Northern Pacific Passenger Depot and Burlington Northern Park
Wadena, Minnesota

Master Plan

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prepared for:
Partners for a Healthy Wadena Region

prepared by:
Michael Schroeder, ASLA
Claybaugh Preservation Architecture Inc.

Contents

Credits:

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Consultants:

Michael Schroeder, ASLA

P.O. Box 24585
Edina, Minnesota 55424-0585

telephone 612.868.2704
email mschroeder23@msn.com

Claybaugh Preservation Architecture Inc.

361 West Government Street
Taylors Falls, Minnesota 55084

telephone 651.206.0980
email claybaugh@frontiernet.net

Aerial view of Wadena with Burlington Northern Park highlighted, 1971. Courtesy Minnesota Historical Society.

Community Focus

Understanding the importance of Burlington Northern Park and the Northern Pacific Passenger Depot lends insights about the role they play in the community and the need for investing in their renovation. They form a gateway to the community and are arguably the best historic assets of the community. They have, in fact, always been a gateway—for years passengers have used the depot as an entrance to the community. In the future, Amtrak service might again employ the depot for rail passengers. And the park also becomes an important feature of the community, with expanded programming and the re-use of the depot itself on a daily basis.

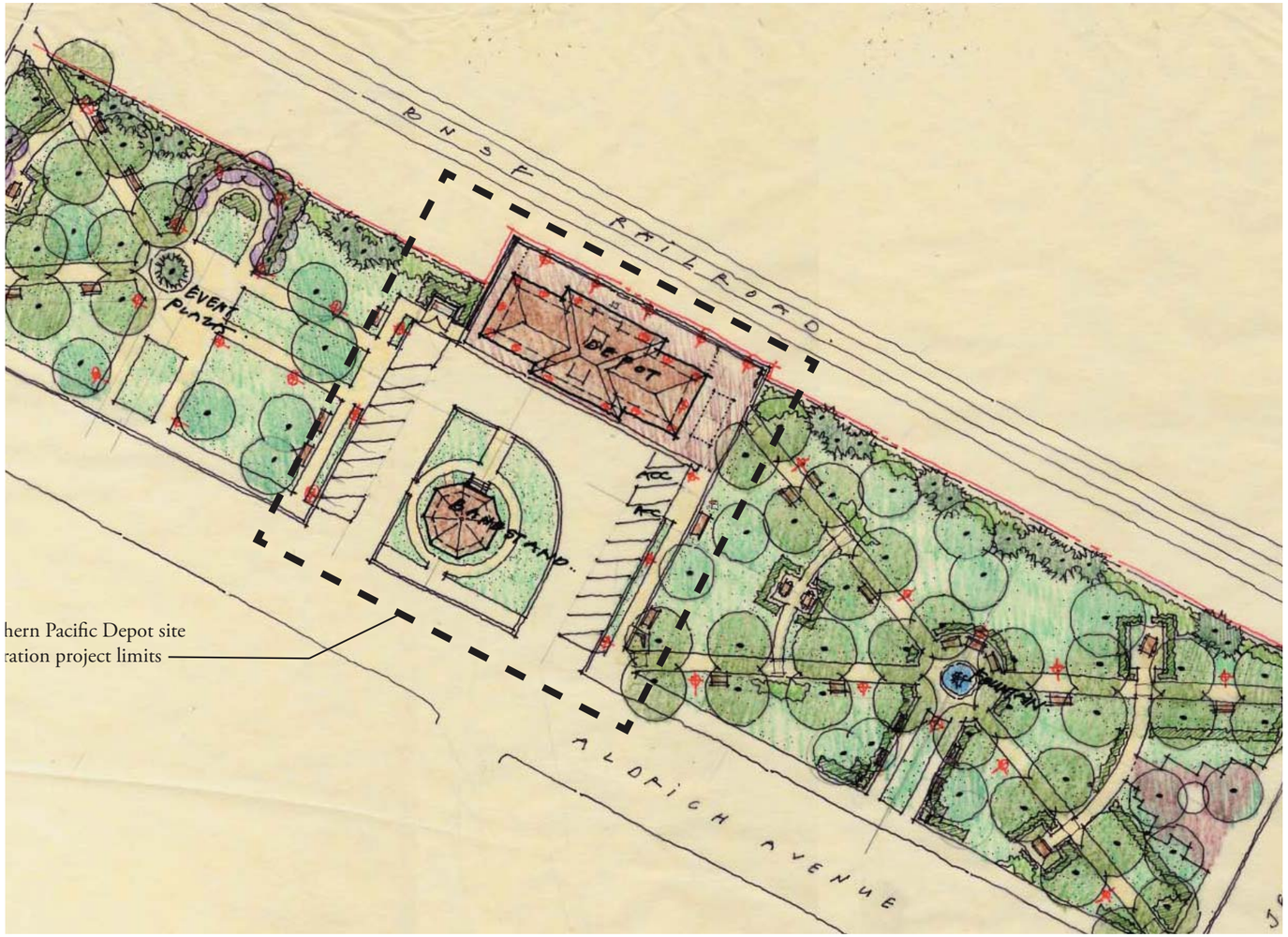
The park is centerpiece of the Wadena park system. While other parks in Wadena might have greater natural assets or a greater range of active uses, this park is located in the spiritual heart of Wadena. It offers a significant first impression for visitors, and it provides a place for celebrations and, in some ways, it could be a refuge from the activity of downtown. Recent streetscape improvements suggest the need for upgrades to the park. The park is a natural extension of the public realm of Jefferson Street and the community's efforts to enhance that vital part of the community. Enhancing Burlington Northern Park not only provides a great place for the community, it bolsters the community's efforts at revitalizing downtown.

Grants have been received to renovate the depot, but the park is the foundation for any activities related to the depot. As restoration and building improvements are directed toward the depot, it is only logical that a similar investment is made in the grounds that surround it. New uses are being introduced to the depot, bringing more people and new activities to the park. Considering the design of the park in concert with the depot offers some assurance that there will be compatibility between the two facilities. Key features of the park, including the bandstand, suffer from age, obsolescence, vandalism or, simply, lack of use. If these features are to be replaced, restored or upgraded, it makes sense to consider the use of the park and any new purposes they will serve.

Bird's eye view of Wadena and Burlington Northern Park, 1910; note location of the depot on the north side of the railroad tracks. Courtesy Minnesota Historical Society.

Historical Perspective

Historic significance might be important in the design of the park. The depot is a National Register structure, so the design of the park should consider elements and details that support the depot's historic qualities. The plan for the park should establish a guide for making improvements to the park over a series of years, and, possibly, though a number of methods. Incremental improvements can be sequenced in a way that moderate investments can result in a major change over a defined period of time. They might also afford a greater opportunity for some enhancements to be undertaken by volunteers or community organizations.



***Master plan sketch** for Burlington Northern Park, developed during an on-site work session and reflecting the City Beautiful layout popular during the time when the park was first developed.*

Burlington Northern Park

Character

The park design builds upon the City Beautiful influences evident in its original layout. The City Beautiful movement was highlighted at the World's Columbia Exposition in Chicago during 1893. The style promoted moral and civic virtue in urban populations and relied upon order, dignity, and harmony to promote these ideals in architecture and the design of public spaces. The style was advocated across America in the early part of the 20th Century, and it can be seen in the order of park features in historic photographs and in the patterns visible in the park today. As much as possible, the design should reflect the character and details of the original design in an attempt to establish historic continuity, especially because of the historic qualities of the Depot.

While the park does not have to be symmetrical, there should be a formal layout at its ends with the east end being a more rigid interpretation of the original design. Trees should form an informal canopy over the park, especially along interior walkways, with the park being mostly open below the canopy. Smaller gathering areas could be developed in various locations in the park, and be defined and separated by hedges, ornamental fences or plantings. A single large hard surfaced space could be created in the west end of the park, with a focal point of the existing large evergreen tree.

Use

Passive uses should be directed to east end of the park, where it serves as a "front yard" for downtown and welcomes visitors to Wadena and to downtown. Active uses and events should be directed to the west end of the park, where hard surfaces can function as a "stage" for events. The parking area in front of Depot will serve uses within the building, but the parking area itself might be used for events when additional hard surface space is needed.

Details

Walks
Walkways should be constructed of concrete. The use of pavers should be reserved for areas immediately around the Depot or, possibly, in smaller gathering areas in the park. The existing plaza near Jefferson Street should be maintained in its current configuration, except that walkways should be added to create stronger connections with the diagonal walkways in the park. Concrete walks should generally be two widths: 8 feet for primary walkways and five feet for secondary walkways. Scoring patterns of walkways should result largely in square shapes reflective of a pedestrian scale. Walkways could be stamped with iconic images similar to the stamps used along sidewalks through downtown.

Plantings
Plantings should utilize traditional plant materials consistent with species present in the original park design. Planting of new trees should anticipate the eventual loss of the existing trees. When planning for replacement of existing trees, similar species and spacing should be planted. It's important to note that a wholesale replacement of trees is not warranted; rather, perpetuation of the current plantings through incremental augmentation should be pursued. To perpetuate the tree cover in the park over the long term, it is recommended that a quantity of new trees equal to ten percent of the existing trees be added each year for ten years. Species might include:

Common name	Botanical name	
Overstory Trees		
Bur Oak	Quercus macrocarpa	
Hybrid Elm	Ulmus davidiana var. japonica 'Discovery'	
Imperial Honeylocust	Gleditsia triacanthos var. inermis 'Impcole'	
Railroad Buffer Plantings		
Miss KimLilac	Syringa patula 'Miss Kim'	use as a part of railroad buffer
Alpine Currant	Ribes alpinum	
Pee Gee Hydrangea	Hydrangea paniculata 'Grandiflora'	use as a part of railroad buffer
Compact American Cranberrybush	Viburnum trilobum 'Bailey Compact'	use as a part of railroad buffer
Anthony Waterer Spirea	Spiraea x bumalda 'Anthony Waterer'	
Snowmound Spirea	Spiraea nipponica 'Snowmound'	use as a part of railroad buffer
Little Princess Spirea	Spiraea japonican 'Little Princess'	
Shrub Rose	Rosa species	use as a part of railroad buffer
Maney Juniper	Juniperus chinensis 'Maneyi'	use as a part of railroad buffer
Mint Julep Juniper	Juniperus chinensis 'Mint Julep'	use as a part of railroad buffer
Engelmann Ivy	Parthenocissus quinquefolia 'Engelmanni'	plant on chain link fence

Some trees may be impacted by construction proposed in this plan. Should the opportunity for relocating these trees be present, the potential for transplanting should be investigated. Movement of larger trees on the park site poses the great opportunity for maintaining the sense of mature tree cover that exists today.

Fencing
Separation between the park and the railroad should use the existing chain link fence (at least in the short term) with a combination of evergreen and deciduous shrub plantings added along its length to obscure the railroad and fence. An ornamental metal fence would be appropriate immediately surrounding the Depot and the "platform" along the tracks.

While it might be a long term goal to replace the existing chain link fence in its entirety, plantings as described above might sufficiently buffer the railroad with the chain link fence providing the necessary separation.

Lighting
Lighting should be designed to create pools of light to illuminate pathways without glare, and without over-lighting a space that deserves more subtle lighting. Fixtures should be similar to those found along Je erson Street, but more simple in design and not necessarily with Art Deco stylings.

Original fountain *at east end of the park. Courtesy City of Wadena.*

Fountain
A fountain, once located at the intersection of walks in the east end of the park, should be recreated as a focal point. While reconstruction to match the original fountain would be most desirable, a contemporary fountain and sculpture could be created in the same location to good e ect.

Benches and trash receptacles
Benches in the park should be relatively simple in their design for the most part, without attempting to reflect a particular historical style. Like the lights, a light that suggests ideas that are both traditional and contemporary would be appropriate. ese benches, and a similarly styled trash receptacle, should be used in visible and prominent locations in the park, along the designated walkways and around the fountain. When used along walks, a separate concrete pad should be provided.

In the small gathering areas located in various parts of the park, more artful benches could be used. Such a bench could be a highlight of these smaller spaces without competing for attention with the park as a whole. ey might also reflect the visual arts focus sought by the community.

Signs
Signs for Burlington Northern Park are not present today, and they are not apparent in a study of historical photographs of the site. If evidence suggests that signs were used to identify the park, the signs should reflect the character and materials of those signs. In the absence of such evidence, particularly photographic evidence, signs might be generally avoided.

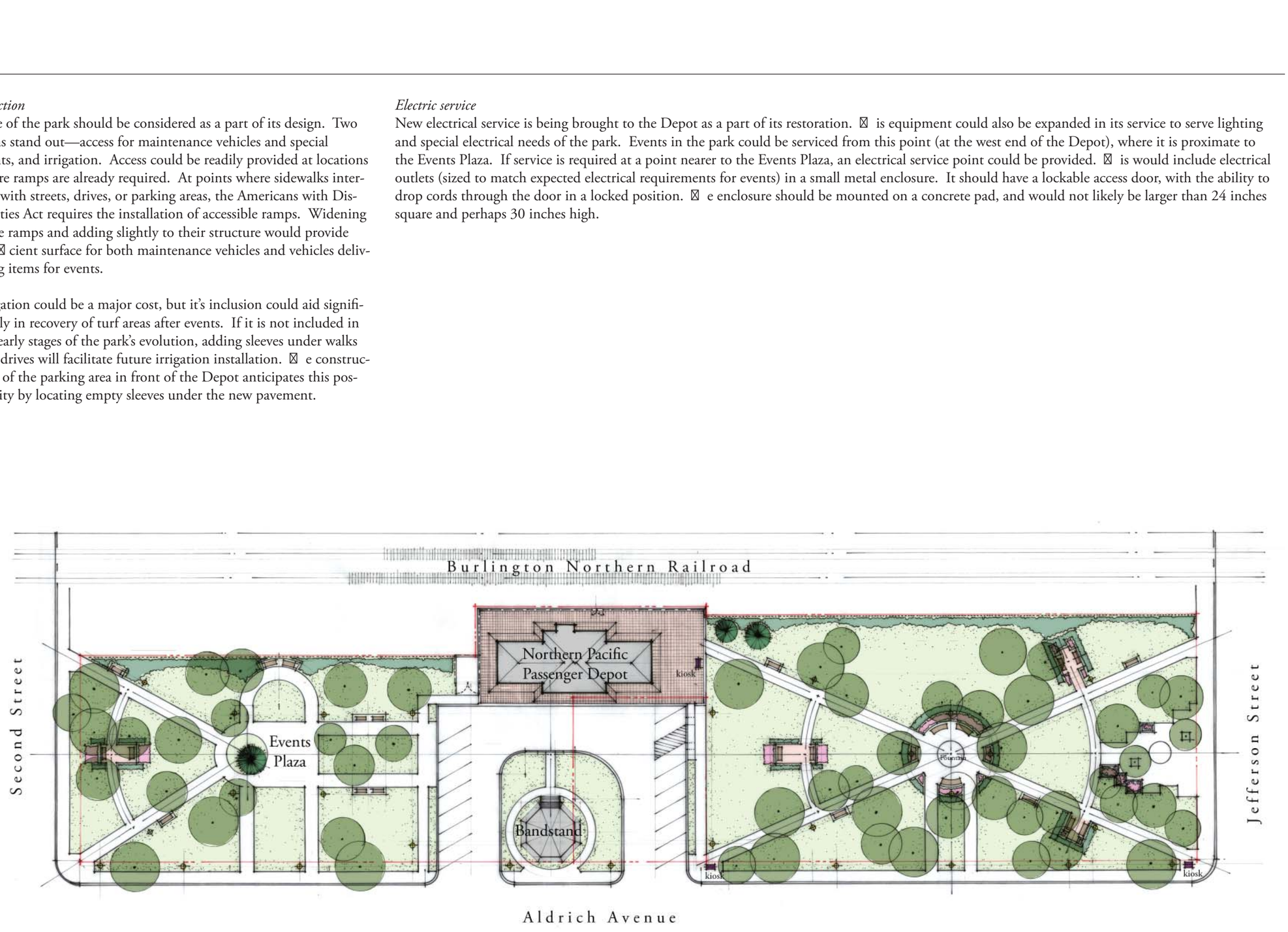
A notable exception would be the sign board currently located near Aldrich Avenue and the Depot parking lot. It has become an important piece of the park's role, but it may not fit the character of the restored park. Replacement of the sign board might take the form of an information kiosk, or even more than one kiosk. Since they would not likely have been an original component of the park, their character might be more distinctive—even artist-inspired or constructed. Locations might include the existing location, a location near the Depot (perhaps at the easterly edge of the field of donor pavers), and near the intersection of Je erson Street and Aldrich Avenue. In each location, electricity should be extended to the kiosk.

Park furniture*; Victor Stanley Model RB-28: Steelsites™ RB Series Bench (left) and Model NSDC-36: Steelsites™ Series Side-Door-Opening Litter Receptacle (right).*

Function
Care of the park should be considered as a part of its design. Two items stand out—access for maintenance vehicles and special events, and irrigation. Access could be readily provided at locations where ramps are already required. At points where sidewalks intersect with streets, drives, or parking areas, the Americans with Disabilities Act requires the installation of accessible ramps. Widening these ramps and adding slightly to their structure would provide a su cient surface for both maintenance vehicles and vehicles delivering items for events.

Irrigation could be a major cost, but it's inclusion could aid significantly in recovery of turf areas after events. If it is not included in the early stages of the park's evolution, adding sleeves under walks and drives will facilitate future irrigation installation. e construction of the parking area in front of the Depot anticipates this possibility by locating empty sleeves under the new pavement.

Electric service
New electrical service is being brought to the Depot as a part of its restoration. is equipment could also be expanded in its service to serve lighting and special electrical needs of the park. Events in the park could be serviced from this point (at the west end of the Depot), where it is proximate to the Events Plaza. If service is required at a point nearer to the Events Plaza, an electrical service point could be provided. is would include electrical outlets (sized to match expected electrical requirements for events) in a small metal enclosure. It should have a lockable access door, with the ability to drop cords through the door in a locked position. e enclosure should be mounted on a concrete pad, and would not likely be larger than 24 inches square and perhaps 30 inches high.



Master plan *for Burlington Northern Park.*

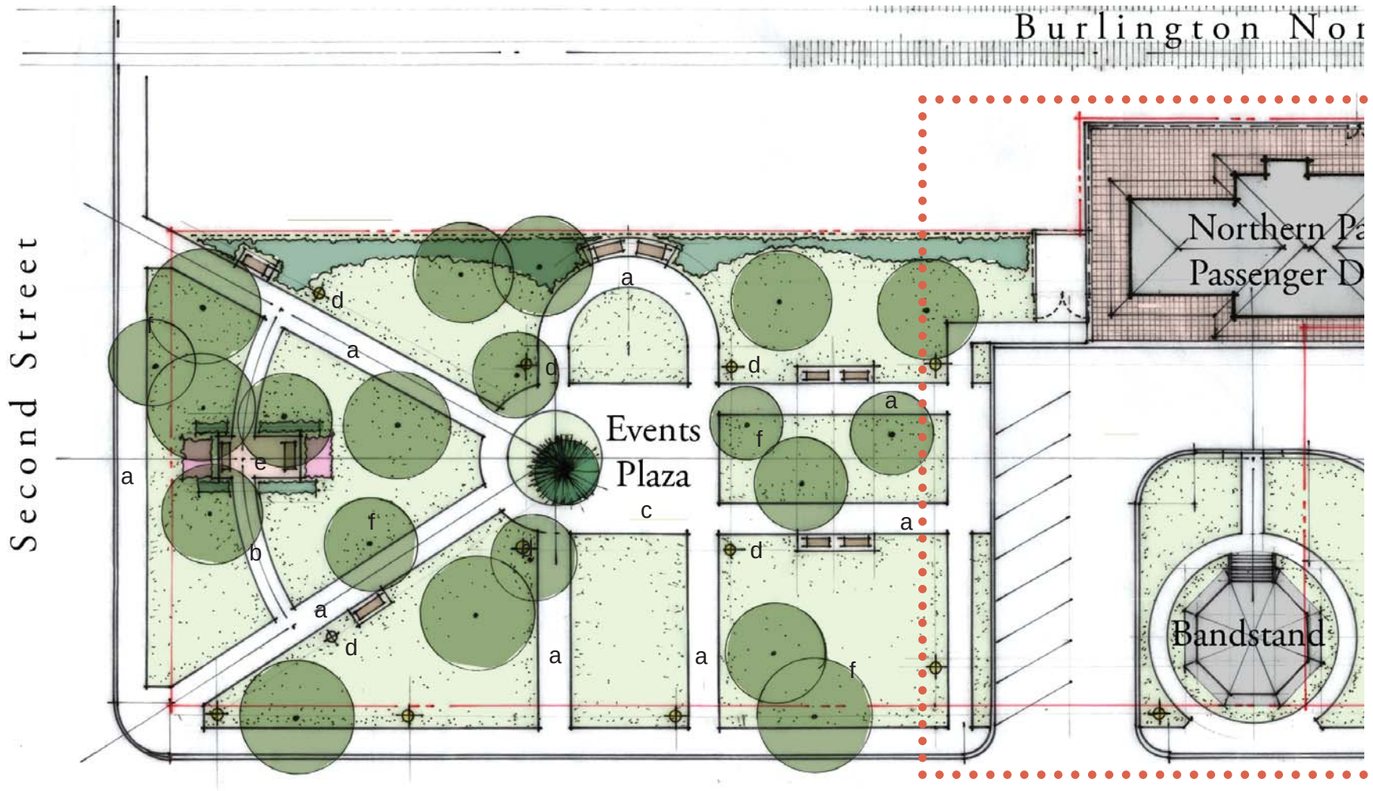
West End

The focus of the West End is a setting for major events using a large plaza area. As the Event Plaza is planned, accommodations should be made for a temporary canopy over a portion of the plaza area; essentially, the posts that support the canopy could be inserted into fittings in the plaza pavement. The layout of the plaza itself is generally formal and symmetrical, echoing patterns of the existing layout that build on the City Beautiful ideals of the original park design. Walkways leading to the Event Plaza also reflect a formal and symmetrical layout.

Other improvements would include an electrical service panel to provide electricity for park events and new lighting. Landscape improvements should recognize the condition of the existing vegetation in the park, seeking to add new trees that perpetuate the tree canopy at this end of the park.

Vegetation should be added along the railroad fencing. Ultimately, the existing chain link fence might be replaced with a more ornamental fence, but landscape materials may suffice to obscure the existing fence.

While most of the west end of the park is directed toward large events, the far west end along Second Street would have a more intimate scale. A small sitting area defined by hedges and gardens stands in contrast to the more open and expansive Event Plaza.



*Burlington Northern Park, **West End**; work inside dashed line is a part of the Depot restoration project.*

Aldrich

Key to elements

a	8 foot wide concrete walk	*5 inch thick concrete walk, 8 foot square panels, light broom finish surface*
b	5 foot wide concrete walk	*5 inch thick concrete walk, 5 foot square panels, light broom finish surface*
Events Plaza c	concrete plaza	*5 inch thick concrete walk, generally 4 foot square panels, light broom finish surface*
Plaza d	park lighting	*pedestrian-scaled lighting fixtures matching Jefferson Street lighting (without rings or elaborated base)*
e	garden	*concrete paving or concrete pavers, bench(es), hedges and perennials creating enclosure*
f	trees	*underplanting existing trees to perpetuate tree canopy; trees should not be removed unless they are hazardous or unhealthy*

East End

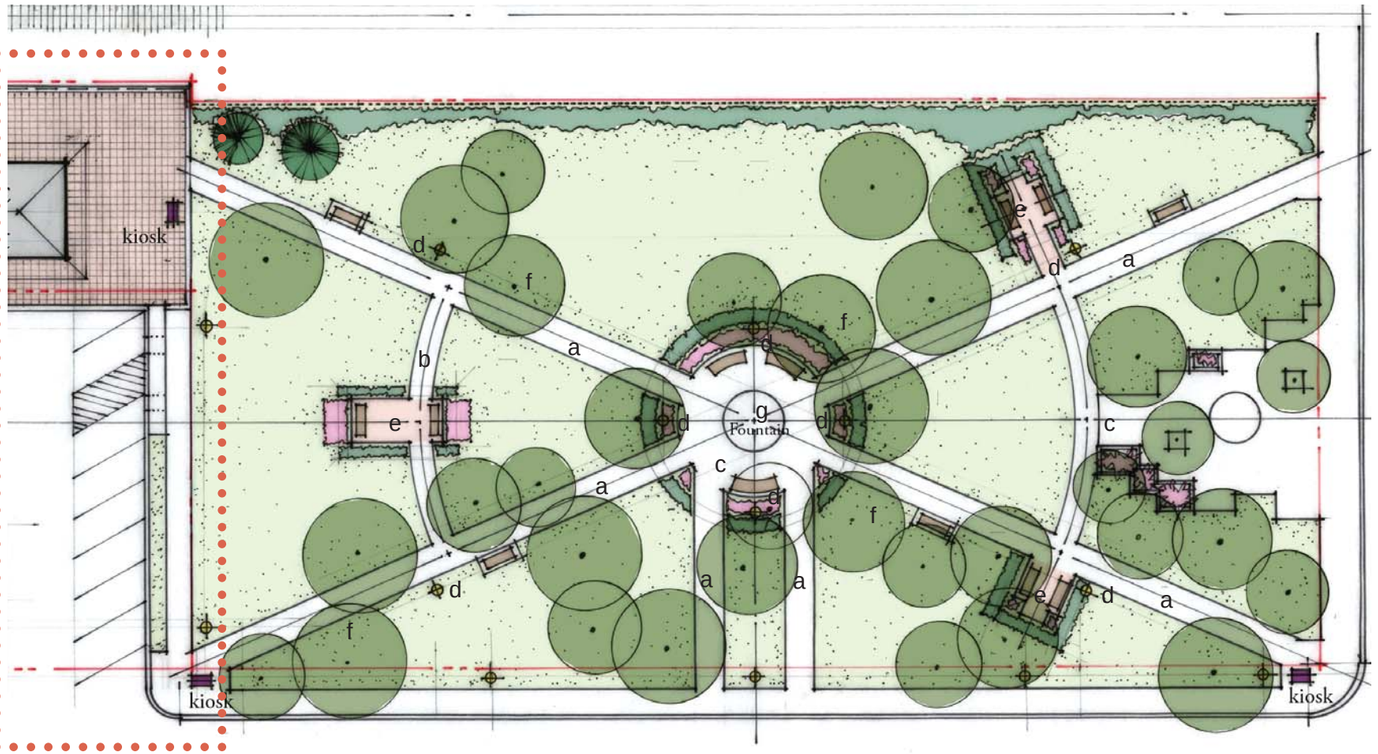
The East End is a part of the "gateway" to downtown and an essential extension of the Jefferson Street streetscape. The layout of the East End retains the plaza area that was developed some 15 years ago, and is organized around a formal and symmetrical layout of walks. The focal point of the East End is a replacement of a fountain, a highlight of the original park.

Like the West End, landscape improvements should focus on perpetuation of the existing tree canopy. When new trees are planted, they should be located so that they some day replace older trees in the park. Rather than replacement, the strategy should be directed to an evolution of the park's tree resources.

Lighting improvements should reflect the character of streetlights along Jefferson Street. However, these lights will not have to provide the same level of illumination, and they need not be as stylized as those along the street. A simpler version of the Jefferson Street light spaced more generously would be appropriate for the park.

One of the most impressive features of the original park was a fountain at the center of the East End. It has long since been removed, but recreating this element of the park would create a significant attraction, especially at the end of the park that functions as a gateway to downtown. The location of the fountain is important; the formal symmetry of the park dictates a central location for a focal point. But if it's worthwhile to recreate the fountain, it's important that it be designed with a scale worthy of its site. A tiny replica just won't do. A rough investigation of historic photographs, a fountain of proper size can be defined. It need not be a copy of the original; in fact, it simply would not be possible to fairly replicate the original fountain. A fountain may take a more contemporary form and still be entirely appropriate to the park.

In the early 1990s the community undertook an update of the portion of the park immediately adjacent to Jefferson Street. A small plaza created along the Jefferson Street sidewalk forms a kind of entry portal to the park, except that it doesn't actually allow entry into the park. And it is in need of updating, as the landscape could use revitalization. The master plan allows this introduction to Burlington Northern Park to remain largely as is, even though it was not a part of the original part of the park. It was an addition that resulted from the cooperative efforts of the community, and has gained a kind of significance to the park as a result.



*Burlington Northern Park, **East End**; work inside dashed line is a part of the Depot restoration project.*

Key to elements

a	8 foot wide concrete walk	*5 inch thick concrete walk, 8 foot square panels, light broom finish surface*
b	5 foot wide concrete walk	*5 inch thick concrete walk, 5 foot square panels, light broom finish surface*
c	concrete plaza	*5 inch thick concrete walk, generally 4 foot square panels, light broom finish surface*
d	park lighting	*pedestrian-scaled lighting fixtures matching Jefferson Street lighting (without rings or elaborated base)*
e	garden	*concrete paving or concrete pavers, bench(es), hedges and perennials creating enclosure*
f	trees	*underplanting existing trees to perpetuate tree canopy; trees should not be removed unless they are hazardous or unhealthy*
g	fountain	*replication might be desirable; an alternative would be to create a contemporary focal point, surrounded by hedges and benches*

Aldrich Avenue

Concepts of an earlier community planning e□ort suggested that Aldrich Avenue might be reconfigured to provide a setting for a temporary sidewalk market. With a widened sidewalk along the park edge, this could be readily accomplished, and a home for a farmers or artists market might emerge. Such activities could be an attraction for the park and for downtown, and its presence could bring additional attention and use to the park.

□ e width of the walk might become critical; a walk that is generous enough for displays but not so wide that it dominates when it serves only as a sidewalk suggests a width of about 12 feet. To keep the walkway more pedestrian in scale (and less dominating), it might be composed of panels measuring six feet square.

Lighting, matching the park's lighting, might also be added to the park side of the street.

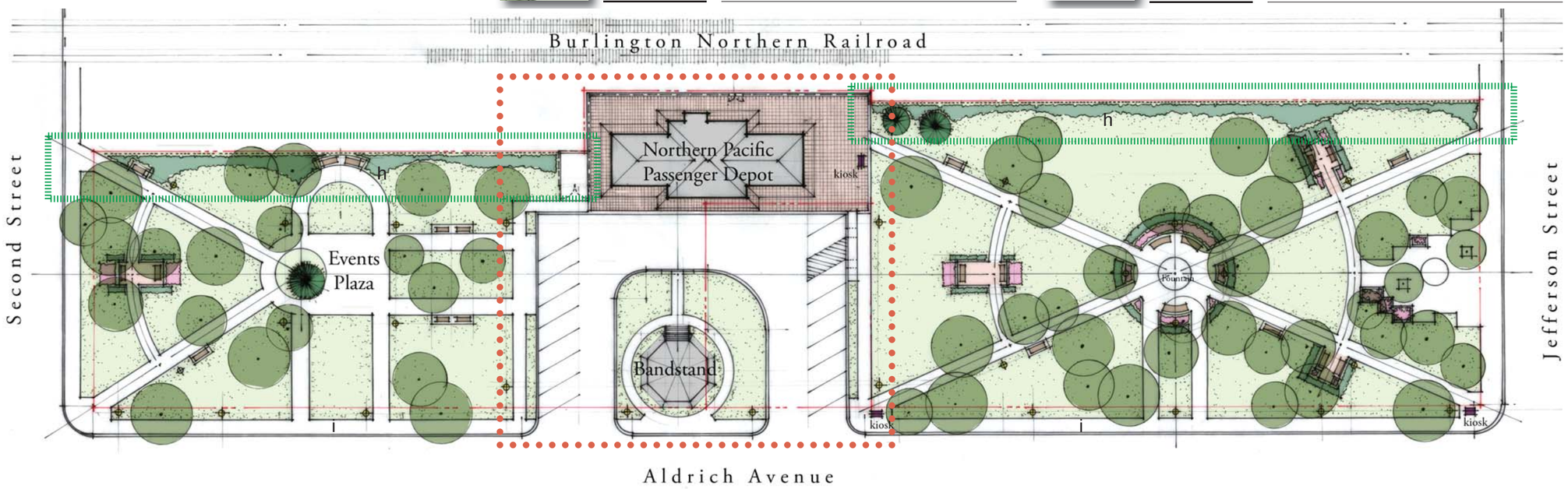
Railroad

□ e north side of the park is bounded by a chain link fence, and just beyond, active railroad tracks. While a replacement of the fence might result in an attractive edge, the same might be more easily and cost e□ectively accomplished with landscaping. Keeping in mind that this is Burlington Northern Park, with the historic Northern Pacific Passenger Depot as a focus, it's entirely appropriate to allow limited views to the railroad.

In the future, it might be possible to attract passenger tra□ c back to the Depot. Amtrak passenger service currently serves Wadena as a flag stop (where a train would stop for a passenger holding an advanced purchased ticket). □ e renovation of the Depot poses the possibility that Amtrak service could be expanded to a station stop (where all passenger trains would stop, whether a ticket holder was present or not). Improvements to the park and the Depot should recognize this as a possibility (not as a given), and stage enhancements appropriately.

Key to elements

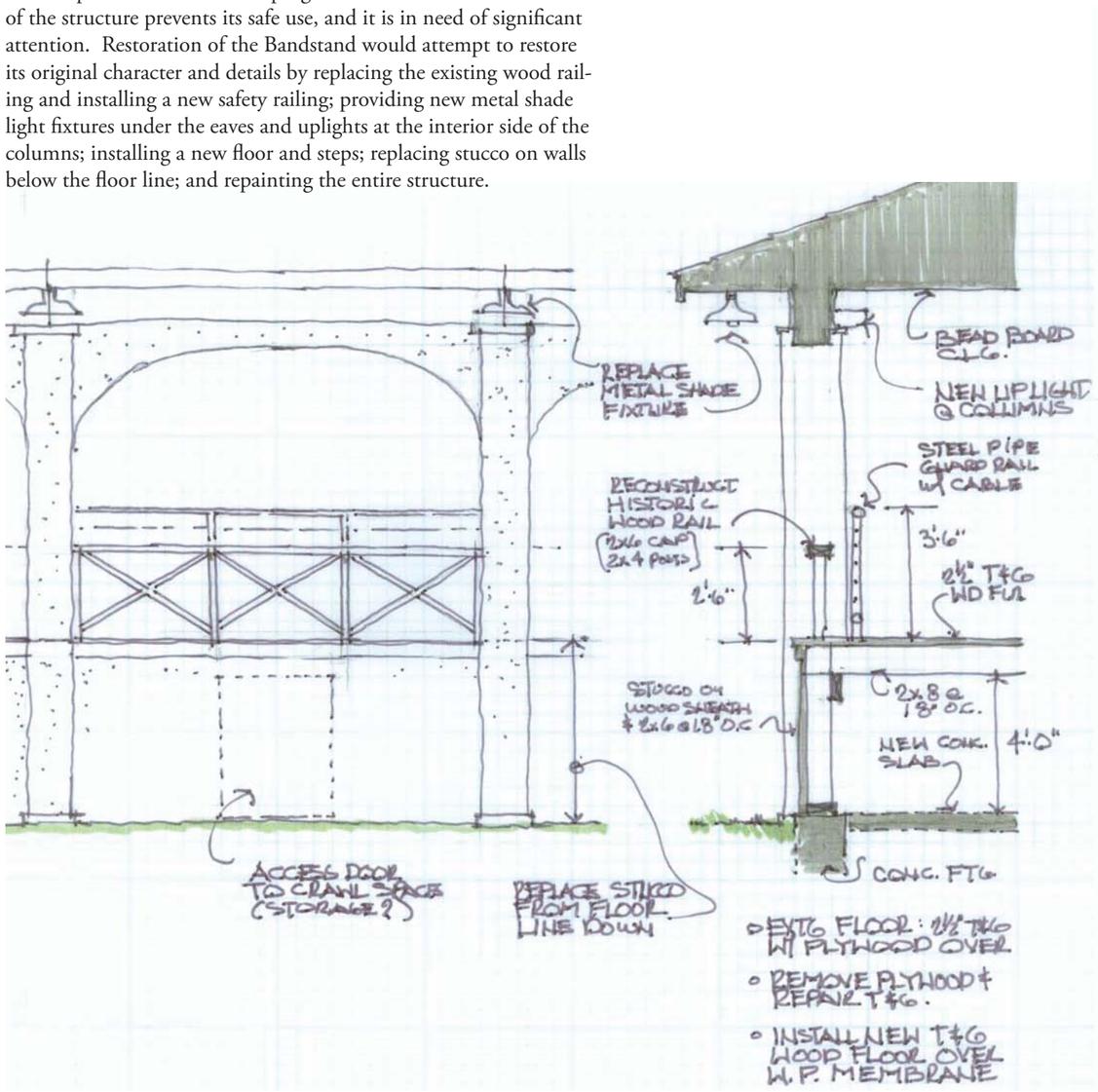
h	railroad landscape	*plantings in front of the chain link fence along the railroad*	i	12 foot wide concrete walk	*5 inch thick concrete walk, 6 foot square panels, light broom finish surface*

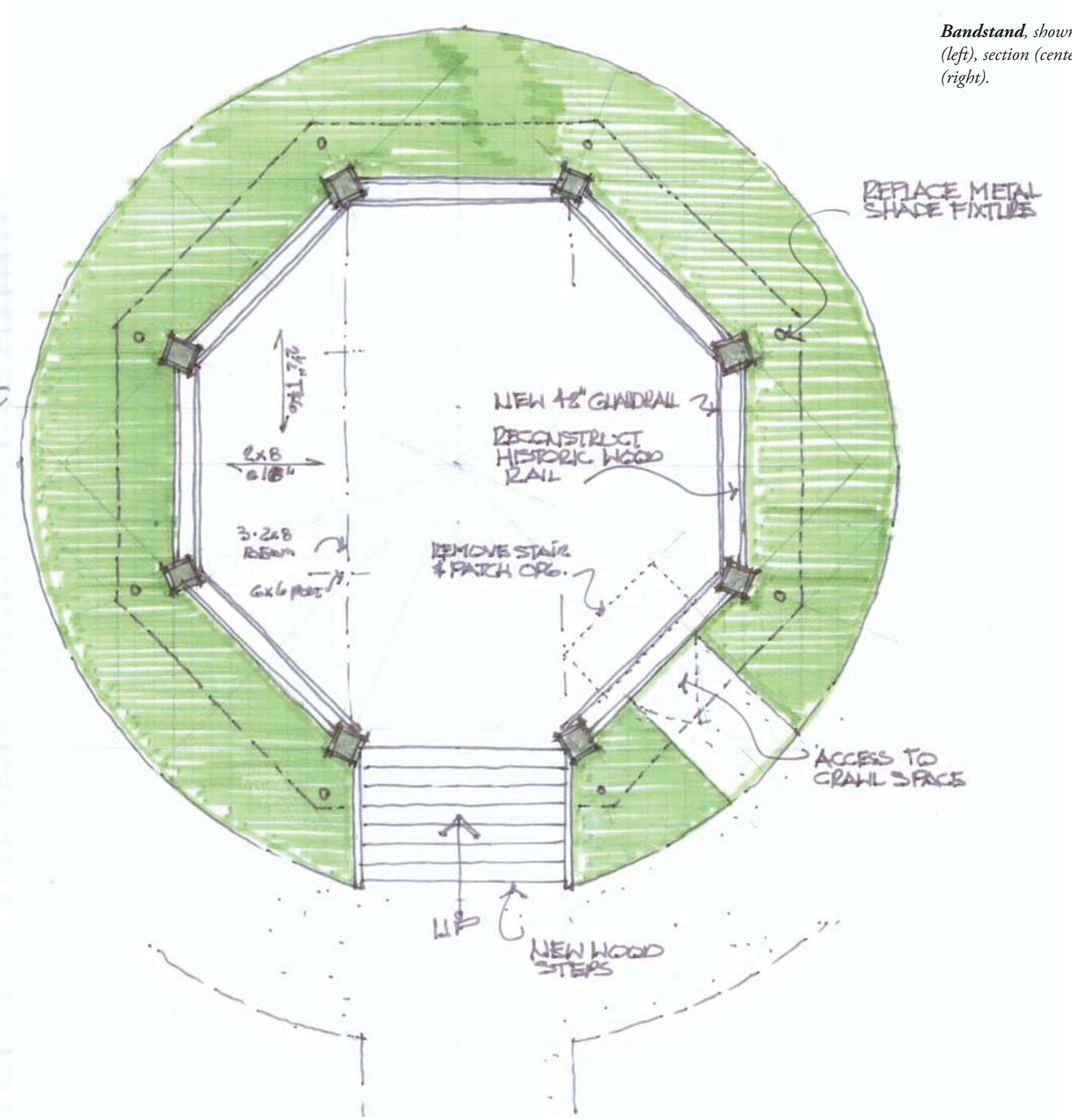


*Burlington Northern Park, **Aldrich Avenue and the railroad**; work inside dashed line is a part of the Depot restoration project.*

Bandstand

The Bandstand, located centrally in the park and in front of the Depot, could easily be the centerpiece of the park in terms of its architectural presence and its use if programmed well. But the condition of the structure prevents its safe use, and it is in need of significant attention. Restoration of the Bandstand would attempt to restore its original character and details by replacing the existing wood railing and installing a new safety railing; providing new metal shade light fixtures under the eaves and uplights at the interior side of the columns; installing a new floor and steps; replacing stucco on walls below the floor line; and repainting the entire structure.





***Bandstand**, shown in partial elevation (left), section (center), and plan view (right).*

Northern Pacific Passenger Depot

Character

Design should reflect the features that would have been present during the Depot's period of significance. Essentially, the site directly supported the Depot with simple, straightforward design treatments. Enlivening the Depot and the site around it should result from the activities that take place. Care must be taken to develop the site in ways that are consistent with the architectural and historic integrity of the building. The parking area should be developed as a parking court, yielding a more attractive space at times when events occur at the Depot or the bandstand. The Bandstand should be renovated as a key feature of both the Depot site and the Park. In many ways, it is the key feature that links them.

Building

The exterior of the Depot should be restored as close as possible to its original appearance while complying with current accessibility standards. The interior layout should reestablish the original definition of the freight room and waiting room that is evident from the line of the terrazzo floor and base in the waiting room area and the wood floor in the freight room. We should not attempt to reconstruct the station master's office. The restoration of the interior will focus on maintaining and repairing the original historic materials and finishes including the terrazzo floor and base, glazed tile wainscot, plaster and wood trim. The existing men's toilet room should be remodeled into one accessible unisex toilet and one unisex non-accessible toilet. This can be accomplished within the existing men's toilet room.

The depot will function as a flexible meeting/event space as well as a visitor information center. The offices of the Partners organization will be housed in the original women's waiting room and their staff would be available to provide information to visitors. The freight room would become a separate event or commercial space with the installation of proper entry/egress doors in the freight door openings. The original freight doors should be restored and replicated in order maintain this important portion of the historic fabric. A new freight style door would be installed between the freight room and the waiting room to allow both spaces to be utilized for a larger event. A small kitchen space should be allocated in the freight room to facilitate catered food service for events.

***Northern Pacific Passenger Depot**, viewed from the north. Courtesy Minnesota Historical Society, 1972.*

Site

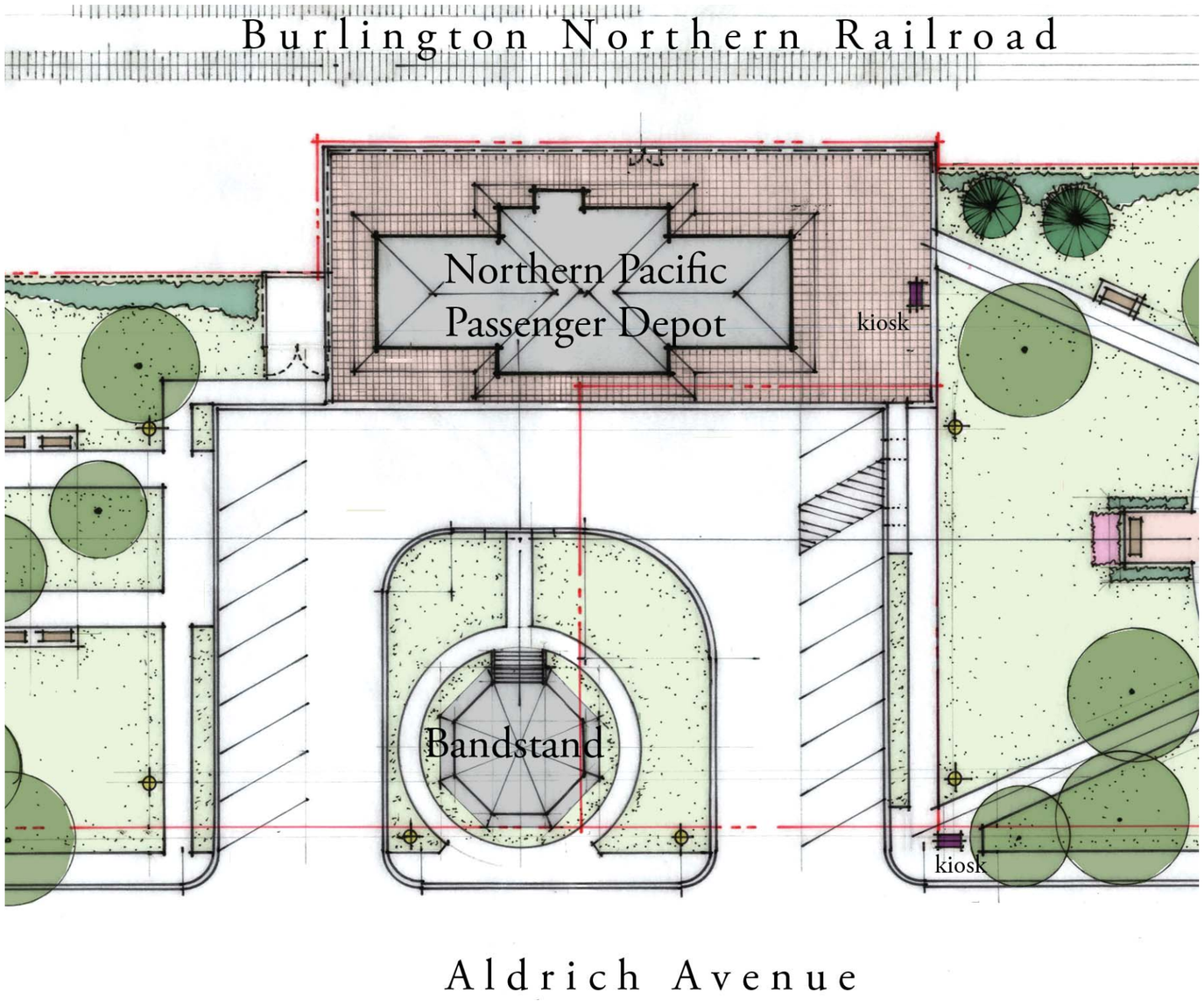
Site development in the area immediately surrounding the Depot should directly support the functions within the building. It would include parking, and outdoor use areas related to the "Freight Room Coffee House" and the event space.

Lighting should not overwhelm the Depot or the site. A few lights may be placed in the parking area, and several may occur parallel to the railroad tracks on the north side of the depot. But most of the light should result from building-mounted lights (in the soffit), which would be consistent with the original depot lighting.

There are not likely enough of the original pavers that are in good enough condition to re-install around the entire Depot. In fact, the area intended to serve as the "platform" is not entirely paved today. In order to maintain historic integrity, it is recommended that a salvaged paver be purchased and installed in the paver areas around the Depot. A "Purington" paver, salvaged from construction of the same period as the Depot, has a scale that fits the Depot and has a "worn" look without sacrificing construction integrity. Contrasting "memorial pavers" (contrasting because they would be newly manufactured) would be concentrated in a field at the east end of the building. A concrete border, similar in size to the existing border, should be used at the edges of the paver fields.

The parking lot should be paved in concrete. While there is likely sentiment for using pavers in this area, it may not be consistent with the architectural history of the depot. Care must be taken to establish a pattern in the concrete that allows for a greater pedestrian orientation, as the area will be used for parking and for events at different times.

To keep focus on the building, there should not be parking directly in front of the depot. Rather, parking should be located at the east and west edges of the parking court. Accessible spaces should be created as a part of the parking area, with a quantity of two spaces being reasonable due to the parking demand resulting from events (even though codes may suggest that a single space would be adequate).



***Northern Pacific Passenger Depot**, site plan showing pavers at the "platform" and a new parking area.*

Cost Estimates

Estimates of probable construction costs have been developed to reflect the conditions known when this master plan was developed. Contingency amounts have been included in the event new conditions are discovered during subsequent stages of the design or during implementation, and to account for portions of the project with costs that are difficult to predict with great certainty. In addition, a factor accounting for inflation may need to be added to these costs, which are stated in 2006 dollars.

Burlington Northern Park represents a significant community resource. As a result, it may be possible for some elements to be donated or implemented by volunteers or service groups from the community. These cost estimates represent contracted construction costs, and do not reflect any savings that might result from community participation in the project.

Fees for design and engineering, administrative, and legal services are not included in these costs.

Costs have been broken down by areas within the park, assuming the likelihood that improvements can only be made in stages. The area immediately surrounding the depot and the parking lot are not included as a part of this cost estimate as those elements are part of another project with funding through a Transportation Enhancement grant. It is possible that the stages could be further defined, for instance if funding opportunities suggest improvements be directed to specific elements.

Improvement costs for Burlington Northern Park can be summarized as follows:

West End	$118,918
East End	$216,811
Depot Area	*constructed under separate project*
Aldrich Avenue	$63,898
Railroad	$6,300
Bandstand	$60,430
Total	**$466,357**

Sequencing of improvements would most logically follow the breakdown reflected in the cost estimates. In this way, portions of the park are completed in whole, and the park does not remain "under construction" for extended periods.

West End

Item	Description	Quantity	Unit	Unit cost	Amount
1	site preparation (traffic control, erosion protection)	1	lump sum	$2500	$2500
2	remove walk (concrete or bituminous walk removed; base to remain for new walk)	1	lump sum	$2500	$2500
3	remove lighting (existing light fixture, pole, circuiting)	1	lump sum	$1000	$1000
4	remove miscellaneous elements	1	lump sum	$1000	$1000
5	grading (minor grading of surface)	1	lump sum	$2500	$2500
6	5 inch sidewalk (including aggregate base)	6412	square feet	$4	$25,648
7	light fixture (matching Jefferson Street lighting without "rings," simple base)	6	each	$3500	$21,000
8	electrical feed point	1	lump sum	$4000	$4000
9	power pedestal (electrical service for events)	1	each	$2500	$2500
10	special paving at garden (one garden)	300	square feet	$10	$3000
11	tree (underplanting existing trees)	1	lump sum	$2500	$2500
12	landscape at garden (one garden)	1	lump sum	$2500	$2500
13	irrigation	21,500	square foot	$0.20	$4300
14	turf establishment (seed, including topsoil dressing)	21,500	square foot	$0.10	$2150
15	tree care (pruning or other remedial measures at existing trees)	1	lump sum	$5000	$5000
16	bench	8	each	$1500	$12,000
17	trash receptacle	5	each	$1000	$5000
				subtotal	$99,098
				contingency at 20%	$19,820
				construction total	$118,918

Aldrich Avenue

Item	Description	Quantity	Unit	Unit cost	Amount
1	site preparation (traffic control, erosion protection)	1	lump sum	$2500	$2500
2	remove walk (concrete walk removed; base to remain for new walk)	1	lump sum	$3000	$3000
3	remove lighting (existing light fixture, pole, circuiting)	1	lump sum	$1500	$1500
4	5 inch sidewalk (including aggregate base)	6312	square feet	$4	$25,248
5	light fixture (matching Jefferson Street lighting without "rings," simple base)	6	each	$3500	$21,000
6	electrical feed point (use park feed point)	1	lump sum	$0	$0
				subtotal	$53,248
				contingency at 20%	$10,650
				construction total	$63,898

Bandstand

Item	Description	Amount
1	demolition and preparation	$2365
2	structural work	$5405
3	architectural features and finishes	$25,308
4	electrical	$17,280
	subtotal	$50,358
	contingency at 20%	$10,072
	construction total	$60,430

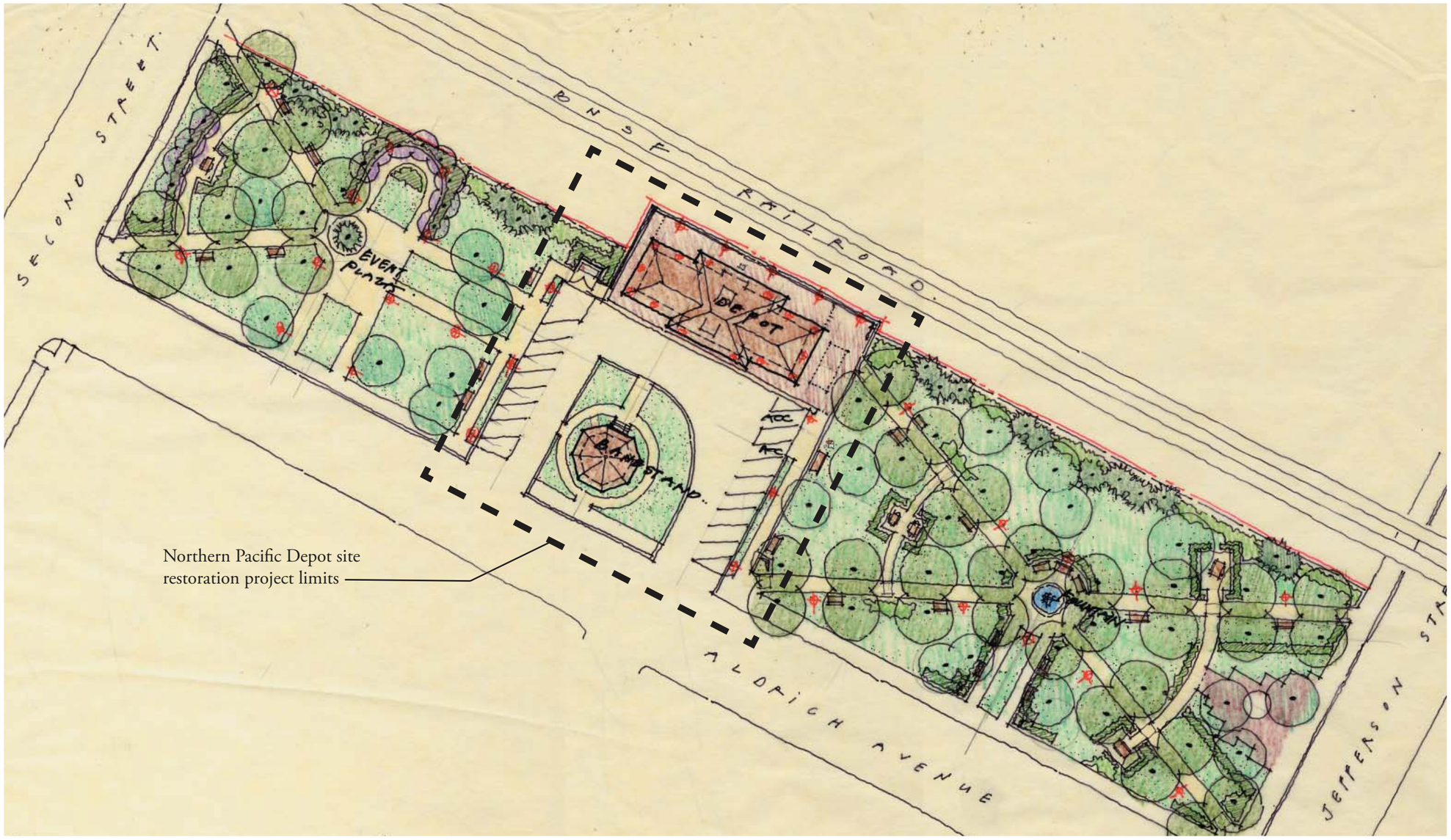
East End

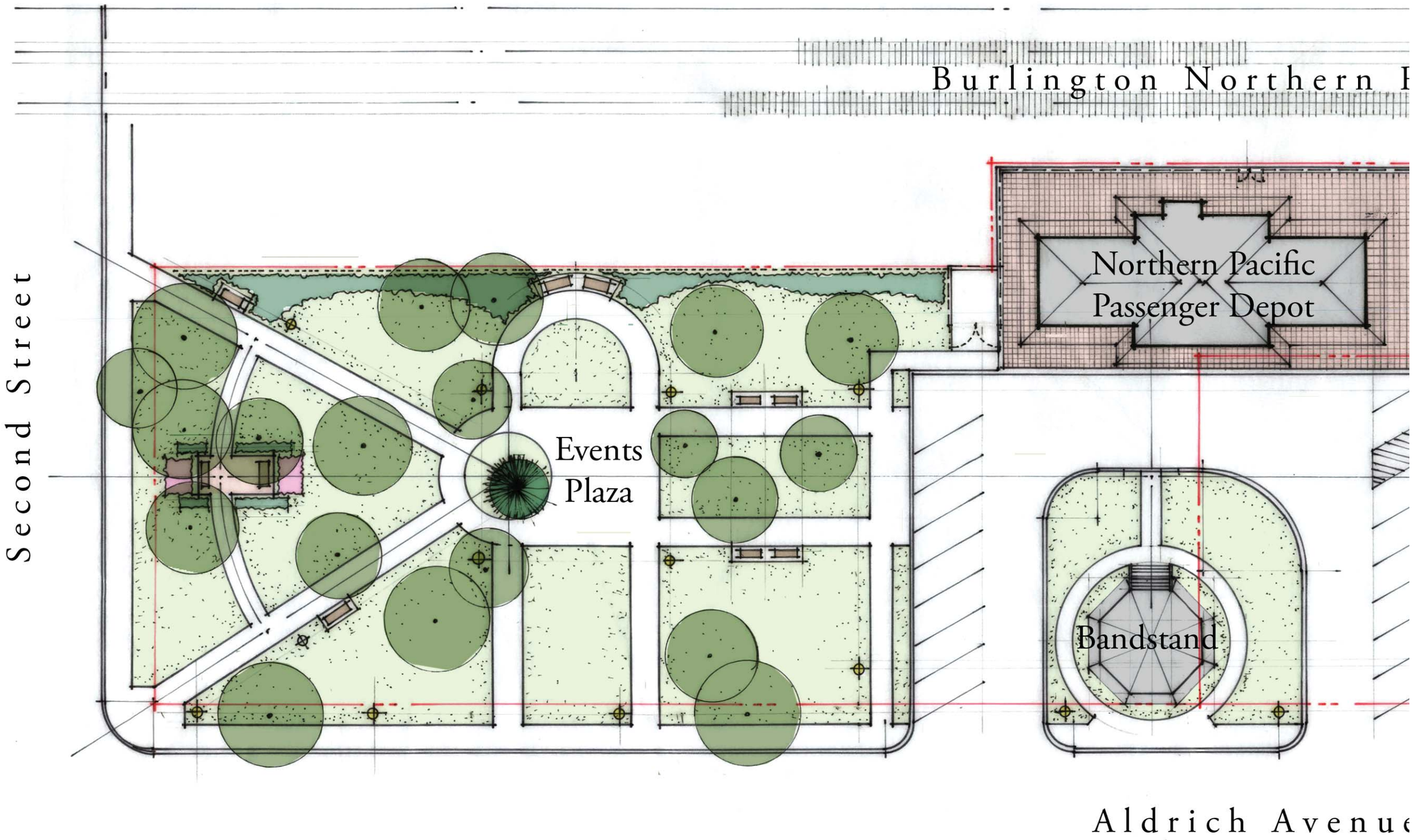
Item	Description	Quantity	Unit	Unit cost	Amount
1	site preparation (tra c control, erosion protection)	1	lump sum	$2500	$2500
2	remove walk (concrete or bituminous walk removed; base to remain for new walk)	1	lump sum	$3000	$3000
3	remove lighting (existing light fixture, pole, circuiting)	1	lump sum	$1500	$1500
4	remove miscellaneous elements	1	lump sum	$1000	$1000
5	grading (minor grading of surface)	1	lump sum	$2500	$2500
6	5 inch sidewalk (including aggregate base)	4919	square feet	$4	$19,676
7	light fixture (matching Je erson Street lighting without “rings,” simple base)	8	each	$3500	$28,000
8	electrical feed point	1	lump sum	$4000	$4000
9	power pedestal (electrical service for events)	1	each	$2500	$2500
10	special paving at garden (three gardens)	900	square feet	$10	$9000
11	fountain (including surrounding paving and landscape)	1	lump sum	$50,000	$50,000
12	tree (underplanting existing trees)	1	lump sum	$2500	$2500
13	landscape at garden (three gardens)	1	lump sum	$7500	$7500
14	irrigation	40,000	square foot	$0.20	$8000
15	turf establishment (seed, including topsoil dressing)	40,000	square foot	$0.10	$4000
16	tree care (pruning or other remedial measures at existing trees)	1	lump sum	$5000	$5000
17	bench	16	each	$1500	$24,000
18	trash receptacle	6	each	$1000	$6000
				subtotal	$180,676
				contingency at 20%	$36,135
				construction total	$216,811

Railroad

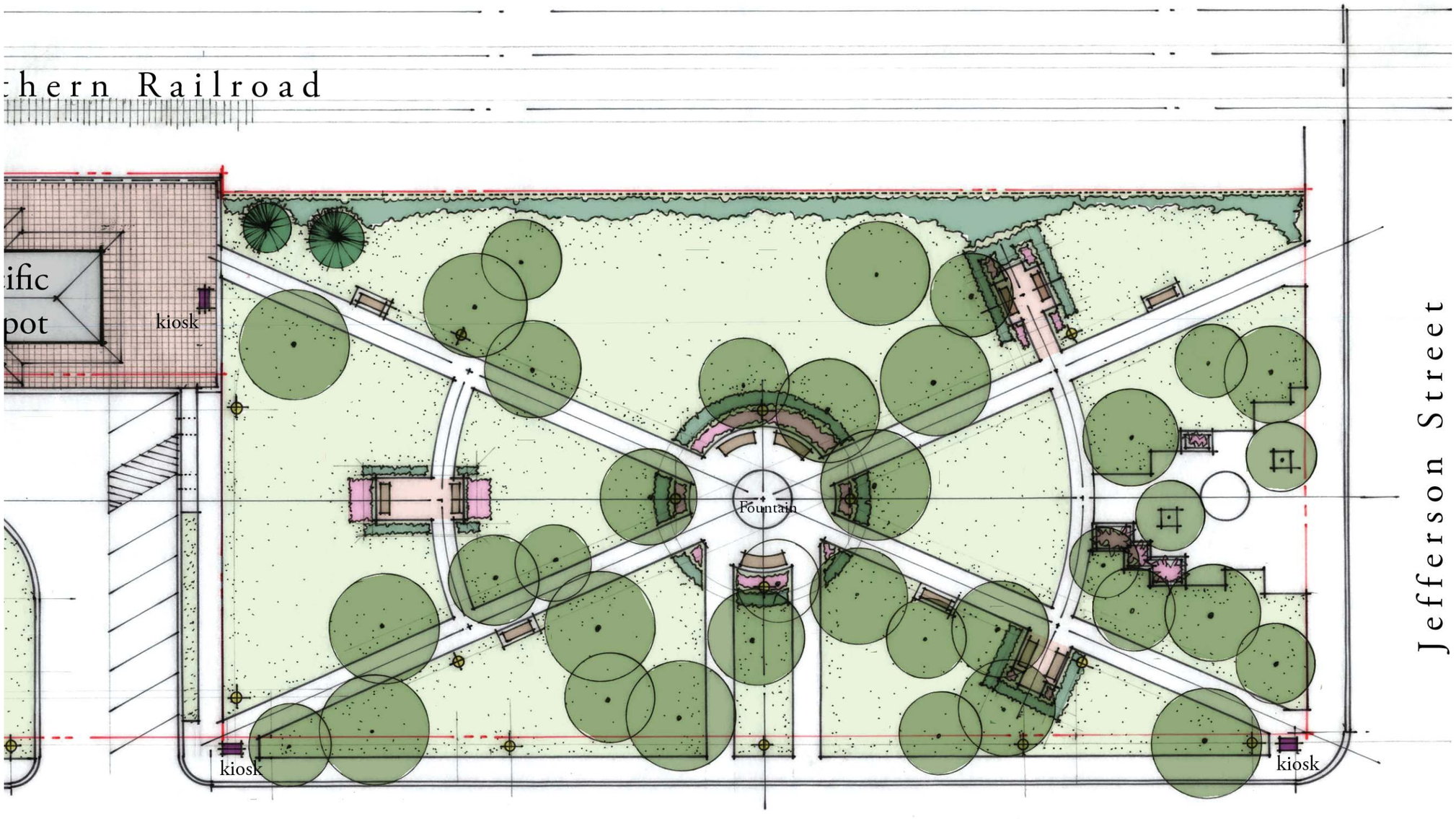
Item	Description	Quantity	Unit	Unit cost	Amount
1	landscape improvements (hedge plants with perennial accents)	1	lump sum	$5000	$5000
2	fence repair (if necessary)	1	lump sum	$250	$250
				subtotal	$5250
				contingency at 20%	$1050
				construction total	$6300

Burlington Northern Park and the Northern Pacific Passenger Depot,
preliminary site plan, shown at 1/16 inch equals 1 foot. Michael Schroeder, ASLA.

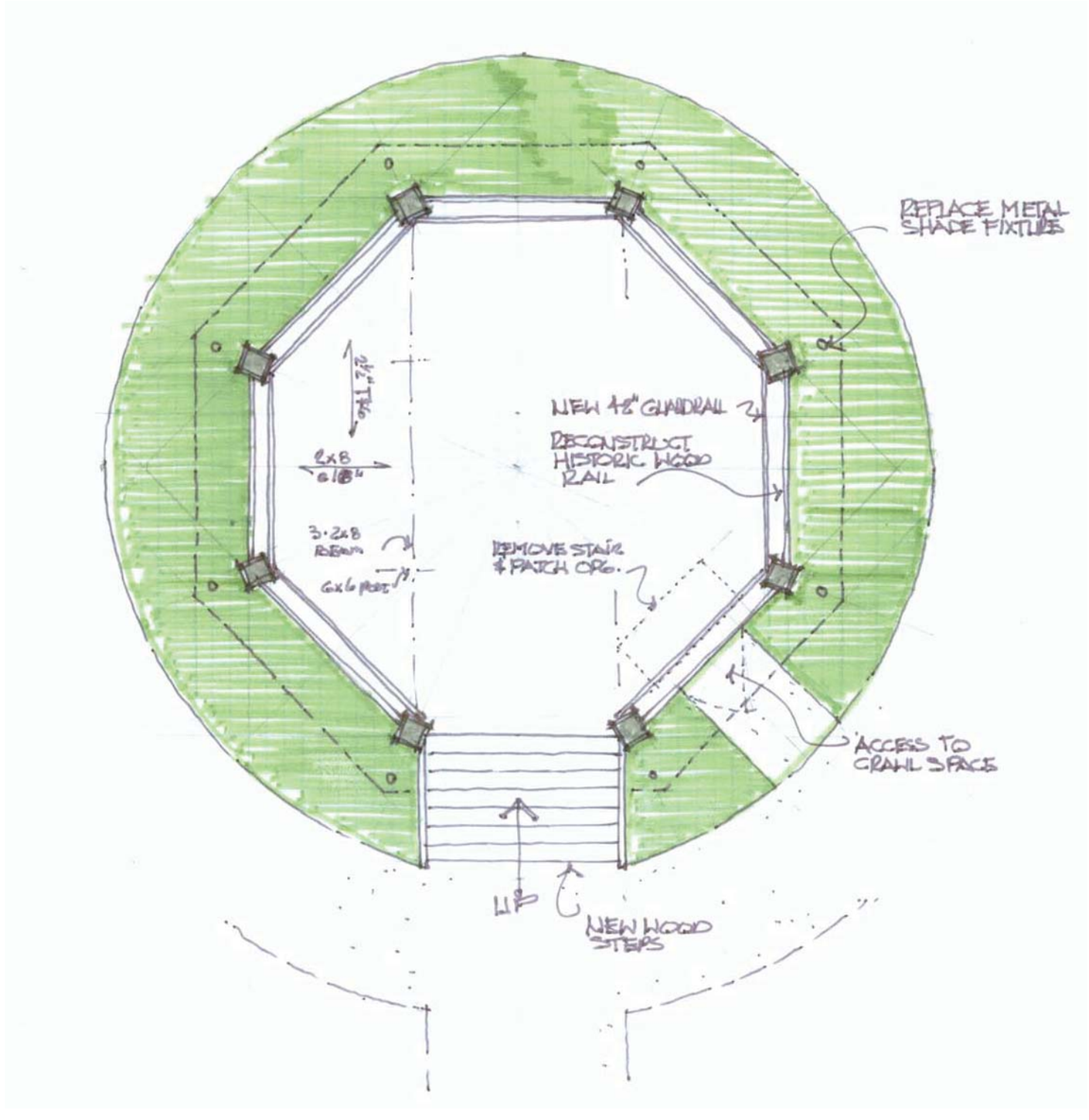




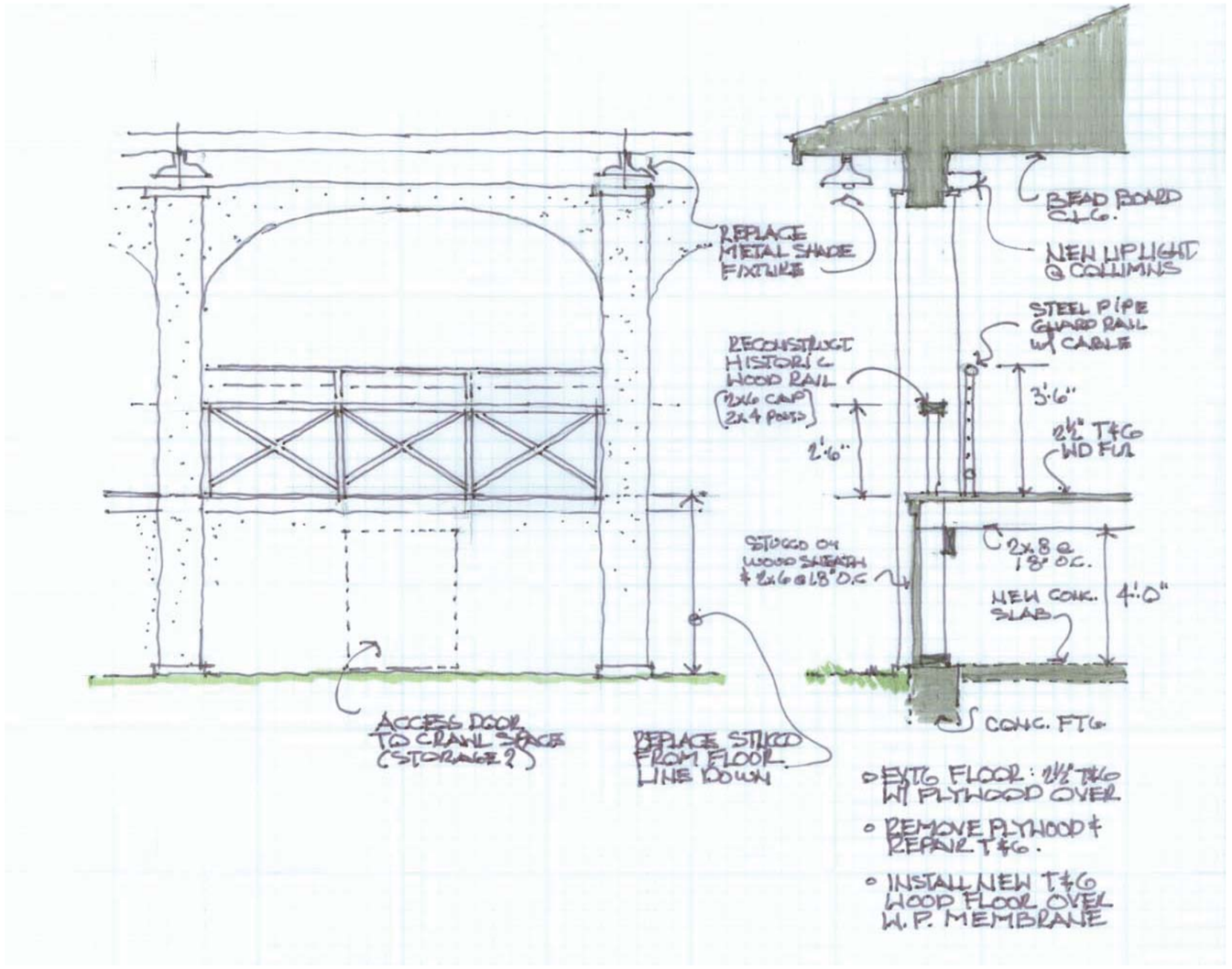
***Burlington Northern Park and the Northern Pacific Passenger Depot**, site plan (west portion), shown at 1 inch equals 30 foot. Michael Schroeder, ASLA.*



***Burlington Northern Park and the Northern Pacific Passenger Depot**, site plan (east portion), shown at 1 inch equals 30 foot. Michael Schroeder, ASLA.*



***Bandstand**, proposed restoration floor plan, shown at 1/16 inch equals 1 foot. Claybaugh Preservation Architecture Inc.*



***Bandstand**, proposed restoration elevation (left) and section (right), shown at 1/4 inch equals 1 foot. Claybaugh Preservation Architecture Inc.*