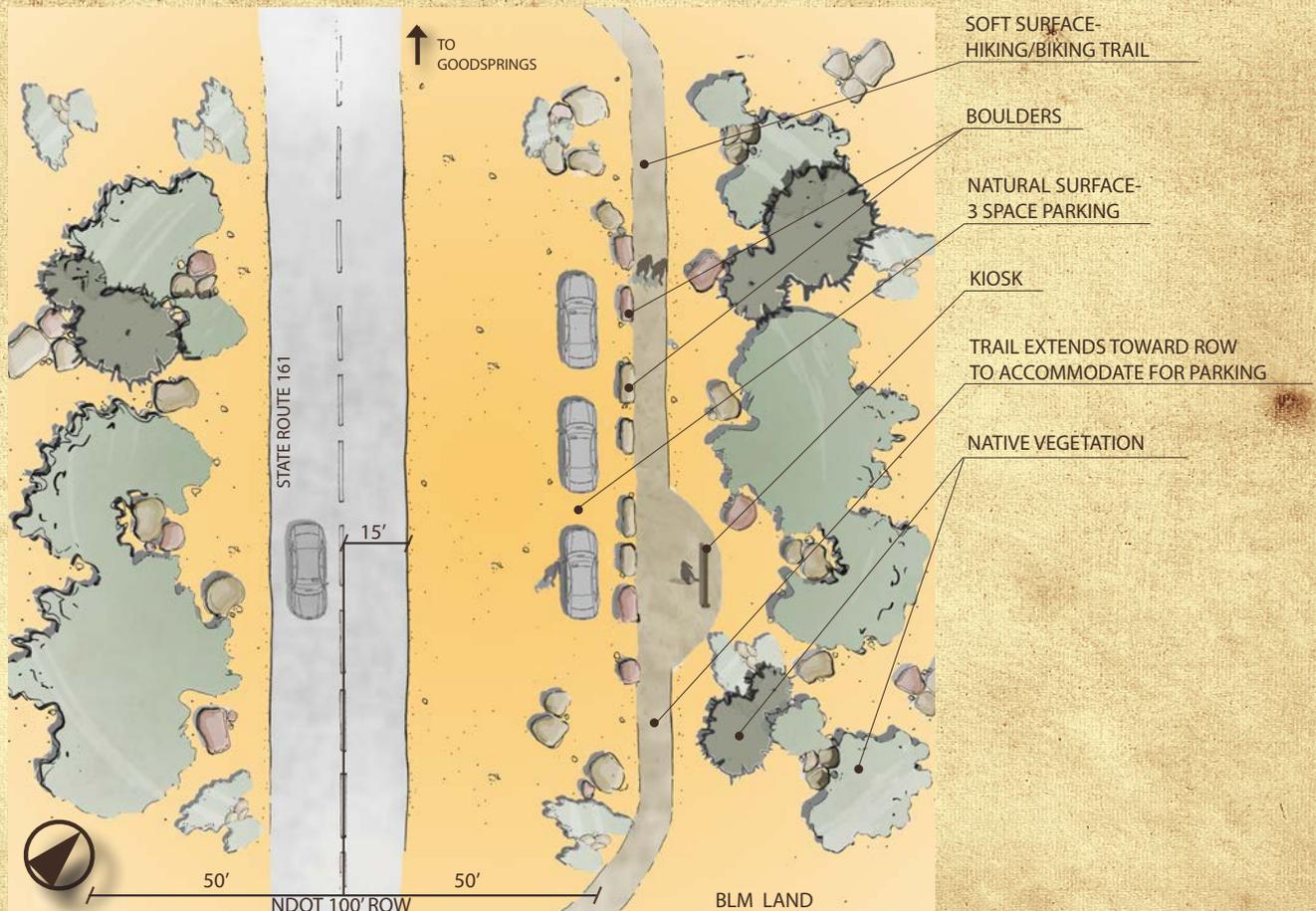
DESIGN RECOMMENDATIONS

1 GOODSPRINGS TRAILHEAD



The Goodsprings Trailhead is designed as a small wayside parking area and is located just south of Goodsprings. Utilizing the Nevada Department of Transportation (NDOT) right-of-way (ROW) along State Route 161, this trailhead is designed for two to three cars and will provide a safe place for trail users to park prior to entering Goodsprings. A kiosk with information on the trail system will be located outside of this ROW as will other “permanent structures” such as protective barrier boulders and a small portion of the trail.

The Goodsprings Trailhead is located south of the cemetery pictured here.



DESIGN RECOMMENDATIONS

2

TRAILHEAD-HIKER/BIKER/EQUESTRIAN PARKING



EXISTING CONDITION

The design below is specific to the Fire Station Trailhead, but represents a typical trailhead layout for the trail system's two other larger trailheads (the Jean Trailhead and the Vista Point Trailhead). This trailhead is designed to accommodate 14 cars. Four larger spaces have been designed to accommodate trailers for equestrian/RV use. Several overflow parking spaces have also been identified in this plan. These spaces could be formalized if expansion of the lot becomes desirable. Other amenities include a shade shelter, information kiosk and vault toilet.



DESIGN RECOMMENDATIONS

3 SEGMENT 1: JEAN TRAILHEAD TO VISTA POINT TRAILHEAD

VIEW FROM JEAN TRAILHEAD LOOKING NORTHWEST TOWARD GOODSPRINGS



EXISTING CONDITION

DESIGN RECOMMENDATIONS:

- 10' MULTI-USE TRAIL UTILIZING AN EXISTING TRANSMISSION LINE MAINTENANCE ROAD
- NATURAL SURFACE TRAIL



AFTER

DESIGN RECOMMENDATIONS

4 SEGMENT 2: LOWER BIRD SPRING MOUNTAIN TRAIL

VIEW LOOKING NORTH TOWARD BIRD SPRING MOUNTAIN



EXISTING CONDITION

DESIGN RECOMMENDATIONS:

- 10' MULTI-USE TRAIL
- SOFT SURFACE TRAIL (CRUSHED GRAVEL)



AFTER

DESIGN RECOMMENDATIONS

5

SEGMENT 6: YELLOW PINE MINE BERM TRAIL

VIEW ALONG YELLOW PINE MINE BERM LOOKING NORTH TOWARD YELLOW PINE MINE



EXISTING CONDITION

DESIGN RECOMMENDATIONS:

- 4'-5' HIKING ONLY TRAIL
- NATURAL SURFACE
- PRESERVE INTEGRITY OF HISTORICAL BERM BY RESTRICTING BIKER AND EQUESTRIAN USERS



AFTER

DESIGN RECOMMENDATIONS

6

YELLOW PINE MINE TERMINUS

VIEW AT YELLOW PINE MINE TERMINUS



EXISTING CONDITION

DESIGN RECOMMENDATIONS:

- CRUSHED GRAVEL
- BOULDER BARRIERS
- KIOSK WITH INFORMATION ON MINE SAFETY, PRIVATE PROPERTY, AND MINE HISTORY
- SHADED PICNIC TABLE



AFTER

DESIGN RECOMMENDATIONS

7

SEGMENT 7: RIDGE TRAIL

VIEW ALONG RIDGE TRAIL



EXISTING CONDITION

DESIGN RECOMMENDATIONS:

- MULTI-USE TRAIL, WIDTH VARIES FROM 2'-4'
- NATURAL SURFACE
- INFORMATIONAL SIGNAGE WILL BE USED TO EDUCATE USERS ABOUT POINTS OF INTEREST
- DIRECTIONAL ROCK CAIRNS WILL BE USED TO KEEP VISITORS ON THE TRAIL



AFTER

SITE FURNISHINGS - PRECEDENT IMAGES



KIOSK (OPTION A):

WHAT

- SHADED KIOSK WITH STACK STONE FOUNDATION USING NATIVE STONE
- METAL ROOF COLORED TO MATCH SURROUNDING LANDSCAPE

WHERE

JEAN, VISTA POINT, GOODSPRINGS, AND FIRE STATION TRAILHEADS



KIOSK (OPTION B):

WHAT

- METAL KIOSK WITH TOPOGRAPHIC RELIEF DETAIL
- WEATHERPROOF BROCHURE BOX
- COLORED TO MATCH SURROUNDING LANDSCAPE

WHERE

SAME AS ABOVE AND YPM TRAIL TERMINUS



INTERPRETIVE PANEL:

WHAT

- OPTION A: NATIVE STONE BOULDER SANDBLASTED WITH TEXT AND IMAGES STAINED BLACK
- OPTION B: NATIVE STONE BOULDER WITH METAL PLAQUE



WHERE

ALONG TRAILS AT INTERPRETATION POINTS AND IN TOWN IDENTIFYING THE WALKING TOUR STOPS

SITE FURNISHINGS - PRECEDENT IMAGES

TRAIL SIGNAGE AND WAYFINDING:

WHAT

- NATIVE STACKED STONE CAIRN AND/OR VANDAL PROOF METAL POST WITH WELDED LETTERS
- CARSONITE STAKES (NOT PICTURED)

WHERE

STACKED STONE LOCATED ALONG ALL TRAILS. METAL POSTS/ CARSONITE STAKES LOCATED AT BEGINNING OF ALL TRAILS AND AT ALL TRAIL INTERSECTIONS



SHADE SHELTERS:

WHAT

- OPTION A: METAL SHADE SHELTER WITH CONCRETE PLATFORM, METAL ROOF AND POSTS TO MATCH SURROUNDING LANDSCAPE
- OPTION B: LARGE GROUP METAL SHADE SHELTER WITH CONCRETE PLATFORM AND NATIVE STACK STONE WALL, METAL ROOF AND POSTS TO MATCH SURROUNDING LANDSCAPE

WHERE

OPTION A: YPM TRAIL TERMINUS ONLY

OPTION B: JEAN, VISTA POINT, FIRE STATION TRAILHEADS



HITCHING POST:

WHAT

- WOOD HITCHING POST WITH SINGLE HORIZONTAL BEAM AND TWO SUPPORT POSTS, SET IN COMPACTED NATIVE SOIL

WHERE

JEAN, VISTA POINT, FIRE STATION TRAILHEADS AND YPM TRAIL TERMINUS



SITE FURNISHINGS - PRECEDENT IMAGES



PICNIC TABLE:

WHAT

- METAL PICNIC TABLE BOLTED TO CONCRETE PLATFORM
- COLOR TO MATCH SURROUNDING LANDSCAPE OR USE SIMILAR COLOR

WHERE

JEAN, VISTA POINT, FIRE STATION TRAILHEADS AND YPM TRAIL TERMINUS



BENCH:

WHAT

- STONE BENCH CONSTRUCTED FROM NATIVE STONE

WHERE

JEAN, VISTA POINT, GOODSPRINGS, FIRE STATION TRAILHEADS AND YPM TRAIL TERMINUS



SEATING-BOULDER:

WHAT

- NATIVE STONE BOULDER

WHERE

SAME AS ABOVE



TRASH CAN:

WHAT

- OPTION A: BURIED METAL TRASH CAN WITH REMOVABLE LID ATTACHED TO STEEL POLE
- OPTION B: CONCRETE TRASH CAN WITH REMOVABLE LID

WHERE

SAME AS ABOVE

SITE FURNISHINGS - PRECEDENT IMAGES

BIKE RACK:

WHAT

- POWDER COATED BIKE RACK
- COLOR TO MATCH SURROUNDING LANDSCAPE OR SIMILAR COLOR

WHERE

JEAN, VISTA POINT, GOODSPRINGS, FIRE STATION TRAILHEADS AND YPM TRAIL TERMINUS



RESTROOM:

WHAT

- (2) VAULT TOILETS
- COLOR TO MATCH SURROUNDING LANDSCAPE OR USE SIMILAR COLOR

WHERE

JEAN, VISTA POINT AND FIRE STATION TRAILHEADS



TRAIL DETAILS

FIVE ESSENTIAL ELEMENTS OF SUSTAINABLE TRAILS:

1. The Half Rule - Trails grade should not exceed half the grade of the hillside or side-slope that the trail traverses (i.e. if sideslope is 20% then trail grade should not exceed 10%).
2. The Ten Percent Average Guideline - An average trail grade of 10% or less is sustainable.
3. Maximum Sustainable Grade - This is the steepest section of the trail greater than 10 feet in length. Typically between 15 to 20 percent.
4. Grade Reversals - A spot which a climbing trail levels out and then changes direction, dropping subtly for 10 to 50 linear feet before rising again. This change in grade forces water to exit the trail at the low point created by the grade reversal.
5. Outslope - This is where the tread of the trail tilts from the high side to the low side (ie. cross slope). This encourages water to sheet flow across the trail thus reducing erosion.

(Source: *Trail Solutions, IMBA's Guide to Building Sweet Single Track*, 2004)

TRAIL TYPES:

*Crushed Granite Trail (Soft Trail Aggregate):

Soft trail aggregate shall be three-eighths (3/8) inch minus decomposed granite or crushed material approximating the following gradation:

<u>Sieve Designation</u>	<u>Range of % Passing</u>
3/8 inch	100
No.4	70-100
No.8	50-75
No.16	30-65
No.30	20-45
No. 50	10-30
No. 100	2-20
No. 200	0-15

*Applicable to Lower Bird Spring Mountain Trail only.

Natural Surface Trails:

Trails identified as natural surface will utilize native soil and follow the natural contours of the site. In the case of the YPM Berm Trail, the surface of the berm will be cleared of vegetation and debris. Grading on top of the berm should be kept to a minimum.

Paved Trails:

If portions of the trail are paved in the future (i.e. Lower Bird Spring Mountain Trail) care should be given to choose a material which will blend with the surrounding environment, such as stained concrete.

DRAINAGE DETAILS

As detailed in Chapter 3, several of the proposed trail segments have drainages which interface with the trail alignment. The following definitions describe what minor and major drainages are and include pictures of what an engineered solution might look like. Please see the preliminary Hydrology Study included in Finding Report #3 for typical trail construction details.

Minor drainages are comprised of smaller drainage basins that convey significantly less run-off during storm event. They are characterized by shallow channels of moderate width (5 to 20 feet). Trail crossings at these locations would require small drainage structures including armored drainage dips or small culverts.

SMALL CULVERT:

METAL CULVERT PIPE
WITH RIP RAP SWALE



Major drainages are comprised of larger drainage basins that convey considerable run-off during storm events. They are characterized by deeply incised channels and in some cases multiple or braided channels. These drainages range in size from 20 to 40 feet wide with depths approaching 10 feet or more. Trail crossings at these locations would require considerable structural improvements including large culverts, riprap and bank stabilization.

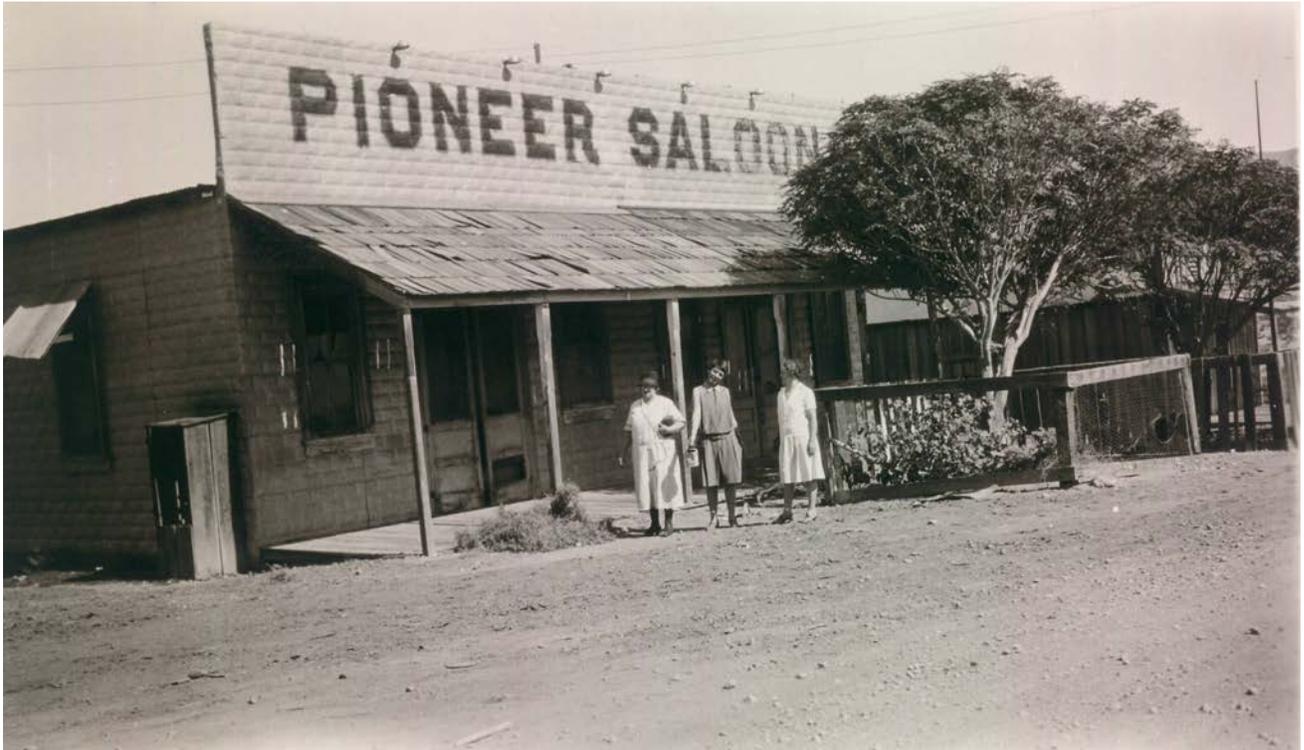
LARGER CULVERT:

MASONRY ROCK
SIDESLOPES WITH
METAL/CONCRETE
CULVERT AND RIP RAP
SWALE.





IMPLEMENTATION



Women stand outside the pioneer saloon which is still in operation today.

This trail study lays the framework for further design and future implementation of a system of trails through and around the town of Goodsprings. The proposed Goodsprings Trail Network represents a unique opportunity to showcase not only the wonders of the Mojave Desert environment, but to educate and inform visitors to Nevada and to Clark County about the area's rich history.

The trail system will offer a unique recreational resource to not only local residents, but to residents of Las Vegas and other surrounding communities. As a tourist destination, the trail system's proximity to Las Vegas and its emphasis on a broad range of physical ability and interests is likely to make its implementation a further success.

From the Old Spanish Trail, to the Yellow Pine Mine, to the tragic death of a classic movie star, the Town

of Goodsprings represents a living time capsule with the potential to captivate visitors. The Goodsprings Trail can be designed to reveal this history, providing Clark County a unique opportunity to celebrate its centennial year.

This chapter provides Clark County and its partners with a checklist of implementation actions that will need to take place in order to realize the vision of the proposed trail network. The chapter also includes a planning level cost estimate which will be essential in positioning Clark County to take advantage of funding cycles and grant opportunities. Strategies for phasing of the trail network have also been included as well as detailed recommendations for funding. In addition, ownership and management options for the trail system are discussed.

5.1 FUNDING & PARTNERSHIP OPPORTUNITIES

Funding strategies and partnership opportunities outlined in this section represent the planning team’s key recommendations. Please see **Table 4** for a list of these key funding and partnership sources. Other sources may become available in the future. While not detailed in this report, a list of several other potential funding and partnership opportunities have been provided in **Table 5**.

SOURCE 1: SOUTHERN NEVADA PUBLIC LANDS MANAGEMENT ACT

The Southern Nevada Public Land Management Act (SNPLMA) became law in October, 1998. It allows the Bureau of Land Management to sell public land within a specific boundary around Las Vegas, Nevada. The revenue derived from land sales is split between the State of Nevada General Education Fund (5%), the Southern Nevada Water Authority (10%), and a special account (85%) available for:

1. Acquisition of environmentally sensitive lands in Nevada, with priority given to lands in Clark County.
2. Capital improvements at the Lake Mead National Recreation Area (NRA), Desert National Wildlife Refuge Complex, Spring Mountains National Recreation Area, Red Rock Canyon National Conservation Area and other areas administered by the BLM in Clark County.
3. Development of parks, trails, and natural areas in Clark County
4. Conservation initiatives on public land in Clark County, Nevada, administered by the Department of the Interior or the Department of Agriculture.
5. Development of a multi-species habitat conservation plan in Clark County.
6. Lake Tahoe Restoration Act projects.

The SNPLMA Special Account is the most significant funding program in Southern Nevada for park and trail related development. Since passage of the legislation, over \$318 million dollars and 272 miles of urban trails

**TABLE 4:
KEY FUNDING & PARTNERSHIP
SOURCES**

1. **Southern Nevada Public Land Management Act (SNPLMA)**
2. **Federal Transportation Funds (Federal Surface Transportation Program and the Recreational Trail Program)**
3. **Nevada Conservation Corps**
4. **Question 10 Transportation Bond Issues**
5. **Nevada Conservation and Resource Protection Grant Program**
6. **Outside Las Vegas Foundation**
7. **Rails-to-Trails Conservancy**
8. **Nevada Mining Association**

and trail related projects have been funded within the local jurisdictions and on federal lands in Clark County.

The downturn in land sales over the past several years has dramatically reduced the monies available in the Fund. Therefore, this funding source likely cannot be looked at as the ultimate trail funding source for trails in the future.

Potential funding for the construction of the Goodsprings Trail System will depend on ownership and management. If Clark County had ownership and management responsibility, they can apply for funding under the Parks, Trails and Natural Areas funding category. If BLM retains ownership and management responsibility, the BLM can apply for funding for trail construction under the “capital improvement” funding category. In some cases, BLM could also make application for funding from the “conservation assistance” funding category. For example, SNPLMA Round 10 has been approved and the BLM has received funding under the Conservation Initiatives category for the Recreation Stewardship Pilot Program and Logandale Trails System Implementation Project (Project BL70).

**TABLE 5:
OTHER POTENTIAL FUNDING &
PARTNERSHIP OPPORTUNITIES**

- o Nevada State Cultural Affairs Committee
- o Bureau of Land Management (BLM)
- o Park Service (Interagency Task Force on Trails)
- o Old Spanish Trail Society
- o Williams Pipeline Company
- o Las Vegas Rock Quarry
- o Private Individuals
- o Goodsprings Historical Society
- o Preserve America
- o Tourism for Tomorrow

SOURCE 2: FEDERAL TRANSPORTATION FUNDS

Federal Transportation Funds include several programs which may potentially be utilized to fund the Goodsprings Trail System. These programs include:

1. **Federal Surface Transportation Program**
2. **Recreational Trails Program**
3. **Federal Lands Highway Program**
4. **Transportation Enhancement Activities**
5. **Congestion Mitigation and Air Quality**
6. **National Scenic Byways Program**
7. **Safe Routes to School**
8. **Transportation Enhancements and Recreation Trail Program can support Youth Corps**

Of these eight programs, the Federal Surface Transportation Program and the Recreational Trails Program are the best potential sources of funding for the Goodsprings Trail System.

Federal Surface Transportation Program:

This is the nation’s largest funding source for shared-use trails, paths and related projects in the United States. In 1991 Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA is widely recognized as pivotal legislation. The legislation legitimized and recognized pedestrian and bicycle travel as serious modes of transportation. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) replaced ISTEA in 2005 and continued the important funding programs for trails and related infrastructure through 2009.

Up to 10% of the Surface Transportation Fund, or \$400 million annually, can be used for pedestrian and bicycle related facilities. By law, Transportation Enhancement (TE) Projects must relate to surface transportation. Although Transportation Enhancement projects must relate to surface transportation, nothing in Federal law prohibits TE funded trails from allowing recreational use. Equestrian and other non-motorized recreational use may be allowed on shared use paths and trails that use Federal-aid transportation enhancement funds as long as the project relates to surface transportation. Trails funded under this program must have a firm and stable surface, but this does not necessarily require paving. It is also possible to have dual tracks: one accessible (firm and stable) track and one soft surface track.

The Transportation Enhancement funds in Nevada are administered by the Nevada Department of Transportation. In general, 80% of the costs are covered by the federal dollars. Also, other federal dollars can be used as a match up to 95%.

Recreational Trails Program (RTP):

This is an assistance program of Federal Highways Administration (FHWA) which provides funds to the States for grants and educational programs. The Recreation Trails Program (RTP) is an assistance program of FHWA. Federal transportation funds benefit recreation by making funds available to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail users.

The RTP is the only federal highway program that

can be used to help support maintenance. The funds can also be used to maintain and restore existing trails; develop and rehabilitate trailside and trailhead facilities; purchase and lease trail construction and maintenance equipment; construct new trails; acquire easements for accessibility and maintenance; and for trail safety and environmental protection education. The RTP funds come from the Federal Highway Trust Fund, and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use: fuel used for off-highway recreation by snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks.

The RTP funds are distributed by legislative formula: half of the funds are distributed equally among all States, and half are distributed in proportion to the estimated amount of non-highway recreational fuel use in each State. The RTP in Nevada is administered by the Nevada Division of State Parks. The federal funds cover 80% of the project costs. The remaining 20% comes from the local sponsor. The new SAFETEA-LU legislation allows a portion of the matching share to come from another federal source. This means, in some cases, the total federal share can be 95%. The Nevada State Recreational Trails Advisory Committee helps set the priorities for funding.

Nationwide, \$85 million is available for Federal fiscal year 2009. Nevada's annual share is around \$1.1 million.

Official guidance for RTP notes: "States are encouraged to enter into contracts and cooperative agreements with qualified youth conservation or service corps."

SOURCE 3: NEVADA CONSERVATION CORPS

The Nevada Conservation Corps (NCC) is Nevada's leading non-profit in advancing volunteerism in the environmental sector and is recognized statewide by all major federal, state, and county environmental agencies as the premier service providers of well-trained, dedicated and hard working volunteers. These partnerships garner over 2.8 million dollars annually in cash match. One of the primary focus areas for the Nevada Conservation Corps is on trail construction and maintenance. The Federal Highway Administration encourages States to use Youth Corps

on Transportation Enhancement Projects. The Federal Highway Administration and the "Corps Network" just published guidelines to encourage States and Youth Corps to work better together.

The Nevada Conservation Corps harnesses the energy and idealism of youth to meet the needs of Nevada public lands and communities. As a federally-funded AmeriCorps program, the NCC promotes ecological literacy through field research and direct conservation service. By uniting environmental resources from federal, state and county agencies, the NCC provides students and young professionals opportunities to make meaningful contributions toward protecting and conserving Nevada's natural heritage, while also gaining valuable work experience in the natural resource management field.

SOURCE 4: QUESTION 10 TRANSPORTATION BOND ISSUES

In 2002, the voters in Clark County passed a comprehensive transportation bond issue for transportation improvements called "Question 10." The "Question 10" bond issue included \$68 million to help cover the maintenance of shared use trails that were included on the approved "Off-Street Shared Use Path Network". Presently, funding is available through "Question 10" to help support maintenance of the 760 miles that, ultimately, are expected to be built as part of the approved off-road network. There are sufficient funds in the program to cover the maintenance costs until the year 2028.

The "Question 10" monies cover the annual prorated life cycle costs of repaving plus annual surface maintenance costs for items such as stripping, sweeping, safety lighting, cleaning of drainage and storm channels and debris cleanup. The local jurisdictions receive reimbursement at the rate of \$8,000 per trail mile per year. "Question 10" does not cover the costs associated with landscape maintenance or trail amenities.

"Question 10" also allocated \$50 million for the maintenance of the on-street bike trail network. Again, the covered costs relate mainly to the life-cycle resurfacing costs and annual surface maintenance such as stripping and debris clean-up.

The Clark County Question 10 Transportation Bond Issue monies available to help maintain the on-street

and off-street shared use path network cannot be used for trails on the federal lands. However, if the Goodsprings Trail network were controlled by Clark County, they may be eligible for funding. This would be a question to raise to the Regional Transportation Authority.

SOURCE 5: NEVADA CONSERVATION AND RESOURCE PROTECTION GRANT PROGRAM

Nevada Conservation and Resource Protection Grant Program became known as the “Question 1 Program” when the Proposal to Issue Bonds for Conservation and Resource Protection under Assembly Bill No. 9 of the 17th Special Session appeared number 1 on the State of Nevada voter’s ballot. Nevada voters passed Question 1, thereby authorizing the State of Nevada to issue general obligation bonds in an amount not to exceed \$200 million “...to preserve water quality; protect open space, lakes, rivers, wetlands, and wildlife habitat; and restore and improve parks, recreational areas, and historic and cultural resources.”

Of the total bond issue, funding allocations were made as follows:

1. \$27 million to the Nevada Division of State Parks for property acquisition or capital improvements and renovations;
2. \$27.5 million to the Nevada Department of Wildlife for property acquisition, facility development and renovation, or wildlife habitat improvements;
3. \$25 million to the Las Vegas Springs Preserve in Clark County for planning and developing the preserve, providing wildlife habitat, and constructing support facilities;
4. \$10 million to Clark County for development of a regional wetlands park at the Las Vegas Wash;
5. \$35 million to Nevada’s Department of Cultural Affairs to establish a museum at the Las Vegas Springs Preserve;
6. \$10 million to Washoe County for enhancement and restoration of the Truckee River corridor;
7. \$65.5 million to the Nevada Division of State Lands to provide grants for state agencies, local governments, or qualifying private nonprofit

organizations for various programs including recreational trails, urban parks, habitat conservation, open spaces, and general natural resource protection projects.

Trail related projects are included in the \$65.5 administered by the Division of State Lands. Question 1 General Application Packets may be downloaded from the program’s webpage: www.lands.nv.gov. They are presently in Round 10 of the funding cycles.

Grants from Question I are awarded to counties, municipalities, state agencies, and non-profit conservation organizations for the purpose of protecting, preserving, and obtaining the benefits of the property and natural resources of the State of Nevada. Technical Advisory Groups review grant proposals and make recommendations regarding grant awards to the Administrator. Recommendations are based predominantly on the project’s ability to conserve and protect natural, scientific, cultural, archaeological, agricultural, paleontological, historical, wetland, or riparian resources, and; the project’s ability to benefit the public towards an overall advancement in the conservation and protection of the natural resources of the state, an enhancement of recreational opportunities, increased public access to lands and waters, and the achievement of goals identified in adopted open space plans.

SOURCE 6: OUTSIDE LAS VEGAS FOUNDATION

The Outside Las Vegas Foundation is a private non-profit organization led by a diverse group of volunteer board members and staff who share a vision that Southern Nevadans care about their natural and cultural heritage and participate in stewardship of their surrounding public lands. To realize this vision, the Foundation builds and facilitates partnerships, launches initiatives, educates, advocates and helps provide connections between people and the public lands surrounding Las Vegas. The Foundation works with Southern Nevada citizens, the business community, educators, advocacy organizations and governmental entities to reach shared goals. The Foundation supports effective collaboration to solve important community issues regarding the quality and stewardship of public lands in Southern Nevada.

One of the Foundation’s primary focus areas is

connected trails and open space systems. The Foundation is available to provide technical assistance to help develop and implement the Goodsprings Trail System.

SOURCE 7: RAILS-TO-TRAILS CONSERVANCY

The Rails-to-Trails Conservancy is a nonprofit organization based in Washington, D.C., whose mission it is to create a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people. Nevada is served by the Conservancy's Western Regional Office in San Francisco. The Rails-to-Trails Conservancy serves as the national voice for more than 100,000 members and supporters, 15,000 miles of rail-trail throughout the country, and thousands of miles of potential rail-trails waiting to be built. They may be available to provide resources and public outreach.

SOURCE 8: NEVADA MINING ASSOCIATION

The Nevada Mining Association serves to bring the mining industry together to speak with one voice and utilize best practices in the areas of regulatory affairs, policy, education, safety, environmental, human resources. Of particular interest to the Goodsprings Trail Project is the Association's interest in education. The Association has an active Education Committee whose role is to increase public awareness and understanding through educational programs. Because of the close tie between mining and the Goodsprings Trail System, it is likely that the Association will have an interest in assisting with the outreach and educational elements of the initiative. They may, for instance, be interested in funding some of the educational kiosks for the trail.

5.2 OWNERSHIP AND MANAGEMENT OPTIONS

The three broad categories of ownership and management options outlined below provide Clark County with information regarding several different possible approaches. It will be important for the County to continue discussions with the Bureau of Land Management (BLM) and other key stakeholder groups such as the Goodsprings Historical Society

so that their participation and cooperation can be established at an early stage in the implementation process. The best solution may require a hybrid of the options detailed below and it is likely that the best approach will involve a coalition of stakeholders to ensure the future success of the trail system.

OPTION 1: CLARK COUNTY

There are several options for Clark County management of the Goodsprings Trail System:

1. ***Right-of-Way Conveyance:*** Clark County could request a right-of-way conveyance from the Bureau of Land Management for the trail corridors. This does offer protection from intrusions of other uses. Other rights-of-way impacting the right-of-way conveyance cannot be granted without the County's approval.
2. ***Recreation & Public Purchase (R&PP):*** The Bureau of Land Management's policy is to use an R&PP lease rather than go directly to a patent. However, there are situations where the BLM has gone directly to a patent, mostly in cases involving financing complications where financing can not be obtained if the applicant only has a lease-hold interest. Under either an R&PP purchase or R&PP lease, there is a reversionary clause if the property is converted to a use inconsistent with the R&PP conveyance. In those cases, the property reverts to the BLM or the patent or lease holder is required to pay fair market value for the land.

R&PP Lease: Clark County could make application to the Bureau of Land Management for an R&PP lease for the area covered by the Trail System. BLM's normal response is to minimize the area conveyed under an R&PP lease. In this case, it would be the trail corridor itself. There may be justification for including a larger area if the case can be made that it is needed to accommodate the intended recreation use. BLM cannot convey lands under an R&PP lease simply for open space. The R&PP lease is generally for a twenty to thirty year period with a right of renewal. After the initial lease period, the lease holder can ask that the land be conveyed permanently under a patent. This is common practice.

3. **Cooperation Management Agreement:** The Bureau of Land Management could enter into a cooperative agreement with Clark County to manage the trail system under whatever prescribed conditions that the two parties find acceptable. The problem with this alternative is that the agreement could be cancelled by subsequent management or changes in BLM’s priorities. This leaves less than desired protection and Clark County may not be willing to make any capital investments without a more permanent arrangement.
4. **Clark County Management:** Assuming Clark County acquires sufficient ownership control, they could perform the operation and management functions, as well as securing the needed funding and overseeing the capital improvements. This is the model presently utilized in the management of most of the existing county parks.
5. **Clark County Contract with Non-Profit to Manage:** Assuming Clark County acquires sufficient ownership control, they could also contract with a non-profit organizations to provide the day-to-day management of the area. This contract approach is being pursued by BLM for the Logandale Trail System. In the Logandale example, the BLM would establish a Logandale Advisory Group that would provide general oversight for management. This advisory group would consist of the key stakeholders. BLM would then contract with a non-profit organization such as “Partners in Conservation” to provide the day-to-day operation and management functions.

The BLM is referring to this as the “Logandale Trails System Implementation and Recreation Site Stewardship Program.” The overall costs of implementation are much reduced by having a non-profit take on the operation and maintenance responsibility. Non-profits personnel costs are less and they can recruit volunteers and partners to take on many of the specific implementation and management tasks that would be cost centers for the governmental agency. Another advantage is non-profit tax exempt organizations are eligible to apply for grants and fundraise as a 501(c)(3) organization. In addition, they are grass-roots in nature and can move quicker than government to get things done.

This stewardship model could be applied to the Goodsprings Trail System. An Advisory Group for Goodsprings could include representatives from user groups, local business community, community organizations, Regional Transportation Commission, Clark County Rural Liaison, Nevada Bureau of Mines, or others as determined appropriate.

Like the Logandale example, Clark County would actually contract with a non-profit organization (such as the Goodsprings Historical Society) to provide the day-to-day operation and maintenance functions. They would assist Clark County in volunteer coordination and monitoring and with the education, interpretation and outreach activities. They would also actively develop partnerships that would help implement the Plan. The volunteer recreation stewards could be an important element in a successful implementation program.

OPTION 2: BUREAU OF LAND MANAGEMENT

The following are potential options involving BLM management:

1. **BLM Management Alone:** This option would leave BLM with overall management responsibility to implement the Plan, including securing funding for the capital improvements and for operation and maintenance. The down side to this is that BLM’s recreation budget has been reduced over the past several years and is unlikely to increase in the foreseeable future. Therefore, they do not have the recreation management staff to provide the level of operation and maintenance required to maintain the trail system without help from other partners.
2. **BLM Contract with Non-Profit:** This option is viable assuming BLM can secure sufficient dollars to contract with a non-profit organization for the operation and maintenance functions. Under this option, the BLM would still be responsible for securing most of the capital improvement dollars. However, there would be an expectation that the non-profit partner would also assist in putting together funding packages and fund-raise for specific items.

The non-profit partner would augment the existing BLM efforts at the area by harnessing the resources of user groups, volunteers, other governmental organizations, conservation organizations, businesses, and individuals. These efforts would be centered on increased public awareness and education, monitoring resource conditions, volunteer recruitment and training, public safety, restoration, litter control, and other activities. Under this option, the non-profit partner would be responsible for preparing and submitting an annual performance report to the BLM.

This option would improve management by minimizing BLM staff and associated costs and maximizing the role of the private sector, by educating and involving rural communities and user groups.

OPTION 3: PARTNERSHIP MODEL

This option is a more informal one and is exemplified by the River Mountains Trail Partnership. The River Mountains Trail Partnership was formally organized in 1998. Their defined purpose is working to:

“expand and protect trail opportunities in and around the rapidly urbanizing Las Vegas Valley for the benefit of local communities, their residents, and visitors to the region through the development of the River Mountain Loop Trail. The Loop Trail will be completed through a collaborative partnership, linking Lake Mead National Recreation Area’s Boulder Basin, including Hoover Dam, to its neighboring communities and connected to multi-use local and regional trail networks, encompassing hundreds of miles of trails within and between parks and communities in and around the Las Vegas Valley.”

The Partnership is an association of public agencies, community groups, businesses, and individuals committed to the development of the River Mountain Loop Trail. The Partnership also has a major role in increasing public awareness and community involvement in the project.

In 1998 the Partnership established an Advisory Council. The Advisory Council facilitates communication between agency and community partners, assists with coordinating trail planning

and development, and helps implement the public education and outreach goals of the Partnership.

Guidelines were developed governing Partnership administration and management. The Partnership operates as a coordinator, facilitator, and project advocate. The primary responsibility for trail planning, development, management, and maintenance rests with the local, regional, state, or federal agency or entity with jurisdiction over the lands through which the trail passes. According to their guidelines, the responsibility for trail planning, development, management, and maintenance may be transferred to a jurisdiction or entity other than the agency or landowner with primary responsibility for the lands.

In October 2000 the Partnership signed an agreement with the Nevada Community Foundation and set up the River Mountain Trail Partnership Fund in support of trail development and outreach.

The River Mountain Trails Partnership is perhaps Southern Nevada’s best example of a successful collaborative initiative. To date, all 35 miles of the trail have been funded and 90% constructed. The remaining three segments should be completed within the next six months. In addition, the Partnership is responsible for the development of the Historic Railroad Trail retrofitting and re-opening. This historic trail is about 5 miles long and goes from the Alan Bible Visitor Center at Lake Mead all the way to the parking garage at Hoover Dam, through a series of five tunnels. Strong private leadership within the Partnership helps account for the great success. Meeting monthly since 1998, this group is now transitioning into helping resolve operation and maintenance issues now that the trail is constructed.

A partnership similar to the River Mountain Trail Partnership could be established for the Goodsprings Trail System and could be an element in several of the management options.

5.3 PHASING PLAN/PRIORITIES

Implementation of the master plan would require considerable capital expenditures for new trails, facilities, restoration and management. The anticipated cost for implementation of the master plan is \$3,124,543.00. Please see Section 5.5 for a **Planning Level Cost Estimate**.

Currently recreation and trail use in and around the Goodsprings area remains fairly low. However, with improved recreation opportunities and added attractions, visitation to the region should continue to grow. In addition, anticipated growth in outlying communities will likely place higher demands on recreation facilities within the Goodsprings area.

Due to the expected increase in use of the trail and associated facilities, trail improvements should be phased to coincide with increased recreation demands. To spur interest in the Goodsprings trail system, the most interesting or desirable trail segments should be implemented first. The first phases should provide excellent connectivity to the community and major historic and scenic attractions. In addition to phasing trail segments, trail surfacing should be phased as use increases. For example, the plan specifies that the Vista Point Trailhead to Goodsprings Trailhead should be soft surface until increased use warrants paving the entire segment. See **Table 6** for recommended phasing of the trail system.

5.4 ESTIMATE OF PROBABLE COST

The following estimate is a planning level estimate only and represents the likely cost of the trail system at the time of this report. This estimate does not include cost for annual operation and maintenance of the trail system. Such costs include but are not limited to restroom servicing, trash collection, trail maintenance, facility maintenance, and routine patrols.

**TABLE 6:
RECOMMENDED PHASING OF
THE TRAIL SYSTEM**

PHASE 1

- Segment 4: Historical Walking Tour

PHASE 2:

- Fire Station Trailhead,
- Segment 6: Yellow Pine Mine Trail
- Yellow Pine Mine Terminus

PHASE 3:

- Vista Point Trailhead
- Segment 2: Vista Point to Goodsprings Trail
- Goodsprings Trailhead

PHASE 4:

- Segment 3: Bird Spring Mountain Trails

PHASE 5:

- Segment 5: Goodsprings Bypass Trail

PHASE 6:

- Segment 1: Jean to Vista Point Trail

PHASE 7:

- Segment 7: Ridge Trail & Goodsprings Overlook Trail
- Segment 8: Upper Wash Trail

PHASE 8:

- Segment 9: SR 161 Bike Route
- Segment 10: Future Trail Connections

GOODSPRINGS PLANNING LEVEL COST ESTIMATE

Item	Quantities Unit	Unit	Cost Sum
PLANNING & DESIGN: ALL SEGMENTS			
Trail Design Development	1 lump	\$4 5,000.00	\$45,000.00
Surveying (Aerial and Field)	1 lump	\$1 7,000.00	\$17,000.00
Trail Construction Drawings and Engineering (10% of the Total Construction Cost)	1 lump	\$188,034.00	\$188,034.00
Geotechnical Testing (1 Boring Every 1/2 Mile on crushed gravel trails)	1 lump	\$3 5,000.00	\$35,000.00
Permitting	1 lump	\$6 ,000.00	\$6,000.00
Construction Administration	1 lump	\$8 5,000.00	\$85,000.00
*NEPA Environmental Assessment (200ft wide area with survey transects required every 30 meters over 21 miles of trail)-SEE ALT 1	1 lump	\$388,750.00	\$388,750.00
		Subtotal	\$764,784.00
SEGMENT 1: ARMIJO ROUTE TRAIL			
Mobilization	1 lump	\$8 ,000.00	\$8,000.00
Trail Staking/Survey	1 lump	\$5,500.00	\$5,500.00
Jean Trailhead Parking (Gravel Lot - 14 Cars, 4 Horse/RV)	1 lump	\$15,000.00	\$15,000.00
Restroom Facility (2 Seat Vault Toilet)	1 lump	\$65,000.00	\$65,000.00
Shade Shelter (1)	1 ea	\$40,000.00	\$40,000.00
Benches (3)	3 ea	\$2,500.00	\$7,500.00
Trash Receptacles (2)	1 ea	\$1,200.00	\$2,400.00
Interpretive Signs (3 Panels)	3 ea	\$1,500.00	\$4,500.00
Information/Regulatory Signs (3)	2 ea	\$350.00	\$750.00
Wayfinding Signs (5)	5 lump	\$200.00	\$1,000.00
Wire Fencing	1,500 lf	\$6.00	\$9,000.00
Cattle Guards	2 lump	\$2,800.00	\$5,600.00
Improvements to Utility Access Road	19,150 lf	\$2.25	\$43,088.00
Large Drainage Crossings Metal Culvert with Rip Rap Reinforcement	1 ea	\$5,500.00	\$5,500.00
Small Drainage Crossings Metal Culvert with Rip Rap Reinforcement	3 ea	\$2,400.00	\$7,200.00
Trail Stabilization (Riprap Type M)	80 ton	\$110.00	\$8,800.00
Restoration at Vista Point	80,000 sf	\$0.50	\$40,000.00
		Subtotal	\$268,788.00

Item	Quantities Unit	Unit	Cost Sum
SEGMENT 2: LOWER BIRD SPRING MOUNTAIN TRAIL			
Mobilization	1 lump	\$ 1 5,000.00	\$15,000.00
Trail Staking/Survey	1 lump	\$12,000.00	\$12,000.00
Vista Point Trailhead Parking (Gravel Lot - 14 Cars, 4 Horse/RV)	1 lump	\$15,000.00	\$15,000.00
Restroom Facility (2 Seat Vault Toilet)	1 lump	\$65,000.00	\$65,000.00
Shade Shelter (1)	1 ea	\$40,000.00	\$40,000.00
Benches (6)	6 ea	\$2,500.00	\$15,000.00
Trash Receptacles (3)	3 ea	\$1,200.00	\$3,600.00
Interpretive Signs (4 Panels)	4 ea	\$1,500.00	\$6,000.00
Information/Regulatory Signs (5)	3 ea	\$350.00	\$1,050.00
Wayfinding Signs (6)	6 ea	\$200.00	\$1,200.00
Wire Fencing	1,500 lf	\$6.00	\$9,000.00
Cattle Guards	3 ea	\$2,800.00	\$8,400.00
Trail Excavation and Grading	17,829 lf	\$6.00	\$106,974.00
*Crushed Gravel Trail (10' Wide)-SEE ALT 2	17,829 lf	\$16.00	\$285,264.00
Trail Stabilization (Riprap Type M)	500 ton	\$110.00	\$55,000.00
Misc. Earthwork	1 lump	\$45,000.00	\$45,000.00
Gabion Stabilization Features	150 lf	\$500.00	\$75,000.00
Small Drainage Crossings Metal Culvert with Rip Rap Reinforcement	20 ea	\$2,400.00	\$48,000.00
Large Drainage Crossings Metal Culvert with Rip Rap Reinforcement	8 ea	\$5,500.00	\$44,000.00
Restoration Along Trail (Fine Grading & Seeding)	17,829 lf	\$1.50	\$26,744.00
		Subtotal	\$877,232.00

*ALTERNATE 1: NEPA			
NEPA Environmental Assessment (survey required throughout 13,440 acres of Study Area)	1 lump	\$1,117,055.00	\$1,117,055.00
		Subtotal	\$1,117,055.00
*ALTERNATE 2: CONCRETE PAVING, SEGMENT 2			
Concrete Paving (10' Wide with Aggregate Base Course)	17,829 lf	\$95.00	\$1,693,755.00
Major Concrete Wash Crossings with 3-5' Cut-off Walls	300 lf	\$850.00	\$255,000.00
Minor Concrete Wash Crossings with 2'-3' Cut-off Walls	250 lf	\$650.00	\$162,500.00
		Subtotal	\$2,111,255.00
<i>Cost for alternates not included in Grand Total</i>			

Item	Quantities Unit	Unit	Cost Sum
SEGMENT 3: BIRD SPRING MOUNTAIN TRAILS			
Mobilization	1 lump	\$5,000.00	\$5,000.00
Trail Staking/Survey	1 lump	\$6,000.00	\$6,000.00
Interpretive Signs (2 Panels)	2 ea	\$1,500.00	\$3,000.00
Information/Regulatory Signs (3)	3 ea	\$350.00	\$1,050.00
Wayfinding Signs (6)	6 ea	\$200.00	\$1,200.00
Birdsprings Natural Surface Hiking Trails (18" Tread) Trail Stabilization (Riprap Type M)	28,620 sf	\$2.75	\$78,705.00
Restoration Along Trails (Fine Grading & Seeding)	28,620 sf	\$0.50	\$14,310.00
		Subtotal	\$ 109,265.00
SEGMENT 4: HISTORICAL WALKING TOUR			
Mobilization	1 lump	\$5,000.00	\$5,000.00
Trail Staking/Survey	1 lump	\$4,500.00	\$4,500.00
Goodsprings Trailhead (Gravel Lot - 6 Cars)	1 lump	\$8,000.00	\$8,000.00
Historic Walking Tour Asphalt Pavement Markings	1 lump	\$6,000.00	\$6,000.00
Trash Receptacles (3)	3 ea	\$1,200.00	\$3,600.00
Interpretive Signs (5 Panels)	5 ea	\$1,500.00	\$7,500.00
Information/Regulatory Signs (5)	5 ea	\$350.00	\$1,750.00
Wayfinding Signs (8)	8 ea	\$200.00	\$1,600.00
		Subtotal	\$37,950.00
SEGMENT 5: GOODSPRINGS BYPASS TRAIL			
Mobilization	1 lump	\$4,000.00	\$4,000.00
Trail Staking/Survey	1 lump	\$4,500.00	\$4,500.00
Natural Surface Equestrian Trails (18" Tread)	2,040 lf	\$2.75	\$5,610.00
Information/Regulatory Signs (3)	3 ea	\$350.00	\$1,050.00
Wayfinding Signs (5)	5 ea	\$200.00	\$1,000.00
Restoration Along Trails (Fine Grading & Seeding)	4,000 lf	\$1.50	\$6,000.00
		Subtotal	\$22,160.00

Item	Quantities Unit	Unit	Cost Sum
SEGMENT 6: YELLOW PINE MINE TRAIL			
Mobilization	1 lump	\$6,000.00	\$6,000.00
Trail Staking/Survey	1 lump	\$5,500.00	\$5,500.00
Trail Terminus at Yellow Pine Mine (Grading, Crushed Gravel Surface)	1 lump	\$15,000.00	\$15,000.00
Fire Station Trailhead Parking (Gravel Lot - 14 Cars, 4 Horse/RV)	1 lump	\$15,000.00	\$15,000.00
Restroom Facility (2 Seat Vault Toilet)	1 lump	\$65,000.00	\$65,000.00
Shade Shelter (2)	2 ea	\$40,000.00	\$80,000.00
Benches (6)	6 ea	\$2,500.00	\$15,000.00
Trash Receptacles (3)	3 ea	\$1,200.00	\$3,600.00
Interpretive Signs (6 Panels)	6 ea	\$1,500.00	\$9,000.00
Information/Regulatory Signs (3)	3 ea	\$350.00	\$1,050.00
Wayfinding Signs (3)	3 lump	\$200.00	\$600.00
Natural Surface Hiking Trails (18" Tread) Improvements	10,929 lf	\$2.75	\$30,055.00
Improvements to Existing Roads	5,364 lf	\$2.25	\$12,069.00
Large Drainage Crossings Metal Culvert with Rip Rap Reinforcement	2 ea	\$5,500.00	\$11,000.00
Small Drainage Crossings Metal Culvert with Rip Rap Reinforcement Trail Stabilization (Riprap Type M)	6 ea 40 ton	\$2,400.00 \$110.00	\$14,400.00 \$4,400.00
Restoration of Abandoned Campsite and Dump	7,000 sf	\$1.85	\$12,950.00
Restoration Along Trail (Fine Grading & Seeding)	10,929 lf	\$1.50	\$16,394.00
		Subtotal	\$317,018.00

Continued Next Page

Item	Quantities Unit	Unit	Cost Sum
SEGMENT 7: RIDGE TRAIL AND GOODSPRINGS OVERLOOK TRAIL			
Mobilization	1 lump	\$3,000.00	\$3,000.00
Trail Staking/Survey	1 lump	\$3,500.00	\$3,500.00
Interpretive Signs (2 Panels)	2 ea	\$1,500.00	\$3,000.00
Information/Regulatory Signs (3)	3 ea	\$350.00	\$1,050.00
Wayfinding Signs (3)	3 lump	\$200.00	\$600.00
Natural Surface Hiking Trails (18" Tread) Improvements	8,788 lf	\$2.75	\$24,167.00
Reduce and Restore OHV Trails to 18" Multi-Use Trail	5,428 lf	\$4.50	\$24,426.00
Small Drainage Crossings Metal Culvert with Rip Rap Reinforcement	3 ea	\$2,400.00	\$7,200.00
Trail Stabilization (Riprap Type M)	10 ton	\$110.00	\$1,100.00
		Subtotal	\$68,043.00

SEGMENT 8: UPPER WASH TRAIL

Mobilization	1 lump	\$3,000.00	\$3,000.00
Interpretive Signs (2 Panels)	2 ea	\$1,500.00	\$3,000.00
Information/Regulatory Signs (2)	2 ea	\$350.00	\$700.00
Wayfinding Signs (2)	2 lump	\$200.00	\$400.00
Improvements to Existing Trail (18" Tread)	13,100 lf	\$1.25	\$16,375.00
Small Drainage Crossings Metal Culvert with Rip Rap Reinforcement	6 ea	\$2,400.00	\$14,400.00
Trail Stabilization (Riprap Type M)	20 ton	\$110.00	\$2,200.00
Restoration of OHV Sites	32,000 sf	\$0.50	\$16,000.00
		Subtotal	\$56,075.00

SEGMENT 9: SR 161 EXISTING BIKE ROUTE

Hiighway Improvements are not included in the trail study.

Item	Quantities	Unit	Unit	Cost Sum
SEGMENT 10: FUTURE REGIONAL TRAIL CONNECTION				
Mobilization	1 lump		\$6,000.00	\$6,000.00
Trail Staking/Survey	1 lump		\$6,500.00	\$6,500.00
Trash Receptacles (3)	3 ea		\$1,200.00	\$3,600.00
Interpretive Signs (1 Panels)	1 ea		\$1,500.00	\$1,500.00
Information/Regulatory Signs (3)	3 ea		\$350.00	\$1,050.00
Wayfinding Signs (5)	5 lump		\$200.00	\$1,000.00
Improvements to Existing Roads	3,752 lf		\$2.25	\$8,442.00
Natural Surface Hiking Trails (18" Tread) Improvements	5,919 lf		\$2.75	\$16,278.00
Large Drainage Crossings Metal Culvert with Rip Rap Reinforcement	2ea		\$5,500.00	\$11,000.00
Small Drainage Crossings Metal Culvert with Rip Rap Reinforcement Trail Stabilization (Riprap Type M)	6 ea		\$2,400.00	\$14,400.00
Restoration Along Trails	7,000 lf		\$1.50	\$10,500.00
			Subtotal	\$82,470.00
			Total	\$2,603,785.00
			Miscellaneous Expenses (10%)	\$260,379.00
			Contingency(10%)	\$260,379.00
			GRAND TOTAL	\$3,124,543.00

FIVE YEAR COST PROJECTION:				Note:
Year	% Increase	Cost	Total	
2010	5%	\$156,227.00	\$3,280,770.00	Five year cost projection is based on an escalating percentage. This projection represents a conservative estimate of probable costs at the time of this report. Actual cost may be more or less depending on changes in the present economy and future taxes and fees.
2011	5%	\$164,039.00	\$3,444,809.00	
2012	7.5%	\$258,361.00	\$3,703,170.00	
2013	10%	\$370,317.00	\$4,073,487.00	
2014	10%	\$407,349.00	\$4,480,836.00	

5.5 RECOMMENDED STEPS

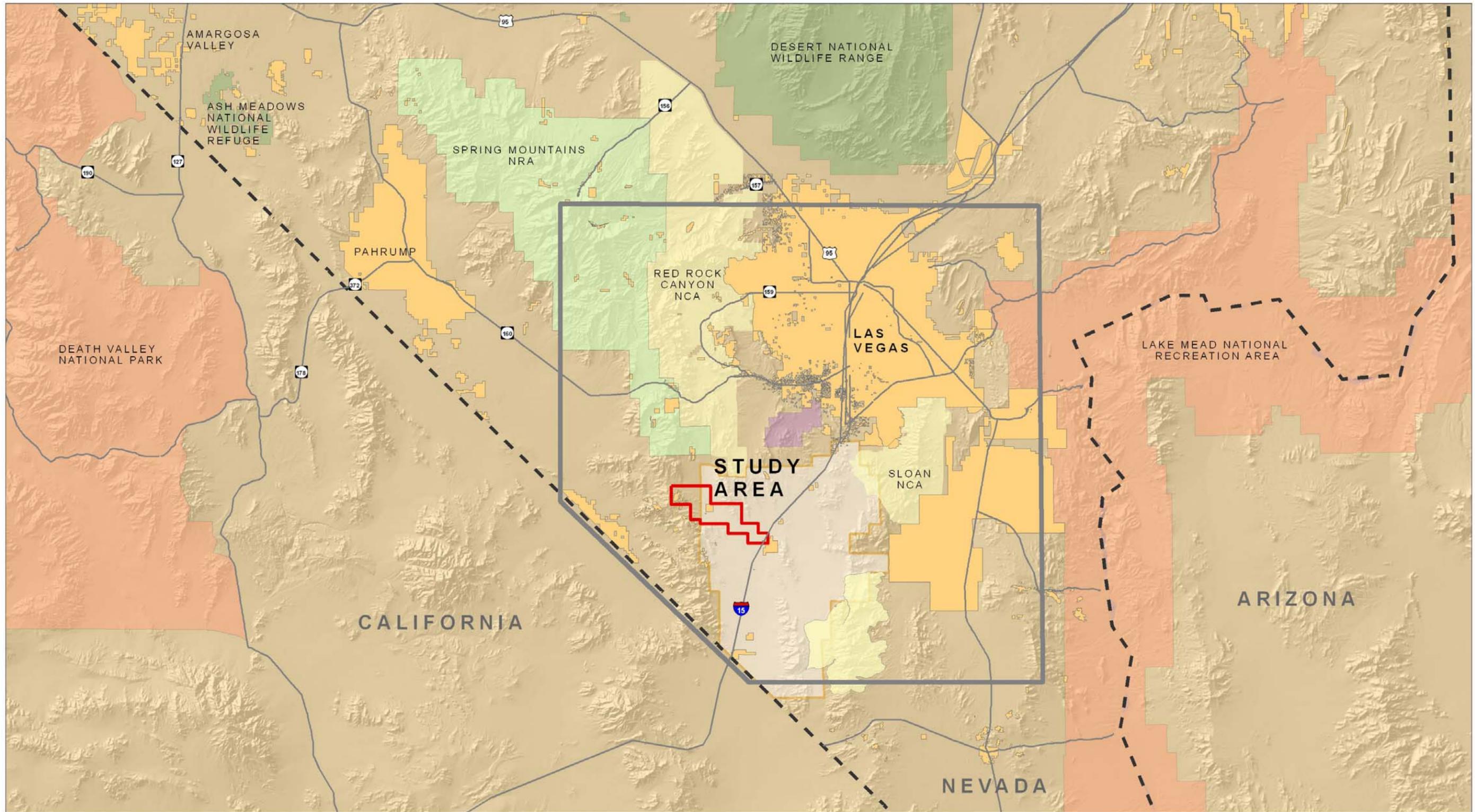
The table below outlines constraints which need to be considered if implementation of the trail system

is pursued. Planning measures for each constraint are listed. Additional information regarding potential impacts to the area surrounding the final trail alignment will be delineated during the NEPA process.

Issues	Constraint	Planning Measures
Biological Resources	<ul style="list-style-type: none"> • Presence of sensitive species, seasonal or permanent 	<ul style="list-style-type: none"> • Coordinate alignment of proposed trail with various land and wildlife management authorities • Discourage construction activities during migratory bird nesting season and during active tortoise season • Position a certified biologist on site during disturbance activities
Cultural Resources	<ul style="list-style-type: none"> • Presence of culturally significant areas 	<ul style="list-style-type: none"> • Survey prior to construction activities to identify and avoid culturally sensitive areas • Promote public awareness and education of cultural significance and need for preservation • Coordinate with SHPO to ensure that construction activities do not damage cultural resources and protect portions of the berm not utilized as trail corridor.
Air Quality	<ul style="list-style-type: none"> • Fugitive dust particulates generated during construction activities 	<ul style="list-style-type: none"> • Obtain CCDAQEM Dust Control Permit prior to construction • Implement Best Management Practices during construction activities • Use of aggregate or native soil for trail surface
Water	<ul style="list-style-type: none"> • Existing ephemeral drainage ways, FEMA designated Special Flood Hazard Areas • Available quantity limited (none) for trail maintenance 	<ul style="list-style-type: none"> • Obtain CCRFCD and/or FEMA approval for construction of flood control improvements • Incorporate landscaping that minimizes or eliminates water use requirements after construction is completed • Complete full Hydrology Study for the Site
Geology	<ul style="list-style-type: none"> • Potential for abandoned mine openings near proposed trail route • Trail Construction 	<ul style="list-style-type: none"> • Coordinate with the US Army Corps of Engineers, BLM and the Bureau of Reclamation to identify and close potentially dangerous mine entrances • Geotechnical testing prior to trail construction is recommended (1 boring every ½ mile and at each drainage crossing).
Visual Resource Management (VRM)	<ul style="list-style-type: none"> • Potential for Impact to Visual Resources 	<ul style="list-style-type: none"> • Ensure that trail plans align with BLM's Class II VRM Objectives and Class III VRM Objectives as described in the Las Vegas RMP

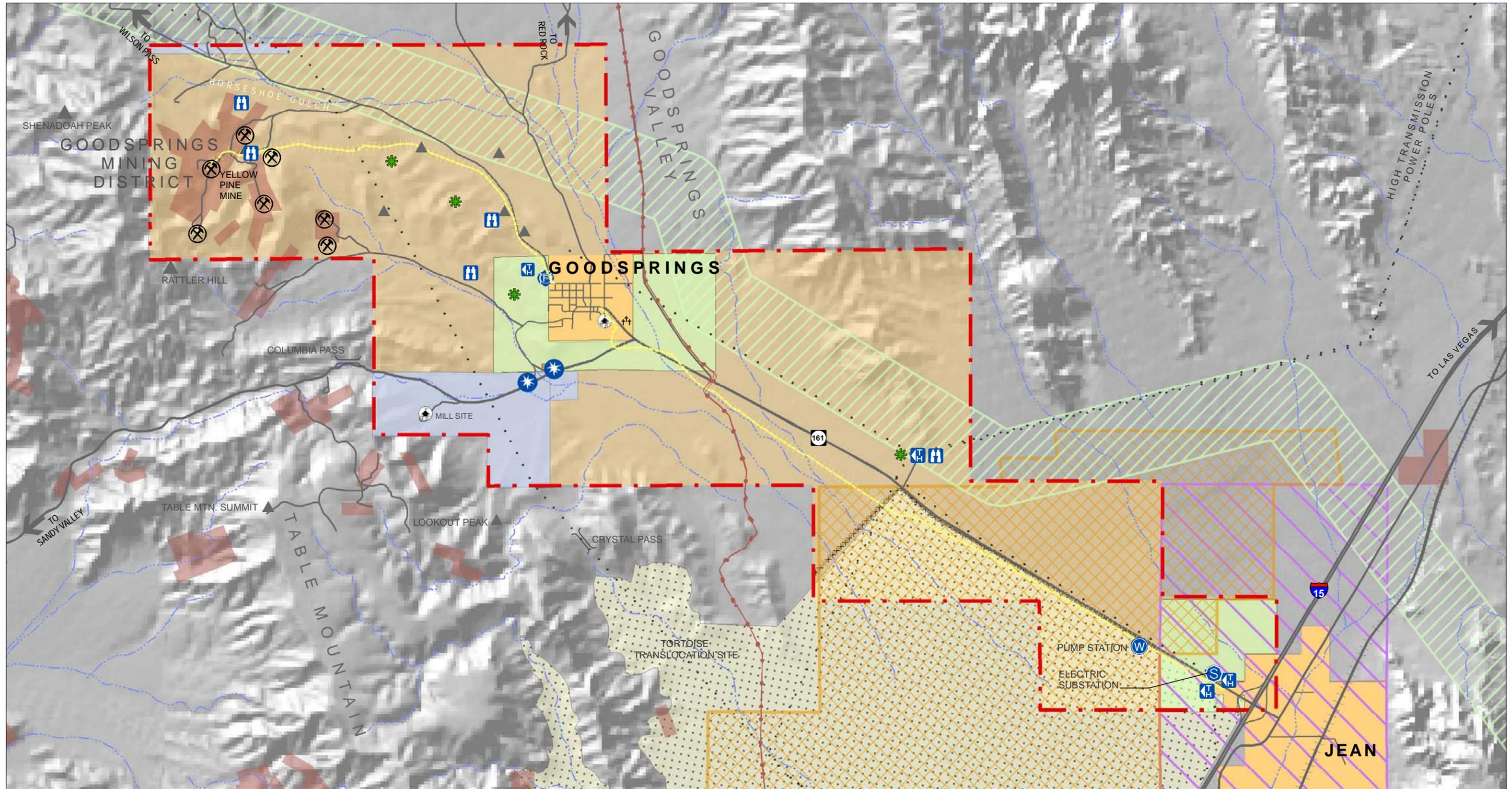
Issues	Constraint	Planning Measures
<p>Utility Corridors (NV Energy, Valley Electric, Kern River Gas Transmission Company)</p>	<ul style="list-style-type: none"> Trail alignment utilizes portions of existing utility corridor 	<ul style="list-style-type: none"> Coordinate any construction activity occurring within utility easements with operating entity Ensure that no permanent structures (other than the trail) are located within utility easements. Coordinate a pothole test where the trail corridor crosses the Kern River Gas Transmission Company Pipeline. If there is more than 60” of cover there will likely be no restrictions. Coordinate with Kern River Gas Transmission Company to have a representative present during any excavation activity within the pipeline easement.
<p>Nevada Department of Transportation (NDOT) right-of way (ROW)</p>	<ul style="list-style-type: none"> Trail and proposed amenities utilize portions of existing NDOT ROW 	<ul style="list-style-type: none"> Ensure that no permanent structures are placed within the NDOT ROW Apply for revocable permit for occupancy of NDOT ROW
<p>Development (Alternative Energy and Other)</p>	<ul style="list-style-type: none"> The study area is an attractive area for solar and wind development. 	<ul style="list-style-type: none"> Due to the development pressures within the study area work to secure a grant of right of way from BLM for a passive, non-motorized trail system through the area.
<p>Jean/Roach Special Recreation Management Area (SRMA)</p>	<ul style="list-style-type: none"> A portion of the study area is within this SRMA which allows for OHV /ATV use and hunting/trapping/shooting 	<ul style="list-style-type: none"> Support and encourage local residents to work with BLM during the RMP and RAMP revision process. Work to secure a grant of right of way from BLM for a passive, non-motorized trail system through the area (same as above).

APPENDICES



LEGEND

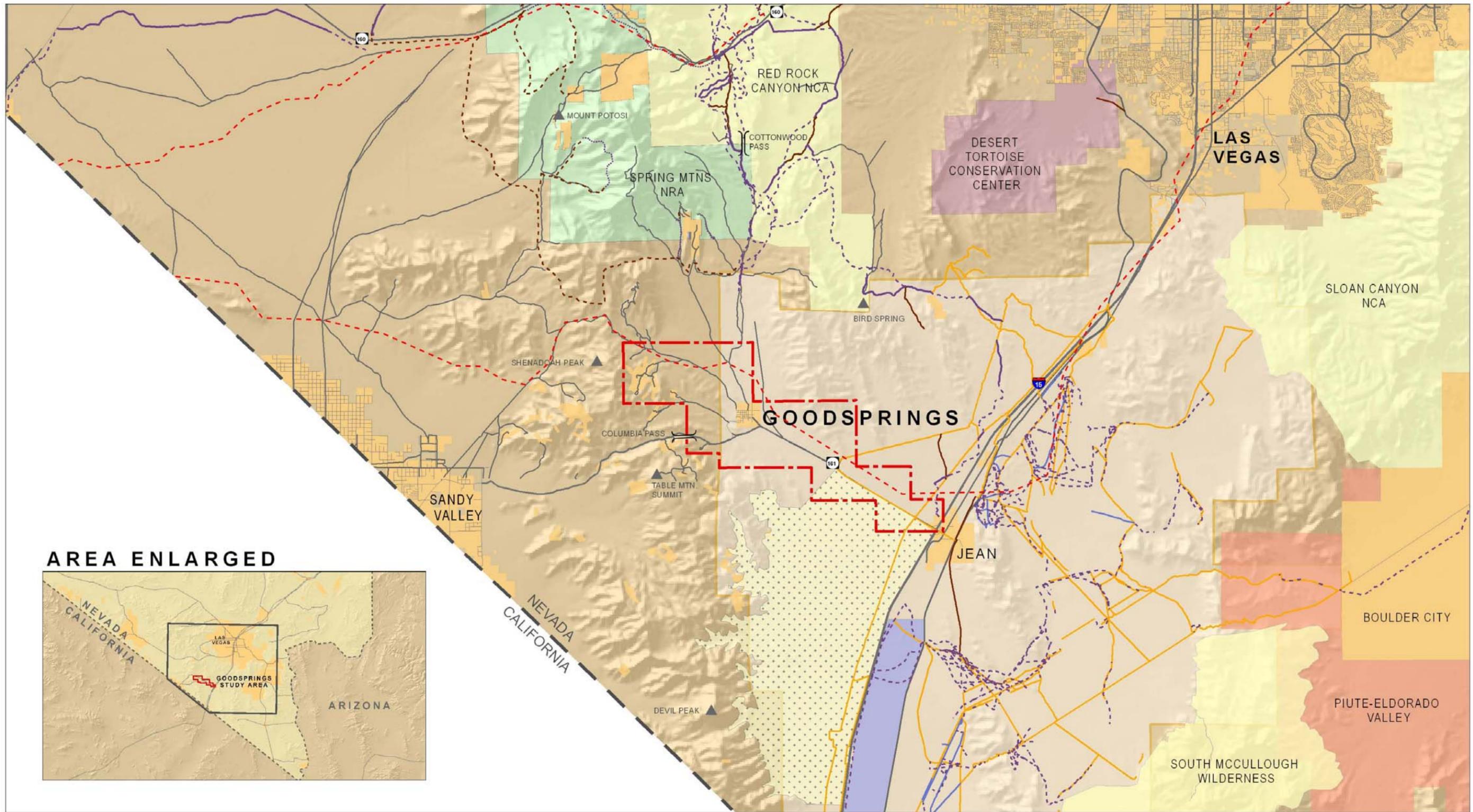
GOODSPRINGS TRAIL STUDY AREA	NATIONAL PARK SERVICE	DESERT TORTOISE CONSERVATION CENTER	CONTEXT BOUNDARY OF REGIONAL TRAILS ANALYSIS BOARD
INTERSTATE HIGHWAY	SMRA JEAN LAKE/ROACH	FOREST SERVICE	STATE BOUNDARY
US HIGHWAY	PRIVATE LAND	BUREAU OF LAND MANAGEMENT	
STATE ROAD	NATIONAL CONSERVATION AREA (BLM)	FISH AND WILDLIFE SERVICE	



LEGEND

STUDY AREA	WASH	CITY OF GOODSPRINGS AND JEAN	BLM DISPOSAL	IMPRESSIVE VIEWS
REGIONAL RAILROAD	KERN RIVER PIPELINE	PRIVATE INHOLDING	BUREAU OF LAND MANAGEMENT	POTENTIAL TRAILHEAD
STATE ROAD	POWER POLES	IVANPAH AIRPORT NOISE COMPATABILITY	TORTOISE TRANSLOCATION SITE	PUMP STATION
COUNTY ROAD	POINT OF INTEREST	POTENTIAL SOLAR ENERGY	WEST-WIDE ENERGY CORRIDOR	ELECTRIC SUBSTATION
HISTORIC YELLOW PINE RAIL CORRIDOR	MINE	POTENTIAL WIND ENERGY	DISTURBED SITES	DANGEROUS INTERSECTION

0 0.5 1 2 Miles



LEGEND		BLM 4WD ROADS USED FOR RECREATION		EXISTING TRAILS		HISTORIC TRAILS	
	STUDY AREA		PUITE-ELDORADO VALLEY		NON-DESIGNATED TRAIL		OLD SPANISH NATIONAL HISTORIC TRAIL
	STATE ROAD		IVANPAH AIRPORT		HORSE AND/OR BIKE		OLD SPANISH NATIONAL HISTORIC TRAIL
	COUNTY ROAD		TORTOISE TRANSLOCATION SITE		PROPOSED TRAILS		OLD SPANISH NATIONAL HISTORIC TRAIL
	PRIVATE LAND		PASS		NON-DESIGNATED TRAIL		OLD SPANISH NATIONAL HISTORIC TRAIL
	NATIONAL CONSERVATION AREA (BLM)		POINT OF INTEREST		HORSE AND/OR BIKE		OLD SPANISH NATIONAL HISTORIC TRAIL
	DESERT TORTOISE CONSERVATION CENTER				NON-DESIGNATED TRAIL		
	FOREST SERVICE				HORSE AND/OR BIKE		
	BUREAU OF LAND MANAGEMENT				MOTORIZED		
	SMRA JEAN LAKE/ROACH				ATV TRAIL		



GOODSPRINGS TRAIL STUDY

REGIONAL TRAILS ANALYSIS

SHAPINS
BeltCollins
SEPTEMBER 2009

APPENDIX 4: EXISTING CONDITIONS



4. On Bird Spring Mtn. looking south east toward Jean. Note the numerous powerlines in the distance.



5. View entering Goodsprings along Highway 161.



6. Can dump along Yellow Pine Mine Corridor.



7. Berm facing northwest toward Yellow Pine Mine.



8. Experience along Cottonwood Pass Connector trail.



9. Goodsprings multi-use ridgetrail.



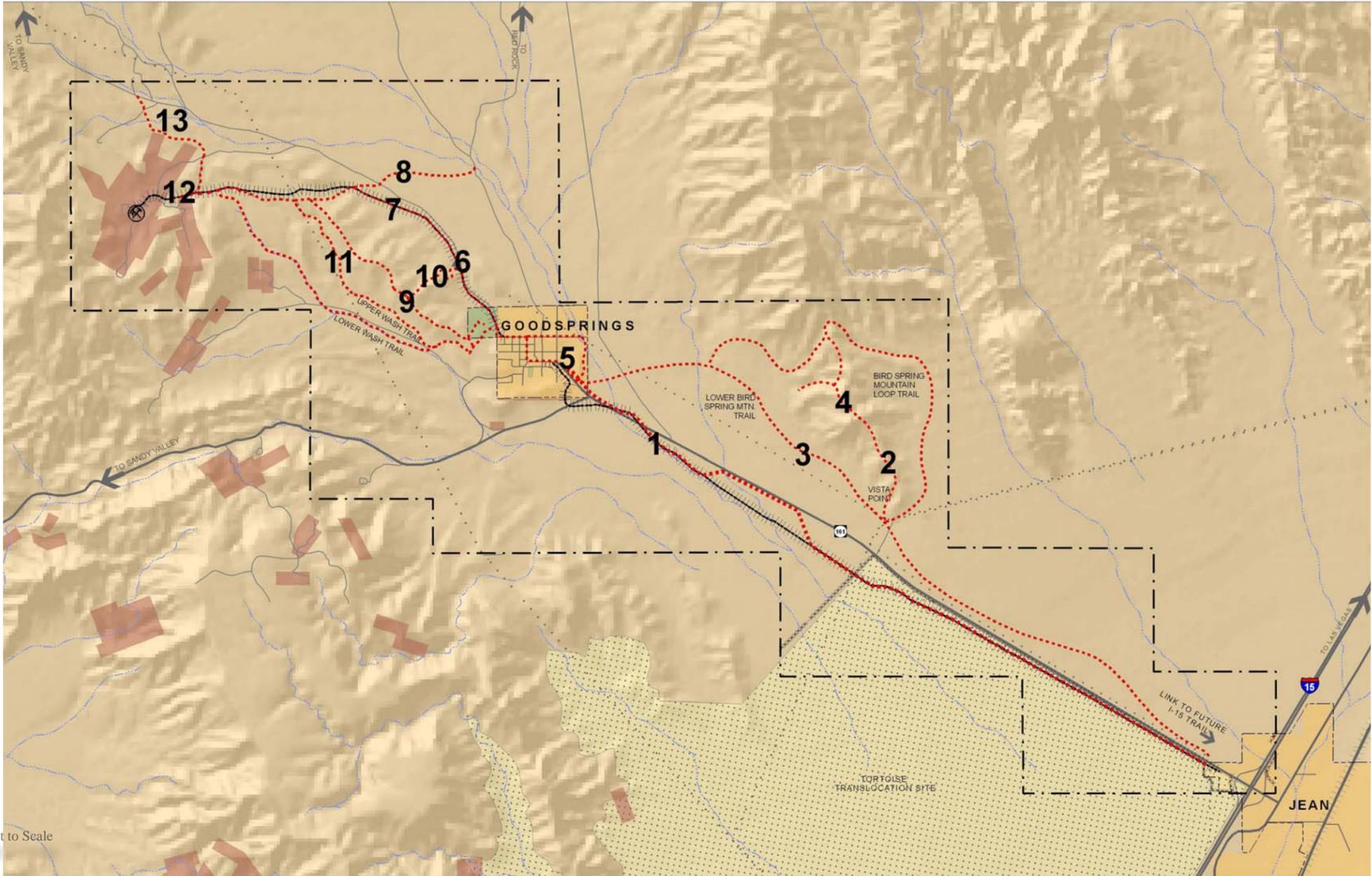
3. Looking north toward Bird Spring Mountain.



2. Bird Spring Mountain trail.



1. Berm looking southeast from Goodsprings toward Jean.



10. View from ridgetrail looking south toward Goodsprings



11. Existing Goodsprings multi-use wash trail.



12. Trail Terminus at Yellow Pine Overlook with fire damage in the foreground.



13. Trail overlook located north of Yellow Pine Mine.



GOODSPRINGS TRAIL STUDY

EXISTING TRAIL CONDITIONS

SHAPINS
BeltCollins
MAY 2009

