

Project Description

Introduction

The Elk River Trail and Access Improvement Project's purpose is to enhance public access to the Elk River Wildlife Area (ERWA), Elk River estuary, and Humboldt Bay. The project will thereby encourage an appreciation of the environment, historic uses of the area, improve public health, increase the safety of Parkway visitors, act as a critical segment of a larger waterfront trail system and improve native habitat values where possible.

Project Purpose: To provide 1.2-miles of contiguous multiple-purpose trail and public access amenities for non-motorized recreation, transportation and coastal access between Truesdale Street and Pound Road in Eureka as part of the envisioned 6.5-mile segment of the California Coastal Trail along the entire Eureka waterfront. Transition uses of area to become more welcoming to public.

Project Timeline: Funding is secured; final planning, compliance and permitting are being completed in 2011; construction may take place in spring/summer of 2012.

Project Location: Elk River Wildlife Area (ERWA), former City storage yard and Crowley fuel terminal sites adjacent to City Wastewater Treatment Facility and Elk River estuary, between Truesdale Street and Pound Road (Herrick overcrossing and Park & Ride) in Eureka; see attached project map.

The major elements of the project include the following:

1. Truesdale Vista Point

Located between Truesdale Street and the City's McCullens Avenue Pump Station is an existing dirt lot with a largely unimproved surface. With improvements, the site has potential for high use levels, with close and visible proximity to the Bayshore Mall and US 101, and existing moderate use. Public access improvements here are a priority in the Eureka General Plan and Capital Improvement Program.

Parking: Proposed permeable surface in 6 of the 23 stalls (stalls only), 14,400 square feet, with 23 spaces, three ADA-compliant, and one for recreational vehicles. Remainder of surface to be asphalt-concrete ("AC") with bioretention swale adequately sized for treatment and detention of runoff

Roadway: Upgrade of 600 square feet of Truesdale Street adjacent to Vista Point, including railroad crossing improvements.

Multi-Use Trail: Located between Truesdale Street and the City's McCullens Avenue Pump Station is an existing dirt lot with a largely unimproved surface that will become a primary trailhead and day use area. Parallel to shoreline, paved surface for high-level use and compatibility with segment south of pump station, approximately 380 linear feet. Standard ten-

to 14-foot width, AC surface over approximately .75- to 1.5-foot base, with four feet of hard/unpaved, crushed shale shoulder, and an additional two to four feet of disturbed shoulder. City-removable/collapsible access control structure (bollard/s) to prevent vehicular access. **See “Truesdale Vista Point Project” details.**

Day-Use Area: Scenic trailhead and visitor area including: two to four picnic tables, benches, trash receptacle/dog cleanup station, appropriate (low focus) lighting. Signage (see below). Pump station fencing replacement with living fence. Pump station may be repainted.

Signage: Site name sign at entrance. Trailhead kiosk: three or four-sided structure, including site use guidelines, region/site map and natural/cultural history interpretive information.

Restroom: Plumbed restroom facility on northeast side of parking area.

Landscaping: Significant landscaping to add scenic element to site as viewed from US 101. Native plants recommended, few trees. Appropriate landscaping and 420 feet of upgraded fencing (living fence) to screen pump station facility. Landscaping will be utilized for stormwater treatment and retention with vegetated and/or bioretention swales. Design will include vehicular access control to trail and beach. Potential elements of public art.

Observation Platform: Raised (approximately 48-inch height) platform for bay/birdlife viewing at northwestern corner of Vista Point. Two or three rail-mounted interpretive signs.

2. Truesdale Park

The former City storage yard area south of the pump station – approximately 425 linear feet, including the open route between storage yard and Crowley site fences.

Multi-Use Trail: Start of improved “Elk River Trail.” The former City storage yard area south of the pump station – approximately 425 linear feet. Start of improved trail will be paved surface, ten-foot-wide, AC over approximately .75- to 1.5-foot base with a four-foot width of hard/unpaved, crushed shale shoulder. **See “Multiple-Use Trail Cross-Section,” below.**

Landscaping: Earthscaping/raised relief, groundcover, some shrubs and trees, all natives. Planting of shore pines in between decadent Monterey pines to sustain biological shoreline protection. Removal of invasive non-native species and existing fences. Potential elements of public art appropriate for a natural landscape. This area may also include two benches along the trail.

3. Truesdale Park to Hilfiker Lane

The former Crowley property north of Hilfiker Lane – approximately 650 linear feet. This area has substantial native vegetation interspersed with numerous invasive exotic plants.

Multi-Use Trail: Continuation of improved Elk River Trail through the former Crowley property north of Hilfiker Lane – approximately 650 linear feet. Paved ten-foot width, either AC

or NaturePAVE® over approximately .75- to 1.5-foot base, and four-foot width hard/unpaved, crushed shale shoulder. Portions of the trail unavoidably passing through wetlands will be reduced in width to an eight-foot-wide paved portion with two-foot-wide shoulders, the minimum practicable width for multiple use, two-way “Class I” bike paths. See “**Multiple-Use Trail Cross- Section,**” below.

Landscaping: Invasive exotic plant removal and native species plantings.

Signage: Two trailside interpretive signs that will include restricted use language.

Observation Platform: Potential: slightly raised earthen platform for bay/birdlife viewing. Two or three rail-mount interpretive signs. Siting will depend on confirmation of location of wastewater transmission line.

4. Elk River Paddling Access

At the southwest end of the former Crowley property and just north of the corner of Hilfiker Lane. Site of roadway entrance to the paddle boat parking and access site.

Paddle Boat Access: “Primitive” beach launch with footpath from parking area that will include wooden post markers. No rock or other non-native surfacing will be used on the launch access trail, but the existing native surfacing may be stabilized using small-cell geo-stabilizing material.

Day-Use Area: Minimal paddling facilities: two picnic tables, trash receptacle/dog cleanup station, plumbed restroom.

Restroom: Plumbed or vault restroom facility on northeast side of parking area.

Parking: Hard surfaced, compacted crushed shale over approximately 1.5- to two-foot base, for eight vehicles, including one ADA-compliant space. Landscaped areas utilized for stormwater treatment and detention using vegetated and/or bioretention swales.

Multi-Use Trail: Continuation of improved Elk River Trail, paved 10-foot width, either AC or NaturalPAVE® over approximately .75- to 1.5-foot base, with four-foot hardened/unpaved, crushed shale shoulder. There will be a roadway entrance to parking for paddling access. The multiple-use trail continues adjacent to the parking lot, and is included in measurements for segments on either end of the parking lot.

Signage: Welcome sign at corner of Hilfiker Lane facing roadway – potentially could direct traffic to ERWA trailhead at end of Hilfiker and identify corner site for paddling access. Small paddling access kiosk with site use guidelines, “water trail” map, and interpretive information.

Multi-Use Trail: Continuation of Elk River trail south of parking area, ten-foot width, either AC or NaturalPAVE® over approximately .75- to 1.5-foot base, with four-foot width hardened/unpaved, crushed shale shoulder.

Landscaping: Gateway landscaping and earthscaping at corner of Hilfiker Lane and around parking area with primarily native shrubs. Vehicular access control to beach and trail. Landscaped areas utilized for stormwater detention/bioretenion swales. Potential elements of public art.

5. Hilfiker Lane Trail

From corner of Hilfiker Lane to trailhead – approximately 1,500 linear feet.

Multi-Use Trail: Continuation of improved Elk River trail as above. From corner of Hilfiker Lane to Hilfiker Lane Trailhead – approximately 1300 linear feet immediately adjacent to – and for 250 feet, adjoining, and 10 feet on either side of transition – Hilfiker Lane. Outer edges of trail will be a minimum of approximately four feet from Hilfiker Lane and extreme high tide line. Trail will depart from shoreline onto the roadway along existing Schwaika Property until easement or purchase of private property allows continuation of trail off of roadway. Overhead utility poles will be spanned or the road realigned to accommodate an adjacent six to eight-foot-wide trail AC paved over approximately 1.5- to two-foot base. separated from Hilfiker Lane by a raised AC curb. See “**Hilfiker Lane-Parallel Multiple-Use Trail Cross-Section,**” below.

Signage: Two trailside interpretive signs along trail route.

Landscaping: Earthscaping, native trees and shrubs. Structural control of vehicular access control to beach and trail between roadway and trail corridor. Potential elements of public art. Some or all large boulders will be removed and replaced with more aesthetic vehicular access control.

Observation Platform: Potential: railroad tie-cribbed and crushed shale surfaced raised earthen berm, with rail for bay/birdlife viewing at point of armored shoreline. Two or three rail-mount interpretive sign/s.

6. Hilfiker Lane Trailhead

North of, and surrounding, existing ERWA parking lot. This area will be less developed than the more urban environment of the Truesdale Vista Point.

Parking: Existing asphalt parking for 21 vehicles. This lot should be adequate for proposed improvements in the area. Two parking sites should be designated for ADA access. There is no space for large recreational vehicle parking, however, and consideration should be given to directing these vehicles to Truesdale Vista Point.

Day-Use Area: Scenic trailhead and visitor area: picnic tables, benches, trash receptacle/dog cleanup station, appropriate (low focus) lighting. Existing cyclone fencing and some or all large boulders will be removed and replaced with more aesthetic vehicular access control.

Restroom: Plumbed restroom facility on northeast side of parking area.

Multi-Use Trail: Continuation of improved Elk River trail as above to connect with Existing ERWA Trail, described below. The trail will hug very close to Hilfiker Lane south of the Schwaika Property, then use the outer north edge of the existing parking lot (which will need to be repaved) and then turn south immediately adjacent to the parking lot. See “**Grading Plan & Details**” for wetland mitigation and “**Multiple-Use Trail Cross-Section,**” below.

Signage: Three- to four-sided trailhead kiosk as above including site use guidelines, region/site map and natural/cultural history interpretive information. Two trailside interpretive signs.

Landscaping: Extensive landscaping, earthscaping and beach/trail access control around parking lot and along Hilfiker Lane with primarily native plants. The large fill area north of the parking lot could be maintained as a mowed open space for recreational activities, or it could be more heavily earthscaped with an artistic focus. Potential elements of public art.

7. Existing ERWA Trail

Informal trail south of Hilfiker Lane trailhead to railroad corridor at Pound Road – approximately 3,890 linear feet

Multi-Use Trail: Continuation of Elk River trail south of parking area as above. Over existing foot trail south of Hilfiker Lane trailhead to railroad corridor at intersection with Pound Road – approximately 3,200 linear feet The trail will then cross the railroad and continue to Pound Road. Surfacing improvements to existing informal trail will include: Limited aerial and surface vegetation clearing to improve visibility and safety in sixteen-foot width corridor, grading, and application of trail base and surfacing materials. The paved portion of this trail will consist of ten-foot-wide AC over approximately .75-foot base, and four-foot hardened/unpaved, crushed shale shoulder. Portions of the trail unavoidably passing through wetlands will be reduced in width to an eight-foot-wide paved portion with two-foot-wide shoulders, the minimum practicable width for multiple use, two-way “Class I” bike paths. Trail also serves as maintenance vehicle access for the ERWA and neighboring Wastewater Treatment Facility. See “**Multiple-Use Trail Cross-Section,**” below.

Railroad crossing: This 95-foot segment of trail over the railroad will be improved to multi-use standards – a ten-foot-wide over approximately .75-foot base, with four-foot unpaved/hardened, crushed shale shoulder. An approximately 26-foot-long, ten- to twelve-foot-wide pre-fabricated bridge will be installed over a narrow finger of slough just northwest of the railroad crossing at the south end of the ERWA. Over the railroad tracks, a temporary paved crossing will be constructed, leaving tracks in place and will be reconstructed to accommodate rail use when railroad becomes operational. Approval from the Public Utilities Commission and North Coast Railroad Authority is in process. See “**Elk River Trail Railroad Crossing.**”

Signage: Up to six trailside interpretive signs. “Use guideline” sign to communicate status of railroad crossing access/use or a related safety warning.

8. Riverside Footpath

South of ERWA parking lot there is an existing footpath to and along the river's edge that connects back to the multi-use trail – approximately 1,090 linear feet – used for fishing and birdwatching. Improvements to this trail will reduce off-trail travel on the river's edge.

Footpath: Proposed surfacing improvement to four-foot width of crushed shale or similar surface.

Signage: Up to three trailside interpretive signs.

9. Pound Road Access

West of the existing gate at the informal parking area, an existing volunteer footpath leads to and crosses over the railroad corridor providing informal pedestrian access to the ERWA from Herrick Road overpass and Pound Road. This trail will be improved to multi-use standards for approximately 405 linear feet from the railroad corridor to a small existing parking area and gate. The remaining approximately 1,000 linear feet from the small parking area to the Elk River Park and Ride Lot No. 103 situated adjacent to US 101 will utilize the existing Pound Road and the frontage road travelways. The park and ride lot has ample existing parking spaces to accommodate both existing carpooling motorists and anticipated trailhead uses.

Signage: Trailhead kiosks/signs will be at the trail access point (former informal parking area) and at the Park & Ride.

Footpath: For 350 feet between the railroad crossing and the existing green gate at the foot of Pound Road, the trail will narrow to eight feet of AC over approximately .75-foot base, and two feet of unpaved/hardened, crushed shale shoulder constructed atop an existing raised bed that has coastal wetlands on both sides.

Pound Road/Trail: Between the proposed gate and the existing informal parking area, pedestrian/bicycle traffic will share Pound Road with very limited traffic associated with one landowner and City maintenance.

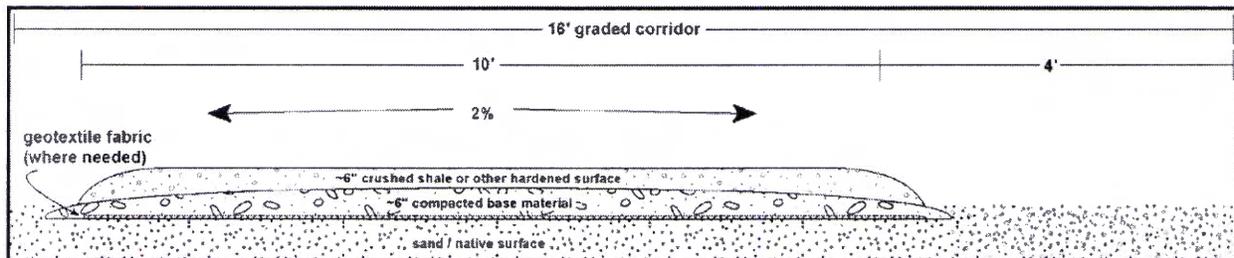
Roadside Trail: A road-adjacent Class III, six- to eight-foot-wide asphalt trail over approximately one-foot base in addition to Geocell-bound fill or other minimal structural stabilization materials, separated from Pound Road by a raised curb, will be developed for 255 feet from the Park and Ride north to the entrance of Pro-Pacific Fresh property, where a crosswalk will provide access to the pedestrian/bicycle access adjacent to the proposed gate (see below). , separated from Pound Road by a raised curb, will be developed for 255 feet from the Park & Ride north to the entrance of Pro-Pacific Fresh. A crosswalk from there will provide access to a new gate at the closed-off the western portion of Pound Road. **See “Pound Road Access Point Concept Plan,” below.**

Access Control: The existing gate adjacent to the existing dirt parking area will be removed, refurbished, and will be installed on Pound Road west of the private entrance to Pro-Pacific Fresh produce shipping facility/warehouse to limit vehicular access to use by the City and one private landowner and prioritize pedestrian/bicycle use for the remainder of Pound Road.

Trail Specifications

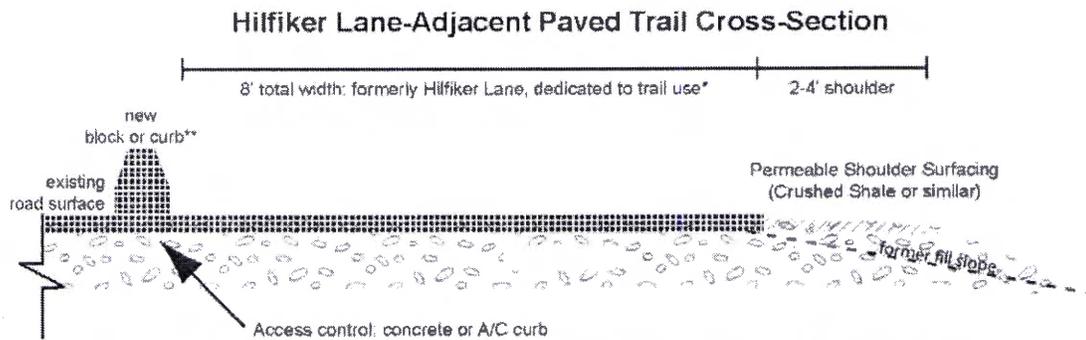
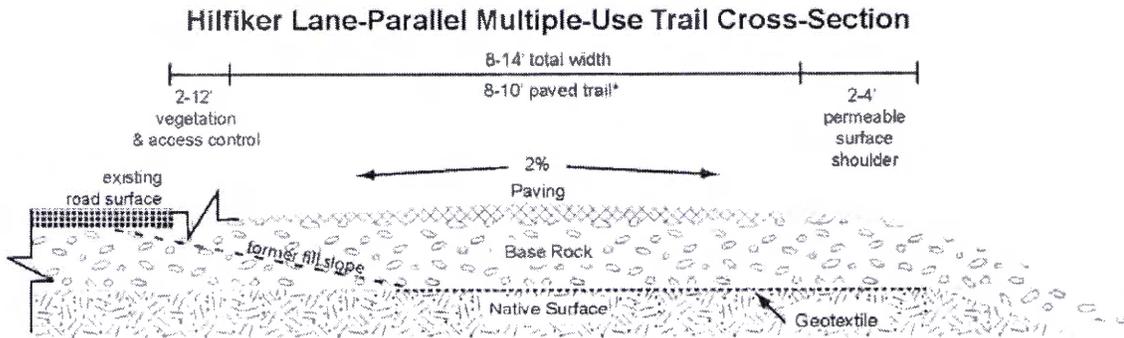
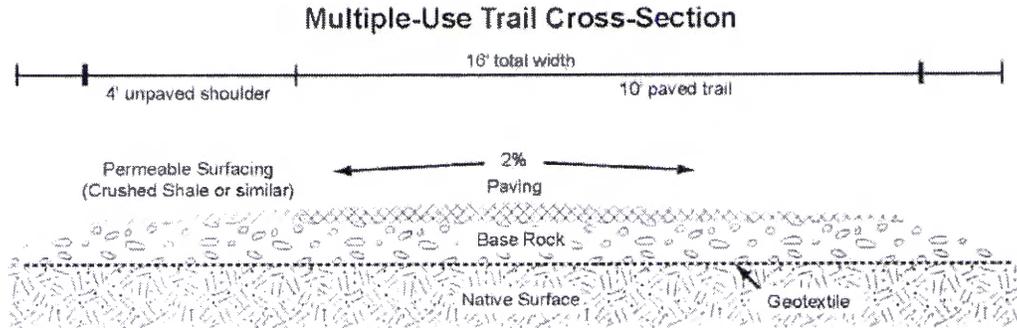
1. Trail Route Layout and Design

The trail itself will consist of a ten-foot width hard surface trail with a four-foot width of adjacent soft path (four feet on one side). The primary trail corridor will be surfaced with NaturalPAVE® or AC, with a hardened (e.g. crushed shale) adjacent shoulder/path; the rest of the trail will either be surfaced with hardened/crushed shale surface, AC, NaturalPAVE® or similar. The trail surface will support wheelchair users and bicyclists while fitting the natural landscape.



Typical Proposed Elk River Trail Cross-Section

4b. Elk River Parkway Trail Cross-Section (revised, April 2011)



*Note: for 270' adjacent to private parcel, Hilfiker Lane will be re-striped to provide enough space for an 8' trail; no utility poles will be removed, road has ample space to constrain two lanes to 10' width and provide 8' width for trail

**Note: block/curb will have regular gaps for minimal stormwater flow from road surface

2. Specifications for Compaction of Base Rock and Asphalt Concrete

Base Rock: Class 3 Aggregate Base shall be used for base rock where called for and shall conform to the provisions in Section 26, "Aggregate Bases," of Caltrans' Standard Specifications for Class 2 Aggregate Base and the following special provisions: in addition to the quality requirements in Section 26-1.02, "Materials," of the Standard Specifications, the aggregate shall have at least 50% crushed particles having at least one fractured face.

Base rock for trail sections shall be compacted to 90% relative compaction. Base rock under the parking area shall be compacted to 95% relative compaction (Caltrans standard). The City of Eureka Engineering Department will be performing compaction testing. Base rock under the trail and parking area may be crushed rock (sub-angular blocky, cleaved on two planes) but shoulders will be crushed shale as described below.

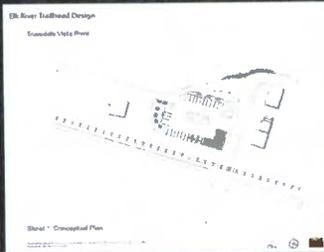
Asphalt Concrete: Asphalt concrete base and asphalt concrete shall be Type A and shall conform to the provisions in Section 39-2, "Asphalts," of the Standard Specifications and these special provisions. The aggregate for Type "A" Asphalt Concrete shall conform to the ½-inch maximum, medium grading as specified in Section 39-2.02, "Aggregates," of the Standard Specifications.

Attachment: Exhibit A – Site Plans

EXHIBIT A

ORIGINAL PROJECT MAP

(PLEASE REFER TO CDP AND UPDATED SITE PLANS FOR MOST ACCURATE AND UP
TO DATE INFORMATION REGARDING THIS PROJECT)



4a. Proposed Elk River Parkway

Natural Resources Services, RCAA, August 2008 • Project Date: March, 2000

Existing Conditions

- Public Trail - No Bicycle or Wheelchair Access
- River Access Footpath
- Approximate Elk River Wildlife Area Boundary
- Approximate City Ownership
- Approximate Harbor District Ownership
- Approximate Private Ownership
- NWP Railroad
- Parking Area

Proposed Improvements

- Public Multiple-Use Trail
- Fencing/Access Control
- Parking Area
- Paddle Boat Access
- Day-Use Facilities
- Restroom
- Interpretive Sign and/or Wayside Exhibit
- Observation Platform (includes interpretive signing)
- Landscaping & Beach/Trail Access Control

Approximate Scale



Site Summaries

North Elk River Parkway Project

To be implemented with other funding sources

- 1 **Truesdale Vista Point**
 - Scenic visitor area with day use facilities, signage
 - Upgraded parking area to accommodate 23 vehicles
 - New multiple-use trailhead; 380' of trail
 - Earthen observation platform
 - (See inset concept plan for more detail)
- 2 **Truesdale Beach & Park**
 - Former City storage yard: fence and debris removal
 - Open space, park and playground facilities
 - 425' of multi-use trail – trailhead to paddling access
- 3 **'Crowley' Natural Area**
 - 650' of multi-use trail
 - Earthen observation platform
 - Interpretive signs
 - Invasive plant removal; native landscaping

South Elk River Parkway Project

Proposed to be implemented with River Parkway funding

- 4 **Elk River Paddling Access**
 - Primitive existing beach launch to estuary & river
 - Permeable parking area for 8 vehicles, lighting, trash
 - Trailhead kiosk, interp sign, 2 picnic tables, 1 bench
- 5 **Hilfiker Lane Trail Segment**
 - 1800' of multi-use trail adjacent to Hilfiker Lane
 - 3 interpretive signs, 1 bench, 2 observation platforms
 - Removal of invasive species, native landscaping
 - Acquisition of private parcel being pursued; not required
- 6 **Elk River Wildlife Area Trailhead**
 - Existing parking for 21 vehicles
 - Kiosk, 2 interpretive signs, bench, 3 picnic tables
 - Restroom, trash receptacle, lighting, surveillance camera
- 7 **Existing Elk River Wildlife Sanctuary Trail**
 - Widen 'maze' to achieve 3240' multi-use trail
 - Replace 'maze' at trailhead to allow bike/wheelchair use
 - 4 interpretive signs
- 8 **Riverside Footpath**
 - 1090' of existing footpath along river's edge
 - 2 interpretive signs, 1 bench
- 9 **Pound Road Access**
 - Widen, surface 405' multi-use trail from RR to Pound Road
 - Rail (out of service) crossing improvements
 - Trailhead kiosk, trash receptacle
 - Ped improvements on Pound Road between Park & Ride and first driveway; install gate after first driveway

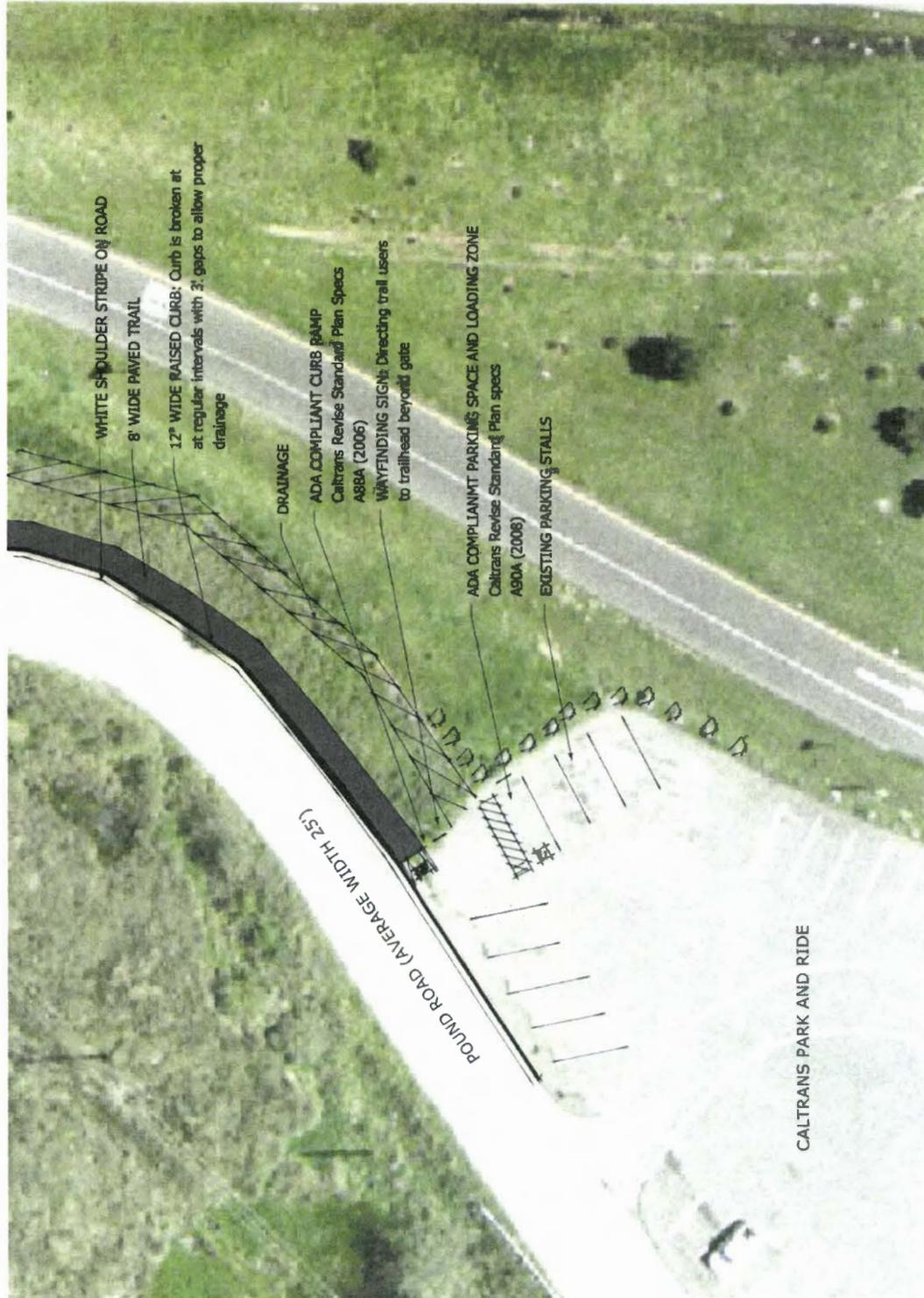
EXHIBIT B

SITE PLANS FOR THE HIKSARI' TRAIL FROM POUND ROAD TO TRUESDALE

1. POUND ROAD PARK AND RIDE
2. POUND ROAD CROSSING
3. POUND ROAD TRAILHEAD
4. RAILROAD CROSSING
5. RAILROAD CROSSING (NCRA SPEC)
6. ERWS
7. ERWS FULL PAGE 1
8. ERWS FULL PAGE 2
9. ERWS FULL PAGE 3
10. SHN MITIGATION ENGINEERED PLAN
11. CITY OF EUREKA HILFIKER PARKING AND TRAIL IMPROVEMENT SKETCH
12. SCHWAIKA
13. HILFIKER
14. PRIMITIVE BOAT LAUNCH PARKING AREA
15. HILFIKER TO TRUESDALE
16. LACO TRUESDALE PARKING LOT ENGINEERED PLAN



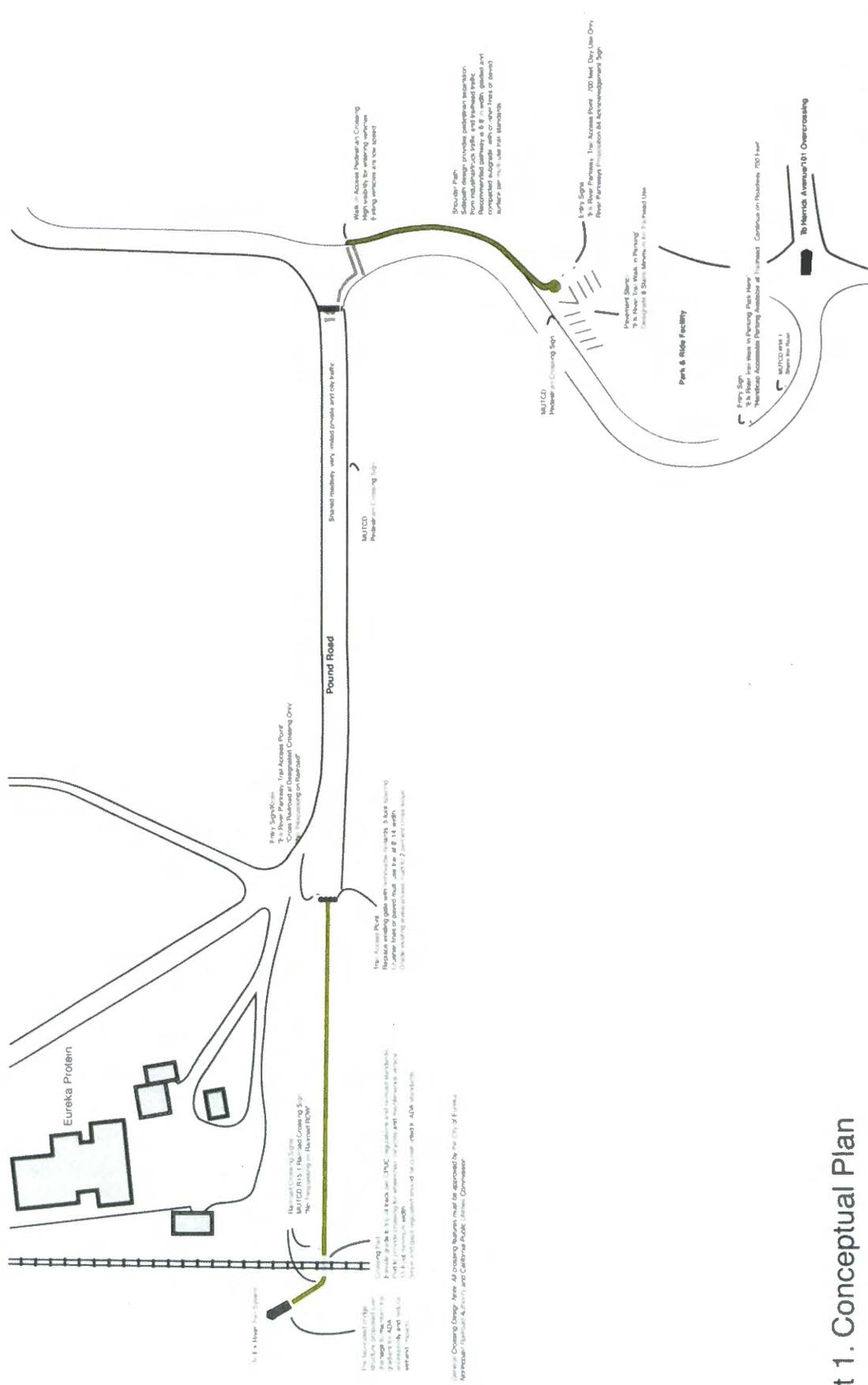
HIKSARI' TRAIL SITE PLAN: POUND ROAD PARK AND RIDE



1" = 30'

Elk River Trailhead Design

Pound Road Access Point



Sheet 1. Conceptual Plan



HIKSARI' TRAIL SITE PLAN: POUND ROAD TRAILHEAD



1" = 20'



1" = 20'

HIKSARI' TRAIL SITE PLAN: RR Xing

