

## Appendix C. Trail Construction Methods

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### *Close trail and convert to natural habitat*

Non-designated trails would be decommissioned by using signage, fencing, and/or, where necessary, mechanical scarification. Scarification will occur to the depth necessary to restore soil conditions consistent with adjacent uncompacted sites using a small trail tractor with a maximum width of four feet. Revegetation would occur as appropriate to rehabilitate the area.

### *Close road and convert to natural habitat*

Prior to deconstruction, seeps or springs would be identified and wet water crossings would be installed for the duration of deconstruction. Roads would be converted to habitat primarily by re-establishing the natural drainage pattern of the landscape. Where feasible, soil from the road's out-sloping side, or imported fill, would be used to recontour the segment to best recreate pre-road topography. Established vegetation would be removed and the former roadbed would be decompacted, then filled and recontoured. Revegetation would occur as needed to rehabilitate area.

### *Down-grade and convert road to trail*

Several of the existing roads at Mori Point were constructed with a drainage system paralleling the road. Over the years, these ditches have filled with sediment and have become non-functional. Water then travels down the roadbed causing gullying and additional sediment build up. Sediment is ultimately delivered to the lower wetland area where it has a negative effect on habitat values. The steps to convert road to trail are similar to road to habitat conversion. Seeps or springs shall be identified prior to deconstruction and wet water crossings will be installed for the duration of deconstruction. The inner road-edge drainage system would be removed to reestablish the natural drainage pattern of the landscape and imported or relocated fill from the outer edge of the road would be used to narrow and recontour the area. Any established vegetation would be removed followed by decompaction of the roadbed. An approximately five-foot wide trail tread on a preferred alignment would be constructed with an out-slope of 2% to 5% to maintain natural drainage patterns. Revegetation would occur as needed to rehabilitate the area and clearly define trail boundaries.

### *Improve trails*

Existing trails would be narrowed using the appropriate trail removal and conversion methods described above. On steeply graded segments, approximately five-foot wide timber steps would be constructed, with a one-foot shoulder on either side, resulting in an approximate 7-foot wide temporary impact area.

### *Establish new trails*

New trails would be constructed so that they are out-sloped from 2 to 5% to allow water to drain from the surface naturally. The CCT multiple-use alignment would be approximately six feet wide where feasible plus a one-foot shoulder on both sides. Other new trails would be approximately five feet wide, plus shoulders. Trail tread would be of a durable, appropriately-colored material. Where trail alignments exceed a grade of 8-12%, construction of timber steps would be considered. Prior to construction, seeps or springs would be identified and wet water crossings will be installed for the duration of construction.