

# CGSP trail system status

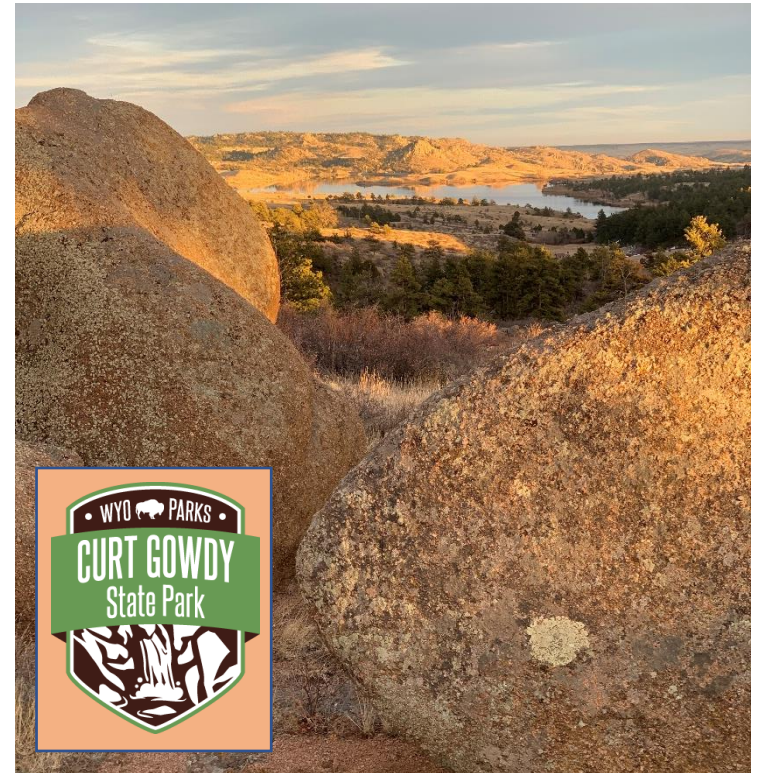
January 2020

Woming State Parks regularly assesses trail maintenance, repair and improvement strategies which align with the 2020-21 strategic plan issued by the department's Outdoor Recreation Office - ***Non-Motorized Trail Section***, managed by ***Paul Gritten***.

The 40-plus miles of non-motorized trails in Curt Gowdy State Park (CGSP) enjoy a



national reputation and attract a multitude of cyclists, hikers and other users. Since 2009, Gowdy's purpose-built trail system has maintained its coveted "epic status" bestowed by the International Mountain Biking Association.



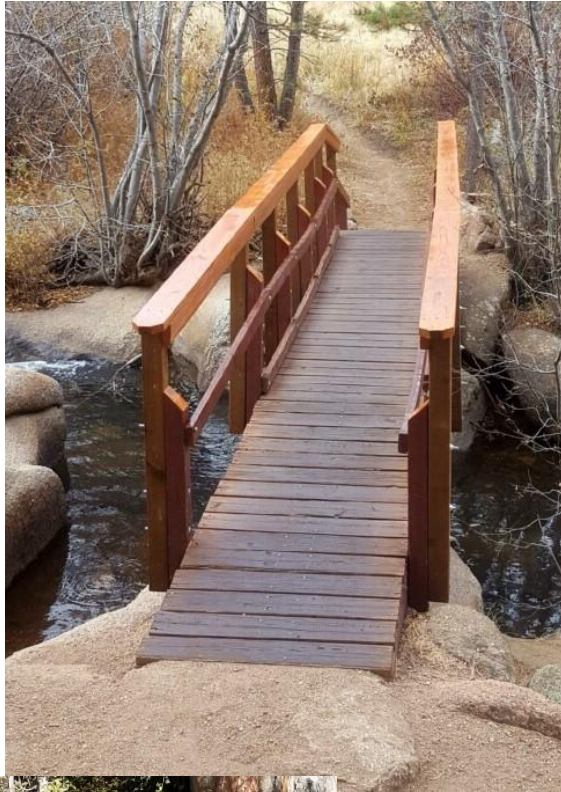
# 2019 trail work - highlights

A diverse range of trail repair and improvement projects were completed during the 2019 CGSP trail work season. Much of the success was due to the efforts of the Wyoming Veterans Trail Crew (VTC) which was in the park for several weeks over the summer.

Other notable work contributions came from local volunteers, including members of the Cheyenne Mountain Bike Club and local Boy Scouts troops.







# Bridge widenings

A project to widen and renew six bridges was completed in October.

# 4 on Crow Creek Trail

# 1 on Alberts Alley

# 1 on Canyons



The work added 7 inches of clearance side-to-side between top rails, (33 inches to 40 inches). Tread and lower rails remain the same width. Top rails replaced and bridges refreshed with a coat of preservative stain.

*Material costs funded by **Cycle Wyoming**, a non-profit bicycling advocacy group based in Laramie.*



# Crystal Ridge

The VTC fixed an erosion and tread narrowing issue that existed above three slanted wooden steps about a quarter mile from the Twin Lakes group shelter. Crew members used 4"x 6" landscaping timbers, anchored with rebar, to stabilize the critical edge of the tread.





# Granite Ridge

VTC remodeled two overly steep sections to address erosion and tread loss. In one spot, a retaining wall was built atop a solid rock face. Holes were drilled into the rock, then sticks of rebar were inserted to anchor a retaining wall.

Near the west Slabz junction, the veterans dug in a bypass around an unnamed rock feature where the original trail crosses through a technically challenging gap and ledge; this work included establishing a new optional line, to be signed as ***“Scottalt.”***



# 'Accessible' Trail and Ferguson Extension

A major 2019 project was constructing a five-foot wide trail for disabled visitors. The new pathway connects the new Jere's Haven Campground (set to open this spring) and a large, non-vehicular campsite 625 feet to the north. The facility is virtually level and bounded by landscaping timbers which contain crusher fines intended to provide a semblance of a paved surface.

Associated work included digging a 600-foot section of single track which will eventually lead to the other walk-in sites for able-bodied campers. In addition, 1100 feet of new trail (Ferguson Extension) was added to connect the camp sites to the existing trail system near the junction of Shoreline and Ferguson Trails.





# Igneoramus

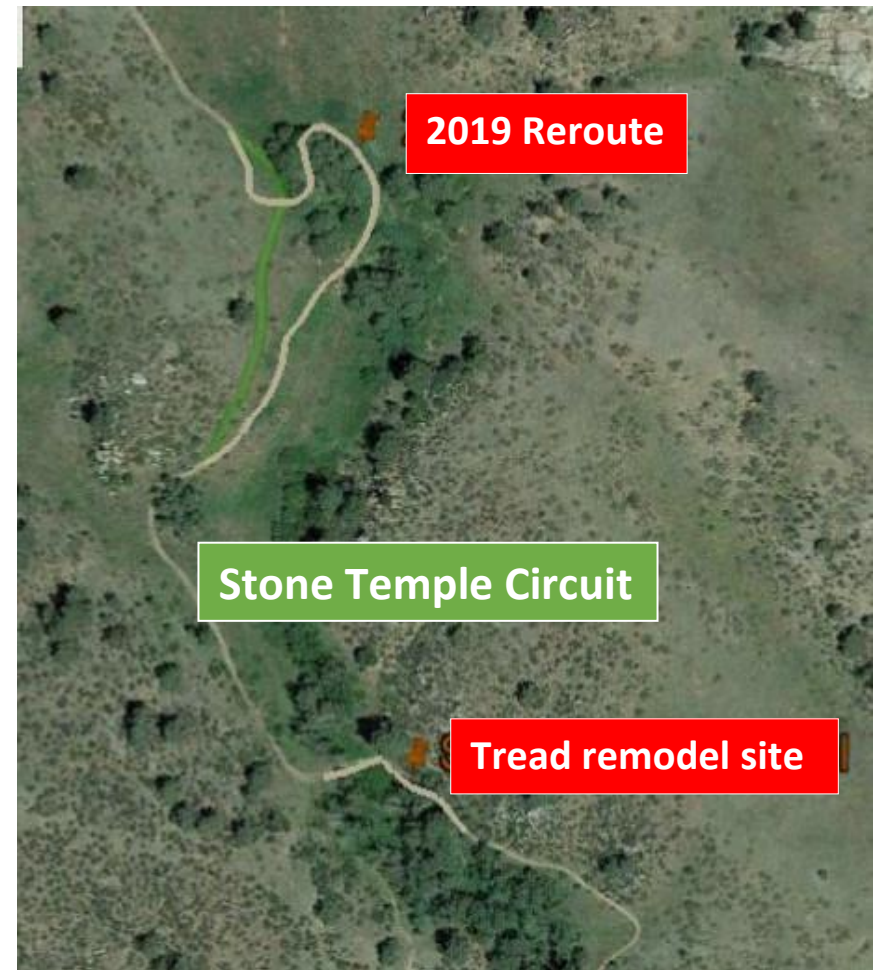
Seasonal workers teamed with the VTC and volunteers to harden the tread on overly steep trail sections. Work focused on placing full-width tread armor in several locations where excessive grade (anywhere from 10-20 percent) resulted in major rutting and soil loss. Tread armor rocks were also placed to form ramps or steps as a means of ameliorating grade problems. Large boulders and downed tree sections were positioned strategically along the edge of the trail to keep users on trail.



# Stone Temple Circuit

Between 2016 and 2018, six distinct original sections of Stone Temple were rerouted, and in 2019, a seventh reroute was completed.

This latest reroute, 500 feet in length, is located a short distance south of the lower junction with Igneoramus. VTC established a more sinuous section of new tread, reducing grade and improving flow. The old section of trail was closed and partially reclaimed.



**Stone Temple Circuit built  
and maintained for novice  
and intermediate skill level**

VTC also reworked about 60 yards of STC where it crosses a gully about a quarter-mile north of Aspen Grove.



# Potential future trail projects

**Crow Creek** is the park's most heavily traveled trail. Its middle section, specifically the stretch just upstream from the Pinball junction bridge, is in poor condition. An appropriate and sustainable repair project is the subject of ongoing assessment and discussion. Where the steepest grades exist, stone steps and ramps should replace failed tread. The project will require substantial heavy rock work, likely including use of specialized equipment.



# Foxtail

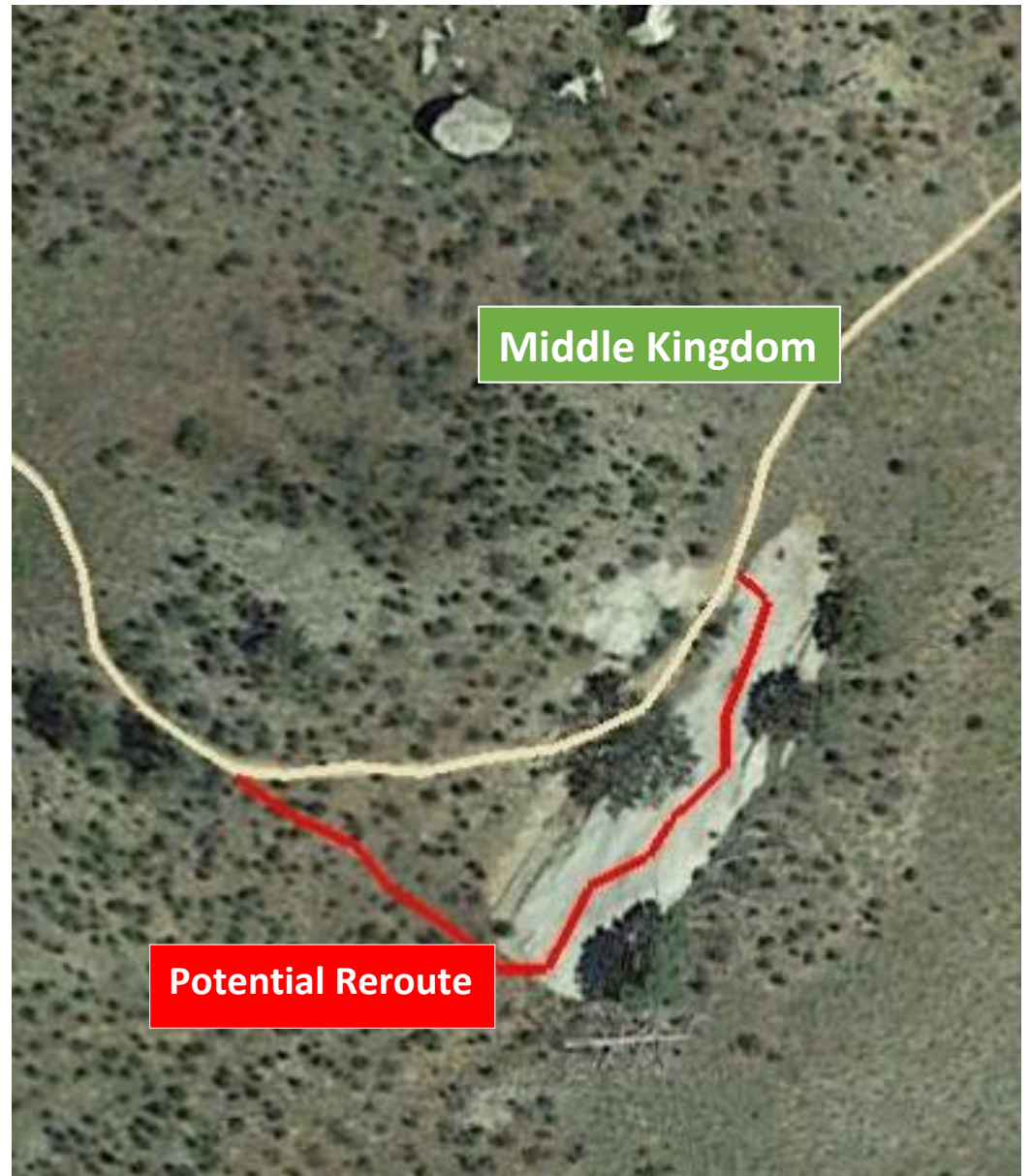
The most pressing need is restoring an overly steep and badly eroded section of trail located relatively close to the east junction with Mo' Rocka. This work will require placing a series of steps and full-width tread armoring, and possibly geogrid. A complete reroute around to the south side of the problem spot should also be considered.





# Middle Kingdom

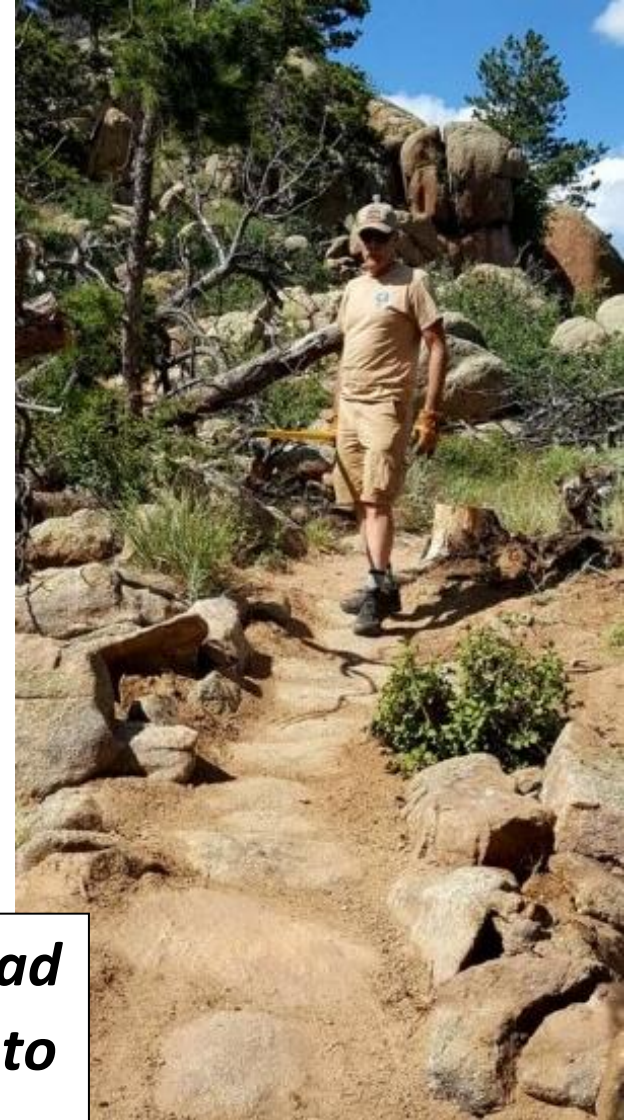
Near the high point of the trail, at approximately the halfway point of the loop, the trail has become overly steep due to severe tread erosion. The problem could be addressed by adding a rock retaining wall with one or more full width steps to ease the grade. A more sustainable solution would involve relocating up to 75 feet of trail and incorporating a section of rock slab.



# Mo' Rocka

Tread erosion and deep trenching is an ongoing concern in numerous locations along the length of the trail, one of CGSP's premier advanced technical trails. More detailed study is recommended to determine where trail restoration work is warranted and the exact type of repair needed. Certainly, a major component of the restoration will be in the form of full-width rock armoring of the tread, with some short relocations possible.

***In 2020, full-width rock armoring of trail tread should be undertaken on Mo Rocka, similar to what was done on Igneoramus in 2019.***





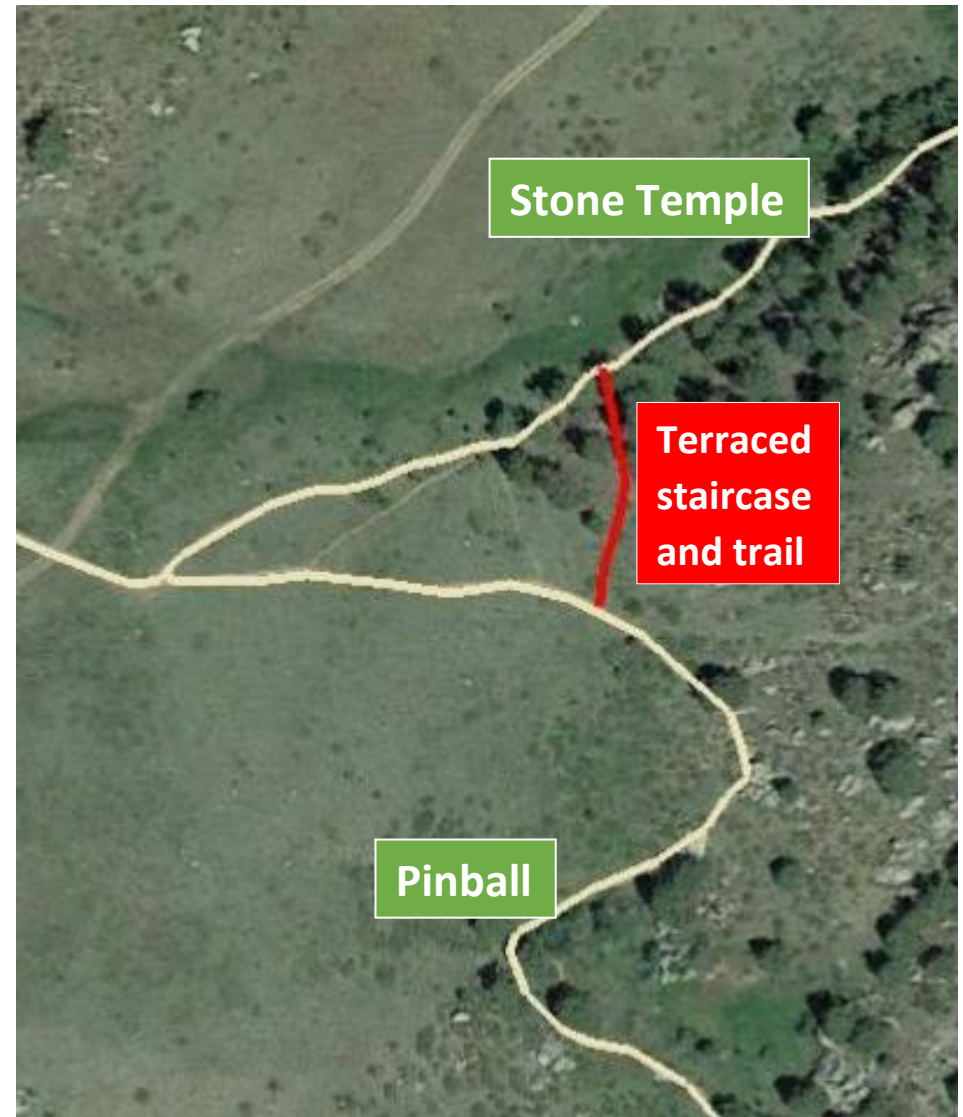
# Stone Temple Circuit

Just south of where the Stone Temple was rerouted in 2019 is another section of overly steep trail which has lost significant soil, resulting in trenching and exacerbated by occasional water flow. Another reroute, similar to the 2019 work, should be undertaken to alleviate the issue. The project would entail cutting about 500 feet of new tread, with labor probably provided by a hand crew, or a machine could be used if available. The bypassed portion of existing trail would need to be reclaimed.



# Stone Temple-Pinball

A volunteer project completed last fall began the process of addressing a sustainability issue caused by walkers shortcutting from Stone Temple to Pinball, beginning about 100 yards west of the fire road crossing. An Eagle Scout project served to build a terraced staircase using heavy timbers to form steps and sidewalls; this staircase provides a pathway for walkers in lieu of the shortcutting route. This new feature should be extended further uphill.





# Proposed new trails

Under consideration is the continuation of work on a trail that started in 2019, proceeding north from Ferguson Extension to a junction with Rockin' VC. This trail would provide an easier route than currently exists for users traveling between the Visitor Center and Aspen Grove.

Also possible is a new flow trail, similar to Gold Watch. Construction work would be undertaken almost entirely by volunteers, with no financial expenditures by State Parks. This trail could be “adopted” by volunteers for any future maintenance needs, which are anticipated to be minimal.



# Rideover cattleguard initiative

During the construction of Ferguson Extension last fall, a “rideover” cattleguard was installed as a prototype. The cattleguard was surplus from the Glendo trail system, and readily available for use. Fenceposts

were placed next to the cattleguard in such a way as to accommodate pedestrians who want to go around -- rather than over -- the structure.

Initial feedback was generally good, with adjustments to dimensions to be made as fabrication of more cattleguards continues over the winter. The plan is to eventually replace all existing cattleguards and pedestrian gates now in place on the CGSP trail system.





# Now ... get stoked for Gowdy Trails 2020!

