



## Winter 2017 Draft Report

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

Map ID #S05b North

Map ID #S05b South

March 14, 2017





**Map ID #S05b North Key Agreements  
As of March 14, 2017**

- A. Alignment:** This project is intended to create parallel soft-surface non-motorized connections: one on the north side of Old Mammoth Road, and the other on the south side from the Old Mammoth Road safe crossing (see Summer Map ID #S15) to the intersection of Old Mammoth Road and Lake Mary Road.
- 1. Trailhead and Destination(s):** Two safe crossings (see Map ID# S05c and Map ID #S15), Panorama Mountain Bike Trail, and the intersection of Old Mammoth Road and Lake Mary Road.
  - 2. Naming:** Mammoth City Trail North
  - 3. Control Points/Narrative:** Beginning at the southwest endpoint of the trail at the safe crossing for Map ID #S05c (1), the trail travels roughly northeast via the Mammoth Community Water District water-tank access road 320 feet to the safe equestrian crossing (2), which it crosses. The trail then continues roughly northeast along the same Mammoth Community Water District water-tank access road 381 feet to the Mammoth Community Water District water tank (3), at which point it continues 465 feet along a new alignment, which features two climbing turns, to where it begins to parallel Old Mammoth Road (4). The trail then parallels Old Mammoth Road 891 feet through Mammoth City (5), where it begins to gain elevation roughly along a contour line 509 feet to reach a vista point on top of a rock band (6). The trail then heads immediately north, then switches back and down to the east via a series of turns 915 feet to terminate at the Panorama Mountain Bike Trail where it intersects with the start of Map ID #S15 (7).
  - 4. Map Reference:** SHARP TTC: Map ID #S05b North, 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:** None.
  - 7. User Experience/Aesthetics:** This trail features incredible views and helps to mitigate user conflict through its coordination with Map ID #S05b South and the trail's design. Interpretive opportunities abound.
  - 8. Trail Amenities:** None.
- C. Winter/Summer Interface:** None.
- D. Signage and Wayfinding Special Considerations:** Signage and wayfinding



will be consistent with the *MLTS Wayfinding and Signage Standards Manual*. Interpretive opportunities should be explored for topics including the local water system, the trail's intersection with Map ID #S05c, archeological sites, and the identified vista point.

## 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>2,467 feet</b>
<b>Total Estimated Cost per Linear Foot</b>	<b>\$5.00</b>
<b>Total Estimated Cost of New Trail Construction</b>	<b>\$12,335</b>
<b>Type of Amenity</b>	<b>Type 9a Signage</b>
<b># of Amenities</b>	<b>2</b>
<b>Cost per Amenity</b>	<b>\$200</b>
<b>Total Cost of Amenities</b>	<b>\$400</b>
<b>Rehabilitation Cost</b>	<b>N/A</b>
<b>Total Cost Estimate for SHARP ID #S05b North</b>	<b>\$12,735</b>

- a. **Total Linear Feet of New Trail Construction:** 2,467 feet
- b. **Total Estimated Cost per Linear Foot:** \$5 per linear foot.
- c. **Estimated Cost of Amenities:** \$200 for each Type 9a sign.
- d. **Rehabilitation Cost Estimate:** N/A
- e. **First-Guess Cost Estimate:** \$12,735
  - i. **Preferred Alignment:** \$12,735
  - ii. **Alternative Alignment:** None
- E. Other Special Considerations:** Archeological sites.



**Map ID #S05b South Key Agreements  
As of March 14, 2017**

- A. Alignment:** This project is intended to create parallel soft-surface non-motorized connections: one on the north side of Old Mammoth Road, and the other on the south side from the Old Mammoth Road safe crossing (see Summer Map ID #S15) to the intersection of Old Mammoth Road and Lake Mary Road.
1. **Trailhead and Destination(s):** Old Mammoth Road safe crossing (see Summer Map ID #S15), Mammoth Rock Trail/Existing USFS system pack trail, SHARP Map ID #S17, and the intersection of Old Mammoth Road and Lake Mary Road.
  2. **Naming:** Mammoth City Trail South
  3. **Control Points/Narrative:** Beginning at the southwest endpoint of the trail at the existing USFS system pack trail (1), the trail travels roughly northeast via the existing use trail 1,845 feet to a riparian area (2) that will require mitigation. The trail then continues roughly northeast along the existing use trail 1,390 feet to its intersection with 4S19b (3), which it crosses. The trail then continues as a new alignment 610 feet to the trail's terminus at Mammoth Rock Trail (4).
  4. **Map Reference:** SHARP TTC: Map ID #S05b South, 11/17/2010
- B. Design Specifications:**
1. **Trail Type:** Type 2 (Preferred Equestrian) & Type 2 (Preferred Hike)
  2. **Users:** Non-motorized and non-mechanized users
  3. **Width:** Tread narrow – less than 30" (Preferred Equestrian). Tread narrow – less than 36" (Preferred Hike).
  4. **Grade:** Grades may occasionally be steeper than 10% (Preferred Equestrian). Grades may occasionally be steeper than 10%, including stair steps (Preferred Hike).
  5. **Surface:** See "Trail Type."
  6. **Features:** None.
  7. **User Experience/Aesthetics:** This trail is meant to offer early-spring access with low visual impact, beautiful views, and mitigation of user conflict by its coordination with Map ID# S05b North. This trail optimizes user experience by design and will accommodate all skill levels.
  8. **Trail Amenities:** None.
- C. Winter/Summer Interface:** None.
- D. Signage and Wayfinding Special Considerations:** Signage and wayfinding will be limited and consistent with the *MLTS Wayfinding and Signage Standards Manual*.



**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>2,544 feet</b>
<b>Total Estimated Cost per Linear Foot</b>	<b>\$5.00</b>
<b>Total Estimated Cost of New Trail Construction</b>	<b>\$12,720</b>
<b>Type of Amenity</b>	<b>Type 9a Signage</b>
<b># of Amenities</b>	<b>5</b>
<b>Cost per Amenity</b>	<b>\$200</b>
<b>Total Cost of Amenities</b>	<b>\$1,000</b>
<b>Rehabilitation Cost</b>	<b>N/A</b>
<b>Total Cost Estimate for SHARP ID #S05b South</b>	<b>\$13,720</b>

- a. **Total Linear Feet of New Trail Construction:** 2,544 feet
- b. **Total Estimated Cost per Linear Foot:** \$5 per linear foot.
- c. **Estimated Cost of Amenities:** \$200 for each Type 9a sign.
- d. **Rehabilitation Cost Estimate:** N/A
- e. **First-Guess Cost Estimate:** \$13,720
  - i. **Preferred Alignment:** \$13,720
  - ii. **Alternative Alignment:** None
- E. Other Special Considerations:** Goshawk habitat, mining claims.



# SHARP






Sherwins Area Recreation Plan

Trails Technical Committee

SHARP TTC: Map ID #S05b North

Map Draft Date 11/17/10

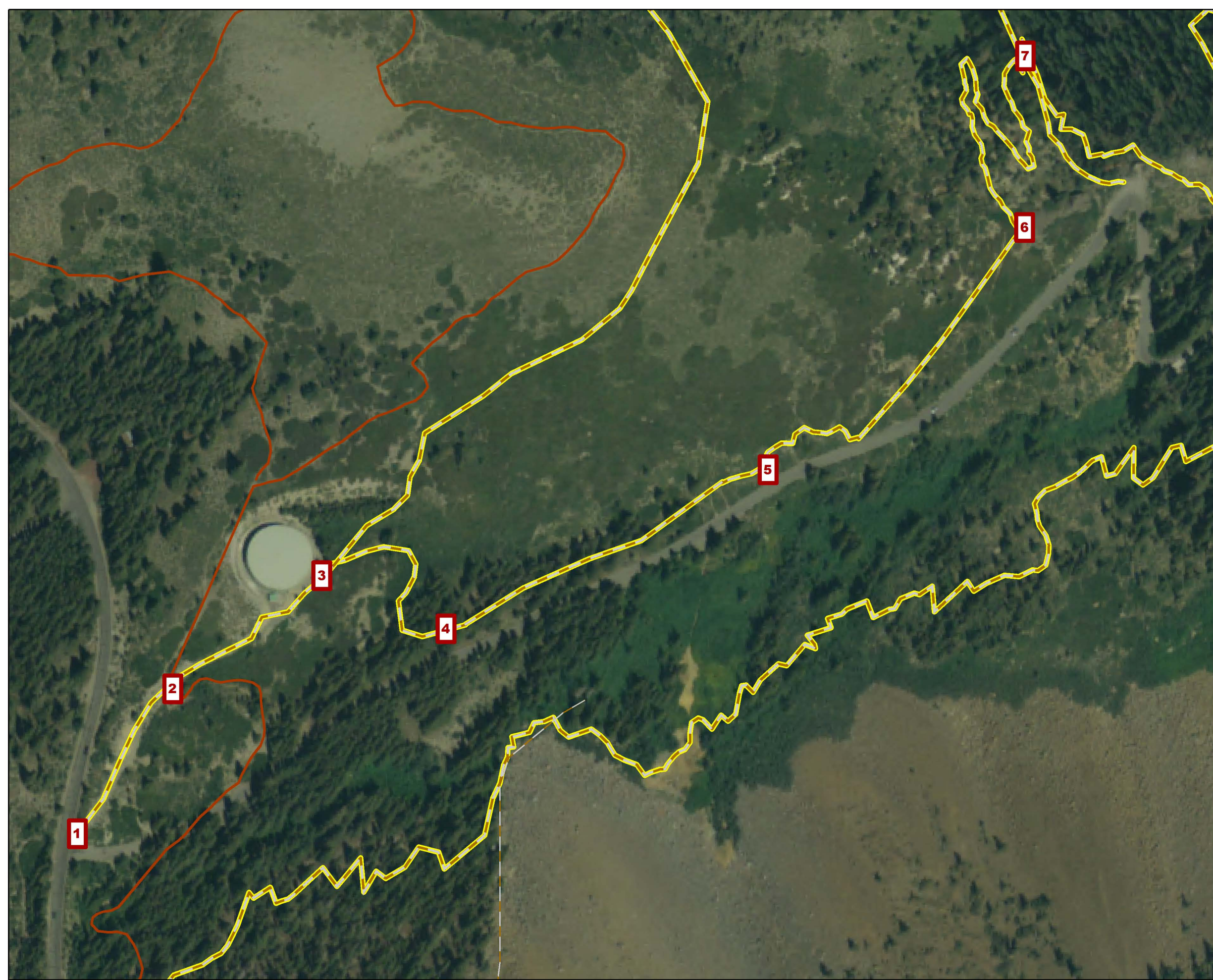
## Legend

-  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.



0 210 420 840 Feet







SHARP TTC: Map ID #S05b South

Map Draft Date 11/17/10

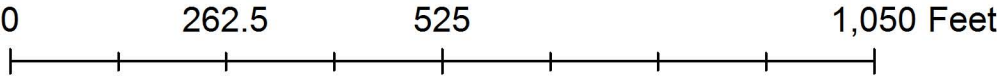
**Legend**

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## Project Cover Sheet: Map ID #S05b North and South

<b>SHARP CONCEPT</b>	<p><b>Parallel soft-surface non-motorized connections—one on the north side of Old Mammoth Road, one on the south side—from the Old Mammoth Road safe crossing (see Summer Map ID #15) to the intersection of Old Mammoth Road and Lake Mary Road.</b></p> <p>Develop a set of parallel soft-surface non-motorized trail connections between the Old Mammoth Road safe crossing and the road's intersection with Lake Mary Road. Facilities will be limited to signage. One connection will be open to all non-motorized use, and its complement will be open to non-mechanized use only.</p>
<b>SHARP RATIONALE</b>	<p>Routing these connections along Old Mammoth Road will offer the following benefits: quick snowmelt due to aspect, and therefore early spring accessibility; reduction of visual impact via placement in manzanita; existing topography and vegetation require less-intensive development; good views; avoidance of boggy/wet areas and dense stands of lodgepole pine and aspen; historical/interpretive opportunities as the trails pass through the Mammoth City site; and increased user safety via the off-road location. Additionally, creation of parallel trails will mitigate potential user conflict between equestrians, hikers, and mountain bikers as well as trail deterioration from heavy multiple use.</p> <p>The trail on the north side of Old Mammoth Road will connect users to the Lake Mary Road Bike Path, crossing Lake Mary Road and encouraging use of that path and the Mammoth Lakes Trail System as a continuous system. The connection to the trail at Summer Map ID #26 encourages and makes accessible recreation and vista opportunities at and near Mammoth Rock. Facilities will be limited to signage, and the Lake Mary Road Bike Path connector will be closed to equestrians.</p> <p>NOTE: Further study is needed to determine an optimal road crossing for equestrians.</p>
<b>RELATED PROJECTS</b>	<p>SHARP project ID #S14 - See the SHARP Summer Proposal for details.</p> <p>SHARP project ID #S15 - See the SHARP Summer Proposal for details.</p> <p>Lakes Basin Path</p> <p>Lakes Basin Special Study (LABSS).</p>
<b>WORKFLOW CHECKLIST TASK</b>	<b>DATE COMPLETED</b>
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	N/A
Draft revision	N/A
Final review meeting	October 27, 2010
Presentation to USFS	November 18, 2010
<b>AGENCY SIDEBORDS</b>	Lakes Basin Path construction documents.





**Project Cover Sheet:**  
**Map ID #S05b North and South**

<b>DESIRED OUTSIDE PARTICIPANTS</b>	Equestrians (for road crossing), Town of Mammoth Lakes, Inyo National Forest
<b>ENVIRONMENTAL REVIEW</b>	"SHARP Projects – NEPA" as submitted to USFS.
<b>OTHER NOTES</b>	None.
<b>PARTICIPANTS</b>	2011 Participants: Clayton Mendel, Maggie Palchak, Lesley Bruns, Jen Girard, Malcolm Clark, Peter Bernasconi, John Wentworth, Chuck Megivern, Drew Blankenbaker, and Kim Stravers. 2017 Participants: Joel Rathje, John Wentworth, Andrew Mulford, and Kelly Workman.