INTERGOVERNMENTAL AGREEMENT
BY AND BETWEEN
THE GEORGIA DEPARTMENT OF NATURAL RESOURCES AND THE COLUMBUS, GEORGIA, A CONSOLIDATED CITY-COUNTY GOVERNMENT LOCATED IN MUSCOGEE COUNTY, GEORGIA
(USE AGREEMENT)

THIS INTERGOVERNMENTAL AGREEMENT (the "Agreement") by and between the **GEORGIA DEPARTMENT OF NATURAL RESOURCES**, an agency of the State of Georgia (hereinafter referred to as the "Department") and the **COLUMBUS, GEORGIA, a consolidated City-County Government located in MUSCOGEE COUNTY, GEORGIA** (hereinafter referred to as the "City").

W I T N E S S E T H:

WHEREAS, the State of Georgia holds title to and the Department is the custodian of that certain real property located in Muscogee County, Georgia, currently known as Standing Boy Creek State Park and formerly known as Standing Creek Wildlife Management Area, together with all the improvements, tenements and appurtenances thereunto belonging or in any wise appertaining thereto, including the right of ingress and egress thereto and therefrom at all times and any improvements and other properties located thereon and used in connection therewith (hereinafter referred to as the "Premises"), as more particularly described in Exhibit A attached hereto and incorporated herein by this reference;

WHEREAS, an Executive Order issued on January 21, 2004 dedicated the Premises as a Heritage Preserve under the Heritage Trust Act of 1957 O.C.G.A. § 12-3-70 et. seq. (the "Executive Order");

WHEREAS, pursuant to 1983 GA. CONST., ART. 9, SEC. 3, PARA. 1, the Department and the City may contract for any period not exceeding 50 years with each other for the provision of services, or for the joint or separate use of facilities or equipment;

WHEREAS, the International Mountain Bike Association ("IMBA") has developed principles and methods for building and managing sustainable multi-use trails, which are set forth in the works entitled *Trail Solutions: IMBA's Guide to Building Sweet Singletrack* (ISBN 0-9755023-0-1), *Managing Mountain Biking: IMBA's Guide to Providing Great Riding* (ISBN 978-0-9755023-1-X) and *Guidelines for a Quality Trail Experience* (https://www.blm.gov/sites/blm.gov/files/Guidelines-for-a-Quality-Trail-Experience-2017.pdf); and these principles and

methods, including future refinements and advancements, collectively constitute the "IMBA Methods."

WHEREAS, the Department has approved a master plan based on the IMBA Methods for natural surface trails on the Premises as more particularly described in Exhibit B attached hereto and incorporated herein by this reference (the "Trail System Master Plan");

WHEREAS, the Department, the City, and Columbus Water Works have or may entered into one or more intergovernmental agreements or arrangements regarding the access road traveling across the Premises from Old River Road to the northern end of the Green Island Hills neighborhood (the "Access Road IGAs");

WHEREAS, Standing Boy, Inc. ("SBI") is a Georgia nonprofit corporation that exists to:

First, protect and preserve the natural beauty and abundant resources of the Premises for the benefit of present and future generations;

Second, create, maintain, and manage a spectacular natural-surface trail system that is consistent with the natural state of the Premises; and

Third, leverage the natural beauty of the Premises and the trail system to: (i) support sound forestry management and ecological practices on the Premises, (ii) foster healthier, happier lives through physical activity in a natural environment, and (iii) promote appreciation, understanding, and stewardship of nature.

WHEREAS, IMBA has prepared for SBI a plan for parking and trailhead facilities as more particularly described in Exhibit C attached hereto and incorporated herein by this reference (the "Trailhead Master Plan").

WHEREAS, the City and SBI have executed concurrently with this Agreement a management agreement regarding the Premises as more particularly described in Exhibit D attached hereto (the "Management Agreement"), and all references to the City shall SBI as its designee pursuant to the Management Agreement.

NOW, THEREFORE, for and in consideration of the mutual public benefit and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1.
EFFECTIVE DATES

For and in consideration of the terms and conditions hereinafter set forth, and except as otherwise provided herein, the Department does grant to the City and the City hereby accepts possession of and permission to use the Premises

beginning at 11:59 PM on the first day on which this Agreement has been executed by both Parties (the "Effective Date"). Except for the rights retained by the Department under this Agreement, the City's possession and permission to use the Premises shall be exclusive.

2.
USE OF THE PREMISES

2.1 The Premises shall be used for public outdoor recreational uses in accordance with and to the extent authorized by the Executive Order. The Premises shall not be used for any illegal or unauthorized purpose. Without limitation, the following uses shall not be permitted on the Premises:

(a) Horseback riding, and

(b) All-terrain vehicle or other off-road vehicle use, except as used by the City or the Department for operations and maintenance purposes, emergency vehicles or other purposes authorized under this Agreement, and

(c) Hunting, except as permitted pursuant to the terms of Paragraph 2.3 below.

2.2 Without limitation, the City, or SBI, in accordance with the Management Agreement, may

(a) construct and maintain the trails and trailhead facilities depicted in the Trail System Master Plan and the Trailhead Master Plan;

(b) install educational and wayfinding signage and construct rest areas along the trails that consist of amenities such as bike racks, benches, and picnic tables, with the trails depicted in the Trail System Master Plan and all such signage and rest areas collectively constituting the "Trail System;"

(c) construct and install parking areas, kiosks and other signage, water fountains, restrooms, benches, picnic tables, pavilions, and other similar infrastructure and amenities (the "Trailhead");

(d) store and stage materials such as rock or dirt; construct and install containers or sheds for tools and other materials (with any such locations or structures constituting the "Maintenance Facilities"); maintain and improve access roads; and take all other similar actions necessary to construct and maintain the Trail System and Trailhead; and

(e) remove materials or structures that do not support the permitted uses and interfere with the natural state of the property (e.g., piles of trash and old sheds in poor repair).

All construction and maintenance activities shall respect the natural state of the Premises and satisfy all applicable archeological, environmental, and similar

requirements. Additionally, all construction and maintenance activities related to the trails shall be in accordance with the IMBA Methods.

2.3 The Department reserves the right to permit hunting on the property as follows:

(a) During each annual hunting season, the Department will conduct 8 three-day quota hunts.

(i) two archery-only deer hunts the FIRST Friday, Saturday, and Sunday in October and December.;

(ii) two archery-only deer hunts the FIRST and SECOND Friday, Saturday, and Sunday in November;

(iii) two youth turkey hunts the SECOND and THIRD Friday, Saturday, and Sunday of state season;

(iv) two archery-only turkey hunts the FOURTH and FIFTH Friday, Saturday, and Sunday of state season.

(b) On days hunting is permitted on the Premises,

(i) the City shall have absolutely no responsibility whatsoever to manage or regulate the conduct of users that have accessed the property for the purpose of hunting, and the City shall have no liability whatsoever for any claims or damages directly or indirectly related to the injury of any persons present on the property or their vehicles as a result of the hunting use or any other joint use;

(ii) the Trail System and Trailhead shall have normal operating hours except during the youth turkey hunts, when shall be closed until 10AM; and

(iii) the Department may allow vehicular traffic on all roads on the Premises other than the road that is the subject of the Access Road IGAs.

2.4 The parties agree that, when possible, the Premises shall be primarily presented and marketed to the public as “Standing Boy Trails” or, when it is necessary to more specifically refer to the Premises as real property or the context otherwise requires, as the “Standing Boy Preserve.”

2.5 This Agreement shall be subject to the Access Road IGAs.

3.
HOURS OF OPERATION

The City shall make the Premises available to the public, at a minimum, during daylight hours; provided, however, that Trail System shall be closed to all trail users when the trails are in a condition such that use of the Trail System would damage the trails. In addition, the City Manager shall have the ability to close the

trails or limit the hours of operation where he and/or the Police Chief determine that public safety or public health concerns warrant such action.

4.
FEES

The City may charge a reasonable parking fee to members of the public who wish to park their vehicles on the Premises but shall not charge the general public an admission fee of any kind for access to the Premises itself. Additionally, the City may charge a reasonable fee to persons holding events on the Premises. The Department understands that the parking and event fees may be collected by SBI pursuant to the Management Agreement, subject to all requirements imposed by this Agreement and the Management Agreement.

5.
CONSIDERATION FROM CITY

5.1 For and as partial consideration for the use of the Premises, the City agrees to keep each and every term and condition of this Agreement required to be kept by the City. It is understood that the obligations set out in paragraphs 5.2 and 5.3 below will be carried out by SBI in accordance with the Management Agreement.

5.2 For and as partial consideration for the use of the Premises, the City shall

(a) maintain the Trail System, Trailhead, and Maintenance Facilities, and

(b) operate, at no cost to the Department, the Premises as a public outdoor recreation area.

5.3 For and as partial consideration of the use of the Premises, the City shall cause to be furnished and shall pay for all utilities including but not limited to water, power, sanitation (sewage or otherwise), garbage pickup and disposal, and other utilities or services required for the City's use of the Premises.

5.4 For and as partial consideration of the use of the Premises, the City agrees that all revenue from the Premises shall be reinvested into the Premises, used to encourage utilization of the Premises, used to fund educational activities on the Premises, or put to other similar uses, including, without limitation, any administrative costs associated with the foregoing.

5.5 For and as partial consideration of the use of the Premises, the City shall, upon termination of this Agreement, return the Premises to the Department in as good a condition as when the City took possession, natural wear and tear only excepted.

6.
CONSIDERATION FROM DEPARTMENT

6.1 For and as partial consideration of the City's obligations under this Agreement, the Department shall maintain the Hunter Access Roads to a standard consistent with similar roads on Wildlife Management Areas.

6.2 For and as partial consideration of the City's obligations under this Agreement, the Department shall, upon request by the City, assist the City in addressing any unauthorized hunting on the Premises.

6.3 For and as partial consideration of the City's obligations under this Agreement, the Department shall, upon request by the City, make reasonable efforts to assist the City in applying for grants and other similar sources of funding by indicating assent to or support for such application or taking other similar actions as the holder of legal title to the Premises; provided, however that the Department shall have no additional obligations to assist in the preparation of such application or financially obligate itself with respect to such applications.

7.
TERM

This Agreement shall be for a term of fifty (50) years beginning on the Effective Date and ending at 11:59 P.M., prevailing legal time in Atlanta, Georgia, on the day immediately preceding the fiftieth (50^{th}) anniversary of the Effective Date, unless sooner terminated as hereinafter provided. The right of the use of the Premises is herein granted to the City effective upon the execution of this Agreement. The term may be extended if both the Department and the City desire, by executing a new Agreement at any time prior to the expiration of this Agreement.

8.
LIABILITY AND INSURANCE

8.1 General Liability Agreement

(a) To the extent permitted by Georgia law, the City shall be responsible to the Department from the Effective Date for all injury to persons or damage of any kind to property, real or personal, resulting from any grossly negligent act or omission or breach, failure or other default regarding the use of the Premises by the City, or any of its subtenants, its contractors, its agents, employees or others working at the direction of the City or on the City's behalf to the extent that Department suffers any loss therefrom.

(b) Notwithstanding the foregoing subparagraph regarding injury to persons or damage of any kind to property, real or personal, directly or indirectly resulting from hunting, the City shall have no responsibility or liability whatsoever for such injuries or damages.

8.2 Insurance Requirements

8.2.1 Insurance Certificates. The City shall, prior to taking possession, procure the insurance coverages identified below through commercial insurance or approved self-insurance at the City's own expense and shall furnish the Department an insurance certificate listing the Department as the certificate holder. The insurance certificate must provide the following:

(a) Name and address of authorized agent

(b) Name and address of insured

(c) Name of insurance company(ies)

(d) Description of policies

(e) Policy Number(s)

(f) Policy Period(s)

(g) Limits of liability

(h) Name and address of Department as certificate holder

(i) Contract Name

(j) Signature of authorized agent

(k) Telephone number of authorized agent

(l) Mandatory thirty (30) days notice of cancellation/non-renewal (See 8.2.2(a) below).

8.2.2 Policy Provisions. Each of the insurance coverages required below, procured through commercial insurance, (i) shall be issued by a company licensed by the Insurance Commissioner to transact the business of insurance in the State of Georgia for the applicable line of insurance, and (ii) shall be an insurer (or, for qualified self-insureds or group self-insureds, a specific excess insurer providing statutory limits) with a Best Policyholders Rating of "A" or better and with a financial size rating of Class V or larger. Each such policy shall contain the following provisions:

(a) The insurance company agrees that the policy shall not be canceled, changed, allowed to lapse, or allowed to expire until thirty (30) days after the Department has received written notice thereof as evidenced by return receipt of registered letter or until such time as other insurance coverage providing protection equal to protection called for in this contract shall have been received, accepted, and acknowledged by the Department.

(b) The policy shall not be subject to invalidation as to any insured by reason of any act or omission of another insured or any of its officers, employees, agents or other representatives ("Separation of Insureds").

(c) Each Insurer is hereby notified that the statutory requirement that the Attorney General of Georgia shall represent and defend Department, State of Georgia, their employees and officers remains in full force and effect and is not waived by any policy of insurance. The Attorney General of Georgia shall represent and defend the Department, State of Georgia, their employees and officers. In the event of litigation, any settlement on behalf of the Department, State of Georgia, their employees and officers must be expressly approved by the Attorney General. The City and its insurance carrier may retain, but are not obligated to retain, counsel to assist with the defense of the Department, State of Georgia, their employees and officers, in which case there will be mutual cooperation between the Attorney General and such counsel.

(d) Self-insured retention, except for qualified self-insurers or group self-insurers, in any policy shall not exceed Ten Thousand Dollars ($10,000.00).

8.2.3 Insurance Coverages. The City agrees to purchase through commercial insurance or approved self-insurance and have the authorized agent state on the insurance certificate that the following types of insurance coverages, not inconsistent with the policies and requirements of O.C.G.A § 50-21-37 have been procured by the City. The minimum required coverages and liability limits are as follows:

(a) Workers' Compensation. The City shall provide Workers' Compensation coverage for its own employees in accordance with the statutory limits as established by the General Assembly of the State of Georgia. A group-insurer must submit a certificate of authority from the Insurance Commissioner approving the group insurance plan. A self-insurer must submit a certificate from the Georgia Board of Workers' Compensation stating that the City qualifies to pay its own workers' compensation claims. The City shall require all subtenants or contractors using the property or performing work under this agreement to obtain an insurance certificate showing proof of Workers' Compensation.

(b) Commercial General Liability Insurance. Commercial General Liability Insurance (2004 ISO Occurrence Form or equivalent), which shall include, but need not be limited to, coverage for bodily injury and property damage arising from premises and personal injury liability. The Commercial General Liability Insurance shall provide at minimum the following limits:

	Coverage	Limit
1.	Premises and Operations	$1,000,000 per occurrence

2.	Damage to Premises	$1,000,000 per occurrence
3.	Personal injury	$1,000,000 per occurrence
4.	General Aggregate	$1,000,000 per project

All requirements for Commercial and General liability insurance shall be satisfied by the naming of the Department and the City each as an additional insured under the policy provided by the Southern Off-Road Bicycle Association (the "SORBA Policy"), of which the Department is already named an additional insured with respect to the Premises and other Department properties containing trails developed in conjunction with SORBA. In the event that the SORBA Policy is cancelled or not renewed, then the City may propose a replacement insurance policy for the Department's approval which shall not be unreasonably withheld. In the event that an alternative insurance policy is not agreed upon, then the IGA shall terminate effective as of the date the required insurance is no longer of full force and effect.

8.2.4 Termination of Obligation to Insure. Unless otherwise expressly provided to the contrary, the obligation to insure as provided herein shall not terminate until the end of the Term of this Agreement, as such Term may be renewed, modified or extended, or the City shall have vacated the Premises, whichever is the later.

9.

WARRANTY AND REPRESENTATION

The City hereby acknowledges that the Department is making no representation or warranty whatsoever as to the title, the condition of or any other matter relating to the Premises. The City will accept the Premises "as is" "whereas" and acknowledges that the Premises are suited for the uses intended by the City or may be made so by the City at no cost to the Department. Notwithstanding this waiver contained in this Section, the City does not waive any beneficial rights arising out of, or from, construction or design defects.

10.

NATURAL CATASTROPHE

If at least fifty percent (50%) of the Trail System is destroyed by storm, fire, lightning, earthquake or other casualty, this Agreement may terminate as of the date of such destruction if the City chooses. Damage to the Trail System, or any part thereof, resulting in the destruction of at less than fifty percent (50%) of the Trail System, shall in no way relieve the City from its duties and obligations herein made and agreed to be kept by the City except to the extent those obligations are made impossible to perform, nor shall it otherwise relieve the City of the provisions of this Agreement.

11.
ASSIGNMENT AND SUBLETTING

11.1 The City will enter into the Management Agreement which subleases and delegates the management of the Premises to SBI. In the event that the Management Agreement between the City and SBI is terminated, the City will have the option of taking on the responsibilities of this agreement without a local partner or it may contract with a new entity for a management agreement subject to the Department's approval of the new management agreement. Other entities may be authorized by the City or SBI to carry out certain events provided such operation is with the purposes for which the Premises shall be used. Except as provided in the preceding sentence, the City shall not, without prior written consent of the Department, assign this Agreement or any interest hereunder, or sublet the Premises or any part thereof.

11.2 The Department may, without consent of the City, transfer or assign this Agreement or any of the Department's rights or duties hereunder to another agency, department or authority of the State of Georgia. Except as set forth above, no other assignment may be made by the Department without the prior written consent of the City.

12.
TERMINATION

12.1 Either party may terminate this Agreement with forty-five (45) days written notice to the other, if the other party defaults by failing to perform any of its obligations or duties hereunder and such default remains continuing thirty (30) days after such notice. If this Agreement is terminated by the Department pursuant to this provision, the City shall be deemed to have abandoned and surrendered the Premises, and the Department may, without legal process, enter upon and take immediate possession and control of the Premises to the complete exclusion of the City. The failure of either party to exercise such rights after one or more defaults shall not be a waiver of the rights of the party upon any subsequent default.

12.2 In the event that the Management Agreement with SBI terminates and the City does not exercise either of the options spelled out in Section 11.1 above then it may terminate this agreement with forty-five (45) days written notice to the Department.

12.2 The City or the Department may terminate this Agreement for convenience with three hundred sixty-five (365) days written notice to the other.

13.
NOTICES

Notices, requests, demands and other communications provided for hereunder shall be in writing or sent by facsimile transmission to the facsimile number indicated below (which shall be followed by an immediate telephone call to confirm delivery); mailed by first class United Stated certified mail, return receipt request; delivered by overnight carrier (such as, but not limited to, UPS, Federal Express or DHL); or personally delivered to the applicable party at the addresses indicated:

In case of City, to: City Manager
P.O. Box 1340
Columbus, Georgia 31902-1340

In case of Department, to: Director, State Parks & Historic Sites Division
Ga Department of Natural Resources
2610 Hwy 155 SW
Stockbridge, Ga 30281
Facsimile: (770) 389-7878
Confirmation: (770) 389-7277

Or at such other address, facsimile or telephone number as time to time is designated by party receiving the notice.

14.
GENERAL PROVISIONS OF THIS AGREEMENT

14.1 The brief headings or titles preceding each section herein are merely for the purpose of section identification, convenience and ease of reference, and shall be completely disregarded in the construction of this Agreement.

14.2 All time limits stated herein are of the essence of this Agreement.

14.3 Each of the provisions of this Agreement shall apply, extend to, be binding upon and inure to the benefit or detriment of the Department and the City, to the successors and assigns of the Department, and to the extent that the Department has consented to an assignment of this Agreement, to the successors and assigns of the City, and shall be deemed and treated as real covenants running with the land during the term of this Agreement.

14.4 No failure of either party to exercise any right or power given to the other party under this Agreement, or to insist upon strict compliance by the other party with the provisions of this Agreement, and no custom or practice of the Department or the City at variance with provisions of this Agreement shall

constitute a waiver of the City or the Department's right to demand exact and strict compliance by the other with the terms and conditions of this Agreement.

14.5 All rights, powers and privileges conferred by this Agreement upon the Department and the City shall be cumulative, and not restrictive, of those given by law.

14.6 Excepting only causes beyond the City's control and for causes and at times permitted hereunder, the City shall not abandon or vacate the Premises during the term of this Agreement. If the City abandons or vacates the Premises for a continuous period of 180 days or more, the City shall be in default of this Agreement.

14.7 The City shall vacate the Premises promptly upon the termination of this Agreement. Any holding over or continued use or occupancy of the Premises by the City after termination of this Agreement without express written consent of Department shall not constitute a Tenancy-At-Will in the City, but the City shall be a Tenant-At-Sufferance and may be required to vacate the Premises immediately without notice.

14.8 If any provisions in this Agreement or any portion thereof should be ruled void, invalid, or unenforceable or contrary to public policy by any court of competent jurisdiction then any remaining portions of such provisions and all other provisions of this Agreement shall survive and be applied, and any invalid portion shall be construed or reformed to preserve as much of the original words, terms, purpose and intent as shall be permitted by law.

14.9 Should any provision of this Agreement require judicial interpretation, it is agreed and stipulated by and between the parties hereto that the court interpreting or construing the same shall not apply a presumption that the provisions hereof shall be more strictly construed against one party by reason of the rule of construction that an instrument is to be construed more strictly against the party who prepared the same.

14.10 In the enjoyment of the use herein granted by the Department to the City and of the rights and privileges incident thereto, the City shall at all times comply with all applicable laws, rules and regulations of the State of Georgia and of the United States, and all applicable local codes, ordinances, rules and regulations. The City shall not in its use and occupancy of the Premises discriminate on the basis of race, gender, color, national origin, religion, age or disability. This provision may be enforced by termination of the Agreement, by injunction, and by any other remedy available at law to the Department.

14.11 No estate in land shall pass out of the Department by virtue of this Agreement.

14.12 Nothing in this agreement shall be construed as waiving any immunity or privilege of any kind enjoyed by the State or State authorities or any immunity or privilege of any kind enjoyed by any County, Municipality or other local governing authority.

14.13 The parties certify that this Agreement does not and will not violate the provisions of O.C.G.A. § 45-10-20 *et seq.* in any respect.

14.14 The parties represent that they have the right, power and authority to enter into this Agreement and that no further approvals, permissions, or consents of any sort from any persons or entities are necessary for them to enter into this Agreement.

15.

MODIFICATIONS AND AMENDMENTS

No modification of or amendment to this Agreement shall be binding on either party hereto unless such modification or amendment shall be in writing and signed by authorized representatives of both the Department and the City.

16.

IMPROVEMENTS AND GRANTS

16.1 Upon commencing use of the Premises, the City may install and operate, at no cost to the Department, in and on the Premises such additional fixtures, trade fixtures, equipment, machinery and appliances as the City shall consider necessary for the permitted purposes hereof; provided that the City complies with all laws, rules and regulations regarding the installation and operation thereof. Except as may otherwise be provided in this Agreement; the City may remove any of its personal property from the Premises without the prior consent of the Department. Upon the expiration or earlier termination of this Agreement, the City shall have one hundred and twenty (120) days within which to remove the City's personal property from the Premises. The City shall repair any damage to the Premises caused by the installation or removal, at any time, of personal property. Any equipment or personal property of the City remaining in the Premises beyond such one hundred twenty (120) day period after the expiration or early termination of the Agreement shall be deemed the property of the Department and may be retained or disposed of by the Department at the Department's discretion without accounting to the City for the proceeds of any sale thereof. The City acknowledges that all equipment and personal property located at or on the Premises will be at the City's risk and the Department shall not be liable for any damage thereto or loss thereof.

16.2 All buildings and other items placed upon the property by the City that are customarily considered to be real property shall remain upon the property at the expiration or earlier termination of the Agreement, and the ownership of such buildings and items shall be vested in the State at that time.

16.3 Other than installing equipment and other personal property as set forth in Section 16.1, the City agrees that no improvements to the Premises, whether new construction, modification, alteration or renovation, either interior or exterior in nature, shall be commenced until plans and specifications for the improvements have been reviewed and approved in writing by the Department and any necessary building permits have been obtained by the City.

16.4 The Department understands that the City or SBI may seek various grants in connection with its use of the Premises pursuant to this Agreement, and the Department agrees to assist the City or SBI as the Department deems necessary in such endeavors.

18.
RIGHT TO INSPECT AND USE PREMISES

The Department reserves the right and the City agrees to permit representatives of the Department to enter the Premises at all reasonable times for the purposes of inspecting the Premises and determining compliance with this Agreement.

IN WITNESS WHEREOF, the Department and the City, acting by and through their duly authorized hereinafter named officers, have caused these presents to be signed, sealed and delivered all as of the date hereof.

GEORGIA DEPARTMENT OF NATURAL RESOURCES

By: _____(Seal)
Mark Williams, Commissioner

Date: _____

(Department Seal Affixed Here)

COLUMBUS CONSOLIDATED GOVERNMENT

By: _____
_____

Date: _____

(Commission Seal Affixed Here)

Insert Exhibit A. Map detailing Premises

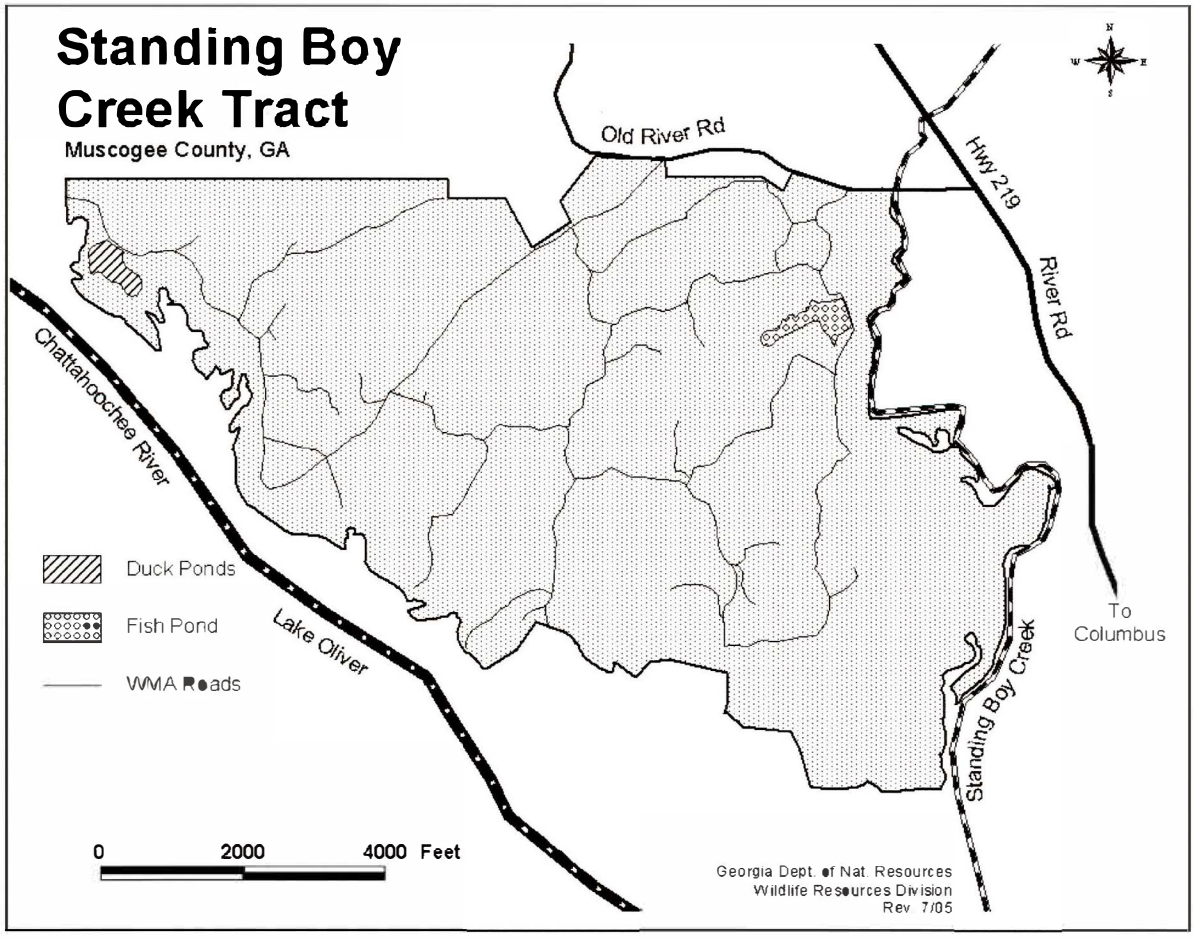

EXHIBIT B:

TRAIL SYSTEM MASTER PLAN

STANDING BOY TRAILS MASTERPLAN

COLUMBUS, GA
REVISED AUGUST 2021

Prepared for:

Chattahoochee Valley Area CVA SORBA Southern Off Road Bicycle Association

GEORGIA DEPARTMENT OF NATURAL RESOURCES

STANDING BOY INC

Prepared by:

TRAIL SOLUTIONS IMBA

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About IMBA

The International Mountain Bicycling Association (IMBA) is a 501(c)(3) nonprofit educational association whose mission is to create, enhance, and protect great places to ride mountain bikes. Since 1988, IMBA has been bringing out the best in mountain bicyclists by encouraging conservation-minded riding, volunteer trail work, cooperation among different trail user groups, and grassroots advocacy. We join forces with land managers, trail advocates, and community members to implement innovative trail management solutions.

Based in Boulder, Colorado, and with staff distributed across the country and the world, IMBA meets its goal to create great mountain bike experiences through its Trail Solutions program. Trail Solutions is the international leader in singletrack development. Our wealth of expertise has allowed us to develop guidelines for the creation of sustainable, enjoyable trails and bike parks that have influenced land management agencies around the world and have frequently been adopted as best practices.

Approach

Through collaborative planning and design with Standing Boy Inc. (SBI), Chattahoochee Valley Area chapter of the Southern Off-Road Bicyclists Association (CVA-SORBA), and Georgia State Parks ("State Parks"), a division of the Georgia Department of Natural Resources (DNR), this master plan was crafted to provide high quality trail experiences to a wide variety of visitors. IMBA Trail Solutions (IMBA TS) visited the site multiple times over various years and seasons to assess, plan, design, and build the trails within this plan. This master plan defines the opportunities and constraints in developing trails at the Standing Boy Creek Outdoor Recreation Area ("Standing Boy"). To gain a comprehensive understanding of the area and the potential of the trail system, Trail Solutions assesses terrain, slopes, existing infrastructure, and ecology. Every detail is examined, from soil types, which can affect trail tread compaction and erosion potential, to anticipated user numbers and trailhead needs. Familiar with trail systems within the region and throughout the world, trail specialists gage which established practices they will use and which of the latest innovations they can employ. Trail specialists ride similar trails in the region and understand the area's outdoor culture. Lastly, interviews with local stakeholders help to IMBA TS learn from their expertise, balancing the interests of community members and land managers in designing the system.

Vicinity Map

1. Project Background

In 2014, CVA-SORBA and SORBA leadership began conversations with State Parks about trail development at Standing Boy, which at that time was under a temporary designation as a Wildlife Management Area. CVA-SORBA recognized the lack of large trail systems in the greater Columbus area and wished to assist in creating one. As the third largest city in Georgia, Columbus has a lack of natural surface trails for pedestrians and mountain bikers which is an important gap to fill in order to provide a wide range of social, economic, and conservation benefits for residents and visitors.

Conversations with State Parks indicated an interest in possible development of a state park at Standing Boy. During this time IMBA TS was enlisted as consultant to provide recommendation on the implantation of a trails plan. In 2017, IMBA TS developed a concept plan for trails around a proposed state park. In 2016 IMBA TS was asked to return to Standing Boy to provide a new master plan for trails outside the state park context. During 2018, CVA-SORBA worked with DNR to develop a Land Use Agreement (LUA) that would allow CVA-SORBA to develop a 25-mile trail network on the property as well as assist with maintenance after construction. In late 2018 and early 2019, IMBA TS visited the Standing Boy site twice to update planning concepts and design flag the proposed trail corridors for resource specialist review.

Since 2019, IMBA TS and their partners have built around 19 miles of trails at Standing Boy. These range from beginner friendly shared-use trails like *Primary Goods* and *Bimini* to the 9-mile intermediate loop, *Lonely Hunter*.[1] Gravity bike-only trails *The Bug* and *Lickety Split* have introduced a new style of riding to the region. Since the project began, land management has passed on to from DNR to State Parks specifically. A new nonprofit, SBI, has been created to orchestrate trail development and programming. This master plan will guide the development of the remaining 15 miles of designed and approved trails.

This master plan is a result of the entirety of IMBA TS site visits, with greater importance placed on those 2018 and 2019 planning and design site visits. The master plan represents industry best practices, professional expertise and experience, modern trail theory, and insights gained from numerous conversations with SBI, CVA-SORBA, DNR, and many others.

About Columbus, Georgia

The city of Columbus is home to almost 200,000 residents. The community is located on the banks of the Chattahoochee River, where it becomes the state border between Georgia and Alabama. Columbus is the seat of Muscogee County and the third largest city in Georgia. It is under two hours southeast of Atlanta by I-85 and I-185, the state capital and largest city with a metropolitan population of 5,880,000. Columbus is located on the geographic boundary between the piedmont and the sandhills, along the fall line. This unique position creates varied terrain, as well as flora and fauna.

Columbus is home to Fort Benning, a 110-year old military base, the long standing home of the US Army Infantry. Fort Benning supports over 120,00 active duty personnel, their families, veterans, and civilians every year. An active mountain bike trail can be accessed on the property with proper identification and authorization. Additionally, the

[1] The loop known as *Lonely Hunter* at the time of this revision will be split up into separately-named trails once additional segments are completed.

trails at Flat Rock Park in the city of Columbus is actively maintained and updated by CVA-SORBA. In recent years Columbus has made waves with the addition of an urban whitewater run, developed by a group of community leaders and fundraisers, with the removal of the Eagle and Phenix Dam in 2012. The resulting natural rapids from the exposed bedrock of the geologic change and the man-made wave features have spurred new outdoor recreation experiences and their resulting impacts. The RiverWalk is a 22-mile linear pathway stretching from Fort Benning, along the Chattahoochee River, north to Lake Oliver. The 11-mile Fall Line Trace path runs from Columbus out past Flat Rock Park. These combined with connector trails and other planned paths form the Dragonfly Trails program, hoping to total over 60 miles of pathways throughout area. Columbus is actively creating an outdoor recreation community.

2. Goals and Objectives

The goal of the following plan is to develop a progressive trail network that offers beginner to advanced level mountain biking as well as pedestrian opportunities, including multiuse trails, and bike skills features. The majority of new trails will be designed and constructed with mountain bikes as the primary visitor, with careful consideration for hikers and runners to be sure their needs and wants will also be met. A few trails will be highly developed for mountain bike use. As trails are developed and mileage increases, visitation from residents, visitors, and regional trail users will increase.

This master plan is crafted to ensure trails and features will be designed and built in a sustainable manner and meet conservation, recreation, and education objectives. The trail system will provide a progression of experiences and challenges as trail users explore the network in more depth with each visit. Individual segments will provide consistent and expected experiences. For example, easiest trails will consist of gentle grades with few obstacles, while difficult trails may include steeper grades, jumps, and drops. The design of the system will have similar skills progression to that of a well-planned ski trail system, with a collection of easiest/green, more challenging/blue, and most challenging/black trails, appealing to a broad cross section of off-road bicyclists, from family-oriented entry-level riders to highly skilled enthusiasts. Providing progressive riding opportunities will help showcase modern trail design and construction, provide a wider variety of trail types within the region, and allow for responsible recreational use with minimal impacts to natural and historical resources. The network will be enhanced by efficient way-finding signage and associated trailhead amenities.

The objectives of the high-quality trails master plan are:

- Increase the availability of natural surface trails to the large metropolitan Columbus community.
- Provide high quality mountain bike-optimized trails in the region.
- Ensure a wide variety of difficulty levels are represented (easiest/green, more difficult/blue, and most difficult/black) in the trail system.
- Lay the groundwork of a successful trail system that appeals to a wide spectrum of visitors.
- Develop amenities that help riders build mountain bike skills and provide opportunities for progressive challenge and growth.
- Provide quality and quantity experiences in the system to create a regionally significant trail destination.
- Create a trail system that is environmentally and socially sustainable, and that best highlights the natural beauty of the wildlife management area.
- Add to the growing recreation opportunities in the Columbus area and support healthy and active community connection.

Standing Boy Inc.

SBI was formed in 2019 to address the growing logistics and opportunities of the Standing Boy trails. SBI's board is comprised of a number of local stakeholders and community leaders who have been instrumental in the project to date. SBI's mission is:

> First, protect and preserve the natural beauty and abundant resources of the property for the benefit of present and future generations;
>
> Second, create, maintain, and manage a spectacular natural-surface trail system that is consistent with the natural state of the property; and
>
> Third, leverage the natural beauty of the property and the trail system to
>
> 1. support sound forestry management and ecological practices on the property,
> 2. foster healthier, happier lives through physical activity in a natural environment, and
> 3. promote understanding, appreciation, and stewardship of nature.

SBI board members have been key project partners since day one and continue to work with IMBA TS, State Parks, and DNR to develop a high quality trail system for the region while minimizing negative impacts to the unique and important habitats at Standing Boy.

CVA-SORBA

CVA-SORBA was formed in 2005 to "promote land access, trail preservation, and new trail development through advocacy, education, and recreation." CVA-SORBA assists with trail maintenance and construction at Flat Rock Park, a Columbus Consolidated Government park. The park is in an urban setting and contains approximately nine miles of trails. CVA-SORBA provides many volunteers for work days at Flat Rock Park and other area parks. The organization meets regularly and hosts other programs such as Take a Kid Mountain Biking Day, group riding trips, and skills clinics.

CVA-SORBA's primary goal is the development of high quality bike optimized and multiuse trails for the recreating public. They hope to increase the difficulty and style of easily available trail in the region. The club specifically wants to increase the amount of beginner and most advanced trails around Columbus, broadening the spectrum of riding opportunities. Furthermore, CVA-SORBA realizes the opportunity to provide greater Atlanta, especially south of the city, residents with more trail opportunities for daily and weekend riding. Lastly, they hope the trail development at Standing Boy will attract regional riders, including those from Florida, southern Alabama, and visiting the region from elsewhere.

DNR

"The Department of Natural Resources has statewide responsibilities for the management and conservation of Georgia's natural and cultural resources." DNR has six divisions for the management and protection of Georgia's natural and cultural resources. State Parks has primary management responsibility for Standing Boy while the Wildlife Resources Division (WRD) manages the hunting that occurs on the property. WRD and the Historic Preservation Division (HPD) are responsible for the management of threatened and endangered species as well as historically significant sites, and provided trail corridor review during the design phases.

State Parks

State Parks was a partner early on when the Standing Boy tract first came into state ownership. Now, State Parks is again the land manager and a key stakeholder for trail development. Their mission is "To protect our state's natural beauty and historic integrity while providing opportunities for public enjoyment and education." This mission completely fits within the larger project goals and SBI's mission. Together, State Parks and SBI are working with the Columbus municipal government to develop an inter-governmental agreement (IGA) which will allow for better and more efficient management of the property and trail system.

3. Actively Managed Land and Mountain Bike Trails

Great riding happens all over the world in a multitude of landscapes. Some of those lands are actively managed forests that use fire and timber harvest to meet goals for wildlife, ecology, and resource management. Well planned and managed trails can happily coexist and complement actively managed forestland. A key to developing trail systems on actively managed forestland is to understand the objectives of the land use. Aligning your trail system with the land managers' objectives is a proven way to ensure a successful project.

Active Forestry and Trails

Recreational trail use and timber production can coincide with a little mutual respect from both parties. Trail users should respect foresters' right to harvest wood, managing an essential, renewable resource. Foresters are often happy to allow trail use in timber harvesting areas when trail users follow safety guidelines and trails help gain public support for active forestry management.

We encourage the following practices to attenuate trail building and use on timber harvesting lands:

- Identify active timber management plots and avoid those until post management.
- When possible, build trails after timber is harvested.
- If harvested areas will be burned or be subjected to other kinds of vegetation management, when possible, arrange the trail network so that some segments can be temporarily closed, and alternate routes will circumvent active burn plots. Possible burn plots can be identified by analyzing existing roads since the roads often work as firebreaks for sections of forest.
- Forest roads often serve vital purposes as firebreaks and service routes. While locating a trail on a road may be desirable for connectivity through expensive trail building terrain, consider that the road may be closed to recreational use during active forestry activities. Troads (trails on roads) are first and foremost roads and shouldn't be converted into trails if the road is required for vehicle access.
- Protect the trail tread and corridor by providing a 50-foot to 100-foot corridor on each side, except at designated equipment crossings. This maintains the canopy cover over the trail to increase shade, reduce erosion, and limit the growth of early successional species that require more frequent mowing or brushing.
- Equipment crossings should mimic stream or wet terrain crossings, cross on the perpendicular in only a few locations. For timber harvest one crossing per 2,500 linear feet of trail is typical.
- Provide signage at trailheads explaining safety guidelines and informing trail users that active forestry takes place on the land.
- Trailside interpretive signage can be highly effective in educating the public about the forestry techniques, challenges, and benefits.

Fire Management and Trails

Controlled fires can be used to improve the health of natural environments by clearing invasive species, reducing the risk of wildfires, restoring plant diversity, and rejuvenating native growth. Fires can be great for trails too. For instance, an understory fire in a hardwood and pine forest can be great for a future or existing trail. Overgrowth is cleared out, while large trees remain, making designing, building, and maintaining trails easier. In thick, dense forests that may be green nearly all year, the best time *ever* to do planning and design is right after a burn. For trail construction, the first month after the burn is best. If not completed after a burn, it could be another decade until conditions are optimal.

We encourage the following practices to attenuate trail building and use on lands affected by controlled fire or wildfire:

- Identify active fire plots and avoid those until after the fire is out, obviously.
- When possible, design and build trails soon after a fire.
- Fires burn up flagging tape. Consider burn schedules when scheduling flagging and resource review.
- As with timber harvesting, when possible, arrange the trail network so that some segments can be temporarily closed, and alternate routes will circumvent active burn plots. Possible burn plots can be identified by analyzing existing roads, since the roads often work as firebreaks for sections of forest.
- Troads (trails on roads) can be useful as firebreaks and service routes. Troads are first and foremost roads and shouldn't be converted into trails if the road is needed. Do not convert existing fire safety roads into trails but keep them as roads allowing access for emergency vehicles.
- Singletrack trails may be useful as access routes or for a back-burn line. They generally do not provide ideal fire breaks.
- Avoid using plastic (HDPE) culverts because they can burn even in low temperature fires from the pipe acting as a chimney.
- Provide signage at trailheads explaining safety guidelines and informing trail users that controlled fires take place on the land.
- Trail signage should be able to withstand controlled burns.

4. Existing Conditions at Standing Boy

Standing Boy is nearly 1600 acres of conserved land to the north of Columbus. The property is bordered by Standing Boy Creek to the east and Lake Oliver (the impounded Chattahoochee River) to the west. Across the river is the state of Alabama. Standing Boy features important habitats and rare species. The location, at the northern edge of Georgia's coastal plain, as the piedmont descends into the fall line, is one reason the area is unique. Steep north-facing slopes shelter hardwood forests that have sensitive plant species from across all ecoregions of Georgia, from the mountains to the piedmont and to the coastal plain. Unusual calcium-rich soils also select for unique plant species assemblages. The hardwood tree diversity is exceptional and logging impacts to the slope forest have been minimal. Similarly, dry sandy ridgetops feature both granite outcrops typical of the piedmont and sandy soils which share features of the fall line riverine sandhills to the south, with wide swaths of remnant shortleaf pine-oak savanna, rich in grasses and scattered wildflowers. Standing Boy also provides a significant refuge for two rare plant species. Federally endangered relict trillium (*Trillium reliquum*) occurs in two populations on the property. A second trillium, Chattahoochee trillium (*Trillium decipiens*), with state-conservation rank Vulnerable, occurs across the site in one large, stable population.

There is 33 acres of fields, which represent the most open ecosystems within the property. There are nearly 200 acres of wetlands on the site as identified by a wetland survey provided to DNR. The same survey found over 20,000 linear feet of stream corridor, which resulted in 24 acres of stream buffer. These all combined with 90 acres of neighborhood buffer, meant almost 25% of the site was constrained from trail development.

Standing Boy WMA has about 7.75 miles of discontinued forest road and skid trail from past use prior to DNR management. There are also 5.6 miles of improved roads, generally graveled and maintained for vehicular access, on the property. The property is generally gated and accessed only by foot, except during specific hunting seasons. Currently controlled burn zones have been identified for future management, these include the small peninsula Segment 1 is on, as well as portions of Segments 4, 10, and 13 as shown in the images below.

To the north of Segment 3 is a large 200-acre old pine plantation which will likely require thinning and management. This area is briefly crossed by Segment 3. The property's existing road network make use of culverts to cross wet areas. These crossings were utilized for trail connectivity in some cases to prevent multiple impacts to sensitive areas.

The existing road network is currently used by hunters and some trail runners. The roads, especially the old forest management roads, will make excellent skid routes and firebreaks during management activities. Trails are not recommended for construction on these roads, instead crossing them at select locations but mainly sticking to the sideslopes and traversing parallel or near-parallel to them.

In February of 2019, shortly after the first design a F4 tornado touched down in Alabama and crossing into the site. The tornado caused the most significant damage to sections of Segments 4. Segments 18, 19, 20, and 21 were significantly affected in some areas, and moderately in others. Segments 9, 10, 11, 12, 13, and 16 sustained mostly moderate to light damage.

5. Permitting

There are a wide variety of regulatory requirements for construction projects, including trail construction. Obtaining construction permits ensures we follow the local, state, and federal laws; and that we are good stewards of the land. People seek trails for all kinds of reasons, but chief amongst the majority of visitors is the desire to enjoy nature. Mass disturbance, erosion, and sedimentation not only impact our environment, water quality, and flora and fauna; they are unsightly and if not mitigated, will create an area which visitors no longer want to visit. This section provides a brief breakdown of anticipated permitting needs for the Standing Boy trails project. It is important to note, some permits require the entire project to be evaluated and not simply the phase that will be immediately implemented.

Clean Water Act, Sections 401 and 404

Section 404 of the Clean Water Act (CWA) establishes a program to regulate the discharge of dredged or fill material into waters of the United States, such as streams, rivers, and wetlands.

The general conditions for issuance of a Section 404 Permit include:

- Water Quality Certification; a 401 water quality certification must be obtained prior to obtaining a 404 permit and beginning construction.
- Maintenance; any authorized fill shall be of correct material, properly maintained, including maintenance to ensure public safety.
- Erosion and Sedimentation Controls; appropriate erosion and sedimentation controls must be used and maintained in effective operating condition during construction, and all exposed soil and other fills must be permanently stabilized at the earliest practicable date.

The trail alignments have avoided all stream and wetland crossings. Careful planning and design ensured a trail layout which utilized the slopes of the ridges and crossed drainages high where any flow is ephemeral. Where streams had to be crossed, existing improved DNR roads with culverts were used.

Stream Buffers

The Georgia Erosion and Sedimentation Act of 1975 (O.C.G.A. 12-7) and its subsequent amendments require that primary and secondary trout streams maintain an undisturbed riparian buffer of 50-feet, and all other streams maintain a minimum buffer of 25-feet. No known primary or secondary trout streams are on the Standing Boy property. All other perennial streams were given a 50 to 75-foot buffer during trail design and layout.

Clean Water Act, Sections 402

Construction stormwater management is managed through the National Pollutant Discharge Elimination System (NPDES) permit program, authorized by Section 402 of the Clean Water Act. The purpose of NPDES permits in light of construction is to control the discharge of unmanaged stormwater associated with earth disturbance into streams, rivers, and other waterways. Disturbance of more than 1 acre triggers NPDES construction permitting. Trail construction will occur under the DNR applicable stormwater permit. Trail should be stabilized as it is built, with no more than 0.99 acres of disturbance at one time.

Utility Location

It is against state law to excavate or grade without a utility location. It is extremely important that contractors notify the applicable organizations in a timely fashion for utility location services prior to construction. No construction should occur without utility clearances.

6. Design Development Recommendations

General Planning Guidelines

IMBA TS visited the site multiple times, during the leaf off seasons of 2018 and 2019. Industry best practices and professional expertise combined with partner meetings led to the recommendations within this master plan. In general, IMBA TS strived to provide high quality mountain bike and hiking experiences, while maintaining Standing Boy's unique habitat, ecological restoration, and forest and wildlife management. The modern trail planning process relies on many tools and principles, these can be found in Appendix E. Multiple trail planning concepts were used to design the trails and develop this report. These include:

- Provide trail experiences for new mountain bikers, while ensuring an easy pedestrian experience.
- Create a long-distance loop of traditional singletrack optimized for mountain bikers and enjoyable by hikers and runners.
- Construct steady climbs of differing style for riders and pedestrians.
- Incorporate, where able to, relevant views and experiences related to the natural and cultural history of the site.
- Offer skills progression both in difficulty and style for riders, as well as various distances.
- Make loops of trails that work cohesively with active forest management goals and trail users' expectations.
- Develop unique modern bike optimized trails to build local skill and support, as well as attract riders regionally.
- Ensure intersections and trails are well marked and signed, and flow seamlessly to create consistent positive trail experiences.

Environmental and Cultural Review

DNR is currently reviewing the designed flag lines for both environmental and cultural resource impacts. The WRD and HPD divisions are preparing their findings and recommendations as they review the designed trail corridors. Corridor review has been established at 100-feet, or 50-feet from center line on each side. This allows the construction team to work with the review team to ensure minimal impacts to the site's important resources. Pending the final review, the trails described within this document are the February designed trails.

Recent conversations with the review team do not indicate any large re-alignment needs. The design and construction of the trails should incorporate the review team's recommendations per DNR guidance as trail development continues.

Parking and Trailhead

DNR constructed a 30-car parking lot off of the Jordan Company Pond access road in early 2019. This is separate from the main hunting access road and sign-in kiosk. The site sits at the top of a small rise, after leaving Old River Road and prior to arriving at Jordan Company Pond. SBI replaced the existing gate at Old River Road with an automated gate to ease trail closures and openings. A second gate was installed just after the parking lot to prevent vehicles from driving the fire protection road out onto the Jordan Company Pond dam.

SBI is currently constructing a second trailhead in summer 2021. This trailhead can host up to 80 cars, a significant improvement which will better allow SBI and local partners to program and activate the trail network. IMBA TS recommends the retention and protection of native vegetation to help make the trailhead more inviting and useful for trail visitors. A buffer to the existing watercourse along Old River Road is required by DNR.

The trailhead should contain easily identifiable signage and trail entrances and exits. If trails are directional, signage should be clear and concise to indicate so. Restroom facilities should be provided; portable toilets are acceptable but shading structures may be necessary to create better summer conditions. Potable water is often a benefit, and may be considered in the long term. A bike repair stand is a useful amenity and often something a club or local company can provide funding for.

Trail Type and Difficulty

The trails at Standing Boy have been designed to provide a wide variety of experiences in a range of difficulties. In general, trails meet types and difficulties and should be developed and managed for those conditions. Specific Trail Management Objectives are detailed in Section 6. Table 1.1 and 1.2 provide guidelines for trail construction based upon trail difficulty and type.

Standing Boy Trail Construction Guidelines by Difficulty Level

All values are approximate and should be used in aggregate to determine the appropriate skill level.
Values do not apply to technical trail features (TTFs) such as jumps, rollers, drops, whoopdees, etc.

	Easiest (Green Circle)	More Difficult (Blue Square)	Most Difficult (Black Diamond)
Riding Surface (under typical conditions)	Firm tread, highly predictable traction	Mostly firm tread, predictable traction	Variably firm tread, mostly predictable traction
Average Trail Grade			
Ascent	1% to 5%	1% to 7%	1% to 10%
Descent	-1% to -7%	-1% to -12%	-1% to -20%
Maximum Segment Grade			
Climbing (segment cannot exceed 50' in length)	+10%	+15%	+25%
Descending (segment cannot exceed 150')	-10%	-20%	-40%
Turn diameter (min., >90 degrees)	16'	12'	8'
Height of unavoidable obstacles (max.)	2"	10"	20"
Tread cambering (excludes turns, TTFs)			
Outslope (avg.)	0% - 5%	0% - 5%	0% - 10%
Outslope (max.)	5%	10%	20%
Inslope (avg)	0% - 5%	0% - 5%	0% - 10%
Inslope (max)	10%	15%	20%
Clearing limits from constructed tread (greater above jumps)	3' horz., 8' vert.	2' horz., 10' vert.	1' horz., 12' vert.
Constructed Tread Width			
0% - 5% sideslope	12" - 24"	8" - 24"	6" - 18"
6% - 25% sideslope	16" - 36"	12" - 30"	8" - 24"
26% - 50% sideslope	24" - 42"	16" - 36"	12" - 30"
51% - 75% sideslope	Not recommended	30" - 48"	18" - 42"
75+% sideslope	Not recommended	Not recommended	36" - 48"

Standing Boy Trail Construction Guidelines by Trail Type

	Cross-country (Multiuse)	Gravity (Bike optimized)
Intended Trail Users	Pedestrians, mountain bikers	Mountain bikers
Intended Travel Direction	Two-way	One-way, descending
Intended Experience Goals		
Pedestrians	Enjoying nature, solitude, aerobic fitness, relaxation, connectivity	N/A
Mountain Bikers	Enjoying nature, solitude, aerobic fitness, relaxation, connectivity	Challenge, progression in mountain bike specific skills, specialized features for mountain bikes, sense of speed and flight, technically demanding
Maintenance Needs	General trail upkeep, ~10% of construction costs annually	General trail upkeep and regular specialized trail maintenance, ~20% of construction costs annually
Design Speeds	Low speed	Medium to High speed
Special Construction Considerations		
Intersections	Trails should slow visitors speeds prior to the intersection.	Trails must slow visitors speeds prior to the intersection.
Turns	Turns should be platform in nature with slight inslopes, turns should be adqueate radii to ensure good sightlines.	Turns should be downhill bike optimized, including wider radii and more elevation drop. Berms may be required.
Sightlines	Sightlines should be adequate for quickly moving visitors in both directions.	Sightlines must be adequate for quickly moving visitors in both directions.
Trail Meander	Trails should meander to provide rolling nature and slower speed potential.	Trails do not need to meander and should focus on trail visitor speed for experiencal goals.
Corridor width and height	Corridor width and height should reflect appropriate skill level guidelines.	Corridor width and height should go above appropriate skill level guidelines where necessary, especially around trail features.
Trail corrals and gateways	Trails should be tight in nature, relfecting skill level guidelines. The use of native material and features to corral and slow riders is encourgaed.	Trails may be wider or narrower than skill level guidelines to accommodate desired experiences.

7. Trail Management Objectives

Trail management objectives (TMOs) are provided for all designed trails below. TMOs are specific to trails and help guide the construction, maintenance, and management of the trails throughout development and post-development. During construction the TMOs, trail difficulty guidelines, and trail type guidelines will be used together to ensure the built trail meets the design goals. Post-implementation during maintenance and management of the trails, TMOs should be revisited regularly to guarantee the trail continues to provide the intended experience for visitors.

Segment 1 "Lil' Bit" (Easiest, cross-country, built)

This segment connects from the trailhead to Hub H, near Jordan Company Pond, and back to the trailhead, forming a short loop. Trail width should be slightly more than typical easiest, cross-country trails within the system. The intended experience for Segment 1 is mountain bike skill development and short, gentle experiences. A wider tread and mellower grade will allow easier passing, more room to wander, chances for adults to use strollers or similar, and a reduced risk of new riders going off trail. Mountain bike skills stations are proposed along the trail, with clearly visible and signed optional entrances and exits. The skills features should be constructed out of native rock material, to mimic the more challenging features found in the Standing Boy trails and throughout many mountain biking trails. These low-risk, high-reward skills features should help riders develop balance, timing, power, and confidence. Features may include rough tread texture, short drops, skinnies, tight corridors, and more.

Segment 2 "Primary Goods South" (Easiest, cross-country, built)

This segment is the beginning of the easiest loop within the Standing Boy trails. It departs the parking lot and plays along the toe of major slopes, staying above wet areas and stream buffer corridors. The slopes are generally under 30% and provide ideal conditions for easiest, cross-country trail development. Segment 2 will connect the trailhead to Hub I. Hub I is a major intersection, with Segments 2, 3, 5, and 6 coming together there. Due to the nature of Segment 6 being a climb, Segment 2 may see increased two-way traffic, and care should be taken to ensure good sightlines and plenty of speed slowing tactics are integrated and maintained. Segment 2 should be gently rolling contour trail, optimized enough to provide an enjoyable modern mountain biking experience but still retain a traditional singletrack feel for hikers. Drainage crossings should be mellow and rock armored if necessary. Trail texture should be low and meet the above guidelines. Optional, more-difficult lines should be incorporated as the terrain allows. These opportunities will help develop skill progression amongst riders. Together with Segments 3, 4, and 5 this segment should form a continuous trail experience.

Segment 3 “Bimini North” (Easiest, cross-country, built)

Similar to Segment 2, this segment is generally sited along the lower slopes of a ridgeline. The trail should provide a rolling contour experience that is optimized for mountain bikes but enjoyable for hikers and runners. Segment 3 is near the main access road, and care should be taken to provide a few sights of the road along the trail’s length. This will give new riders and outdoor visitors visual cues of manmade structures and infrastructure. Drainage crossings should be mellow and rock armored if necessary. Trail texture should be low and meet the above guidelines. Optional, more-difficult lines should be incorporated as the terrain allows. These opportunities will help develop skill progression amongst riders. Where Segment 3 crosses the old pine plantation near the northern end of the segment, coordination with DNR regarding thinning and forest management should ensure a viable corridor of trees around the trail.

Segment 4 “Bimini West” (Easiest, cross-country, built)

Segment 4 continues the experience Segments 2 and 3 provide. Segment 4 traverses some of the heaviest tornado damage on the site and construction should be coordinated with salvage operations to prevent excessive damage to the surroundings. Segment 4 is found on the edges of open fields and in flat pine stands. The trail should make playful use of the edges between field and forest. While the majority of the trail should be constructed under forest canopy to provide more protection from precipitation, views and short spurts of open fields help create a more unique experience. In sections where the topography has slopes under 10%, small borrow pits and other methods should be utilized to create microtopography in the trail tread; ensuring positive drainage off the trail. The construction of microtopography should mimic natural surroundings and create a fun bike optimized experience while not distracting from hikers’ desired experiences.

Segment 5 “Bimini South” (Easiest, cross-country, built)

Similar to Segments 2 and 3, Segment 4 is generally sited along the lower slopes of a ridgeline. The trail should provide a rolling contour experience that is optimized for mountain bikes but enjoyable for hikers and runners. The trail should incorporate views of drainages and wetlands while maintaining the buffer. Drainage crossings should be mellow and rock armored if necessary. Trail texture should be low and meet the above guidelines. Optional, more-difficult lines should be incorporated as the terrain allows. These opportunities will help develop skill progression amongst riders.

Segment 6 “Doughboy” (Easiest, cross-country, built)

Segment 6 leaves Hub I and climbs steadily to Hub B. Segment 6 should be bike optimized for the ascending direction. Turns should be flat, platform turns, and provide gentle grades for beginner riders. The trail should incorporate rolling contour experiences while climbing. Sightlines should be adequate to account for possible downhill traffic, but downhill traffic is not intended for this segment. Turns should be constructed and maintained to prevent obvious shortcutting, especially by hikers.

Segment 7 “The Bug” (Easiest, gravity, built)

Segment 7 exits Hub B and descends to the trailhead. It is intended to be the easiest gravity trail within the system. This trail should be highly optimized for bicycle traffic downhill. Management and maintenance should reflect this priority in visitor type and directionality as it will create a unique experience both locally and regionally as of this Master Plan. Increased grade per the skill and trail type guidelines may be incorporated where relevant to experience. Additionally, trail features should be more developed, including rollers and turns. Greater insloping and sclutping of trail tread to create a roller-coaster type feeling is required. This experience should be maintained, to ensure proper trail visitor dispersion, trail use, and consistent visitor experiences.

Segment 8 “Ironclad North” (More-difficult, cross-country, built)

Segment 8 connects the Hub H to the trailhead, and on to Hub A and Hub B. Hub H is the lowest elevation on the east side of the property, near the existing Jordan Company Pond. Hub H connects to the short easiest loop, Segment 1. It is expected most intermediate to advanced riders will begin their rides on Segment 8, with others using 11 and 16. This pattern of trail experiences from the trailhead helps disperse riders. Segment 8 should climb easily from the trailhead to Hubs A and B. It follows the southern edge of the most northern rim of Jordan Valley, roughly paralleling an old forest road. The road should remain for active forest management and emergency access. Segment 8 should be traditional singletrack. It is intended mainly for uphill bicycle traffic and two-way pedestrian traffic. Meander, medium grades, tight corridor, and narrower tread should be used at times to check users’ speeds and create a more natural feeling experience. Where possible optional bike optimized features should be created to challenge riders and create a variety of opportunities.

Segment 9 “Ironclad West” (More-difficult, cross-country, built)

A connector trail along the top of the Jordan Valley rim, this segment joins Hub B to Hub C and onto Hub D on the improved ridge road. This trail should be continuous in experience with Segments 8 and 10. It is intended for two-way traffic and should have adequate sightlines and speed checks as necessary. Rolling grade dips along the contour should be utilized as with every benchcut trail. The trail should incorporate optional trail obstacles as the terrain permits. Where the trail goes between Hub C and Hub D care should be taken to not overly impact the open savanna and ensure the trail is moderately protected from precipitation. The viewpoint should be incorporated as desired.

Segment 10 “Ironclad West” (More-difficult, cross-country)

Similar to Segment 9, Segment 10 continues wrapping the eastern edge of the highest rim on the property. Leaving Hub D and heading generally south, Segment 10 should provide good visual and audible separation from the ridgetop road. Segment 10 ends at Hub E. The tread should continue to be narrower, traditional singletrack. Incorporating roots and rocks as texture guidelines detail. Optional advanced or beginner lines are strongly encouraged. The trail traverses a number of rocky sideslopes, and native stones found during construction should be incorporated back into the trail tread as suggested by the guidelines.

Segment 11 “Ironclad South” (More-difficult, cross-country)

Analogous to Segment 8, this segment will likely serve mainly as a climb for riders and bidirectional for pedestrians. Segment 11 connects Hub E through Hub F and down to Hub G. Together with 8, 9, and 10 a short loop adequate for intermediate hikers and runners is formed with good elevation gain for the area. Segment 11 plays along a rocky exposed nose of terrain and construction should create a trail with more direct climbing at the start than Segment 8. Additionally, Segment 11 should be narrower in places, with more added texture than Segment 8 to provide a different ascending experience. Like Segment 8, this segment rolls along the contour to the south of an old ridge road, care should be taken to provide visual separation between the trail and road. Due to higher anticipated rock content, optional challenging lines should be developed sufficiently.

Segment 12 “Scrambled Dog” (More-difficult, cross-country, built)

Segment 12 connects Hub D to Hub L and finishes at Hub M. Due to the elevation difference between the hubs this trail will require longer sightlines and more speed checks throughout. The segment traverses multiple rock outcroppings and these should be utilized to create a natural traditional singletrack with trail texture. Turns should be developed as platform turns, without excessive insloping. Together with Segments 13, 14, 15, and 16 this segment creates a larger loop for more extended and remote experiences.

Segment 13 “Lonely Hunter” (More-difficult, cross-country, built)

The longest segment at Standing Boy. This trail departs Hub M and loops down to Lake Oliver along two ridges, avoiding streams and wetlands and their associated buffers, through Hub O to Hub P. The segment should be a very traditional singletrack experience. Tread texture should be in the form of native rocks and roots, the corridor should be maintained tight enough to feel natural but still meeting the difficulty and type guidelines. Views of Lake Oliver should be incorporated tastefully, with attention to creating too many shortcuts or paths to the water’s edge. Where crossing drainages, exposed bedrock is preferred as it is stable and will not impact stream bottom habitat or cause erosion. If bedrock is not present rock armoring may be required. Attention to the surrounding homes is needed to ensure the trail remains visually and audibly hidden from the neighboring development. The trail should be rolling contour in nature, never trending up or down for very long.

Segment 14 “Tie Snake” (More-difficult, cross-country, built)

Connecting Hub P to Segment 15 at Hub R, this segment forms the larger cross-country loop at Standing Boy. Where the segment traverses natural rocky slopes, native material should be included back in the trail tread to create rugosity and challenge. The segment should feel similar to Segments 8 through 16, and provide a consistent experience from Segment 13 to 15.

Segment 15 “Tie Snake” (More-difficult, cross-country, built)

A continuation of Segment 14, this segment should provide the same experience as Segments 14 and 16. This trail connects Hub R to Hub Hub S. Where the slopes and native surroundings don’t provide ideal settings for intermediate trail experiences, the trail tread should be narrowed, cambered, and meandered to create the same feeling.

Segment 16 “Tie Snake” (More-difficult, cross-country, built)

Either the end or the beginning of the larger cross-country loop, Segment 16 connects Hubs G and T to Hub S/Segment 15. The segment terminates at Hub G and the short gravel road across the Jorden Company Pond dam road, and therefore Segment 16 in theory connects almost all the way to the trailhead and will likely be used by some as their starting segment. Where the segment comes near Standing Boy Creek the same standards applied to waterways should be incorporated, keeping good buffer separation and providing short views. The trail should be similar to Segments 13 to 15, offering the intermediate rider, hiker, or runner with a longer experience in a more remote setting. Mimicking backcountry experiences as well as possible at Standing Boy.

Segment 17 “Stockade” (Most-difficult, cross-country)

Segment 17 connects the Hub Q to the Hub F, on Segment 11. The terrain between these hubs is characterized by mellow open forest with some steep sideslopes and some exposed rock. To make efficient use of the terrain and provide unique riding experiences, Segment 17 should be developed for advanced descending mountain bikers and hikers. A very narrow trail tread, combined with exposure on steep slopes and rougher tread texture will create a special experience. Near Hub F on Segment 11 there are more rocks, these should be used to fullest extent practical to create an advanced trail experience.

Segment 18 “Lickety Split” (More-difficult, gravity, built)

This is intended to be the longest and flowiest gravity experience at Standing Boy. It flows downhill from Hub D to Hub H, through Hub U. This segment may provide wider or narrower tread than recommended by the difficulty guidelines per the trail type guidelines to achieve the intended experience. The trail should feel like a larger, longer, more challenging version of Segment 7. Rollers, doubles, berms, and other earthen features should be developed at a medium density and with intermediate size. Rocks should be used as found during construction to create hardened surfaces less prone to erosion, thereby extending the trail experience. Maintenance will be key to ensuring a consistent experience for riders. Where the trail passes through Hub U it should change character as the elevation loss from Hub U to H is negative. From Hub U east Segment 18 should be narrow and rolling, expediting riders to Hub H.

Segment 19 “Cyclone Galop” (More-difficult, gravity)

Whereas Segment 18 trends all downhill to Hub U, Segment 19 will incorporate short bursts of climbing to create a different gravity experience. This is evident at the start, where the trail climbs from Hub D to a height of land. Riders, especially those seeking gravity experiences, may opt to use the road to get to the start of the downhill, so Segment 19 was designed to allow this circulation. From the highpoint, Segment 19 descends to Hub G, and essentially the trailhead. There is more rock content on the southern ridge, and Segment 19 should make use of these native opportunities to create a gravity trail with traditional singletrack basics. A narrow tread, along with tight meanders and abundant texture is desired. Due to the tornado damage much of Segment 19 will be without tree canopy, the more rock material and texture incorporated into the tread during construction the less erosion potential created. The trail should simulate the popular enduro style of riding, with a rugged feeling throughout the trail experience.

Segment 20 “Kolowa” (Most-difficult, gravity)

Segment 20 departs Hub F downhill to Hub T, so must be accessed along Segment 11. Like Segment 19 it seeks to mimic enduro riding, with a rugged trail experience and short climbs scattered throughout the downhill trending alignment. There are numerous instances of exposed rocks, and these should be integrated into the trail during construction to provide a technically challenging descent for riders. This will also act to fulfill the desire for unique trail experiences which can help support and grow a greater mountain biking community as well as draw regional riders.

Segment 21 “See See Rider” (Most-difficult, gravity)

Like Segments 17 and 20, this trail should be developed to provide a higher end of the spectrum of riding locally. Which in turn, may help to draw regional mountain bikers. Segment 21 connects Hub A along Segment 8 to Hub U on Segment 18. This short downhill trail crosses many large rock outcroppings. The rocks should be used when able to provide a more challenging trail experience. There are multiple opportunities to provide optional lines, which can be increased or decreased in difficulty. This will allow riders to challenge themselves continuously. Where the trail nears Hub U at the bottom turns and meander, as well as tight corridor, should be used to slow riders prior to the intersection.

New trail segments added since the 2019 Master Plan.

Segment 22 "Primus" (More-difficult, cross-country)

Segment 22 will connect Hub P, through Hub Q and the Segment 17 intersection, down to Segment 16 on the improved fire access road at Hub T. Segment 22 is meant to provide a more beginner-intermediate experience versus the rocky and technical nature of Segments 14 and 15. This bypass of the extremely rocky sections will help introduce riders progressing from the strictly green trails, to the blue trails at Standing Boy. Segment 22 should provide a similar experience to Segment 13, allowing riders, hikers, and runners a narrower and more challenging trail than *Primary Goods* or *Bimini*, but not nearly as difficult as Segments 14 and 15.

Segment 23 "Primary Goods North" (Easiest, cross-country, built)

Segment 23 will create a loop out of the existing *Primary Goods* trail. Segment 23 will connect the existing trailhead to the under construction, larger trailhead, and out to Hub I. This new beginner-friendly trail should mimic the existing green trails. Segment 23 should be gently rolling contour trail, optimized enough to provide an enjoyable modern mountain biking experience but still retain a traditional singletrack feel for hikers. Drainage crossings should be mellow and rock armored if necessary. Trail texture should be low and meet the above guidelines. Optional, more-difficult lines should be incorporated as the terrain allows. These opportunities will help develop skill progression amongst riders. Segment 23 helps with traffic flow and directional trails management, while offering a smaller loop for people who do not want to continue onto *Bimini*.

Segment 24 "Swavey's" (More-difficult, gravity)

Segment 24 will branch off the north side of Hub A, offering a blue counterpart to the rocky and technical Segment 21. Segment 24 is envisioned as blue jump line, a gravity bike-specific trail that is primarily dynamic and flowing with lots of built jumps for riders to get air time. Segment 24 should be built as completely rollable, so the average intermediate rider could descend it without getting air, while still providing long and fun features. Segment 24 will be the only jump-focused trail at Standing Boy, and is an important piece of a well-rounded inclusive trail system. The proximity of Segment 24 to the first trailhead and access roads will allow for ease of maintenance, since jump trails often have the highest maintenance burdens out of all trail types. The jumps should be larger and longer than those found on *Lickety Split*, with ranges of 12-24 feet for length. Creating dynamic jumps with varying lip angles and some left-to-right variation will help create a resource local riders can progress on and gain proficiency for traveling to other locations.

Segment 25 "Istipapa" (Most-difficult, cross-country)

Segment 25 would be the longest continuous segment at Standing Boy. This advanced singletrack is intended to provide a remote and challenging experience for riders, runners, and hikers. At almost three miles, this trail branches off of the existing *Lonely Hunter* loop, specifically Segment 15, and takes visitors out to Standing Boy Creek itself. Care should be taken to develop a narrow and rugged trail; this might mean much of Segment 25 is built by hand. Hand building by its nature leaves a bumpy and irregular trail surface. While exposed rocks are limited, any and all rock found during excavation should be replaced in the trail tread to provide appropriate rough texture. Segment 25 connects Hub R, where Segments 14 and 15 meet, to Hub S on the existing fire access road.

Segment 26 "Cattywampus" (Most-difficult, cross-country)

Segment 26 will be similar to Segment 17. It will connect Hub E on Segment 10 to Hub O on Segment 13. The terrain is not especially advanced, so care should be taken to develop a most-difficult trail experience for riders and hikers. Any rocks found during excavation should be replaced in the trail tread to create a rough surface. Similar to Segment 25, hand building Segment 26 would help ensure an advanced experience and offer up a different trail style at Standing Boy. Providing multiple trail types at the network will ensure a more diverse visitor population. Segment 26, like Segments 17, 25, and 27, should incorporate short steep pitches and awkward, tough, turns. These trail features will help mitigate visitor speed and create a more technical trail experience that focuses on bike movement and handling versus pure speed.

Segment 27 "Chufi" (Most-difficult, cross-country)

Segment 27 makes use of the ridge to the north of the property. By branching off of Segment 3 *Bimini* at Hub I and connecting back up at Hub K near Lake Oliver. The northern ridge presents elevation relief and a feeling of solitude as Segment 34, a hiking-only trail, splits off and Segment 27 dips behind the ridge itself. This will help disperse visitors. The trail should provide short punchy sections, and with the steeper sideslopes on the northern slope of the ridge, a narrow bench will help create a feeling of exposure. Similar to Segments 17, 26 and 27; this trail could be hand built to add to the rugged nature and provide a different trail type within the network.

Segment 28 "Ridge Trail North" (hiking-only, existing road)

An existing old extraction route, Segment 28 is a double track that should see improvements for pedestrian use. Trimming and vegetation management, along with light tread work in problem areas, will help create a hiking trail experience. Segment 28 connects the existing and future trailheads all the way to the high ridge in the center of the property at Hub D. On the way it also connects to Segment 29, another old road. Together with Segment 30 a short hiking-only loop is created. By having hiking-only trails, runners and walkers can self-select and help reduce visitor numbers on the shared-use cross-country trails.

Segment 29 "Main Stage" (hiking-only, existing road)

Like Segment 28, Segment 27 is an existing old extraction route, mostly double track, that connects Segment 28 down to Hub I. Near Hub I a proposed hiker's parking lot could help disperse visitors even more. Segment 29 should see basic improvements for pedestrian use such as trimming and vegetation management, along with light tread work in problem areas.

Segment 30 "Clovis" (hiking-only, existing road)

Segment 30 is another existing old extraction route/double track; it connects Segment 29 back to Segment 28 near the future trailhead. Improvements for hiking should include trimming and vegetation management, along with light tread work in problem areas. Rock armoring may be required in especially problematic wet areas.

Segment 31 "Ridge Trail South" (hiking-only, existing road)

An existing old extraction route, Segment 31 is a double track that should see improvements for pedestrian use. It is the counterpart to Segment 28, traveling up the ridge south of Jordan Company Pond to the high ridge in the central part of the trail system. It effectively connects Hub G with Hub D, by way of the improved access road on the high ridge. With Segment 28 these create a longer loop for hikers, allowing them to access many of the same places as the singletrack trails but offering an opportunity to have a quitter experience without interacting with mountain bikers. Improvements such as addressing puddles, vegetation, and drainage are important before opening to pedestrian use.

Segment 32 "Viberations" (hiking-only)

Segment 32 is one of three hiking-only trails to be newly constructed. These singletrack trails will offer more intimate experiences than the existing double track roads of Segments 28-31, while connecting to them for longer distance adventures. Segment 32 would climb from Hub I, accessing a small hilltop where hikers and runners will have a view all to themselves during fall and winter, and on to Hubs L and M. Segment 32 should be built narrow and rugged, to help reduce mountain biker interest. Stairs or corrals where Segment 32 ties into Segment 5 at both ends can help set the stage as a hiking-only trail.

Segment 33 "Kinard's" (hiking-only)

Similar to Segment 32, this trail will offer a lollipop style loop out to Lake Oliver. Segment 33 will connect Hub M to Hub N, where the loop of the lollipop will enter/exit. Segment 33 should be built with hikers in mind, creating a corral at the intersection with Segment 13 will help ensure riders don't accidently try this trail. The focus of hiking-only singletrack should be drainage. Runner and walkers do not need a highly manicured or sculpted trail tread, but ensuring minimal puddling and erosion damage is key to ensuring longevity.

Segment 34 "Chief" (hiking-only)

Segment 34 provides a hiking only option on the north ridge. Departing Hub J and reconnecting at Hub K, this trail offers a similar opportunity to the shared-use advance Segment 27, but for hikers only. This will help disperse visitors. Because Hub J is adjacent to Hub I, a future hiking trailhead could easily access this trail, and together with *Bimini* could tie pedestrians back to Segments 32 and 33, creating variable loops for walkers and runners. As with Segments 32 and 33, stairs or corrals at intersections helps set the tone for the trail as hiking-only.

8. Next Steps

General Construction Notes

Creating the proposed trail network of traditional singletrack, mountain bike-optimized trails, and skills features will guarantee a unique destination drawing riders from afar while giving local residents an exhilarating outdoor activity close to home. Construction should be provided by a combination of professionals and volunteers. A qualified mountain bike trail builder is required to manage the work and ensure a high-quality riding experience. Skilled mountain bike trail builders should work on the mountain bike-optimized trails. A good rule of thumb is: A builder can only build to their riding ability; if you can't ride it, you shouldn't build it.

Volunteers can provide much of the preparation and finishing work between machine operators on the traditional singletrack trails, though volunteer involvement should occur during all construction. A phased plan of action will ensure continued enthusiasm for the Standing Boy trails.

General Trail Maintenance and Management Recommendations

Trails should be managed by the recommended difficulty guidelines, trail type guidelines, and respective TMOs. Maintenance is an on-going cost and should be adequately planned for. As noted in the trail type guidelines, typical annual maintenance budgets are 10% of install cost for cross-country trails and up to 20% of the construction cost for gravity trails. At least 50-80% of the annual maintenance needs for all trails can be performed by adequately managed and trained volunteers. These tasks will include:

- Corridor trimming.
- Downed tree removal.
- General clean up (branches, leaf litter, etc.).
- Minor drainage work (i.e. knicking out drains).

Professional assistance will be required, the frequency will depend upon on-going maintenance as well as weather patterns and use. Typically for cross-country trails professional maintenance will be required every 10-20 years, and will involve reroutes, major drainage work, or other large tasks. Gravity trails can expect needing professional help every 5-10 years. This will typically come in the form of feature rebuilding and upgrades.

The maintenance completed by volunteers will require adequate leadership and coordination. As the trails are developed this role will become increasingly important and time-consuming. CVA-SORBA has the ability to provide much needed assistance in day-to-day upkeep of the trails, however as major work is required (especially on the gravity trails), professional help will be needed. Increasingly destination mountain bike trail systems are funding and hiring part- or full-time staff to provide maintenance to trail systems. Ensuring a quality, consistent, riding experience is key to attracting visitors and keeping a local riding community satisfied and growing.

Recommended Construction Phasing

Note: Cost opinion tables are for natural surface trail development only. They do not include parking lots, roads, bike paths, trailhead improvements, etc.

To allow for long-term financial health, as well as match the community's growing mountain bike needs, the Standing Boy trails construction should be phased. Phasing allows for long-term financial investment as well as creating more community support as recreational visitors gain excitement knowing more is coming. The below phase descriptions reflect built and proposed trails, cost opinions are provided for new planned trails only.

Phase 1: Spring 2019

Phase 1 set the stage for the continued development of a robust mountain bike community at Standing Boy. The first phase included all beginner shared-use trails designed at that time, Segments 1, 2, 3, and 5. Segment 4 sustained significant tornado damaged and required a complete redesign. Existing gravel roads allowed for connectivity from Segment 3 to 5.

Phase 2: Fall/Winter 2019

Phase 2 built upon the success of Phase 1 with the addition of Segments 6, 7, 13, 14, 15, and 16. These created the beginner climb *Doughboy* and bike-only gravity descent *The Bug*, as well as adding the most of the large intermediate loop, *Lonely Hunter*. Together these new trails helped introduce a new style of mountain biking flowing, smooth, bike-only downhills and upped the progression of the park with blue shared-use singletrack.

Phase 3: Spring 2020

Phase 3 added Segments 8, 9, and 12. In addition, more design flagging (resulting in this revised Master Plan) was completed around this time. These three segments completed the *Lonely Hunter* loop.

Phase 4: Spring 2021

Phase 4 was completed in late 2020 and included newly designed and permitted trails. Segment 18, the first intermediate bike-only gravity, was completed during Phase 4. This trail provides a step up from *The Bug*, offering more progression and diversity in the trails. Segment 23, an extension of *Primary Goods* and redesigned Segment 4, the missing piece of *Bimini*, were also built in Phase 4. These two trails help disperse visitors and provide better loop connectivity and options for novice riders.

Phase 5: Spring 2022

Phase 5 is the next planned phase of development at Standing Boy. Completing the inner blue loop, Segments 10 and 11, and adding a newly permitted trail, Segment 22 should be added as well, to provide a bypass for riders and runners wanting to skip the very rocky sections of Segments 14 and 15. These trails will help with more dispersion, getting visitors spread out better based upon the experiences they seek. Additionally, Segment 22 will help relieve pressure on Segments 14 and 15, keeping these more technical and challenging.

Phase 6: Spring 2023

Phase 6 should continue to add diversity to the system by introducing the first advanced and hiking-only trails. Segments 17 and 34 will complete the north ridge pod of trails, adding a black shared-use and hiking-only trail each above the existing *Bimini* loop. Segment 32, a hiking-only trail from Hub I that summits a small knoll before connecting into Segment 5 *Bimini* should also be added. The hiking-only trails could be developed by local youth corps, volunteers, or similar. Segments 21 and 24 should be added to Hub A. These will up the mountain bike fun factor by providing the first advanced gravity trail and a short blue jump line.

Phase 7: Spring 2024

Phase 7 should complete the trail system. Segments 17, 19, 20, 25, 26, and 33 should be finished. These will offer more advanced shared-use trails in Segments 17, 25, and 26, as well as another hiking-only option in Segment 33. Segments 17, 25, and 26 will promote more connectivity and dispersion, while Segment 33 will allow hikers their own access to Lake Oliver views. Segments 19 and 20 round out the bike-only gravity offerings. By saving some of the bike-only descents, SBI can help continue to grow momentum and support by introducing new experiences over time. This fresh look each year will promote more visitation and especially regional tourism.

Use of Volunteers

Volunteers are the bedrock of any trail community. The very nature of trail use typically creates and supports volunteerism. Volunteers can be excellent sources of assistance during construction, and afterwards in regards to maintenance. While volunteers are an excellent way to help support trails in times of diminishing public lands budgets, it is important to remember they are only volunteers and that to create high quality trails professionals offer many added benefits and land managers are ultimately responsible for managing their lands and trails.

During construction it is important to involve volunteers to ensure community buy-in and knowledge transfer. Volunteer days help grow excitement in the community and give people a first glimpse of the property and trails. In addition, this is a great way for trail users to learn about what it takes to develop high quality trails and learn some of the skills that will be useful during maintenance efforts. Keys to success while using volunteers during construction include:

- Setting clear and obtainable goals that can be finished during workdays
- Providing risk management discussions, trail building safety talks, and requiring or providing appropriate personal protective equipment
- Having a variety of options on workdays to ensure all skills and volunteer types have activities which suit their needs and wants
- Creating an atmosphere where volunteers feel comfortable asking questions and learning from the process instead of simply working

After implementation and as the trail system is used maintenance will be vital. Volunteers can be an excellent way for land managers to help keep trails running well. CVA-SORBA and DNR have a previously signed LUA which outlines maintenance assistance. As noted above volunteers can help provide some of the basic trail maintenance needs, but larger needs may require professionals. Some good points for successful volunteer maintenance assistance include:

- Volunteers assist land managers with maintenance, therefore they should always relay to land managers trail needs and solutions prior to implementing them
- Volunteers should only undertake the maintenance delegated to them by the land manager
- Land managers should empower volunteers and their organizations through trainings, education, and open communication

9. Summary

In summary, Standing Boy has the opportunity to be the most complete and quality trail system around Columbus, GA. Through careful and thoughtful implementation of this master plan a successful trail system can be developed which meets the needs of the community and land manager. Previous trail construction has resulted in high quality recreational experiences close to Columbus, which directly impacts the residents and visitors in positive ways. The opportunities available within the site are meaningful to the community and region. Columbus will continue to show itself as an outdoor recreation city and give its residents more ways to play outside, sparking healthier lifestyles and economic growth through this project. Regionally, Standing Boy will represent some of the most modern and diverse trails within a two to four-hour drive. This will attract mountain bikers and their families and friends to regularly visit the trails to recreate. This regional significance will further help Columbus promote itself to visitors, new residents, and businesses. Lastly, the unique property will largely remain intact and undisturbed, allowing for continued ecological worth and security.

10. Appendixes

Appendix A: Maps

Appendix B: Tables

LEGEND

- Existing Parking Area
- Potential Hiking Parking Area
- Trail Hub
- Roads
- Streams
- Wetlands
- Structures
- Field

EXISTING TRAILS

- Hiking-only (2.8 mi)
- Easier, Shared-use (7.7 mi)
- Easier, Bike-only descent (1.0 mi)
- More-difficult, Shared-use (9.0 mi)
- More-difficult, Bike-only descent (1.3 mi)

FUTURE TRAILS

- Hiking-only (3.4 mi)
- More-difficult, Shared-use (3.3 mi)
- More-difficult, Bike-only descent (1.7 mi)
- Most-difficult, Shared-use (5.0 mi)
- Most-difficult, Bike-only descent (0.7 mi)

TRAIL DATA

SEGMENT	DIFFICULTY	TYPE	STATUS	LENGTH (MILES)
1	GREEN	CROSS-COUNTRY	BUILT	0.72
2	GREEN	CROSS-COUNTRY	BUILT	1.89
3	GREEN	CROSS-COUNTRY	BUILT	1.41
4	GREEN	CROSS-COUNTRY	BUILT	0.55
5	GREEN	CROSS-COUNTRY	BUILT	1.47
6	GREEN	CROSS-COUNTRY	BUILT	0.66
7	GREEN	GRAVITY	BUILT	1.03
8	BLUE	CROSS-COUNTRY	BUILT	1.15
9	BLUE	CROSS-COUNTRY	BUILT	0.60
10	BLUE	CROSS-COUNTRY	FLAGGED	1.09
11	BLUE	CROSS-COUNTRY	FLAGGED	1.15
12	BLUE	CROSS-COUNTRY	BUILT	0.61
13	BLUE	CROSS-COUNTRY	BUILT	3.56
14	BLUE	CROSS-COUNTRY	BUILT	0.78
15	BLUE	CROSS-COUNTRY	BUILT	1.08
16	BLUE	CROSS-COUNTRY	BUILT	1.12
17	BLACK	CROSS-COUNTRY	FLAGGED	0.58
18	BLUE	GRAVITY	BUILT	1.26
19	BLUE	GRAVITY	FLAGGED	1.39
20	BLACK	GRAVITY	FLAGGED	0.38
21	BLACK	GRAVITY	FLAGGED	0.33
22	BLUE	CROSS-COUNTRY	FLAGGED	1.06
23	GREEN	CROSS-COUNTRY	BUILT	0.94
24	BLUE	GRAVITY	FLAGGED	0.32
25	BLACK	CROSS-COUNTRY	FLAGGED	2.68
26	BLACK	CROSS-COUNTRY	FLAGGED	0.57
27	BLACK	CROSS-COUNTRY	FLAGGED	1.22
28	HIKING	HIKING	EXISTING	1.08
29	HIKING	HIKING	EXISTING	0.25
30	HIKING	HIKING	EXISTING	0.83
31	HIKING	HIKING	EXISTING	0.63
32	HIKING	HIKING	FLAGGED	1.13
33	HIKING	HIKING	FLAGGED	1.20
34	HIKING	HIKING	FLAGGED	1.08
		TOTAL TRAIL MILEAGE		35.81

Old River Road

River Road / GA 219

Field

LAKE OLIVER

STANDING BOY CREEK

North

Scale: 1" = 450'

10' Contour Interval

0' 450' 1,350'

PROJECT PARTNERS

GEORGIA DEPARTMENT OF NATURAL RESOURCES

Chattahoochee Valley Area CVA SORBA Southern Off-Road Bicycle Association

STANDING BOY INC

STANDING BOY TRAILS MASTERPLAN

July 2021

Prepared by: TRAIL SOLUTIONS IMBA

Standing Boy Total Construction Opinion

Segment	Difficulty Level	Type	Unit	Tread 1 (LF)	Tread 2 (LF)	Tread 3 (LF)	Rock Armor (SF)	Turn 1 (EA)	Turn 2 (EA)	Stabilization (SF)	Subtotals
			Unit Rate	$6.50	$9.50	$1.50	$20.00	$1,200.00	$2,000.00	$0.10	
1	Green	Shared-use		COMPLETE							
2	Green	Shared-use		COMPLETE							
3	Green	Shared-use		COMPLETE							
4	Green	Shared-use		COMPLETE							
5	Green	Shared-use		COMPLETE							
6	Green	Shared-use		COMPLETE							
7	Green	Gravity		COMPLETE							
8	Blue	Shared-use		COMPLETE							
9	Blue	Shared-use		COMPLETE							
10	Blue	Shared-use		5735			860	4		57350	$ 65,017.50
11	Blue	Shared-use		6075			1367	10		60750	$ 84,900.00
12	Blue	Shared-use		COMPLETE							
13	Blue	Shared-use		COMPLETE							
14	Blue	Shared-use		COMPLETE							
15	Blue	Shared-use		COMPLETE							
16	Blue	Shared-use		COMPLETE							
17	Black	Shared-use		3050			305	0		30500	$ 28,975.00
18	Blue	Gravity		COMPLETE							
19	Blue	Gravity			7325		3296		6	73250	$ 154,837.50
20	Black	Gravity			2035		1221		5	20350	$ 55,787.50
21	Black	Gravity			1740		1044		2	17400	$ 43,150.00
22	Blue	Shared-use		4990			749	1		49900	$ 53,595.00
23	Green	Shared-use		COMPLETE							
24	Blue	Gravity			1715		1029		4	17150	$ 46,587.50
25	Black	Shared-use		14160			2832	1		141600	$ 164,040.00
26	Black	Shared-use		3000			600			30000	$ 34,500.00
27	Black	Shared-use		6445			1289	7		64450	$ 82,517.50
28	Black	Hiking				3775	189			18875	$ 11,325.00
29	Black	Hiking				3320	166			16600	$ 9,960.00
30	Black	Hiking				4390	220			21950	$ 13,170.00
31	Black	Hiking				3350	168			16750	$ 10,050.00
32	Black	Hiking				5950	298			29750	$ 17,850.00
33	Black	Hiking				6320	316			31600	$ 18,960.00
34	Black	Hiking				5725	286			28625	$ 17,175.00
			Totals	43455	12815	32830	16233	23	17	726850	

Construction Subtotal	$912,397.50
Mobilization	$20,000.00
Signage	$20,000.00
SubTotal	
10% Contingency	$91,239.75
Grand Total	**$1,043,637.25**

Standing Boy Trails Master Plan Table

Segment	Trail Name	Length (ft)	Phase	Difficulty	Type
1	Lil' Bit	3797	1	Green	Shared-use
2	Primary Goods South	9982	1	Green	Shared-use
3	Bimini North	7446	1	Green	Shared-use
4	Bimini West	2914	4	Green	Shared-use
5	Bimini South	7780	1	Green	Shared-use
6	Doughboy	3469	1	Green	Shared-use
7	The Bug	5449	1	Green	Gravity
8	Ironclad North	6094	3	Blue	Shared-use
9	Ironclad West	3156	3	Blue	Shared-use
10	Ironclad West	5731	5	Blue	Shared-use
11	Ironclad South	6070	5	Blue	Shared-use
12	Scrambled Dog	3224	3	Blue	Shared-use
13	Lonely Hunter	19267	2	Blue	Shared-use
14	Tie Snake	4097	2	Blue	Shared-use
15	Tie Snake	5682	2	Blue	Shared-use
16	Tie Snake	5910	2	Blue	Shared-use
17	Stockade	3047	6	Black	Shared-use
18	Lickety Split	5905	4	Blue	Gravity
19	Cyclone Galop	7320	7	Blue	Gravity
20	Kolowa	2029	7	Black	Gravity
21	See See Rider	1734	6	Black	Gravity
22	Primus	5595	5	Blue	Shared-use
23	Primary Goods North	4984	4	Green	Shared-use
24	Swavey's	1711	6	Blue	Gravity
25	Istipapa	14155	7	Black	Shared-use
26	Cattywampus	2997	7	Black	Shared-use
27	Chufi	6441	5	Black	Shared-use
28	Ridge Trail North	3770	5	Black	Hiking
29	Main Stage	3317	5	Black	Hiking
30	Clovis	4389	5	Black	Hiking
31	Ridge Trail South	3344	5	Black	Hiking
32	St. OEM	5948	6	Black	Hiking
33	Kinard's	6314	7	Black	Hiking
34	Chief	5722	6	Black	Hiking

Trail Analysis

	Feet	Miles
Total Green	45822	8.68
% Green	**24%**	
Total Blue	79761	15.11
% Blue	**42%**	
Total Black	63206	11.97
% Black	**33%**	

Total Shared-use	131837	24.97
% Shared-use	**70%**	
Total Gravity	24149	4.57
% Gravity	**13%**	
Total Hiking	32803	6.21
% Hiking	**17%**	

Total Phase 1 - BUILT	37923	7.18
% Phase 1	**20%**	
Total Phase 2 - BUILT	34956	6.62
% Phase 2	**19%**	
Total Phase 3 - BUILT	12474	2.36
% Phase 3	**7%**	
Total Phase 4 - BUILT	13804	2.61
% Phase 4	**7%**	
Total Phase 5	38656	7.32
% Phase 5	**20%**	
Total Phase 6	18160	3.44
% Phase 6	**10%**	
Total Phase 7	32816	6.22
% Phase 7	**17%**	

Appendix C: Benefits of Mountain Bicycling Trails

Promoting Active and Healthy Lifestyles

The benefits of mountain biking may start on the trails, but they don't end there. Learning to ride a bike is a rite of passage. Bikes and the sport of mountain biking provide a multitude of opportunities to teach children valuable lessons that will carry into adulthood.
Obesity is at a high, while activity levels among Americans are plummeting. With its progressive nature and way of stimulating the senses, mountain biking is appealing, especially to youth, and provides an excellent form of recreation for reversing the trend toward poor health. Since riding a bike provides excellent cardio conditioning, improves strength and coordination, and burns several hundred calories an hour, it is an activity as appealing to parents as it is to kids.

The unstructured play that mountain biking provides inspires people to explore and appreciate the natural world, leading to positive associations with outdoor activities and exercise.
Mountain biking allows individuals to advance at their own pace, so kids looking for a challenge can have just as much fun as children who are more interested in exploring the scenery. Riding in nature provides an environment where children can work on their skills, have fun, and pedal their bikes without parents having to worry. Mountain biking is a cross-generational endeavor, accessible to all ages and levels of physical fitness. Going for a trail ride is an excellent way for parents to do more than support their children's activities, it's a way to share the experience. Every ride is an opportunity to create a healthy lifestyle and pass on lessons that are best learned through experience.
Several studies on physical activity have indicated that proximity to recreational facilities, such as trails, is a predictor for physical activity. Simply put, if there are walking and biking trails nearby then residents are more likely to use them and therefore be healthier. Physical health and exposure to nature also benefit mental health, reducing stress and increasing happiness. In addition, individual and community health translate to economic benefits by decreasing health care costs

Contributing to Economic Growth

A well-designed trail system can stimulate economic growth by increasing activity within the local population as well as attracting visitors from outside. Trails can generate business in retail sales and services, support jobs, provide sustainable growth in rural communities, and produce tax revenue. Access to trails also correlates to a higher quality of life, thus making the community more desirable and capable of attracting new businesses and workers to an area.

IMBA assists local communities in increasing mountain bicycling tourism as a sustainable, renewable source of economic development. A mountain biking destination is one that attracts tourists to an area for the benefits of the mountain biking experience; provides visitors with all of the amenities needed to compliment, ease, and enhance their visit; and in turn creates word of mouth about the community that will draw new and repeat visits.

A case study in Cable, Wisconsin, clearly illustrates how a community can benefit from offering a world-class bicycling experience. Construction of new bicycle trails in Cable resulted in:

- Increased property values.
- Increased spending on bicycle related goods.
- 35 jobs created annually, adding $523,000 to total employee compensation.
- Nearly $1.3 million impact related to spending from mountain bicyclists.

According to the Outdoor Industry Alliance, mountain bicyclists represent approximately 3.4 percent of the US population, or nearly 10.6 million participants. IMBA's own research indicates that enthusiasts, who represent a portion of this overall number, travel extensively within a four-hour range and will typically devote one week per year specifically to travel to reach mountain bicycling destinations. Same-day visitors spend approximately $35 per day in local communities while destination visitors spend closer to $193 per day (due in part to lodging and increased meal purchases).

While mountain bicyclists are certainly willing to travel to ride, they will only do so if their destination contains a key ingredient: high-quality trails. These trails must be of a sufficient length and contain a variety of experiences, such as traditional singletrack, bike-optimized singletrack, bike parks, and shuttle options. The competition for these destination-quality locations is slowly increasing over time

Fostering Community Identity and Involvement

Involving community members in the planning, building, and maintaining of trails fosters community pride. In order to maintain sustainable trails, care of the trail system should be managed by local enthusiasts and rely on an organized membership base. Volunteering to help with trails provides an opportunity for area residents to connect with each other and with the terrain and land that surround them. IMBA members donate nearly one million volunteer hours to trails throughout North America every year, making volunteerism a large part of mountain bike culture.

Trails and parks also provide informal opportunities for people to meet and interact with others in a natural setting. Connection to nature is paramount to maintaining the health of the environment and making the outdoors relevant and accessible to all. Trails serve a diverse population and cultivate unity and stewardship in the community. Trails can even revitalize blighted areas, for example, turning landfills into bike parks or gravel pits into trailheads.

Preserving Open Space

Trails make communities better places to live by preserving and creating open spaces for recreation. Greenways function as hands-on environmental classrooms for people of all ages, providing opportunities to enjoy nature close up. With its abundant plant life, open spaces can decrease pollution, protect water quality, and reduce soil erosion. Economic growth and property values are also tied to open space as buyers are generally willing to pay more for property located close to parks and open space. The recreation, health, economic, and environmental benefits of trails can contribute to an overall enhanced quality of life in nearby communities.

In Georgia, consumer spending on outdoor recreation contributes $27.3 billion annually to the state economy. The Georgia outdoor recreation economy also:

- Supports more than 238,000 direct jobs across the state.
- Generates more than $8.1 billion in wages and salaries.
- Generates $1.8 billion in state and local taxes.

Appendix D: Present Day Mountain Bicycling

The sport of mountain biking has evolved radically since its recognized birth in the mid-1980s. Bicyclists began tinkering with fat tires to hybridize bicycles so that they could leave the paved roads to explore dirt roads and singletrack trails. Lower gearing, powerful brakes, and lightweight frames allowed riders to get further in a single backcountry outing than hikers or runners.

Mountain bikes and riders continue to evolve, with dozens of types of mountain bicycling alternatives. Purpose-built trails, bike parks, and amenities have improved to accommodate any skill level from beginner to expert. Today's riders are sophisticated, desiring every possible choice, from taking young children on gently groomed trails to seeking intense experiences with higher consequences. Not only has the pastime grown in popularity to meet the needs of enthusiast riders, it has widened in diversity to accommodate a wide variety of trail experiences. When the sport began, there was a strong emphasis on advanced riding. Trails were very difficult, and bikes were not kid friendly. Both issues have now been solved with the development of progressive, modern trail systems and bike park facilities.

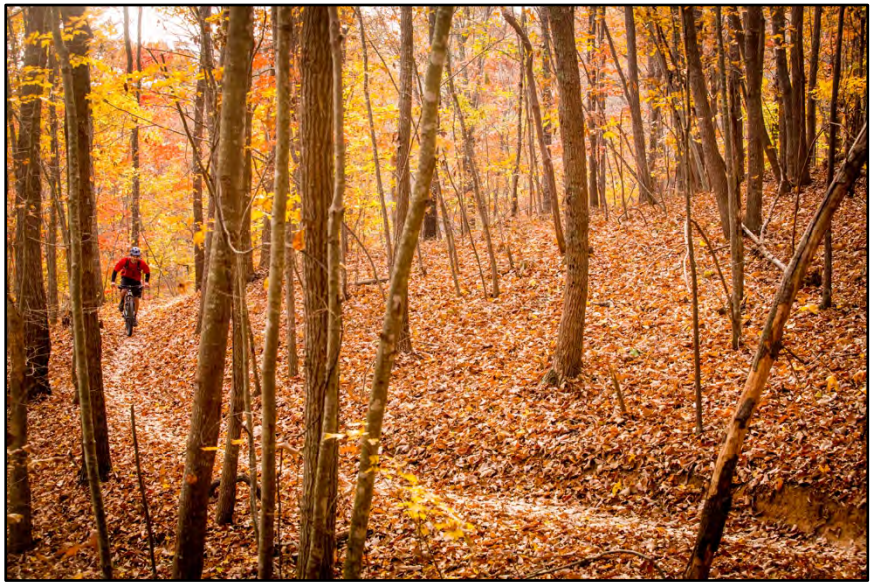
60 million adult Americans ride a bike each year, and bicycling creates major economic growth in the United States:

- **Contributes $133 billion annually to the US economy.**
- **Supports nearly 1.1 million jobs across the US**
- **Produces $53.1 billion annually in retail sales and services.**

A 2018 economic impact study released by the Walton Family Foundation describes in detail the $137 million benefit from trails in Northwest Arkansas to the Arkansas economy in 2017, of which $27 million came from tourism dollars.

Singletrack Trails

Singletrack trails are the bedrock of mountain biking. Singletrack differs from dirt roads and doubletrack mostly by trail width. Whereas the latter two routes allow users to travel side by side, singletrack is narrow enough that users must travel only in single file. Singletrack takes on a wide variety of flavors from smooth and rolling to rough and rowdy. Trails are designed and constructed to meet certain experience goals, with some of the most important factors being intended user groups, directionality, and difficulty level.



Traditional Singletrack

These natural surface trails are most often multiuse and typify what most people envision when they hear the word trail. Traditional singletrack trails should be constructed and maintained using techniques that minimize user conflict and maximize a natural surface texture and trail corridor, the area above and to the sides of the trail. This type of trail should be narrower than a flow trail, to reduce speed. These trails will see both bike and foot traffic, so care should be taken to avoid obstacles or features such as jumps, rollers, or water bars that might exclude some user types. Turns will be constructed sustainably but will not be cambered or bermed to optimize cornering traction for bikes.

Mountain Bike Trails

Mountain bike trails are optimized for mountain bike use while still providing an enjoyable experience for other user groups. Typically, pedestrians are the most common shared visitor type. Entire trails may be optimized for bike use, or particular segments, most often downhill portions, may be geared to riders and limited to travel in one direction. Bike-optimized features enrich the riding experience by adding fun and providing opportunities for riders to build their skills. Obstacles such as berms, rollers, wide turn radii, bridges, rock gardens, jumps, and drops are characteristic bike features. The feature density for mountain bike-optimized trails is higher than traditional singletrack but not quite as high as flow trails.

Flow Trails

Flow trails are purpose-built or modified singletrack trails, the majority of which contain a high density of specific features to enhance the riding experience and provide challenge. They harness gravity so that riders feel as though they are flowing through a succession of exhilarating features from top to bottom. These trails are directional, in order to promote optimal circulation patterns, maximize the visitor experience, and minimize user conflict. Flow trails do not have to compromise their downhill design in consideration of riders traveling in both directions.

These descending trails are designed to provide a "roller coaster" sensation to users by maximizing the efficiencies afforded by a bicycle and by counteracting forces that direct a user off of the trail. Berms and cambered tread surfaces, for example, promote traction, safety, sustainability, and enjoyment. These trails are never extreme, dangerous, or steep; challenge is provided by rewarding progressive skill development and incorporating features that can always be rolled but may be jumped. While a flow trail is singletrack, the tread surface itself should be wider in areas where it is anticipated that less-experienced visitors may need a greater margin of error.
The climbing trails that access flow trails are designed to provide a variety of optional technical climbing challenges while maximizing elevation gain and minimizing user exertion to allow riders to conserve energy for the descent. Typically, the maximum density of bike-optimized singletrack is 1 mile per 10 acres of suitable terrain.

Community Bike Park Facilities

Community bike parks are more intensely designed than singletrack trails. They offer a small area where users can practice their skills, progress, and have fun in a relatively well managed manner. Bike parks are typically located in an existing park or similar area.

Tot Track

A tot track is designed for smaller bicycles and users. It features reduced-sized rollers as well as low-angle bermed turns. It has features that can accommodate balance bicycles as well as regular bikes with short wheelbases. The tot track is designed for the least skilled of riders. These facilities are recommended near existing recreational facilities, such as playgrounds. Tot tracks are essentially smaller versions of pump parks, and like pump parks can be dirt or a hardened surface. Asphalt is the recommended surface material for tot tracks. Asphalt is more expensive to install but greatly reduces maintenance costs and importantly, provides a consistent high-quality experience for the users.

Pump Park

A pump park (also known as a pump track) is designed to help cyclists of all skill levels to improve their riding skills. Pump parks are multidirectional and allow users to create their own routes through the rollers, berms, and jump features. A pump park will foster more organic and creative riding that stimulates both novice and skilled riders. Riding a pump park is an extremely anaerobic activity, so it is recommended that suitable seating and shade structures be installed for users to rest between sessions.

Skills Area

Users looking to practice beginner to intermediate technical riding skills in a low- consequence environment can learn in a skills area. This trail zone can include numerous optional stations where users can practice on features designed to teach specific skills. Features may include skinny bridges, drops, rollers, and more. Typically, features are man-made, sometimes prefabricated. Locating a skills area along the proposed Terrapin Skin bike path could provide over 1,000 linear feet of skills development trail to all riders.

Dirt Jumps

Dirt jumps consist of tabletops ranging in height from 3 to 6 feet, spaced to maximize a rider's ability to flow from one jump to the next without having to pedal. Dirt jump areas are designed so that the start hill is the highest elevation point and provides sufficient gravity to propel riders into the jump lines. Dirt jumps are incredibly fun, a great workout, and an excellent practice area for building solid bike jumping skills. These areas are designed to be ridden in one direction, eliminating potential conflicts. Dirt jumps require soil with a high percentage of clay (60-70%) that compacts very hard, minimizing rolling resistance and standing up to heavy use and high shearing forces.
Installing engineered structures for the jump takeoffs substantially minimizes maintenance and improves the consistency of the user experience. Structures, such as ramps with lips, can be fabricated with steel and wood or hardened with asphalt and at times with concrete.

Technical Challenge Loop

Users looking to practice intermediate to advanced level technical riding skills in a low-consequence environment can utilize the technical challenge loop. This type of trail can feature numerous optional skill stations such as drops, jumps, rock gardens, and rollovers that directly challenge technical riding skills. Users can practice on natural and man-made features designed to teach advanced mountain bicycling skills. Typically, these features mimic the skills areas features but to a higher degree of difficulty. Aesthetics can be important, as is matching natural trail conditions, therefore dirt, wood, and rocks are the most commonly used materials.

Lifted and Tilted Tread Type

Traditional rolling contour trails run along the side of a slope, perpendicular to the fall line. They are constructed with an outsloped tread to allow cross-slope drainage of runoff. However, not all proposed trail locations have enough sideslope for drainage, and frequent trail use may eradicate an outslope within a short time.

A new trail construction method, "lift and tilt," is a way of raising the tread above the existing grade while simultaneously lowering the grade of areas off the trail that act as natural drains. This enhances tread drainage while increasing the fun factor for mountain bikers. Borrow basins are dug to harvest suitable mineral soil to lift and tilt the tread. Woody debris is used to replace the soil taken from the borrow basins, which are then masked and blended with organics to create natural-looking low points for drainage. This technique holds the rider on the trail while directing water off the tread into the basins.

This method can be implemented on any scale, using smaller machines to provide a singletrack feel or larger machines to create wide trails with a true bike park flow. Visitor numbers, rainfall, and soil type may require the use of culverts and sumps to keep trails ridable while providing drainage. The trail can have an increased emphasis on fun, flow, and airtime depending on the designated trail user.

For shared-use trails, which generally cater to beginning riders, the dial can be turned down with mellower grades, less undulation, and feature frequency. For advanced trails, the dirt features can be more dynamic with larger rollers and jumps, bigger drops, and steeper banked turns, giving riders play in the vertical plane.

Flatter areas that may have been avoided in the past can now be designed to provide an exciting riding experience. The lift and tilt method is often used for pump tracks, flow trails, jump trails, and other bike-optimized amenities.

Appendix E: Trail Facility Planning and Design Guidelines

The following are guidelines for the construction and maintenance of future trails. The natural environment is dynamic and unpredictable. The nature of recreational trails and roads, the desired user experience, and the constant forces acting on natural surface trails and roads make strict standards untenable and undesirable. As such, the guidelines below are simply that: best management practices that should be followed within environmental constraints.

Traditional Singletrack Trails

These natural surface trails will be built using sustainable trail construction techniques. Routes will be constructed and maintained using techniques that will minimize user conflict and maximize a natural surface texture and trail corridor. This type of trails should be narrower than 24" to reduce speed. All user types will use these routes so care should be taken to avoid obstacles that might exclude an allowed user type such as jumps, rollers, or water-bars. Turns will be constructed sustainably but will not be cambered to optimize cornering traction.

Mountain Bike-Optimized Flow Trails

Mountain bike-optimized singletrack trails are designed and constructed to enhance trail experiences specifically for mountain bikers. Mountain bike-optimized trails might differ from traditional trails in several ways: enhanced tread shaping, directional or one-way travel, and the addition of man-made technical trail features (TTFs). Bicycles move differently along a trail than other modes of transportation. The movement of the wheel, the use of gravity and friction, the transfer of energy from the rider to the wheel – these offer both opportunities and constraints for trails and trail features that may differ from those of other users.

Mountain bike-optimized and one-way trails that harness gravity are a growing area of interest for mountain bikers. These trails can be designed and built at any level, from beginner friendly flow trails to extremely difficult race-oriented downhill trails. Riders cherish the feeling of flight that a bicycle provides while coasting through a succession of bike-optimized features from top to bottom. A consistent trail is not necessarily a boring or easy trail (though it can be), it's one that is designed such that a preceding section of trail prepares users for the subsequent sections. This is a hallmark of flow trails and can be particularly important for beginner trails, as well as for higher speed trails with gravity features, such as jumps and drops.

As trail systems grow and become congested, one-way trails help to take the pressure off popular shared-use trails. Riders looking for speed, thrill, and challenge will have their own designated areas, and users travelling at slower speeds will have their own trails. Well-designed mountain bike-optimized singletrack and gravity singletrack are exciting for mountain bikers but are also designed to help manage risk and minimize user conflict.

Stacked Loops

Stacked loops enable users to share many different levels of trail. In a stacked-loop system, the loops that are closest to the trailheads are more inviting to children, beginners, or families and the loops further out cater to more advanced riders. This creates a progression of experiences and challenges as users explore the trails in more depth. The loop construction also allows users of all levels to ride the trails and improve their fitness and skill while enjoying the natural world.
Bidirectional trails can be ridden in either direction, thereby essentially doubling the trail options and allowing users to complete a loop and avoid an out-and-back route. Loops vastly increase the trail opportunities for beginner to expert mountain bikers, including families and groups.

Progressive Hubs and Clusters

All shared-use trails are created with skill level progression in mind. With progressive trail features, a mountain biker may become a better rider by gradually moving up in trail difficulty. Hubs and clusters give users more trail options for varying skill levels at each hub, allowing for skill level diversity. A trailhead or major trail intersection is usually a hub. A rider may start out on a beginner trail and then graduate on to a more difficult trail at the next hub. At many intersections, there is the option to change the trail difficulty or continue on the same difficulty level.

This practice spreads out visitors and helps reduce trail user conflict. Signage includes difficulty levels at every hub and wherever necessary in the trail system to help users choose trails based on their skill levels and desired experience. A cluster is a concentration of trails with all levels of difficulty.

Providing consistent climbs and extended descents is a design priority. In most cases, the trails contour gently up or down for consistent lengths to maximize climbs and descents. This is known as rolling contour design. All shared-use trails should be of rolling contour design to minimize impact and sedimentation in the watershed.
The most challenging trails and terrain will be further away from the parking hubs, rewarding those willing to travel longer distances. This is also a proven risk management tool. Putting the difficult segments further out of reach of beginners, and giving riders time and distance to warm up before reaching those technical segments, provides a level of safety in the system.

Trailheads

Well-placed trailheads and parking lots contribute to a successful trail system. Trailheads should be located in areas of lower elevation, as most trail users prefer outbound climbs with inbound descents back to the parking area. This also helps mitigate risk by allowing fatigued riders an easier route back to their starting point. This is especially true for mountain bikers, and necessary for families and beginners. Trailheads should offer information useful for the trail users, including trail maps, location information, emergency contact details, and volunteer information.

Trail Design and Construction

It is optimal to flag corridors just before the permitting review team is available to physically tour the flag line, so as not to lose flags from sunlight, wind, animals, humans, and other elements. Design and flagging costs will depend on conditions, accessibility, terrain, time of year, and other factors. It is recommended a professional mountain bike trail designer be contracted to provide design as needed. Flagging should not outpace anticipated construction. Design should include design development documents to ensure the construction team creates the experience intended and does not ruin future opportunities.

Creating the proposed trail network of traditional singletrack trails and mountain bike-optimized trails will guarantee a unique destination drawing riders from afar while giving local residents an exhilarating outdoor activity close to home. Construction should be provided by a combination of professionals and volunteers. Skilled mountain

bike trail builders should perform most work, especially the mountain bike-optimized trails. Volunteers can provide much of the preparation and finishing work between machine operators on the traditional singletrack trails, though volunteer involvement should occur during all construction. A phased plan of action will ensure continued enthusiasm for the Standing Boy trails. Machines applicable to the landscape and style of trails include: mini-excavators, mini-skid steers, tracked haulers, and plate compactors. A qualified mountain bike trail builder is required to manage the work and ensure a high-quality riding experience. A good rule of thumb is: A builder can only build to their riding ability; if you can't ride it, you shouldn't build it.

Sustainability

A sustainable trail balances many elements. It has little impact on the environment; resists erosion through proper design, construction, and maintenance; and blends with the surrounding natural area. A sustainable trail also appeals to and serves a variety of users. It is designed to provide enjoyable and challenging experiences for visitors by managing their expectations effectively. Following sustainable trail design and construction guidelines allows for high-quality trail and education experiences for users while protecting the land's sensitive resources. For additional trail design, construction, and maintenance techniques, refer to *Trail Solutions: IMBA's Guide to Building Sweet Singletrack*. These guidelines are appropriate for any hike, bike, or equestrian trail.

Trail Flow

With good flow, the speed at which a rider travels on the trail should be fairly consistent, and the rider will not have to brake and accelerate frequently. Transitions between faster and slower speeds need to be gradual, with progressively increasing and decreasing turn radii and frequent uphill segments to reduce speed where needed. Steep downhill grades should not come right before tight turns. Adjusting the cross slope of the trail tread to match the flow also helps riders stay on the trail and allows higher speeds. Designing trails with flow in mind not only provides a high quality trail experience, it helps mitigate erosion issues from runoff and use.

Appendix F: Signage

The development of a mountain bike trail network requires the development of a comprehensive system of signs. Signs are the most important communication tool between land managers and trail users. A well-implemented and maintained signage system enhances the user experience by helping visitors navigate the trail network and providing information about the area. Signage also plays a critical role in managing risk and deploying emergency services.
Recommended signage for the trails should be simple, uncluttered, and obvious; with a sign at every major intersection to help users stay on track. Signs should meet the needs of all users, from the daily trail user to someone who is experiencing the trails for the first time. In order to serve the variety of visitors, sign placement should be strategic and frequent. Because signs can intrude on the natural outdoor experience, balancing competing interests is key to developing a successful signage program.

Sign Types

A variety of signs can be created to help users identify trails and their location, select routes, remain confident in their trail choices, guide users to destinations and key points of interest, and provide information on regulations and allowed uses. Signage can also be interpretative; helping visitors learn about responsible recreation and trail etiquette, learn about resource protection, and reduce risk and hazards.
Informational signs: Usually positioned at the trailhead and major intersections. Provide details such as trail length and difficulty. These include trailhead identification signs (from a road); signs at a trailhead kiosk with a complete map and description of all the nearby trails and facilities, local regulations, emergency contact information, and educational messages; trail intersection signs; waymarks; difficulty rating signs; and trail length or elevation gain and loss signs.

Regulatory signs: Delineate rules, such as prohibited activities, direction of travel, or other restrictions.
Directional signs: Provide navigational information.
Warning signs: Warn trail users of upcoming hazards or risks. These include visitor rules and regulations signs, allowed activities, road and trail intersections, and emergency signs.
Educational signs: Provide guidelines for responsible recreation and trail etiquette.
Interpretive signs: Describe natural or cultural resources. These include educational and responsible use signs.

EXHIBIT C:

TRAILHEAD MASTER PLAN

Standing Boy Trailhead Master Plan

Columbus, Georgia
May 2020

Prepared For:

Chattahoochee Valley Area
CVA SORBA
Southern Off-Road Bicycle Association

Prepared By:

TRAIL SOLUTIONS
IMBA

Introduction

Project Goals

The Standing Boy Preserve will feature nearly 30-miles of mountain bike trails that will attract many local and regional visitors to the park. The next step in the project's development is the design and implementation of the trailhead. A trailhead should be easy to access from the main entry, facilitate circulation to and from the trail system, and provide visitors with necessary amenities when visiting the park. Common amenities include restrooms, water fountain, bike repair stand, seating, shade structures, signage, and wayfinding. These supporting features will add to the enjoyable experience of the park and will help the park grow into a regional destination. This report explains the design of the trailhead and considerations for next steps.

Site conditions

The proposed trailhead and parking lot are located near the existing entrance to the preserve at the intersection of Old River Road and the existing dirt access road. This location provides quick and convenient access to the trail system. The site provides suitable terrain for the construction of a parking lot and trailhead amenities. Most of the vegetation consists of small trees with a few large pine trees. The parking lot is currently proposed on the west side of the existing dirt access road. With the parking lot on the west side, users can easily connect to the trail system via the Primary Goods trail and will not have to cross the dirt access road.

Site Amenities

Parking lot

The preserve can expect a significant number of visitors, especially on weekends. A peak weekend with good riding conditions could attract many users at the same time, and the parking area should have space to accommodate periods of high demand. As such, 60-80 spaces are recommended. As the park's programming continues to develop and events are scheduled, an expanded parking area may be required. Shuttling from nearby locations may be a possibility if shared-use parking agreements can be coordinated with local landowners. Otherwise, space is available adjacent to the proposed parking lot and/or east of the dirt access road to serve as overflow or event parking.

The parking is lot is designed for two-way circulation that will provide flexible circulation. The spaces are laid out 90-degrees to the drive aisles and should be provided with a wheel stop to delineate spaces. A gravel path is recommended along the perimeter of the parking lot to provide access to the restrooms, shelters, and entrance to the trail system.

Before construction, the limit of work should be clearly marked, and all tree protection and erosion/sediment control measures should be in place. A silt fence is commonly used around the perimeter to prevent the dispersal of sediment from the limit of work. Mulch can be applied in addition to the silt fence. The site will require clearing, grubbing, and removal of debris. Some slight grading of the site is expected. The parking lot should be relatively flat with slopes in the range of 2%. The parking lot should be sloped to drain to the existing swale along the access road. Once the site has been cleared, 4-6" of the top soil shall be removed and relocated from the parking lot area. The subgrade will need to be properly compacted before adding the surfacing material. The proposed parking lot surfacing is gravel. Typically, 4-6" of gravel is recommended for parking areas. Mixing in smaller particles, sometimes referred to as fines, into the gravel mix can improve compaction. Over time, the soil may settle in areas, and additional gravel may be required in some areas. Maintenance is expected to be minimal and should only require removal of weeds and occasional addition of gravel.

Seating areas and shelters

Seating areas and shade structures are recommended to provide comfortable resting and meeting areas. Many times, users will come to the park for a good part of the day and will be looking for a place to picnic, rest, or meet with other riders. Other users will visit the park with family members who choose not to ride but would like to sit and enjoy the outdoors. Riders will commonly take breaks at shelters to refuel in between rides and at the end of a visit. The shelters serve as meeting locations to wait for other riders to arrive at the park. Picnic tables and/or benches are recommended within the shelters. Trash receptacles are recommended to be located nearby and clearly visible. Along with serving riders, the shade structures help protect site furniture from the outdoor elements and extend their usable lifetime. Considering the humid climate, a metal roof is recommended to withstand the elements.

Restrooms and related facilities

Restrooms should be easily accessible, visible, and well maintained. It is best to locate the restrooms away from kiosks or other gathering areas to allow for some privacy. The proposed restroom area is located at the southern end of the proposed parking lot. This location is close to the entry to the trail system while being slightly removed to allow for some separation. For immediate development, a pit or composting toilet is recommended. One or two facilities or stalls would be appropriate for the site, and additional facilities can be added as needed. Once a water line connection can be made to the site, a larger bathroom facility can be constructed along with a water fountain. The water fountain should be located near the restroom facility. Bike racks should be provided for users to place their bikes and keep them out of congested areas and walkways.

Many times, riders will frequent trails before, during, or after work or other outings. Users will often need a space to change into riding clothes. Riders who do not wish to travel to the restrooms can change in designated changing stalls. Changing stalls are proposed along the perimeter of the parking lot to allow for ease of access.

Bike repair station

In addition, a bike workstation is recommended to provide riders with a place to fill tires and make repairs. This is especially important for users who may not have the resources to make personal investments on tools or maintenance for their bikes. At a minimum, the bike tools should be protected from the rain. An overhead structure could be provided over the entire station to ensure the area is protected.

Signage and Wayfinding

Signage that is easily identifiable should be provided to guide users through the trailhead and lead them to the trail system. The parking area should be clearly marked, and a sign should be placed at the entrance to the parking lot to direct users. Directional signs should be located throughout the trailhead area to direct users to the start of the trail system, restrooms, and other amenities. In addition to directional and wayfinding signage, interpretive signage can be incorporated to help visitors learn about responsible recreation, trail etiquette, and resource protection, as well as how to reduce risk and hazards.

A kiosk should be provided and contain a map of the trail system, hours of operation, and emergency contact information. The kiosk is proposed at an intersection hub that can be enhanced with seating, shade structures, overhead features, and other signature elements to create a gateway into the trail system. As shown on the following page, overhead structures with trail signage and/or park branding serve as clear indicators of the start of the trail and act as unique design elements of the park.

The path that borders the parking lot crosses the drive aisles in two locations. Trail crossing signage should be immediately visible to drivers. Sight triangles are provided on the plan to delineate areas to remain clear to provide visibility between pedestrians/cyclists and motorists. Signage of the speed limit should be provided at the entry to the park and parking lot to manage speed.

Trailhead Management

The trailhead should be regularly inspected and maintained to ensure the area is kept clean and all amenities are in good order. A team of park management staff should be created to properly manage and maintain the trailhead. A management plan with a schedule of maintenance tasks and inspection times will help plan and delineate tasks.

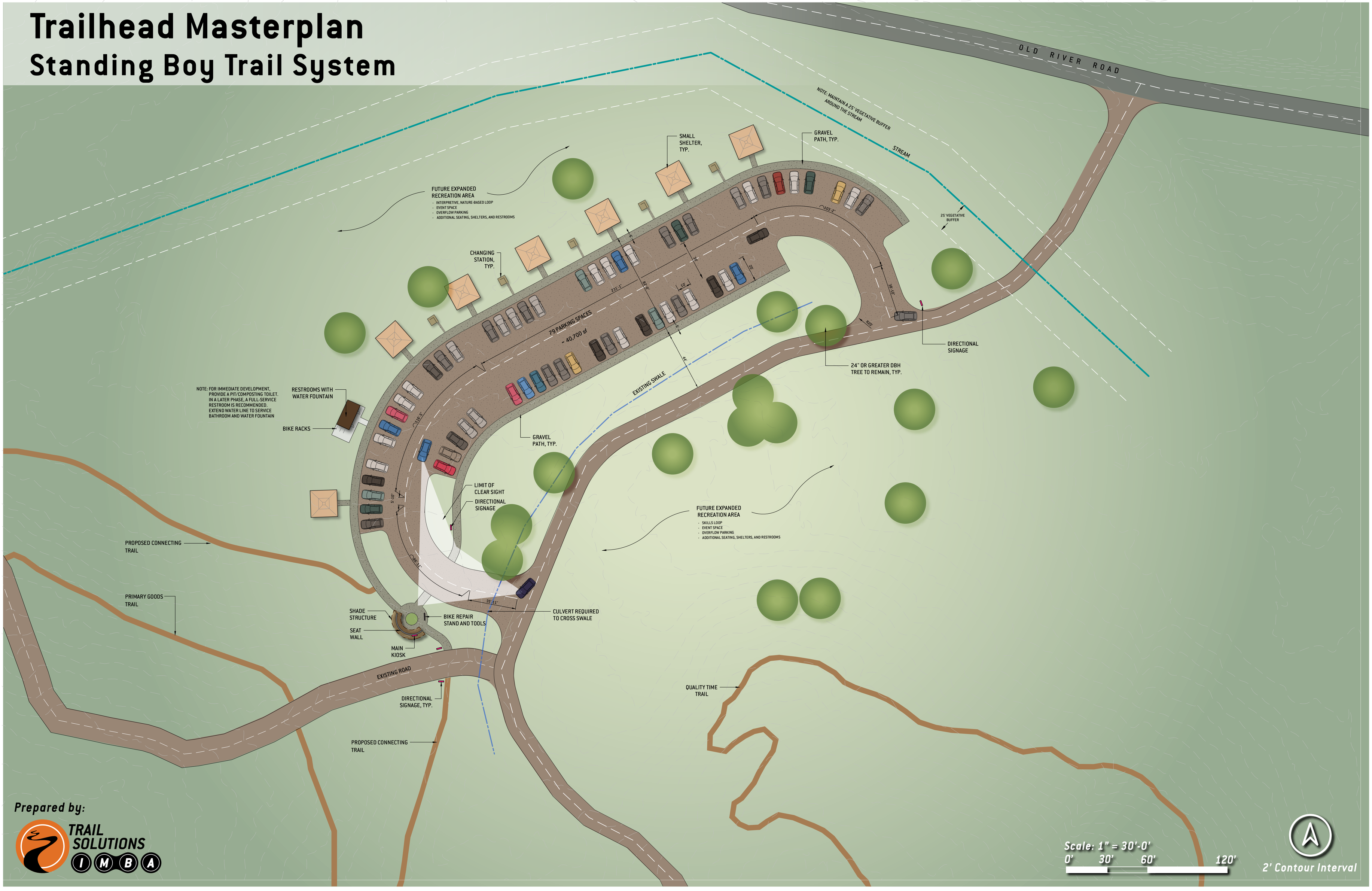
To restrict access to the park, the gate located along Old River Road may be utilized to ensure use only during determined hours of operation or to close to park under special circumstances. Any changes to park hours or park closure should be clearly communicated on the park's website and social media platforms.

Next Steps and Phasing

This document and adjoining master plan provide the framework for the trailhead design and vision. An understanding of the necessary permits and/or drawings for construction of the parking lot and amenities is the next step before moving on to construction.

Some of the amenities, such as the parking lot, restrooms, and wayfinding signage, should be constructed soon as more trails are opening to the public. Interpretative signage and overhead structures can be added in later phases. The space around the proposed parking lot and trailhead contain suitable terrain for additional recreational amenities. A skills loop, interpretative trail, additional seating and shelters, overflow parking, and event space are some of the options for additional amenities. As the park develops, the needs and interests of the users should be accessed. Based upon the user feedback and future park programming, these amenities can be implemented to continue to support the park's development.

Trailhead Masterplan
Standing Boy Trail System



Prepared by:

TRAIL SOLUTIONS IMBA

Trailhead Connection Trail

Standing Boy Trail System

Legend

- Old River Road
- Main Access Road
- Existing Road/Trail
- Master-Planned MTB Trail System
- Proposed Trailhead Connection
- Trail Hub
- Stream

Old River Road

Winding Ridge Road

Proposed Trailhead Connection Trail

Stream, typical

Proposed Parking Area

Existing Parking Area

Current Green Trail (seg 2)

Climb with Lots of Elevation Gain (seg 6)

Green Gravity Trail (seg. 7)

I

A

B

C

G

H

M

Prepared by:

TRAIL SOLUTIONS IMBA

Scale: 1" = 175'-0"

0' 175' 350' 700'

10' Contour Inverval

EXHIBIT D:

MANAGEMENT AGREEMENT

MANAGEMENT AGREEMENT
FOR
THE STANDING BOY PRESERVE

The **Columbus Consolidated Government of Muscogee County, Georgia** (the "City") and **Standing Boy, Inc.**, a Georgia nonprofit corporation ("SBI"), enter into this Agreement regarding the property located in Muscogee County commonly known as Standing Boy Trails or the Standing Boy Preserve (the "Preserve") effective as of the date provided below.

BACKGROUND

1. **Intergovernmental Agreement**. The City and The Georgia Department of Natural Resources (the "Department") have executed concurrently with this Agreement an intergovernmental agreement with an effective date of _____ (the "IGA") that grants the City control of the Preserve for the time period and under the conditions provided therein.
2. **Standing Boy, Inc**. Standing Boy, Inc. ("SBI") is a Georgia nonprofit corporation that exists to:

   First, protect and preserve the natural beauty and abundant resources of the Preserve for the benefit of present and future generations;

   Second, create, maintain, and manage a spectacular natural-surface trail system that is consistent with the natural state of the Preserve; and

   Third, leverage the natural beauty of the Preserve and the trail system to:

   (i) support sound forestry management and ecological practices on the Preserve,

   (ii) foster healthier, happier lives through physical activity in a natural environment, and

   (iii) promote appreciation, understanding, and stewardship of nature.
3. **The Benefits of the Preserve to the Parties**. The City and SBI both wish to see the Preserve maintained in its natural state and utilized by residents and visitors for outdoor recreation. In addition to the often-recognized benefits of natural-surface trails, such as increasing appreciation for and stewardship of nature and improving overall wellness, the City and SBI believe a high-quality, well-maintained trail system on the Preserve will aid ongoing efforts to attract and retain desirable businesses and workers as well as confer a meaningful economic impact from tourism.

AGREEMENT

The parties agree as follows for valuable consideration, the receipt and sufficiency of which is hereby acknowledged:

1. **INCORPORATION OF IGA**. The IGA is incorporated into this Agreement and all terms in this Agreement shall have the meanings assigned to them in the IGA.
2. **EFFECTIVE DATE**. This Agreement shall become effective on the Effective Date of the IGA.
3. **OBLIGATIONS AND RIGHTS OF SBI**.

3.1. **Construction of Trail System and Trailhead**. SBI shall construct the Trail System and a Trailhead sufficient for the Trail System and may construct Maintenance Facilities as needed, provided that construction of new parking areas or permanent structures (e.g., a shed for tools and equipment) shall require prior approval from the City.

3.2. **Events**. SBI may permit organized hikes, runs, rides, or other similar gatherings for which participants must pay an entry or other similar fee ("Events") on the Trail System and may close all or a portion of the Trail System to the general public during such events, provided that

(a) All Events shall be subject to trail closures due to poor trail conditions (i.e., the trails are too wet) or otherwise present a danger to public health or safety;

(b) All promotional, registration, and other similar materials for an Event must inform participants of the possibility the Event will be cancelled or rescheduled because the Trail System is closed due to trail conditions; and

(c) As a condition for the approval of any Event, SBI shall require the event organizer to submit an adequate event plan for the Event, which must demonstrate, as appropriate, adequate provisions for liability issues (including but not limited to insurance) as well as parking, restroom facilities, and removal of all marking tape and litter from all areas of the Preserve, including but not limited to the portion of the Trail System used for the Event.

3.3. **Hours of Operation**. SBI shall open and close the Trail System and gate allowing access to the Trailhead so that the Preserve is open and available to the general public in accordance with the IGA. In doing so, SBI shall

(a) Set regular hours of operation, post such hours at www.standingboy.org, and install signage at the Trailhead directing users to the website for hours of operation; and

(b) Determine when use of the Trail System would damage the Trail System to an extent that the Trail System and Trailhead should be closed during regular hours of operation and post notice of such closures are www.standingboy.org;

provided, however, that the Trail System shall be subject to closure by the City if necessary for public health or safety or other similar reasons.

3.4. **Hunting Days**. On days when the Department exercises its authority under the IGA to conduct hunts, SBI, and not the City, shall be responsible for coordinating with the Department to make any adjustments to the management of the Trail System and Trailhead or take any other actions that are necessary to accommodate the joint use of the property on those days.

3.5. **Fees and Revenue**. SBI shall impose, collect, and enforce the parking fee contemplated under the IGA and expend the resulting revenue in accordance with the IGA, provided that:

(a) The parking fee shall be $5 per day or $100 per year, with such amounts being subject to change via a separate agreement between the parties;

(b) In enforcing the parking fee, SBI shall make reasonable efforts to encourage voluntary compliance and issue warnings to persons who do not pay the parking fee; however, SBI shall have the unqualified right to tow any vehicles for which the parking fee has not been paid assuming that all legally required signage for such towing from private property has been posted; and

(c) To prevent safety issues and support the collection of the parking fee, the City shall prohibit parking in the right-of-way along the portion of Old River Road that is adjacent to the Preserve.

3.6. **Maintenance of Trail System, Trailhead, and Maintenance Facilities**. SBI shall have total responsibility for maintaining and managing the Trail System, Trailhead, and Maintenance Facilities in accordance with the IGA. SBI shall pay all utilities incurred in doing so, including but not limited to power for the automated gate and water for the Trailhead.

3.7. **Rights of SBI are Exclusive**. SBI's rights and responsibilities under Sections 3.1 through 3.6 shall be exclusive.

3.8. **Insurance**. SBI shall

(a) provide for its own employees and require all contractors to provide liability insurance and Worker's Compensation coverage as required under the IGA, and

(b) cause the Department and the City to be named as additional insureds under the SORBA Policy or other general liability insurance policy satisfying the requirements of the IGA.

3.9. **Maintenance of Reserves**. Beginning in 2025, SBI shall make reasonable efforts to establish and maintain a reserve fund of $50,000.

3.10. **Adherence to IGA; Cooperation with the City**. In the performance of its obligations and duties, SBI shall satisfy all requirements of the IGA and provide to the City any information requested by the City for the purpose of ensuring such compliance.

4. **OBLIGATIONS OF THE CITY**.

4.1. **Law Enforcement and Emergency Response**. The City shall provide all law enforcement and emergency response services for the Preserve, and nothing in this Agreement shall be construed as an assumption by SBI of any responsibilities to retain private security or provide private emergency response.

4.2. **Grants**. Upon request from SBI, the City shall make reasonable efforts to assist SBI in applying for grants and other similar sources of funding by indicating assent to or support for such application, allowing SBI to prepare an application on behalf of the City (with such application being subject to approval by the City), or taking other similar actions; provided, however that the City shall have no additional obligations to assist in the preparation of such application or financially obligate itself with respect to such applications.

5. **LIABILITY, WAIVERS, AND INDEMNIFICATION**.

5.1. **Liability and Indemnification**. SBI hereby releases and indemnifies the City and its representatives, officials, and employees from any and all injuries and damages, to include reasonable attorneys' fees and costs of litigation, suffered by persons using the Trail System and all employees, contractors, volunteers, and other similar persons acting on the Preserve and under SBI's direction.

5.2. **Conditions for Use of Trail System**. SBI shall make use of the Trail System and all volunteer activities contingent upon the assumption of certain duties and risks as well as the release of certain claims as provided in "Exhibit A." These rules and terms of use shall be imposed on users and volunteers by posting them on www.standingboy.org and at the Trailhead.

Additionally, SBI shall require volunteers to sign a release and indemnification similar to "Exhibit B," provided that the signing of such release shall not imply that volunteers do not effectively accept the trail rules and terms of use by engaging in volunteer activities. The trail rules, terms of use, and release may be modified by the parties via a separate agreement.

6. **MISCELLANEOUS PROVISIONS**.

6.1. **Communications**. All communications to SBI shall be directed to the Chairperson of Standing Boy, Inc. at trails@standingboy.org. All communications to the City shall be directed to_____.

6.2. **Duration**. This Agreement shall continue for the duration of the IGA.

6.3. **Termination**.

6.3.1. **For Cause**. The City may terminate this Agreement upon 45 days written notice to SBI if SBI defaults by failing to perform any of its obligations or duties hereunder and such continues for 30 days after such notice. The failure of the City to exercise such rights after one or more defaults shall not be a waiver of the rights of the City upon any subsequent default.

6.3.2. **At Will**. Any party may terminate this Agreement at-will upon 365 days written notice to the other party.

6.4. **Jurisdiction**. This Agreement will be governed in accordance with the laws of the State of Georgia. Both parties submit to jurisdiction and venue in Muscogee County, Georgia. Both parties also agree to acknowledge service upon receipt of process by mail.

6.5. **No Waiver**. No waiver by either party of any default waives any prior or subsequent default of the same or other provisions of this Agreement.

6.6. **Severability**. If any term, clause, or provision of this Agreement is held invalid or unenforceable by a court of competent jurisdiction, its invalidity does not affect the validity or operation of any other term, clause, or provision. The invalid term, clause, or provision is severed from the Agreement.

6.7. **Integration and Amendment**. This Agreement constitutes the entire understanding of the Parties. It revokes and supersedes all prior agreements between the Parties and is a final expression of their Agreement. Unless expressly provided otherwise, it cannot be modified or amended except by a writing signed by the Parties and specifically referring to this Agreement.

6.8. **Headings**. The headings in this Agreement are for convenience only and do not limit, add to, or alter in any manner the substance of any provision.

[signatures on following page]

The parties hereby execute this Agreement as of _____, 2022.

COLUMBUS CONSOLIDATED GOVERNMENT OF MUSCOGEE COUNTY, GEORGIA	**STANDING BOY, INC.**
_____	
By: _____	_____
Its: _____	Blake Melton, Chair

EXHIBIT A:

RULES AND TERMS OF USE

RULES OF THE TRAIL
FOR ALL USERS

1. **Respect Trail Closures**. Visit www.standingboy.org for more information.
2. **Leave No Trace**. Don't litter and don't cut corners.
3. **Do Not Alter the Trails**. Instead, volunteer at the next trail workday.
4. **Take Complete Responsibly for Your Safety**. The trails are not an amusement park or fitness facility.
5. **Maintain Control of Your Dog**. For everyone's safety, including your dog's.
6. **Only One Earbud**. You can't be considerate of others if you can't hear them.
7. **Be Nice, Say "Hi."** When you encounter others, be courteous and use common sense.

ADDITIONAL
RULES OF THE TRAIL
FOR RIDERS

1. **Wear Appropriate Protective Gear.** Always wear a modern, mountain-bike-specific helmet suitable for the riding you are doing. Depending on your skill level and the riding you are doing, consider knee pads, elbow pads, a full-face helmet, and other body armor. If in doubt, put it on.
2. **Use an Appropriate Bike in Good Repair**. Use a bike appropriate for your skill level and the riding you are doing. Make sure it is in good repair.
3. **Ride Under Control at All Times**. Some trails require advanced skills. Never attempt to ride beyond your current abilities and equipment.
4. **Scout Before You Send**. The trails are natural-surface trails that change daily and are not inspected regularly.

TERMS OF USE

By entering this property, you voluntarily and willingly affirm and make the following understandings, representations, and agreements, for which your use of this property constitutes adequate consideration.

You understand that

1. This property is a natural environment that entails numerous inherent risks, including but not limited to steep slopes, holes, roots, rocks, unstable or slippery surfaces, falling objects such as branches and trees, poisonous plants, dangerous wildlife, and adverse weather conditions.
2. Many of the trails are designed, constructed, and maintained to difficult physical and technical challenges, which involve high levels of risk, including serious injury or death.
3. Trail characteristics and conditions change regularly as the result usage, erosion, trail work, and other similar factors, the trails are not regularly inspected, and it may be some time before volunteers identify and are able to address damaged sections of trail.
4. Since this property is open to the public, you or your property may be injured by the negligent or intentional actions of other persons.
5. If you have induced a legally incompetent person (including but not limited to a minor) to be upon this property, you are wholly responsible for their conduct and safety.

You represent and agree that

6. You have reviewed and fully comprehend this agreement and the rules of the trail, and you will abide by the rules of the trail at all times.
7. This agreement applies to all activities undertaken on this property, including but not limited trail construction and maintenance or other similar volunteer activities;
8. You are in good health and have the requisite physical fitness, outdoor knowledge, and (if applicable) bike riding experience and skills to enjoy this property in a safe manner.
9. You release and indemnify the Owners from any and all liability or responsibility, including but not limited to attorney's fees and costs, for all injuries or damages directly or indirectly related to use of this property by yourself or legally incompetent persons you have induced to be on this property.
10. The term "Owners" includes the Georgia Department of Natural Resources, Columbus Consolidated Government of Muscogee County, Georgia, Standing Boy, Inc., the Chattahoochee Valley Area chapter of the Southern Off-Road Bicycle Association, and all partners, affiliates, officers, members, employees, volunteers of any of the foregoing.
11. You consent to jurisdiction and venue in Muscogee County, Georgia.

EXHIBIT B:

VOLUNTEER RELEASE AND INDEMNIFICATION

VOLUNTEER RELEASE AND INDEMNIFICATION

The undersigned affirms and makes the following understandings, representations, and agreements as a condition of participation in the volunteer activities, with the opportunity to participate in such activities constituting adequate consideration.

1. Volunteer activities include any and all activities directly or indirectly related to the exempt purposes of the Chattahoochee Valley Area chapter of the Southern Off-Road Bicycle Association or Standing Boy, Inc., regardless of whether such activities occur under the direct supervision either entity or on a property managed or controlled by either entity.
2. Volunteer activities will, without limitation, (i) involve the use of the use and maintenance of dangerous tools or equipment, (ii) be conducted in a natural environment that entails numerous inherent risks, including but not limited to steep slopes, holes, roots, rocks, unstable or slippery surfaces, falling objects such as branches and trees, poisonous plants, dangerous wildlife, and adverse weather conditions, (iii) be undertaken in conjunction with other volunteers, which means you could be injured by the negligent or intentional actions of other volunteers, and (iv) involve risks that include, without limitation, serious bodily injury and death.
3. You will abide at all times by the parameters and safety guidelines for a volunteer activity and will not undertake any activity for which you do not have the requisite fitness, knowledge, or skill.
4. You assume full responsibility for evaluating the safety of and using any tools or equipment provided by you, another volunteer, or a Sponsor.
5. On behalf of yourself and any minors you have induced to engage in any volunteer activity, you release and indemnify the Sponsors from any and all liability or responsibility, including but not limited to attorney's fees and costs, for all injuries or damages directly or indirectly related to the volunteer activity.
6. The term "Sponsor" includes the Chattahoochee Valley Area chapter of the Southern Off-Road Bicycle Association, Standing Boy, Inc., the Georgia Department of Natural Resources, Columbus, Georgia Consolidated Government, and all partners, affiliates, officers, members, employees, volunteers of any of the foregoing.
7. This agreement shall bind your heirs, administrators, successors, and assigns.
8. You consent to jurisdiction and venue in Muscogee County, Georgia.
9. This agreement shall remain in effect until revoked by you in a writing delivered to trail@standingboy.org.

_____
[sign]

_____
[print name]

Date: _____

Applicable Minors

_____

_____

_____