



Winter 2017 Draft Report

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

Map ID #S15

March 14, 2017





**Map ID #S15 Key Agreements
As of March 14, 2017**

A. Alignment: This project is intended to provide a non-motorized safe crossing of Old Mammoth Road.

1. **Trailhead and Destination(s):** Panorama Mountain Bike Trail, SHARP ID #S05b North, Mammoth Rock Trail, and Old Mammoth Road.
2. **Naming:** Mammoth City Trail
3. **Control Points/Narrative:** From the western endpoint of the trail at the intersection of Map ID #S05b North and Panorama Mountain Bike Trail (1), the trail heads roughly southeast 377 feet to the base of the current Old Mammoth Road hairpin turn at the terminus of the Panorama Mountain Bike Trail (2). The trail then continues southeast 228 feet through a clearing to the start of Map ID #S14 at the existing use-trail (3). The trail crosses that point and heads southeast 75 feet down toward the forested area to a point just south of the power lines at the edge of the gully formed by the drainage (4). At this point the trail bends to the west along a natural bench 73 feet to the identified bridge location (5), which it crosses. The trail then crosses Old Mammoth Road (6) and travels 133 feet making one to two climbing turns to the south before joining the existing use-trail paralleling Map ID #S05b South (7). The trail travels a final 521 feet to its termination at the Mammoth Rock Trail (8).
4. **Map Reference:** SHARP TTC: Map ID #S15, 11/17/2010

B. Design Specifications:

1. **Trail Type:** Type 2 (Preferred Mountain Bike)
2. **Users:** Non-motorized users.
3. **Width:** Tread narrow – less than 36"
4. **Grade:** Grades may occasionally be steeper than 8%
5. **Surface:** Native materials
6. **Features:** A 32-foot bridge.
7. **User Experience/Aesthetics:** This trail is meant primarily as a connector between the Panorama Mountain Bike Trail and the Mammoth Rock Trail, providing continuity of experience for the user. This trail will accommodate all skill levels, but does connect to more intermediate-level amenities.
8. **Trail Amenities:** None.

C. Winter/Summer Interface: None.

D. Signage and Wayfinding Special Considerations: None.



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:**

Total Linear Feet New Trail Construction	1,178 feet
Total Estimated Cost per Linear Foot	\$5.00
Total Estimated Cost of New Trail Construction	\$5,890
Type of Amenity #1	Signage
# of Amenities	3
Cost per Amenity	\$200
Total Cost of Amenity #1	\$600
Type of Amenity #2	32-foot Bridge
# of Amenities	1
Cost per Amenity	\$50,000
Type of Amenity #3	Safe Crossing
# of Amenities	1
Cost per Amenity	\$7,500
Total Cost of Amenities	\$58,100
Rehabilitation Cost	TBD
Total Cost Estimate for SHARP ID #S15	\$63,990

- a. **Total Linear Feet of New Trail Construction:** 1,178 linear feet
- b. **Total Estimated Cost per Linear Foot:** \$5 per linear foot, with additional cost for bridge construction and the Old Mammoth Road safe crossing.
- c. **Estimated Cost of Amenities:** \$200 for each Type 9a sign. An additional \$50,000 for a 32-foot bridge and \$7,500 for a safe crossing on Old Mammoth Road.
- d. **Rehabilitation Cost Estimate:** Approximately 100 linear feet of existing use-trail that would otherwise connect with Map ID #S05b South, which is a non-mechanized trail, will need to be rehabilitated to prevent bicyclists from accessing a trail on which that use is prohibited.
- e. **First-Guess Cost Estimate:** \$63,990



- i. **Preferred Alignment:** \$63,990
 - ii. **Alternative Alignment:** None.
- E. Other Special Considerations:** See “rehabilitation cost estimate” above.

SHARP






Sherwins Area Recreation Plan

Trails Technical Committee

SHARP TTC: Map ID #S15

Map Draft Date 11/17/10

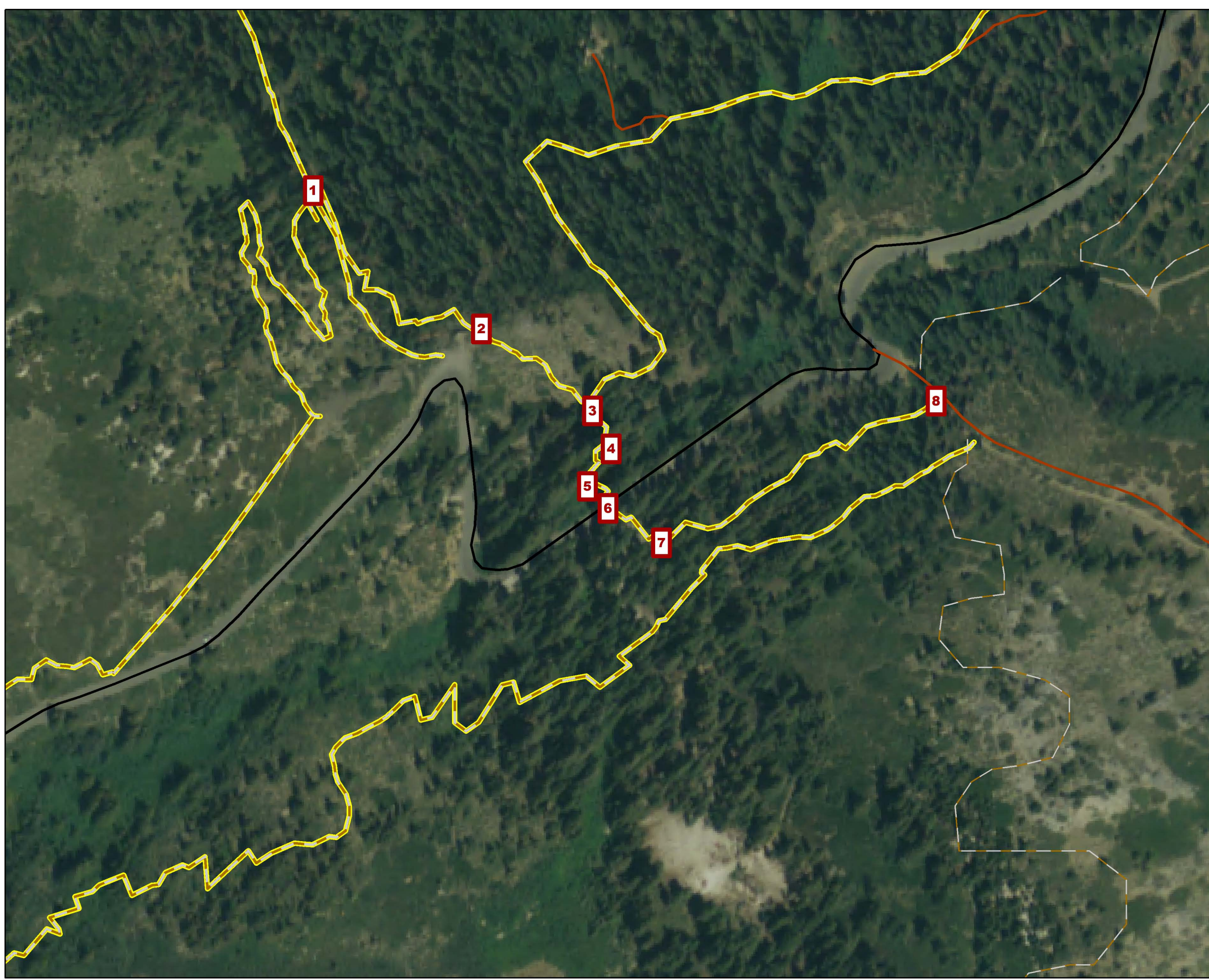
Legend

-  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.



0 170 340 680 Feet





**Project Cover Sheet:
Map ID #S15**

SHARP CONCEPT	Old Mammoth Road soft-surface non-motorized safe crossing Develop a soft-surface non-motorized safe crossing of Old Mammoth Road. A trail would be built roughly from the western entrance of Mammoth Rock Trail and stay on the uphill (south) side of Old Mammoth Road, utilizing a portion of the existing use-trail/mine road, then turn parallel to the road and continue to the uppermost hairpin turn of Old Mammoth Road. Here the trail would cross just uphill (west) of the turn. The crossing will be open to non-motorized use only.	
SHARP RATIONALE	This crossing provides continuity of the soft-surface system described in Summer Map ID #14 and elsewhere in this proposal. It avoids having bikers cross Old Mammoth Road in a blind hairpin, as is the current configuration, thereby dramatically increasing public safety both for trail users and drivers. This is a safe crossing point because uphill traffic has a 180-degree turn to negotiate; therefore, traffic is slow and downhill traffic has a long straightaway on which to see oncoming cars or pedestrians. Cars are naturally slowing here in anticipation of the hairpin turn. Additionally, this crossing will minimize use of unsafe and over-utilized vehicular turnouts along Old Mammoth Road. NOTE: The exact alignment of the safe crossing is yet to be determined but could include a below-grade crossing.	
RELATED PROJECTS	SHARP project ID #05b - See the SHARP Summer Proposal for details. SHARP project ID #14 - See the SHARP Summer Proposal for details. Lakes Basin Special Study (LABSS).	
WORKFLOW CHECKLIST TASK	DATE COMPLETED	
Group overview in-house meeting to present work plan and desired deliverables	September 8, 2010	
Group overview field trip and technical analysis in-house	N/A	
Drafting/staking	N/A	
Technical review field trip	September 10, 2010	
Draft revision	TBD	
Final review meeting	October 27, 2010	
Presentation to USFS	November 18, 2010	
AGENCY SIDEBOARDS	N/A	
DESIRED OUTSIDE PARTICIPANTS	Town of Mammoth Lakes, Inyo National Forest	
ENVIRONMENTAL REVIEW	"SHARP Projects –NEPA" as submitted to USFS.	
OTHER NOTES	None.	



**Project Cover Sheet:
Map ID #S15**

PARTICIPANTS	2010 - 2015 Participants: Clayton Mendel, Maggie Palchak, Lesley Bruns, Jen Girard, Malcolm Clark, Peter Bernasconi, John Wentworth, Chuck Megivern, Drew Blankenbaker, and Kim Stravers. 2016 - 2017 Participants: Joel Rathje, John Wentworth, Andrew Mulford, and Kelly Workman.
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