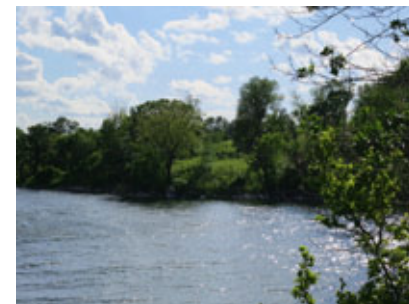


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# DELAGOON CAMPGROUND MASTER PLAN

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## CITY OF FERGUS FALLS



Adopted November 2014

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CITY OF FERGUS FALLS

Prepared By:  
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# Acknowledgments

## INTRODUCTION/OVERVIEW OF PUBLIC PROCESS

In June of 2014, the City of Fergus Falls retained Schoenbauer Consulting, LLC to complete a master plan for Delagoon Campground. This document represents the results of the planning process.

### PUBLIC INVOLVEMENT

The general public, special interest groups, and residents were invited to participate in the planning process to ensure that pertinent planning issues were discovered and addressed. The public process included two public meetings and three meetings with the City Council and Park Board. The process gave all interested parties access to the consultant team and City staff. Public input was insightful and helpful in defining issues and considering options for redeveloping the campground to meet the needs of campers and improve the level of service being offered.

## ACKNOWLEDGMENTS

The consultant team appreciated the opportunity to work for Fergus Falls and undertake an open public process for the project. The individual and collective insights of Park Board and City Council members were instrumental in finding design solutions for the campground that best met the needs of the community and region.

The consultant team also thanks City staff for participating in the project and adding their individual insights. Steve Plaza's (Parks, Recreation & Forestry Manager) availability during the process and understanding of issues and concerns associated with the campground was especially key to developing an implementable master plan.



*The existing campground has served the community well for decades. But city leaders recognized the need to upgrade and expand the facility to serve future generations of campers.*

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*The existing campground is old and in need of upgrading.*

# Section 1 Planning Context and Vision Statement

## OVERVIEW

The project focused on preparing a master plan for Delagoon Campground in the City of Fergus Falls. The master plan establishes a vision for the campground and provides guidelines for its development. The plan is a tool for public presentations, meeting regional-designation submission requirements, understanding cost implications and preparing funding applications.

Although comprehensive, the master plan remains dynamic. It should be viewed as firm enough to guide overall improvements, yet flexible enough to change based on new knowledge, experience and changing public needs as the plan is implemented.

## CITY OF FERGUS FALLS AS IMPLEMENTING AGENCY

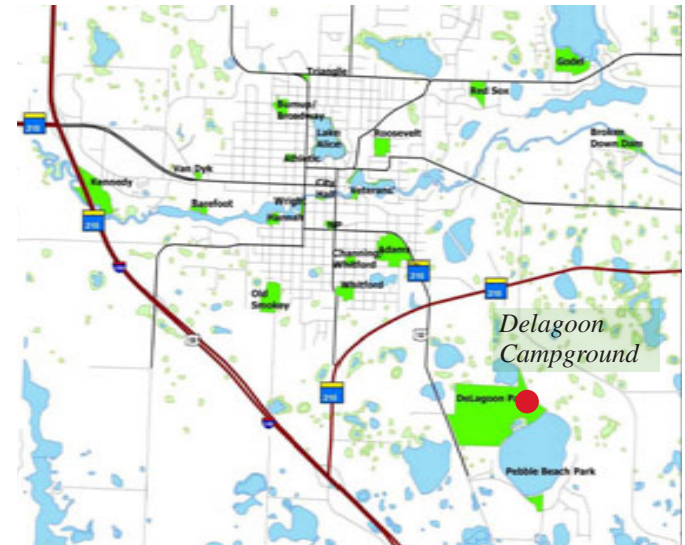
The City of Fergus Falls is the owner and implementing agency of Delagoon Campground. The City is responsible for operating, managing and maintaining the facility as part of its community park system. The City has a well-established and experienced staff to oversee operations and maintenance functions.

## REGIONAL SIGNIFICANCE AND PLANNING CONTEXT

Delagoon Campground is located on the outskirts of Fergus Falls, as illustrated on the local park system map. The following defines the regional significance of the campground and its relationship to other public and private campgrounds serving the region surrounding Fergus Falls.

### REGIONAL CLASSIFICATION AND SIGNIFICANCE

As a regional facility, the campground best aligns with the *Special Recreational Feature Regional Park Classification* as defined in the *Greater Minnesota Regional Parks and Trails Strategic Plan*. This classification relates to new, unique, or innovative “special feature” outdoor recreational facilities of regional significance. The campground is a much needed regional recreational facility that complements other public (and private) regional or state-level campgrounds in the area.



Redevelopment of the campground matches up well against the criteria associated with this classification, as following summarizes:

- **Criteria #1 – Provides a Special High-Quality Outdoor Recreation Experience** – places a priority on providing facilities/amenities that are relevant to existing/common user groups and also serve to broaden the appeal of outdoor recreation to new or expanded populations; facility serves as a destination unto itself, attracting regional users and (potentially) drawing tourists from outside the regional area; premium is placed on quality of experience to encourage visitors to return time and again
- **Criteria #2 – Provides a Natural and Scenic Setting Offering a Compelling Sense of Place** – priority is placed on providing a natural and scenic setting offering a compelling sense of place and uniqueness; access to water and/or historically/culturally-significant features is also emphasized
- **Criteria #3 – Well-located to Serve a Regional Need and/or Tourist Destination** – places priority on special recreational features being located in or close to a densely settled, rapidly growing, and/or an established regional center or well-established tourist destination; connectivity to the facility via local, regional, or state-level trails also factors into the rating under this criteria
- **Criteria #4 – Fills a Gap in Recreational Opportunity within the Region** – places a priority on areas in which a high quality outdoor recreational opportunity of a similar nature is not otherwise available within the region and/or within a reasonable distance; fills a discernible and critical gap in an area with a recreation opportunity shortage; complements (and does not duplicate) recreational opportunities otherwise available in the region

Delagoon campground matches up well against each of these criteria. Once upgraded, the campground will provide a much enhanced service to campers from within and outside the region – a geographical area that is a popular tourist destination on the edge of Minnesota’s lakes country. The direct connection between the campground and Central Lakes State Trail is notable in that the trail is a state-level recreational feature and a significant draw for visitors to the region. Recreational vehicle travelers passing through the area are also a targeted group.

Regionally, access to quality publicly-available campgrounds is a growing concern, with most of the private vendors trending toward seasonal camping.

### **FILLING A GAP IN SERVICE**

A key goal with upgrading Delagoon Campground is filling a gap in service in the Fergus Falls and Ottertail County area. As the following map illustrates, there are only two publicly-owned campgrounds available within 30 miles of Fergus Falls, one of which (Glendalough State Park) offers very limited camping services. There are 7 privately-owned campgrounds within thirty miles, but all of them are primarily seasonal and/or have limited campsites availability for general public use. Delagoon Campground is also the only public campground along the full length of the Central Lakes State Trail.





## PUBLIC CAMPGROUNDS

As the map illustrates, publicly-owned campgrounds in the area around Fergus Falls (and the region in general) are very limited. There is only one state park in a 30-mile radius that provides camping facilities, and two others within 52 miles, including:

- **Maplewood State Park** (30 miles) – 71 campsites (32 of which are electric), 5 camper cabins, 3 backpack sites, horse camp and a group site
- **Glendalough State Park** (24 miles) – 22 cart-in campsites, 3 canoe-in campsites, 4 camper cabins (and possibly future yurts) and 1 group site
- **Buffalo River State Park** (50 miles) – 44 campsites (35 of which are electric) and a group site
- **Lake Carlos State Park** (52 miles) – 121 campsites (81 of which are electric), 4 camper cabins and 2 group sites

## PRIVATE CAMPGROUNDS

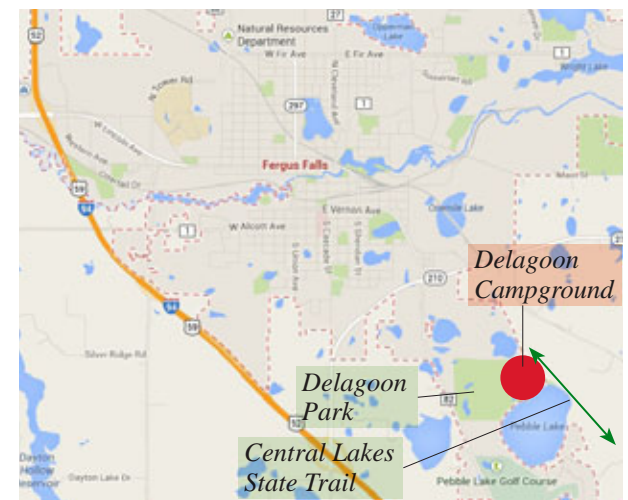
A search of various mapping sources identified a number of private campgrounds within a 30 mile radius, as illustrated on the previous map. Identified private campgrounds include Swan Lake Resort and Campground, Prairie Cove Campground and RV Park, Ashby Resort & Campground, Tipsinah Mounds Campground, Clitherall Lake Campground, and Scenic Point Resort and Campgrounds.

Website review indicates that the private campgrounds are primarily seasonal (which means a site is rented on a full-season basis), with a more limited availability of sites for general camping. The trend in this service area for private campgrounds seems to be increasingly toward accommodating seasonal campers in a RV park or resort-like setting. These type of campgrounds are important in serving a camping niche, but they do not serve the same camping audience that seeks a state or regional park setting and experience, as is being proposed for Delagoon.

## SITE-SPECIFIC SETTING AND EXISTING CONDITIONS

The campground is located on the shores of Pebble Lake and adjacent to a community park and athletic complex. The site is couple of miles from the Fergus Falls downtown business district.

The Central Lakes State Trail traverses along the northeastern property line of the campground. Direct access to the trail is available from the campground. Pebble Lake is popular for fishing and swimming, and the views across the lake from the campground make for a very pleasant outdoor setting. The Pebble Lake Golf Course is also nearby and open to the public.



At the general location level, Delagoon Campground is accessed from Pebble Lake Road/County Road 82, and is only a short distance from Interstate 94. Access to the campground is via the Delagoon Park entrance road, which is paved and in good condition. The drive in is appealing. The following aerial image highlights the campground development area relative to Delagoon Park and the Central Lakes Trail.



*The Delagoon Campground development area is approximately 28 acres. As shown, direct access to Pebble Lake, the Central Lakes State Trail and the amenities provided at Delagoon Park all add value to the camping experience.*

At the site-specific level, there are a variety of existing conditions and other factors affecting development planning and design outcomes, as the following aerial image and photos highlight.

**Legend:**

- A Park entrance road – asphalt
- B Campground roads – aggregate
- C Old farmstead (and alternative access)
- D Open field – mowed turf
- E Tent camping sites – mowed turf
- F Mixed trees and vegetation
- G Bowl area – mowed turf
- H Camper/RV sites w/electric and water
- I Rustic boat launch
- J Fishing pier
- K Shoreline – natural vegetation
- L Hill area – natural vegetation
- M Central Lakes State Trail
- N Small trailhead – limited parking
- O Old rail bed
- P Police firing range (limited use)
- Q Play area
- R Picnic shelter
- S Open recreation area – mowed turf
- T Pump house



As these images illustrate, the existing campground is old and in need of upgrading and redesign. As shown, the existing sites (H) are too close together and offer limited privacy. In addition, the existing utilities are rundown and do not meet current standards.



Although in need of redevelopment, the site itself is well-suited and well-located for development of a regional-level campground. The photos on this and the next page illustrate some of the existing site conditions.



*(H) The existing camper/RV sites are old and close together, with little privacy.*



*(H) These sites are clustered so close together it is hard to distinguish one site from another.*



*(E) The tent sites are also tightly clustered and mostly lawn. The trees, however, provide a pleasant setting.*



*(K) The shoreline offers excellent opportunities to develop new, sustainable sites overlooking the lake.*



*(I) The existing boat launch is rustic and will be moved to a new location to limit non-camper use of the area.*



*(D) This open mowed turf area is well-suited for campsite development.*



*(C) The old farmstead adds interest to the site and provides an opportunity for a unique entrance to the campground.*



*(N) The existing vault toilet is the only one available for campers.*

## PARK SYSTEM PLAN FINDINGS

The City of Fergus Falls' *Park System Plan* (2008) identifies the campground as an important regional amenity that needs upgrading. In addition to improving the design to meet modern campground standards, key development requirements include:

- Expanding the campground to accommodate a variety of camper types – RVs, tents, group camping and camper cabins or tents
- Adding a dump station (which is required by the Minnesota Health Department)
- Providing a modern sanitation building with toilets and showers (which is also required by the Minnesota Health Department)
- Providing ancillary amenities like picnic shelters, interpretive information, kiosks, and improved access to the Central Lakes Trail

The master plan addresses each of these concerns and requirements.

## TRENDS AND FINDINGS FROM THE PUBLIC PROCESS

As previously noted, private campgrounds in the Fergus Falls area have and will likely continue to move toward providing seasonal camping, in which a camper rents a site for the entire season. This means that private campgrounds will not likely play a major role servicing the regional demand for general public camping on a day-to-day basis.

On the public side, overall trends indicate that campers (especially older ones) increasingly prefer campers and RVs over tents. A 2012 survey by the MN DNR suggests that camping vehicles are trending toward motorhomes, 5th wheels, and larger hard-side trailers and away from smaller pop-up trailers. While tenting remains popular in state parks, the demand for alternatives such as camper cabins continues to grow.

A recent *American Camper Report* (by Coleman Company and Outdoor Foundation) shows that camping participation was around 38 million Americans, or 13 percent of the US population over age six in 2012. Although participation is good, growth trends are flat or even slightly declining. The camping industry research goes on to underscore the importance of reaching Americans at an early age in order to instill a lifelong love of camping and the outdoors. The industry research also underscores the importance of keeping current camping participants engaged and inspired to become or remain frequent campers.

Industry research clearly reinforces the importance of public campgrounds in meeting demand, with 74% of survey participants having camped in a public campground in 2012. The research also shows that active campers are growing older and preferring RVs and campers over tents as they age. Older campers also tend to stay longer at a given campsite.

Availability, location and design quality of public campgrounds are all key factors in getting more people connected to the outdoors through a camping experience. MN DNR (and other) research underscores the importance of quality in attracting campers. The quality of the campground (83%), quality of facilities in the campground (72%), secluded campsites (65%), and camping near a lake or river (57%) were the most highly rated quality indicators. All campers support more space between campsites and cell phone coverage near park visitor centers and campgrounds. Eliminating non-reservable campsites (and making all sites reservable) is opposed by all campers.

Findings from a camper survey by Anoka County Parks ( a Metro Regional Park agency) support the trends toward more convenience and comfortable camping, including:

- Campers much prefer water and electric sites (63%) over electric-only sites (14%) and rustic sites (25%)
- 7 out of 10 campers use RVs and camping trailers versus tents
- Flush toilets, showers, clean facilities, larger campsites, private campsites, and site amenities like picnic tables and fire rings are all very important to campers
- Grass is the preferred surface for the use area of a tent

With RVs and campers growing in popularity, along with expectations for more privacy, the design expectations for an individual campsite has evolved over time. In public campgrounds, campers are seeking (and increasingly expecting) that sites be bigger (parking spur and use areas), spaced further apart, and offer more services (electricity and water) than most existing public campgrounds offer.

For reference, RVs and campers are defined as follows:

- Class A motor home – 21’ to 45’ long; 12.7’ high; 8.5’ wide
- Class B motor home – camper vans, 20’+ long; 6’ to 8’ high
- Class C motor home – about 35’ long; 11.5’ high; 8.5’ high
- Fifth wheel – 33’ – 40’ long; 12’ – 13.5’ high; 8.5’ wide
- Travel trailers – 23’ – 36’ long; 10’ – 11’ high; 8.5’ wide
- Pop-ups – smaller than the above

In addition to camping rigs, campers often tow a boat or “toy-hauler” trailer when out camping. The increasing size of RVs and campers along with assorted towables clearly defines the need and expectation for design standards that accommodate the preferences of contemporary campers.

*More now than ever before, the diversity of campers and types of camping units is wide ranging – with a trend toward larger self contained RVs and campers.*



Input from campers attending the public meetings associated with this plan is consistent with and reinforces the noted trends. Specific ideas and recommendations affecting the design of Delagoon are reflected in the forthcoming *Vision Statement*.

## VISION STATEMENT

The vision for the master plan is to “provide a high quality camping and outdoor recreational experience, along with providing a convenient place to stay for residents, regional visitors and tourists visiting the Fergus Falls and surrounding lakes region.”

Key themes and key development program elements that emerged from the public process include:

- Creating a “park-like” camping atmosphere and experience, not an “RV park”
- Providing a minimum of 25 and preferably up to 50 high quality campsites
- Ensuring that a full range of camper types are accommodated – RVers, tenters, group users, and those bike touring
- Providing better spaced (more private) and larger sites to accommodate modern campers
- Improving services, including providing electrical and water service to each site, and a select number with sewer service
- Providing opportunity for group camping
- Providing a couple of yurts or canvas “tents” to accommodate those without a camper or camping gear
- Providing Wi-Fi service
- Providing 1 or 2 host sites to enhance service and security
- Leaving open the potential for some seasonal sites
- Taking full advantage of, and support access to, the Central Lakes State Trail
- Providing a modern bath house/sanitation building and dump station
- Providing support amenities like picnic shelters, trails, fishing pier, and open play space; enhance connections to amenities provided in adjacent community park, such as play equipment
- Providing access to the boat launch and swimming beach
- Implementing an advanced reservation system to make reserving a site more convenient



## Section 2 Development Master Plan

### OVERVIEW

The development master plan reflects the consensus reached between the public, Park Board and City Council regarding the design of the Delagoon Campground to meet local and regional needs. The public process played an important role in defining regional needs and shaping planning outcomes. After consideration of the public input, the Fergus Falls City Council approved the development master plan as defined in this section.










### DEVELOPMENT MASTER PLAN SUMMARY

The master plan provides a cross-section of camping and related recreational activities consistent with the vision statement as previously defined. Key elements of the plan include:

- **Two main general-use campsite loops** – 36 sites, all with electrical and water service; up to 8 sites with full services (i.e., sanitary service added), including 2 sites for campground hosts; all sites designed to accommodate full-size modern campers and RVs
- **Group/general use campsite cluster** – 6 sites, all with electrical and water service; cluster designed to accommodate group and individual users
- **Tent campsite loop** – 8 sites, 6 with electrical service and centralized water; the 2 remaining sites will have canvas-style 3-season tents (both with electric and water service); all sites designed to accommodate two vehicles, or a vehicle and a trailer
- **Modern sanitation building and toilet facilities** – sanitation building with showers and toilets
- **Modern dump station** – designed to meet all contemporary requirements for onsite disposal of grey and black water from RVs and campers

Additional features of the development master plan include a new entrance location, realigned paved roads, a check-in/registration station, and variety of ancillary recreational amenities. The existing trailhead for the Central Lakes Trail will be relocated to better serve trails users and reduce potential use conflicts with campground users.

The graphic on the next page illustrates the overall development master plan for the campground.

- LEGEND
-  PAVED ROADWAY
  -  AGGREGATE SPUR
  -  CAMP USE AREA
  -  TURF AREA
  -  NATURAL AREA
  -  TREES
  -  TREE CLUSTER
  -  WATER
  -  TRAIL



*Note: The existing boat launch is not shown because it will be relocated, as defined on page 18.*

The following considers each aspect of the development master plan in greater detail.



## CAMPGROUND ENTRANCE, ROADWAYS AND CHECK-IN/ REGISTRATION STATION



*Entering the campground through the existing farmstead creates an appealing sense of entrance.*



*As this illustrates, at 12 foot 6 inches wide, the one-way roads through each of the camp loops will create an intimate feel yet be wide enough for even the largest rigs.*

The entrance to the campground will be relocated north of the current location to improve access and create a better sense of separation between the campground and adjacent community park/athletic complex. Driving through an old farmstead also creates a more visually interesting sense of entrance than the current location.



*The new entrance drive will traverse through an old farmstead to create a more appealing sense of entrance to the campground, and separate the campground from other park development.*

*(The farm buildings are generally used for storage.)*

All of the campground roads will be paved with asphalt for convenience, durability, appearance and dust control. The main entrance road will be two-way and 22 feet wide. The roads through each of the loops will be one-way and 12 foot 6 inches wide. All of the turning radii will be wide enough to accommodate larger RVs and 5th-wheel camping trailers. These roadway widths are adequate for even large RVs while still retaining a more intimate, campground-like character. Curvilinear and narrower roadways also help slow down traffic speeds.

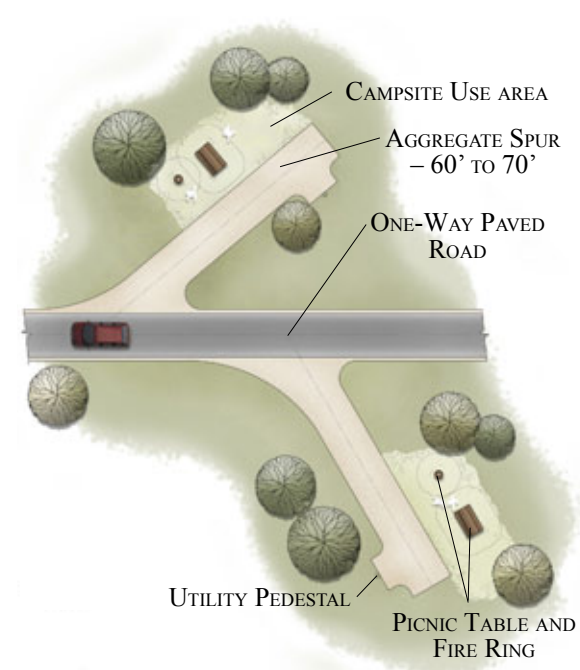
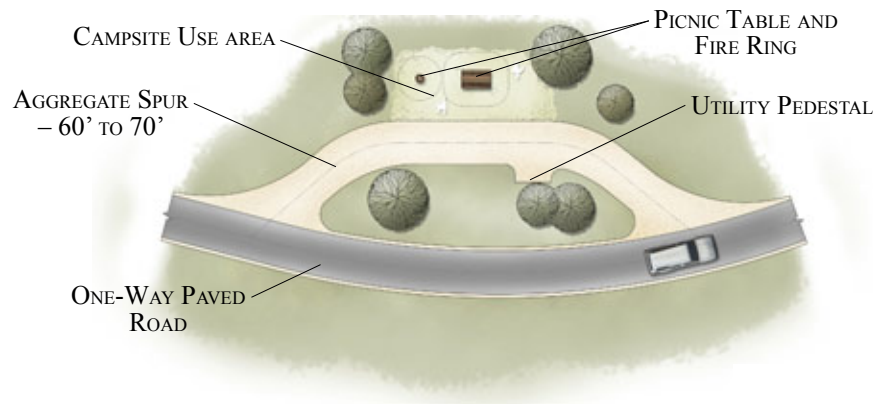
A check-in/registration station will be provided just before campers enter the main campground area. Adequate space will be provided for several RVs to stack while waiting to register. The divided roadway near the entrance and registration station allows campers to turnaround either coming or going from the various camp loops. This design feature also breaks up the roadway massing and makes for a more appealing sense of entrance.

The registration station will be electronic and linked directly to the City's web-based registration system. This will allow campers to register either online or onsite.

## CAMPGROUND LOOPS A AND B – GENERAL USE CAMPSITES

A total of 36 general use campsites will be provided in campground loops A and B. All of the sites will have electrical and water service, with up to 8 sites offering full services (which includes sanitary service). Two of the full-service sites will be for campground hosts.

All of the general use campsites will be designed to accommodate full-size modern campers and RVs. Each of the sites will also accommodate tent campers and tenters. The use area of each campsite will be large enough for tents plus a rain tarp or screened enclosure. The following graphics illustrate the basic form of general use campsites.



As illustrated, campsite spurs will be 60 to 70 feet long and 12 feet wide with aggregate surface. Pull-through spurs will be of a similar or slightly longer overall length. Each site will have a modern water and electric service pedestal. 50 amp electrical service will be provided to meet the needs of larger modern camping trailers and RVs.

At the master plan level, the layout plan conservatively shows 6 pull-through sites. Since these tend to be popular with campers with larger rigs, additional pull-through sites will be considered during the detail design phase, as site conditions and grades allow.

Campsite use areas will average around 800 square feet (20 foot x 40 foot) and include a picnic table and fire ring. If needed, use areas may be surfaced with a specialized soil mixture to increase day-to-day durability while still being able to grow turf. (Soil mixture is typically percentages of compost or peat, aggregate and sand.) Over time, trees and other plantings will be added for shade and screening of individual campsites.

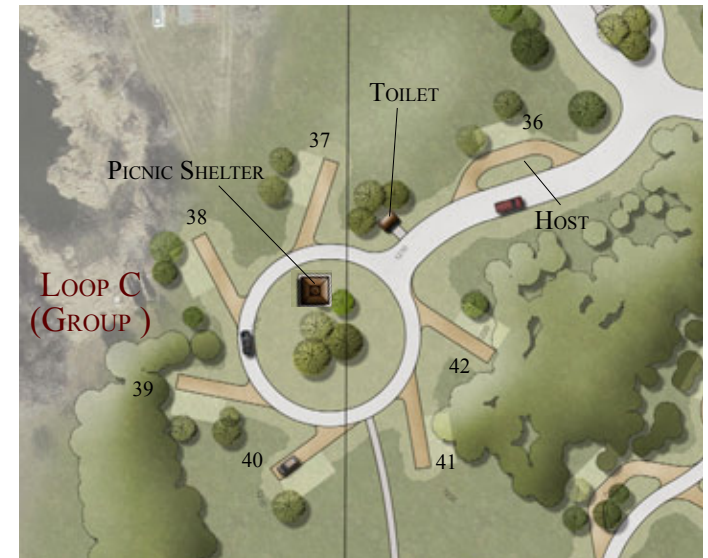
Although not specifically identified, at least three of the campsites will be accessible. One will be provided within loop A near the sanitation building, one in loop C (group loop), and one in the tent loop.

## CAMPGROUND LOOP C – GROUP OR GENERAL USE CAMPSITES

A total of 6 sites campsites will be provided in campground loop C (plus a host site). This loop is designed to accommodate a group of campers traveling together while still being available to individual campers when not reserved for group use. Features and layout of individual campsites will be similar to those provided in loops A and B. Here too, all of the sites will have electrical and water service.

Added features in this loop include an open gathering area with turf in the center of the circle. A picnic shelter and toilet will also be provided to service this loop.

The access drive to this loop is two-way (22 feet wide), with the loop itself being one-way (12 foot 6 inches wide).



## TENT CAMPSITE LOOP

A total of 8 tent-only sites will be provided. Six of these sites will essentially be designed like a smaller-scale, more intimate versions of the general use campsites. Each of these sites will have electrical service (likely 30 amp), but water will be centralized and within easy walking distance. Campsite spurs will be 40 or so feet long (to accommodate up to 2 vehicles, or a vehicle and small trailer) and 12 feet wide with aggregate surface. Pull-through spurs will be of a similar overall length.

Campsite use areas will average around 800 square feet, but the layout will be more flexible depending on grades and landscape features. Each site will have a picnic table and fire ring. Here too, use areas may be surfaced with a specialized soil mixture to increase durability while still being able to grow turf.

The remaining 2 campsites in this loop will have canvas-style 3-season tents (both with electric and water service). These sites will increase access to individuals and families that do not have camping equipment or camper. The tents will also be available to bike tourists using the directly adjacent state trail. As with the other sites, a campground use area and parking spur will be provided.



*This “Canadian” tent is an example of the type of canvas tent envisioned for 2 of the tent sites.*

## SANITATION BUILDING AND TOILET FACILITIES

The Minnesota Department of Health requires campgrounds to provide toilet facilities within 400 feet of all campsites. Using this standard, a minimum of 4 toilet facilities will be required to service the campground. The main sanitation building (and largest structure) will be centrally located on the north side of loop A. This facility includes toilets, showers and a storage/utility room. A laundry room may also be provided if demand warrants, as is the case with providing vending machines for light refreshments. The toilets in this facility serve the entire tent loop along with parts of loops A and B. The 3 other toilet facilities will be unisex. These are conveniently located to serve loops A, B, and C.

A number of options are being considered for the design of the sanitation building and toilet facilities. For the main sanitation building, a stick-built custom building is a common option that offers unlimited design flexibility. Prefabricated options for sanitation and restroom buildings are increasingly available, appealing and cost effective alternatives to custom structures. The accompanying photos contrast these two options.



*This MN DNR sanitation building is custom designed and provides toilets, showers, and a utility room.*



*This prefabricated sanitation building offers the same type of amenities, albeit the features and style options may be more limited.*

With respect to the toilet facilities, a prefabricated structure is envisioned. The two options being considered in this regard include vault and flush toilets. The latter of these are increasingly cost effective to provide and often preferred by campers. The accompanying photos illustrate these two options.



*Prefabricated vault toilet structure common to campgrounds across the country.*



*This prefabricated toilet structure is about the same size as the vault toilet option.*

Which of these design approaches for the sanitation building and toilet facilities are best suited for Delagoon will be determined during the detail design stage. Evaluations at that time will include development and long-term costs differences, which includes the cost of ongoing pumping of the vault toilets. Using the sanitation building and toilets for storm shelters will also be considered during the detail design stage.

## DUMP STATION AND TRASH/RECYCLING CENTER

The Minnesota Department of Health requires a sanitary dump station in the ratio of 1 station for every 100 sites, or fraction thereof. Sanitary stations must be adequately screened and located at least 50 feet from any campsite.

The dump station and trash/recycling center will be located along the entrance road, where it will be convenient yet unobtrusive. A contemporary design will be used for the dump station similar to that used by the MN DNR and other public campgrounds in Minnesota.



*A common dump station design includes a dumping station on one end and a fresh water fill on the other, as this MN DNR design illustrates.*



The trash/recycling center will be designed with a pull-off lane from the entrance road to allow campers to dispose of their trash without blocking outgoing traffic. A walkway between the dump station and trash/recycling center will also be provided for convenience. Plantings and grade changes will be used around this area to reduce the visual impact of the facility from the entrance road and any nearby campsites. (The dump station is over 150 feet away from any campsite.)

## ANCILLARY RECREATIONAL FEATURES AND OTHER AMENITIES

A variety of value-added ancillary recreational features and amenities are included in the master plan to enhance the camping experience and provide onsite recreational opportunities. The following considers each of these.

### OPEN LAWN RECREATION AREA

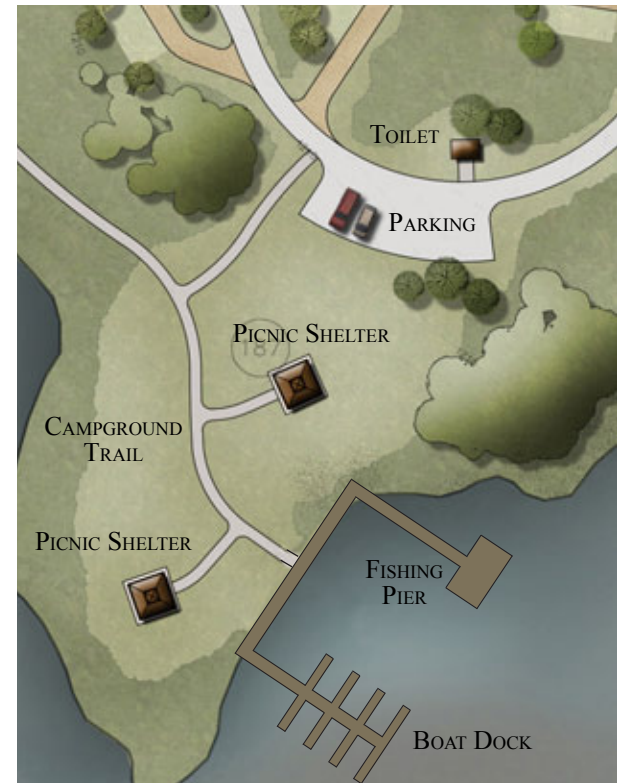
This area will provide a simple turfed green space for general recreational use by families using the campground. This space complements the larger green spaces associated with the adjoining community park. The intent is to provide an outdoor “runaround” space for campers to use, along with a direct access to the larger picnic shelter and play structure available in the community park. Trees and natural vegetation will be used to separate the campground from the larger community park to the south.

(Although considered, a children’s play structure will not be provided since that is available nearby in the community park just south of the campground.)

### LAKESHORE RECREATION AREA

This area will be designed to give all campers access to the lakeshore for casual recreation, observation and shore fishing. Development will include a fishing pier, boat dock (6 to 8 slips), picnic shelters and benches along the lakeshore. An accessible trail will be provided from the campground road to ensure universal accessibility to the fishing pier and shelters. Given the limited space, two or three smaller, family-oriented shelters are envisioned. Enhancing the area with trees and other planting is also envisioned.

Importantly, the existing unimproved boat launch will be relocated further south to make way for this recreation area. Moving the boat launch will also greatly reduce the extent of non-camper traffic through the campground. The following photo illustrates the new location for the boat launch.



*The existing rustic boat launch will be relocated across the bay to allow for development of the lakeshore recreation area. Relocation will also reduce the extent of general public traffic in the campground area.*



Adding a second fishing pier near the relocated boat launch will also be pursued with MN DNR to ensure that general public lake access is maintained.



*The existing fishing pier will be retained and is expected to remain a popular amenity.*



## CAMPGROUND TRAILS



*A direct connection between the campground and Central Lakes State Trail will be retained.*

A number of trails will be provided to allow campers to walk or bike between camp loops and gain access to the various recreational features within and outside the campground. The direct connection between the campground and the Central Lakes State Trail will be maintained, essentially in the same location as is currently the case. This connecting trail will be asphalt and 10 feet wide.

The other campground trails will be 8 feet wide and asphalt surfaced to ensure accessibility and ease of use for all age groups. The campground trails will also connect the campground to community park features to the south, such as picnic shelters, play structures, ballfields, swimming beach, and relocated boat launch.

Benches will be provided in select locations along the trails, especially along the lakeshore.

## WOOD STORAGE CORRAL

A wood storage corral will be provided by each of the campground host sites. Certified pest-free wood will be available for purchase at these locations.

## BEACH ACCESS

Although no beach will be provided in the campground development area, the City may consider developing a new one in the adjoining community park (near the location of the relocated boat launch). Importantly, determining the most appropriate location for a new beach will require detailed site evaluation, especially as it relates to distance to and buffering between nearby residential properties. If developed, a trail connection between the new beach and campground is envisioned.



*Adding trails along the shoreline (with an adequate buffer) will provide an important value-added recreational feature that enhances the camping experience.*

## TRAILHEAD PARKING AND ACCESS TO CENTRAL LAKES STATE TRAIL

The current state trail trailhead located on the north end of the existing campground will be relocated and improved as part of redeveloping the campground. Relocating the trailhead will achieve several important outcomes:

- Reduces the extent of non-campers traveling through the campground, which would be of increased concern once the campground is redeveloped and much busier
- Provides an appealing setting on the periphery of the old farmstead for trail users to start their walk or ride
- Allows for improved design of the trailhead parking lot, which includes the potential for expansion over time as demand warrants; a 10 to 15 space parking lot is initially envisioned, with room for expansion
- Allows for a more direct connection between the state trail and the City trail along Pebble Lake Road

## **MOWED LAWN, NATURAL VEGETATION AREAS AND TREE PLANTING**

Note that the exact routing of the connecting trail between the new trailhead location and the state trail is conceptual and requires additional alignment consideration during the detail design stage. Also note that effectively screening the trail from the shooting range (i.e., vegetation and grades) is an important consideration as trail alignments are finalized.

Currently, much of the campground area is mowed turf common to the adjoining community park and athletic complex. Whereas a well-maintained park-like aesthetic will be retained, many of the areas in and around the campground loops will be transitioned over time to a more natural landscape of native trees, native grasses and wildflowers. This approach will help better define use areas, create a more natural setting, improve wildlife habitat, and reduce maintenance costs. Where appropriate, native wildflower plantings will be used to add interest and seasonal color to the areas surrounding the campground and individual campsites. Native plant materials will also be used for buffering and screening between sites, and to frame views of the lake. Some of the natural areas will be used for stormwater management using natural infiltration systems and rain gardens. (Note: refer to section 3 for additional discussion on ecological sustainability.)

Note that mowed turf will still be used throughout the campground. Campsite use areas will be turfed, as will the open and lakeshore recreation areas. Mowed turf will also be used on either side of drives and in areas around buildings, entrances, and so forth to create an appealing, well-maintained “edge.”



*Over time, many of the currently mowed areas will be transitioned to more of a natural landscape – although mowed turf will be along road edges and in other use areas.*



*Preserving a natural landscape along the lakeshore will be a particular point of focus for aesthetic and ecological reasons.*

Over time, trees will be planted across the site to enhance the overall aesthetic of the campground, screen sites, provide shade, and frame views of the lake.

## FARMSTEAD USES AND IMPROVEMENTS

As noted, the new entrance road will traverse through the old farmstead for a variety of previously defined reasons. Currently, the buildings are used primarily for storage, which will likely be the case in the future.

With respect to the campground development, the intent is to use the buildings for visual interest and creating a sense of place. Keeping them kept up and painted will be the primary focus.

In the longer term, it is possible that the City will repurpose some of the structures for other uses, including possibly for campground use. However, any potential change of use of these structures has not been fully vetted and is not part of this master plan.



*The existing farmstead is being used primarily for its aesthetic value under the master plan.*

## CAMPGROUND SIGNAGE AND KIOSKS

The campground signage program consists of a hierarchy of signs that give campers and visitors needed information in an unobtrusive manner. Key components of the signage program include:

- Campground entrance sign – located at the main point of entry
- Directional signage – located along the various roads to provide basic directional information
- Main information signs/kiosks – located at the registration station and other common areas, such as near the sanitation building; includes a map, general information, rules, etc.
- Site identification numbers – placed at each campsite
- Trailhead sign/kiosk – located at the state trail parking lot

The signage program will be consistent with the signage program used by the City of Fergus Falls throughout its park system to ensure a consistent image. Other commonly used signage standards and best practices will be incorporated as appropriate as the signage program is implemented.

## RELATED DEVELOPMENT

Redevelopment of the campground will require the removal of many of the existing campground access drives. One of these provided access to an existing picnic shelter and the to-be-relocated boat launch. In the past, parking for the picnic shelter was informal along this road. A new parking lot is proposed in this area to provide parking for the shelter, as well as an existing play area.



*The existing entrance drive that provided access to the boat launch and picnic shelter will be removed.*

## SHOOTING RANGE

The existing shooting range north of the campground will remain in its current location for the foreseeable future. Used only on a limited basis by local law enforcement agencies, the range is not expected to pose any danger or be a day-to-day distraction for campers. Under the master plan, additional earth sculpting (berming) and landscaping is proposed to enhance screening of the facility from the campground area. Access to the range will be from the campground entrance area, which will be gated off when the range is not being used. Parking for the range will be informal and located near the entrance to the facility.



*Additional earth sculpting (i.e., berms) and natural landscaping will be used to further screen the shooting range facility that is periodically used by local law enforcement.*

The City will post signs alerting campers when the range will be in use. In the longer term, the range may be relocated if a suitable location can be found.

# Section 3 Implementation, Management and Sustainability Plan

## OVERVIEW

This section considers an overall strategy for implementing the Delagoon campground master plan, which will require substantial initial and long-term capital investments for development, operations, maintenance and general stewardship.

## IMPLEMENTATION COST PROJECTIONS

The cost projections define the potential costs associated with developing the campground. Costs are based on a combination of site-specific development requirements, contemporary design standards, and projects of similar size and complexity. The cost figures are based on master plan level evaluation, which brings with it inherent limitations. The cost figures are meant for project budgeting, phasing, and comparing the relative cost of one item to that of another.

The costs are in 2014 dollars. Although intended to be conservative, actual costs will vary depending on the year that the master plan is implemented, implementation parameters and economic conditions affecting bidding.

## COST ESTIMATING CATEGORIES

For budgeting purposes, the cost estimate is broken down into three categories, as the following defines:

- **Campground-specific development package** – includes all of the development items shown on the master plan, except for the items listed below
- **Sanitary sewer and water services package** – relates to bringing in these utilities from a subdivision south of Delagoon park up to the campground development area; all of the costs for utilities required to service the actual campground development (campsites, buildings, etc.) are included the campground package; the diagram in Appendix A also illustrates what is included in this package
- **State trailhead and state trail connection package** – includes the new trailhead and trailhead parking area near the entrance to the campground, along with the trail connection from the trailhead to the state trail; note that the trail connection from *within the campground* to the state trail is included in the campground package

**DEVELOPMENT COST ESTIMATE RANGES**

The following summarizes the cost ranges associated with each to the listed categories. Cost ranges are provided due to pricing and quantity variabilities associated with this level of planning. The lower cost range does not include any contingency. The higher cost range includes a 10% contingency as a hedge against unknowns and inflationary factors. Each of the cost ranges include 15% add-on for design and engineering fees.

Campground-specific development package _____	\$2,091,000 to \$2,300,000
Sanitary sewer and water services package _____	\$316,000 to \$348,000
State trailhead and state trail connection package _____	\$36,000 to \$40,000
 Total _____	 \$2,443,000 to \$2,688,000

Also note that even with the 10% contingency built into the higher cost ranges, annual inflationary and market conditions will always need to be taken into consideration in the intervening years up to the point of actual implementation. *Appendix A – Costing Information Spreadsheet* provides a line item estimate for the listed packages.

**OPERATIONS AND  
MANAGEMENT  
SUSTAINABILITY PLAN**

The City of Fergus Falls is committed to the long-term sustainability of the campground in terms of operations and management. The City will also be the responsible party for any programming of the site, as well as research initiatives that track performance over time. The following considers each of these in greater detail.

**OPERATIONS AND MAINTENANCE PLAN**

The City of Fergus Falls will continue to be the responsible party charged with the management and operation of the campground facility. The City Council has establishes policies and goals for the park and trail system, and through an annual budgeting process provides capital and operating funds for the campground facility. The Park Board, appointed by the City Council, serves as an advisory committee for overseeing and improving the campground facility.

**Ordinances**

Public use and enjoyment of public parks is controlled by local ordinance 6.75 - Public Parks. Codes, rules and regulation related specifically to use of Delagoon campground are limited but will be updated and expanded upon as part of redeveloping the facility. Key provisions of that ordinance will address:

- Public use, including length of stay limitations and size of groups at each campsite
- General conduct and behavior of campers and other visitors to the site
- General campground operations

A copy of the ordinance will be available through the City of Fergus Falls.



### **General Operations and Budget**

The City of Fergus Falls has an annual operations and maintenance budget for parks and trails, including taking care of the campground. General budget monies and revenue generated from the campground will be used to cover the costs for operating and maintaining the redeveloped campground. Although modest additional maintenance costs are anticipated, the increased revenue in combination with less maintenance needed to take care the aging infrastructure make this very manageable and within the City's long-term capacity to fund. The City is budgeting \$21,650 for operations and maintenance of the campground once it is redeveloped. This includes general maintenance, utility costs and costs for the registration system. Currently, the City's estimated costs are \$7,125. *Appendix A – Costing Information Spreadsheet* provides a listing of anticipated expenses.

As part of ongoing improvements to the campground, the City intends to institute an online registration system to simplify the reservation and registration process. Onsite registration will also be available for those traveling through the area or wanting to spontaneously camp. Although the majority of sites will be reservable, some sites will be left available for same day arrivals. The exact percentage of sites held as non-reservable will be determined by monitoring site use and demand for reserved and non-reserved site.

Although the campground use policy will continue to limit the length of stays to two weeks, the City is leaving open the possibility of accommodating a limited number of seasonal campers to service that growing demand. Allowing some seasonal campers also provides a steady revenue stream for operating and maintaining the facility. Note that the plan provides for up to 6 seasonal sites for general public use.

### **Maintenance**

Maintenance of the campground facilities is essential to protect public investment and achieve the City's goal of providing campers with a clean, safe, enjoyable camping and recreational experience. The City of Fergus Falls has a clearly defined maintenance program and a specific set of maintenance practices for the campground. General maintenance activities include mowing lawns, cleaning toilets, trash pickup, maintenance of water and electrical services, and cleanup of campsites as needed.

Although old and outdated, the campground is always well-maintained by a trained maintenance crew. This commitment will continue as the campground is redeveloped, with overall operations and maintenance being overseen by the Parks, Recreation & Forestry Manager and maintenance supervisor.

### **Outreach and Marketing**

The City of Fergus Falls continues to expand its outreach program in an effort to improve public awareness of its park, trail and campground facilities, programs and services. This outreach effort has various components, including the following:

- Printed materials – includes brochures and maps describing the system and the location of facilities
- Electronic communication – focusing on a web page to inform citizens about the City's facilities and services; the public can also directly contact the City's park office and staff through email and telephone

- Other outreach – includes displays at local and regional events, articles in various local newspapers and tourist magazines, and a variety of flyers and brochures
- Marketing initiatives – the City anticipates expanding its marketing efforts once the campground is redeveloped to promote awareness and maximize use; this includes working with public and private tourist and camping organizations to the list and promote the campground

**Policing and Enforcement**

Campers will be informed of trail rules and regulations in a variety of ways. Kiosks and signs will be strategically located in the campground to address specific information about allowable uses, permitted and prohibited activities, fees, directions, etc. Local police will be responsible for day-to-day policing and responding to emergencies and criminal complaints.

**PROGRAMMING PLAN**

Currently, the City does not offer any site-specific programming for the campground. If demand warrants, the City may offer camping programs on a regional basis to groups and families. An example of this type of program is the “We Can Camp” program offered by MN DNR.

**NATURAL RESOURCE SUSTAINABILITY PLAN**



*Nice maturing trees are found scattered throughout the existing campground area.*

As the aerial and accompanying photos highlight, the majority of the proposed development area is currently mowed turf with a variety of scattered overstory tree cover. The remaining area on the north and east side of the site consists of naturalized vegetation exhibiting a variety of common grasses, shrubs, and tree cover.

Tree cover consists of ash, maple, oak, boxelder, spruce and pine trees. Successional species, such as birch, prevail along the old rail grade. In turf-ed areas, the majority of the trees have been planted over the past 20 years or more by the City. Natural grasses, woody understory, and limited mature trees are found on the hillside adjacent to the shoreline. No endangered species were noted during a cursory field review of the site.

*The majority of the development area is mowed turf with a variety of scattered planted trees.*







*Tree cover in the remaining naturalized areas is limited, with much of the area covered with grasses and woody understory vegetation.*



*The proposed campground layout takes advantage of the existing tree plantation area as a buffer between campsite loops.*



*The area along the old rail grade (and state trail) is mostly successional vegetation, especially birch.*

### NATURAL RESOURCES RESTORATION AND STEWARDSHIP PLAN

As part of redeveloping the site, the City will implement a natural resources restoration and stewardship plan to retain and expand the natural resource qualities of the site. As previously defined and shown on the master plan, a number of areas in and around the campground loops will be transitioned over time from mowed lawn to a more natural landscape of native trees, grasses and ground cover.

Implementation of this plan will occur in phases. Each phase will have distinct objectives toward attaining more diverse and healthy natural systems in and around the campground area. A phased approach gives the City the opportunity to establish a realistic long range vision for restoring and managing the natural ecological systems, and then implementing that vision over time as resources allow. The phased approach also allows for close monitoring of program successes and ensuring that resources invested in the program are appropriately allocated to their greatest value.

In general, four phases are envisioned for the restoration and stewardship plan, including:

- **Phase 1: Natural Resources Inventory and Plan** – formally identifies and defines the natural plant communities found on the site and assesses their current condition, including identifying any endangered or protected species; includes preparation of a detailed natural resources plan describing the types and location of proposed native plant communities
- **Phase 2: Testing Phase** – broadens understanding of restoration needs, options, and opportunities; this phase is especially important during the initial implementation phase; as the program matures over time, the need to do extensive testing prior to restoring larger tracks is diminished
- **Phase 3: Remedial Phase** – involves the major restoration and management tasks and consequently is the more expensive phase; this phase will be rolled out over a period of time as resources allow, with the goal being to undertake enhancements each year

- **Phase 4: Maintenance Phase** – represents the routine tasks conducted annually at strategic times to maintain specific restoration objectives as defined by the stewardship plan

Realistically, it will take years to fully implement a comprehensive restoration and stewardship plan for the site. The goal is to initially focus on restoring areas in an around the campsite loops, then working outward over time to the periphery of the site.

### MINIMIZING DISRUPTION OF EXISTING NATURAL AREAS AND PROVIDING BUFFERS



*Preserving the natural qualities of the lakeshore is a key natural resource stewardship goal.*

The vast majority of proposed new development occurs in areas already developed or areas that are currently maintained as mowed turf. To the extent possible, existing trees in both the mowed turf and natural areas will be preserved.

Maintaining buffers between built features and adjacent sensitive natural areas is essential to ensuring their long term ecological quality, diversity, and habitat value. Managing stormwater through the use of natural infiltration techniques will occur in this zone consistent with contemporary practices as promoted by MN DNR and other local agencies.

The most important sensitive natural area associated with this site is the shoreline of the lake. As shown on the master plan, campsites and trails are set back from the shoreline to allow space for a naturalized buffer. Actual buffer widths will vary in response to a number of conditions, including:

- Sensitivity of the ecological systems being impacted
- Size and scale of the natural area being impacted (larger areas allow for more liberal buffers)
- Physical and biological character of the buffer area (e.g., soil erodibility, slope, density of vegetation)
- Type of development being proposed and its potential for creating ecological impacts
- Desired recreational or educational experience

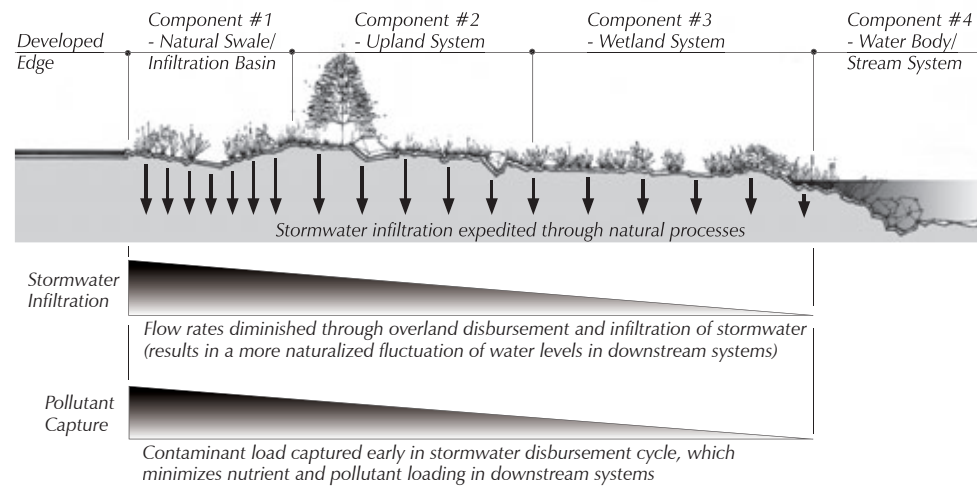
Final determination of location and width of buffers will be determined during the design development phase of implementation, at which time each of the listed conditions will be given more detailed consideration.

### WATER RESOURCES MANAGEMENT

Water resources management refers to managing stormwater within and adjacent to the development area in an ecologically-sound manner. The main principles applied to this site will be managing stormwater using natural infiltration methods and preserving the natural hydrology of the site. Under this approach, stormwater runoff from campsites, roads, buildings and other built features will be effectively captured and treated prior to reaching downstream wetland, pond, and (especially) lake systems. The following graphic illustrates this approach.



*Restoring and adequately buffering the shoreline in the campground area is a priority.*



*The use of natural infiltration for managing stormwater is common practice and fundamental to creating sustainable developments next to sensitive natural features.*

The use of natural infiltration methods to managing stormwater will also be supported by a number of established best practices that address common development circumstances likely to be encountered as the master plan is implemented. Examples include guidelines developed by MN DNR and Minnesota Pollution Control Agency. Each of these will be applied as appropriate during the detailed design phase.

## RESEARCH PLAN

As part of implementing the master plan, the City will implement an ongoing research plan to measure the performance of the redeveloped campground over time. Existing use data compiled by the City will be used as the initial baseline. Key aspects of the research plan will include:

- **Participation/Use Measurement** – focuses on tracking registration on a day-to-day basis to determine seasonal use patterns
- **Performance Measurement of Campsite Types and Related Facilities** – focuses on evaluating the performance of different types of campsites being offered and which are in highest demand; also takes into consideration level of service demands, such as the desire for electrical, water, and sanitary services at individual sites
- **Outdoor Recreation Trends** – focuses on evaluating camping trends over time, such as type of campers (tenters, canvas cabins, RVs, etc.) and the changing expectations of each type
- **Economic Impact Analysis** – as feasible, track economic impact of the campground on local businesses and the local economy

Note that the robustness of research plan will be in part driven by the availability of tools and partners to implement them. At a minimum, the City will track registration and the demand for, and performance of, the various types of campsites being offered. The City is also interested in collaborating with Greater Minnesota Regional Parks and Trails Commission (and potentially other partners) to develop and implement new research tools over time.

## Appendix A – Costing Information Spreadsheet

Master Plan Cost Estimate						
Delagoon Campground -- City of Fergus Falls						Date: 10/20/14
Item No.	Description	Pay Unit	Est. Quantity	Unit Est.	Total Est. Bid	Total Est. Bid + 10%
1	Mobilization	LS	1.00	\$50,000.00	\$50,000.00	\$55,000.00
2	Construction surveying and staking	LS	1.00	\$30,000.00	\$30,000.00	\$33,000.00
3	General site removals (of existing campground infrastructure and clearing/grubbing)	LS	1.00	\$20,000.00	\$20,000.00	\$22,000.00
4	Erosion control	LS	1.00	\$15,000.00	\$15,000.00	\$16,500.00
5	General earthwork (rough and finish grading)	LS	1.00	\$160,000.00	\$160,000.00	\$176,000.00
6	Storm sewers and culverts	LS	1.00	\$20,000.00	\$20,000.00	\$22,000.00
7	4" water main - HDPE (+ misc.)	LF	4,900.00	\$30.00	\$147,000.00	\$161,700.00
8	Water yard hydrant (misc. locations) -- includes concrete splash pad	EA	4.00	\$2,500.00	\$10,000.00	\$11,000.00
9	Water service from main to individual campsite	EA	42.00	\$1,200.00	\$50,400.00	\$55,440.00
10	8" PVC sanitary service to sanitation building and dump station - gravity	LF	1,500.00	\$35.00	\$52,500.00	\$57,750.00
11	Sanitary service to 6 campsites in loop A and 2 host sites	LS	1.00	\$10,000.00	\$10,000.00	\$11,000.00
12	Electric service fees/basic service setup	LS	1.00	\$10,000.00	\$10,000.00	\$11,000.00
13	Electical service -- feeder wire conductors and related for main power loops	LS	1.00	\$55,000.00	\$55,000.00	\$60,500.00
14	Electical service from main loop to campsite (includes pedestal for electric and water service)	EA	42.00	\$2,000.00	\$84,000.00	\$92,400.00
15	Asphalt roadways and parking areas (6" aggregate and 4" bituminous)	SY	10,500.00	\$25.00	\$262,500.00	\$288,750.00
16	Aggregate campsite spurs (6")	SY	4,700.00	\$6.50	\$30,550.00	\$33,605.00
17	Asphalt trails -- state trail connection from campground to existing trail (10' wide)	SY	350.00	\$23.00	\$8,050.00	\$8,855.00
18	Asphalt trails --campground and along lakeshore (8' wide)	SY	1,200.00	\$23.00	\$27,600.00	\$30,360.00
19	Surfacing mixture for campsite use areas (4") -- aggregate, sand, peat mix	SY	4,500.00	\$10.00	\$45,000.00	\$49,500.00
20	B618 curb & gutter -- parking lot/parking pull-off areas)	LF	750.00	\$30.00	\$22,500.00	\$24,750.00
21	Concrete walkways and pads	SF	2,200.00	\$7.00	\$15,400.00	\$16,940.00
22	Dumpstation (concrete walkway, water appertinces, sanitary sewer appertinces)	LS	1.00	\$25,000.00	\$25,000.00	\$27,500.00
23	Trash and recycling center (wooden fence-type enclosure)	LS	1.00	\$15,000.00	\$15,000.00	\$16,500.00
24	Main sanitation building (includes utility hookups)	EA	1.00	\$225,000.00	\$225,000.00	\$247,500.00
25	Toilet buildings (single vault toilets w/ concrete pad)	EA	3.00	\$25,000.00	\$75,000.00	\$82,500.00
26	Group picnic shelter -- in group camp loop)	EA	1.00	\$30,000.00	\$30,000.00	\$33,000.00
27	Family picnic shelters -- near lakeshore	EA	2.00	\$15,000.00	\$30,000.00	\$33,000.00
28	Signage and kiosks -- including registration station	LS	1.00	\$25,000.00	\$25,000.00	\$27,500.00
29	Canvas tents (installed on wood platform)	EA	2.00	\$20,000.00	\$40,000.00	\$44,000.00
30	Seed and mulch -- turf grasses	AC	5.00	\$4,000.00	\$20,000.00	\$22,000.00

31	Seed and mulch -- native grasses and wildflowers	AC	10.00	\$6,000.00	\$60,000.00	\$66,000.00
32	Trees and shrubs	LS	1.00	\$50,000.00	\$50,000.00	\$55,000.00
33	Misc site amenities (boat slips, picnic tables, fire grates, benches, etc.)	LS	1.00	\$90,000.00	\$90,000.00	\$99,000.00
34	Wood storage corral	EA	1.00	\$8,000.00	\$8,000.00	\$8,800.00
				<b>Base Total Estimated Cost</b>		
				<b>Design, Engineering + 15%</b>		
					<b>\$1,818,500.00</b>	<b>\$2,000,350.00</b>
					<b>\$272,775.00</b>	<b>\$300,052.50</b>
				<b>GRAND TOTAL</b>		
					<b>\$2,091,275.00</b>	<b>\$2,300,402.50</b>

**ENGINEER'S OPINION OF PROBABLE COST FOR CONSTRUCTION  
UTILITY EXTENSION TO DELAGOON CAMPGROUND  
FERGUS FALLS, MINNESOTA  
October 9, 2014**

ITEM NO.	SPEC. NUMBERS	ITEM DESCRIPTION	SPEC. NUMBERS	UNIT PRICE	TOTAL	
					EST. QUAN.	EXTENDED COST
1	2021.501	MOBILIZATION	LUMP SUM	\$ 35,800.00	1	\$ 35,800.00
2	2101.511	CLEARING & GRUBBING	LUMP SUM	\$ 2,000.00	1	\$ 2,000.00
3	2104.523	SALVAGE PIPE PLUG	EACH	\$ 200.00	1	\$ 200.00
4	2501.515	LIFT STATION	EACH	\$ 50,000.00	1	\$ 50,000.00
5	2502.602	CONNECT INTO DRAINAGE STRUCTURE	EACH	\$ 2,000.00	1	\$ 2,000.00
6	2503.511	4" PVC PIPE FORCEMAIN (C900)	LIN FT	\$ 30.00	2250	\$ 67,500.00
7	2504.602	CONNECT TO EXISTING WATER MAIN	EACH	\$ 1,000.00	1	\$ 1,000.00
8	2504.602	HYDRANT	EACH	\$ 4,500.00	2	\$ 9,000.00
9	2504.602	INSTALL PLUG	EACH	\$ 300.00	1	\$ 300.00
10	2504.602	FITTINGS (4" & 6") (MJ-DI)	EACH	\$ 800.00	10	\$ 8,000.00
11	2504.602	6" GATE VALVE AND BOX (MJ-DI)	EACH	\$ 2,000.00	3	\$ 6,000.00
12	2504.602	6" HYDRANT LEAD, C900	LIN FT	\$ 40.00	30	\$ 1,200.00
13	2504.603	6" PVC WATERMAIN, C900	LIN FT	\$ 35.00	2250	\$ 78,750.00
14	2506.602	CONNECT INTO EXISTING DRAINAGE STRUCTURE	EACH	\$ 1,500.00	1	\$ 1,500.00
15	2563.601	TRAFFIC CONTROL	LUMP SUM	\$ 2,000.00	1	\$ 2,000.00
16		TURF ESTABLISHMENT/SURFACE RESTORATION	ACRE	\$ 3,500.00	2.5	\$ 8,750.00
<b>TOTAL</b>						<b>\$ 274,000.00</b>
<b>DESIGN AND ENGINEERING FEES 15%</b>						<b>\$ 42,000.00</b>
<b>TOTAL</b>						<b>\$ 316,000.00</b>



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## Cost Estimates for Campground FOR OPERATIONS AND MAINTENANCE

### Current Cost:

- Mowing: 8hrs/week x 25 weeks x \$15/hr \$3,000
- Cleaning: 5hrs/week x 25 weeks x \$15/hr \$1,875
- General Maintenance: 50hrs @ \$35/hr \$1,750
- Paper produces and supplies \$500
- Water – Well -0-
- No sewer available -0-
- First-Come-First-Serve Registration
- **Total Yearly Maintenance Cost \$7,125**

### Projected Cost Estimates:

- Mowing: 12hrs/week x 25 weeks x \$15/hr \$4,500
- Cleaning: 12hrs/week x 25 weeks x \$15/hr \$4,500
- General Maintenance: 150hrs @ \$35/hr \$5,250
- Paper produces and supplies \$1,500
- Water-April 15 through October 7-weather dependent \$450  
38 - 1" lines  
(Flat fee 40.25, Gallon fee 31.90)  
(15 gallons/day x 38 sites x 30 days x 65% occupancy = 11,115 gallons of water/month)
- Sewer-April 15 through October 7-weather dependent \$450  
6 lines (sites) @ 4" or 6"  
1 Dump Station @ end of line  
(Flat fee 28.41, Gallon fee 44.22)
- Reservation Software Package (set-up) \$7,500 - (Did not use in yearly cost)  
Yearly Registration Fee \$5,000/year maintenance
- **Estimated Total Yearly Maintenance Cost \$21,650**

SEWER RATES EFFECTIVE APRIL 2014			
METER SIZE	COMMERCIAL FLAT CHARGE	RESIDENTIAL FLAT CHARGE	
5/8"	\$8.14	\$8.14	
3/4"	10.39	8.14	
1"	15.66	8.14	
1 1/2"	28.41	28.41	

WATER RATES EFFECTIVE MAY 2014			
METER SIZE	FLAT CHARGE		
5/8"	9.20		
3/4"	18.52		
1"	28.62		
1 1/2"	40.28		



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# DELAGOON CAMPGROUND MASTER PLAN

CITY OF FERGUS FALLS

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