

Parks & Recreation Department

501 North Anderson • Ellensburg, Washington 98926 • (Phone) 509.925.8639 • (Fax) 509.925.8640

October 7, 2016

Phil Nollmeyer
Operations/Permits Coordinator
Lincoln County Dept. of Public Works
27234 SR 25N
Davenport, WA 99122

Re: Surface Transportation Block Grant (SBGT) Set-Aside Program

Dear Phil,

On behalf of the City of Ellensburg and Central Washington University, I respectfully submit our application for funding through the Surface Transportation Block Grant (SBGT) Set-Aside Program.

Our application is for the construction of approximately 2,800 lineal feet of the John Wayne Pioneer Trail reconnection route, which is a 6-mile trail located around northern Ellensburg, connecting the cross-state John Wayne Pioneer Trail. This 2,800 lf section of trail will connect to an existing section of the JWPT reconnection route creating 1.25 miles of trail, providing a direct link for over 400 single and multi-family residential units directly to Central Washington University via a non-motorized trail.

Should you, or any member of the SBGT evaluation committee, have any questions about our application, please contact me at caseb@cityofellensburg.org or call 509-925-8639.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brad Case".

Brad Case
City of Ellensburg
Parks & Recreation Director

Cc: Bill Yarwood, Facilities Planning & Development, Central Washington University

CHAIRMAN:
Mark R. Stedman, County Commissioner
Lincoln County
P.O. Box 28
Davenport, WA 99122
(509) 725-3031

LEAD AGENCY:
Lincoln County
Department of Public Works
27234 SR25 N
Davenport, WA 99122
(509) 725-7041

QUADCO RTPO
Quad County
Regional Transportation Planning Organization

**SFY 2017
Surface Transportation Block Grant (STBG) Set-Aside Program
APPLICATION**

Applications are due: October 7th, 2016 – 4:00 p.m.

To be at LEAD AGENCY (not postmarked). Applications can be submitted by single signed hard copy by mail, OR signed copy (signature in colored ink) scanned in PDF format and submitted by email to:

pnollmeyer@co.lincoln.wa.us

Applications must be signed by appropriate agency representatives
(NO faxed copies shall be accepted)

Basic Information:

Project Title John Wayne Pioneer Trail Reconnection Route

Location Ellensburg, WA

Lead Agency City of Ellensburg

Contact Person Brad Case Parks & Recreation Director
(Name) (Title)

Phone: 509-925-8639

Email: caseb@cityofellensburg.org

Address 501 N Anderson

Ellensburg WA 98926
(City) (State) (Zip Code)

Does sponsoring agency have "Certification Acceptance: status from WSDOT?"

Yes No

If No, state which agency will serve as your CA sponsor and please fill-out CA confirmation form.

CA Sponsor: _____

**SFY 2017
Surface Transportation Block Grant (STBG) Set-Aside Program
APPLICATION**

Cost Estimate and Funding Sources:

<i>Funding Source</i>	<i>Amount</i>
STBG Set-Aside (Funds Requested)	\$375,000.00
Match (13.5% required)	\$60,000.00
Other	Donated ROW
In-Kind	
TOTAL	\$435,000.00

Type of STBG Set-Aside Project:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers.
- Conversion and use of abandoned railroad corridors for trails.
- Construction of turnouts, overlooks, and viewing areas.
- Inventory, control, or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation facilities.
- Vegetation management practices in transportation right-of-way.
- Archaeological activities relating to impacts for implementation of transportation projects eligible under this title.
- Environmental mitigation activity related to highway construction due to highway runoff.
- Eligible project under the Recreational Trails Program, Safe Routes to School Program, and within the right-of-way of former interstate routes.

SFY 2017
Surface Transportation Block Grant (STBG) Set-Aside Program
APPLICATION

Total Project Description:

Explain the nature of the **entire project**. Indicate the major work involved, a brief comparison of existing and proposed conditions, and type of use etc. Identify if this is part of a larger project. Include drawings as required to explain the project. **AND Attach a detailed 8 1/2" x 11" vicinity map)**

When completed, the six-mile John Wayne Pioneer Trail (JWPT) reconnection route, located north of Ellensburg, will connect two sections of the existing cross-state John Wayne Trail, creating an urban greenway connecting to farmlands, canyons, mountains, rivers and forests of Kittitas County. Currently, the John Wayne Pioneer Trail extends 76 miles from North Bend to the west side of Ellensburg, and another 32 miles from the east side of Ellensburg to the Columbia River at Vantage. In 1980, the Milwaukee Railroad abandoned the Pacific Extension of the railroad which bisected the Central Washington University (CWU) campus. At that time, the John Wayne Pioneer Trail was only a pilot project consisting of less than 20 miles of trail and was managed by the Department of Natural Resources. The old railroad corridor through the CWU campus was acquired and developed for other uses by CWU, resulting in a break in the trail's continuity. This 6-mile loop will also close the last remaining gap of the JWPT between North Bend and the Columbia River in Vantage, a stretch of over 100 miles.

In 2001, the City of Ellensburg hired Barker Landscape Architects to conduct a study that would determine the best and most feasible reconnection of the John Wayne Pioneer Trail through Ellensburg. The goal was to create the highest quality trail experience serving the needs of Ellensburg residents and, who will be the primary beneficiaries of the trail system, as well those riding through Ellensburg on the cross-state JWPT. According to the Washington State Parks Eastern Regional Office in Wenatchee, in 2011 calendar year, over 290,000 people used the John Wayne Pioneer Trail between cities of Easton and Kittitas.

The trail is envisioned as a safe walking, cross-country skiing, jogging, bicycling and horseback riding path that will link Ellensburg residents, and visitors, to some of the best feature of the City and Kittitas Valley.

The proposed STGB project will construct 2,800 lineal feet of a 16' wide mixed use trail, 8' asphalt and 8' gravel, located on the campus of Central Washington University. This path will link Ellensburg residents and visitors to shopping, schools, parks, Kittitas County Fairgrounds, and neighborhoods

SFY 2017
Surface Transportation Block Grant (STBG) Set-Aside Program
APPLICATION

1. Alternative Travel Modes (10 points):

Describe how the project encourages the use of alternative travel modes. Identify what types of alternative travel modes will be encouraged. Include estimates of how much this will be used by primary and alternative modes of transportation.

As the Ellensburg population continues to grow, the residential development will continue to be focused in the northern part of the City. Because of this, there will be a demand for non-motorized transportation systems to create corridors for bicyclists and pedestrians to get from their residences to schools, grocery stores, parks, churches and their neighbors. Many of the neighborhoods are inhabited by families or Central Washington University students, both of these populations are very mobile and will without a doubt utilize the trail to visit friends, travel to and from school, or to simply take a walk, run or bike ride. The trail will also promote horseback and/or horse and carriage modes of travel as the JWPT connects to the Washington State Horse Park in Roslyn. In addition the JWPT Reconnection system provides a suitable surface (asphalt and gravel) for any type of non-motorized transportation.

2. Economic Revitalization and Tourism (20 points):

Describe how this project promotes economic revitalization. Provide estimates of the specific economic revitalization this enhancement will provide, including your justification or rationalization of the estimates. Explain how this project enhances tourism in your community, what kind of impact does it have on tourism and how does it benefit the community.

Over 290,000 people annually use the John Wayne Pioneer Trail, many of these users currently bypass the Ellensburg section due to the fact that the trail terminates on both the east and west side of the city. By connecting the trail we encourage people to stay on the trail through Ellensburg, offering them the opportunity to shop in our historic downtown, visit CWU, or eat in one of our many restaurants.

The trail should also be viewed as a community asset that improves the quality of life for those living and visiting Ellensburg. Professionals looking to move to Ellensburg with their families, retirees, and prospective CWU students will view the JWPT reconnection route as an important community asset that could play a prominent role in deciding whether or not they choose to move to Ellensburg. Employers want to locate a business in an area that is rich in recreational opportunities and the JWPT reconnection route would certainly be considered a valuable recreational asset for our community, much like the Yakima Greenway Trail, Spokane River Centennial Trail, and the Burke-Gilman Trail in Seattle. The Ellensburg Morning Rotary Club has developed a project called 'Circle the City' which calls for the development of a non-motorized trail around the entire City which the JWPT plays a huge role in.

SFY 2017
Surface Transportation Block Grant (STBG) Set-Aside Program
APPLICATION

3. Public Benefit and Regional Importance (15 points):

Describe how the population of the geographic area expects to use, benefit, or be served by the project. Explain how the project will improve the public travel experience and provide travel options. Describe the regional importance of the project and whether it enhances connections to regional, statewide systems, or scenic highway.

From a regional standpoint, the most significant aspect of the larger JWPT reconnection route project is the fact that the project closes the last gap in over 113 miles of trail, resulting in a better trail riding experience for the over 290,000 people who annually use the JWPT. The Reconnection Route was among the projects included in the Washington State Parks '2013 Centennial Plan'.

The trail will also connect the quickly developing residential northern part of Ellensburg to CWU, local elementary schools, middle school and high school, City park facilities, the Kittitas County Fairground and Event Center, and our historic downtown. Currently the only method of access is either by walking on sidewalks, driving a car, and for some community transit. The trail will provide a safe non-motorized trail, away from traffic, that can be used by all ages and by a variety of uses, including walking, cross-country skiing, jogging, bicycling, skateboarding/long boarding, wheel chair, and horseback.

The proposed STGB project would complete a section of trail currently located on Central Washington University property and will be heavily used by CWU students accessing campus from off-campus living.

4. Safety (10 points):

Describe how the project improves public safety for transportation system users. For example, does the project address a specific safety issue, or does it address pedestrian or bike safety? How will it either reduce crashes or reduce the potential for future crashes?

This trail segment, and the overall 6-mile JWPT Reconnect Route, will provide a multi-use pathway for use by pedestrians, bicyclists, strollers, horseback, and other non-motorized modes of travel, thus drastically improving safety by separating the motorized and non-motorized modes of travel. The proposed improvements in this STGB project will help reduce the non-motorized public from Alder Street (minor arterial) and Brooklane (local access) which has no sidewalks, and 18th Avenue (collector).

**SFY 2017
Surface Transportation Block Grant (STBG) Set-Aside Program
APPLICATION**

5. Connectivity (10 points):

Describe how this project enhances connections or existing facilities. (i.e. trail/path connections). Please provide a drawing and description of existing facilities, and how this enhancement completes the connection.

The JWPT Reconnection Route will serve as a link for Central Washington University students who live off campus and walk to campus, a safe walkway for kids to access their local elementary schools, a conduit from neighborhood to neighborhood (absence of a grid system), an easy way for north end residents to access no less than 7 neighborhood parks, a connection to the Kittitas Valley Memorial Pool & Fitness Center and the Kittitas County Fairgrounds, provide access to Bowers Airport and the neighboring industrial park, as well as provide a safe place for people to recreate, CWU athletic teams and citizens presently have to run/bike/walk on heavily used streets which pose a serious safety risk to both pedestrians and vehicles.

This particular trail section will be a direct access to CWU for the residents living in Brooklane Village, which is a multifamily housing complex reserved for CWU staff, faculty, or students.

6. Environmental Enhancement (10 points):

Describe the project's ability to preserve and enhance significant natural and cultural resources.

The proposed trail segment is a significant part of the JWPT Reconnect Route, which will complete the only missing segment of the 113 mile long trail connecting North Bend to Vantage. The John Wayne Pioneer Trail preserves the pioneer route that has existed since the late 1800's. The trail cross section includes a paved trail width (hard surfacing) for pedestrians and bicyclists and gravel trail width (soft surfacing) for horses and wagons. The JWPT will also provide a horseback connection between the Washington State Horse Park in Roslyn to the Kittitas County Fair and Rodeo grounds.

SFY 2017
Surface Transportation Block Grant (STBG) Set-Aside Program
APPLICATION

7. Regional Transportation Plan Support (5 points):

Describe how this project meets regional transportation plans, policies and goals. Specifically list where this project has been previously approved in regional or local plans, policies, or goals for this project type. Demonstrate the need of the project by providing previous conceptual project plan dates, previous funding requests, and/or planning programs that include the project.

In February 2016 the Ellensburg City Council adopted the '2016 Park, Recreation, and Open Space Plan'. A major component of the update was public outreach in the form of an on-line survey, which over 440 people responded to. One of the questions posed in the on-line survey was, "Select the 5 activities that you would like to do most. Assume you have the time, money and transportation to do whichever 5 activities you want." Out of 33 options, 'walking for pleasure' was the number one answer and biking for pleasure was the number two answer. Another question posed in the survey was, "If funding were available, which of the following facilities should have the highest priorities in Ellensburg?" Eleven options were provided for this question, the highest prioritized answer was 'a citywide trail system'.

The City of Ellensburg, CWU, State Parks & Recreation Commission, and Kittitas County have all identified in their respective comprehensive plans the importance and need for the reconnection of the JWPT through the Ellensburg. Additionally, the JWPT is identified in the City's '2008 Non-motorized Transportation Plan' as a high- priority project. QUADCO's draft '2016-2036 Regional Transportation Plan' includes information about the JWPT reconnection route.

8. Project Readiness (10 points):

Does your project require property rights outside of your ownership on other agency or private land owner property? Yes No : If so, please describe. Note: Coordinate early in the scoping process. Attach letters of concurrence from affected agencies (i.e. WSDOT Local Programs, County, State, Federal, etc.) or private property owner(s). AND Are there any circumstances that could delay this project and/or are there any critical times associated with this application? (e.g., right of way acquisition, environmental documentation, other funds needed to match other applications, etc.) Does this application request sufficient funds that result in a complete and usable facility?

The City of Ellensburg is not aware of any circumstances that could delay or hinder this project. The proposed trail segment will be constructed on a non-exclusive trail easement provided by Central Washington University. We have worked successfully with CWU to obtain easements for the northern section of the John Wayne Trail that was TAP funded. Since we are now familiar with the ROW process required when working with CWU, the preliminary engineering and ROW phases should only take about 9 months.

SFY 2017
Surface Transportation Block Grant (STBG) Set-Aside Program
APPLICATION

9. Local or Regional Support (10 points):

Demonstrate local or regional support of the project. (letters of support, previous public involvement and input, partnerships with private or public agencies).

The City of Ellensburg, Central Washington University, State Parks & Recreation Commission and Kittitas County have all identified in their respective comprehensive plans the importance and need for the reconnection of the JWPT through the City of Ellensburg.

The tremendous support for this much needed project has led the production of the John Wayne Pioneer Trail Reconnection Study which was completed in September of 2001. As a part of that Study, a Committee was formed in 2000, comprised of representatives from the City, County, State, University, as well as private land owners along the corridor, liaisons from special interest groups and the general public. The committee's function is to look for opportunities for acquisitions along the corridor, develop the details and operational discussions and agreements for all parties, provide support to any agency or organization participating in the application of grants, provide public or private cooperation to aid in the development, maintenance, or operation of the trail, and to stay informed and advocate support of the trail with City, University, County, and Commission capital projects.

The proposed reconnection has been a part of numerous public meetings, including city comprehensive plan meetings, City of Ellensburg Parks & Recreation Commission Meetings, Kittitas County comprehensive plan meetings, State Parks & Recreation Committee meetings and at least 20 meetings of the JWPT Steering Committee. Completing the cross-state trail is a priority of Washington State Parks and is one of the 100 projects listed as a priority in its Centennial 2013 Plan. Therefore, re-connecting the trail at Ellensburg is vital to the agency's vision of completing the cross-state trail by its centennial in 2013.

This project is unique in the fact that the proposed reconnection trail falls on University, City, County, and private land; as well as being a part of the bigger picture state wide trail managed by State Parks. In light of this, the committee members felt it would be necessary to adopt a Charter agreement that binds the above mentioned agencies together to help promote and assist in the completion of the trail. The Charter agreement is signed by the President of CWU, Mayor of Ellensburg, Kittitas County Commissioner, and Deputy Director of the Washington State Parks & Recreation Commission, and was formally adopted in October 2003.

**SFY 2017
Surface Transportation Block Grant (STBG) Set-Aside Program
APPLICATION**

Approval/Concurrence of Submitting /Lead Agency

This project has the approval/concurrence of the submitting agency and is consistent with the agency comprehensive plan. Certification is hereby given that the information provided is accurate and all information is complete and included as part of the application.

AGENCY CITY OF ELLENSBURG

DATE: 10-6-16

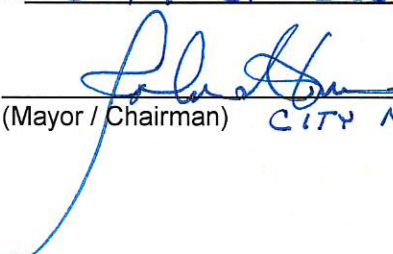
BY: 
(Mayor / Chairman/Responsible Party) CITY MANAGER

Approval of Receiving Agency that will operate and maintain

This project has the concurrence of the agency and this agency will provide ongoing maintenance and operations for the anticipated design life of the proposed project. Certification is hereby given that the information provided is accurate and all information is complete and included as part of the application.

AGENCY CITY OF ELLENSBURG

DATE: 10-6-16

BY: 
(Mayor / Chairman) CITY MANAGER

**SFY 2017
Surface Transportation Block Grant (STBG) Set-Aside Program
APPLICATION**

SURFACE TRANSPORTATION BLOCK GRANT (STBG) SET-ASIDE PROGRAM

Certification Acceptance (CA) Confirmation:

Certification Acceptance (CA) is a program in which the Federal Highway Administration (FHWA) delegates authority to the Washington State Department of Transportation (WSDOT) for approving project development and construction administration on federal-aid projects. WSDOT has the option of further delegating this authority to qualified agencies. All federal-aid projects must be administered by a CA agency. Non-CA entities can apply for Surface Transportation Block Grant (STBG) Set-Aside funding, but they must have a CA agency sponsor the project. This sponsorship must be in place prior to applying for funds. All 39 counties in Washington State have CA status, as well as approximately 60 cities, and the six WSDOT region Local Programs offices.

Non-CA entities must have this sheet signed by the CA agency that will administer the proposed project. This signed confirmation must be included with all project proposals submitted by non-CA entities.

Non-CA Entity: _____

Project Title: _____

CA Agency: _____

CA Representative

Signature: _____

Printed Name: _____

Title: _____

Certification Acceptance Qualification Agreement

AGENCY City of Ellensburg

AGENCY NO. 0380


The agency agrees to comply with the following requirements when developing all Federal Highway Administration (FHWA) projects under Full CA status.

1. Adherence to the *Local Agency Guidelines* and all policies and procedures promulgated by the Washington State Department of Transportation (WSDOT) which accomplish the policies and objectives set forth in Title 23, U.S. Code, Highways, and the regulations issued pursuant thereto.
2. The overall approval authorities and conditions will be as follows:
 - a. The project prospectus will be reviewed and approved by the following official.
Director of Public Works or City Engineer
Position Title Only
 - b. The local agency agreement will be reviewed and approved by the following official or officials.
City Manager
Position Title Only
 - c. The designs and environmental documents will be reviewed and approved by the following state of Washington registered Professional Civil Engineer.
Director of Public Works or City Engineer
Position Title Only
 - d. The hearing's findings (if required) will be reviewed and approved by the following official or officials.
City Council
Position Title or Titles Only
 - e. The contract plans, specifications and estimate of cost will be reviewed and approved by the following state of Washington registered Professional Engineer.
Director of Public Works or City Engineer
Position Title or Titles Only
 - f. Agreements will be signed by the following responsible local official.

(1) Railroad	<u>City Manager</u> Position Title Only
(2) Utility	<u>City Manager</u> Position Title Only
(3) Consultant	<u>City Manager</u> Position Title Only
(4) Technical Services	<u>City Manager</u> Position Title Only
 - g. The award of contract will be signed by the following responsible local official.
City Manager
Position Title Only
 - h. All projects will be constructed in conformance with the Washington State Department of Transportation/American Public Works Association (WSDOT/APWA) current *Standard Specifications for Road, Bridge, and Municipal Construction* and such specifications that modify these specifications as appropriate. Multimodal enhancement projects shall be constructed in conformance with applicable state and local codes.

Certification Acceptance Qualification Agreement

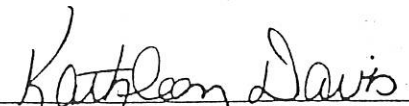
- i. The contract administration will be supervised by the following state of Washington registered Professional Civil Engineer.
Director of Public Works or City Engineer
Position Title Only
 - j. Construction administration and material sampling and testing will be accomplished in accordance with the *WSDOT Construction Manual and the Local Agency Guidelines*.
3. The agency agrees that they have the means to provide adequate expertise and will have support staff available to perform the functions being subdelegated. The support staff may include consultant or state services.
 4. The agency agrees that the signature on each project prospectus and local agency agreement will be consistent with section 2 above.
 5. All projects under Certification Acceptance shall be available for review by the FHWA and the state at any time and all project documents shall be retained and available for inspection during the plan development and construction stages and for a three year period following acceptance of the project by WSDOT.
 6. Approval of the local agency certification by the Assistant Secretary for Highways and Local Programs may be rescinded at any time upon local agency request or if, in the opinion of the Assistant Secretary for Highways and Local Programs, it is necessary to do so. The rescission may be applied to all or part of the programs or projects approved in the local agency certification.



Mayor or Chairman Stan Basset

1-22-03
Date

**WASHINGTON STATE DEPARTMENT
OF TRANSPORTATION**

Approved By: 

Director, Highways and Local Programs




2.13.03
Date

John Wayne Pioneer Trail Reconnection Route



Ellensburg

Legend

-  Proposed in Grant Application
-  Existing John Wayne Trail
-  John Wayne Trail Reconnection Route



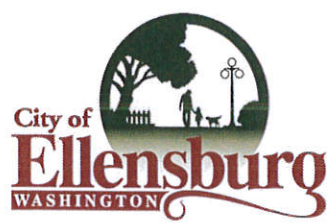
Kittitas County Assessor, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

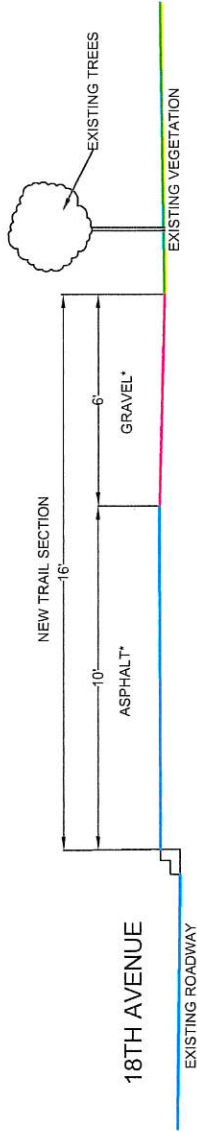
Legend	
JWT Reconnect	Major Arterial
2017 Trail Construction	Railroad
Proposed Segment A	US Highway
Proposed Segment B	US Interstate
Proposed Segment C	gis.DBO.Canal_Ditch
Proposed Segment D	gis.DBO.Streams
Proposed Segment E	

John Wayne Trail Reconnect South of 18th

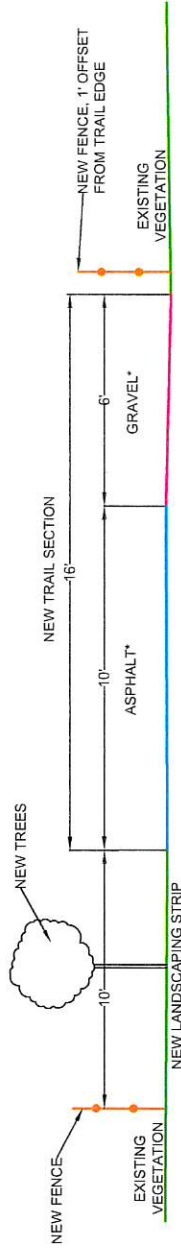


October 4, 2016

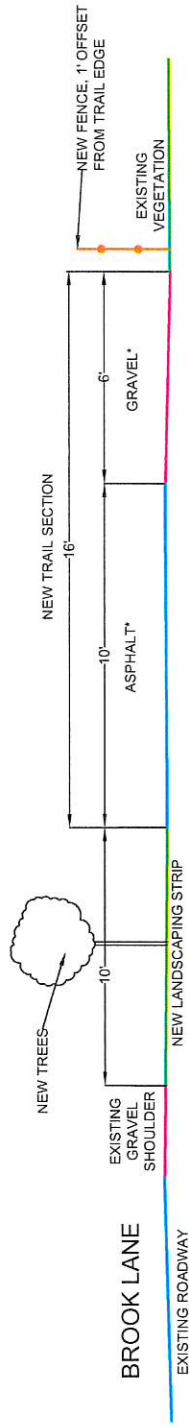




JOHN WAYNE TRAIL TYPICAL CROSS SECTION (SEGMENT A)
 FROM EXISTING TRAIL AT 18TH AVENUE
 TO 530FT EAST ALONG 18TH AVENUE



JOHN WAYNE TRAIL TYPICAL CROSS SECTION (SEGMENT B)
 FROM 18TH AVENUE TO BROOK LANE
 RUNNING SLIGHTLY SW FOR 830FT



JOHN WAYNE TRAIL TYPICAL CROSS SECTION (SEGMENT C)
 500FT ALONG BROOK LANE

* - THE APPLICANT INTENDS TO APPLY FOR A DESIGN DEVIATION TO REVISE THE TRAIL CROSS SECTION TO AN ASPHALT WIDTH OF 8' (AASHTO MINIMUM) AND GRAVEL WIDTH OF 8' TO ACCOMMODATE REQUESTED EQUESTRIAN ACCESS.



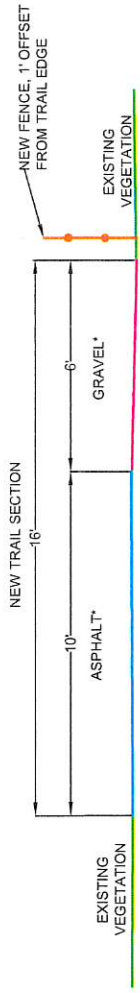
PUBLIC WORKS DEPARTMENT
 501 N. ANDERSON ST.
 ELLENSBURG, WA 98926
 PHONE: (509) 962-7230
 FAX: (509) 962-7127

DESIGN TEAM
 DY

**JOHN WAYNE TRAIL RECONNECT SOUTH OF 18TH
 TYPICAL CROSS SECTIONS**

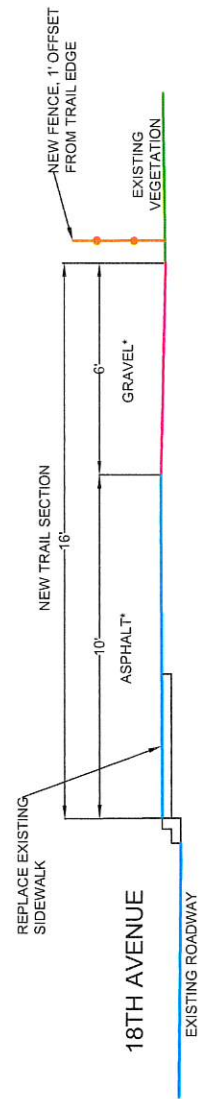
DATE = 12/12/16
 SCALE = NTS

DRAWING NUMBER
 16-105-1



JOHN WAYNE TRAIL TYPICAL CROSS SECTION (SEGMENT D)

FROM BROOK LANE
460FT W TO 14TH AVENUE



JOHN WAYNE TRAIL TYPICAL CROSS SECTION (SEGMENT E)

490FT ALONG 14TH AVENUE

* - THE APPLICANT INTENDS TO APPLY FOR A DESIGN DEVIATION TO REVISE THE TRAIL CROSS SECTION TO AN ASPHALT WIDTH OF 8' (AASHTO MINIMUM) AND GRAVEL WIDTH OF 8' TO ACCOMMODATE REQUESTED EQUESTRIAN ACCESS .



<p>City of Elyria Elyria, Ohio</p>	<p>PUBLIC WORKS DEPARTMENT 44 N. SUPERIOR ST. ELYRIA, OHIO 44026 PHONE: (599) 962-7230 FAX: (599) 962-7137</p>	<p>DESIGN TEAM DY</p>	<p>JOHN WAYNE TRAIL RECONNECT SOUTH OF 18TH TYPICAL CROSS SECTIONS</p>	<p>DATE = 12/12/16 SCALE = NTS</p>	<p>DRAWING NUMBER 16-105-2</p>
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John Wayne Trail Reconnect - 18th to 14th - 2,810' Trail Construction					
No.	Item	Unit	Qty.	Unit Price	Total
1	Mobilization	LS	1	\$ 30,000.00	\$ 30,000.00
2	Traffic Control - Minimum Bid \$2,500	LS	1	\$ 2,500.00	\$ 2,500.00
3	Clearing and Grubbing	SY	6500	\$ 3.50	\$ 22,750.00
4	Removal of Structures & Obstructions	LS	1	\$ 5,000.00	\$ 5,000.00
5	ESC Lead	DAY	20	\$ 150.00	\$ 3,000.00
6	Trail excavation, incl. embankment	CY	500	\$ 55.00	\$ 27,500.00
7	Sprinkler System/Water Service	LS	1	\$ 25,000.00	\$ 25,000.00
8	36" Wood Fence	LF	3300	\$ 18.00	\$ 59,400.00
9	Geotextile Fabric	SY	5300	\$ 3.50	\$ 18,550.00
10	CSBC	TN	744	\$ 32.00	\$ 23,808.00
11	CSTC	TN	820	\$ 35.00	\$ 28,700.00
12	3" Hot Mix Asphalt	TN	600	\$ 100.00	\$ 60,000.00
13	24" Pipe	LF	60	\$ 200.00	\$ 12,000.00
14	Roadway Surveying	LS	1	\$ 10,000.00	\$ 10,000.00
15	Bollard Type 1	EA	4	\$ 1,400.00	\$ 5,600.00
16	Tree Plantings	EA	40	\$ 400.00	\$ 16,000.00
17	Topsoil, Type A	CY	150	\$ 45.00	\$ 6,750.00
18	Seeding/Restoration	SY	2100	\$ 2.00	\$ 4,200.00
19	Erosion/Water Pollution Control	EST	1	\$ 3,000.00	\$ 3,000.00
20	SPCC Plan	LS	1	\$ 500.00	\$ 500.00
21	Minor Change	EST	1	\$ 4,000.00	\$ 4,000.00

TOTAL:	\$	368,258.00
Sales Tax (8.2%):	\$	30,197.00
Materials Testing	\$	1,992.00
Preliminary Engineering	\$	25,000.00
Construction Engineering	\$	10,000.00
18th to 14th Sub Total:	\$	435,447.00



12/12/16



October 05, 2016

TO: City of Ellensburg
Parks & Recreation
501 North Anderson Street
Ellensburg, Washington 98926

Attention: Brad Case, Director

RE: John Wayne Trail (JWT) Reconnection – Surface Transportation Block Grant (STBG)
“Letter of Commitment”

Dear Brad,

The purpose of this letter is to confirm Central Washington University’s (CWU) commitment to participate with the City of Ellensburg in the Surface Transportation Block Grant for the design and construction of defined segments of the JWT as part of the JWT Reconnection Program. CWU is willing to donate right-of-way as outlined in the application.

It is CWU’s understanding that the City of Ellensburg is defined as the “Lead Agency” of this application process including the design and construction phases, if funding is approved.

We strongly support this grant application.

Should you have any questions, please contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bill Yarwood", is written over a circular blue scribble.

Bill Yarwood, Executive Director
Facilities Management Department
Central Washington University

Facilities Management Department

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