



## Winter 2017 Draft Report

Alignment Proposals for the Inyo National Forest and the Town of Mammoth Lakes

Map ID #S06

April 11, 2017





**Map ID #S06 Key Agreements  
As of April 11, 2017**

- 1. Alignment:** This trail is meant primarily as a connector between the Sherwins Trailhead (Borrow Pit Staging Area) and the Town Loop at Hayden Cabin Museum.
- 2. Trailhead and Destination(s):** Borrow Pit Staging Area, the Town Loop, and Hayden Cabin.
- 3. Naming:** Hayden Cabin Path
- 4. Control Points/Narrative:** The trail begins at the southern end of the Sherwins Trailhead (1), which also provides access to Map ID #S07 and Map ID #S13, and heads north-northeast. 243 feet up the trail, two alternatives exist to move the user into a shallow drainage east of the Borrow Pit Staging Area (2), with the goal of minimizing visual impacts from the Turner Propane Tank Farm and maximizing views of the surrounding natural area. The preferred alignment (258 feet at varying grades) is shorter while still conforming to ADA standards and orients the user away from the Turner Propane Tank Farm. The alternative alignment (416 feet at approximately 3% grade) delivers the user via a longer route at a gentler, more constant grade, but places the Turner Propane Tank Farm in the user's direct line of sight. Once the drainage has been reached (258 feet), the trail connects the user to a crossing at Sherwin Creek Road via a pleasant, meandering alignment (3) that avoids the low point of the drainage. Avoidance of the low point will assist with managing drainage of the facility itself. The trail crossing (4) should be aligned to avoid the cross-slope presented by the hill to the northeast of the intersection so that ADA standards may continue to be met. The alignment should optimize the sightlines of vehicles traveling eastbound on Sherwin Creek Road. Once users have crossed the road, the alignment (5) will closely parallel the existing equestrian facilities (Inyo National Forest stables and Sierra Meadows Ranch) to avoid crossing multiple equestrian-use trails, which become more abundant farther east. When the alignment must cross an equestrian trail, it will do so perpendicularly and will strive to provide good sightlines for all users at those intersections. The trail will eventually reach a point of interest at the Hayden Cabin Museum (6)—a distance of 2,446 feet from the crossing at Sherwin Creek Road—at the museum's parking area near its entrance. It will continue 432 feet to the existing bridge over Mammoth Creek (7) via an alignment that



parallels Mammoth Creek and allows the user to experience this unique environment while avoiding the sensitive riparian area along the actual creek bank. The bridge, which will require improvements to accommodate ADA use, will deliver the user to the trail's ultimate destination the Town Loop (8).

5. **Map Reference:** SHARP TTC: Map ID #S06, 11/17/2010

**B. Design Specifications:**

1. **Trail Type:** Type 4 (Shared Multi-Use Trail)
2. **Users:** Non-motorized & ADA-accessible. Equestrians prohibited.
3. **Width:** Tread 8' to 12'
4. **Grade:** Grades less than 5%
5. **Surface:** Native or imported material. Asphalt (preferred) or other firm and stable ADA-accessible surface (alternative). The use of asphalt will prevent equestrians from using this facility and therefore assist with facility upkeep and maintaining ADA standards. Equestrians could be accommodated with another alignment stemming from the Borrow Pit Staging Area (Map ID #S01) or by the development of a parallel bridle path.
6. **Features:** The facility will feature rest areas at natural features such as boulders when possible and desired; an ADA-accessible turnout is desired for at least one of these features.
7. **User Experience/Aesthetics:** This trail is intended to be transitional in nature, taking the user from urban to more front-country experiences via a meandering alignment that blends into the town's existing trail system. It will be family-friendly and guide users directly to a point of interest (Hayden Cabin Museum, at map control point #6).
8. **Trail Amenities:** As directed by the *Mammoth Lakes Trail System Wayfinding and Signage Standards Manual*.

**C. Winter/Summer Interface:** See Map ID #W01 (Borrow Pit Staging Area), Map ID #W02 (snowplay area), Map ID #W10a (groomed non-motorized connector aligned over Map ID #S06), and Map ID #W10b (dog play area). SHARP ID #W10a follows the alignment of SHARP ID #S06. Summer signage for SHARP ID #S06 will need to be placed so that they do not hinder or obstruct winter grooming to the minimum footprint of a small Piston Bully (grooming width of 14 feet) or see the width dimension of multi-use pathway tunnels as defined in the *Trail System Master Plan* (Pg. 44).

**D. Signage and Wayfinding Special Considerations:** As directed by the *Mammoth Lakes Trail System Wayfinding and Signage Standards Manual*, with the inclusion of possible interpretive opportunities at "rest rocks." Vehicular and trail signage will be needed at the crossing of Sherwin Creek Road. Trail-etiquette signage will be useful at the trail's intersection(s) with



equestrian use trails.

**TO BE COMPLETED BY AGENCIES/JURISDICTIONS**

- A. Environmental Review:** "SHARP Projects – NEPA" as submitted to USFS.
- B. Construction & Maintenance:** Town of Mammoth Lakes under CCS and Potentially SUP.
- C. Funding Considerations & Ownership:** Funding construction through Measure R and MLTS Trail Facilities Construction Reserve Account; Ownership via USFS with maintenance provided by the MLTS.

**D. Construction Cost Estimator:**

<b>Total Linear Feet New Trail Construction</b>	<b>4,504 feet</b>
<b>Total Estimated Cost per Linear Foot</b>	<b>\$190</b>
<b>Total Estimated Cost of New Trail Construction</b>	<b>\$855,760</b>
<b>Type of Amenity</b>	Multi-Use Pathway Signage
<b># of Amenities</b>	14
<b>Cost per Amenity</b>	Varies
<b>Total Cost of Amenities</b>	<b>\$74,000</b>
<b>Rehabilitation Cost</b>	TBD
<b>Total Cost Estimate for SHARP ID #S06</b>	<b>\$929,760</b>

- a. **Total Linear Feet of New Trail Construction:** 4,504 feet
- b. **Total Estimated Cost per Linear Foot:** Approximately \$190 per foot.
- c. **Estimated Cost of Amenities:** Varies. Estimated multi-use pathway signage needs include: (2) Type 2 signs (approximately \$10,000 each), (4) Type 4/6 signs (approximately \$8,000 each), (4) Type 6a signs (approximately \$5,000 each), and (4) bollards at (approximately \$500 each).

<b>Sign Type</b>	<b>Quantity</b>	<b>Unit Cost</b>	<b>Total</b>
Type 2	2	\$10,000	\$20,000
Type 4/6	4	\$8,000	\$32,000
Type 6a	4	\$5,000	\$20,000
Bollard	4	\$500	\$2,000
<b>Total Signs</b>	<b>14</b>	<b>Grand Total</b>	<b>\$74,000</b>

- d. **Rehabilitation Cost Estimate:** TBD
- e. **First-Guess Cost Estimate:** \$929,760
  - i. **Preferred Alignment:** \$929,760
  - ii. **Alternative Alignment:** None



- E. Other Special Considerations:** Additional engineering analysis will be needed for the existing bridge over Mammoth Creek to ensure that it meets multi-use pathway bridge standards as well as load bearing requirements for winter grooming equipment.

# SHARP






Sherwins Area Recreation Plan

Trails Technical Committee

SHARP TTC: Map ID #S06

Map Draft Date 11/17/10

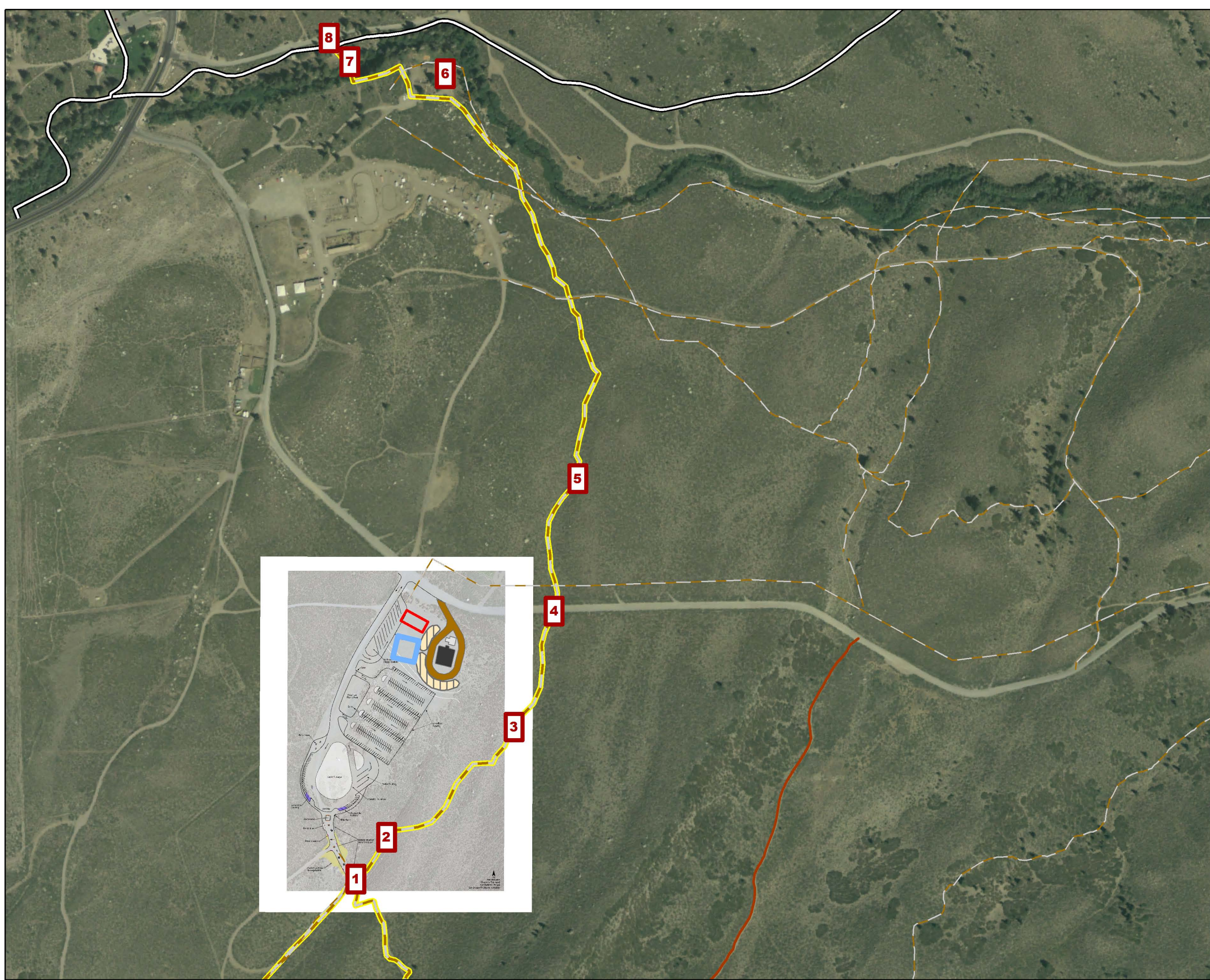
## Legend

-  SHARP TTC Trail Alignments
-  SHARP Proposed Trails
-  INF Trails
-  Centerlines
-  Control Points

Please see the SHARP TTC Project Coversheet and Key Agreements Documents for project details and Control Point definitions, as well as the Sherwins Area Recreation Plan (SHARP) for detailed concept and rationale.

### SHARP TTC

- The SHARP TTC is committed to staying true to the original wording and intent of the SHARP proposals, as crafted by the Sherwins Working Group, and will therefore not revisit or revise any part of any recommendation unless warranted by agency sideboards or other opportunities or constraints as identified by land management agencies such as the INF.
- This map is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



0 437.5 875 1,750 Feet





**Project Cover Sheet:  
Map ID #S06**

<b>SHARP CONCEPT</b>	<p><b>Hard-surface or paved non-motorized connector from the Borrow Pit Staging Area to Mammoth Creek Park East at the bridge.</b></p> <p>Develop a hard-surface or paved ADA-compliant multi-use path (MUP) from the Borrow Pit Staging Area (see Summer Map ID #01) to the bridge at Mammoth Creek Park East. Specific routing will take users from the Borrow Pit Staging Area, east of the USFS stables, and deliver them to a connection with the existing MUP at Mammoth Creek Park East. This connector can be routed beneath the winter alignment (see Winter Map ID #10a) and will be open to non-motorized use only. The exact surface is to be determined.</p>
<b>SHARP RATIONALE</b>	<p>This trail will encourage and facilitate use of Mammoth Creek Park East as an alternate staging area and provide connectivity between the park, the Borrow Pit Staging Area, the stacked-loop trail system, and formal access/egress points along the meadow's northern boundary. Routing of the trail as described above will increase user safety by keeping users separated from Sherwin Creek Road and Old Mammoth Road traffic, enhance the user experience by presenting less noise and visual impact (vehicular traffic), mitigate potential conflict with the two stock operations in the area (primarily Sierra Meadows Equestrian Center), and provide a direct connection to an existing portion of the Mammoth Lakes Trail System that leads to the Mammoth Lakes Library, Cerro Coso Community College, and other destinations. The park-side endpoint of this connection also will facilitate easier access to the Hayden Cabin (see Summer Map ID #25), which presents historical opportunities and can increase visitor traffic to this amenity.</p>
<b>RELATED PROJECTS</b>	<p>SHARP ID #W01. See SHARP Winter Proposals for details.          SHARP ID #W10a. See SHARP Winter Proposals for details.          SHARP ID #S01. See SHARP Summer Proposals for details.          SHARP ID #S25. See SHARP Summer Proposals for details.</p>
<b>WORKFLOW CHECKLIST TASK</b>	<b>DATE COMPLETED</b>
Group overview in-house meeting to present work plan and desired deliverables	June 12, 2010
Group overview field trip and technical analysis in-house	Field trip: June 12, 2010
Drafting/staking	June 29, 2010
Technical review field trip	June 12, 2010
Draft revision	March 26, 2017
Final review meeting	July 13, 2010 & March 26, 2017
Presentation to USFS	November 18, 2010
<b>AGENCY SIDEBOARDS</b>	Historic Sites along Mammoth Creek.
<b>DESIRED OUTSIDE PARTICIPANTS</b>	Town of Mammoth Lakes, Inyo National Forest
<b>ENVIRONMENTAL REVIEW</b>	"SHARP Projects – NEPA" as submitted to USFS.
<b>OTHER NOTES</b>	None



**Project Cover Sheet:  
Map ID #S06**

<b>PARTICIPANTS</b>	2010 Participants: Robin Morning, Lesley Bruns, Maggie Palchak, Malcolm Clark, John Walter, Greg Norby, Tammy Nguyen, Megan Mahaffey, Linsey Duddridge, Chuck Megivern, Kim Stravers, Drew Blankenbaker, Steve Speidel, Keith Dawley, Jon Kazmierski, and John Wentworth 2017 Participants: Joel Rathje, John Wentworth, Andrew Mulford, and Kelly Workman.
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