

INFORMATION ITEM – A

DATE: June 11, 2020
RE: RV Park Seawall
TO: Honorable Board President and Harbor District Board Members
ISSUED BY: Gary Dehlinger, Port Manager

OVERVIEW

- Port attended Harbor Sanitary District public meeting on June 9, 2020 because their public notice indicated a discussion of Port RV Park.
- During the HSD meeting, HSD Board and District Manager were concerned the seawall was not part of the RV Park restroom and laundry building project. HSD said nine new sites would be nine more holes into their sewer system that they will not accept without a seawall. HSD is also concerned about unsecured sewer caps and possible broken sewer lines.
- A Port solution to HSD concerns could be installing concrete Ultrablocks along the entire public parking area. The blocks are 2-feet high and would divert seawater and debris.
- This plan would include placing the blocks 10-feet back from the existing riprap seawall creating a 10-foot wide pedestrian walkway. This 10-foot walkway was part of the 2001 Oregon Parks & Recreation Grant. This plan would restore the program narrative in the grant application. Shifting the parking area back and making a one-way road could be doable. Parking stops would also be included to keep vehicles from hitting the concrete blocks.
- A possible solution for the unsecured sewer cap would be installing self-closing sewer caps along the front row sites or for all RV Park sites.
- Plan to bring this proposal to the Board for approval at our Regular Meeting on Tuesday prior to submitting to HSD for approval. If the Port and HSD agree with this proposal, Crow/Clay & Associates can include this work to the RV Park Project scope.

DOCUMENTS

- 2001 Beachside Path & Parking Grant Program Narrative, 2 pages
- Proposed Drawing of Seawall, Parking and Traffic Pattern, 2 pages
- EMC Memo dated August 18, 2019, page 12 of Ultrablock Walls, 1 page
- Ultrablock, Inc designs of concrete blocks, 1 page
- RV Park Supplies – Self-Closing Sewer Caps, 3 pages

1 Organization → Post of Bookings

No Applications

→ 5 Projects

Project Id

LGP0073

Project Name

Beachside Path & Parking

OP1701

Spothaven Park - Phase 1

OP1164

Spothaven Park Picnic Area

OP1184

Sport Basin Park Improvements - Phase 1

OP33

Spothaven County Park Restrooms

→ 1 Person

Award Year

2001

1981

1977

1977

1966

Award Amount

\$87,575.00

\$20,305.00

\$10,224.00

\$71,955.00

\$23,434.00

5. PROGRAM NARRATIVE – In the space provided, describe all elements of the project and the need for assistance, project objectives, facilities to be constructed, existing facilities which are to be renovated, removed or demolished. Describe who will do the work and who will provide supervision, historical site use, community involvement, problems or desires that led to project being selected. Describe how the project relates to current and future public recreation needs, expected results and benefits. Describe any unusual or unique features of the project such as innovative design, conservation, unusual site conditions, etc. Describe the topography of the site and present development on the site and how proposal fits in with future development, and the anticipated start and end dates of the project. See Section 2.1.A in Grants Manual.

The area to be improved is State Parks and Recreation Department owned land. The property is a beach that fronts an RV park. Between the beach and the RV park is a paved frontage road. A Port sponsored a project in 1996 placed a revetment along the beach foredune. Rapid erosion was occurring in association with an El Niño event. Large rip-rap and quarry spalls were left for surface material between the frontage road and the beach. Vehicles now park on the road shoulder and pedestrians must traverse the boulders to gain access to the beach. The improvements will provide for handicapped access that is now prevented because of the rock surface material.

The construction will be to provide a 10 ft wide and 1,000 ft long concrete path adjacent to the revetment's top-of-bank and provide a 30 ft wide paved parking between the path and frontage road. A storm drainage system will be constructed to handle wave-overtopping that still occurs during severe winter storms. The improvements will be accomplished with a combination of Port labor, equipment, and materials and contract construction. Because of the existing surface conditions, construction will not be impeded by seasonal weather conditions. There are no underground or overhead utility lines, buildings, wetlands, or other existing conditions that would affect the permitting or construction of this project. It is estimated that design and construction would take no more than six months.

The beach is a popular destination for local citizens and area visitors, receiving an estimated 200,000 visitor days per year. This shoreline is especially important for promotion of the tourism industry, because of southern Oregon Coast's limited access to beaches. Visitors are attracted to the area because of the many adjacent land uses, including 170 space RV park, fishing pier, Coast Guard Station, and a parking area to watch vessels entering the harbor.

The path is one component of a multi-use trail system included in the Port's recently updated Master Plan. The trail system will eventually provide continuous pedestrian access constructed to ADA standards to all Port facilities. The Master Plan upgrade process has included many public meetings. The meetings resulted in strong support for this near-term capital improvement project. The trail system will be completed in stages as funding opportunities become available.

The Port has already received an award for the applicant's share of the proposed financing. The funds are a loan from the Ports Revolving Loan Fund administered by the Oregon Economic and Community Development Department. The Port will immediately begin design and construction after the OPRD grant is received.



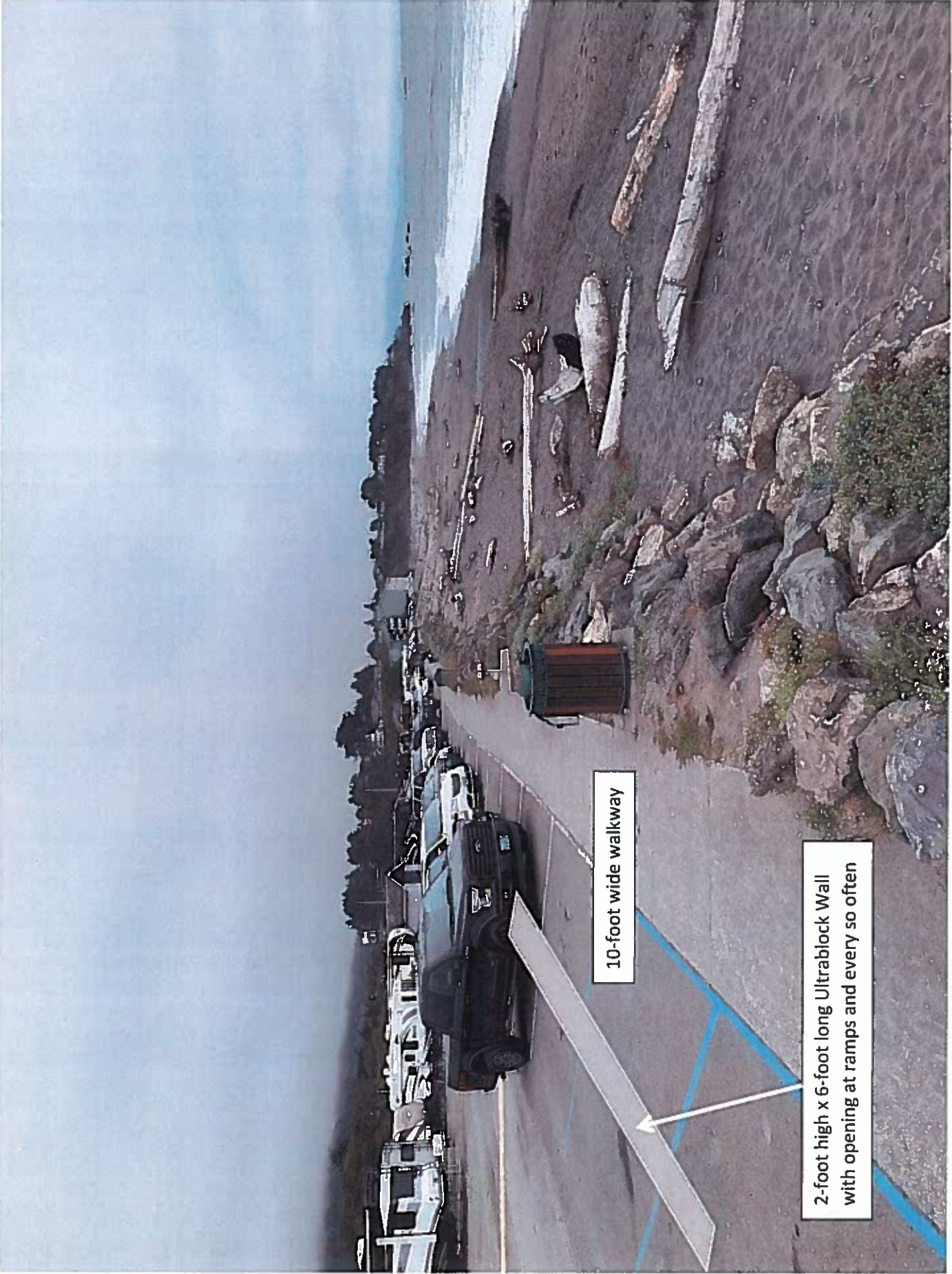
Proposed new restroom and laundry building site

Proposed new pull-thru sites (3 located here)

10-foot wide walkway

2-foot x 6-foot or 10-foot long Ultrablock Wall with openings at ramps and every couple hundred feet for the entire length of parking area. Parking stops installed to prevent vehicles from hitting wall.

Parking shifted back and have traffic flow one-way as before. At least 12-wide roadway.



10-foot wide walkway

2-foot high x 6-foot long Ultrablock Wall with opening at ramps and every so often



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Ultrablock and EcoBlock Walls

Ultrablock units are an interesting replacement for small block walls as an installer is able to place 12 square feet of face at a time.

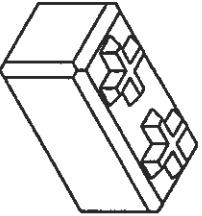
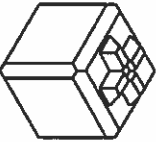
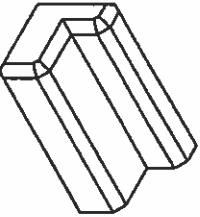
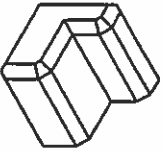
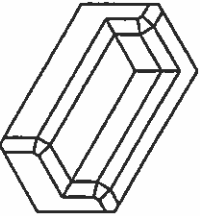
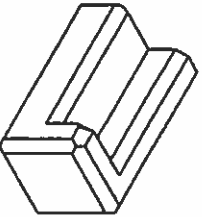
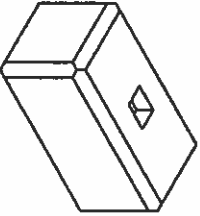
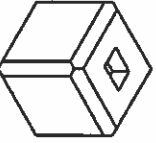
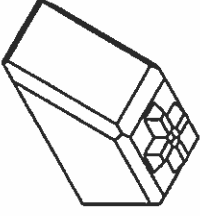
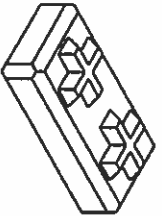

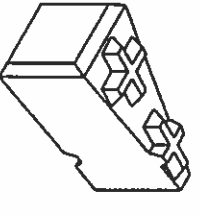
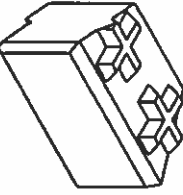
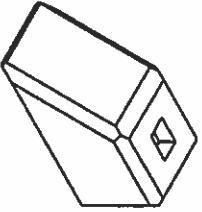
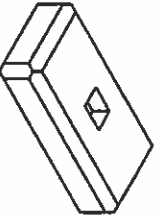

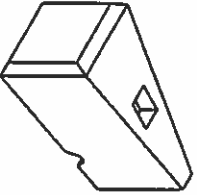
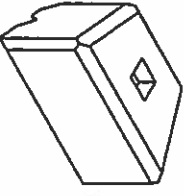
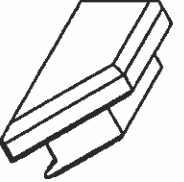
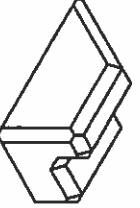
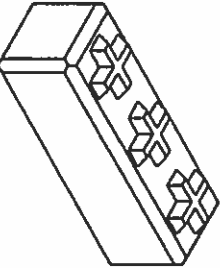
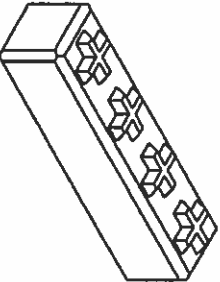


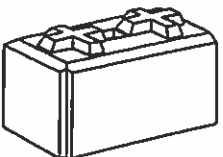
Note that the integration of stout, industrial or commercial fencing into alternatives should be considered.

Installing Ultrablock construction is not difficult, but should be accomplished using good engineering practice. The foundation trench is first excavated to the dimensions indicated on the construction drawings. A qualified engineer should inspect and approve the reinforced zone and leveling pad foundation soil subgrade in order to ensure adequate bearing capacity. Foundation subgrade soils and any backfill materials are compacted to a minimum of 95 percent Standard Proctor Dry Density in accordance with ASTM D698-98 before placing the leveling pad.

The leveling pad should consist of 6 inches thick layer of ¾-inch minus well-graded aggregates compacted to 95% of ASTM D 1996 modified proctor density, unless specified otherwise by the design engineer.

Installation should always be in accordance with manufacturer guidelines. A detailed installation guide can be found online (www.ultrablock.com). A track-mounted excavator is the ideal equipment for block installation. A wire rigging with swivel hooks, OSHA approved and rated for weight of the blocks, can be attached to the excavator and used for lifting, moving, and placing the blocks. The contractor should very carefully place the first course of Ultrablock units.

					
Full 2.5' x 2.5' x 5' 4320 lbs	Half 2.5' x 2.5' x 2.5' 2160 lbs	Full Bench 2.5' x 2.5' x 5' 3400 lbs	Half Bench 2.5' x 2.5' x 2.5' 1600 lbs	Right Corner Bench 2.5' x 2.5' x 5' 3500 lbs	Left Corner Bench 2.5' x 2.5' x 5' 3500 lbs
					
Full Flat 2.5' x 2.5' x 5' 4300 lbs	Half Flat 2.5' x 2.5' x 2.5' 2150 lbs	Transition 2.5' x 2.5' x 5' 3500 lbs	Full Cap 1.25' x 2.5' x 5' 2160 lbs	Half Cap 1.25' x 2.5' x 2.5' 1080 lbs	Wedge 2.5' x 2.5' x 5' 3450 lbs
					
Taper 1.25' x 2.5' x 5' 3500 lbs	Flat Transition 2.5' x 2.5' x 5' 3450 lbs	Full Flat Cap 1.25' x 2.5' x 5' 2150 lbs	Half Flat Cap 1.25' x 2.5' x 2.5' 1075 lbs	Flat Wedge 2.5' x 2.5' x 5' 3450 lbs	Flat Taper 1.25' x 2.5' x 5' 3450 lbs
					
Right Bench Transition 2.5' x 2.5' x 5' 2800 lbs	Left Bench Transition 2.5' x 2.5' x 5' 2800 lbs	3X Beam 2.5' x 2.5' x 7.5' 6480 lbs		4X Beam 2.5' x 2.5' x 10.0' 8640 lbs	



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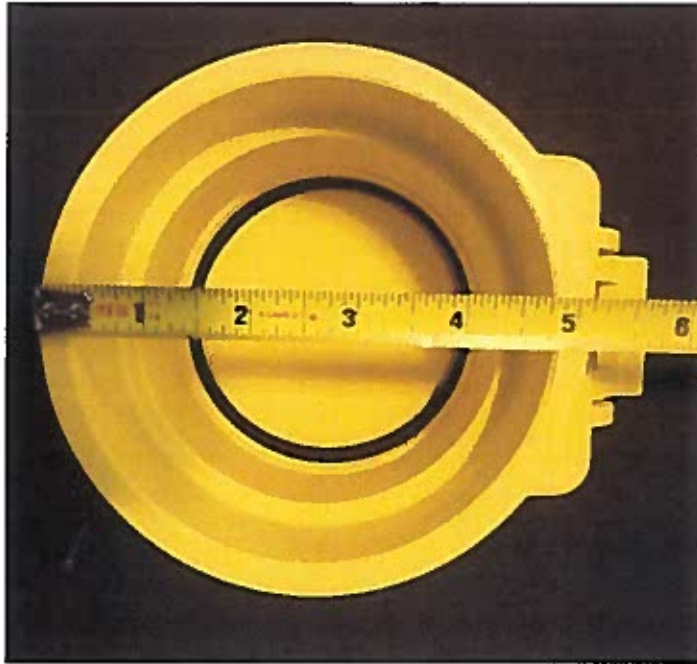


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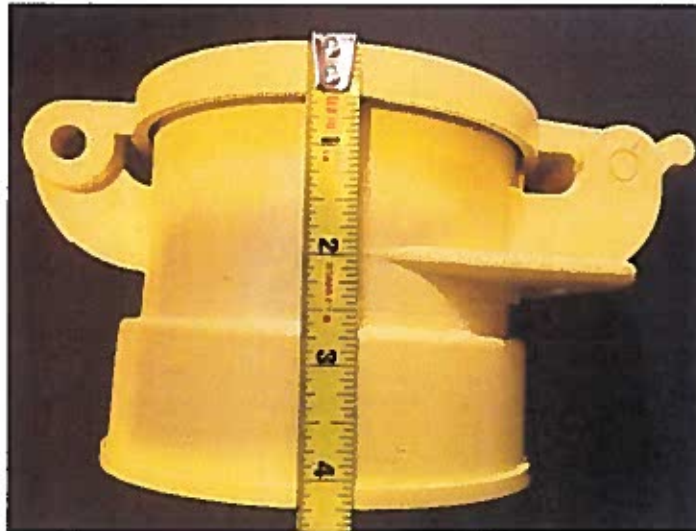
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