

Table 1. Summary of Arsenic (As) Concentration (mg/Kg) in Trail/Road Segments¹

Proposed Trail Name	Trail Segment	Minimum As Concentration	Maximum As Concentration	Average As Concentration
Osborne Hill Loop Trail				
	A – B – C²	419	9580	1597
	<i>C – C' – D – E</i>	<i>17</i>	<i>165</i>	<i>61</i>
	E – E'	123	554	327
	<i>E' – S – G'</i>	<i>17</i>	<i>187</i>	<i>61</i>
	H – G	202	335	269
	G – N	50	344	143
	N – O	45	1107	269
	O – P	84	3087	838
	P – Q	1674	3492	2583
	Q – R – K	1593	3530	2524
	B – K	1176	2577	2121
Prescott Mine Connector Trail				
	<i>D – L</i>	<i>68</i>	<i>182</i>	<i>124</i>
Prescott Mine Trail				
	<i>C-L</i>	<i>101</i>	<i>1221</i>	<i>263</i>
	<i>L – M</i>	<i>42</i>	<i>77</i>	<i>60</i>
	M – Q	44	4207	2590
Prescott Mine Loop Trail				
	J – R	2516	2516	2516
	J – T	129	239	185
	<i>T - K</i>	<i>26</i>	<i>139</i>	<i>59</i>
Boundary Bike Trail (formerly known as the Fence Line Trail)				
	H – J	110	2215	663
Betsy Mine Trail				
	I – O	81	3813	1082
Conlon Mine Trail				
	<i>S – F</i>	<i>17</i>	<i>189</i>	<i>48</i>
	F – H	105	4116	943
McKnight Way Trail				
	<i>A' – C'</i>	<i>19</i>	<i>176</i>	<i>60</i>

¹ Trail segments with trail junction designations and trail names showing the arsenic concentrations are shown on Figure 3. Note that some trail junction designations or individual segments on the DPR generated Tables 3 and 4 and Figures 1 and 2 may differ slightly as trail junction designations were adjusted based on environmental considerations.

² Trail segments with arsenic concentrations greater than 200 mg/Kg are in bold.

Table 2. Analysis of Remedial Options for Trail/Road Segments¹

Trail Segment	No Action	Cover	Excavate and Cover	Realign	Close / Do Not Construct
Osborne Hill Loop Trail					
A-B-C (existing segment)	Meets remedial objective: NO Implementable: yes Cost: none Meets DPR plan: yes	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: yes	Meets remedial objective: yes Implementable: yes Cost: Moderate Meets DPR Plan: yes	Meets remedial objective: yes Implementable: NO (Not deemed implementable by DPR due to location) Cost: HIGH (close existing and build new trail) Meets DPR Plan: NO	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: NO This segment is the key trail access to the Osborne Hill Area from the rest of the park
C-C'-D-E (new construction)	No mine or mill materials present on this trail segment, therefore no action is appropriate.	Unnecessary	Unnecessary	Unnecessary	Unnecessary
E-E' (new construction)	Meets remedial objective: NO Implementable: yes Cost: none Meets DPR plan: yes	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: yes	Meets remedial objective: yes Implementable: yes Cost: Moderate Meets DPR Plan: yes	Meets remedial objective: yes Implementable: NO (Not deemed implementable by DPR due to location) Cost: none Meets DPR Plan: NO	Meets remedial objective: yes Implementable: yes Cost: none Meets DPR Plan: NO
E'-S-G' (new construction)	No mine or mill materials present on this trail segment, therefore no action is appropriate.	Unnecessary	Unnecessary	Unnecessary	Unnecessary
H-G (existing segment)	Meets remedial objective: NO Implementable: yes Cost: none Meets DPR plan: yes	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: yes	Meets remedial objective: yes Implementable: yes Cost: Moderate Meets DPR Plan: yes	Meets remedial objective: yes Implementable: yes Cost: HIGH (close existing and build new trail) Meets DPR Plan: NO	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: NO
G-N (existing segment)	Meets remedial objective: NO Implementable: yes Cost: none Meets DPR plan: yes	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: yes	Meets remedial objective: yes Implementable: yes - May be deemed necessary in the field for portions of segment, due to biological resources in area. Cost: Moderate Meets DPR Plan: yes	Meets remedial objective: yes Implementable: NO - due to sensitive resources in area Cost: HIGH (close existing and build new trail) Meets DPR Plan: NO	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: NO

Table 2. Analysis of Remedial Options for Trail/Road Segments (continued)

Trail Segment	No Action	Cover	Excavate and Cover	Realign	Close / Do Not Construct
Osborne Hill Loop Trail (continued)					
N-O (new construction)	Meets remedial objective: NO Implementable: yes Cost: none Meets DPR plan: yes	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: yes	Meets remedial objective: yes Implementable: yes – May be deemed necessary in the field due to biological resources in area. Cost: Moderate Meets DPR Plan: yes	Meets remedial objective: yes Implementable: NO (Not deemed implementable by DPR due to cultural and biological resources) Cost: none Meets DPR Plan: NO	Meets remedial objective: yes Implementable: yes Cost: none Meets DPR Plan: NO
O-P (new construction)	Meets remedial objective: NO Implementable: yes Cost: none Meets DPR plan: yes	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: yes	Meets remedial objective: yes Implementable: yes – May be deemed necessary in the field due to biological resources in area. Cost: Moderate Meets DPR Plan: yes	Meets remedial objective: yes Implementable: NO (Not deemed implementable by DPR due to cultural and biological resources) Cost: none Meets DPR Plan: NO	Meets remedial objective: yes Implementable: yes Cost: none Meets DPR Plan: NO
P-Q (existing segment)	Meets remedial objective: NO Implementable: yes Cost: none Meets DPR plan: yes	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: yes	Meets remedial objective: yes Implementable: yes – May be deemed necessary in the field due to biological resources in area. Cost: Moderate Meets DPR Plan: yes	Meets remedial objective: yes Implementable: NO (Not deemed implementable by DPR due to cultural and biological resources) Cost: HIGH Meets DPR Plan: NO	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: NO This trail is required for DPR Patrol road
Q-R-K (existing segment)	Meets remedial objective: NO Implementable: yes Cost: none Meets DPR plan: yes	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: yes	Meets remedial objective: yes Implementable: yes Cost: Moderate Meets DPR Plan: yes	Meets remedial objective: yes Implementable: NO (Not deemed implementable by DPR due to cultural resources) Cost: HIGH (close existing and build new trail) Meets DPR Plan: NO	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: NO

Table 2. Analysis of Remedial Options for Trail/Road Segments (continued)

Trail Segment	No Action	Cover	Excavate and Cover	Realign	Close / Do Not Construct
Osborne Hill Loop Trail (continued)					
B – K (existing segment)	Meets remedial objective: NO Implementable: yes Cost: none Meets DPR plan: yes	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: yes.	Meets remedial objective: yes Implementable: yes Cost: Moderate Meets DPR Plan: yes	Meets remedial objective: yes Implementable: NO (Not deemed implementable by DPR due to cultural resources) Cost: HIGH (close existing and build new trail) Meets DPR Plan: NO	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: NO
Prescott Mine Connector Trail					
D-L (existing segment)	No mine or mill materials present on this trail segment, therefore no action is appropriate.	Unnecessary	Unnecessary	Unnecessary	Unnecessary
Prescott Mine Trail					
C-L	Meets remedial objective: NO Implementable: yes Cost: none Meets DPR plan: yes	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: yes.	Meets remedial objective: yes Implementable: yes Cost: Moderate Meets DPR Plan: yes	Meets remedial objective: yes Implementable: yes Cost: none Meets DPR Plan: NO	Meets remedial objective: yes Implementable: yes Cost: none Meets DPR Plan: NO
L–M (existing segment)	No mine or mill materials present on this trail segment, therefore no action is appropriate.	Unnecessary	Unnecessary	Unnecessary	Unnecessary
M–Q (existing segment)	Meets remedial objective: NO Implementable: yes Cost: none Meets DPR plan: yes	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: yes	Meets remedial objective: yes Implementable: yes May occur because of the presence of sensitive resources. Cost: Moderate Meets DPR Plan: yes	Meets remedial objective: yes Implementable: yes Cost: HIGH (close existing and build new trail) Meets DPR Plan: NO	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: NO

Table 2. Analysis of Remedial Options for each Trail/Road Segments (continued)

Trail Segment	No Action	Cover	Excavate and Cover	Realign	Close / Do Not Construct
Prescott Mine Loop Trail					
J-R (existing segment)	Meets remedial objective: NO Implementable: yes Cost: none Meets DPR plan: yes	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: yes	Meets remedial objective: yes Implementable: yes Cost: Moderate Meets DPR Plan: yes	Meets remedial objective: yes Implementable: yes Cost: HIGH (close existing and build new trail) Meets DPR Plan: NO	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: NO
J-T (existing segment)	Meets remedial objective: NO Implementable: yes Cost: none Meets DPR plan: yes	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: yes	Meets remedial objective: yes Implementable: yes Cost: Moderate Meets DPR Plan: yes	Meets remedial objective: yes Implementable: yes Cost: HIGH (close existing and build new trail) Meets DPR Plan: NO	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: NO
T- K (new construction)	No mine or mill materials present on this trail segment, therefore no action is appropriate.	Unnecessary	Unnecessary	Unnecessary	Unnecessary
Boundary Bike Trail (formerly known as the Fence Line Trail)					
H-J (existing segment)	Meets remedial objective: NO Implementable: yes Cost: none Meets DPR plan: yes	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: yes	Meets remedial objective: yes Implementable: yes Cost: Moderate Meets DPR Plan: yes	Meets remedial objective: yes Implementable: NO – deemed not implementable by DPR Cost: HIGH (close existing and build new trail) Meets DPR Plan: NO	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: NO
Betsy Mine Trail					
I-O (new construction)	Meets remedial objective: NO Implementable: yes Cost: none Meets DPR plan: yes	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: yes	Meets remedial objective: yes Implementable: yes - May be deemed necessary in the field due to biological resources in area. Cost: Moderate Meets DPR Plan: yes	Meets remedial objective: yes Implementable: NO – deemed not implementable by DPR Cost: none Meets DPR Plan: NO	Meets remedial objective: yes Implementable: yes Cost: none Meets DPR Plan: NO

Table 2. Analysis of Remedial Options for each Trail/Road Segments (continued)

Trail Segment	No Action	Cover	Excavate and Cover	Realign	Close / Do Not Construct
Conlon Mine Trail					
S-F (new construction)	No mine or mill materials present on this trail segment, therefore no action is appropriate.	Unnecessary	Unnecessary	Unnecessary	Unnecessary
F-H (existing segment)	Meets remedial objective: NO Implementable: yes Cost: none Meets DPR plan: yes	Meets remedial objective: yes Implementable: yes Cost: low Meets DPR Plan: yes	Meets remedial objective: yes Implementable: yes Cost: Moderate Meets DPR Plan: yes	Meets action objective: yes Implementable: NO – deemed not implementable by DPR Cost: HIGH (close existing and build new trail) Meets DPR Plan: NO	Meets action objective: yes Implementable: yes Cost: low Meets DPR Plan: NO
F'-G (existing segment)	No mine or mill materials present on this trail segment, therefore no action is appropriate.	Unnecessary	Unnecessary	Unnecessary	Unnecessary
McKnight Way Trail					
A'-C' (new construction)	No mine or mill materials present on this trail segment, therefore no action is appropriate.	Unnecessary	Unnecessary	Unnecessary	Unnecessary

¹ Trail segments listed in Table 2 are shown on Figure 3. Note that some trail junction designations or individual segments on the DPR generated Tables 3 and 4 and Figures 1 and 2 may differ slightly as trail junction designations were adjusted based on environmental considerations

Table 3. Preferred Option for Each Trail/Road Segment for Removal and Associated Work¹

Road/Trail Name	Segment (Junction to Junction)	Existing Condition	Work Associated with Proposed Closures/Re-alignments*	Existing Use
Osborne Hill Loop	C – Y - Z	Some portions overly steep with entrenched surfaces up to 2 feet.	Close visitor use by blocking trails with brush, signage, and/or conducting re-vegetation activities as needed. Re-align for new route with acceptable grade, firm surface, and outslope drainage.	pedestrian, equestrian, mountain bike
	N – X - W	Steep, unacceptable grade.	Close visitor use by blocking trails with brush, signage, and/or conducting re-vegetation activities as needed. Re-align for new route with acceptable grade, firm surface, and outslope drainage.	pedestrian, equestrian, mountain bike
	P - V	Steep, unacceptable grade.	Close visitor use by blocking trails with brush, signage, and/or conducting re-vegetation activities as needed. Re-align for new route with acceptable grade, firm surface, and outslope drainage.	pedestrian, equestrian, mountain bike
	User Created Trails in vicinity of Osborne Hill Loop Trail	Steep, unacceptable grades or multiple/parallel alignments depending upon location.	Close and/or construct portions as new official trails. Closure would entail blocking trails with brush, signage, and/or conducting re-vegetation activities as needed.	pedestrian, equestrian, mountain bike
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Daisy Hill Mine	N/A	Location is area of elevated metal concentrations, sensitive resources, and centrally linked to user created trails.	Close visitor use by blocking trails with brush, signage, and/or conducting re-vegetation activities as needed.	pedestrian, equestrian, mountain bike
	User Created Trails in vicinity of Daisy Hill Mine Trail	Steep, unacceptable grades or multiple/parallel alignments depending upon location.	Close and/or construct portions as new official trails. Closure would entail blocking trails with brush, signage, and/or conducting re-vegetation activities as needed.	pedestrian, equestrian, mountain bike
Powerline Trail (existing alignment)	U – W – V – V'	PG&E power line easement. Steep, unacceptable grade. Will not sustain cover.	Close visitor use by blocking trails with brush, signage, and/or conducting re-vegetation activities as needed. Install a fence/gate at U and V to eliminate access except for authorized State and PG&E personnel. Re-align for new route with acceptable grade, firm surface, and outslope drainage.	pedestrian, equestrian, mountain bike
Conlon Mine	F – H'	Steep, unacceptable grade. Location is area of elevated metal concentrations, sensitive resources, and centrally linked to user created trails.	Close visitor use by blocking trails with brush, signage, and/or conducting re-vegetation activities as needed.	pedestrian, equestrian, mountain bike
	User Created Trails in vicinity of Conlon Mine Trail	User created trails. Location is area of elevated metal concentrations and sensitive resources. Official trails linked with user created trails.	Close visitor use by blocking trails with brush, signage, and/or conducting re-vegetation activities as needed.	pedestrian, equestrian, mountain bike
Other	X – X'	Location is area with steep grades and sensitive resources.	Close visitor use by blocking trails with brush, signage, and/or conducting re-vegetation activities as needed.	pedestrian, equestrian, mountain bike

¹Trail segments listed in Table 3 are shown on Figure 1

Table 4. Preferred Options for Proposed Roads/Trails and Associated Work¹

Road/Trail Name	Segment (Junction to Junction)	Existing Condition	Work Associated for Proposed Road/Trail Network	Recommended Use
Osborne Hill Loop	A – B – C	Acceptable grade and firm surface. Drainage on surface, concentrated in some locations. B – C entrenched and muddy in some locations.	Re-construct by re-grading to provide adequate outslope drainage and by removing small berm. Cover surface with aggregate.	pedestrian, equestrian, mountain bike
	C - C' – D – E – S – G'	Natural condition in location of proposed new alignment.	Construct along new alignment. This is a re-route for existing western portion of Osborne Hill Loop Trail.	pedestrian, equestrian, mountain bike
	Junction D	Access point from private trail onto park property.	Re-construct stile structure at access point. New stile will be accessible to pedestrians, horses, and non-motorized bikes.	pedestrian, equestrian, mountain bike
	H – G – G' - N	Acceptable grade and firm surface. Minimal water carried on surface.	Re-construct by re-grading to provide adequate outslope drainage and by removing small berm. Cover surface with aggregate.	pedestrian, equestrian, mountain bike
	N – O - P	Natural condition in location of proposed new alignment.	Construct along new alignment. This new alignment is a re-route to eliminate unsustainable grades near intersection with existing Powerline Trail.	pedestrian, equestrian, mountain bike
	P - Q – R - K	Acceptable grade and firm surface. Minimal water carried on surface. Portion of R – K in topographic drainage.	Re-construct by re-grading to provide adequate outslope drainage and by removing small berm. Cover portions of surface with aggregate. Possibly re-align portions of the route outside of areas with elevated metal concentrations and/or sensitive resources.	pedestrian, equestrian, mountain bike
	K - B	Acceptable grade but insloped and bermed, so trapping water; improper drainage.	Re-construct by re-grading to provide adequate outslope drainage and by removing small berm. Cover portions of surface with aggregate. Possibly re-align portions of the route outside of areas with elevated metal concentrations and/or sensitive resources.	pedestrian, equestrian, mountain bike
Prescott Mine	Q-R	Acceptable grade and firm surface. Minimal water carried on surface.	Re-construct by re-grading to provide adequate outslope drainage and by removing small berm. Cover portions of surface with aggregate. Possibly re-align portions of the route outside of areas with elevated metal concentrations and/or sensitive resources.	pedestrian, equestrian, mountain bike
	R – J - T	Acceptable grade and firm surface. Minimal water carried on surface.	Re-construct by re-grading to provide adequate outslope drainage and by removing small berm. Cover portions of surface with aggregate. Possibly re-align portions of the route outside of areas with elevated metal concentrations and/or sensitive resources.	pedestrian, equestrian, mountain bike
	T - K	Natural condition in location of proposed new alignment.	Construct along new alignment. This new alignment is a re-route for portion of Prescott Mine Trail.	pedestrian, equestrian, mountain bike
Prescott Hill Cross Cut	D – Q	Acceptable grade and firm surface. Minimal water carried on surface.	Re-construct by re-grading to provide adequate outslope drainage and by removing small berm. Cover portions of surface with aggregate. Possibly re-align portions of the route outside of areas with elevated metal concentrations and/or sensitive resources.	pedestrian, equestrian, mountain bike

Table 4. Preferred Options for Proposed Roads/Trails and Associated Work (Continued)

Road/Trail Name	Segment (Junction to Junction)	Existing Condition	Work Associated for Proposed Road/Trail Network	Recommended Use
Betsy Mine	Junction I	Access point by way of walk-through stile that opens up directly onto trail alignment. Adjacent to Osborne Hill Road (private).	Re-construct stile structure at access point to approximately 50 feet north of existing. New stile will be accessible to pedestrians, horses, and non-motorized bikes. Close existing stile.	pedestrian, equestrian, mountain bike
	I – V' - O	Natural condition in location of proposed new alignment.	Construct along new alignment.	pedestrian, equestrian, mountain bike
Conlon Mine	S - F	Natural condition in location of proposed new alignment.	Construct along new alignment.	pedestrian, equestrian, mountain bike
	F-F'-G	Acceptable grade and firm surface. Minimal water carried on surface.	Re-construct by re-grading to provide adequate outslope drainage and by removing small berm. Cover portions of surface with aggregate. Possibly re-align portions of the route outside of areas with elevated metal concentrations and/or sensitive resources.	pedestrian, equestrian, mountain bike
	G' – G - H	Acceptable grade and firm surface. Minimal water carried on trail surface.	Re-construct by re-grading to provide adequate outslope drainage and by removing small berm. Cover surface with aggregate.	pedestrian, equestrian, mountain bike
	Junction H	Access point by way of walk-through stile. Adjacent to Osborne Hill Road (private).	Re-construct stile at access point. New stile will be accessible to pedestrians, horses, and non-motorized bikes.	pedestrian, equestrian, mountain bike
Osborne Hill Road Trail (formerly known as the Fence Line Trail)	H – X'	Existing user-created trail. Undulating terrain.	Construct along new alignment with hardened surface designed for mountain bikes; could include structures such as rock armorment for hardened aggregate surface.	pedestrian Mountain bike
	X' - I - J	Acceptable grade and firm surface. Minimal water carried on surface.	Re-construct with hardened surface designed for mountain bikes; includes structures such as rock armorment for hardened aggregate surface.	pedestrian, equestrian, mountain bike
McKnight Way	A' – C'	Existing user-created trails that are not aligned properly to sustain regular use.	Construct official trail along sustainable alignment. Use existing user-created trails where feasible. Possibly re-align portions of the route outside of areas with sensitive resources.	pedestrian, equestrian, mountain bike

¹Trail segments listed in Table 4 are shown on Figure 2