



Great Redwood Trail

Feasibility, Governance, and
Railbanking Report
Component of SB 1029
Task Force Assessment

APPENDICES

July 2020

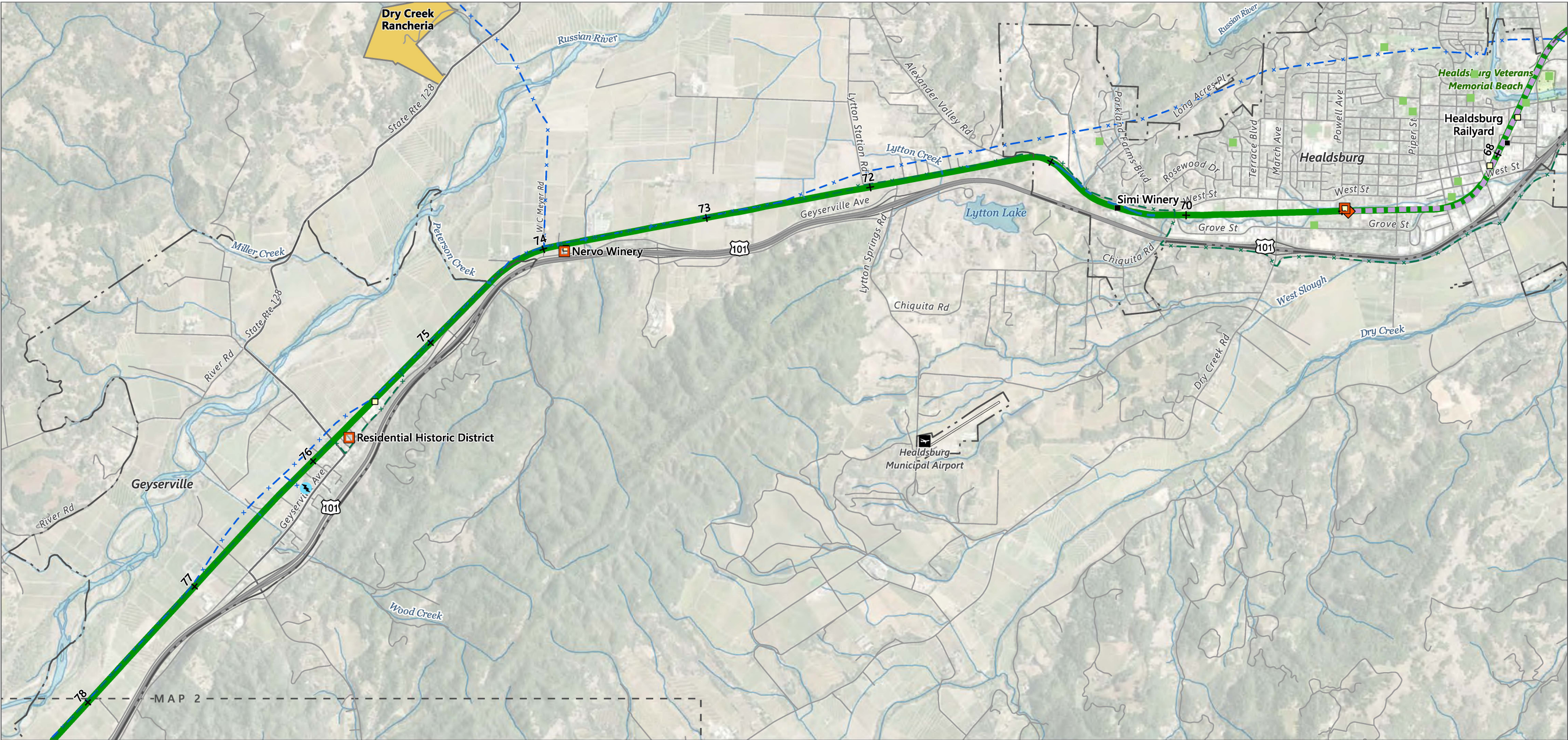


Appendices

Appendix A

Great Redwood Trail
Existing Conditions Mapbook

Map 1 of 25: Healdsburg to Geyserville



Rail-with-Trail

SMART Alignment
(not part of Feasibility Assessment)

Recreation Sites

City/Town/Place

Tribe Owned Land

Adjacent Map Extent

Milepost

Cultural Resource Eligible for Listing

Historic Building

City Park

Hazardous Material Sites

Wetland

Electric Substation

Electric Transmission Line

Natural Gas Pipeline

Source: data compiled by
Ascent Environmental in 2019
ESRI World Imagery Base
13010017.05 GIS 011-1 5/4/2020

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ASCENT ENVIRONMENTAL

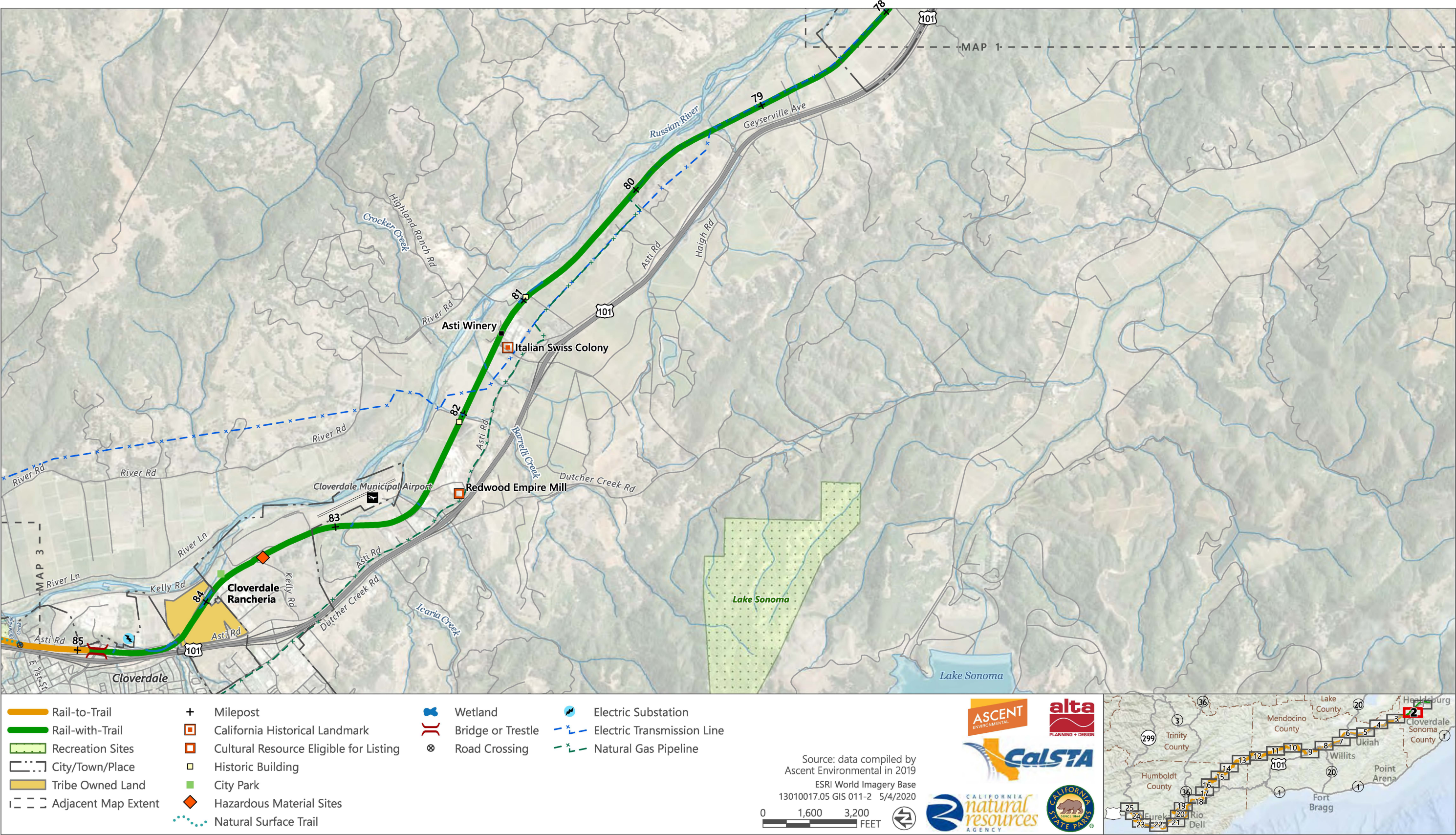
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Map 2 of 25: Geyserville to Cloverdale



Map 3 of 25: Cloverdale to Pieta



Map 4 of 25: Hopland Area



Map 5 of 25: Ukiah South



Rail-to-Trail

Recreation Sites

City/Town/Place

Tribe Owned Land

Adjacent Map Extent

Milepost

Historic Building

City Park

Hazardous Material Sites

Existing Trail

Wetland

Bridge or Trestle

Culvert

Geomorphic

Road Crossing

Historic Rail Structure

Encroachment

Fence

Electric Transmission Line

Natural Gas Pipeline

Source: data compiled by
Ascent Environmental in 2019
ESRI World Imagery Base
13010017.05 GIS 011-5 5/4/2020

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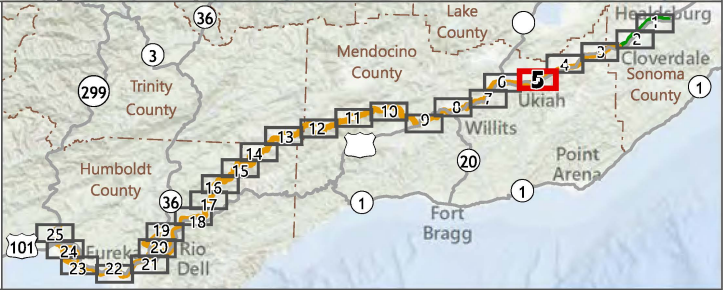
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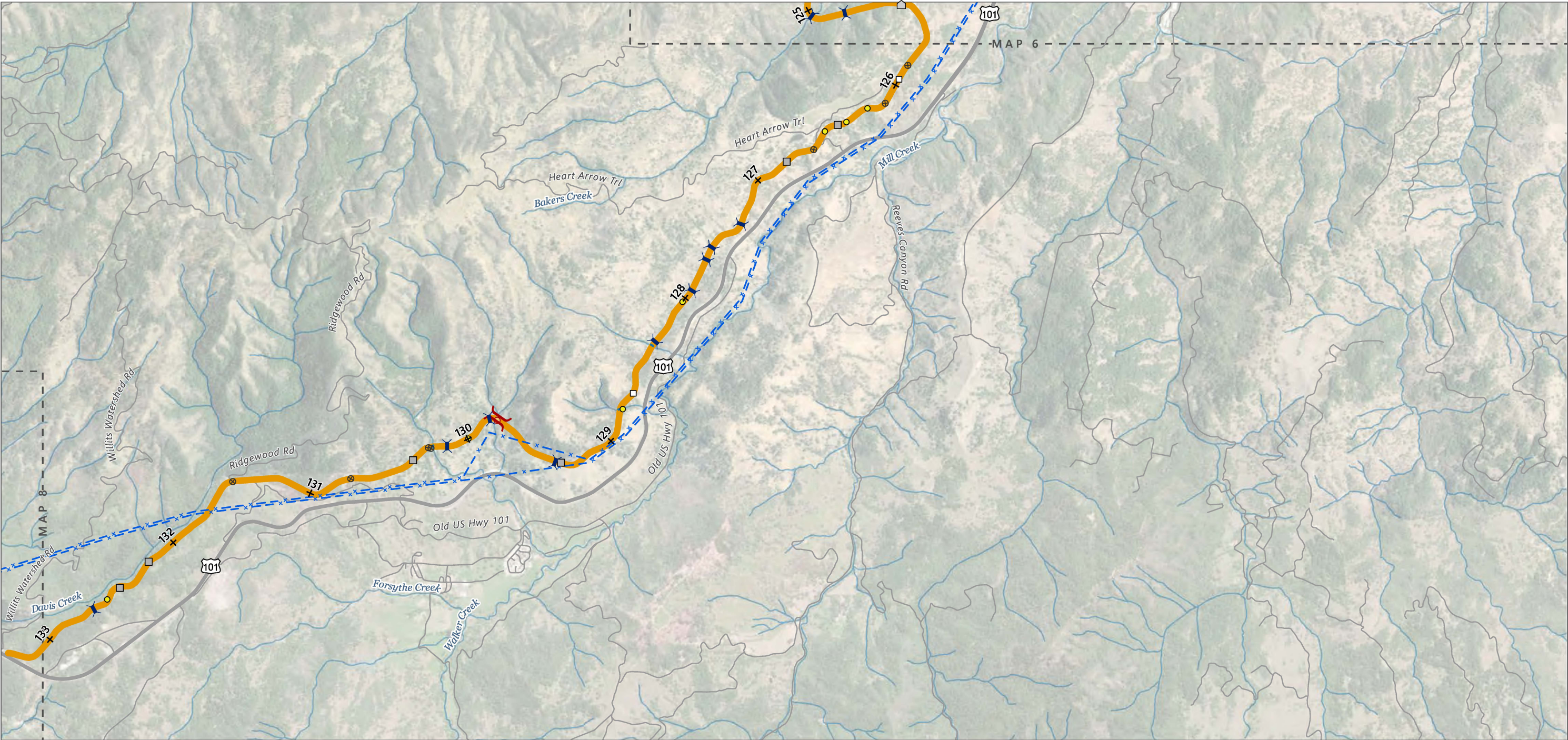
CALIFORNIA STATE PARKS



Map 6 of 25: Ukiah to Redwood Valley



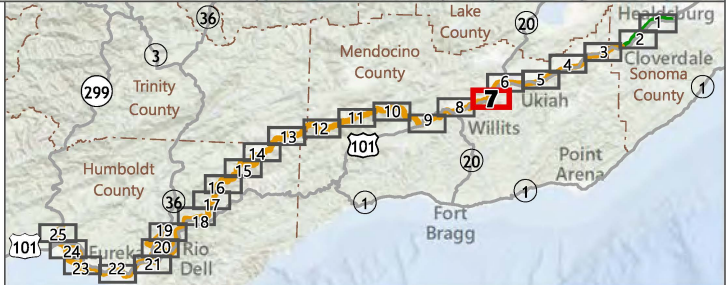
Map 7 of 25: North of Redwood Valley to South of Fair Oaks



- | | | | |
|---------------------|----------|-------------------------|----------------------------|
| Rail-to-Trail | Milepost | Bridge or Trestle | Encroachment |
| Adjacent Map Extent | Wetland | Culvert | Development |
| | | Geomorphic | Fence |
| | | Road Crossing | Electric Transmission Line |
| | | Wall | |
| | | Historic Rail Structure | |

Source: data compiled by
Ascent Environmental in 2019
ESRI World Imagery Base
13010017.05 GIS 011-7 5/4/2020

0 1,600 3,200 FEET



Map 8 of 25: Willits Area



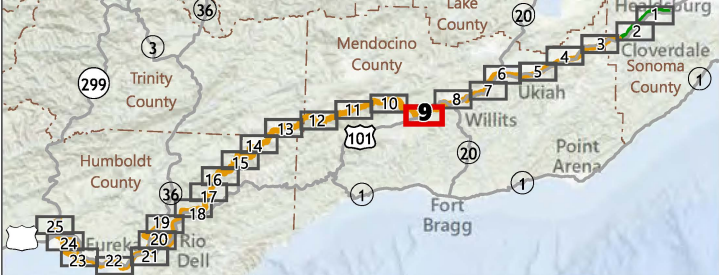
Map 9 of 25: North of Willits to South of Farley



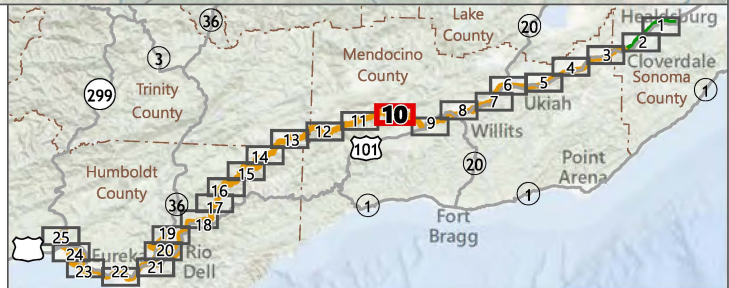
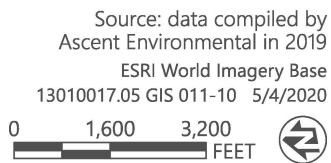
Rail-to-Trail	Milepost	Encroachment
City/Town/Place	Wetland	Development
Adjacent Map Extent	Bridge or Trestle	Materials/Equipment
	Rail Debris	Electric Transmission Line
	Road Crossing	
	Tunnel	
	Historic Rail Structure	

Source: data compiled by
Ascent Environmental in 2019
ESRI World Imagery Base
13010017.05 GIS 011-9 5/4/2020

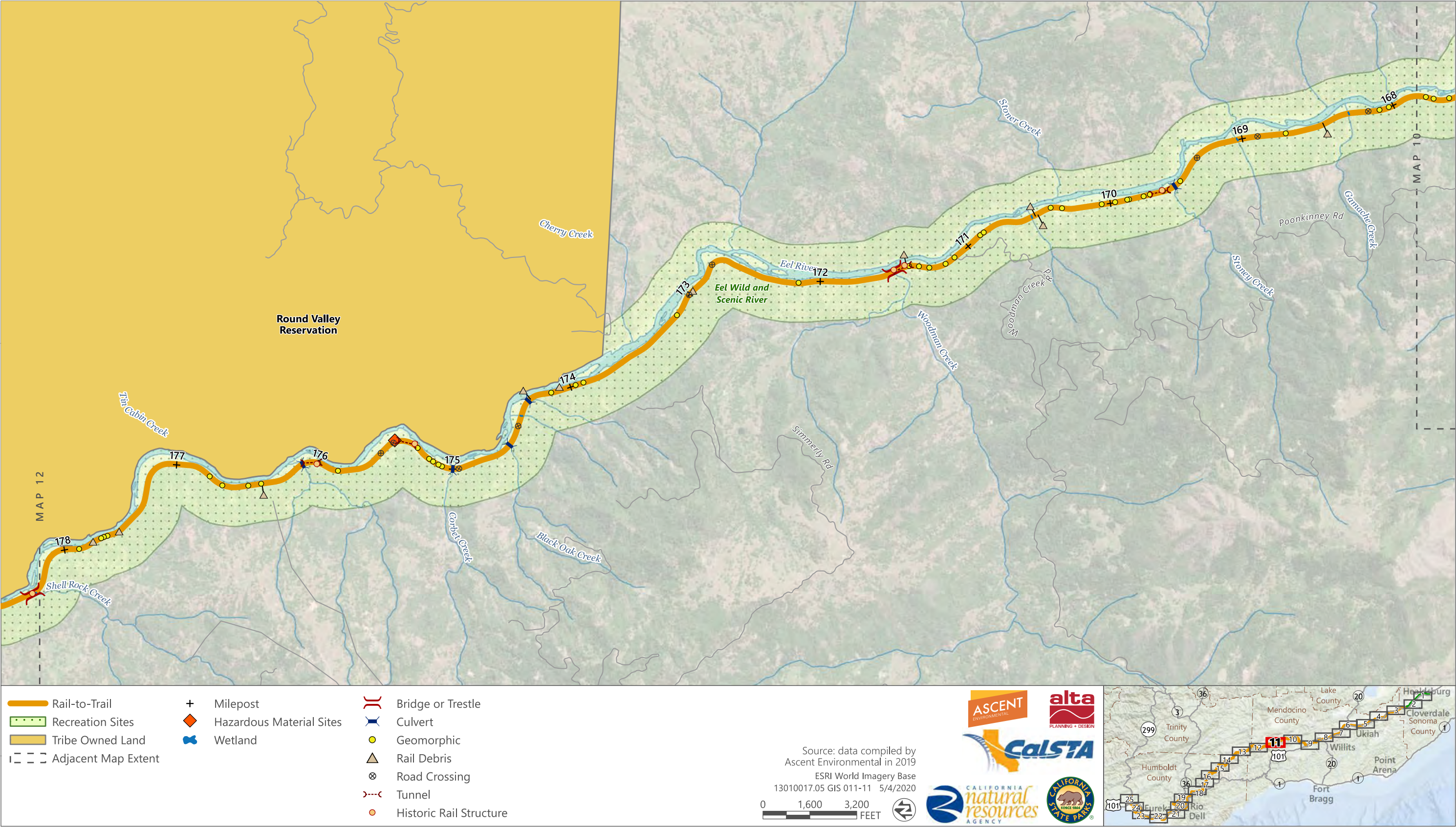
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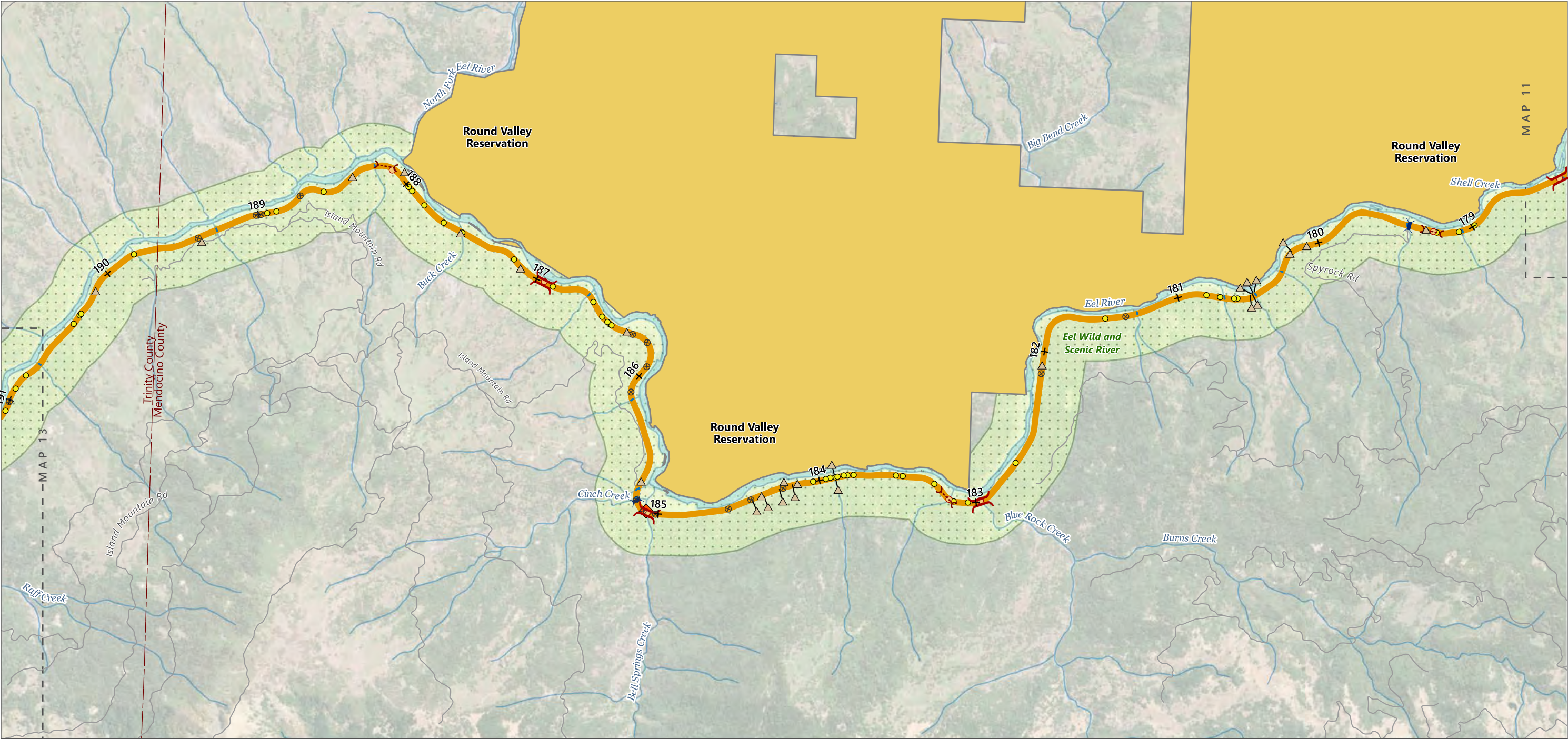
This topographic map depicts the Eel River watershed, highlighting the Eel Wild and Scenic River area. The river is shown as a yellow line with numbered points from 156 to 167. The green shaded region indicates the designated Wild and Scenic River section. The map includes numerous tributaries such as Cable Creek, Eastman Creek, Dean Creek, Brad Turner Creek, Tatu Creek, and Outlet Creek. A dashed line on the left is labeled 'MAP 11' and a dashed line on the right is labeled 'MAP 9'.



Map 11 of 25: Indian Springs to Dunlap Place



Map 12 of 25: Spyrock to Ramsey



Rail-to-Trail

Recreation Sites

Tribe Owned Land

Adjacent Map Extent

County Line

Milepost

Hazardous Material Sites

Wetland

Bridge or Trestle

Culvert

Geomorphic

Rail Debris

Road Crossing

Tunnel

Historic Rail Structure

Source: data compiled by
Ascent Environmental in 2019
ESRI World Imagery Base
13010017.05 GIS 011-12 5/4/2020

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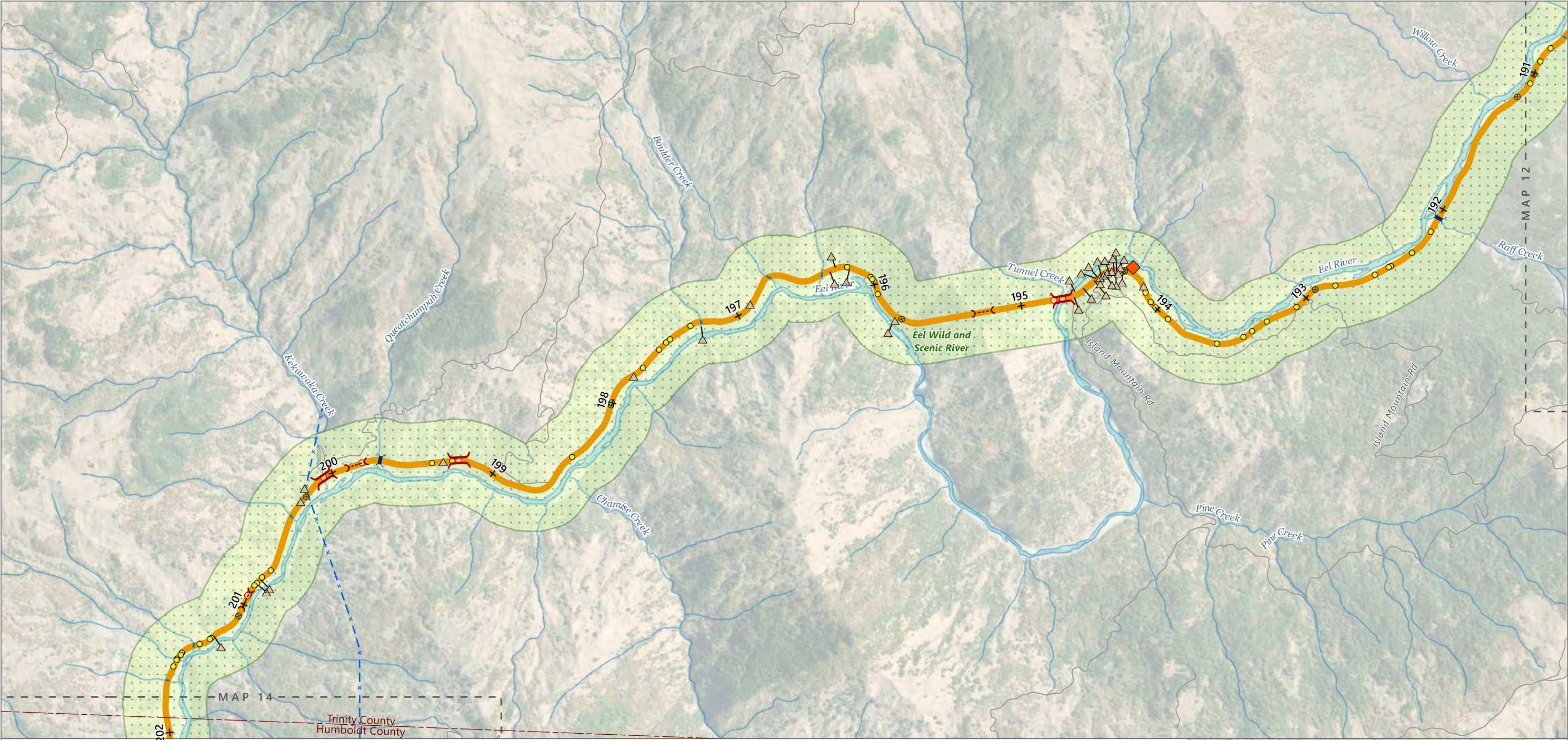
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Map 13 of 25: North of Ramsey to Kekawaka



Rail-to-Trail

Recreation Sites

Adjacent Map Extent

County Line

Milepost

Hazardous Material Sites

Wetland

Bridge or Trestle

Culvert

Geomorphic

Rail Debris

Road Crossing

Tunnel

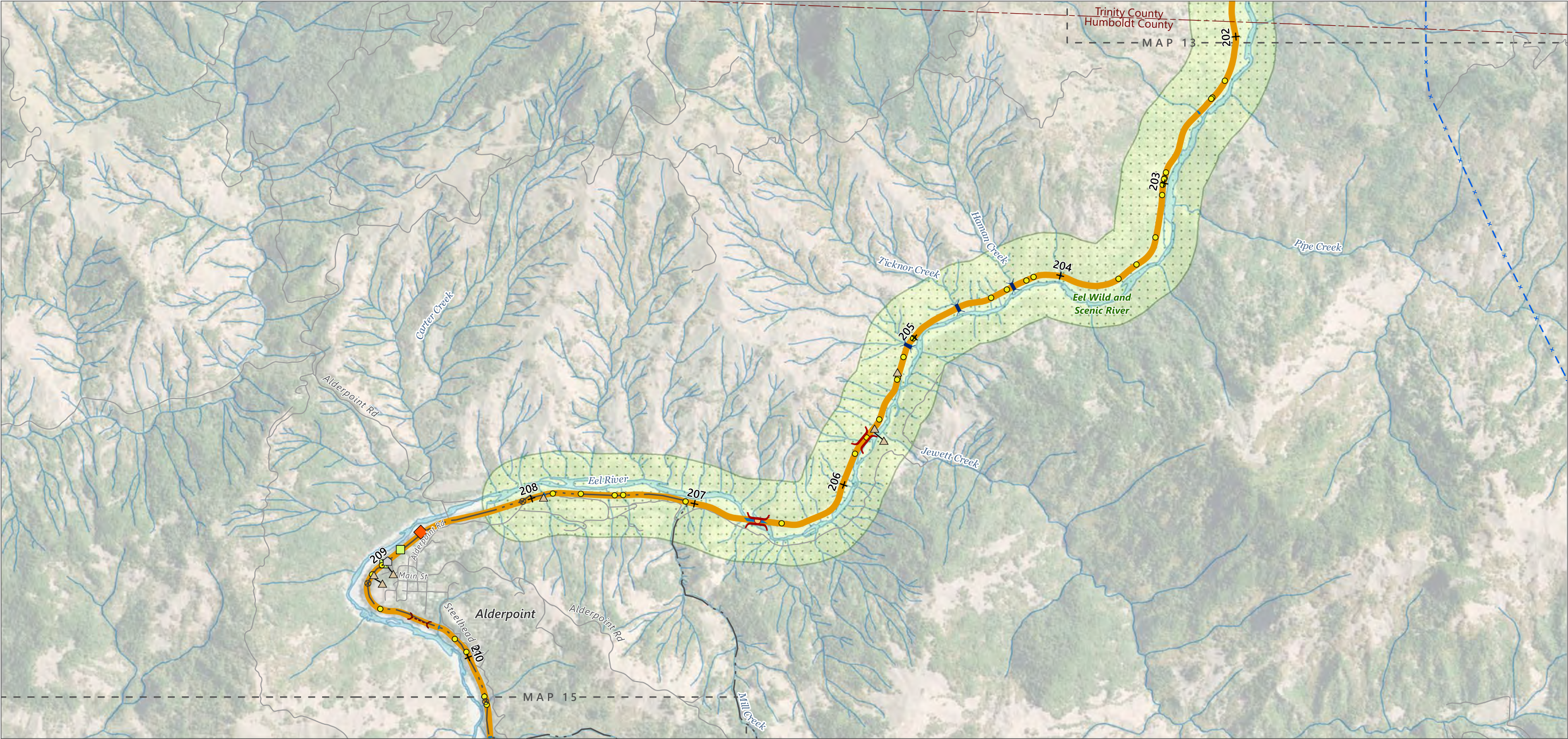
Historic Rail Structure

Electric Transmission Line

Source: data compiled by
Ascent Environmental in 2019
ESRI World Imagery Base
13010017.05 GIS 011-13 5/4/2020

0 1,600 3,200 FEET

Map 14 of 25: Alderpoint Area



Rail-to-Trail

Recreation Sites

City/Town/Place

Adjacent Map Extent

County Line

Milepost

Hazardous Material Sites

Wetland

Bridge or Trestle

Culvert

Geomorphic

Rail Debris

Road Crossing

Tunnel

Historic Rail Structure

Encroachment

Development

Materials/Equipment

Electric Transmission Line

Source: data compiled by
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ESRI World Imagery Base
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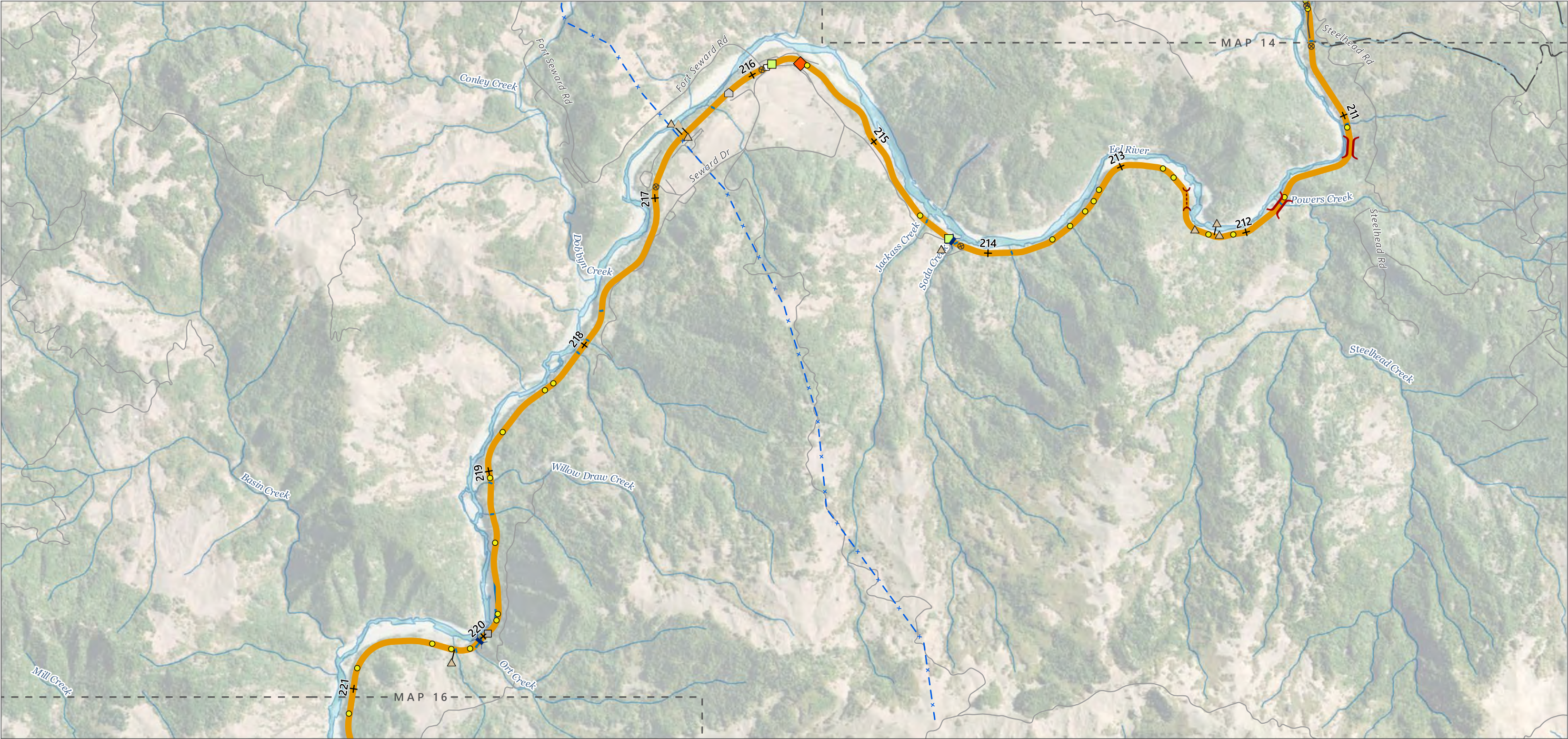
natural resources

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CALIFORNIA

STATE PARKS

Map 15 of 25: Steelhead to North of Fort Seward



Rail-to-Trail

City/Town/Place

Adjacent Map Extent

Milepost

Hazardous Material Sites

Wetland

Bridge or Trestle

Culvert

Geomorphic

Rail Debris

Road Crossing

Tunnel

Wall

Encroachment

Development

Fence

Materials/Equipment

Electric Transmission Line

Source: data compiled by
Ascent Environmental in 2019
ESRI World Imagery Base
13010017.05 GIS 011-15 5/4/2020

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FEET

ASCENT ENVIRONMENTAL

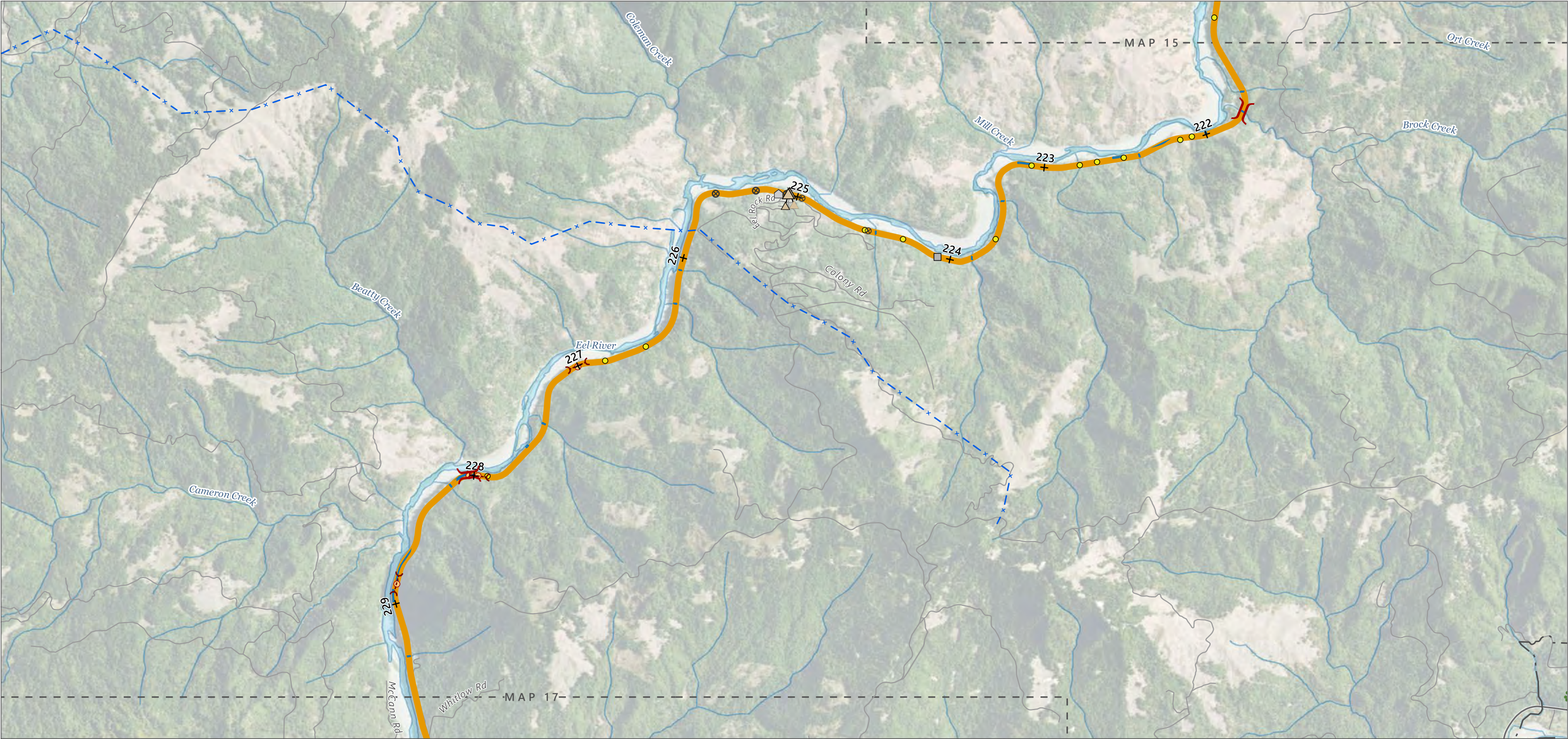
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Map 16 of 25: Eel Rock Area



Rail-to-Trail

City/Town/Place

Adjacent Map Extent

Milepost

Existing Trail

Wetland

Bridge or Trestle

Geomorphic

Rail Debris

Road Crossing

Tunnel

Wall

Historic Rail Structure

Encroachment

Development

Electric Transmission Line

Source: data compiled by
Ascent Environmental in 2019
ESRI World Imagery Base
13010017.05 GIS 011-16 5/4/2020

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FEET

ASCENT ENVIRONMENTAL

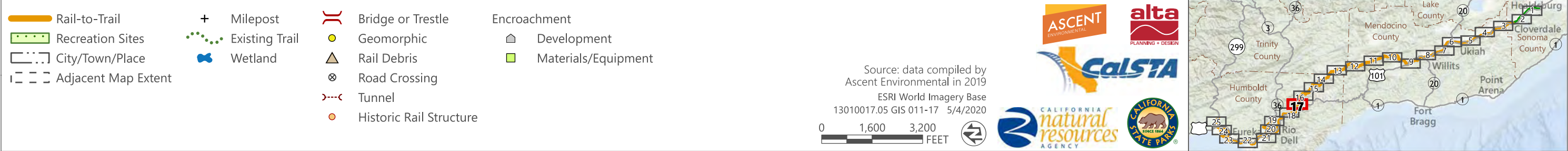
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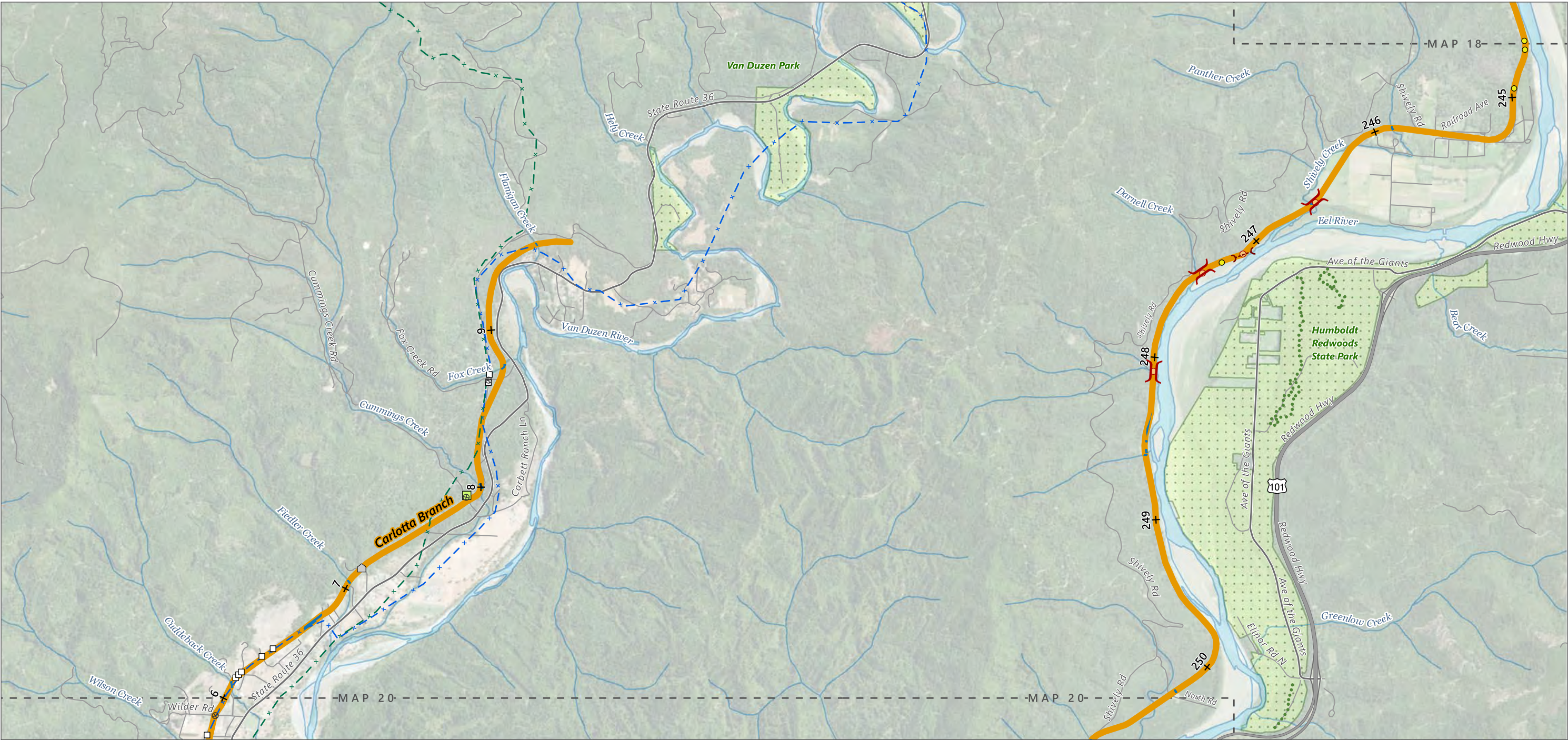
CALIFORNIA natural resources AGENCY

CALIFORNIA STATE PARKS



Map 18 of 25: Weott to Redcrest

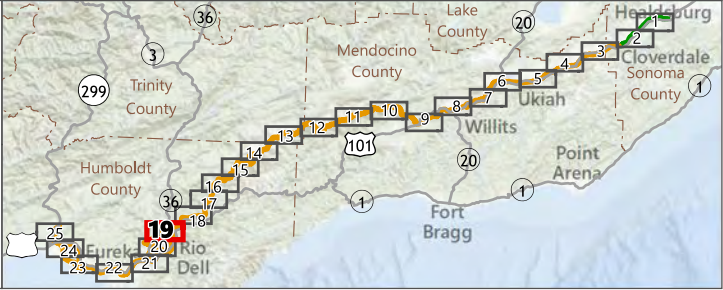




- | | | | |
|---------------------|----------------|-------------------------|----------------------------|
| Rail-to-Trail | Milepost | Bridge or Trestle | Encroachment |
| Recreation Sites | Existing Trail | Geomorphic | Development |
| Adjacent Map Extent | Wetland | Road Crossing | Fence |
| | | Tunnel | Materials/Equipment |
| | | Historic Rail Structure | Electric Transmission Line |
| | | | Natural Gas Pipeline |

Source: data compiled by
Ascent Environmental in 2019
ESRI World Imagery Base
13010017.05 GIS 011-19 5/4/2020

0 1,600 3,200 FEET

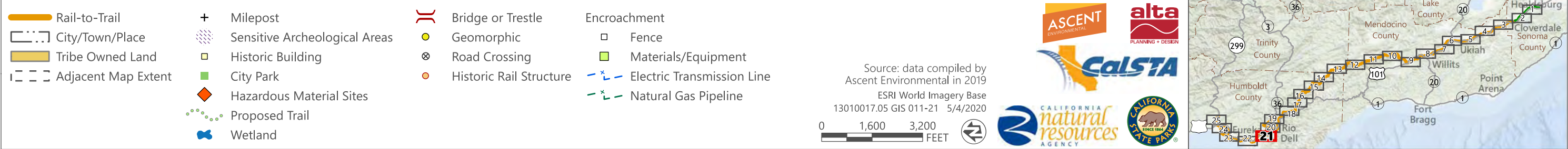


Map 20 of 25: Rio Dell to Carlotta



This map illustrates the proposed project route in the Fortuna, California area. The route is highlighted in orange and runs generally northeast from Fortuna towards the Rohnerville Rancheria. Key features include:

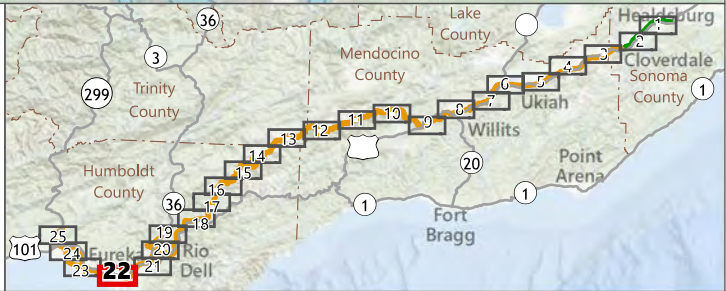
- Geographic Features:** The Eel River flows through the center of the map. Other water bodies include Jameson Creek, Slater Creek, Dean Creek, and House Creek. The Rohnerville Airport is located near the top center.
- Road Network:** Major roads shown include Highway 101, Highway 260, Highway 261, and Highway 262. Local roads like Main St, Riverwalk Dr, and Redwood Hwy are also visible.
- Project Route:** The proposed route is marked with orange lines and mileposts 261 through 267. It starts near Fortuna and extends northeast towards the Rohnerville Rancheria.
- Map Labels:** The map is divided into sections labeled "MAP 20" and "MAP 22".
- Other Labels:** "Rohnerville Rancheria" is labeled at the top. "Fortuna" is labeled near the center-left. "Eel River" is labeled in the center. "Blue Slide Rd" is labeled in two locations. "Grizzly Bluff Rd" is labeled near the bottom center.



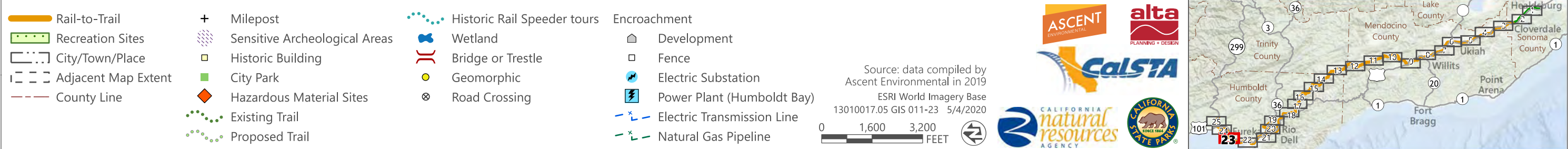
This map illustrates the Humboldt Bay National Wildlife Refuge and its surrounding landscape. The refuge is depicted as a large green area with a dotted pattern, situated along the northern shore of Humboldt Bay. Key features include:

- Water Bodies:** Humboldt Bay, Catfish Lake, Little Salmon Creek, Little Palmer Creek, Finch Creek, Ropers Slough, Hawk Slough, and Hogpen Slough.
- Roads:** Redwood Hwy, State Route 271, Tompkins Hill Rd, Singley Ln, Singley Hill Rd, Hookton Rd, Clough Rd, Table Bluff Rd, and Finch Creek Rd.
- Land Parcels:** Humboldt Hill, Fields Landing, Table Bluff Rancheria, and Rohnerville Rancheria.
- Infrastructure:** A network of roads, including a dashed blue line representing a proposed or existing route, and a solid orange line indicating a specific path or boundary.
- Other Features:** Fields Landing Boat Ramp Park, and various smaller roads like Elk River, Palmer Creek, and Palmer Blvd.

The map also shows the proximity of the refuge to the city of Eureka, with the Eel River forming a natural boundary to the east. The map is oriented with North at the top, and the Humboldt Bay coastline is visible on the left side.



This map shows the coastal region of Eureka, California, and its surrounding areas. The coastline is prominent on the left, with Humboldt Bay and various sloughs like Mad River Slough and Swain Slough. The city of Eureka is centrally located, with a dense grid of streets. Key landmarks include the Eureka Railyard, Fort Humboldt, and the Elk River Wildlife Area. The map highlights the Samoa Branch of the Redwood Highway in orange, showing its route from the coast through Manila and Samoa towards Eureka. Major roads such as State Route 255, Redwood Highway, and New Navy Base Road are clearly marked. The map is divided into sections labeled 'MAP 24' and 'MAP 23', with various street names and route numbers (280, 281, 282, 283, 284, 285) providing detailed navigation information. Other notable features include Samoa Field, Samoa Boat Ramp Park, and the Cutten area to the northeast.



Map 24 of 25: Eureka to Arcata



Rail-to-Trail

Recreation Sites

City/Town/Place

Adjacent Map Extent

County Line

Milepost

Sensitive Archeological Areas

Historic Building

City Park

Hazardous Material Sites

Existing Trail

Proposed Trail

Wetland

Bridge or Trestle

Road Crossing

Development

Fence

Electric Substation

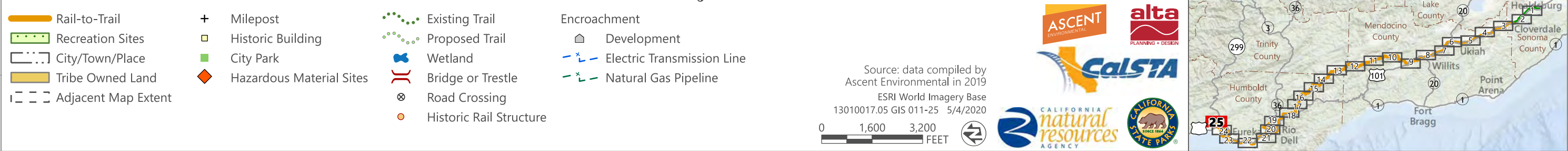
Electric Transmission Line

Natural Gas Pipeline

Source: data compiled by
Ascent Environmental in 2019
ESRI World Imagery Base
13010017.05 GIS 011-24 5/4/2020

0 1,600 3,200

FEET



Appendix B

Great Redwood Trail Field Survey Tool

GREAT REDWOOD TRAIL FIELD VISIT SURVEY

PROJECT CONTACTS

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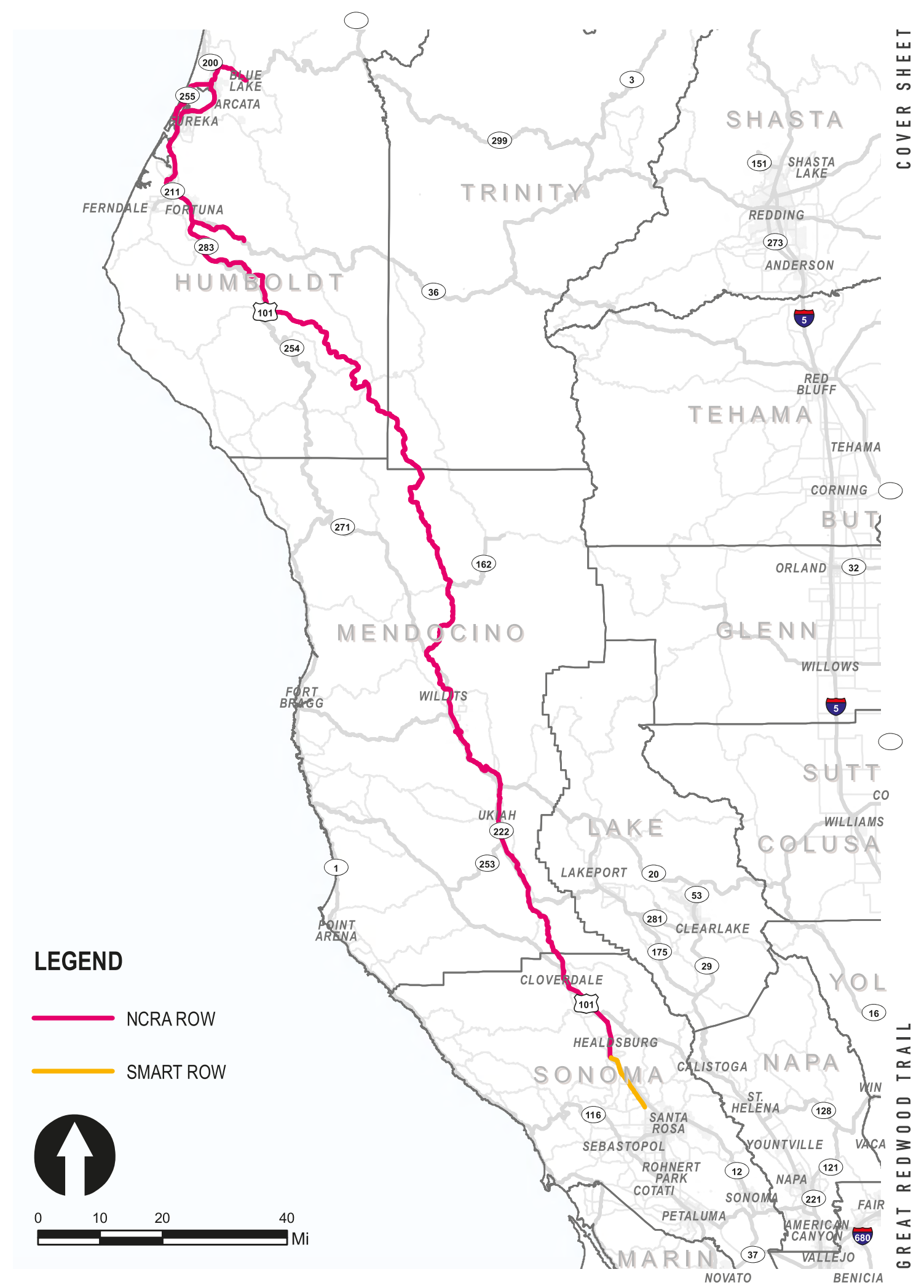
TRAIL DATA COLLECTION SAFETY REQUIREMENTS

Demo day data collection to confirm data needs and methods

Do not cross bridges or trestles that have signs of damage, or, enter tunnels that have any sign of debris or rock cave ins. Ranchers, rattlesnakes, and pot growers also represent a potential hazard. Data collection team must sign a waiver indicating their knowledge of the potential hazards of this effort, and waiver of liability claims.

Equipment:

- Two-person crew.
- Safety vests.
- Right-of-entry letter from NCRA/SMART, or copy of email notifying them of site visit details.
- Satellite phone equipped.
- Snake bite anti-venom kit.
- GPS enabled digital camera or smartphone with adequate file space.
- GPS enabled digital video camera or smartphone with adequate file space.
- Backup batteries and charging devices for phones and cameras.
- Classification graphics for corridor conditions.
- Hiking boots.
- Sufficient food/water for 5 days(food/water available at Alderpoint).
- Camping gear.
- First aid kit, sunscreen, water purification system and/or tablets. Zip lock bags or dry sac to protect equipment in the event of a water crossing or rain storm.
- No open fires (use stove only).
- High powered flashlight.
- Printed set of corridor maps with mileposts and access points.



DATA COLLECTION OVERVIEW

The proposed Great Redwood Trail is a 250-mile rail corridor that traverses Sonoma, Mendocino, Trinity, and Humboldt counties.

There are two objectives for the field visit. The first is to assess the condition of the corridor and to document the location and condition of existing features along the corridor. The second is to collect photos for future analysis.

For the field visit inventory, the corridor has been broken into a series of 5-mile segments. These segments are numbered sequentially from south to north based on ascending milepost numbers. Two 10-mile spurs are also included: one near Fortuna and one near Eureka around the harbor.

For each 5-mile segment there are two sheets: one for Infrastructure Conditions and one for General Corridor Conditions.

PHOTOS

Photos should be taken often. They should be used to document general corridor conditions, infrastructure, key features, landmarks, and context.

Take a series of standard photos at each feature location (see Infrastructure Conditions) - straight on elevation, angled/wide view, and zoom ins of specific critical/unique details of the structure. Take photos that can be easily diagrammed over. If depth, height, and length are critical, ensure that the photo shows all three of those dimensions clearly. For orientation and organization, the first photo taken of each feature should be north-facing along the rail corridor. Use props (tape measures, people, etc...) to show scale the photos. Photos should also document severe opportunities and constraints to trail development.

Be sure that all photos are shot with a camera that features geolocation, such as a gopro. Keep location data turned on your phone if feasible - this will assist in the post-processing of data by geo-tagging the location of each photo.

NOTES

- When describing contents in notes, assume “Left” and “Right” are relative to looking Northbound on the tracks

INFRASTRUCTURE CONDITIONS

For Infrastructure Conditions, teams should identify and log key features along the corridor. These include:

- Tunnels
- Bridges
- Geomorphic Hazards
- Vehicular Crossings
- Walls
- Culverts (greater than 12ft)
- Miscellaneous Obstructions

At each feature, the team should take the following steps:

1. Number the features in the ID column. Numbers should increase sequentially. (column #1: ID)
2. Mark and label the approximate location of the feature on the map.
3. Take photos. The first photo for each feature should be north-facing along the rail corridor.
4. Document the time the photo was taken. This will allow the data entry team to associate photos with features. (column #2: Time)
5. Identify the type of infrastructure feature. I.e. tunnel, bridge, etc... (column #3: Type)
6. Document the condition from 1 to 4. Guidelines for different conditions are detailed on the sheet titled "Survey Key". (column #4: Condition)
7. Provide additional notes as needed to describe unique conditions of the feature. (column #5: Notes).

GENERAL CORRIDOR CONDITIONS

For General Corridor Conditions, teams should provide a comprehensive summary of the 5-mile segment. For each category, the team should take the following steps:

1. Document the condition of each category from great to poor. (column #2: Condition)
2. Mark extents of key reaches on the map. This may include marking an extensive stretch of path with a compromised slope condition or identifying areas where private development has impacted the R/W.
3. Provide additional notes as needed to describe unique conditions of the segment. (column #3: Notes).

SEGMENT 1 - MP 83 TO 88

INFRASTRUCTURE CONDITIONS

ID	TIME	TYPE	CONDITION	NOTES
83.0	10:00	101	Good	
83.5	10:05	101	Good	
84.0	10:10	101	Good	
84.5	10:15	101	Good	
85.0	10:20	101	Good	
85.5	10:25	101	Good	
86.0	10:30	101	Good	
86.5	10:35	101	Good	
87.0	10:40	101	Good	
87.5	10:45	101	Good	
88.0	10:50	101	Good	

Infrastructure Conditions

SEGMENT 1 - MP 83 TO 88			DATE: _____
GENERAL CORRIDOR CONDITION			
TYPE	CONDITION	NOTES	
SLOPE CONDITIONS			
VEGETATION			
CONTEXT/ R/W CONDITIONS			
GENERAL OBSERVATIONS			

General Corridor Conditions

	TUNNEL	BRIDGE	GEOMORPHIC	ROAD CROSSING	CULVERT
TYPE CODING	<div>T - T¹T²T³T⁴</div> <div>T¹: Portal material <input type="checkbox"/> T/Timber <input type="checkbox"/> C/Concrete</div> <div>T²: Tunnel lining material <input type="checkbox"/> T/Timber <input type="checkbox"/> C/Concrete <input type="checkbox"/> S/Shotcrete)</div> <div>T³: Visibility <input type="checkbox"/> V/Visible through <input type="checkbox"/> N/Not visible through</div> <div>T⁴: Drainage inside <input type="checkbox"/> W/Wet or damp <input type="checkbox"/> D/Dry</div> <div>E.G.: T - CCVW > Tunnel with concrete portal, concrete lining, is visible through, and has standing water or dampness inside tunnel.</div>	<div>B-B¹</div> <div>B¹: Bridge Construction <input type="checkbox"/> S/Steel <input type="checkbox"/> T/Timber</div> <div>E.G.: B-T - Timber Bridge.</div>	<div>G</div>	<div>X-X¹X²X³</div> <div>X¹: Road Type <input type="checkbox"/> U/Public <input type="checkbox"/> R/Private</div> <div>X²: Crossing Infrastructure <input type="checkbox"/> C/Crosswalk or Signal <input type="checkbox"/> N/None</div> <div>X³: Site Lines <input type="checkbox"/> A/Adequate site lines <input type="checkbox"/> P/Poor site lines</div> <div>E.G.: X-UCA - Public road with existing crossing infrastructure and adequate site lines.</div>	<div>C</div>
1	Generally intact. <input type="checkbox"/> Tunnel is intact and usable. <input type="checkbox"/> May need minor repairs.	Generally intact. <input type="checkbox"/> Piers, abutments, super structure, and deck appear intact.	Steep Bench./ Retaining Wall Failure <input type="checkbox"/> Tracks on general stable and intact bench with steep upper cut and drop off conditions. <input type="checkbox"/> Typical conditions include rock falls, and failed or failing retaining walls. <input type="checkbox"/> Any failing retaining wall that is within 10ft of track centerline should be photographed and length estimated.	Crossing Infrastructure. <input type="checkbox"/> Existing crossing infrastructure intact from previous railroad crossing. <input type="checkbox"/> Clear site lines. <input type="checkbox"/> Low roadway volumes (residential or rural road) or less than 2 lanes of vehicular traffic present with 5' shoulders.	Generally intact. <input type="checkbox"/> Culvert is generally intact. <input type="checkbox"/> May need minor maintenance.
2	Partial Collapse. <input type="checkbox"/> Partial collapse at portals or inside tunnel. <input type="checkbox"/> Major repairs needed to open tunnel. <input type="checkbox"/> Note general extent and location of collapse as possible. Use caution entering these tunnels.	Visible Damage. <input type="checkbox"/> Visible damage to piers, abutments, super structure, and or deck. <input type="checkbox"/> Bridge is still standing and has not collapsed. <input type="checkbox"/> Note what parts of the bridge appear to be damaged.	Soil Creep. <input type="checkbox"/> Surface features appear generally intact, but entire underlying soil is slowly moving downhill. <input type="checkbox"/> Tracks appear to be distorted and twisted.	Soil Creep. <input type="checkbox"/> Surface features appear generally intact, but entire underlying soil is slowly moving downhill. <input type="checkbox"/> Tracks appear to be distorted and twisted.	Visible Damage. <input type="checkbox"/> Portion of culvert is visible damaged, but has not collapsed completely. <input type="checkbox"/> Needs repair.
3	Full Collapse. <input type="checkbox"/> Entire tunnel has collapsed and is impassible. <input type="checkbox"/> Note whether tunnel has daylighted (roof has collapsed in and light can be seen through the top).	Partial or Full Collapse. <input type="checkbox"/> Bridge has collapsed. <input type="checkbox"/> Note the extent of the collapse.	Rotational Slide/Slip Out. <input type="checkbox"/> Soil appears to have completely slipped away resulting in a steep drop off from tracks. <input type="checkbox"/> Tracks and ties twisted and downhill. <input type="checkbox"/> Loose soil downhill below tracks.	Rotational Slide/Slip Out. <input type="checkbox"/> Soil appears to have completely slipped away resulting in a steep drop off from tracks. <input type="checkbox"/> Tracks and ties twisted and downhill. <input type="checkbox"/> Loose soil downhill below tracks.	Collapse or Blow Out. <input type="checkbox"/> Culvert has collapsed. <input type="checkbox"/> Tracks are blown out due to culvert.
4			Transitional Slide/Major Landslide. <input type="checkbox"/> Large landslide across tracks. <input type="checkbox"/> Large amount of soil that has ripped away tacks and ties. <input type="checkbox"/> Large amounts of active slide material coming down from above rail-bed.		



SEGMENT 1 - MP 58 TO 63

DATE: _____

GENERAL CORRIDOR CONDITION

CATEGORY	CONDITION	NOTES
	1: Great, good condition. 2: Good, minor constraints. 3: Poor, significant constraints.	
GEOMORPHIC / SLOPE CONDITIONS	Descriptors: - Flat terrain - Moderate terrain w/ bench - Steep terrain w/ bench - Fill Section Note the following: - Rough tally of minor rock falls and debris on rail. Larger geomorphic events should be marked on "Infrastructure Conditions" sheet.	
VEGETATION	Note the following: - Tree coverage	
CONTEXT/ R/W CONDITIONS	Note the following: - Private property intrusion - Fencing of tracks by private property owners - Potential access locations	
GENERAL OBSERVATIONS	Note the following: - Retaining walls in need of repair - Small culverts in need of cleaning/repair - Presence of gas or utility lines w/in corridor - Scenic value of segment - Potential hazardous waste site - Railroad debris - Potential cultural sites	

Appendix C

Detailed Existing Conditions Tables

This appendix includes detailed existing conditions information gathered to characterize conditions within and near the rail corridor. The following tables are included herein:

- Table C-1 Portions of the Rail Corridor not Field Surveyed (Assessed Remotely)
- Table C-2 Major and Minor Encroachments within the Rail Corridor
- Table C-3 Bridges and Trestles within the Rail Corridor
- Table C-4 Tunnels within the Rail Corridor
- Table C-5 Culverts within the Rail Corridor
- Table C-6 Depots and Yards within the Rail Corridor
- Table C-7 Abandoned Rail Equipment, Structures, and Rail Debris within the Rail Corridor
- Table C-8 Landslides and Slope Failures
- Table C-9 Hazardous Materials Sites within or Adjacent to the Rail Corridor
- Table C-10 CWHR Habitat Acreages by Rail Corridor Section
- Table C-11 Federal and State Regulations and Policies – Water Quality, Vegetation, and Wildlife
- Table C-12 Conservation Easements and Open Space Preserves within 2.5 Miles of the Rail Corridor
- Table C-13 Rail Corridor Public Access Points
- Table C-14 Recreational Resources within 2.5 Miles of the Rail Corridor

Table C-1 Portions of the Rail Corridor not Field Surveyed (Assessed Remotely)

Source: Alta, Ascent, and PWA 2020.

Table C-2 Major and Minor Encroachments within the Rail Corridor

Description	MP Location	Segment
RWT Southern Section		
There are no major or minor encroachments within this section.	NA	NA
RTT Southern Section		
Winery fence across corridor	87.1	7
Deer fence across corridor	109.3	11
Deer fence across corridor	109.7	11
Industrial equipment within corridor	121.9	15
Ranching use of corridor	124.5	16
Ranching use of corridor	125.5	16
Fences near and across corridor	126.1	16
Fence across corridor	128.7	16
Miscellaneous debris-garbage on tracks	140.4	20
Recreational vehicle sored in corridor	145.3	21
Private development	145.3	21
Private development	145.3	21
Miscellaneous items	145.4	21
Boulders placed on tracks	148.4	21
RTT Eel River Canyon Section		
Private development	152.5	22
Rock armor-buttressed slope in corridor	157	22
Private development	158.2	22
Private development	158.3	22

Description	MP Location	Segment
Cultivation-related materials/hoop house	208.7	29
Materials placed on tracks	208.9	29
Culverts placed across tracks	214.1	29
Fence across tracks	215.8	29
Staged culverts and rock armor	215.7	29
Private development	216	29
Private development	225	31
Private development	229.9	32
Gravel staged on tracks	232.3	32
Humboldt County Roads staging area	232.2	32
Gravel staged on tracks	232.7	32
RTT Northern Section		
Humboldt Redwood Company mill has encroached on corridor for approximately 1 mile	255.1	37
Construction company has fenced corridor and is using it for storage	294.8	51
RTT Korblex Branch		
Corridor becomes shared driveway	296.5	51
Potting soil company has encroached on corridor	298.4	52
Gravel yard is encroaching on corridor for about 650 feet	299.3	52
Farm is encroaching on corridor for about 300 feet	299.9	52
RTT Carlotta Branch		
Vehicle parked on tracks	0.4	57
Vehicles/farm equipment parked on tracks	0.5	57
Fence across tracks	0.7	57
Material stored on tracks	1.4	57
Fence across tracks	1.7	57
Gate across tracks	3.7	57
Heavy equipment parked on tracks	3.7	57
Miscellaneous debris on tracks	4.4	57
Miscellaneous debris on tracks	4.4	57
Private development	4.4	57
Private land uses occupy the abandoned rail yard for 2,100 feet	4.7	57
Private development	4.7	57
Gate across tracks	4.9	57
Private development	4.9	57
Two fences across tracks	5	57
Private development	5.5	57
Fence across tracks	5.9	57
Fence across tracks	6.2	57

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Description	MP Location	Segment
Fence across tracks	6.3	57
Fence across tracks	6.3	57
Fence across tracks	6.4	57
Fence across tracks	6.5	57
Private development	7.2	57
Boulders placed on tracks	7.9	57
Gate across tracks	8.6	57
Gate across tracks	8.7	57
RTT Samoa Branch		
Residence is encroaching on corridor (fence)	0.4	53
Driveway is encroaching on corridor	7.7	55
Hydrocarbon plant has fenced corridor to prohibit access	8.7	56

Notes: MP = Milepost; NA = Not Applicable; RTT = Rail to Trail; RWT = Rail with Trail. Major encroachments are indicated with **bold** text.

Source: Compiled by Ascent Environmental in 2020.

Table C-3 Bridges and Trestles within the Rail Corridor

MP Location	Segment No.	Approximate Length (feet)	Condition	Description
RWT Southern Section				
85.1	6	197	Generally intact	Steel bridge with concrete abutments.
86.4	6	78	Generally intact	Not observed in the field (viewed from aerial).
RTT Southern Section				
89.8	8	15	Visible damage	Timber bridge in need of structural repairs.
91.9	8	200	Visible damage	Some rot to deck and frame structure; estimated to be 40 feet tall. Channel below blocked with debris.
97.7	8	40	Generally intact	Concrete footings with steel girders. Timber rot observed. About 15 feet wide.
99.9	9	N/A	Generally intact	Feliz Creek Bridge. Steel bridge with concrete abutments.
107.7	10	15	Generally intact	Timber deck with concrete abutments.
109.3	10	25	Generally intact	About 4 feet wide. Timber and concrete abutments in good condition.
110.5	11	130	Generally intact	Robinson Creek Bridge. Not observed in the field (viewed from aerial).
117.5	14	N/A	Generally intact	Not observed in the field (viewed from aerial).
120.4	15	307	Generally intact	Midspan-steel.
121.1	15	42	Generally intact	Located over creek in vineyard.
124.6	16	20	Visible damage	20 foot span over private road. Concrete abutments and girders appear to be in good condition.
129.9	16	60	Partially or fully collapsed	Bridge is totally burnt out. Concrete abutment appears to be in good condition.
135.5	17	121	Generally intact	No vertical structure, steel girders with wood decking and concrete abutments. Deck is about 10 feet wide.
139.7	19	40	Visible damage	Wooden bridge includes safety railings on both sides and gravel surface.
140.5	20	N/A	Visible damage	The bridge infrastructure appears intact although some deck boards have rotted and collapsed with safety railings on both sides. Abandoned rail car visible to the west.
141.2	20	120	Generally intact	The bridge infrastructure appears intact with safety railings on both sides and a gravel surface.
141.8	20	N/A	Generally intact	The bridge infrastructure appears intact although no safety railing on either side, bridge is about 14 feet wide.
143.0	20	250	Generally intact	Bridge over Outlet Creek with metal superstructure for southern section (about three quarters of the total length) and wooden timbers for remaining northern section. Safety railings on both sides.
148.2	21	250	Visible damage	The bridge infrastructure appears intact with safety railings on both sides, although some wooden decking is failing.
150.8	21	N/A	Generally intact	The bridge infrastructure appears intact although no safety railing on either side, bridge is about 16 feet wide.
RTT Eel River Canyon Section				
151.2	21	200	Generally intact	Bridge over Outlet Creek with metal superstructure and safety railings on both sides.
152.1	21	400	Generally intact	Bridge over Outlet Creek with metal superstructure and safety railings on both sides.
156.2	22	300	Visible damage	Bridge over Outlet Creek with metal superstructure and safety railings on both sides. Some wooden bridge decking is rotting and unstable.

MP Location	Segment No.	Approximate Length (feet)	Condition	Description
157.2	22	300	Generally intact	Bridge over Outlet Creek with metal superstructure. Safety railings on east side, no safety railing or walkway on west side.
157.4	22	300	Generally intact	Bridge over Outlet Creek with metal superstructure and safety railings on both sides, although the west railing has two sections missing.
158.8	22	80	Generally intact	Bridge over Bloody Run Creek with concrete arch structure and no safety railing on either side; bridge is surfaced with gravel.
159.9	22	350	Visible damage	Bridge over Outlet Creek with metal superstructure appears intact with safety railing on both sides, although some wooden bridge decking is rotting and unstable.
167.5	24	100	Generally intact	Bridge spanning across Burger Creek with a metal superstructure and wooden safety railings on both sides, Infrastructure appears mostly intact although some wooden bridge decking is rotting.
171.9	25	60	Generally intact	Bridge over Woodman Creek with steel superstructure and concrete abutments; anchored in bedrock.
178.4	25	150	Generally intact	Bridge spanning across Shell Creek with a metal superstructure., Infrastructure appears mostly intact, with metal walkways and safety railings on both sides; one wooden tie has rotted and collapsed near center of bridge.
183.0	26	250	Generally intact	Bridge spanning across Blue Rock Creek with a metal superstructure; infrastructure appears mostly intact with metal walkways and safety railings on both sides. Some wooden decking is rotting.
184.9	27	180	Generally intact	Bridge across Bell Springs Creek with a metal superstructure appears to be mostly intact, with wooden safety railings on both sides. Railroad tracks have been removed to allow for vehicle passage, and some wooden decking is rotting.
187.0	27	25	Generally intact	Bridge with wooden beams spanning across concrete abutments/wingwalls and surfaced with fill material and railroad bed gravel. No safety rails exist on either side, and bridge appears mostly intact and stable.
194.8	28	500	Generally intact	Common name is Island Mountain Bridge. Bridge over Eel River is a steel truss bridge with three concrete piers. Utility lines run alongside the bridge.
199.2	28	130	Generally intact	Unnumbered small bridge/trestle appears to be intact. Not field inventoried (viewed from aerial).
199.9	28	245	Generally intact	Bridge over Kekawaka Creek has two concrete abutments and piers. Super structure in good condition.
205.8	28	100	Generally intact	Bridge/trestle over unnamed tributary stream. Appears to be intact and functioning. Not field inventoried (viewed from aerial).
206.7	28	1,190	Generally intact	Common name is Alderpoint Bridge. Bridge over Eel River at Cain Rock is a steel truss bridge with concrete abutments and 10 concrete piers. Superstructure is in good shape and has some surficial rust. Wood deck has some rotten railroad ties and some are skewed, leaving large gaps.
211.1	29	12	Visible damage	Long flat car with superstructure in good condition, and timber decking rotting on the sides.
211.7	29	360	Generally intact	Bridge superstructure (over Steelhead Creek) with piers and abutments intact. Some tension cracks in bridge foot where it meets pier, but appears stable.

MP Location	Segment No.	Approximate Length (feet)	Condition	Description
221.9	30	275	Visible damage	Wood trestle bridge across Brock Creek. Metal superstructure appears mostly intact with a wooden safety railing on the upstream side. Some wooden bridge decking is rotting and has sinkholes in the bridge surface.
227.9	31	100	Visible damage	Bridge with metal superstructure spans across a steep cliff face. Infrastructure appears intact and has safety railings on both sides, although some wooden bridge decking is rotting and unstable.
230.3	32	N/A	Generally intact	Wooden bridge over a large stream, infrastructure appears intact.
231.8	32	N/A	Generally intact	Wooden bridge over a small stream crossing. deck appears stable; however, aggraded sediment has almost reached the bottom of the deck and two gullies have formed near the edge of the bridge.
233.1	32	N/A	Generally intact	Wooden bridge has been installed over a stream crossing with a 48-inch culvert installed downstream. Bridge has cable guard rail and is covered by vegetation.
RTT Northern Section				
236.3	33	40	Generally intact	Common name is Dryerville Loop Road Overpass. Bridge with metal superstructure spans across Dyerville Loop Road and a stream crossing. Bridge has a 12-foot height clearance with a bypass road. Bridge has cable safety rails on both sides.
238.0	33	806	Visible damage	Common name is Cain Rock Bridge. Most of timber deck is rotten, half of bridge has been updated with steel decking.
239.6	33	150	Generally intact	Wooden trestle.
240.4	33	235	Partially or fully collapsed	Failed bridge over Allen Creek is inaccessible.
242.0	34	260	Visible damage	Common name is Chris Creek Bridge. Wood decking of bridge is rotten in places. Steel and concrete structure is intact. Constructed in 1910.
243.3	34	400	Partially or fully collapsed	Complete failure/washout of bridge. Inaccessible. Viewed from aerial.
246.5	35	45	Visible damage	Inaccessible, viewed from aerial.
247.2	35	100	Generally intact	Thick duff and plants growing on top of the bridge deck. Bridge has no railing.
248.0	35	160	Visible damage	Inaccessible, viewed from aerial.
251.6	36	200	Visible damage	Trestle bridge with wooded deck is rotten in places. Wooden pilings are in good condition.
257.1	38	605	Visible damage	Common names are Nanning Creek Trestle and Scotia Bluffs Bridge. Trestle bridge with rotten wooden decking and ties missing in places.
261.9	39	475	Generally intact	Van Duzen River Bridge. Steel and concrete bridge with timber deck and railings. Constructed in 1913.
262.4	39	30	Visible damage	Trestle bridge with termite damage to piers.
264.7	40	75	Generally intact	16-foot wide steel and concrete bridge with low railings and wooden abutments.
270.6	42	700	Generally intact	Common name is Loleta Trestle. Trestle bridge with some rotten decking. Recently maintained and used by community as walking path.
271.8	43	20	Partially or fully collapsed	Failed wooden bridge with hanging ties, probably a failed culvert.
273.2	43	40	Generally intact	Wooden bridge with wooden railings on one side.

MP Location	Segment No.	Approximate Length (feet)	Condition	Description
275.7	44	10	Visible damage	Wooden bridge; bottom timbers are rotten and abutment is eroded.
280.4	46	250	Generally intact	Concrete bridge; cable railing is broken in places.
285.6	49	850	Generally intact	Common name is Eureka Slough Bridge. Concrete bridge with broken railing. Start of Class 1 path on south side of bridge.
289.8	49	40	Only pilings remain	Failed wooden bridge, only pilings remain.
290.3	49	40	Generally intact	New Class 1 path bridge immediately adjacent to existing rail culvert crossing.
290.5	49	53	Generally intact	New Class 1 path bridge immediately adjacent to existing wooden rail bridge.
290.7	49	195	Generally intact	New Class 1 path bridge immediately adjacent to existing wooden rail bridge.
291.5	49	50	Generally intact	New Class 1 path bridge immediately adjacent to existing wooden rail bridge.
RTT Korblex Branch				
296.9	52	200	Partially or fully collapsed	Failed trestle bridge with rotten pilings and missing beams.
296.9	52	200	Partially or fully collapsed	Failed trestle bridge with rotten pilings and missing beams.
297.0	52	40	Only pilings remain	Only some pilings and cross arms remain of the bridge.
297.0	52	40	Only pilings remain	Only some pilings and cross arms remain of the bridge.
297.2	52	100	Partially or fully collapsed	Wooden trestle bridge with rotten piers and beams.
297.2	52	100	Partially or fully collapsed	Wooden trestle bridge with rotten piers and beams.
297.9	52	415	Partially or fully collapsed	Bridge with steel superstructure intact; wooden beams and deck are rotten. Bridge is used to support a municipal waterline,
299.1	52	40	Only pilings remain	Failed timber bridge, only pilings remain.
299.1	52	600	Only pilings remain	Failed causeway trestle over wetland. Some pilings remain.
RTT Samoa Branch				
0.9	53	30	Generally intact	Bridge with no railings.
3.7	54	80	Generally intact	Concrete bridge with no railings.
RTT Carlotta Branch				
4.8	57	N/A	Generally intact	Bridge over Yager Creek includes metal superstructure (western section, three quarters of total length) and wooden timbers (eastern section, one quarter of total length). Infrastructure appears intact with safety railings on both sides of metal (western) portion of bridge.

Notes: MP = Milepost; RTT = Rail to Trail; RWT = Rail with Trail.

Source: Compiled by Ascent Environmental, Alta, and PWA in 2020.

Table C-4 Tunnels within the Rail Corridor

MP Location	Segment No.	Approximate Length (feet)	Condition	Description
RWT Southern Section				
85.8	6	350	Generally intact	Timber tunnel, built in 1889.
RTT Southern Section				
88.0	7	1,760	Fully collapsed	Collapsed timber tunnel, built in 1889.
89.2	8	260	Generally intact	Tunnel in good condition, timber on east entrance and concrete on west entrance. Built in 1889.
93.9	8	1,270	Generally intact	Exposed rock tunnel in good condition with some minor rockfalls. Rock south entrance with timber/concrete north entrance. Built 1889.
94.8	8	445	Generally intact	Timber tunnel in good condition, with some minor collapse and debris on each end. No debris inside. Tunnel is approximately 20 feet wide. Built in 1889.
150.0	21	1,200	Generally intact	The tunnel is slightly curved and generally intact with no collapsed areas observed. Built in 1911.
RTT Eel River Canyon Section				
156.1	22	230	Fully collapsed	Concrete tunnel has completely collapsed in the center section, with no evidence of daylighting. Tunnel portals are intact, and an access road exists around the tunnel. Built in 1911.
161.1	22	380	Generally intact	Tunnel is generally intact with no collapsed areas observed. Miscellaneous railroad debris at both ends. Built in 1911.
163.7	23	340	Partially collapsed	Tunnel interior was not surveyed, however north and south portals appear intact. Built in 1911.
167.0	24	375	Generally intact	Tunnel 16 is generally intact with no collapsed areas. Wooden southern portal is partially collapsed, and the concrete northern tunnel is intact. Built in 1911.
169.7	24	175	Fully collapsed	Tunnel 17 is wooden and has a generally intact southern portal. The center section has completely collapsed, blocking access through the tunnel. Cutbank/hillslope slide near the southern tunnel entrance has deposited material on the tracks for about 40 feet. Built in 1912.
171.8	25	200	Partially collapsed	Tunnel 18 (Woodman Creek Tunnel) is a rock lined with timber tunnel. Concrete north portal is intact. South entrance has been buried by a large landslide. Built 1912.
175.4	25	465	Partially collapsed	Tunnel 20 is a timber and concrete tunnel built in 1912. South entrance is open; however, the north entrance is blocked and no longer accessible.
176.0	25	335	Fully collapsed	Tunnel 21 is a concrete and timber tunnel. The center has completely collapsed, and the northern portal is partially collapsed. The southern portal was inaccessible at the time of the survey.
179.2	26	135	Partially collapsed	Tunnel 22 is intact with concrete portals. The cutbank/hillslope landslide near the southern tunnel entrance has deposited material on the tracks. Built in 1913.
183.2	26	100	Generally intact	Tunnel 23 is intact. The inside is covered by shotcrete, and the tunnel has no formal portals. Built in 1913.

MP Location	Segment No.	Approximate Length (feet)	Condition	Description
188.2	27	430	Partially collapsed	Tunnel 24 has partially collapsed near the northern portal and in the center section, but is still passible. Built 1913.
195.2	28	4,300	Generally intact	Tunnel 27 is generally intact with no collapsed sections and is lined by a variety of materials. South portal has tension cracks and warping, and the first 100 feet has standing water. North portal is in good condition but has a lot of bats. Hazards: low air flow, fine dust, and long length. Built in 1913.
199.7	28	260	Generally intact	Tunnel 28 is lined with woven chicken wire and wood spanners. Tunnel entrances are lined with shotcrete. Built in 1914.
200.9	28	280	Generally intact	Tunnel 29 has several rotten timber beams and ceiling spanners, which expose the overlying bedrock. Built in 1914.
209.5	29	355	Generally intact	Concrete tunnel is in good condition. Built 1914.
212.5	29	470	Generally intact	Tunnel has shotcrete and cement lining. Tunnel has standing water and rotted ceiling timber beams where dirt and rocks have piled in.
226.8	31	350	Generally intact	The tunnel is generally intact with no collapsed areas.
227.8	31	400	Partially collapsed	The tunnel has largely intact portals, however the center and northern sections have collapsed restricting access through tunnel.
228.7	31	300	Partially collapsed	The tunnel has largely intact portals. The center section has collapsed in multiple locations restricting access through tunnel. A landslide occurred near the southern tunnel entrance covering tracks for a width of about 35 feet.
233.9	32	250	Generally intact	Tunnel was built in 1943. No obvious repairs needed.
234.0	32	430	Generally intact	The tunnel is generally intact with no collapsed areas observed; tunnel is open throughout its length.
RTT Northern Section				
243.6	34	1,600	Partially collapsed	Tunnel is inaccessible due to failure of wooden lining. South portal has a small collapse near the entrance.
247.0	35	360	Fully collapsed	Tunnel is collapsed; timbers have failed approximately 50 feet inside of the north portal.
272.3	43	1,950	Generally intact	Tunnel has standing water, and a small roof collapse near the north timber portal, but is otherwise intact.
RTT Carlotta, Samoa, and Korblex Branches				
NA	NA	NA	NA	There are no tunnels located along the branches.

Notes: MP = Milepost; NA = Not Applicable; RTT = Rail to Trail; RWT = Rail with Trail.

Source: Compiled by Ascent Environmental, Alta, and PWA in 2020; Stindt and Dunscomb 1964

Table C-5 Culverts within the Rail Corridor

MP Location	Segment No.	Condition	Description
RWT Southern Section			
NA	NA	NA	There are no documented culverts in this section.
RTT Southern Section			
91.5	8	Collapsed or blown out	Culvert has blown out, with a 12-foot wide chasm.
91.7	8	Generally intact	Minor repair needed for outfall channel.
92.1	8	Collapsed or blown out	Approximately 4-foot diameter culvert has failed due to hillside erosion on east side of tracks, bed is damaged.
93.8	8	Collapsed or blown out	Partially blocked culvert; eroding downhill slope, with sinkhole below tracks.
96.6	8	Generally intact	Undercrossing culvert.
98.1	8	Partially collapsed	Culvert is failing and in need of repair.
108.4	10	Collapsed or blown out	Culvert has blown out. About 50 feet of railbed have been damaged.
108.7	10	Generally intact	Approximately 4-foot diameter concrete culvert with headwall.
108.9	10	Generally intact	Approximately 5-foot diameter concrete culvert with outfall channel.
125.0	16	Generally intact	About 225 feet of blown out embankment structure.
125.2	16	Collapsed or blown out	Approximately 50 feet downslope of corridor has been eroded due to blow out; tracks are still intact.
127.5	16	Collapsed or blown out	Approximately 3-foot diameter culvert. Downhill outfall is blown out. Intake is blocked/collapsed.
127.7	16	Collapsed or blown out	Approximately 4-foot diameter culvert, with substantial downhill erosion.
127.8	16	Collapsed or blown out	Culvert is completely gone; substantial channeling of water up and downslope.
128.0	16	Collapsed or blown out	Approximately 4-foot diameter culvert present, but tracks and slope completely eroded for about 25 feet.
128.4	16	Collapsed or blown out	Approximately 4-foot diameter culvert blown out, but tracks are intact and floating.
129.4	16	Partially collapsed	Culvert wall needs maintenance; minor blowout.
129.9	16	Collapsed or blown out	Culvert is blown out due to soil movement associated with creek flood event.
130.2	16	Collapsed or blown out	Culvert is blown out due to soil movement associated with creek flood event.
132.6	16	Collapsed or blown out	Approximately 2-foot diameter wooden culvert.
135.6	18	Collapsed or blown out	Total blow out.
RTT Eel River Canyon Section			
162.7	23	Generally intact	Pipe arch culvert (diameter estimated to be about 12 feet wide) assessed from across the Eel River. Appears to be intact as well as the railroad crossing.
164.2	23	Generally intact	A concrete arch culvert (estimated to be between 10 and 12 feet wide) assessed from across the Eel River appears to be intact as well as the railroad crossing.
169.6	24	Generally intact	Large stream crossing.
174.3	25	Partially collapsed	Concrete arch culvert (about 8.5 feet by 10 feet) at Barn Creek. Culvert floor worn through; cracks in arch walls.
174.6	25	Partially collapsed	Concrete arch culvert (about 10 feet by 12 feet) at Black Oak Creek. Culvert floor worn through; cracks in arch walls and headwall.

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MP Location	Segment No.	Condition	Description
175.0	25	Generally intact	Concrete arch culvert (about 18 feet by 16 feet) at Corbet Creek. Small cracks in arch and some wear to culvert floor.
176.1	25	Partially collapsed	Stream crossing with concrete arch (about 10 feet by 12 feet). Fractures in the entire circumference of arch and floor.
179.3	26	Generally intact	Stream crossing with concrete arch culvert.
185.0	27	Generally intact	Concrete arch culvert at Cinch Creek.
192.1	28	Generally intact	Stream crossing with concrete arch culvert at Raff Creek.
197.2	28	Generally intact	Stream crossing with culvert at Boulder Creek appears intact and functioning.
199.6	28	Generally intact	Stream crossing with culvert at Queatchumpah Creek appears intact.
204.4	28	Generally intact	Large stream crossing with concrete culvert at Haman Creek. The inboard edge of the crossing should be investigated as there is a lot of rock (potential erosion) at the inboard rail track.
204.7	28	Generally intact	Stream crossing with concrete culvert at Ticknor Creek. Appears to be functioning properly.
205.1	28	Generally intact	Stream crossing with concrete culvert. Appears to be functioning properly.
214.1	29	Partially collapsed	Soda Creek has a bore hole in bedrock acting as a culvert near a high-fill crossing. The borehole is approximately 10.5 feet wide and 12 feet tall. The borehole is open all the way through, but upstream plugging potential is high.
220.1	30	Generally intact	A 12-foot diameter concrete arch culvert is at the base and appears to be intact; railroad crossing is intact as well.
RTT Northern Section			
NA	NA	NA	There are no documented culverts in this section.
RTT Carlotta, Samoa, and Korblex Branches			
NA	NA	NA	There are no documented culverts along the branches.

Notes: MP = Milepost; NA = Not Applicable; RTT = Rail to Trail; RWT = Rail with Trail.

Source: Compiled by Ascent Environmental, Alta, and PWA in 2020

Table C-6 Depots and Yards within the Rail Corridor

Depot or Yard Name	Existing (Y/N)	Current Use	MP Location
RWT Southern Section			
Healdsburg Depot (also known as the Southern Pacific Oliveto Station)	Yes	Owned by Sonoma County Model Railroad Society, use seems undecided right now. There is an existing permit for SMART to use the building for storage.	Between MP 68 and 69
Cloverdale Depot	Yes	Anticipated use for future SMART rail services.	Between MP 84 and 85
RTT Southern Section			
Ukiah/Perkins Street Railroad Depot (Northwestern Pacific Railroad Depot)	Yes	This depot was rehabilitated with federal ISTEA funds and is required to remain in transportation-related use. It is currently rented out to the City of Ukiah, and is eligible for NRHP listing.	Near MP 114
Southern Pacific Calpella Station	No*	NA	Near MP 119 and 120. Immediately adjacent to rail line
Southern Pacific Redwood Valley Station	No*	NA	Near MP 122. Immediately adjacent to rail line
Willits Depot and Yard (Skunk Depot)	Yes	Willits hub for the Skunk Train, which extends from Willits to Fort Bragg. Listed in the NRHP in 1999, listed in the CRHR. Currently used as eastern terminus of the Skunk Train, a heritage railroad that runs west to Fort Bragg. Site additionally houses the Willits Chamber of Commerce Visitor Center.	Between MP 139 and 140 299 E. Commercial Street
RTT Eel River Canyon Section			
Dos Rios Rail Yard	No*	NA	Between MP 166 and 167, immediately adjacent to rail line
Nashmead Maintenance Yard	No*	NA	Between MP 175 and 176. Immediately adjacent to rail line
Bell Springs Maintenance Yard	No*	NA	Near MP 185, immediately adjacent to rail line
Island Mountain Maintenance Yard	Yes	Unknown	Near MP 194, immediately adjacent to rail line
Alderpoint Maintenance Yard	No*	NA	Near MP 209, immediately adjacent to rail line
Fort Seward Depot/Maintenance Yard	Yes	Unknown	Near MP 216, immediately adjacent to rail line
RTT Northern Section			
South Fork Maintenance Yard/Station	No*	NA	Near MP 237, immediately adjacent to rail line
Shively Depot	No*	NA	MP Unknown, near Shively, CA
Scotia Maintenance Yard	No*	The Town of Scotia Company, LLC owns residential and commercial structures, sawmill is owned and operated by Humboldt Redwood Company (formerly Mendocino Redwood Company). The County of Humboldt adopted a special historic resource zoning designation and historic district zoning code applicable only to Scotia.	Near MP 253, immediately adjacent to rail line
Fortuna Depot	Yes, but was relocated to 3 Park Street in Rohnert Park	Fortuna Depot Museum	NA (formerly MP 266)

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Depot or Yard Name	Existing (Y/N)	Current Use	MP Location
Ferndale Depot (Fernbridge Depot)	Yes	Warehouse for a farm equipment business. Not evaluated, but may be eligible for listing in the NRHP and CRHR	Near MP 268
Loleta Depot	No	NA	Within the Linear Park across from the commercial corridor between Main Street and Railroad Avenue, and near the Bank of Loleta. Near MP 271
NWP Railroad Yard	No*	NA	Near MP 284, immediately adjacent to rail line
Eureka Depot	No; demolished in 1971	NA	MP Unknown
Arcata Depot	No; demolished in 1972	NA	MP unknown. On E Street, between 9th and 10th Streets
RTT Korblex Branch			
Arcata and Mad River Railroad Rail Yard (Glendale)	Yes	Managed by the Northern Counties Logging Interpretive Association. Association's goal is to create a museum for historic logging and railroad equipment.	MP 298
Arcata and Mad River Railroad Depot (Blue Lake)	Yes	1970 plaque designates the railroad as a California Historic Landmark (CHL No. 842). Houses the Blue Lake Museum, opened by the Blue Lake Museum Society in 1982.	Near MP 301 300 Railroad Ave, Blue Lake
RTT Carlotta Branch			
Alton Depot	No	Likely destroyed by fire.	MP 0 At the intersection of Old State Highway 101 and State Route 36
RTT Samoa Branch			
NA	NA	There are no identified depots or yards along this branch.	

Notes: CRHR = California Register of Historic Resources; ISTE = Intermodal Surface Transportation Efficiency Act; MP = Milepost; NA = Not Applicable; NRHP = National Register of Historic Places; RTT = Rail to Trail; RWT = Rail with Trail; SMART = Sonoma-Marin Area Rail Transit; Y/N = yes or no.

*Historical sources indicate the existence of a stop or loading/unloading site; however, no structures were observed in the field. Documentation of demolition of structures was not available for all locations through literature review, and no structure remnants were observed during the field assessment.

Source: Compiled by Ascent, Alta, and PWA in 2020; Kallan 2011; Mason 2016; Moore 2017; Mason 2010; Hedges 2002; Anderson 2010; Willits New 2016; SunnyFortuna.com 2019; City of Fortuna 2019; O'Hara 2013:118

Table C-7 Abandoned Rail Equipment, Structures, and Rail Debris within the Rail Corridor

Description	MP Location	Segment
RWT Southern Section		
No rail debris was found in this section	NA	NA
RTT Southern Section		
Multiple rail cars and miscellaneous railroad items, Skunk Train/Depot area	139.4	19
Multiple rail cars on east tracks	139.6	19
Multiple rail cars on west tracks	139.7	19
Multiple rail car axles on west tracks	139.9	19
Multiple overturned rail cars on outboard fillslope of railroad track bench	151.6	21
RTT Eel River Canyon Section		
Overturned rail car to west of tracks	152.7	22
Railroad infrastructure	166.5	24
Crane - Rail metal debris	166.5	24
Railroad cars	166.5	24
Railroad cars	166.5	24
Rail metal debris chassis	166.5	24
Rail metal debris	166.5	24
Rail metal debris	166.5	24
Rail metal debris	166.6	24
Railroad debris	166.6	24
Old railroad infrastructure	166.6	24
Old track switch	166.7	24
Old railroad infrastructure	166.7	24
Rail car	166.8	24
Rail debris	168.5	24
Rail debris	170.6	24
Rail debris	170.6	24
Concrete tunnel portal failed and slide into river	171.8	25
Rail waste from rail removal	173.6	25
Rail car in middle of river	174.1	25
Rail debris (potential old culvert)	174.3	25
Grease box	176.4	25
Rail debris	177.6	25

Appendix C

Description	MP Location	Segment
Rail debris	177.8	25
Rail waste	179.2	26
Track switch #17	180.0	26
Rail car	180.1	26
Rail car/debris	180.1	26
Rail car/metal waste	180.5	26
Rail car/metal waste	180.5	26
Rail car/metal waste	180.5	26
Rail car/metal waste	180.5	26
Rail car/metal waste	180.5	26
Grease box	181.9	26
Crossing debris	183.9	26
Crossing debris	183.9	26
Rail car	184.1	26
Rail car	184.1	26
Rail car	184.1	26
Track switch number 818	184.2	26
Rail car	184.3	26
Rail car	184.3	26
Track switch	184.3	27
Grease box	185.2	27
Grease box	186.3	27
Rail car	187.1	27
Culvert debris	187.5	27
Rail car	188.0	27
Grease box	188.4	27
Rail waste	189.3	28
Track switch	190.0	28
Track switch	194.2	28
Rail metal waste (old culverts, rails)	194.4	28
Rail waste	194.4	28
Trailer	194.4	28
Rail car	194.4	28

Description	MP Location	Segment
Rail car	194.4	28
Excavator	194.4	28
Rail car	194.4	28
Rail car	194.4	28
Rail car	194.4	28
Rail car	194.5	28
Rail car	194.5	28
Rail car	194.5	28
Rail car	194.5	28
Rail car	194.5	28
Rail car	194.5	28
Rail car	194.5	28
Communication tower	194.5	28
Living quarters	194.5	28
Rail car (2)	194.5	28
Railroad building	194.6	28
Rail car	194.7	28
Rail waste	194.7	28
Rail car	195.7	28
Rail metal waste	195.7	28
Excavator	196.2	28
Rail metal waste (potential old culvert)	196.2	28
Rail metal waste	196.3	28
Rail car	196.9	28
Potential old culvert	197.2	28
Old culvert	197.7	28
Potential old culvert	199.3	28
Flat rail car	200.1	28
Horse trailer	200.2	28
Potential old culverts	200.7	28
Old culvert	200.8	28
Old culvert	201.2	28
Grease box	205.3	28
Flat car	205.7	28

[illegible]

Notes: MP = Milepost; NA = Not Applicable; RTT = Rail to Trail; RWT = Rail with Trail
Source: Compiled by Ascent Environmental in 2020.

Table C-8 Landslides and Slope Failures

Segment	MP Location	Approximate Length (feet)	Description
RWT Southern Section			
NA	NA	NA	
RTT Southern Section			
8	90.4	150	A downslope slide is undermining the tracks.
8	90.6	20	A downslope slide is undermining the tracks.
8	90.7	100	Area of soil creep and erosion.

Segment	MP Location	Approximate Length (feet)	Description
8	92.8	30	Tracks are covered in debris.
8	93.6	150	Tracks are buried beneath a large slide.
8	93.7	75	Tracks are distorted and sinking.
8	94.5	100	Tracks are buried beneath a large slide.
16	126.4	50	Uphill slide has deposited onto the tracks.
16	126.5	300	Area of soil creep and erosion.
16	126.7	50	Rail bed is undermined.
16	126.7	150	Uphill slide has undermined the tracks.
16	128.1	2,640	Uphill slide with tracks distorted and railbed undermined.
16	130.1	250	Soil creep on a grass slope.
RTT Eel River Canyon Section			
22	156.9	110	A cutslope landslide crosses the tracks.
23	164.9	300	A large landslide has deposited a material on railroad bench.
23	165.8	30	The railroad bench has slumped slightly resulting in tracks being suspended.
24	167.1	570	Large debris flow.
24	167.3	620	A large debris flow on the other side of the river has caused undercutting or the corridor.
24	167.7	520	Large earthflow has covered the rail with debris and rocks; Rails twisted. Outboard slope unstable.
24	168.2	300	Multiple active debris slides or flows across corridor.
24	169.5	385	Intermittent debris slides and rock falls deposited on tracks.
24	169.7	50	Rock slide at tunnel entrance deposited on tracks.
24	169.9	2,100	Intermittent rock/debris slides deposited on tracks.
24	170.0	216	Large hillslope failure initiated by upslope road.
24	170.1	N/A	Three small debris slides initiated by upslope road have deposited on tracks.
24	170.5	60	Debris slide with deposit covering tracks.
24	171.0	97	Debris slide with deposit covering tracks.
24	171.1	55	Debris slide with deposit covering tracks.
25	171.5	145	Upslope debris slide with minor deposition on tracks.
25	171.7	220	A large upslope debris slide has deposited on tracks.
25	171.7	215	A large upslope debris flow completely covers tracks.
25	174.1	260	Upslope debris slides along alignment with stream undercutting.
25	175.1	110	Upslope debris slides deposited onto rail tracks.
25	175.1	25	Upslope debris slides deposited onto rail tracks.
25	175.2	50	Upslope debris slides deposited onto rail tracks.
25	175.2	215	Upslope debris slides deposited onto rail tracks.
25	175.3	670	Long section of upslope debris slide deposition onto rail tracks.
25	175.9	100	Upslope debris slide deposited on tracks.
25	176.0	100	Upslope failure with debris on the tracks leading to the tunnels south entrance.

Segment	MP Location	Approximate Length (feet)	Description
25	176.4	110	Upslope debris slide deposited on tracks.
25	176.6	220	Upslope debris slide deposited on tracks.
25	176.7	120	Upslope debris slide deposited on tracks.
25	177.7	275	Upslope debris slide deposited on tracks.
25	177.9	190	Upslope debris slide deposited on tracks.
25	179.0	150	Upslope debris slide deposited on tracks.
25	179.1	110	Upslope debris slide deposited on tracks.
26	179.2	175	A large upslope debris slide has completely covered the tracks and is blocking the southern entrance to Tunnel 22.
26	180.6	30	An upslope slide has eroded through the track.
26	180.6	95	Upslope debris slides have deposited onto railroad tracks.
26	180.7	140	Upslope debris slide has buried the tracks.
26	180.7	160	Earthflow terrain with deformed and distorted tracks.
26	182.7	77	Earthflow deposits on the tracks.
26	183.1	390	Long section of upslope debris slides that have deposited material onto the tracks.
26	183.1	160	A complex of an upslope debris slide and two downslope debris flows.
26	183.5	2,290	Active large earthflow complex with many slides depositing material on the tracks.
26	183.8	100	Lower slope failure due to an active slump.
26	183.9	60	Upslope debris slide has deformed and undercut the tracks. The lower slope is also failing due to a large hillslope failure across river that has pushed the river into the hillslope below the rail alignment.
26	183.9	139	Unstable slope area with lower slope failures and upslope gullies.
27	186.4	180	Upslope debris slide is covering tracks.
27	186.5	100	Upslope debris slide is covering tracks.
27	186.5	50	Lower slope failure from river undercutting.
27	186.6	275	Upslope debris slides have deposited onto tracks.
27	186.9	262	Upslope earth flow terrain with debris flows and gullies that have eroded, undermined, and pushed tracks downslope.
27	187.7	115	Upslope debris slide has deposited material on tracks.
27	187.8	1,250	Long section of debris slides within earthflow terrain.
27	188.0	280	Upslope debris slides in earthflow terrain have buried the rail alignment in places and caused track distortion. The lower hillslope is also failing due to river undercutting.
27	188.6		An upslope debris flow has covered the tracks.
28	190.2	160	An upslope debris flow has covered the tracks.
28	190.7	230	Lower hillslope failure has eroded into rail tracks and suspended the track in some areas.
28	190.8	190	An earthflow has deformed the rail alignment.
28	193.4	55	Upper hillslope failure resulting in suspended and distorted tracks.
28	193.6	125	Upslope slide has deposited material onto rail tracks.
28	193.9	340	Upper hillslope failure within earthflow complex has pushed tracks into the river.

Segment	MP Location	Approximate Length (feet)	Description
28	194.0	95	Upslope debris flow deposited material on tracks.
28	194.1	80	Upslope hillslope debris slide deposited onto tracks.
28	195.9	100	An active slump below the track is undermining the corridor.
28	196.0	350	Track has been distorted in earthflow terrain.
28	197.4	225	Earthflow toe has buried and pushed rail tracks downslope.
28	199.2	100	Upslope earthflow has deposited material on the tracks.
28	199.3	217	Earthflow has pushed and distorted the tracks downslope.
28	200.7	200	Unstable active earthflow has buried tracks.
28	200.8	131	Upslope debris flow has deposited material on tracks. Tracks are buried and appear to be pushed downslope.
28	200.9	356	Railroad tracks are obscured and appear to be buried by former debris flow.
28	201.3	335	Large earthflow has pushed, distorted and buried tracks.
28	201.4	70	Lower slope failure has eroded into rail alignment and suspended the outer track.
28	201.5	515	Large earthflow has completely buried and distorted rail track.
28	202.3	200	Earthflow related upslope failure has pushed and distorted rail tracks downslope. Tracks look suspended in some places.
28	203.0	980	Large earthflow with multiple debris flows that have eroded the rail alignment and buried and distorted the rail tracks.
28	203.7	375	A large active slide complex within earthflow terrain. There are multiple debris flows and slides upslope and downslope of the rail alignment. Rail tracks are suspended and distorted.
28	203.8	280	Active failures have eroded back into the rail alignment causing rails to be suspended and undercut.
28	204.3	530	Active failures above and below the tracks have caused the rails to be suspended and undercut.
28	204.4	240	Cutbank rockslide has deposited onto tracks. No visible track distortion.
28	205.1	280	Upslope slide has deposited material on tracks.
28	205.4	320	Earthflow has pushed rail tracks downslope. Slide material deposited on tracks.
28	205.6	80	Upslope debris slide has deposited on tracks.
28	205.8	65	Upslope debris slide has deposited on tracks.
28	205.9	40	Upslope debris slide has deposited on tracks.
28	206.6	180	Active rotational slide has eroded into the corridor leaving tracks distorted and suspended.
28	207.5	160	Upslope slide has eroded through rail alignment and distorted the tracks.
28	207.7	130	Upslope slide has eroded through rail alignment and distorted the tracks.
29	209.2	100	Discreet slumps along the rail corridor leave the corridor suspended and undulating.
29	209.8	150	Impounded water on inboard side has saturated the soil and is causing a localized block of corridor to slump.
29	210.2	70	Creeping slope has left tracks and ties suspended.
29	211.0	250	Track is distorted due to soil creep caused by poor drainage.
29	211.7	75	Track is distorted due to soil creep caused by poor drainage. The slump could be affecting right abutment of a nearby bridge.

Segment	MP Location	Approximate Length (feet)	Description
29	212.1	200	Soil creep area has ripped tracks away from soil. Cutbank material is collapsing onto tracks in some locations.
29	212.2	100	Slope failure is covering tracks and has buried a stream crossing culvert.
29	212.6	50	Cutslope failure has covered the tracks.
29	212.7	30	Cutslope failure has covered the tracks.
29	213.1	20	Cutslope failure has covered the tracks.
29	213.6	750	Landslide has buried tracks completely and narrowed the width of bench dramatically. Springs form gullies in various locations.
29	214.3	100	Tracks have been distorted by soil creep. Soil conditions are over saturated and has affected retaining wall.
29	215.5	200	An active deep-seated landslide has left rails suspended.
30	218.3	40	A soil creep feature has resulted the outboard track being suspended, inboard track is in place but slightly distorted and shows sign of strain.
30	218.3	200	A landslide has deposited a large amount of material on railroad bench.
30	219.0	120	A landslide has deposited material on railroad bench for a width of 100 feet, combined with additional smaller slides and a fill-slope failure.
30	219.9	50	A landslide has deposited material on railroad bench.
30	220.0	200	A large, deep seated landslide has completely buried and dislodged the railroad track.
30	220.2	60	A slump feature has left tracks suspended.
30	220.4	300	A slump feature has left tracks suspended.
30	220.9	200	A slump feature has left tracks suspended.
30	221.2	300	A slump feature has left tracks suspended and slightly bent downslope.
30	222.2	150	A slump feature has left tracks suspended and twisted.
30	222.3	210	Combination of a 60 foot slide and 150 foot slump.
30	222.6	120	A cutbank slide has deposited material on the tracks.
30	222.7	225	The railroad bench has slumped resulting in tracks being suspended.
30	223.1	400	A landslide has deposited material on the tracks.
30	224.3	80	The railroad grade appears to have slumped and backtilted resulting in tracks being twisted and slightly suspended.
30	224.5	140	A landslide has deposited material on the railroad grade. Multiple scarps exist downslope of the railroad tracks.
31	226.5	60	A landslide has deposited material on railroad bench. The railroad bench appears intact but there is no bypass around this feature.
31	226.7	70	A landslide has deposited material on railroad bench.
31	227.8	60	A landslide has deposited material on railroad bench.
32	231.4	15	A small landslide has deposited material on railroad bench.
32	231.7	300	A landslide slump feature is undermining the railroad bench with tension cracks observed underneath the tracks.
32	231.9	15	A small landslide has deposited material on railroad bench. The railroad bench appears intact although several landslide benches were observed downslope.

Segment	MP Location	Approximate Length (feet)	Description
32	232.0	150	A landslide has deposited material on railroad bench.
32	234.1	50	A landslide has deposited large and medium sized boulders on railroad bench.
33	236.7	60	A landslide has deposited material on railroad bench, railroad bench appears intact.
RTT Northern Section			
33	237.1	40	A landslide has deposited material on railroad bench for a width of about 40 feet, railroad bench appears intact.
34	244.6	5,075	A Large unstable slide and cliff make the corridor impassible to the south.
34	244.9	30	Small translational slide above corridor has deposited material on tracks.
35	247.1	50	The hillside below the track is slumping causing sever erosion.
38	256.7	163	Active translational slide with material covering tracks.
38	257.0	530	Active translational slide with material covering tracks.
39	262.9	50	A small, active slide is resting just uphill from track.
43	271.8	50	A small area of soil creep.
RTT Carlotta, Samoa, and Korblex Branches			
NA	NA	NA	No landslides or slope failures have been documented in this section.

Notes: MP = Milepost; NA = Not Applicable; RTT = Rail to Trail; RWT = Rail with Trail.

Source: Compiled by Ascent Environmental in 2020.

Table C-9 Hazardous Materials Sites within or Adjacent to the Rail Corridor

Hazardous Material Site	Type & Cleanup Status	Location Relative to Rail Corridor	Contaminants of Concern	Notes
RWT Southern Section				
Southern Pacific Olive to Station	Cleanup Program Site Open: Site Assessment as of 6/11/2019	Within/immediately adjacent, near MP 69	PCE Potential contamination of an aquifer used for drinking water	Union Pacific Railroad sent a request for case closure in March 2018, which was denied. In September 2019, the Regional Water Board indicated that additional evaluation and potential remediation is required.
Former Masonite Wood Treatment Facility	Cleanup Program Site Open: Verification Monitoring as of 6/22/2019 Land Use Restrictions	Within/immediately adjacent, between MP 83 and MP 84	Arsenic, PCP, TPHs Potential contamination of soils and drinking water supply	Nearly 38,000 tons of impacted soil have been excavated from five areas near the former facility and a PCP recycling pond, reagents have been injected to enhance degradation of residual PCP and arsenic. A deed restriction is in place for three areas of the parcel: a Restricted Soils Area, a Restricted Groundwater Area, and a Notice/Notification area surrounding the Restricted Groundwater Area. Excavation in the Restricted Soils Area must follow the requirements of the Soil Management Plan established for the parcel.
Cloverdale Mill	Cleanup Program Site Open: Inactive as of 10/17/2017	0.05 mile east of Rail Corridor, between MP 85 and MP 86	Heavy metals, petroleum Potential contamination of an aquifer used for drinking water	In 2004, the property was approved for redevelopment; the lumber mill buildings were demolished, and 10,000 cubic yards of contaminated soils were removed. Redevelopment halted in 2011, and the remedial effort was not completed.
RTT Southern Section				
Coast Wood Preserving	DTSC Site Cleanup Program and National Priorities List Certified Operation & Maintenance as of 5/10/2011	Within/immediately adjacent, between MP 111 and MP 112	Arsenic, chromium Potential contamination of soil and an aquifer used for drinking water	According to information updated in March 2019, DTSC, EPA, Coast Wood Preserving, and ELT, Inc. signed a Consent Decree for the transfer of cleanup responsibility to ELT, Inc. in December 2017. In 2018, Coast Wood Preserving closed their operations and in accordance with the Consent Decree, ELT, Inc. began the process of completing RAP implementation. Future work, as required by the RAP, includes soil investigation and soil removal. Groundwater monitoring is ongoing.
Shell Oil/DZ, Inc.	Cleanup Program Site Open: Remediation as of 3/3/2002	0.08 mile east of Rail Corridor, near MP 114	Diesel, gasoline, waste oils Potential contamination of an aquifer used for drinking water	Per an Annual Estimation Letter from May 2019, the Regional Water Board expected to prepare and finalize a deed restriction and prepare closure documentation in fiscal year 2019/2020.
Ukiah Recycle and Salvage/Unocal Bulk Plant	Cleanup Program Site Open: Remediation as of 7/16/2003	0.08 mile east of Rail Corridor, near MP 114	Diesel, gasoline, other petroleum Potential contamination of an aquifer used for drinking water	Per an Annual Estimation Letter from May 2019, the Regional Water Board expected to review the site for possible closure and proceed with closure requirements, or direct additional work in fiscal year 2019/2020.
Old Leslie Street Gas Plant	Cleanup Program Site Open: Remediation as of 10/9/2013	0.08 mile east of Rail Corridor, at MP 114	Other petroleum and PAHs Potential soil contamination, concerns under investigation	The previous operation resulted in the contamination of soil and groundwater at the site. Per an Annual Estimation Letter dated May 2019, the Regional Water Board expects to proceed with the site closure process, including remediation, during fiscal year 2019/2020.

Hazardous Material Site	Type & Cleanup Status	Location Relative to Rail Corridor	Contaminants of Concern	Notes
Ukiah Station/UPRR	Cleanup Program Site Completed: Closed as of 9/25/2018 Land Use Restrictions	Within/immediately adjacent, between MP 114 and MP 115	Diesel, PAHs, solvents, and oils Potential contamination of an aquifer used for drinking water	Although the case is closed, there are site management requirements, including restrictions on excavation and subsurface work without prior development of a Health & Safety Plan and agency review and approval.
Lightel's Bulk Plant	Cleanup Program Site Open: Site Assessment as of 6/22/2017	0.08 mile east of Rail Corridor, between MP 114 and MP 115	Benzene, diesel, ethylbenzene, gasoline, toluene, and xylene Potential contamination of an aquifer used for drinking water	Site assessment and remediation activities have been ongoing since 1997 and include minor excavation, ongoing free product removal, and intermittent soil vapor extraction from 2007 to 2011. Per a 2019 Monitoring and Sampling Report dated October 2019, there are plans to continue site assessment activities, including a vapor intrusion assessment.
Masonite Corporation	Cleanup Program Site Open: Eligible for Closure as of 6/11/2019	0.07 mile west of Rail Corridor, between MP 115 and MP 116	Diesel, oils, chlorinated hydrocarbons, PAHs, PCE Potential contamination of soils and drinking water supply	A report dated September 2018 indicates that the remedial goals of an October 2017 work plan were reached.
Unauthorized Waste Disposal Site (Carter Waste Site #2)	Cleanup Program Site Open: Inactive as of 6/15/2017	0.10 mile west of Rail Corridor near MP 117	Metals, petroleum, solvents, non-petroleum hydrocarbons Potential contamination of soils	The most recent documentation indicates that the Regional Water Board was preparing to evaluate the case status, comply with CEQA, and close the case (June 2012).
Ukiah Timber/Seabloom Salvage Company	DTSC Site Cleanup Program Inactive: Action Required as of 6/2/2008	0.02 mile west of Rail Corridor, near MP 118	Under investigation	In 2008, DTSC prepared a Site Screening Assessment under its cooperative agreement with EPA. A surface soil sample was collected during a site visit in March 2008. The sample contained 160 parts per million (ppm) of arsenic and 270 ppm of lead, both exceeding their residential screening levels. The site screening assessment recommended additional site characterization.
Louisiana Pacific Calpella Station	Cleanup Program Site Open: Inactive as of 5/26/2009	Within/immediately adjacent, between MP 119 and MP 120	N/A (under investigation)	This is a former sawmill site owned by Louisiana Pacific. The property was sold to Mendocino Forest Products in 1999 and is now a wood distribution center. A leak was discovered and reported in 1997. No further information is available.
Southern Pacific Calpella Station	Cleanup Program Site Completed: Case Closed as of 10/30/2018 Land Use Restrictions	Within/immediately adjacent, near MP 120	Gasoline Potential concerns under investigation	Site investigation and remediation has been completed. Per the Covenant (September 2018), development and use of the property is restricted to industrial, commercial, and/or office space uses. Specific uses that are not permitted include residences, hospitals, schools, or any other uses where children or senior citizens could congregate.
Masonite Corporation	DTSC Evaluation No Further Action as of 10/5/1989	0.02 mile west of Rail Corridor, between MP 120 and MP 121	N/A	The site was identified during a drive by and screening was completed in 1988. No additional information is available.

Hazardous Material Site	Type & Cleanup Status	Location Relative to Rail Corridor	Contaminants of Concern	Notes
Southern Pacific Redwood Valley Station	Cleanup Program Site Open: Inactive as of 5/28/2009	Within/immediately adjacent, near MP 122	Diesel Potential concerns under investigation	As of May 2019, the Regional Water Board anticipated they would evaluate the site for the need for additional remediation work and draft an environmental covenant during fiscal year 2019/2020.
Union Oil	DTSC Historical Refer to the Regional Water Board as of 7/27/1988	Within/immediately adjacent, near MP 139	N/A	The site was identified during a drive by and screening was completed in 1988. No additional information is available through GeoTracker.
Little Lake Industries	LUST Cleanup Site Completed: Case Closed as of 9/22/1997	Within/immediately adjacent, between MP 139 and MP 140	Solvents Potential contamination of an aquifer used for drinking water	Remediation and verification monitoring activities occurred in 1997 and the case was closed shortly thereafter.
NCRA Willits Rail Yard	Cleanup Program Site Open: Site Assessment as of 12/27/1991	Within/immediately adjacent, between MP 139 and MP 140	Diesel Potential concerns under investigation	As of May 2019, the Regional Water Board anticipated they would evaluate the site status, prepare a deed restriction and closure documentation, and bring the case through the closure process during fiscal year 2019/2020.
RTT Eel River Canyon Section				
Dos Rios Rail Yard	N/A	Within/immediately adjacent, between MP 166 and MP 167	N/A	As of 2002, the Dos Rios maintenance yard contained oil and grease waste, a diesel storage tank, and lead-acid batteries. Heavy surface staining was noted between rails of the side rail, and there was a large pile of disposed rail ties (Kleinfelder 2002). Cleanup activities were conducted at the Dos Rios maintenance yard in 2004 (Kleinfelder 2005). No rail-related waste or other debris were identified by PWA during field assessment in early 2020 at this location.
Nashmead Maintenance Yard	N/A	Within/immediately adjacent, between MP 175 and MP 176	N/A	According to a Consent Decree and Stipulated Judgment (California v. NCRA, Case No. CV80240, July 1999), at one point there was a railroad car in the streambed of the Eel River at MP 175 (Kleinfelder 2002), which is near the Nashmead maintenance yard. As of 2002, it was suspected that petroleum storage facilities had been removed, but that ties were buried (Kleinfelder 2002). PWA noted the presence of railroad infrastructure, rail metal debris, and railroad cars in this area during their field assessment in early 2020.
Bell Springs Maintenance Yard	N/A	Within/immediately adjacent, near MP 185	N/A	Previously-documented petroleum storage, oil spills, and rail ties, as well as an underground fuel tank (Kleinfelder 2002). PWA noted the presence of a rail car in the Eel River and rail debris near this location during their field assessment in early 2020.
Island Mountain Maintenance Yard	N/A	Within/immediately adjacent, near MP 194	N/A	This maintenance yard was noted in the 1999 Consent Decree and Stipulated Judgment as having contaminated equipment; the consent decree required additional sampling and investigation as well as

Hazardous Material Site	Type & Cleanup Status	Location Relative to Rail Corridor	Contaminants of Concern	Notes
				preparation of a remediation plan. As of 2002, the site contained drums and containers with petroleum waste and product within boxcars. There are also storage tanks and drums that were empty but suspected to have previously held petroleum, oil, and fuel. Surface staining was noted, and discarded rail ties were present (Kleinfelder 2002). Aerial imagery in this location shows multiple parallel tracks with 10 rail cars and various structures. PWA noted the presence of rail cars, track switches, and other rail-related debris near this location during their field assessment in early 2020.
Alderpoint Maintenance Yard	Cleanup Program Site Open: Inactive as of 2/27/1992	Within/immediately adjacent, near MP 209	Diesel Potential contamination is under investigation	Per correspondence from December 2015, the Regional Water Board expected to review the soil and groundwater investigation workplan and associated reports and conduct site inspections.
Fort Seward Maintenance Yard	N/A	Within/immediately adjacent, near MP 216	N/A	As of 2002, the Fort Seward Maintenance Yard contains many drums and buckets in a boxcar, with some containing grease and oil. Oil surface staining was noted (Kleinfelder 2002). Cleanup activities were conducted at the Fort Seward Maintenance Yard in 2004 (Kleinfelder 2005). No rail related waste or other debris were identified by PWA during their site visit in early 2020 at this location.
RTT Northern Section				
South Fork Maintenance Yard/ Station	LUST Cleanup Site Open: Site Assessment as of 9/25/2018	Within/immediately adjacent, near MP 237	Diesel Potential contamination of an aquifer used for drinking water	Per correspondence from September 2019, UPRR is working on a subsurface investigation work plan to determine if groundwater has been impacted by the LUST.
Scotia Maintenance Yard	N/A	Within/immediately adjacent, near MP 253	N/A	As of 2002, the Scotia Maintenance Yard in Scotia was used for storage of oil supply and waste products, and an aboveground storage tank was present. Rail ties were stored in the area, and an oil deposit was noted in the side rail tracks (Kleinfelder 2002). Cleanup activities were conducted at the Scotia Maintenance Yard in 2004 (Kleinfelder 2005). No rail-related waste or other debris were identified by PWA during their field assessment in early 2020 at this location.
Eel River Sawmills	Cleanup Program Site Open: Verification Monitoring as of 6/22/2017	Within/immediately adjacent, near MP 259	Diesel, gasoline, pesticides, fumigants, waste oils Potential contamination of an aquifer used for drinking water	The site is jointly led by the Regional Water Board with the DTSC. All but one of the major mill buildings were removed between 2007 and 2008. The City of Rio Dell has standby wells adjacent to the site. Per correspondence from October 2016, the Regional Water Board expected to conduct site inspections, review monitoring reports, and review any plans needed to complete investigation of the extent of groundwater contamination in fiscal year 2016/2017.

Hazardous Material Site	Type & Cleanup Status	Location Relative to Rail Corridor	Contaminants of Concern	Notes
Pacific Lumber Company Fortuna Mill	Cleanup Program Site Open: Assessment & Interim Remedial Action as of 6/22/2017	Within/immediately adjacent, near MP 265	Diesel, dioxin/furans, gasoline, waste oils Potential contamination of soil and an aquifer used for drinking water	Per correspondence from February 2020, the Regional Water Board requested that the entire parcel be included in the Land Use Covenant, not just the areas of residual contamination, prior to site closure.
Unocal Bulk Plant	Cleanup Program Site Open: Assessment & Interim Remedial Action as of 12/29/2010	Within/immediately adjacent, between MP 266 and MP 267	Gasoline Potential contamination of an aquifer used for drinking water	Per correspondence from May 2019, the Regional Water Board anticipated they would review and comment on draft environmental covenant agreements and facilitate the institution of the land use covenant in fiscal year 2019/2020.
Eureka Former Fuel Pipeline	Cleanup Program Site Open: Inactive as of 6/13/2017	Within/immediately adjacent, near MP 283	Heating oil, fuel oil Potential contamination of soil and an aquifer used for drinking water	Per correspondence from May 2019, the Regional Water Board anticipated they would evaluate the site status and conduct site inspections/evaluate the site for closure in fiscal year 2019/2020.
NWP Railroad Yard	Cleanup Program Site Open: Inactive as of 2/10/1998	Within/immediately adjacent, near MP 284	Under investigation	The GeoTracker case summary indicates that there was a leak discovered and reported in 1998 and there are potential stormwater issues.
R.E. Davenport	DTSC Historical Refer to the Regional Water Board as of 1/3/1994	0.02 mile north of Rail Corridor, near MP 284	Waste oil, mixed oil	The bankrupt owner was unable to cleanup 150 bulging and leaking drums of bilge oil from boats. Emergency response was undertaken at the waterfront site and the Regional Water Board funded part of the cleanup. Since the site is only oil contaminated, it was referred to the Regional Water Board (no information available through GeoTracker).
Southern Pacific – Waterfront/G & R Metal	Cleanup Program Site Open: Verification Monitoring as of 6/14/2017	Within/immediately adjacent, between MP 284 and MP 285	Gasoline, arsenic, chromium, copper, lead, nickel, PCBs, waste oils Potential contamination of surface water and groundwater	The GeoTracker case summary for Southern Pacific – Waterfront indicates that the case was combined with G&R Metals in 2002. Per correspondence from May 2019, the Regional Water Board anticipated they would review site closure documents, prepare a site closure summary, develop site closure documents for public notice, and prepare the deed restriction in fiscal year 2019/2020.
Beaver Lumber Company of Arcata	Cleanup Program Site Completed: Case Closed as of 1/3/2007	Within/immediately adjacent, near MP 292	Pesticides, fumigants, solvent, distillates Potential contamination of an aquifer used for drinking water	A No Further Action Letter was issued on January 2, 2007 by the Regional Water Board confirming that site investigation and remedial action is complete.
RTT Carlotta, Samoa, and Korblex Branches				
Samoa Peninsula	Cleanup Program Site Open: Inactive as of 6/14/2017 Land Use Restrictions	Immediately adjacent to Samoa Branch	Aviation Potential contamination of an aquifer used for drinking water	Per an Annual Estimation Letter from May 2019, the Regional Water Board anticipated they would review reports needed to complete investigation of the vertical and horizontal extent of contamination and conduct site inspections in fiscal year 2019/2020.

Hazardous Material Site	Type & Cleanup Status	Location Relative to Rail Corridor	Contaminants of Concern	Notes
Former Evergreen Pulp Incorporated	Cleanup Program Site Open: Assessment & Interim Remedial Action as of 3/6/2016	Immediately adjacent to Samoa Branch	Gasoline, metals, solvents Potential contamination of soil and aquifer used for drinking water	In September 2014, EPA completed the removal of spent pulping liquors that were previously stored in multiple onsite aboveground storage tanks. Per an Annual Estimation Letter from May 2019, the Regional Water Board expects to conduct site inspections and review monitoring reports and remedial action plans in fiscal year 2019/2020.
McNamara and Peepe Lumber Mill	DTSC Site Cleanup Program Active as of 1/2/2019 Land Use Restrictions	Immediately adjacent to Korblex Branch	2,3,4,6-TCP, PCP, waste potentially containing dioxins Potential contamination of soil and groundwater	Land use restrictions are in place and notification prior to a change in land use or subsurface work is required.
McNord Lumber Company	DTSC Site Cleanup Program Active as of 11/21/2019	Immediately adjacent to Korblex Branch	2,3,4,6-TCP, PCP Potential contamination of sediments and soil	McNord Lumber Company operated a lumber mill from at least 1961 through 1974. Mill operations included the dipping of wood products in a fungicide and PCP, and allowing them drip dry. Blue Lake Forest Products currently operates a lumber and trailer storage facility. A dip tank, using Britewood S dip solutions, is located on the north side of the property.

Notes: CEQA = California Environmental Quality Act; DTSC = Department of Toxic Substances Control, ELT = Environmental Liability Transfer, Inc., EPA = U.S. Environmental Protection Agency, LUST = leaking underground storage tank, MP = Milepost, N/A = Not Available, NCRA = North Coast Railroad Authority, NWP = Northwestern Pacific Railroad, PAHs = polynuclear aromatic hydrocarbons, PCB = polychlorinated biphenyls, PCE = perchloroethylene, PCPs = pentachlorophenol, PWA = Pacific Watershed Associates, RAP = remedial action plan, Regional Water Board = Regional Water Quality Control Board, RTT = Rail to Trail, RWT = Rail with Trail, TCP = tetrachlorophenol, TPH = total petroleum hydrocarbons, UPRR = Union Pacific Railroad.

Source: DTSC 2019, 2020; Kleinfelder 2002, 2005; PWA 2020; SWRCB 2019, 2020.

Table C-10 CWHR Habitat Acreages by Rail Corridor Section

CWHR Habitat Type	RWT Southern Section	RTT Southern Section	RTT Eel River Canyon Section	RTT Northern Section	RTT Carlotta, Samoa, and Korblex Branches	Total (acres)
Annual Grassland	6.7	87.2	183.5	24.1	40.4	341.9
Barren	41.5	237.0	445.9	32.5	215.0	972.0
Blue Oak Woodland	--	0.4	--	--	--	0.4
Blue Oak-Foothill Pine	--	3.7	3.6	--	--	7.3
Coastal Oak Woodland	2.1	2.3	0.1	--	--	4.6
Coastal Scrub	--	--	2.3	1.0	11.1	14.4
Cropland	--	32.1	--	--	74.5	106.7
Douglas Fir	--	58.9	55.2	--	--	114.1
Irrigated Hayfield	--	0.1	--	--	16.2	16.3
Mixed Chaparral	--	0.4	2.6	--	--	3.0
Montane Hardwood	6.6	140.0	220.7	--	0.2	367.5
Montane Hardwood-Conifer	--	25.2	42.5	1.2	22.5	91.4
Montane Riparian	--	20.1	3.1	13.8	51.6	88.6
Pasture	11.7	28.0	--	1.9	83.7	125.4
Perennial Grassland	--	--	--	--	1.2	1.2
Redwood	--	--	43.3	0.8	165.7	209.8
Undetermined Shrub	0.4	0.5	--	--	--	0.9
Urban	40.7	103.9	--	110.8	162.4	417.8
Valley Foothill Riparian	2.5	8.3	5.6	--	--	16.3
Valley Oak Woodland	--	0.2	--	--	--	0.2
Vineyard	83.3	56.4	--	--	--	139.7
Grand Total	195.5	804.7	1,008.4	186.3	844.7	3,039.5

Notes: CWHR = California Wildlife Habitat Relationships; RTT = Rail to Trail; RWT = Rail with Trail. The unit of measurement for all values reported is acres.
Source: Compiled by Ascent Environmental in 2019 from CAL FIRE's FRAP.

Table C-11 Federal and State Regulations and Policies – Water Quality, Vegetation, and Wildlife

Regulatory Authority	Responsible Agency	Authorization
Federal Regulations		
Federal Clean Water Act	USACE and EPA	<p>The CWA consists of the Federal Water Pollution Control Act of 1972 and subsequent amendments. The CWA provides for the restoration and maintenance of the physical, chemical, and biological integrity of the nation's waters.</p> <ul style="list-style-type: none"> Section 404 of the CWA prohibits the discharge of fill material into waters of the United States, including many wetlands, except as permitted under separate regulations by the USACE and EPA. To discharge dredged or fill material into waters of the United States, including wetlands that come within the definition of that term, Section 404 requires projects to receive authorization from the Secretary of the Army, acting through the USACE. Section 402 of the CWA establishes the NPDES permit program to regulate discharges of pollutants into waters of the United States. An NPDES permit sets specific discharge limits for point sources (such as construction sites, industrial sites, or municipal stormwater) discharging pollutants into waters of the United States and establishes monitoring and reporting requirements, as well as special conditions. Under CWA Section 401, applicants for a federal license or permit to conduct activities that may result in the discharge of a pollutant into waters of the United States must obtain certification for the discharge. All projects that have a federal component and may affect state water quality (including projects that require federal agency approval, such as issuance of a Section 404 permit) must also comply with CWA Section 401.
Federal Endangered Species Act of 1973	USFWS and NOAA Fisheries	<p>The Federal ESA prohibits the “take” of species that are listed as endangered or threatened by USFWS and NOAA Fisheries. Sections 9 and 4(d) of the ESA define “take” as to “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in any such conduct.” “Take” is further defined to include habitat modification or degradation where it results in death or injury to wildlife by significantly impairing essential behavioral patterns including but not limited to breeding, foraging, or sheltering. Authorization may be issued for incidental take in consultation with USFWS and/or NOAA Fisheries under Sections 7 and 10 of the ESA.</p>
Federal Migratory Bird Treaty Act	USFWS	<p>The MBTA protects migratory bird species by requiring authorization from the USFWS for any take of most species of birds and their active nests, eggs, and nestlings.</p>
State/Regional Regulations		
Porter-Cologne Water Quality Act	SWRCB	<p>The Porter-Cologne Water Quality Control Act of 1969 (Porter-Cologne Act) is California's statutory authority for the protection of water quality. The act sets forth the obligations of the SWRCB and RWQCBs under the CWA to adopt and periodically update water quality control plans, or basin plans. Basin plans offer an opportunity to protect water surface and groundwaters through the establishment of water quality objectives. The RWQCB's jurisdiction includes waters of the United States, as well as areas that meet the definition of “waters of the state” which is defined as any surface water or groundwater, including saline waters, within the boundaries of the state. The RWQCB has the discretion to take jurisdiction over state waters that are not federally protected under CWA Section 404. Mitigation requiring no net loss of wetlands functions and values of waters of the state typically is required.</p>
California Endangered Species Act-California Fish and Game Code (CFGF) Section 2050 to 2098	CDFW	<p>CDFW issues either an incidental take permit or a memorandum of understanding for projects that may affect the continued existence of state-listed endangered and threatened species. State agencies are required to comply with threatened and endangered species protection and recovery and to promote conservation of these species.</p>

Regulatory Authority	Responsible Agency	Authorization
Fully Protected Species - CFGC Sections 3511, 4700, 5050, and 5515	CDFW	Certain animal species have been designated as "fully protected" and may not be taken or possessed at any time under CFGC sections 3511 (birds), 4700 (mammals), 5050 (reptiles and amphibians), and 5515 (fish). Permits may be issued by CDFW for incidental take of these species.
Bird Species Protection – CFGC Section 3503	CDFW	The section prohibits the taking, possession or destruction of nests or eggs of most bird species unless authorized by CDFW.
Native Plant Protection Act – CFGC Sections 1900-1913	CDFW	The NPPA prohibits take of endangered or rare native plants but includes exceptions for agricultural and nursery operations; for emergencies; and, after proper notification of CDFW, for vegetation removal from canals, roads, and other building sites, changes in land use, and other situations.
CEQA Oak Woodlands Bill – SB 1334	County Governments	This 2005 CEQA amendment requires counties to determine whether a project subject to CEQA results in a conversion of oak woodlands, and whether that conversion leads to a significant environmental impact as a result.
Local Regulations and Policies¹		
City of Healdsburg General Plan 1987, revised through October 2004	City of Healdsburg	Healdsburg's General Plan establishes a goal (Goal E) to protect Healdsburg's natural vegetation and diverse wildlife. Under this goal, the City protects heritage trees, defined in the City's Zoning Ordinance as any tree with a diameter of 30" measured two feet above ground level. Zoning Ordinance provisions regulate the removal of or encroachment on heritage trees by requiring the approval of permits prior to removal or activities within areas immediately surrounding the trees.
City of Willits General Plan Revision, Vision 2020, 1992	City of Willits	The City of Willits' General Plan Revision (Section 3.000) sets forth goals and policies, which seek to minimize adverse impacts on the City's existing plants, wildlife, open space and natural resources.

Notes: CDFW = California Department of Fish and Wildlife; CEQA = California Environmental Quality Act; CFGC = California Fish and Game Code; CWA = Federal Clean Water Act; EPA = U.S. Environmental Protection Agency; ESA = Federal Endangered Species Act; MBTA = Migratory Bird Treaty Act; NOAA Fisheries = National Marine Fisheries Service; NPDES = National Pollutant Discharge Elimination System; NPPA = Native Plant Protection Act; RWQCB = Regional Water Quality Control Board; SB = Senate Bill; SWRCB = State Water Resources Control Board; USACE = U.S. Army Corps of Engineers; USFWS = U.S. Fish and Wildlife Service.

¹ There may be other relevant local plans and regulations not listed here.

Source: Compiled by Ascent Environmental in 2019.

Table C-12 Conservation Easements and Open Space Preserves within 2.5 Miles of the Rail Corridor

Name	Easement Holder	Access	Acres
Samuels Conservation Easement	City of Arcata	Closed	189.4
Sunnybrae Preserve	City of Arcata	Closed	184.3
United Indian Health Services Conservation Easement	City of Arcata	Closed	18.9
Conservation Easement	CDFW	Closed	260.9
Freshwater Creek Conservation Easement	CDFW	Closed	1.1
Cloverdale Vineyard	Golden State Land Conservancy	Closed	181.0
Eel River Ranch	Golden State Land Conservancy	Closed	4,285.1
Geyserville Vineyard	Golden State Land Conservancy	Closed	104.3
La Ribera Vineyard	Golden State Land Conservancy	Closed	233.3
McKee Range Ranch	Golden State Land Conservancy	Closed	825.5
Nervo Vineyard	Golden State Land Conservancy	Closed	206.0
Sunny Brook Ranch	Golden State Land Conservancy	Closed	195.8
Willits Creek Knoll	Golden State Land Conservancy	Closed	20.5
Willits Creek Pathway	Golden State Land Conservancy	Closed	2.4
Humboldt Bay Wildlife Area, Jacoby Creek/Gannon Slough Unit, Expansion 2	Jacoby Creek Land Trust	Closed	8.3
Jacoby Creek Land Trust Conservation Easement (4 parcels)	Jacoby Creek Land Trust	Closed	91.6
Mendocino Land Trust Easement (26 parcels)	Mendocino Land Trust	Closed	2,104.6
Ridgewood Ranch Conservation Area	Mendocino Land Trust	Closed	670.1
Howe Creek Ranch	Pacific Forest Trust	Closed	3,640.1
Oracle Oak	Pacific Forest Trust	Closed	1,504.9
Outlet Creek Ranch (3 parcels)	Pacific Forest Trust	Closed	580.7
Van Eck – Conservation Area	Pacific Forest Trust	Closed	2,750.4
Eel River Peninsula - Preston	Rocky Mountain Elk Foundation	Closed	7,725.7
Ridgewood Ranch aka Church of the Golden Rule	Save the Redwoods League	Closed	43.9
Alexander Valley Resort	Sonoma County Ag & Open Space	Closed	37.2
Anderson Preserve	Sonoma County Ag & Open Space	Open Access	26.1
Callahan Preserve	Sonoma County Ag & Open Space	Closed	107.5
Clover Springs Preserve	Sonoma County Ag & Open Space	Open Access	255.5
Connolly Preserve	Sonoma County Ag & Open Space	Closed	56.8
Fitch Mountain (Park and Open Space Preserve)	Sonoma County Ag & Open Space	Closed	173.5
Giorgi Park - Phase 1 and 2	Sonoma County Ag & Open Space	Open Access	4.0
Girouard Preserve	Sonoma County Ag & Open Space	Open Access	0.5
Hall Ranch Preserve	Sonoma County Ag & Open Space	Closed	421.7
Healdsburg Ridge Exchange	Sonoma County Ag & Open Space	Open Access	3.0
Holden Preserve (2 parcels)	Sonoma County Ag & Open Space	Closed	17.3
Richardson Preserve	Sonoma County Ag & Open Space	Open Access	2.5
Roake Preserve	Sonoma County Ag & Open Space	Closed	19.8

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Name	Easement Holder	Access	Acres
Seghesio Preserve	Sonoma County Ag & Open Space	Closed	143.9
Treadwell Preserve	Sonoma County Ag & Open Space	Open Access	9.3
Weston Preserve	Sonoma County Ag & Open Space	Closed	1,159.4
River Bend Preserve	Sonoma Land Trust	Closed	33.4
Black/Nelson Preserve	Sonoma County	Closed	43.7
Little Lake Valley Easement	The Nature Conservancy	Closed	135.2
Agricultural Conservation Easement Program - Wetland Reserve Easement	NRCS	Closed	47.6
Emergency Watershed Protection Program - Floodplain Easement	NRCS	Closed	100.0
Wetlands Reserve Program (5 parcels)	NRCS	Closed	290.6

Notes: CDFW = California Department of Fish and Wildlife; Sonoma County Ag & Open Space = Sonoma County Agricultural Preservation and Open Space District; NRCS = United States Natural Resources Conservation Service
Source: *California Conservation Easement Database 2018*.

Table C-13 Rail Corridor Public Access Points

Public Access Point/Crossing	Type (Access = adjacent public roadway or pathway; Access/Grade = public grade crossing of a roadway; Under/Over = rail corridor crosses under or over a highway or roadway)	Approximate MP Location
RWT Southern Section		
West Matheson Street	Access/Grade	68.2
West North Street	Access/Grade	68.3
West Grant Street	Access/Grade	68.6
Dry Creek Road	Access/Grade	69.4
Grove Street	Access/Grade	70.1
Healdsburg Avenue	Access	70.5, 71.3
Lytton Springs Road	Access/Grade	71.3, 71.9
Braden Road	Access/Grade	73.4
WC Meyer Road	Access/Grade	74.0
Bill Ferguson Road	Access/Grade	74.1
SR 128 (Geyserville)	Access/Grade	75.8
Merrill Street	Access/Grade	76.1
Woods Lane	Access/Grade	76.3
Rose Road	Access/Grade	77
Barilani Road	Access/Grade	78.8
Washington School Road	Access/Grade	80
Chrome Iron Road/Airport Road	Access/Grade	81.6
Kelly Road	Access/Grade	82.7
Asti Road	Access/Grade	83.4
Cloverdale Station/Multi Modal Center	Access/Grade	85.2
Citrus Fair Drive	Access/Over	85.3
East 1st Street	Access/Grade	85.7
North Redwood Highway	Access/Grade	86.5
RTT Southern Section		
U.S. 101	Under	98.5
SR 175	Access/Grade	99.9
Center Drive (Hopland)	Access/Grade	100
U.S. 101	Access	100.3, 101.9
Road 112	Access/Grade	101
Henry Station Road	Access/Grade	105.9
Henry Romer Road	Access/Grade	108.6
El Roble Road	Access/Grade	109.6
Cox Schrader Road	Grade	109.8
Plant Road	Access/Grade	110.9
Norgard Lane	Access/Grade	111.2
Commerce Drive	Access/Grade	113.1
Talmage Road	Access/Grade	113.3
East Gobbi Street	Access/Grade	113.7

Public Access Point/Crossing	Type (Access = adjacent public roadway or pathway; Access/Grade = public grade crossing of a roadway; Under/Over = rail corridor crosses under or over a highway or roadway)	Approximate MP Location
East Perkins Street (Ukiah)	Access/Grade	114
Clara Street	Access/Grade	114.2
Ford Street	Access/Grade	114.3
Brush Street	Access/Grade	114.4
Ford Road	Access/Grade	115.1
Kumzler Ranch Road	Access/Grade	115.8
Carter Lane	Access/Grade	116.9
Lake Mendocino Drive	Access/Grade	117
North State Street	Access	117.5, 118
Carousel Lane	Access/Grade	117.6
Moore Street (Calpella)	Access/Grade	120.1
SR 20	Under	120.9
Road A	Access/Grade	121.1
East School Way (Redwood Valley)	Access/Grade	122.1
West Road	Access/Grade	122.6
Laughlin Way	Access/Grade	123.5
Ridgewood Road (private) (Ridge)	No public access	131.4
U.S. 101	Under	133.1
Walker Road	Over	135.4
SR 20	Under	136.4
East Hill Road	Access/Grade	137.3
Shell Lane	Access/Grade	138.4
Railroad Avenue	Access	138.8, 139.2
East San Francisco Avenue	Access/Grade	139.1
East Valley Street	Access/Grade	139.3
East Commercial Street (Willits)	Access/Grade	139.5
U.S. 101	Under	140.4
U.S. 101	Access/Grade	141.5
Schow Road	Access/Grade	143
Schow Road	Access/Grade	144
U.S. 101	Access	148.4, 149
RTT Eel River Canyon Section		
U.S. 101	Under	152.5
Covelo Road	Access/Grade	152.8
Fort Street	Access/Grade	162.1
Laytonville Dos Rios Road	Access/Grade	166.5
Woodman Creek Road	Access	171.1
Spyrock Road	Access	180
Lundblade Ranch Road	Access	184.6
Island Mountain Road	Access/Grade	185.8

Public Access Point/Crossing	Type (Access = adjacent public roadway or pathway; Access/Grade = public grade crossing of a roadway; Under/Over = rail corridor crosses under or over a highway or roadway)	Approximate MP Location
Island Mountain Road (Ramsey)	Access	189.3
Island Mountain Road	Access	194.5
River Road	Access	208.5
Alderpoint Road (Alderpoint)	Access/Grade	208.8
Fort Seward Road	Access/Grade	216.4
Railroad Avenue (Fort Seward)	Access	216.6
Nunnemaker Road	Access/Grade	223.5
Whitlow Road	Access	230.3, 230.6
Dyerville Loop Road (McCann)	Access/Grade	232.2
Dyerville Loop Road	Access	232.2, 232.6
Dyerville Loop Road	Access/Grade	234.4, 234.9
Dyerville Loop Road	Access/Grade	236
RTT Northern Section		
Larabee Creek Road	Access	241.4, 242.2
Johnson Lane	Access/Grade	241.6
Larabee Ranch Road	Access/Grade	242.2
Railroad Avenue	Access/Grade	245.6
N Road	Access/Grade	250.5
U.S. 101	Under	251.8
Railroad Avenue	Access	252.9
Railroad Avenue	Access/Grade	253.2
Railroad Avenue	Access	253.7, 254
Williams Street	Access/Grade	255, 255.5
Bridge Street (Scotia)	Access/Grade	255.6
SR 289	Under	255.7
U.S. 101	Under	255.8
Northwestern Avenue	Access	259, 260.7
Metropolitan Heights Road	Access/Grade	260.8
Old State Highway	Access	262.6, 262.8
SR 36 (Alton)	Access/Grade	262.7
Eel River Drive	Access	263.6, 264.9
Denmar Road	Access/Grade	264.5
12th Street (Fortuna)	Access/Grade	265.8
9th Street (Fortuna)	Access	266.1
3rd Street	Access/Grade	266.2
U.S. 101	Under	266.3
Fernbridge Drive/Eel River Drive	Access	268.1, 269.8
County Road 211 (Fernbridge)	Access/Grade	268.7
Eel River Drive	Access/Grade	270.8
Church Street	Access/Grade	270.9

Public Access Point/Crossing	Type (Access = adjacent public roadway or pathway; Access/Grade = public grade crossing of a roadway; Under/Over = rail corridor crosses under or over a highway or roadway)	Approximate MP Location
Loleta Drive (Loleta)	Access/Grade	271
U.S. 101	Under/Tunnel	271.7
Hookton Road	Access/Grade	273.9
U.S. 101	Under	276.5
Railroad Avenue (Fields Landing)	Access/Grade	277.8
C Street (Fields Landing)	Access/Grade	277.9
King Salmon Avenue	Access/Grade	280.7
Hilfiker Lane	Access/Grade	281.8
Truesdale Street	Access/Grade	282
West Del Norte Street	Access/Grade	282.3
West Waterfront Drive	Access/Grade	282.9
West Washington Street	Access/Grade	283.4
Commercial Street	Access/Grade	283.6
C Street (Eureka)	Access/Grade	284
D Street (Eureka)	Access/Grade	284.1
E Street	Access/Grade	284.2
F Street	Access/Grade	284.3
G Street	Access/Grade	284.4
H Street	Access/Grade	284.5
I Street	Access/Grade	284.6
L Street	Access/Grade	284.7
R Street/SR 255	Access/Under	284.9
1st Street	Access/Grade	285.2
South I Street	Access/Grade	290.4
Samoa Boulevard (SR 255)	Access/Grade	290.6
8th Street	Access/Grade	290.7
9th Street (Arcata)	Access/Grade	290.7
10th Street	Access/Grade	290.8
11th Street	Access/Grade	290.8
12th Street	Access/Grade	290.8
M Street	Access/Grade	290.9
17th Street	Access/Grade	291
Sunset Avenue	Access/Grade	291.2
U.S. 101	Under	292.5
West End Road	Access/Grade	293.1
Alder Grove Road (Korblex)	Access/Grade	295.2
West End Road	Access/Grade	295.8
Korblex Branch		
Warren Creek Road	Access/Grade	296.8
Warren Creek Road	Over	297.2

Public Access Point/Crossing	Type (Access = adjacent public roadway or pathway; Access/Grade = public grade crossing of a roadway; Under/Over = rail corridor crosses under or over a highway or roadway)	Approximate MP Location
Warren Creek Road	Access	297.5
Glendale Drive	Access	298, 298.2
SR 299	Under	298.2
Glendale Drive	Access/Grade	298.3
Glendale Drive	Access	298.9
McAdams Ranch Road	Access/Grade	298.9
Glendale Drive	Access/Grade	299.1
SR 299	Under	300.6
Chartin Road	Access/Grade	300.9
South Railroad Avenue	Access	300.9, 301
Broderick Lane (Blue Lake)	Access/Grade	301.3
Hartman Avenue	Access/Grade	301.4
Hatchery Road/H Street	Access/Grade	301.5
Old Bridge Road	Access/Grade	302.9
Maple Creek road (Korbel)	Access/Grade	303.3
Carlotta Branch		
SR 36	Access/Grade	0.1
Hillcrest Drive	Access/Grade	0.4
Victoria Lane	Access/Grade	0.7
Demello Road	Access/Grade	1
River Bar Road	Access/Grade	1.9
Fisher Road	Access/Grade	4.8
Creekside Lane (Carlotta)	Access	6.5
Samoa Branch		
SR 255 (Samoa Boulevard)	Access	0.8, 2.8
Old Samoa Boulevard	Access/Grade	0.9
Pacheco Road	Access/Grade	1.5
Jackson Ranch Road	Access/Grade	2.6
New Navy Base Road	Access/Grade	3.6, 6.5
Sandy Road	Access/Grade	4.2
Mill Street	Access/Grade	4.5
Manilla Avenue	Access/Grade	4.9
Peninsula Drive	Access	5.1
Dean Street	Access/Grade	5.5
Vance Avenue	Access	6.5
SR 255	Under	7.2
Cookhouse Road	Access/Grade	7.6
North Bayview Avenue (Samoa)	Access/Grade	7.7

Notes: MP = Milepost; RTT = Rail to Trail; RWT = Rail with Trail; SR = State Route. Where there are two MP numbers for a street, this indicates the street runs parallel to the rail corridor and is accessible between the MP numbers.

Source: Adapted by Alta Planning & Design and Ascent Environmental 2019, 2020.

Table C-14 Recreational Resources within 2.5 Miles of the Rail Corridor

Recreational Resource	Jurisdiction	Location Relative to Rail Corridor	Activities and Amenities Available
RWT Southern Section			
Healdsburg Veterans Memorial Beach	Sonoma County	0.3 mile southeast of Rail Corridor, near MP 67	Beach swimming and paddling, picnic areas, lawns, par course, and restrooms
Railroad Park	City of Healdsburg	Adjacent to Rail Corridor, 0.5 mile between MP 67 and MP 68	Picnic areas
Badger Park and Community Garden	City of Healdsburg	0.6 mile east of Rail Corridor, near MP 68	Community garden, athletic fields, playground, picnic areas, walking, hiking, dog park
Healdsburg Plaza	City of Healdsburg	0.2 mile north of Rail Corridor, near MP 68	Events, walking, shopping
West Plaza Park	City of Healdsburg	0.2 mile north of Rail Corridor, near MP 68	Garden, event spaces, Healdsburg Jazz Festival, Shakespeare in the Park, athletic turf.
Healdsburg Recreation Park	City of Healdsburg	0.6 mile east of Rail Corridor, between MP 68 and MP 69	Baseball field, soccer field, football field, enclosed grandstand, concession stand, picnic areas
Giorgi Park	City of Healdsburg	0.7 mile east of Rail Corridor, between MP 68 and MP 69	Bocce ball court, horseshoe pits, tennis courts, picnic areas, playground, restrooms (overlaps with portions of Sonoma County APOSD easements)
Tayman Park/Gold Course	City of Healdsburg	0.9 mile east of Rail Corridor, between MP 68 and MP 69	Golf course
Villa Chanticleer	City of Healdsburg	1.3 miles east of Rail Corridor, near MP 69	Playground, picnic areas, dog park, event space
Carson Warner Memorial Skate Park	City of Healdsburg	0.2 mile northwest of Rail Corridor, near MP 69	Skate park
Bryon Gibbs Park	City of Healdsburg	0.5 mile southeast of Rail Corridor, near MP 70	Playground, picnic areas, restrooms
Healdsburg Ridge Open Space Preserve	Sonoma County APOSD	0.5 mile east of Rail Corridor, near MP 70	Hiking
Barbieri Brothers Park	City of Healdsburg	0.3 mile southeast of Rail Corridor, near MP 71	Basketball court, picnic areas, playground, walking paths
Lake Sonoma Recreation Area	U.S. Army Corps of Engineers	2.0 miles west of Rail Corridor, between MP 78 and MP 81	Hiking, mountain biking, horseback riding, boating, camping, fishing, hunting, restrooms
Porterfield Creek	City of Cloverdale	Adjacent to Rail Corridor between MP 83 and MP 84	Hiking
Furber Park	City of Cloverdale	0.8 mile west of Rail Corridor, near MP 84	Baseball/soccer joint field, playground, restrooms
Clover Springs Preserve	City of Cloverdale	1.2 miles west of Rail Corridor, near MP 84	Open space area offering hiking and walking opportunities.
Vintage Meadows	City of Cloverdale	0.7 mile west of Rail Corridor, near MP 85	Playground
Cloverdale City Park	City of Cloverdale	0.6 mile northwest of Rail Corridor, near MP 85	Baseball field, basketball court, horseshoe pits, picnic areas, playground, restrooms, volleyball court
Cloverdale River Park	Sonoma County	Adjacent to Rail Corridor, between MP 85.5 and MP 86.5	Hiking, birding, paddling, fishing, horseback riding, bicycling, beaches, boat launch, picnic areas, restrooms (overlaps with portions of Sonoma County APOSD easements)

Recreational Resource	Jurisdiction	Location Relative to Rail Corridor	Activities and Amenities Available
RTT Southern Section			
Observatory Park	City of Ukiah	0.6 mile west of Rail Corridor, near MP 113	Walking labyrinth, historical building
Hudson-Carpenter Park	City of Ukiah	0.2 mile southwest of Rail Corridor, near MP 114	Picnic areas
Alex R. Thomas Plaza	City of Ukiah	0.2 mile west of Rail Corridor, near MP 114	Amphitheater, pavilion, picnic areas, restrooms
McGarvey Park	City of Ukiah	0.4 mile west of Rail Corridor, near MP 114	Picnic areas
Oak Manor Park	City of Ukiah	0.7 mile southeast of Rail Corridor, near MP 114	Picnic areas, playground, tennis courts
Todd Grove Park	City of Ukiah	0.8 mile northwest of Rail Corridor, near MP 114	Picnic areas, playground, volleyball area
Ukiah Municipal Golf Course	City of Ukiah	0.9 mile west of the Rail Corridor, near MP 114	Golf course
Vichy Springs Bridge County Park	Mendocino County	1 mile east of Rail Corridor, near MP 114	Fishing
Riverside Park	City of Ukiah	1.1 miles southeast of Rail Corridor, near MP 114	Picnic areas, open grass areas
Vinewood Park	City of Ukiah	0.3 mile west of Rail Corridor, near MP 115	Basketball court, picnic areas, playground, and volleyball area
Ukiah Sports Complex	City of Ukiah	0.5 mile southeast of Rail Corridor, near MP 115	Picnic areas, playground softball/baseball fields, restrooms, and a multi-use field for soccer, ultimate frisbee, and rugby
Low Gap Park	Mendocino County	1 mile west of Rail Corridor, near MP 115	Archery range, disc golf course, dog park, hiking, horseshoe pits, picnic areas, playgrounds, tennis courts, restrooms
Ukiah Skate Park	City of Ukiah	1 mile west of Rail Corridor, near MP 115	Skate park, restrooms
Lions Club Park	Mendocino County	0.5 mile northeast of Rail Corridor, between MP 122 and MP 123	Softball field, basketball and volleyball courts, playground, picnic areas and barbeque pits, restrooms
Recreation Grove Park	Willits Chamber of Commerce	0.3 mile northeast of Rail Corridor, near MP 139	Picnic areas, playgrounds
Willits City Park	Willits Chamber of Commerce	0.5 mile from Rail Corridor, 0.5 mile from MP 139 and MP 140	Picnic areas, playgrounds
RTT Eel River Canyon Section			
Wild and Scenic Eel River	Bureau of Land Management	Adjacent to Rail Corridor from MP 166 to MP 209	Whitewater rafting, kayaking, and camping
Humboldt Redwoods State Park	California State Parks	Adjacent and near Rail Corridor between MP 236 and MP 251	Hiking, camping, running, kayaking, canoeing, swimming, bicycling, horseback riding, picnic areas, restrooms
RTT Northern Section			
Humboldt Redwoods State Park	California State Parks	Adjacent to Rail Corridor from MP 236 to MP 251	See description above for Humboldt Redwoods State Park
Bull Creek State Wilderness	California State Parks	*Within Humboldt Redwoods State Park	Hiking

Recreational Resource	Jurisdiction	Location Relative to Rail Corridor	Activities and Amenities Available
Carl “A” Anderson Redwoods Natural Preserve	California State Parks	*Within Humboldt Redwoods State Park	Hiking
Newburg Park	City of Fortuna	1 mile east of Rail Corridor, between MP 265 and MP 266	Hardball fields, picnic areas, playgrounds, restrooms, soccer fields, softball fields, walking paths
Rohner Park	City of Fortuna	0.6 mile northeast of Rail Corridor, near MP 266	Picnic areas, restrooms, ice skating, roller blading, recreation hall, depot museum, ball fields , rodeo grounds, hiking
Humboldt Bay National Wildlife Refuge	U.S. Fish and Wildlife Service	Adjacent to Rail Corridor from MP 274 to MP 277, MP 286 to 287, and MP 290 to 291. 2.5 miles west of MP 293	Hiking, wildlife viewing, waterfowl hunting (Salmon Creek Unit), fishing, picnic areas, and restrooms
Fields Landing Boat Ramp Park	Humboldt County	0.1 mile west of Rail Corridor near MP 278	Fishing, boating, and picnic areas
Elk River Wildlife Area	U.S. Fish and Wildlife Service	0.3 mile southeast of Rail Corridor near MP 280	Hiking, fishing, bird watching, hunting
Lundbar Hills Park	City of Eureka	1.7 miles east of Rail Corridor, near MP 281	“1.25 acres of turf grass and a small grove of redwood trees”
Samoa Dunes State Recreation Area	Humboldt County	1mile west of Rail Corridor between MP 281 and 282 (*requires over 9 miles of travel to access because of Humboldt Bay)	Hiking, surfing, fishing, sightseeing, beachcombing, OHV use, birdwatching, picnic areas, restrooms
Fort Humboldt State Historic Park	California State Parks	0.2 mile southeast of Rail Corridor at MP 282	Historic and reconstructed buildings including museums, a bookstore, outdoor logging machinery displays, picnic areas, restrooms
Highland Park and Playground	City of Eureka	0.5 mile southeast of Rail Corridor, near MP 282	Basketball area, baseball field, playground, tennis courts
Sequoia Park and Playground	City of Eureka	2.3 miles west of Rail Corridor, near MP 282	Biking, hiking, picnic areas, playground, restrooms, wheelchair accessible trail, and a duck pond.
Sequoia Park Flower Garden	City of Eureka	2.3 miles west of Rail Corridor, near MP 282	Flower garden, walking paths, benches
Sequoia Park Zoo	City of Eureka and the Sequoia Park Zoo Foundation	2.3 miles west of Rail Corridor, near MP 282	Public zoo
Hartman/Kennedy Ball Fields	City of Eureka	2.3 miles west of Rail Corridor, near MP 282	Softball fields with bleachers, restrooms, and concession
20-30 Park	City of Eureka	0.8 mile southeast of Rail Corridor, near MP 283	Playground, basketball court, open grass areas
Carson Park and Playground	City of Eureka	1.3 miles southwest of Rail Corridor, near MP 283	Picnic areas, playfield basketball court, multi-use turf grass field
Hammond Park and Playground	City of Eureka	0.8-1 mile from Rail Corridor, between MP 283 and 284	Tennis courts, playground, T-ball practice backstop, basketball courts, open turf grass
Halvorsen Park	City of Eureka	Adjacent to Rail Corridor, 0.1 mile from MP 285	Open grass for music concerts and special events
Cooper Gulch Park and Playground	City of Eureka	0.5 mile south of Rail Corridor, near MP 285	Picnic areas, playground, softball fields, soccer field, disk golf course, multi-use turf, walking path
Eureka Skate Park	City of Eureka	0.5 mile south of Rail Corridor, near MP 285	Skate park

Recreational Resource	Jurisdiction	Location Relative to Rail Corridor	Activities and Amenities Available
Ross Memorial Park and Playground	City of Eureka	0.6 mile south of Rail Corridor, near MP 285	Basketball court, playground, picnic area, T-ball field, multi-use turf grass
Rotary Park	City of Arcata	0.3 mile east of Rail Corridor, near MP 292	Basketball court, playground
Mad River Wildlife Area	U.S. Fish and Wildlife Service	0.4 mile west of Rail Corridor near MP 292	Wildlife viewing, birdwatching, hunting
Arcata Plaza	City of Arcata	0.5 mile northeast of Rail Corridor, near MP 292	Benches, open grass areas
Arcata Ball Park	City of Arcata	0.5 mile northeast of Rail Corridor, near MP 292	Baseball field, picnic areas, restrooms soccer field
Arcata Community Center Park	City of Arcata	0.6 mile east of Rail Corridor, near MP 292	Basketball court, baseball/softball field, meeting areas, picnic areas, playground, restrooms, rock climbing, soccer fields, volleyball court
Windsong Park	City of Arcata	0.7 mile northwest of Rail Corridor, near MP 292	Picnic areas, playground
Sunny Brae Park	City of Arcata	1.35 miles east of Rail Corridor, near MP 292	Hiking
Shay Park	City of Arcata	Adjacent to Rail Corridor, near MP 293	Hiking
Stewart Park	City of Arcata	0.3 mile south of Rail Corridor, near MP 293	Picnic areas, playground
Vinum Park	City of Arcata	0.5 mile southeast of Rail Corridor, near MP 293	Picnic areas, playground
Bloomfield Park	City of Arcata	0.4 mile southwest of Rail Corridor, near MP 293	Picnic areas, playground
Larson Park	City of Arcata	0.4 mile east of Rail Corridor, near MP 293	Tennis courts, picnic areas, playground
Ennes Park	City of Arcata	0.5 mile northwest of Rail Corridor, near MP 293	Picnic areas, playground
Greeneview Park	City of Arcata	0.6 mile west of Rail Corridor, near MP 293	Basketball court, picnic areas, playground
Mountain View Park	City of Arcata	0.7 mile southwest of Rail Corridor, near MP 293	Picnic areas, playground
Arcata Community Forest and Redwood Park	City of Arcata	1 mile east of Rail Corridor at MP 293, 0.5 mile south east of Rail Corridor at MP 294	Hiking, mountain biking, horseback riding, playground, picnic areas, public meeting spaces, restrooms, basketball court
Janes Creek Meadows Park	City of Arcata	0.2 mile west of Rail Corridor, near MP 294	Hiking, picnic areas, playground
Cahill Park	City of Arcata	0.4 mile southwest of Rail Corridor, near MP 294	Picnic areas, playground
Chevret-Vaissade Park	City of Arcata	0.6 mile northwest of Rail Corridor, near MP 294	Basketball court, picnic areas, playground
Pacific Union Park	City of Arcata	0.7 mile northwest of Rail Corridor, near MP 294	Skate park
Valley West Park	City of Arcata	0.5 mile west of Rail Corridor, near MP 295	Picnic areas, playground

Recreational Resource	Jurisdiction	Location Relative to Rail Corridor	Activities and Amenities Available
Carlson Park	City of Arcata	0.5 mile northwest of Rail Corridor, near MP 295	Hiking
Azalea State Natural Reserve	California State Park	0.9 mile northwest of Rail Corridor at MP 296	Hiking, picnic areas, restrooms
Perigot Park	City of Blue Lake	1.35 miles southeast of Rail Corridor, near MP 299	Softball and baseball field, bocce courts, picnic areas, playground
Gymkhana Field	City of Blue Lake	1.5 miles southeast of Rail Corridor, near MP 299	Horseback riding arena
RTT Carlotta, Samoa, and Korblex Branches			
Van Duzen County Park (Pamplin Grove and Swimmers Delight)	Humboldt County	0.75 and 1.5 miles southeast of Carlotta Branch terminus	Hiking, camping, swimming, fishing, picnic areas, restrooms
Mad River Wildlife Area	U.S. Fish and Wildlife Service	Adjacent to Rail Corridor along Samoa Branch near MP 1	See description above for Mad River Wildlife Area
Humboldt Bay National Wildlife Refuge	U.S. Fish and Wildlife Service	1 mile north of Rail Corridor along Samoa Branch near MP 4	See description above for Humboldt Bay National Wildlife Refuge
Samoa Boat Ramp and Campground	Humboldt County	2 miles southwest of Rail Corridor near Samoa Branch terminus	Camping, boating, showers, restrooms
Samoa Dunes State Recreation Area	Bureau of Land Management	2 miles southwest of Rail Corridor near Samoa Branch terminus	See description above for Samoa Dunes State Recreation Area
Speeder Crew Cars	Timber Heritage Association	Along the Samoa Branch of the Rail Corridor	Crew/speeder car rides between Samoa and Manila along the Humboldt Bay (other special rides occur along portions of the corridor in Eureka)
Azalea State Natural Reserve	California State Parks	0.9 mile northwest of Rail Corridor at the start of the Korblex Branch	See description above for Azalea State Natural Reserve

Notes: APOSD = Agricultural Preservation and Open Space District; MP = Milepost; RTT = Rail to Trail; RWT = Rail with Trail.

Source: BLM 2019; City of Arcata 2018; City of Blue Lake 2020a, 2020b; City of Cloverdale 2020; City of Fortuna 2020a, 2020b; City of Healdsburg 2020; City of Ukiah 2020; CSP 2019; Humboldt County 2019; Humboldt Visitors Bureau 2019, 2020; Mendocino County Park, 2019; NorCalPulse 2018; Sequoia Park Zoo Foundation 2020; Sonoma County Regional Parks 2019; Sonoma County Transportation Authority 2009; USFWS 2016, 2019a, 2019b; Willits Chamber of Commerce 2020.

Appendix D

Historic and Archaeological Resource Summaries

Historic and Archaeological Resource Summaries

The following describes potential historic and archeological resources within each section of the rail corridor. Those that are within or immediately adjacent to the rail corridor, and have been previously found eligible or that are potentially eligible for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or local listing, are also summarized in Table D-1 below. The locations of these resources are shown in the mapbook in Appendix A.

Rail with Trail (RWT) Southern Section

Milepost (MP) 68.9 Oliveto Winery, Healdsburg

The Oliveto Winery at 845 Healdsburg Avenue in Healdsburg, which is directly adjacent to the rail corridor at MP 68.9, was previously found eligible for NRHP listing as an individual property through survey evaluation. The brick building was built in 1902/1903, with renovations completed in 2012 by the Gallo family to serve as office space (Bussewitz 2012). The winery is shown in Figure D-1. Per the Sonoma-Marín Area Rail Transit (SMART) Draft Environmental Impact Report (EIR) (SMART 2005), which evaluated passenger rail service and a bicycle/pedestrian pathway (i.e., rail-with-trail) between Larkspur in Marin County and Cloverdale in Sonoma County, the building is within the area of potential effect (APE) for the pathway and the construction of a tall safety structure between rail operations and the pathway could cause adverse visual impacts to this historic property. Mitigation measures included in the Draft EIR required that design details for the safety structure should be similar to that of the exterior building materials (Mitigation Measure [MM] HR-7). The City of Healdsburg, in association with the North Coast Rail Authority (NCRA) and SMART, constructed a paved pedestrian and bicycle path, the Foss Creek Pathway, that passes on the west and opposite side of the rail corridor from the Oliveto Winery.



Source: Press Democrat

Figure D-1 Oliveto Winery Circa 1903

MP 73.7 Nervo Winery, Geyserville

The Nervo Winery at 19550/19585 Geyserville Road, which is directly adjacent to the rail corridor at MP 73.7 in Geyserville, has been previously found eligible for NRHP listing as an individual property through survey evaluation. The stone two-story building, which was built in 1908, is now operated as Trione Vineyards & Winery. Per the SMART Draft EIR (SMART 2005), the winery is adjacent to the bicycle/pedestrian pathway and the construction of a tall safety structure between rail operations and the pathway could cause adverse visual impacts to this historic property. Design details for the safety structure should be similar to that of the exterior building materials (MM HR-7). The bicycle/pedestrian pathway has not been built near this location yet, but is planned to be as a part of the SMART Pathway System (SMART 2019). This section of the rail corridor is anticipated to be maintained by SMART.

MP 75.4-75.6 Residential Historic District, Geyserville

A Residential Historic District in Geyserville (MP 75.4-75.6) with intact rows of Folk Victorian and Craftsman style homes bounded on the south by Geyserville Avenue and crossed (east-west) by Crowell and Walden streets has been previously found eligible for CRHR listing through survey evaluation. They are located to the southeast of and across Rimmel Road from the rail corridor. Per the SMART Draft EIR (SMART 2005), homes within the district are adjacent to the bicycle/pedestrian pathway and the construction of a tall safety structure between rail operations and the pathway could cause adverse visual impacts to the buildings. Design details for the safety structure should be

similar to that of the historic landscape and exterior building materials (MM HR-7). The bicycle/pedestrian pathway has not been built near this location yet, but is planned to be as a part of the SMART Pathway System (SMART 2019). This section of the rail corridor is anticipated to be maintained by SMART.

MP 78.8 and MP 80.5–81.5 Italian Swiss Colony, Asti

A California Historical Landmark (CHL No. 621)—the Italian Swiss Colony at the Asti Winery in Alexander Valley—was established as an agricultural colony by Italian immigrants in 1881. It is located at 26150 Asti Road in Asti and is adjacent to the rail corridor between MP 80.5–81.5. Two spurs ran through the warehouses so the trains could be loaded directly. Andrea Sbarboro also established a second community, Chianti (MP 78.8). At the Asti Winery, the original concrete-and-timber building was built in 1887 (now known as Cellar No. 8) and the vault constructed in 1910–1914. Per the SMART Draft EIR (SMART 2005), the two wineries are adjacent to the bicycle/pedestrian pathway and the construction of a tall safety structure between rail operations and the pathway could cause adverse visual impacts to the historic property. Design details for the safety structure should be similar to that of the historic landscape and exterior building materials (MM HR-7). The bicycle/pedestrian pathway has not been built near this location yet, but is planned to be as a part of the SMART Pathway System (SMART 2019). This section of the rail corridor is anticipated to be maintained by SMART.

MP 81.7–82.3 Redwood Empire Mill, Asti

The Redwood Empire Mill at 26800 Asti Road in Asti, which is directly adjacent to the rail corridor between MP 81.7–82.3, has been previously found eligible for CRHR listing as an individual property through survey evaluation. Per the SMART Draft EIR (SMART 2005), the historical resource is adjacent to the bicycle/pedestrian pathway but no direct or indirect impacts from construction within the rail corridor are anticipated. The bicycle/pedestrian pathway has not been built near this location yet, but is planned to be as a part of the SMART Pathway System (SMART 2019). This section of the rail corridor is anticipated to be maintained by SMART.

Rail to Trail (RTT) Southern Section

MP 85.8, 88.0, 89.2, 93.9, and 94.8 Tunnels, between Cloverdale and Pieta

A series of five tunnels are located within the rail corridor between Cloverdale and Pieta (MP 85.8 near Cloverdale, MP 87.4–87.8 near Preston, MP 88.8 near Echo Siding, MP 93.7 at Squaw Rock, and MP 94.5 near Pieta) of potential historic significance. According to the NCRA Draft EIR (NCRA 2009:3.3/33), which evaluated freight rail service between Lombard in Napa County and Willits in Mendocino County, these five tunnels were among the earliest constructed, circa 1889, were excavated by drill and blast methods, were initially left unsupported, and range in length from 267 to 1,762 feet. As major built elements of the railroad that were crucial to the operation of the line along the narrow confines of the North Coast Ranges Russian River corridor in Sonoma and Mendocino counties, these tunnels may have engineering or architectural significance, and may be contributing elements of a railroad corridor historic district. One of these tunnels is located within the RWT Southern Section.

MP 93.7 Frog Woman Rock, Pieta

A California Historical Landmark (CHL No. 549), Frog Woman Rock (Figure D-2) is a distinctive volcanic monolith located within the rail corridor at MP 93.7 in the Russian River Canyon near Pieta in Mendocino County. A 1,270-foot long tunnel, one of the earliest tunnels constructed by the railroad, circa 1889, goes through the west side of the rock. The site is associated with the Pomo legend of Frog Woman, the clever and powerful wife of Coyote, who lived near this rock. In 2011, the formal designation of the landmark was changed from the offensive use of “squaw” to Frog Woman Rock, although the monolith remains “Squaw Rock” on U.S. Geologic Survey topographic maps. The vertical cliffs of the rock form the west bank of the river, making this a popular recreational site for rock-climbing and for whitewater kayaking at the bend on the river.



Source: Tony Phillips 2019

Figure D-2 Frog Woman Rock Near Pieta

MP 99.7 Thatcher Hotel, Hopland

The Thatcher Hotel at 13401 U.S. 101 (MP 99.7) in Hopland has been previously found eligible for NRHP listing as an individual property through survey evaluation. The historic hotel, which opened for business in 1890, is also a contributor to a historic district determined eligible for NRHP inclusion and listed in the CRHR. According to the NCRA Draft EIR, which evaluated freight rail service between Lombard in Napa County and Willits in Mendocino County, no direct or indirect impacts are anticipated by the resumption of railroad operations (NCRA 2009:3.3/37). The rear of the property, comprising a paved parking area, is adjacent to the west side of the railroad ROW.

MP 113.5 Holz Company Store, Ukiah

The Holz Company Store at 276 E. Clay Street) in Ukiah has been previously found eligible for NRHP listing as an individual property through survey evaluation. The historic one-story, masonry building, which has a concrete loading platform along its east side, was built in the 1920s for a farm equipment sales company. Minor additions were made to the vernacular architectural style building in the 1940s and 1950s. According to the NCRA Draft EIR (NCRA 2009:3.3/37), which evaluated freight rail service between Lombard in Napa County and Willits in Mendocino County, no direct or indirect impacts are anticipated by the resumption of railroad operations. Presumably the same would be true for repurposing the corridor for trail use. The Holz Company Store building is located adjacent to the rail corridor at MP 113.5.

MP 113.7 Northwestern Pacific Railroad Depot, Ukiah

The Northwestern Pacific Railroad (NWP) Depot at 309 E. Perkins Street (Figure D-3) in Ukiah has been previously found eligible for NRHP listing as an individual property through survey evaluation. The historic railroad passenger depot was built by NWP (which at the time as owned jointly by Southern Pacific Railroad [SP] and Atchison, Topeka, and Santa Fe Railroad [AT&SF]) in 1929 in the Colonial Revival Style. It was utilized for railroad operations until passenger service was discontinued in 1942. Restoration of the historic colonnaded, brick-clad building was completed in 2010 (Anderson 2010). According to the NCRA Draft EIR, which evaluated freight rail service between Lombard in Napa County and Willits in Mendocino County, no direct or indirect impacts are anticipated by the resumption of railroad operations (NCRA 2009:3.3/37). Presumably the same would be true for repurposing the corridor for trail use. The NWP Depot in Ukiah is located adjacent to the existing tracks at MP 113.7.



Source: County of Mendocino 2011

Figure D-3 Renovated NWP Depot In Ukiah 2010

MP 113.8 Mason Residence, Ukiah

The Mason residence at 224 Mason Street (MP 113.8) in Ukiah was built in 1889. According to the NCRA Draft EIR, which evaluated freight rail service between Lombard in Napa County and Willits in Mendocino County, the building is individually eligible for local listing or designation (NCRA 2009:3.3/17). A survey and reevaluation completed by the City of Ukiah in 1999, however, found the vernacular architectural style building is no longer considered significant and is ineligible for NRHP, CRHR, and local listing (City of Ukiah 2012-2019).

The building is on the west and opposite side of Mason Street from the rail corridor (Mason Street runs parallel to the railroad ROW to the east).

MP 113.9 McCowen Property, Ukiah

The McCowen residence at 218 Mason Street (MP 113.9) in Ukiah was built in 1889. According to the NCRA Draft EIR, which evaluated freight rail service between Lombard in Napa County and Willits in Mendocino County, the building is individually eligible for local listing or designation (NCRA 2009:3.3/17). A survey and reevaluation completed by the City of Ukiah in 1999, however, found the vernacular architectural style building is no longer considered significant and is ineligible for NRHP, CRHR, and local listing (City of Ukiah 2012-2019). The building is on the west and opposite side of Mason Street from the rail corridor.

MP 114.1 Wooden Trestle, Ukiah

The elevated wooden trestle at MP 114.1 within the rail corridor in Ukiah spans Orr Creek approximately 0.2 mile south of Brush Street. The trestle is approximately 75 feet long and has concrete foundation footings. The trestle is described in the Ukiah NWP Rail Trail Feasibility Study (Alta Planning + Design 2002), but the build year is not provided. While this is a comparatively short trestle, it remains among the important built elements of the railroad that were crucial to the operation of the line along Ukiah Valley corridor in Mendocino County, may have local significance, and may be a contributing element of a railroad corridor historic district.

MP 114.3 Holman Beatty/Briggs Brickyard/Empire Milling Company, Ukiah

The property at 200 Ford Street (MP 114.3) in Ukiah is known as the Holman Beatty/Briggs Brickyard/Empire Milling Company and was built circa 1890. Ulysses N. Briggs established a brickyard on Ford Street in 1891/92 and erected some of the most substantial brick buildings in the town, such as the City Hall and Palace Hotel. The vernacular architectural style building on Ford Street was evaluated by the City of Ukiah in 1999 and is considered locally significant (City of Ukiah 2012-2019). According to the NCRA Draft EIR, which evaluated freight rail service between Lombard in Napa County and Willits in Mendocino County, the

building may be individually eligible for listing in the NRHP and needs to be reevaluated, although no direct or indirect impacts were anticipated by resumption of railroad operations (NCRA 2009:3.3/17, 3.3/37). Presumably the same would be true for repurposing the corridor for trail use. The property is adjacent to the rail corridor to the east side of the railroad ROW.

MP 115.9, 116.4, 117.5, 119, and 120.4 Bridges, between Ukiah and Calpella

A series of five bridges on the Ukiah Mainline are located within the rail corridor between Ukiah and Calpella (MP 115.9, 116.4, 117.5, 119, and 120.4) of potential historic significance. According to the Ukiah to Calpella Mainline Bridge Assessment (American Rail Engineers 2018a), which inspected the bridges for the NWP, two of the bridges are over 80 years of age: MP 116.4 deck plate girder bridge built in 1913 over Hensley Creek (52 feet; Figure D-4); and MP 117.5 ballasted deck pile trestle bridge (Figure D-5) built in 1936 over York Creek (60 feet). Two prestressed concrete box girder bridges are approaching 50 years of age—one at MP 115.9 built in 1972 across Alkeman Creek (120 feet), and the other at MP 119 built in 1973 over an unnamed creek (30 feet). The fifth bridge, which was built in three sections over the Russian River below State Route (SR) 20 at MP 120.4, is described in a Rehabilitation Assessment Report (American Rail Engineers 2018b) as a prestressed concrete box and open deck through plate girder with ballasted timber trestle (approximately 300 feet), but the build year is not provided. While the origin of reinforced concrete bridge construction in the U.S. dates back to 1889, due to load, the first railroad prestressed concrete bridges to be built in the U.S. were not completed until the 1950s (Goldberg 1983:78). As major built elements of the railroad that were crucial to the operation of the line along the narrow confines of the North Coast Ranges Russian River corridor in Mendocino County, these bridges may have engineering or architectural significance, and may be contributing elements of a railroad corridor historic district.



Source: American Rail Engineers 2018b

Figure D-4 Deck Plate Girder Bridge at Hensley Creek (MP 116.4), Built in 1913



Source: American Rail Engineers 2018b

Figure D-5 Photograph of Ballasted Deck Pile Trestle at York Creek (MP 117.6), Built in 1936

MP 117.3-119.3 Sensitive Archaeological Area, Ukiah Valley

Portions of the Ukiah Valley are regarded as having a high likelihood that important archaeological resources may be found. The terrain, the documented location of known archaeological sites, and proximity to seasonal and perennial streams are some of the factors used to indicate areas highly sensitive for the presence of cultural resources (City of Ukiah 1995: V.3/1-3, Figure V.3-DD). In the Ukiah Valley, these sensitive areas are mapped along the Russian River adjacent to the rail corridor north of Ukiah (MP 117.3-119.3), between The Forks and Calpella.

MP 137.9, 138.6, 139, and 139.4 Sensitive Archaeological Areas, Willits

Portions of Willits are regarded as archaeologically sensitive and several prehistoric sites have been noted in the vicinity of the city. As prehistoric cultural resources are most likely to be found at the base of hills and along seasonal and perennial water courses, these areas have been identified as potentially sensitive (City of Willits 1992: II-87, Figure 10-1). As mapped by the city, sensitive stream crossings by the rail corridor in Willits include Broaddus, Haehl, Outlet, and Willits creeks (MPs 137.9, 138.6, 139, and 139.4).

MP 138.5-139.12 California Western Railroad, Willits

The California Western Railroad (CWR) enters Willits from the west at MP 138.5, turns northward, and connects at its terminus with the NWP at the Willits Depot at 299 E. Commercial Street (MP 139.5) in Willits. The CWR has been previously found eligible for NRHP listing as an individual property by consensus through the Section 106 process of the National Historic Preservation Act and is also listed in the CRHR. Built as a logging railroad, the 40 miles of track were completed between Fort Bragg and Willits in 1911. A heritage railroad, presently used as an excursion line awaiting resumption of freight service, the CWR is also known as the "Skunk Train". According to the NCRA Draft EIR, which evaluated freight rail service between Lombard in Napa County and Willits in Mendocino County, no direct or indirect impacts are anticipated by the resumption of railroad operations (NCRA 2009:3.3/37). Presumably the same would be true for repurposing the corridor for trail use. The CWR runs parallel to the rail corridor from MP 138.5 to MP 139.5.

MP 138.9-139.1 Residential Historic District, Willits

Ten properties in a Residential Historic District in Willits (MP 139.5) with intact Folk Victorian and Craftsman style homes bounded on the south by East Valley Street, the east by Madden Lane, and the north by East Van Lane have been previously found eligible for NRHP listing as individual properties by consensus through the Section 106 process and are also listed in the CRHR. According to the NCRA Draft EIR, which evaluated freight rail service between Lombard in Napa County and Willits in Mendocino

County, no direct or indirect impacts are anticipated by the resumption of railroad operations (NCRA 2009:3.3/37). Presumably the same would be true for repurposing the corridor for trail use given that the homes are located on the east side of Madden Street, at least 200 feet from the rail corridor.

MP 139.5 Willits Depot, Willits

The Willits Depot at 299 East Commercial Street (MP 139.5; Figure D-6) in Willits was listed in the NRHP in 1999 and is listed in the CRHR. Also known as the NWP Depot and the “Skunk” Depot, the depot consists of a complex of three wood-frame buildings, built in 1915: the Willits Depot proper, a restaurant building joined by a covered breezeway, and a detached baggage building. The three buildings, all with redwood construction throughout, reflect Arts & Crafts-influenced Chalet-style (Craftsman) designs and are among the most architecturally distinctive small-scale depot buildings in California. The Willits Depot complex is also associated with the final push to completion of the NWP in closing the gap between Willits and Eureka. The Willits Depot is presently the eastern terminus of the CWR, a heritage railroad that runs west to Fort Bragg that is also known as the Skunk Train. The Willits Depot also houses the Willits Chamber of Commerce Visitor Center. According to the NCRA Draft EIR, which evaluated freight rail service between Lombard in Napa County and Willits in Mendocino County, no direct or indirect impacts are anticipated by the resumption of railroad operations (NCRA 2009:3.3/37). Presumably the same would be true for repurposing the corridor for trail use given that the Willits Depot complex is located on the west side of the existing tracks between East Commercial Street and East Van Lane.



Source: Mendocino County Rail-with-Trail Corridor Plan 2012

Figure D-6 Willits Depot in Early 1930s

MP 138.6-157 Tunnels and Bridges between Willits and Longvale

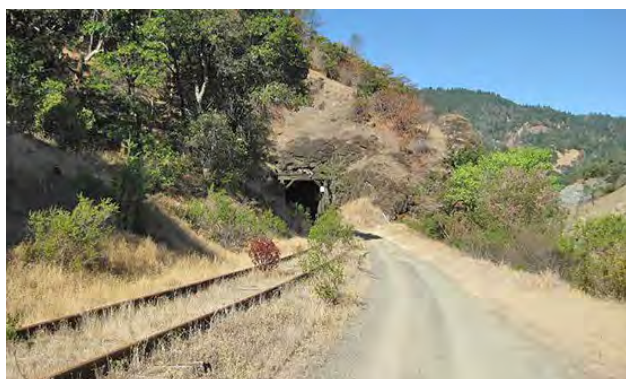
A series of three tunnels and 11 bridges of potential historic significance are located within the rail corridor between Willits and Longvale (MP 138.6-157) along Outlet Creek in Mendocino County. This section of the railroad, from Willits north to Eureka, was completed in 1914. According to the Mendocino County RWT Corridor Plan (2012), which provided an analysis of general conditions along the rail corridor, the longest tunnel in this section is about 1,200 feet (MP 150.0). As major built elements of the railroad that were crucial to the operation of the line along the narrow confines of the Outlet Creek Canyon in the North Coast Ranges in Mendocino County, these tunnels and bridges may have engineering or architectural significance and may be contributing elements of a railroad corridor historic district.

RTT Eel River Canyon Section

MP 159.9-189.5 Tunnels and Bridges between Longvale and Ramsey, Mendocino County

A series of 14 tunnels and nine bridges of potential historic significance are located within the rail corridor between Longvale and Ramsey (Figure D-7; MP 159.9-189.5) alongside the Eel River in Mendocino County. This section of the railroad, from Willits north to Eureka, was completed in 1914. According to the Mendocino County RWT Corridor Plan (2012), which provided an analysis of general conditions along the rail corridor, the longest tunnel in this section is 656 feet. As major built elements of the railroad that were crucial to the operation of the line along the narrow confines of the main fork of the Eel River in the North Coast

Ranges in Mendocino County, these tunnels and bridges may have engineering or architectural significance and may be contributing elements of a railroad corridor historic district.



Source: Mendocino County Rail-with-Trail Corridor Plan 2012

Figure D-7 Tunnel between MP 159.9-189.5

MP 194.8-233.9 Tunnels and Bridges between Ramsey and South Fork (Trinity and Humboldt Counties)

A series of eight tunnels and three bridges of potential historic significance are located within the rail corridor between Ramsey and South Fork (Figure D-8; MP 194.8-233.9) alongside the Eel River in Trinity and Humboldt Counties. The longest of the eight tunnels is approximately 4,300 feet (MP 195.2) and located immediately north of the Island Mountain bridge. The longest bridge in this section is an about 1,190-foot through truss bridge built in 1913 and located south of Alderpoint at Cain Rock (MP 206.7). While the 578-foot long, through truss bridge at Island Mountain (MP 194.8) was built in 1965 to replace the earlier bridge built in 1913 and destroyed by flooding in 1964, this bridge is over 50 years of age and considered historic. As major built elements of the railroad that were crucial to the operation of the line along the narrow confines of the main fork of the Eel River in the North Coast Ranges in Trinity and Humboldt Counties, these tunnels and bridges may have engineering or architectural significance and may be contributing elements of a railroad corridor historic district.



Source: Bridgehunter.com (<https://bridgehunter.com/ca/humboldt/alderpoint-railroad/>)

Figure D-8 Cain Rock Bridge near Alderpoint

RTT Northern Section

MP 238.0-271.8 Tunnels and Bridge between South Fork and Loleta (Humboldt County)

Three tunnels and one bridge of potential historic significance are located within the rail corridor between South Fork and Loleta (Figure D-9; MP 238.0-271.8) along the Eel River in Humboldt County. The bridge, north of the start of the RTT Northern Section, is near South Fork (MP 238.0). The about 800-foot long, through truss bridge was initially built in 1910 and has two spans that were replaced after damage from the 1964 flood. The three tunnels would have been constructed during this same period, as this section of the NWP, from Willits north to Eureka, was completed in 1914. Two of the tunnels are through outcrops at the edge of the river near Shively (MP 243.6 and MP 247.0). The third tunnel, near Loleta and Table Bluff (MP 272.3), is approximately 1,950 feet and avoids the Table Bluff Cemetery established in 1887 on east side of Singley Hill Road. As major built elements of the railroad that were crucial to the operation of the line along the narrow confines of the main fork of the Eel River in Humboldt County and then along the Pacific Coast to Eureka, these structures may have engineering or architectural significance and may be contributing elements of a railroad corridor historic district.



Source: Bridgehunter.com
(<https://bridgehunter.com/ca/humboldt/bh43911/>)

Figure D-9 South Fork Bridge

MP 253.7-256 Scotia Historic District, Scotia

The town of Scotia was identified as a potential historic district, eligible for listing in the NRHP and CRHR, in a 2007 historic resources report prepared for Pacific Lumber Company (PALCO), the owner of the company-owned lumber town at that time (PALCO 2008; also see County of Humboldt 2019a). Scotia was founded in 1886 as a company town for PALCO. It is the last company-owned town of its kind in California. In addition to being significant for its association with development of the lumber industry, the potential district possesses architectural significance. The building types in Scotia are mostly traditional structures that reflect lumber mill operations and production, plus associated residential, commercial, recreational, and other uses. The components of Scotia's historic vernacular landscape also contribute to its significance. The district embodies distinctive architectural types, methods of construction, and technical innovations, which reflect the town's evolution. With the boundaries of the district, which has a period of significance between 1896 and 1959 and retains historic integrity, 309 buildings, structures, and landscape components have been identified as contributors.

PALCO sold its entire holdings in 2008. The Town of Scotia Company, LLC, now owns the residential and commercial structures, while the sawmill is owned and operated by Humboldt Redwood Company (formerly Mendocino Redwood Company). The County of Humboldt felt so strongly about the need to maintain the historic and physical integrity of the Scotia Historic District that it adopted a special

historic resource zoning designation and historic district zoning code regulations applicable to Scotia alone (Humboldt County Zoning Code Regulation Section 19.1.19 et seq.) (Town of Scotia 2019). As mapped, the boundaries of the potential historic district along the east side of the Eel River at Scotia encompass the railroad mainline, spurs, and rail corridor between MP 253.7 and MP 256.

MP 262-268.6 Sensitive Archaeological Area, Alton to Fernbridge

The Eel River Valley has a lengthy history of Native American occupation and is regarded as having a high likelihood that important archaeological resources may be present. The terrain, the documented location of known archaeological sites around Rohnerville Airport and other parts of the valley, and the proximity to the Eel River are among the factors used to indicate the sensitivity of the valley for the presence of cultural resources (City of Fortuna 2010:5.4/13-14). Along the rail corridor for the RTT Northern Section, the Eel River Valley extends between Alton and Fernbridge (MP 262-268.6).

MP 268.5 Fernbridge Depot, Fernbridge

The Fernbridge Depot (Figure D-10, constructed circa 1900, is located on the west side of the rail corridor off Fernbridge Drive (MP 268.5) in Fernbridge. The Ferndale Depot and adjacent buildings are presently used as warehouses for a farm equipment business. To the west, there is a large industrial facility, part of the Humboldt Creamery Association established in 1929, alongside the south side of the main line corridor and a spur. The bridge across the Eel River west of the Ferndale Depot at the intersection of Fernbridge Drive with SR 211 (MP 268.5) was completed in 1911. The name of the NWP station was then changed from Singley to Fernbridge in 1913. Three circa 1920s buildings also line the opposite (north) side of Fernbridge Drive (old U.S. 101) near the Ferndale Depot. The Ferndale Depot has not been evaluated but may be individually eligible for listing in the NRHP and CRHR. The property is adjacent to the south side of the rail corridor.



Source: SunnyFortuna.com
(https://sunnyfortuna.com/railroad/local_stations.htm)

Figure D-10 Fernbridge Depot

MP 268.6 Fernbridge, Fernbridge

The Eel River bridge, known as Fernbridge (Figure D-11), was listed in the NRHP in 1987 and is automatically listed in the CRHR. The bridge is located at the intersection of Fernbridge Drive with SR 211 (MP 268.6) in the small community of Fernbridge. Completed in 1911, the “Queen of Bridges” has a total length of 2,408 feet and linked Ferndale and the Eel River Valley to Eureka. A reinforced concrete bridge, it was an outstanding engineering feat of its time and its 196-foot individual spans are still the longest, earth-filled spandrel arch spans in California. The bridge’s north approach from the community of Fernbridge is flanked by the Humboldt Creamery Association facility and a farm equipment business. The end of the north approach is approximately 80 feet from the former NWP tracks.



Source: Bridgehunter.com
(<https://bridgehunter.com/ca/humboldt/40134/>)

Figure D-11 Fernbridge

MP 265.5-266.5 Orchard and Buildings, Fortuna

Two properties of potential historic significance are adjacent to the rail corridor within the City of Fortuna: the Clendenen Apple Orchards at 96 12th Street (Figure D-12; MP 265.5) and the Jasper House built in 1930 at 105 Main Street (MP 266.5). Clendenen’s has been producing cider from the apples since 1909 after purchasing an existing orchard in 1908, now between U.S. 101 and the rail corridor. Over 70 resources 45 years of age or older were tabulated as being potentially significant for the Draft Program EIR for the City’s General Plan Update (City of Fortuna 2010). One building listed in the NRHP in 1982, the Gunshaw-Mudgett House at 820 9th Street, and the Rohnerville Historic District, in southeast Fortuna, are distant from the rail corridor. The historic NWP Fortuna Depot (formerly at MP 266), built circa 1889, was moved in 1975 to 3 Park Street in Rohnert Park, 0.6 mile from the rail corridor to the northeast, and converted into a municipal museum (Fortuna Depot Museum).



Source: Clendenen's Cider Works
(<http://clendenensciderworks.com/about-us/>)

Figure D-12 Clendenen's Apple Cider Works in Fortuna

MP 270.8 Bank of Loleta, Loleta

The Bank of Loleta at 358 Main Street (Figure D-13; MP 270.8) in Loleta was listed in the NRHP in 1985 and is listed in the CRHR. Designed in the Neo-Classical Revival style, which was popular for public buildings and financial institutions when the bank building was built in 1920, the building retains a high degree of integrity. It is located on the opposite and west side of Main Street from the rail corridor. With the exception of the Dickson & Dickson Store built in 1893 three doors north of the bank, the additional buildings on Loleta’s one-block commercial row,

which are also on the opposite side of Main Street from the rail corridor, were also built circa the 1920s but have not been formally evaluated for NRHP or CRHR listing. The site of the Loleta Depot, which is no longer present, is within the linear park adjacent to the rail corridor, between Main Street and Railroad Avenue.



Source: Noehill.com (<https://noehill.com/humboldt/nat1985000354.asp>)

Figure D-13 Bank of Loleta on Main Street

MP 277.6 Boat Yard and Community Church, Fields Landing

The buildings and structures within the Fields Landing Boat Yard at 1 Yard Road, located approximately 100 feet west of the rail corridor on the spur line (MP 277.6) in Fields Landing, have been recommended not eligible for NRHP or CRHR listing (County of Humboldt 2019a). The public boat yard is owned and operated by the Humboldt Bay Harbor, Recreation and Conservation District. While the Calvary Community Church, which is located at the corner of Depot Road and Fields Landing Drive approximately 700 feet east of the rail corridor (MP 277.6), has been an entity in Fields Landing since the 1870s, the church has been recommended not eligible for NRHP or CRHR listing (County of Humboldt 2019a).

MP 284.3-290.8 NWP Tracks, Eureka to Arcata

The Timber Heritage Association (THA) operates special speeder crew car rides on the former NWP tracks within the rail corridor from 1st and E Streets in Old Town Eureka, paralleling Waterfront Drive, across the Eureka Slough Bridge, and back (MP 284.3-286) (THA 2019). Between Eureka Slough in Eureka and Bayside in Arcata, an approximately 5-mile section of the railroad (MP 285.4-290.8), the former NWP tracks have been previously found

ineligible for NRHP, CRHR, or local listing, and do not have the potential to be a contributor to any larger linear historic property or historic district. The portion of the railway heading north from Eureka became known as the Trinidad Branch. Portions of this 5-mile rail section were assessed for two different projects: the Humboldt Bay Trail South Initial Study and Mitigated Negative Declaration (IS/MND), which evaluated a proposed linkage of two existing multi-use trails between the City of Arcata's Humboldt Bay Trail North with the City of Eureka's Waterfront Trail (County of Humboldt 2018a); and the Route 101 Highway Improvement Project that evaluated widening the highway between Eureka and Bayside in Arcata (JRP 2004).

MP 287-287.8 Arcata Redwood Company, Eureka

The former Arcata Redwood Company at 5151 U.S. 101 (MP 287-287.8) on the bay front at Brainard in Eureka has been previously found ineligible for NRHP, CRHR, or local listing. The industrial building, which is currently owned by California Redwood Company, is adjacent to the rail corridor. The property was assessed for the Humboldt Bay Trail South IS/MND, which evaluated a proposed linkage of two existing multi-use trails between the City of Eureka's Waterfront Trail and the City of Arcata's Humboldt Bay Trail North (County of Humboldt 2018a).

MP 287-288.2 Row of Eucalyptus Trees, Eureka

A single row of eucalyptus trees adjacent to and on the east side of the rail corridor on the bay front at Brainard (MP 287-288.2) in Eureka have been previously found ineligible for NRHP or CRHR listing, either alone or as part of a historic landscape. The tree row, which was planted circa 1915, presently separates the tracks from the western side of U.S. 101, serving as a windbreak and light screen. The tree row was assessed for the Route 101 Highway Improvement Project, which evaluated widening the highway between Eureka and Bayside in Arcata (JRP 2004), and updated in response to comments received on the Humboldt Bay Trail South IS/MND, which evaluated a proposed linkage of two existing multi-use trails between the City of Eureka's Waterfront Trail and the City of Arcata's Humboldt Bay Trail North (County of Humboldt 2018b; JRP 2018).

MP 289 Wiyot Village, Bracut

The Wiyot village of plets-wok, recorded in Humboldt County as archaeological site CA-HUM-048, was mapped at Brainard's Point near the southeast corner of present-day Bracut Industrial Park (MP 289), in Bracut (formerly known as Brainard and later as Brainard Cut), adjacent to the west side of the rail corridor between Eureka and Arcata. The village was described in 1806 and 1913 as being located on the raised landform, which was subsequently leveled for use in local construction projects in the mid-20th century. No evidence of the site has been reported and, as stated in a report for the Route 101 Highway Improvement Project, which evaluated widening the highway between Eureka and Bayside in Arcata (JRP 2004), CA-HUM-048 is believed to have been destroyed during historic-era railroad and road construction projects.

MP 289-289.5 Bracut Industrial Park, Bracut

The 35-acre Bracut Industrial Park is located at 4051 U.S. 101 in Bracut, adjacent to the west side of the rail corridor between Eureka and Arcata (MP 289-289.5). According to two prior studies, the industrial park has been previously found ineligible for NRHP or CRHR listing (County of Humboldt 2018a; JRP 2004).

RTT Carlotta, Samoa, and Korblex Branches

RTT Carlotta Branch (MP 0-9)

There do not appear to be any potentially significant cultural resources within the Carlotta Branch of the rail corridor between Alton and Carlotta (MP 0-9). The three-story Carlotta Hotel built in 1903-1904 on Central Avenue (MP 4.9) in Carlotta, which had been listed in the NRHP in 1978 and thus automatically listed in the CRHR, was destroyed in the mid-1990s due to an electrical fire. It is difficult to discern from Google Earth imagery whether the building at the site of the Alton Depot (Figure D-14; MP 0) at the corner of Old State Highway 101 and SR 36 retains any historic integrity.



Source: SunnyFortuna.com
(https://sunnyfortuna.com/railroad/local_stations.htm)

Figure D-14 Alton Depot Circa 1955

RTT Samoa Branch (MP 1-9.8)

MP 6.7-9.2 Sensitive Archaeological Area, Samoa Peninsula

There is a high possibility that Native American and historic-era archaeological resources may be present on the Samoa Peninsula. The peninsula has an approximately 2,000-year history of occupation by Wiyot peoples, specifically the central division of Wiki, and of lumber-processing and shipyard industries by the late 1800s. According to the Samoa Industrial Waterfront Preliminary Transportation Access Plan (HBHRCD 2013), five documented Wiyot archaeological sites are located within the freight rail and highway access improvement area between the Samoa Bridge and Fairhaven (MP 6.7-9.2).

MP 7-7.7 Samoa Historic District, Samoa

The Samoa Historic District is bisected by the Samoa Branch of the rail corridor between MP 7 and MP 7.7. The district has been previously found eligible for NRHP and CRHR listing through survey evaluation for the Samoa Town Master Plan (County of Humboldt 2019b). Of 227 resources, a total of 194 buildings, sites, and landscape elements have been found eligible for NRHP and CRHR listing as contributing resources to the district. These buildings, sites, and landscape elements maintain the integrity of the town's collective importance as a historic, company-owned lumber mill town dating back to the 1890s. The buildings are of architectural styles that relate to the character of the neighborhood grouping in terms of scale, materials, proportion, or other factors. The site and landscape elements contribute to the overall significance of the town. Exceptional individual buildings include, but

are not limited to, the Samoa Cookhouse south of Vance Avenue, the Samoa Block (south of Vance Avenue, west of Cutten Street, north of Bayview Avenue), and the Hostelry. After changing owners many times, Samoa was purchased in 2001 by the Samoa Pacific Group, LLC, which plans to develop the town but keep its historic nature.

MP 7.2 Samoa Railroad Shop Complex, Samoa Branch

The THA leases and manages tours of the Samoa Railroad Shop Complex (“Samoa Shops”) at MP 7.2 in Samoa. The complex includes an intact roundhouse, plus a machine shop, blacksmith shop, boiler shop, tin shop, and car shop that were built beginning in 1893 by the former Hammond Lumber Company. The complex is located between the rail corridor and the Samoa Cookhouse, one of the exceptional buildings contributing to the Samoa Historic District. The THA operates a 4-mile round trip speeder crew car ride on the NWP tracks from Samoa north to Manila, and is working to develop a Humboldt Bay excursion train, plus a heritage and rail museum (THA 2019). Presumably the Samoa Railroad Shop Complex was evaluated as a contributing resource to the Samoa Historic District.

MP 8.2 USS Milwaukee Memorial, Samoa

A memorial to the USS Milwaukee was designated a California Point of Historical Interest in 1978. The memorial is on LP Drive, approximately 300 feet west of the rail corridor at MP 8.2. In accordance with the Samoa Town Master Plan, LP Drive will be renamed Samoa Pulp Lane (County of Humboldt 2019b).

RTT Korblex Branch (MP 295.57-302)

MP 296.9-299.1 Mad River Bridge and Wooden Trestles, between Korblex and Blue Lake

The Mad River Bridge and four large, freestanding wooden trestles within the Arcata & Mad River Railroad (A&MR) rail corridor between Korblex and Blue Lake (Figure D-15; MP 296.9-299.1) in Humboldt County are of potential historic significance. The A&MR was founded in 1854, serving as a link between Humboldt Bay and the Trinity River mines, and is California’s first operating railroad. By the 1890s, the line was extended from Arcata along the Mad River to Glendale, Blue Lake,

and Korblex, and was linked to the NWP in 1914. Around 1900, the line came to be known as the “Annie and Mary Railroad.” In late 1997, the rail and ties were removed for salvage.

Between Korblex and Glendale, the Warren Creek trestle, largest of all extant trestles on the A&MR rail corridor, crosses Warren Creek Road and Warren Creek at MP 297. The Schoolhouse trestle and Green Tank trestle are located between MP 297 and the Mad River Bridge at MP 298. The 620-foot long Mad River Bridge (MP 298) is a three-span, steel truss superstructure supported by concrete footings and wooden approach trestles, on which the Humboldt Bay Municipal Water District maintains a pipeline. The fourth trestle, the Minor Creek trestle, is adjacent to Glendale Drive in Glendale (MP 299). A fifth trestle, over Mill Creek in Glendale, is no longer standing.

The A&MR is a California Historical Landmark (CHL No. 842), designated in 1970. As noted in the Annie & Mary Rail-Trail Feasibility Study (RCAA 2003), the trestles are considered by the public to be important historic elements of the region and are indeed some of the last wooden trestles left in the region. The Mad River Bridge (Figure D-16) and the trestles are major built elements of the railroad that were crucial to the operation of the rail line along the A&MR corridor in Humboldt County. The bridge and trestles may thus have engineering or architectural significance and may be contributing elements of a railroad corridor historic district.



Source: RCAA 2003

Figure D-15 Wooden Trestle Along the Annie & Mary Railroad Corridor



Source: RCAA 2003

Figure D-16 Annie & Mary Railroad Mad River Bridge

MP 298 Arcata & Mad River Railroad Rail Yard, Glendale

A historic 1-acre A&MR rail yard is adjacent to the rail corridor on the north side of the Mad River (MP 298) in Glendale. The yard, which is full of equipment representing the lifetime operations of the railroad (Figure D-17), is managed by the Northern Counties Logging Interpretive Association. According to the Annie & Mary Rail-Trail Feasibility Study (RCAA 2003:18), the Association's goal is to create a museum for historic logging and railroad equipment and to restore passenger rail for tourism. While the rail yard has not been previously evaluated for NRHP, CRHR, or local listing, either individually or as a contributing element to a railroad corridor historic district and may or may not reach the statutory level of significance, it would nonetheless make an excellent interpretive and visitor facility.



Source: RCAA 2003

Figure D-17 Train Equipment In Glendale Rail Yard

MP 300.8 Arcata and Mad River Railroad Depot, Blue Lake

The A&MR Railroad Depot at 330 Railroad Ave (Figure D-18; MP 300.8) in downtown Blue Lake is the site of the plaque designating the railroad as a California Historical Landmark (CHL No. 842). The Depot, built in 1893 is located adjacent to the rail

corridor. The 1970 landmark plaque is located on a boulder adjacent to the Depot's parking area within the linear park northwest of the building between Railroad Avenue and South Railroad Avenue. The A&MR Depot presently houses the Blue Lake Museum (Figure D-19), which was opened in 1982 by the Blue Lake Museum Society in 1982. The exterior of the building is presently painted a pale blue.



Source: RCAA 2003

Figure D-18 Arcata & Mad River Depot Circa 1900



Source: RCAA 2003

Figure D-19 Arcata & Mad River Depot That Now Houses Blue Lake Museum

MP 300.8-301 Downtown Historic District, Blue Lake

The City of Blue Lake contains over 60 historic buildings that may contribute to a potential downtown historic district. Examples of the properties adjacent to the rail corridor (MP 300.8-301) that may contribute to a downtown historic district include the A&MR Depot built in 1893 at 330 Railroad Avenue (MP 300.8) that presently houses the Blue Lake Museum; the Logger Bar at 510 Railroad Avenue (MP 300.9), built circa 1889; the Mad River Grange (No. 590) established in 1900 at 110 Hatchery Road (MP 300.9) just west of the Logger Bar; and the Blue Lake Emporium built circa

1871 on H Street (MP 300.9) opposite the Mad River Grange. The rail corridor runs between the historic Grange and Logger Bar buildings and between the Blue Lake Emporium and the building with the iconic “Blue Lake Downtown 1910” mural at 410 South Railroad Avenue (Figure D-20; MP 300.85) south of the Depot. The Skinner Store, built in 1894 as a creamery, has been restored and is located off the east side of South Railroad Avenue (MP 300.7) behind the modern Blue Lake City Hall at 111 Greenwood Avenue. A tavern building, built in 1912 at 120 H Street at the Railroad Avenue intersection (MP 300.9), presently houses the Chumayo Spa. The Independent Order of Odd Fellows Hall at 131 H Street (one block east of the rail corridor at MP 300.9), built in 1912, houses the International School of Physical Theatre, one of the longest-running theatrical ensembles in the U.S. While no record was found of these buildings having been previously evaluated for listing in the NRHP, CRHR, or any local register, either individually or as contributors to a downtown Blue Lake historic district, according to the Annie & Mary Rail-Trail Feasibility Study (RCAA 2003), these buildings and the public mural are valued as locally significant historic resources by the residents of the City of Blue Lake.



Source: RCAA 2003

Figure D-20 Mural on Historic Building at 410 South Railroad Avenue in Blue Lake

Table D-1 Potentially Significant Historic and Archaeological Resources Within or Adjacent to the Rail Corridor

Name	Milepost	Summary
RWT Southern Section		
Oliveto Winery	68.9	Located adjacent to the rail corridor. Was previously found eligible for NRHP listing as an individual property through survey evaluation.
Nervo Winery	73.7	Located adjacent to the rail corridor. Was previously found eligible for NRHP listing as an individual property through survey evaluation.
Italian Swiss Colony	78.8, 80.5-81.5	Located adjacent to rail corridor. It has been designated as a California Historical Landmark (CHL No. 621).
Redwood Empire Mill	81.7-82.3	Located adjacent to the rail corridor. Was previously found eligible for CRHR listing as an individual property through survey evaluation.
RTT Southern Section		
Tunnels: Cloverdale to Pieta	85.4, 87.4-87.8, 88.8, 93.7, 94.5	A series of five tunnels of potential historic significance are located within the rail corridor.
From Woman Rock	93.7	A distinctive volcanic monolith located within the rail corridor. It has been designated as a California Historical Landmark (CHL No. 549).
Thatcher Hotel	99.7	Located adjacent to the rail corridor. Was previously found eligible for NRHP listing as an individual property through survey evaluation. It is also a contributor to a historic district determined and listed in the CRHR.
Holz Company Store	113.5	Located adjacent to the rail corridor. Was previously found eligible for NRHP listing as an individual property through survey evaluation.
NWP Depot	113.7	Located adjacent to the rail corridor. Was previously found eligible for NRHP listing as an individual property through survey evaluation.
Wooden Trestle	114.1	Located within the rail corridor. It may have local significance and may be a contributing element of a railroad corridor historic district.
Holman Beatty/Briggs Brickyard/Empire Milling Company	114.3	Located adjacent to the rail corridor. The building was evaluated by the City of Ukiah in 1999 and is considered locally significant. The building may be individually eligible for listing in the NRHP.
Bridges: Ukiah to Calpella	115.9, 116.4, 117.6, 119, 120.5	A series of five bridges on the Ukiah Mainline of potential historic significance are located within the rail corridor.
Sensitive Archaeological Areas	117.3-119.3	Sensitive archaeological areas are potentially present along the Russian River adjacent to the rail corridor north of Ukiah, between The Forks and Calpella.
Sensitive Archaeological Areas	137.9, 138.6, 139, 139.4	Sensitive archaeological areas are potentially present near corridor stream crossings in the vicinity of Willits.
California Western Railroad	138.5-139.1	Runs parallel to the rail corridor. It has been previously found eligible for NRHP listing as an individual property by consensus through the Section 106 process and is also listed in the CRHR.
Willits Depot	139.1	Located adjacent to the rail corridor. It was listed in the NRHP in 1999 and is listed in the CRHR.
Tunnels & Bridges: Willits to Longvale	138.6-157	A series of three tunnels and 11 bridges of potential historic significance are located within the rail corridor.

Name	Milepost	Summary
RTT Eel River Canyon Section		
Tunnels & Bridges: Longvale to Ramsey	159.5-189.5	A series of 14 tunnels and nine bridges of potential historic significance are located within the rail corridor.
Tunnels & Bridges: Ramsey to South Fork	194.4-233.9	A series of eight tunnels and three bridges of potential historic significance are located within the rail corridor.
RTT Northern Section		
Tunnels & Bridges: South Fork to Loleta	237.6-271.8	Three tunnels and one bridge of potential historic significance are located within the rail corridor.
Scotia Historic District	253.7-256	The town of Scotia was identified as a potential historic district, eligible for listing in the NRHP and CRHR, in a 2007 historic resources report prepared for Pacific Lumber Company. The boundaries of the potential historic district are along the east side of the Eel River and encompass the railroad mainline, spurs, and rail corridor.
Sensitive Archaeological Areas	262-268.6	Sensitive archaeological areas are potentially present along the rail corridor in the Eel River Valley between Alton and Fernbridge.
Fernbridge Depot	268.5	Located adjacent to the rail corridor. It has not been evaluated but may be individually eligible for listing in the NRHP and CRHR.
Clendenen Orchard & Jasper House	265.5-266.5	Located adjacent to the rail corridor. Each are of potential historic significance.
Bank of Loleta	270.8	Located adjacent to the rail corridor. Was listed in the NRHP in 1985 and is listed in the CRHR.
Carlotta, Samoa, and Korblex Branches		
Sensitive Archaeological Areas (Samoa Branch)	6.7-9.2	Sensitive archaeological areas are potentially present along the rail corridor on the Samoa Peninsula.
Samoa Historic District	7-7.7	The Samoa Historic District is bisected by the Samoa Branch of the rail corridor. It has been previously found eligible for NRHP and CRHR listing through survey evaluation for the Samoa Town Master Plan.
Mad River Bridge & Wooden Trestles: Korblex to Blue Lake	297-299	The Mad River Bridge and four large, freestanding wooden trestles within the rail corridor are of potential historic significance.
Arcata & Mad River Railroad Yard (Korblex Branch)	298	Located adjacent to the rail corridor. It has not been evaluated but is of potential historic significance.
Arcata & Mad River Railroad Depot (Korblex Branch)	300.8	Located adjacent to the rail corridor. It is the site of the plaque designating the railroad as a California Historical Landmark (CHL No. 842).
Downtown Historic District (Korblex Branch)	300.8-301	Located adjacent to the rail corridor. Includes over 60 historic buildings that may contribute to a potential downtown historic district. It has not been evaluated; however, according to the Annie & Mary Rail-Trail Feasibility Study, components are valued as locally significant historic resources by the City of Blue Lake.

Notes: CHL = California Historic Landmark; CRHR = California Register of Historical Resources; No. = Number; NRHP = National Register of Historic Places; NWP = Northwestern Pacific Railroad; RTT = Rail to Trail; RWT = Rail with Trail. There were no potentially significant historic or archaeological resources identified within the Carlotta Branch of the rail corridor.

Source: NIC 2020; Ascent Environmental 2020

Appendix E

Condition Assessment Results by
Corridor Segment

This appendix includes summarized constraints and opportunities information, trail typologies, total cost, and an overall condition score for each of the 57 segments of the rail corridor.

Segment 1	
Mileposts	68.22 to 71.68
Mileage	3.68MI
Infrastructure Constraints	
	Qty.
Bridge	1
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	1
Walls	0
At-Grade Crossings	4
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	0.92
Hazardous Materials Site	1
Access Opportunities	
Access Points	7
Historic Buildings	2
Recreation Sites	1
City Parks	13
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	
	Length (ft)
Urban Trail/High Demand	19,328.8
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0

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Segment 1	
Short-Span Bridge	0.0
Large Culvert (qty)	0.0
Retrofit Bridge	198.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$10,633,938
Total Score	
	1.97

Segment 2	
Mileposts	71.68 to 74.01
Mileage	2.33MI
Infrastructure Constraints	Qty.
Bridge	2
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	9
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	0.05
Hazardous Materials Site	0
Access Opportunities	
Access Points	4
Historic Buildings	1
Recreation Sites	0
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0

Segment 2	
Trail Typologies	Length (ft)
Urban Trail/High Demand	12,268.6
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0.0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$6,643,421
Total Score	
	0.38
Segment 3	
Mileposts	74.01 to 76.72
Mileage	2.71MI
Infrastructure Constraints	Qty.
Bridge	2
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	2
Walls	0
At-Grade Crossings	8
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0

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Segment 3	
Wetlands (acres)	0.1
Hazardous Materials Site	0
Access Opportunities	
Access Points	5
Historic Buildings	0
Recreation Sites	0
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	14,297.7
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	2
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$7,742,188
Total Score	
	0.39
Segment 4	
Mileposts	76.72 to 80.68
Mileage	3.96MI
Infrastructure Constraints	Qty.
Bridge	4
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0

Segment 4	
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	13
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	0.1
Hazardous Materials Site	0
Access Opportunities	
Access Points	3
Historic Buildings	0
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	
	Length (ft)
Urban Trail/High Demand	20,908.2
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$11,321,786
Total Score	
	0.28

Segment 5	
Mileposts	80.68 to 83.36
Mileage	2.69MI
Infrastructure Constraints	Qty.
Bridge	2
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	1
Walls	0
At-Grade Crossings	3
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	0.22
Hazardous Materials Site	0
Access Opportunities	
Access Points	3
Historic Buildings	2
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	14,169.8
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0

Segment 5	
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$7,672,937
Total Score	
	0.46
Segment 6	
Mileposts	83.36 to 86.65
Mileage	3.29MI
Infrastructure Constraints	Qty.
Bridge	2
Bridge, Major	0
Tunnel	1
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	2
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	1
Wetlands (acres)	0.6
Hazardous Materials Site	1
Access Opportunities	
Access Points	7
Historic Buildings	0
Recreation Sites	1
City Parks	5
Existing Trails (miles)	1.08
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	17,332.7
Rural Trail/Low Demand	0.0

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Segment 6	
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$6,351,858
Total Score	
	1.03
Segment 7	
Mileposts	86.65 to 89.04
Mileage	2.39MI
Infrastructure Constraints	Qty.
Bridge	0
Bridge, Major	0
Tunnel	2
Tunnel, Major	1
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	0
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	0.21
Hazardous Materials Site	0

Segment 7	
Access Opportunities	
Access Points	2
Historic Buildings	0
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	13,813.1
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	4,399.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	389.0
New Long-Span Bridge	837.5
Tunnel Reconstruction	2,076.6
Total Cost of Segment (incl. soft costs)	
	\$59,378,728
Total Score	
	0.44

Segment 8	
Mileposts	89.04 to 99.61
Mileage	10.57MI
Infrastructure Constraints	Qty.
Bridge	4
Bridge, Major	0
Tunnel	2
Tunnel, Major	0
Geomorphic	14
Geomorphic, Major	3
Culvert	6

Segment 8	
Walls	0
At-Grade Crossings	5
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	1
Tribal Lands	0
Wetlands (acres)	0.82
Hazardous Materials Site	0
Access Opportunities	
Access Points	2
Historic Buildings	0
Recreation Sites	0
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	
	Length (ft)
Urban Trail/High Demand	53,594.0
Rural Trail/Low Demand	1,309.9
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	549.6
Temporary Balanced Bench	0.0
Balanced Bench	355.9
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$33,168,155
Total Score	
	-0.81

Segment 9	
Mileposts	99.61 to 105.42
Mileage	5.82MI
Infrastructure Constraints	Qty.
Bridge	0
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	12
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	0.77
Hazardous Materials Site	0
Access Opportunities	
Access Points	4
Historic Buildings	1
Recreation Sites	0
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	30,555.9
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0

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Segment 9	
Retrofit Bridge	374.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$16,862,237
Total Score	
	-0.07
Segment 10	
Mileposts	105.42 to 108.88
Mileage	3.46MI
Infrastructure Constraints	Qty.
Bridge	2
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	1
Geomorphic, Major	0
Culvert	3
Walls	0
At-Grade Crossings	2
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	0
Hazardous Materials Site	0
Access Opportunities	
Access Points	2
Historic Buildings	0
Recreation Sites	0
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	18,234.8
Rural Trail/Low Demand	0.0

Segment 10	
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	73.4
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$9,915,561
Total Score	
	-0.21

Segment 11	
Mileposts	108.88 to 111.4
Mileage	2.51MI
Infrastructure Constraints	Qty.
Bridge	1
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	4
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	0.16
Hazardous Materials Site	1
Access Opportunities	

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Segment 11	
Access Points	5
Historic Buildings	0
Recreation Sites	0
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	
Length (ft)	
Urban Trail/High Demand	13,244.7
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$7,172,025
Total Score	
	0.09
Segment 12	
Mileposts	111.4 to 114.33
Mileage	2.93MI
Infrastructure Constraints	
Qty.	
Bridge	1
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0

Segment 12	
At-Grade Crossings	4
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	0.21
Hazardous Materials Site	5
Access Opportunities	
Access Points	10
Historic Buildings	5
Recreation Sites	2
City Parks	7
Existing Trails (miles)	2.93
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	15,471.0
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$0
Total Score	
	2.24

Segment 13	
Mileposts	114.33 to 117.22
Mileage	2.89MI
Infrastructure Constraints	Qty.
Bridge	2
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	10
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	0.1
Hazardous Materials Site	2
Access Opportunities	
Access Points	6
Historic Buildings	0
Recreation Sites	2
City Parks	3
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	15,283.3
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0

Segment 13	
Retrofit Bridge	357.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$8,577,747
Total Score	
	1.13
Segment 14	
Mileposts	117.22 to 120.2
Mileage	2.98MI
Infrastructure Constraints	Qty.
Bridge	2
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	5
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	1
Tribal Lands	0
Wetlands (acres)	0.1
Hazardous Materials Site	4
Access Opportunities	
Access Points	4
Historic Buildings	0
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	15,732.4
Rural Trail/Low Demand	0.0

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Segment 14	
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$8,519,104
Total Score	
	0.16
Segment 15	
Mileposts	120.2 to 123.57
Mileage	3.37MI
Infrastructure Constraints	Qty.
Bridge	2
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	3
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	1
Wetlands (acres)	0.7
Hazardous Materials Site	1

Segment 15	
Access Opportunities	
Access Points	5
Historic Buildings	0
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	17,837.2
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	50.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$10,671,239
Total Score	
	0.22

Segment 16	
Mileposts	123.57 to 132.99
Mileage	9.41MI
Infrastructure Constraints	Qty.
Bridge	2
Bridge, Major	1
Tunnel	0
Tunnel, Major	0
Geomorphic	12
Geomorphic, Major	1
Culvert	11

Segment 16	
Walls	2
At-Grade Crossings	8
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	0.24
Hazardous Materials Site	0
Access Opportunities	
Access Points	2
Historic Buildings	0
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	
	Length (ft)
Urban Trail/High Demand	46,209.3
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	178.7
Pile-Driven Bench	1,382.5
Temporary Balanced Bench	0.0
Balanced Bench	2,309.3
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	1
Retrofit Bridge	0.0
New Long-Span Bridge	187.1
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$31,801,527
Total Score	
	-0.85

Segment 17	
Mileposts	132.99 to 135.31
Mileage	2.32MI
Infrastructure Constraints	Qty.
Bridge	1
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	0
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	1.1
Hazardous Materials Site	0
Access Opportunities	
Access Points	2
Historic Buildings	0
Recreation Sites	0
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	12,346.1
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0

Segment 17	
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$7,353,957
Total Score	
	-0.01
Segment 18	
Mileposts	135.31 to 137.55
Mileage	2.24MI
Infrastructure Constraints	Qty.
Bridge	0
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	1
Walls	0
At-Grade Crossings	4
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	4
Tribal Lands	0
Wetlands (acres)	0.21
Hazardous Materials Site	0
Access Opportunities	
Access Points	3
Historic Buildings	0
Recreation Sites	0
City Parks	0
Existing Trails (miles)	1.19
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	11,806.9
Rural Trail/Low Demand	0.0

Segment 18	
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	30.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$3,008,260
Total Score	
	-0.08

Segment 19	
Mileposts	137.55 to 139.96
Mileage	2.41MI
Infrastructure Constraints	Qty.
Bridge	1
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	2
Encroachments	4
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	3
Tribal Lands	0
Wetlands (acres)	1.33
Hazardous Materials Site	3
Access Opportunities	

Segment 19	
Access Points	7
Historic Buildings	2
Recreation Sites	0
City Parks	4
Existing Trails (miles)	1.41
Planned Trails (miles)	0
Trail Typologies	
Length (ft)	
Urban Trail/High Demand	12,753.7
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$2,878.657
Total Score	
	0.40
Segment 20	
Mileposts	139.96 to 143.66
Mileage	3.7MI
Infrastructure Constraints	
Qty.	
Bridge	4
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0

Segment 20	
At-Grade Crossings	8
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	2.57
Hazardous Materials Site	0
Access Opportunities	
Access Points	3
Historic Buildings	0
Recreation Sites	0
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	19,484.5
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	310.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$11,894,262
Total Score	
	-0.15

Segment 21	
Mileposts	143.66 to 151.9
Mileage	8.24MI
Infrastructure Constraints	Qty.
Bridge	4
Bridge, Major	0
Tunnel	1
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	3
Encroachments	1
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	7.84
Hazardous Materials Site	0
Access Opportunities	
Access Points	3
Historic Buildings	0
Recreation Sites	0
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	41,598.9
Rural Trail/Low Demand	1,866.3
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0

Segment 21	
Retrofit Bridge	245.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$25,369,026
Total Score	
	-0.20
Segment 22	
Mileposts	151.9 to 162.3
Mileage	10.4MI
Infrastructure Constraints	Qty.
Bridge	5
Bridge, Major	0
Tunnel	2
Tunnel, Major	1
Geomorphic	1
Geomorphic, Major	1
Culvert	0
Walls	0
At-Grade Crossings	4
Encroachments	1
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	3.29
Hazardous Materials Site	0
Access Opportunities	
Access Points	2
Historic Buildings	0
Recreation Sites	0
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	288.6
Rural Trail/Low Demand	53,505.6

Segment 22	
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	1,158.3
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	1,311.3
New Long-Span Bridge	0.0
Tunnel Reconstruction	533.1
Total Cost of Segment (incl. soft costs)	
	\$24,700,953
Total Score	
	-0.26

Segment 23	
Mileposts	162.3 to 166.15
Mileage	3.86MI
Infrastructure Constraints	Qty.
Bridge	0
Bridge, Major	0
Tunnel	1
Tunnel, Major	0
Geomorphic	5
Geomorphic, Major	1
Culvert	2
Walls	0
At-Grade Crossings	2
Encroachments	2
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	0.21
Hazardous Materials Site	0

Segment 23	
Access Opportunities	
Access Points	2
Historic Buildings	0
Recreation Sites	0
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	0.0
Rural Trail/Low Demand	18,935.6
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	880.7
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	474.2
Total Cost of Segment (incl. soft costs)	
	\$15,436,345
Total Score	
	-0.77

Segment 24	
Mileposts	166.15 to 170.85
Mileage	4.7MI
Infrastructure Constraints	Qty.
Bridge	1
Bridge, Major	0
Tunnel	2
Tunnel, Major	1
Geomorphic	21
Geomorphic, Major	2
Culvert	1

Segment 24	
Walls	0
At-Grade Crossings	6
Encroachments	4
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	0.28
Hazardous Materials Site	1
Access Opportunities	
Access Points	2
Historic Buildings	0
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	
	Length (ft)
Urban Trail/High Demand	361.7
Rural Trail/Low Demand	19,800.1
Elevated (Concrete Deck)	479.9
Pile-Driven Bench	0.0
Temporary Balanced Bench	3,508.2
Balanced Bench	683.3
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	87.2
Large Culvert (qty)	0
Retrofit Bridge	204.9
New Long-Span Bridge	0.0
Tunnel Reconstruction	211.0
Total Cost of Segment (incl. soft costs)	
	\$13,767,756
Total Score	
	-1.89

Segment 25	
Mileposts	170.85 to 179.14
Mileage	8.29MI
Infrastructure Constraints	Qty.
Bridge	2
Bridge, Major	0
Tunnel	4
Tunnel, Major	1
Geomorphic	28
Geomorphic, Major	8
Culvert	4
Walls	0
At-Grade Crossings	6
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	1
Wetlands (acres)	2.52
Hazardous Materials Site	1
Access Opportunities	
Access Points	2
Historic Buildings	0
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	0.0
Rural Trail/Low Demand	37,515.0
Elevated (Concrete Deck)	23.7
Pile-Driven Bench	0.0
Temporary Balanced Bench	4,337.8
Balanced Bench	1,769.9
Cut Bench	0.0
Cantilever	319.9
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0

Segment 25	
Retrofit Bridge	370.3
New Long-Span Bridge	108.6
Tunnel Reconstruction	1,104.7
Total Cost of Segment (incl. soft costs)	
	\$39,819,523
Total Score	
	-1.72
Segment 26	
Mileposts	179.14 to 184.2
Mileage	5.06MI
Infrastructure Constraints	Qty.
Bridge	1
Bridge, Major	0
Tunnel	1
Tunnel, Major	0
Geomorphic	19
Geomorphic, Major	4
Culvert	1
Walls	0
At-Grade Crossings	4
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	1
Wetlands (acres)	0.41
Hazardous Materials Site	0
Access Opportunities	
Access Points	2
Historic Buildings	0
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	137.2
Rural Trail/Low Demand	22,507.1

Segment 26	
Elevated (Concrete Deck)	79.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	3,312.2
Balanced Bench	337.3
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	379.2
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$7,252,546
Total Score	
	-1.97

Segment 27	
Mileposts	184.2 to 189.1
Mileage	4.91MI
Infrastructure Constraints	Qty.
Bridge	2
Bridge, Major	0
Tunnel	1
Tunnel, Major	0
Geomorphic	15
Geomorphic, Major	0
Culvert	1
Walls	0
At-Grade Crossings	11
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	1
Wetlands (acres)	0.36
Hazardous Materials Site	1

Segment 27	
Access Opportunities	
Access Points	4
Historic Buildings	0
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	0.0
Rural Trail/Low Demand	22,743.9
Elevated (Concrete Deck)	2,270.1
Pile-Driven Bench	0.0
Temporary Balanced Bench	57.7
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	110.2
Large Culvert (qty)	0
Retrofit Bridge	302.2
New Long-Span Bridge	0.0
Tunnel Reconstruction	449.8
Total Cost of Segment (incl. soft costs)	
	\$26,027,401
Total Score	
	-1.37

Segment 28	
Mileposts	189.1 to 207.83
Mileage	18.73MI
Infrastructure Constraints	Qty.
Bridge	5
Bridge, Major	0
Tunnel	3
Tunnel, Major	0
Geomorphic	79
Geomorphic, Major	6
Culvert	6

Segment 28	
Walls	0
At-Grade Crossings	12
Encroachments	2
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	4.75
Hazardous Materials Site	1
Access Opportunities	
Access Points	2
Historic Buildings	0
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	
	Length (ft)
Urban Trail/High Demand	4,840.1
Rural Trail/Low Demand	80,047.2
Elevated (Concrete Deck)	4,516.1
Pile-Driven Bench	766.2
Temporary Balanced Bench	4,914.2
Balanced Bench	366.3
Cut Bench	161.9
Cantilever	660.8
Low Boardwalk	0.0
Short-Span Bridge	169.4
Large Culvert (qty)	8
Retrofit Bridge	2,837.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$47,267,651
Total Score	
	-2.04

Segment 29	
Mileposts	207.83 to 216.37
Mileage	8.54MI
Infrastructure Constraints	Qty.
Bridge	2
Bridge, Major	0
Tunnel	2
Tunnel, Major	0
Geomorphic	19
Geomorphic, Major	2
Culvert	1
Walls	0
At-Grade Crossings	8
Encroachments	2
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	0.5
Hazardous Materials Site	2
Access Opportunities	
Access Points	4
Historic Buildings	0
Recreation Sites	0
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	825.6
Rural Trail/Low Demand	41,970.2
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	2,117.5
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0

Segment 29	
Retrofit Bridge	480.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$10,418,342
Total Score	
	-0.94

Segment 30	
Mileposts	216.37 to 224.9
Mileage	8.53MI
Infrastructure Constraints	Qty.
Bridge	1
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	22
Geomorphic, Major	7
Culvert	1
Walls	1
At-Grade Crossings	3
Encroachments	2
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	1.32
Hazardous Materials Site	0
Access Opportunities	
Access Points	2
Historic Buildings	0
Recreation Sites	0
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	0.0

Segment 30	
Rural Trail/Low Demand	42,560.0
Elevated (Concrete Deck)	366.9
Pile-Driven Bench	0.0
Temporary Balanced Bench	1,138.5
Balanced Bench	430.2
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	87.2
Large Culvert (qty)	0
Retrofit Bridge	1,235.4
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$12,664,217
Total Score	
	-1.51

Segment 31	
Mileposts	224.9 to 229.8
Mileage	4.9MI
Infrastructure Constraints	Qty.
Bridge	1
Bridge, Major	0
Tunnel	3
Tunnel, Major	0
Geomorphic	3
Geomorphic, Major	3
Culvert	0
Walls	0
At-Grade Crossings	3
Encroachments	1
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	2.35

Segment 31	
Hazardous Materials Site	0
Access Opportunities	
Access Points	2
Historic Buildings	0
Recreation Sites	0
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	0.0
Rural Trail/Low Demand	25,071.6
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	497.3
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	50.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$5,588,005
Total Score	
	-0.71

Segment 32	
Mileposts	229.8 to 234.71
Mileage	4.91MI
Infrastructure Constraints	Qty.
Bridge	3
Bridge, Major	0
Tunnel	2
Tunnel, Major	0
Geomorphic	6

Appendix E

Segment 32	
Geomorphic, Major	4
Culvert	0
Walls	0
At-Grade Crossings	4
Encroachments	5
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	0.31
Hazardous Materials Site	0
Access Opportunities	
Access Points	4
Historic Buildings	0
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	
	Length (ft)
Urban Trail/High Demand	0.0
Rural Trail/Low Demand	21,787.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	3,124.5
Temporary Balanced Bench	326.6
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$9,559,307
Total Score	
	-0.83

Segment 33	
Mileposts	234.71 to 241.6
Mileage	6.89MI
Infrastructure Constraints	Qty.
Bridge	5
Bridge, Major	1
Tunnel	0
Tunnel, Major	0
Geomorphic	3
Geomorphic, Major	2
Culvert	0
Walls	0
At-Grade Crossings	5
Encroachments	5
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	1.27
Hazardous Materials Site	1
Access Opportunities	
Access Points	2
Historic Buildings	0
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	20,037.2
Rural Trail/Low Demand	12,931.5
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	2,221.6
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0

Segment 33	
Retrofit Bridge	1,061.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$20,247,565
Total Score	
	-0.44

Segment 34	
Mileposts	241.6 to 245.45
Mileage	3.85MI
Infrastructure Constraints	Qty.
Bridge	2
Bridge, Major	1
Tunnel	1
Tunnel, Major	0
Geomorphic	3
Geomorphic, Major	2
Culvert	0
Walls	0
At-Grade Crossings	1
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	0.3
Hazardous Materials Site	1
Access Opportunities	
Access Points	3
Historic Buildings	0
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	13,059.3

Segment 34	
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	6,950.5
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	150.0
New Long-Span Bridge	342.4
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$20,883,947
Total Score	
	-0.68

Segment 35	
Mileposts	245.45 to 250.1
Mileage	4.65MI
Infrastructure Constraints	Qty.
Bridge	3
Bridge, Major	0
Tunnel	1
Tunnel, Major	1
Geomorphic	1
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	0
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	0.74

Appendix E

Segment 35	
Hazardous Materials Site	0
Access Opportunities	
Access Points	2
Historic Buildings	0
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	
	Length (ft)
Urban Trail/High Demand	9,975.3
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	27,908.8
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	513.1
Total Cost of Segment (incl. soft costs)	
	\$26,874,269
Total Score	
	-0.30

Segment 36	
Mileposts	250.1 to 253.7
Mileage	3.6MI
Infrastructure Constraints	
	Qty.
Bridge	1
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0

Segment 36	
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	0
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	0.12
Hazardous Materials Site	1
Access Opportunities	
Access Points	4
Historic Buildings	0
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	
	Length (ft)
Urban Trail/High Demand	13,092.5
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	5,868.1
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$11,379,676
Total Score	
	0.03

Segment 37	
Mileposts	253.7 to 256.03
Mileage	2.33MI
Infrastructure Constraints	Qty.
Bridge	0
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	2
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	0.12
Hazardous Materials Site	1
Access Opportunities	
Access Points	5
Historic Buildings	1
Recreation Sites	0
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	12,932.3
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0

Segment 37	
Retrofit Bridge	0.0
New Long-Span Bridge	1,162.9
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$12,624,807
Total Score	
	0.34

Segment 38	
Mileposts	256.03 to 260.23
Mileage	4.2MI
Infrastructure Constraints	Qty.
Bridge	1
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	3
Geomorphic, Major	2
Culvert	0
Walls	0
At-Grade Crossings	0
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	23.08
Hazardous Materials Site	1
Access Opportunities	
Access Points	5
Historic Buildings	0
Recreation Sites	0
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	4.2
Trail Typologies	Length (ft)
Urban Trail/High Demand	11,982.5

Segment 38	
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	7,974.3
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	2,008.6
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	3,402.0
New Long-Span Bridge	1,335.7
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$34,384,334
Total Score	
	-0.72

Segment 39	
Mileposts	260.23 to 263.55
Mileage	3.32MI
Infrastructure Constraints	Qty.
Bridge	2
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	1
Geomorphic, Major	1
Culvert	0
Walls	0
At-Grade Crossings	2
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	3
Tribal Lands	0
Wetlands (acres)	7.13

Segment 39	
Hazardous Materials Site	0
Access Opportunities	
Access Points	3
Historic Buildings	0
Recreation Sites	0
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	3.32
Trail Typologies	Length (ft)
Urban Trail/High Demand	5,402.5
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	1,358.4
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	966.4
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$4,116,740
Total Score	
	-0.04

Segment 40	
Mileposts	263.55 to 266.44
Mileage	2.89MI
Infrastructure Constraints	Qty.
Bridge	1
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0

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Segment 40	
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	3
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	5
Tribal Lands	0
Wetlands (acres)	0.13
Hazardous Materials Site	2
Access Opportunities	
Access Points	7
Historic Buildings	1
Recreation Sites	0
City Parks	2
Existing Trails (miles)	0
Planned Trails (miles)	2.89
Trail Typologies	
	Length (ft)
Urban Trail/High Demand	15,220.3
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	451.1
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$9,977,322
Total Score	
	1.28

Segment 41	
Mileposts	266.44 to 268.59
Mileage	2.16MI
Infrastructure Constraints	Qty.
Bridge	0
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	0
Encroachments	1
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	4
Tribal Lands	0
Wetlands (acres)	0.02
Hazardous Materials Site	0
Access Opportunities	
Access Points	2
Historic Buildings	2
Recreation Sites	0
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	2.16
Trail Typologies	Length (ft)
Urban Trail/High Demand	11,374.6
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0

Segment 41	
Retrofit Bridge	90.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$6,235,453
Total Score	
	0.35
Segment 42	
Mileposts	268.59 to 270.87
Mileage	2.28MI
Infrastructure Constraints	Qty.
Bridge	1
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	4
Encroachments	3
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	1.18
Hazardous Materials Site	0
Access Opportunities	
Access Points	4
Historic Buildings	1
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	2.28
Trail Typologies	Length (ft)
Urban Trail/High Demand	11,993.1

Segment 42	
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	663.3
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$7,055,067
Total Score	
	0.33

Segment 43	
Mileposts	270.87 to 273.76
Mileage	2.88MI
Infrastructure Constraints	Qty.
Bridge	2
Bridge, Major	1
Tunnel	1
Tunnel, Major	0
Geomorphic	1
Geomorphic, Major	0
Culvert	0
Walls	1
At-Grade Crossings	0
Encroachments	2
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	10.08

Segment 43	
Hazardous Materials Site	0
Access Opportunities	
Access Points	4
Historic Buildings	0
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	2.88
Trail Typologies	
	Length (ft)
Urban Trail/High Demand	15,171.3
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	20,488.8
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$8,215,281
Total Score	
	-0.32

Segment 44	
Mileposts	273.76 to 276.27
Mileage	2.52MI
Infrastructure Constraints	
	Qty.
Bridge	1
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0

Segment 44	
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	1
Encroachments	2
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	13.95
Hazardous Materials Site	0
Access Opportunities	
Access Points	2
Historic Buildings	0
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	2.52
Trail Typologies	Length (ft)
Urban Trail/High Demand	13,306.8
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	14,594.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$7,205,633
Total Score	
	-0.38

Segment 45	
Mileposts	276.27 to 278.68
Mileage	2.4MI
Infrastructure Constraints	Qty.
Bridge	0
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	2
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	2
Encroachments	1
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	18.21
Hazardous Materials Site	0
Access Opportunities	
Access Points	5
Historic Buildings	1
Recreation Sites	3
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	2.4
Trail Typologies	Length (ft)
Urban Trail/High Demand	9,875.4
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	9,532.9
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	2,651.8
Short-Span Bridge	0.0
Large Culvert (qty)	0

Segment 45	
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$7,992,702
Total Score	
	-0.51

Segment 46	
Mileposts	278.68 to 281.38
Mileage	2.71MI
Infrastructure Constraints	Qty.
Bridge	1
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	1
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	3
Encroachments	1
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	5.73
Hazardous Materials Site	0
Access Opportunities	
Access Points	3
Historic Buildings	0
Recreation Sites	3
City Parks	1
Existing Trails (miles)	0.9
Planned Trails (miles)	1.81
Trail Typologies	Length (ft)
Urban Trail/High Demand	11,122.1

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Segment 46	
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	4,789.9
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	2,872.6
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	307.9
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$6,591,325
Total Score	
	0.94
Segment 47	
Mileposts	281.38 to 283.31
Mileage	1.93MI
Infrastructure Constraints	Qty.
Bridge	0
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	3
Encroachments	1
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	0.68

Segment 47	
Hazardous Materials Site	1
Access Opportunities	
Access Points	7
Historic Buildings	0
Recreation Sites	1
City Parks	2
Existing Trails (miles)	1.93
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	21,053.9
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$0
Total Score	
	1.98

Segment 48	
Mileposts	283.31 to 285.39
Mileage	2.08MI
Infrastructure Constraints	Qty.
Bridge	0
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0

Segment 48	
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	5
Encroachments	1
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	1.22
Hazardous Materials Site	4
Access Opportunities	
Access Points	14
Historic Buildings	0
Recreation Sites	2
City Parks	6
Existing Trails (miles)	0.7
Planned Trails (miles)	1.38
Trail Typologies	Length (ft)
Urban Trail/High Demand	0.0
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$0
Total Score	
	2.13

Segment 49	
Mileposts	285.39 to 291.73
Mileage	6.34MI
Infrastructure Constraints	Qty.
Bridge	6
Bridge, Major	1
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	2
Encroachments	3
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	1
Tribal Lands	0
Wetlands (acres)	7.75
Hazardous Materials Site	0
Access Opportunities	
Access Points	3
Historic Buildings	3
Recreation Sites	3
City Parks	3
Existing Trails (miles)	3.16
Planned Trails (miles)	3.15
Trail Typologies	Length (ft)
Urban Trail/High Demand	33,340.0
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0

Segment 49	
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$8,974,891
Total Score	
	1.70

Segment 50	
Mileposts	291.73 to 294.19
Mileage	2.46MI
Infrastructure Constraints	Qty.
Bridge	0
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	4
Encroachments	3
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	2.24
Hazardous Materials Site	1
Access Opportunities	
Access Points	12
Historic Buildings	0
Recreation Sites	3
City Parks	12
Existing Trails (miles)	1.52
Planned Trails (miles)	0.92
Trail Typologies	Length (ft)
Urban Trail/High Demand	7,272.3

Segment 50	
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$2,567,080
Total Score	
	2.23

Segment 51	
Mileposts	294.19 to 297.36
Mileage	3.17MI
Infrastructure Constraints	Qty.
Bridge	3
Bridge, Major	3
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	2
Encroachments	5
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	2.81

Segment 51	
Hazardous Materials Site	2
Access Opportunities	
Access Points	5
Historic Buildings	0
Recreation Sites	2
City Parks	2
Existing Trails (miles)	0
Planned Trails (miles)	4.07
Trail Typologies	Length (ft)
Urban Trail/High Demand	16,862.5
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	39.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$9,164,024
Total Score	
	0.50

Segment 52	
Mileposts	297.36 to 300.79
Mileage	3.43MI
Infrastructure Constraints	Qty.
Bridge	3
Bridge, Major	3
Tunnel	0
Tunnel, Major	0
Geomorphic	0

Segment 52	
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	5
Encroachments	4
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	2.42
Hazardous Materials Site	2
Access Opportunities	
Access Points	1
Historic Buildings	1
Recreation Sites	0
City Parks	2
Existing Trails (miles)	0
Planned Trails (miles)	2.08
Trail Typologies	Length (ft)
Urban Trail/High Demand	8,756.2
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$4,741,466
Total Score	
	-0.46

Segment 53	
Mileposts	0 to 2.65
Mileage	2.65MI
Infrastructure Constraints	Qty.
Bridge	1
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	3
Encroachments	2
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	10,21
Hazardous Materials Site	0
Access Opportunities	
Access Points	5
Historic Buildings	0
Recreation Sites	2
City Parks	4
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	19,323.1
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0

Segment 53	
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$8,281,040
Total Score	
	0.76

Segment 54	
Mileposts	2.65 to 5.03
Mileage	2.39MI
Infrastructure Constraints	Qty.
Bridge	1
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	5
Encroachments	0
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	1
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	3.79
Hazardous Materials Site	0
Access Opportunities	
Access Points	6
Historic Buildings	0
Recreation Sites	2
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	12,480.4

Segment 54	
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$7,433,969
Total Score	
	-0.25

Segment 55	
Mileposts	5.03 to 7.63
Mileage	2.6MI
Infrastructure Constraints	Qty.
Bridge	0
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	0
Encroachments	2
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	1
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	3.64

Segment 55	
Hazardous Materials Site	1
Access Opportunities	
Access Points	5
Historic Buildings	2
Recreation Sites	0
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	13,665.6
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$8,139,923
Total Score	
	-0.01

Segment 56	
Mileposts	7.63 to 9.98
Mileage	2.35MI
Infrastructure Constraints	Qty.
Bridge	0
Bridge, Major	0
Tunnel	0
Tunnel, Major	0
Geomorphic	0

Appendix E

Segment 56	
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	2
Encroachments	1
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	1
Archeological Areas	4
Tribal Lands	0
Wetlands (acres)	1.54
Hazardous Materials Site	1
Access Opportunities	
Access Points	1
Historic Buildings	1
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	
	Length (ft)
Urban Trail/High Demand	12,353.3
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0
Retrofit Bridge	0.0
New Long-Span Bridge	0.0
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$7,358,263
Total Score	
	-0.17

Segment 57	
Mileposts	0 to 9.85
Mileage	9.85MI
Infrastructure Constraints	Qty.
Bridge	2
Bridge, Major	1
Tunnel	0
Tunnel, Major	0
Geomorphic	0
Geomorphic, Major	0
Culvert	0
Walls	0
At-Grade Crossings	21
Encroachments	2
Environmental and Existing/Proposed Uses Constraints	
Existing/Proposed Use	0
Archeological Areas	0
Tribal Lands	0
Wetlands (acres)	9.56
Hazardous Materials Site	1
Access Opportunities	
Access Points	1
Historic Buildings	0
Recreation Sites	1
City Parks	0
Existing Trails (miles)	0
Planned Trails (miles)	0
Trail Typologies	Length (ft)
Urban Trail/High Demand	63,358.9
Rural Trail/Low Demand	0.0
Elevated (Concrete Deck)	0.0
Pile-Driven Bench	0.0
Temporary Balanced Bench	0.0
Balanced Bench	0.0
Cut Bench	0.0
Cantilever	0.0
Low Boardwalk	0.0
Short-Span Bridge	0.0
Large Culvert (qty)	0

Appendix E

Segment 57	
Retrofit Bridge	0.0
New Long-Span Bridge	356.3
Tunnel Reconstruction	0.0
Total Cost of Segment (incl. soft costs)	
	\$39,247,632
Total Score	
	-0.25