



BOUNTIFUL TRAILS DEVELOPMENT IMPLEMENTATION PLAN



Figure 1 Mueller Park from Big Rock

Bountiful City

March 2025

Background

The purpose of the Trails Development Implementation Plan is to provide a guideline where trail projects can be organized to capitalize on current and future resources. The Plan will also help City Staff and the Bountiful Trails Advisory Committee (Committee) focus on highest priority projects of the [Bountiful Trails Master Plan](#) (BTMP). This will allow the Committee time to review trail projects and advise Staff of possible changes to the trail network and BTMP, which would then be presented to City Council. There have been a number of trails identified by the Committee as possible additions to the BTMP and have been noted throughout the Trails Development Implementation Plan. This plan is anticipated to be updated regularly.

Scope

Programming for an overall trails network has identified trails projects to be performed. The trails Project Priorities and Timeline table (Table 1) gives an estimated timeframe for various trail projects. This timeline is subject to change based upon current needs, availability of resources and/or public support. The timeline can be broken up beyond programming into four implementation phases: reconnaissance, location survey, project/contract preparation, and construction (note: not all trail projects will require bids to complete). Long-term maintenance is then needed to keep trails in good condition.

Programming. Overall trails planning and selection of general design elements coordinated by city staff. This phase includes assistance from trails professionals and input from interested parties.

Reconnaissance. A thorough investigation of terrain and site features will be done to ensure the trail is feasible as planned. This phase includes ground-truthing and flagging trail route, and environmental analysis.

Location Survey. The survey work necessary for final design development of drawings. This is done after all environmental analysis has been performed and final route has been selected.

Contract Preparation. All contract documents necessary to bid and construct the project are created and assembled. This phase may include a review of drawings and specifications by the United States Forest Service (USFS) or other parties as applicable.

Construction. This phase includes contract award and contract administration. This may be done without a contract if done by staff and volunteer efforts.

Some trails could be built through volunteer efforts under the supervision of the City Staff and assistance of the Committee; however, technical trails will require qualified trail builders to supervise construction and/or to complete

the work. This would be assessed and decided during the programming phase.

A project will be completed when construction is finished, and signage has been installed.

Trail projects will attempt to align the phasing of projects with current City resources, potential grants and/or fundraising. This combined with professional programming work strong community support will enable city staff and the Committee to show good planning and reliable information when applying for grants and requesting private funds. The City and the Committee will apply for grants and seek private funding with matches from public finances for trail projects which would enable the development of a robust trail network and increase public support.

A trails master network map will need to be created and ongoing updates to the map will occur as changes are made. Maps will be made available online for individuals to view and download. Individual trail maps will show what users may see (landmarks, views, etc.) or experience on various trails and provide information such as difficulty, length, allowed trail user or other applicable restrictions. Attempts should be made to attach photos of the trail to accompany the map. The Committee will also provide this information to various outdoor mobile apps to share this with trail users.

Throughout the trail building process, the Committee will provide updates to keep residents informed of trail

projects. In addition, the Committee meetings will continue to welcome the public. This will help to build excitement and support for the trail system while allowing Staff and the Committee and opportunity to receive public input.

An estimation of trail project expenses was provided to City Council with the adoption of the BTMP. Although these costs provide a gauge for what could be expected, the final costs to the City may be lower due to work from volunteers, in-kind donations and projects which would not require the services of a trail consultant or builder. It should also be noted that costs could also be more than what was estimated in the BTMP. Any reference to project costs in the Trails Development Implementation Plan are estimates only.



Ongoing trail maintenance will be vital to preserve the trails and facilities to meet trail system objectives. A maintenance plan will be developed and utilized to plan, schedule, perform, and evaluate the maintenance activities necessary to ensure the safety, protection, and appropriate use of the forest trail system.



Trail Areas

The overall trails system has been divided into different areas for managing the trails planning and projects. Six different areas have been identified, each having unique characteristics providing different opportunities for an overall trails system.

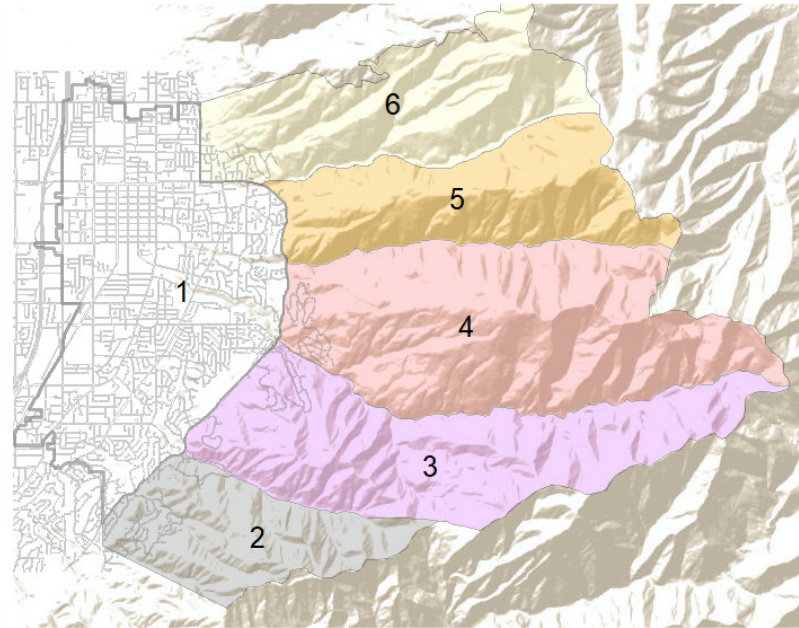


Figure 2: Trail System Areas

Trail Project Descriptions

Area 1 (Urban)

This area is the developed urbanized areas of the city. It is characterized by well-established transportation corridors and urban land uses. As major drainage ways traverse through the city, some natural drainage and riparian areas remain.

Trail Objectives include:

- Provide opportunities for trails in residential and commercial areas
- Make connections to public transportation including commercial areas
- Make connections to parks and open spaces
- Provide connections of hillside trails to additional parking
- Provide a place for a pump track or bike park

Washington Elementary Park to Creekside Park



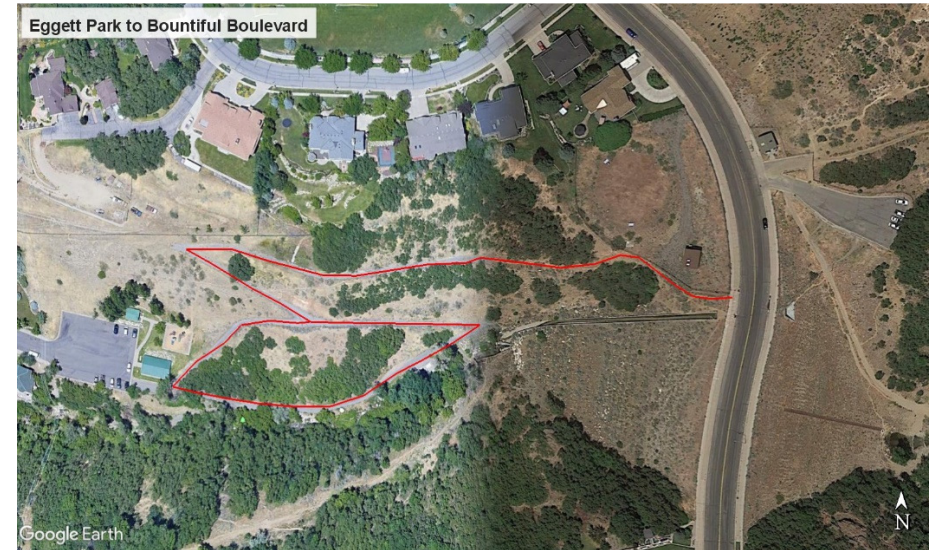
This would be entirely an urban trail. As property bordering Mill Creek redevelops between the two parks consideration should be made to secure easements which would be used as connections through properties permitting users to walk parallel to the creek on sidewalks or other urban surfaces. This urban trail would connect users to public transportation, additional parking and shopping. Signage placed along the trail would match other signage in the trail network. This trail project was identified in the BTMP; however, it was not assigned a priority.

Creekside Park to Mueller Park



This future trail would be a combination of urban and single-track for hikers and mountain bikers. The trail would follow Mill Creek from Creekside Park crossing both Davis and Bountiful Boulevards. The purpose of this trail would be to provide an interior access from within the city to the hillside trail network. The challenge of developing this trail would be to secure easements or purchase property from the private owners lining Mill Creek. No trail construction would begin until an unencumbered path is secured between two points of existing public access. This would be one of the few east-west trails found in the city. This trail was included in the BTMP; however, it was not identified as a priority.

Eggett Park to Holbrook Trailhead



There is an existing asphalt path leading out of Eggett Park which ends below a Bountiful City water tank. A user created trail continues from the end of the asphalt following the fence line of the water tank to Bountiful Boulevard. The future trail would connect the park parking lot to Bountiful Boulevard. The purpose would be to provide an urban trail connection from the park below to the official Bonneville Shoreline Trail (BST) above and Holbrook Canyon. The trail is located entirely on City property. This trail was included in the BTMP; however, it was not identified as a priority.

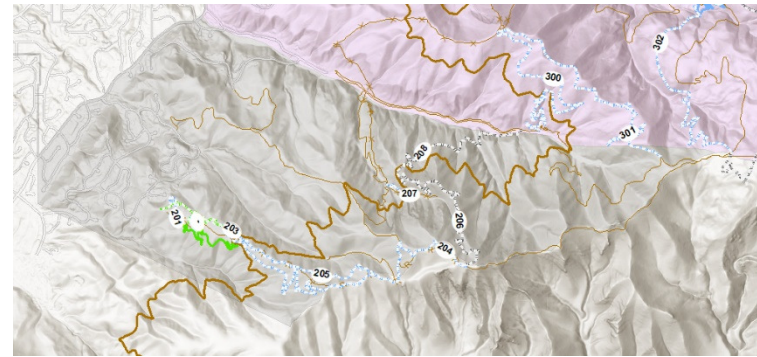
Tolman (Rocket Park) to the “B” Trailhead



This would be a combination of an urban and single-track trail (red line). The urban portion would use existing sidewalks along 1300 East and Bountiful Boulevard. The Stone Creek subdivision is to provide an easement which would begin roughly at the intersection of Moss Hill Drive and Bountiful Boulevard and follow Stone Creek to the base of the County debris control dam facility. The trail would continue upwards in a series of switchbacks to eventually connect with the “B” trailhead. An alternative or secondary route would be through a future housing development connecting the trailhead to the same access point off Bountiful Boulevard. The single-track trails would be multi-use with a potential of one of the trails dedicated as a

downhill trail for mountain bikers. This trail project was listed in the BTMP; however, it was not assigned a priority.

Area 2 (Hidden Lake to North Canyon)

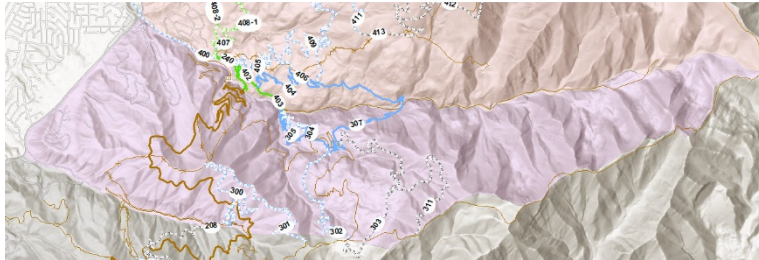


As the southernmost trails management area above Summerwood, Hidden Lake, and Highland Oaks, the ridge along the southern line of area two offers incredible views into both Salt Lake and Davis Counties. The property to be utilized for trails are mostly on land managed by the USFS, with some private property and some property owned by Bountiful City near Hidden Lake Circle.

Trail objectives include:

- Utilize the existing Hidden Lake Trailhead
- Make connections to the BST for additional opportunities to the north and south
- Connect to the North Canyon Trail

Area 3 Trails (North Canyon to Mueller Park)

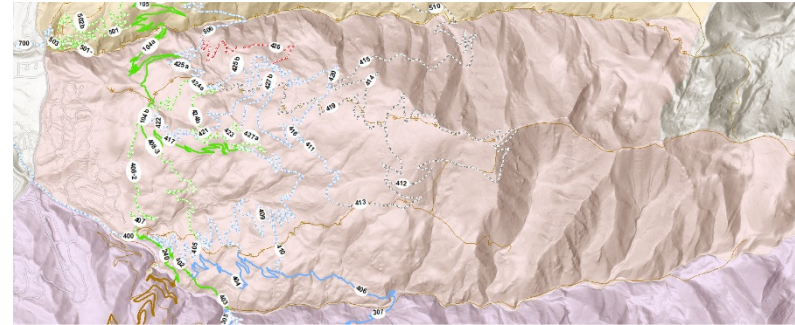


From North Canyon on the south to Mueller Park Picnic Area and Mill Creek Canyon on the north, the vast majority of these lands are managed by the US Forest Service. There are many acres of beautiful backcountry and pristine forest. The long-established and very popular Mueller Park and North Canyon Trails are valued features.

Trail objectives include:

- Provide additional trails to spread out heavy use
- Reduce user conflicts
- Provide a better trail experience along the dirt extension of Canyon Creek Dr.
- Provide more backcountry opportunities
- Improve parking situation on Canyon Creek Dr. and Mueller Park Rd.
- Enhance connection to Cave Peak viewpoint
- Make connections to BST

Area 4 Trails (Mueller to Holbrook)

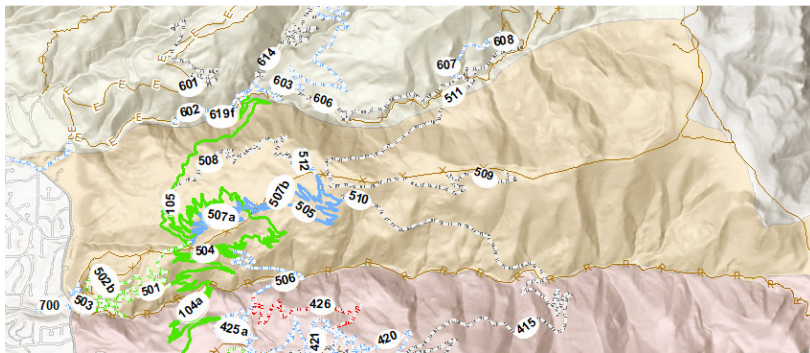


With Sessions Mountains, Kenny Creek Trail, and some very rugged terrain to the East, one of the most notable features of Area 4 is the Christmas Tree Farm near the center. Bountiful City owns nearly three sections of land here, including the site of the Christmas Tree Farm. Access to city-owned property presents challenges. Much of the property, especially to the south and east, is managed by the US Forest Service.

Trail objectives include:

- Utilize city-owned property for “hub and cluster” trails
- Create multi-user access routes to Christmas Tree Farm and viewpoints
- Improve existing steep trails for better user access and experience
- Provide progressive trails for users of all levels of expertise
- Plan for continuation of BST

Area 5 Trails (Holbrook to Ward)

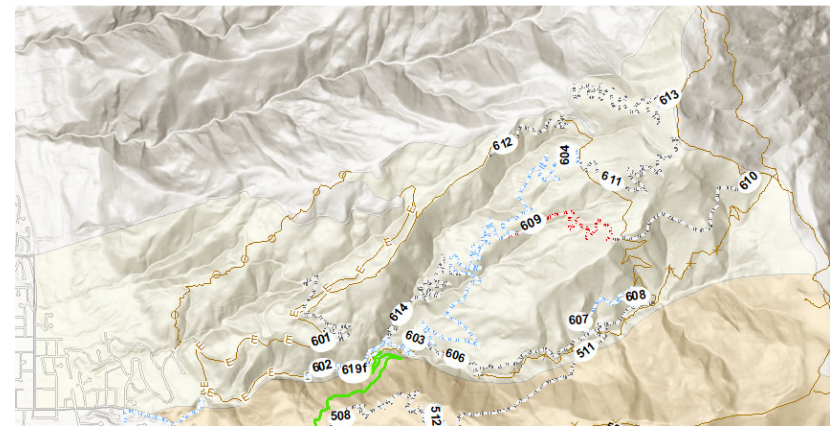


Bountiful City owns more than two sections of land in this area, with meadows on rolling terrain. Access to the property is a challenge. There are power and gas transmission corridors that run east-west across the area, while most remains forested backcountry.

Trail objectives include:

- Utilize the existing Holbrook Trailhead
- Provide connections between Holbrook and Ward Canyons including the BST
- Create “hub and cluster” trails primarily on city-owned property
- Improve and better manage creek crossings
- Create access to destination viewpoints

Area 6 Trails (Buckland)



This area is characterized by Skyline Drive (dirt road) which connects Bountiful City near the “B” to the mountain range ridgeline, Farmington to the north, and Morgan to the East. The area, including Buckland Ridge and Buckland Flats is popular for ATV/UTV and motorcycle enthusiasts and other trail users. Bountiful City owns some land here that can be used for trails. There is also a significant amount of private property and land managed by the US Forest Service.

Trail objectives include:

- Provide trails for motorized trail uses
- Improve, re-route, and/or restore existing trails for better sustainability

- Separate motorized uses from non-motorized uses on singletrack
- Work with Davis County and Private Landowner(s) to build a trailhead and trail access/easements

Project Costs and Priorities

The following table is a breakdown of each trail showing its priority in the Trails Development Implementation Plan and an estimated cost. Some of the costs have been provided from consultants hired by the city. The remainder of the trail cost estimates are based upon the consultant-provided estimates and cost of other trails projects. These are estimates and provide a general reference to help prioritize trail construction and projects, which are intended to reflect the design and construction costs.

Trail projects have been assigned a priority designation and are listed below:

1a

- Under contract or negotiation
- High demand, appeal to most users
- Crucial for trails network
- Near approval or on Bountiful City property

1b

- Near approval or on Bountiful City property

- Moderate demand, appeal to many users
- Important for trails network

1c

- Near approval or on Bountiful City property
- Moderate demand, appeal to some users
- (Holbrook to Ward area)

2a

- On city property
- Appeal to limited users (moto)

2b

- On city property
- Moderate demand, appeal to some users
- Access qualifier - will need NEPA and/or through private land
- Key access or connectors
- (Christmas Tree area)

2c

- On city property
- Appeal to select users (advanced/moto)

- Need lower routes to access
- Access qualifier - will need NEPA and/or through private land for better access

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- Require easements and/or access agreements with various property owners

3a

- On city property
- Need NEPA and/or private property access
- Provide significant value to trails network
- (Holbrook Trailhead area and connections)

3b

- Provide moderate value to trails network
- May need NEPA and/or private property access
- May have significant cost or access challenges

3c

- Same as 3b yet seen as providing less overall value to trails network than those in 3b

4

- Need NEPA and/or private property access
- Perceived as least feasible or least important for overall trail network

Table 1 Project Priorities and Timeline

Priority	Target Date	Project	Len. (Mi.)	Notes	Preliminary Est. Cost
1a					
	Done '22	Holbrook Bridge	N/A	Connect Holbrook to Ward trail with Holbrook	\$110,000
	Done '23	Holbrook to Ward	5.66	Also 104a (south to trail leading to Christmas Tree Farm)	\$183,000
	Done '23	Sunset (BST link)	1.01	Received Donation	\$36,000
	Done '23	North Canyon Trailhead	N/A		\$450,000
1b					
		301_130 Mahogany Ridge	2.00		\$69,000
		300_120 Mahogany Ridge	2.16		\$64,000
	Done '24	400/403/402_142/143/240/241 Hornet	1.49	Extension from Elephant Hiking/Down to Trailhead	\$48,000
	HOLD	306_320 Elephant Landing	1.13	Hiking Only	\$60,000
	Done '24	305_140 Bell&Co	1.50	Downhill Bike Only	\$56,000
	Done '24	Bridge 2	N/A		\$160,000
	Done '23	Kenny Bridge	N/A		\$60,000
	Done '23	Bridge 3	N/A		\$180,000
	Done '24	406/307_231/232 Perrigrine	2.68		\$96,000
	Done '24	404_233 Maple Syrup	1.46		\$54,000
	Done '24	304_250 Bell&Co	0.54	Downhill Bike Only	\$19,000
1c					
	Done '23	502a Shoot to Thrill	1.78	Downhill Bike Only	\$77,000
	Done '23	504 Bellevue	2.55	Southern part of loop - E of Holbrook to Ward	\$85,000
	Done '23	505 Higher Ground	1.35	Southern part of loop from middle to upper hub	\$47,000
	Done '23	507 Twist & Shout	2.68	Downhill Bike Only	\$102,000
	2025	700 By the Way	0.60	Eggett Park to Hollbrook T.H.	\$120,000

2a	2026	501 King Green (green climb)	1.33	NEPA in Process; Received Grant for NEPA	\$67,000
	2026	502b Encore (green down)	1.70	NEPA in Process; Received Grant for NEPA	\$85,000
	2026	405 Kenny's blue climb	2.34	NEPA in Process; Received Grant for NEPA Includes restoration of 0.8 miles of existing trail	\$140,000
	2026	409 Kenny Traverse Connector	3.37	NEPA in Process; Received Grant for NEPA	\$169,000
2b	Done '23	104b BST Holbrook toward Kenny	0.44		\$14,000
	Done '23	417 SoDa	1.41		\$91,000
		425a,b XmasTree	2.07	506 could later continue to north with bridge	\$104,000
		427a,b Mid Mountain Traverse	1.22		\$61,000
		508 & 512a Blue & Black Down	2.02	Northern Rim of Holbrook to Ward	\$100,000
3a		416 Traverse Link	1.57		\$79,000
		420 SEG 26_BLU_DWN	1.00		\$50,000
		421 MTB_UPR_DWN	1.08		\$54,000
		422 LWR_BLU_DWN	0.80		\$40,000
		423 UPR_BIK_GRN_DWN	0.61		\$31,000
		424a LWR_Tree_MTB_DWN	0.81	Includes restoration of 0.5 miles of existing trail	\$41,000
		424b UPR Tree MTB DWN	0.70		\$35,000
		426_BI_BLK	1.32		\$66,000
		431 Xmas Tree Walk	0.07		\$4,000
		506 Xmas Tree_Bi to North	1.57	Bridge Needed to cross Holbrook	\$79,000
		Bridge - 506 Holbrook Xmas Tree	N/A		\$150,000
		Creekside to Davis Blvd. with Bridge	0.31	Will need a bridge and a short easement	\$130,000
3b		203 Sunset (green down)	0.72		\$36,000
		City Land Spur-Summerwood	0.05		\$3,000
3c		414 324_SEC 26_Upper_BLK	2.44	Includes restoration of 0.6 miles of existing trail	\$147,000

	415 323_Holbrook_UPR_South	2.11		\$106,000
	419 313_SEC 27_Hoof n Boot	1.94	Includes restoration of 1.3 miles of existing trail	\$117,000
	Re-Route Middle Holbrook	2.00		\$100,000
	410 White Rocks Connector	0.33	Connect to Perrigrine	\$17, 000
	411 Kenny High Traverse	0.66		\$33, 000
	412 Kenny High	1.59		\$80, 000
	413 High Rock	1.52		\$76, 000
	509 Sessions Ridge South	1.43	Includes restoration of existing trail	\$87, 000
	510 E Holbrook Traverse_BLK	1.43		\$72, 000
	Bridge – E Holbrook Traverse	N/A	Connects trails 415 and 510 at Holbrook	\$150,000
	302 Rudy’s DWN	1.69		\$85, 000
	303 Rudy’s High	2.72		\$136, 000
	207 Cabin Creek North Fork_HIK	0.23		\$12,000
	208 North Canyon Short_DWN	1.00		\$50, 000
	601 Moto Alt	1.20	Connects Skyline Dr. to Backway to Buckland	\$60,000
	602 Existing Lower Ward – Extensive Maintenance	0.79		\$40,000
	Bridge – Ward Mid Cyn RRT	N/A	For trail 602	\$150,000
	603 Ward Mid Canyon Reroute (Lower/Blue)	0.38		\$19,000
	Ward Cyn Upper N Spur RRT	0.49	Near trails 511, 606, 607, 608	\$25, 000
	511 Holbrook Hub to Ward Mine	1.22		\$61, 000
	Bridge – Holbrook Hub to Ward Mine	N/A	For trail 511	\$150,000
	607 Tuttle Short	0.46		\$23, 000
	608 Tuttle Short Alt South	0.39		\$20, 000
	606 Ward Mid Canyon Reroute (Upper/Black)	1.24	Includes Restoration of Existing Trail	\$62, 000
	609 Tuttle Saddle DWN	1.11		\$56, 000
	610 Alpine Traverse	1.10	NEED NEPA with EA/EIS for MOTO	\$56, 000

		611 Jeep Benchmark_DH	1.39	NEED NEPA with EA/EIS for MOTO	\$70,000
		612_Moto Skyline Dr. Bypass	0.74	NEED NEPA with EA/EIS for MOTO	\$37,000
		311 LunchSpot	1.78		\$89,000
		604 Aspen Face Blue Down	4.31		\$216,000
		614 Aspen Face Black Down	1.41		\$71,000
4		Ward to Tolman - Dam	0.09	Portion on easement/property from Developer	\$5,000
		Tolman Park toward Bountiful B	0.64	Does not include portion from Developer	\$32,000
		Pump Track (asphalt)	N/A	Location TBD	\$650,000
		202 Hoof n Boot_Summerwood_Btm	0.18		\$9,000
		204 Dude's Prominance_Mid_Multi	2.12		\$106,000
		205 Lower Dude's _DWN	1.23		\$62,000
		206 Dude Link _DWN	1.39		\$70,000
		Re-Route Upper Holbrook	1.86		\$93,000
		613_Skyline Dr. Road Climb Bypass	1.61		\$81,000
		619 Lower Ward RRT	0.40	From Holbrook to Ward (N End) to west boundary of city prop. Bridge would also be req'd	\$130,000
		500 Holbrook Hiker Out	0.37		\$19,000
		Mill Creek, Davis Blvd. to Mueller Park	1.87		\$2,250,000
5		Washington Park to Creekside	1.16		\$1,000,000
		"B" Trailhead	N/A	To be developed in cooperation with Davis Co.	\$300,000
		407_BST_BTM_GRN	1.01	BST - County Project	-
		408-2,3_BST Options	1.25	BST- County Project	-

Trail Signage

Trail signage should be consistent throughout the trail network, both urban and hillside. Logos should be used at trailheads, wayfinding markers and literature. This will enhance the user experience and provide cohesion to the trails network. Examples of various signage were shown in the BTMP as a result of surveys conducted by blū line designs. Trail projects should not be considered complete until signage has been installed.



Bountiful Masterplan

Legend

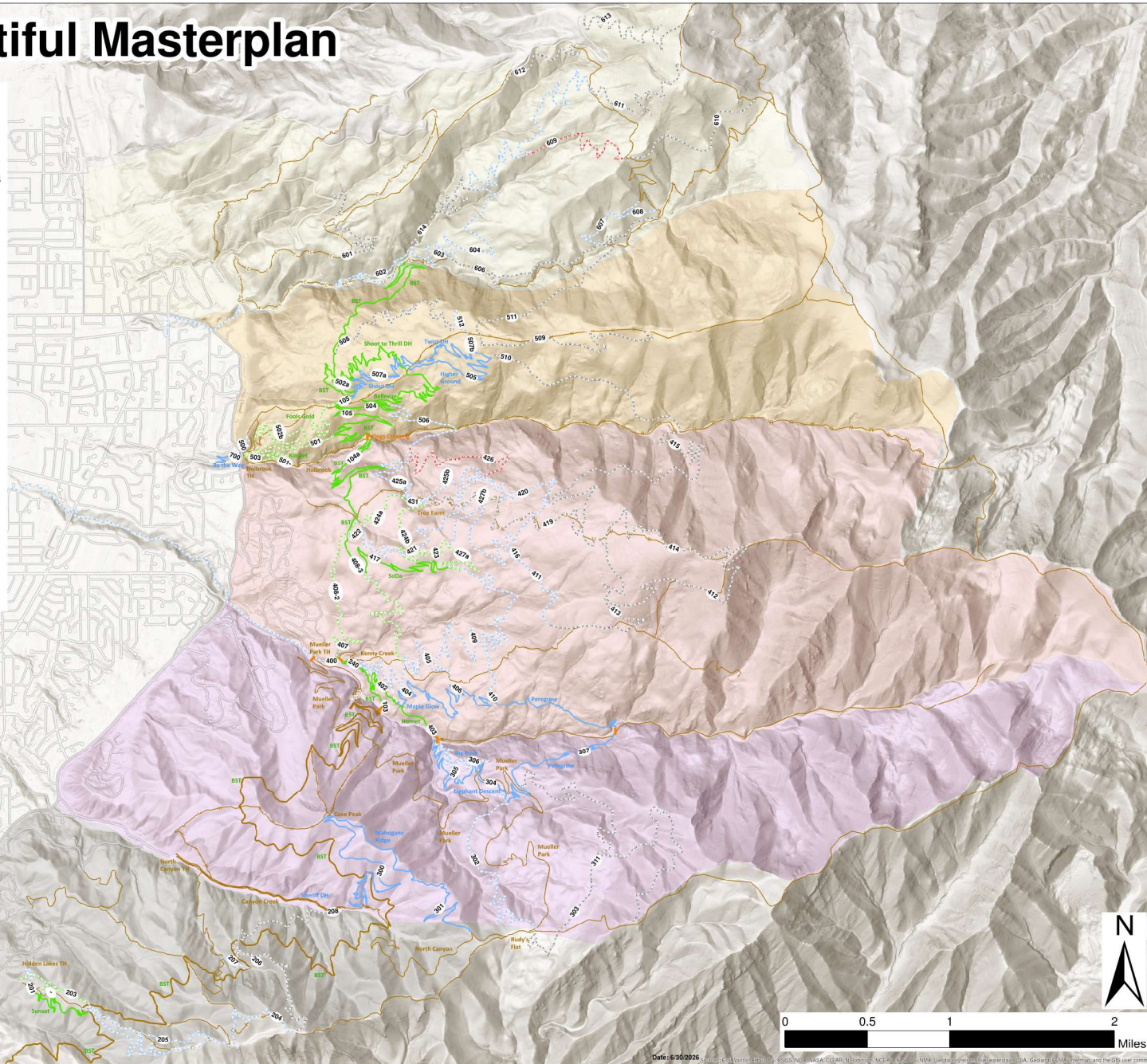
- PROPOSED
- BRIDGE
- Bountiful TIP Trails
 - EASY (GREEN)
 - INTERMEDIATE (BLUE)
 - DIFFICULT (BLACK)
 - EXPERT (DOUBLE BLACK)

Existing Trails

- Abandon
- ADOPT
- Extensive Maint.
- No Action
- Re-Route
- BST

Areas

- 1
 - 2
 - 3
 - 4
 - 5
 - 6
- World_Hilshade



SEGMENT T ID	Difficulty	TYPE	STYLE	DIRECTION	DESIGN USE	MINGED USE	Len_M	F	Priority
105	GRN	SCL	TFD	BOTH	MULTI	MULTI	2.21	1a	
106	GRN	SCL	TFD	BOTH	MULTI	MULTI	1.83	1a	
201	GRN	SCL	TFD	BOTH	HKRBK	HKRBK	1.00	1a	
104a	GRN	SCL	TFD	BOTH	MULTI	MULTI	1.82	1a	
103	GRN	SCL	TFD	BOTH	HKRBK	HKRBK	0.24	1b	
240	GRN	SCL	TFD	BOTH	HKRBK	HKRBK	0.43	1b	
304	BLU	SCL	MBO	DOWN	BK	HKRBK	0.83	1b	
305	BLU	SCL	MBO	DOWN	MTB	BK	1.50	1b	
307	BLU	SCL	TFD	BOTH	HKRBK	HKRBK	1.11	1b	
402	GRN	SCL	MBO	BOTH	MTB	HKRBK	0.46	1b	
403	GRN	SCL	MBO	BOTH	MTB	HKRBK	0.36	1b	
404	BLU	SCL	MBO	BOTH	MTB	HKRBK	1.46	1b	
406	BLU	SCL	TFD	BOTH	HKRBK	HKRBK	1.57	1b	
504	GRN	SCL	MBO	BOTH	BK	MTB	2.16	1c	
505	BLU	SCL	MBO	BOTH	BK	MTB	1.35	1c	
502a	GRN	SCL	MBO	DOWN	BK	MTB	1.67	1c	
507a	BLU	SCL	MBO	DOWN	BK	MTB	1.46	1c	
507b	BLU	SCL	MBO	DOWN	BK	MTB	1.22	1c	
417	GRN	SCL	TFD	BOTH	MULTI	MULTI	1.41	2b	
104b	GRN	SCL	TFD	BOTH	MULTI	MULTI	0.44	2b	

SEGMENT T ID	Difficulty	TYPE	STYLE	DIRECTION	DESIGN USE	MINGED USE	Len_M	F	Priority
306	BLU	SCL	CLX	BOTH	HK	HK	1.13	1b	
400	BLU	SCL	MBO	DOWN	MTB	HKRBK	0.21	1b	
300	BLU	SCL	MBO	BOTH	MTB	HKRBK	2.16	1b	
301	BLU	SCL	MBO	BOTH	MTB	HKRBK	2.00	1b	
700	BLU	SCL	MBO	BOTH	HKRBK	HK	0.36	1c	
405	BLU	SCL	TFD	BOTH	MULTI	MULTI	2.34	2a	
409	BLU	SCL	TFD	BOTH	HKRBK	HKRBK	3.37	2a	
501	GRN	SCL	MBO	BOTH	MTB	HKRBK	1.33	2a	
502b	GRN	SCL	MBO	DOWN	BK	BK	1.70	2a	
425a	BLU	SCL	TFD	BOTH	HKRBK	HKRBK	1.03	2b_P	
425b	BLU	SCL	TFD	BOTH	HKRBK	HKRBK	1.04	2b_P	
427a	GRN	SCL	TFD	BOTH	MTB	MULTI	0.71	2b_P	
427b	BLU	SCL	TFD	BOTH	MTB	MTB	0.51	2b_P	
508	BK	SCL	MBO	DOWN	BK	MTB	1.68	2b	
512	BLU	SCL	MBO	DOWN	BK	MTB	0.34	2c	
416	BLU	SCL	TFD	BOTH	MTB	MTB	1.57	2c	
400	BLU	SCL	MBO	DOWN	BK	BK	1.00	3a	
421	BLU	SCL	MBO	DOWN	BK	BK	1.08	3a	
422	BLU	SCL	JWP	DOWN	MTB	MTB	0.80	3a	
423	GRN	SCL	TFD	DOWN	MTB	MTB	0.61	3a	
426	DEBLK	SCL	PBO	DOWN	MTB	MTB	1.32	3a	
421	BLU	SCL	CLX	BOTH	HK	HK	0.07	3a	
506	BLU	SCL	TFD	BOTH	HKRBK	HKRBK	1.34	3a	
424a	GRN	SCL	TFD	DOWN	MTB	MTB	0.81	3a	
424b	GRN	SCL	TFD	DOWN	MTB	MTB	0.70	3a	
203	GRN	SCL	MBO	DOWN	MTB	HKRBK	0.72	3b	
601	BK	SCL	CLX	BOTH	MOTO	MOTO	1.20	3b	
600	GRN	SCL	TFD	BOTH	HKRBK	HKRBK	0.05	3b	
207	GRN	SCL	TFD	BOTH	MULTI	MULTI	0.23	3c	
208	BK	SCL	TFD	BOTH	HKRBK	HKRBK	1.00	3c	
302	BLU	SCL	TFD	BOTH	HKRBK	HKRBK	1.69	3c	
303	BK	SCL	PBO	BOTH	HKRBK	HKRBK	2.72	3c	
311	BK	SCL	PBO	BOTH	HKRBK	HKRBK	1.78	3c	
410	BLU	SCL	TFD	BOTH	MULTI	MULTI	0.33	3c	
411	BLU	SLO	TFD	BOTH	HKRBK	HKRBK	0.66	3c	
412	BK	SCL	PBO	BOTH	HKRBK	HKRBK	1.59	3c	
413	BK	SCL	PBO	BOTH	HKRBK	HKRBK	1.52	3c	
414	BK	SCL	CLX	BOTH	MULTI	MULTI	2.44	3c	
415	BK	SCL	CLX	BOTH	MULTI	MULTI	2.57	3c	
419	BK	SCL	CLX	BOTH	MULTI	MULTI	1.94	3c	
509	BK	SCL	TFD	BOTH	HKRBK	HKRBK	1.43	3c	
510	BK	SCL	TFD	BOTH	HKRBK	HKRBK	1.43	3c	
511	BK	SCL	TFD	BOTH	HKRBK	HKRBK	1.22	3c	
602	BLU	SCL	TFD	DOWN	HKRBK	HKRBK	0.79	3c	
603	BLU	SCL	TFD	DOWN	HKRBK	HKRBK	0.38	3c	
604	BLU	SCL	MBO	DOWN	MTB	HKRBK	4.31	3c	
606	BLU	SCL	TFD	BOTH	HKRBK	HKRBK	1.24	3c	
607	BLU	SCL	TFD	DOWN	MOTO	MULTI	0.46	3c	
608	BLU	SCL	TFD	DOWN	MOTO	MULTI	0.39	3c	
609	DEBLK	SCL	PBO	DOWN	MTB	MTB	1.10	3c	
610	BK	SCL	PBO	DOWN	MOTO	MULTI	1.10	3c	
611	BLK	SCL	MBO	BOTH	BK	MULTI	1.39	3c	
612	BLK	SCL	CLX	BOTH	MOTO	MULTI	0.74	3c	
614	BLK	SCL	DOWN				1.41	3c	
202	BLU	SCL	CLX	BOTH	HKED	HK	0.18	4	
204	BLU	SCL	TFD	BOTH	MULTI	MULTI	2.12	4	
205	BLU	SCL	TFD	DOWN	MULTI	MULTI	1.23	4	
206	BLK	SCL	TFD	BOTH	HKRBK	HKRBK	1.39	4	
500	BLU	SCL	CLX	BOTH	HK	HK	0.28	4	
613	BLK	SCL	TFD	BOTH	BK	HKRBK	1.61	4	
619a	BLU	SCL	TFD	BOTH	MULTI	HK	0.01	4	
619b	BLU	SCL	TFD	BOTH	MULTI	HK	0.07	4	
619c	BLU	SCL	TFD	BOTH	MULTI	HK	0.03	4	
619d	BLU	SCL	TFD	BOTH	MULTI	HK	0.05	4	
619f	BLU	SCL	TFD	BOTH	MULTI	HK	0.14	4	
619g	BLU	SCL	TFD	BOTH	MULTI	HK	0.03	4	
619h	BLU	SCL	TFD	BOTH	MULTI	HK	0.05	4	
407	GRN	SCL	TFD	DOWN	MTB	MTB	0.62	N/A	
406-2	GRN	SCL	TFD	DOWN	MTB	MTB	0.77	N/A	
406-3	GRN	SCL	TFD	DOWN	MTB	MTB	1.26	N/A	
501-	GRN	SCL	BOTH				0.08		
503	GRN	SCL	MBO	DOWN	BK	BK	0.45		
619h	BLU	SCL	TFD	BOTH	MULTI	HK	0.05	4	
700	BLU	SCL	MBO	BOTH	HKRBK	HK	0.36	1c	

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