

# ***PROPOSED TRAIL NETWORK***

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



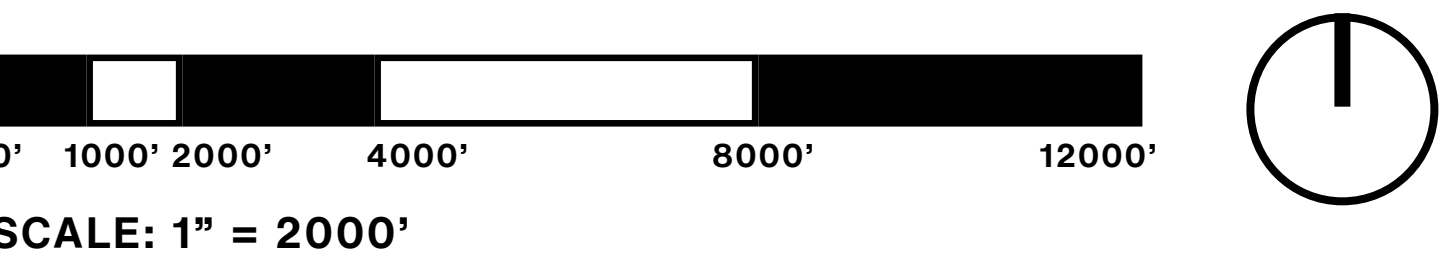


LEGEND

- 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 Cocke County economic or recreational development.
  - Limited/no monitoring of illegal activity/use.



EXISTING SITE

MAY 2023

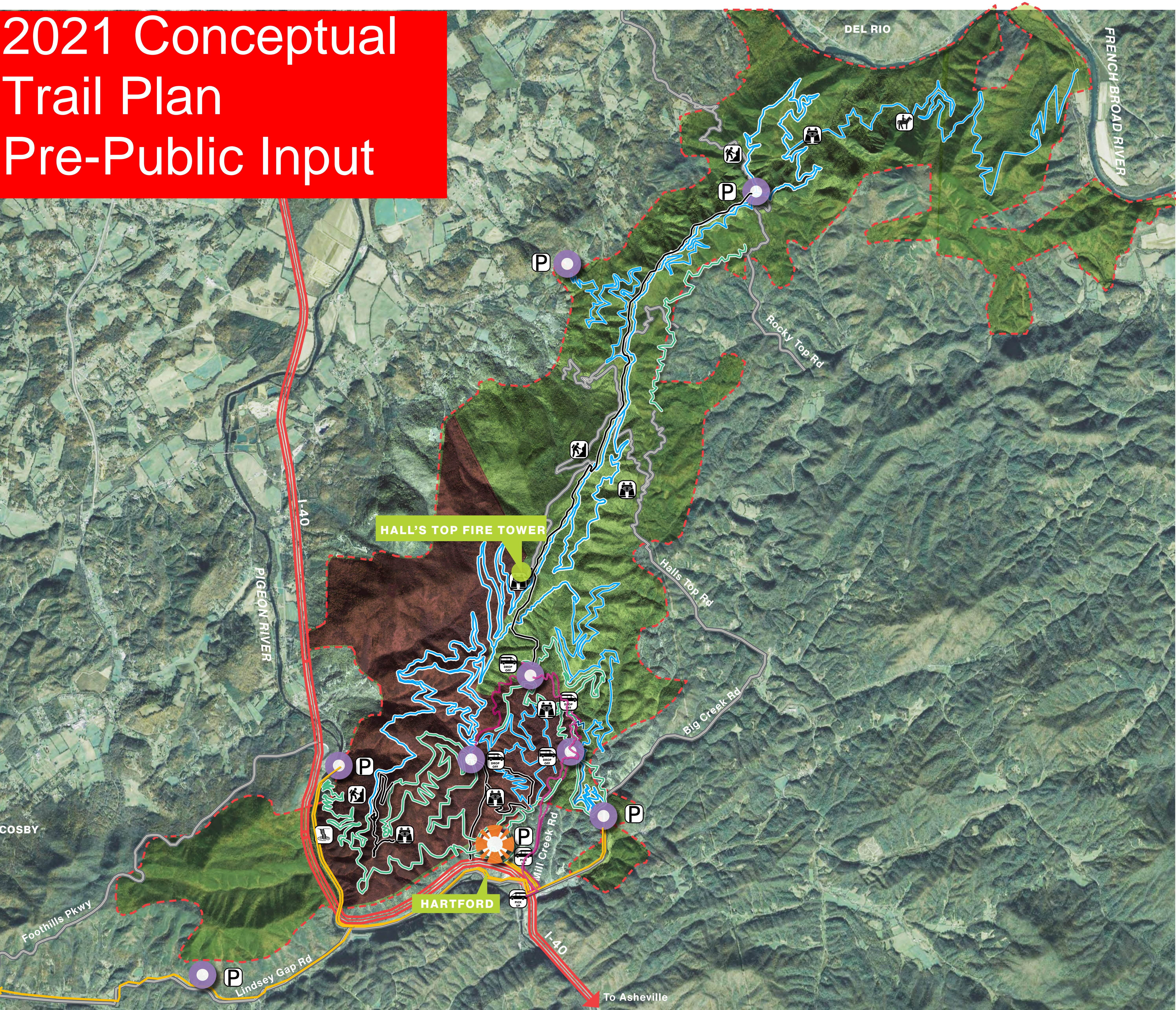
HALL'S TOP TRAIL MASTER PLAN





# 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



ARCADIS

Market & Feasibility Advisors







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.

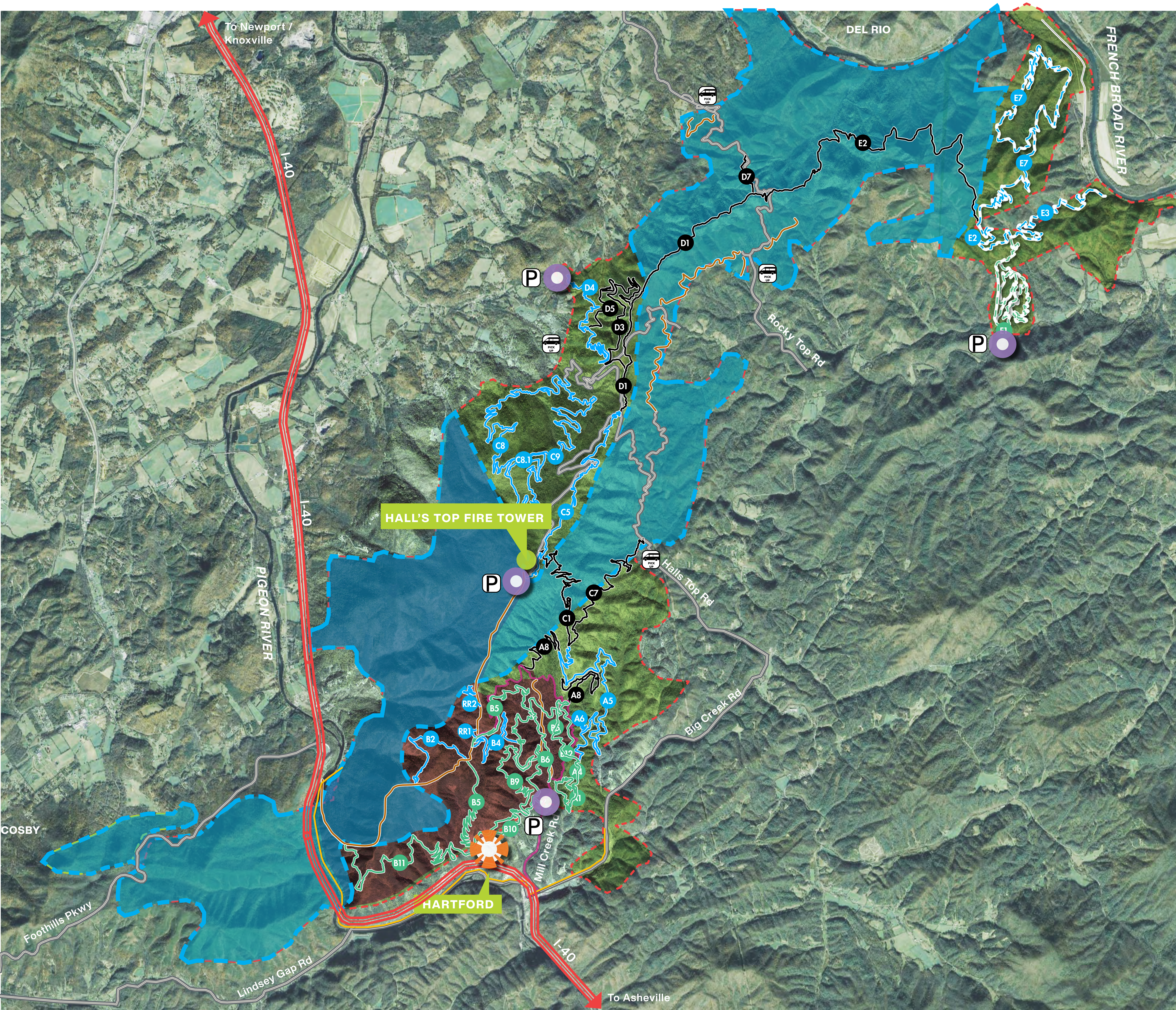
PROPOSED TRAIL NETWORK

MAY 2023

HALL'S TOP TRAIL MASTER PLAN





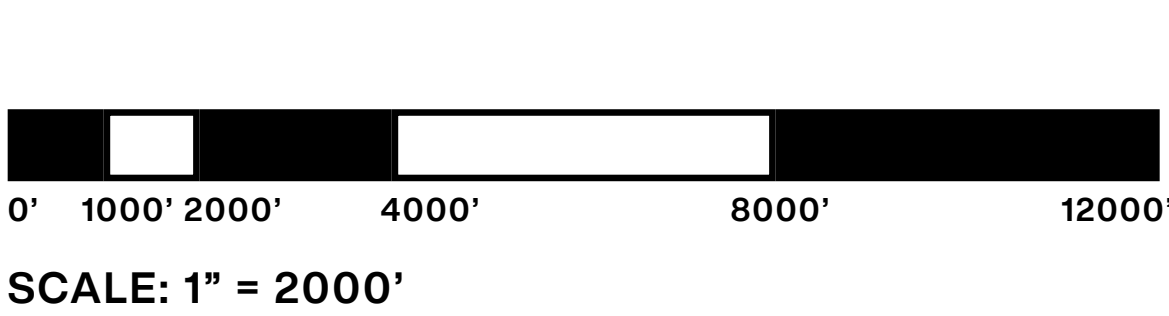


LEGEND

- Interstate
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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.



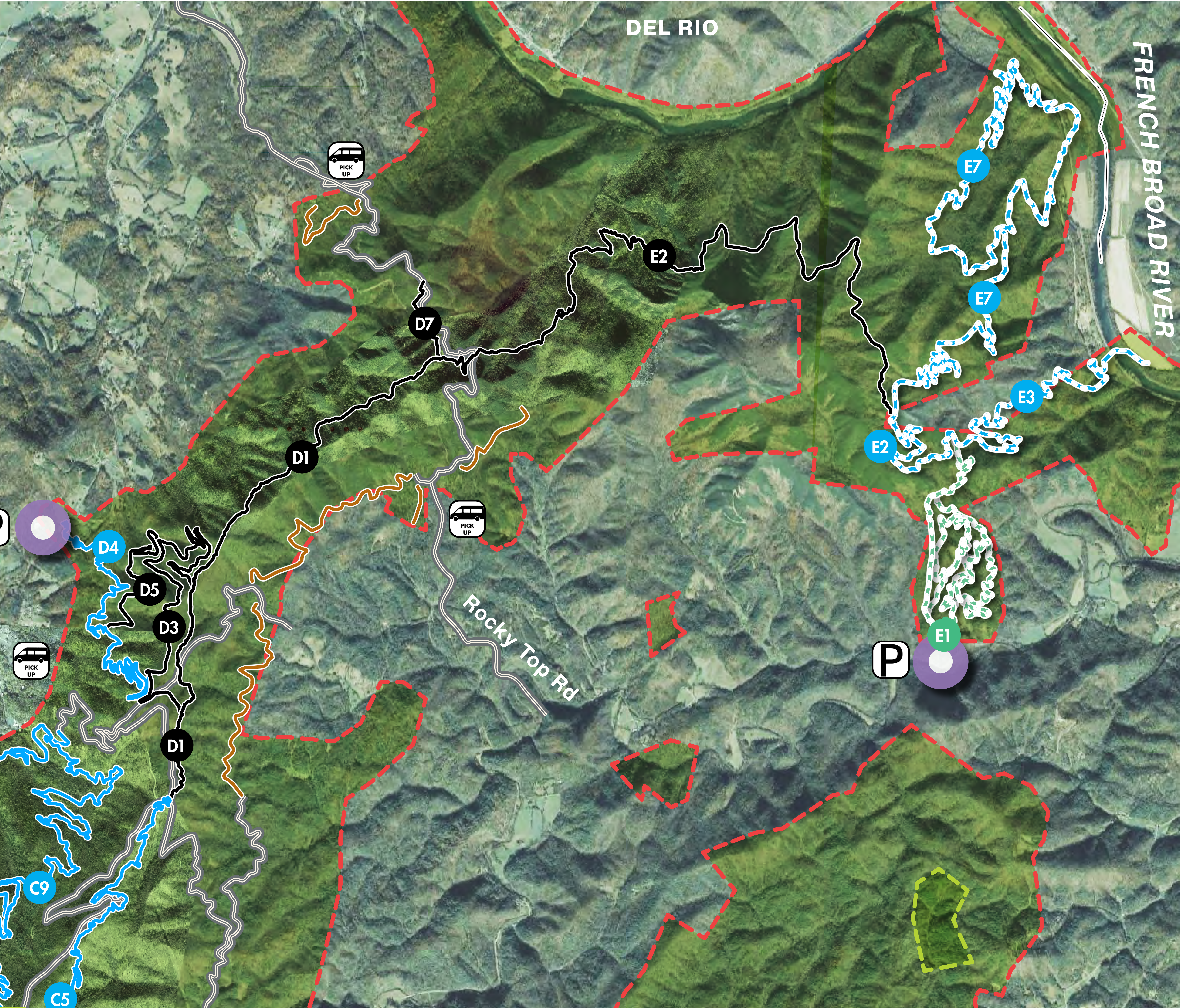
OPEN SPACE CORRIDOR

MAY 2023

HALL'S TOP TRAIL MASTER PLAN





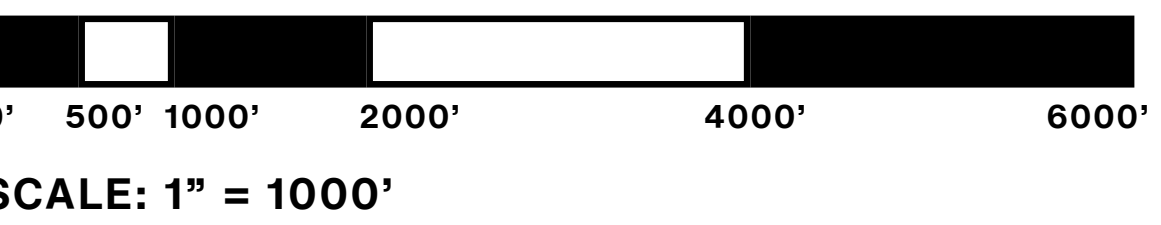


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  - Complete mileage offering for all the non-motorized activities in the forest.
  - Multiple loop options for long or short outings.
  - Potential shuttle road to top of Halls Top Mountain.
  - Multiple points of access throughout the forest into 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.





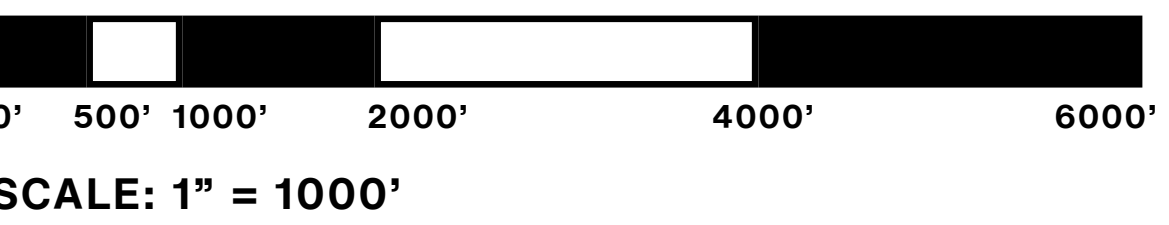


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An aerial photograph of a mountainous region with dense green forests. A multi-lane highway curves through the lower left portion of the image. In the lower right, a small town or village is visible, featuring several buildings and a parking lot. The sky is a clear, pale blue.

# ***PROPOSED TRAIL NETWORK - 2023 PHASING PLANS***

***■ PHASE I & II***

***■ PHASE III & IV***

***■ PHASE V & VI***

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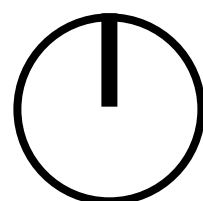
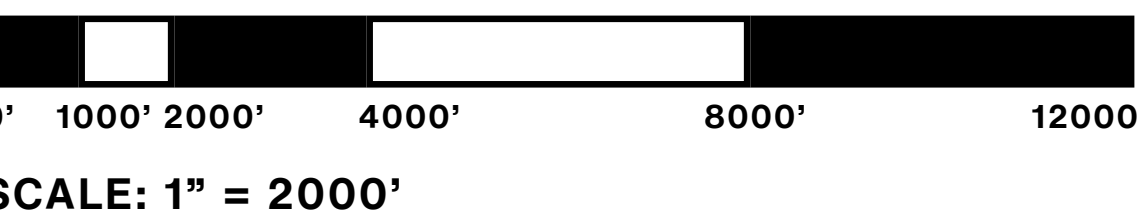


LEGEND

- 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.









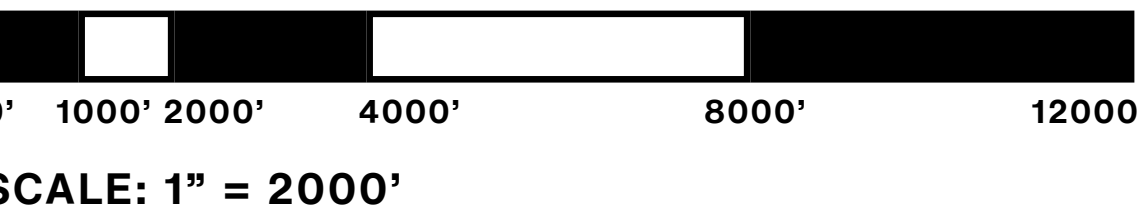


LEGEND

- Interstate
- Road
- Phase V
- Phase VI
- Existing Trail
- Forest Service Road 110
- CNF Area
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- 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.







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**PROPOSED TRAIL NETWORK**

MAY 2023

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





# ***ENVIRONMENTAL ASSESSMENT PROPOSED ALTERNATIVES***

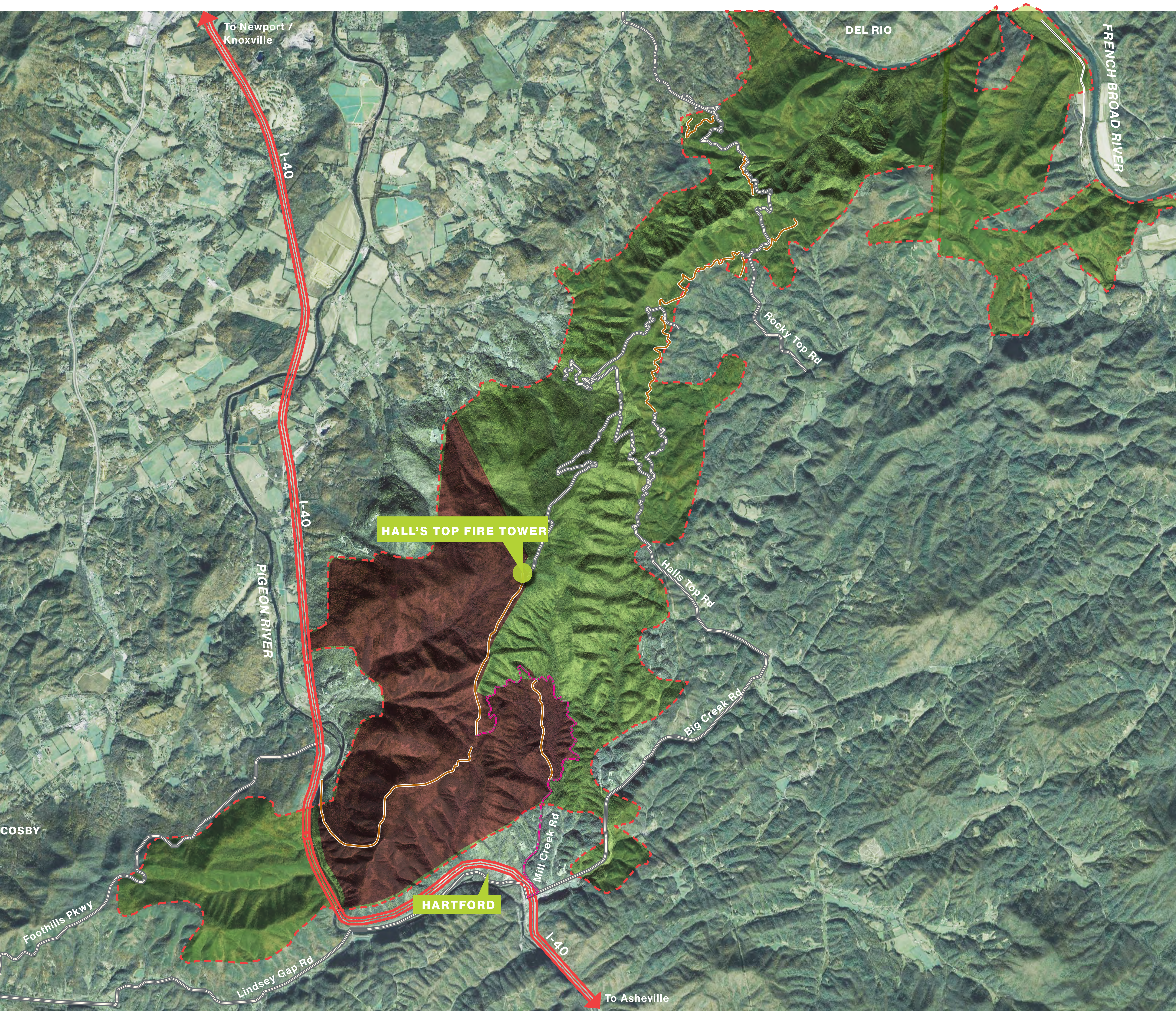
- ***ALTERNATES A***

- ***ALTERNATES B***

- ***ALTERNATES C***





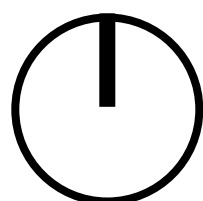
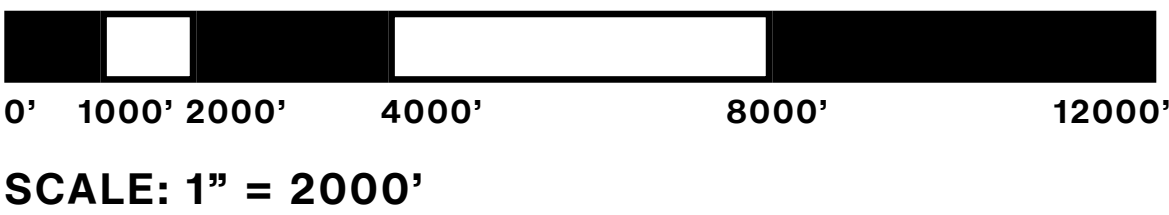


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NOTES

- 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 Cocke County economic or recreational development.
  - Limited/no monitoring of illegal activity/use.



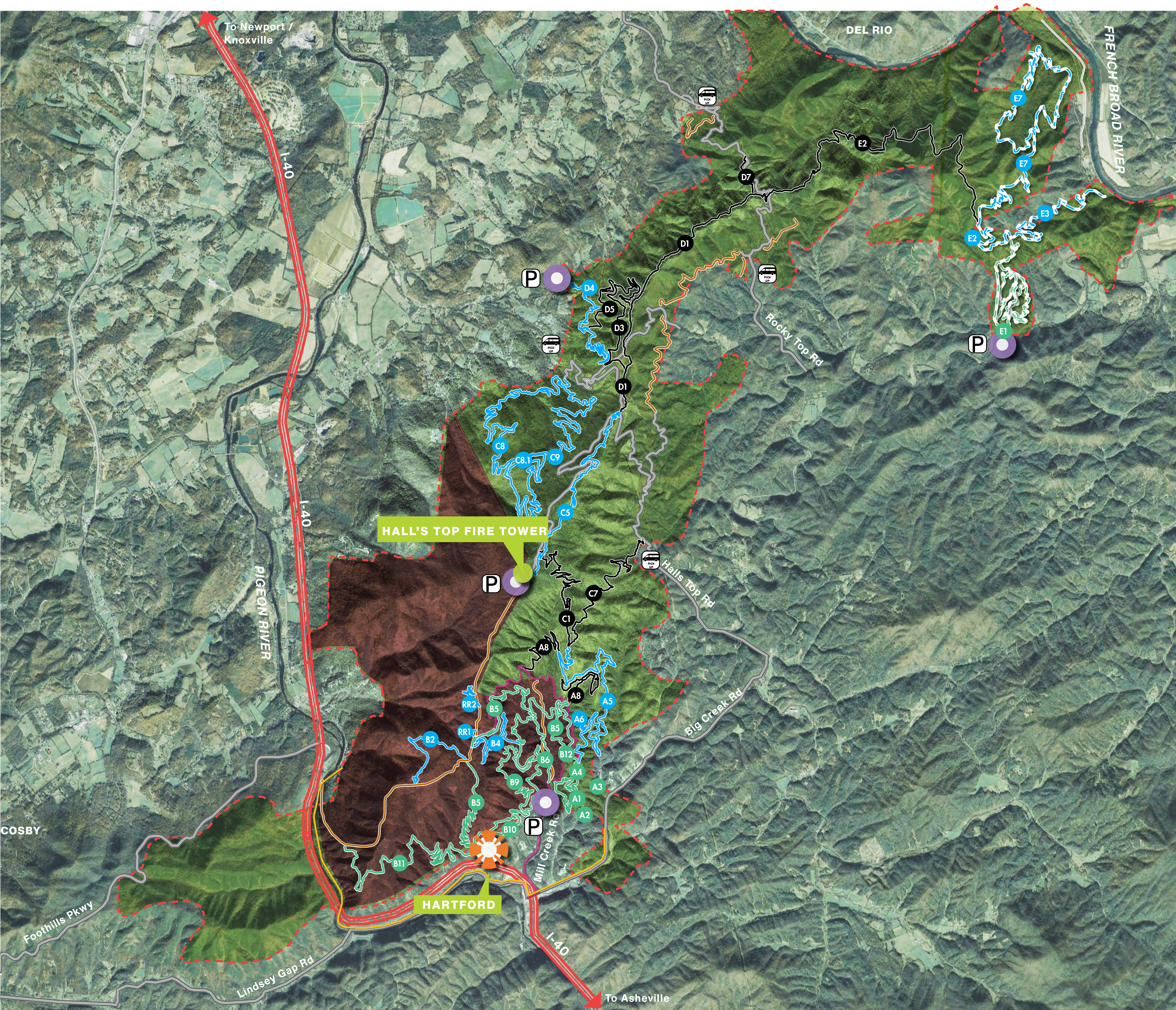
EXISTING SITE - ALTERNATIVE A (NO ACTION)

MAY 2023

HALL'S TOP TRAIL MASTER PLAN







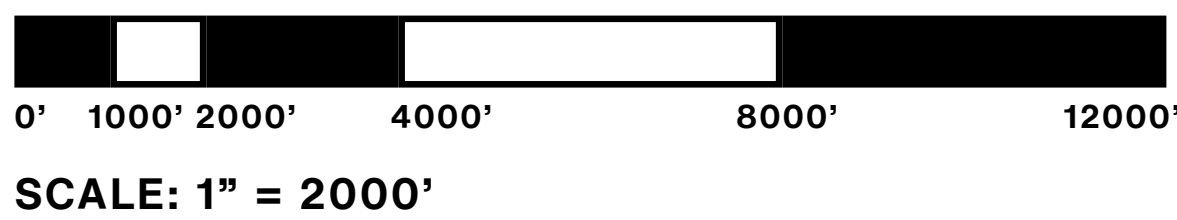
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  - Multiple loop options for long or short outings.
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- Disadvantages:
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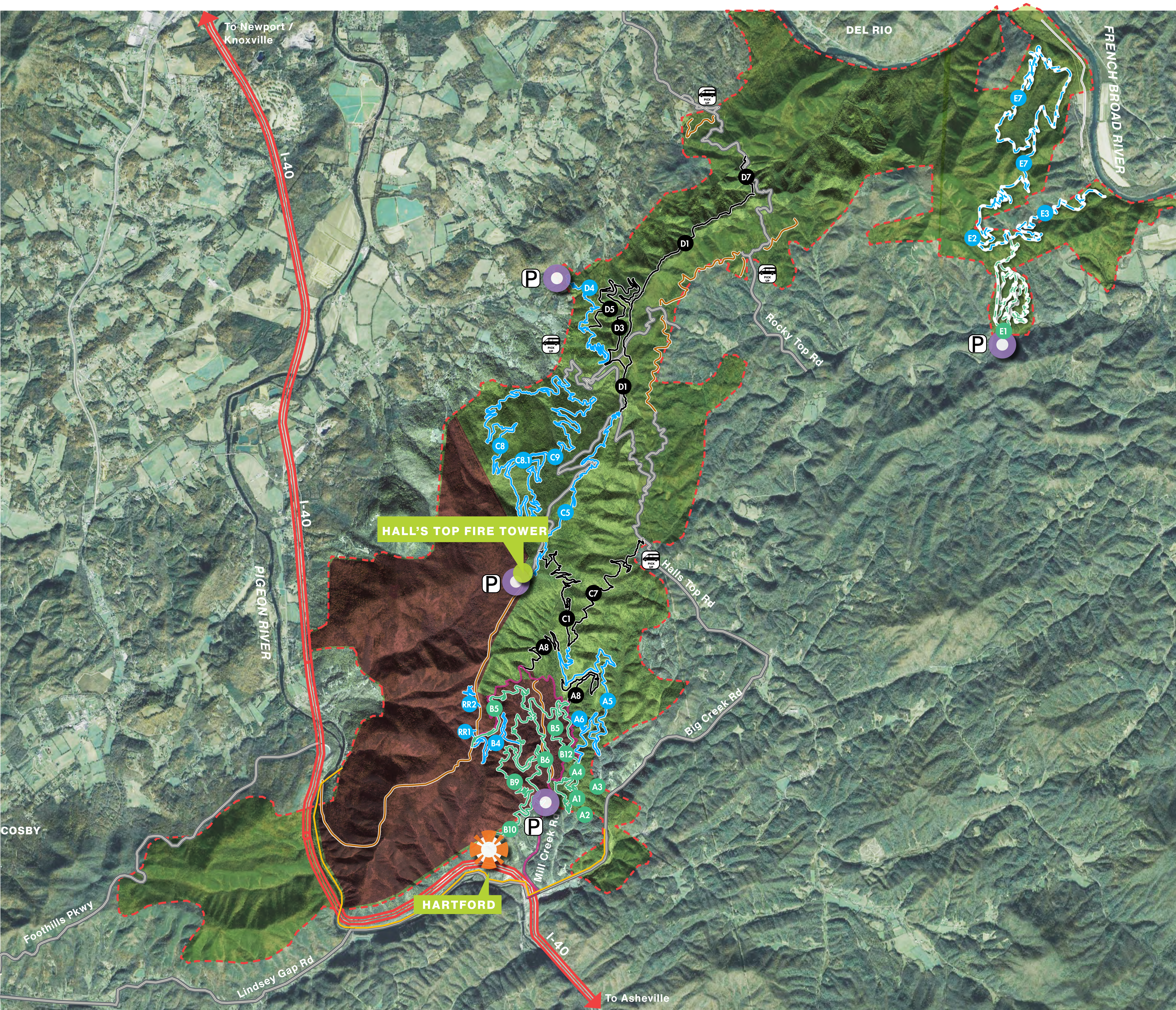
CONCEPTUAL TRAIL NETWORK - ALTERNATIVE B (PROPOSED ACTION)

MAY 2023

HALL'S TOP TRAIL MASTER PLAN







**LEGEND**

- Interstate
- Road
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- Beginner Equestrian Trail
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- Trail Name
- Parking
- 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

