

The following descriptions of the SHARP Area Priority Projects supersede the descriptions of these same projects included in Appendix A, *SHARP Plan: Summer and Winter Projects*, of the Initial Study. The Initial Study is included in Appendix A of this EIR.



Summer 2010 Final Report

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

Map ID #S01

Map ID #W01

November 18, 2010



PO Box 100 PMB# 432
Mammoth Lakes, CA 93546
760 934 3154
mltpa.org



**Map ID #S01 and #W01 Key Agreements
As of November 16, 2010**

KEY AGREEMENTS: *The group agreed to the following statements, which further explain the ideas presented in the accompanying final site plan.*

Suggested facility name: Sherwins Gateway

- The verbiage found in the original SHARP proposal is the guiding language to be followed when considering further detail for any portion of this staging area, particularly the desire to separate motorized and non-motorized use and staging via development of separate areas at the south (non-motorized) and north (motorized) ends.
- Public-transit connectivity to this area is a high priority, regardless of the level of development of the facility, as use will continue to remain high.
- The Borrow Pit Staging Area will undergo phased implementation. Further study is required to determine the volume of use and other issues, which will inform the development of more detailed construction plans for different amenities as funding permits.
- The highest priority for summer Phase 1 is to establish the southern parking area with its recommended facilities, interpretive opportunities, and connections to SHARP Map ID #s 6, 7, and 13, which are trails that come together at the very southern edge of this area. This parking area can be casual and unpaved until funding presents itself for improving the surface and adding striping.
- Development of certain features of the site plan may trigger or precede the development of others; for example, it is important to construct the southern staging area before implementing SHARP Map ID #7 so that a motorized road does not run through a non-motorized staging area.
- The highest priority for winter Phase 1 is to maintain the separation of uses (non-motorized vs. motorized) as described earlier in this document.

SHARP

Sherwins Area Recreation Plan

Trails Technical Committee

SHARP TTC: Map ID #S01 and #W01

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.
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0 145 290 580 Feet



Not to Scale
Sherwins Trailhead
Local National Forest



Project Cover Sheet: Map ID# S01

SHARP CONCEPT	<p>This will be the primary staging area for the Sherwins area and therefore the most developed. Facilities will include parking, bathrooms, an education/interpretive area, and signage. Additionally, the U.S. Forest Service (USFS) Maintenance Level on Sherwin Creek Road will need to be changed to allow off-highway vehicles (OHVs) to travel eastbound along the entire length of Sherwin Creek Road to Highway 395 (across both USFS and Department of Water and Power [DWP] land) to access appropriate OHV routes. This staging area will be open year-round (see Winter Map ID #1) to all users and will be served by public transit (see Summer Map ID# 28).</p>
SHARP RATIONALE	<p>This area has traditionally been, and continues to be, a popular staging area for recreationists. The tank-farm facility to be built by Turner Propane at the borrow pit offers several opportunities to create a major staging area in this location: Sherwin Creek Road will require conversion to a hardened surface from its intersection with Old Mammoth Road to the borrow pit, which will provide for improved vehicular travel; construction of the tank farm will allow the staging area to be situated in an already-disturbed location; and future water infrastructure for the tank farm may be usable for bathrooms at the staging area. An education/interpretive area would be an excellent addition to this staging area due to the expected high volume of users.</p> <p>OHV use is currently prohibited in open areas and on some routes within the Sherwins area, including much of Sherwin Creek Road. Changing the USFS Maintenance Level on Sherwin Creek Road will allow OHV users to ride directly from the borrow pit staging area and then along Sherwin Creek Road to routes open to them in the east without needing to stage farther down the road.</p>
RELATED PROJECTS	<p>SHARP W1. See SHARP Winter Proposal for details. Turner Propane Tank Farm Proposal Mammoth Motocross</p>



Project Cover Sheet: Map ID# S01

WORKFLOW CHECKLIST TASK	DATE COMPLETED
Group overview in-house meeting to present work plan and desired deliverables	May 19, 2010
Group overview field trip and technical analysis in-house	Field trip: N/A. Technical review of site plan first draft: July 21, 2010.
Drafting/staking	N/A
Technical review field trip	N/A
Draft revision	August 25, 2010
Final review meeting	November 16, 2010
Presentation to USFS	November 18, 2010
AGENCY SIDEBOARDS	Mammoth Motocross use permit Turner Propane Tank Farm use permit USFS Travel Management implementation May 19, 2010: OHV use will not be permitted at this time; the management level of Sherwin Creek Road will remain the same.
DESIRED OUTSIDE PARTICIPANTS	Turner Propane, user groups, Mammoth Mountain Ski Area (Mike Colbert), Town of Mammoth Lakes, USFS (Katy Kabbe and Jon Kazmierski)
KEY AGREEMENTS/ ENVIRONMENTAL REVIEW	See attached.
OTHER NOTES	None.
PARTICIPANTS	Mark Davis, Robin Morning, Mary K. Prentice, Jen Girard, Lesley Bruns, John Walter, Malcolm Clark, Maggie Palchak, Brian Knox, Hans Ludwig, Stacy Corless, Jeff Marsolais, Tammy Nguyen, Bill Sauser, Katy Kabbe, Jon Kazmierski, Chuck Megivern, John Wentworth, Steve Speidel, Drew Blankenbaker, Kim Stravers



Project Cover Sheet: Map ID# W01

SHARP CONCEPT	<p>Major multi-use staging area at the borrow pit</p> <p>This will be the primary staging area for the Sherwins area and therefore the most developed. Facilities, which will be shared between both parking areas (non-motorized at the southern end, motorized turnaround and/or parallel roadside parking at the northern end; see also Winter Map ID #3), will include bathrooms, a beacon basin/interpretive area, and signage. This staging area will be open year-round (see Summer Map ID #1) to all uses and will be served by public transit (see Winter Map ID #12).</p>
SHARP RATIONALE	<p>The tank-farm facility to be built by Turner Propane at the borrow pit offers several opportunities to create a major staging area in this location: Sherwin Creek Road will require conversion to a hardened surface from its intersection with Old Mammoth Road to the borrow pit, which must be plowed in the winter and therefore will provide for improved vehicular travel; construction of the tank farm will allow the staging area to be situated in an already-disturbed location; and future water infrastructure for the tank farm may be usable for bathrooms at the staging area. This area has traditionally been, and continues to be, a popular staging area for recreationists, as evidenced by existing winter conditions (crowded vehicle parking along Sherwin Creek Road). A beacon basin/ interpretive area would be an excellent addition to this staging area due to the expected high volume of users.</p> <p>Creating a separate parking area with over-snow vehicle (OSV)–specific design allows for separation of motorized and non-motorized staging, which mitigates noise and air pollution, reduces potential safety hazards and/or conflicts between snowmobiles and children, dogs, or others, and provides an easy loading/unloading area for those with trailers. Locating the non-motorized parking area farther south allows for better access to the proposed snowplay area (see Winter Map ID #2) for families with children too small to walk a long distance as well as for proximity to non-motorized recreation opportunities to the west.</p>



Project Cover Sheet: Map ID# W01

RELATED PROJECTS	SHARP W1. See SHARP Winter Proposal for details. Turner Propane Tank Farm Proposal, Mammoth Motocross	
WORKFLOW CHECKLIST TASK	DATE COMPLETED	
Group overview in-house meeting to present work plan and desired deliverables	May 19, 2010	
Group overview field trip and technical analysis in-house	Field trip: N/A. Technical review of site plan first draft: July 21, 2010.	
Drafting/staking	N/A	
Technical review field trip	N/A	
Draft revision	August 25, 2010	
Final review meeting	November 16, 2010	
Presentation to USFS	November 18, 2010	
AGENCY SIDEBOARDS	Mammoth Motocros & Turner Propane Tank Farm use permis, USFS Travel Management implementation May 19: OHV use will not be permitted at this time; the management level of Sherwin Creek Road will	
DESIRED OUTSIDE PARTICIPANTS	Turner Propane, user groups, Mammoth Mountain Ski Area (Mike Colbert), Town of Mammoth Lakes, USFS (Katy Kabbe and Jon Kazmierski)	
KEY AGREEMENTS/ ENVIRONMENTAL REVIEW	See attached.	
OTHER NOTES	None.	
PARTICIPANTS	Mark Davis, Robin Morning, Mary K. Prentice, Jen Girard, Lesley Bruns, John Walter, Malcolm Clark, Maggie Palchak, Brian Knox, Hans Ludwig, Stacy Corless, Jeff Marsolais, Tammy Nguyen, Bill Sauser, Katy Kabbe, Jon Kazmierski, Chuck Megivern, John Wentworth, Steve Speidel, Drew Blankenbaker, Kim Stravers	



Summer 2010 Final Report

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

Map ID #S05b North

Map ID #S05b South

November 18, 2010



PO Box 100 PMB# 432
Mammoth Lakes, CA 93546
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mltpa.org



**Map ID# S05b North Key Agreements
As of October 27, 2010**

A. Alignment:

- 1. Endpoints:** Safe crossing for Map ID# S05c/Start of Map ID #S15 on the Panorama Mountain Bike Trail
- 2. Naming:** Mammoth City Trail (to be tied to interpretive opportunities along trail)
- 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).

B. Design Specifications:

- 1. Trail Type:** Type 2 (preferred mountain bike)
- 2. Users:** Non-motorized users
- 3. Width:** See "Trail Type."
- 4. Grade:** See "Trail Type."
- 5. Surface:** See "Trail Type."
- 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: 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**
- B. Construction & Maintenance**
- C. Funding Considerations & Ownership**
- D. Construction Cost Estimator**
 - a. Total linear feet of new trail construction:** 2,800 linear feet
 - b. Total estimated cost per linear foot:** \$5 per linear foot, with added cost for switchbacks
 - c. Rehabilitation cost estimate:** N/A
 - d. First-guess cost estimate:**
 - i. Preferred Alignment:**
 - ii. Alternative alignment:** N/A
- E. Other Special Considerations:** Archeological sites

SHARP

Sherwins Area Recreation Plan

Trails Technical Committee

SHARP TTC: Map ID #S05b North

Map Draft Date 11/17/10

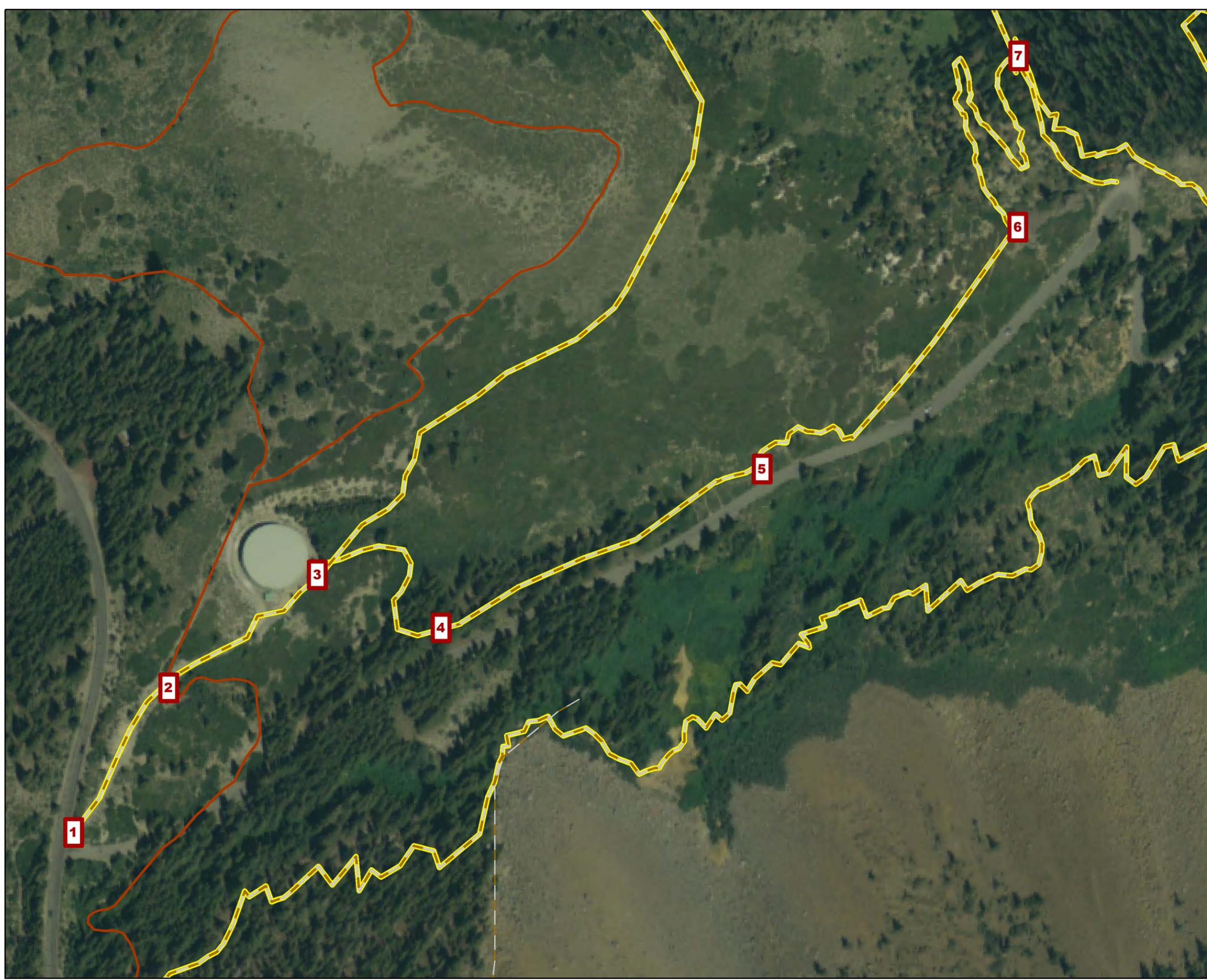
Legend

-  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

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0 210 420 840 Feet





**Map ID# S05b South Key Agreements
As of October 27, 2010**

A. Alignment:

1. **Endpoints:** Mammoth Rock Trail/Existing USFS system pack trail
2. **Naming:** To be determined.
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 1845 feet to a riparian area (2) that will require mitigation. The trail then continues roughly northeast along the existing use trail 1390 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).

B. Design Specifications:

1. **Trail Type:** Hybrid of Type 2 (preferred equestrian) and Type 2 (preferred hike)
2. **Users:** Non-mechanized use
3. **Width:** See "Trail Type."
4. **Grade:** See "Trail Type."
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: None.

TO BE COMPLETED BY AGENCIES/JURISDICTIONS

A. Environmental Review

B. Construction & Maintenance

C. Funding Considerations & Ownership

D. Construction Cost Estimator

- a. **Total linear feet of new trail construction:** 4,295 linear feet
- b. **Total estimated cost per linear foot:** \$3–\$5 per linear foot
- c. **Rehabilitation cost estimate:** To be determined.
- d. **First-guess cost estimate:**
 - i. **Preferred Alignment:**



ii. Alternative alignment: N/A

E. Other Special Considerations: Goshawk habitat, mining claims

SHARP TTC: Map ID #S05b South

Map Draft Date 11/17/10

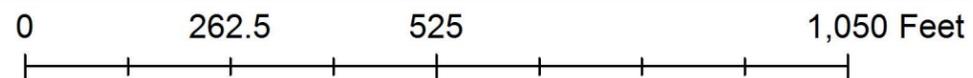
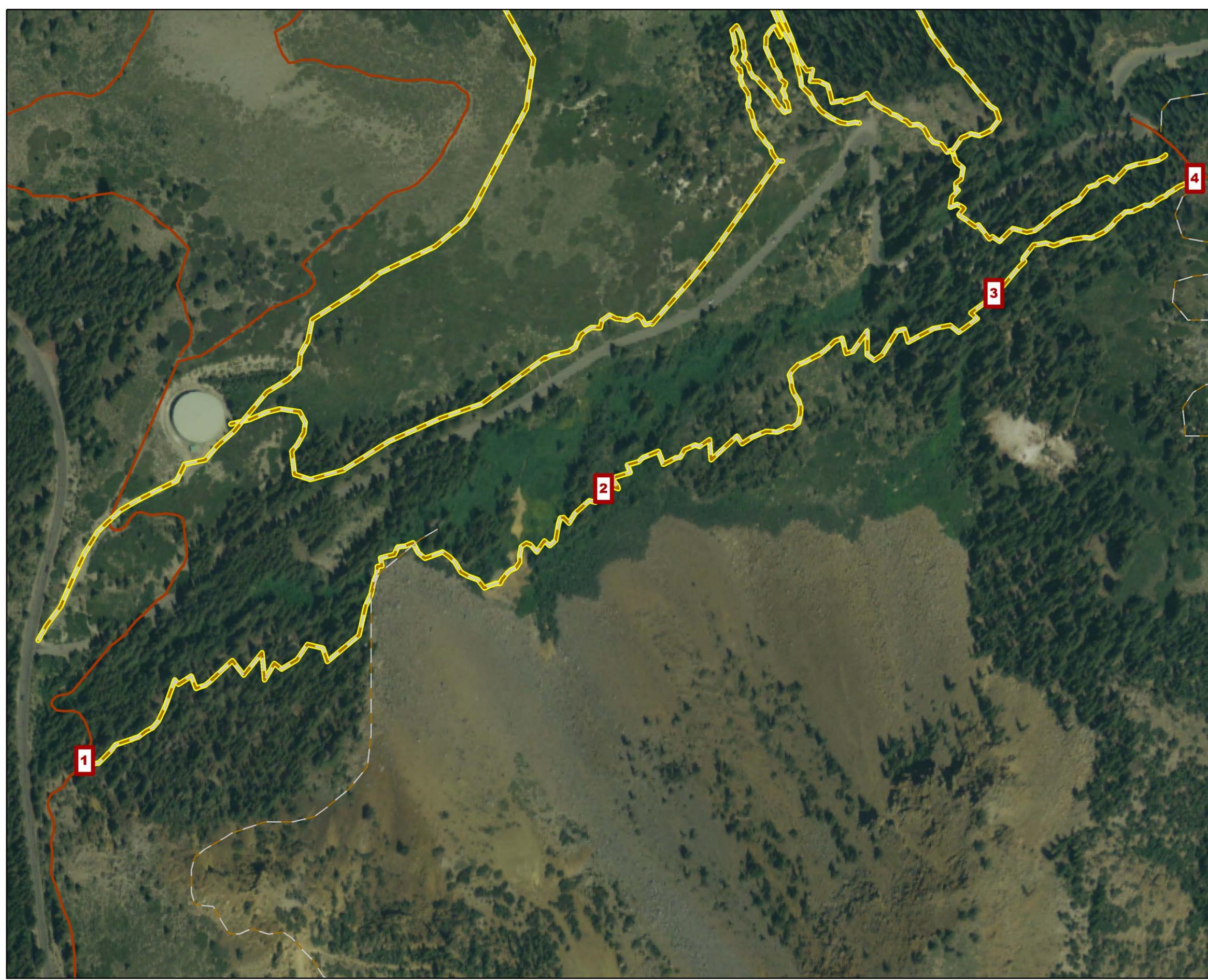
Legend

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

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Project Cover Sheet: Map ID# 05b - North and South

SHARP CONCEPT	<p>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</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>
SHARP RATIONALE	<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>



Project Cover Sheet: Map ID# 05b - North and South

RELATED PROJECTS	SHARP Map ID #S14 and #S15. Lakes Basin Path 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	
Drafting/staking	
Technical review field trip	
Draft revision	
Final review meeting	October 27, 2010
Presentation to USFS	November 18, 2010
AGENCY SIDEBOARDS	Lakes Basin Path construction documents
DESIRED OUTSIDE PARTICIPANTS	Equestrians (for road crossing), Town of Mammoth Lakes, Inyo National Forest
KEY AGREEMENTS/ ENVIRONMENTAL REVIEW	See attached.
OTHER NOTES	None.
PARTICIPANTS	Clayton Mendel, Maggie Palchak, Lesley Bruns, Jen Girard, Malcolm Clark, Peter Bernasconi, John Wentworth, Chuck Megivern, Drew Blankenbaker, Kim Stravers



Summer 2010 Final Report

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

Map ID #S06

November 18, 2010





Map ID# S06 Key Agreements As of July 13, 2010

A. Alignment: This trail is meant primarily as a connector between the Borrow Pit Staging Area and the Town Loop at Hayden Cabin Museum. The alignment described below is still in draft form, and the SHARP TTC looks forward to working more closely with USFS trail specialists to improve the trail's sinuosity and aesthetics.

- 1. Trailhead and Destination:** Borrow Pit Staging Area/Town Loop
- 2. Naming:** Hayden Cabin Path
- 3. Control Points/Narrative:** The trail begins at the South Borrow Pit Trailhead (1), which also provides access to Map ID #S07 and Map ID #S13, and heads north-northeast. Two hundred forty-three 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).

4. **Map Reference:** SHARP TTC: Map ID #S06, 08/03/2010

B. Design Specifications:

1. **Trail Type:** Paved multi-use path (preferred) or Type 4 (shared multi-use trail; alternative) as described in the *Town of Mammoth Lakes Trail System Master Plan (2009)*
2. **Users:** Non-motorized and ADA-accessible; equestrians prohibited.
3. **Width:** See "Trail Type."
4. **Grade:** See "Trail Type."
5. **Surface:** 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. See also "Trail Type."
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).

- 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

B. Construction & Maintenance



C. Funding Considerations & Ownership

D. Construction Cost Estimator

- a. Total linear feet of new trail construction:** 4,482 feet for the preferred alignment; 4,642 feet for the alternative alignment.
- b. Total estimated cost per linear foot:** Approximately \$1 million per mile
- c. Rehabilitation cost estimate:** None
- d. First-guess cost estimate:**
 - i. Preferred alignment:** \$1,030,860 (paved surface consistent with the *Town of Mammoth Lakes DRAFT Trail System Master Plan 2009*, at \$230 per linear foot)
 - ii. Alternative alignment:** \$1,067,660

E. Other Special Considerations

SHARP

Sherwins Area Recreation Plan

Trails Technical Committee

SHARP TTC: Map ID #S06

Map Draft Date 11/17/10

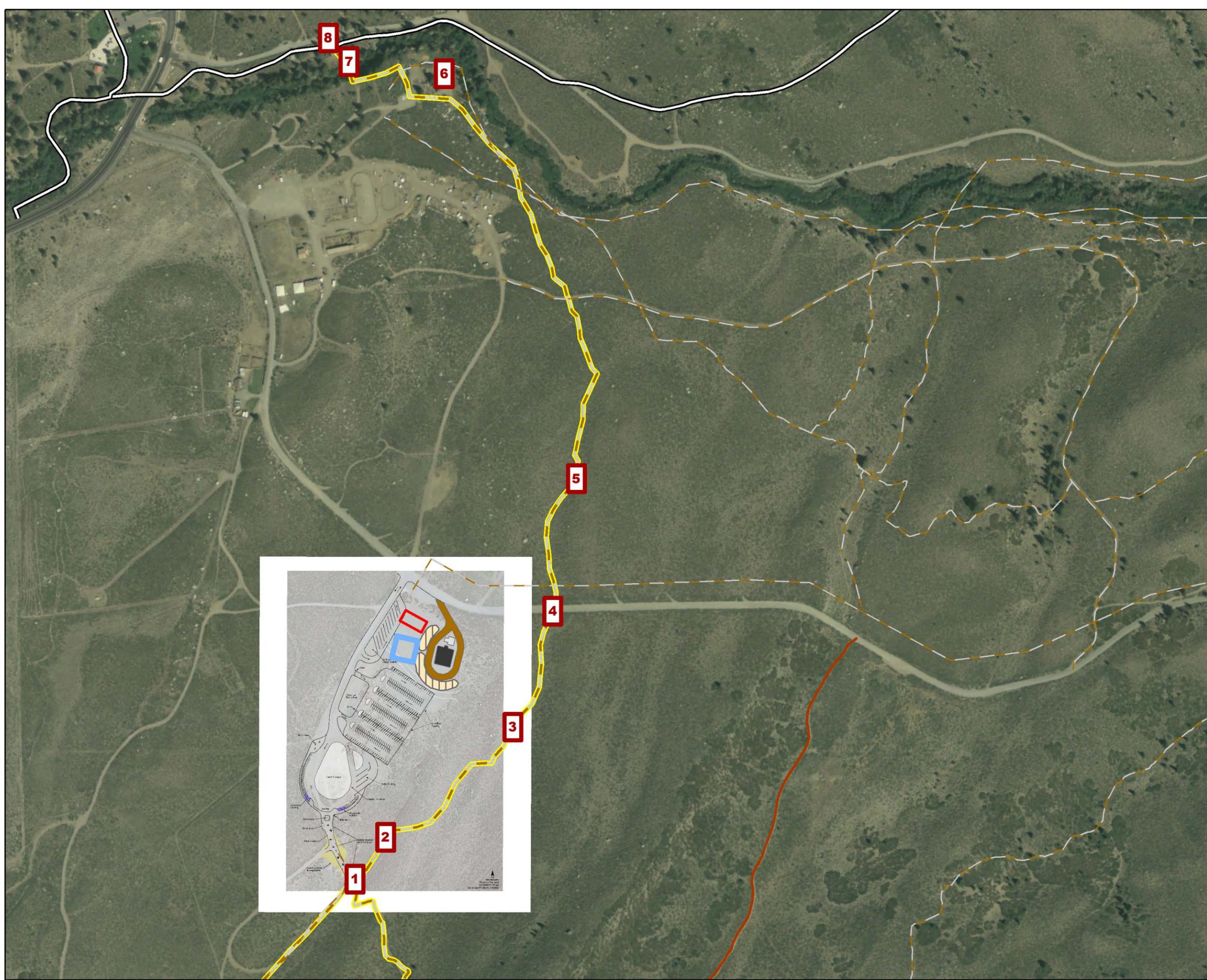
Legend

-  SHARP TTC Trail Alignments
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SHARP TTC

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0 437.5 875 1,750 Feet





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

SHARP CONCEPT	<p>Hard-surface or paved non-motorized connector from the borrow pit staging area to Mammoth Creek Park East at the bridge</p> <p>Develop a hard-surface or paved ADA-compliant multi-use path (MUP) from the borrow pit staging area (see Summer Map ID #1) 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 route beneath the winter alignment (see Winter Map ID #10) and will be open to non-motorized use only. The exact surface is to be determined.</p>
SHARP RATIONALE	<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>
RELATED PROJECTS	<p>SHARP W10. See SHARP Winter Proposal for details. SHARP S1. See SHARP Summer Proposal for details.</p>



Project Cover Sheet: Map ID# S06

WORKFLOW CHECKLIST TASK	DATE COMPLETED
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	N/A
Draft revision	N/A
Final review meeting	July 13, 2010
Presentation to USFS	November 18, 2010
AGENCY SIDEBOARDS	Historic Sites along Mammoth Creek
DESIRED OUTSIDE PARTICIPANTS	Town of Mammoth Lakes, Inyo National Forest
KEY AGREEMENTS/ ENVIRONMENTAL REVIEW	See attached.
OTHER NOTES	None.
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, John Wentworth



Summer 2010 Final Report

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

Map ID #S07

November 18, 2010





Map ID# S07 Key Agreements As of July 13, 2010

A. Alignment: This trail is meant primarily as a connector/commuter route between the Borrow Pit Staging Area and the Tamarack Street Trailhead. The alignment described below is still in draft form, and the SHARP TTC looks forward to working more closely with USFS trail specialists to improve the trail's sinuosity and aesthetics.

1. **Trailhead and Destination:** Borrow Pit Staging Area/Tamarack Street Trailhead
2. **Naming:** Meadow Trail; Meadow Path; Sherwins Meadow Path.
3. **Control Points:** The trail begins at the South Borrow Pit Trailhead (1), which also provides access to Map ID #S06 and Map ID #S13, and heads southwest on existing USFS Trail 27E201 (open to all vehicles), which will be closed to general motor-vehicle use. Moving 2,710 feet down the trail, the user arrives at Kerry Meadow, which is a popular location for special events such as weddings. This area will feature a turnaround on the south side of the trail (2) to accommodate special-event service vehicles. The alignment then heads west (3) to allow for meadow restoration and delivers the user to the crest of the hill (4) in ADA-accessible fashion (the details of which are yet to be determined and will likely be worked out with the assistance of an ADA trail specialist). At the top of the hill (4), the route rejoins USFS Trail 27E201. After 185 feet, the route intersects with another existing USFS road (USFS Closed Road N1257) (5). The alignment will continue on USFS Trail 27E201 for 275 feet, where it will depart the existing trail (6) and continue west. The remainder of USFS Trail 27E201 will be converted to a non-motorized trail. The alignment will continue west, away from the trees to the south, and offer views of Mammoth Rock and the meadow (7). Another 760 feet down the trail, the user will come to a natural band of rocks that will serve as a rest/view point (8). From here, the trail descends 204 feet to the existing use trail and the edge of the Bodle Ditch (9). The alignment will cross Bodle Ditch (10), possibly via a boardwalk, staying as northerly as possible without getting close to Snowcreek V so as to avoid sensitive wildlife habitat in the willows and to keep users out of the wettest areas. After crossing the ditch, the alignment will continue west for 1,135 feet in a way that meanders to maximize aesthetics and the trail-use experience while minimizing impacts (11). The trail will then join the existing Mammoth Community Water District well-access road at the grouping of trees (12), then head north to the proposed easement that leads to Tamarack Street from the adjacent private property (13)
4. **Map Reference:** SHARP TTC: Map ID #S07, 08/03/2010



B. Design Specifications

1. **Trail Type:** Paved multi-use path (preferred) or Type 4 (shared multi-use trail; alternative) as described in the *Town of Mammoth Lakes Trail System Master Plan (2009)*
2. **Users:** Non-motorized, ADA-accessible, special events; equestrians prohibited.
3. **Width:** See "Trail Type."
4. **Grade:** See "Trail Type."
5. **Surface:** 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 or by the development of a parallel bridle path. See also "Trail Type."
6. **Features:** 1.) The potential exists for an ADA-preferred parking area on federal land at the connection to the meadow (map control point #14). This is already a moderately disturbed area due to the golf course and Mammoth Community Water District well access and will become more so with the development of Terry Plum's property. This feature may appease neighborhood residents opposed to parking installed on Tamarack Street and acts as an alternative to Map ID #S02. The parking will be available year-round. 2.) The bridle path is intended to develop organically through persistent use and run parallel to the trail on either side, but it is noted that this concept needs further study. 3.) The trail crossing at Bodle Ditch may require a boardwalk. 4.) A turnaround for service vehicles will be created at Kerry Meadow. 5.) One possible solution to the ADA-accessibility issue identified in map control point #3 is a blend of stairs with pathway switchbacks.
7. **User Experience/Aesthetics:** This facility is intended to be a destination/showcase trail that is family-friendly, ADA-accessible, and offers views of the Sherwins meadow and Mammoth Rock. As a connector to the Tamarack Street trailhead, it also will act as a commuter pathway for the Old Mammoth Road neighborhood. Due to its location in a diverse landscape, interpretive opportunities abound along the trail.
8. **Trail Amenities:** Doggie stations, trash cans, and other facilities as dictated by the *Mammoth Lakes Trail System Wayfinding and Signage Standards Manual*. Proximate facilities such as Snowcreek VIII will also influence the type and location of amenities.

C. Winter/Summer Interface: Map ID #W09a (groomed trail for snow travel)—which, when implemented, will become part of Map ID #W18 (developed winter recreation zone)—is proposed to be routed over this alignment. The boardwalk at Bodle Ditch, if installed, presents a potential conflict in winter in terms of snowmobile use.



D. Signage and Wayfinding Special Considerations: As dictated by the *Mammoth Lakes Trail System Wayfinding and Signage Standards Manual*, with the inclusion of interpretive signage for wildlife and watershed information that will connect into the larger interpretive experience at the Borrow Pit Staging Area.

TO BE COMPLETED BY AGENCIES/JURISDICTIONS

A. Environmental Review

B. Construction & Maintenance

C. Funding Considerations & Ownership

D. Construction Cost Estimator

- a. **Total linear feet of preferred alignment:** 6,800 feet
- b. **Total estimated cost per linear foot:** Approximately \$1 million per mile
- c. **Rehabilitation cost estimate:** 2,600 linear feet
- d. **First-guess cost estimate:** Approximately \$1.5 million

E. Other Special Considerations: A Forest Order will be needed for the road-to-trail conversion; the recent Inyo National Forest Travel Management Plan implementation may have some implications for road closures in the area.

SHARP

Sherwins Area Recreation Plan
Trails Technical Committee

SHARP TTC: Map ID #S07

Map Draft Date 11/17/10

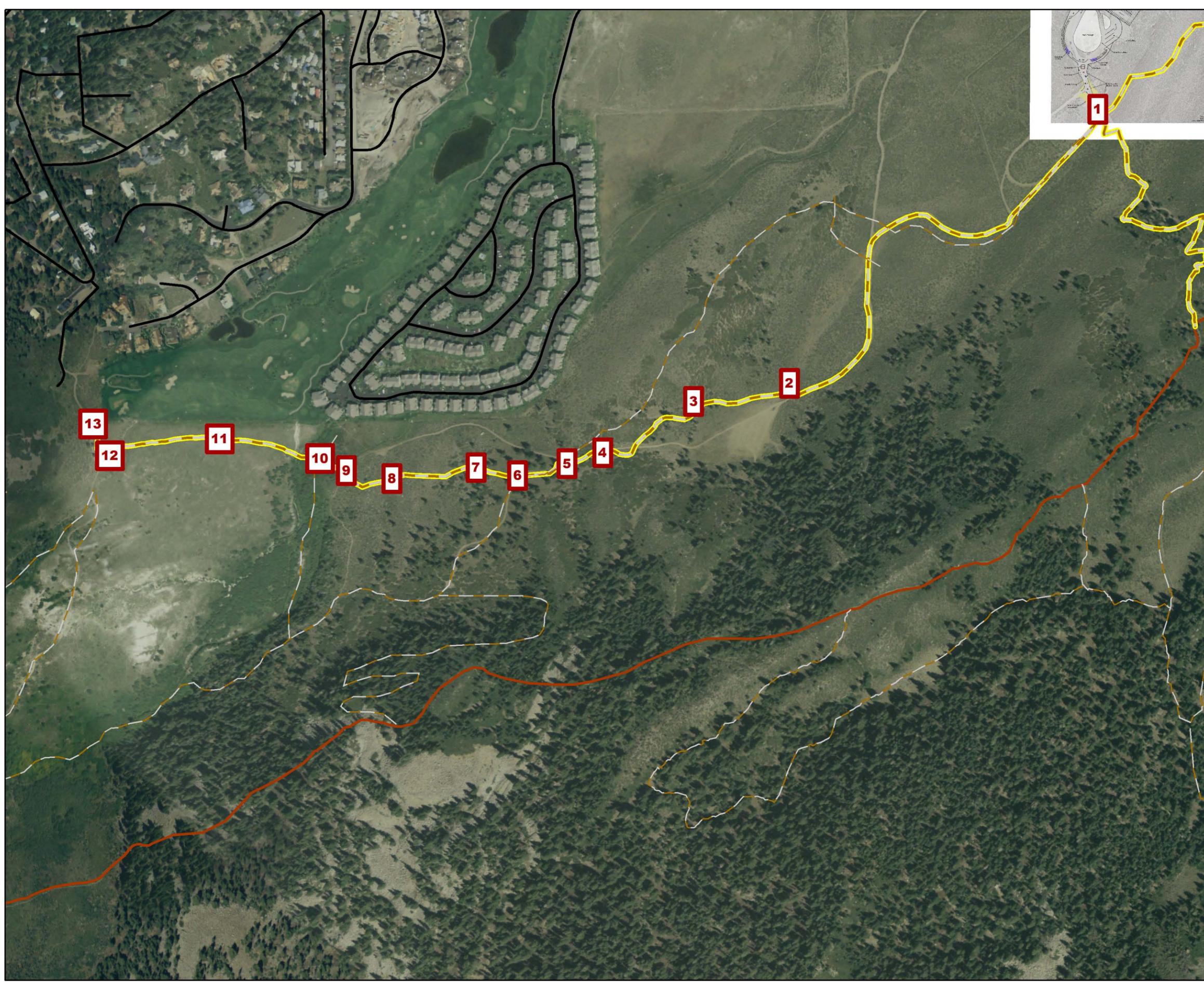
Legend

-  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

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0 550 1,100 2,200 Feet





Project Cover Sheet: Map ID# S07

<p>SHARP CONCEPT</p>	<p>Non-motorized “backbone” trail connections from the borrow pit staging area to the Tamarack Street trailhead</p> <p>Articulate two separate non-motorized routes that connect the borrow pit staging area (see Summer Map ID #1) to the Tamarack Street trailhead (see Summer Map ID #2) and also connect into the summertime stacked-loop trail system (see Summer Map ID #8). The hard-surface or paved trail will be ADA-accessible and will be aligned over the existing USFS 4S100 road, which will require closure to motorized use. Construction should accommodate service- and maintenance-vehicle access to Kerry Meadow for special events such as weddings. The complementary trail will be soft surface and aligned over the existing trail to the south, near the base of the Sherwins. Accommodation of equestrian use will be included in the design process, which may include an equestrian-only bridle path. Environmentally appropriate trail design is critical. These trails will be open to nonmotorized use only, with specific use dependent on trail surface.</p>
<p>SHARP RATIONALE</p>	<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> <p>NOTE: The exact alignment of the backbone trails has not yet been determined, but will be positioned to avoid possible conflict with golf balls hit from the nearby Snowcreek fairway.</p>



Project Cover Sheet: Map ID# S07

RELATED PROJECTS	SHARP S1. See SHARP Winter Proposal for details. SHARP S2. See SHARP Summer Proposal for details.
WORKFLOW CHECKLIST TASK	DATE COMPLETED
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 17, 2010
Technical review field trip	June 24, 2010
Draft revision	N/A
Final review meeting	July 13, 2010
Presentation to USFS	November 18, 2010
AGENCY SIDEBOARDS	Mammoth Meadow Restoration Project
DESIRED OUTSIDE PARTICIPANTS	Town of Mammoth Lakes, Inyo National Forest
KEY AGREEMENTS/ ENVIRONMENTAL REVIEW	See attached.
OTHER NOTES	None.
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, John Wentworth



Summer 2010 Final Report

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

Map ID #S12b

November 18, 2010





**Map ID# S12b Key Agreements
As of October 29, 2010**

A. Alignment:

- 1. Origin and destination:** Lakes Basin Path south of Mammoth Creek at existing use trail to Panorama Dome Hiking Trail
- 2. Naming:** Panorama Connection, Tunnel Trail
- 3. Control Points/Narrative:** The trail begins at the Lakes Basin Path south of Mammoth Creek at the existing use trail (1), then climbs 580 feet to the southeast, creating a separation between itself and the Lakes Basin Path, eventually reaching the northern half of the Panorama Mountain Bike Trail (2), which it crosses. The trail then continues 226 feet to the southeast until it joins the southern half of the Panorama Mountain Bike Trail (3) and then descends in a westerly direction 306 feet toward Lake Mary Road to a point about 150 feet east of Lake Mary Road (4). At this point the trail becomes pedestrian only. The trail then climbs to the southeast 226 feet until it terminates by joining the Panorama Dome Hiking Trail (5); this segment should be constructed to deter use by bicyclists.

B. Design Specifications:

- 1. Trail Type:** Control points 1–4, Type 3 (shared non-motorized); control points 4–5, Type 2 (preferred hike).
- 2. Users:** Control points 1–4, non-motorized, non-equestrian; control points 4–5, pedestrians only.
- 3. Width:** See "Trail Type."
- 4. Grade:** See "Trail Type."
- 5. Surface:** See "Trail Type."
- 6. Features:** Traffic-calming measure (to be determined) at control point 1
- 7. User Experience/Aesthetics:** This trail is meant primarily as a connector and is appropriate for all skill levels.
- 8. Trail Amenities:** None.

C. Winter/Summer Interface: Tamarack Cross Country Ski Center's Vista Trail at control points 2–4

D. Signage and Wayfinding Special Considerations: Separation of use at control point 4 should be highlighted; speed control/"impending merge" signage at control point 1; interpretive information regarding fuels reduction near control points 3–4.



TO BE COMPLETED BY AGENCIES/JURISDICTIONS

A. Environmental Review

B. Construction & Maintenance

C. Funding Considerations & Ownership

D. Construction Cost Estimator

a. **Total linear feet of new trail construction:** 1,074 linear feet (control points 1–3 and 4–5 only)

b. **Total estimated cost per linear foot:** \$5 per linear foot

c. **Rehabilitation cost estimate:**

d. **First-guess cost estimate:**

i. **Preferred Alignment:**

ii. **Alternative alignment:** N/A

E. Other Special Considerations: None.

SHARP

Sherwins Area Recreation Plan

Trails Technical Committee

SHARP TTC: Map ID #S12b

Map Draft Date 11/17/10

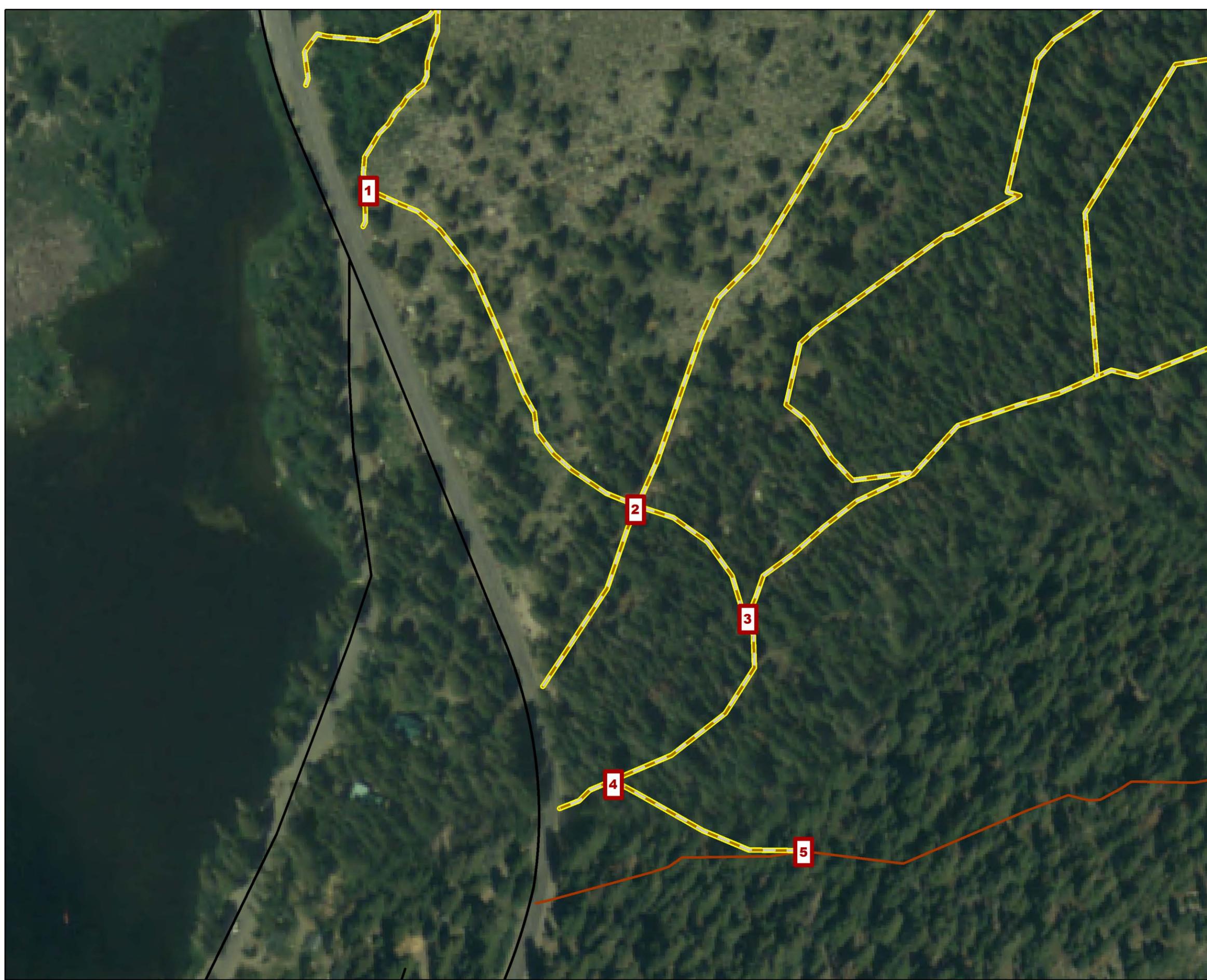
Legend

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

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SHARP TTC

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0 145 290 580 Feet





Project Cover Sheet: Map ID# S12b

SHARP CONCEPT	<p>Soft-surface non-motorized trail connecting the Lake Mary Road staging area to the Panorama Vista Trail, Panorama Dome Trail, and the Lake Mary Road Bike Path</p> <p>Develop a soft-surface non-motorized trail that connects from the end of the Lake Mary Road Bike Path at the bridge and continues on the east side of the road to connect to Panorama Dome Trail. Realign the northern end of Panorama Vista Trail to parallel the road, with a connection to the Lake Mary Road winter closure staging area (see Summer Map ID #12a) and the south end of the trail. Build a bridge that connects the Lake Mary Road Bike Path to the soft-surface trail described here. This would be constructed on the east side of the existing bridge where the Lake Mary Road Bike Path currently ends.</p>
SHARP RATIONALE	<p>User safety will be increased by keeping users off of Old Mammoth Road. Panorama Vista Trail realignment will eliminate use of the dangerous southern end of the trail at its intersection with Lake Mary Road. The bridge will allow bike-path users to utilize the safe crossing to the Lake Mary Road winter closure staging area (see Summer Map ID #12a). The trail connection will connect users in the lower Sherwins area and Panorama Dome with the Lake Mary Road Bike Path as well as provide safe and accessible connectivity between the Lakes Basin, the Mammoth Mountain Ski Area (MMSA) Bike Park, and Panorama Dome.</p>
RELATED PROJECTS	<p>SHARP Map ID #S05b, #S14, and #S15. Lakes Basin Path Lakes Basin Special Study (LABSS)</p>



Project Cover Sheet: Map ID# S12b

WORKFLOW CHECKLIST TASK	DATE COMPLETED
Group overview in-house meeting to present work plan and desired deliverables	N/A
Group overview field trip and technical analysis in-house	October 11, 2010
Drafting/staking	October 11, 2010
Technical review field trip	N/A
Draft revision	N/A
Final review meeting	October 29, 2010
Presentation to USFS	November 18, 2010
AGENCY SIDEBOARDS	Lakes Basin Path construction documents
DESIRED OUTSIDE PARTICIPANTS	Town of Mammoth Lakes, Inyo National Forest
KEY AGREEMENTS/ ENVIRONMENTAL REVIEW	See attached.
OTHER NOTES	None.
PARTICIPANTS	Clayton Mendel, Maggie Palchak, Lesley Bruns, Jen Girard, Malcolm Clark, Peter Bernasconi, John Wentworth, Chuck Megivern, Drew Blankenbaker, Kim Stravers



Summer 2010 Final Report

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

Map ID #S13

November 18, 2010



PO Box 100 PMB# 432
Mammoth Lakes, CA 93546
760 934 3154
mltpa.org



Map ID# S13 Key Agreements As of July 13, 2010

A. Alignment: This trail is meant primarily as a connector to the Mammoth Rock Trail. The alignment described below is still in draft form, and the SHARP TTC looks forward to working more closely with USFS trail specialists to improve the trail's sinuosity and aesthetics.

- 1. Trailhead and Destination(s):** Borrow Pit Staging Area/Mammoth Rock Trail
- 2. Naming:** Sherwin Gateway Trail; Rock Trail Express.
- 3. Control Points:** The trail begins at the South Borrow Pit Trailhead (1), which also provides access to Map ID #S06 and Map ID #S07, and heads south up the existing closed USFS Road 4S106. At the start of the trail, two options exist (2) to maintain desired grades and control downhill speed into the trailhead. The preferred alignment heads south and switches back to the east to rejoin the existing closed road, providing pleasing views to the south and west at the beginning of the trail experience and connecting directly into Map ID #S06. The alternative alignment (Alternative A) heads east and then switches back to the south to rejoin USFS Road 4S106. Where the two options rejoin USFS Road 4S106 (3), the trail then continues south, following USFS Road 4S106 for 256 feet, at which point the trail veers east (4) to reach a grouping of trees that provides pleasing aesthetics and shade while avoiding the steep grade present on USFS Road 4S106 (5). The alignment then heads southwest for 310 feet to an opening in the grouping of trees (6), again avoiding the steep grade present on USFS Road 4S106 and presenting pleasing aesthetics and shade. At this point the alignment converges with and follows an existing game trail (7), heading east toward a large tree (8). The trail will dip below the tree to maintain the desired grade, protect the tree from potential erosion from impact upslope, and prepare for an optimal crossing back over USFS Road 4S106 toward a large boulder (9). Once the trail crosses USFS Road 4S106, it will continue east to a switchback point (10) that bends southwest to maintain the desired grade. The trail continues southwest for 216 feet, again crossing USFS Road 4S106, to another switchback point (11). The alignment then heads east to the top of the ridge (12), which offers a pleasing viewpoint. From this point there are two options to join this connector with Mammoth Rock Trail. The preferred alignment continues south along the ridgeline to a decision point just north of an existing use trail (13), then descends due south for 88 feet to join an existing use trail (14) that continues 159 feet to intersect with Mammoth Rock Trail (15). The alternative alignment (Alternative B) heads south for 118 feet and joins an existing use trail (16) that continues 185 feet to Mammoth Rock Trail (17). A third alternative alignment (Alternative C) departs the preferred alignment at



the decision point (13) and continues southwest up the ridge for 546 feet (18) before turning south and descending 310 feet to Mammoth Rock Trail (19).

4. **Map Reference:** SHARP TTC: Map ID #S13, 08/03/2010

B. Design Specifications

1. **Trail Type:** Type 2 (preferred mountain bike)
2. **Users:** Non-motorized
3. **Width:** See "Trail Type."
4. **Grade:** See "Trail Type."
5. **Surface:** See "Trail Type."
6. **Features:** See control points. Preventative measures will be taken to prevent cutting of switchbacks and use of the existing unsustainable use trail and USFS Road 4S106.
7. **User Experience/Aesthetics:** This trail exhibits good examples of manzanita communities on the east side of the Sierra, provides excellent views of Mammoth Rock, rehabilitates the existing road "scar," and offers an introduction to the backcountry/soft-surface trail experience.
8. **Trail Amenities:** As directed by the *Mammoth Lakes Trail System Wayfinding and Signage Standards Manual*

C. Winter/Summer Interface: No winter facilities are in apparent conflict with this project, though it is proximate to the proposed snowplay area. If possible, it is desirable to compact snow in this area at the beginning of the trail to access the snowplay area. In this case, accommodation of a snowcat should be considered when planning rehabilitation of USFS Road 4S106 in this area.

D. Signage and Wayfinding Special Considerations: As directed by the *Mammoth Lakes Trail System Wayfinding and Signage Standards Manual*. Additionally, there is the possibility to implement interpretive signage related to the variety of vegetation and other natural features of the area, which could connect into a larger interpretive experience at the Borrow Pit Staging Area (Map ID #S01).

TO BE COMPLETED BY AGENCIES/JURISDICTIONS

A. Environmental Review

B. Construction & Maintenance

C. Funding Considerations & Ownership

D. Construction Cost Estimator

- a. **Total linear feet of preferred alignment:** Approximately 2,000 feet
- b. **Total estimated cost per linear foot:** \$4–\$6 per linear foot



- c. **Rehabilitation cost estimate:** Approximately 1,600 linear feet
- d. **First-guess cost estimate:** \$25,000

E. Other Special Considerations: Possible Inyo National Forest Travel Management Plan implications for road closures in the area

SHARP

Sherwins Area Recreation Plan
Trails Technical Committee

SHARP TTC: Map ID #S13

Map Draft Date 11/17/10

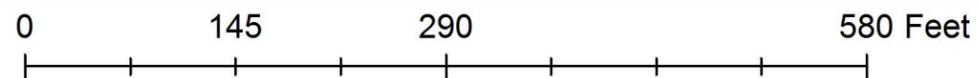
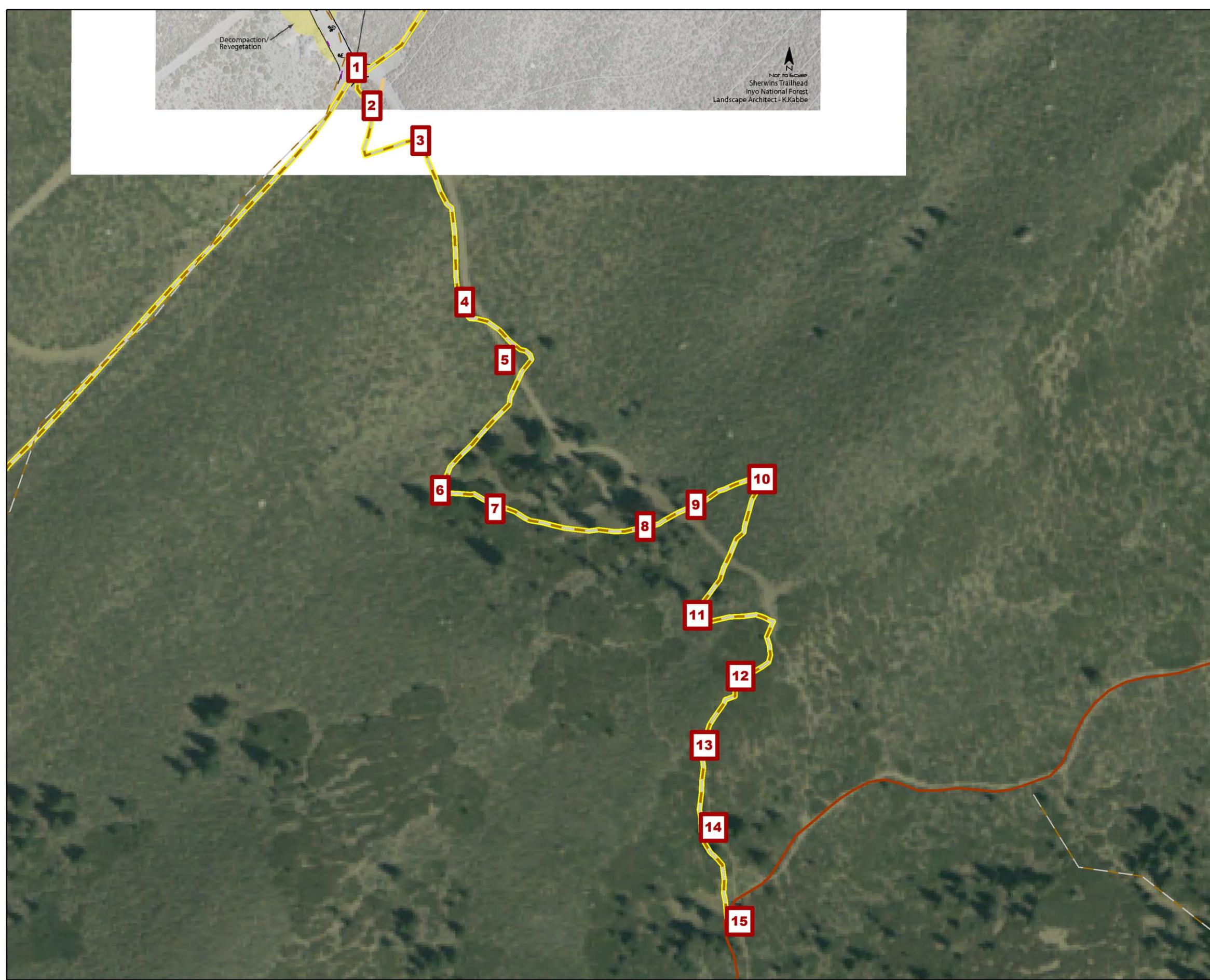
Legend

-  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

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Project Cover Sheet: Map ID# S13

SHARP CONCEPT	<p>Soft-surface non-motorized connector from the borrow pit staging area (see Summer Map ID #1) to Mammoth Rock Trail</p> <p>Develop a soft-surface non-motorized connector trail from the Mammoth Rock Trail to the south side of the borrow pit staging area. Design concerns may necessitate rehabilitation of the two existing use-trails into one system trail that connects to the existing road on the south side of the borrow pit.</p>
SHARP RATIONALE	<p>This connection will enable users, particularly mountain bikers, to exit the Mammoth Rock Trail and make a direct connection to the Mammoth Creek Park East connector trail (see Summer Map ID #6) and the larger Mammoth Lakes Trail System, or to one of the two “backbone” trails connecting the borrow pit staging area to the Tamarack Street trailhead (see Summer Map ID #2 and #7). Consolidation of the two existing use-trails will reduce visual impact. This connection will deliver users from Mammoth Rock Trail directly into the borrow pit staging area, which is a major node featuring an array of facilities.</p>
RELATED PROJECTS	<p>SHARP S1. See SHARP Winter Proposal for details. SHARP S2. See SHARP Summer Proposal for details. SHARP S6. See SHARP Summer Proposal for details. SHARP S7. See SHARP Summer Proposal for details.</p>



Project Cover Sheet: Map ID# S13

WORKFLOW CHECKLIST TASK		DATE COMPLETED
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 12, 2010
Technical review field trip		N/A
Draft revision		N/A
Final review meeting		July 13, 2010
Presentation to USFS		November 18, 2010
AGENCY SIDEBOARDS	N/A	
DESIRED OUTSIDE PARTICIPANTS	Town of Mammoth Lakes, Inyo National Forest	
KEY AGREEMENTS/ ENVIRONMENTAL REVIEW	See attached.	
OTHER NOTES	None.	
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, John Wentworth	



Summer 2010 Final Report

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

Map ID #S15

November 18, 2010



PO Box 100 PMB# 432
Mammoth Lakes, CA 93546
760 934 3154
mltpa.org



Map ID# S15 Key Agreements As of October 27, 2010

A. Alignment:

1. **Endpoints:** Intersection of Map ID# S05b North and Panorama Mountain Bike Trail/Mammoth Rock Trail
2. **Naming:** To be determined.
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).

B. Design Specifications:

1. **Trail Type:** Type 2 (preferred mountain bike)
2. **Users:** Non-motorized users
3. **Width:** See "Trail Type."
4. **Grade:** See "Trail Type."
5. **Surface:** See "Trail Type."
6. **Features:** 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

B. Construction & Maintenance

C. Funding Considerations & Ownership

D. Construction Cost Estimator

- a. **Total linear feet of new trail construction:** 1,506 linear feet
- b. **Total estimated cost per linear foot:** \$5 per linear foot, with additional cost for bridge construction
- c. **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.
- d. **First-guess cost estimate:**
 - i. **Preferred Alignment:**
 - ii. **Alternative alignment:**

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

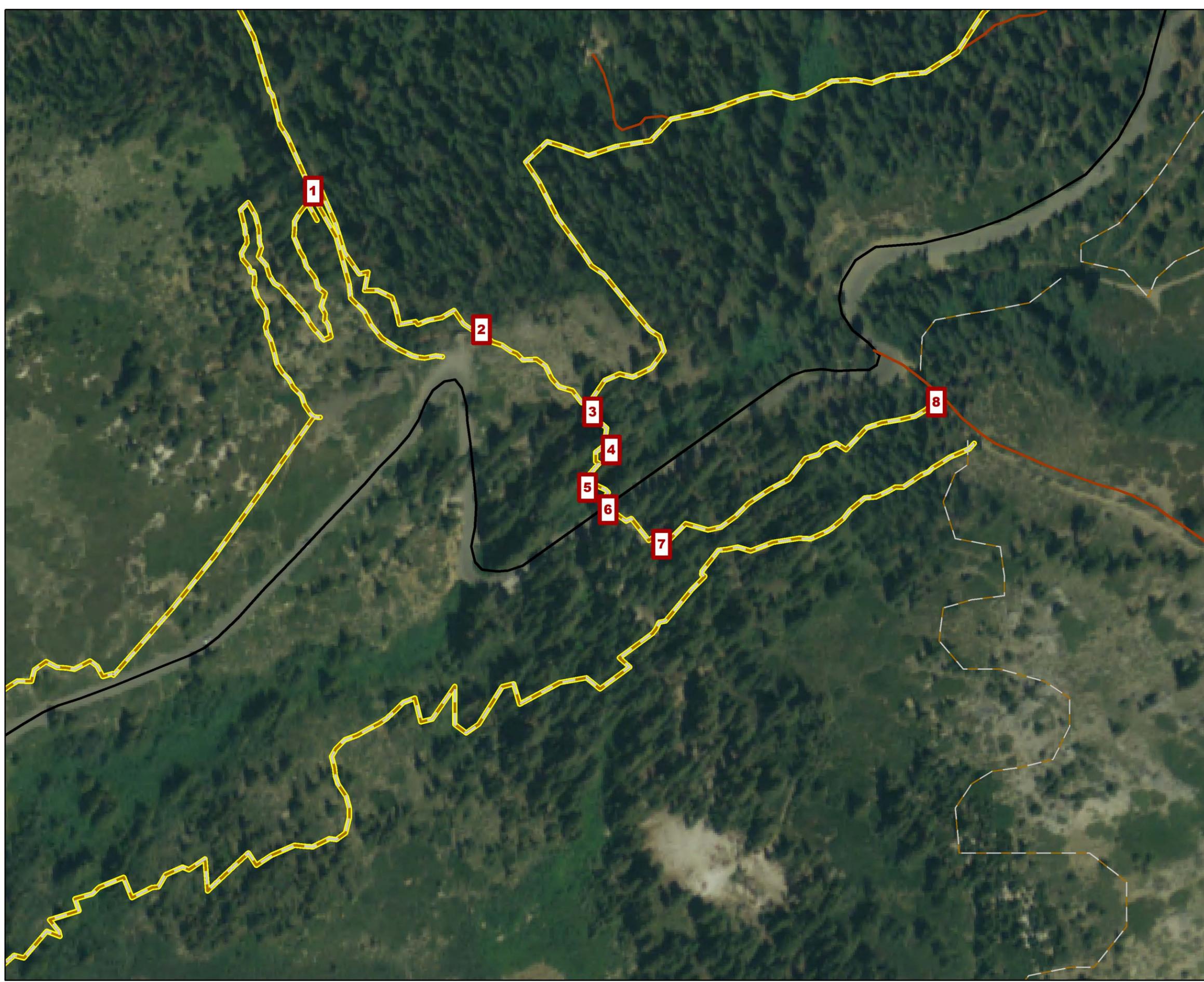
Legend

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

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SHARP TTC

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0 170 340 680 Feet





Project Cover Sheet: Map ID #S15

SHARP CONCEPT	<p>Old Mammoth Road soft-surface non-motorized safe crossing</p> <p>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.</p>
SHARP RATIONALE	<p>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.</p> <p>NOTE: The exact alignment of the safe crossing is yet to be determined but could include a below-grade crossing.</p>
RELATED PROJECTS	<p>SHARP Map ID #S05b and #S14. Lakes Basin Special Study (LABSS)</p>



Project Cover Sheet: Map ID #S15

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	N/A
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
KEY AGREEMENTS/ ENVIRONMENTAL REVIEW	See attached.
OTHER NOTES	None.
PARTICIPANTS	Clayton Mendel, Maggie Palchak, Lesley Bruns, Jen Girard, Malcolm Clark, Peter Bernasconi, John Wentworth, Chuck Megivern, Drew Blankenbaker, Kim Stravers