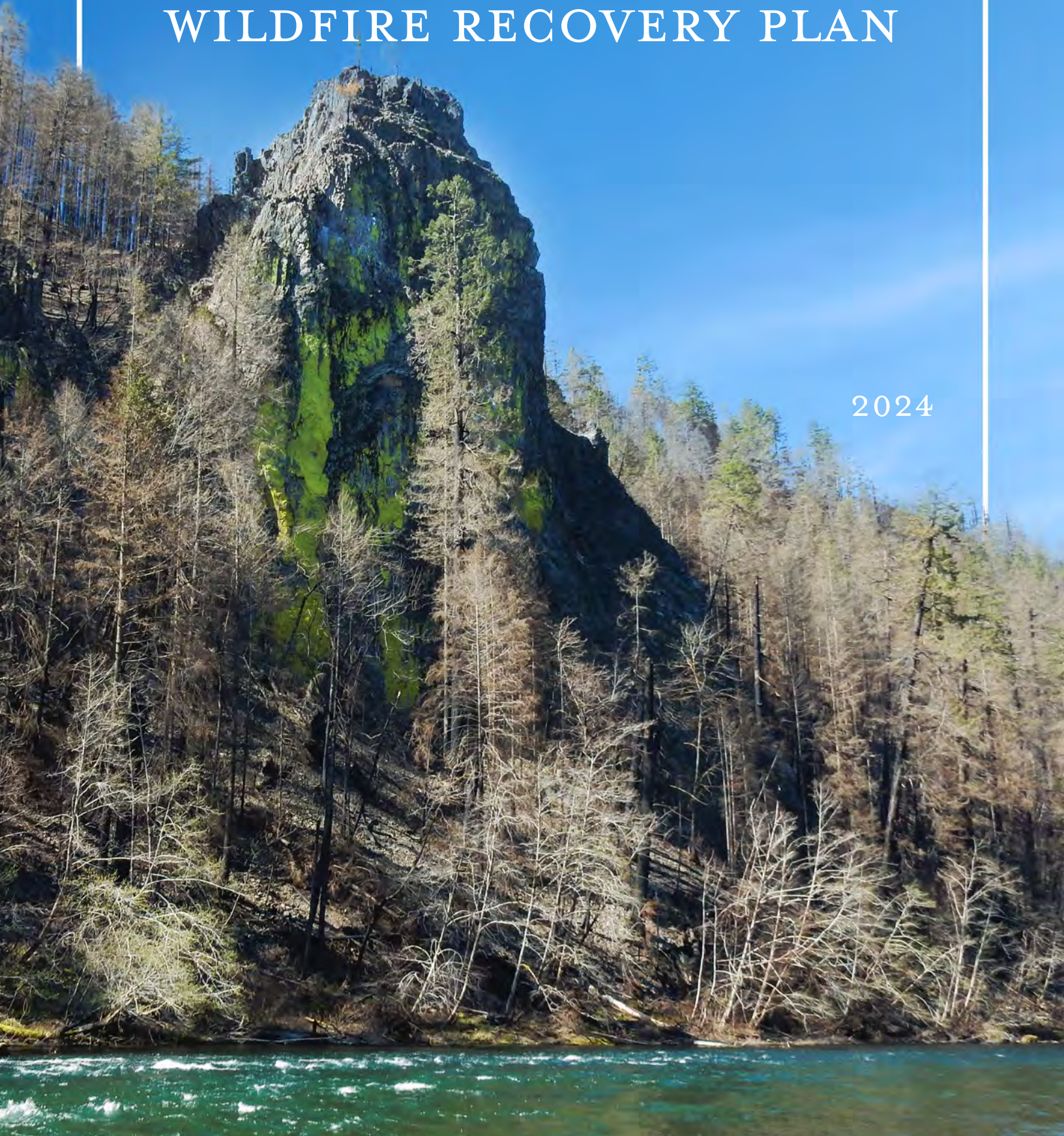


Eagle Rock Park

WILDFIRE RECOVERY PLAN

2024





NPS-RTCA

Rivers, Trails and Conservation Assistance Program

The National Park Service – Rivers, Trails, and Conservation Assistance program (NPS-RTCA) supports community-led natural resource conservation and outdoor recreation projects across the nation. NPS-RTCA assists communities and public land managers in developing or restoring parks, conservation areas, rivers, and wildlife habitats, as well as creating outdoor recreation opportunities and programs that engage future generations in the outdoors. As a collaborative partner, NPS-RTCA helps achieve successful project outcomes by engaging communities in the visioning, planning, and implementation of each project.



FEMA

The Federal Emergency Management Agency – Community Assistance Recovery Support Function (CARSF) enables local governments to effectively and efficiently carry out community-based recovery planning and management in a post-disaster environment. CARSF also supports state or territorial governments in developing programs of support for local recovery planning.

Eagle Rock Park

WILDFIRE RECOVERY PLAN

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Purpose of the Wildfire Recovery Plan

This document is intended to detail the history and issues involved in the revitalization of Lane County Parks' Eagle Rock Park, located on the McKenzie River at river mile 51. The plan highlights the process that was followed to develop the recommendations. It is intended to serve as a guide for the redevelopment of Eagle Rock Park following the 2020 forest fire, detailing the actions and cost estimates needed to realize the conceptual design contained within this report.



Background and History

Purchase

In 1979, Lane County purchased Eagle Rock Park from the estate of Claudia Carr. The Carr property and associated residence was purchased from a willing seller using a grant from the Federal Land and Water Conservation Fund. The deed states that the sale of the property is intended for “a park with preference for the elderly citizens who are confined to nursing homes.” The Eagle Rock Park parcel spans 13.3 acres, with 655 feet of river frontage along the McKenzie River. The park is nestled at the Eagle Rock Rapids and is directly across from the geological feature known as Eagle Rock – a volcanic monolith which rises over 250 feet above the river. In the 1980s, the Bureau of Land Management (BLM) purchased the land on the south (opposite) bank of the river and designated it as an Area of Critical Environmental Concern (ACEC). The Carr house was removed in 2014, and the remaining outbuildings (garage, shop, carport, and pumphouse) were destroyed in the Holiday Farm Fire.



Historical Use

Since the park was acquired by Lane County, outdoor recreation enthusiasts have been spotted kayaking, rafting, and fishing on the river. Eagle Rock is a popular lunch stop for guided river and fishing trips. River runners will also often stop at Eagle Rock for people to stretch their legs, view Eagle Rock, and have lunch. Leaders of guided trips often use a propane cooking fire to make a fresh hot meal. In addition, some land-based visitation has occurred, primarily by bank fishers. However, the lack of park signage on Highway 126 and shared entrance with adjacent landowners has limited public use of the park. Lane County Parks had a park host living at Eagle Rock Park until the Holiday Farm Fire in 2020.

Holiday Farm Fire

On the evening of Monday, September 7, 2020, a wildfire was ignited along Highway 126 just east of Blue River and about 10 miles northeast of Eagle Rock Park. The fire quickly spread due to the strong easterly winds which were growing at a rate of more than one mile an hour and had extended over 100,000 acres by the morning of September 9. The Holiday Farm Fire, as it became known as, was one of the largest fires in Oregon’s history and in total burned 173,393 acres. A total of 13.3 acres were at Eagle Rock Park, where the fire burned with varying intensity throughout the area. The fire consumed the structures at the park, including the site host’s RV, and the remaining structures from the Carr homestead. Impacts to the forest varied in severity over short distances, with most Douglas fir trees surviving, but many western redcedar and western hemlock trees killed. Many hardwood trees, particularly bigleaf maple and black cottonwood, were top-killed, though the maples have largely re-sprouted from their stumps.

Hazard trees were removed in 2021 and 2022 in the day-use portion of the park, and along the driveways on both the west and east sides. Branches and brush were chipped, and the logs were sold for saw logs and pulp logs. All of the burned building debris, as well as burned vehicles, were removed by contractors from the Oregon Department of Transportation (ODOT). The only replanting that has been done includes riparian trees and shrubs on the immediate riverbank along the western half of the park. This was accomplished through a collaboration with the Pure Water Partners Program. It also appears that conifer seedlings were planted in about 1 acre of the portion of the park that is adjacent to Highway 126 where hazard trees were removed by ODOT. However, this was not done by Lane County Parks or partners.

Eagle Rock Park pre-fire, 2016



Eagle Rock Park post-fire, 2023



Planning Process

In 2022, Lane County Parks requested assistance from the National Park Service – Rivers, Trails and Conservation Assistance program (NPS-RTCA). Through a partnership with the Federal Emergency Management Agency (FEMA), NPS-RTCA helped Lane County go through a collaborative planning process to develop this conceptual plan. NPS-RTCA acted as a thinking partner and facilitator, providing landscape architecture expertise and cost estimates contained within this plan. Early in the process, Lane County Parks reached out to adjacent landowners and stakeholders to conduct interviews focused on the issues and opportunities at Eagle Rock Park. Following the interviews, a site inventory and assessment was conducted.

In September 2023, adjacent landowners, stakeholders, and Lane County Parks staff were invited to a design workshop facilitated by NPS-RTCA. Attendees first reviewed and added to the issues and opportunities generated by the outreach conducted by Lane County Parks. The issues and opportunities were discussed, and proposals were made and eventually agreed upon by the attendees. A rough draft conceptual design was developed and shared via email with all the attendees for feedback. NPS-RTCA and Lane County Parks then developed a draft conceptual plan based on the feedback and shared it with stakeholders for comments. In the winter of 2023 and 2024, this plan was finalized.



Issues Discussed

Summarized below are the issues that were generated through discussions with Lane County Parks staff, adjacent landowners, and stakeholders (river runners, guides, McKenzie River Watershed Association, McKenzie River Land Trust, etc.):

Overall Character of the Site

The consensus gathered from the stakeholder outreach and design workshop is that Eagle Rock Park should remain natural, feeling “wild” and less developed. Stakeholders felt this site should be thought of as an open space or preserve rather than a developed park.

Design Aesthetic

Input focused on the character and design aesthetic of Eagle Rock suggested that constructed elements, such as the viewing platform, covered area, benches, and picnic tables, should have a rustic feel to them. To achieve the design aesthetic, wood and river rock should be incorporated into the built environment.

Emergency Services

Law enforcement agencies, fire departments, and other emergency services will be given the code or key to unlock the entrance gate to be able to access the riverfront area. A removeable bollard positioned at the beginning of the universal access trail will allow ATVs to drive on the trail if needed. A large diameter down wood will be placed on either side of the trail to complement the bollard and help control unauthorized ATV access. In addition, a Type 2 helicopter landing zone, compliant with the National Wildfire Coordinating Group standards, will be established and maintained for emergency purposes, particularly for river-related medevacs at the eastern meadow close to the riverfront. The landing zone will maintain its character and remain a meadow with low lying native grasses and plants and will be at least 50 feet away from the river.

Accessibility

Part of Ms. Carr’s intent in selling this parcel was to have it be a place that “elderly citizens” could use and enjoy. Because of this, constructed elements of Eagle Rock Park should be made to have universal access when feasible (see appendix for accessibility requirements). This includes the trails, picnic tables, bathrooms, viewing platform, and covered area. In addition, some parking spaces should be reserved for accessibility and the entrance gate should be able to be unlocked to help facilitate access for elderly groups or individuals unable to traverse down to the riverfront from the parking area. Accessible fishing infrastructure opportunities were analyzed, but unfortunately deemed infeasible due to the nature of the river channel at Eagle Rock Park. The shallow nature of the riverbed, which extends approximately 40 feet from the bank, would prevent a small fishing platform from being developed. Casts would not be able to reach the deeper portion of the river, located near the bank on the far side.

Entrance Road and Parking

To protect the privacy of the adjacent landowners and help keep the natural feel of the site — particularly the riverfront area — the existing entrance road will be gated and locked to all, except for landowners who utilize the road as their entrance to their driveways, for administrative purposes, and upon request from people with mobility impairments requiring access to the riverfront. Other visitors will be directed to park at a designated lot near Highway 126 and will then proceed on foot for approximately five minutes (¼ mile) along a universally accessible trail leading to the riverfront day use area.

Hazard Trees

Additional hazard tree assessments will be required as part of the park improvement implementation process. Since hazard tree removal was done between 2021 and 2022, additional trees have died in, and adjacent to, the day use area in the south part of the park. These are primarily western hemlock and western redcedar trees.

Hazard trees were not identified or removed from the interior of the park in 2021-2022 because that portion of the park was not improved at that time. A significant number of bigleaf maple and black cottonwood trees have since died or were top-killed in that area. The proposed trail from the parking area to the riverside day use area passes through this area of canopy mortality. A detailed hazard tree assessment and abatement project will be necessary prior to the construction of the trail, as some of these trees could pose a safety risk to visitors.

Stakeholders expressed concerns regarding the removal of these trees from the site, stating the importance of maintaining them to provide important wildlife habitat. The consensus is to assess the site for hazard trees and top the trees to leave as much of it standing as can safely be done. These standing topped trees will provide habitat opportunities for insects, birds, and other wildlife. Trees which must be felled should, when possible, be left on the ground to provide ground level habitat.

Vegetative Screening

Native woody plants will be installed in locations where screening is desired. This could include screening along the park boundary to block views from active park areas to adjacent residences, or screening park operational facilities such as the restroom and park host site. Ideally the plantings will consist of species that are native to the site. So far, 25 native woody plants have been documented within the park, including some which are well-suited for screening purposes, such as western redcedar, incense cedar, grand fir, tall Oregon grape, and vine maple.

Shelter and Viewing Platform

Stakeholders requested a 16’ x 24’ covered accessible shelter to be positioned at a location in the day use area of the park to provide an optimal view of Eagle Rock. The shelter is intended to be the focal point of the day use area, both for rafting groups and organized visitation by groups of seniors and people with disabilities.

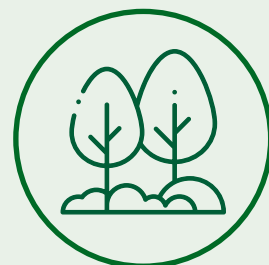
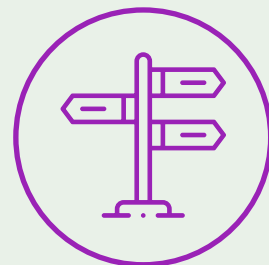
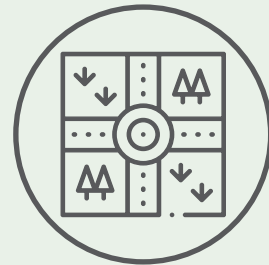
The consensus from stakeholders is that they want an open-air, accessible viewing platform or deck situated near the riverbank. This platform should be placed at a location where the grade of the lower terrace reaches close to the water, and it should be constructed with as limited removal of riverside vegetation as possible.

Native and Non-Native Plants

The Carr residence planted several non-native species, including some fruit-bearing trees, in the riverfront portion of the site. These trees have caused issues with yellow jackets in the summer and fall seasons. Project stakeholders discussed what to do with these fruit-bearing trees and other non-native species on site. While some thought the trees should remain to honor the previous owner of the site, most people want the non-native species removed to help enhance the park’s natural ambiance. Instead, stakeholders suggested the installation of interpretive signage as a means of acknowledging how the Carr’s helped to create the park. One of the identified next steps is to develop a plan, with assistance from local nonprofit organizations and interested parties, focused on native plantings and the removal of non-native species for the site.



Conceptual Design Elements



ACCESS AND PARKING

- 1 Public Access and Parking to Align with Eagle Rock Drive
- 2 Gravel Parking With 5 Standard Parking Spaces And 1 ADA Space with Maintenance and Vehicle Turn Around
- 3 Park Entry with Eagle Rock Sign, Including Use Rules and Pet Waste Station
- 4 Private Property and Park Administrative Access
- 5 Gate With Controlled Access Lock
- 10 Shuttle Turnout With 3' Wide Universal Access Gravel Path Connecting To 5' Wide Path and Restroom Building
- 11 2 Gravel Parking Spaces with Wheelstops
- 12 12' Wide Gravel Drive and Turnaround
- 13 Park Host Site With 1 Car And 1 RV Parking Space, Electrical and Water Hook-Ups, Grill, Picnic Table and Hose Bib
- 14 Type 2 Helicopter Landing Zone, 91' Diameter
- 20 Timber Stairs With Single Handrail and Access to The River

PATHS AND TRAILS

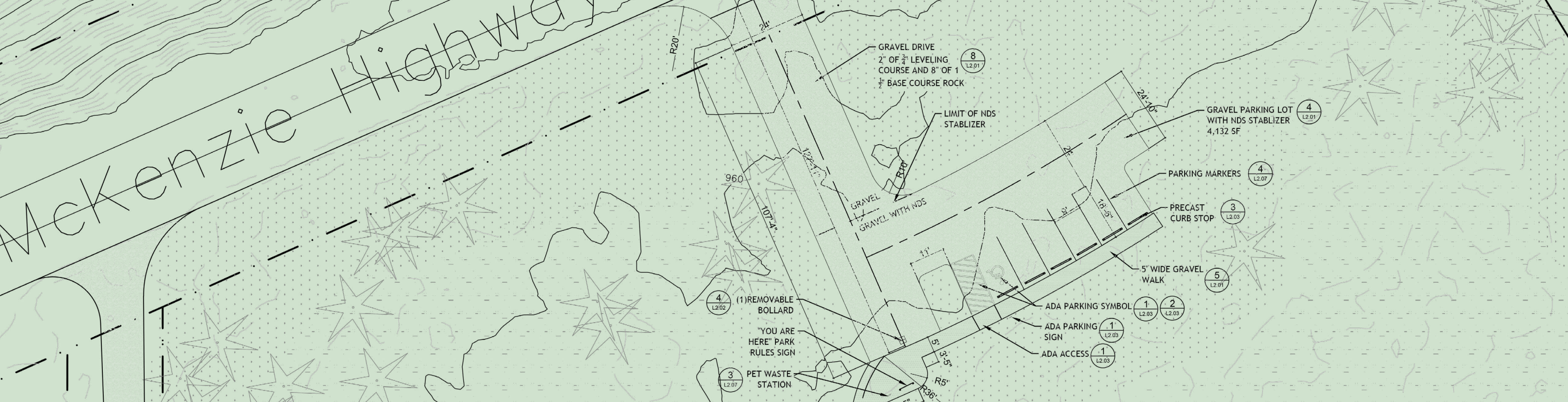
- 6 5' Wide Gravel Path Built to Universal Access Standards and a 5% Max. Slope
- 18 5' Wide Gravel Path to River

AMENITIES

- 8 Rockery Wall
- 9 Single Restroom with Vault Toilet, Exterior Trash Receptacle
- 15 East Meadow With 1 Picnic Table
- 16 Overlook With View of Eagle Rock and Rapids, 2 Benches And 1 Interpretive Sign
- 19 16' x 24' Shelter with Stone Columns, Concrete Floor, 2 ADA Picnic Tables, Trash Receptacle, and Hose Bib
- 21 Existing Labyrinth to be Preserved and Reinstalled
- 22 2 Picnic Tables in West Meadow
- 23 Memorial Bench
- 25 Park Directional Sign and Pet Waste Station

VEGETATION

- 7 Screening with Native Plants
- 17 Native Planting and Garden Area with Pump House that Maintenance Can Access from The Gravel Drive
- 24 West Meadow with Native Trees to Replace Existing Fruit Trees



Upper Area

ENTRANCE AND SIGN

The existing entrance road will no longer be the main entrance for visitors. Issues of accidental trespassing and disturbance to the residences along the road led to the recommendation to develop a new entrance to the park. This entrance will be more centrally located and will “T” up with Eagle Rock Drive to create a safer intersection. Lane County Parks will work with the Oregon Department of Transportation to create the new entrance for Eagle Rock Landing. A small, low-key sign naming the site as “Eagle Rock Landing” should be placed on Highway 126 at the new entrance road. This road should be crushed 2 inches minus gravel to allow for surface permeability. In addition, the road apron connection to the highway should be paved back to the property line to avoid gravel from being tracked onto the highway.

In the event that ODOT restrictions prevent the development of a new entrance, then the existing entrance road should be used for about 60-80 feet, with a new parking area spurring off from it. A gate should be placed on the entrance road just past the turn to the parking area. See APPENDIX for a detail of this alternative.

PARKING AREA

A parking area should be situated in close proximity to Highway 126, but just out of sight from the road. The parking area should accommodate five to six cars, including one accessible parking space. Signage should be installed to welcome visitors to the site and to inform them of the “pack-it in and pack-it out” policy at Eagle Rock Landing, as well as the length of the trail they must use to get to the riverfront. An animal-proof garbage can should be placed at the parking area near the entrance to the trail. It was decided that the parking area should not have a restroom so that it does not become a rest area or wayside along Highway 126. A dog bag station should also be installed near the entrance of the ADA trail. The parking area should be lined with large diameter downed trees to keep people from driving off the gravel and to direct visitors to the trail.

UNIVERSAL ACCESSIBLE TRAIL

A universal accessible trail will be constructed connecting the parking area to the riverfront. The trail will be approximately .25 miles in length and be surfaced with compacted crushed .5” minus gravel. The trail should have a sublayer of 1.5” minus and then be topped with .5” minus fine gravel. It will be designed to be universally accessible and have one or two benches placed approximately halfway along its length, providing visitors with an area to rest and enjoy the forest. Interpretive signs will be placed along the side to educate people about the history of the site, Indigenous peoples, and flora and fauna of the area.

OLD ENTRANCE ROAD AND GATE

As previously noted, the old entrance road will no longer serve as the main entrance to Eagle Rock Landing. Instead, the old existing road will be gated to provide more privacy for residents utilizing the road as their driveway. The gate code will be given to all emergency services including police, fire, and search and rescue teams. Lane County Parks will utilize the old road for maintenance and access to the site host. Groups and individuals who require drive-in access to the riverfront will be able to contact Lane County Parks to gain access via the old entrance road on a case-by-case basis. Prior to the construction of the gate, adjacent property owner(s) should be consulted about using their power source to make it an electric gate and splitting the installation costs. This might be a convenient approach for adjacent landowners, the site host, and maintenance crews.

Riverfront and River Flat Area



ACCESSIBLE PARKING

For people who need to have direct vehicle access to the riverfront area, the old existing entrance road will allow those with mobility limitations who contact Lane County Parks to obtain access through the gate and down to a small parking area with two handicapped parking spots located near the universal access trail. A dog station will be placed near the parking spaces for dog walkers on the universal access trail.

NATIVE PLANT GARDEN

Native plants and flowers will be planted in the disturbed bare area near the turn-around and shelter. This area was denuded of vegetation during the 2020 fire and early restoration from the fire. Low maintenance and watering should be the overall “theme” of the plantings here.

RESTROOMS

There will be restrooms placed near the site host and accessible trail. An animal-proof garbage can will be placed here as well. Lane County Parks will need to determine the best restroom to install. It may be a pit vault or portable toilet. If a portable toilet is installed, it should be accessible and have a visual screening made of timber. Permitting and cost may determine which restroom is installed here.

WEST MEADOW

The meadow in the western side of the riverfront area has several non-native fruit-bearing trees that should be removed to allow for native trees to be planted on the edge of the meadow. The rest of the meadow will have native grasses and appropriate plantings. Two moveable picnic tables will be placed in this meadow. In addition, the horseshoe pit on the southern edge of the meadow will be removed. The east side of the west meadow is a good place for a bench with a view of Eagle Rock.

LABYRINTH

A labyrinth was installed by an unknown group of people on a gravel pad that is situated in the space where the original house once stood. The course of the labyrinth is simply outlined with river cobbles. Because labyrinths are used for walking meditation, this seems like a very appropriate design element for this part of the park, with the backdrop of the rushing river and the face of Eagle Rock. The plan is to retain the labyrinth in its current location.

BUS AND TRAILER TURNAROUND AND SHUTTLE TURNOUT

For special events, buses and vehicles with trailers will also be able to access the riverfront area. A turnaround has been designed to allow these vehicles egress. In addition, a bus/trailer parking spot labelled as the “Shuttle Turnout” will be constructed near to the west of the universal access trail.

SITE HOST

A site host will be located on the northeast side of the river flat near the restroom and turnaround area. The site host will have space for an RV, trash can, picnic table, water, and power hookups. A site host will provide a presence at the site and will help deter unwanted activities from taking place. To ensure privacy and security, the site should be enclosed with a low, solid wood fence to shield personal items and site-related tools and equipment from the view of park visitors. Native plants should then be planted to help hide the fence.

SHELTER AND COVERED AREA

A 16’x24’ covered shelter will be constructed south of the existing access road. It will serve as a focal point for Eagle Rock Landing. River guides can utilize the shelter for their clients to eat lunch or escape the rain or sun. A couple of accessible picnic tables should be placed in this covered area. The trails leading to and from the shelter, and the shelter itself, should be accessible. An animal-proof garbage can should be placed near the shelter.

EAST MEADOW

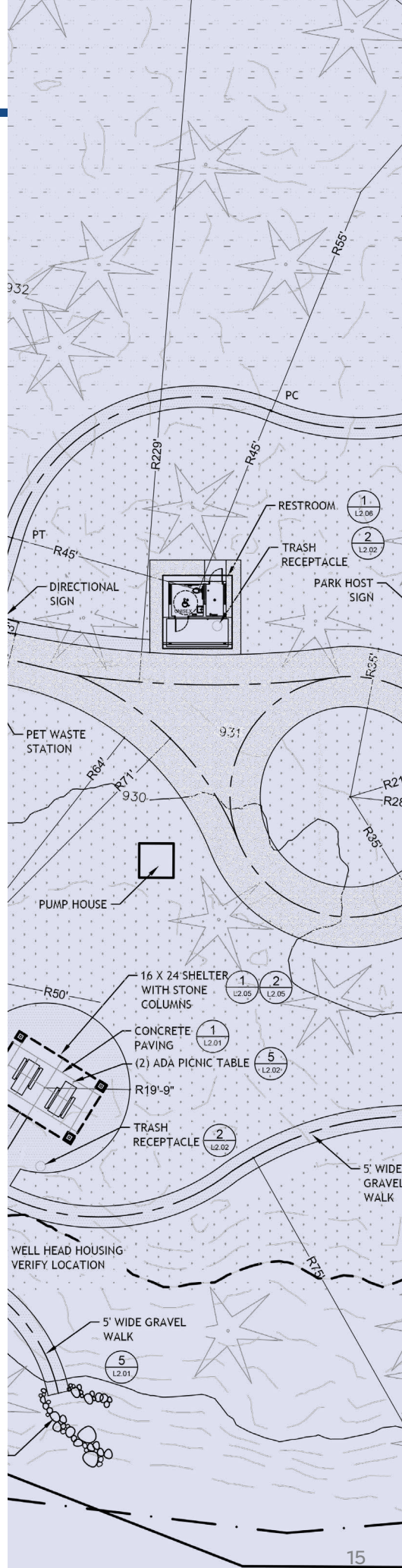
The East Meadow should be planted with native plants and grasses and maintained as a Type 2 helicopter landing zone, compliant with the National Wildfire Coordinating Group standards, available for emergency use. One moveable picnic table can be placed on the edge of this meadow.

RIVERFRONT STEPS AND STAIRS

The two main trails leading to the McKenzie River will be improved. The main trail heading south from the shelter will be made accessible (if possible). The tread will be five feet in width with crush compacted gravel or some other accessible friendly surface. The steps immediately to the west of this trail will also be improved and a handrail will be added for safety. The steps will not be made to ADA standards because the main trail leading to the river will be accessible and is only 40 feet away.

VIEWING PLATFORM

An accessible viewing platform/overlook will be constructed on the southeast portion of the site on the flat area just above the riverbank. It should be situated to allow for views of Eagle Rock and Eagle Rock Rapids. The platform should have one or two benches upon it and an interpretive sign about the significance of Eagle Rock.



Next Steps

The following next steps have been outlined for Lane County Parks, following adoption of this conceptual plan by Lane County:

Approval of New Entrance by ODOT

Lane County Parks should continue consultations with ODOT to create the new entrance road across from Eagle Rock Drive.

Fire-Wise Native Species Planting Plan

A planting plan for Eagle Rock should be developed. McKenzie Watershed Council has offered to develop a fire-wise native species planting plan. See appendix for a list of native species to the site/area.

Invasive Non-Native Species Removal

Eagle Rock Landing should undergo an inventory process to identify any presence of noxious weeds and other non-native species. Appropriate treatment and removal should follow.

Interpretive Plan

An interpretive plan for the site should be developed to enhance and enrich the visitor experience. Potential topics include the history of the site, the geological formation of Eagle Rock, the 2020 Holiday Fire, fire restoration efforts, history of Indigenous peoples, and flora and fauna of the area. Any interpretive signage needs to be extremely simple and durable to avoid expensive maintenance. Consideration should be given to a kiosk at the parking lot and picnic shelter (for boaters) and use of QR code stations elsewhere (if there is cell phone service at the site).

Hazard Tree Assessment and Removal

While some initial hazard tree removal has already happened, there is need for a new hazard tree assessment that looks at the elements of this plan and assesses the hazard trees based upon the new locations for the trails, parking area, covered shelter, restrooms, site host, etc. Trees should be topped and as much of the tree should be left standing as is safely possible. A Certified Arborist should be brought in to do the actual work.

Engineering, Design, and Permitting

This conceptual plan is only meant to document the collective vision of the stakeholders and Lane County Parks staff. Prior to construction, design and engineering will need to happen. This could be done within Lane County, or it may need to be done through a private contractor. Before the construction activities take place, the proper permits will need to be acquired.





Cost Estimate

This cost estimate is a part of a feasibility study, illustrating and estimating Eagle Rock Park’s capacity to accommodate certain outdoor space elements and recreational experiences. This estimate should not be interpreted as a final construction estimate.

ITEM DESCRIPTION	EST. #	UNIT	UNIT PRICE	TOTAL AMOUNT
GENERAL CONDITIONS (ALLOWANCE)				
CONSTRUCTION ENTRANCE	1	LS	\$1,500.00	\$1,500.00
SILT FENCE EROSION CONTROL	1	LS	\$1,500.00	\$1,500.00
DEMOLITION (EXISTING GRAVEL DRIVE IN PARK, ROCK WALLS, ETC.)	1	LS	\$15,000.00	\$15,000.00
HAZARD TREE REMOVAL	1	LS	\$25,000.00	\$25,000.00
WELL TESTING AND UP-GRADE	1	LS	\$5,000.00	\$5,000.00
PUMP-HOUSE WITH VALVES, FITTINGS, PUMP START & CONTROL, ETC.	1	LS	\$24,000.00	\$24,000.00
CLEARING AND GRUBBING (FRUIT TREES, STUMP REMOVAL)	1	LS	\$5,000.00	\$5,000.00
SEPTIC FIELD TEST AND UP-GRADE	1	LS	\$15,000.00	\$15,000.00
SANITARY, WATER, HOSE BIB AND ELECTRICAL CONNECTIONS TO PARK HOST	1	LS	\$7,000.00	\$7,000.00
MOBILIZATION	1	LS	\$5,000.00	\$5,000.00
SANITARY, WATER AND ELECTRICAL CONNECTIONS TO RESTROOM BUILDING	1	LS	\$5,000.00	\$5,000.00
EMBANKMENT CUT AND FILL AS NEEDED (TRAIL)	1	LS	\$15,000.00	\$15,000.00
HOSE BIB WATER SERVICE LINE TO SHELTER	1	LS	\$5,000.00	\$5,000.00
GENERAL UTILITY WORK AS NEEDED	1	LS	\$5,000.00	\$5,000.00
EMBANKMENT CUT AND FILL AS NEEDED (PARK) INCLUDES FILL FOR BUILDING AND WALL REMOVAL	1	LS	\$20,000.00	\$20,000.00
MEADOW PICNIC AREA GRADING, TRIM	32198	SF	\$0.07	\$2,253.86
			TOTAL	\$156,253.86
SITE FURNISHINGS				
BENCH (INCLUDES 20% FOR INSTALL)	2	EA	\$912.00	\$1,824.00
MEMORIAL BENCH (INCLUDES 20% FOR INSTALL)	1	EA	\$2,400.00	\$2,400.00
TRASH RECEPTACLES (INCLUDES 20% FOR INSTALL)	2	EA	\$964.80	\$1,929.60
PICNIC TABLES AND HOST TABLE (INCLUDES 20% FOR INSTALL)	4	EA	\$1,831.00	\$7,324.00
PICNIC TABLE ADA (INCLUDES 20% FOR INSTALL)	2	EA	\$2,530.00	\$5,060.00
HOSE BIB AT SHELTER AND PARK HOST	2	EA	\$300.00	\$600.00
PARK FIRE PIT (STONE WITH GRILL CUSTOM) (NOT USED)	0	EA	\$2,000.00	\$0.00
PARK HOST FIRE RING (INCLUDES 20% FOR INSTALL) \$532 (NOT USED)	0	EA	\$638.00	\$0.00
BOLLARD (INCLUDES 20% FOR INSTALL)	1	EA	\$500.00	\$500.00
PARK HOST SPACE GRILL (INCLUDES 20% FOR INSTALL)	1	EA	\$710.00	\$710.00
SHIPPING FOR OREGON CORRECTION ENTERPRISE \$1.85 PER MILE 210 MILES ROUND TRIP	1	LS	\$388.50	\$388.50
			TOTAL	\$20,736.10
SURFACING				
3' AND 5' WIDE GRAVEL TRAIL, TRAIL TO RIVER AND GRAVEL PAD AROUND SHELTER INCLUDES 4" DEPTH, 3/8" MINUS CRUSHED ROCK 10,342 SF	1149	SY	\$12.00	\$13,788.00
4" CONCRETE PAVING, FLOAT BROOM FINISH (INCLUDES BASE ROCK AND PREP.) RESTROOM FLOOR 290 SF	290	SF	\$8.36	\$2,424.40
SHELTER CONCRETE FOOTINGS	6	EA	\$500.00	\$3,000.00
4" CONCRETE PAVING, FLOAT BROOM FINISH (INCLUDES BASE ROCK AND PREP.) (SHELTER FLOOR) 384 SF	384	SF	\$6.38	\$2,449.92
GRAVEL ROAD, 2 PARKING SPACES, SHUTTLE TURN-OUT, TURNROUND AND PARK HOST - 2" OF DEPTH 3/4" LEVELING COURSE AND 8" OF 1 1/2" BASE COURSE 8622 SF	958	SY	\$16.60	\$15,902.80
GRAVEL PARKING - 2" OF DEPTH 3/4" LEVELING COURSE AND 4" OF 1 1/2" BASE COURSE 5938 SF	659	SY	\$16.60	\$10,939.40
NDS EZ ROLL SURFACE UNDER GRAVEL PARKING SURFACES	4132	SF	\$6.30	\$26,031.60
WOOD CHIP TRAIL 375 SF (NOT USED)	0	CY	\$95.00	\$0.00
PARKING LOT- WHEEL STOPS INCLUDES 2 IN PARK 2 FOR PARK HOST	10	EA	\$500.00	\$5,000.00
PARKING LOT- STRIPING INCLUDES 2 IN PARK AND ADA (MARKERS)	1	LS	\$2,500.00	\$2,500.00
PARKING LOT- DRIVEWAY APRON, 6" ASPHALT WITH LEVELING COURSE \$3 AND BASE ROCK \$9.60 402 SF	44	SY	\$25.20	\$1,108.80
PARKING LOT, PARK ROAD, TURNAROUND AND PARK HOST CONCRETE CURB (NOT USED)	0	LF	\$18.00	\$0.00
			TOTAL	\$83,144.92
STAIRS & ROCKERY WALLS				
TRAIL ROCKERY WALLS	133	LF	\$68.00	\$9,044.00
TIMBER STAIRS TO THE RIVER	65	LF	\$70.00	\$4,550.00
TIMBER STAIR HANDRAIL	30	LF	\$55.00	\$1,650.00
			TOTAL	\$15,244.00
AMENITIES				
16 X 24 SHELTER (INCLUDES 40% INSTALL AND FREIGHT) \$45,334.50 SHELTER AND FREIGHT COST	1	EA	\$63,468.30	\$63,468.30
SHELTER COLUMNS CULTURED STONE	4	EA	\$1,500.00	\$6,000.00
SHELTER ELECTRICAL AND SECURITY LIGHTING	1	LS	\$2,500.00	\$2,500.00
LABYRINTH- RECONSTRUCT WITH GRAVEL WALKING SURFACE	1	EA	\$1,500.00	\$1,500.00
WOOD OVERLOOK WITH RAILING	417	SF	\$60.00	\$25,020.00
RESTROOM, DESIGN, SUPPLY AND INSTALL	1	EA	\$150,000.00	\$150,000.00
			TOTAL	\$248,488.30
LANDSCAPE				
LANDSCAPE - NATIVE TREE / SHRUBS / LOW GROW SEED MIX / MULCH / TOP SOIL / SOIL AMENDMENT - FOREST AND PARKING BUFFER PLANTING	128473	SF	\$1.00	\$128,473.00
LANDSCAPE - NATIVE TREE / SHRUBS / LOW GROW SEED MIX / MULCH / TOP SOIL / SOIL AMENDMENT - GARDEN AREA AND TURNAROUND PLANTING	13193	SF	\$2.00	\$26,386.00
FRUIT TREE REPLACEMENT WITH 2" CALIPER NATIVE TREES	6	EA	\$450.00	\$2,700.00
FOREST PLANTING- RESTORATION (ALLOWANCE)	1	LS	\$5,000.00	\$5,000.00
FOREST INVASIVE WEED CONTROL (ALLOWANCE)	1	LS	\$20,000.00	\$20,000.00
EAST AND WEST MEADOW MIX POLLINATOR / WILDFLOWER	32198	SF	\$0.50	\$16,099.00
			TOTAL	\$198,658.00
SIGNAGE				
PARKING AREA: ADA SIGN	1	EA	\$250.00	\$250.00
PET WASTE STATIONS	2	EA	\$125.00	\$250.00
SH 126 ROAD SIGNS	2	EA	\$300.00	\$600.00
INTERPRETATIVE SIGNAGE @ OVERLOOK	1	EA	\$700.00	\$700.00
PARKING AREA AND PATH CROSSING NEAR TURNOUT: (2)"YOU ARE HERE" AND RULES SIGN, (1) BUS PARKING ONLY SIGN, (1) PARK HOST SIGN	4	EA	\$500.00	\$2,000.00
			TOTAL	\$3,800.00
TOTAL CONSTRUCTION COST				\$726,325.18
PLANNING/ENGINEERING/SURVEYING COSTS (24% OF CONSTRUCTION COSTS)				\$174,318.04
20% CONTENGENCY				\$145,265.04
TOTAL PROJECT COST				\$1,045,908.26

Appendix

FULL LAYOUT PLAN

WITH ALTERNATIVE ENTRANCE & PARKING

COST ESTIMATE

DESIGN WORKSHOP MATERIALS

NATIVE PLANTS

ACCESSIBILITY GUIDELINES



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