

**City of Carson City
Agenda Report**

Date Submitted: February 6, 2014

Agenda Date Requested: February 20, 2014

Time Requested: Consent

To: Mayor and Supervisors

From: Parks and Recreation Department – Open Space Division

Subject Title: For Possible Action: To authorize staff to submit a grant application to the Recreational Trails Program, administered by the Nevada State Parks, requesting approximately \$35,000 with an approximate \$9,232 dollar match for the construction of a non-motorized bridge crossing Ash Canyon Creek and the installation of a sign kiosk at Ash Canyon Rd. (Juan F. Guzman)

Staff Summary: The grant request is for approximately \$35,000 with an in-kind voluntary labor match of approximately \$9,232. Upon award, the monies will be used to purchase and assemble on site thru a contractor, a non-motorized wood bridge approximately 6ft. wide and 20ft. long. The bridge will be located above the base flood elevation and will connect two existing segments of trail. A kiosk to provide pertinent information is to be placed at the trail entrance on Ash Canyon Rd.

Type of Action Requested: (check one)

☐ Resolution ☐ Ordinance
☒ Formal Action/Motion ☐ Other (Specify)

Does This Action Require A Business Impact Statement: ☐ Yes ☒ No

Recommended Board Action: I move to authorize staff to submit a grant application to the Recreational Trails Program, administered by the Nevada State Parks, requesting approximately \$35,000 with an approximate \$9,232 dollar match for the construction of a non-motorized bridge crossing Ash Canyon Creek and the installation of a sign kiosk at Ash Canyon Rd.

Explanation for Recommended Board Action: This grant request is for approximately \$35,000; therefore Board approval is required in compliance with the adopted City Grants Coordinator Policy. Carson City has a great successful track record with this grant source (Please refer to Exhibit A).

The Ash Canyon Creek Bridge will span Ash Canyon Creek and will connect two existing trail segments of the Ash Canyon to Kings Canyon Multi-Use Trail, at an elevation of about 5,560 ft. It is accessed from the Ash Canyon Road, a dirt road, and is located approximately 1.8 miles west of where the pavement ends on Ash Canyon Road. (Please see Exhibit B).

The current creek crossing is on two logs. The new bridge will have a clear span of 20 ft. and a clear width of 6 ft. to allow horses and riders, adequate room to use it (please see the attached drawings, Exhibit C). The design is for a standard US Forest Service Sawn Timber Stringer Trail Bridge with the railings modified slightly to meet ADA requirements. It will be purchased from a wood beam fabrication company and assembled on site by a licensed contractor. The abutments consist of sill beams set on top of rock-filled gabion baskets. They will be located outside the 100-year flood plain of the creek and there will be no disturbance of the creek normal flow channel and no permanent disturbance within the 100-year flood plain. Appropriate temporary erosion control measures will be implemented during construction, which is scheduled for late summer/fall of 2014.

The project will also include the purchase and installation of an information kiosk at the small trailhead parking area located approximately 1.8 miles west of where the pavement ends on Ash Canyon Road. The project is for a non-motorized bridge to serve a multi-purpose, non-motorized trail in accordance with the Unified Pathways Master Plan Map attached for your use. (Please see Exhibit D).

Applicable Statute, Code, Policy, Rule or Regulation:

The Carson City adopted grants coordination policy.

The Nevada's FY13/14 Recreation Trails Program Grants Manual.

CCMC Chapter 13.06 Open Space.

The Unified Pathways Master Plan.

Fiscal Impact: Approximately \$3,500.

Explanation of Impact: Approximately \$9,232 is to be used as a match. Staff believes that the entire match will be provided as in-kind volunteer labor vs. cash. The cost of using Lumos and Associates for developing the application is \$3,500, which is the only cash we are expecting to spend. Lumos and Associates have donated the design of the bridge and the pertinent structural calculations. Please see attachment F, the proposed budget for the grant request.

Funding Source: Open Space Q18.

Alternatives: Not to support the grant application.

Supporting Material:

Exhibit A – Summary of past grant trails applications by Carson City.

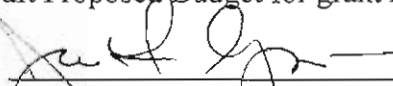
Exhibit B – Map of the proposed Ash Canyon Creek Bridge location.

Exhibit C – Bridge design.

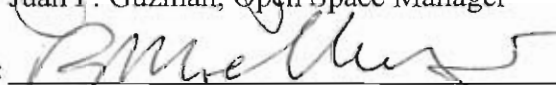
Exhibit D – Map of the Unified Pathways Master Plan.

Exhibit E – Summary of the Recreational Trails Program.

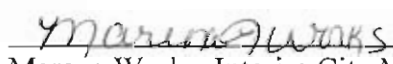
Exhibit F – Draft Proposed Budget for grant request.

Prepared By: 
Juan F. Guzman, Open Space Manager

Date: 2/11/14

Reviewed By: 
Roger Moellendorf, Parks & Recreation Director

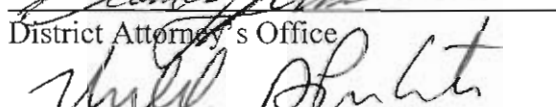
Date: 2/11/14


Mariana Works, Interim City Manager

Date: 2/11/14


District Attorney's Office

Date: 2/11/14


Finance Department

Date: 2/11/14

Board Action Taken:

Motion: _____ 1: _____ Aye/Nay

2: _____

(Vote Recorded By)

Exhibit A

Has the applicant received funding from the Recreational Trails Program in the past?

☐ No ☒ Yes

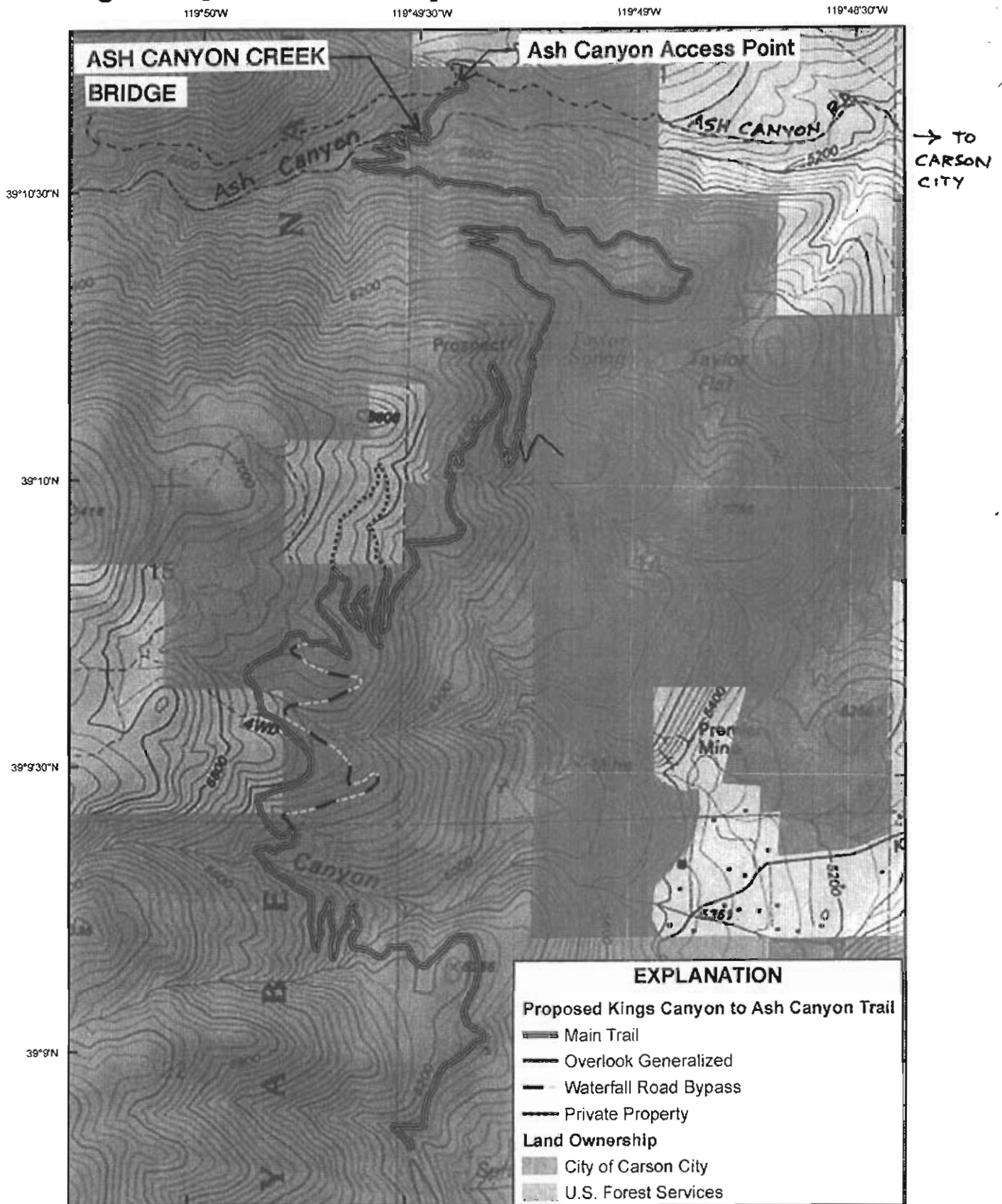
List project names, project number, amount received, initial project deadline and date completed.

Project names	Project number	Amount received	Initial project deadline	Date completed	Comments
Linear Bike Path Improvements	A-96-06	\$16,375	May 1998	June 1998	Time extension allowed for final inspection by Nevada State Parks and State Bicycle Coordinator.
Linear Park Mountain Bike/ Hiking Trail (Phase II)	B-98-03	\$69,500	Oct 2000	April 2000	
Mexican Ditch Trail	B-98-02	\$25,000	July 2001	Nov 2000	
Linear Park Bicycle/ Hiking Trail Project (Phase IIIA)	FY 2000-09	\$63,735	Sept 2001	Sept 2001	
Linear Park Bicycle/ Hiking Trail Project (Phase IIIB)	FY 2001-21	\$77,360	Sept 2002	May 2002	
Linear Park Bike/Hike Trail Project	FY 2007-21	\$100,000	Aug 2009	Jan 2009	
Mexican Ditch Trail Bridges	FY 2007-23	40,000	Aug 2009	Aug 2009	
Fulstone Wetlands Trail Project	2008-20	\$100,000	Dec 2010	July 2011	Time extension approved - due to early snow and freezing, impacts to plantings and revegetation.
Urban Fishing Pond	2009-13	\$100,000	Dec 2011	June 2010	

- Linear Bike Path Improvements: A-96-06, \$16,375, May 1998, June 1998. (Time extension allowed for final inspection by Nevada State Parks and State Bicycle Coordinator.)
- Linear Park Mountain Bike/ Hiking Trail (Phase II): B-98-03, \$69,500, Oct 2000, April 2000
- Mexican Ditch Trail: B-98-02, \$25,000, July 2001, Nov 2000
- Linear Park Bicycle/ Hiking Trail Project (Phase IIIA): FY 2000-09, \$63,735, Sept 2001, Sept 2001
- Linear Park Bicycle/ Hiking Trail Project (Phase IIIB): FY 2001-21, \$77,360, Sept 2002, May 2002
- Linear Park Bike/Hike Trail Project: FY 2007-21, \$100,000, Aug 2009, Jan 2009
- Mexican Ditch Trail Bridges: FY 2007-23, \$40,000, Aug 2009, Aug 2009
- Fulstone Wetlands Trail Project: 2008-20, \$100,000, Dec 2010, July 2011. (Time extension approved - due to early snow and freezing, impacts to plantings and revegetation.)
- Urban Fishing Pond: 2009-13, \$100,000, Dec 2011, June 2010

Exhibit B

Kings Canyon to Ash Canyon Non-Motorized Multi-Use Trail



Base from ESRI ArcGIS Online Map service
http://services.arcgisonline.com/arcgis/service:USA_Topo_Maps,2011,StatePlaneNevadaWest
 North American Datum of 1983 (CORS96), Vertical

0 0.25 0.5 Miles

Exhibit C

CARSON CITY PARKS AND RECREATION DEPARTMENT

ASH CANYON TO KINGS CANYON TRAIL ASH CANYON CREEK BRIDGE

JANUARY 2014

PREPARED FOR:

CARSON CITY PARKS AND RECREATION DEPT.
3303 BUTTI WAY
CARSON CITY, NEVADA 89701
PH.: (775) 887-2262

IN COLLABORATION WITH:

MUSCLE POWERED
P.O. BOX 2402
CARSON CITY, NEVADA 89702
PH.: (775) 315-6763

AND:

UNITED STATES FOREST SERVICE
CARSON RANGER DISTRICT
1536 SOUTH CARSON STREET
CARSON CITY, NEVADA 89701
PH.: (775) 882-2766

ENGINEER



800 EAST COLLEGE PARKWAY
CARSON CITY, NEVADA 89706
PH.: (775) 883-7077
FAX: (775) 881-7114



VICINITY MAP

SHEET INDEX

C1	TITLE SHEET
C2	SITE PLAN, GENERAL NOTES AND LEGEND
C3	BRIDGE PLAN AND ELEVATION
D1	BEARING DETAILS
D2	FOUNDATION DETAILS

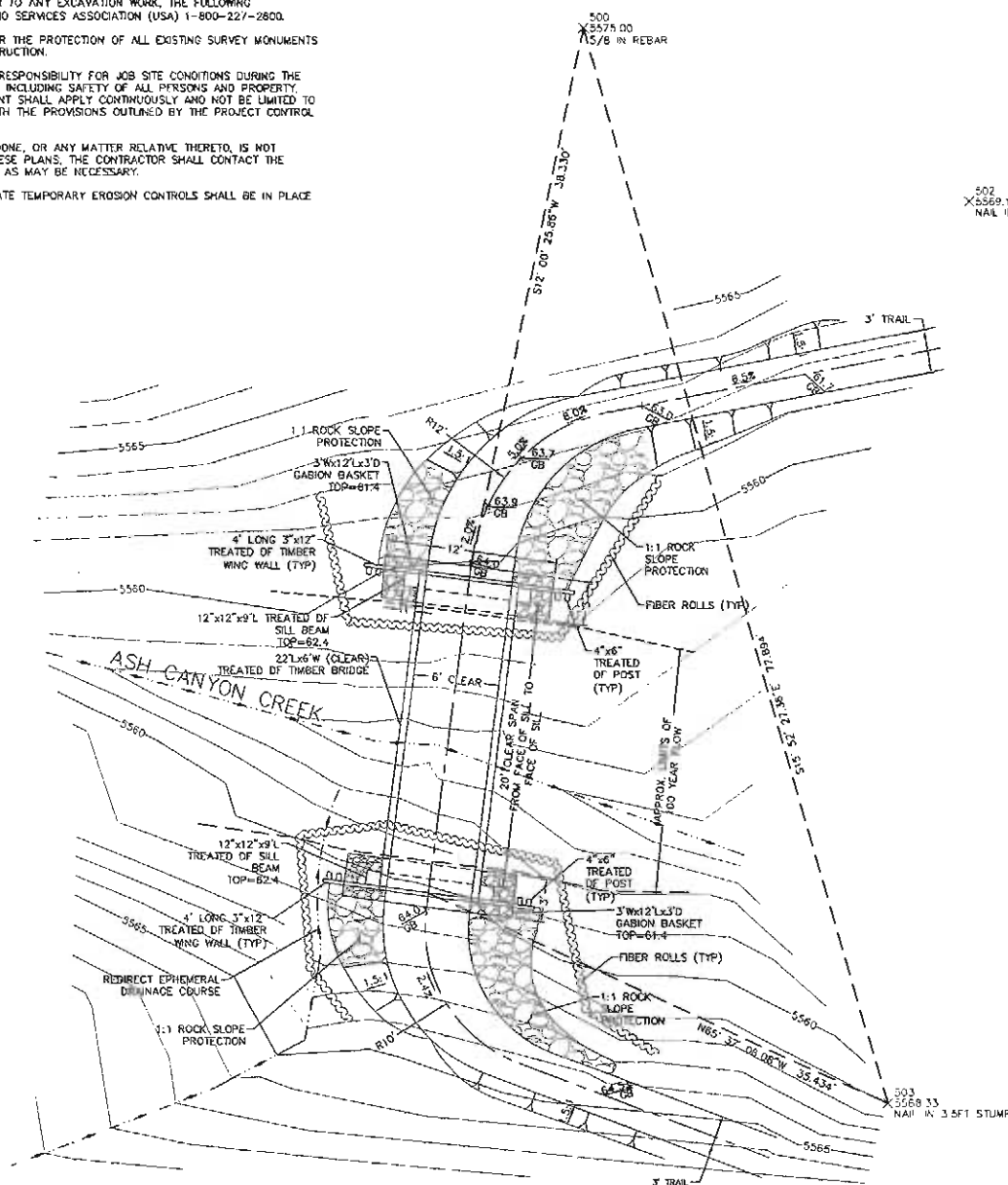
APPROVED BY:

JEFF SHARP, P.E.
CARSON CITY ENGINEER

CARSON CITY DEVELOPMENT ENGINEERING

ROGER MOELLENDORF
CARSON CITY PARKS AND RECREATION DIRECTOR

1. ALL CONSTRUCTION MATERIALS AND METHODS SHALL CONFORM TO THE REQUIREMENTS OF CARSON CITY DEVELOPMENT CODE, LATEST EDITION. IMPROVEMENT CONSTRUCTION SHALL COMPLY WITH THESE PLANS, CURRENT "ORANGE BOOK" STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, AND THE CURRENT U.S.A FOREST SERVICE SPECIFICATIONS FOR CONSTRUCTION OF ROADS AND BRIDGES.
2. CONTRACTOR SHALL NOTIFY, 48 HOURS PRIOR TO ANY EXCAVATION WORK, THE FOLLOWING UNDERGROUND UTILITY SERVICE: UNDERGROUND SERVICES ASSOCIATION (USA) 1-800-227-2800.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SURVEY MONUMENTS AND OTHER SURVEY MARKERS DURING CONSTRUCTION.
4. THE CONTRACTOR AGREES TO ASSUME SOLE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THE CONTRACTOR'S SAFETY EQUIPMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS IN ACCORDANCE WITH THE PROVISIONS OUTLINED BY THE PROJECT CONTROL AND THE STANDARD SPECIFICATIONS.
5. SHOULD IT APPEAR THAT THE WORK TO BE DONE, OR ANY MATTER RELATIVE THERETO, IS NOT SUFFICIENTLY DETAILED OR EXPLAINED ON THESE PLANS, THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR SUCH FURTHER EXPLANATIONS AS MAY BE NECESSARY.
6. AT ALL TIMES DURING CONSTRUCTION ADEQUATE TEMPORARY EROSION CONTROLS SHALL BE IN PLACE AS SHOWN ON THE PLANS.



EXISTING	PROPOSED
DRAINAGE FLOWLINE	
CONTOURS	
ROCK SLOPE PROTECTION	
FIBER ROLLS	

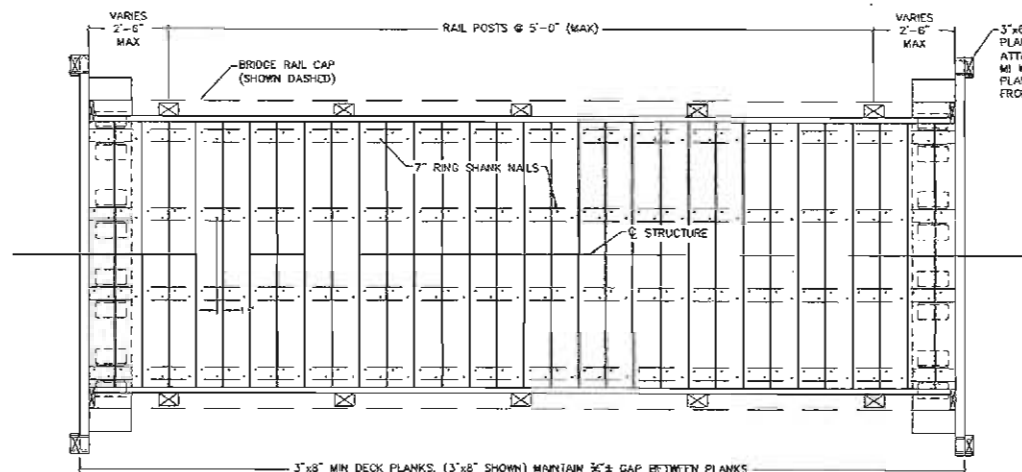
THE BASIS OF BEARING FOR THIS SURVEY IS A
LINE BETWEEN FOUND CP#500 5/8 REBAR
AND FOUND CP#503 5/8 REBAR BEARING OF
S15°52'27.36"E. MEASURED PER THIS SURVEY.

BASIS OF ELEVATION FOR THIS PROJECT IS
CP# 500 WITH AN ASSUMED ELEVATION OF
\$575.00

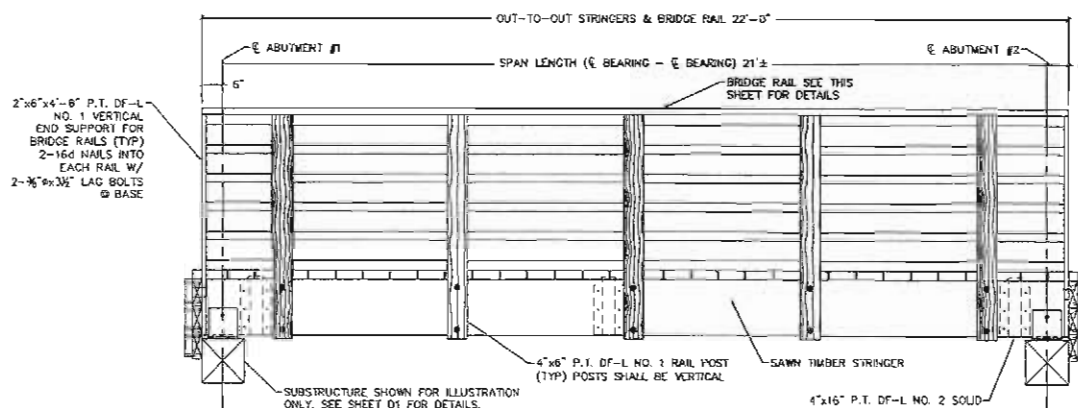
NOTE: ADD 5,500 FEET TO NEW
CONSTRUCTION GRADE CALLOUTS.

TEMPORARY CONTROL POINT DATA				
POINT NO.	NORTHING	EASTING	ELEVATION	MO
500	10000 000	10000 000	5575.00	
502	9987 807	10027 224	5589.16	
503	9925.077	10021.306	5568.33	

AC	ASPHALT CONCRETE	MAX	MAXIMUM
AGG	AGGREGATE	MB	MACHINE BOLT
BVCS	BEGINNING OF VERTICAL CURVE STATION	MH	MANHOLE
BVCE	BEGINNING OF VERTICAL CURVE ELEVATION	MI	?
C-C	CENTER TO CENTER	MIN	MINIMUM
CMP	CORRUGATED METAL PIPE	NTS	NOT TO SCALE
CL	CENTER LINE	OC	ON CENTER
COMP	COMPACTION	OH	OVERHEAD
CONC	CONCRETE	P	PINE TREE
CP	CONTROL POINT	PC	POINT OF CURV
CF	DOUGLAS FIR	PC	POWDER COAT
DIA	DIAMETER	PCC	POINT OF COM
ELEV	ELEVATION	PCC	PORTLAND CEM
EVCS	END OF VERTICAL CURVE STATION	PL	PROPERTY LINE
EVCE	END OF VERTICAL CURVE ELEVATION	PRC	POINT OF REV
E	ELECTRIC	PRVC	POINT OF REV
ELEC	ELECTRIC	PT	POINT OF TAN
EX	EXISTING	PT	PRESSURE TR
F	FIR TREE	PVC	POLYVINYL CH
FFC	FRONT FACE OF CURB	PVI	POINT OF VER
FES	FLARED END SECTION	PVMT	PAVEMENT
FG	FINISH GRADE	BT	RIGHT
FL	FLOW LINE		SLOPE (FT./FT
G	GAS	SEZ	STREAM ENVR
GALV	GALVANIZED	SD	STORM DRAIN
GB	GRADE BREAK	SF	SQUARE FEET
SLOPE	HIGH DENSITY POLYETHYLENE PIPE	SS	SANITARY SECT
HP	HIGH POINT	STA	STATION
HSS	HOLLOW SQUARE SECTION	TR	TREADED
LP	LOW POINT	TYP	TYPICAL
LT	LEFT	W/	WITH
LVC	LENGTH OF VERTICAL CURVE	WL	WATERLINE



PLAN
N.T.S.



ELEVATION
N.T.S.

TABLE 1 SOLID SAWN STRINGER SIZE REQUIREMENTS

TIMBER SPECIES - DOUGLAS FIR - LARCH				
STRUCTURAL GRADE - NO. 1				
DESIGN LOADING IN POUNDS PER SQUARE FOOT				
CLEAR SPAN	PEDESTRIAN LIVE LOAD	MOVING POINT LOAD	GROUND SNOW LOAD	STRINGER SIZE
20'-0"	100 PSF	2,000 LBF	152 PFS	6"x16"

THE MINIMUM STRINGER DEPTH FOR BRIDGES WITH PEDESTRIAN RAILS IS 15". BRIDGES WITH STRINGER DEPTHS LESS THAN 15" SHALL HAVE CURBS ONLY.

INSTALL BRACING WITHIN A DISTANCE OF THE DEPTH OF THE BEAM FROM THE CENTERLINE OF BEARING.

STRINGER LENGTH EQUAL TO STRINGER DEPTH PLUS ONE FOOT.

3"x6" P.T. DF-L NO. 1 BACKING PLANK STIFFENER
ATTACH W/2 1/2" BOLTS W/2 M WASHERS PER BACKING PLANK SPACED DIAGONALLY FROM EACH OTHER (TYP)

2"x8" S4S RAIL CAP
FASTEN TO EACH RAIL POST AND TO RAILING WITH 2-#10x4" WOOD SCREWS ON 2'-0" CENTERS

2"x6" S4S RAIL, FASTEN RAILS TO RAIL POSTS W/ 2-#10x4" WOOD SCREWS AT EACH CONNECTION

4"x6" P.T. DF-L NO. 1 RAIL POST, FABRICATE W/TAPERED END (TOP) AND W/2-1/2" HOLES AT BOTTOM

3/4" BOLT x (VERIFY LENGTH) W/NUT AND 2 M.J. WASHERS

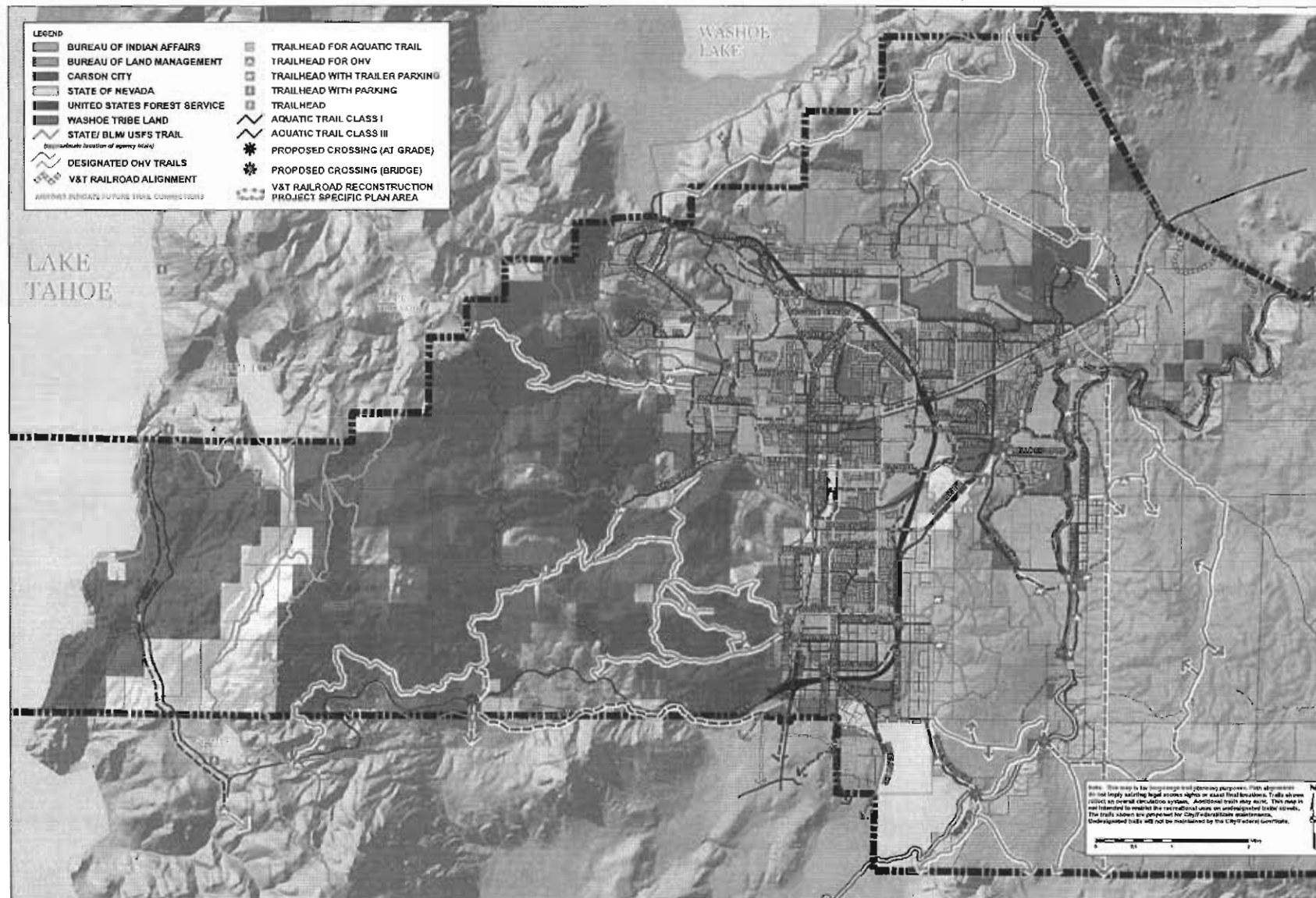
6"x8"x1'-2" S4S BLOCKING
6"x16" P.T. DF-L NO. 1 STRINGER (TYP)

1 TYPICAL DECK SECTION WITH RAILING
SCALE: N.T.S.

NOTES:

- ALL DIMENSIONS IN TABLE-1 ARE NOMINAL
- FASTEN DECK PLANKS TO STRINGERS WITH TWO ROWS OF 3/4" SHANK NAILS PER PLANK AT EACH STRINGER. ALTERNATE CE
- SPlice RAILS AT POSTS. RAILS SHALL BE CONTINUOUS FOR T SPACES. DO NOT LOCATE MORE THAN ONE RAIL SPlice AT A BRIDGE RAIL POST.
- 1/2" SPACE BETWEEN BLOCKING AND BACK WALL FOR AIR C
- BRACING REQUIRED AT THE ENDS OF EACH MEMBER. THE BR BE FULL DEPTH AND PLACED WITHIN A DISTANCE OF THE DE BEAM FROM THE CENTERLINE OF BEARING. BRACING REQUIRED MID-SPAN FOR SPANS OVER 20' LONG.

Exhibit D



**UNIFIED PATHWAYS
MASTER PLAN**
CARSON CITY,
NEVADA



Adopted - April 6, 2006

Revised - March 13, 2007 - Incorporation
of Carson River Regional Trail

WINSTON
W
ASSOCIATES

envision
CARSON CITY

Exhibit E

RECTRAILS PROGRAM SUMMARY

http://www.fhwa.dot.gov/environment/recreational_trails/legislation/#recreational

Federal funding for 2013 and 2014 is authorized under the “Moving Ahead for Progress in the 21st Century Act” (MAP-21), Public Law 112-141.

Prior to this time, it was funded under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) signed into law in 2005, continuing the National Recreational Trails Program (RecTrails or RTP). This Program provides for the allocation of federal gas taxes paid on non-highway recreation fuel use and is administered by the Federal Highway Administration (FHWA). Administration of the program has been delegated by the Governor through the Nevada Department of Transportation to the Division of State Parks.

The RTP is designed to supplement and assist current federal, state, local and volunteer trail efforts. Through financial and technical assistance, and improved communications among all trail interests, the program is intended to expand the quantity and improve the quality of recreational trails in America. This program requires states to (1) designate a state official responsible for the trails program, (2) create a state recreational trails advisory board and (3) use the funds to meet the goals of the Trails Act.

The Division of State Parks has an approved 2010 Statewide Comprehensive Outdoor Recreation Plan (SCORP) that addresses issues related to recreational trails. In addition, the Nevada 2005 State Recreational Trails Plan lists issues (see Appendix D for a complete list of all 13 State Trails Plan issues). Projects submitted for funding will be specifically assessed as they address State Recreational Trails Plan issues.

FHWA guidelines require each state to establish a State Recreational Trails Advisory Board (SRTAB) consisting of both motorized and non-motorized trail users. This board is charged with evaluating proposed projects and making recommendations on projects to be funded. In Nevada, an Ad Hoc Nevada State Recreational Trails Advisory Committee, comprised of federal, state, and local government officials, and representatives of trail user groups from across Nevada, performs this function. See Nevada State Parks website <http://parks.nv.gov/> for more information.

The U.S. Congress or the Nevada Department of Transportation (NDOT) Director may authorize spending limits less than the apportionment to the State of Nevada. Federal rescissions are also a possibility that would further reduce available funding.

States may provide funds as grants to private individuals and organizations, city, county, state, and federal governmental entities, and special government districts, such as General Improvement Districts.

FUNDING INFORMATION 2014

*All project sponsors are advised to read this manual thoroughly before proceeding with an application. Project sponsors are **highly encouraged** to call the State Trails Administrator, Jenny Scanland at (775) 684-2787 for application assistance.*

The RecTrails Program is a reimbursable program for costs actually incurred. Project sponsors must incur project costs and then submit requests for reimbursement. Project sponsors may request reimbursement quarterly while the project is underway, or as a full sum upon project completion. Costs incurred prior to project approval and issuance of a Notice to Proceed, are not eligible for reimbursement. Payments usually take over one month to process.

FUNDING ALLOCATION: Federal requirements mandate a maximum of 7% of the state's allocation may be used by the state to administer the program; a maximum of 5% may be used for educational projects.

- 40 percent shall be used for recreational trail or related projects that facilitate diverse recreational trail use within a recreational trail corridor, trailside, or trailhead, regardless of whether the project is for diverse motorized use, for diverse non-motorized use, or to accommodate both motorized and non-motorized recreational trail use;
- 30 percent shall be used for uses relating to motorized recreation; and
- 30 percent shall be used for uses relating to non-motorized recreation.

AMOUNT YOU CAN REQUEST: Non-motorized and educational applications have a funding request maximum of \$200,000 and a minimum of \$4,000. Motorized applications have no maximum request ceiling, and a minimum of \$4,000.

MATCHING REQUIREMENTS

- There is a required matching share from a project sponsor. In Nevada, the match requirements are 20% matching share for non-motorized projects and 5% for motorized projects.
- The matching share may include volunteer labor, in-kind services, cash, and the donation of private funds, materials, and services at fair market value. Please only submit match directly related to the construction or implementation of the program. Do not over inflate your match.
- In 2012, the RTP committee voted to allow (beginning with 2012 grants) for one public trail work day to occur per project and the costs including volunteer hours can be used as match not to exceed \$2,000.00. (Volunteer rate valued at \$21.79 per hour; untrained is \$15.00).
- Federal funds can be used toward the 20% matching share; the total federal share cannot exceed 95% of the total project cost. Non-federal funds must provide the minimum of 5% of the total project cost.
- ***PLANNING AND ENVIRONMENTAL ASSESSMENT COSTS INCURRED PRIOR TO PROJECT APPROVAL.—The Secretary may allow*** preapproval planning and environmental

compliance costs *to be credited toward the non-Federal share* of the cost of a project described in subsection (d)(2) (other than subparagraph (H)) in accordance with subsection (f), limited to costs incurred less than 18 months prior to project approval. *They may not be reimbursed, only used as match.*

- **INDIRECT COSTS** - If the applicant has an **ICAP** (Indirect Cost Allocation Plan), they can claim “up to 7%” of the federal portion of the grant. Because there is an ICAP, the remaining amount can be claimed as match. The ICAP must be current and not expired, with the cognizant federal agency. The remaining ICAP % amount can be used as match.
- If a grantee does not have an ICAP, they cannot claim 7% indirect costs. If a grantee wishes to develop an ICAP, they must submit one with this application to State Parks who will work with Federal Highways to accept ICAP proposals prior to grant award. If the applicant has no ICAP, no indirect costs can be reimbursed or used for match.

PROJECT CATEGORIES

The funding categories are defined as:

➤ Category 1 - Non-motorized for single use.

A project primarily intended to benefit only one mode of non-motorized recreational trail use, such as pedestrian only, or equestrian only. Projects serving various pedestrian uses (such as walking, hiking, wheelchair use, running, bird-watching, education, interpretation, backpacking, etc.) constitute a single use for the purposes of this category. Note: wheelchair use by mobility-impaired people, whether operated manually or powered, constitutes pedestrian use, not motorized trail use. Projects serving various non-motorized human-powered snow uses (such as skiing, snow shoeing, etc.) constitute a single use for this category.

➤ Category 2 - Non-motorized for diverse use.

A project primarily intended to benefit more than one mode of non-motorized recreational trail use such as: walking, bicycling, and skating; both pedestrian and equestrian use; and pedestrian use in summer and cross-country ski use in winter.

➤ Category 3 - Diverse use (motorized and non-motorized).

A project intended to benefit both non-motorized recreational trail use and motorized recreational trail use. This category includes projects where motorized use is permitted, but is not the predominant beneficiary. This category includes projects where motorized and non-motorized uses are separated by season, such as equestrian use in summer and snowmobile use in winter. Other examples: a common trailhead project serving separate ATV and bicycle trails; purchasing a machine to groom both snowmobile and cross-country ski trails.

➤ Category 4 - Motorized for single use.

A project primarily intended to benefit only one mode of motorized recreational use, such as snowmobile trail grooming. A project may be classified in this category if the project also benefits some non-motorized uses (it is not necessary to exclude non-motorized uses), but the primary intent must be for the benefit of motorized use.

Exhibit F

Nevada Recreational Trails Grant Application FY2014

Applicant: Carson City Parks and Recreation Department

Project Name: Ash Canyon Creek Bridge

Item Description	Federal Grant	Federal Match	Non-Federal Match	Total
Design and Engineering Costs (Breakdown costs & purpose)			Site Survey, hydraulic analysis, bridge and site design & drafting, meetings: 94 hrs x \$21.79/hr = \$2,048	\$2,048
Planning costs				
Direct labor costs				
Volunteer or donated labor # hrs unskilled labor @ \$15/hr = # hrs skilled labor @ \$21.79 /hr =			Layout of bridge, excavation and construction of gabion abutments & bridge approaches: 370 hrs x \$15/hr = \$5,550 75 hrs x \$21.79/hr = \$1,634	\$7,184
Purchase or rental of equipment				
Construction or other Contract Attach a copy of estimate or identify what contract will include	Construction contract with Horizon Construction to transport bridge materials to site, assemble bridge & construct abutments: \$18,000			\$18,000
Purchase of Materials List items & cost of each item or group of items	Prefabricated bridge kit, delivered: \$11,000 Gabion baskets and rock: \$3,000 1 Trailhead Kiosk and 1 trailhead sign: \$3,000			\$17,000
Vehicle Gas and Maintenance				
Other: be specific				
Totals	\$35,000		\$9,232	\$44,232
Percentages	79%		21%	100%

Note: required match is 20% for non-motorized and 5% for motorized. Federal dollars cannot exceed 95% of the project. Only eligible costs directly related to the project can be used as match.