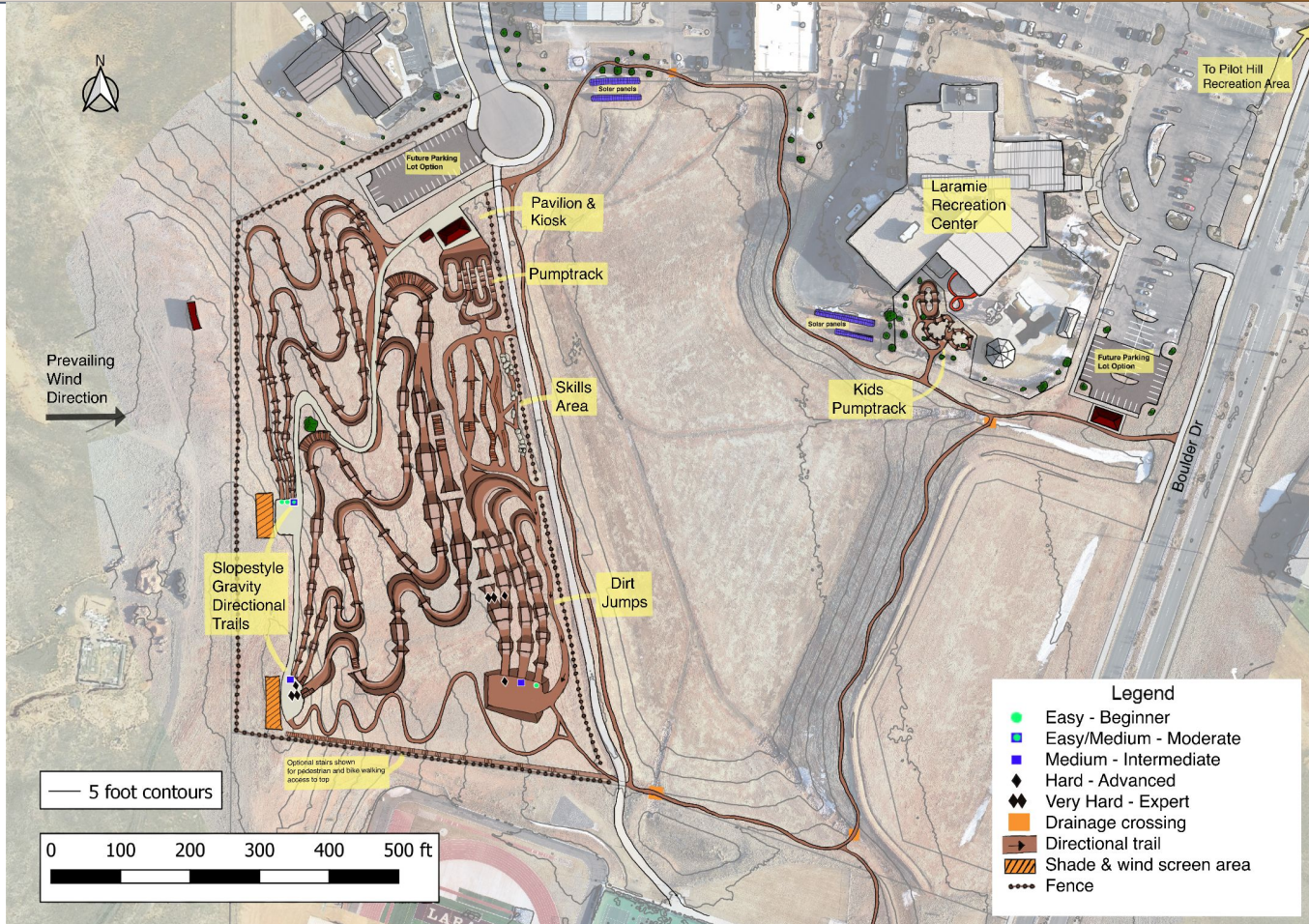




LARAMIE BIKE PARK ILLUSTRATIVE PLAN

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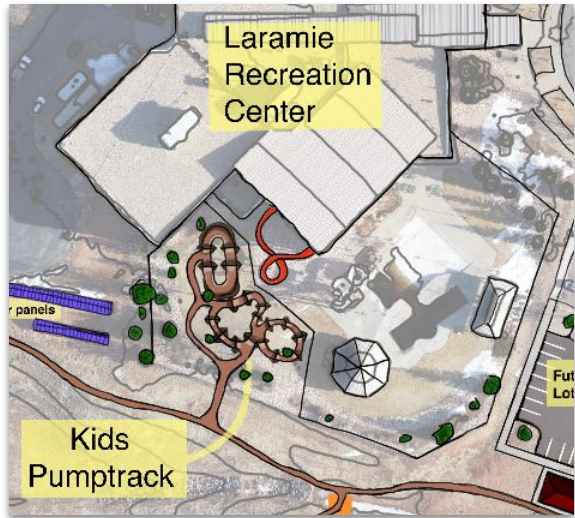
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Cross Country Trails/Singletrack Trail Loop

Standard singletrack trails that wind through the area to create an intro to off-road biking, loops for users looking for longer rides and connects current parking to bike park features. All trails should be smooth and rideable by all users and pedestrian friendly. Skill building and bonus obstacles may be added next to trails as long as they conform with retention pond volume regulations. Four drainage crossings will be needed to complete this loop and must comply with retention pond regulations. The segment of trail from the cul-de-sac to the top of the slopestyle trails will need to be built with a width and surfacing to support heavy use and vehicle access. These trails are also appropriate for cyclocross, short track and other types of races, events, and clinics.

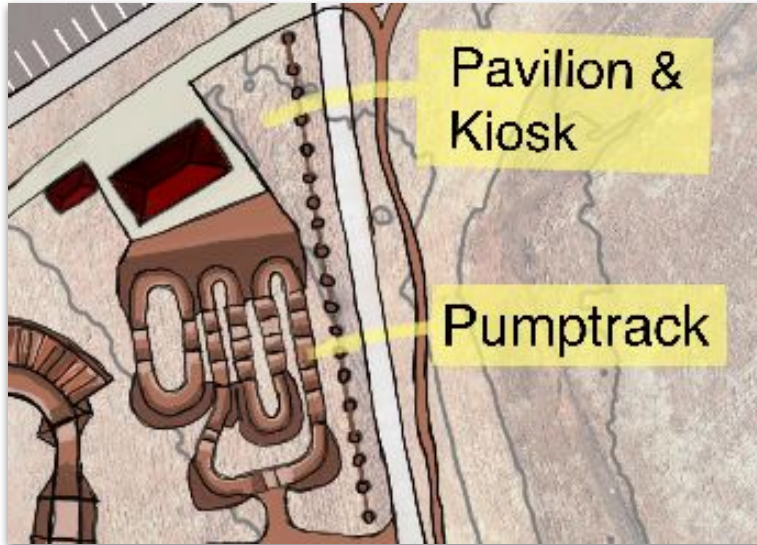




Kids Pumptrack

Kid friendly area to take advantage of unused Laramie Rec Center area. Small loop shaped trails to allow kids to ride continuously while in view of parental supervision. Area to consist of very small smooth, roller features to provide vertical texture to otherwise flat trails. South side of perimeter fence to be removed, west side of perimeter fence to be left in place to help with child safety. New fences to be installed to separate the kids area from the sauna and outdoor pool area.





Pumptrack

This particular design takes advantage of the space along the concrete path and has two separate loops nestled side by side. To the west is a smaller oval shaped pumptrack to serve as a progression stepping stone from the kids area to the full sized pumptrack. The oval pumptrack should have a full 180 degree berm on each end with two smooth rollers per side. This layout would challenge users to 'pump' their bike using their body weight to create a virtually infinite loop without pedaling. To the east is a larger, more advanced, pumptrack requiring users to turn in several directions to create the infinite loop. The use of several berms and multiple smooth rollers allow users to creatively interpret the pumptrack to create a variety of options catering to users of all ability levels

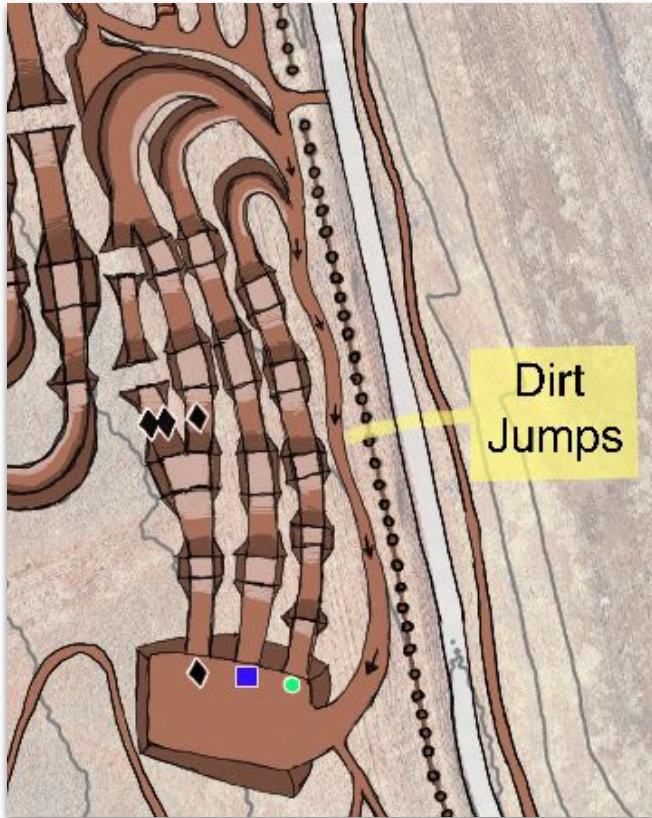




Skills Area

This area features various routes to be ridden in both directions to help users develop their bike handling skills. Natural and manufactured elements such as boulders, bridges, drops and skinny log rides help users safely encounter obstacles that they may find in larger trail systems, but in a controlled and approachable environment. This area would be ideal for clinics and users trying to learn new skills.





Dirt Jumps

The dirt jumps in this design are laid out to help users learn and practice their jumping skills and progress from beginner to advanced. The three separate lines are laid out side by side to allow users to compare jump sizes and the speed needed, based on previous runs, in preparation for future progression to harder lines. All the runs ultimately lead to the same return trail allowing users to easily find their way back to the start.

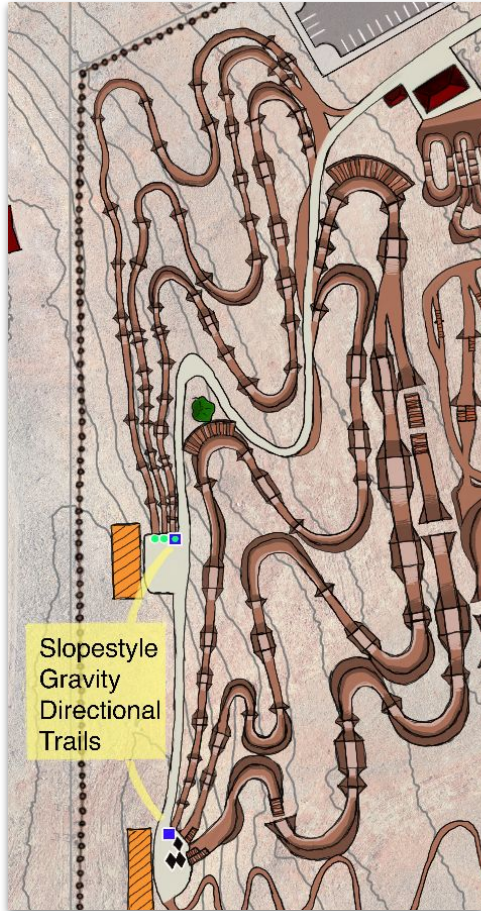
Green Line: Green rating/Easy. Line starts on the far east side of the starting mound. A smooth roll-in leads to a smooth roller and then a series of four table tops before ending in a right hand berm to lead you back to the return trail. All table tops should be smooth and roll-able. Riders will not need to “get air” to ride this line, but can get the feel for how the angles push the bike up.

Blue Line: Blue rating/Medium. Line starts in the middle of the starting mound. A smooth roll-in leads to a series of four table tops before ending in a right hand berm to lead you back to the return trail. All table tops should be smooth and roll-able.

Black Line: Black rating/Hard. Line starts on the far west side of the starting mound. A smooth roll-in leads to a series of four table tops before ending in a large right hand berm to lead you back to the return trail. All table tops do not need to be smooth, but do need to be roll-able to allow users to progress through the line. The second table top has an option to lead to the Double Black line. An optional drop could be added at the roll-in to create a more advanced roll-in option. A wooden wall ride could also be installed on the ending berm to create a more advanced option.

Double Black Line: Double Black rating/Very Hard. Line starts as an option off of the Black line's second table top and consists of two large double jumps with mandatory gaps before merging back into the berm at the end of the Black line.





Slopestyle/Gravity Directional Trails

This section takes full advantage of the terrain and utilizes the most area to provide an experience that otherwise would only be available at lift access bike parks/ski resorts. The trails are laid out to progress from a standard mountain bike trail on riders left, all the way up to a full downhill slopestyle trail on the riders right. The six trails are also split into half according to difficulty level to help users from ending up on a trail above their skill level. All of the trails funnel users onto the same uphill return trail to allow users of different skill levels to meet up again; friends can gather and support each other.

Trail 1: Green rating. Very Easy. Traditional flow style trail. All raised trail features should be smooth rollers similar to a rolling grade dip. Last trail feature should be a smooth, rollable table top not to exceed 3' in height and 5' in total length. All turns are to be in-sloped, but not bermed.

Trail 2: Green rating. Easy. Similar to a traditional flow trail with a heavy emphasis on smooth rollers. The two trail features before the last turn should be smooth, rollable table tops not to exceed 3' in height and 7' in total length. First of the three turns should be insloped but not bermed. The following two turns should be bermed with enough flat inside tread for users to ride without needing to use full berm. The tread before the first full turn should be insloped to help direct users down trail.



Trail 3: Green/Blue rating. Easy/Medium. Entry level full slopestyle/bike park style trail. Emphasis on entry level bike park features. All rollers should be smooth and get progressively large further down the trail. All table tops should be smooth and rollable and get progressively larger further down the trail. The first table top should not exceed 3' in height and 7' in total length and the last table top should not exceed 5' in height and 10' in total length. All three turns should be bermed.



Trail 4: Blue rating. Medium. Medium sized features on a traditional slopestyle/bike park style trail. The first three rollers should be of a small/medium size, then the next four table tops should be smooth and rollable while progressively getting larger to accommodate the increase in speed. The first table top should not exceed 4' in height and 9' in total length and the last table top should not exceed 6' in height and 15' in total length. The table tops should be of a medium size, all while still being smooth and rollable. The last table top should not exceed 6' in height and 20' in total length. The first turn will be a built up wooden curved wallride feature with a sizable berm below the wall ride giving the user the option to skip the wallride all together if they choose. The second and third turns should be bermed with the entire tread being bermed, carrying the user's speed fully through the turns.



Trail 5: Black rating. Hard. Challenging more advanced trail with slopestyle/bike park features. Trail starts with an optional 2' drop and then leads to a series of progressively larger table tops and berms. The last 3 table tops should be the largest on the whole trail. The first table top should not exceed 4' in height and 9' in total length and the last table top should not exceed 7' in height and 25' in total length. The end of the trail merges with Trail 6 to make the most of the wooden curved wallride feature.

Trail 6: Double Black rating. Very Hard. Most advanced slopestyle/bike park line featuring mandatory gaps. Start begins with 3 options, a smooth roll in, a 3' foot drop and a 5' foot drop. Next a mandatory 3-5' drop takes advantage of the terrain using a wooden launch for the drop. Further down the trail, a mandatory double jump with a 10' gap leads into a whale tail feature. Whale tail has a mandatory gap to get on top of and mandatory gap to get off of. All turns should be built with steep large berms to keep the user's speed in order to successfully clear features. The end of the trail merges with Trail 5 to make the most of the wooden curved wallride feature.



Pedestrian Friendly Loop

A smooth section of singletrack should be built between the paved path and the retention pond to allow for a full soft surface loop for pedestrians and trail runners. This gives pedestrians the option to use the XC/singletrack loop without having to climb the elevation of the hill or worry about bike traffic of the bike park.

Pavilions/Shade Structures

A pavilion is recommended near the cul-de-sac and the north end of the park. This is generally the lowest point of the bike park and all trails funnel toward this direction. This is an ideal place for a pavilion to take advantage of before and after bike park activities and is located near the possible future parking location. It's also a protected area for viewing the pumptrack. Wind screen and shade structures are recommended for two locations at the top of the slopestyle trails to provide some protection for users waiting to begin their runs. A trailhead with similar features could also be installed at the south end of the existing rec center parking lot.

Future Parking Area

The cul-de-sac at the end of Regency drive would serve as an ideal location for a 38 space future parking area. The terrain of the hill naturally funnels users this way and makes for a fantastic 'last run' right back down to the parking lot. Parking in this area would also offer users a shorter walk to the bike park and viewing areas and create a staging area for races, events and clinics. A trailhead with similar features could also be installed at the south end of the existing rec center parking lot, including a 36 space parking addition to the existing rec center lot.





Trailhead Connection to Pilot Hill Recreation Area

The Laramie Recreation Center parking lot serves as an ideal parking spot between the bike park and the Pilot Hill Recreation Area. The cross country/singletrack loop along with the Boulder drive sidewalk/bike path create a fantastic off-street link between these two areas.



Fencing

Fencing to be installed around the bike park to help encourage users to stay on designated trails and not trespass on the neighboring properties. Lodgepole Products Inc, located in Laramie, WY has a buck and rail style fence or western rail fence, as pictured to the left. The buck and rail fence can be installed all above ground, while the western rail provides a more finished look.



Stairs

Pressure treated 8x8 timber steps to be installed on the south side of the hillside to give pedestrians and users walking their bikes a quick, sustainable access to the top of the slope. Stairs should be 4 feet wide with a riser roughly 7" tall and a run roughly 21" long.