

Sponsor Elliott/Ketchum

RESOLUTION NO. 10-19

**A RESOLUTION AUTHORIZING THE MAYOR OF THE CITY OF JACKSON TO ENTER INTO A NON-EXCLUSIVE FIVE YEAR LEASE AGREEMENT WITH THE OHIO HORSEMEN'S COUNCIL, INC., JACKSON COUNTY CHAPTER, AN OHIO NOT FOR PROFIT CORPORATION, FOR THE USE AND MAINTENANCE OF THE HORSE TRAIL AT JACKSON'S HAMMERTOWN LAKE.**

WHEREAS, the City of Jackson is the owner of the horse trails at Hammertown Lake and which serves a valid recreational purpose to the people of Jackson but presently serves no other municipal purpose; and

WHEREAS, the trails are in need of regular repair and maintenance; and

WHEREAS, the Ohio Horsemen's Council, Inc., Jackson County Chapter, is well established and has shown itself to be uniquely qualified to preserve and maintain the horse trails at no additional cost to the City; and

WHEREAS, in order for the Ohio Horsemen's Council, Jackson County Chapter, to repair and maintain the horse trails, it requires that its rights and obligations be established pursuant to a lease agreement as attached hereto for a period of five years effective as of January 1, 2019 through December 31, 2023; and

THEREFORE, BE IT RESOLVED BY THE LEGISLATIVE AUTHORITY OF THE CITY OF JACKSON, OHIO THAT THE MAYOR OF THE CITY OF JACKSON OR HIS DESIGNATED AGENT BE AND IS HEREBY AUTHORIZED TO EXECUTE A LEASE AGREEMENT WITH THE OHIO HORSEMEN'S COUNCIL, INC., JACKSON COUNTY CHAPTER AS ATTACHED HERETO AS EXHIBIT "A" THROUGH DECEMBER 31, 2023.

It is hereby found and determined that all formal actions of this Council relating to the adoption of this Resolution were adopted in an open meeting of this Council, and that the deliberations of this Council that resulted in such formal actions were in a meeting open to the public in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

PASSED AND ADOPTED by the Legislative Authority of the Political Subdivision on this 8<sup>th</sup> day of April, 2019.

E. A. Brown  
President of Council

ATTEST:  
Sherry Baer  
Clerk of the Legislative Authority

Approved this 8<sup>th</sup> day of April, 2019.

Randy Veater  
Mayor

# **Exhibit "A"**

## AGREEMENT

This agreement is made on the \_\_\_\_ day of March, 2019, between Ohio Horse Council, Jackson County Chapter ("OHC") and the City of Jackson, Ohio, an Ohio municipal corporation, 145 Broadway Street, Jackson, Ohio 45640 (hereinafter "CITY").

In consideration of the mutual covenants contained in this agreement, OHC and CITY agree as follows:

1. The parties agree that OHC may adopt the existing horse trail around the CITY's Hammertown Lake. OHC, its members and guests shall be permitted to use the horse trail for recreational horseback riding.
2. OHC shall perform or do the following items:
  - a. Clear debris from the existing trail and do maintenance on the trail in accordance to the Ohio Department of Forestry Trail Standards as attached hereto.
  - b. Identify property lines of adjoining and neighboring land and property owners.
  - c. Mark the trail(s) in a clear manner.
  - d. Identify and mark parking areas and trail heads.
  - e. Meet with the Jackson County Bowhunters Club to coordinate activities of the two groups in order to avoid confrontation between the two clubs. In the event there is any disagreement between the two clubs the Jackson City Service Director shall be the final arbiter of the dispute.
3. The documents attached to this agreement shall be a part of this agreement.
4. This agreement shall be for the term beginning January 1, 2019 through December 31, 2023.
5. Either party to this agreement may terminate this agreement upon providing 30 days' notice to the other party.

Signed in the Presence of:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

OHIO HORSE COUNCIL  
JACKSON COUNTY CHAPTER

\_\_\_\_\_

\_\_\_\_\_

CITY OF JACKSON, OHIO

By: \_\_\_\_\_

**RECREATION RESOURCES  
MAINTENANCE AND DEVELOPMENT  
Division of Forestry**

**Effective:** May 31, 2009

**Purpose:** Establish standards and guidelines for the maintenance and development of Division of Forestry recreation resources.

**Authority:** ORC Chapter 1503

**Reference:**

**Resource:** Law Enforcement/Recreation Administrator

The intent of this directive is to insure resource protection and user safety by giving the forest manager a set of guidelines that can be used to manage the recreation resources of the Division of Forestry. The directive will set forth trail building and maintenance standards, and signage requirements for division recreation areas. This directive will be used as a guide by the manager as a means of developing recreation systems that comply with the division's strategic plan.

## **TRAIL STANDARDS**

### **Standards for construction and maintenance**

These standards have been compiled from a number of trail manuals and also from past experience of division personnel. They are guidelines for enhancing a trail user's experience, minimizing safety hazards and mitigating environmental degradation. Whether planning a new trail, or maintaining an established one, the manager and crew must keep in mind that the trail must be sustainable, easy to find, easy to travel, and convenient to use. If you don't follow these four principles, don't be surprised if users don't follow your trail.

### **Trail Location:**

Whenever possible, trails should be located on abandoned skid or haul roads in order to facilitate access and reduce construction and maintenance costs for the division.

Ridge top trails should be avoided as these locations are prone to holding water and are difficult to drain properly.

### **Trailhead Facilities:**

Trailheads must always be maintained in a clean, safe and sanitary condition. These areas not only provide for parking, but also for trip preparation, rest and re-charging by trail users.

#### **Parking**

Gravel parking areas should be graded periodically and resurfaced as needed. Asphalt lots are to be evaluated annually and any resurfacing requirements submitted through the ODOT Cooperative program. Guard rail or other suitable barriers should

be utilized to keep unauthorized vehicles from parking or driving outside the designated parking area.

### Bulletin Boards/Kiosks

Each trailhead should have a bulletin board or kiosk to provide the public with information regarding the trail system. Other information that must be displayed includes emergency contact numbers, trail map, forest rules and any other information related to public safety.

These locations are a perfect place to display division literature and general forestry information. Bulletin boards and kiosks should also provide a safe and secure location for visitor registrations.

### Signage Requirements

Adequate signage should be maintained in order for users to clearly determine where the trail begins and ends at the trailhead. Other trailhead signage may include parking lot speed limits, handicapped parking and hours of closure.

### Trail Clearing Specifications:

Single track hiking, mountain bike, bridle trails:

- Corridor width – 3 to 6 feet
- Corridor height – 8 feet (10 – 11 feet for bridle trail)
- Tread width – 18 to 24 inches

Double track hiking, mountain bike, bridle trails:

- Corridor width - 6 to 8 feet
- Corridor height – 8 feet (10 – 11 feet for bridle trail)
- Tread width – 3 to 6 feet

### **APV trails:**

- Corridor width – 12 feet
- Corridor height – 8 feet
- Tread width – 5 to 8 feet

Note: When clearing trail corridors, care should be taken to reduce hazards to trail users from limbs and stumps. All pruning cuts should be made flush with the tree trunk. All stump cuts should be made as low to the ground as possible.

### **Trail Grade Specifications:**

Every effort should be made to limit trail grade to less than 10 percent on all trail types. It is agreed that a 10 percent grade may not be possible in some situations because of trail location, rock outcrops, wet areas or other topographic features. Steeper grades are acceptable for short stretches so long as erosion control measures are installed and maintained to manage water movement.

### **Trail Contour:**

Full-bench construction is the preferred method of cutting a trail into a hillside. A full bench is constructed by cutting the full width of the tread into the hillside and casting the excavated soil as far from the trail as possible. Full-bench construction requires more excavation and leaves a larger backslope than partial-bench construction, but the trailbed will be more durable and require less maintenance. The trail tread should be outsloped at least 5 percent.

### **Water Management:**

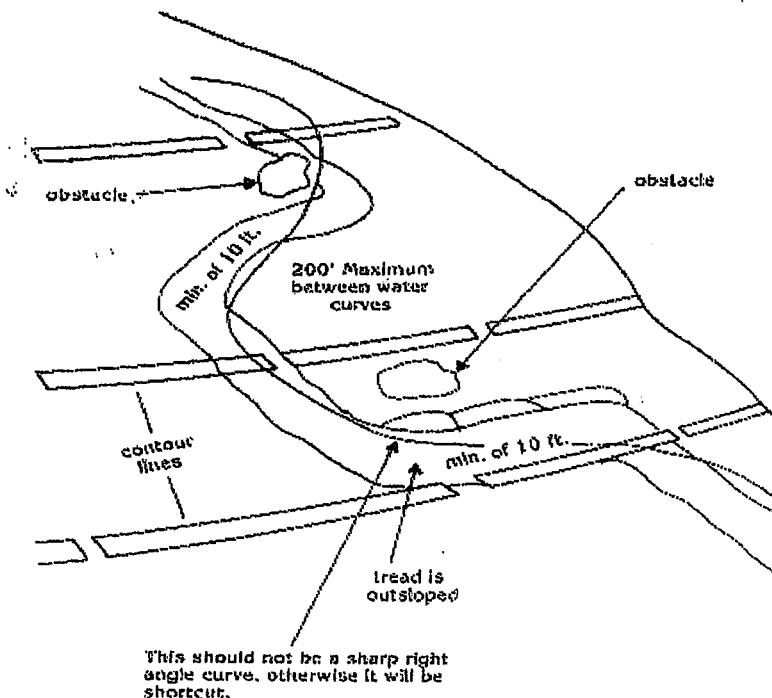
Water drainage features are necessary to prevent trail erosion on slopes and to avoid standing water on trails on flat ground. The frequency, size and type of control structures depend on the erosion potential of the soil. Two other important factors include



the velocity and volume of water along the trails, which depends on slope, and the length of time, or distance, running water is allowed on the trail. Most erosion control measures are designed to reduce the velocity and/or the distance of water running on the trail.

### Water Curve

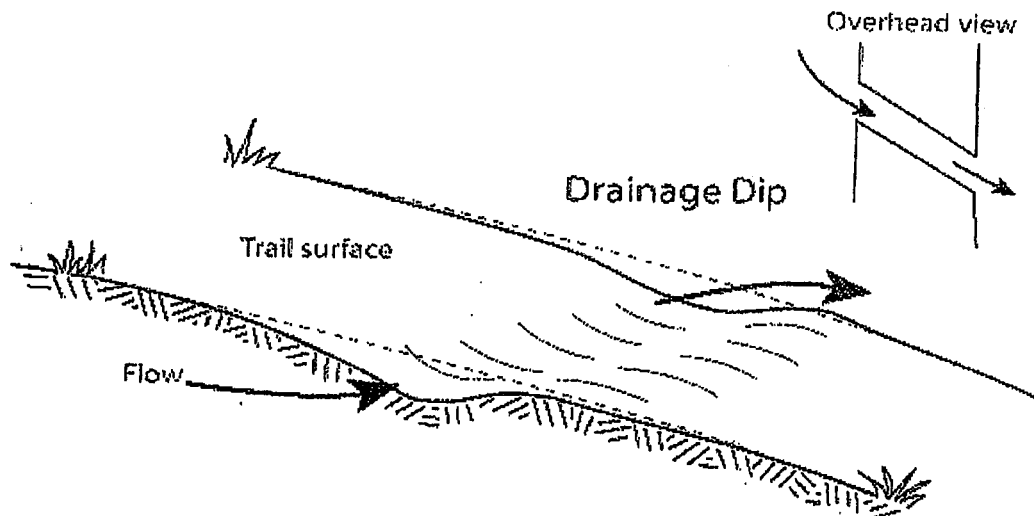
Trails that follow an undulating contour rather than long steady grades will provide frequent points of water drainage and avoid increases in water velocity and volume. Similarly, a trail that is descending a slope can be curved to follow the contour for a short distance before continuing down slope. At this "water curve" the trail tread is sloped outward so water will run off the trail into adjacent vegetation. On slopes less than 5 to 10%, the same effect is possible by sloping the trail tread to the outer (downhill) side, and/or by crowning the middle or inside of the trail so that the center of the trail is higher than the edges.



**Water Curves**

### Broad Based Dips

Broad based dips are a preferred method to be used on gentle slopes, as these structures are not difficult for users to navigate over and require less maintenance than water bars. It's important to compact the elevated, downhill portion of the dip in order to stabilize and harden the trail tread.



### Grade Reversal

Another preferred method of water management is known as a Grade Reversal. The basic idea is to use a reversal in grade to keep water moving across the trail.

A trail with grade reversals and outsloped tread encourages water to continue sheeting off the trail—not down it. The beauty of grade reversals is that they are the most unobtrusive of all drainage features if they are constructed with smooth grade transitions. Grade reversals require very little maintenance.

Grade reversals take advantage of natural dips in the terrain. The grade of the trail is reversed for about 10 to 15 feet, then “rolled” back over to resume the descent. Grade reversals should be placed frequently as terrain allows.

### Water Bar

Water bars are the least desirable water management structure for recreation trails as they require annual maintenance and their usefulness is short lived. Water bars commonly fail when sediment fills the drain and the water tops over the bar, continuing down the tread. Water bars may be the only solution on trail slopes greater than 20 percent.

Water bar construction should follow the guidelines set forth in the BMP handbook with one exception. On recreation trails, a log or pole should be anchored in the bar with soil, steel pins, reinforcing bar, wooden stakes or large rocks. The log or pole is then covered with soil and the soil compacted.

If water bars are used, it's important to inspect and maintain them on a regular basis. If not maintained properly, the bar becomes an obstacle to the user and they will go around it, widening the trail.

### Conveyor Belt Water Bar

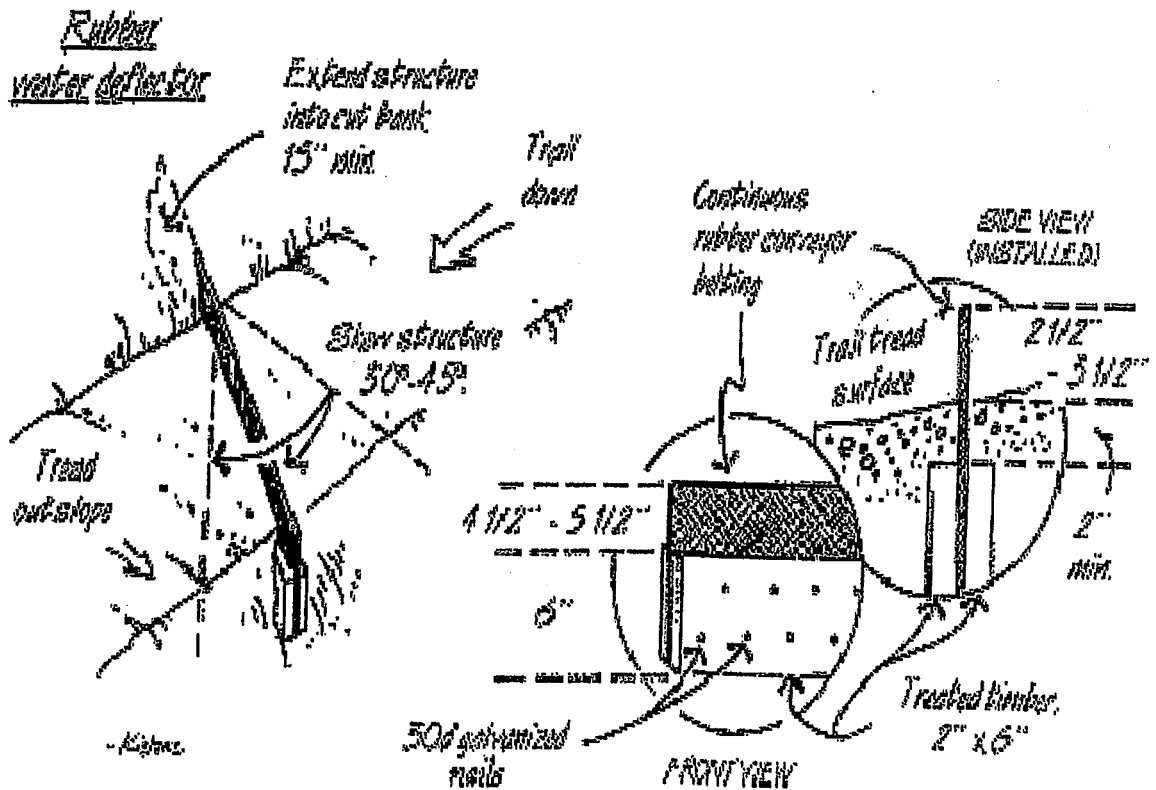
This method of erosion control is best used on APV trails. They require frequent maintenance to remain effective. Conveyor belt water bars should not be used on mountain bike or bridle trails. They are dangerous for mountain bikers as the bike may slide out from under the rider when crossing over the rubber and horse's will dig the bars up with their hooves as they walk over them.

Used conveyor belt can be obtained from stone quarries or coal mine operations, usually free of charge.

- ❖ The belt is cut in 10 to 12 inch widths. The length of the belt will depend on the width of the trail it's to be used on. The belt is then sandwiched between two, 2X6 treated boards.
- ❖ Dig a trench at a 30 to 45 degree angle to the trail.

- ❖ Place the conveyor belt against the face of the cut. Leave at least 2 1/2 inches of belt above the surface of the trail. Refill the trench and compact the soil.
- ❖ Remove berms or other obstructions from the lower end of the water bar to allow water to move off the trail.
- ❖ Space conveyor belt water bars as you would earthen water bars according to BMP guidelines.

### Conveyor Belt Water Bar Construction and Installation

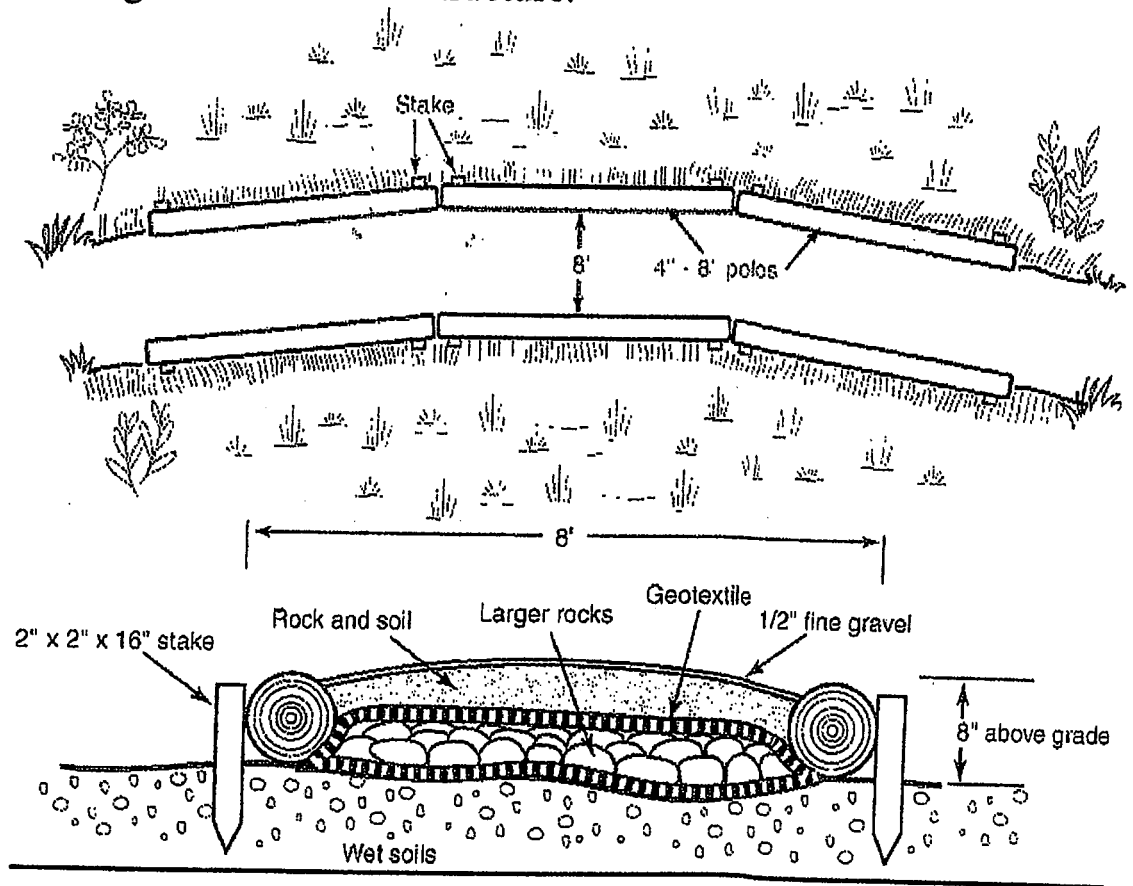


## Trail Armoring:

Trail segments that cross wet areas or areas prone to heavy use may need to be armored. One good example is a tight turn on an APV trail. This can be expensive and labor intensive, but can save time and money in the long run. If the trail cannot be re-located to avoid these areas, the manager has several options to armor the trail.

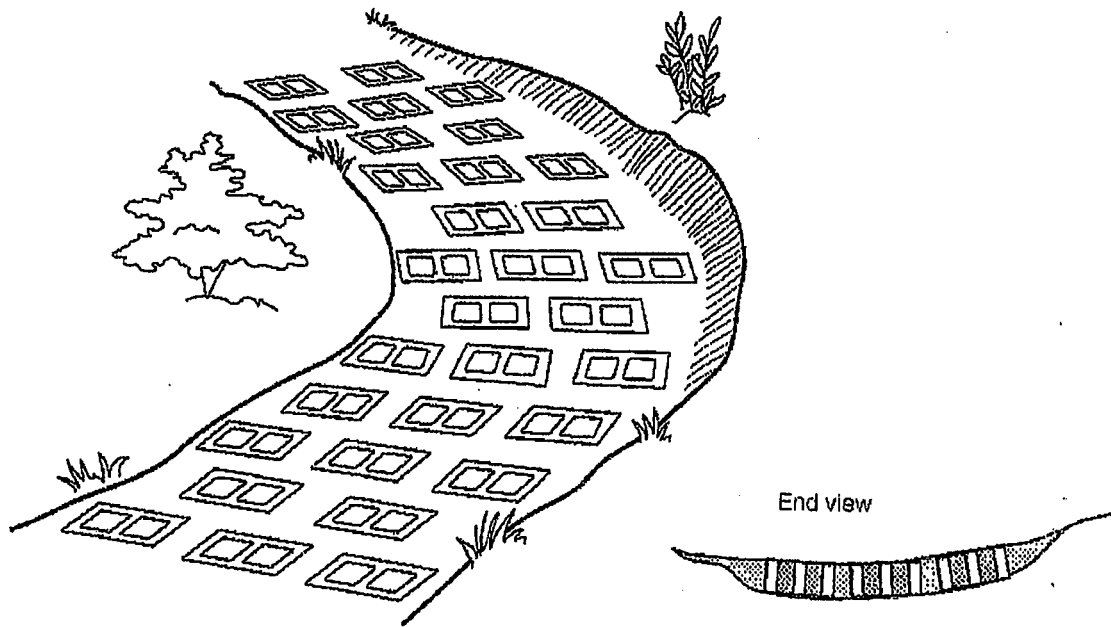
### Turnpike or Raised Fill

The use of a long, narrow raised bed of fill to cross a wet area should be avoided if possible. In wetlands, they can collect water and alter the natural surface flows, even with the use of culverts, they can cause significant changes in the surrounding vegetation. It is possible with the use of special geo-textiles with larger rock base to design a pike that better accommodates modest water flowing through the base of the structure.



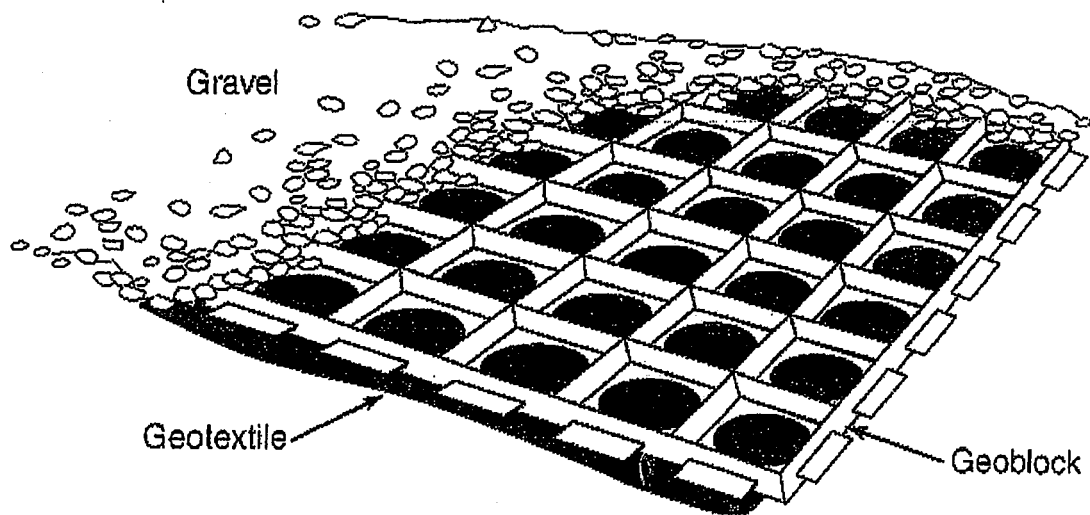
## Cinder Block Armoring

On APV trails, even modest turns on level ground are subject to a significant degree of rutting action over time and potential erosion. The cutting action is compounded on sloping ground and if left unchecked can lead to serious erosion. To deal with this situation, it is possible to use cinder block or other deeply bedded pavers laid out in a banking pattern to greatly reduce the normal cutting action and reduce long-term maintenance costs.



## GeoBlock®

The placement of GeoBlock® ridged, plastic web materials over a geofabric layer can be used in some light soil conditions, steep slopes and seasonally wet areas. Use of these materials is expensive and labor intensive, but again, can save time and money in the long run.



## Water Crossings:

Eventually trails are going to cross a drainage or small stream. Crossings should be designed and constructed so users will want to use them instead of going around them, causing bank erosion and creating more maintenance and rehabilitation work.

## Fords

Fords (or natural crossings) often can be used to traverse slow moving streams less than 24 inches deep. Favor locations with gently sloping, stable banks and gravel or sand bottoms. Gravel or natural rock also may be used to improve the stream bed for horse or APV travel. Stream banks may be graded to permit safe passage into and out of the ford and keep water from running down the trail. Finished banks should be no steeper than 5:1 (horizontal: vertical), and must be seeded and mulched to reduce erosion.

Geoblock® used in conjunction with geotextile is also effective for armoring stream banks and fords.

### Culverts

Culverts can be used to cross deep streams or drainages. It's important to install a header or head wall with culverts to prevent undercutting and washout. To prevent trail washout, always install culverts that are wide enough to accommodate the greatest expected water flow. (Culverts generally are sized to accommodate the maximum water level of a 25- to 50- year flood.) Align culverts with the channel to reduce bank erosion and debris accumulation. Some excavation may be necessary to obtain a firm foundation in the waterway. Cover culverts with fill that is at least ½ the pipe diameter (1 foot minimum) in depth to prevent puncture. Culverts should be checked periodically for debris accumulation especially after storm events.

### Bridges

Bridge designs vary depending on the length and height of the crossing, type and amount of trail use, and size of maintenance equipment. Favor locations with stable soils that offer a relatively level bridge surface between both banks. Always locate bridges above ordinary high water mark. Anchor small bridges or cable them to large trees at one end so they can swing away during flooding. Install handrails on bridges higher than 2 feet above the water, or that cross deep or fast moving water.

### Trail Marking:

It should be recognized that uniformity is important in the way the division marks its trail systems in order to provide a consistent and easy to follow trail for the visiting public. It's understood that each forest and trail system is unique and may require specialized or different types of marking schemes. The following guidelines



are the recommended methods for blazing and signing division trail systems.

### Bridle Trail

1. Trails will be marked by color.
2. Each loop will have a designated color while some connecting trails will have several colors representing the loops to which they provide access.
3. All trail intersections will be numbered or lettered depending on the best system for the individual area.
4. Intersections (trail and/or public roads) will be marked with either Carsonite or wood posts with a strong preference toward Carsonite posts as they are more difficult to vandalize and easier to maintain. The posts will display colored arrows for trails direction, the applicable international symbol for bridle trail and the number or letter of the intersection.
5. Topographic maps with the trail and intersection designation may be produced locally or through the Columbus office. Colors will be indicated on the map by letters (O = orange, R = red, etc.).
6. Confidence markers along non-intersected or straight sections of the trail will be painted on the trees or posts in the corresponding trail color. Spacing of confidence markers should be close enough so that a marker is always visible to a user's line-of-sight.

### Hiking/Backpacking

1. The main hiking trail will be blazed with orange paint.
2. All side trails will be blazed with white paint.
3. Intersections (trail or public road) will be marked with either Carsonite or wood posts with a strong preference toward Carsonite posts as they are more difficult to vandalize and easier to maintain. The posts will display arrows for trail direction, the applicable international symbol for hiking trail and the number or letter of the intersection.

4. Confidence markers along non-intersected or straight sections of the trail will be painted on the trees or posts in the corresponding trail color. Spacing of confidence markers should be close enough so that a marker is always visible to a user's line-of-sight.

### APV Trail

1. Main trails should be blazed with white paint.
2. Loop trails can be marked using different colors at the manager's discretion.
3. Intersections will be marked with either Carsonite or wood posts with a strong preference toward Carsonite posts as they are more difficult to vandalize and easier to maintain. The posts will display arrows for trail direction, the applicable international symbol for APV's and the number or letter of the intersection.
4. Confidence markers along non-intersected or straight sections of the trail will be painted on the trees or posts in the corresponding trail color. Spacing of confidence markers should be close enough so that a marker is always visible to a user's line-of-sight.

Trail marking and signage on state forest trail systems should be inspected annually with maintenance performed as required, and total remarking accomplished a minimum of every three years. The remarking can be completed entirely in one year or spread out over the three-year period.

### Hazard Tree Management

The Division of Forestry has an obligation to protect visitors from risks resulting from hazardous trees that may be present in recreation areas. "The responsibility of the agency to the visitor may generally be defined as using ordinary and reasonable care to

keep the premises reasonably safe for visitation and to warn visitors of any hidden danger" (Smith V. U.S., 1974).

Campgrounds, picnic areas, trailheads, and other places where forest visitors congregate should be periodically inspected for hazard trees. These inspections can be accomplished by maintenance personnel while performing routine maintenance duties or by foresters and/or technicians as part of a hazard inspection program. It's important for all forestry staff members to be made aware of the criteria to be used to recognize hazardous defects in trees. Foresters and technicians should not need any specialized training, but if maintenance personnel are to be utilized for inspections, Forest Managers should insure that these staff members are trained in identifying the following hazardous tree conditions.

- ❖ Decay
- ❖ Cavities
- ❖ Dead limbs (overhangs)
- ❖ Splits and shakes
- ❖ Heavily used areas with compacted soil and injured roots.
- ❖ Heavy horizontal limbs
- ❖ Basal or crown rot; root decay
- ❖ Wind and vehicle damage
- ❖ Construction, logging damage
- ❖ Leaning trees (root sprung)
- ❖ Soil slippage areas
- ❖ Tree declines: inspect pest and disease situations
- ❖ Weak crotches

Tree inspections can be done at any time of year, leaf-on or leaf-off.

The identification of any hazardous condition in recreation areas should be immediately reported to the Forest Manager for remedial action.