



*Rio Dell City Hall
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cityofriodell.ca.gov*

January 2, 2024

TO: Rio Dell City Council

FROM: Kyle Knopp, City Manager

SUBJECT: Authorize staff to Execute the Amendment to City Engineer's Scope of Services for the Eel River Trail Project

IT IS RECOMMENDED THAT THE CITY COUNCIL:

Authorize staff to Execute the Amendment.

BACKGROUND AND DISCUSSION

Staff is proposing that the City prepare to phase the Eel River Trail Project. The project grant has a set amount of resources that Clean California has clearly stated will not be receiving additional funding. Additional unforeseen and necessary cost increases are placing pressure on the project's nearly \$2.4 million dollar budget. Finally, inflation potentially could add further difficulty when bids are received. In order to maintain a buildable project, it is recommended that the Council approve the attached amendment.

There are two primary factors outside of City control necessitating this amendment.

- 1.) The City's easement on paper for the old road is more eastern than originally thought and also where the old road was actually used. As such, there is a more significant elevation drop from Davis Street to the main segment of the trail. Clean California requires 100% of what is constructed to be constructed in a manner that complies with ADA. Therefore, a new ADA compliant ramp system must be constructed to meet this environmental reality. Due to the elevation drop this facility is significantly larger than originally anticipated and requires additional design work. Additionally, a licensed engineer is required to meet a certain standard of care in the design of such facilities, including additional geotechnical investigation in order to create the appropriate design that is not over or under engineered.
- 2.) While the overall project is still close to or on budget, these are estimates. We will not know the cost of the project until bids for the project are received. While it is possible that bids may come in at a level that allows the project to be completed without phasing, inflation is a major concern. In consultation with Clean California, it was advised that the City prepare to phase the project. The State has approved a proposal to potentially construct the project from Edwards Drive up to the ADA ramp improvements section.

The ADA ramp would be turned into phase 2 of the project. This amendment allows for that possibility. This amendment also allows for the design of Phase 2 to be completed in Phase 1, creating a shovel ready project that can be shopped around to various granting agencies for additional financial support.

Phase 1: Construction of a fully ADA trail from Edwards Drive to the Davis Street Right-of-Way and also design for the ADA ramp system to Davis Street.

Phase 2: Construction of the ADA ramp to Davis Street.

It should also be noted that construction of the Phase 1 of the trail will likely necessitate a gravel rampway from Davis Street to the construction site, creating a new path for users. However, this path will not meet ADA requirements.

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Reference No. 12592002

**Amendment to
Agreement between Client and Consultant**

Amendment No. 3 to GHD's Scope of Services Agreement dated December 13, 2023 between GHD Inc. (Consultant) and City of Rio Dell (Client), executed on 9/23/22.

Project: City of Rio Dell's Eel River Trail Project – Permitting, Engineering Design Plans & Specifications, and Construction Support Services.

Client hereby requests and authorizes Consultant to perform additional and/or revised services as set forth in this Amendment.

Scope of services as set forth below or in specified attachment(s).

See attached Exhibit A.

Terms of compensation as set forth below or in specified attachment(s).

See attached Exhibit A.

All provisions specified in the Extension of the City of Rio Dell's Professional Services Agreement for City Engineer Services dated January 1, 2022 are in effect. No other agreements, guarantees, or warranties are in effect.

IN WITNESS WHEREOF, the parties hereby execute this amendment upon the terms and conditions stated above.

Client City of Rio Dell

Consultant GHD Inc.

By _____

By _____

Print Name Kyle Knopp

Print Name Josh Wolf

Title City Manager

Title Business Group Leader/Project Director

Date _____

Date _____

Original Agreement	<u>\$355,000</u>
Amendment No. 1 & 2	<u>\$ -10,500</u>
Amendment No. 3	<u>\$170,000</u>
TOTAL	<u>\$514,500</u>



EXHIBIT A
Scope of Work
For
City of Rio Dell's Eel River Trail Project
Amendment 3 – Extra Work For Trail Realignment and Ramp Design

UNDERSTANDING

This Amendment 3 Scope of Work augments the original Scope of Work executed by the City of Rio Dell (City) on September 21, 2022 for the Eel River Trail project through the Clean California Local Grant Program (CCLGP).

Upon initiation of the project, survey analysis revealed that the historic Edwards Drive easement the City planned to use for the trail occurs further downslope than where the City understood it to be. These findings were presented in the January 30, 2023 memo titled "Eel River Trail – Initial Findings of Review of Historic Edwards Drive Road Easement" previously submitted to the City. Following these findings, the City worked with the two private landowners to secure the use of the recorded road easement at the bottom of the slope for the trail. On a project review call with GHD on March 9, 2023, the City made the decision to realign the trail to be within the existing easement at the bottom of the slope. This change required realigning the trail further downslope than originally scoped, and therefore required the out-of-scope design of an ADA accessible ramp to bring the trail elevation back up to the connecting elevation at Davis Street while staying within the Davis Street right-of-way and the existing recorded easements. This change also required updating some of the environmental studies for the new location of the trail.

This amendment covers the additional work necessary to finalize the design and environmental documentation tasks needed for the revised trail alignment.

SCOPE OF WORK

Task 3 – Additional Environmental Documentation

This task is based on updating the botanical study, wetlands delineation, and Habitat Mitigation Monitoring Program (HMMP) for the revised trail alignment.

On April 4, 2022, GHD entered into an earlier contract with the City to perform botanical study field work for the trail in advance of the CCLGP agreement because it was anticipated the CCLGP schedule would not align with the schedule needed to survey the sensitive plant species along the proposed trail alignment. The botanical study under the current contract was then prepared with the field data obtained during the previous summer based on the originally understood trail alignment location.

Similarly, the wetlands mapping was performed on October 13, 2022 and the associated wetland delineation report was prepared based on the originally understood trail alignment location.

With the City subsequently directing GHD in March 2023 to realign the trail, it was necessary perform additional field work and update the botanical study and the wetlands delineation report for the City's selected revised trail location.

Additionally, with changes to the botanical study and the wetlands delineation, it was necessary to update the HMMP as part of the CEQA environmental documentation.

GHD proceeded with this out-of-scope work as it was necessary for keeping the overall project on schedule.

Deliverables:

- The updated botanical studies, wetlands mapping, and HHMP have already been provided and no new deliverables to Task 3 are required under this Amendment.

Task 5 – Additional Plans, Specifications & Estimate (PS&E)

This task covers the additional work necessary to revise the trail alignment and complete the ADA ramp design as necessitated by the City's decision to move the trail downslope into the recorded easement. With the new trail alignment restricted by the existing historic Edwards Drive easement boundaries and the Davis Street right-of-way boundary, a concrete ADA accessible ramp and stair structure is necessary to provide the ADA connectivity at Davis Street as ultimately required to satisfy the scope of the CCLGP agreement.

Under this task, a new concrete switchback-style ADA ramp and stair structure will be designed to connect the lower trail elevation in the existing easement to the Davis Street elevations.

Since the actual location of the existing easement and the need for a ramp was not known during original scoping, the geotechnical investigations and recommendations were only based on an on-grade asphalt paved trail as originally proposed. The standard of care to design the ramp, which is a substantial concrete structure on a slope, necessitates additional geotechnical investigations involving soil borings and seismic evaluation with recommendations relating to mitigating liquefaction settlement and lateral spreading. This scope therefore includes additional geotechnical investigations necessary to complete the design of the new ramp.

The bid package will be developed with the ADA ramp as an additive bid item to allow awarding or removing it based on actual bids and available funding for construction at the time of award.

Deliverables:

- Geotechnical Evaluation Report in electronic format
- 100% bid-ready set of engineering design plans, specifications, and cost estimate with the ADA ramp as an additive bid item.

Assumptions:

- The 90% engineering design plans, specifications, and cost estimate milestone is to be eliminated due to project budget and schedule constraints.

Task 6 – Additional Construction Engineering and Environmental Monitoring – Optional

This optional task is to be undertaken if the City chooses to award the construction of the additive bid item for the ramp designed under Task 5. Under this task, GHD will provide construction inspection, management, and environmental monitoring associated with the construction of the ramp. If the ADA ramp is not awarded during the construction phase, then this task will not need to be awarded.

Deliverables:

- Standard construction inspection and management documentation as well as environmental monitoring documentation will be provided for the ramp portion of the project if awarded.

COMPENSATION

These additional services will be provided through an augmentation of the existing project budget as follows:

Task	Compensation
Task 3 – Environmental Documentation	\$31,000
Task 5 – Plans, Specifications, and Estimate (PS&E)	\$119,000
Task 6 – Construction Engineering and Environmental Monitoring	\$20,000
Total	\$170,000



IV. PROJECT OUTCOMES

Enter values in the Total column for just the Outputs that apply to your project.

4.1 PROJECT OUTCOMES			
Category	Output	Unit	Total
Litter Abatement	Litter Collected	Cubic Yards	10
	Public Space Cleaned	Square Feet	7000
	Anti-Littering Signs	Number of Signs	0
	Waste Bins	Number of Bins	4 2
Transit Center Improvements	Litter Collected	Cubic Yards	0
	Beautification of Space	Number of Bus Stops Beautified	0
		Number of Transit Centers Beautified	0
	Number of Art Installations	0	
Enhance Public Health	Increased Walking Paths, Bike Paths, Children's Play Areas	Square Feet	14000 15350 w/o ramp, 18440 w/ ramp
Beautification	Art Installations	Number of Installations	1
		Square Footage of Installations	50
	Urban Heat Island Reduction	Decrease in Temperature by Degrees Fahrenheit at each Improved Site, Measured at the Noon Hour	0
	Shade Trees Planted	Number Planted	0
	Drought-Tolerant, Native Plants	Number Planted	0
Enhanced Use	Furniture Added	Number of Seats Added	8
	Play Equipment Installed	Number of Play Equipment Features Installed	0
	Public Space Reclaimed for Public Use or Added for Public Use	Square Feet	28000
	Increased Use of Existing Public Space	Increased Number of Hours per Day Available	24
Enhanced Community Connection	Wayfinding Signage	Number of Signs Added	3
	Community/Historical Signs and Markers	Number of Signs Added	3
Jobs and Volunteer Positions Created	New Permanent or Temporary Jobs Created and Number of Artists Supported by the Prime Awardee and all Consultants/ Contractors to Implement or Maintain the Project(S)	Number of Permanent Persons Hired	0
		Number of Temporary Persons Hired	16
		Number of Artists Supported	1



CLEAN CALIFORNIA LOCAL GRANT PROGRAM (CCLGP) APPLICATION

Category	Output	Unit	Total
Pavement and Support Elements	Enhanced Paving (permeable surface or pavement alternatives, such as wood chips)	Square Feet	0
	Decreased Pavement	Square Feet	0
	Upgraded or Improved Permanent Irrigation Systems	Linear Feet	0
	Bioretention Swales and other Green Street Elements	Each	1
	Energy-Conserving Lighting Installed	Number of Energy-Conserving Lights Installed	1
	Renewable Energy Technologies (e.g. solar panels)	Each	0
	Installations of Water Fountains	Number of Water Fountains Installed	1
	Installation or Refurbishment of Bathrooms	Number of Toilets Installed or Refurbished	0
	Architectural Fencing (not chain-link)	Linear Feet	1400
	Shade Structures (not including shade trees - see Beautification category)	Number of Shade Structures	0
Education	Campaigns	# of Campaigns	4
		Reach of the Campaigns	200
		Frequency of the Campaigns	2
	Community Events	# of Events	3
		# of Attendees	150

Detailed Engineer's Estimate and Total Project Costs

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:			
Agency:	City of Rio Dell	Date:	12/11/2023
Project Description:		Construct new Class I shared use path and two trailhead areas with amenities	
Project Title:		Eel River Trail	
Project Location: In the City of Rio Dell, along the west bank of the Eel River, from Edwards Drive to Davis Street			
Name of Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:			License #: C89080
Luke Halonen			

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown			
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	CCLGP Participating Costs/Items		CCLGP Non-participating Costs/Items	
						%	\$	%	\$
General Overhead-Related Construction Items									
1	Mobilization	1	LS	\$89,000.00	\$89,000	100%	\$89,000		
2	Traffic Control	1	LS	\$10,000.00	\$10,000	100%	\$10,000		
3	Stormwater Protection Plan	1	LS	\$40,000.00	\$40,000	100%	\$40,000		
4	Construction Area Signs	1	LS	\$6,000.00	\$6,000	100%	\$6,000		
5	Construction Staking	1	LS	\$25,000.00	\$25,000	100%	\$25,000		
6	Funding Acknowledgement Sign	1	LS	\$2,500.00	\$2,500	100%	\$2,500		
General Construction Items									
7	Remove Tree	49	EA	\$1,200.00	\$58,800	100%	\$58,800		
8	Clearing And Grubbing	1	LS	\$40,000.00	\$40,000	100%	\$40,000		
9	Roadway Excavation	1086	CY	\$100.00	\$108,600	100%	\$108,600		
10	Decorative Boulders	14	EA	\$165.00	\$2,310	100%	\$2,310		
11	Furniture: Bollards	1	EA	\$1,200.00	\$1,200	100%	\$1,200		
12	Furniture: Arcata Bench By Landscape Forms	2	EA	\$4,000.00	\$8,000	100%	\$8,000		
13	Furniture: Cordia Trash/Recycle	2	EA	\$3,200.00	\$6,400	100%	\$6,400		
14	Furniture: MDF Hydration Station	1	EA	\$6,500.00	\$6,500	100%	\$6,500		
15	Interpretive Sign & Post Installation	4	EA	\$500.00	\$2,000	100%	\$2,000		
16	Decomposed Granite	598	SQFT	\$10.00	\$5,980	100%	\$5,980		
17	Metal Edging (Aluminum)	86	LF	\$10.00	\$860	100%	\$860		
18	1" Plastic Pipe (PE Tubing) Lateral Line	20	LF	\$50.00	\$1,000	100%	\$1,000		
19	Service Saddle (Romac)	1	EA	\$2,000.00	\$2,000	100%	\$2,000		
20	Hydroseed	8200	SQFT	\$1.00	\$8,200	100%	\$8,200		
21	Hydromulch	8200	SQFT	\$1.00	\$8,200	100%	\$8,200		
22	Class 2 Aggregate Base	583	CY	\$140.00	\$81,620	100%	\$81,620		
23	Hot Mix Asphalt (Type A)	344	TON	\$220.00	\$75,680	100%	\$75,680		
24	Remove Asphalt Concrete Pavement	8200	SQFT	\$1.10	\$9,020	100%	\$9,020		
25	18" SD HDPE (Includes Excavation, Bedding, Laying, & Backfill)	91	LF	\$300.00	\$27,300	100%	\$27,300		
26	12" SD HDPE (Includes Excavation, Bedding, Laying, & Backfill)	80	LF	\$260.00	\$20,800	100%	\$20,800		
27	Drinking Fountain Drain	1	EA	\$5,000.00	\$5,000	100%	\$5,000		
28	12" Concrete Flared End Section	6	EA	\$1,500.00	\$9,000	100%	\$9,000		
29	18" Concrete Flared End Section	4	EA	\$1,700.00	\$6,800	100%	\$6,800		
30	Rock Slope Protection (20 lb, Class I, Method B)	8.4	CY	\$250.00	\$2,101	100%	\$2,101		
31	Rock Slope Protection (60 lb, Class II, Method B)	300	CY	\$300.00	\$90,000	100%	\$90,000		
32	Rock Slope Protection Fabric (Class 8)	444	SOYD	\$10.00	\$4,444	100%	\$4,444		
33	8" Gravel Filter	3.4	CY	\$250.00	\$849	100%	\$849		
34	Minor Concrete (Wheel Stop)	1	EA	\$800.00	\$800	100%	\$800		
35	Bioretention Pond	152	SQFT	\$32.00	\$4,864	100%	\$4,864		
36	Chain Link Fence (Type CL-6)	950	LF	\$60.00	\$57,000	100%	\$57,000		
37	Roadside Sign - One Post	5	EA	\$400.00	\$2,000	100%	\$2,000		
38	3-Rail Wood Fence/Guardrail	738	LF	\$65.00	\$47,970	100%	\$47,970		
39	Paint Traffic Stripe (2-Coat)	1423	LF	\$4.00	\$5,692	100%	\$5,692		
40	Paint Pavement Marking (2-Coat)	25	SQFT	\$15.00	\$375	100%	\$375		
41	Temporary Inlet Protection	2	EA	\$600.00	\$1,200	100%	\$1,200		
42	Temporary Fiber Roll	620	LF	\$8.00	\$4,960	100%	\$4,960		
43	Temporary Silt Fence, High Visibility Orange	406	LF	\$25.00	\$10,150	100%	\$10,150		
44	Temporary Construction Entrance	2	EA	\$6,250.00	\$12,500	100%	\$12,500		
45	Temporary Concrete Washout	1	LS	\$8,000.00	\$8,000	100%	\$8,000		
46	Contractor Supplied Biologist	1	LS	\$25,000.00	\$25,000	100%	\$25,000		
47	Invasive Species Control	1	LS	\$10,000.00	\$10,000	100%	\$10,000		
48	Temporary High Visibility Fencing	1000	LF	\$8.50	\$8,500	100%	\$8,500		
49	Tree Replacement Planting	49	EA	\$200.00	\$9,800	100%	\$9,800		
50	Parking Lot Solar Light	1	EA	\$25,000.00	\$25,000	100%	\$25,000		
51	Replacement Planting	1	LS	\$10,000.00	\$10,000	100%	\$10,000		
52	Adjust Water Valve Frame And Cover To Grade	1	EA	\$1,000.00	\$1,000	100%	\$1,000		
53	Invasive Plant Removal	500	SF	\$105.00	\$52,500	100%	\$52,500		
54	Environmental Mitigation	1	EA	\$100,000.00	\$100,000	100%	\$100,000		
55	Community Art Installation	1	EA	\$100,000.00	\$100,000	100%	\$100,000		
56	ADA Ramp Subitems:					100%			
57	Structure Excavation (Retaining Wall)	100	CY	\$110.00	\$11,000	100%	\$11,000		
58	Structure Backfill (Retaining Wall)	100	CY	\$140.00	\$14,000	100%	\$14,000		
59	Guardrail With Pickets	158	LF	\$50.00	\$7,900	100%	\$7,900		
60	Structural Concrete	150	CY	\$1,050.00	\$157,500	100%	\$157,500		
61	Concrete Piers, Length Approx 20 Ft	28	EA	\$10,000.00	\$280,000	100%	\$280,000		
62	Minor Concrete (Curb, Sidewalk And Curb Ramp)	42	CY	\$1,500.00	\$63,000	100%	\$63,000		
63	3-Rail (Metal) Guardrail	166	LF	\$75.00	\$12,450	100%	\$12,450		
64	Handrailing	382	LF	\$40.00	\$15,280	100%	\$15,280		
Subtotal of Construction Items:					\$1,823,605				
Construction Item Contingencies (% of Construction Items):						30.00%	\$547,081		
Total (Construction Items & Contingencies) cost:							\$2,370,686		

Detailed Engineer's Estimate and Total Project Costs

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:			
Agency:	City of Rio Dell		Date: 12/11/2023
Project Description:		Construct new Class I shared use path and two trailhead areas with amenities	
Project Title:		Eel River Trail	
Project Location: In the City of Rio Dell, along the west bank of the Eel River, from Edwards Drive to Davis Street			
Name of Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:			License #: C89080
			Luke Halonen

Project Delivery Costs:					
Type of Project Cost	Cost \$				
Preliminary Engineering (PE)					
Environmental Studies and Permits(PA&ED):	\$ 155,967		\$155,967		
Plans, Specifications and Estimates (PS&E):	\$ 211,000		\$211,000		
Total PE:	\$ 366,967		\$366,967		
Right of Way (RW)					
Right of Way Engineering:	\$ 7,533		\$7,533		
Acquisitions and Utilities:	\$ -		-		
Total RW:	\$ 7,533		\$7,533		
Total Pre-Construction Costs (PE+RW):		\$374,500	\$374,500		
Construction Engineering (CE)					
Construction Engineering (CE):	\$ 140,000		\$140,000		
Total Construction Costs:		\$2,510,686	\$2,510,686		
Total Project Cost:		\$2,885,186	\$2,885,186		

Documentation of Non-Participating Costs:			
The Engineer's logic and/or calculations for splitting costs between CCLGP-Participating and Non-participating costs must be documented in this section of the Estimate form.			
Separate logic is required for each item which is partly a participating cost for CCLGP funding or is required for the construction of a non-participating item/element of the project.			
Item #:	Description of Engineer's Logic: (See examples shown in the Instructions)		

The City of Rio Dell has a rich history as a former home to thriving native populations that was later settled by European settlers who built a town whose "...main businesses were gambling, prostitution, and bootlegging, with fighting and the occasional murder serving as diverting pastimes ("The Bluffs Around Us," Evelyn McCormick, 1981)." In fact, men from the larger city of Eureka would make the 26-mile journey to Rio Dell to enjoy these illegal entertainments, or to engage in recreational fighting, and the downtown became known as Wildwood. To this day, the main street through Rio Dell retains the name Wildwood Avenue.

And to this day, Rio Dell contends with the negative affects brought on by the early settlers of the area. Rio Dell was built on territories previously belonging to the Wiyot, Nongatl, and Mattole Native American tribes. The native population in the area was greatly diminished following the 1860 Wiyot massacre on Indian Island (near Eureka) that extended south to the Eel River valley where Rio Dell is located. Today the native population in Rio Dell is approximately 4% of the total population estimated to be approximately 3,500 people, and the median income for the community is low enough that Rio Dell is considered a Severely Disadvantaged Community (SDAC).

The City of Rio Dell is bisected by Highway 101 and lies in the heart of Humboldt County, bordered by dense redwood forests and the Eel River, which is designated a wild and scenic river. The proposed Eel River Trail project is bordered along the east by the Eel River, and along the west by properties owned and operated by the City of Rio Dell, including the City's wastewater treatment facility. No residential properties directly border the project boundaries, and a handful of residential properties are adjacent to the trail footprint. Two city streets bookend the project site: Edwards Drive to the south and Davis Street to the north, which both dead-end east of Highway 101 near the Eel River.

Currently, Edwards Drive and Davis Street are relatively low-speed and low-volume roadways that are comfortably used as shared space by people walking, bicycling, and driving in Rio Dell. Between the two roads, however, a gap of approximately 1,500 feet exists along the bank of the Eel River. This disconnect currently requires long, circuitous routes to travel between destinations on the northeast and southeast parts of Rio Dell. The shortest route between the two points on the existing road network is about 1.4 miles (about 7,400 feet), a 500% increase in trip distance. This inadequacy creates a significant enough increase in trip distance that likely causes some people to drive to destinations that would otherwise be within comfortable walking or bicycling distance.

The corridor between these streets is a 'paper street' owned by the City, and is densely vegetated with discontinuous, worn-in footpaths. At the southern end, informal vehicular access to the Eel River riverfront area is provided at the end of Edwards Drive. The asphalt-turned-gravel turnaround area, behind a gate that is generally open during daylight hours, has large piles of garbage and greenwaste scattered throughout. At the northern end, a trailhead currently consists of dirt/gravel shoulder used unofficially for parking and an opening in the riparian woodland, with eroded steps down a steep grade to a trail. These steps are hazardous and do not conform with standard tread-riser ratios.

The proposed Eel River Trail project will develop the corridor between Edwards Drive and Davis Street. It will be a 10' paved, ADA-compliant Class I shared-use trail with 2' gravel shoulders. At the southern gateway to the new trail, the remaining dirt and asphalt cul-de-sac will be replaced with an asphalt parking area. Proposed work at the southern gateway includes a bioretention area with drainage infrastructure, waste receptacles, a bench, a water fountain, a kiosk with directional & interpretive signage, and removable bollards at the trail entry point. The Edwards Drive trailhead will provide parking for use of the trail and maintain access to the river bar.

~~Heading north, trail users will find an interpretive sign just before crossing a small creek on a prefabricated bridge. The second pullout provides another interpretive sign and a connection to an existing footpath to the Eel River.~~

At the northern terminus, the Davis Street trailhead improvements include regrading, thinning of dense vegetation, waste receptacles, a bench, directional & interpretive signage, and new concrete stairs and ADA ramp with handrails near the trail entry point. The northern portion of the trail will be further improved by invasive species removal activities that will be implemented by the California Conservation Corps.

The vibrance and benefit of the proposed infrastructure portions of the project will be further enhanced by several exciting non-infrastructure features. These features include:

- A public art contest will be a fun community event where artists will submit proposals for an art installation somewhere within the footprint of the Eel River Trail. The winner of the art installation will be selected by a public vote and the artist will be provided a cash prize to make and install the art piece. The art contest will also indirectly promote the project, create a buzz about the new trail, and will connect the people of Rio Dell to this new place.
- The Redwood Community Action Agency (RCAA), a 501(c)3 non-profit organization based in Eureka, CA (which was founded in 1980 with a mission to support leadership and advocacy, develop community-based coordinated services and activities, and support low-income community members to become self-sufficient in a healthy, sustainable environment) will lead several community engagement events. RCAA's Natural Resources team has supported decades of planning for Safe Routes to Schools in Humboldt County, including education and encouragement activities in Rio Dell and Eel River communities. This team is capable and enthusiastic about implementing many of the non-infrastructure elements of this proposal which include:
 - Outreach meetings at the local schools to promote the trail
 - 3 student-led field trips to the trail to learn about the history of the area and collect accumulated trash
 - Developing curriculum for middle school youth research projects connected to the trail
 - Leading an elementary school trail-related art project
 - Articles in the school newsletter
 - A multimedia trail awareness campaign
 - Spanish language trail outreach
 - Hosting public meetings about the trail
 - Updating the Humboldt County bike map to include the new trail

It is anticipated that bids for project may be greater than the construction allocation for the project due to the addition of the ADA ramp and trail realignment. If it is found that there is insufficient funds available to award the full project, then the project will be split into two phases by removing the ADA ramp from the current project and terminating the trail at the foot of the ADA ramp. In this scenario, Phase 1 of the project would construct an out-and-back pedestrian facility from Edwards Drive to the foot of the ADA ramp under the current agreement, and Phase 2 would be complete the connectivity trail to Davis Street as originally scoped by constructing the ADA ramp under a subsequent funding agreement.

