

PROPOSED TRAIL NETWORK

- ORIGINAL PROPOSAL 2021***
- CURRENT PROPOSED 2023***
- OPEN SPACE CORRIDOR***
- TRAIL ENARLGEMTNS***



LEGEND

-  Interstate
-  Road
-  Existing Trail
-  Forest Service Road 110
-  CNF Area
-  12.B Roadless Area

NOTES

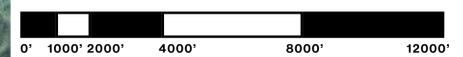
- Approx. **14.70 Total Miles** of Existing Trails

Advantages:

- No impacts to flora & fauna.
- Wildlife movement undisturbed.
- Forest management needs unchanged.
- No impacts to 12.B, remote back country non-motorized recreation area.

Disadvantages:

- No trail improvement within Cherokee National Forest.
- No equestrian trails added.
- Trails create a porous forest service boundary with multiple points of access.
- No biking optimized trails added.
- No increase to Coker County economic or recreational development.
- Limited/no monitoring of illegal activity/use.



SCALE: 1" = 2000'



EXISTING SITE

MAY 2023

HALL'S TOP TRAIL MASTER PLAN

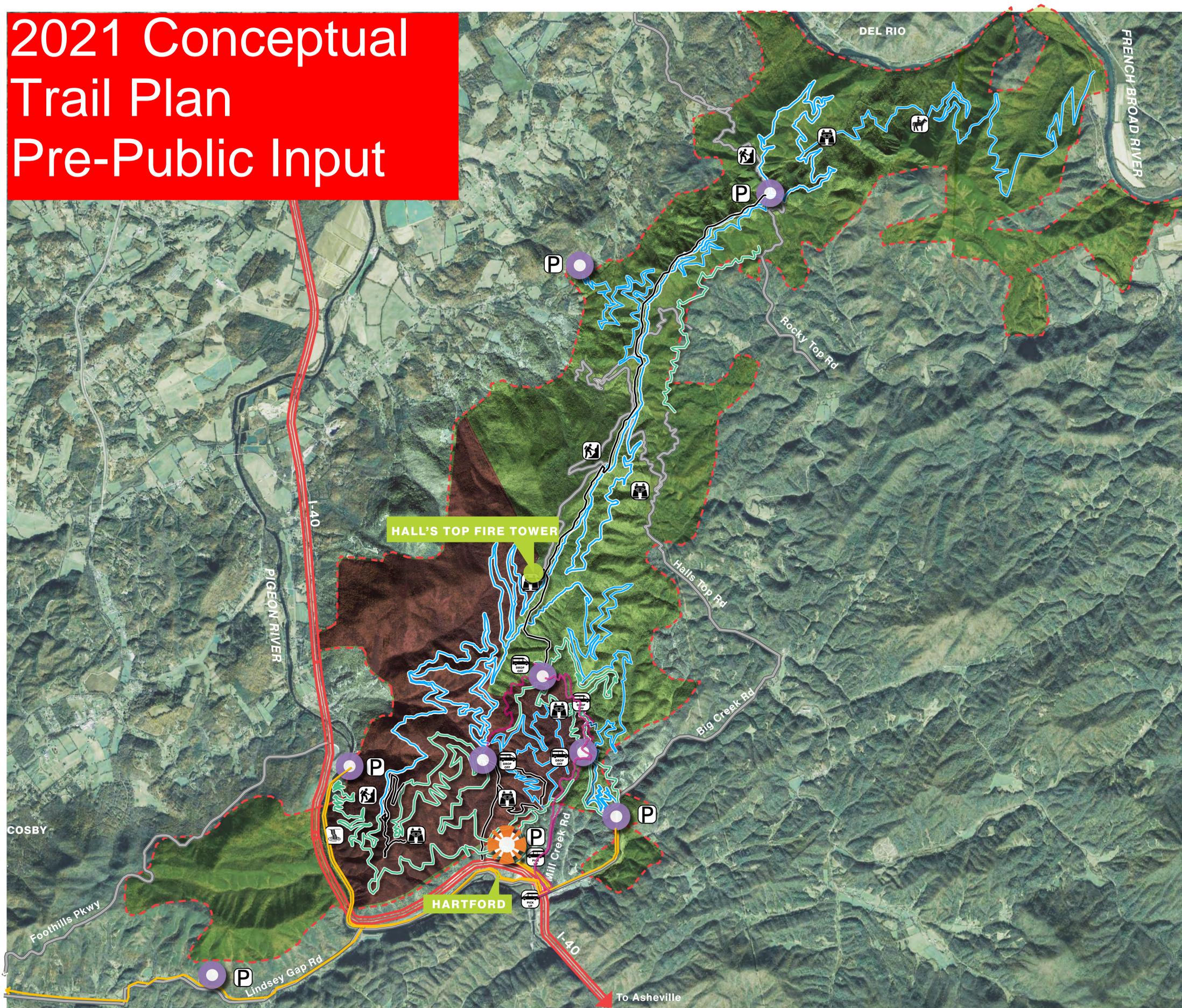


ARCADIS

Market & Feasibility Advisors



2021 Conceptual Trail Plan Pre-Public Input



LEGEND

- Interstate
- Road
- Beginner Trail
- Intermediate Trail
- Expert Trail
- Shuttle Road with Controlled Access
- Greenway / Bike Lane
- CNF Area
- Primary Trailhead
- Secondary Trailhead
- Scenic Overlook
- Cliff/Rock Face
- Water Fall/Feature
- Parking
- Shuttle Stop
- Equestrian Zone

NOTES

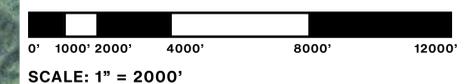
- Approx. **103 Total Miles** of Conceptual Trails:
 - BEGINNER- 28 MI (27%)**
 - INTERMEDIATE- 68 MI (66%)**
 - EXPERT- 7 MI (7%)**
 - GREENWAY- 11 MI (NOT INCLUDED IN MTB MILEAGE)**

Advantages:

- Trails concentrated closer to Hartford and FS110.
- Greater space between individual trails.
- Focus of Loop Trails, no Out & Back.
- Balanced trail difficulty & lengths, focusing on beginner & intermediate.

Disadvantages:

- Majority of trails are in 12.B, non-motorized recreation area.
- Trails eliminate open corridor space for wildlife movement.
- Limited trail opportunity at Northern trailheads.
- Trail layout doesn't leave much of the forest for other priorities.
- Overly reliant on shuttle system.



ORIGINAL CONCEPTUAL TRAIL NETWORK

MAY 2023

HALL'S TOP TRAIL MASTER PLAN





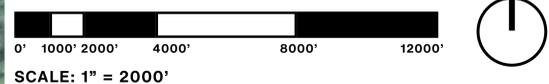
LEGEND

- Interstate
- Road
- Beginner Multi-Use Trail
- Intermediate Multi-Use Trail
- Expert Multi-Use Trail
- Beginner Equestrian Trail
- Intermediate Equestrian Trail
- Existing Trail
- Proposed Greenway/Bike Lane
- Forest Service Road 110
- CNF Area
- 12.B Roadless Area
- Primary Trailhead
- Secondary Trailhead
- Trail Name
- Parking
- Potential Shuttle Route

NOTES

- Approx. **90.73 Total Miles** of Conceptual Trails:
 - BEGINNER- 27.91 MI (31%)**
 - INTERMEDIATE- 40.79 MI (45%)**
 - EXPERT- 22.03 MI (24%)**

- Advantages:
- Complete mileage offering for all the non-motorized activities in the forest.
 - Multiple loop options for long or short outings.
 - Potential shuttle road to top of Halls Top Mountain.
 - Multiple points of access throughout the forest into the trail system.
- Disadvantages:
- Trail corridor width impacts several previously un-impacted or lightly impacted sections of forest.
 - Initial construction budget will not cover this amount of mileage.
 - Multiple trailheads create a porous forest service boundary with different points of access.
 - Most trails will need long-term maintenance.
 - Shuttle roads would require significant amounts of construction and administration to be completed.

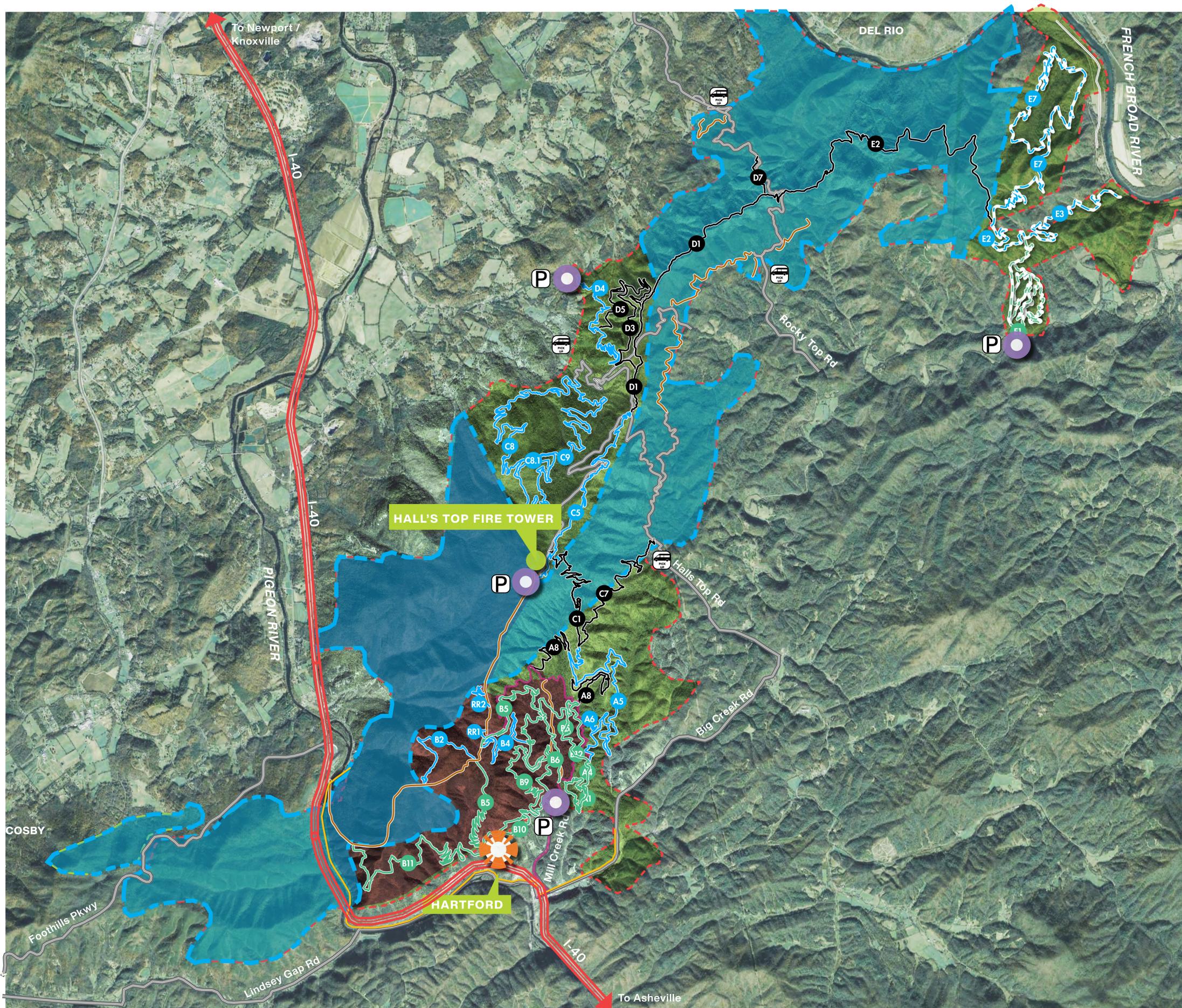


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HALL'S TOP TRAIL MASTER PLAN





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- Expert Multi-Use Trail
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- Forest Service Road 110
- Open Space Area
- CNF Area
- 12.B Roadless Area
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- Secondary Trailhead
- Trail Name
- Parking
- Potential Shuttle Route

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 - BEGINNER- 27.91 MI (31%)**
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- Provides area of refuge for wildlife immediately after I-40.
- Clusters trails around areas of human development.
- Provides open areas of CNF for non-trail priorities.
- Provides wildlife movement opportunity that minimizes human-wildlife interactions
- Focuses trail clusters based on use type.

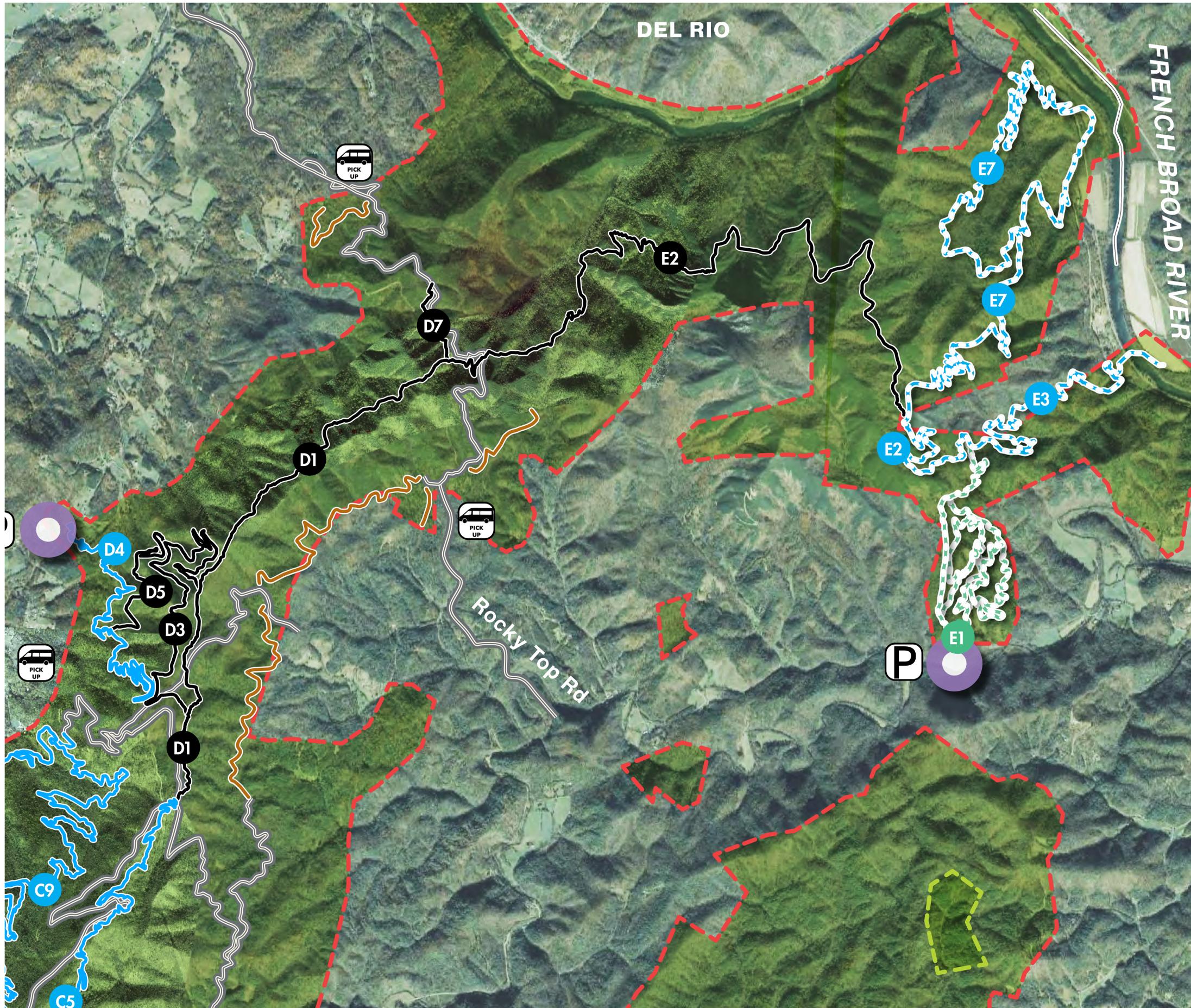


OPEN SPACE CORRIDOR

MAY 2023

HALL'S TOP TRAIL MASTER PLAN





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Disadvantages:

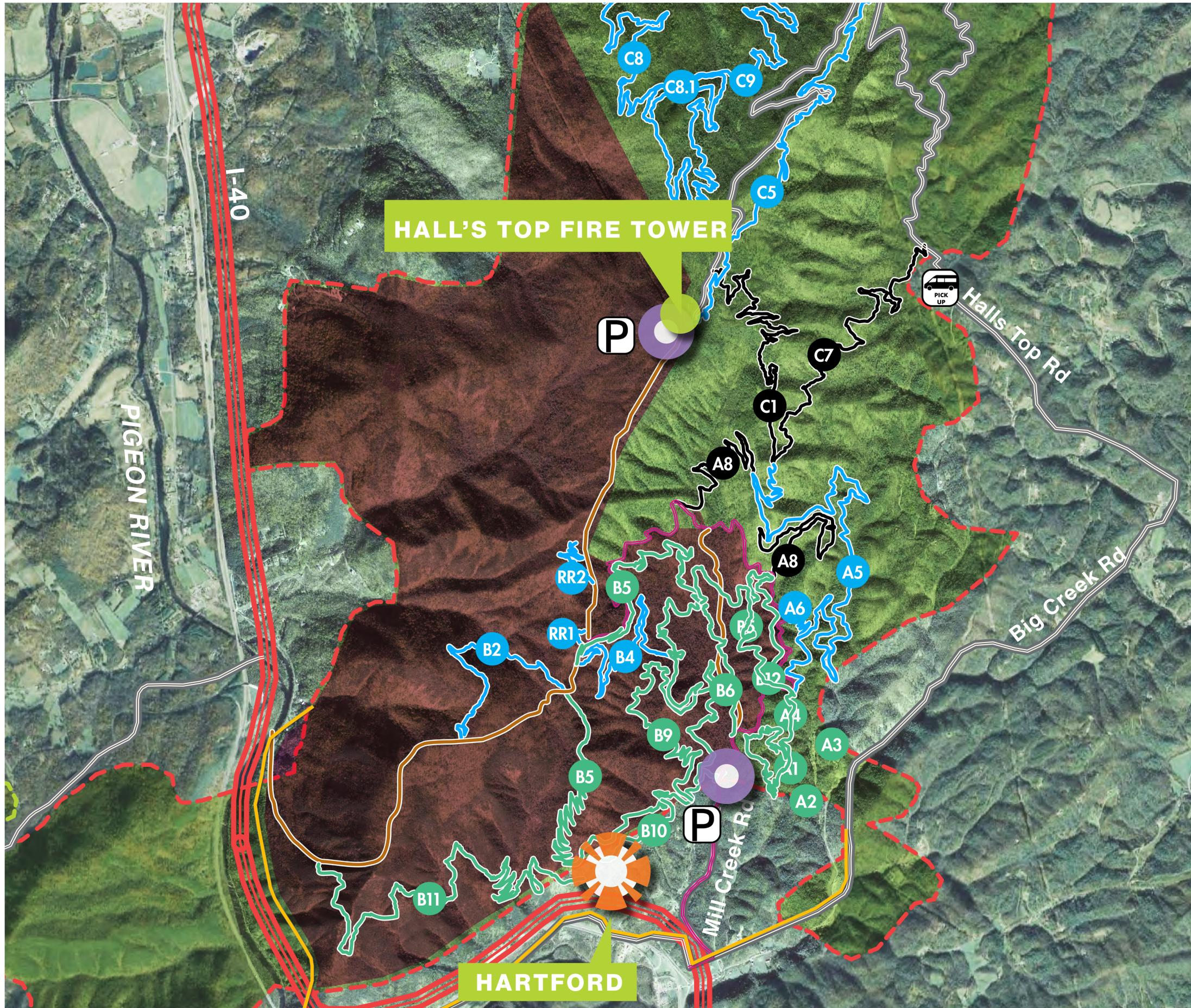
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- Initial construction budget will not cover this amount of mileage.
- Multiple trailheads create a porous forest service boundary with different points of access.
- Most trails will need long-term maintenance.
- Shuttle roads would require significant amounts of construction and administration to be completed.

PROPOSED TRAIL NETWORK ENLARGEMENT

MAY 2023

HALL'S TOP TRAIL MASTER PLAN





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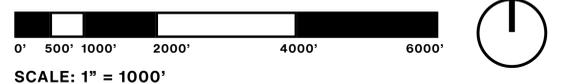
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PROPOSED TRAIL NETWORK ENLARGEMENT

MAY 2023

HALL'S TOP TRAIL MASTER PLAN



PROPOSED TRAIL NETWORK - 2023 PHASING PLANS

■ PHASE I & II

■ PHASE III & IV

■ PHASE V & VI

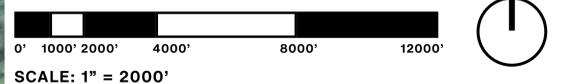


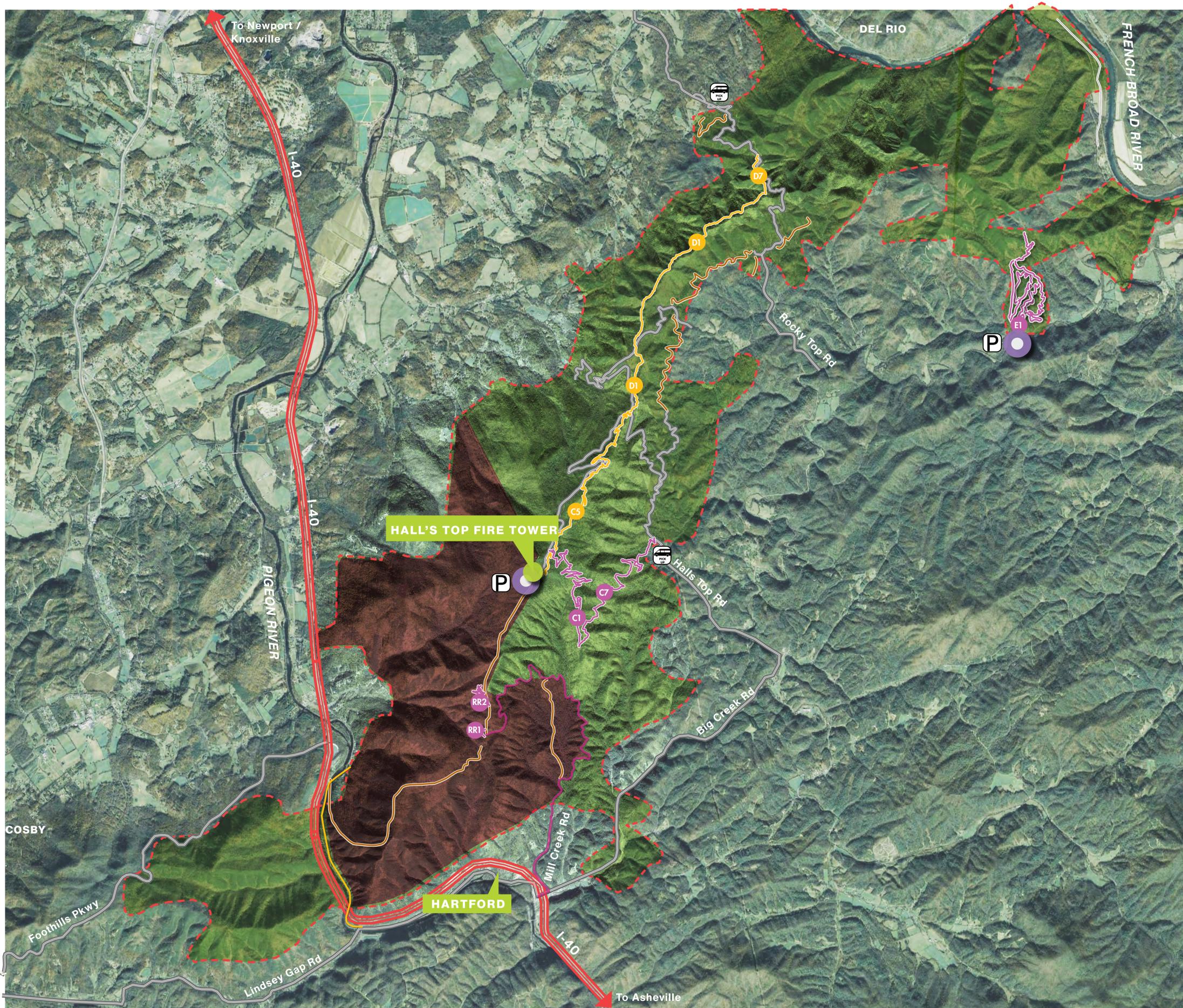
LEGEND

-  Interstate
-  Road
-  Phase I
-  Phase II
-  Existing Trail
-  Forest Service Road 110
-  CNF Area
-  12.B Roadless Area
-  Primary Trailhead
-  Secondary Trailhead
-  Trail Name
-  Parking
-  Potential Shuttle Route

NOTES

- Approx. **30.54 Total Miles** of Conceptual Trails:
PHASE I - 18.76 MI
PHASE II - 11.78 MI
- Establishes Hartford as primary trailhead from beginning.
- Focuses on easy and intermediate trail for broad economic impact.
- Trail groupings are connected to encourage discovery, continued use, and diversity.
- Concentrates initial areas of impact.



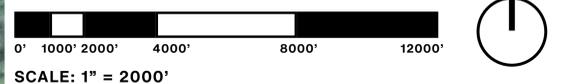


LEGEND

-  Interstate
-  Road
-  Phase III
-  Phase IV
-  Existing Trail
-  Forest Service Road 110
-  CNF Area
-  12.B Roadless Area
-  Primary Trailhead
-  Secondary Trailhead
-  Trail Name
-  Parking
-  Potential Shuttle Route

NOTES

- Approx. **17.26 Total Miles** of Conceptual Trails:
 - PHASE III - 12.24 MI
 - PHASE IV - 7.49 MI
- Begins developing equestrian trails.
- Focuses on connecting trail clusters and ridgeline trails.
- Trail difficulty increase in these phases.



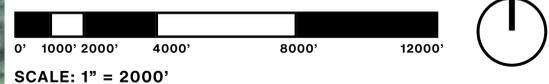


LEGEND

- Interstate
- Road
- Phase V
- Phase VI
- Existing Trail
- Forest Service Road 110
- CNF Area
- 12.B Roadless Area
- Primary Trailhead
- Secondary Trailhead
- Trail Name
- Parking
- Potential Shuttle Route

NOTES

- Approx. **40.26 Total Miles** of Conceptual Trails:
 - PHASE V - 18.05 MI**
 - PHASE VI - 22.21 MI**
- Builds out remaining trails.
- Connects equestrian trails to rest of trail system.
- Connects trail system to Buzzard's Roost & scenic views of Pigeon River Gorge.





LEGEND

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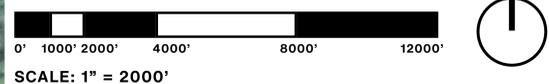
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Advantages:

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- Multiple loop options for long or short outings.
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- Multiple points of access throughout the forest into the trail system.

Disadvantages:

- Trail corridor width impacts several previously un-impacted or lightly impacted sections of forest.
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HALL'S TOP TRAIL MASTER PLAN



PHASE	ID	CLASSIFICATION	USFS TRAIL TYPE	LENGTH (MI.)
Phase 1				
	A1	Least Difficult - Green Circle	USFS BIKE CLASS 4	1.45
	A4	Least Difficult - Green Circle	USFS BIKE CLASS 4	0.80
	B10	Least Difficult - Green Circle	USFS BIKE CLASS 4	1.36
	B12	Least Difficult - Green Circle	USFS BIKE CLASS 4	0.22
	C8	Less Difficult - Blue Square	USFS BIKE CLASS 3	6.16
	C8.1	Less Difficult - Blue Square	USFS BIKE CLASS 3	0.59
	C9	Less Difficult - Blue Square	USFS BIKE CLASS 3	5.54
	B6	Least Difficult - Green Circle	USFS BIKE CLASS 4	2.64
Phase 1 Total				18.76
Phase 2				
	A5	Less Difficult - Blue Square	USFS BIKE CLASS 3	4.85
	A6	Less Difficult - Blue Square	USFS BIKE CLASS 3	0.36
	A8	More Difficult - Black Diamond	USFS BIKE CLASS 3	3.05
	B9	Least Difficult - Green Circle	USFS BIKE CLASS 4	3.52
Phase 2 Total				11.78
Phase 3				
	RR1 & RR2	Less Difficult - Blue Square	USFS BIKE CLASS 3	0.76
	C1	More Difficult - Black Diamond	USFS BIKE CLASS 2	3.10
	C7	More Difficult - Black Diamond	USFS BIKE CLASS 2	3.07
	E1	Least Difficult - Green Circle	USFS PACK AND SADDLE CLASS 2	5.31
Phase 3 Total				12.24

PHASE	ID	CLASSIFICATION	USFS TRAIL TYPE	LENGTH (MI.)
Phase 4				
	C5	Less Difficult - Blue Square	USFS BIKE CLASS 3	3.43
	D1	More Difficult - Black Diamond	USFS PACK AND SADDLE CLASS 2	3.19
	D7	More Difficult - Black Diamond	USFS BIKE CLASS 2	0.88
Phase 4 Total				7.50
Phase 5				
	B2	Less Difficult - Blue Square	USFS BIKE CLASS 3	1.61
	D3	More Difficult - Black Diamond	USFS BIKE CLASS 2	2.83
	D4	Less Difficult - Blue Square	USFS BIKE CLASS 3	3.43
	D5	More Difficult - Black Diamond	USFS BIKE CLASS 2	1.29
	E2	More Difficult - Black Diamond	USFS PACK AND SADDLE CLASS 2	4.63
	E2.1	Less Difficult - Blue Square	USFS PACK AND SADDLE CLASS 3	1.48
	E3	Less Difficult - Blue Square	USFS PACK AND SADDLE CLASS 2	2.78
Phase 5 Total				18.05
Phase 6				
	B4	Less Difficult - Blue Square	USFS BIKE CLASS 3	1.90
	B5	Least Difficult - Green Circle	USFS BIKE CLASS 4	8.38
	B11	Least Difficult - Green Circle	USFS BIKE CLASS 4	4.13
	E7	Less Difficult - Blue Square	USFS PACK AND SADDLE CLASS 3	7.80
Phase 6 Total				22.21

PROPOSED PHASING SUMMARY

MAY 2023

HALL'S TOP TRAIL MASTER PLAN



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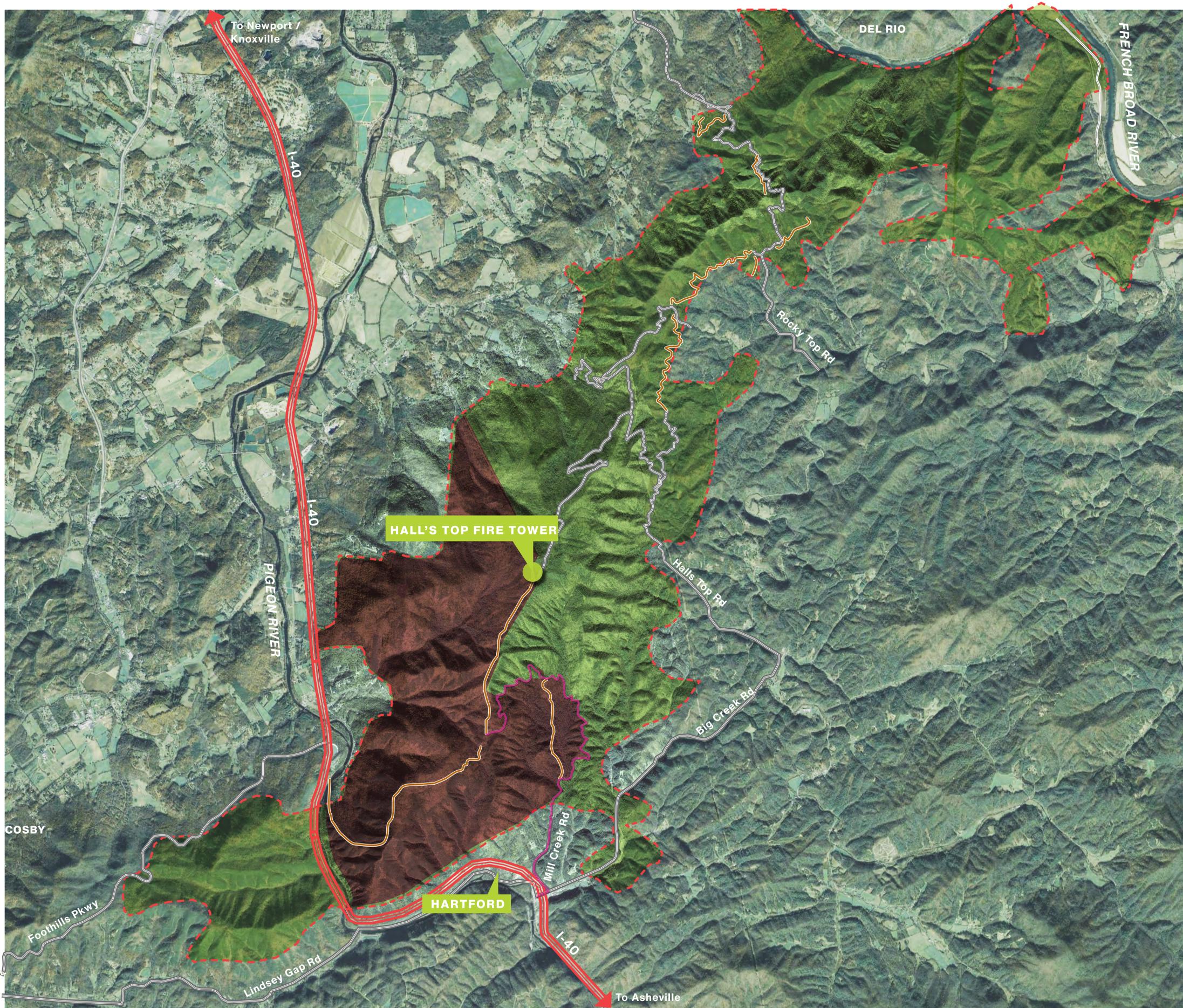
ENVIRONMENTAL ASSESSMENT

PROPOSED ALTERNATIVES

■ ALTERNATES A

■ ALTERNATES B

■ ALTERNATES C



LEGEND

- Interstate
- Road
- Existing Trail
- Forest Service Road 110
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- 12.B Roadless Area

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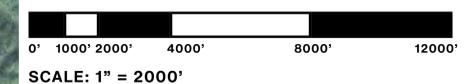
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Advantages:

- No impacts to flora & fauna.
- Wildlife movement undisturbed.
- Forest management needs unchanged.
- No impacts to 12.B, remote back country non-motorized recreation area.

Disadvantages:

- No trail improvement within Cherokee National Forest.
- No equestrian trails added.
- Trails create a porous forest service boundary with multiple points of access.
- No biking optimized trails added.
- No increase to Coker County economic or recreational development.
- Limited/no monitoring of illegal activity/use.



EXISTING SITE - ALTERNATIVE A (NO ACTION)

MAY 2023

HALL'S TOP TRAIL MASTER PLAN



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LEGEND

- Interstate
- Road
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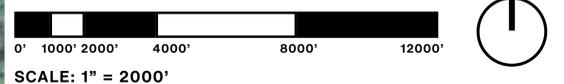
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- Multiple loop options for long or short outings.
- Potential shuttle road to top of Halls Top Mountain.
- Multiple points of access throughout the forest into the trail system.

Disadvantages:

- Trail corridor width impacts several previously un-impacted or lightly impacted sections of forest.
- Initial construction budget will not cover this amount of mileage.
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- Most trails will need long-term maintenance.
- Shuttle roads would require significant amounts of construction and administration to be completed.



CONCEPTUAL TRAIL NETWORK - ALTERNATIVE B (PROPOSED ACTION)

MAY 2023

HALL'S TOP TRAIL MASTER PLAN





LEGEND

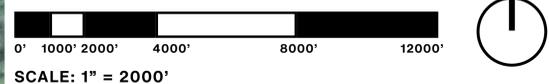
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- Primary Trailhead
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- Trail Name
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- Potential Shuttle Route

NOTES

- Approx. **76.90 Total Miles** of Conceptual Trails:
 - BEGINNER- 20.32 MI (26%)**
 - INTERMEDIATE- 39.18 MI (51%)**
 - EXPERT- 17.40 MI (23%)**

- Advantages:
- Complete mileage offering for all the non-motorized activities in the forest.
 - Multiple loop options for long or short outings.
 - Potential shuttle road to top of Halls Top Mountain.
 - Multiple points of access throughout the forest into the trail system.
 - Increase amount of trailless area in 12.B.
 - Provides greater open space corridor for wildlife movement.

- Disadvantages:
- Overall trail system length significantly reduced.
 - Initial construction budget will not cover this amount of mileage.
 - Trail system is not fully connected or accessible from all trailheads.
 - Most trails will need long-term maintenance.
 - Potential shuttle roads would require significant amounts of construction and administration to be completed.
 - Primary destinations and scenic vantage points less accessible. All visitors funneled to one existing trail.



REDUCED TRAIL NETWORK - ALTERNATIVE C (MODIFIED PROPOSED ACTION)

MAY 2023

HALL'S TOP TRAIL MASTER PLAN



NEPA / EA TIMELINE



NEPA Process for the Environment Assessment

