

Transportation Alternatives Program 2019 Application

Instructions

Complete application in the space provided. Applicants are limited to application form and 5 pages of attachments. Submit completed application and attachments electronically to dale.robins@rtc.wa.gov. You will receive an e-mail confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application contact Dale Robins at 564-397-5212.

General Information

Project Title: Gee Creek Trail Connector Project

Project Location and Limits: Gee Creek Trail, Ridgefield WA

Project Length (miles): 0.13 miles

Agency: City of Ridgefield

Contact Person: Bryan Kast, Public Works Director

Telephone: (360) 857-5023 Email: bryan.kast@ci.ridgefield.wa.us

Certified Acceptance Agency: WSDOT

Project Screening Criteria

Check all that apply.

- Project is consistent with the RTP
- Project contains at least one eligible Transportation Alternatives Category
- Project is directly related to the surface transportation system (except trails)
- Project does not supplement the construction of an existing project
- Project is open to public access

Cost Summary

Project Phase	Start Date	TAP Funds	Other Funds	Total Cost
Design	07/01/2019	\$0	\$12,800	\$12,800
Right of Way		\$0	\$0	\$0
Construction	04/01/2020	\$64,000	\$0	\$64,000
Totals	n/a	\$64,000	\$12,800	\$76,800
Overall Match Ratio:				16.67%

Project Type

Check all that apply.

- | | |
|---|---|
| <input checked="" type="checkbox"/> Bike/Pedestrian facilities | <input checked="" type="checkbox"/> Vegetation management practices |
| <input checked="" type="checkbox"/> Safe routes for non-drivers | <input type="checkbox"/> Archaeological activities |
| <input type="checkbox"/> Abandoned railroad corridors for trails | <input checked="" type="checkbox"/> Environmental mitigation activity |
| <input checked="" type="checkbox"/> Turnouts, overlooks, and viewing areas | <input checked="" type="checkbox"/> Recreational Trails Program |
| <input type="checkbox"/> Control of outdoor advertising | <input checked="" type="checkbox"/> Safe Routes to School Program |
| <input type="checkbox"/> Historic preservation of transportation facilities | |

Project Information

1. Project Description:

Ridgefield, WA is home to 7,959 residents, and is projected to grow over 7% annually over the next decade. The increasing population is creating a growing need for more outdoor recreational space and multimodal transportation options to accommodate Ridgefield citizens and visitors.

Within the City, the Gee Creek Trail provides an alternative walking path to other more traditional paths. While the trail is currently open to the public, it is segmented, and does not allow for continuous, unimpeded trail use throughout Ridgefield. The City has been working toward its goal of completing and rehabbing the entirety of the Gee Creek Trail for several years. When this is completed, the Gee Creek Trail will connect to the Ridgefield National Wildlife Refuge (NWR), which lies just west of Ridgefield and boasts nearly 200,000 visitors annually.

The Gee Creek Trail Connector Project will add a 0.13-mile segment of trail along the South Gee Creek Loop and connect two existing, but unconnected, trail segments – the Abrams Park segment to the north, and the Hillhurst neighborhood segment to the south. The project will include the creation of a crosswalk over Pioneer Street in order to safely connect the existing trail segments.

The new connector segment will be created on an existing sewer access road (access road), which will span 700-feet in length and 12-feet in width to accommodate both pedestrians and cyclists. Any invasive species and erosion damage to the roadway will be cleared away and paved with gravel surfacing for safe hiking and biking.

Currently, the access road is degraded and not passable. The road is located in a sewer easement and is infrequently used to access and maintain sewer manholes along the easement. The Sewer District has agreed to allow the reconstructed access road as a trail, while keeping the easement open for maintenance at existing manholes (Letter of Support attached). Sewer maintenance work in the easement occurs only one to two times per year, during which time the trail segment will be marked off and properly closed to trail goers. Aside from the limited maintenance vehicle access, the trail will be closed to all other vehicles year-round. The City will include proper signage at the existing access point on Pioneer Street to let drivers know the trail path is solely for non-motorized transportation. The crosswalk over Pioneer Street will also include appropriate lighting and pedestrian signals for safety.

The new trail segment will create a continuous trail from the Hillhurst neighborhood, all the way north through Abrams Park, which sits on 40-acres, and is the City's main opportunity for outdoor recreational activities.

Project Information

2. Describe how the project will improve the public travel experience, and travel options, including the benefit to the community:

Currently, there are limited multimodal travel options in Ridgefield. The unconnected Gee Creek Trail system makes it difficult for residents and visitors to utilize multimodal transportation options, and deters healthy habits. By filling a gap in the trail network, the Gee Creek Trail Connector Project will help to remedy this issue, improving public travel experience, and travel options, while increasing overall community benefit.

The connector segment will provide direct access to Abrams Park from the Hillhurst neighborhood. The Gee Creek Trail has other segments stemming from Abrams Park that connect to the downtown area (less than 0.5 miles away from the Park). A continuous trail will increase walkability throughout the City and provide greater access to community facilities such as shops, restaurants, and civic centers in the downtown area, while fostering outdoor recreation and engagement.

3. Describe how the project provides a connection between modes, or improves transportation choices, or connects to land use services such as job locations, a civic center, library, grocery market, playground, retail center, medical office, school, and other. (Include modes and list of specific land uses connect within 1/2 mile of project):

As previously mentioned, Ridgefield's trail system is intended to connect all parts of the city together, with linkages to downtown, schools, neighborhoods, greenway corridors and park sites. The recreational trail system focuses on off-street connections, to serve pedestrians, cyclists and other non-motorized recreational and transportation needs. Unfortunately, many existing trails, such as Gee Creek Trail, are limited in length and often don't connect together.

The proposed connector trail segment will help to change this, improving transportation services, and better connecting land use services. Most crucially, the segment will provide greater access to Abrams Park. The Park is less than a third of a mile on the Gee Creek Trail from the connector segment and features two children's play structures, a horseshoe pit, baseball, softball and soccer fields, and large grassy areas suited for other sporting events or picnics. The park also hosts community-wide events such as the Ridgefield Art Association's annual Halloween Hall.

The connector segment is also approximately 0.5 miles from Union Ridge Elementary School, which sits directly adjacent to Abrams Park on the west side and has 837 students enrolled in grades K-4. The connector segment will give students a safe continuous route to school from the Hillhurst neighborhood and give them an additional transportation option.

Project Information

4. Describe how the project relates to an adopted plan such as the GMA plan, modal plan, neighborhood plan or other planning process. (Include name of Plan and attach a copy of page from plan that including project by name):

The Gee Creek Trail Connector Project is identified in the Ridgefield Parks and Recreation Comprehensive Plan under the "Gee Creek Trail: design and construct central segment (Abrams Park to Osprey Pointe)" project. This "central segment" spans from Abrams Park to the bottom of the Hillhurst neighborhood (Osprey Pointe). The Abrams Park segment and the Hillhurst segment are both already complete. The Gee Creek Trail Connector Project is the last piece needed to complete the larger "central segment" project. The Gee Creek Trail Connector Project will also be specifically added to the Ridgefield TIP in June 2019.

More broadly, the overall need to connect segments of the Gee Creek Trail is extensively and consistently detailed throughout Ridgefield's Comprehensive Plan and Multimodal Transportation Plan, as well as the Parks and Recreation Comprehensive Plan. The Gee Creek Loop and Pioneer Street intersection is specifically mentioned in the Multimodal Transportation plan as problematic.

5. Describe to what extent the project will improve mobility for disadvantage populations, including elderly, disabled minority, and low income populations:

The Gee Creek Trail Connector Project will improve mobility for all disadvantaged populations in Ridgefield. According to Regional Transportation Council (RTC) Demographic profile data, Ridgefield is a majority White City (93%) with small minorities of Blacks (0.3%), Asians (4.5%) and Hispanics (3.1%). These minorities are not concentrated in any particular area of Ridgefield and will have the same access to the Gee Creek Trail connector segment as their White counterparts.

Those with disabilities under the age of 65 account for 4.5% of the total Ridgefield population. The connector segment will be accessible to persons with disabilities and include ADA accessible ramps to enter and exit the trail segments. This will afford those with disabilities the same recreational opportunities as others and allow them to experience the Gee Creek Trail safely. The same is true for those over the age of 65, who make up 10% of the total Ridgefield population.

In Ridgefield, 4.4% of all persons are living in poverty. The opening of the connector segment in will give these individuals the opportunity to more easily access recreational opportunities and provide safe and affordable transportation options to Abrams Park, and Union Ridge Elementary School. It will also provide them access to the main job center and amenities in downtown Ridgefield. Downtown Ridgefield is under a mile from the connector segment on the Gee Creek Trail giving low-income individuals the ability to walk or bike to the neighborhood if they cannot afford vehicle transportation.

6. List affordable house complex and number of housing units that are within 1/2 mile of project:

There are two affordable housing complexes located within a half mile of the project: 910 Simons Street, which contains 8 units and; 902 Pioneer Street, which contains 6 units.

Project Information

7. Identify the safety issues addressed by project (collision data, lack of adequate safe crossing or access, lack of separated facility, high speed or volume, other):

According to the Washington State Department of Transportation, there have been five pedestrian involved collisions in Ridgefield, including one fatality since 2017. In the same timespan there was one recorded cyclist collision.

Hillhurst Avenue is a main artery running through the Hillhurst neighborhood, and Pioneer Street is the main road serving the Gee Creek Meadows neighborhood, which lies adjacent to Hillhurst. Pioneer Street and Hillhurst Avenue intersect just west of the project and serve as the main feed into North Main Avenue, and the downtown district.

Currently, there is no separate facility or continuous pathway from the Hillhurst and Gee Creek Meadows neighborhoods to Abrams Park, or the downtown area. Bicyclists and pedestrians must take unsafe measures along Hillhurst and Pioneer Street's to reach their destination. There are limited sidewalks, and no bike lanes along these streets, and pedestrians and bicyclists are often forced to use the roadway shoulder.

Ridgefield's 2016 Multimodal Plan lists reducing the speed limit at the intersection of Pioneer Street and the Gee Creek Loop as one of City's top six projects. Currently, there is no crosswalk at that intersection. The high traffic volume and high-speed limit on Pioneer Street makes the lack of a crosswalk concerning.

8. Describe how the project addresses the safety issues identified:

This project will help to decrease pedestrian and bicyclist collisions by installing a crosswalk over Pioneer Street. The crosswalk will include striping to clearly identify the pathway, and feature flashing pedestrian beacons to alert drivers that the crossing is proposed to be used. The project will also provide a separate and safe facility for bicyclists and pedestrians to reach Abrams Park, and the downtown area. Pedestrians and bicyclists will no longer need to traverse busy Pioneer Street and Hillhurst Avenue. This will help to immensely improve safety conditions and help to decrease the number of vehicle/non-vehicle accidents.

9. Readiness:

- Design at 70% or higher
- Right of way acquisition complete or not needed
- Environmental permits approved

Please explain:

Currently, design for the Gee Creek Trail Connector Project is at 60%. The City will utilize and rework the design of the original access road for this project. This redesign also includes the crosswalk section of the segment. The full budget and breakdown is attached. Funding is set aside for the design component in Ridgefield's 2019 Proposed Budget under 2019 Capital Project Fund Expense through the "Gee Creek Trail Enhancement - Design" component (page 63).

The City owns all the land on which the connector trail segment will be located. Right of way acquisition is therefore not needed for this project and does not affect the project budget. Because Ridgefield owns the land on which the project will take place, the project is located on an existing sewer line and access easement, and the project does not increase the impact to any critical areas, the project is exempt from critical areas permits.

Project Information

10. Describe how the local community and other agencies have been involved in the planning process for the project.

List any opposition to the project and how it was overcome:

The local community has been involved in the project through public and stakeholder meetings during the production of the Parks and Recreation Comprehensive Plan. Furthermore, the community has been heavily involved in the overall completion of the Gee Creek Trail network, through community meetings not only for the Parks and Recreation Plan, but also for the Comprehensive Plan, Multimodal Transportation Plan, and Capital Facilities Plan.

In general, this project has been met with support from the local community. Development of a usable trail network has been recorded as a high priority for residents since 2013, when a survey was collected to gauge their interest in the matter. Residents responded to the survey by pushing to allot the most money to a "trail system for pedestrians and bicycles," within the parks and recreation category. Further, the property the trail will be located on was dedicated to the City by Gee Creek Meadows homeowners in 2018 to allow the City to complete this segment of trail.

11. Describe how the project improves public health and increase physical activity:

The Gee Creek Trail Connector Project will provide a healthy outlet for exercise and engagement in the environment and nature. The opening of new trail segments and the crucial connections they provide to Ridgefield amenities will encourage residents and visitors to take advantage of more outdoor recreational opportunities, especially within Abrams Park.

12. Describe how the project includes design elements that contribute to quality of life:

The project's design elements will bolster scenery and safety in Ridgefield and improve the overall quality of life in the City. The connector segment will feature native vegetation to the sides of the paved trail and allow opportunities for wildlife viewing. Furthermore, the ADA ramps and overall accessibility will improve quality of life for those with disabilities.

Project Information

13. List all funding partners contributing to the project:

Funding Source	Amount

Other Information

You may use this space to provide any additional project information considered worth noting:

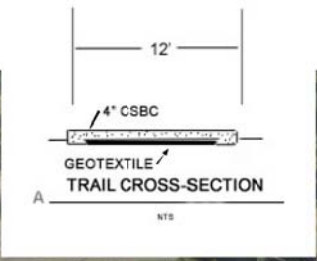
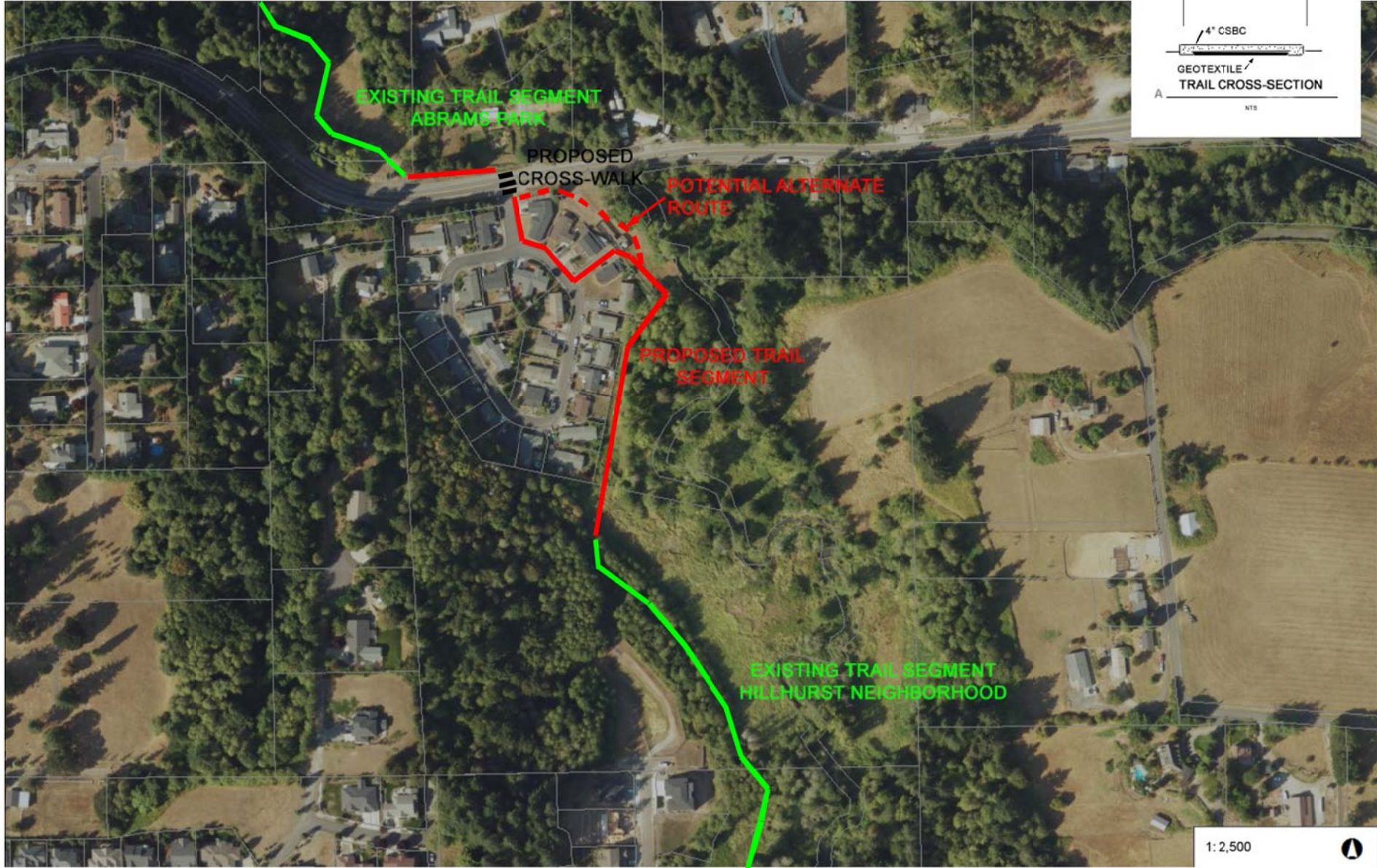
Ridgefield plans to select a design consultant in July 2019, with a goal of completing full design and permitting by December 2019. Ridgefield will contribute a 16.7% match (\$12,800) to fully fund the design component of the project. This City will bid the project in January 2020 and begin construction in April or May of 2020.

Attachments include:

- Vicinity / Cross Section Map
- Plan Page
- Budget Breakdown
- Clark Regional Water District Letter of Support

Ridgefield, WA TAP Applications Attachments:

1. Vicinity / Cross Section Map
2. Plan Page - Ridgefield Parks and Recreation Comprehensive Plan identifies the project:
“Gee Creek Trail: design and construct central segment (Abrams Park to Osprey Pointe)”
3. Project Budget
4. Clark Regional Water District Letter of Support



GEE CREEK TRAIL

RIDGEFIELD, WASHINGTON



REVISIONS	
NO.	DESCRIPTION

SHEET NO.
C1.0

DATE: _____ NO.: _____

SCALE: 1:2,500

PROJECT NO.: _____

ID #	Park Type	Park Site	Project Description	Activity	Priority	Funding	2014	2015	2016	2017	2018	2019	2020+	Sum
NP-4a	Neighborhood	Neighborhood Park Acquisition	Acquire 2 - 3 acres (Gap Area E)	A	1	PIF, Gr, R	\$ 350,000							\$ 350,000
NP-12a	Neighborhood	Neighborhood Park Acquisition	Acquire 2 - 3 acres (Gap Area F)	A	1	PIF, Gr, R	\$ 400,000							\$ 400,000
T-17a	Trail (Type 2)	Commerce Center Loop Trail	Secure trail access rights across Port properties	A	1	PIF, Gr, GF, R	\$ 10,000							\$ 10,000
T-1a	Trail (Type 1)	Gee Creek Trail	Secure trail access rights for northern segment (Refuge to Abrams Park)	A	1	PIF, Gr, GF, R	\$ 10,000	\$ 35,000						\$ 45,000
CP-9a	Community	Community Park Acquisition	Acquire 30 - 35 acres (Gap Area A)	A	1	PIF, Gr, GF, R, TBD		\$ 1,750,000						\$ 1,750,000
NP-11a	Neighborhood	Neighborhood Park Acquisition	Acquire 3 - 4 acres (Gap Area D)	A	1	PIF, Gr, R		\$ 550,000						\$ 550,000
NP-16a	Neighborhood	Neighborhood Park Acquisition	Acquire 2 - 3 acres (Gap Area L)	A	1	PIF, Gr, R		\$ 450,000						\$ 450,000
NP-13a	Neighborhood	Neighborhood Park Acquisition	Acquire 3 - 4 acres (Gap Area G)	A	3	PIF, Gr, R			\$ 450,000					\$ 450,000
NP-5a	Neighborhood	Neighborhood Park Acquisition	Acquire 2 - 3 acres (Gap Area J)	A	2	PIF, Gr, R			\$ 400,000					\$ 400,000
CP-11a	Special	Sports Complex Acquisition	Acquire 20 - 30 acres for multi-field complex (Gap Area C)	A	1	PIF, Gr, GF, R, TBD				\$ 4,500,000				\$ 4,500,000
NP-17a	Neighborhood	Neighborhood Park Acquisition	Acquire 2 - 3 acres (Gap Area M)	A	3	PIF, Gr, R				\$ 350,000				\$ 350,000
T-2a	Trail (Type 1)	Gee Creek Trail	Secure trail access rights for central segment (Abrams Park to Osprey Pointe)	A	1	PIF, Gr, GF, R			\$ 50,000					\$ 50,000
NP-15a	Neighborhood	Neighborhood Park Acquisition	Acquire 2 - 3 acres (Gap Area I)	A	1	PIF, Gr, R					\$ 400,000			\$ 400,000
T-2a	Trail (Type 1)	Gee Creek Trail	Secure trail access rights for southern segment (Osprey Pointe to RHS)	A	1	PIF, Gr, GF, R					\$ 35,000			\$ 35,000
CP-10a	Community	Community Park Acquisition	Acquire 15 - 25 acres (Gap Area B)	A	2	PIF, Gr, GF, R, TBD						\$ 3,500,000		\$ 3,500,000
NP-14a	Neighborhood	Neighborhood Park Acquisition	Acquire 3 - 4 acres (Gap Area H)	A	2	PIF, Gr, R						\$ 500,000		\$ 500,000
NP-7a	Neighborhood	Neighborhood Park Acquisition	Acquire 3 - 4 acres (Gap Area K)	A	3	PIF, Gr, R							\$ 500,000	\$ 500,000
NP-18a	Neighborhood	Neighborhood Park Acquisition	Acquire 3 - 4 acres (Gap Area N)	A	3	PIF, Gr, R							\$ 300,000	\$ 300,000
NP-19a	Neighborhood	Neighborhood Park Acquisition	Acquire 3 - 4 acres (Gap Area O)	A	3	PIF, Gr, R							\$ 300,000	\$ 300,000
NP-20a	Neighborhood	Neighborhood Park Acquisition	Acquire 2 - 3 acres (Gap Area P)	A	3	PIF, Gr, R							\$ 250,000	\$ 250,000
T-20a	Trail (Type 2)	McCormick Creek Trail	Secure trail access rights	A	3	PIF, Gr, GF, R							\$ 125,000	\$ 125,000
T-18a	Trail (Type 1)	NP-6 / Refuge Road Trail	Secure trail access rights (Hillhurst/Gee Creek to NP-6/Refuge Rd)	A	2	PIF, Gr, GF, R							\$ 25,000	\$ 25,000
T-11a	Trail (Type 1)	South Fork Gee Creek Trail	Secure trail access rights (RSD to Carty Rd)	A	2	PIF, Gr, GF, R							\$ 70,000	\$ 70,000
T-13a	Trail (Type 1)	Allen Creek Trail	Secure trail access rights (N 45th Ave to S 56th Pl)	A	3	PIF, Gr, GF, R							\$ 120,000	\$ 120,000
T-4a	Trail (Type 1)	Cedar Ridge to CP-5 Trail	Secure trail access rights (Cedar Ridge to Royle)	A	3	PIF, Gr, GF, R							\$ 75,000	\$ 75,000
T-24a	Trail (Type 2)	Reiman to Goldfinch Trail	Secure trail access rights (Reiman to Goldfinch Park)	A	3	PIF, Gr, GF, R							\$ 30,000	\$ 30,000
P-2d	Trail (Type 2)	Division Street Trail	Develop green street ped/bike path (Abrams Park to Port of Ridgfield)	D	1	R, GF	\$ 105,000							\$ 105,000
T-17d	Trail (Type 2)	Commerce Center Loop Trail	Design & construct trail loop	D	2	PIF, R, Gr, TBD			\$ 800,000					\$ 800,000
T-1d	Trail (Type 1)	Gee Creek Trail	Design & construct northern segment (Refuge to Abrams Park)	D	2	PIF, R, Gr, TBD			\$ 475,000					\$ 475,000
SU-2d	Special	Waterfront Park	Design & construct urban waterfront park with non-motorized boat access	D	2	PIF, R, Gr, TBD			\$ 3,500,000					\$ 3,500,000
CP-9d	Community	Community Park Development	Acquire 30 - 35 acres (Gap Area 1)	D	1	PIF, Gr, GF, R, TBD					\$ 3,000,000	\$ 3,500,000		\$ 6,500,000
NP-4d	Neighborhood	Neighborhood Park Development	Park master plan and development (Gap Area E)	D	2	PIF, Gr, R			\$ 550,000					\$ 550,000
NP-6d	Neighborhood	NP-6	Implement phase 1 park development	D	2	PIF, R, Gr					\$ 1,700,000			\$ 1,700,000
NP-12d	Neighborhood	Neighborhood Park Development	Park master plan and development (Gap Area F)	D	3	PIF, Gr, R						\$ 600,000		\$ 600,000
CP-1d	Community	Abrams Park	Implement Master Plan Improvements	D	2	R, GF, TBD	\$ 500,000			\$ 500,000	\$ 1,000,000	\$ 500,000	\$ 2,400,000	\$ 4,900,000
CP-5d	Community	CP-5	Implement phase 1 park development	D	2	PIF, R, Gr							\$ 4,000,000	\$ 4,000,000
NP-1Ad	Neighborhood	Davis Park	Add a new restroom building	D	3	PIF, R							\$ 50,000	\$ 50,000
NP-2d	Neighborhood	Hayden Park	Add restroom per original master plan	D	3	R, GF, TBD							\$ 50,000	\$ 50,000
NP-21d	Neighborhood	Rose Homestead Park	Provide shade structure near basketball court	D	3	R, GF, TBD							\$ 10,000	\$ 10,000
NP-16d	Neighborhood	Neighborhood Park Development	Park master plan and development (Gap Area L)	D	3	PIF, Gr, R							\$ 650,000	\$ 650,000
T-2d	Trail (Type 1)	Gee Creek Trail	Design & construct central segment (Abrams Park to Osprey Pointe)	D	3	PIF, R, Gr, TBD							\$ 525,000	\$ 525,000
T-2d	Trail (Type 1)	Gee Creek Trail	Design & construct southern segment (Osprey Pointe to RHS)	D	3	PIF, R, Gr, TBD							\$ 1,100,000	\$ 1,100,000
Systemwide	Minor Repairs & Renovations			R	2	GF, R	\$ 6,000	\$ 9,700	\$ 16,000	\$ 17,000	\$ 16,000	\$ -	\$ 9,000	\$ 73,700
Systemwide	ADA Compliance Upgrades			R	2	GF, R	\$ -	\$ 6,000	\$ 8,000	\$ 11,000	\$ 14,500	\$ 14,000	\$ -	\$ 53,500
CP-1r	Community	Abrams Park	Update furnishings	R	2	R, GF, TBD			\$ 35,000					\$ 35,000
NP-1Br	Special	Community Park	Replace skate park features	R	3	R, GF, TBD						\$ 30,000		\$ 30,000
							\$ 776,000	\$ 3,405,700	\$ 5,684,000	\$ 5,978,000	\$ 6,165,500	\$ 8,679,000	\$ 10,589,000	\$ 41,277,200

Code Funding Source
 PIF Park Impact Fees
 B Real Estate Value Tax

Code Activity
 A Acquisition
 R Renovation

Code Priority
 1 High Priority
 3

Item No	Description	qty	unit	unit price	total
1	Mobilization	1	LS	\$ 8,000.00	\$ 8,000.00
2	Erosion Control	1	LS	\$ 3,000.00	\$ 3,000.00
3	Clearing and grubbing	1	LS	\$ 2,500.00	\$ 2,500.00
4	CSBC	147	CY	\$ 50.00	\$ 7,333.33
5	Crosswalks	1	EA	\$ 2,500.00	\$ 2,500.00
6	ADA Ramps	2	EA	\$2,000	\$ 4,000.00
7	Geotextile Fabric	1320	SY	\$7	\$ 8,580.00
8	Flashing Pedestrian Beacons	1	EA	\$15,000	\$ 15,000.00
9	Hydroseeding	1	LS	\$ 2,500.00	\$ 2,500.00

Subtotal	\$ 53,413.33	
Contingency @20%	\$ 10,682.67	Rounded
Construction Total	\$ 64,096.00	\$ 64,000.00
Engineering @15%	\$ 9,614.40	\$ 9,600.00
Inspection @ 5%	\$ 3,204.80	\$ 3,200.00
Project Total	\$ 76,915.20	\$ 76,800.00

Rock
 3960 ft3 (4 inch depth) 990 ft long
 109.3 lbs/cf 12 ft wide
 432828 lbs 11880 ft2
 216.414 tons 0.208333 2.5" thick

2475 ft3

145 lbs/cf

358875 lbs
 179.4375 tons

 Bryan Kast, PE
 City Engineer
 City of Ridgefield

Requested \$ 64,000.00
 Match \$ 12,800.00 17%

Excavation
 6435 ft3
 238 cy

Landscape
 11880 trail sf
 5940 assume half for hydroseeding
 660 SY
 330



COMMISSIONERS
Norm Harker
Denny Kiggins
Neil Kimsey
GENERAL MANAGER
John M. Peterson, P.E.

8000 NE 52 Court Vancouver, WA 98665 PO Box 8979 Vancouver, WA 98668
Phone (360) 750-5876 Fax (360) 750-7570 www.crwwd.com

April 24, 2019

Bryan Kast, Public Works Director
City of Ridgefield
PO Box 608
Ridgefield, WA 98642

Dear Mr. Kast:

I understand that you are working to develop a trail along Gee Creek that generally follows a portion of gravity sewer owned and maintained by Clark Regional Wastewater District. I'm writing to express the District's support.

The District currently has limited access to those sewer lines. Constructing a trail that would allow a full-size pickup to access the manholes along the trail would greatly increase the District's ability to easily maintain the sewers. Easy access to those manholes would also allow the District to quickly respond to and address any unforeseen conditions.

The District maintains a Six-Year Restoration & Replacement Program, including an Access Manhole Program. If the City is successful in developing a project that would improve access to the gravity sewers, the District would be pleased to partner with the City through that Program to provide financial support. Final agreements would require District Board approval.

Please feel free to contact me at 360.993.8821, or rkrause@crwwd.com, if you have any questions or need further information.

Sincerely,

A handwritten signature in blue ink that reads "Robin Krause".

Robin Krause, PE
District Engineer

c: File

