

## Attachment 3

Written comments pertaining to the Initial Study and Proposed  
Mitigated Negative Declaration for the Humboldt Bay Trail  
South Project

**List of Commenters**  
**Humboldt Bay Trail South Project**  
**February 27-March 30, 2018**

No.	Date	Name	Type
1	February 27, 2018	Paul Albert	Comment Form
2	February 27, 2018	Katherine Bettis	Comment Form
3	February 27, 2018	Carl Casale	Comment Form
4	February 27, 2018	Jim Clark	Comment Form
5	February 27, 2018	Paula Flannery and Steve Pope	Comment Form
6	February 27, 2018	Nicole Jean Hill	Comment Form
7	February 27, 2018	Rees Hughes	Comment Form
8	February 27, 2018	Korina Johnson	Comment Form
9	February 27, 2018	Paul Kinsey	Comment Form
10	February 27, 2018	Robin Kinsey	Comment Form
11	February 27, 2018	Michele McKeegan	Comment Form
12	February 27, 2018	Chet Ogan	Comment Form
13	February 27, 2018	J Reyes	Comment Form
14	February 27, 2018	Leah Stamper	Comment Form
15	February 27, 2018	Stephanie Tidwell	Comment Form
16	February 27, 2018	Brent Twoomey	Comment Form
17	February 27, 2018	Holly	Comment Form
18	February 27, 2018	[No name]	Comment Form
19	February 27, 2018	[No name]	Comment Form
20	February 27, 2018	Michael Van Hattem	Comment Form
21	February 28, 2018	Michael Van Hattem	E-mail
22	March 1, 2018	Aldaron Laird	E-mail
23	March 2, 2018	Karen Underwood	Comment Form
24	March 3, 2018	Cynthia Noel	E-mail
25	March 4, 2018	Phil Perez	E-mail
26	March 5, 2018	Katherine Bettis	E-mail
27	March 6, 2018	Kimberly Tays	E-mail
28	March 11 and 13, 2018	Trisha Lee	E-mail
29	March 12, 2018	Ariana Siva	E-mail
30	March 12, 2018	E Nunez	E-mail
31	March 12, 2018	Bess Bair	E-mail
32	March 12, 2018	Pam Walatka	E-mail
33	March 16, 2018	Barbara Kennedy	E-mail
34	March 16, 2018	Michele McKeegan	E-mail
35	March 16, 2018	Kay Schaser	E-mail
36	March 17, 2018	Diane Ryerson	E-mail
37	March 17, 2018	Melanie Kasek	E-mail
38	March 17, 2018	Edge Gerring	E-mail
39	March 17, 2018	Jan Ostrom	E-mail
40	March 17, 2018	Judith Williamson	E-mail
41	March 17, 2018	Glenda Hesseltine	E-mail
42	March 17, 2018	Kathleen Pelley	E-mail

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<b>No.</b>	<b>Date</b>	<b>Name</b>	<b>Type</b>
43	March 17, 2018	Michael McLaughlin	E-mail
44	March 17, 2018	Dr. John	E-mail
45	March 17, 2018	Jud Ellinwood	E-mail
46	March 18, 2018	Kris Diamond	E-mail
47	March 18, 2018	Carol Conaway	E-mail
48	March 18, 2018	Robert Carmony	E-mail
49	March 18, 2018	Jan Derksen	E-mail
50	March 18, 2018	Siddiq Kilkenny	E-mail
51	March 18, 2018	Brittany Gribbin	Comment Form
52	March 18, 2018	Karen Dubaldi	Comment Form
53	March 18, 2018	Peter Dubaldi	Comment Form
54	March 18, 2018	Kemset Moore	Comment Form
55	March 19, 2018	Cindy Kuttner	E-mail
56	March 19, 2018	Minnie Wolf	E-mail
57	March 19, 2018	Dennis Houghton	E-mail
58	March 19, 2018	Richard Langford	E-mail
59	March 19, 2018	Elaine Astrue	E-mail
60	March 19, 2018	Ron Kuhnel, Melanie Kuhnel, Larry Glass	E-mail
61	March 19, 2018	Michele Kamprath	Comment Form
62	March 19, 2018	Elizabeth Murguia	Comment Form
63	March 19, 2018	Suzanne Langford	Comment Form
64	March 20, 2018	Cheri Beechel	E-mail
65	March 21, 2018	Nancy Lee	E-mail
66	March 22, 2018	Ruth Moon	E-mail
67	March 22, 2018	Adrienne Werth	E-mail
68	March 23, 2018	Gail Narum	E-mail
69	March 2018	[No name]	Comment Form
70	March 26, 2018	Ellen Taylor	Comment Form

# Completing the Humboldt Bay Trail between Eureka and Arcata ("Humboldt Bay Trail South" Project)

## COMMENT FORM – General Comments

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- Are there aspects of Eureka's and Arcata's existing trail segments you especially like, or aspects you believe could be improved?
- Is this project still a regional priority?

AIFA good.  
GREAT WORK..

### Personal Information (Optional)

<b>Name</b> PAUL ALBERT	Rep.
<b>Mailing Address or E-mail Address</b>	I WARFINGER HI
<b>Do you want a response?</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No

Return forms to:  
 Hank Seemann, Deputy-Director  
 Humboldt County Public Works Department  
 1106 Second Street, Eureka, CA, 95501  
[hseemann@co.humboldt.ca.us](mailto:hseemann@co.humboldt.ca.us)

For information about the Humboldt Bay Trail, visit: [www.humboldtbytrail.info](http://www.humboldtbytrail.info)

# Completing the Humboldt Bay Trail between Eureka and Arcata

("Humboldt Bay Trail South" Project)

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(1) Bridges do not need to match, make them non-slippery.

(2) <sup>segment 9</sup> Bracht. No one is going to do this. }  
 a driveway. cyclists will do this. — } →

(3) Don't remove any Eucalyptus if affects wildlife.

(4) Segment 5. I would hop on the freeway rather than meander around. This segment would get no use.

(5) Get people to actually use it.

(6) yes, make it a regional priority.

### Personal Information (Optional)

Name	Katherine Bettis
Mailing Address or E-mail Address	[REDACTED]
Do you want a response?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Return forms to:  
 Hank Seemann, Deputy-Director  
 Humboldt County Public Works Department  
 1106 Second Street, Eureka, CA, 95501  
[hseemann@co.humboldt.ca.us](mailto:hseemann@co.humboldt.ca.us)

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No meandering.  
Cyclists don't want turns and/or meandering. I don't want to cross back & forth across the road, like the section behind Costco where I choose the road instead.  
Big concern: why am I the only person who ride a bicycle to this meeting about a bike path???? This is a major problem, No cars!!

Personal Information (Optional)

Name	Katherine Bettis
Mailing Address or E-mail Address	[REDACTED]
Do you want a response?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Return forms to:  
Hank Seemann, Deputy-Director  
Humboldt County Public Works Department  
1106 Second Street, Eureka, CA, 95501  
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o GOOD DESIGN

o TRAIL CANNOT BE ON RAILS OF EUREKA SLOUGH BRIDGE. HAVE TO BE CANTILEVERED OFF SIDE IF NCRRA, R.R. OPERATOR & EXCURSION TRAIN OPERATOR O.K'S. CANNOT PAVE OVER RAILS AT CROSSINGS.

o ARCATA SEGMENT NEED TO REMOVE PAVING -OVER TRACKS!

o GET ER DONE.

### Personal Information (Optional)

Name	CARL CASALE
Mailing Address or E-mail Address	[REDACTED]
Do you want a response?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Return forms to:  
 Hank Seemann, Deputy-Director  
 Humboldt County Public Works Department  
 1106 Second Street, Eureka, CA, 95501  
[hseemann@co.humboldt.ca.us](mailto:hseemann@co.humboldt.ca.us)

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**Completing the Humboldt Bay Trail between Eureka and Arcata**  
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- 4 • Is this project still a regional priority? **YES**

2 - CURRENT DESIGN IS GOOD. EXPERIENCE ON OTHER TRAILS DIRECTS US TO CONSIDER MORE TURNOUTS FOR STOPPING TO BIRD, PHOTOGRAPH & OTHERWISE ENJOY THE TRAIL AS A DESTINATION AND A CONNECTION BETWEEN DESTINATIONS. CONSIDER NPO OR BUSINESS FIRM SPONSORING A SCENIC TURNOUTS.

4. A TRAIL FROM MCKINLEYVILLE THROUGH GUNNERS WOULD BE GREAT - ALL WAY TO FORTUNA WOULD BE AN EXTRAORDINARY DESTINATION

3. ALUMINUM DECKED BRIDGES ARE NOISY! PREFER CONCRETE DECKS.

Personal Information (Optional)

Name	JIM CLARK
Mailing Address or E-mail Address	[REDACTED]
Do you want a response?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Return forms to:  
Hank Seemann, Deputy-Director  
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Completing the Humboldt Bay Trail between Eureka and Arcata  
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5

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My general comments are that the 200 trees are both for a wind break & aesthetics. Use the rail road right away for the trail thru that part of road last week that the rail road will ced or sale(?) land to lands commission/county. Dont destroy our beautiful trees over a made up safety issue.

Personal Information (Optional)

Name	Paula Flannery & Steve Pope
Mailing Address or E-mail Address	[Redacted] Big Lake, CA 95524
Do you want a response?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Return forms to:  
Hank Seemann, Deputy-Director  
Humboldt County Public Works Department  
1106 Second Street, Eureka, CA, 95501  
[hseemann@co.humboldt.ca.us](mailto:hseemann@co.humboldt.ca.us)

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# Completing the Humboldt Bay Trail between Eureka and Arcata

("Humboldt Bay Trail South" Project)

## COMMENT FORM – Comments on the CEQA Initial Study / Mitigated Negative Declaration Document

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- Do you believe the analysis of environmental impacts in the document is complete?
- Do you believe the mitigation measures are sufficient?
- Do you have additional information regarding potential environmental impacts that should be evaluated?

My name is Paula Flannery. I oppose the removal of any trees along the 101 corridor. 200 trees are evidently 40% of trees. No way! The land owned by the railroad needs to be used so that the trees are left alone. A canopy could be put in place if the regular maintenance (removing of branches) isn't enough to maintain safety for walkers. The wind still blows vigorously along the bay as it always has & God willing, will don't take our dear trees out.

Personal Information (Optional)

Name	Paula Flannery & Steve Pope
Mailing Address or E-mail Address	[Redacted] Beside, CA 95524
Do you want a response?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Return forms to:  
Hank Seemann, Deputy-Director  
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(6)

**Completing the Humboldt Bay Trail between Eureka and Arcata**  
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I think the ~~design~~ design is thoroughly considered. I don't think the barrier between trail + highway is necessary. It sounds good for safety, but practically + financially I don't believe it would accomplish much. For example, a car traveling at high speed could still fly through it. People that complain about the removal of the Eucalyptus trees clearly do NOT currently actually use the roadway UNDERneath them. They are ~~dangerous~~ dangerous + the removal of just a small portion of them was a smart design ~~also~~ decision, offering a strategic compromise. I believe they are dangerous for the cars too. Overall, I think the design ~~is~~ is great. I support it 100% and ~~it~~ it should remain a regional priority UNTIL it is complete. Thanks for all your hard work!

Personal Information (Optional)

Name	Nicole Jean Hill
Mailing Address or E-mail Address	[REDACTED]
Do you want a response?	<input type="checkbox"/> Yes <input type="checkbox"/> No

Return forms to:  
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**Completing the Humboldt Bay Trail between Eureka and Arcata**  
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7

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- \* Definitely remains a regional priority.
- \* I thought that you presented the rationale for the route choices very effectively ... even the loss of the eucalyptus.
- \* The cost is rather breathtaking ... about \$4.5 million per mile. I think that it would be interesting to have a cost estimate of the project if the rail road prism were available.
- \* I am very excited about the segment that will follow the bayside of the Arcata Redwood mill site.
- \* Thank you for all of the time and effort you have committed to this project.
- \* I appreciate the inclusion of the cable barrier and like the idea of a vegetative barrier (sound and visual)

Personal Information (Optional)

<b>Name</b>	Rees Hughes
<b>Mailing Address or E-mail Address</b>	[REDACTED]
<b>Do you want a response?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Return forms to:  
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MAR 01 2018

## Completing the Humboldt Bay Trail between Eureka and Arcata

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From the perspective of a general member of the public, the CEQA Initial Study / Mitigated Negative Declaration, this seems like an incredibly thorough analysis. I really don't have anything to add.

#### Personal Information (Optional)

Name	Rees Hughes
Mailing Address or E-mail Address	[REDACTED]
Do you want a response?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Return forms to:  
Hank Seemann, Deputy-Director  
Humboldt County Public Works Department  
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# Completing the Humboldt Bay Trail between Eureka and Arcata

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8

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- Is this project still a regional priority?

Short of buying the NCRA's right-of-way from Arcata to Willits, this is a pretty good design.

Please build it soon, while I can still ~~ride~~ ride my bike.

Thanks.

### Personal Information (Optional)

Name	Korina Johnson
Mailing Address or E-mail Address	[REDACTED]
Do you want a response?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Return forms to:  
Hank Seemann, Deputy-Director  
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Good Project: Make it happen!  
 The CRC Levee is a ~~ref~~ welcome refuge from the southbound traffic and serves as an opportunity for wildlife viewing.

Additionally, projects like this (completed pedestrian/cycling trails) serve as a stopover for people traveling and infuse the local economy w/ tourist dollars.  
 Two Thumbs up!  
 Let's connect Elk River to CLAM Beach!!

Personal Information (Optional)

Name	Paul Kilsey
Mailing Address or E-mail Address	[REDACTED]
Do you want a response?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Return forms to:  
 Hank Seemann, Deputy-Director  
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1. I like and support the current design. I particularly like the reroute toward the bay at CRC.
2. My only design suggestion would be making some parking available. This would probably be the result of improved signage at the Eureka or Arcata ends. In general, signage that would attract people traveling through the area would encourage visitors and positively impact local retail and services.
3. I support the removal of trees at the northern end of the eucalyptus trees. As someone that has had flat tires from euc. cones, I feel that they are incompatible with an alternative transportation corridor, especially for a bike commuter path.
4. This project is a regional priority. Connecting cities and providing a north-south alternative transportation route is a priority.

Personal Information (Optional)

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<b>Name</b> paul kinsey	
<b>Mailing Address or E-mail Address</b>	[REDACTED]
<b>Do you want a response?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Return forms to:  
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**Completing the Humboldt Bay Trail between Eureka and Arcata**  
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Do it!!  
This helps more Humboldt people to keep active - walking improves fitness and mental health.  
Many countries already have safe walking/biking/running paths its time we do the same  
also this will bring tourists to our communities  
lets go!

Personal Information (Optional)

<b>Name</b> <i>Reben Kenney</i>	
<b>Mailing Address or E-mail Address</b>	
<b>Do you want a response?</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No

Return forms to:  
Hank Seemann, Deputy-Director  
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# Completing the Humboldt Bay Trail between Eureka and Arcata

11

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- What are your impressions of the current design? *- can't get close enough to say*
- Do you have suggestions for improving the design?
- Are there aspects of Eureka's and Arcata's existing trail segments you especially like, or aspects you believe could be improved? *- don't cut trees*
- Is this project still a regional priority? *yes*

*I really don't want to see the eucalyptus trees cut*

### Personal Information (Optional)

Name	<i>Michaela Nick Keagan</i>
Mailing Address or E-mail Address	[REDACTED]
Do you want a response?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Return forms to:  
Hank Seemann, Deputy-Director  
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12

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I have not looked at the CEQA document.  
I agree with using a living barrier between the bay and the rail prism. However, I anticipate California Coastal Commission needing to modify their stance on "fill" to allow a living shoreline project. Salt marsh does help to mitigate the effects of bay wave action.

### Personal Information (Optional)

Name	Chet Ogan
Mailing Address or E-mail Address	[REDACTED]
Do you want a response?	<input type="checkbox"/> Yes <input type="checkbox"/> No

Return forms to:  
Hank Seemann, Deputy-Director  
Humboldt County Public Works Department  
1106 Second Street, Eureka, CA, 95501  
[hseemann@co.humboldt.ca.us](mailto:hseemann@co.humboldt.ca.us)

For information about the Humboldt Bay Trail, visit: [www.humboldtbytrail.info](http://www.humboldtbytrail.info)

# Completing the Humboldt Bay Trail between Eureka and Arcata

("Humboldt Bay Trail South" Project)

13

## COMMENT FORM – General Comments

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- Is this project still a regional priority?

AS A SHORT MEMBER OF THE COMMUNITY  
I HAVE NOTICED THAT THE HEIGHT OF THE  
BRIDGE RAIL BLOCKED MY VIEW OF THE  
BAY OR THE ARCATA SECTION. I AM AWARE  
STANDARDS ARE TO BE FOLLOWED BUT I  
WOULD RECOMMEND USING THE LOWEST RAILING  
POSSIBLE TO BE ABLE TO APPRECIATE THE  
WONDERFUL AREA WE LIVE IN.

### Personal Information (Optional)

Name	J ZEYES
Mailing Address or E-mail Address	[REDACTED] ARCATA, CA 95521
Do you want a response?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Return forms to:  
Hank Seemann, Deputy-Director  
Humboldt County Public Works Department  
1106 Second Street, Eureka, CA, 95501  
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**Completing the Humboldt Bay Trail between Eureka and Arcata**  
 ("Humboldt Bay Trail South" Project)



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THE MULTUSE USE TRAIL OF THE CURRENT DESIGN IS FAIRLY NARROW. WHEN YOU CONSIDER BICYCLIST & PEDESTRIANS TRAVELLING IN OPPOSITE DIRECTIONS IT IMPAIRES THE FREE FLOW OF TRAFFIC ~~AS~~ AS EXPERIENCED IN THE ARCATA SEGMENT.

I WOULD LIKE TO SEE A WIDER PAVED SECTION THAT ACCOMMODATES PASSING FOR BICYCLIST & IMPROVES SAFETY FOR BOTH PEDESTRIANS & CYCLIST.

THE LOCATION ~~OF~~ OF BALLARDS IS A ~~SAFETY CONCERN~~ SAFETY CONCERN OF MINE. IN THE ARCATA SECTION THE PLACEMENT OF BALLARDS ARE ALMOST IN LINE WITH THE BRIDGE RAIL THEREFORE THE BLIND SPOT FOR BICYCLIST, ~~AND~~ ~~AND~~ ~~AND~~ RUNNERS & WALKERS ~~MAY~~ ~~BE~~ ~~AT~~ AS BLIND SPOTS COVERING/BLOCKING THE VIEW OF THE BALLARDS, I RECOMMEND PLACING THE BALLARDS IN TANGENT SECTIONS ~~TO~~ TO MAXIMIZE VISIBILITY.

Personal Information (Optional)

Name	J REYES
Mailing Address or E-mail Address	<del>XXXXXXXXXX</del> ARCATA, CA 95521
Do you want a response?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

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**Completing the Humboldt Bay Trail between Eureka and Arcata**  
 ("Humboldt Bay Trail South" Project)

14

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I have just started using the existing trails (Arcata) to commute from my house (Warden CrPd) to St. Joe in Eureka on an ebike.

I definitely support removal of eucalyptus trees along the trail. In the 15 or so miles I have done I have had several dangerous runs with the tree debris. Perhaps you should collect data on how many cyclists have damage to their/tour bikes from the trees?

→ Improvements based on the Arcata trail.  
 → very dark/isolated @ 4:15 Am. Poor signage / not enough in advance of 90° turns

Personal Information (Optional)

<b>Name</b>	Leah Stamper
<b>Mailing Address or E-mail Address</b>	[REDACTED]
<b>Do you want a response?</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

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# Completing the Humboldt Bay Trail between Eureka and Arcata

("Humboldt Bay Trail South" Project)

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Yes to the questions.

~~Any~~ Almost anything to take cars off the highway is a positive environmental impact to me.

### Personal Information (Optional)

<b>Name</b>	
<b>Mailing Address or E-mail Address</b>	
<b>Do you want a response?</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No

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Completing the Humboldt Bay Trail between Eureka and Arcata

15

("Humboldt Bay Trail South" Project)

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It is a huge waste of local resources to keep the defunct, crumbling rail line and force trail construction beside it instead of on the old line footprint. 4x more expensive in fact. The NCRA is never going to run RR in Humboldt again. It's a pipe dream concocted by people that are living in the past. If our local decision makers could get serious about this, we could build 3-4 x more trails. I want more trails, not more forcing people on to the side of 101 to placate the unrealistic demands of a fiscally & morally bankrupt entity. As the danger of cyclists & pedestrians. It's not too late to advance the original plan. Legislation has been introduced to railbank the NCRA from Willits North.

Personal Information (Optional)

Name Stephanie Tidwell

Mailing Address or E-mail Address  
 [Redacted]

Do you want a response?  Yes  No

Return forms to:  
 Hank Seemann, Deputy-Director  
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 hseemann@co.humboldt.ca.us  
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# Completing the Humboldt Bay Trail between Eureka and Arcata

("Humboldt Bay Trail South" Project)

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- Do you believe the mitigation measures are sufficient?
- Do you have additional information regarding potential environmental impacts that should be evaluated?

*I will submit formal comments online*

### Personal Information (Optional)

<b>Name</b>	
<b>Mailing Address or E-mail Address</b>	
<b>Do you want a response?</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No

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Completing the Humboldt Bay Trail between Eureka and Arcata  
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16

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Segment 8 should go behind  
the Bracut Industrial Park  
on the Jetty around the  
Bracut Marsh. Not Along  
the Freeway

Personal Information (Optional)

Name	Brant Twosmy
Mailing Address or E-mail Address	[Redacted] Twosmy 95576
Do you want a response?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Sure

Return forms to:  
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# Completing the Humboldt Bay Trail between Eureka and Arcata

("Humboldt Bay Trail South" Project)

17

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My son has a disability which will preclude him from ever being able to drive. What he can use, limits, is an EF by Organic Transit. It's got a solar powered motor & can be used without the motor running. I'd really like to be able to take it on the trail. I can explain more, but I'm really in a hurry. Thanks for doing this!

Personal Information (Optional)

Name	Holly
Mailing Address or E-mail Address	[REDACTED]
Do you want a response?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

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# Completing the Humboldt Bay Trail between Eureka and Arcata

("Humboldt Bay Trail South" Project)

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WHY NOT START ON THE BAY SIDE AT ARCATA?  
Segment 9 shows Segment B's path

### Personal Information (Optional)

<b>Name</b>	
<b>Mailing Address or E-mail Address</b>	
<b>Do you want a response?</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No

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**Completing the Humboldt Bay Trail between Eureka and Arcata**  
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19

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Right angle turns are harder on a tandem  
Breech crossing  
8' long is our tandem

Personal Information (Optional)

<b>Name</b>	
<b>Mailing Address or E-mail Address</b>	
<b>Do you want a response?</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No

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("Humboldt Bay Trail South" Project)

20

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Segment 1-2 perfect

" " 5 CRC - perfect location

" " 6 - will be good for flow, avoid 90° turns.

HBTN - CABLE BARRIER IS A great idea especially once speed is increased to 65mph

Segment 7-9 - good.

It all looks GREAT! BUILD IT

### Personal Information (Optional)

Name	M. LEVAN HATTEM (CYCLIST)
Mailing Address or E-mail Address	[REDACTED]
Do you want a response?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

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## Seemann, Hank

---

**From:** Van Hattem, Michael@Wildlife [REDACTED]  
**Sent:** Wednesday, February 28, 2018 1:56 PM  
**To:** Seemann, Hank  
**Subject:** RE: trail meeting

I really like the addition of the cable barriers, I think those are needed. The current separation is good but this will truly make it feel safe. I like that you are removing a portion of the eucalyptus (and not all of them). While there is no regulatory reason for keeping them, the reasons you explained are enough (mostly aesthetics). I like the bridge over the mud flat before the mill site to smooth out the angles. I really like that you are going out on the berm around the mill, that will make the trail much more scenic, and the smoothing out of the rail bridge seems like a great compromise.

I like the idea of staying with the same bridge types just for continuity between all three segments, although I do like a concrete platform just because its quiet when hard wheels go over them like roller blades or scooters, but I think that is minor.

Get a head start on your veg clearing to avoid bird season, mostly for the eucalyptus. The wax myrtle thicket that has volunteered along the railroad tracks is also a problem and is filled with trash from camps. Personally I'd rather see the bay, although I am a fan of wax myrtle, just not there. If you need to replace the wax myrtle we can help you find a place for them. We've been working with PG&E on a similar venture.

Keep up the good work.  
m

---

**From:** Seemann, Hank [mailto:HSeemann@co.humboldt.ca.us]  
**Sent:** Wednesday, February 28, 2018 11:09 AM  
**To:** Van Hattem, Michael@Wildlife [REDACTED]  
**Subject:** RE: trail meeting

You're welcome, Mike. We're keeping you bike commuters in mind. Rick Knapp and Brett Gronemeyer do a good job representing.

-----  
Hank Seemann  
Deputy Director - Environmental Services  
Humboldt County Public Works Department  
1106 Second Street  
Eureka, CA 95501  
707-268-2680

---

**From:** Van Hattem, Michael@Wildlife [mailto:[REDACTED]]  
**Sent:** Wednesday, February 28, 2018 9:33 AM  
**To:** Seemann, Hank <HSeemann@co.humboldt.ca.us>  
**Subject:** trail meeting

Good job last night Hank, you explained it all very well and the powerpoint was straight forward. I didn't stay for questions since I had a meeting at 7:00, I hope that went well too. I scribbled some comments which are all favorable but no need to respond. THX  
m

Michael G. van Hattem



## Seemann, Hank

---

**From:** [REDACTED]  
**Sent:** Thursday, March 01, 2018 9:58 AM  
**To:** Seemann, Hank  
**Subject:** RE: Caltrans grant application

Hank,

I do support the Bay Trail. I thought the public meeting was very informative. Your presentation was honest, objective, and pragmatic. There are couple of Bay Trail design issues I would like to address.

As a landscape photographer with a fondness for Humboldt Bay, those eucalyptus trees create a beautiful visual backdrop on Arcata Bay. Some of my best photographs of Humboldt Bay include those trees. I understand that the County does not want to locate the trail under those trees for public safety reasons and liability. I have not looked at the IS/MND yet, but it would be helpful to explain why has Caltrans not dealt with these trees, as they are a safety hazard to thousands of cars and people every day. That being said, the trees North of CRC property are exposed to the tides, and I would think that saltwater intrusion in their root zone will ultimately cause these trees to die. The trees to the South of CRC entrance are not as exposed and will likely live longer. Reducing the eucalyptus row by 40% will still retain the visual quality they provide us landscape photographers. Lastly, as one of few people that have been able to walk the CRC dike, locating the trail on the CRC dike will provide a great experience for the public.

The other issue, is the Bracut segment of the trail. Having the trail cross the entrance to Bracut just scares me, at some time someone is going to get hurt. You mentioned that the West-East dike that separates Bracut from the SCC property has issues. The western most portion of that segment could be enhanced to support a trail and then you could cut-diagonally north-east over the salt marsh and through the riparian grove that was planted. This would provide a better alignment for the trail/causeway and a different experience of walking through a riparian grove. This would will no doubt increase mitigation needs, but in the long run I think it will be safer.

As a CEQA practioner I will take a look at the IS/MND and provide you with any support I can to address these issues. I will take a look at the grant next and get back to you.

Thanks  
Aldaron

---

**From:** Seemann, Hank [mailto:HSeemann@co.humboldt.ca.us]  
**Sent:** Wednesday, February 28, 2018 10:13 AM  
**To:** Aldaron Laird [REDACTED]  
**Subject:** Caltrans grant application

Aldaron-

The attached grant application was submitted last week. Funding decisions will be made in May and work could begin in October, with most work occurring in 2019. Interested in your thoughts on this proposal and the current efforts on the Bay Trail.

Hank

-----  
Hank Seemann  
Deputy Director - Environmental Services  
Humboldt County Public Works Department  
1106 Second Street  
Eureka, CA 95501  
707-268-2680

# Completing the Humboldt Bay Trail between Eureka and Arcata

("Humboldt Bay Trail South" Project)

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Attended the meeting last night and also visited the document yesterday and I do feel that the analysis of the environmental impacts were addressed completely. The approximate 5 acres of mitigation will add significant cost to this project, but is necessary to counter any impact created by the trail.

That section of the bay is currently viewed by few people. I believe that this trail will enhance the environment of that part of the bay. The addition of the salt marsh would add more habitat. People's awareness of what is going on there will benefit the quality of the environment in that area.

Personal Information (Optional)

<b>Name</b> Karen Underwood	Humboldt Trail Council, board member
<b>Mailing Address or E-mail Address</b>	[REDACTED]

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<b>Do you want a response? NO</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No
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# Completing the Humboldt Bay Trail between Eureka and Arcata

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- Is this project still a regional priority?

I attended the public meeting last night (2/27/18) and was really impressed with the current design. It was evident that a great deal of thought and time had gone into facing the obstacles of each section of this 4.2 mile trail. I really appreciate our county moving ahead with this project in connecting Eureka and Arcata, and do see this as a regional priority for our County. People can hardly wait for this next section to open. This trail will be enjoyed not only by residents, but also tourists. Having enjoyed a similar trail like this in Monterey, I feel this will be another asset to tourists.

The concern for safety was strongly emphasized. The cable barrier and concern over the Indianola crossing will save lives. I like how the cable barrier matches the one that already exists on 101 through Arcata. This type of barrier allows for wildlife crossings (unlike the cement ones). When Caltrans completes that section of our Highway 101 corridor between Arcata and Eureka it will be a huge safety improvement to our communities.

The current bridges in on the northern section are great. Some people prefer cement for the base. I like the idea of the bridges looking fairly similar, and really basing selection on the longevity of the structure. Wooden bases are too slippery in rain.

It is wonderful that the trail will travel around the California Redwood Company property on the bay side. This will enhance the ride, connect people more to the bay and its wildlife, and encourage people to travel on it more often.

As for the cutting of the eucalyptus I see no problem with that. They are dangerous. I don't know if it will appease anyone who does not want them cut, but it might be softened if they were replaced by native plants as someone last night suggested having more native plants along the trail. Not sure what native "trees" actually could grow along the bay. I

Also want to add my thanks to the Humboldt County Works for all their work and bringing this project forward to our community.

Personal Information (Optional)

<b>Name</b> Karen Underwood	Humboldt Trail Council, Board Member
<b>Mailing Address or E-mail Address</b>	████████████████████
<b>Do you want a response? NO</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No

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[hseemann@co.humboldt.ca.us](mailto:hseemann@co.humboldt.ca.us)

## Seemann, Hank

---

**From:** Cynthia Noel [REDACTED]  
**Sent:** Saturday, March 03, 2018 12:01 PM  
**To:** Seemann, Hank  
**Subject:** Re.: HumBayTrail

Hello Mr.Seemann!

It was a privilege to be at last week's HumBayTrail Wharfinger informational. It was a fine presentation. You conducted yourself with respect & consideration.

So much work has been done.

Other than "inserting coin" what else can the community-at-large do, please?

One thing that pops into my mind is the Bracut trail exchange.

Why not just go around it towards the Bay like the Mill Site, please?

Looking forward to your reply and thank you for the informational presentation.

Sincerely,

Cynthia M. "Syn-dee" Noel

March 4, 2018

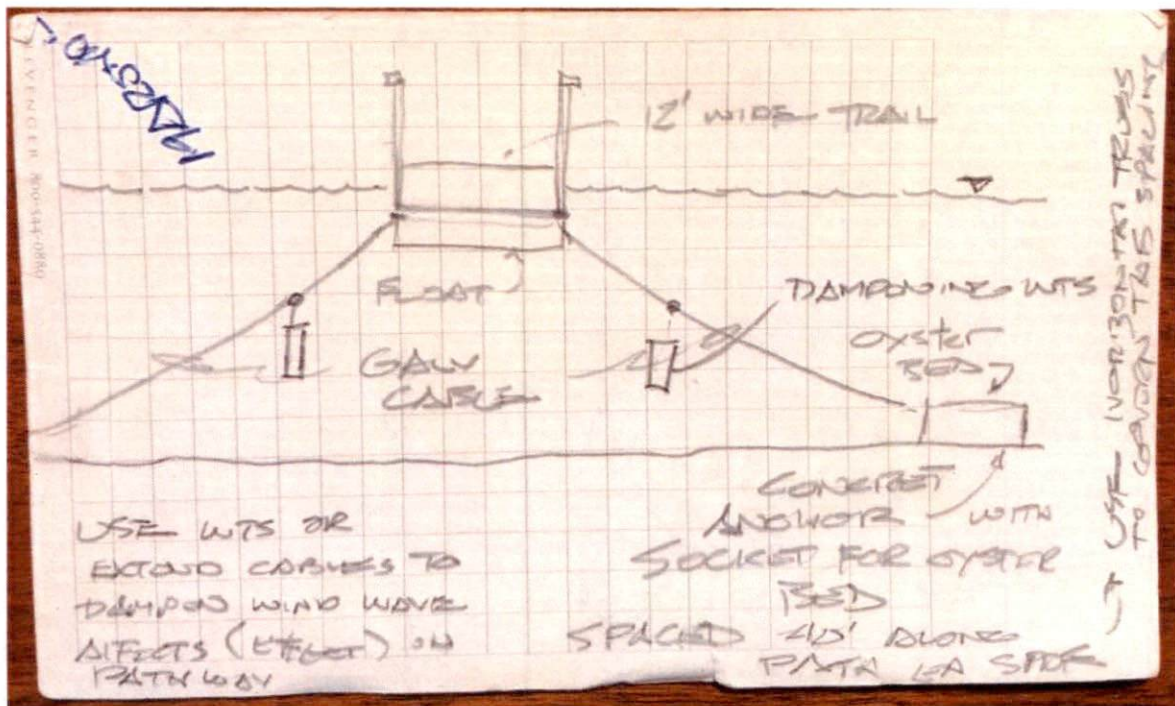
Hank Seemann  
Deputy Director - Environmental Services  
Humboldt County Public Works Department  
1106 Second Street  
Eureka, CA 95501

Dear Hank

I am addressing the seven points you raised in your February 23, 2018 e-mail to me in response to my submission of Schematic Design Report with Exhibits 1 through 11 dated 2/6 for the Trail on the Bay.

1. Stability. Concerns about the structure oscillating with wave action.

As described to in my January 13, 2018 letter to you, the Trail on the Bay structure would be stabilized by designing the length of the cables and sizing and locating weights on the cables to dampening motion of the structure. That designing would have to be done by the engineers to accommodate the anticipated wind waves in the bay. That language was in the graphic included in that letter. I will include that graphic for continuity of thought:



March 4, 2018

Letter to Hank Seemann

Addressing points raised in February 23, 2018 e-mail

The Mooring Schematic and Stabilization Strategy are shown in Exhibit 13. As shown therein the Trail on the Bay structure is stabilized by altering it's period of vibration and dampening by way of a combination of varying mooring cable length's, cable weights, and by the number and placement of cables themselves. All of those decisions are under the control of the project design engineers who can make those decisions after designing the structure taking into account the anticipated wind waves of the bay.

Recently I have studied how 4-60' sections of the trail (as described in the Schematic Design Report) behave if connected as shown in Exhibit 12, the Joint Detail to Provide Controlled Rigidity between sections of the trail. The Joint is formed by making a loop with  $\frac{3}{4}$ " diameter galvanized elevator cable which is secured by cable clamps (aka Crosby clamps) as shown in Exhibit 12. The loop of stiff elevator cable serves as a buffer and spring. The elevator cable is designed for extended service and will have a lifetime suitable for the application. At the edges of the sections (along the cords) smaller diameter cables will be used to maintain alignment of the sections. Based on my studies I believe the natural period of resonance of the 4 sections so joined will be less than 2 seconds. It is my understanding that the wind waves that will hit the structure will be in the range of 6 seconds and above so I do not believe the structure will resonate with the waves. The design engineers will have the time and resources to study this matter and design dampening if required. I believe that special dampening requirements will be minimal and can be accommodated by tuning the connection shown in Exhibit 12 by the Design Engineers.

2. Safety. Concerns about trail users departing from the structure into open water or mudflat, especially when waves are present.

The Trail on the Bay should be thought of as a Bridge. People are used to using bridges. Bridges have railings that conform to standards. People would have to climb over railings to get off the Trail on the Bay structure. That risk is no greater than that posed by the bridges behind Target.



March 4, 2018

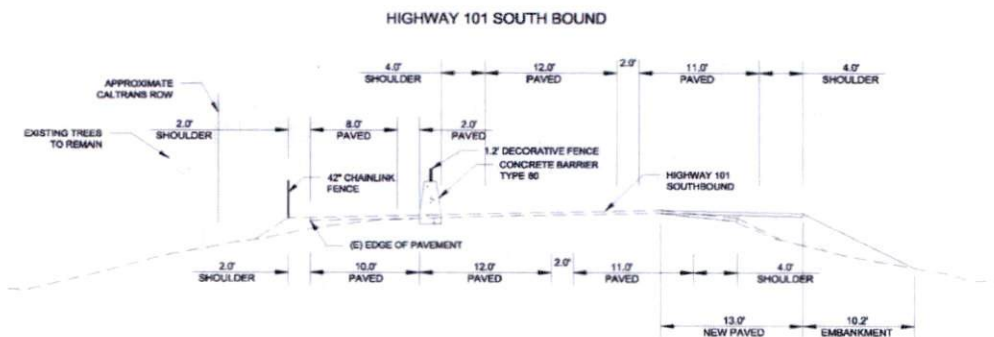
Letter to Hank Seemann

Addressing points raised in February 23, 2018 e-mail

I believe this bridge is safe for the public to use. It is located close to the Planned Parenthood facility:



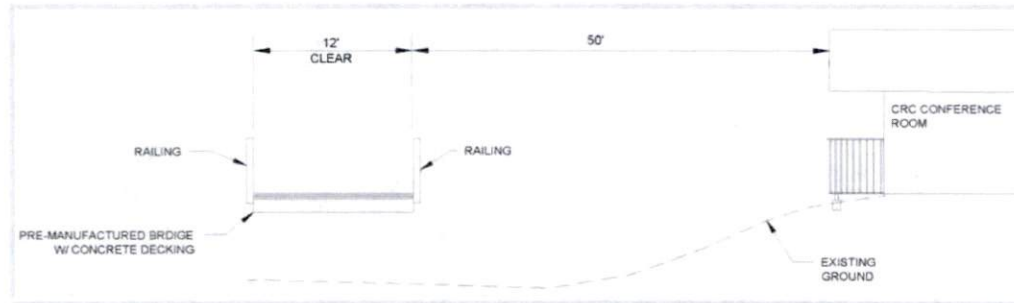
I believe that the possibility of the public climbing over the railing shown above is about as likely as that posed by the following configurations:



March 4, 2018

Letter to Hank Seemann

Addressing points raised in February 23, 2018 e-mail



I do not profess to have the ability to quantify and assess the likelihood that members of the public will climb over any one of the three railing systems shown in the preceding images more readily than the other two.

There are sections of the Trail, either land based, or the Trail on the Bay, that are on, or adjacent to the bay. If you sincerely believe the public cannot be trusted to not defeat the code compliant railings, then perhaps you should not proceed with the project. Fortunately, making that determination is not my responsibility. I can only tell you that the Trail on the Bay, as the Land Based Trails, can be designed with code compliant railings. If members of the public choose to defeat those safety features, they do so at their own peril.

3. Maintenance. Difficult access for maintenance vehicles, and challenging energy environment that would cause wear and tear.

There will be no greater wear and tear on the structure than is on the other wharfs and float structures currently on the bay.

4. Cost. Higher than the cost for the trail along the shoreline.

Admittedly it will be more expensive to construct the Trail on the Bay but you get what you pay for. I have yet to speak with someone who understands the Trail on the Bay concept who did not like it. Walking next to the freeway, protected by guardrails, is not an ethically, or elegant alternative to the Trail on the Bay proposal.

5. Environmental impacts. The structure would causing shading of eel grass habitat and bisect areas that are currently free from regular human presence.

March 4, 2018

Letter to Hank Seemann

Addressing points raised in February 23, 2018 e-mail

These impacts can be mitigated. The percentage of bay eel grass impacted will be negligible and a fair biological assessment of that impact should be performed by the lead agency.

6. Permitting. Coastal Commission is very unlikely to permit such a structure. They mandate that projects are the least environmentally damaging feasible alternative.

Construction of the land based trails will have significant impacts on the bay. I did not see a detailed estimate for those mitigation costs in the Initial Study. I believe that most of the work to construct the Trail on the Bay could be performed in fabrication shops which, if fairly assessed, would result in a lesser cumulative impact on the bay, than the land based trail alternative. The lead agency should make that fair assessment.

7. Conformance with standards. Note that Section 1.4.1 of the CEQA document identifies the design standards for the project. They include Caltrans Highway Design Manual Chapter 1000 and Chapter 11B of the California Building Code. We are designing for a Class I Bikepath that would meet ADA accessibility standards.

Likewise the Trail on the Bay could be designed to be fully code compliant. To the best of my knowledge what I have proposed to date is fully code compliant. As noted in the Schematic Design Report it was primarily governed by ASCE 7-10 & Coastal Construction Manual, FEMA P-55. All of the Accessibility, and Caltrans Standards, will not pose unsolvable issues for the Project Designers in the following phase of the design.

Please keep in mind I have only provided what is commonly known as a conceptual design for the Trail on the Bay idea, at the Pre-Schematic Level, in the three step design process known by the Schematic, Preliminary, and Working Drawing progression of design steps. Please let me know if I can provide any clarifications, or additional information.



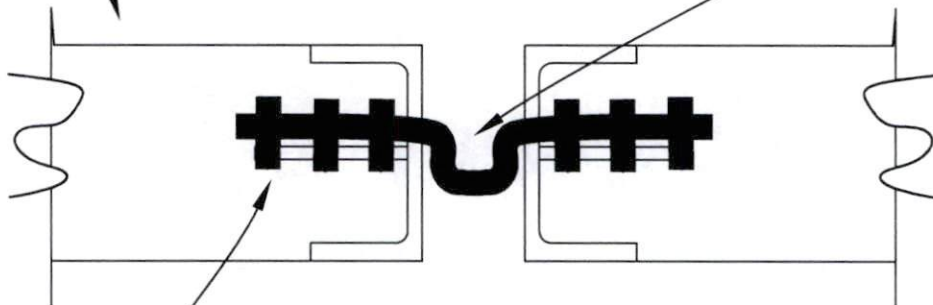
Attachments: Exhibits 12 & 13

Page 5 of 5

# EXHIBIT 12

DECKING AND SLIDING TRANSITION PLATE BETWEEN THE ADJOINING SECTIONS REMOVED FOR CLARITY

THERE ARE THREE CABLE CONNECTORS PER END; ONE IN THE CENTER & ONE AT EACH SECTION CORD. THE CENTER CABLE IS A LARGE DIAMETER ELEVATOR CABLE WITH LOOP USED AS SHOCK ABSORBER BETWEEN SECTIONS. SMALLER DIAMETER CABLES USED ALONG CORDS OF SECTIONS IS MAINTAIN SECTION ALIGNMENT.



CROSBY CLAMPS CONNECTING CABLE TO CONNECTOR PLATE

**JOINT DETAIL TO PROVIDE CONTROLLED RIGIDITY**

**TRAIL ON THE BAY SCHEMATIC PLAN**

Scale: **NTS**

By: **PMP**

Chk:

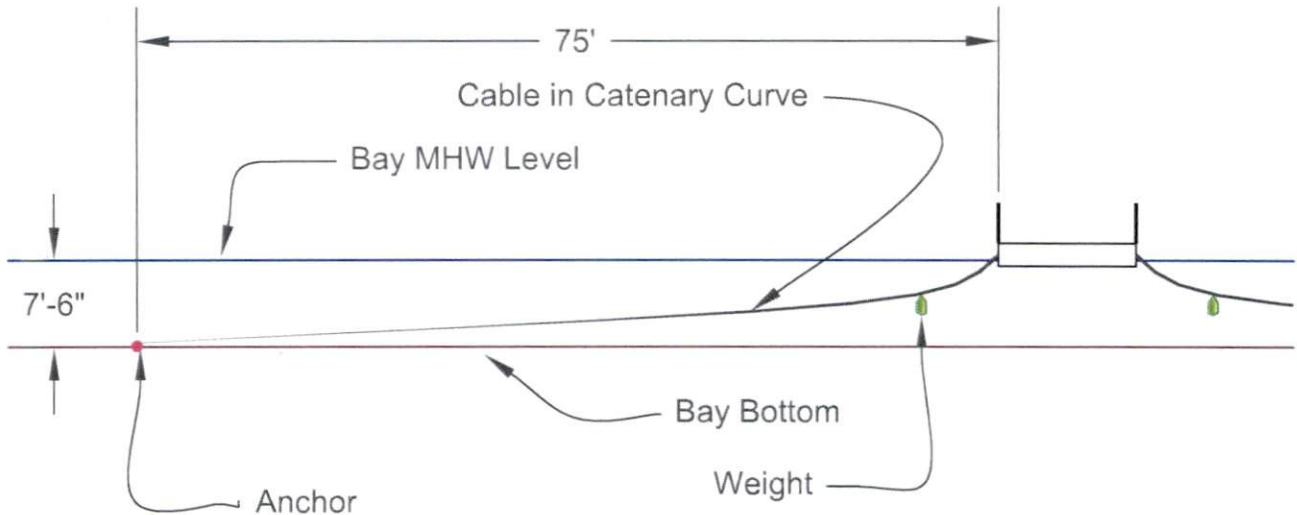
Date: **3/3/2018**



SHEET

1  
of  
1

## EXHIBIT 13



The purpose of this drawing is to show

- how the anchors would be deployed and
- how weights could be used to alter period of vibration of the Trail on the Bay structure thereby dampening the Trail on the Bay structure's response to wind wave activity.

To be conservative, anchors should be deployed with a "scope" of 10.

Accordingly, in an in an area of the bay where the mean high water (MHW) level is 7'-6" the anchors would be set 75' from the alignment from the Trail on the Bay as portrayed in the drawing.

As shown in the drawing the weight will retard motion vertical acceleration and movement of the trail on the bay by virtue of gravity's effect on the weights, and water drag on the weights.

The magnitude of the weight, and it's size and shape ( as it affect the weights drag coefficient), will be specified by the Project's Design Engineers after an analysis of the Trail on the Bay Structure taking into consideration the characteristics of the anticipated Bay wind waves.

### HIGH TIDE MOORING SCHEMATIC & STABILIZATION STRATEGY

### TRAIL ON THE BAY SCHEMATIC PLAN

Scale: 1/16" = 1'-0"

By: PMP

Chk:

Date: 3/4/2018



SHEET

1  
of  
1

## Seemann, Hank

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**From:** Seemann, Hank  
**Sent:** Friday, February 23, 2018 1:51 PM  
**To:** 'Phil Perez'  
**Subject:** feedback on Bay Trail concept

Phil-

I like your vision and I think it would have some excellent features. However I don't believe it is feasible, taking into account safety, technical, economic, and environmental factors.

Note that Section 1.4.1 of the CEQA document identifies the design standards for the project. They include Caltrans Highway Design Manual Chapter 1000 and Chapter 11B of the California Building Code. We are designing for a Class I Bikepath that would meet ADA accessibility standards.

The major issues with your design are:

1. Stability. Concerns about the structure oscillating with wave action.
2. Safety. Concerns about trail users departing from the structure into open water or mudflat, especially when waves are present.
3. Maintenance. Difficult access for maintenance vehicles, and challenging energy environment that would cause wear and tear.
4. Cost. Higher than the cost for the trail along the shoreline.
5. Environmental impacts. The structure would causing shading of eel grass habitat and bisect areas that are currently free from regular human presence.
6. Permitting. Coastal Commission is very unlikely to permit such a structure. They mandate that projects are the least environmentally damaging feasible alternative.
7. Conformance with standards.

Hank

-----  
Hank Seemann  
Deputy Director - Environmental Services  
Humboldt County Public Works Department  
1106 Second Street  
Eureka, CA 95501  
707-268-2680

**From:** Phil Perez [mailto:████████████████████]  
**Sent:** Saturday, February 17, 2018 3:31 PM  
**To:** Seemann, Hank <HSeemann@co.humboldt.ca.us>  
**Subject:** Trail on the Bay Schematic Excel Cost Estimates;

Hank,

I'm giving you my Excel file for the cost estimates thinking that might (somehow) make it easier for you (or anyone who might be helping you) to review what I've done.

My goal is to nudge you into considering incorporating the two northerly loops into your planning.

Since you have yet to secure project funding please consider it.

If you used the Trial on the Bay concept your Mitigation Costs will be reduced.

Phil

On Fri, Feb 16, 2018 at 6:22 PM, Phil Perez [REDACTED] wrote:

Thanks for the update.

On Fri, Feb 16, 2018 at 6:02 PM Seemann, Hank <[HSeemann@co.humboldt.ca.us](mailto:HSeemann@co.humboldt.ca.us)> wrote:

Phil-

I got jammed up and the week got away from me. It's still on my list to give you feedback on your submittal and I'll aim to do that early next week.

Note that we just posted some documents to the web site: [www.humboldtbytrail.info](http://www.humboldtbytrail.info)

Hank

-----  
Hank Seemann  
Deputy Director - Environmental Services

Humboldt County Public Works Department  
1106 Second Street  
Eureka, CA 95501  
[707-268-2680](tel:707-268-2680)

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**From:** Seemann, Hank  
**Sent:** Tuesday, February 06, 2018 5:44 PM  
**To:** 'Phil Perez' [REDACTED]

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**Cc:** Bohn, Rex <[RBohn@co.humboldt.ca.us](mailto:RBohn@co.humboldt.ca.us)>; Bass, Virginia <[VBass@co.humboldt.ca.us](mailto:VBass@co.humboldt.ca.us)>; [letters@times-standard.com](mailto:letters@times-standard.com);  
John Day <[REDACTED]>; Kay Johnson <[REDACTED]>; Greg Bundros  
<[REDACTED]>; Paul Goldammer <[REDACTED]>; Gerry McGee  
<[REDACTED]>; Gerry Fishbein <[REDACTED]>; Steve Davidson  
<[REDACTED]>; Nancy Stumbaugh <[REDACTED]>; Nick Appelmans  
<[REDACTED]>; Charlotte Cerny <[REDACTED]>; Charles M Anderson  
<[REDACTED]>; Beth Eschenbach <[beschenbach@humboldt.ca.us](mailto:beschenbach@humboldt.ca.us)>; [REDACTED] Bob  
Gearheart <[REDACTED]>; [REDACTED]; Dave Schneider <[REDACTED]>  
**Subject:** RE: Trail on the Bay Schematic Design and Cost Estimate S; Revisions & Addition

## TRAIL ON THE BAY SCHEMATIC DESIGN REPORT

- 1) The Schematic Design includes this Report, drawings, and calculations (included RISA files and calculation sheets not included); Exhibits 1 through 10.
- 2) Schematic Routes; See Exhibit 10.
  - a) The shortest route is .8 miles long. It starts at the north terminus of the existing Trail from Arcata and goes around the old Mill Yard site. This option is attractive because it would get the Trail away from the Freeway without the necessity of purchasing right of way from the owners of the old Mill Yard site. It is likely the owner of the Mill Yard site will condition the easement of right of way to the County for a trail by requiring the County to maintain the breakwater and levee. Any cost analysis for that right of way must include the cost to the County to maintain the breakwater and levee and include provisions for the anticipated sea level rise. This option will eliminate the exposure of the County to those costs.
    - i) Costs; See Exhibit 5
      - (1) Bid Cost \$7,291,000.
      - (2) Total Project Cost \$9,194,000.
  - b) Moving South the next route would bypass both the Indianola Intersection tar pit and old Redwood Lumber Company site. This route is 1.8 miles long. It is likely the owner of the Mill Yard site will condition the easement of right of way to the County for a trail by requiring the County to maintain the breakwater and levee. Any cost analysis for that right of way must include the cost to the County to maintain the breakwater and levee and include provisions for the anticipated sea level rise. This option will eliminate the exposure of the County to those costs.
    - i) Costs; See Exhibit 6
      - (1) Bid Cost \$16,360,00.
      - (2) Total Project Cost \$20,627,000.
  - c) The final alternate is to remove the trail entirely from the freeway right of way and to eliminate all private property and right of way purchases by constructing 3 and 1/3 of Trail on the Bay.



## TRAIL ON THE BAY SCHEMATIC DESIGN REPORT

- i) Costs; See Exhibit 7
  - (1) Bid Cost \$30,261,000.
  - (2) Total Project Cost \$38,155,000.
- 3) Governing Design Codes
  - a) ASCE 7-10
  - b) Costal Construction Manual, FEMA P-55
- 4) Design Loads
  - a) Live Load on Deck 90 pounds per square foot.
  - b) Wave Load on the Windward side of floating Trail Structure 700 pounds per foot. This load is given by the lateral wave slam equation of the CCM Equation 8.7 as shown in the attached Wave Slam Exhibit. Equation 8.7 provided 403 pounds per foot but to be conservative 700 pounds per foot was used in the RISA analysis of the floating Trail Structure.
  - c) Wind Load 20 pounds per square foot on projected area of floating Trail Structure.
- 5) Float Selection Criteria and Spring Constant
  - a) Rather than choosing to cost out floats that span the 12 width of the structure three 4-foot wide float were selected that were 3 foot long. Since each structure is 60 foot long, the resulting number of floats per structure is 90. That number of floats will provide sufficient redundancy for eventual float failure. The floats are warranted for a 15-year life and should last longer. They will be loaded to roughly 1/3 of their capacity at the design live loading so there is 2/3's of their capacity in reserve to accommodate their progressive failure beyond their warranted 15 year life. This provision should provide the structure a sufficiently long life before floats need replacement.
  - b) Floats used in the Schematic Design;
    - i) Den Hartog; Ace Roto Mold Float Drums, Foam filled, 15 year warranty, 24"x48"x36"; 1297 pounds of buoyancy. Displacement at full load  $1297/62.4=20.7853=8d$  therefore  $d=2.5982=31.1779$ ; spring constant  $1297/2.5982=499.2\text{lbs/ft.}=.499\text{kips/ft.}$

## TRAIL ON THE BAY SCHEMATIC DESIGN REPORT

- ii) Harbor Ware 2'x4'x32" Dock Float Drums. 924 pounds of buoyancy. \$140; displacement at full load  $924/62.4=14.8=8d$  therefore  $d=1.85=22"$ ; spring constant  $924/(22/12)=504\text{lbs/ft.}=.504\text{kips/ft.}$

### 6) Structure Schematic Design

- a) The structure was modeled in RISA using compression springs to model the floats for the live load and wave load. The wind load was incidental (in comparison of the 700 pound per linear foot wave loading) and not modeled at this Schematic Study because it was too much trouble.



- b) The structure's horizontal truss is designed to withstand the 700 #/' wave loading while being constrained by the anchor cables at the ends of the structures 60' spans.

### 7) Anchors

- a) Conceptually a cast concrete structures that would receive oyster beds for anchor is desired for the project. For the purposes to establish budget the commercially available Del Mor anchor has been used.

### 8) Abutments

- a) Abutments would consist of "landing" the terminal trail structure on shore within concrete wall and wing walls. This cost has been included in the cost estimates.

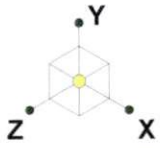
### 9) Potential Cost Savings

- a) There is a strong possibility for cost savings in the following:

## TRAIL ON THE BAY SCHEMATIC DESIGN REPORT

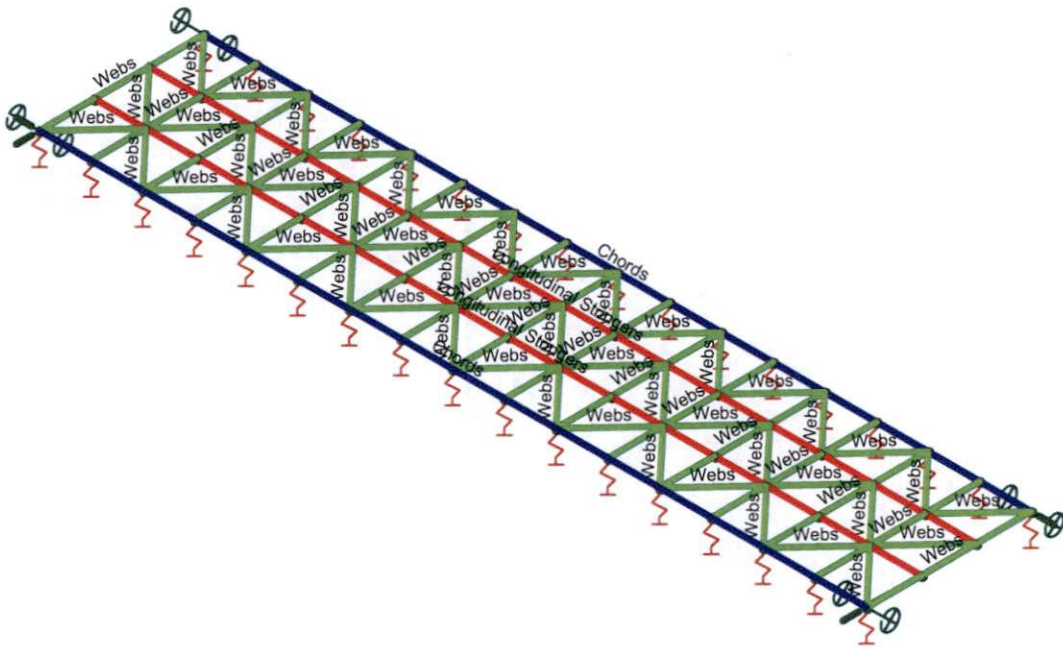
- i) The decking and float material cost was taken from cost found on-line; Exhibit 8; that source showed a unit installed cost of \$6/s.f.; because of the uniqueness of the structure an installed unit cost of \$11/s.f. was used. That cost should be lowered by judicious bidding.
- ii) The cost for the "structure" is conservatively costed out at \$6 per pound. It is likely that cost can be lowered by bidding or using off the shelf bridge products.
- b) Cost could possibly be decreased by designing detailed trail abutments. The estimates use a standard 12' wide 1' thick concrete wall 4 feet tall with 1' thick 12' long wing walls; all walls are founded on a footing 1' thick 4' wide. The substantial design fees for the project (12%) will allow these walls to be more rigorously designed for a cost saving.
- c) The cost of the cabling was based on a mooring depth of 7 -1/2 foot. The routes should be surveyed and the actual mooring depths determined at each location and a "scope" of 10 used to layout the cabling. That procedure will lessen the length of cabling required. The design fees have been set to accommodate this work.
- d) Similarly the whole project can be reduced in construction scope by spending the substantial design fees for the project (12%) to reduce the weight of the aluminum trail structure, and to achieve other project efficiencies, which will result in overall project cost saving.

# EXHIBIT 1



Section Sets

- Chords
- Webs
- Longitudinal Stringers



Results for LC 1, Total

PHIL PEREZ PE

TRAIL ON THE BAY STRUCTURE SCHEMATIC  
 No Decking or Railings Shown, Floats Shown as Sprin ...

EXHIBIT 1

Feb 6, 2018 at 2:49 PM

Sixty Foot Section Compression S...

## EXHIBIT 2



Company :  
 Designer :  
 Job Number :  
 Model Name :

Feb 6, 2018

Checked By: \_\_\_\_\_

### **Global**

Display Sections for Member Calcs	5
Max Internal Sections for Member Calcs	97
Include Shear Deformation?	Yes
Include Warping?	Yes
Trans Load Btwn Intersecting Wood Wall?	Yes
Increase Nailing Capacity for Wind?	Yes
Area Load Mesh (in^2)	144
Merge Tolerance (in)	.12
P-Delta Analysis Tolerance	0.50%
Include P-Delta for Walls?	Yes
Automaticly Iterate Stiffness for Walls?	Yes
Maximum Iteration Number for Wall Stiffness	3
Gravity Acceleration (ft/sec^2)	32.2
Wall Mesh Size (in)	12
Eigensolution Convergence Tol. (1.E-)	4
Vertical Axis	Y
Global Member Orientation Plane	XZ
Static Solver	Sparse Accelerated
Dynamic Solver	Accelerated Solver
Hot Rolled Steel Code	AISC 14th(360-10): ASD
Adjust Stiffness?	Yes(Tau=1.0)
RISAConnection Code	AISC 14th(360-10): ASD
Cold Formed Steel Code	AISI S100-10: ASD
Wood Code	AF&PA NDS-12: ASD
Wood Temperature	< 100F
Concrete Code	ACI 318-11
Masonry Code	ACI 530-11: ASD
Aluminum Code	AA ADM1-10: ASD - Building
Number of Shear Regions	4
Region Spacing Increment (in)	4
Biaxial Column Method	Exact Integration
Parme Beta Factor (PCA)	.65
Concrete Stress Block	Rectangular
Use Cracked Sections?	Yes
Use Cracked Sections Slab?	Yes
Bad Framing Warnings?	No
Unused Force Warnings?	Yes
Min 1 Bar Diam. Spacing?	No
Concrete Rebar Set	REBAR_SET_ASTMA615
Min % Steel for Column	1
Max % Steel for Column	8

## EXHIBIT 2



Company :  
 Designer :  
 Job Number :  
 Model Name :

Feb 6, 2018

Checked By: \_\_\_\_\_

### Global, Continued

Seismic Code	ASCE 7-10
Seismic Base Elevation (ft)	Not Entered
Add Base Weight?	Yes
Ct Z	.02
Ct X	.02
T Z (sec)	Not Entered
T X (sec)	Not Entered
R Z	3
R X	3
Ct Exp. Z	.75
Ct Exp. X	.75
SD1	1
SDS	1
S1	1
TL (sec)	5
Risk Cat	I or II
Om Z	1
Om X	1
Rho Z	1
Rho X	1

### Aluminum Properties

	Label	E [ksi]	G [ksi]	Nu	Therm (...Density[...Table B.4	kt	Ftu[ksi]	Fty[ksi]	Fcy[ksi]	Fsu[ksi]	Ct
1	3003-H14	10100	3787.5	.33	1.3 .173 Table B...	1	19	16	13	12	141
2	6061-T6	10100	3787.5	.33	1.3 .173 Table B...	1	38	35	35	24	141
3	6063-T5	10100	3787.5	.33	1.3 .173 Table B...	1	22	16	16	13	141
4	6063-T6	10100	3787.5	.33	1.3 .173 Table B...	1	30	25	25	19	141
5	5052-H34	10200	3787.5	.33	1.3 .173 Table B...	1	34	26	24	20	141
6	6061-T6 W	10100	3787.5	.33	1.3 .173 Table B...	1	24	15	15	15	141

### Aluminum Section Sets

	Label	Shape	Type	Design List	Material	Design R...	A [in2]	Iyy [in4]	Izz [in4]	J [in4]
1	Chords	RT8X8X0.500	Beam	S Wide F...	6063-T6	Typical	15	141	141	211
2	Webs	USS6X5.96	Beam	S Wide F...	6063-T6	Typical	5.07	2.31	26.3	.306
3	Standards	USS12X17.3	Beam	S Wide F...	6063-T6	Typical	14.7	15.7	305	2.279
4	Rail Cap	AACS4X2.33	Beam	AA Chan...	6063-T6	Typical	1.98	1.02	5.21	.044
5	Deck	CSCS10X8.58	Beam	AA Chan...	6063-T6	Typical	7.3	7.19	110	.491
6	Vertical Rails	L1.5X1.5X0.125	VBrace	A-N Tee	6063-T6	Typical	.36	.074	.074	.002
7	Longitudinal Stringers	RT8X8X0.500	Beam	A-N Wid...	6063-T6	Typical	15	141	141	211

### Joint Coordinates and Temperatures

	Label	X [ft]	Y [ft]	Z [ft]	Temp [F]	Detach From ...
1	N251	60	0	12	0	
2	N255	60	0	8	0	
3	N254	60	0	4	0	
4	N250	60	0	0	0	

## EXHIBIT 2



Company :  
 Designer :  
 Job Number :  
 Model Name :

Feb 6, 2018

Checked By: \_\_\_\_\_

### ***Joint Coordinates and Temperatures (Continued)***

	Label	X [ft]	Y [ft]	Z [ft]	Temp [F]	Detach From ...
5	N37	56.25	0	12	0	
6	N62	56.25	0	8	0	
7	N54	56.25	0	4	0	
8	N45	56.25	0	0	0	
9	N226	52.5	0	12	0	
10	N281	52.5	0	8	0	
11	N280	52.5	0	4	0	
12	N225	52.5	0	0	0	
13	N38	48.75	0	12	0	
14	N63	48.75	0	8	0	
15	N55	48.75	0	4	0	
16	N46	48.75	0	0	0	
17	N194	45	0	12	0	
18	N279	45	0	8	0	
19	N278	45	0	4	0	
20	N193	45	0	0	0	
21	N39	41.25	0	12	0	
22	N65A	41.25	0	8	0	
23	N56	41.25	0	4	0	
24	N47	41.25	0	0	0	
25	N162	37.5	0	12	0	
26	N277	37.5	0	8	0	
27	N276	37.5	0	4	0	
28	N161	37.5	0	0	0	
29	N40	33.75	0	12	0	
30	N66A	33.75	0	8	0	
31	N57	33.75	0	4	0	
32	N48	33.75	0	0	0	
33	N130	30	0	12	0	
34	N275	30	0	8	0	
35	N274	30	0	4	0	
36	N129	30	0	0	0	
37	N41	26.25	0	12	0	
38	N67	26.25	0	8	0	
39	N58	26.25	0	4	0	
40	N49	26.25	0	0	0	
41	N98	22.5	0	12	0	
42	N285	22.5	0	8	0	
43	N284	22.5	0	4	0	
44	N97	22.5	0	0	0	
45	N42	18.75	0	12	0	
46	N68	18.75	0	8	0	
47	N59	18.75	0	4	0	
48	N50	18.75	0	0	0	
49	N66	15	0	12	0	
50	N273	15	0	8	0	
51	N272	15	0	4	0	
52	N65	15	0	0	0	
53	N43	11.25	0	12	0	
54	N69	11.25	0	8	0	

## EXHIBIT 2



Company :  
 Designer :  
 Job Number :  
 Model Name :

Feb 6, 2018

Checked By: \_\_\_\_\_

### **Joint Coordinates and Temperatures (Continued)**

	Label	X [ft]	Y [ft]	Z [ft]	Temp [F]	Detach From ...
55	N60	11.25	0	4	0	
56	N51	11.25	0	0	0	
57	N34	7.5	0	12	0	
58	N283	7.5	0	8	0	
59	N282	7.5	0	4	0	
60	N33	7.5	0	0	0	
61	N44	3.75	0	12	0	
62	N70	3.75	0	8	0	
63	N61	3.75	0	4	0	
64	N52	3.75	0	0	0	
65	N2	0	0	12	0	
66	N253	0	0	8	0	
67	N252	0	0	4	0	
68	N1	0	0	0	0	

### **Joint Boundary Conditions**

	Joint Label	X [k/in]	Y [k/in]	Z [k/in]	X Rot.[k-ft/rad]	Y Rot.[k-ft/rad]	Z Rot.[k-ft/rad]	Footing
1	N251		CS.504	Reaction	Reaction			
2	N250	Reaction	CS.504		Reaction			
3	N226		CS.504					
4	N225		CS.504					
5	N194		CS504					
6	N193		CS504					
7	N162		CS.504					
8	N161		CS.504					
9	N130		CS504					
10	N129		CS504					
11	N98		CS.504					
12	N97		CS.504					
13	N66		CS504					
14	N65		CS504					
15	N52		CS504					
16	N51		CS.504					
17	N50		CS.504					
18	N49		CS.504					
19	N48		CS.504					
20	N47		CS.504					
21	N46		CS.504					
22	N45		CS.504					
23	N44		CS504					
24	N43		CS.504					
25	N42		CS.504					
26	N41		CS.504					
27	N40		CS.504					
28	N39		CS.504					
29	N38		CS.504					
30	N37		CS.504					
31	N34		CS.504					



## EXHIBIT 2



Company :  
 Designer :  
 Job Number :  
 Model Name :

Feb 6, 2018

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### Joint Boundary Conditions (Continued)

	Joint Label	X [k/in]	Y [k/in]	Z [k/in]	X Rot.[k-ft/rad]	Y Rot.[k-ft/rad]	Z Rot.[k-ft/rad]	Footing
32	N33		CS.504					
33	N2	Reaction	CS.504	Reaction	Reaction			
34	N1		CS.504		Reaction			

### Aluminum Design Parameters

	Label	Shape	Length[ft]	Lbyy[ft]	Lbzz[ft]	Lcomp top[...Lcomp bot[...L-torq...	Kyy	Kzz	Cb	Welde...	Functi...
1	M3	Webs	12			Lbyy					Lateral
2	M12	Webs	12			Lbyy					Lateral
3	M14	Webs	12			Lbyy					Lateral
4	M16	Webs	12			Lbyy					Lateral
5	M17	Webs	12			Lbyy					Lateral
6	M18	Webs	12			Lbyy					Lateral
7	M19	Webs	12			Lbyy					Lateral
8	M18A	Webs	12			Lbyy					Lateral
9	M19B	Webs	12			Lbyy					Lateral
10	M396	Longitudin...	60			Lbyy					Lateral
11	M397	Longitudin...	60			Lbyy					Lateral
12	M2	Chords	60			Lbyy					Lateral
13	M19A	Chords	60			Lbyy					Lateral
14	M14A	Webs	12			Lbyy					Lateral
15	M15	Webs	12			Lbyy					Lateral
16	M16A	Webs	12			Lbyy					Lateral
17	M17A	Webs	12			Lbyy					Lateral
18	M18B	Webs	12			Lbyy					Lateral
19	M19C	Webs	12			Lbyy					Lateral
20	M20	Webs	12			Lbyy					Lateral
21	M21	Webs	12			Lbyy					Lateral
22	M22	Webs	5.483			Lbyy					Lateral
23	M23	Webs	5.483			Lbyy					Lateral
24	M24	Webs	5.483			Lbyy					Lateral
25	M25	Webs	5.483			Lbyy					Lateral
26	M26	Webs	5.483			Lbyy					Lateral
27	M27	Webs	5.483			Lbyy					Lateral
28	M28	Webs	5.483			Lbyy					Lateral
29	M29	Webs	5.483			Lbyy					Lateral
30	M30	Webs	5.483			Lbyy					Lateral
31	M31	Webs	5.483			Lbyy					Lateral
32	M32	Webs	5.483			Lbyy					Lateral
33	M33	Webs	5.483			Lbyy					Lateral
34	M34	Webs	5.483			Lbyy					Lateral
35	M35	Webs	5.483			Lbyy					Lateral
36	M36	Webs	5.483			Lbyy					Lateral
37	M37	Webs	5.483			Lbyy					Lateral
38	M38	Webs	5.483			Lbyy					Lateral
39	M39	Webs	5.483			Lbyy					Lateral
40	M40	Webs	5.483			Lbyy					Lateral
41	M41	Webs	5.483			Lbyy					Lateral
42	M44	Webs	5.483			Lbyy					Lateral

## EXHIBIT 2



Company :  
 Designer :  
 Job Number :  
 Model Name :

Feb 6, 2018

Checked By: \_\_\_\_\_

### **Aluminum Design Parameters (Continued)**

	Label	Shape	Length[ft]	Lbyy[ft]	Lbzz[ft]	Lcomp top[...Lcomp bot[...L-torq...	Kyy	Kzz	Cb	Welde...	Functi...
43	M45	Webs	5.483			Lbyy					Lateral
44	M46	Webs	5.483			Lbyy					Lateral
45	M47	Webs	5.483			Lbyy					Lateral
46	M48	Webs	5.483			Lbyy					Lateral
47	M49	Webs	5.483			Lbyy					Lateral
48	M50	Webs	5.483			Lbyy					Lateral
49	M51	Webs	5.483			Lbyy					Lateral
50	M52	Webs	5.483			Lbyy					Lateral
51	M53	Webs	5.483			Lbyy					Lateral
52	M54	Webs	5.483			Lbyy					Lateral
53	M55	Webs	5.483			Lbyy					Lateral
54	M54A	Webs	5.483			Lbyy					Lateral
55	M55A	Webs	5.483			Lbyy					Lateral
56	M56	Webs	5.483			Lbyy					Lateral
57	M57	Webs	5.483			Lbyy					Lateral
58	M58	Webs	5.483			Lbyy					Lateral
59	M59	Webs	5.483			Lbyy					Lateral
60	M60	Webs	5.483			Lbyy					Lateral
61	M61	Webs	5.483			Lbyy					Lateral
62	M62	Webs	5.483			Lbyy					Lateral
63	M63	Webs	5.483			Lbyy					Lateral
64	M64	Webs	5.483			Lbyy					Lateral
65	M65	Webs	5.483			Lbyy					Lateral
66	M66	Webs	5.483			Lbyy					Lateral
67	M67	Webs	5.483			Lbyy					Lateral
68	M68	Webs	5.483			Lbyy					Lateral
69	M69	Webs	5.483			Lbyy					Lateral

### **Member Distributed Loads (BLC 2 : Uniform Deck Live Load)**

	Member Label	Direction	Start Magnitude[k/ft,F]	End Magnitude[k/ft,F]	Start Location[ft,%]	End Location[ft,%]
1	M19A	Y	-.54	-.54	0	0
2	M2	Y	-.54	-.54	0	0

### **Member Distributed Loads (BLC 3 : Uniform Wave Impac Load)**

	Member Label	Direction	Start Magnitude[k/ft,F]	End Magnitude[k/ft,F]	Start Location[ft,%]	End Location[ft,%]
1	M19A	Z	-.7	-.7	0	0

### **Basic Load Cases**

	BLC Description	Category	X Gravity	Y Gravity	Z Gravity	Joint	Point	Distribut...	Area(Me...	Surface(...
1	Dead Load	DL		-1						
2	Uniform Deck Live Load	LL						2		
3	Uniform Wave Impac Load	OL1						1		

## EXHIBIT 2



Company :  
 Designer :  
 Job Number :  
 Model Name :

Feb 6, 2018

Checked By: \_\_\_\_\_

### Load Combinations

Description	Solve PD...	SR...	BLC Factor	BLC Factor	BLC Factor	BLC Factor	BLC Factor	BLC Factor	BLC Factor	BLC Factor	BLC Factor	BLC Factor
1	Total	Yes Y	DL	1	2	1	3	1				

### Joint Deflections

LC	Joint Label	X [in]	Y [in]	Z [in]	X Rotation [rad]	Y Rotation [rad]	Z Rotation [rad]
1	N251	-0.078	-2.474	0	0	-1.422e-3	-1.415e-2
2	N255	-0.045	-2.472	-0.009	-6.576e-6	-9.833e-4	-1.428e-2
3	N254	-0.024	-2.469	-0.019	1.112e-4	-7.868e-4	-1.427e-2
4	N250	0	-2.467	-0.022	0	-7.112e-4	-1.408e-2
5	N37	-0.075	-1.828	-0.055	-5.306e-4	-9.764e-4	-1.466e-2
6	N62	-0.045	-1.83	-0.053	-1.069e-4	-8.866e-4	-1.421e-2
7	N54	-0.025	-1.828	-0.055	1.62e-4	-7.739e-4	-1.419e-2
8	N45	-0.002	-1.825	-0.055	5.39e-4	-7.338e-4	-1.459e-2
9	N226	-0.073	-1.159	-0.091	-1.525e-3	-7.596e-4	-1.485e-2
10	N281	-0.045	-1.203	-0.09	-6.681e-4	-7.752e-4	-1.339e-2
11	N280	-0.025	-1.203	-0.089	6.963e-4	-7.54e-4	-1.332e-2
12	N225	-0.003	-1.158	-0.088	1.532e-3	-7.644e-4	-1.479e-2
13	N38	-0.068	-0.509	-0.125	-3.105e-3	-6.557e-4	-1.337e-2
14	N63	-0.045	-0.647	-0.123	-1.574e-3	-6.544e-4	-1.089e-2
15	N55	-0.028	-0.649	-0.122	1.563e-3	-6.663e-4	-1.091e-2
16	N46	-0.007	-0.51	-0.122	3.11e-3	-6.563e-4	-1.336e-2
17	N194	-0.064	-0.023	-0.15	-4.335e-3	-5.289e-4	-6.699e-3
18	N279	-0.044	-0.251	-0.149	-1.708e-3	-5.082e-4	-6.709e-3
19	N278	-0.028	-0.253	-0.149	1.674e-3	-4.988e-4	-6.674e-3
20	N193	-0.012	-0.025	-0.147	4.334e-3	-5.22e-4	-6.622e-3
21	N39	-0.058	0.096	-0.174	-3.216e-3	-4.131e-4	-1.776e-3
22	N65A	-0.043	-0.043	-0.172	-1.631e-3	-4.161e-4	-2.569e-3
23	N56	-0.031	-0.047	-0.172	1.527e-3	-4.214e-4	-2.506e-3
24	N47	-0.018	0.088	-0.171	3.174e-3	-4.178e-4	-6.887e-5
25	N162	-0.052	0.063	-0.187	-1.861e-3	-2.843e-4	9.673e-4
26	N277	-0.041	0.009	-0.187	-8.766e-4	-2.836e-4	-1.113e-4
27	N276	-0.033	0.004	-0.186	7.522e-4	-2.833e-4	-1.591e-4
28	N161	-0.024	0.054	-0.185	1.791e-3	-2.853e-4	9.409e-4
29	N40	-0.045	0.025	-0.2	-1.311e-3	-1.388e-4	6.587e-4
30	N66A	-0.04	-0.014	-0.198	-5.596e-4	-1.384e-4	8.947e-4
31	N57	-0.036	-0.016	-0.197	4.815e-4	-1.395e-4	8.414e-4
32	N48	-0.031	0.019	-0.197	1.262e-3	-1.398e-4	5.494e-4
33	N130	-0.038	-0.014	-0.2	-1.121e-3	3.272e-6	1.688e-3
34	N275	-0.038	-0.066	-0.199	-4.81e-4	3.361e-6	1.337e-3
35	N274	-0.038	-0.066	-0.199	4.517e-4	3.27e-6	1.277e-3
36	N129	-0.038	-0.014	-0.197	1.124e-3	3.293e-6	1.535e-3
37	N41	-0.031	-0.121	-0.199	-3.901e-4	1.444e-4	2.143e-3
38	N67	-0.036	-0.125	-0.197	-1.105e-4	1.435e-4	1.104e-3
39	N58	-0.04	-0.123	-0.197	2.138e-4	1.449e-4	1.089e-3
40	N49	-0.045	-0.114	-0.196	4.591e-4	1.454e-4	2.023e-3
41	N98	-0.025	-0.171	-0.187	7.008e-5	2.891e-4	-1.234e-4
42	N285	-0.035	-0.152	-0.186	4.26e-5	2.899e-4	2.764e-5
43	N284	-0.043	-0.15	-0.186	4.098e-5	2.892e-4	3.866e-5

## EXHIBIT 2



Company :  
 Designer :  
 Job Number :  
 Model Name :

Feb 6, 2018

Checked By: \_\_\_\_\_

### Joint Deflections (Continued)

LC	Joint Label	X [in]	Y [in]	Z [in]	X Rotation [rad]	Y Rotation [rad]	Z Rotation [rad]
44	N97	-.051	-.162	-.184	4.503e-5	2.898e-4	-1.054e-4
45	N42	-.019	-.112	-.173	-5.645e-4	4.141e-4	-2.193e-3
46	N68	-.033	-.13	-.172	-2.695e-4	4.119e-4	-8.857e-4
47	N59	-.044	-.128	-.171	3.684e-4	4.162e-4	-8.796e-4
48	N50	-.057	-.106	-.17	6.256e-4	4.174e-4	-2.068e-3
49	N66	-.013	-.017	-.149	-1.318e-3	5.498e-4	-9.623e-4
50	N273	-.032	-.089	-.148	-6.426e-4	5.514e-4	-7.757e-4
51	N272	-.047	-.088	-.148	6.265e-4	5.488e-4	-7.467e-4
52	N65	-.063	-.017	-.146	1.317e-3	5.514e-4	-8.796e-4
53	N43	-.009	-.029	-.124	-8.949e-4	6.506e-4	5.77e-4
54	N69	-.031	-.065	-.122	-4.977e-4	6.44e-4	-3.254e-4
55	N60	-.048	-.065	-.121	5.062e-4	6.55e-4	-3.e-4
56	N51	-.067	-.03	-.121	8.802e-4	6.497e-4	5.79e-4
57	N34	-.004	-.036	-.09	-4.962e-4	7.514e-4	-3.601e-4
58	N283	-.032	-.052	-.089	-2.976e-4	7.69e-4	-2.895e-4
59	N282	-.051	-.052	-.088	2.751e-4	7.469e-4	-2.995e-4
60	N33	-.071	-.037	-.088	4.886e-4	7.561e-4	-3.779e-4
61	N44	-.002	-.01	-.055	-3.981e-4	9.683e-4	-2.017e-4
62	N70	-.032	-.038	-.053	-2.885e-4	8.747e-4	-2.801e-4
63	N61	-.05	-.038	-.054	3.046e-4	7.591e-4	-2.871e-4
64	N52	-.072	-.01	-.054	3.938e-4	7.175e-4	-2.199e-4
65	N2	0	-.024	0	0	1.411e-3	3.742e-4
66	N253	-.032	-.027	-.01	-1.652e-4	9.659e-4	-2.289e-4
67	N252	-.052	-.027	-.019	1.732e-4	7.636e-4	-2.236e-4
68	N1	-.073	-.023	-.023	0	6.829e-4	3.573e-4

### Member AA ADM1-10: ASD - Building Aluminum Code Checks

LC	Member	Shape	UC Max	Loc[ft]	Shear ...	Loc[ft]	Dir	Pnc/O...	Pnt/Om...	Mny/O...	Mnz/O...	Vny/O...	Vnz/O...	Cb	Eqn
1	M3	USS6X5.96	.197	0	.004	0	z	5.721	76.818	2.127	7.538	25.364	23.27	1.376	H.1-1
2	M12	USS6X5.96	.194	12	.003	8	y	5.721	76.818	2.127	7.968	25.364	23.27	1.668	H.1-1
3	M14	USS6X5.96	.401	8	.021	0	y	5.721	76.818	2.127	7.941	25.364	23.27	1.647	H.1-1
4	M16	USS6X5.96	.361	8	.013	0	y	5.721	76.818	2.127	7.816	25.364	23.27	1.555	H.1-1
5	M17	USS6X5.96	.360	12	.013	8	y	5.721	76.818	2.127	8.333	25.364	23.27	1.994	H.1-1
6	M18	USS6X5.96	.457	8	.008	12	z	5.721	76.818	2.127	8.883	25.364	23.27	2.702	H.1-1
7	M19	USS6X5.96	.305	8	.012	8	y	5.721	76.818	2.127	8.179	25.364	23.27	1.846	H.1-1
8	M18A	USS6X5.96	.272	8	.004	4	y	5.721	76.818	2.127	8.201	25.364	23.27	1.866	H.1-1
9	M19B	USS6X5.96	.322	8	.014	4	y	5.721	76.818	2.127	8.662	25.364	23.27	2.379	H.1-1
10	M396	RT8X8X0....	.258	48.75	.056	48.75	z	13.967	227.273	44.508	44.508	59.091	59.091	2.734	H.1-1
11	M397	RT8X8X0....	.590	41.25	.058	48.75	z	13.967	227.273	44.508	44.508	59.091	59.091	2.944	H.1-1
12	M2	RT8X8X0....	.621	45	.145	45	y	13.967	227.273	44.508	43.662	59.091	59.091	1.627	H.1-1
13	M19A	RT8X8X0....	1.991	45	.142	45	y	13.967	227.273	44.508	43.625	59.091	59.091	1.606	H.1-1
14	M14A	USS6X5.96	.475	4	.010	0	y	5.721	76.818	2.127	7.972	25.364	23.27	1.671	H.1-1
15	M15	USS6X5.96	.392	4	.006	4	y	5.721	76.818	2.127	7.851	25.364	23.27	1.58	H.1-1
16	M16A	USS6X5.96	.404	0	.007	8	y	5.721	76.818	2.127	8.208	25.364	23.27	1.873	H.1-1
17	M17A	USS6X5.96	.562	4	.026	12	y	5.721	76.818	2.127	7.374	25.364	23.27	1.286	H.1-1
18	M18B	USS6X5.96	.615	4	.030	12	y	5.721	76.818	2.127	7.469	25.364	23.27	1.337	H.1-1
19	M19C	USS6X5.96	.472	0	.012	4	y	5.721	76.818	2.127	9.056	25.364	23.27	3.004	H.1-1
20	M20	USS6X5.96	.441	4	.005	0	y	5.721	76.818	2.127	7.484	25.364	23.27	1.345	H.1-1

## EXHIBIT 2



Company :  
 Designer :  
 Job Number :  
 Model Name :

Feb 6, 2018

Checked By: \_\_\_\_\_

### Member AA ADM1-10: ASD - Building Aluminum Code Checks (Continued)

LC	Member	Shape	UC Max	Loc[ft]	Shear ...	Loc[ft]	Dir	Pnc/O...	Pnt/Om...	Mny/O...	Mnz/O...	Vny/O...	Vnz/O...	Cb	Eqn
21	1	M21	USS6X5.96	.385	0	.010	4	y	5.721	76.818	2.127	8.931	25.364	23.27	2.782 H.1-1
22	1	M22	USS6X5.96	.208	5.483	.003	5.483	y	27.402	76.818	2.127	9.995	25.364	23.27	2.424 H.1-1
23	1	M23	USS6X5.96	.197	5.483	.009	0	y	27.402	76.818	2.127	9.657	25.364	23.27	1.829 H.1-1
24	1	M24	USS6X5.96	.325	5.483	.009	5.483	y	27.402	76.818	2.127	8.994	25.364	23.27	1.158 H.1-1
25	1	M25	USS6X5.96	.311	5.483	.041	5.483	y	27.402	76.818	2.127	9.906	25.364	23.27	2.243 H.1-1
26	1	M26	USS6X5.96	.342	0	.041	0	y	27.402	76.818	2.127	9.909	25.364	23.27	2.249 H.1-1
27	1	M27	USS6X5.96	.154	0	.011	0	y	27.402	76.818	2.127	9.308	25.364	23.27	1.42 H.1-1
28	1	M28	USS6X5.96	.115	0	.011	5.483	y	27.402	76.818	2.127	9.834	25.364	23.27	2.111 H.1-1
29	1	M29	USS6X5.96	.062	5.483	.009	5.483	y	27.402	76.818	2.127	9.935	25.364	23.27	2.3 H.1-1
30	1	M30	USS6X5.96	.096	5.483	.007	0	y	27.402	76.818	2.127	9.719	25.364	23.27	1.921 H.1-1
31	1	M31	USS6X5.96	.111	5.483	.010	0	y	27.402	76.818	2.127	9.843	25.364	23.27	2.126 H.1-1
32	1	M32	USS6X5.96	.112	0	.009	5.483	y	27.402	76.818	2.127	9.863	25.364	23.27	2.162 H.1-1
33	1	M33	USS6X5.96	.224	0	.013	5.483	y	27.402	76.818	2.127	9.861	25.364	23.27	2.157 H.1-1
34	1	M34	USS6X5.96	.166	5.483	.013	0	y	27.402	76.818	2.127	9.886	25.364	23.27	2.204 H.1-1
35	1	M35	USS6X5.96	.270	5.483	.005	0	y	27.402	76.818	2.127	9.874	25.364	23.27	2.182 H.1-1
36	1	M36	USS6X5.96	.117	0	.002	5.483	y	27.402	76.818	2.127	9.655	25.364	23.27	1.827 H.1-1
37	1	M37	USS6X5.96	.244	5.483	.004	5.483	y	27.402	76.818	2.127	9.687	25.364	23.27	1.873 H.1-1
38	1	M38	USS6X5.96	.200	0	.004	5.483	y	27.402	76.818	2.127	9.988	25.364	23.27	2.408 H.1-1
39	1	M39	USS6X5.96	.336	5.483	.009	0	y	27.402	76.818	2.127	9.612	25.364	23.27	1.767 H.1-1
40	1	M40	USS6X5.96	.148	5.483	.009	5.483	y	27.402	76.818	2.127	9.021	25.364	23.27	1.177 H.1-1
41	1	M41	USS6X5.96	.420	5.483	.040	5.483	y	27.402	76.818	2.127	9.907	25.364	23.27	2.245 H.1-1
42	1	M44	USS6X5.96	.248	0	.011	0	y	27.402	76.818	2.127	9.291	25.364	23.27	1.403 H.1-1
43	1	M45	USS6X5.96	.089	0	.010	5.483	y	27.402	76.818	2.127	9.822	25.364	23.27	2.089 H.1-1
44	1	M46	USS6X5.96	.120	5.483	.009	5.483	y	27.402	76.818	2.127	9.94	25.364	23.27	2.309 H.1-1
45	1	M47	USS6X5.96	.163	5.483	.008	0	y	27.402	76.818	2.127	9.676	25.364	23.27	1.858 H.1-1
46	1	M48	USS6X5.96	.075	5.483	.011	0	y	27.402	76.818	2.127	9.847	25.364	23.27	2.133 H.1-1
47	1	M49	USS6X5.96	.212	0	.010	5.483	y	27.402	76.818	2.127	9.869	25.364	23.27	2.172 H.1-1
48	1	M50	USS6X5.96	.125	0	.013	5.483	y	27.402	76.818	2.127	9.859	25.364	23.27	2.154 H.1-1
49	1	M51	USS6X5.96	.290	5.483	.014	0	y	27.402	76.818	2.127	9.89	25.364	23.27	2.212 H.1-1
50	1	M52	USS6X5.96	.079	5.483	.004	0	y	27.402	76.818	2.127	9.9	25.364	23.27	2.23 H.1-1
51	1	M53	USS6X5.96	.261	5.483	.002	5.483	y	27.402	76.818	2.127	9.626	25.364	23.27	1.786 H.1-1
52	1	M54	USS6X5.96	.235	5.483	.005	5.483	y	27.402	76.818	2.127	9.694	25.364	23.27	1.884 H.1-1
53	1	M55	USS6X5.96	.245	0	.040	0	y	27.402	76.818	2.127	9.907	25.364	23.27	2.244 H.1-1
54	1	M54A	USS6X5.96	.333	0	.002	5.483	y	27.402	76.818	2.127	9.298	25.364	23.27	1.41 H.1-1
55	1	M55A	USS6X5.96	.160	0	.005	0	y	27.402	76.818	2.127	10.003	25.364	23.27	2.442 H.1-1
56	1	M56	USS6X5.96	.108	0	.014	0	y	27.402	76.818	2.127	9.409	25.364	23.27	1.523 H.1-1
57	1	M57	USS6X5.96	.058	0	.011	5.483	y	27.402	76.818	2.127	9.801	25.364	23.27	2.053 H.1-1
58	1	M58	USS6X5.96	.035	2.456	.003	0	y	27.402	76.818	2.127	8.813	25.364	23.27	1.039 H.1-1
59	1	M59	USS6X5.96	.153	0	.003	5.483	y	27.402	76.818	2.127	9.01	25.364	23.27	1.17 H.1-1
60	1	M60	USS6X5.96	.255	5.483	.003	0	y	27.402	76.818	2.127	9.184	25.364	23.27	1.307 H.1-1
61	1	M61	USS6X5.96	.359	0	.003	5.483	y	27.402	76.818	2.127	9.182	25.364	23.27	1.305 H.1-1
62	1	M62	USS6X5.96	.342	0	.002	5.483	y	27.402	76.818	2.127	9.145	25.364	23.27	1.274 H.1-1
63	1	M63	USS6X5.96	.158	5.483	.002	0	y	27.402	76.818	2.127	8.829	25.364	23.27	1.048 H.1-1
64	1	M64	USS6X5.96	.353	5.483	.012	5.483	y	27.402	76.818	2.127	9.936	25.364	23.27	2.301 H.1-1
65	1	M65	USS6X5.96	.232	0	.014	0	y	27.402	76.818	2.127	9.509	25.364	23.27	1.636 H.1-1
66	1	M66	USS6X5.96	.124	5.483	.005	0	y	27.402	76.818	2.127	9.384	25.364	23.27	1.497 H.1-1
67	1	M67	USS6X5.96	.022	5.483	.002	0	y	27.402	76.818	2.127	9.041	25.364	23.27	1.192 H.1-1
68	1	M68	USS6X5.96	.081	0	.003	5.483	y	27.402	76.818	2.127	9.165	25.364	23.27	1.291 H.1-1
69	1	M69	USS6X5.96	.108	5.483	.004	0	y	27.402	76.818	2.127	9.068	25.364	23.27	1.213 H.1-1

## EXHIBIT 2



Company :  
 Designer :  
 Job Number :  
 Model Name :

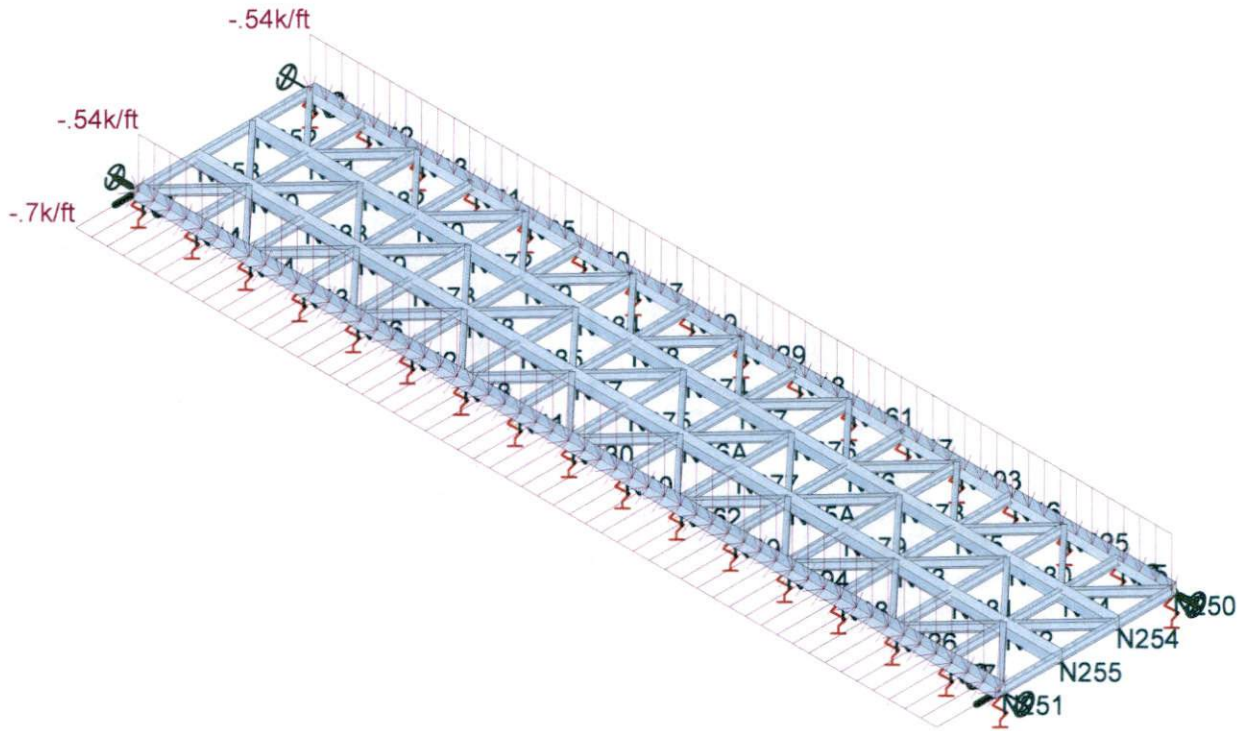
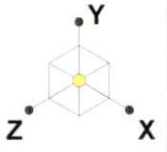
Feb 6, 2018

Checked By: \_\_\_\_\_

### Joint Reactions

	LC	Joint Label	X [k]	Y [k]	Z [k]	MX [k-ft]	MY [k-ft]	MZ [k-ft]
1	1	N251	0	1.247	20.663	.592	0	0
2	1	N250	1.684	1.244	0	-.724	0	0
3	1	N226	0	.584	0	0	0	0
4	1	N225	0	.584	0	0	0	0
5	1	N194	0	11.795	0	0	0	0
6	1	N193	0	12.691	0	0	0	0
7	1	N162	0	0	0	0	0	0
8	1	N161	0	0	0	0	0	0
9	1	N130	0	6.916	0	0	0	0
10	1	N129	0	6.942	0	0	0	0
11	1	N98	0	.086	0	0	0	0
12	1	N97	0	.081	0	0	0	0
13	1	N66	0	8.479	0	0	0	0
14	1	N65	0	8.423	0	0	0	0
15	1	N52	0	5.118	0	0	0	0
16	1	N51	0	.015	0	0	0	0
17	1	N50	0	.053	0	0	0	0
18	1	N49	0	.057	0	0	0	0
19	1	N48	0	0	0	0	0	0
20	1	N47	0	0	0	0	0	0
21	1	N46	0	.257	0	0	0	0
22	1	N45	0	.92	0	0	0	0
23	1	N44	0	5.1	0	0	0	0
24	1	N43	0	.014	0	0	0	0
25	1	N42	0	.056	0	0	0	0
26	1	N41	0	.061	0	0	0	0
27	1	N40	0	0	0	0	0	0
28	1	N39	0	0	0	0	0	0
29	1	N38	0	.256	0	0	0	0
30	1	N37	0	.921	0	0	0	0
31	1	N34	0	.018	0	0	0	0
32	1	N33	0	.019	0	0	0	0
33	1	N2	-1.684	.012	21.337	.953	0	0
34	1	N1	0	.012	0	-.977	0	0
35	1	Totals:	0	71.962	42			
36	1	COG (ft):	X: 30	Y: 0	Z: 6			

EXHIBIT 3  
DECKING LL AND WAVE SHOCK LOADING SHOWN



Loads: LC 1, Total  
Results for LC 1, Total

Exhibit 3  
Feb 6, 2018 at 1:42 PM  
untitled.r3d

DECKING AND RAILING NOT SHOWN, WAVE AND ...

EXHIBIT 4  
RAILING SCHEMATIC CONCEPT SHOWN

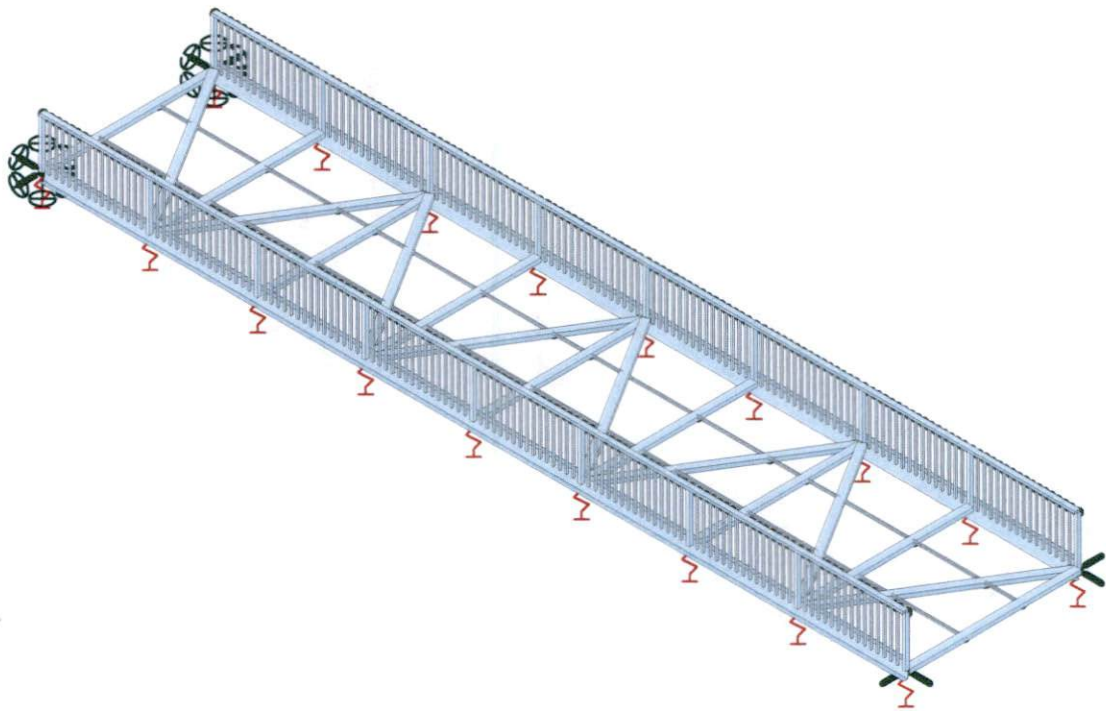
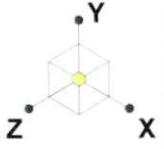


		EXHIBIT 4
	TRAIL ON THE BAY SCHEMATIC DESIGN	Feb 6, 2018 at 1:27 PM
	SCHEMATIC RAILING COCEPT	Sixty Foot Section Compression S...



# EXHIBIT 5

2/6/2018

## SCHEMATIC PHASE TRAIL ON THE BAY PROJECT BUDGET

Length of causeway =	.8 miles	4,224 feet	
Spacing of anchors =	60 feet		
Number of Anchors groups =	70		
Number of Anchors=	141		
Del Mor Cast Iron Anchor; 400 lb	\$1,200 ea		
Shipping	\$500		
Handling and Placement	\$250		
Total cost anchors in place	\$274,560	Total	
Length of Each Cable; based on 7.5 foot mooring depth and "scope" of 10 =	75 ft.		
Total Length of Cable Required =	10,560 ft.	2.0 miles	
Unit cost of Cable =	\$3.75 per ft.		
Cable cost =	\$39,600		
Walkway Structure Cost			\$69 s.f.
60 Foot Section Alumn. Wt. + k railing	8,200 pounds		
Number Required	70		
Total Weight	577,280 pounds		
Unit Cost Fabrication	\$6.00		
Cost of Structure	\$3,463,680		
Assemble and Installation Allowance	\$36,041		
Superstructure Cost =	\$3,499,721		
Abutment Cost Allowance			
Concrete unit cost, includes excavation, SWPP, Reinforcement	\$56 per ft^3	\$1,500 c.y.	
End walls; 12' x1' x4'	\$2,667		
Wing walls; 2 @ 12' x1' x4'	\$5,333		
Footings; 36 lf x 4' wide x 1' thick	\$8,000		
Cost per Abutment (1)	\$16,056		
Decking Unit cost	\$72 per lf	\$6 s.f.	
Decking area	4,224 lf		
Decking cost	\$304,128		
Decking installation Allowance	\$253,440	\$5 s.f	
Total Decking	\$557,568	\$11 s.f	
Number of Floats per 60' Section	90		
Total number of Floats	6,336		
Assemble and Installation Allowance	\$36,004		
Float unit cost	\$300		
Total Float cost	\$1,936,804		
Construction Hard Cost =	\$6,340,364		
Contractor's O&P at 15% =	\$951,055		
Bid Price =	\$7,291,419		
PM @8% of Construction Hard Cost	\$507,229		
Design Fees @ 12% Construction Hard Cost	\$760,844		
Project Contingency 10% Construction Hard Cost	\$634,036		
PM, Design Fees & Contingency =		\$1,902,109	
Total Project Cost =	\$9,193,528	\$2,176.50 l.f.	
		\$181.37 s.f.	
Project Overhead =	26.09%		

# EXHIBIT 6

2/6/2018

## SCHEMATIC PHASE TRAIL ON THE BAY PROJECT BUDGET

Length of causeway =	1.8 miles	9,504 feet	
Spacing of anchors =	60 feet		
Number of Anchors groups =	158		
Number of Anchors=	317		
Del Mor Cast Iron Anchor; 400 lb	\$1,200 ea		
Shipping	\$500		
Handling and Placement	\$250		
Total cost anchors in place	\$617,760	Total	
Length of Each Cable; based on 7.5 foot mooring depth and "scope" of 10 =	75 ft.		
Total Length of Cable Required =	23,760 ft.	4.5 miles	
Unit cost of Cable =	\$3.75 per ft.		
Cable cost =	\$89,100		
Walkway Structure Cost			\$69 s.f.
60 Foot Section Alumn. Wt. + k railing	8,200 pounds		
Number Required	158		
Total Weight	1,298,880 pounds		
Unit Cost Fabrication	\$6.00		
Cost of Structure	\$7,793,280		
Assemble and Installation Allowance	\$81,092		
Superstructure Cost =	\$7,874,372		
Abutment Cost Allowance			
Concrete unit cost, includes excavation, SWPP, Reinforcement	\$56 per ft^3	\$1,500 c.y.	
End walls; 12'x1'x4'	\$2,667		
Wing walls; 2 @ 12'x1'x4'	\$5,333		
Footings; 36 lf x 4' wide x 1' thick	\$8,000		
Cost per Abutment (1)	\$16,056		
Decking Unit cost	\$72 per lf	\$6 s.f.	
Decking area	9,504 lf		
Decking cost	\$684,288		
Decking installation Allowance	\$570,240	\$5 s.f	
Total Decking	\$1,254,528	\$11 s.f	
Number of Floats per 60' Section	90		
Total number of Floats	14,256		
Assemble and Installation Allowance	\$81,009		
Float unit cost	\$300		
Total Float cost	\$4,357,809		
Construction Hard Cost =	\$14,225,680		
Contractor's O&P at 15% =	\$2,133,852		
Bid Price =	\$16,359,533		
PM @8% of Construction Hard Cost	\$1,138,054		
Design Fees @ 12% Construction Hard Cost	\$1,707,082		
Project Contingency 10% Construction Hard Cost	\$1,422,568		
PM, Design Fees & Contingency =		\$4,267,704	
Total Project Cost =	\$20,627,237	\$2,170.37 l.f.	
		\$180.86 s.f.	
Project Overhead =	26.09%		

# EXHIBIT 7

2/6/2018

**SCHEMATIC PHASE  
TRAIL ON THE BAY PROJECT BUDGET**

Length of causeway =	3.33 miles	17,598 feet	
Spacing of anchors =	60 feet		
Number of Anchors groups =	293		
Number of Anchors=	587		
Del Mor Cast Iron Anchor; 400 lb	\$1,200 ea		
Shipping	\$500		
Handling and Placement	\$250		
Total cost anchors in place	\$1,143,886	Total	
Length of Each Cable; based on 7.5 foot mooring depth and "scope" of 10 =	75 ft.		
Total Length of Cable Required =	43,996 ft.	8.3 miles	
Unit cost of Cable =	\$3.75 per ft.		
Cable cost =	\$164,984		
Walkway Structure Cost			\$69 s.f.
60 Foot Section Alumn. Wt. + k railing	8,200 pounds		
Number Required	293		
Total Weight	2,405,093 pounds		
Unit Cost Fabrication	\$6.00		
Cost of Structure	\$14,430,557		
Assemble and Installation Allowance	\$150,156		
Superstructure Cost =	\$14,580,712		
Abutment Cost Allowance			
Concrete unit cost, includes excavation, SWPP, Reinforcement	\$56 per ft^3	\$1,500 c.y.	
End walls; 12'x1'x4'	\$2,667		
Wing walls; 2 @ 12'x1'x4'	\$5,333		
Footings; 36 lf x 4' wide x 1' thick	\$8,000		
Cost per Abutment (1)	\$16,056		
Decking Unit cost	\$72 per lf	\$6 s.f.	
Decking area	17,598 lf		
Decking cost	\$1,267,073		
Decking installation Allowance	\$1,055,894	\$5 s.f.	
Total Decking	\$2,322,968	\$11 s.f.	
Number of Floats per 60' Section	90		
Total number of Floats	26,397		
Assemble and Installation Allowance	\$150,002		
Float unit cost	\$300		
Total Float cost	\$8,069,210		
Construction Hard Cost =	\$26,313,870		
Contractor's O&P at 15% =	\$3,947,081		
Bid Price =	\$30,260,951		
PM @8% of Construction Hard Cost	\$2,105,110		
Design Fees @ 12% Construction Hard Cost	\$3,157,664		
Project Contingency 10% Construction Hard Cost	\$2,631,387		
PM, Design Fees & Contingency =		\$7,894,161	
Total Project Cost =	\$38,155,112	\$2,168.12 l.f.	
		\$180.68 s.f.	
Project Overhead =	26.09%		

## EXHIBIT 8

# Cost of Aluminum Decking - Calculate 2018 Prices & Install

Don't let your remodeling budget go over-board by hidden surprises – understand what the average installed costs for Aluminum Decking is in your zip code by using our handy calculator. If you're looking for 2018 breakdown for Cost of Aluminum Decking materials and what installation cost might be, you've come to the right place.

As an experienced licensed home improvement contractor, I know first hand what it should cost for various levels – from Basic, Better, and of course the best. The Aluminum Decking estimator will provide you with up to date pricing for your area. Simply enter your zip code and the square footage, next click update and you will see a breakdown on what it should cost to have Aluminum Decking installed onto your home.

Aluminum Decking Costs	Zip Code		
	Basic	Better	Best
<b>Aluminum Decking – Material Prices</b>	\$47250.00 - \$56700.00	\$66150.00 - \$73710.00	\$75600.00 - \$88830.00
<b>Aluminum Decking – Installation Cost</b>	\$56700.00 - \$66150.00	\$75600.00 - \$88830.00	\$113400.00 - \$189000.00
<b>Aluminum Decking – Total</b>	\$103950.00 - \$122850.00	\$141750.00 - \$162540.00	\$189000.00 - \$277830.00
<b>Aluminum Decking – Total Average Cost per square foot</b>	\$2.70	\$3.62	\$5.56

- Cost can add up quickly, especially if you're a novice and have never attempted a Aluminum Decking installation before. I would strongly recommend you hire a licensed and Insured aluminum decking contractor to perform the installation for you.
- Be sure to have a copy of the Aluminum Decking Manufacturer's recommended installation requirements before starting, to make sure your project doesn't end up costing you more money in the long-run.

### Aluminum Decking – Pricing and Installation Cost Checklist

- Get at least 3-5 estimates before hiring a Aluminum Decking contractor – estimates are typically free, unless it's a service call for a repair.
- Expect the Aluminum Decking prices to fluctuate between various companies – each and every company have different operation expenses and over-head.
- Try to get prices in late Fall, early winter – you should expect aggressive pricing discounts by waiting for a contractor's down season.
- Try to budget and additional 7-15% more on top of what our calculator gives out – I.e; difficult configurations, patterns, the additional complexity of your home will add to the Aluminum Decking costs.
- Visit every supply house that sell your particular brand of Aluminum Decking and try to negotiate a better price with each supplier – I save on average 20%.
- Remember, there are multiple styled homes in the U.S – from: Contemporary, colonial, cape-cod style, ranch, bungalow, victorian, etc. So keep that in mind and try to budget a little more, before starting your Aluminum Decking project.

### Equation 8.7. Lateral Wave Slam

#### Equation 8.7

$$F_s = f_s w = (1/2) \gamma_w C_s d_s h w \quad \text{Eq. 8.7}$$

where:

- $F_s$  = lateral wave slam (lb)
- $f_s$  = lateral wave slam (lb/ft)
- $C_s$  = slam coefficient incorporating effect of slam duration and surface stiffness for typical residential structure (recommended value is 2.0)
- $\gamma_w$  = specific weight of water (62.4 lb/ft<sup>3</sup> for fresh water and 64.0 lb/ft<sup>3</sup> for saltwater)
- $d_s$  = design stillwater flood depth in ft (From Eq. 8.1)
- $h$  = vertical distance (ft) the wave crest extends above the bottom of the floor joist or floor beam
- $w$  = length (ft) of the floor joist or floor beam struck by wave crest

#### Calculation

Input:

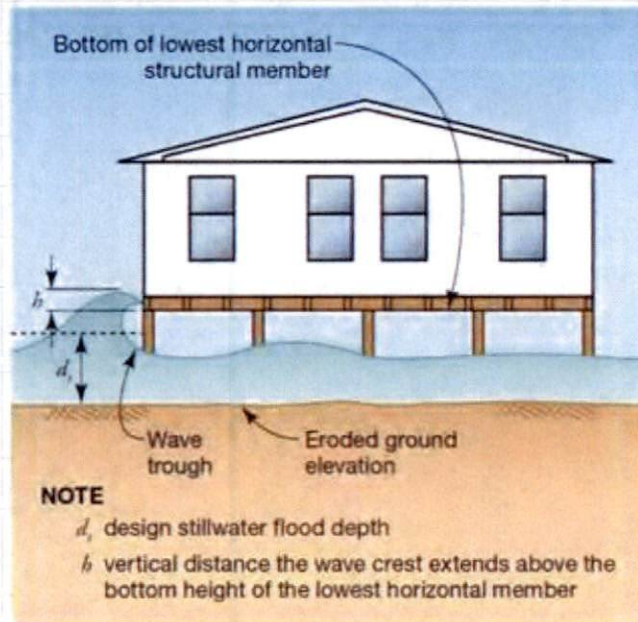
$\gamma_w$	=	64.00	lb/ft <sup>3</sup>
$C_s$	=	2.00	
$d_s$	=	7.00	ft
$h$	=	0.90	ft
$w$	=	60.00	ft

Output:

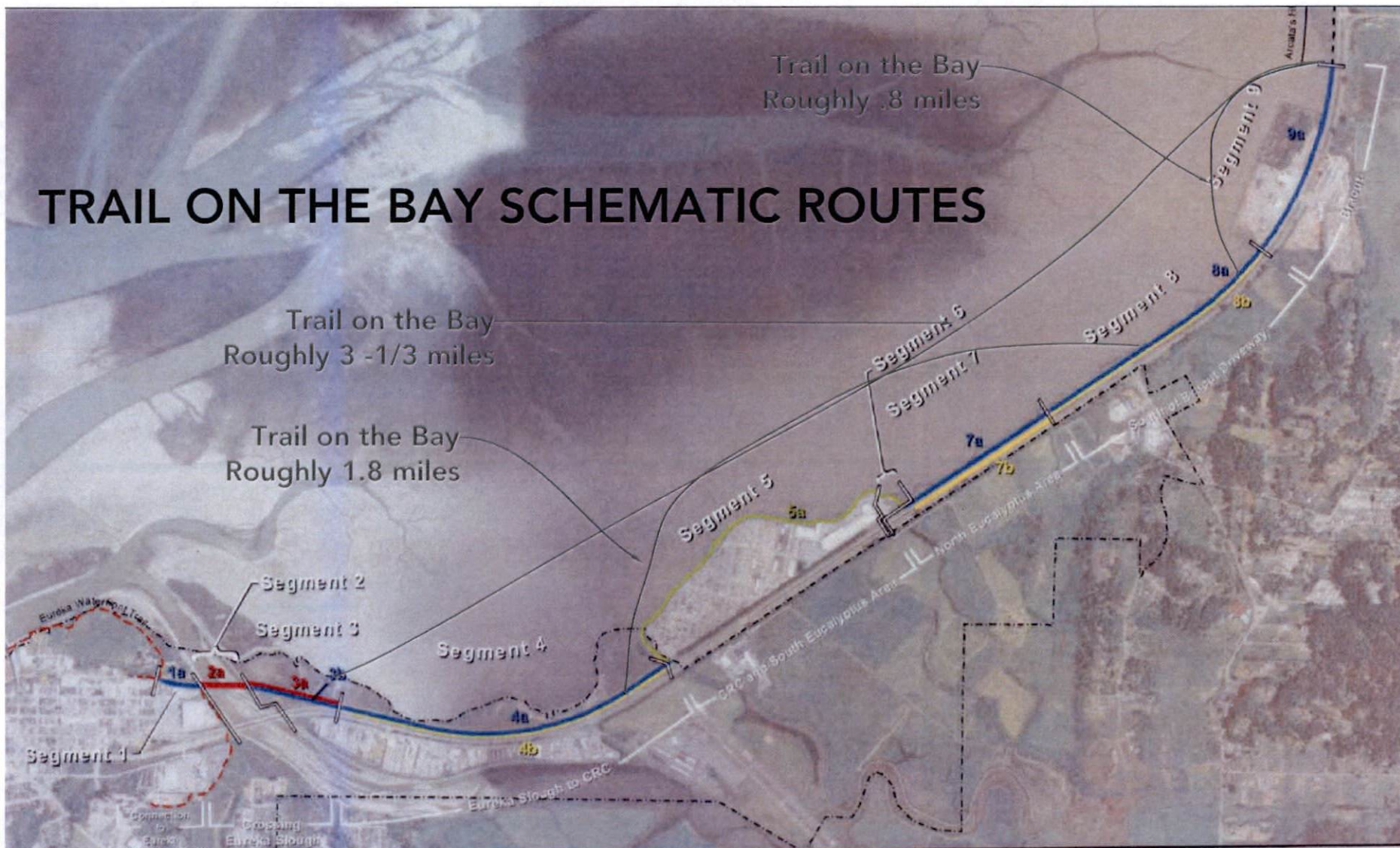
$f_s$	=	403.20	lb/ft	
$F_s$	=	24,192.00	lb	Eq. 8.7

EXHIBIT 9

Figure 8-12

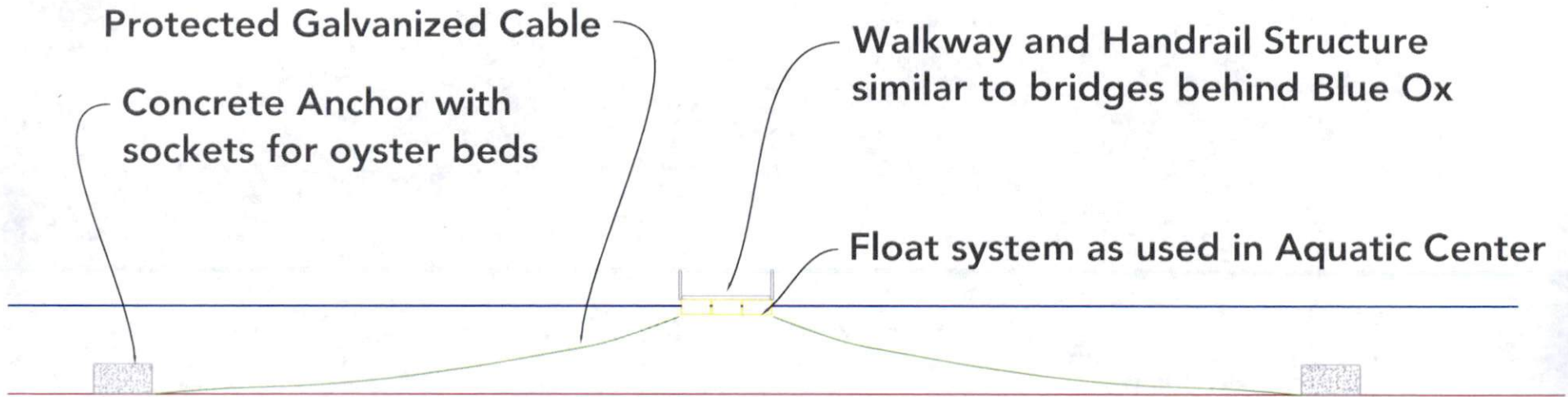


# TRAIL ON THE BAY SCHEMATIC ROUTES



<b>LOCATION TYPE</b>	On Railroad (temporary)	Segment Break	Humboldt Bay Trail North
CRA Rwt (N of tracks)	Highway-with-Trail	<b>Trail Connections</b>	Eureka City Limits
CRA Rwt (S of tracks)	Private (CRC)	Eureka Waterfront Trail	

## TRAIL ON THE BAY SCHEMATIC DRAWING





## Seemann, Hank

---

**From:** Katherine Bettis <[REDACTED]>  
**Sent:** Monday, March 05, 2018 4:44 PM  
**To:** Seemann, Hank  
**Subject:** Bay Trail Comments

I'm an avid cyclist.

Regarding the possible removal of the Eucalyptus trees on 101.

Why are the trees considered dangerous? Is it because branches could fall on people? Cyclists and hikers ride under trees all the time. It is common sense that a branch might fall.

I often ride on the shoulder of the freeway next to those very trees, just as I would be if I were riding on the proposed path (but on the other side of the trees). It doesn't make any sense to cut down those trees.

Is this a liability issue? Instead of chopping down precious trees, how about putting up a warning sign for those lacking common sense?

Regarding the Levee Trail portion

Personally, I would never take this detour. I'd ride on the freeway.

Regarding the overall plan

As a cyclist, the Eureka Slough bridge connecting the freeway to the path in Eureka behind Target will be very useful. It will be wonderful to not fear the traffic on the bridge and through town.

The new trail from Herrick to Del Norte is useful and wonderful. I use it almost every day.

Katherine Bettis

## Seemann, Hank

---

**From:** Kimberly Tays [REDACTED]  
**Sent:** Tuesday, March 06, 2018 11:27 AM  
**To:** Seemann, Hank  
**Subject:** Comments on the Humboldt Bay Trail (South)

Hi Hank,

You did a great job with the presentation the other evening on the Humboldt Bay Trail South project. Thank you for all of your hard work (and to the others involved with this effort).

Below are my comments, which I hope will be considered as this project moves forward.

1. My husband and I have been fortunate to do some extensive cycling in the Netherlands, Belgium, Germany, Austria, Denmark and France. We have also cycled in Central Oregon (Sunriver and Bend, to be exact), in Missouri (on the Katy Trail), in southern Wisconsin on their rails to trails system and along the Missouri River trails in Omaha, Nebraska and Council Bluffs, Iowa. In all of our cycling experiences (except perhaps in Copenhagen and Amsterdam), we have never seen trails in rural, natural areas (like the Marsh and Bay) that look like our trails with the intense “highway” yellow and white stripings/markings. Sadly, our trails look more like highways than bike trails. Not only does this design diminish the aesthetics of the trail, it also encourages speeding, which increases the likelihood of mishaps/accidents. You mentioned safety as the reason for these markings, but other countries and states have bike trails that are very heavily traveled and they seemed very safe and easy to navigate without making them look like highways. Instead of using “highway yellow” paint, PLEASE use white markings/stripings so the trail blends in better with the natural environment.
2. PLEASE reduce the amount and height of signage. Currently, the number of signs, and their height, is excessive and causes the trail to look cluttered and junky. Again, my husband and I have never seen such excessive or tall signage on any of the trails we have ridden in other countries and states—all of those places seemed very safe and easy to navigate without the excessive signage.
3. PLEASE consider rail bedding that section of trail with the Eucalyptus trees that are slated for removal. On a couple segments, it appeared that NCRA has agreed to grant exemptions to rail bedding the trail (i.e., the bridge behind Target). Perhaps, NCRA would grant one more exemption to allow us to save the trees. With some judicious limbing of the big trees and removal of the seedling trees, we could reduce the risk of falling debris and save these historic trees that provide natural beauty, bird habitat and wind breaks.
4. PLEASE use an alternative design for the bridges. The metal bridges with metal floors are too big, too industrial-looking and too noisy (especially the one by the Wastewater Treatment Facility in Arcata). The noise not only degrades the trail experience but disturbs wildlife, too.
5. PLEASE introduce more natural features between the highway and trail. Right now, the trail looks denuded since all of the vegetation was cut down. The trail would be much more pleasing, inviting and safe if more natural barriers, such as quarry boulders and native shrubs and wildflowers, were installed between the highway and trail. (P.S. I do not think the cable barrier is a sufficient safety barrier.)
6. PLEASE expand the trail stewards program for the Bay Trail, as invasives such as Pampas grass, fennel, etc. will take over the newly disturbed areas of the trail and impact the natural environment.

Thank you for considering my comments on the remaining section of this trail.

Kim Tays  
Arcata, CA



## Seemann, Hank

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**From:** Trisha Lee [REDACTED]  
**Sent:** Sunday, March 11, 2018 10:22 PM  
**To:** Seemann, Hank  
**Subject:** Comments for the Humboldt Bay Trail regarding 200+ Eucalyptus trees to be logged and killed by application of herbicides

Dear Deputy Director Hank Seemann,

These are my comments to be submitted to the Humboldt Bay Trail record. Please send me a reply to confirm that you received my comments in a timely manner.

Thank you,

Patricia Lotus

Here we go again. Now 200+ Eucalyptus trees are slated to be logged and have herbicides applied so they will NEVER grow again. This is for the last part of the Humboldt Bay trail, that is to begin building in 2021. Interesting fact is that these Eucalyptus were planted in 1921 as a wind block for the Devoy Dairy Ranch land, that is where Murray Air Field, Harper Tri City Motors, and Fey Slough Wildlife area is located today.

Those antiquated railroad tracks can be removed for the trail, keep the Eucalyptus Trees trimmed on both sides, and put a clever and artistic overhang as extra protection. Bicycle riders and walkers would be inside for extra protection from cars that crash and flip up on the side of the corridor when crashes occur. If the railroad starts up again, they can take back their railroad right of way land and put modern tracks in. This can be done by writing up a contract with the Railroad Authority people.

The Eucalyptus proposed for removal for the Humboldt Bay Trail are in Segment 7, which is north of Harper Ford Motor Company, looks to be starting midway through Fey Slough Wildlife Center and north to the Indianola Bypass proposed area. **If they can build two over-sized bridges for this bike trail, they can build an overhang to protect the people walking or riding bicycles through that stretch.**

Again, my suggestion is to take out the railroad tracks there, trim the trees on the bay side while trimming the road side as Caltrans does on a regular basis, and building a lovely overhang as an extra precaution.

### HISTORY

In 1921, Great Grandfather Henry Mooney Devoy, a crew, and Northwestern Pacific Railroad Right of Way Agent, Grandfather M. Lee Gillogly (who bought up these railroad tracks for NWPR from this area down to the Bay Area, riding on horseback), assisted Great Grandfather Henry Devoy in planting these very Eucalyptus trees as a wind block on the edge of their Dairy Ranch land that ran from Murray Air Field north to Indianola where Caltrans is putting in an overpass...in a tsunami zone. The farm house is still there where my Great Grandparents lived. It is over by the Devoy Road side, off Old Arcata Road. These Eucalyptus trees still serve as a wind block today as they have for nearly 100 years.

In 1925, The Highway Commission (Caltrans) accused Henry Devoy of planting those trees illegally on their newly paved Eureka to Arcata Corridor. The Eucalyptus trees are still standing today. The year of Henry

Devoy's death in 1933, Caltrans cut down all the Eucalyptus trees saying they had died in a frost. The Eucalyptus grew back and have stood tall in our landscape for nearly 100 years.

Back in 2008 and 2009, Keep Eureka Beautiful, the citizens of Humboldt County, and concerned business people saved all the Eucalyptus trees Caltrans wanted to cut for a lead on for the lumber company that used to operate there. According to Trevor Harper, that lumber company can still lease this property to other companies. I am glad the Humboldt Bay Trail will go around that lumber company property to avoid talk of cutting those Eucalyptus trees as well. Think long term. Fifty years from now, these Eucalyptus trees will tower in our landscape and the corridor will be moved to higher grounds due to rising water levels.

Thank you for considering my comments.

Patricia Lotus  
Eureka, CA