With winter approaching, the project team developed a list of four priority projects that would be desirable to accomplish yet this year. A solicitation packet was prepared with drawings and specs and sent out for bid with each project being a separate bid. The goal was to award as many projects as we could with the funding available. We got two bids with Horizon Construction being the lowest bidder. We awarded Project #1. Once work started, we found that what had appeared to be solid rock was actually quite rippable. We were able to modify the design and reduce the quantity of crushed rock required. As a result, we were able to award Project #1 and Project #4.

Project #1 had three goals: reduce over-width; close unneeded, non-sustainable routes; and start addressing The excavator is defining a desirable driving route up the slope by popping the tops off exposed rocks. The staging area is in the background. Water from here and above runs all the way into the staging area. The SxS is parked in a basin where a containment dam will be constructed. The ditch in the foreground will be improved and lined with rock.
the river of water that drains down the “Center Road” from Golden Eagle Rock clear into the staging area. Over-width is occurring because as soil erodes away, people try to drive around the exposed rocks which usually means driving over adjacent vegetation thus exposing even more soil to erosion.

We started by defining a driveable route up the slope which is more attractive than any other option. Then we ripped up the over-width to make that path less desirable. Then we added drainage structures. The project did not go all the way to Golden Eagle Rock. It ended mid-slope where it will intercept other east-west contour routes. From this point up, the Center Road is scheduled to be permanently closed.

Project #1 was completed ahead of schedule, so we were able to do some work on the adjacent east-west Cable Road at no additional cost.
An area where the over-width has been ripped and brush scattered on top.

Defined route

Area ripped, brush scattered, and seeded.

This is the Center Road looking downslope just below the Cable Road. About 6-7 feet of soil has eroded out of this channel over the years.
This beautiful armored rolling dip has been installed at the same spot just below the Cable Road. It will intercept and drain any remaining water that used to drain down the channel to the staging area.

A good job of closing and disguising an abandoned portion of the Center Road just above the Cable Road and about 100 feet upslope from the rolling dip shown above.
There were two access roads into the staging: one on the east side of the rocky mound which had been reconstructed in October; and one on the west side of the rocky mound, both

Work begins on closing the west access road by ripping, resloping, and transplanting rocks and brush for a natural appearance.

Jackrail fence and an Area Closed sign were installed at the top of the old west access road.
originating on Golden Eagle Lane. The west access has steeper grades, more erosion, and unsafe sight distance at its junction with the paved road. In addition, it enters the staging area at a point where the Facility Plan calls for training facilities like a Tot Lot and Beginner’s Loop. With kids and parents being focused here, we couldn’t proceed with the implementation of the staging area without eliminating this cross traffic. Project #4 closes the west side access, rehabs hillclimb impacts, and installs drainage.

The three reconstruction projects that we accomplished this year- the East Access, Project #1, and Project #4- gave us valuable knowledge as to the workability of these soils. The exposed rock looks intimidating, but is generally rotten and rippable. This information will allow us to modify the design and reduce costs as we move forward with this project. As a side note, all areas that have been disturbed by this year’s construction activities have been seeded with an approved seed mix.

Meanwhile, sign orders were being delivered, so it was time to catch up with sign installation. To date, signs have been installed at 63 locations and some of those have more than one sign per post. One objective was to sign the open areas so riders know where they are. The largest open area adjacent to the staging area, now called Off the Trailer, is completely encircled with Open Area Boundary signs and/or Entering/Leaving Open Area signs. The middle open area, now called Headlight, is about 50% signed with no signing at the third open area, the Ghosts.
Jared Whitaker operates the City’s tool cat to auger sign holes.
We also started installing route signs and some No Crawler signs on rock features outside the open areas.
Some additional Recreation Area Boundary signs have also been installed.
Some safety signing has also been installed on trails around the staging area.
On the education front, additional tech check training has been conducted with the Carson City Park Rangers. This includes checking sound, spark arrestors, and NV OHV registrations which is all part of our Ride Right education campaign.
Certainly, one of the issues at Prison Hill is riders not knowing where to ride or the rules for riding here. The result of this is x-country travel which damages vegetation and leads to more soil loss. To help with our education, we’re starting a campaign called Don’t Crush the Brush. The message is very appropriate here, but also has statewide applications throughout the Great Basin. This dove-tails very well with our Ride Right education program. We currently are in the process of developing a logo for this program, but a sample could be something like the photo below only with graphics.