



R & E Grant Application 17-19 Biennium

Project #: 17-040

Hagg Lake ADA Fishing Pier Parking Improvements

Project Information

Requested Cycle: 17-4
R&E Project Request: \$10,000
Other Funding: \$460,595
Total Project: \$470,595
Spending Start Date: 3/1/2018
Spending End Date: 6/30/2018
Project Start Date: 3/1/2018
Project End Date: 6/30/2018
Organization: Washington County Parks

Fiscal Officer

Name: Andy Cameron
Address: 50250 SW Scoggins Valley Rd.
Gaston, OR 97119
Telephone: 503-849-1884
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Applicant Information

Name: Carl Switzer
Address: 50250 SW Scoggins Valley Rd.
Gaston, OR 97119
Telephone: 503-207-8760
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Email: carl_switzer@co.washington.or.us

Past Recommended or Completed Projects

This applicant has no previous projects that match criteria.

Location Information

Where is it?

The project will occur on public land owned or managed by the applicant

Site Description

Street Address, nearest intersection, or other descriptive location.

Scoggins Valley Park, home of Henry Hagg Lake, is located at 50250 SW Scoggins Valley Rd., Gaston, OR 97119. Within the park, the proposed work will occur at the C-Ramp Recreation Area on the west side of the lake. The project location is immediately adjacent to the ADA accessible fishing pier.

Directions to the site from the nearest highway junction.

Scoggins Valley Park is located 3.5 miles west of state highway 47, which is the main north-south route in the area. Anglers traveling from the Portland metro area can access highway 47 from US highway 26. Anglers coming from the south can access highway 47 from state highway 99.

Following project completion, public anglers will be allowed the following level of access to the project site:

Full access

Please describe what leases, easements, agreements are in place to ensure angler access to the project site, and what is the length of each agreement.

Washington County Parks has a 50 year agreement with the U.S. Buereau of Reclamation to manage Scoggins Valley Park facilities and amenities for public access. The park is open 365 days a year from sunrise to sunset.

Dominant Land Use Type:

Reservoir (Henry Hagg Lake)

Project Location

General Project Location.

County: WASHINGTON
ODFW Dist: North Willamette
Sub-basin: 17090010

Specific Project Location.

Latitude	Longitude
45.48959	-123.23034

Project Summary

Project Summary

Please provide a couple sentence summary of the proposal.

The proposal seeks to rehabilitate a 3,240 sq. ft. failing gravel parking area in the most heavily used recreation area of Scoggins Valley Park. This area serves an ADA-accessible fishing pier, a trailhead to shore access, and numerous picnic sites. This project will grade, pave and stripe the parking area.

Overall Project Goals

Describe the primary goals or outcomes of the entire project, including elements not requesting funding from R&E.

By paving, striping, and grading an existing 3,240 sq. ft. gravel parking area, the project aims to improve access to a several angling-specific amenities. Goals include maximizing parking, facilitating ADA access, reducing conflict, promoting pedestrian safety, and prolonging service life.

Primary objectives of R&E funding

Please describe the measurable objectives for the R&E portion of the funding request.

Objectives include preparing the site with adequate base material, resurfacing with two inches of asphalt, striping for parking and ADA access, and grading to meet ADA standards. The work is to be completed by June 30th, 2018.

Current Situation/Justification

Please describe the current situation and explain why this funding is needed.

The project site is adjacent to several amenities that are heavily used by anglers. These include a trail leading to shoreline access, picnic sites, and an ADA-accessible fishing pier. As a graveled surface, however, the site is lacking in adequate parking opportunities, especially for patrons utilizing wheelchairs or other mobility devices. Devoid of striping, the site is open for user conflict, vehicular accidents, and property damage. The current conditions warrant safety concerns, as well. In order to access the amenities nearest the project site, drivers wishing to park on pavement are often forced to cross busy drive aisles in order to access the amenities nearest the project site. Degradation is also driving the project justification. Rife with potholes and uneven surfaces, the site requires ongoing maintenance and repair. Resurfacing would eliminate this expense and would extend the life of the parking lot by 20+ years.

Recreation and Commercial Benefit

This project will provide benefits to:

Recreational fisheries

Explain how this project will contribute to current (and/or potential) fishing opportunities, access, or fisheries management.

Scoggins Valley Park, home to Henry Hagg Lake, receives approximately 750,000 visitors per year. In the U.S. Bureau of Reclamation's Resource Management Plan, 60% of park users come for boating and fishing. The project site is located at C-Ramp Recreation Area, which is the most heavily used area of the park. Open from sunrise to sunset, the site offers year-round opportunities to fish for and retain rainbow trout, cutthroat trout (limit 5 trout), largemouth bass, smallmouth bass (limit 1 bass), perch, bluegill, crappie (limit 25), and catfish. The parking lot in question is adjacent to several angling-specific amenities, including an ADA-accessible fishing pier and a trail paralleling the shore. Rehabilitation of the lot will offer anglers more immediate and safer access to these amenities. Though specific visitor rates are unavailable, the areas directly accessed by the site are some of the most popular bank fishing locations within the park. On all but the most inclement of days, anglers can be found on the adjacent shore. On peak summer weekends, it is common to see the shore and pier completely lined with people taking advantage of the fishing opportunities.

Percent benefit split between Commercial and Recreational anglers:

0 % Commercial

100 % Recreational

Please explain, or justify, how the percentage split was determined:

Henry Hagg Lake is only available for recreational angling.

This project has been identified as an ODFW priority for:

Not identified

Does this project directly support implementation of the ODFW Strategic Plan and/or current Fish Division priorities?

Please briefly explain when this was identified as a priority and what process or workgroup was used to identified this as an ODFW priority.

Identify any plan or other document that identifies this priority.

This project is identified as a high priority item in the Oregon State Marine Board Six Year Facility Plan.

This site is identified as a key recreation facility in the U.S. Bureau of Reclamation Resource Management Plan.

Is this project part of an approved Salmon-Trout Enhancement Program (STEP) activity?

No

This project is intended to benefit the following species:

This project will benefit anglers or fishery by providing:

Angler Access

Angler Access

This project will:

Improve access to existing angling opportunities

Reduce barriers to fishing participation (i.e. ADA access, more parking, family friendly)

Choose the following that best describes the angling access provided by the project:

This project would provide improved access to the adjacent ADA-accessible fishing pier and bank.

Bank

Do similar access sites, facilities, or fisheries exist within 10 miles of the project site?

No

Project Description

Schedule

Activity	Date	RE Funding
Bid announcement	9/19/17	No
Bid awarded	11/1/17	No
Construction	3/1/18	Yes
Project completion	6/30/18	Yes

Permits

Permit	Secured?	Date Expected
N/A	No	

Project Design and Description

Please describe in detail the methods or approach that will be used to achieve the project objectives.

This maintenance project seeks to pave an existing 3,240 sq. ft. gravel parking lot at the C-Ramp Recreation Area of Scoggins Valley Park. Work will be comprised of site preparation, including minor grading and amending of existing base material, asphalt overlay (2"), striping, and the addition of molded or extruded wheel stops and curbs.

Washington County Parks has received a grant from the Oregon State Marine Board, and will be matched by County dollars, to resurface the whole of the asphalt areas at the C-Ramp Recreation Area. This ODFW grant request will cover the cost of the additional work described above, which was scoped in the resurfacing project as an alternative, but is currently unfunded. If successfully awarded the ODFW grant, the paving will be done as a part of the larger parking lot resurfacing project which would provide maximum fiscal efficiency and maximize public benefit.

Response to internal review:

Summary of Review Team Comments

The review team generally supported this project but had concerns that the request was not fully explained or justified. Once justified, it is likely that this will be a worthwhile project and have a good cost/benefit ratio. Review team scores included one 0, six 1s, zero 2s, and three 3s.

Specific Review Team Comments

It is difficult to tell from the budget and text what R&E is being asked to pay for. While it is a small part of the larger project it still needs enough detail to understand what it is being used for.

Washington County Parks has recently received an Oregon State Marine Board grant to resurface the parking lots at C-Ramp and Eagle Point Recreation Areas. These are two areas heavily used by anglers as they provide excellent bank fishing. These areas are also the locations of Hagg Lake's two boat ramps. The combination of the grant and Washington County Parks' matching funds was \$460,959. The project was bid and the low base bid was \$595,600, or \$134,641 more than available funds. Paving the gravel parking area at the north end of C-Ramp Recreation Area was solicited as "Alternative #1" and was bid at an additional \$10,000 over the base bid.

After value engineering with the low bidder, we were able to get the cost of the base bid down to \$482,164, or \$21,205 more than available funds. The OSMB agreed to contribute an additional \$10,000 to the grant if the County contributed the other \$11,205. The County agreed and the base bid contract was awarded at \$482,164. This has tapped out all available funding from these agencies and no alternatives were funded. Because all asphalt surfaces are being resurfaced and restriped it would cast this already deficient gravel parking lot in even more stark relief – an unfinished, unimproved area in an otherwise completed project.

As this parking area is of particular use to bank anglers and immediately adjacent to the popular fishing pier, and heavily used by the public for those purposes, we are seeking a \$10,000 ODFW R&E grant. Completing "Alternative #1", paving of the gravel parking area, would be of great benefit to the angling community and improve their access to bank and pier fishing. Without the R&E funding the project will not be completed at this time.

Please expand on the justification and need of the RE funded portion. While it seems to be a worthwhile project there is limited support in the current application. Why does it need to be repaired?

The gravel parking area at the north end of the C-Ramp Recreation Area is an uneven, unfinished, poor draining area. There are tripping hazards (potholes, ruts, etc.), which, even after being repaired, return to a degraded state relatively quickly because it is a soft-surface and is exposed to the weather. Furthermore, because the soil drainage is poor, there are often puddles and slippery, muddy conditions. This parking lot, so popular in dry weather with anglers because of its proximity to the bank and pier, goes largely unused during rainy periods for the reasons listed above. Paving this area will provide year-round utilization. While there are other places to park, it increases the distance to the bank and pier, especially for those with mobility issues. There will be an ADA van parking spot dedicated at this site. Furthermore, we are installing a new restroom in this area and the ability for close parking will be another great benefit to anglers. For the modest amount of \$10,000 we anticipate a lot of benefit for anglers in paving the gravel lot.

Why wasn't this area included as part of the main project? Is the existing lot, and this gravel area, not meeting current needs?

This area was not included in the base bid but as an "add alternative" because Parks expected the bids to come in high, which they did. This alternative and another were split out so we would receive bidding for them but minimize the cost overrun. Also, the project was conceived of largely a resurfacing project, not a project to remediate deficiencies. As both the OSMB and County have increased their contribution neither has available funding to contribute an additional \$10,000. The reason "Alternative #1" has now become so attractive to complete now is that as a small addition to a large project we can have the work done for \$10,000. As a stand-alone project requiring a large mobilization component, it has been estimated that it would cost three or four times as much. That creates urgency to capitalize on this project now. Additionally, paving this area is a direct benefit to anglers because of its proximity to the bank and fishing pier. If this area is left unpaved, it has the potential to be perceived as an effort that does not consider the needs of anglers.

How much, and what type of, use does it get?

Washington County Parks does not have a mechanism for counting anglers at the 1,100 acre lake. The park is open sunrise to sunset 365 days per year and park attendance is approximately 750,000 visits per year. In the 2003 BOR Resource Management Plan fishing was listed as the "activity most participated in by park users (47%). While we are not able to definitively state that 352,500 (47% of park visits) fish at the lake annually, anecdotally we can state it is far and away the most popular recreation activity at the park. The location approximate to the gravel parking area is especially well used for fishing because it is comprised of lake shore and the fishing pier.

Relatedly, the third most popular activity listed in the Resource Management Plan was boating (13%). The document states "The popularity of fishing at Henry Hagg Lake is further supported in that fishing boats were the most common boat type in use on the lake (43%)." Fishing is very popular at Hagg Lake including the area proximate to the gravel parking area.

Designs or drawings of the total project showing the overall context and how this smaller area fits in would be beneficial.

See attached context map.

Engineering

Does the project involve capital improvement, engineering, site grading or other construction?

Yes

Not associated with ODFW

Project Management and Maintenance

What is the life expectancy of R&E funded construction, structures, equipment, supplies, data or fishery?

The paved parking lot is expected to remain in useful service for at least 20 years.

Who is responsible for long term management, maintenance, and oversight of the project beyond what is funded by R&E.

Washington County Parks will work to ensure that the site receives regular and proactive maintenance including sweeping, re-striping, pressure washing, and de-mossing. The area will be included in the comprehensive Scoggins Valley Park maintenance management plan.

Will the project require ongoing maintenance?

Yes

Sweeping, re-striping, pressure washing, and de-mossing.

Is there a plan to collect baseline data and to conduct monitoring efforts to measure the effectiveness of the project?

Not necessary

Project Funding

Funding

Have you applied for OWEB funding for this project?

No

Has this proposal, or similar proposal for this project location, previously been denied by OWEB or other funding source?

[{"source":"Oregon State Marine Board","type":"Cash","secured":"Secured","dollarValue":290595,"comments":"Grant awarded fall 2017"}, {"source":"Washington County,"

Oregon","type":"Cash","secured":"Secured","dollarValue":170000,"comments":"Budgeted in Washington County Parks FY17/18 budget"]}]

Other Funding Source	Type	Secured	Dollar Value	Comments
Oregon State Marine Board	Cash	Secured	290595	Grant awarded fall 2017
Washington County, Oregon	Cash	Secured	170000	Budgeted in Washington County Parks FY17/18 budget
		Total	460595	

Budget

Item	Unit Number	Unit Cost	In-kind or non-cash contributions	Funding from other sources	R&E Funds	Total Costs
PROJECT MANAGEMENT						
			0	0	0	0
		SUBTOTAL	0	0	0	0
IN-HOUSE PERSONNEL						
			0	0	0	0
		SUBTOTAL	0	0	0	0
CONTRACTED SERVICES						
Contracted paving services	1	460595.00	0	460595	10000	470595
		SUBTOTAL	0	460595	10000	470595
TRAVEL						
			0	0	0	0
		SUBTOTAL	0	0	0	0
SUPPLIES/MATERIALS						
			0	0	0	0
		SUBTOTAL	0	0	0	0
EDUCATION/OUTREACH						
			0	0	0	0
		SUBTOTAL	0	0	0	0
EQUIPMENT						
			0	0	0	0
		SUBTOTAL	0	0	0	0
FISCAL ADMINISTRATION						
			0	0	0	0
		SUBTOTAL	0	0	0	0
		BUDGET TOTAL	0	460595	10000	470595

Internal Review Results

Review Score: 1.5 out of 3

(0 = Do Not Fund, 1 = Strengthen Proposal, 2 = Recommend, 3 = Strongly Recommend)

Summary of Review Team Comments

The review team generally supported this project but had concerns that the request was not fully explained or justified. Once justified, it is likely that this will be a worthwhile project and have a good cost/benefit ratio. Review team scores included one 0, six 1s, zero 2s, and three 3s.

Specific Review Team Comments

It is difficult to tell from the budget and text what R&E is being asked to pay for. While it is a small part of the larger project it still needs enough detail to understand what it is being used for.

Please expand on the justification and need of the RE funded portion. While it seems to be a worthwhile project there is limited support in the current application. Why does it need to be repaired? Why wasn't this area included as part of the main project? Is the existing lot, and this gravel area, not meeting current needs? How much, and what type of, use does it get?

Designs or drawings of the total project showing the overall context and how this smaller area fits in would be beneficial.

Specific Review Team Questions

When does the 50 year agreement with the BOR expire?

The management agreement ends in 2023 though, as demonstrated in the attached letter of support from the BOR, it is anticipated that the agreement will be renewed for an additional period of no less than 20 years.

Please see additional letters of support (attached).

Project Map



Additional Files

Budget Information

Maps

[Project Map](#)

Map image of project location

Photos

[ADA Pier Parking Photo 1](#)

[ADA Pier Parking Photo 2](#)

[ODFW Project Context Map](#)

Design Information

Management Plans and Supporting Documents

Permits and Reviews

Partnerships

Public Comment

[BOR letter of support](#)

[OBPFC Letter of Support](#)

[PRAB Letter of Support](#)

Administrative Documents

[Racial and Ethnic Impact Form](#)

[Signature Form](#)

Completion Report

A completion report has not been submitted for this project.