



## Winter 2017 Draft Report

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

Map ID #S18

February 08, 2017





**Map ID #S18 Key Agreements  
As of February 08, 2017**

- A. Alignment:** This trail is intended to reroute and formalize the existing and unsustainable use trail connection that currently links the central section of the Mammoth Rock Trail to the proposed loop trail around the Sherwins Meadow (SHARP Project ID #08).
- 1. Trailhead and Destination(s):** Mammoth Rock Trail and SHARP Map ID#8.
  - 2. Naming:** Meadow Trail Connector
  - 3. Control Points/Narrative:** The proposed trail will begin at the intersection of the existing USFS Road AKA 27E201 and SHARP ID #S07 (1). The trail meanders southwest toward the base of the hill, after a short distance the trail meets with SHARP ID #S03 (2) and proceeds to turn northeast in a wide radius turn (3). The alignment continues through manzanita at a 5% grade to the top of the hill and takes another wide radius turn above several beautiful white fir trees (4) and a cluster of large boulders (5) revealing a landscape view of Mammoth Mountain, Mammoth Rock, and Mammoth Pass. The trail proceeds south along the top of the hill through manzanita following a 5% grade past a split boulder (6) revealing sweeping views of Mammoth Mountain, Mammoth Rock, and Mammoth Pass (7). The trail begins to descend from the top of hill and proceeds to flow into a series of wide radius turns. After the first two turns the trail passes an interesting rock feature and reveals another sweeping view of Mammoth Rock and the surrounding area (8). The trail continues through manzanita and crosses an existing use trail (9) and parallels the USFS Road AKA 27E201 as it meanders through clusters of trees. A large rock on this section of the trail may provide a possible side feature for mountain bikes (10). From there the trail maintains a gentle uphill grade through a manzanita grove with rolling contour trail at 2%-3% grade. The alignment then crosses an existing use trail which will require signage to keep users on the "official" trail as it continues along the contour (11). A grove of old growth juniper trees (12) is on display near a rock outcropping with a framed "window" view of Mammoth Mountain and Mammoth Rock as the trail continues to roll along the contour at 5% grade. The trail alignment then meets a large boulder which provides an opportunity to create an interesting turn using the natural shape of the rock (13). The trail then meets a rock slide area with big views (14). There is an opportunity for an alternate rocky alignment above the main route for added interest for more



experienced trail users (14). The trail continues along the contour, which is now on a steep side slope. The trail will cross the same downhill use trail again (15) near a stand of old growth juniper trees. From there the trail finds a natural opportunity for a wide radius turn into a grove of trees (16). Another wide radius turn yields a big view (17), followed by yet another wide turn (18). The last uphill turn curves around a large tree (19) and the final approach gently merges at a confluence with the Mammoth Rock Trail (20). Signage will be needed to encourage users to stay on the new trail and to not stray onto existing use trails.

4. **Map Reference:** SHARP TTC: Map ID #S18, 02/08/17

**B. Design Specifications:**

1. **Trail Type:** Type 2 (preferred mountain bike; tread narrow—less than 36 inches; minimal allowance for passing. See Chapter 6.6 Soft-Surface Trail Design Guidelines from TSMP).
2. **Users:** Non-motorized users: mountain bikers, day hikers, equestrian
3. **Width:** See “Trail Type.”
4. **Grade:** See “Trail Type.”
5. **Surface:** Soft-surface. See “Trail Type.”
6. **Features:** The primary feature is to provide a sustainable alternative to existing use/social trails connecting the Mammoth Rock Trail to the Sherwins Meadow and the Sherwins Meadow Trail. Opportunities exist to potentially take advantage of existing social trails and temporary parking areas in the northeastern section of the proposed alignment.
7. **User Experience/Aesthetics:** This trail is intended to be an easy-to-moderate two-way (uphill and downhill) non-motorized trail connecting SHARP Map ID #08 with the Mammoth Rock Trail. This rolling contour trail with 3%-5% grades will provide an easy to moderate multi-use trail with scenic views and rock features for mountain bikers, day hikers, and equestrians. Making the trail “two-way” helps to prevent and mitigate possible user conflict between riders coming downhill at higher speeds and users traveling more slowly uphill. This connector will allow mountain bikers to exit the Mammoth Rock Trail before reaching the sandy eastern end (an undesirable soil type for mountain bikers) and connect them back to Town via the Tamarack Street or the Borrow Pit trailheads. This will open loop opportunities in the Sherwins area and on the Mammoth Lakes Trail System for all trail users.
8. **Trail Amenities:** Viewpoints exist along the route that could be utilized for pullouts taking advantage of the unique geography and scenic opportunities.

**C. Winter/Summer Interface:** None.



**D. Signage and Wayfinding Special Considerations:** As noted earlier, specific signage will be needed to keep users on the new trail and not distracted by existing use trails which will need to be rehabilitated by appropriate land management agencies. Signage and wayfinding will be minimal and consistent with the “MLTS Wayfinding and Signage Standards Manual”.

**TO BE COMPLETED BY AGENCIES/JURISDICTIONS**

- A. Environmental Review:** Anticipated decision from USFS will be a categorical Exclusion per the District Ranger.
- 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>       | 8,700 feet      |
| <b>Total Estimated Cost per Linear Foot</b>           | \$5.00          |
| <b>Total Estimated Cost of New Trail Construction</b> | <b>\$43,400</b> |
| <b>Type of Amenities</b>                              | Type 9a Signage |
| <b># of Amenities</b>                                 | 5               |
| <b>Cost per Amenity</b>                               | \$200           |
| <b>Total Cost of Amenities</b>                        | <b>\$1,000</b>  |
| <b>Rehabilitation Cost</b>                            | N/A             |
| <b>Total Cost Estimate for SHARP ID #S18</b>          | <b>\$44,500</b> |

- a. **Total linear feet of new trail construction:** 8,700 feet
- b. **Total estimated cost per linear foot:** approx. \$5.00
- c. **Estimated Cost of Amenities:** \$1,000 for Type 9a signage. A minimum of four Type 9a (Trail Directional) signs will be needed on this trail: one at the trailhead (control point 1), two at intersections with existing use trail to keep users on the trail, one near the rock slide for the alternative rocky alignment for experienced users, and at the end of the trail where it meets the Mammoth Rock Trail. Signs are approximately \$200 each, the estimated signage budget for this trail will be \$1,000.
- d. **Rehabilitation cost estimate:** N/A
- e. **First-guess cost estimate:** \$44,500
  - i. **Preferred Alignment:** \$44,500



ii. **Alternative alignment:** None

**E. Other Special Considerations:** SHARP ID #08 needs to be formalized as a USFS System Trail prior to construction of SHARP ID #S18. Hand tools will likely be the primary means of construction for this trail, and are desired to reinforce the character of the finished product.

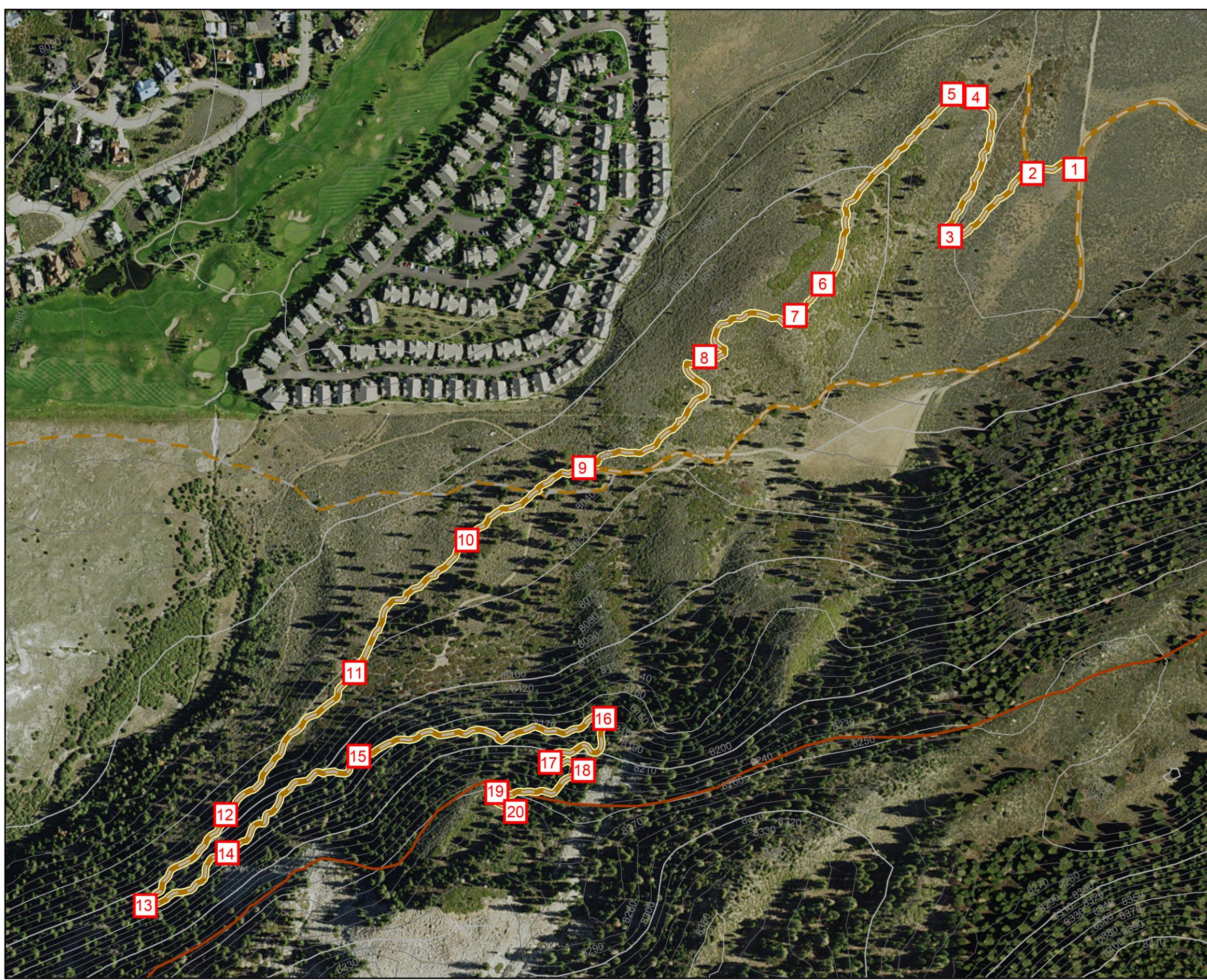
**SHARP TTC: Map ID #18**  
**CONCEPT: Improved soft-surface non-motorized connector from Mammoth Rock Trail to proposed meadow loop trail.**  
 (see Summer Map ID #8).  
 See The Sherwin Area Recreation Plan (SHARP) for detailed concept and rationale  
 Map Draft Date 02/08/17

### Legend

-  SHARP TTC Trail Alignments
-  SHARP Proposed Trails
-  INF Trails
-  Centerlines
- 10ft Contours**
-  Contour Line, Major
-  Contour Line, Minor
-  Contour Line, Intermediate

**SHARP TTC**

- The SHARP TTC is committed to staying true to the original wording and intent of the SHARP proposals, as crafted by the Sherwin 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.





**Project Cover Sheet:  
Map ID #S18**

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|--|--|
| <b>SHARP CONCEPT</b>   | <b>Improved soft-surface non-motorized connector from Mammoth Rock Trail to proposed meadow loop trail (See Summer Map ID #8).</b> Improve the existing trail connection that links the eastern section of Mammoth Rock Trail to the loop trail around the meadow (see Summer Map ID #8). The connector will be clearly delineated and marked as two-way (uphill and downhill), utilize the existing use-trail, which is currently in good shape except for the top portion, and will be open to non-motorized use only. Equestrian use will be accommodated per appropriate and sustainable design needs of the topography and terrain, which could include a second trail. |
| <b>SHARP RATIONALE</b>   | This connector will allow mountain bikers to exit the Mammoth Rock Trail before reaching the sandy eastern end (an undesirable soil type for mountain bikers) and can connect them via the backbone trails to the Tamarack Street trailhead (see Summer Map ID #2 and #7). This link will open up loop opportunities both within the Sherwins area and on Mammoth Lakes Trail System facilities accessible from the Tamarack Street trailhead and the borrow pit staging area (see Summer Map ID #1). Making the trail two-way helps to prevent and mitigate user conflict between riders coming downhill at higher speeds and users traveling more slowly upslope.          |
| <b>RELATED PROJECTS</b>  | SHARP project ID #1 - See the SHARP Summer Proposal for details.<br>SHARP project ID #2 - See the SHARP Summer Proposal for details.<br>SHARP project ID #7 - See the SHARP Summer Proposal for details.<br>SHARP project ID #8 - See the SHARP Summer Proposal for details.   |
| <b>WORKFLOW CHECKLIST TASK</b>                                   | <b>DATE COMPLETED</b>  |
| Group overview in-house meeting to present work plan and desired | September 17, 2015   |
| Group overview field trip and technical analysis in-house        | September 23, 2015   |
| Drafting/staking   | October 16, 2015   |
| Technical review field trip                                      | September 7, 2016  |
| Draft revision   | November 2, 2015   |
| Final review meeting   | December 30, 2015  |
| Presentation to USFS   | January 4, 2016  |
| <b>AGENCY SIDEBARDS</b>  | TBD  |
| <b>DESIRED OUTSIDE PARTICIPANTS</b>                              | Town of Mammoth Lakes, Inyo National Forest  |
| <b>ENVIRONMENTAL REVIEW</b>                                      | NEPA: Anticipated decision from USFS will be a Categorical Exclusion per the District Ranger. Specific action still pending.   |
| <b>OTHER NOTES</b>   | TBD  |
| <b>PARTICIPANTS</b>  | 2015-2017 Participants: Alan Jacoby, Joel Rathje, Jamie Rathje, John Wentworth, Andrew Mulford, and Kelly Workman.   |