Lowell City Council Work Session and Special Meeting Agenda Tuesday, July 7 at 7 P.M. Maggie Osgood Library 70 N. Pioneer Street

This meeting will be held in person and electronically through Zoom. Limited seating is available. Members of the public are encouraged to provide comment or testimony through the following:

- Joining by phone, tablet, or PC. For details, click on the event at <u>www.ci.lowell.or.us</u>.
- In writing, by using the drop box at Lowell City Hall, 107 East Third Street, Lowell, OR 97452
- By email to <u>icobb@ci.lowell.or.us</u>

Work Session

Call to Order/Roll Call

Councilors: Mayor Bennett ____ Myers ____ Harris ____ Stratis ____ Dragt ____

Work sessions are held for the City Council to receive background information on City business and to give Council members an opportunity to ask questions and express their individual views. No decisions are made, and no votes are taken on any agenda item. The public is invited to attend, however, there is generally no public comment period.

Work Session Topic(s)

- 1. Recruitment of Interim City Administrator
- 2. Downtown Paving and Utility Improvements Loan
- 3. DLCD Code Assistance Agreement
- 4. Surplus Property at 8 North Hyland Lane
- 5. Financing for Acquisition of 205 and 298 East Main Street

Adjourn

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to the City Clerk, Joyce Donnell, at 541-937-2157.

MARSHA A MILLER

MARSHAAM@COMCAST.NET



SKILLS

• Team oriented manager

• Committed to a high level of professionalism

• Committed to exceptional customer service

• Maintain composure and efficiency in a fast paced, high volume, or stressful environment

PROFESSIONAL EXPERIENCE

OAKRIDGE INTERIM CITY ADMINISTRATOR

3/18/2019 - 7/1/2019

 Responsible for overseeing all city operations. Priority was to facilitate the budget approval process and manage the recruitment for a permanent City Administrator.

LANE COUNTY PUBLIC WORKS DIRECTOR 2008 – 2016

- Responsible for directing activities and operations of eight divisions in the department including; Administration, Land Management, Solid Waste, Fleet and Facilities, Parks, Engineering, Road Maintenance, and Lane Events Center.
- Directed administrative and personnel policies and procedures for 350 plus employees and up to 200 seasonal and temporary employees.
- Responsible for over \$145 million dollar budget including a number of funds and subfunds.
- Developed and implemented administrative and financial strategies during multiple years of decreasing Federal funding in the Road Fund.
- Consolidated multiple areas of customer service functions to a one stop Customer Service Center that was the first LEED Certified building for Lane County.
- Worked with several advisory committees and boards to improve service delivery and customer service in the department.
- Worked with the County Administrator and Board of Commissioners to facilitate and implement the County's Strategic Plan and county-wide goals.

BUILDING AND PERMIT SERVICES MANAGER CITY OF EUGENE

1995 – 2008

- Managed the City of Eugene's Permit and Information Center
- Responsible for directing activities of 79 permanent and temporary employees in permit review, zoning and nuisance enforcement, land use, solid waste and recycling and rental housing code.
- Responsible for over \$6 million dollar budget.

- Worked with the City Council to develop a Rental Housing Program.
- Developed and implemented strategies to stabilize the construction permit fund and solid waste funds.

PREVIOUS PROFESSIONAL EXPERIENCE CITY OF EUGENE 1985 - 1995

Code Compliance Manager

- Senior Management Analyst
- Environmental Analyst

EDUCATION

B.S. PLANNING AND PUBLIC POLICY University of Oregon A.S. ENVIRONMENTAL STUDIES Lane Community College

VOLUNTEER EXPERIENCE OR LEADERSHIP

Currently: Annex Planning Committee, St Vincent de Paul Family Shelter Committee, FCC Parish Life Committee, FCC



General Application

775 Summer St NE, Suite 200 Salem, OR 97301-1280

	Appl	icant	
City of Lowell Name		93-6011170 Federal Tax ID Number	
107 East Third Street Street Address		PO Box 490 Mailing Address	
Organization Type: ⊠ City □ County □ Special District under ORS		☐ Port District under ☐ 1 ORS	
Jared Cobb Contact Name (Person we should contact with project questions)		City Administrator Title	
541-937-2157541-937-2936jcobb@ci.lowell.or.usPhone NumberFax NumberEmail Address			
Representation (Informa	tion may be found at <u>www.le</u>	<u>g.state.or.us/findlegsltr</u>) Flovd Prozanski	
Senate District Number Senator's Name			
07Cedric HaydenHouse District NumberRepresentative's Name			
	Project In	formation	

Downtown Lowell Paving and Utility Improvements

Project Name: (e.g., Stayton Water System Improvements)

Opportunity/Problem

Briefly describe the opportunity or problem facing the applicant:

The City of Lowell had a Pavement Preservation Plan completed in March 2019. The plan identified the overlay and reconstruction of Main Street and Lakeview Avenue as the two highest priorities, due to severe to moderate alligator cracking, longitudinal cracking, oxidation, aging, and raveling. The replacement of two 6" water lines were added due to their age, history of breaks, and older materials (steel and asphaltic concrete).

Response to Opportunity/Problem

Briefly describe the major alternatives considered to address this opportunity or problem:

The only alternative for the streets is to continue to patch and slurry seal; however, due to their age and degradation, these methods will not significantly prolong the useful life of the streets. The only alternative for the water lines is to continue to make repairs as leaks emerge. The most efficient alternative is to rehab the streets and replace the water lines while the street is under construction.

Detailed Project Description

Clearly describe the proposed project work to be accomplished:

The proposed solution is to overlay and reconstruct (as necessary and noted on plans) Main Street and Lakeview Avenue. To address accessibility and safety concerns, the sidewalk on the north side of Lakeview Avenue is proposed to be replaced and upright curb installed. On the south side of Lakeview, flush curb will be installed to protect the structural integrity of the street. The water mains on Main Street and Lakeview Avenue will be replaced with new 6" PVC water lines. Conduit will also be run on both streets for future broadband upgrades.

Project Work Plan

List project activity milestones with estimated start and completion dates. Identify estimated date of first cash draw:

Activity	Estimat	ed Date
ACUVILY	Start	Completion
Notice to Proceed	Jun 16, 2020	Jun 16, 2020
Mobilization	Jul 6, 2020	Jul 7, 2020
Install water mains	Jul 8, 2020	Jul 17, 2020
Install electric conduit	Jul 20, 2020	Jul 21, 2020
Grind asphalt	Jul 22, 2020	Jul 23, 2020
Install sidewalk	Jul 27, 2020	Jul 29, 2020
Lay new asphalt	Jul 30, 2020	Jul 31, 2020
Striping	Aug 4, 2020	Aug 5, 2020

Estimated First Draw Date: Aug 1, 2020

Project Budget

IF THIS APPLICATION IS FOR COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) OR SAFE DRINKING WATER REVOLVING LOAN FUND (SDWRLF) PROGRAM FUNDING, PLEASE SKIP THIS BUDGET TABLE AND COMPLETE THE PROJECT BUDGET INCLUDED IN THE PROGRAM-SPECIFIC APPLICATION SUPPLEMENT FORM.

List individual project budget line items with requested budgeted amounts by IFA and non-IFA funding sources. Change budget column labels to identify the specific requested IFA funding sources. Non-IFA sources are those funds other than those requested from IFA.

Budget Line Item	IFA Fui	nding	Non-IFA	
(Adjust budget items to suit the project) Below are general items most used	Source 1	Source 2	Funds	Total
Engineering/Architecture	\$0	\$0	\$0	\$0
Construction	233,095		200,000	433,095
Construction Contingency	21,655			21,655
Land Acquisition	0	0	0	0
Legal	0	0	0	0
Construction Management	13,700			13,700
Other (Specify)				0
Other (Specify)				0
Other (Specify)				0
Other (Specify)				0
Totals	268,450	0	200,000	468,450

Details of Non-IFA Funds

Source of Non-IFA Funds	Amount	Status: C-Committed, A-Application S-Submitted, AI-Application Invited, PS-Potential Source	Dates Required Funds will be Committed and Available
ODOT Small City Allotment Grants	\$200,000	С	1-Jul-20
Totals	200,000		

If "Non-IFA funds" include USDA Rural Development funding that will require interim financing, please indicate the source of the interim financing.



Applicant: City of Lowell

Project Name: Downtown Lowell Street and Utility Improvements

Sec	tion I: Property Acquisition / Ownership / Operation		
А.	Is the project a "Development Project" for the acquisition, improvement, construction, demolition or redevelopment of municipally owned utilities, buildings, land, transportation facilities, or other facilities that assist the economic and community development of the municipality?	Yes Yes	🗌 No
	If yes, answer questions B. through E. of this section. If no, please contact your Regional Development Officer.		
B.	What is the physical location of the project?		
	Main Street from Pioneer Street to Moss Street and Lakeview Avenue from Pioneer Street to Moss Street.		
C.	Will the applicant own the facility / improvements once constructed?	Xes Yes	🗌 No
	If no, explain:		
D.	Will the applicant operate and maintain the facility / improvements once constructed?	🛛 Yes	🗌 No
	If no, describe:		
E.	Does the project include any acquisition of real property, including permanent easements and rights-of-way, which are directly related to or necessary for the project?	Xes Yes	🗌 No
	<i>If yes, describe:</i> Permanent easement for sidewalk from Lowell School District on the nroth side of Lakeview Avenue from Pioneer Street to Moss Street.		
F.	Does the project include the purchase of motor vehicle(s)?	Yes	No
	If yes, describe:		
G.	Does the project include the purchase of any other equipment which is <u>not</u> directly related to or necessary for the project?	Yes	🛛 No
	If yes, describe:		
H.	Will a private entity or business have a special legal entitlement to the project? (e.g., through either a transfer of, or partnership in ownership, a lease, management contract, special user rates or development fees, or priority for use	Yes	🔀 No
	If yes, describe:		

General Certification

I certify to the best of my knowledge all information, contained in this document and any attached supplements, is valid and accurate. I further certify that, to the best of my knowledge:

- 1. The application has been approved by the governing body or is otherwise being submitted using the governing body's lawful process, and
- 2. Signature authority is verified.

Check one:

- Yes, I am the highest elected official. (e.g., Mayor, Chair or President)
- No, I am not the highest elected official so I have attached documentation that verifies my authority to sign on behalf of the applicant. (Document such as charter, resolution, ordinance or governing body meeting minutes must be attached.)

The department will only accept applications with proper signature authority documentation.

Semit

Signature

Don Bennett Printed Name

6-30-2020 Date

Mayor **Printed Title**

FOR BUSINESS OREGON USE ONLY

Concept Number		Intake Approval Date	
Project Type:			
Planning	Construction	Other:	

Design & Construction

Sec	tion	II: Project Results		
Pleas	se an	swer each of the following items and provide a brief explanation below for each ite	m marked	"Yes."
A.	Wi ind	ll the project result in <u>direct</u> job creation or retention of permanent lustrial or commercial jobs <u>within two years of completion of the project</u> ?	Yes	$\bigotimes_{Skip to} No$ question B.
	1.	Is the project a "firm business commitment" project in response to a specific business development, expansion or retention proposal where assistance is necessary to enable the proposal to proceed?	Yes Yes	🗌 No
		If yes, describe:		
	2.	Does the "firm business commitment" project include industrial or commercial jobs for traded sector businesses, e.g., those selling goods or services in markets for which national or international competition exists?] Yes	🗌 No
		If yes, describe:		
	3.	Will the identified business be relocating from another part of the state?	Yes	🗌 No
		If yes, describe:		
В.	Wi Ore	ll the project result in business growth or expansion that would not occur in egon without an investment from the Special Public Works Fund?	Yes Yes	🔀 No
	<i>If y</i>	ves, describe:		
C.	Wi inf cor	Il the project include improvement, expansion or new construction of inastructure systems necessary to maintain usable industrial and nmercial lands?	Yes	🗌 No
	<i>If y</i> tha sec Cor une	<i>Des, explain:</i> The project replaces an aging water main on Main Street at has a history of breaks, and also replaces the degrading pavement. This ction of the project provides services to lands in our Downtown mmercial zone. Conduit will also be placed across the street for derground extension of electric and other utilities.		
D.	Wi cre fac	ll the project support future industrial growth and commercial enterprise to ate or retain employment opportunities with buildings , land or other cilities?	Yes	🔀 No
	If y	ves, explain:		
E.	Is t rur an or	the project necessary to encourage economic revitalization in an urban or al area where economic growth is prevented by existing conditions, such as absence of community facilities, developable industrial or commercial land, lack of capacity in infrastructure systems?	Yes Yes	🗌 No
	<i>If y</i> pro inf and	<i>bes, explain:</i> The new water lines, repaved streets, and conduit will by		

F.	Will the project promote or contribute to the economic and community development goals of the municipality?	Xes Yes	🗌 No
	<i>If yes, explain:</i> The City of Lowell adopted a Downtown Master Plan in 2019. This project was a top tier priority and will improve essential infrastructure, which is key to the revitalization of downtown. The project was also identified as the top priority in our 2019 Pavement Preservation Plan.		
G.	Will the project provide the local match for an emergency project receiving federal disaster relief?	Yes	🛛 No
	If yes, briefly describe the emergency project activities:		
	<i>Note</i> : Attach copies of the FEMA <u>approved</u> "Project Worksheets" as <i>Attachment Q.</i>		
H.	Will the project result in the restoration, rehabilitation or new construction of essential community facilities that provide support services to public health and safety, including but limited to police and fire protection, medical treatment, public utilities, transportation and auxiliary shelter facilities?	X Yes	🗌 No
	<i>If yes, explain:</i> The project replaces two aging water lines, 6" steel line on Main Street and a 6" asbestos concrete line on Lakeview Avenue. The two blocks of street repaving also includes replacement of sidewalk on north side of Lakeview Avenue to reduce slopes and increase pedestrian safety, particularly the section of sidewalk that is currently below the street adjacent to the Lowell High School woodshop building.		
I.	Is the project one of the special types of development projects listed in OAR 123-042-0038 - land acquisition only; a privately owned railroad; telecommunication system; energy system; marine facility; or a utility system connected to another municipality's utility system?	Yes	No
	If yes, explain:		
Sec	tion III: Additional Project Information		
A.	What is the estimated useful life of the improvements included in the project?		
	Street Improvements, 20 years; Water Line Replacements, 40 years.		
B.	Is there documentation of substantial local commitment to the project's success	s? 🛛 Yes	🗌 No
	If yes, describe (public hearings held; project is included entity's adopted budget, CIP, master plan; private partnership or foundations are involved in funding project, et cetera):		
	The project is listed in the Downtown Master Plan, Street Preservation Plan, and has been discussed at City Council meetings on January 7, January 21, February 4, April 29, and May 19. Funds are included in the FY 2021 Adopted Budget.	, d	

C. Please list the permits and regulatory authorizations needed for the project to be ready to proceed with construction and indicate whether they have been obtained or not.

	Permit Type	Review Agency	Status of <i>I</i>	Approval	If pending, and approval	icipated date
	None		Obtained	Pending		
			Obtained	Pending		
			Obtained	Pending		
			Obtained	Pending		
For	Drinking Water S	ystem Improvement Projects	Only			
D.	Water system ide	entification number: Lowell, C	ity of #4100492			
E.	Are all service co	onnections to your drinking w	ater system met	ered?	🛛 Yes	🗌 No
	If yes, skip to que If no, has a plan	estion "F" below. been adopted to install the me	eters?		Yes	🗌 No
F.	If a plan has been	n adopted, describe:				
Sec	tion IV: Financial	Information				
A.	Are user rates fo next five years?	r the project-funded utility sys	tem(s) expected	l to change in t	he 🛛 Yes	🗌 No
	If yes, describe: keep pace with	Utility rates are adjusted ann inflation.	ually, typically	3% per year to)	
B.	What sources of	revenue are being pledged to	repay a loan?			
	Water Utility Fe	es and State Highway Tax Dis	tributions			
C.	Is other debt serv	viced or secured by those rever	nues?		Xes Yes	🗌 No
	If yes, is the othe	r debt described in the application	ant's audit repo	rts?	Xes Yes	🗌 No
	If the other deb authorization, su as Attachment I	t is not described in the audi ch as an ordinance or resolution N .	t report , refer t on. List below a	o the specific and attach a cop	ру	

Lender	Amount of Note	Year Incurred

D.	Has the applicant ever defaulted on a debt?	[Yes	🔀 No
	If yes, provide a complete summary of the circumstan	nces related to the default:		
E.	Is there actual/pending litigation that could impair th repay debt?	e applicant's ability to	Yes	🔀 No
	If yes, describe:			
Se	ection V: Budget Information			
A.	. Does the project budget (as included on the General project management expenses?	Application) propose direct	Yes Yes	🗌 No
	(Direct project management is defined as expenses directly related to and necessary solely to support o and are not routine or ongoing expenses of the mun current staff that are already included in the munici	that will be incurred that are r manage project activities icipality or expenses for pality's adopted budget.)		
	If yes, describe how the direct project management	services will be provided:		
	Services will be provided by the City Engineer of R with Civil West Engineering, and billed specifically management of the project.	ecord, Matt Wadlington for the oversight and		
B.	Who prepared the cost estimates for the project?			
	Name: Matt Wadlington Title: City Engineer of Record Company: Civil West Engineering Phone Number: 541-982-4373 Date of project cost estimate: Bids closed on 05/21,	/20		
C.	. Will reimbursement be requested from the IFA for a expenses that have been, or will be, incurred prior to	my directly related project to an award ?	Yes	🔀 No
	If yes, identify and describe the amount and type of	pre-award expenses below:		
	<i>Note: Pre-award expenses must be included as a septoper project budget in the General Application Form.</i>	parate line-item in the		
	1. Preliminary design or engineering incurred with	in the past 12 months?	Yes	🗌 No
	If yes, describe:			
	2. Construction activities, including land acquisition mobilization and similar costs incident to comm	n, site preparation, encement of construction?	Yes	🗌 No
	If yes, describe:			
	3. Other activities necessary to allow the project to	proceed?	Yes	🗌 No
	If yes, describe:			

Yes No

4. Are pre-award expenses less than 20% of the total cost of the project?

If no, describe:

Attachments

		Attachment Description	For IFA Use (X Attached?)
	Α	Documentation from the appropriate entity (city or county planning department) that indicates that the project is consistent with the acknowledged local comprehensive plan.	
	В	Map(s) showing the location of the project, including tax lots / parcels and road widths, etc.	
	с	The preliminary architectural / engineering / planning work or study conducted to determine the feasibility of the proposed building, utility system or other improvements. The documents must be certified by a professional architect / registered engineer licensed in Oregon.	
Required	D	Applicant's adopted budget.	
with all applications	E	Applicant's last three audit reports (if not available at the Secretary of State website: <u>http://www.sos.state.or.us</u>)	
	F	List the ten largest property tax payers in the applicant's jurisdiction, their type of business, local taxes and current assessed value. If net revenues from your drinking water and/or sewer system will be pledged to repay the loan, also complete the "Summary of Users, Consumption and Rates" and "System's Ten Largest Customers" tables for the applicable system(s) (<i>see Attachment F</i>).	
	G	A Schedule of Pro Forma Revenues and Expenditures for the applicable fund(s) that will be pledged to repay the loan for each of the next five years and any underlying assumptions used in the Applicant's adopted budget (<i>see Attachment G</i>).	
Check If Applicable		Check box at left and include any of the following attachments that are applicable to the project proposal	
	н	If the project is for improvement or expansion of a drinking water and/or sewer system, submit a copy of the Water System Master Plan or Wastewater Facilities Plan for the system(s).	
	I	If the project is for improvement or expansion of a drinking water system and/or sewer system, attach a copy of the current rate schedule, including rates for System Development Charges (SDCs).	
	J	If the project is for improvement or expansion of a drinking water and/or sewer system, attach a copy of the most recent resolution or ordinance that adopts the current rate schedule.	
	к	If the project overlaps municipal boundaries, attach an executed copy of an intergovernmental cooperation agreement that sets out the duties and obligations of each entity.	

	L	If project includes a firm business commitment where permanent jobs will be created or retained, submit the "Job Creation and Retention and Average Wages" form completed by the business (<i>see Attachment L</i>).	
	М	If available, the plans and specifications for the project.	
	N	Copies of all ordinances/resolutions that authorize debt that is supported by the source of repayment for this financing (<i>refer to the Section IV:</i> <i>Financial Information, Item B.</i>).	
	0	If the applicant will own the facility and another entity will operate the facility, attach an executed copy of the operating agreement between the parties.	
	Р	If the project is for downtown revitalization, attach a copy of the downtown revitalization plan.	
	Q	If the project is an emergency project with the commitment of federal disaster relief assistance , attach a copy of the FEMA approved "Project Worksheet(s)" that are the basis for this funding request.	
		If a Telecommunications Project	
	R	If the project is for telecommunications infrastructure, attach a resolution that includes findings and states that project is necessary and would not otherwise be provided by a for-profit entity within a reasonable time/for a reasonable cost.	
	S	If the project is for telecommunications infrastructure, attach a copy of the notice and minutes of the public hearing at which the above resolution was adopted.	
If a gran	t is l	ikely and it is possible the grant could exceed the property value	
		One of the following:	
	т	1) real market value (obtained from the county tax assessor) of the property and improvements that will be put on the tax assessment roll, <u>after</u> the project improvements have been completed; or	
		2) an appraisal (conducted by an independent appraiser) of the future fair market value of the subject property <u>after</u> the project improvements have been completed.	

Attachment F

Information for the following tables should be the most current available and may be found from these sources: **Ten largest taxpayers:** Comprehensive Annual Financial Report (CAFR), County Assessor, Financial Audit Report **Summary of users:** billing records

Populations served: your system's service area information; 2010 Census, <u>Portland State University</u> System's ten largest customers: billing records

Taxpayer	Type of Business	Total Taxes	Current Assessed Value
TUMAC Inc	Machine Shop	30,490	2,343,050
Lowell Industrial Development	Industrial Space	18,925	1,454,425
Jerry and Julie Valencia	Residential Property	15,083	1,089,348
George Living Trust	Residential Property	12,685	914,108
Centurylink	Telecomunnications	12,609	969,000
Robin and Cheryl Neet	Residential Property	7,201	508,843
Caroline Viola Moxley	Residential Property	6,603	105,948
Richard and Allison Walker	Residential Property	6,322	455,138
C & S Development	Residential Property	6,253	459,735
Mali and Ian Howell	Residential Property	6,223	447,883

Ten Largest Property Taxpayers (in applicant's jurisdiction)

If Water or Sewer Project, also Complete These Tables

Summary of Users, Consumption and Populations Served

	Connec	ctions	Equivalent Dw	elling Units**	Annual Water Consumption (in gallons)		
User	Current	Future*	Current	Future	Current		
Residential	421	421	422	422	24,404,965		
Commercial	20	20	42	42	6,343,442		
Industrial	2	2	2	2	80,820		
Other							
Totals 443		443	466	466	30,829,227		

*20-year project life

**1 EDU = 7,500 gallons of water consumption per month per residential user

Populations Served

	All Residents	Permanent Residents*	*Evolution transiant and
Number served by system	1,090		nort time residents
Number served by this project	1,090		part-time residents

System's 10 Largest Customers

Customer	Annual Water Consumption	% Total Water Consumption for	Annual Revenue Received by	% Total Annual Revenue Received by
	(in gallons)	System	System	System
Lowell Sewer Plant	3,062,816	10%	21,401	7%
Covered Bridge Estates	832,560	3%	8,080	3%
Lowell School District - HS	365,300	1%	4,476	1%
Valencia, Jerry	256,244	1%	1,868	1%
Winder, Tim	220,270	1%	1,868	1%
Mountain View Estates	220,100	1%	2,370	1%
Bridge Town Market	205,280	1%	2,015	1%
Ellickson, Steve	190,660	1%	1,444	0%
Sutton, Irene	179,570	1%	1,374	0%
Schneider	170,020	1%	1,313	0%

Schedule of Pro Forma Revenues and Expenditures

Attachment G

	Pro Forma	Current FY						
1	Year (ending June 30)	2020	2021	2022	2023	2024	2025	Please contact your RDO if you have questions
2	Beginning Fund Balance	140,328	139,332	72,834	86,876	108,655	138,401	completing this form.
	Operating Revenues							Primary revenue source (e.g., user charges).
3	Primary Revenue Source	334,723	350,944	367,653	384,862	402,588	420,846	Include, on lines 4 or 5, revenues such as taxes,
4	Other Revenue Source 1	3,940	4,058	4,179	4,305	4,434	4,567	hook-up fees and rent/lease income. Do not
5	Other Revenue Source 2	2,869	2,955	3,043	3,135	3,229	3,325	include interest, SDCs, etc., in this section; rather,
	Total Operating Revenues	341,532	357,957	374,875	392,302	410,251	428,738	enter these revenues on line 15.
	Operation, Maintenance & Replacement (OM&R) Expenses							Include short-lived asset replacement with a
6	Personal Services	170,245	193,421	199,223	205,200	211,356	217,697	useful life of 15 years or less. Do not include
7	Materials & Services	106,051	173,938	137,956	142,094	146,357	150,748	capital outlay, transfers, depreciation, etc; rather,
8	Other Operating Expenses	0	0	0	0	0	0	enter these revenues to lines 12–17.
	Total Operating Expenses	276,296	367,359	337,179	347,294	357,713	368,445	
	Debt Services							
	Funds Avail for Debt Service	65,236	(9,402)	37,696	45,008	52,538	60,293	Enter and specify annual debt service amounts for
9	Existing Debt 1	64,084	64,093	46,803	46,803	46,803	46,803	existing and proposed debt support by this fund,
10	Existing Debt 2	0	0	0	0	0	0	including any proposed non-IFA debt for this
11	Other Proposed Debt	0	-8,992	-8,992	-8,992	-8,992	-8992	project, e.g., USDA, DEQ, etc.
	Total Debt Service	64,084	55,101	37,811	37,811	37,811	37,811	
	Other Activities							
	Cash Avail After Debt Service	1,152	(64,503)	(115)	7,197	14,727	22,482	Anticipated drawdown schedule for requested
12	Loan Proceeds / Drawdowns	0	0	0	0	0	0	amount) for this project. Anticipated
13	Capital Outlay	-5,925	0	0	0	0	0	contributions for system replacement. Asset
14	System Replacement Reserves	0	0	0	0	0	0	sales, SDCs, interest income (specify ⁺).
15	Other Non-Operating Activity	13,715	13,745	14,157	14,582	15,019	15,470	
	Net Other Activity	7,790	13,745	14,157	14,582	15,019	15,470	Include transfers to reserve accounts (specifyt)
16	Net Transfers IN (OUT)	(9,938)	(15,740)	0	0	0	0	Explain any adjustments
17	Adjustments	0	0	0	0	0	0	
	Net Transfers & Adjustment	(9,938)	(15,740)	0	0	0	0	
L	Ending Fund Balance	139,332	72,834	86,876	108,655	138,401	176,353	
18	Connections	443	453	463	473	483	493	
19	EDUs	466	476	486	496	506	516	
20	Monthly Rate per EDU	61.07	62.66	64.27	65.91	67.56	69.24	

[†]Describe any assumptions used in calculating above figures, such as changes in user rates, EDU/connection growth, loan repayments, operating expenses, transfers, adjustments: 1) User rates increase 3% per year; 2) Expense inflation 3% per year; 3) Additional 10 EDUs per year

Schedule of Pro Forma Revenues and Expenditures

Attachment G

	Pro Forma	Current FY						
1	Year (ending June 30)	2020	2021	2022	2023	2024	2025	Please contact your RDO if you have questions
2	Beginning Fund Balance	90,839	78,853	72,483	66,506	65,538	70,224	completing this form.
	Operating Revenues							Primary revenue source (e.g., user charges).
3	Primary Revenue Source	74,932	64,212	70,633	77,696	85,466	89,739	Include, on lines 4 or 5, revenues such as taxes,
4	Other Revenue Source 1	0	0	0	0	0	0	hook-up fees and rent/lease income. Do not
5	Other Revenue Source 2	0	0	0	0	0	0	include interest, SDCs, etc., in this section; rather,
	Total Operating Revenues	74,932	64,212	70,633	77,696	85,466	89,739	enter these revenues on line 15.
	Operation, Maintenance & Replacement (OM&R) Expenses							Include short-lived asset replacement with a
6	Personal Services	18,025	23,101	23,794	24,507	25,243	26,000	useful life of 15 years or less. Do not include
7	Materials & Services	42,420	46,404	47,796	49,230	50,706	52,208	capital outlay, transfers, depreciation, etc; rather,
8	Other Operating Expenses	0	0	0	0	0	0	enter these revenues to lines 12–17.
	Total Operating Expenses	60,445	69,505	71,590	73,737	75,949	78,208	
	Debt Services							
	Funds Avail for Debt Service	14,487	(5,293)	(957)	3,959	9,517	11,531	Enter and specify annual debt service amounts for
9	Existing Debt 1	0	0	0	0	0	0	existing and proposed debt support by this fund,
10	Existing Debt 2	0	0	0	0	0	0	including any proposed non-IFA debt for this
11	Other Proposed Debt	0	8,120	8,120	8,120	8,120	8,120	project, e.g., USDA, DEQ, etc.
	Total Debt Service	0	8,120	8,120	8,120	8,120	8,120	
	Other Activities							
	Cash Avail After Debt Service	14,487	(13,413)	(9 <i>,</i> 077)	(4,161)	1,397	3,411	Anticipated drawdown schedule for requested
12	Loan Proceeds / Drawdowns	0	0	0	0	0	0	amount) for this project. Anticipated
13	Capital Outlay	-26,359	0	0	0	0	0	contributions for system replacement. Asset
14	System Replacement Reserves	0	0	0	0	0	0	sales, SDCs, interest income (specify†).
15	Other Non-Operating Activity	3,886	3,010	3,100	3,193	3,289	3,387	
	Net Other Activity	(22,473)	3,010	3,100	3,193	3,289	3,387	Include transfers to reserve accounts (specifyt)
16	Net Transfers IN (OUT)	(4,000)	4,033	0	0	0	0	Explain any adjustments
17	Adjustments	0	0	0	0	0	0	
	Net Transfers & Adjustment	(4,000)	4,033	0	0	0	0	
	Ending Fund Balance	78,853	72,483	66,506	65,538	70,224	77,022	
18	Connections	0	``	0	0	0	0	
19	EDUs	0	0	0	0	0	0	
20	Monthly Rate per EDU	0.00	0.00	0.00	0.00	0.00	0.00	

[†]Describe any assumptions used in calculating above figures, such as changes in user rates, EDU/connection growth, loan repayments, operating expenses, transfers, adjustments: 1) Highway distributions will recover from COVID-19 at rate of 10% per year for 3 years, then 5% per year; 2) Costs increase at 3% per year

Bus	ines	s Name & Address of Project Business Site:	Contact Person:	
(stre	eet a	ddress, city, zip code):	Name:	
			Title:	
			Phone Number:	
Fed	eral	Tax Identification Number (EIN):		
Ore	gon	Business Identification Number (BIN):		
Pro	duct	(s) produced:		
A.	Сі	urrent number of Full-Time Equivalent (FT	E) jobs:	
А.	Cu 1.	urrent number of Full-Time Equivalent (FT Total number of Hours Worked* to Employe months:	E) jobs: es** during the previous 12	
А.	Cu 1.	urrent number of Full-Time Equivalent (FT Total number of Hours Worked* to Employe months: Divided by 1,820 hours per year = Current I	E) jobs: es** during the previous 12 FTE =	0.00
А.	Cu 1. 2.	urrent number of Full-Time Equivalent (FT Total number of Hours Worked* to Employe months: Divided by 1,820 hours per year = Current I Of the current FTE, how many do you estima proposed project is not completed?	E) jobs: es** during the previous 12 FTE =	0.00
А.	Cu 1. 2. 3.	urrent number of Full-Time Equivalent (FT Total number of Hours Worked* to Employe months: Divided by 1,820 hours per year = Current I Of the current FTE, how many do you estima proposed project is not completed? By what date do you estimate the FTE jobs in exist if the proposed project is not completed	E) jobs: es** during the previous 12 FTE = the would no longer exist if the n 2. (above) would no longer ?	0.00

Job Creation / Retention and Average Wages

* "Hours worked" for an hourly Employee means all hours the Employee performed work on the job. It does not include sick leave, vacation time or other paid time where no work is performed. This definition was developed to be consistent with the data collected by the Oregon Employment Department for the Oregon Quarterly Reports and Form 132 (for Unemployment Insurance Tax). The 1820 figure represents 35 hours per week and was developed in coordination with the Oregon Employment Department. The 1820 figure assumes 6.5 weeks (260 hours) of paid and unpaid leave each year out of a total 2080 hours (40 hours x 52 weeks) per year. The 6.5 weeks of paid and unpaid leave consists of: 2.5 weeks of vacation, 1.5 weeks of sick leave, 1.5 weeks of holidays and 1 week of other leave (such as family leave). All jobs that are covered under unemployment compensation shall be counted. Contract labor also may be included if the jobs are expected to be permanent, but hired though a third party contract agency.

** "Employee" means:

- A. A person who is paid through a business's normal payroll system;
- B. A person for whom FICA and state and federal income taxes are deducted from gross wages, which are then forwarded to the appropriate agencies by the business on behalf of the person;
- C. A person for whom the business pays state and federal unemployment insurance; and
- D. A person for whom the business contributes to FICA.

An exception to the above is allowed if the business uses a leasing agent for its Employees and the terms of the leasing agreement are such that hiring decisions are made by the business and for all intents and purposes the "Employees" are working for the business. The fees paid by the business to the leasing agent should not be considered as part of the Employees' salary / wages.

An "Employee" is not:

- A. A person hired through a temporary agency; or
- B. A person acting as an independent contractor.

Attachment L

previous four quarters to establish the business's Base FT	ΓE Jobs?	les 🗌 N
If no, list other documentation that will be used to establish report from the Employment Department will be requested	ish Base FTE Jobs, or provide the old.	date when a
Signature of Project Coordinator	Date	
Revised 02/03/2014 SPWF Development Project Application Supplement		Page 1

If yes, has program staff requested a report from the Employment Department for the

Average annual wage of current FTE jobs: B.

Business Representative / Preparer's Signature

Does this business already exist in Oregon?

Typed Name and Title

		g		
	1. Total wages / sa	laries paid to Employee during previous 12 months:		
	Total number of months:	Hours Worked* to Employees** during the previous 12		
	Divided by 1,82	0 hours per year = Current FTE =		0.00
	Wage divided b	y current FTE =		
C.	Estimated number project by the end (These jobs must the calendar quarters.)	of new FTE job that will be created as a result of this of the <i>second year</i> after beginning operations: en be maintained for a minimum of four consecutive		
	1. Estimated date of	perations resulting from the proposed project will begin:		
	2. Estimated annua	l average wage of these new FTE jobs:		
	3. How many new project by the er	FTE jobs do you estimate will be created as a result of this d of the <i>fifth year</i> after beginning operations?		
D.	First Source Hiring	g Agreement		
	1. I acknowledge the this business and of the potential th	hat execution of a First Source Hiring Agreement between a publicly funded job training provider will be a condition funding award the municipality is applying for.	🗌 Yes	🗌 No
I ce the	rtify and affirm that best of my knowledg	all statements and information contained herein are true e.	e and com	plete to

For IFA Use Only

No No

No

Date

Yes

INVITATION FOR BIDS

City of Lowell

Bids for construction of the Main Street Pavement and Utility Improvements (Schedule 1) and Lakeview Street Pavement and Utility Improvements (Schedule 2) for the City of Lowell (Owner) will be received by Jared Cobb, City Administrator, until 2:00 p.m. (PST), May 21st, 2019. Bids received after this time will not be accepted.

Due to Covid-19, bids must be submitted electronically by emailing scanned documents to <u>icobb@ci.lowell.or.us</u>. The body of the email shall plainly identify (1) the project name; (2) the Bidders name; and (3) the Bidders contractor's license number. To ensure your bid is accepted in its entirety, please combine all documents into a single pdf file attached to your email.

Bidders shall be responsible for calling 541-937-2157 to confirm the City has received the bid.

Scanned documents attached to the email shall include the Bid Form (C-410) and all forms identified in Article 6.01 of the Bid Form. A scanned copy of the bid bond is acceptable for the bid opening. Original Bid Bond must be received by the City by Thursday, May 28th. Addressed to Jared Cobb, City Administrator, PO Box 490, Lowell, OR 97452.

Bids will be opened publicly and read aloud immediately following the specified closing time. Bidders and public can call (605) 313-5111, PIN# 455493 to hear bid results at the time of opening. Subcontractor declarations must be emailed to the above-mentioned City representative no later than **4:00 p.m. (PST)**, May **21**st, **2019**.

The work on this project is for public work. A brief description of the scope of work is provided below:

Schedule 1 - Main Street Pavement and Utility Improvements

Furnish all labor, equipment and materials necessary to remove a 2-inch thick layer of existing asphalt and replace with a 2-inch-thick HMAC overlay, replacement of 4-inches of HMAC and 6-inches subbase material for deep patching sections, as required and shown on plans, per the Contract Documents. Improvements shall include, but not be limited to: cold milling or grind out of the existing roadway asphalt surface in designated areas, saw-cutting at transition areas, including side streets and at deep patch sections, crack sealing and tack coating application for road surface preparation in improvement area, and replacement of all existing pavement markings. Additive alternate to furnish all labor, equipment, and materials necessary for the abandonment of the existing 6-inch steel waterline and installation of the new 6-inch PVC waterline and valves as required and shown on the plans, per the Contract Documents. Contractor shall provide all traffic control, including flaggers and all other work as may be required for a complete installation and placement of the new asphalt concrete pavement overlay.

Schedule 2 - Lakeview Street Pavement and Utility Improvements

Furnish all Labor, equipment and material necessary to remove a 2-inch thick layer of existing asphalt and replace with a 2-inch thick HMAC overlay, full replacement of existing pavement and base material, 4-inch of HMAC and 6-inches subbase, as required and shown on plans, per the Contract Documents. Improvements shall include, but not limited to: cold milling or grind out of the existing roadway asphalt surface in designated areas, saw-cutting at transition areas, including side streets and at full-replacement of pavement and subbase sections, crack sealing and tack coating application for road surface preparation in improvement area, and replacement of all existing pavement markings. Additive alternate #1 to furnish all labor, equipment, and materials necessary for the abandonment of the existing 6-inch ac waterline and installation of the new 6-inch PVC waterline and valves as required and shown on the plans, per the Contract Documents. Additive Alternate #2 to furnish all labor, equipment, and materials necessary for the installation of new curb. Additive Alternate #3 to furnish all labor, equipment and materials necessary for the replacement of the existing sidewalk. Contractor shall provide all traffic control, including flaggers and all other work as may be required for a complete installation and placement of the new asphalt concrete pavement overlay.

Bids will be received for a single prime Contract. Bids shall be on a unit price basis as indicated in the Bid Form. Bids will also contain Bid Alternates for additional work.

To be eligible to Bid and be listed on plan holders' list, bidders must download Bidding Documents and/or purchase them from Engineer. Complete digital project bidding documents are available for this project at <u>www.civilwest.com</u> under the Current Bidding tab. You may download the digital plan documents for \$20.00 from QuestCDN (Ebid# xxxxxxx). Please contact QuestCDN at 952-233-1632 or info@questcdn.com for assistance in free-membership registration, downloading, and working with this digital project information.

An optional paper set of project documents is available for a nonrefundable price of **\$140.00** per set which includes applicable sales tax and shipping. Please make your check payable to Civil West Engineering Services and send it to 486 E Street, Coos Bay, OR 97420. Please contact us at 541-266-8601 if you have any questions.

Bidding Documents may be also examined or purchased at the following locations:

Civil West Engineering Services, Inc. 213 Water Ave. NW, Suite 100 Albany, OR 97321 Ph: 541-223-5130

A pre-bid conference will **NOT** be held for this project. Bidders must be qualified to perform the work properly and to comply with applicable laws and bonding requirements. This contract is for public work and is subject to ORS 279C.800 to 279C.870. Prevailing wage rates for public works' contracts in Oregon are required for this project. No bid will be received or considered by the Owner unless the bid contains: 1) a statement that bidder will comply with the provisions of ORS 279C.840; 2) a statement as to whether the bidder is a resident bidder as defined in ORS 279A.120.

Dated this 1st day of May, 2020

By order of: Jared Cobb

Title: <u>City Administrator – City of Lowell</u>

Published May 1st, 8th Daily Journal of Commerce Portland, OR Published May 1st, 8th Register Guard Eugene, OR

Schedule 2 Alternative a.

	BID FORM				on		Wildish Constru	action	DJ Miller			
	Description	Est. Quantity	Unit	Unit Amount	CALCULATED TOTAL	REPORTED Total	Unit Amount	CALCULATED TOTAL	REPORTED Total	Unit Amount	CALCULATED TOTAL	REPORTED Total
1	Mobilization, Bonds and Insurance	1	LS	\$ 42,000.00	\$ 42,000.00	\$ 42,000.00	\$ 7,000.00	\$ 7,000.00	\$ 7,000.00	\$ 13,000.00	\$ 13,000.00	\$ 13,000.00
2	Construction Facilities and Temporary Controls	1	LS	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 1,100.00	\$ 1,100.00	\$ 1,100.00	\$ 32,000.00	\$ 32,000.00	\$ 32,000.00
3	Demolition and Site Preparation	1	LS	\$ 16,500.00	\$ 16,500.00	\$ 16,500.00	\$ 200.00	\$ 200.00	\$ 200.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00
4	Saw Cutting	1740	LF	\$ 1.50	\$ 2,610.00	\$ 2,610.00	\$ 1.50	\$ 2,610.00	\$ 2,610.00	\$ 2.70	\$ 4,698.00	\$ 4,698.00
5	Cold Plane Removal	185	SY	\$ 19.00	\$ 3,515.00	\$ 3,515.00	\$ 8.20	\$ 1,517.00	\$ 1,517.00	\$ 15.00	\$ 2,775.00	\$ 2,775.00
6	Deep Patching Areas. Includes excavation, geo fabric, backfill and compaction	1300	SY	\$ 30.00	\$ 39,000.00	\$ 39,000.00	\$ 26.66	\$ 34,658.00	\$ 34,658.00	\$ 32.75	\$ 42,575.00	\$ 42,575.00
7	2- inch AC Overlay Level 2 and 4-inch AC for Deep Patches	305	TONS	\$ 95.00	\$ 28,975.00	\$ 28,975.00	\$ 94.00	\$ 28,670.00	\$ 28,670.00	\$ 134.00	\$ 40,870.00	\$ 40,870.00
8	Clean Pavement Surface and Apply Tack Coat	1485	SY	\$ 1.50	\$ 2,227.50	\$ 2,227.50	\$ 0.37	\$ 549.45	\$ 549.45	\$ 1.50	\$ 2,227.50	\$ 2,227.50
9	Thermoplastic Pavement Markings	1	LS	\$ 2,900.00	\$ 2,900.00	\$ 2,900.00	\$ 2,100.00	\$ 2,100.00	\$ 2,100.00	\$ 2,600.00	\$ 2,600.00	\$ 2,600.00
10	Landscape Restoration & Cleanup	1	LS	\$ 3,400.00	\$ 3,400.00	\$ 3,400.00	\$ 230.00	\$ 230.00	\$ 230.00	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00
	Construction Subtotal			Total	161,127.50	161,127.50	Total	78,634.45	78,634.45	Total	146,745.50	146,745.50

Schedule 2 Alternative b.

D FOR	М			Eugene Sand Construction				Wildish Constru	uction	DJ Miller			
	Description	Est. Quantity	Unit	Unit Amount	CALCULATED TOTAL	REPORTED Total	Unit Amount	CALCULATED TOTAL	REPORTED Total	Unit Amount	CALCULATED TOTAL	REPORTED Total	
1	Mobilization, Bonds and Insurance	1	LS	\$ 43,000.00	\$ 43,000.00	\$ 43,000.00	\$ 14,500.00	\$ 14,500.00	\$ 14,500.00	\$ 18,000.00	\$ 18,000.00	\$ 18,000.00	
2	Construction Facilities and Temporary Controls	1	LS	\$ 22,000.00	\$ 22,000.00	\$ 22,000.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 32,000.00	\$ 32,000.00	\$ 32,000.00	
3	nd Site Preparation, Includes abandonment of the exist	1	LS	\$ 18,000.00	\$ 18,000.00	\$ 18,000.00	\$ 2,600.00	\$ 2,600.00	\$ 2,600.00	\$ 6,500.00	\$ 6,500.00	\$ 6,500.00	
4	Saw Cutting	1760	LF	\$ 1.50	\$ 2,640.00	\$ 2,640.00	\$ 1.50	\$ 2,640.00	\$ 2,640.00	\$ 2.70	\$ 4,752.00	\$ 4,752.00	
5	Cold Plane Removal	110	SY	\$ 19.00	\$ 2,090.00	\$ 2,090.00	\$ 8.20	\$ 902.00	\$ 902.00	\$ 23.00	\$ 2,530.00	\$ 2,530.00	
6	ng Areas.Includes excavation, geo fabric, backfill and c	1380	SY	\$ 30.00	\$ 41,400.00	\$ 41,400.00	\$ 26.70	\$ 36,846.00	\$ 36,846.00	\$ 34.00	\$ 46,920.00	\$ 46,920.00	
7	inch AC Overlay Level 2 and 4-inch AC for Deep Patcl	315	TONS	\$ 95.00	\$ 29,925.00	\$ 29,925.00	\$ 94.00	\$ 29,610.00	\$ 29,610.00	\$ 134.00	\$ 42,210.00	\$ 42,210.00	
8	Clean Pavement Surface and Apply Tack Coat	1485	SY	\$ 1.50	\$ 2,227.50	\$ 2,227.50	\$ 0.37	\$ 549.45	\$ 549.45	\$ 1.50	\$ 2,227.50	\$ 2,227.50	
9	Thermoplastic Pavement Markings	1	LS	\$ 2,900.00	\$ 2,900.00	\$ 2,900.00	\$ 2,100.00	\$ 2,100.00	\$ 2,100.00	\$ 2,600.00	\$ 2,600.00	\$ 2,600.00	
10	New 6-inch Waterline installed	720	LF	\$ 57.00	\$ 41,040.00	\$ 41,040.00	\$ 45.00	\$ 32,400.00	\$ 32,400.00	\$ 75.00	\$ 54,000.00	\$ 54,000.00	
11	New 6-inch Valves installed	6	EA	\$ 1,500.00	\$ 9,000.00	\$ 9,000.00	\$ 1,500.00	\$ 9,000.00	\$ 9,000.00	\$ 1,100.00	\$ 6,600.00	\$ 6,600.00	
12	New Water Meters and service connections	5	EA	\$ 2,500.00	\$ 12,500.00	\$ 12,500.00	\$ 1,800.00	\$ 9,000.00	\$ 9,000.00	\$ 2,000.00	\$ 10,000.00	\$ 10,000.00	
13	New Back flow preventer installed	4	EA	s -	\$ -			\$ -	_		\$ -		
14	Connect to Existing	3	EA	\$ 2,300.00	\$ 6,900.00	\$ 6,900.00	\$ 3,600.00	\$ 10,800.00	\$ 10,800.00	\$ 5,000.00	\$ 15,000.00	\$ 15,000.00	
15	Fire hydrant assembly including piping and valve	1	EA	\$ 6,000.00	\$ 6,000.00	\$ 6,000.00	\$ 5,500.00	\$ 5,500.00	\$ 5,500.00	\$ 6,200.00	\$ 6,200.00	\$ 6,200.00	
16	Landscape and Site Restoration	1	LS	\$ 3,500.00	\$ 3,500.00	\$ 3,500.00	\$ 230.00	\$ 230.00	\$ 230.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	
17	New 4" PVC Electrical Conduit	120	LF	\$ 40.00	\$ 4,800.00	\$ 4,800.00	\$ 25.00	\$ 3,000.00	\$ 3,000.00	\$ 24.00	\$ 2,880.00	\$ 2,880.00	
	Construction Subtotal			Total	247,922.50	247,922.50	Total	162,177.45	162,177.45	Total	257,419.50	257,419.50	

	BID FORM					ildish Constru			DJ Miller											
	Description	Est. Quantity	Unit	Unit Amount		CALCULATED TOTAL REPO		REPORTED Total	Unit Amount		CALCULATED TOTAL		REPORTED Total		τ	Jnit Amount	CA	LCULATED TOTAL	R	EPORTED Total
1	Mobilization, Bonds and Insurance	1	LS	\$ 5,000.00	\$	5,000.00	\$	5,000.00	\$	3,600.00	\$	3,600.00	\$	3,600.00	\$	4,300.00	\$	4,300.00	\$	4,300.00
2	Construction Facilities and Temporary Controls	1	LS	\$ 8,000.00	\$	8,000.00	\$	8,000.00	\$	850.00	\$	850.00	\$	850.00	\$	1,800.00	\$	1,800.00	\$	1,800.00
3	Demolition and Site Preparation	1	LS	\$ 17,000.00	\$	17,000.00	\$	17,000.00	\$	4,500.00	\$	4,500.00	\$	4,500.00	\$	6,400.00	\$	6,400.00	\$	6,400.00
4	Curb, includes the flush and extruded curbs as designated on plan set and min 6" aggreate base.	1400	LF	\$ 36.00	\$	50,400.00	\$	50,400.00	\$	17.55	\$	24,570.00	\$	24,570.00	\$	48.00	\$	67,200.00	\$	67,200.00
5	Curb Inlet Storm Drain Grate installed	1	EA	\$ 5,000.00	\$	5,000.00	\$	5,000.00	\$	1,100.00	\$	1,100.00	\$	1,100.00	\$	3,700.00	\$	3,700.00	\$	3,700.00
6	Safety Railing	30	LF	\$ 230.00	\$	6,900.00	\$	6,900.00	\$	112.00	\$	3,360.00	\$	3,360.00	\$	170.00	\$	5,100.00	\$	5,100.00
7	Landscape and Site Restoration	1	LS	\$ 2,500.00	\$	2,500.00	\$	2,500.00	\$	3,300.00	\$	3,300.00	\$	3,300.00	\$	9,500.00	\$	9,500.00	\$	9,500.00
	Construction Subtotal			Total	\$	94,800.00	\$	94,800.00		Total	\$	41,280.00	\$	41,280.00		Total	\$	98,000.00	\$	98,000.00

_	BID FORM	Eugene Sand Construction								W	Vildish Constru	iction	n		DJ Miller						
	Description		Unit		Unit Amount				Total		Unit Amount				Total	Unit Amount				Total	
1	Mobilization, Bonds and Insurance	1	LS	\$	4,000.00	\$	4,000.00	\$	4,000.00	\$	2,400.00	\$	2,400.00	\$	2,400.00	\$	3,300.00	\$	3,300.00	\$	3,300.00
2	Construction Facilities and Temporary Controls	1	LS	\$	8,500.00	\$	8,500.00	\$	8,500.00	\$	21,000.00	\$	21,000.00	\$	21,000.00	\$	1,800.00	\$	1,800.00	\$	1,800.00
3	Demolition and Site Preparation	1	LS	\$	36,000.00	\$	36,000.00	\$	36,000.00	\$	2,500.00	\$	2,500.00	\$	2,500.00	\$	24,000.00	\$	24,000.00	\$	24,000.00
4	Sidewalk, includes aggregate base (6"-18")	2740	SF	\$	14.00	\$	38,360.00	\$	38,360.00	\$	9.50	\$	26,030.00	\$	26,030.00	\$	13.00	\$	35,620.00	\$	35,620.00
5	Landscape and Site Restoration	1	LS	\$	20,000.00	\$	20,000.00	\$	20,000.00	\$	5,800.00	\$	5,800.00	\$	5,800.00	\$	12,000.00	\$	12,000.00	\$	12,000.00
	Construction Subtotal				Total	\$	106,860.00	\$	106,860.00		Total	\$	57,730.00	\$	57,730.00		Total	\$	76,720.00	\$	76,720.00

	BID FORM				Eugene Sand Construct	ion		Wildish Constru	iction		DJ Miller Construction					
	Description Est. Quantit			Unit Amount	CALCULATED TOTAL	REPORTED Total	Unit Amount	CALCULATED TOTAL	REPORTED Total	Unit Amount	CALCULATED TOTAL	REPORTED Total				
1	Mobilization, Bonds and Insurance	1	LS	\$ 42,000.00	\$ 42,000.00	\$ 42,000.00	\$ 8,500.00	\$ 8,500.00	\$ 8,500.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00				
2	Construction Facilities and Temporary Controls	1	LS	\$ 19,000.00	\$ 19,000.00	\$ 19,000.00	\$ 1,200.00	\$ 1,200.00	\$ 1,200.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00				
3	Demolition and Site Preparation	1	LS	\$ 13,000.00	\$ 13,000.00	\$ 13,000.00	\$ 232.00	\$ 232.00	\$ 232.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00				
4	Saw Cutting	2055	LF	\$ 1.50	\$ 3,082.50	\$ 3,082.50	\$ 1.50	\$ 3,082.50	\$ 3,082.50	\$ 2.30	\$ 4,726.50	\$ 4,726.50				
5	Cold Plane Removal	2635	SY	\$ 4.00	\$ 10,540.00	\$ 10,540.00	\$ 3.80	\$ 10,013.00	\$ 10,013.00	\$ 5.00	\$ 13,175.00	\$ 13,175.00				
6	Deep Patching Areas. Includes excavation, geo fabric, backfill and compaction	135	SY	\$ 48.00	\$ 6,480.00	\$ 6,480.00	\$ 36.40	\$ 4,914.00	\$ 4,914.00	\$ 72.00	\$ 9,720.00	\$ 9,720.00				
7	2-inch AC Overlay Level 2 and 4-inch AC for Deep Patches	305	TONS	\$ 93.00	\$ 28,365.00	\$ 28,365.00	\$ 87.70	\$ 26,748.50	\$ 26,748.50	\$ 134.00	\$ 40,870.00	\$ 40,870.00				
8	Clean Pavement Surface and Apply Tack Coat	2635	SY	\$ 1.50	\$ 3,952.50	\$ 3,952.50	\$ 0.38	\$ 1,001.30	\$ 1,001.30	\$ 1.50	\$ 3,952.50	\$ 3,952.50				
9	Thermoplastic Stop Bar and Cross Walk	1	LS	\$ 2,800.00	\$ 2,800.00	\$ 2,800.00	\$ 1,700.00	\$ 1,700.00	\$ 1,700.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00				
10	4-inch Yellow Dotted Line	1	LS	\$ 1,200.00	\$ 1,200.00	\$ 1,200.00	\$ 900.00	\$ 900.00	\$ 900.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00				
11	Landscape Restoration & Cleanup	1	LS	\$ 3,400.00	\$ 3,400.00	\$ 3,400.00	\$ 230.00	\$ 230.00	\$ 230.00	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00				
	Construction Subtotal			Total	\$ 133,820.00	\$ 133,820.00	Total	\$ 58,521.30	\$ 58,521.30	Total	\$ 124,444.00	\$ 124,444.00				

Schedule 1b

FOR Eugene Sand Construction										Vildish Constru	n	DJ Miller Construction								
	Description Est. Un			٦ ا	Unit Amount	(CALCULATED TOTAL	F	REPORTED Total	τ	J nit Amount	CA	LCULATED TOTAL	J	REPORTED Total	Unit Amount	CA	LCULATED TOTAL	R	EPORTED Total
1	Mobilization, Bonds and Insurance	1	LS	\$	42,000.00	\$	42,000.00	\$	42,000.00	\$	18,000.00	\$	18,000.00	\$	18,000.00	\$ 19,000.00	\$	19,000.00	\$	19,000.00
2	Construction Facilities and Temporary Controls	1	LS	\$	22,000.00	\$	22,000.00	\$	22,000.00	\$	3,250.00	\$	3,250.00	\$	3,250.00	\$ 30,000.00	\$	30,000.00	\$	30,000.00
3	Demolition and Site Preparation, Includes abandonment of the existing waterline	1	LS	\$	19,000.00	\$	19,000.00	\$	19,000.00	\$	7,200.00	\$	7,200.00	\$	7,200.00	\$ 6,500.00	\$	6,500.00	\$	6,500.00
4	Saw Cutting	3700	LF	\$	1.50	\$	5,550.00	\$	5,437.50	\$	1.50	\$	5,550.00	\$	5,550.00	\$ 2.30	\$	8,510.00	\$	8,510.00
5	Cold Plane Removal	2635	SY	\$	4.00	\$	10,540.00	\$	10,540.00	\$	3.80	\$	10,013.00	\$	10,013.00	\$ 5.00	\$	13,175.00	\$	13,175.00
6	Deep Patching Areas. Includes excavation, geo fabric, backfill and compaction	790	SY	\$	40.00	\$	31,600.00	\$	31,000.00	\$	25.00	\$	19,750.00	\$	19,750.00	\$ 59.00	\$	46,610.00	\$	46,610.00
7	2-inch AC Overlay Level 2 and 4-inch AC for Deep Patches	390	TONS	\$	89.00	\$	34,710.00	\$	34,710.00	\$	87.70	\$	34,203.00	\$	34,203.00	\$ 134.00	\$	52,260.00	\$	52,260.00
8	Clean Pavement Surface and Apply Tack Coat	2635	SY	\$	1.50	\$	3,952.50	\$	3,952.50	\$	0.38	\$	1,001.30	\$	1,001.30	\$ 1.50	\$	3,952.50	\$	3,952.50
9	Thermoplastic Stop Bar and Cross Walk	1	LS	\$	2,900.00	\$	2,900.00	\$	2,900.00	\$	1,700.00	\$	1,700.00	\$	1,700.00	\$ 2,500.00	\$	2,500.00	\$	2,500.00
10	4-inch Yellow Dotted Line	1	LS	\$	1,200.00	\$	1,200.00	\$	1,200.00	\$	900.00	\$	900.00	\$	900.00	\$ 1,500.00	\$	1,500.00	\$	1,500.00
11	Landscape Restoration & Cleanup	1	LS	\$	3,400.00	\$	3,400.00	\$	3,400.00	\$	1,400.00	\$	1,400.00	\$	1,400.00	\$ 4,000.00	\$	4,000.00	\$	4,000.00
12	New 6-inch Waterline installed	740	LF	\$	57.00	\$	42,180.00	\$	42,180.00	\$	45.00	\$	33,300.00	\$	33,300.00	\$ 72.00	\$	53,280.00	\$	53,280.00
13	Lateral Reconnect	8	EA	\$	2,000.00	\$	16,000.00	\$	16,000.00	\$	1,800.00	\$	14,400.00	\$	14,400.00	\$ 1,600.00	\$	12,800.00	\$	12,800.00
14	New 6-inch Valves installed	5	EA	\$	1,500.00	\$	7,500.00	\$	7,500.00	\$	1,500.00	\$	7,500.00	\$	7,500.00	\$ 1,100.00	\$	5,500.00	\$	5,500.00
15	New Blowoff Assembly	1	EA	\$	3,500.00	\$	3,500.00	\$	3,500.00	\$	1,500.00	\$	1,500.00	\$	1,500.00	\$ 1,900.00	\$	1,900.00	\$	1,900.00
16	Connect to Existing	2	EA	\$	4,800.00	\$	9,600.00	\$	9,600.00	\$	4,000.00	\$	8,000.00	\$	8,000.00	\$ 5,200.00	\$	10,400.00	\$	10,400.00
17	New 4" PVC Electrical Conduit	265	LF	\$	44.00	\$	11,660.00	\$	9,900.00	\$	16.00	\$	4,240.00	\$	4,240.00	\$ 24.00	\$	6,360.00	\$	6,360.00
	Construction Subtotal				Total	\$	267,292.50	\$	264,820.00		Total	\$	171,907.30	\$	171,907.30	Total	\$	278,247.50	\$	278,247.50

SECTION 9.969 PUBLIC FACILITIES & SERVICES GOALS & POLICIES

(a) Statewide Planning Goals: Statewide Planning Goal 11, Public Facilities and Services, reads: "To plan and develop a timely, orderly, and efficient arrangement of public facilities and services, to serve as a framework for urban and rural development".

- (b) Lowell Public Facilities & Services Goals
- GOAL 1. To improve the quality of life in Lowell through improved public services and facilities.
- GOAL 2. To provide public facility plans as a guide for the efficient development of future community facilities, utilities, and services consistent with long range community needs.
- GOAL 3. To provide for the timely, orderly, and efficient provision of public facilities and services to serve as a framework for future community growth and development.
- GOAL 4. To coordinate with other public agencies to maximize the efficiency and effectiveness of all public facilities and services.
- (c) Policies

City Government

- 1. The City shall insure that public facilities, utilities, and services contribute to an orderly and efficient framework for incremental community growth and development.
- 2. The City shall consider the impacts on community facilities and services as part of the City's review and approval process.
- 3. The City shall require public facilities and services to be available in advance or concurrent with development.
- 4. The cost of providing public facilities and services for any development or proposed land division shall be the financial responsibility of the developer unless provided by other means approved by the City.
- 5. The City shall prepare and implement Master Plans for needed urban facilities and services.
- 6. The City shall prepare a short and long range Capital Improvement Program to guide financial implementation of needed facilities and services.
- 7. The City shall coordinate with Local Service Providers to ensure that community needs are addressed.

8. The City shall continue to support regional efforts to provide recreational, cultural and other services not available in the City of Lowell.

Parks and Recreation

- 9. The City shall design park and recreation programs to address the needs of all age groups within the community.
- 10. The City shall prepare and maintain a Park & Open Space Master Plan that provides the City with a unifying park, open space, bike and pedestrian system.
- 11. The City shall provide additional parks to accommodate the growing needs of the community.
- 12. The City shall integrate State and Federal park and open space planning into City planning.
- 13. The City shall require developers to deed park land as a condition of development approval or provide an in-lieu-of fee for park acquisition or improvement.

Water System

- 14. New development shall adhere to adopted City standards in all new extensions and replacement of water mains.
- 15. The City shall maintain and implement a Water System Master Plan that will be reviewed and updated at least every 5 years.
- 16. Except under approved circumstances, all development shall connect to the City water system.

Sanitary Sewer System

- 17. The City shall maintain and implement a Sewer System Master Plan that will be reviewed and updated at least every 5 years.
- 18. Existing development utilizing on-site disposal systems with identified health or pollution hazards shall be required to connect to the municipal sewer system.
- 19. Except under approved circumstances, all development shall connect to the City sewer system.

Storm Drainage

- 20. The City shall complete and implement a Drainage System Master Plan that will be reviewed and updated at least every 5 years.
- 21. Future developed areas shall be provided with an adequate storm drainage system with full the costs being borne by the developer unless approved otherwise by the City.

- 22. Storm drainage shall be a consideration in the City's review and approval procedures to determine potential impacts on existing and future land uses and the natural environment.
- 23. No development shall obstruct the natural drainage channels in Lowell, as identified on the Drainage System Master Plan.

Police Protection

24. The City shall strive to expand the level of police and emergency service.

Fire Protection

- 25. The City shall closely coordinate with the Fire District for the protection of life and property and reduction of fire insurance ratings.
- 26. As municipal water service is extended, fire hydrants shall be provided with the extended system.
- 27. Lands divisions and commercial and industrial development proposals shall be submitted to the Fire District for review and recommendation.

Emergency Response

28. The City of Lowell shall coordinate disaster planning efforts with other Emergency Response Agencies in the local area.

Schools

- 29. The City shall closely coordinate with the Lowell School District as part of its ongoing planning effort.
- 30. The City shall partner with the School District to improve facilities that benefit the entire community.

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Post Office

31. The City shall coordinate addressing and street names for new subdivisions and new developments with the Post Office.

Health and Social Services

32. The City shall cooperate with federal, state and county agencies providing health and social services to residents of Lowell.

Energy & Communication Systems

33. All new and replacement utilities including electric power and communication lines shall be located underground.

- 34. The City shall encourage serving utilities to convert existing overhead utilities to underground service.
- 35. Multiple use of single utility easement corridors shall be encouraged wherever possible.
- 36. Energy conservation shall be encouraged in the development and use of public facilities.
- 37. The City shall seek to up-grade the City's communication services.

Solid Waste

- 38. The City shall encourage recycling efforts within the community.
- 39. Hazardous wastes shall not be imported, stored for unreasonable periods of time or disposed of within the City of Lowell.

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SECTION 9.979 TRANSPORTATION GOALS & POLICIES

(a) Statewide Planning Goals: Statewide Planning Goal 12, Transportation reads: "To provide and encourage a safe, convenient and economical transportation system."

- (b) Lowell Transportation Goals
- GOAL 1. To develop a street network that is safe, accessible and efficient for motorists, pedestrians, bicyclists and transportation disadvantaged in Lowell.
- GOAL 2. To encourage continuance and expansion of public transportation services to major activity centers for the residents of Lowell.
- GOAL 3. To encourage alternatives to the use of private automobiles.

GOAL 4. To prepare a Transportation System Plan for the City of Lowell.

(c) Policies

Transportation Planning

- 1. The City shall seek funding to prepare and implement a Lowell Transportation System Plan to expand on and replace its Master Road Plan which will be maintained in the interim as the plan for future transportation facilities.
- 2. All development proposals, plan amendments, or zone changes shall conform to the Lowell Master Road Plan or Transportation System Plan.
- 3. The City shall include consideration of impacts on existing or planned transportation facilities in all land use decisions.
- 4. The City shall develop a Capital Improvement Program¹ to identify, prioritize and construct transportation projects.

Street System

- 5. The City of Lowell shall protect the function of existing and planned roadways identified in the Lowell Master Road Plan or Transportation System Plan through the application of appropriate land use regulations, exactions, voluntary dedication, or setbacks.
- 6. Access to lots shall be provided before they are developed.
- 7. Planning or improvements to any transportation shall include a workable drainage plan to reduce drainage problems and prevent ponding and flooding.
- New developments shall comply with the Lowell Design Standards and Public Works Construction Standards for all street right-of-ways and parking areas, Attachment A, Ordinance 244
 9-90

except when site specific conditions require a flexible interpretation or enforcement of the adopted standards.

- 9. Off-street parking shall be provided by all land uses to improve traffic flow, promote safety, and lessen sight obstruction along the streets.
- 10. Street and pedestrian lighting that utilize proper lighting levels, low energy fixtures, and do not cause nuisance conditions to adjacent areas shall be provided in all new developments.

Pedestrian & Bicycle Ways

- 11. The City of Lowell supports the development of the Eugene to Pacific Crest Trail and will work with all appropriate agencies to ensure its realization.
- 12. The City shall require developers of property adjacent to open space and park land to construct bike paths and pedestrian trails to access these areas.
- 13. The City shall encourage agencies having jurisdiction over open space and park lands adjacent to the City to provide trails and bike paths connecting to any City trail and bike system.
- 14. The City shall continue a program of providing sidewalks and paths to encourage and increase safety for pedestrian traffic.
- 15. City shall include requirements for pedestrian ways and bikeways when approving development proposals and street improvements.

Public Transportation

- 16. The City, County and Lane Transit District shall address the needs of the transportationally disadvantaged in Lowell and shall make recommendations for possible solutions to identified problems.
- 17. The City shall encourage greater use of public transportation systems and shall work with regional transportation officials in the siting of public transportation stops and commuter transfer points in Lowell.
- 18. The City shall encourage the use of carpools and park-and-ride lots in the area and other strategies to reduce the number of single occupant vehicles.
- 19. The City of Lowell shall participate with other agencies to maintain and expand a regional transportation system..

Rail Transportation

20. The City shall cooperate in regional planning to assist the railroad in providing safe convenient rail service to the region.

































CITY OF LOWELL

Pavement Preservation Plan

March 2019







Millamette Valley | South Coast | North Coast | Rogue Valley

2% MIN



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1 INTRODUCTION

1.1 INTRODUCTION

The City of Lowell is located 19 miles southeast of Springfield and Interstate 5, in Lane County, Oregon. The City has provided roadways to its residents and travelers since the mid-1900's when the Highway Commission and Forest Services worked together to survey and build the Lakeview Burns Highway No. 18, currently known as Highway 58, passing the southern edge of the City of Lowell. In 1907 the Lowell Covered Bridge was built connecting the community to the surrounding areas. This bridge was used to pass over the Middle Fork of the Willamette River.

Today, the City's transportation system has approximately 5 miles of paved roads, which the City maintains. Most of the roadway consists of local and minor-collector roads providing access to residential properties. Some elements of the road facilities include sidewalks, roadside ditches, storm drains, traffic control signage, and pavement markings.

The population in the City of Lowell is 1,115 people as of 2017.

1.2 STUDY DESCRIPTION

This study uses geotechnical investigative and observatory methods to determine the pavement condition and to develop a pavement preservation plan. This plan will identify where improvements are needed, provide cost estimates, and provide financial overview that will address the current pavement deficiencies and plan for future projects. These projects have been outlined in the capital improvement plan (CIP), in section 7 of this report. See figure 1-1 for an overview of the roadway system and project locations.

The City has hired Civil West Engineering Services, Inc. to complete this Pavement Preservation Plan. Civil West has worked alongside Carlson Testing, Inc. to complete limited geotechnical investigation to better asses the structural integrity of the pavement throughout the City of Lowell.

1.3 PROJECT OVERVIEW

This plan identifies 9 pavement preservation projects that include full or partial sections of 10 different streets throughout the City. Pavement projects consist of crack sealing, slurry seal, patching, grind and overlays, and pavement replacement. Project 9 specifically identifies the annual cost of maintenance that should be budgeted to maintain the roadways.

1.4 SUMMARY OF CAPITAL IMPROVEMENT PLAN

Recommendations in section 6 of this Plan have been prioritized in the CIP to help the City determine which projects should be completed each year to effectively maintain the transportation system of Lowell.



The total cost to complete all projects included in the CIP is estimated to be **\$896,054.29**. This estimate does not include the annual maintenance cost.

In addition to these projects the City should plan for the future. The annual cost determined to be able to maintain the roadways and pavement condition within the city is **\$265,439.52** per year.




2 HISTORY AND NEED

2.1 HISTORY AND NEED FOR THIS PROJECT

Most of the streets within the City of Lowell have very low traffic loads and there has been minimal maintenance completed to preserve the life of the pavement. This has left the City with roads that are starting to show signs of deterioration and failure. The standard road is expected to last 20-30 years before it is recommended to be rebuilt entirely. To extend the life of the pavement the City would need to complete preventative maintenance. Section 4 in this report outlines the maintenance methods most typically used and when.

The local streets surrounding the public schools are the most heavily used and some sections are not equipped to handle two-way traffic, pedestrians, and street parking. Some of the roads are suspected to have been constructed with limited base and subbase layers. Since there are no record drawings or asbuilt information on the City streets, some locations will require geotechnical investigations.



3 DISTRESS IN ASPHALT PAVEMENT

3.1 INTRODUCTION

This section will discuss the different types of pavement distress and failure. Since there are many types of pavement distress, this report will only discuss the most commonly observed throughout the City of Lowell or that are the most typically seen. This section will also define some common terms related to pavement.

Oxidation is a polar bonding molecular process that occurs when asphalt is exposed to oxygen. Over time molecular bonds harden and the pavement becomes brittle. Oxidized pavement will experience a loss of elasticity and increase the probability of failure. The pavement color will also change during this process, black to grey in color as oxidation becomes more apparent. Once the pavement is brittle, cracks begin to form causing base weakening, fatigue and failure.

Base weakening is caused when surface water leaks in to the cracks of the pavement. This allows water to enter the base and sub-base layers, reducing the pavement structural capacity. This will increase the load applied to the pavement and the result is fatigued pavement.

Fatigue occurs when water has entered the pavement sub-base layers through open cracks in the pavement surface or sub-surface layers. Fatigue is accelerated when the water present and the pavement is forced to take on more loading then designed for due to the base weakening. This is also referred to as alligator cracking as described more in section 3.2.1.

Failure occurs after fatigue and is caused by continuous weather conditions, traffic loading and movement in the pavement. After time the base layers will begin to show. This is called pavement failure.



3.2 CRACKING

3.2.1 ALLIGATOR CRACKING

Alligator or "fatigue" cracking is a series of interconnected cracks caused by repeated traffic loading to the pavement surface. The cracks begin at the bottom layer of the pavement and eventually make their way to the surface. This allows for water to penetrate the base and sub-base layers of the pavement,

causing more distress. The cracks reach the pavement surface, initially as parallel longitudinal cracks. After repeated loading, the cracks make connections to form a pattern resembling alligator skin. The cracked pieces of pavement are usually less than 1.5 feet on the longest side.

Alligator cracking is caused by traffic loading, poor sub-base or base structure, and aging pavement.

Typical treatment methods include: patching, 2" hot mix overlay, and chip seal. In low severity cases slurry seal or fog sealing may be recommended.



Figure 3-1 Alligator Cracking on Main St.

3.2.2 EDGE CRACKING

Edge cracking is a section of parallel cracks to the pavement edge. Typically seen within 1 to 1.5 feet of the outer edge of the pavement. This pavement distress is associated with traffic loading, weakened base or subgrade caused by frost heave or thaw weakening. Edge cracking at a high-severity can be classified as raveling (see section 3.2 below for more information on raveling). These cracks usually range from 1/8-inch to greater than ¼-inch.

Edge cracking is caused by traffic loading, environment, poor



Figure 3-2 Edge Cracking on 2nd St.

construction methods, and pavement shoulder deficiencies.



Typical treatment methods include: crack sealing, cold mix overlay, and shoulder maintenance/reconstruction.

3.2.3 LONGITUDINAL AND TRANSVERSE CRACKING

Longitudinal cracking is parallel to the pavement's centerline. Cracking may be seen anywhere along the pavement in the parallel direction. Severe longitudinal cracking can be classified as alligator cracking. Longitudinal cracks can be anywhere from 3/8-inch to 3-inches in width.

Transverse cracking are cracks that are formed in right angles or perpendicular from the pavement centerline. These cracks vary in size, ranging from ¼-inch to 2-inches in width. Transverse cracking is not caused by traffic loading.



Longitudinal and Transverse cracks are usually caused by environmental impacts (freeze and thaw), swelling or shrinkage of the subgrade, poor construction methods,

Figure 3-3 Longitudinal Cracking on Main St.

settlement, poor drainage and reflections cracks (cracks that occur on an overlay over an exciting crack).

Typical treatment methods include crack sealing, chip seal, or patching.

3.2.4 BLOCK CRACKING

Block cracking is connected cracks creating rectangular or square cracked sections. These cracks range from an area of the size 1 by 1-foot to 10 by 10-foot sections. Block cracking is caused by the shrinkage of the asphalt and temperature change.

Block cracking is not caused by traffic loading. Block cracking is caused by environmental conditions and aging pavement.

Typical treatment methods include crack sealing, fog sealing, slurry seal, chip seal, or overlay.



Figure 3-4 Block Cracking (not in Lowell)



3.3 RAVELING

Raveling also is known as "weathering", is the wearing of the pavement binder on the surface. Climate conditions can accelerate the loss of binder and aggregates. New pavement can see raveling start to occur

in as little as 6 months after pavement construction due to poor construction methods (inadequate compaction) or oxidation and erosion (water on the pavement surface). The aggregate may be exposed in the sizes of 0.05inch in low severity cases to greater than ¼-inch in more severe cases.

Raveling is caused by the loss of asphalt binder due to weather, erosion, aging and daily use.

Typical treatment methods include fog sealing, slurry seal, chip seal, or overlay.



Figure 3-5 Pavement Raveling on Loftus Ave.

3.4 RUTTING

Rutting of the pavement is observed surface depression along the wheel path. This pavement and subgrade deformation are caused by repeated traffic loading and construction method deficiencies. Rutting is more noticeable in rainy weather when standing water can occur. The levels of depression in the wheel path are usually between ½-inch in less severe cases to 2-inches for more severe cases.

Rutting is caused by repeated traffic loading.

Typical treatment methods include milling and overlay.



Figure 3-6 Pavement Rutting (not in Lowell)



4 PAVEMENT PRESERVATION METHODS

4.1 INTRODUCTION

There are a variety of rehabilitation methods depending on the severity of the pavement conditions. This section will discuss pavement preservation methods, how the process is completed when to use each method and the cost effectiveness for each option.

4.2 CRACK SEALING

This treatment involves cleaning cracks (over $1/8^{"}$ wide) using a "hot air lance" to blow out debris, burn grass and weeds, and dry the crack. Cracks should be $1/8^{"} - 1^{"}$ in size for crack sealing to be recommended. Immediately after cleaning, the crack is filled with a specialized elastomeric sealing compound. The elastomeric sealant has a low modulus of elasticity and will stretch easily. The compound has a high durability and can last up to 4 years. Regular traffic can be allowed 5 minutes after the application. This method is recommended for pavement with longitudinal, transverse, and block cracking. Benefits of crack sealing include: preventing water from entering the base and subgrade, preventing debris from entering the cracks, and preparing the road for overlay or other maintenance treatments. Crack sealing is a cost-effective way to treat roads with minimal deterioration.

4.3 SLURRY SEAL

This is a treatment using a mixture of water, asphalt emulsion, and aggregate to the existing pavement. The combined mixture represents a slurry. Additives like latex polymer are commonly added to the asphalt emulsion. Placing the mixture over existing pavement is called a seal. Typically, applications are on residential streets and can last up to 7 years. A slurry truck designed with multiple compartments to hold and mix the water, asphalt emulsion, aggregate, and additives. The slurry mixture is dispersed out of the back of the truck. The slurry is then smoothed out on the surfaces with a squeegee. The slurry seal sets within 4 to 6 hours and is ready for regular traffic. This pavement preservation method seals cracks, restores flexibility to pavement surface and helps to preserve the underlying pavement structure. It also has an appealing uniform dark black color. This method is recommended for pavement with moderate distress, no rutting, and narrow crack widths and is usually completed on an intermittent or recurrent basis.

4.4 CHIP SEAL

This treatment method requires a two-step process, first applying a layer of asphalt emulsion and then a layer of crushed rock to the existing surface. The asphalt emulsion usually contains additives like latex polymer and a rejuvenating agent. A distributor truck applies a layer of the asphalt emulsion to seal the existing pavement surface. This is followed by a chip spreader that applies the crushed rock. As the chip spreader travels, a dump truck dumps rock into the spreader. After the chips are spread, a steel drum



roller and rubber-tired rollers follow behind for compaction of the application. Chip sealing is usually cycled every 7 to 10 years. This method is recommended for pavement with moderate alligator cracking with no spalling (excess deterioration of cracks) or rutting and where feasible to extend the life of pavement until resurfacing can be performed.

4.5 ASPHALT OVERLAY

This treatment method involves a mix design of hot liquid asphalt and aggregates. This mixture is applied directly to the top of a deteriorating pavement surface. Sometimes asphalt milling may be required prior to the application but is not always necessary. Milling involves removing the top layer of the pavement surface with cracks and raveling damage. A truck is used to apply the asphalt overlay, usually, the overlay is 1.5 to 2 inches in thickness. After the application, compaction is achieved using mechanical rollers with vibration. Usually, traffic can continue 4-6 hours after completion of the application. An asphalt overlay is expected to last 10 to 20 years. This method is recommended for pavement with cracks, raveling, no rutting, or root damage or when a need for regrading is observed.

4.6 REMOVE AND REPLACE

Remove and replace pavement can be very expensive and is only recommended when there is extensive structural damage and severe deterioration of the pavement surface or the street carries more load then designed for. This will require geotechnical investigative sampling to help determine the best recommendation for the new pavement design. The new pavement design will also consider the traffic loading of the area chosen to remove and replace. This method is expected to last 20 years or more.

4.7 DEEP PATCH

A deep patch is typically recommended on small sections of pavement that exhibit signs of base weakening and fatigue. These areas can be easily corrected by removing the pavement and base layers, then over excavating to provide a decent subbase layer (usually 6-8" of rock) and applying 4-inches of asphalt. This repair method is usually coupled with a slurry seal or grind and overly.



5 ENGINEERING FIELD ANALYSIS & RESULTS

5.1 FIELD DATA AND OBSERVATIONS

Field data was collected by onsite inspection, observation, and core sampling. The City streets were walked, and areas showing pavement distress and deterioration were recorded. The City also identified areas of concern for traffic congestion, off street parking and pavement condition. From observation, many streets were in moderately good condition. Pavement distress most commonly visible throughout the City was raveling, alligator cracking, oxidation, and edge cracking.

5.2 GEOTECHNICAL INVESTIGATIVE METHODS AND RESULTS

Core samples are taken to allow for a visual inspection of the asphalt layer, base and subbase layers. Pavement thickness, drainage and soil type all can be determined to allow for the best improvements or repair method.

The City completed core samples on East Main Street and East Lakeview Street. The results were used to define the structural integrity of the pavement and to make recommendations for rehabilitation. The recommendations provided by the geotechnical engineer have been outlined in project 1, and section 6 of this report. For a full geotechnical report see Appendix A.



6 **IMPROVEMENT PROJECTS**

6.1 INTRODUCTION

This section discusses in detail, the recommended pavement preservation projects from the combined results of core sampling and observed pavement distress. A cost estimate has been provided along with a drawing showing the location and extents of each project.

6.2 DISCUSSION OF COST ESTIMATES

Once a preferred repair method was chosen, the associated improvements and local area conditions were assessed when developing cost estimates for each repair. The restoration of any existing facility, structure, or landscape was also included in the cost estimates. In addition to individual project costs, estimates include mobilization and temporary control, demo and site prep, contingency, legal/administration fees, and engineering. See below for a brief explanation.

Mobilization and temporary facilities costs are based upon a percentage of the overall project cost. Mobilization usually includes the cost to move and rent equipment along with any one-time costs associated with starting and ending construction. Temporary facilities include items such as fencing, traffic control, restrooms, markers, and erosion control. Some adjustments of these prices have been made to the estimates provided in the next section of the report for associated projects that have specialized equipment cost. This report, otherwise, utilizes a mobilization and temporary control costs of 10% and 5%, respectively.

Contingency costs are intended to account for any unknowns or unforeseen events that may arise. Improvement projects have not included subsurface geotechnical surveys, sewer lateral locations, or easement locations. As the projects continues through the design phase, the number of unknowns will decrease, as will the contingency allowance. This report utilizes a contingency of 20% of the overall construction cost for each project.

Administration costs are a small portion of the overall project cost and include legal fees, City staff costs, cost associated with permitting, internal planning, and any miscellaneous non-construction related work. This report utilizes an administration cost of 5% of the overall construction cost for each project.

Engineering fees are estimated as a percentage of the overall cost of construction. With projects varying in scope and uncertainties, the engineering costs can vary as well. This project utilizes an engineering cost of 20% of the overall cost of construction.

Construction cost estimates in this report are based on recent and similar projects, material costs from suppliers, and special construction costs.



6.3 PAVEMENT PRESERVATION PROJECTS AND RECOMMENDATIONS

To address existing deficiencies in the City of Lowell, the following projects have been identified. Please note that some projects include improvements to more than one street, which should be bundled within small geographic locations.

In addition to the specific projects recommended herein, it is recommended that the city develop a budget for annual street improvements to treat or replace pavement as it deteriorates. As described in section 2.2, pavement is expected to last 20 years, if some maintenance is completed during that time period pavement is expected to last 30-40 years. Project 8, at the end of this section is included to develop the annual cost for pavement maintenance.

6.3.1 Project 1

This project is on Main Street. Main Street runs parallel on the northside to the property of the Lowell High School. Main Street was identified by the City as priority projects due to the amount of traffic the street encounter's daily. Observed pavement distress on Main Street includes; severe to moderate alligator cracking, longitudinal cracking, oxidation, aging, and raveling.

Geotechnical investigation, completed July 2018, recommends Main Street be repaired with deep patching in areas of severe alligator cracking combined with a 2-inch grind and overlay of new asphalt pavement. See the project sheet C1 for more information. Below is the overall construction cost estimate for East Main Street improvements totaling **\$119,174.88**.

Item	Description	Unit Est. Quantity		Unit Amount		Total
1	Mobilization - Bonds & Insurance (10%)	ls	1	\$ 6,736.85	\$	6,736.85
2	Construction Facilities & Temporary Controls (5%)	ls	1	\$ 3,368.43	\$	3,368.43
3	Demolition & Site Preparation (7%)	ls	1	\$ 4,715.80	\$	4,715.80
	Demolition					
4	Cold Pane/Grind Pavement Removal (2 inches deep)	sy	2331	\$ 3.00	\$	6,992.00
5	Over Excavate Deep Patches 6"	sy	123	\$ 25.00	\$	3,066.67
	Roadway Improvements					
7	Surface Treatments (seal cracks)	sy	2331	\$ 3.00	\$	6,992.00
8	Deep Patching at Driveways (5% of street) includes saw cutting, geo fabric, backfill and AC	ls	1	\$ 3,373.33	\$	3,373.33
9	2" AC Pavement Overlay- Level 3	sy	2331	\$ 14.00	\$	32,629.33
10	Clean Pavement Surface and Apply Top Coat Per 00730 ODOT	sy	2453	\$ 5.00	\$	12,266.67
Striping						
11	12" Thermoplastic 12' Stop Bar and 34' Crosswalk	lf	46	\$ 11.00	\$	506.00
12	4" White Dotted Line Per ODOT TM500 WD	lf	695	\$ 1.50	\$	1,042.50
13	Landscape Restoration & Cleanup	ls	1	\$ 500.00	\$	500.00
Construct	ion Subtotal				\$	82,189.57
Continger	ncy		20%		\$	16,437.91
Engineeri	ng		20%		\$	16,437.91
Administ	rative		5%		\$	4,109.48
Total Proj	ect Cost				\$1	19,174.88

Table 6-1 East Main Street Improvements Cost Estimate



6.3.2 Project 2

This project is on Lakeview Avenue. Lakeview runs parallel on the southside to the property of the Lowell High School. Lakeview was identified by the City as priority projects due to the amount of traffic the street encounter's daily. Observed pavement distress and deficiencies on Lakeview includes; longitudinal cracking, the width of the roadway, and no off-street parking.

Geotechnical investigation, completed July 2018, identified pavement deficiencies including poor subbase and lack of required pavement thickness for traffic loading. It is recommended Lakeview be repaired with a 2-inch grind and overlay for the ¼ most eastern section of the street and full removal and replacement of the remainder. See the project sheet C1 for more information. Below is the overall construction cost estimate for East Lakeview Avenue improvements totaling **\$142,100.82**.

Item	Description	Unit	Est. Quantity	Unit Amount			Total
1	Mobilization - Bonds & Insurance	ls	1	\$ 8,032.8	3	\$	8,032.83
2	Construction Facilities & Temporary Controls	ls	1	\$ 4,016.4	2	\$	4,016.42
3	Demolition & Site Preparation	ls	1	\$ 5,622.9	8	\$	5,622.98
	Demolition						
4	Cold Pane/Grind Pavement Removal (2 inches deep) (1/4 most eastern section)	sy	383	\$ 3.0	0	\$	1,150.00
5	Roadway Section Removal (3/4 most western section)	sy	1150	\$ 25.0	0	\$	28,750.00
6	Sawcut existing Concrete, Sidewalks, & Pavement	lf	100	\$ 1.9	0	\$	190.00
	Roadway Improvements						
7	Standard Curb	lf	650	\$ 12.0	0	\$	7,800.00
8	Surface Treatments (Seal cracks)	sy	1533	\$ 3.0	0	\$	4,600.00
9	2" AC Pavement Overlay- Level 3	sy	383	\$ 14.0	0	\$	5,366.67
10	4" AC Pavement - Level 3	sy	1150	\$ 14.0	0	\$	16,100.00
11	6" Aggregate Base	sy	1150	\$ 6.0	0	\$	6,900.00
12	Clean Pavement Surface and Apply Top Coat Per 00730 ODOT	sy	1533	\$ 5.0	0	\$	7,666.67
	Striping		_				
13	12" Thermoplastic 10' Stop Bar and 18' Crosswalk	lf	30	\$ 11.0	0	\$	330.00
14	4" White Dotted Line Per ODOT TM500 WD	lf	650	\$ 1.5	0	\$	975.00
15	Landscape Restoration & Cleanup	ls	1	\$ 500.0	0	\$	500.00
Construct	tion Subtotal					\$	98,000.57
Contingency 20%						\$	19,600.11
Engineering 20%					\$	19,600.11	
Administ	rative		5%			\$	4,900.03
Total Pro	ject Cost					\$1	42,100.82

Table 6-2 East Lakeview Avenue Improvements Cost Estimate



KEYED NOTES

- 01 GRIND AND OVERLAY, SEE SHEET NOTES 4-8
- 02 REMOVE AND REPLACE PAVEMENT, SEE SHEET NOTE 12

REMOVE TREE ROOTS, SEE SHEET NOTE 11

- 03 SLURRY SEAL, SEE SHEET NOTE 10
- 04 DEEP PATCH, SEE SHEET NOTE 9
- 05 REMOVE AND REPLACE PAVEMENT EDGE , SEE SHEET NOTE 13

07 CRACK SEALING

06

EXTENTS OF PAVEMENT TO BE REHABILLITATED

HATCH LEGEND

GRID AND OVERLAY

TYPE 2 SLURRY SEAL

DEEP PATCH

REMOVE AND REPLACE PAVEMENT

GENERAL NOTES

- 1. <u>ATTENTION:</u> OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH 952-001-0090. YOU MAY OBTAIN A COPY OF THE RULES BY CALLING THE CENTER.
- 2. NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987. STAT. AUTH.: ORS 757.542 THROUGH ORS 757.562 AND ORS 757.993.
- 3. THE CONTRACTOR SHALL CONTACT 'ONE CALL' FOR UTILITY LOCATES PRIOR TO EXCAVATION. (1-800-332-2344)
- 4. GRIND EXISTING PAVEMENT, 2" COLD PLANE PAVEMENT REMOVAL WITHIN DASHED BOUNDARY
- 5. INSTALL TACK COAT TO CLEAN COLD PLANE SURFACE PER ODOT STANDARDS 00730.
- 6. SEAL SURFACE CRACKS IN ALL OTHER AREAS IN BOUNDARY PRIOR TO PAVEMENT PLACEMENT
- 7. PRIOR TO OVERLAY CONTRACTOR SHALL CORRECT POTHOLES WITH DEEP PATCHING.
- 8. PRIOR TO OVERLAY APPLY TACK COAT TO BITUMINOUS SURFACE. OVERLAY COLD PLANE SURFACES AND DEEP PATCHES WITH 2" DEPTH LEVEL 2, ¹/₂ DENSE ACP LEVELING COURSE. THEN APPLY A 2" OVERLAY ON ENTIRE PAVEMENT SECTION FOR A TOTAL OF 4" OF AC ON THE DEEP PATCH.
- 9. DEEP PATCHES IN AREAS INDICATED SHALL BE SAW CUT AND FAILING AC REMOVED. CONTRACTOR SHALL OVER EXCAVATE 6" OF SUBGRADE AND PLACE GEOTEXTILE FABRIC. BACKFILL WITH AGGREGATE BASE TO DEPTH 2" BELOW SURROUNDING PAVEMENT. PLACE 4" THICK LAYER OF AC TO MATCH EXISTING GRADE.
- 10. PRIOR TO SLURRY SEAL PREPARE THE PAVEMENT PER ODOT SPECIFICATION SECTION 00706. CLEAN AND SEAL CRACKS 1" AND LARGER INSIDE SLURRY SEAL AREA. CLEAN PAVEMENT OF ALL LOOSE MATERIAL, SILT SPOTS, VEGETATION, OIL SPOTS AND OTHER MATERIAL. THEN APPLY TACK COAT AND LET CURE PRIOR TO PLACEMENT OF SLURRY SEAL. ALL SLURRY SEALS SHALL BE TYPE 2, APPLICATION RATE 10-16.7 LBS/SQ.YD. FOR RESIDENTIAL STREETS.
- 11. TREE ROOTS SHALL BE REMOVED TO THE EXTENTS INSTRUCTED BY THE CITY'S REPRESENTATIVE OR ENGINEER. SAW CUT PAVEMENT AND REMOVE TREE ROOT IN PAVEMENT AREA. REBUILD BASE TO MATCH SURROUNDING.
- 12. IN REMOVE AND REPLACE SECTIONS OF PAVEMENT, SAW CUT DESIGNATED PERIMETER OF PAVEMENT REMOVAL. REPLACE AGGREGATE BASE SUB-GRADE WITH 6-INCHES OF 3/4-0" MINUS ROCK AND 4-INCHES OF ASPHALT APPLIED IN TWO 2-INCH LIFTS. MAKE SMOOTH TRANSITION AT ALL EXISTING PAVEMENT EDGES. MATCH TO EXISTING GRADES.
- 13. PAVEMENT EDGE REMOVAL WILL CONSIST OF REMOVING 1.5 FEET OF PAVEMENT ALONG THE EDGE OF ROAD WHERE NOTED ON PLANS. DEPTH OF PAVEMENT AND BASE REMOVAL WILL BE 16 INCHES. REPLACE THE BASE WITH 12-INCHES OF 3/4-0" MINUS ROCK AND 4-INCHES OF ASPHALT APPLIED IN TWO 2-INCH LIFTS. APPLY TACK COAT TO ALL BITUMINOUS SURFACES PRIOR TO AC PLACEMENT.
- 14. PROTECT INLETS AND CATCH BASINS IN AND DOWNSTREAM FROM CONSTRUCTION AREAS PRIOR TO WORK.
- 15. CONTRACTOR SHALL PROJECT ALL STRUCTURES INCLUDING MANHOLES, VALVES, AND OTHER STRUCTURES IN IMPROVEMENT AREA.
- 16. CONTRACTOR TO FIELD VERIFY EXTENTS OF ALL WORK AREAS PRIOR TO COMMENCING WORK WITH ENGINEER.







6.3.3 Project 3

This project consists of three streets, Everly Street, Loftus Avenue, and two small sections of Main Street. Everly runs north and south and connects Main Street to N. Shore Drive. Loftus consists of two cul-de-sacs off Everly. Observed pavement distress on Main Street includes; oxidation, aging, and raveling. Observed pavement distress and deficiencies on Everly and Loftus include; longitudinal cracking, oxidation, aging and severe raveling.

It is recommended to complete a 2-inch grind and overlay of new asphalt pavement on the entire section of Loftus and Everly and on the most western portion of Main with a remove and replace on the eastern section. Before the overlay, it is recommended to seal all existing cracks in the pavement. See the project sheet C2 for more information. Below is the overall construction cost estimate for Everly, Loftus and West Main Street improvements totaling **\$166,245.21**, including geotechnical investigation.

Itom	Description		Est.	Unit		Total
nem	Description	Unit	Quantity	Amount		TOTAL
1	Mobilization - Bonds & Insurance	ls	1	\$9,115.05	Ş	9,115.05
2	Construction Facilities & Temporary Controls	ls	1	\$4,557.52	Ş	4,557.52
3	Demolition & Site Preparation	ls	1	\$6,380.53	Ş	6,380.53
	Demolition					
4	Pavement removal and Over Excavate Deep Patch	sy	91	\$ 25.00	Ş	2,283.33
5	Saw Cut Existing Pavement for Deep Patch	lf	140	\$ 1.90	Ş	266.00
6	Cold Pane/Grind Pavement Removal (2 inches deep)	sy	3889	\$ 3.00	Ş	11,666.67
Roadway Improvements						
7	Surface Treatment Seal Cracks	sy	4400	\$ 3.00	Ş	13,200.00
8	2"AC Pavement Overlay - Level 3 (Everly and Loftus)	sy	4400	\$ 14.00	Ş	61,600.00
9	4" AC Pavement	sy	30	\$ 28.00	Ş	840.00
10	Aggregate Base	су	30	\$ 6.00	Ş	182.48
11	Landscape Restoration & Cleanup	ls	1	\$ 500.00	¢	500.00
	Striping					
12	12" thermoplastic Stop Bar	lf	12	\$ 11.00	\$	3 132.00
13	Crosswalk thermoplastic Bar	lf	24	\$ 20.00	Ş	480.00
Construct	ion Subtotal				\$	5 111,203.59
Geotechnical Investigation					Ş	5,000.00
Contingency			20%		¢	22,240.72
Engineering			20%		Ş	22,240.72
Administ	rative		5%		ç	5,560.18
Total Proj	ect Cost				\$	166,245.21

Table 6-3 Everly and Main Street Improvements Cost Estimate



KEYED NOTES

GRIND AND OVERLAY, SEE SHEET NOTES 4-8 REMOVE AND REPLACE PAVEMENT, SEE SHEET NOTE 12 SLURRY SEAL, SEE SHEET NOTE 10 GRID AND OVERLAY DEEP PATCH SEE SHEET NOTE 9 TYPE 2 SLURRY SEAL REMOVE AND REPLACE PAVEMENT EDGE, SEE SHEET NOTE 13 REMOVE TREE ROOTS. SEE SHEET NOTE 11 DEEP PATCH CRACK SEALING EXTENTS OF PAVEMENT TO BE REHABILLITATED

GENERAL NOTES

- ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. 1. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH 952-001-0090. YOU MAY OBTAIN A COPY OF THE RULES BY CALLING THE CENTER.
- NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987. 2 STAT. AUTH.: ORS 757.542 THROUGH ORS 757.562 AND ORS 757.993.
- 3. THE CONTRACTOR SHALL CONTACT 'ONE CALL' FOR UTILITY LOCATES PRIOR TO EXCAVATION. (1-800-332-2344)
- GRIND EXISTING PAVEMENT. 2" COLD PLANE PAVEMENT REMOVAL WITHIN DASHED BOUNDARY. 4.
- INSTALL TACK COAT TO CLEAN COLD PLANE SURFACE PER ODOT STANDARDS 00730. 5.
- SEAL SURFACE CRACKS IN ALL OTHER AREAS IN BOUNDARY PRIOR TO PAVEMENT PLACEMENT 6.
- 7. PRIOR TO OVERLAY CONTRACTOR SHALL CORRECT POTHOLES WITH DEEP PATCHING.
- 8. PRIOR TO OVERLAY APPLY TACK COAT TO BITUMINOUS SURFACE. OVERLAY COLD PLANE SURFACES AND DEEP PATCHES WITH 2" DEPTH LEVEL 2, 1" DENSE ACP LEVELING COURSE. THEN APPLY A 2" OVERLAY ON ENTIRE PAVEMENT SECTION FOR A TOTAL OF 4" OF AC ON THE DEEP PATCH
- 9. DEEP PATCHES IN AREAS INDICATED SHALL BE SAW CUT AND FAILING AC REMOVED. CONTRACTOR SHALL OVER EXCAVATE 6" OF SUBGRADE AND PLACE GEOTEXTILE FABRIC. BACKFILL WITH AGGREGATE BASE TO DEPTH 2" BELOW SURROUNDING PAVEMENT. PLACE 4" THICK LAYER OF AC TO MATCH EXISTING GRADE.
- 10. PRIOR TO SLURRY SEAL PREPARE THE PAVEMENT PER ODOT SPECIFICATION SECTION 00706. CLEAN AND SEAL CRACKS an AND LARGER INSIDE SLURRY SEAL AREA. CLEAN PAVEMENT OF ALL LOOSE MATERIAL, SILT SPOTS, VEGETATION, OIL SPOTS AND OTHER MATERIAL. THEN APPLY TACK COAT AND LET CURE PRIOR TO PLACEMENT OF SLURRY SEAL. ALL SLURRY SEALS SHALL BE TYPE 2, APPLICATION RATE 10-16.7 LBS/SQ.YD. FOR RESIDENTIAL STREETS.
- 11. TREE ROOTS SHALL BE REMOVED TO THE EXTENTS INSTRUCTED BY THE CITY'S REPRESENTATIVE OR ENGINEER. SAW CUT PAVEMENT AND REMOVE TREE ROOT IN PAVEMENT AREA. REBUILD BASE TO MATCH SURROUNDING
- 12. IN REMOVE AND REPLACE SECTIONS OF PAVEMENT, SAW CUT DESIGNATED PERIMETER OF PAVEMENT REMOVAL. REPLACE AGGREGATE BASE SUB-GRADE WITH 6-INCHES OF 3/4-0" MINUS ROCK AND 4-INCHES OF ASPHALT APPLIED IN TWO 2-INCH LIFTS. MAKE SMOOTH TRANSITION AT ALL EXISTING PAVEMENT EDGES. MATCH TO EXISTING GRADES.
- 13. PAVEMENT EDGE REMOVAL WILL CONSIST OF REMOVING 1.5 FEET OF PAVEMENT ALONG THE EDGE OF ROAD WHERE NOTED ON PLANS. DEPTH OF PAVEMENT AND BASE REMOVAL WILL BE 16 INCHES. REPLACE THE BASE WITH 12-INCHES OF 3/4-0" MINUS ROCK AND 4-INCHES OF ASPHALT APPLIED IN TWO 2-INCH LIFTS. APPLY TACK COAT TO ALL BITUMINOUS SURFACES PRIOR TO AC PLACEMENT
- 14. PROTECT INLETS AND CATCH BASINS IN AND DOWNSTREAM FROM CONSTRUCTION AREAS PRIOR TO WORK.
- 15. CONTRACTOR SHALL PROJECT ALL STRUCTURES INCLUDING MANHOLES, VALVES, AND OTHER STRUCTURES IN IMPROVEMENT AREA
- CONTRACTOR TO FIELD VERIFY EXTENTS OF ALL WORK AREAS PRIOR TO COMMENCING WORK WITH ENGINEER. 16





STREET

MOSe

02

HATCH LEGEND

REMOVE AND REPLACE PAVEMENT





6.3.4 Project 4

This project is on Alder Street. Alder Street runs north and south from West Main Street. Observed pavement distress on Alder includes; longitudinal cracking, oxidation, again and raveling. The most southern portion of Alder Street is identified as less severe than the northern portion.

It is recommended to complete a 2-inch grind and overlay of new asphalt on Alder Street. Prior to completing this project, it is recommended the city compete geotechnical evaluation of the pavement layers to confirm there is a supportive base and subbase layers. If it is found the subbase layers of the pavement are inadequate the city will need to re-evaluate the maintenance method and reconstruction may be required. See the project sheet C3 for more information. Provided below is the overall construction cost estimate for Alder Street improvements totaling **\$81,361.83**.

Itom	Description	Unit	Est.	Unit	Total	
item	Description	Unit	Quantity Amour		TOLAI	
1	Mobilization - Bonds & Insurance	ls	1	\$4,316.67	\$ 4,316.67	
2	Construction Facilities & Temporary Controls	ls	1	\$2,158.33	\$ 2,158.33	
3	Demolition & Site Preparation	ls	1	\$3,021.67	\$ 3,021.67	
	Demolition			-		
4	Cold Pane/Grind Pavement Removal (2 inches deep)	sy	1000	\$ 6.00	\$ 6,000.00	
	Roadway Improvemen	its		-		
5	Surface Treatment Seal Cracks	sy	1667	\$ 3.00	\$ 5,000.00	
6	2" AC Pavement Overlay	sy	1667	\$ 14.00	\$ 23,333.33	
7	Clean Pavement Surface and Apply Top Coat Per 00730 ODOT	sy	1667	\$ 5.00	\$ 8,333.33	
8	Landscape Restoration & Cleanup	ls	1	\$ 500.00	\$ 500.00	
Construct	ion Subtotal				\$ 52,663.33	
Geotechn	ical Investigation				\$ 5,000.00	
Contingency 20%			\$ 10,532.67			
Engineering 20%			\$ 10,532.67			
Administrative 5%				\$ \$ 2,633.17		
Total Proj	ect Cost				\$ 81,361.83	

Table 6-4 Alder Street Improvements Cost Estimate



KEYED NOTES

- 01 GRIND AND OVERLAY, SEE SHEET NOTES 4-8
- 02 REMOVE AND REPLACE PAVEMENT, SEE SHEET NOTE 12
- 03 SLURRY SEAL. SEE SHEET NOTE 10
- 04 DEEP PATCH. SEE SHEET NOTE 9
- 05 REMOVE AND REPLACE PAVEMENT EDGE , SEE SHEET NOTE 13
- 06 REMOVE TREE ROOTS, SEE SHEET NOTE 11
- 07 CRACK SEALING

HATCH LEGEND

REMOVE AND REPLACE PAVEMENT	
GRID AND OVERLAY	
TYPE 2 SLURRY SEAL	
DEEP PATCH	
EXTENTS OF PAVEMENT TO BE	(

GENERAL NOTES

- 1. <u>ATTENTION:</u> OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH 952-001-0090. YOU MAY OBTAIN A COPY OF THE RULES BY CALLING THE CENTER.
- 2. NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987. STAT. AUTH .: ORS 757.542 THROUGH ORS 757.562 AND ORS 757.993.
- 3. THE CONTRACTOR SHALL CONTACT 'ONE CALL' FOR UTILITY LOCATES PRIOR TO EXCAVATION. (1-800-332-2344)
- 4. GRIND EXISTING PAVEMENT, 2" COLD PLANE PAVEMENT REMOVAL WITHIN DASHED BOUNDARY.
- 5. INSTALL TACK COAT TO CLEAN COLD PLANE SURFACE PER ODOT STANDARDS 00730.
- 6. SEAL SURFACE CRACKS IN ALL OTHER AREAS IN BOUNDARY PRIOR TO PAVEMENT PLACEMENT
- 7. PRIOR TO OVERLAY CONTRACTOR SHALL CORRECT POTHOLES WITH DEEP PATCHING.
- 8. PRIOR TO OVERLAY APPLY TACK COAT TO BITUMINOUS SURFACE. OVERLAY COLD PLANE SURFACES AND DEEP PATCHES WITH 2" DEPTH LEVEL 2, ¹/₂ DENSE ACP LEVELING COURSE. THEN APPLY A 2" OVERLAY ON ENTIRE PAVEMENT SECTION FOR A TOTAL OF 4" OF AC ON THE DEEP PATCH.
- 9. DEEP PATCHES IN AREAS INDICATED SHALL BE SAW CUT AND FAILING AC REMOVED. CONTRACTOR SHALL OVER EXCAVATE 6" OF SUBGRADE AND PLACE GEOTEXTILE FABRIC. BACKFILL WITH AGGREGATE BASE TO DEPTH 2" BELOW SURROUNDING PAVEMENT. PLACE 4" THICK LAYER OF AC TO MATCH EXISTING GRADE.
- 10. PRIOR TO SLURRY SEAL PREPARE THE PAVEMENT PER ODOT SPECIFICATION SECTION 00706. CLEAN AND SEAL CRACKS 1" AND LARGER INSIDE SLURRY SEAL AREA. CLEAN PAVEMENT OF ALL LOOSE MATERIAL, SILT SPOTS, VEGETATION, OIL SPOTS AND OTHER MATERIAL. THEN APPLY TACK COAT AND LET CURE PRIOR TO PLACEMENT OF SLURRY SEAL. ALL SLURRY SEALS SHALL BE TYPE 2, APPLICATION RATE 10-16.7 LBS/SQ.YD. FOR RESIDENTIAL STREETS.
- 11. TREE ROOTS SHALL BE REMOVED TO THE EXTENTS INSTRUCTED BY THE CITY'S REPRESENTATIVE OR ENGINEER. SAW CUT PAVEMENT AND REMOVE TREE ROOT IN PAVEMENT AREA. REBUILD BASE TO MATCH SURROUNDING.
- 12. IN REMOVE AND REPLACE SECTIONS OF PAVEMENT, SAW CUT DESIGNATED PERIMETER OF PAVEMENT REMOVAL. REPLACE AGGREGATE BASE SUB-GRADE WITH 6-INCHES OF 3/4-0" MINUS ROCK AND 4-INCHES OF ASPHALT APPLIED IN TWO 2-INCH LIFTS. MAKE SMOOTH TRANSITION AT ALL EXISTING PAVEMENT EDGES. MATCH TO EXISTING GRADES.
- 13. PAVEMENT EDGE REMOVAL WILL CONSIST OF REMOVING 1.5 FEET OF PAVEMENT ALONG THE EDGE OF ROAD WHERE NOTED ON PLANS. DEPTH OF PAVEMENT AND BASE REMOVAL WILL BE 16 INCHES. REPLACE THE BASE WITH 12-INCHES OF 3/4-0" MINUS ROCK AND 4-INCHES OF ASPHALT APPLIED IN TWO 2-INCH LIFTS. APPLY TACK COAT TO ALL BITUMINOUS SURFACES PRIOR TO AC PLACEMENT.
- 14. PROTECT INLETS AND CATCH BASINS IN AND DOWNSTREAM FROM CONSTRUCTION AREAS PRIOR TO WORK.
- 15. CONTRACTOR SHALL PROJECT ALL STRUCTURES INCLUDING MANHOLES, VALVES, AND OTHER STRUCTURES IN IMPROVEMENT AREA.
- 16. CONTRACTOR TO FIELD VERIFY EXTENTS OF ALL WORK AREAS PRIOR TO COMMENCING WORK WITH ENGINEER.



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6.3.5 Project 5

This project consists of two streets, 2nd Street and Cannon Street. 2nd Street runs west to east between Moss Street and Hyland Drive. Cannon Street runs south from 2nd Street. Observed pavement distress on 2nd Street includes; pavement edge cracking/longitudinal cracking, and an aging chip seal. Observed pavement distress on Cannon includes; alligator cracking, longitudinal cracking, oxidation, aging, and severe raveling.

It is recommended to complete a 2-inch grind and overlay of new asphalt pavement on the identified section of Cannon Street and a type two slurry seal on 2nd Street with pavement edge removal/deep patching in identified locations. See the project sheet C4 for more information. Below is the overall construction cost estimate for 2nd Street and Cannon Street improvements totaling **\$100,702.62**.

Item	Description	Unit	Est. Quantity	ι	Unit Amount		Unit Amount		Unit Amount		Total
1	Mobilization - Bonds & Insurance	ls	1	\$	5,692.63	\$	5,692.63				
2	Construction Facilities & Temporary Controls	ls	1	\$	2,846.31	\$	2,846.31				
3	Demolition & Site Preparation	ls	1	\$	3,984.84	\$	3,984.84				
	Demolition										
4	Edge Roadway Section Removal 1'-6" Width	sy	144	\$	25.00	\$	3,611.11				
5	Sawcut existing Concrete, Sidewalks, & Pavement	lf	700	\$	1.90	\$	1,330.00				
6	Pavement Removal Deep Patch Over Excavate	sy	7	\$	25.00	\$	183.33				
7	Cold Pane/Grind Pavement Removal (2" deep)	sy	1000	\$	3.00	\$	3,000.00				
	Roadway Improvements										
8	Surface Treatments (Seal cracks)	sy	3822	\$	3.00	\$	11,466.67				
9	2" AC Pavement Overlay	sy	1000	\$	14.00	\$	14,000.00				
10	Type 2 Slurry Seal	sy	2822	\$	5.00	\$	14,111.11				
11	4" AC - 2' wide edge reconstruction	sy	74	\$	28.00	\$	2,074.07				
12	Clean Pavement Surface and Apply Top Coat Per 00730 ODOT	sy	1000	\$	5.00	\$	5,000.00				
13	Reconstruct sub-base on the edge of roadway and deep patch 3/4-0" rock	су	50	\$	3.00	\$	150.00				
14	Landscape Restoration & Cleanup	ls	1	\$	500.00	\$	500.00				
Striping											
14	4" White Dotted Line Per ODOT TM500 WD	lf	1000	\$	1.50	\$	1,500.00				
Construct	ion Subtotal					\$	69,450.08				
Continger	ncy		20%			\$	13,890.02				
Engineeri	ng		20%			\$	13,890.02				
Administr	rative		5%			\$	3,472.50				
Total Proj	otal Proiect Cost					\$1	00,702.62				

Table 6-5 Cannon And 2nd Street Improvements Cost Estimate

KEYED NOTES

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HATCH LEGEND

GRIND AND OVERLAY, SEE SHEET NOTES 4-8 REMOVE AND REPLACE PAVEMENT REMOVE AND REPLACE PAVEMENT, SEE SHEET NOTE 12 SLURRY SEAL, SEE SHEET NOTE 10 GRID AND OVERLAY DEEP PATCH, SEE SHEET NOTE 9 **TYPE 2 SLURRY SEAL** REMOVE AND REPLACE PAVEMENT EDGE, SEE SHEET NOTE 13 REMOVE TREE ROOTS, SEE SHEET NOTE 11 DEEP PATCH CRACK SEALING EXTENTS OF PAVEMENT TO BE REHABILLITATED







6.3.6 Project 6

This project consists of two streets, 3rd Street and Hyland Drive. Hyland Drive runs north and south on the most eastern side of 3rd Street. 3rd street runs west from Hyland Drive. Observed pavement distress on Hyland Drive includes; alligator cracking, longitudinal cracking, minimal raveling. 3rd street is in good condition and observed pavement distress include minimal cracking and pavement flexibility loss.

Due to the good condition of the pavement and no major visible distress on 3rd Street, it is recommended to complete crack sealing prior to completing a type 2 slurry seal. This will give back some pavement flexibility and prolong the life of the pavement structure. Also, It is recommended to complete a type 2 slurry seal and deep patching on Hyland Drive. See sheet C5 for more information. Below is the overall construction cost estimate for 3rd Street and Hyland Drive improvements totaling **\$101,401.24**.

Item	Description	Unit	Est. Quantity	Unit Amount			Total
1	Mobilization - Bonds & Insurance	ls	1	\$	5,732.12	\$	5,732.12
2	Construction Facilities & Temporary Controls	ls	1	\$	2,866.06	\$	2,866.06
3	Demolition & Site Preparation	ls	1	\$	4,012.49	\$	4,012.49
Demolition							
4	Pavement Removal and Over Excavate Deep Patch	sy	122	\$	25.00	\$	3,055.56
5	Saw Cut Pavement	lf	210	\$	1.90	\$	399.00
	Roadway Improve	ements					
6	Surface Treatments (Seal cracks)	sy	6044	\$	3.00	\$	18,133.33
7	Type 2 Slurry Seal	sy	6044	\$	5.00	\$	30,222.22
8	4" AC Pavement - Level 3	sy	122	\$	14.00	\$	1,711.11
9	Aggregate base rock	су	50	\$	6.00	\$	300.00
10	Landscape Restoration & Cleanup	ls	1	\$	500.00	\$	500.00
Striping							
11	4" White Dotted Line Per ODOT TM500 WD	lf	2000	\$	1.50	\$	3,000.00
Construct	ion Subtotal					\$	69,931.89
Contingency			20%			\$	13,986.38
Engineering			20%			\$	13,986.38
Administrative			5%			\$	3,496.59
Total Proj	ect Cost					\$:	101,401.24

Table 6-6 3rd Street and Hyland Drive Improvement Cost Estimate



KEYED NOTES

HATCH LEGEND



GENERAL NOTES

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- 2. NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987. STAT. AUTH.: ORS 757.542 THROUGH ORS 757.562 AND ORS 757.993.
- 3. THE CONTRACTOR SHALL CONTACT 'ONE CALL' FOR UTILITY LOCATES PRIOR TO EXCAVATION. (1-800-332-2344)
- 4. GRIND EXISTING PAVEMENT. 2" COLD PLANE PAVEMENT REMOVAL WITHIN DASHED BOUNDARY.
- INSTALL TACK COAT TO CLEAN COLD PLANE SURFACE PER ODOT STANDARDS 00730. 5.
- 6. SEAL SURFACE CRACKS IN ALL OTHER AREAS IN BOUNDARY PRIOR TO PAVEMENT PLACEMENT
- 7. PRIOR TO OVERLAY CONTRACTOR SHALL CORRECT POTHOLES WITH DEEP PATCHING.
- 8. PRIOR TO OVERLAY APPLY TACK COAT TO BITUMINOUS SURFACE. OVERLAY COLD PLANE SURFACES AND DEEP PATCHES WITH 2" DEPTH LEVEL 2, ¹/₂ DENSE ACP LEVELING COURSE. THEN APPLY A 2" OVERLAY ON ENTIRE PAVEMENT SECTION FOR A TOTAL OF 4" OF AC ON THE DEEP PATCH
- 9. DEEP PATCHES IN AREAS INDICATED SHALL BE SAW CUT AND FAILING AC REMOVED. CONTRACTOR SHALL OVER EXCAVATE 6" OF SUBGRADE AND PLACE GEOTEXTILE FABRIC. BACKFILL WITH AGGREGATE BASE TO DEPTH 2" BELOW SURROUNDING PAVEMENT. PLACE 4" THICK LAYER OF AC TO MATCH EXISTING GRADE.
- 10. PRIOR TO SLURRY SEAL PREPARE THE PAVEMENT PER ODOT SPECIFICATION SECTION 00706. CLEAN AND SEAL CRACKS and LARGER INSIDE SLURRY SEAL AREA. CLEAN PAVEMENT OF ALL LOOSE MATERIAL, SILT SPOTS, VEGETATION, OIL SPOTS AND OTHER MATERIAL. THEN APPLY TACK COAT AND LET CURE PRIOR TO PLACEMENT OF SLURRY SEAL. ALL SLURRY SEALS SHALL BE TYPE 2, APPLICATION RATE 10-16.7 LBS/SQ.YD. FOR RESIDENTIAL STREETS
- 11. TREE ROOTS SHALL BE REMOVED TO THE EXTENTS INSTRUCTED BY THE CITY'S REPRESENTATIVE OR ENGINEER. SAW CUT PAVEMENT AND REMOVE TREE ROOT IN PAVEMENT AREA. REBUILD BASE TO MATCH SURROUNDING.
- 12. IN REMOVE AND REPLACE SECTIONS OF PAVEMENT, SAW CUT DESIGNATED PERIMETER OF PAVEMENT REMOVAL. REPLACE AGGREGATE BASE SUB-GRADE WITH 6-INCHES OF 3/4-0" MINUS ROCK AND 4-INCHES OF ASPHALT APPLIED IN TWO 2-INCH LIFTS. MAKE SMOOTH TRANSITION AT ALL EXISTING PAVEMENT EDGES. MATCH TO EXISTING GRADES.
- 13. PAVEMENT EDGE REMOVAL WILL CONSIST OF REMOVING 1.5 FEET OF PAVEMENT ALONG THE EDGE OF ROAD WHERE NOTED ON PLANS. DEPTH OF PAVEMENT AND BASE REMOVAL WILL BE 16 INCHES. REPLACE THE BASE WITH 12-INCHES OF 3/4-0" MINUS ROCK AND 4-INCHES OF ASPHALT APPLIED IN TWO 2-INCH LIFTS. APPLY TACK COAT TO ALL BITUMINOUS SURFACES PRIOR TO AC PLACEMENT
- 14. PROTECT INLETS AND CATCH BASINS IN AND DOWNSTREAM FROM CONSTRUCTION AREAS PRIOR TO WORK.
- 15. CONTRACTOR SHALL PROJECT ALL STRUCTURES INCLUDING MANHOLES, VALVES, AND OTHER STRUCTURES IN IMPROVEMENT AREA.
- 16. CONTRACTOR TO FIELD VERIFY EXTENTS OF ALL WORK AREAS PRIOR TO COMMENCING WORK WITH ENGINEER.









6.3.7 Project 7

This project is on 4th Street. 4th Street runs west and east one block north of 3rd Street. This street is mostly in good condition. The most eastern section of 4th Street has a partial section with older pavement and tree root intrusion. Observed types of distress include; raveling, oxidation, alligator cracking, and tree root intrusion.

It is recommended to complete crack sealing and a type 2 slurry seal on the entire section of 4th street to maintain the road. It is assumed the road was constructed 10 or more years ago. A slurry seal will create one continuous surface to the somewhat patchy road on the eastern portion and extend the life of the pavement. The section identified on sheet C6 should be corrected with deep patch prior to the slurry seal. This will correct subbase damage due to the tree root intrusion. See Sheet C6 for more information. Below is the overall construction cost estimate for 4th Street improvements totaling **\$52,931.62**.

ltem	Description	Unit	Est. Quantity	Unit Amount			Total
1	Mobilization - Bonds & Insurance	ls	1	\$	2,992.18	\$	2,992.18
2	Construction Facilities & Temporary Controls	ls	1	\$	1,496.09	\$	1,496.09
3	Demolition & Site Preparation	ls	1	\$	2,094.52	\$	2,094.52
	Demolition						
4	Pavement Removal and Over Excavate Deep Patch	sy	13	\$	25.00	\$	333.33
5	Saw Cut Pavement	lf	100	\$	1.90	\$	190.00
	Roadway Improver	nents					
4	Surface Treatments (Seal cracks)	sy	3556	\$	3.00	\$1	0,666.67
5	Type 2 Slurry Seal	sy	3556	\$	5.00	\$1	7,777.78
6	4" AC Pavement- Level 3	sy	13	\$	28.00	\$	364.00
7	Aggregate Base	су	15	\$	6.00	\$	90.00
8	Landscape Restoration & Cleanup	ls	1	\$	500.00	\$	500.00
Construct	ion Subtotal					\$3	86,504.57
Contingency 20%			\$	7,300.91			
Engineering			20%			\$	7,300.91
Administrative 5%				\$	1,825.23		
Total Proj	ect Cost					\$5	52,931.62

Table 6-7 4th Street Improvement Cost Estimate

KEYED NOTES

- 01 GRIND AND OVERLAY, SEE SHEET NOTES 4-8
- 02 REMOVE AND REPLACE PAVEMENT, SEE SHEET NOTE 12
- 03 SLURRY SEAL SEE SHEET NOTE 10
- 04 DEEP PATCH. SEE SHEET NOTE 9
- 05 REMOVE AND REPLACE PAVEMENT EDGE , SEE SHEET NOTE 13
- 06 REMOVE TREE ROOTS, SEE SHEET NOTE 11
- 07 CRACK SEALING

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REMOVE AND REPLACE PAVEMENT	
GRID AND OVERLAY	
TYPE 2 SLURRY SEAL	
DEEP PATCH	
EXTENTS OF PAVEMENT TO BE	

GENERAL NOTES

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- 3. THE CONTRACTOR SHALL CONTACT 'ONE CALL' FOR UTILITY LOCATES PRIOR TO EXCAVATION. (1-800-332-2344)
- 4. GRIND EXISTING PAVEMENT. 2" COLD PLANE PAVEMENT REMOVAL WITHIN DASHED BOUNDARY.
- 5. INSTALL TACK COAT TO CLEAN COLD PLANE SURFACE PER ODOT STANDARDS 00730.
- 6. SEAL SURFACE CRACKS IN ALL OTHER AREAS IN BOUNDARY PRIOR TO PAVEMENT PLACEMENT
- 7. PRIOR TO OVERLAY CONTRACTOR SHALL CORRECT POTHOLES WITH DEEP PATCHING.
- 8. PRIOR TO OVERLAY APPLY TACK COAT TO BITUMINOUS SURFACE. OVERLAY COLD PLANE SURFACES AND DEEP PATCHES WITH 2" DEPTH LEVEL 2, 1" DENSE ACP LEVELING COURSE. THEN APPLY A 2" OVERLAY ON ENTIRE PAVEMENT SECTION FOR A TOTAL OF 4" OF AC ON THE DEEP PATCH.
- 9. DEEP PATCHES IN AREAS INDICATED SHALL BE SAW CUT AND FAILING AC REMOVED, CONTRACTOR SHALL OVER EXCAVATE 6" OF SUBGRADE AND PLACE GEOTEXTILE FABRIC. BACKFILL WITH AGGREGATE BASE TO DEPTH 2" BELOW SURROUNDING PAVEMENT. PLACE 4" THICK LAYER OF AC TO MATCH EXISTING GRADE.
- 10. PRIOR TO SLURRY SEAL PREPARE THE PAVEMENT PER ODOT SPECIFICATION SECTION 00706. CLEAN AND SEAL CRACKS 18" AND LARGER INSIDE SLURRY SEAL AREA. CLEAN PAVEMENT OF ALL LOOSE MATERIAL, SILT SPOTS, VEGETATION, OIL SPOTS AND OTHER MATERIAL. THEN APPLY TACK COAT AND LET CURE PRIOR TO PLACEMENT OF SLURRY SEAL, ALL SLURRY SEALS SHALL BE TYPE 2. APPLICATION RATE 10-16.7 LBS/SQ.YD. FOR RESIDENTIAL STREETS.
- 11. TREE ROOTS SHALL BE REMOVED TO THE EXTENTS INSTRUCTED BY THE CITY'S REPRESENTATIVE OR ENGINEER. SAW CUT PAVEMENT AND REMOVE TREE ROOT IN PAVEMENT AREA. REBUILD BASE TO MATCH SURROUNDING.
- 12. IN REMOVE AND REPLACE SECTIONS OF PAVEMENT, SAW CUT DESIGNATED PERIMETER OF PAVEMENT REMOVAL. REPLACE AGGREGATE BASE SUB-GRADE WITH 6-INCHES OF 3/4-0" MINUS ROCK AND 4-INCHES OF ASPHALT APPLIED IN TWO 2-INCH LIFTS. MAKE SMOOTH TRANSITION AT ALL EXISTING PAVEMENT EDGES, MATCH TO EXISTING GRADES.
- 13. PAVEMENT EDGE REMOVAL WILL CONSIST OF REMOVING 1.5 FEET OF PAVEMENT ALONG THE EDGE OF ROAD WHERE NOTED ON PLANS. DEPTH OF PAVEMENT AND BASE REMOVAL WILL BE 16 INCHES, REPLACE THE BASE WITH 12-INCHES OF 3/4-0" MINUS ROCK AND 4-INCHES OF ASPHALT APPLIED IN TWO 2-INCH LIFTS, APPLY TACK COAT TO ALL BITUMINOUS SURFACES PRIOR TO AC PLACEMENT.
- 14. PROTECT INLETS AND CATCH BASINS IN AND DOWNSTREAM FROM CONSTRUCTION AREAS PRIOR TO WORK.
- 15. CONTRACTOR SHALL PROJECT ALL STRUCTURES INCLUDING MANHOLES, VALVES, AND OTHER STRUCTURES IN IMPROVEMENT AREA.
- 16. CONTRACTOR TO FIELD VERIFY EXTENTS OF ALL WORK AREAS PRIOR TO COMMENCING WORK WITH ENGINEER.













6.3.8 Project 8

This project is on West Lakeview Avenue. West Lakeview Avenue is a dead-end residential road that runs west off S. Moss Street. Observed pavement distress on W. Lakeview includes; severe alligator cracking, severe raveling, oxidation, longitudinal cracking, and tree root intrusion.

Due to the severity of the pavement condition and unknown structural capacity of the base and subbase, it is recommended to either complete core samples on this street prior to any major improvements or remove and replace the entire pavement and subbase section. See sheet C7 for more project information. Below is the overall construction cost estimate for W. Lakeview Avenue, including geotechnical investigation totaling **\$132,136.06**.

Item	Description	Unit	Est. Quantity	ι	Init Amount		Total
1	Mobilization - Bonds & Insurance	ls	1	\$	7,186.89	\$	7,186.89
2	Construction Facilities & Temporary Controls	ls	1	\$	3,593.44	\$	3,593.44
3	Demolition & Site Preparation	ls	1	\$	5,030.82	\$	5,030.82
	Demolition	า					
4	Tree Root Removal	ls	1	\$	1,000.00	\$	1,000.00
5	Pavement Removal and Over Excavate Deep Patch	sy	1111	\$	25.00	\$	27,777.78
6	Saw Cut Existing Pavement	lf	200	\$	1.90	\$	380.00
	Roadway Improve	ements					
7	4" AC Pavement - Level 3 Deep patch	sy	1111	\$	28.00	\$	31,111.11
8	6" aggregate Base	су	1850	\$	6.00	\$	11,100.00
9	Landscape Restoration & Cleanup	ls	1	\$	500.00	\$	500.00
Construct	ion Subtotal					\$	87,680.04
Geotechn	ical Investigation					\$	5,000.00
Contingency			20%			\$	17,536.01
Engineering			20%			\$	17,536.01
Administrative			5%			\$	4,384.00
Total Project Cost						\$:	132,136.06

Table 6-8 West Lakeview Improvement Cost Estimate

KEYED NOTES

- 01 GRIND AND OVERLAY, SEE SHEET NOTES 4-8
- 02 REMOVE AND REPLACE PAVEMENT, SEE SHEET NOTE 12
- 03 SLURRY SEAL, SEE SHEET NOTE 10
- 04 DEEP PATCH, SEE SHEET NOTE 9
- 05 REMOVE AND REPLACE PAVEMENT EDGE, SEE SHEET NOTE 13
- 06 REMOVE TREE ROOTS, SEE SHEET NOTE 11
- 07 CRACK SEALING

HATCH LEGEND

- REMOVE AND REPLACE PAVEMENT
- GRID AND OVERLAY
- TYPE 2 SLURRY SEAL
- DEEP PATCH
- EXTENTS OF PAVEMENT TO BE REHABILLITATED

GENERAL NOTES

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- NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987. STAT. AUTH .: ORS 757.542 THROUGH ORS 757.562 AND ORS 757.993.
- 3. THE CONTRACTOR SHALL CONTACT 'ONE CALL' FOR UTILITY LOCATES PRIOR TO EXCAVATION. (1-800-332-2344)
- 4. GRIND EXISTING PAVEMENT, 2" COLD PLANE PAVEMENT REMOVAL WITHIN DASHED BOUNDARY
- INSTALL TACK COAT TO CLEAN COLD PLANE SURFACE PER ODOT STANDARDS 00730. 5.
- 6. SEAL SURFACE CRACKS IN ALL OTHER AREAS IN BOUNDARY PRIOR TO PAVEMENT PLACEMENT
- 7. PRIOR TO OVERLAY CONTRACTOR SHALL CORRECT POTHOLES WITH DEEP PATCHING.
- PRIOR TO OVERLAY APPLY TACK COAT TO BITUMINOUS SURFACE. OVERLAY COLD PLANE SURFACES AND DEEP PATCHES WITH 2" DEPTH 8. LEVEL 2, 2" DENSE ACP LEVELING COURSE. THEN APPLY A 2" OVERLAY ON ENTIRE PAVEMENT SECTION FOR A TOTAL OF 4" OF AC ON THE DEEP PATCH.
- 9. DEEP PATCHES IN AREAS INDICATED SHALL BE SAW CUT AND FAILING AC REMOVED. CONTRACTOR SHALL OVER EXCAVATE 6" OF SUBGRADE AND PLACE GEOTEXTILE FABRIC. BACKFILL WITH AGGREGATE BASE TO DEPTH 2" BELOW SURROUNDING PAVEMENT. PLACE 4" THICK LAYER OF AC TO MATCH EXISTING GRADE.
- 10. PRIOR TO SLURRY SEAL PREPARE THE PAVEMENT PER ODOT SPECIFICATION SECTION 00706. CLEAN AND SEAL CRACKS ¹/₈ AND LARGER INSIDE SLURRY SEAL AREA. CLEAN PAVEMENT OF ALL LOOSE MATERIAL, SILT SPOTS, VEGETATION, OIL SPOTS AND OTHER MATERIAL. THEN APPLY TACK COAT AND LET CURE PRIOR TO PLACEMENT OF SLURRY SEAL. ALL SLURRY SEALS SHALL BE TYPE 2, APPLICATION RATE 10-16.7 LBS/SQ.YD. FOR RESIDENTIAL STREETS.
- 11. TREE ROOTS SHALL BE REMOVED TO THE EXTENTS INSTRUCTED BY THE CITY'S REPRESENTATIVE OR ENGINEER. SAW CUT PAVEMENT AND REMOVE TREE ROOT IN PAVEMENT AREA. REBUILD BASE TO MATCH SURROUNDING.
- 12. IN REMOVE AND REPLACE SECTIONS OF PAVEMENT, SAW CUT DESIGNATED PERIMETER OF PAVEMENT REMOVAL. REPLACE AGGREGATE BASE SUB-GRADE WITH 6-INCHES OF 3/4-0" MINUS ROCK AND 4-INCHES OF ASPHALT APPLIED IN TWO 2-INCH LIFTS. MAKE SMOOTH TRANSITION AT ALL EXISTING PAVEMENT EDGES. MATCH TO EXISTING GRADES.
- 13. PAVEMENT EDGE REMOVAL WILL CONSIST OF REMOVING 1.5 FEET OF PAVEMENT ALONG THE EDGE OF ROAD WHERE NOTED ON PLANS. DEPTH OF PAVEMENT AND BASE REMOVAL WILL BE 16 INCHES. REPLACE THE BASE WITH 12-INCHES OF 3/4-0" MINUS ROCK AND 4-INCHES OF ASPHALT APPLIED IN TWO 2-INCH LIFTS. APPLY TACK COAT TO ALL BITUMINOUS SURFACES PRIOR TO AC PLACEMENT.
- 14. PROTECT INLETS AND CATCH BASINS IN AND DOWNSTREAM FROM CONSTRUCTION AREAS PRIOR TO WORK.
- 15. CONTRACTOR SHALL PROJECT ALL STRUCTURES INCLUDING MANHOLES, VALVES, AND OTHER STRUCTURES IN IMPROVEMENT AREA.
- 16. CONTRACTOR TO FIELD VERIFY EXTENTS OF ALL WORK AREAS PRIOR TO COMMENCING WORK WITH ENGINEER









6.3.9 Project 9

This project will identify the annual pavement maintenance cost. These costs are based on miles of roadway for each maintenance repair type, and the assumed width of roadway is 30-feet. There is a total of 5 miles of streets paved in the City of Lowell.

Since it is recommended to complete some form of maintenance and the maintenance is intended to extend the life of the pavement 7-10 years, we will utilize the recommended time frame to assess the overall cost per specified distance. Thus, a 30-year time and life cycle will be used to evaluate the cost of maintenance. For reconstruction a 40- year life cycle will be sued assuming the pavement has had proper maintenance to extend the pavement life.

6.3.9.1 Annual Cost for Each Repair Method

• Crack Sealing:

Crack sealing costs \$3.00 per square yard of pavement and the city has 87,991 square yards total of pavement, then the overall cost to treat all roads is \$263,973.00. If the planning period before a road needs to be reconstructed fully is now 30 years, then this leaves the annual expense for crack sealing to be \$8,799.10 per year. Crack sealing should be completed at minimum two times during a pavement life. See table 6-9 at the end of this section for an annual cost of all recommend pavement maintenance.

• Slurry Seal/Chip Seal:

Slurry seal/Chip sealing costs \$9.00 per square yard of pavement and the city has total 87,991 square yards total of pavement, then the overall cost to treat all roads is \$791,919.00. If the planning period before a road needs to be reconstructed fully is now 30 years, then this leaves the annual expense for slurry/chip seal to be \$26,397.30 per year. See table 6-9 at the end of this section for an annual cost of all recommend pavement maintenance.

• Grind and Overlay:

Grind and overlay costs \$26.00 per square yard of pavement and the city has total 87,991 square yards total of pavement, then the overall cost to treat all roads is \$2,287,766.00. If the planning period before a road needs to be reconstructed fully is now 30 years, then this leaves the annual expense for overlays to be \$76,258.87 per year. See table 6-9 at the end of this section for an annual cost of all recommend pavement maintenance.

• Full Removal and Reconstruction:

Remove and replace costs \$66.00 per square yard of pavement and the city has total 87,991 square yards total of pavement, then the overall cost to treat all roads is \$5,807,406.00. If the planning period before a road needs to be reconstructed fully is now 40 years, then this leaves the annual expense for reconstruction to be \$145,185.15 per year. See table 6-9 at the end of this section for an annual cost of all recommend pavement maintenance.



Annual Maintenance Cost Estimates				
Repiar		Annual Cost		
Crack seal	\$	17,598.20		
Slurry Seal/Chip Seal	\$	26,397.30		
Grind and Overlay	\$	76,258.87		
Total Estimated Cost	\$	120,254.37		

Table 6-9 Annual Maintenance Cost

Table 6-10 Annual Reconstruction Cost

Annual Reconstruction Cost Estimates				
Repiar		Annual Cost		
Reconstruction	\$	145,185.15		
Total Estimated Cost	\$	145,185.15		

From table 6-9 above, the annual cost for maintenance is estimated to be **\$120,254.37** and the annual reconstruction cost is estimated to be **\$145,185.15**. This is a total estimate of **\$265,439.52** that should be allocated to pavement preservation per year. The next section of this report will go over a yearly break down of all costs identified herein for the proceeding years.



7 CAPITAL IMPROVEMENT PLAN AND FINANCING OPTIONS

7.1 INTRODUCTION

This section summarizes the prioritization of the pavement preservation projects developed in section 6. These projects will help preserve the transportation system in the City of Lowell and have provided a basis for future planning.

7.2 CIP PROJECT RECOMMENDATIONS

Projects developed in section 6 of this Plan have been prioritized for the CIP to help the City determine which projects are of higher importance. Streets with more severe pavement condition are a higher priority than those in less severe condition. Input from the City also helped to classify priority. All projects should be completed in order to maintain the roadways and add to the life of the existing pavement structures.

Priority 1

Priority 1 projects address sections of the roadway with severe alligator cracking, severe raveling severe oxidation and areas with poor subbase. Priority 1 includes project numbers 1, 2, 3 and 8 outlined in section 6. This includes the improvements on Main Street, Lakeview Street, Everly and Loftus, and W. Lakeview Avenue. These projects should be completed in the next 1- 3 years. It is estimated the total cost to complete these projects is **\$559,656.97**. The recommended list of projects is below in Table 7-1.

Project No.	Project Location		Total Cost
1	Main Street	\$	119,174.88
2	Lakeview Avenue	\$	166,245.21
3	Everly and Main Street	\$	142,100.82
8	West Lakeview Avenue	\$	132,136.06
Total Estin	\$	559,656.97	

Table 7-1 Priority 1 CIP Projects

Priority 2

Priority 2 addresses sections of the roadway with moderate alligator cracking, moderate raveling, and aging. Priority 2 includes project numbers 5 and 6 outlined in section 6. This includes improvements on 2nd Street, Cannon Street, 3rd Street, and Hyland Drive. These projects should be completed by year 4. It is estimated the total cost to complete these projects is **\$202,103.86**. The recommended list of projects is below in Table 7-2.



Table 7-2 Priority 2 CIP Projects

Project No.	Project Location		Total Cost
5	2nd Street and Cannon Street	\$	100,702.62
6	3rd Street and Hyland Drive	\$	101,401.24
Total Estin	\$	202,103.86	

Priority 3

Priority 3 addresses sections of roadway with less than moderately severe cracking and aging. Priority 3 includes project numbers 4 and 7 outlined in section 6. This includes improvements on Alder Street and 4th Street. These projects should be completed by year 5. It is estimated the total cost to complete these projects is **\$134,293.46**. The recommended list of projects is below in Table 7-3.

Table 7-3 Priority 3 CIP Projects

Project No.	Project Location	•	Total Cost
4	Alder Street	\$	81,361.83
7	4th Street	\$	52,931.62
Total Estin	\$	134,293.46	

The total cost to complete all projects included in the CIP is **\$896,054.29**. It is recommended to complete these projects within the next 5 years.

7.3 PLANNING FOR THE FUTURE

Planning for the future is an essential part of maintaining civil infrastructure. This section will outline the costs associated with future planning for pavement preservation projects and pavement reconstruction.

Table 7-4 Future Planning and Costs

Future Planning							
Year		2019	2020	2021	2022	2023	2023-2043
Total Cost	\$	285,420.08	\$142,100.82	\$132,136.06	\$202,103.86	\$134,293.46	\$265,439.52
Project No.		1&2	3	8	5&6	4,7	9

It is not reasonable for a small community to be able to pay for nearly \$300,000 for pavement improvements in one year. It is recommended the City pursue any grant opportunities and start a fund in the City's budget solely for future pavement preservations projects.

APPENDIX A

GEOTECHINAL REPORT

Carlson Geotechnical

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Report of Geotechnical Investigation & Pavement Assessment City of Lowell Pavement Preservation East Main Avenue & East Lakeview Avenue Lowell, Oregon

CGT Project Number G1804905

1.0 INTRODUCTION

Carlson Geotechnical (CGT), a division of Carlson Testing, Inc. (CTI), is pleased to submit this report summarizing the results of our geotechnical investigation for the City of Lowell Pavement Preservation project. The project site includes the portions of East Main Avenue and East Lakeview Avenue between South Moss Street and Pioneer Street, as shown on the attached Site Plan, Figure 1. We performed our work in general accordance with CGT Authorization to Proceed & Work Order, dated July 19, 2018. Written authorization for our services was provided on July 24, 2018. Geotechnical findings, conclusions and recommendations for the project were conveyed to our client via e-mail transmittal in late July 2018. This report was prepared to formally present the recommendations for the project.

2.0 PROJECT INFORMATION

CGT developed an understanding of the proposed public street improvements to East Main Avenue (Main) and East Lakeview Avenue (Lakeview) based on our correspondence with our client. The project is in the preliminary stages of planning, but is anticipated to include:

- Rehabilitation of the subject portion of Main, and rehabilitation and widening of the subject portion of Lakeview. We anticipate grades within the existing roadway alignments will be maintained at or very near their existing grades. New pavements will be surfaced with asphalt concrete (AC).
- Installation of appurtenant utilities within each of the roadways.
- Although no stormwater plans have been provided, we anticipate stormwater from new impervious surfaces will be collected and routed to stormwater infiltration facilities near the subject roadways.

3.0 SCOPE OF SERVICES

Our scope of work included the following:

- Contact the Oregon Utilities Notification Center to mark the locations of public utilities at the site within a 20-foot radius of our explorations.
- Explore subsurface conditions within the subject roadways by advancing a total of six pavement cores and six hand auger borings.
- Perform visual condition surveys of the existing pavements within the subject portion of Main and Lakeview.

- Prepare a site plan to include the approximate locations of the explorations performed at the site.
- Perform a structural capacity evaluation of the existing pavement structures within the subject portion of Main and Lakeview in general accordance with Sections 5.3 and 5.4 of the 1993 AASHTO Pavement Design Manual.
- Provide geotechnical recommendations for rehabilitation of existing pavement structures within Main and Lakeview, including surface treatments, grind and inlays, and new pavement sections.
- Provide this written report summarizing the results of the geotechnical investigation.

4.0 SITE DESCRIPTION

The subject portion of East Main Avenue is a two-lane, asphalt-paved roadway that generally runs east to west and is classified as a Minor Collector. The north side of the street is developed with residential and commercial development. The south side of the street is developed with a public school (Lowell High School) and residential properties. The street is relatively level to very gently descending to the west.

The subject portion of East Lakeview Avenue is a narrow asphalt-paved roadway that generally runs east to west and is classified as a Residential Street. The north side of the street is flanked by Lowell High School, while the south side is flanked with residential properties. This street is also relatively level to very gently descending to the west.

Photographs of the two streets taken during our investigation are shown in the attached Appendix A.

5.0 FIELD INVESTIGATION

5.1 Pavement Investigation

A total of six pavement cores (C-1 through C-6) were advanced within the subject roadways on July 26, 2018. The approximate core locations are shown on the Site Plan, attached as Figure 2. The pavement core locations were determined based on measurements from existing site features (e.g. street intersection, driveways, etc.) and should be considered approximate. The cores were advanced using a portable coring machine provided and operated by CTI personnel.

Following the coring, we advanced a hand auger boring within each cored hole to penetrate base rock (where present) and characterize the subgrade soil. The borings (HA-1 through HA-6) were advanced using a manual, 3-inch-diameter, hand auger provided and operated by CGT. Practical refusal was met on coarsegrained clayey gravel (GC) subgrade soil directly below the pavement materials. Upon completion, the borings were loosely backfilled with the cuttings and the core holes were patched with cold patch asphalt.

A qualified member of CGT's geological staff logged the soils observed within the explorations in general accordance with the Visual-Manual Procedure (ASTM D2488). An explanation of this classification system is attached as Figure 3.

5.2 Visual Condition Surveys

CGT engineering staff performed visual condition surveys of the existing pavements within the subject portions of Main and Lakeview in late July 2018. The purpose of the visit was to identify the type, frequency,

severity, and location of surface distress (deficiencies) in the existing pavement in accordance with procedures outlined in the 1993 AASHTO Guide for Design of Pavement Structures, (AASHTO) and the 2018 Oregon Department of Transportation Pavement Data Collection Manual (ODOT PDCM). The results of the survey for Main are presented in the attached Appendix B, and the results of the survey for Lakeview are presented in Appendix C.

6.0 SUBSURFACE CONDITIONS

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6.1 Pavement Materials

The following table presents an overview of the pavement materials at each sampling location.

igure 2 igure 2	Asphalt Concrete 3 3	Aggregate Base	Sub-Base	Clayey Gravel (GC)
igure 2 igure 2	3	2	0	Clayey Gravel (GC)
igure 2	3	0	•	
	•	Z	0	Clayey Gravel (GC)
igure 2	81/2	0	0	Clayey Gravel (GC)
igure 2	71⁄2	0	0	Clayey Gravel (GC)
igure 2	8	0	0	Clayey Gravel (GC)
igure 2	91/2	0	0	Clayey Gravel (GC)
i	gure 2 gure 2 gure 2 manual h	gure 2 7½ gure 2 8 gure 2 9½ manual hand augering equipme	gure 2 $7\frac{1}{2}$ 0gure 280gure 2 $9\frac{1}{2}$ 0manual hand augering equipment was met on the surface	gure 2 7½ 0 0 gure 2 8 0 0 gure 2 9½ 0 0 manual hand augering equipment was met on the surface of coarse-graine 0 0

ble 1	Pavement Material Thicknesses at Core Locations	;
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6.2 Groundwater

Groundwater was not encountered within the depths explored on July 26, 2018. Groundwater levels are reported at significant depths in the area of the site and not anticipated to be of significance for this project.

7.0 PAVEMENT STRUCTURAL CAPACITY EVALUATION

CGT performed a structural capacity evaluation of the pavement structures within the subject portions of Main and Lakeview using the results of the visual condition surveys and pavement investigation in general accordance with Section 5.3 of the referenced AASHTO manual. The complete results of our evaluation for Main are presented in the attached Appendix B. The complete results of our evaluation for Lakeview are presented in the attached Appendix C.

8.0 GEOTECHNICAL REVIEW & DISCUSSION

8.1 East Main Avenue

As indicated in the attached Appendix B, our analyses indicate the existing pavement structure does not exhibit a structural deficiency for the modeled vehicular traffic¹ over a 20-year design period. Although no structural deficiency was indicated, the pavement exhibits surface deficiencies that, if not mitigated, will inherently become more pronounced from vehicular traffic over time. Further deterioration will reduce the serviceability of the pavement structure to a level that is typically considered unacceptable for users and

¹ Average daily traffic (ADT) for Main and Lakeview was estimated based on tabular values for the respective functional street classification. Methodologies for estimating ESAL values are presented in Appendices B and C.

require a more frequent maintenance cycle than typically expected. Accordingly, we recommend the surface deficiencies be mitigated by conventional "grind-and-inlay", with provision for addressing localized areas exhibiting moderate to severe fatigue cracking by installing deep patches. Geotechnical recommendations for enhancing the existing pavement structure are presented in Section 10.0 of this report.

8.2 East Lakeview Avenue

8.2.1 Eastern 1/4 of Roadway (Approximate)

As indicated in the attached Appendix C, our analyses indicate the existing pavement structure within this portion of Lakeview does not exhibit a structural deficiency for the modeled vehicular traffic¹ over a 20-year design period. Although no structural deficiency was determined, the pavement exhibits surface deficiencies that, if not mitigated, will inherently become more pronounced from vehicular traffic over time. Further deterioration will reduce the serviceability of the pavement structure to a level that is typically considered unacceptable for users and require a more frequent maintenance cycle than typically expected. Accordingly, we recommend the surface deficiencies be mitigated by a conventional "grind-and-inlay". Geotechnical recommendations for enhancing the existing pavement structure are presented in Section 11.1 of this report.

8.2.2 <u>Western 3/4 of Roadway (Approximate)</u>

As indicated in the attached Appendix C, our analyses indicate the existing pavement structure within this portion of Lakeview exhibits a structural deficiency when considering expected vehicular traffic¹ over a 20-year design period. Recognizing the magnitude of the structural deficiency, the prevalence of surface deficiencies (e.g. fatigue cracking, raveling), and relatively minimal thicknesses of existing pavement materials, we recommend the structural deficiency be mitigated by full removal and replacement with a new pavement section. Geotechnical recommendations for new asphalt pavements are presented in Section 11.2 of this report.

9.0 RECOMMENDATIONS: SITE WORK

The following paragraphs present specific geotechnical recommendations for design and construction of pavements associated with the public street improvements described above. The recommendations presented in this report are based on the information provided to us, results of the field investigation, laboratory data, and professional judgment. CGT has observed only a small portion of the pertinent subsurface conditions. The recommendations are based on the assumptions that the subsurface conditions do not deviate appreciably from those found during the field investigation. CGT should be consulted for further recommendations if variations and/or undesirable geotechnical conditions are encountered during construction.

9.1 Site Preparation & Earthwork

9.1.1 <u>Site Stripping</u>

Where present, existing vegetation and rooted soils should be removed from within, and for a 5-foot-margin around, the proposed new roadway and hardscaping areas. Although no explorations were conducted along roadway shoulders, stripping of rooted soils (where present) is anticipated to extend to depths of about ½-foot bgs. The geotechnical engineer or his representative should provide recommendations for actual

stripping depths based on observations during site stripping. Stripped vegetation and rooted soils should be transported off-site for disposal, or stockpiled for later use in landscaped areas.

9.1.2 Grubbing

Grubbing of trees and shrubs should include the removal of the root mass and roots greater than 1-inch in diameter. Grubbed materials should be transported off-site for disposal or stockpiled for later use in landscaped areas. Where root masses are removed, the resulting excavation should be properly backfilled with imported granular structural fill in conformance with Section 9.4.2.1 of this report.

9.1.3 Existing Utilities & Below-Grade Structures

All existing utilities at the site should be identified prior to excavation. Abandoned utility lines beneath new pavement and hardscaping features should be completely removed or grouted full. Soft, loose, or otherwise unsuitable soils encountered in utility trench excavations should be removed and replaced with structural fill as described in Section 9.4 of this report. No below-grade structures were encountered in our explorations. If encountered during site preparation, buried structures (i.e. footings, foundation walls, slabs-on-grade, tanks, etc.) should be completely removed and disposed of off-site. Excavations resulting from demolition of existing structures should be backfilled with structural fill as described in Section 9.4 of this report, as needed to achieve design grades.

9.1.4 Erosion Control

Erosion and sedimentation control measures should be employed in accordance with applicable City, County and State regulations regarding erosion control.

9.2 Wet Weather Considerations

For planning purposes, the wet season should be considered to extend from late September to late June. It is our experience that dry weather working conditions should prevail between early July and mid-September. Notwithstanding the above, soil conditions should be evaluated in the field by the geotechnical engineer or his representative at the initial stage of site preparation to determine whether the recommendations within this section should be incorporated into construction.

9.2.1 General

Trafficability of the near-surface clayey gravel (GC) may be difficult, and significant damage to subgrade soils could occur, if earthwork is undertaken without proper precautions at times when the exposed soils are more than a few percentage points above optimum moisture content. Site preparation activities may need to be accomplished using track-mounted equipment, loading removed material onto trucks supported on granular haul roads, or other methods to limit soil disturbance. The geotechnical engineer or their representative should evaluate the subgrade during excavation by probing rather than proof rolling. Soils that have been disturbed during site preparation activities, or soft or loose areas identified during probing, should be over-excavated to firm, stable subgrade, and replaced with imported granular structural fill in conformance with Section 9.4.2.1 of this report.

9.2.2 <u>Geotextile Separation Fabric</u>

We recommend a geotextile separation fabric be placed to serve as a barrier between the prepared finegrained subgrade and granular fill/base rock in areas of repeated or heavy construction traffic. The geotextile fabric should be in conformance with Section 02320 of the current Oregon Department of Transportation (ODOT) Standard Specification for Construction.

9.2.3 Granular Working Surfaces (Haul Roads & Staging Areas)

Haul roads subjected to repeated heavy, tire-mounted, construction traffic (e.g. dump trucks, concrete trucks, etc.) will require a <u>minimum</u> of 18 inches of imported granular material. For light staging areas, 12 inches of imported granular material is typically sufficient. Additional granular material, geo-grid reinforcement, or cement amendment may be recommended based on site conditions and/or loading at the time of construction. The imported granular material should be in conformance with Section 9.4.2.1 of this report and have less than 5 percent material passing the U.S. Standard No. 200 Sieve. The prepared subgrade should be covered with geotextile fabric prior to placement of the imported granular material. The imported granular material should be placed in a single lift (up to 24-inches deep) and compacted using a smooth-drum, non-vibratory roller until well-keyed.

9.3 Frozen Weather Considerations

For construction that occurs during extended periods of sub-freezing temperatures, the following special provisions are recommended:

- Structural fill should <u>not</u> be placed over frozen ground.
- Frozen soil should <u>not</u> be placed as structural fill.
- Fine-grained (i.e. silty or clayey) soils should <u>not</u> be placed as structural fill during sub-freezing temperatures.

Identification of frozen soils at the site should be in accordance with ASTM D4083-01 "Standard Practice for Description of Frozen Soils (Visual-Manual Procedure)". The geotechnical engineer can aid the contractor with supplemental recommendations for earthwork that will take place during extended periods of sub-freezing weather, as required.

9.4 Structural Fill

The geotechnical engineer should be provided the opportunity to review all materials considered for use as structural fill (prior to placement). The geotechnical engineer or his representative should be contacted to evaluate compaction of structural fill as the material is being placed. Evaluation of compaction may take the form of in-place density tests and/or proof roll tests with suitable equipment. Structural fill should be evaluated at intervals not exceeding every 2 vertical feet as the fill is being placed. The following table presents recommended guidelines for frequency of density testing (where practical) of various fill designations.

Table 2 Guideline	Guidelines for Frequency of Density Testing of Structural Fill Materia				
Fill Designation	Recommended Frequency of Density Tests ¹				
r in Designation	Maximum Depth Interval	Area-Wide			
General Structural Fill (Mass Grading)	Test every 1 vertical foot	At least one density test per every 200 feet of roadway			
Utility Trench Backfill	Test every 2 vertical feet	At least one density test per 200 feet of trench line			
Pavement Base Rock	Test at surface of section	At least one density test per every 200 feet of roadway			
¹ Or as required by the City of Lowell, where applicable.					

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9.4.1 On-Site Materials - General Use

9.4.1.1 Asphalt Debris

Asphalt debris resulting from the demolition of existing pavements (where slated for removal) can be re-used as structural fill if processed/crushed into material that is fairly well graded between coarse and fine. The processed/crushed asphalt should contain no organic matter, debris, or particles larger than 4 inches in diameter. Moisture conditioning (wetting) should be expected in order to achieve adequate compaction. When used as structural fill, this material should be placed and compacted in general accordance with Section 9.4.2.1 of this report.

9.4.1.2 Poorly Graded Gravel Fill (GP Fill)

Re-use of the on-site, existing gravel fill (base rock) as structural fill is feasible, provided the material is kept clean of organics, debris, and particles larger than 4 inches in diameter. If reused as structural fill, this material should be prepared in general accordance with Section 9.4.2.1 of this report.

9.4.1.3 Clayey Gravel (GC)

Re-use of this soil as structural fill may be difficult because this soil is sensitive to small changes in moisture content and are difficult, if not impossible, to adequately compact during wet weather. We anticipate the moisture content of this soil will be higher than the optimum moisture content for satisfactory compaction. Therefore, moisture conditioning (drying) should be expected in order to achieve adequate compaction. If used as structural fill, this soil should be free of organic matter, debris, and particles larger than 1½ inches. When used as structural fill, this soil should be placed in lifts with a maximum thickness of about 8 inches at moisture contents within -1 and +3 percent of optimum, and compacted to not less than 92 percent of the material's maximum dry density, as determined in general accordance with ASTM D1557 (Modified Proctor).

If the on-site soils cannot be properly moisture-conditioned and/or processed, we recommend using imported granular material for structural fill.

9.4.2 Imported Fill Materials

9.4.2.1 Imported Granular Structural Fill (General Use)

Imported granular fill should consist of angular pit or quarry run rock, crushed rock, or crushed gravel that is fairly well graded between coarse and fine particle sizes. The granular fill should contain no organic matter, debris, or particles larger than 4 inches, and have less than 5 percent material passing the U.S. Standard No. 200 Sieve. The percentage of fines can be increased to 12 percent of the material passing the U.S. Standard No. 200 Sieve if placed during dry weather, and provided the fill material is moisture-conditioned,
as necessary, for proper compaction. As a guideline, grading of this material with particles up to about 4 inches in diameter may follow that presented in the following table.

Table 3	Guideline Gradation for Imported Coarse-Grained Granular Fill			
	Sieve Size	% Passing		
	4 inches	100		
	3 inches	88 – 100		
	³¼-inch	70 – 90		
	U.S. Standard No. 4	40 - 60		
	U.S. Standard No. 40	20 - 40		
	LLS Standard No. 200	Dry Weather: Less than 12		
U.S. Standard No. 200		Wet Weather: Less than 5		

Imported granular fill material should be compacted to not less than 95 percent of the material's maximum dry density as determined in general accordance with ASTM D1557 (Modified Proctor). Granular fill materials with high percentages of particle sizes in excess of 11/2 inches are considered non-moisture-density testable materials. As an alternative to conventional density testing, compaction of these materials should be evaluated by periodic deflection (proof roll) testing in accordance with ODOT Test Method 158. Proof roll tests should be performed at maximum intervals of every 1 vertical foot as the fill is being placed.

9.4.2.2 Trench Base Stabilization Material

If groundwater is present at the base of utility excavations, trench base stabilization material should be placed. Trench base stabilization material should consist of a minimum of 1 foot of well-graded granular material with a maximum particle size of 4 inches and less than 5 percent material passing the U.S. Standard No. 4 Sieve. The material should be free of organic matter and other deleterious material, placed in one lift, and compacted until well-keyed.

9.4.2.3 Trench Backfill Material

Trench backfill for the utility pipe base and pipe zone should consist of granular material as recommended by the utility pipe manufacturer. Trench backfill above the pipe zone should consist of well-graded granular material containing no organic matter or debris, have a maximum particle size of 34 inch, and have less than 8 percent material passing the U.S. Standard No. 200 Sieve. As a guideline, trench backfill should be placed in maximum 12-inch-thick lifts. The earthwork contractor may elect to use alternative lift thicknesses based on their experience with specific equipment and fill material conditions during construction in order to achieve the required compaction. The following table presents recommended relative compaction percentages for utility trench backfill.

Backfill Zone 9	Recommended <u>Minimu</u> Structural Areas ²	<u>m</u> Relative Compaction ¹ Landscaping Areas
Bine Dase and Within Dine Zene 9	Structural Areas ²	Landscaping Areas
Dine Dese and Within Dine Zone		
Pipe Base and Within Pipe Zone man	0% ASTM D1557 or pipe ufacturer's recommendation	88% ASTM D1557 or pipe manufacturer's recommendation
Above Pipe Zone	92% ASTM D1557	90% ASTM D1557
Within 3 Feet of Design Subgrade	95% ASTM D1557	90% ASTM D1557

9.4.2.4 Controlled Low-Strength Material (CLSM)

CLSM is a self-compacting, cementitious material that is typically considered when backfilling localized areas. CLSM is sometimes referred to as "controlled density fill" or CDF. Due to its flowable characteristics, CLSM typically can be placed in restricted-access excavations where placing and compacting fill is difficult. If chosen for use at this site, we recommend the CLSM be in conformance with Section 00442 of the most recent, State of Oregon, Standard Specifications for Highway Construction. The geotechnical engineer's representative should observe placement of the CLSM and obtain samples for compression testing in accordance with ASTM D4832. As a guideline, for each day's placement, two compressive strength specimens from the same CLSM sample should be tested. The results of the two individual compressive strength tests should be averaged to obtain the reported 28-day compressive strength. If CLSM is considered for use on this site, the geotechnical engineer should be consulted for site-specific and application-specific recommendations.

10.0 RECOMMENDATIONS: MAIN AVENUE PAVEMENTS

10.1 Pavement Removal

In accordance with Section 9.1 above, we recommend the upper 2 inches (minimum) of the existing, distressed pavement be removed to prepare for placement of a pavement overlay. Pavement removal should be in conformance with Section 00620 of the most recent, ODOT SSC. Asphalt debris should be transferred and disposed off-site.

10.2 Treatment of Surface Deficiencies

10.2.1 Overview

The long-term performance of repairs to surface deficiencies in asphalt pavement is highly dependent on the quality of workmanship. Accordingly, we recommend an experienced, qualified asphalt contractor be retained to repair deficiencies. The contractor is encouraged to follow repair guidelines and procedures presented in the most recent, ODOT Standard Specifications for Construction (ODOT SSC) and the most recent, "Asphalt in Pavement Maintenance" manual developed by the Asphalt Institute (AI). Other resources may be utilized for review of repair procedures. Subject to review of the pavement engineer, the contractor retained for the repair work may present alternative methods than those indicated below.

10.2.2 Fatigue (Alligator) Cracking

We recommend areas exhibiting severe fatigue cracking be repaired as a "deep patch." Sawcutting and removal of existing pavement should extend at least 1-foot into good pavement outside the cracked area. We recommend this form of pavement repair be in conformance with Section 00748 of the most recent, ODOT SSC. If encountered, soft, loose, or otherwise unsuitable subgrade materials should be removed to expose suitably firm subgrade, and brought back to grade with imported granular fill in conformance with Section 9.4.2.1 of this report. We recommend geotextile separation fabric be placed between the prepared subgrade and new base rock. The fabric should be in conformance with Section 9.2.2 of this report.

10.2.3 Longitudinal & Transverse Cracking

For areas exhibiting cracking, we recommend that all cracks exceeding ¼ inch in width be cleaned and sealed with rubber or other elastomeric modified asphalt in conformance with Section 00746 of the most recent, ODOT SSC. As an alternative, to help mitigate the potential for reflective cracking through the asphalt overlay, a pavement overlay geotextile may be considered, in accordance with Table 02320-6 of the most recent, ODOT SSC.

10.3 Overlay

The following is recommended for overlay surface preparation and construction:

- Once repair of surface deficiencies is complete, the surface that is to be overlaid should be thoroughly cleaned. Compressed air should be used for cleaning to remove all loose matter.
- A tack coat should be applied to the cleaned pavement surface in conformance with Section 00730 of ODOT SSC.
- The recommended minimum 2-inch thick overlay section should be placed on the tack coated surface in conformance with the project civil plans. We recommend asphalt pavement consist of Level 2, ½-inch, dense-graded HMAC in conformance with the most recent ODOT SSC, or as specified by the City of Lowell. Minimum lift thickness of HMAC pavement should be 2 inches, or as specified by City of Lowell. Maximum lift thickness of HMAC pavement should be in conformance with Section 00748 of the most recent ODOT SSC, or as specified by City of Lowell. Maximum lift thickness of HMAC pavement should be in conformance with Section 00748 of the most recent ODOT SSC, or as specified by City of Lowell. Asphalt pavement should be compacted to at least 91 percent of the material's theoretical maximum density as determined in general accordance with ASTM D2041 (Rice Specific Gravity), or as specified by the City of Lowell.

11.0 RECOMMENDATIONS: LAKEVIEW AVENUE PAVEMENTS

11.1 Eastern 1/4 of Roadway (Approximate)

11.1.1 Pavement Removal

In accordance with Section 8.2.1 above, we recommend the upper 2 inches (minimum) of the existing, distressed pavement be removed to prepare for placement of a pavement overlay. Pavement removal should be in conformance with Section 00620 of the most recent, ODOT SSC. Asphalt debris should be transferred and disposed off-site.

11.1.2 Treatment of Surface Deficiencies

The recommendations presneted in Section 10.2 of this report are appropriate for treatment of deficiencies in East Lakeview Avenue, where present following removal of the upper 2 inches of pavement.

11.1.3 <u>Overlay</u>

The recommendations presneted in Section 10.3 of this report are appropriate for placement of a new asphalt layer in East Lakeview Avenue.

11.2 Western 3/4 of Roadway & Pavement Widening Areas

11.2.1 Subgrade Preparation

After site preparation as recommended above, but prior to placement of structural fill and/or aggregate base, the geotechnical engineer or his representative should observe a proof roll test of the exposed subgrade soils in order to identify areas of excessive yielding. Proof rolling of subgrade soils is typically conducted during dry weather conditions using a fully-loaded, 10- to 12-cubic-yard, tandem-axle, tire-mounted, dump truck or equivalent weighted water truck. Areas that appear too soft and wet to support proof rolling equipment should be prepared in general accordance with the recommendations for wet weather construction presented in Section 9.2 of this report. If areas of soft soil or excessive yielding are identified, the affected material should be over-excavated to firm, stable subgrade, and replaced with imported granular structural fill in conformance with Section 9.4.2.1 of this report.

Pavement subgrade surfaces should be crowned (or sloped) for proper drainage in accordance with specifications provided by the project civil engineer.

11.2.2 Input Parameters

Design of the HMAC pavement sections presented below were based on the parameters presented in the following table, the AASHTO 1993 "Design of Pavement Structures" manual, and pavement design manuals presented by APAO and ODOT. If any of the items listed need revision, please contact us and we will reassess the provided design sections.

Input Parameter	Design Value ¹		Inp	ut Parameter	Design Value ¹	
Pavement Design Life	20 years		Positiont Modulus	Subgrade (Native Soils) ⁴	8,000 psi	
Annual Percent Growth	0 percent			Crushed Aggregate Base ²	20,000 psi	
Serviceability ²	4.2 initial, 2.5 terminal		Structural	Crushed Aggregate Base	0.10	
Reliability ²	75 percent		Coefficient ²	Asphalt	0.42	
Standard Deviation ²	0.49		Vehicle Traffic ⁵	Residential Street	90,000 ESAL	
Drainage Factor ³	1.0					

 Table 5
 Input Parameters Used in HMAC Pavement Design

¹ If any of the above parameters are incorrect, please contact us so that we may revise our recommendations, if warranted.

² Value based on guidelines presented in the ODOT Pavement Design Guide for flexible pavements.

³ Assumes good drainage away from pavement, base, and subgrade is achieved by proper crowning of subgrades.

⁴ Value selected based on tabular value for clayey gravel subgrade per APAO manual.

⁵ ESAL = Total 18-Kip equivalent single axle load. Refer to Appendix C for additional discussion.

11.2.3 Recommended Minimum Section

The following table presents the minimum HMAC pavement sections for the traffic load and design life indicated in the preceding table, based on the referenced AASHTO procedures.

Table 6 Recommended Minimum HMAC Pavement Sections (East Lakeview Avenue)

Matarial	Material Thickness (inches)			
Wateria	Dry Weather Construction ¹	Wet Weather Construction ¹		
HMAC Pavement	4	4		
Aggregate Base	6	6		
Granular Sub-Base ²	Not required	12		
Geotextile Separation Fabric	Optional	Placed per Section 9.2.2 of this report		
Subgrade Soils	Prepared in conformance with Section 11.2.1 of this report			

¹ Refer to Section 9.2 of this report about the traditional dry and wet seasons in this region.

² Please note this layer does <u>not</u> represent a structural layer for the pavement section. Placement of a granular sub-base is recommended to help protect the moisture sensitive subgrade soils from disturbance in wet weather conditions.

11.2.4 HMAC Pavement Materials

We recommend pavement aggregate sub-base consist of durable, relatively well-graded, granular fill in conformance with Section 00641.10.b of the most recent State of Oregon, Standard Specifications for Highway Construction (ODOT SSC), with the following considerations. We recommend the material have a maximum particle size of 4 inches and have less than 5 percent material passing the U.S. Standard No. 200 Sieve. Aggregate sub-base should be compacted to not less than 95 percent of the material's maximum dry density as determined in general accordance with ASTM D1557 (Modified Proctor), or visual equivalent as identified by deflection (proof roll) testing.

We recommend pavement aggregate base consist of dense-graded aggregate in conformance with Section 02630.10 of the most recent ODOT SSC, with the following additional considerations. We recommend the material consist of crushed rock or gravel, have a maximum particle size of 1½ inches, and have less than 5 percent material passing the U.S. Standard No. 200 Sieve. Aggregate base should be compacted to not less than 95 percent of the material's maximum dry density as determined in general accordance with ASTM D1557 (Modified Proctor).

We recommend asphalt pavement consist of Level 2, ½-inch, dense-graded HMAC in conformance with the most recent ODOT SSC. Asphalt pavement should be compacted to at least 91 percent of the material's theoretical maximum density as determined in general accordance with ASTM D2041 (Rice Specific Gravity), or as specified by the City of Lowell.

12.0 RECOMMENDED ADDITIONAL SERVICES

12.1 Design Review

Geotechnical design review is of paramount importance. We recommend the geotechnical design review take place <u>prior</u> to releasing bid packets to contractors.

12.2 Observation of Construction

Satisfactory earthwork and pavement performance depends to a large degree on the quality of construction. Sufficient observation of the contractor's activities is a key part of determining that the work is completed in accordance with the construction drawings and specifications. Subsurface conditions observed during construction should be compared with those encountered during our subsurface explorations, and recognition of changed conditions often requires experience. We recommend qualified personnel visit the site with sufficient frequency to detect whether subsurface conditions change significantly from those observed to date and anticipated in this report.

We recommend the geotechnical engineer or their representative attend a pre-construction meeting coordinated by the contractor and/or owner. The project geotechnical engineer or their representative should provide observations and/or testing of at least the following earthwork elements during construction:

- Site Stripping
- Subgrade Preparation for Structural Fills & Pavements
- Compaction of Structural Fill & Utility Trench Backfill
- Compaction of Base Rock for New Pavements
- Placement and Compaction of Asphalt Concrete for New Pavements

It is imperative that the owner and/or contractor request earthwork observations and testing at a frequency sufficient to allow the geotechnical engineer to provide a final letter of compliance for the earthwork activities.

13.0 LIMITATIONS & CLOSURE

We have prepared this report for use by the owner and other members of the design and construction team for the proposed development. The opinions and recommendations contained within this report are not intended to be, nor should they be construed as a warranty of subsurface conditions, but are forwarded to assist in the planning and design process.

We have made observations based on our explorations that indicate the soil conditions at only those specific locations and only to the depths penetrated. These observations do not necessarily reflect soil types, strata thickness, or water level variations that may exist between or away from our explorations. If subsurface conditions vary from those encountered in our site explorations, CGT should be alerted to the change in conditions so that we may provide additional geotechnical recommendations, if necessary. Observation by experienced geotechnical personnel should be considered an integral part of the construction process.

The owner/developer is responsible for ensuring that the project designers and contractors implement our recommendations. When the design has been finalized, prior to releasing bid packets to contractors, we recommend that the design drawings and specifications be reviewed by our firm to see that our recommendations have been interpreted and implemented as intended. If design changes are made, we request that we be retained to review our conclusions and recommendations and to provide a written modification or verification. Design review and construction phase testing and observation services are beyond the scope of our current assignment, but will be provided for an additional fee.

The scope of our services does not include services related to construction safety precautions, and our recommendations are not intended to direct the contractor's methods, techniques, sequences, or procedures, except as specifically described in our report for consideration in design.

Geotechnical engineering and the geologic sciences are characterized by a degree of uncertainty. Professional judgments presented in this report are based on our understanding of the proposed construction, familiarity with similar projects in the area, and on general experience. Within the limitations of scope, schedule, and budget, our services have been executed in accordance with the generally accepted practices in this area at the time this report was prepared; no warranty, expressed or implied, is made. This report is subject to review and should not be relied upon after a period of 3 years.

We appreciate the opportunity to work with you on this project. Please contact us at 541.345.0289 if you have any questions regarding this report.

Respectfully Submitted, CARLSON GEOTECHNICAL



Brad M. Wilcox, P.E., G.E. Principal Geotechnical Engineer <u>bwilcox@carlsontesting.com</u>

Attachments: Site Location, Figure 1 Site Plan, Figure 2 Soil Classification & Terminology, Figure 3 Appendix A: Site Photographs Appendix B: Pavement Structural Capacity Evaluation (East Main Avenue) Appendix C: Pavement Structural Capacity Evaluation (East Lakeview Avenue)

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CITY OF LOWELL PAVEMENT PRESERVATION - LOWELL, OREGON Project Number G1804905

FIGURE 3

Soil Classification

			Fioje						Soli Classification
	Classi	fication of Terms	and Content					Grain Size	U.S. Standard Sieve
NAME: Group Name and Symbol				Fines				<#200 (0.075 mm)	
	Relative Der Color Moisture Co	nsity or Consistency ntent			Sand		Fine Mediur Coars€	n	#200 - #40 (0.425 mm) #40 - #10 (2 mm) #10 - #4 (4.75)
	Other Const	ituents Shane Approximate	Gradation		Gravel		Fine Coarse	2	#4 - 0.75 inch 0.75 inch - 3 inches
	Organics, C	ement, Structure, Odo	r, etc.		Cobbles				3 to 12 inches
(Geologic Na	ame or Formation			Boulders				> 12 inches
	Coarse-G					ar) So	oils		
	Relative I	Density			Min	or Co	onstituent	5	
SPT N ₄₀ -Valu	SPT Percent N ₆₀ -Value Density by Volume			Desc	criptor	r	Example		
0 - 4	- 4 Very Loose 0 - 5%			"Trace" a	as par	t of soil desc	ription "trace silt"		
10 - 3	4 - 10 LOOSE 10 - 30 Medium Dense 5 - 15%			%	"With" as	s part (of group nar	ne "POORLY GRAD	ED SAND WITH SILT"
30 - 50 Dense 15 - 49% >50 Very Dense 15 - 49%			9%	Modifier	to gro	oup name	"SILTY SAND"		
				Fin	e-Grained (Cohesive)) Soi	ils		
SPT	Torvane	tsf Pocket Pen	tsf o · · ·		Manual D. 1. 11. T. 1	, 33			
N ₆₀ -Value	Shear Stre	ength Unconfine	d Consisten	су	Manual Penetration Test	h	Doroont	Minor Constitue	nts
<2 2 - 4	<0.13 0.13 - 0.	<pre><0.25 25 0.25 - 0.5</pre>	0 Very Sof	t Thum Thi	ib penetrates more than 1 in umb penetrates about 1 inch	nch h	by Volume	Descriptor	Example
4 - 8 0 15	0.25 - 0.	50 0.50 - 1.0	0 Medium S	tiff Thu	Imb penetrates about 1/4 incl	h	0 - 5%	"Trace" as part of soil description "Some" as part of soil description	on "trace fine-grained sand"
8 - 15 15 - 30	0.50 - 1.	00 1.00 - 2.0	0 Sun 0 Verv Stif	f Re	adily indented by thumbnail	icn I	15 - 30%	"With" as part of group name	"SILT WITH SAND"
>30	>2.00	>4.00	Hard	Dif	ficult to indent by thumbnail		30 - 49%	Modifier to group name	"SANDY SILT"
		Moi	sture Content					Structure	
Dry: Abs	ence of moi	sture, dusty, dry to the	touch						
Moist: Le	eaves moistu	ure on hand				Stra	itified: Altern	ating layers of material or color :	>6 mm thick
Wet: Visi	ible free wat	er, likely from below w	ater table			Lam	ninated: Alte	ernating layers < 6 mm thick	
	Diactio	ity Dry Str	nath Di	latancy	Fissured: Breaks along definite fracture planes				
	Flashic	ity Diy Stre	ingtii Di	latancy	Touginiess	Slickensided: Striated, polished, or glossy fracture planes			ire pianes into small angular lumps
ML	Non to L	.ow Non to dium Medium t	Low Slo o High No	w to Rapid	Low, can't roll Medium		which r	esist further breakdown	into sinai angula lamps
MH	Medium to	High Low to M	edium Noi	ne to Slow	Low to Medium	Len	ses: Has sn	nall pockets of different soils, not	te thickness
СН	Medium to	High High to Ve	ry High	None	High	Hon	nogeneous:	Same color and appearance three	oughout
				Vi	sual-Manual Classific	catio	'n		
		Major Divisions		Group Symbol	s		Typic	al Names	
		Gravels: 50% or more	Clean	GW	Well-graded gravels a	and gi	ravel/sand m	ixtures, little or no fines	
Coa	arse	retained on	Gravels	GP	Poorly-graded gravels	s and	gravel/sand	mixtures, little or no fines	
So	pils:	the No. 4 sieve	Gravels with Fines	GM	Clavey gravels, gravel/s	anu/s	d/clay mixtures	205	
More	e than		Clean	SW	Well-graded sands ar	nd are	avelly sands.	little or no fines	
50% re on No	etaineu o. 200	Sands: More than	Sands	SP	Poorly-graded sands	and c	gravelly sance	ls, little or no fines	
sie	eve	No. 4 sieve	Sands	SM	Silty sands, sand/silt	mixtu	res		
		-	with Fines	SC	Clayey sands, sand/c	clay m	ixtures		
Fine-G	Grained	Silt and	Clays	ML	Inorganic silts, rock fl	lour, c	layey silts		loop alaya
So	oils:	Low Plastic	ty Fines		Organic soil of low pla	v i m asticit	eurum plasti	city, gravelly clays, sandy clays,	ieail Cidys
50% o	or more			MH	Inorganic silts, clayey	/ silts	<u>J</u>		
200	Sieve	Silt and High Plasti	Clays rity Fines	СН	Inorganic clays of hig	jh plas	sticity, fat cla	ys	
		riigit ridsti	51.71 11153	OH	Organic soil of mediu	ım to I	high plasticit	у	
		Highly Organic Soils		PT	Peat, muck, and othe	er high	ily organic se	oils	
R	LSO	References:							



ASTM D2487 Standard Practice for Classification of Soils for Engineering Purposes (Unified Soil Classification System) ASTM D2488 Standard Practice for Description and Identification of Soils (Visual-Manual Procedure) Terzaghi, K., and Peck, R.B., 1948, Soil Mechanics in Engineering Practice, John Wiley & Sons. **Carlson Geotechnical**

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Appendix A: Site Photographs

City of Lowell Pavement Preservation East Main Avenue & East Lakeview Avenue Lowell, Oregon

CGT Project Number G1804905

November 21, 2018

Prepared For:

Civil West Engineering Services, Inc. Attn: Ms. Manda Catterlin, E.I.T. 213 Water Ave. NW, Suite 100 Albany, Oregon 97321

> Prepared by Carlson Geotechnical

Site Plan	Figure A1
Main Avenue Photographs	Figure A2
East Lakeview Avenue Photographs	Figure A3







CITY OF LOWELL PAVEMENT PRESERVATION - LOWELL, OREGON Project Number G1804905

FIGURE A2

Main Avenue Photographs







Photographs were taken at the time of our fieldwork.





Photographs were taken at the time of our fieldwork.

CITY OF LOWELL PAVEMENT PRESERVATION - LOWELL, OREGON Project Number G1804905

FIGURE A3

Lakeview Avenue Photographs



503-601-8250 Drafted by: BMW

CITY OF LOWELL PAVEMENT PRESERVATION - LOWELL, OREGON Project Number G1804905

FIGURE A3

Lakeview Avenue Photographs



Drafted by: BMW



Photographs were taken at the time of our fieldwork.

Drafted by: BMW

CITY OF LOWELL PAVEMENT PRESERVATION - LOWELL, OREGON Project Number G1804905

FIGURE A3

Lakeview Avenue Photographs





Photographs were taken at the time of our fieldwork.

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Appendix B: Pavement Structural Capacity Evaluation East Main Avenue

City of Lowell Pavement Preservation East Main Avenue & East Lakeview Avenue Lowell, Oregon

CGT Project Number G1804905

November 21, 2018

Prepared For:

Civil West Engineering Services, Inc. Attn: Ms. Manda Catterlin, E.I.T. 213 Water Ave. NW, Suite 100 Albany, Oregon 97321

Prepared By:

Carlson Geotechnical

B.1 BACKGROUND

Based on information provided by Civil West Engineering, we understand public street improvements are planned for the subject portion¹ of East Main Avenue². In order to estimate the remaining service life of the existing pavement within the subject roadway, and determine if structural enhancements were required to help maintain serviceability, a quantitative evaluation of its structural capacity was performed. We performed the structural capacity evaluation based on visual survey and materials investigation/testing in general accordance with Sections 5.3 and 5.4 of the AASHTO Guide for Design of Pavement Structures, 1993 (AASHTO). The following sections summarize the results of the visual condition survey, the results of our structural capacity analyses, and conclusions for the pavement structure.

B.2 PAVEMENT MATERIALS INVESTIGATION

As indicated in the geotechnical report, CGT advanced three shallow subsurface explorations, including pavement cores and hand auger borings within the existing roadway on July 26, 2018, in order to help refine existing conditions. The results of our completed field investigation were detailed in Section 6.0 of the report, and are briefly summarized below.

Devement Meterial	Material Thickness (inches) ¹			
Pavement Material	Core C-4	Core C-5	Core C-6	
Asphaltic Concrete	71⁄2	8	91⁄2	
Gravel Fill (Aggregate Base Rock)	0	0	0	

A R1	Payament Material Thicknesses at Core Locations

B.3 VISUAL CONDITION SURVEY

B.3.1 **Overview**

CGT engineering staff observed surface conditions within the subject street in late July 2018. The Site Plan, Figure A1, presented in Appendix A shows the approximate locations and orientations of the photographs taken during our survey. Photographs taken during our site visit are presented therein on Figure A2. The purpose of the visit was to identify the type, amount, severity, and location of any observed surface distress (deficiencies) in the existing pavement in accordance with AASHTO procedures and the 2018 Oregon Department of Transportation Pavement Data Collection Manual (ODOT PDCM). The following table presents a checklist of typical surface deficiencies in flexible (asphalt) pavement. This table also includes our observations of the presence (lack thereof) of the surface deficiencies within the street.

This evaluation covers both traffic lanes of East Main Avenue, spanning between South Moss Street and Pioneer Street.

² Roadway is designated as a Minor Collector per input from Civil West Engineering Services.

Tabl	Table B2 Pavement Distress Type & Those Observed at Site				
Distress Type	Typical Cause(s)	Observed at Site?			
Rutting in the wheel paths	Ruts typically develop from consolidation or lateral movement under traffic.	None of significance observed			
Fatigue cracking	Typically caused by excessive deflection of the surface over unstable subgrade or lower courses of pavement. The unstable support usually is the result of saturated granular base or subgrade.	Yes, see Section B.3.2 for discussion			
Longitudinal/transverse cracking	Typically due to poorly constructed paving joints, shrinkage of asphalt layer, daily temperature cycling, etc.	Yes, see Section B.3.3 for discussion			
Patching	Typically used where the original pavement surface is removed and replaced, or additional material is applied to the pavement surface after original construction.	Yes, see Section B.3.4 for discussion			
Disintegration (potholes)	Typically caused by weakness in the pavement resulting from insufficient asphalt, failure of base, and/or poor drainage.	Yes, see Section B.3.5 for discussion			
Disintegration (raveling)	Typically caused by lack of compaction and/or improper mix proportions.	None of significance observed			
Localized Subsidence	Typically caused by poor quality subgrade materials susceptible to consolidation	None observed			
Edge cracking	Typically due to lack of lateral (shoulder) support. Another cause of edge cracking can be settlement or yielding of subgrade or granular base.	None observed			
Edge joint (seam) "cracking"	Typically due to poor drainage due to a shoulder being higher than the main pavement.	None observed			
Corrugations (washboarding)	This form of distress typically occurs in asphalt layers that lack stability due to less than favorable mix proportions.	None observed			
Upheaval	Typically caused by expansive soils and/or tree roots.	None observed			

B.3.2 Fatigue Cracking

We observed fatigue (alligator) cracking within several areas within the subject street. The cracks were generally ¹/₄- to ¹/₂-inch in width and exhibited low to heavy spalling. The severity of fatigue cracking was characterized as "low to severe" in accordance with guidelines presented in the ODOT PDCM. Examples of fatigue cracking are shown on Photographs 2, 4, 6, 8, and 9 on the attached Figure A2.

B.3.3 Longitudinal Cracking

We observed longitudinal cracking within one location within the western portion of the subject street. The crack was generally up to ½ inch in width and is interpreted to be attributed to asphalt shrinkage along a paving joint. The severity of longitudinal cracking was characterized as "low" in accordance with guidelines presented in the ODOT PDCM. A photograph of the longitudinal crack is shown on Photograph 3 on the attached Figure A2.

B.3.4 Patching

We observed two patches within the subject street. The patches were variable in terms of size and footprint, and relatively free of distress within their respective footprints. The severity of patching was characterized as "low severity" in accordance with guidelines presented in the ODOT PDCM. Photographs of the patches are shown on Photographs 6 and 7 on the attached Figure A2.

B.3.5 Disintegration (Potholes)

We observed disintegration (shallow potholes) along the localized edges of the subject street. The potholes are shown on Photographs 4 and 8 on the attached Figure A2. The potholes were generally less than 1 inch

deep. The severity of potholes in these areas was characterized as "low" in accordance with guidelines presented in the ODOT PDCM.

B.4 STRUCTURAL CAPACITY EVALUATION

B.4.1 Methodology

We evaluated the structural capacity of the existing pavement structure using the results of the pavement materials investigation and visual survey in general accordance with Section 5.4.5 of AASHTO. The purpose of this evaluation was to determine whether structural enhancement (such as an overlay) was required to help manage anticipated design vehicular traffic. The methodology presented by AASHTO incorporates the use of structural numbers (SN) as follows:

- SN_{eff} = Effective structural number of the existing pavement structure, determined from the visual condition survey and investigation of the existing pavement.
- SN_f = Required structural number for future traffic.
- SN_{ol} = Required overlay structural number. This value is equal to SN_f SN_{eff}. The methodology indicates that, in the event that SN_{eff} is greater than S_f, and no functional deficiencies are observed in the existing pavement, an overlay is not required. Similarly, in the event that SN_{eff} is less than SN_f, an overlay is required to maintain the desired level of serviceability over the indicated design period.

B.4.2 Design Input Parameters

For the purposes of calculating the structural numbers, a number of parameters were estimated based on the results of the visual survey and pavement investigation. In addition, input parameters related to future traffic and level of serviceability were estimated based on guidelines presented in AASHTO and pavement design manuals presented by the ODOT Pavement Design Guide (ODOT PDG)³ and Asphalt Pavement Association of Oregon (APAO) manual⁴. The parameters used in the evaluation are shown in the following table and are discussed in narrative thereafter.

³ Oregon Department of Transportation (ODOT) Pavement Design Guide, December 2011.

⁴ Asphalt Pavement Association of Oregon (APAO) Asphalt Pavement Design Guide, Revised October 2003.

	Table B3 Design Input Parameters	
Structural Number	Required Input Parameter	Value Used in Evaluation
	a1 = Structural layer coefficient, AC layer	0.30
	a ₂ = Structural layer coefficient, base layer	N/A (none encountered)
	a ₃ = Structural layer coefficient, subbase layer	N/A (none encountered)
CN	D ₁ = Thickness of existing pavement, surface layer ¹	8
SINeff	D ₂ = Thickness of existing pavement, base layer ¹	0
	D ₃ = Thickness of existing pavement, subbase layer	0
	M ₂ = Drainage coefficient for granular base	N/A
	M ₃ = Drainage coefficient for granular subbase	N/A
	N _f = Design period	20 years
	ESAL _f = Design 18-kip ESAL over design period	100,000
CN	M _R = Design resilient modulus ²	8,000 psi
SINf	Design Serviceability (PSI) Loss	1.7
	R = Design Reliability	85 percent
	S₀ = Design Standard Deviation	0.49

¹Layer thickness selected based on results of site exploration and represents the location exhibiting the lowest structural number for pavement. ²Value selected based on tabular value for clayey gravel subgrade per APAO manual.

The following summarizes additional comments on the values presented in Table B3:

- Layer coefficients (a₁, a₂, and a₃) were determined based on results of visual condition survey discussed in Section B.3 above and Table 5.2 of AASHTO.
- Layer thicknesses (D₁, D₂, and D₃) were based on results of our pavement materials investigation.
- A 20-year design period was assigned for the street in accordance with current standard of practice.
- The design 18-kip ESAL for the street was assigned based on the ESAL presented for the "middle of the road" value for Level III (Low Moderate) Traffic Classification per Table 3.1 of the APAO manual. This traffic classification lists typical ADTT of 7 to 14 per day over 20 years. Examples under this loading consist of urban minor collector streets, rural minor collector streets, and parking lots with more than 500 stalls.
- The value used for design reliability (R) and standard deviation (S_o) was selected in accordance with Table 2A and Section 5.3, respectively, of the referenced ODOT design manual.

B.4.2.1 Results of Analyses

Using the above inputs and procedures presented by AASHTO, we determined the structural numbers for the pavement structure. The following table summarizes the results of our analyses:

	Table	B4 Calcul	ated Structural Numbers			
Area of Interact	Pavement	Existing Pavement Section (inches)		Calculated Structural Number		
Area of Interest	Exploration ¹	AC Thickness ¹	Aggregate Base Thickness ¹	SN _{eff}	SNf	SNol
East Main Avenue	Core C-5	8	0	2.4	2.4	0
¹ Consistent with Table	B3 above.					

B.5 REVIEW & DISCUSSION

As indicated above, we completed a structural capacity evaluation of the existing pavement structure within the subject portion of East Main Avenue to determine whether structural enhancement was required to help manage anticipated future vehicular traffic. Our analyses indicated that, for the modeled design ESAL, the effective structural number (SN_{eff}) for the existing pavement is equal to the required future structural number (SN_{eff}) for this street.

Although no structural deficiency was determined, as indicated in Section B.3.1 above, the pavement surface exhibits surface deficiencies that, if not mitigated, will inherently lead to reduced serviceability and require maintenance/repairs at a frequency more common than typically expected. We recommend improvements to the pavement surface be performed to help maintain serviceability over the indicated design period. Recommendations for mitigation of the surface deficiencies are presented in the geotechnical report.

Attachments: None

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Appendix C: Pavement Structural Capacity Evaluation East Lakeview Avenue

City of Lowell Pavement Preservation East Main Avenue & East Lakeview Avenue Lowell, Oregon

CGT Project Number G1804905

November 21, 2018

Prepared For:

Civil West Engineering Services, Inc. Attn: Ms. Manda Catterlin, E.I.T. 213 Water Ave. NW, Suite 100 Albany, Oregon 97321

> Prepared By: Carlson Geotechnical

C.1 BACKGROUND

Based on information provided by Civil West Engineering, we understand public street improvements are planned for the subject portion¹ of East Lakewood Avenue². In order to estimate the remaining service life of the existing pavement within the subject roadway, and determine if structural enhancements were required to help maintain serviceability, a quantitative evaluation of its structural capacity was performed. We performed the structural capacity evaluation based on visual survey and materials investigation/testing in general accordance with Sections 5.3 and 5.4 of the AASHTO Guide for Design of Pavement Structures, 1993 (AASHTO). The following sections summarize the results of the visual condition survey, the results of our structural capacity analyses, and conclusions for the pavement structure.

C.2 **PAVEMENT MATERIALS INVESTIGATION**

As indicated in the geotechnical report, CGT advanced three shallow subsurface explorations, including pavement cores and hand auger borings, within the existing roadway on July 26, 2018, in order to help refine existing conditions. The results of our completed field investigation were detailed in Section 6.0 of the report, and are briefly summarized below.

Devement Meterial	Material Thickness (inches) ¹			
Pavement Material	Core C-1	Core C-2	Core C-3	
Asphalt Concrete	3	3	81/2	
Gravel Fill (Aggregate Base Rock)	2	2	0	

e C1	Pavement Material Thicknesses at Core Locations

C.3 **VISUAL CONDITION SURVEY**

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C.3.1 **Overview**

CGT engineering staff observed surface conditions within the subject street in late July 2018. The Site Plan, Figure A1, presented in Appendix A shows the approximate locations and orientations of the photographs taken during our survey. Photographs taken during our site visit are presented therein on Figure A3. The purpose of the visit was to identify the type, amount, severity, and location of any observed surface distress (deficiencies) in the existing pavement in accordance with AASHTO procedures and the 2018 Oregon Department of Transportation Pavement Data Collection Manual (ODOT PDCM). The following table presents a checklist of typical surface deficiencies in flexible (asphalt) pavement. This table also includes our observations of the presence (lack thereof) of the surface deficiencies within the street.

This evaluation covers both traffic lanes of East Lakewood Avenue, spanning between South Moss Street and Pioneer Street.

² Roadway is designated as a Residential Street per input from Civil West Engineering Services.

Table C2 Pavement Distress Type & Those Observed at Site							
Distress Type	Typical Cause(s)	Observed at Site?					
Rutting in the wheel paths	Ruts typically develop from consolidation or lateral movement under traffic.	None of significance observed					
Fatigue cracking	Typically caused by excessive deflection of the surface over unstable subgrade or lower courses of pavement. The unstable support usually is the result of saturated granular base or subgrade.	Yes, see Section C.3.2 for discussion					
Longitudinal/transverse cracking	Typically due to poorly constructed paving joints, shrinkage of asphalt layer, daily temperature cycling, etc.	None observed					
Patching	Typically used where the original pavement surface is removed and replaced, or additional material is applied to the pavement surface after original construction.	None observed (utility patch only)					
Disintegration (potholes)	Typically caused by weakness in the pavement resulting from insufficient asphalt, failure of base, and/or poor drainage.	Yes, see Section C.3.3 for discussion					
Disintegration (raveling)	Typically caused by lack of compaction and/or improper mix proportions.	Yes, see Section C.3.4 for discussion					
Localized Subsidence	Typically caused by poor quality subgrade materials susceptible to consolidation	None observed					
Edge cracking	Typically due to lack of lateral (shoulder) support. Another cause of edge cracking can be settlement or yielding of subgrade or granular base.	None observed					
Edge joint (seam) "cracking"	Typically due to poor drainage due to a shoulder being higher than the main pavement.	None observed					
Corrugations (washboarding)	This form of distress typically occurs in asphalt layers that lack stability due to less than favorable mix proportions.	None observed					
Upheaval	Typically caused by expansive soils and/or tree roots.	None observed					

C.3.2 Fatigue Cracking

We observed fatigue (alligator) cracking within several areas within the subject street. The cracks were generally ¹/₄- to ¹/₂-inch in width and exhibited low to heavy spalling. The severity of fatigue cracking was characterized as "low to severe" in accordance with guidelines presented in the ODOT PDCM. Examples of fatigue cracking are shown on Photographs 2, 3, 4, 6, and 7 on the attached Figure A3.

C.3.3 Disintegration (Potholes)

We observed disintegration (shallow potholes) within the east portion of the subject street, resultant of fatigue cracking. The potholes are shown on Photograph 2 on the attached Figure A3. The potholes were generally less than 1 inch deep. The severity of potholes in these areas was characterized as "low" in accordance with guidelines presented in the ODOT PDCM.

C.3.4 Raveling

Raveling was observed within the subject street, most notably within the central and west portions of the pavement. Examples of raveling are shown on Photographs 6, 7, and 8 on the attached Figure A3. The severity of raveling was characterized as "low to severe" in accordance with guidelines presented in the ODOT PDCM.

C.4 STRUCTURAL CAPACITY EVALUATION

C.4.1 Methodology

We evaluated the structural capacity of the existing pavement structure using the results of the pavement materials investigation and visual survey in general accordance with Section 5.4.5 of AASHTO. The purpose of this evaluation was to determine whether structural enhancement (such as an overlay) was required to help manage anticipated design vehicular traffic. The methodology presented by AASHTO incorporates the use of structural numbers (SN) as follows:

- SN_{eff} = Effective structural number of the existing pavement structure, determined from the visual condition survey and investigation of the existing pavement.
- SN_f = Required structural number for future traffic.
- SN_{ol} = Required overlay structural number. This value is equal to SN_f SN_{eff}. The methodology indicates that, in the event that SN_{eff} is greater than S_f, and no functional deficiencies are observed in the existing pavement, an overlay is not required. Similarly, in the event that SN_{eff} is less than SN_f, an overlay is required to maintain the desired level of serviceability over the indicated design period.

C.4.2 Design Input Parameters

For the purposes of calculating the structural numbers, a number of parameters were estimated based on the results of the visual survey and pavement investigation. In addition, input parameters related to future traffic and level of serviceability were estimated based on guidelines presented in AASHTO and pavement design manuals presented by the ODOT Pavement Design Guide (ODOT PDG)³ and Asphalt Pavement Association of Oregon (APAO) manual⁴. The parameters used in the evaluation are shown in the following table and are discussed in narrative thereafter.

³ Oregon Department of Transportation (ODOT) Pavement Design Guide, December 2011.

⁴ Asphalt Pavement Association of Oregon (APAO) Asphalt Pavement Design Guide, Revised October 2003.

	Table C3 Design Input Param	eters				
	Possilized lanut Devenetor	Value Used i	Value Used in Evaluation			
Structural Number	Required input Parameter	West ³ / ₄ of Road ¹	East ¼ of Road			
	a1 = Structural layer coefficient, AC layer	0.20	0.30			
	a ₂ = Structural layer coefficient, base layer	0.10	N/A			
	a ₃ = Structural layer coefficient, subbase layer	N/A (none e	N/A (none encountered)			
CN	D ₁ = Thickness of existing pavement, surface layer ¹	3	81⁄2			
SINeff	D ₂ = Thickness of existing pavement, base layer ¹	2	0			
	D ₃ = Thickness of existing pavement, subbase layer	0	0			
	M ₂ = Drainage coefficient for granular base	1.0	N/A			
	M ₃ = Drainage coefficient for granular subbase	N/A	N/A			
	N _f = Design period	20 y	ears			
	ESAL _f = Design 18-kip ESAL over design period	90,0	000			
CN	M _R = Design resilient modulus ²	8,000 psi				
SINf	Design Serviceability (PSI) Loss	1.7				
	R = Design Reliability	75 percent				
	S₀ = Design Standard Deviation	0.4	19			

¹ The western ³/₄ of the roadway is defined as the westernmost 530 feet of Lakeview Avenue.

²Layer thickness selected based on results of site exploration and represents the location exhibiting the lowest structural number for pavement.

³ Value selected based on tabular value for clayey gravel subgrade per APAO manual.

The following summarizes additional comments on the values presented in Table C3:

- Layer coefficients (a₁, a₂, and a₃) were determined based on results of visual condition survey discussed in Section B.3 above and Table 5.2 of AASHTO.
- Layer thicknesses (D₁, D₂, and D₃) were based on results of our pavement materials investigation.
- A 20-year design period was assigned for the street in accordance with current standard of practice.
- The design 18-kip ESAL for the street was assigned based on the ESAL presented for the upper limit (50,000) for Level II (Light) Traffic Classification per Table 3.1 of the APAO manual. This traffic classification lists typical ADTT of 2 to 7 per day over 20 years. Examples under this loading consist of residential streets, rural farm roads, and parking lots of less than 500 stalls. In addition, per input from the civil engineer, we understand the subject street will be subjected to school bus traffic. For the purposes of this evaluation, we modeled an ADT of 8 school busses for the subject street.
- The value used for drainage coefficients (m_n) was selected in accordance with Table 2.4 of the referenced AASHTO manual, based on "good" drainage characteristics of the base and subgrade materials. This quality of drainage was selected based on the unsaturated nature of the pavement materials during our investigation in May 2018.
- The value used for design reliability (R) and standard deviation (S_o) was selected in accordance with Table 2A and Section 5.3, respectively, of the referenced ODOT design manual.

C.4.3 Results of Analyses

Using the above inputs and procedures presented by AASHTO, we determined the structural numbers for the pavement structure. The following table summarizes the results of our analyses:

Table C4 Calculated Structural Numbers								
Area of Interact	Pavement Existing Pavement Exploration ¹ AC Thickness ¹ Ac		ent Existing Pavement Section (inches)					
Area of interest.			Aggregate Base Thickness ¹	SNeff	SNf	SNol		
West ¾ (approx.) of East Lakeview Avenue	Core C-1 & C-2	3	2	0.7	1.75	1.05		
East ¼ (approx.) of East Lakeview Avenue	Core C-3	81/2	0	2.4	1.75	0		
¹ Consistent with Table C3 a	above.							

C.5 REVIEW & DISCUSSION

As indicated above, we completed a structural capacity evaluation of the existing pavement structure within the subject portion of East Lakewood Avenue to determine whether structural enhancement was required to help manage anticipated future vehicular traffic. Our analyses indicated that, for the modeled design ESAL, the effective structural number (SN_{eff}) for the existing pavement is less than the required future structural number (SN_{eff}) in two of the three locations along this traffic lane. Accordingly, the procedures indicate there is structural deficiency in the majority of the existing pavement structure. Recommendations for mitigating the deficiency are presented in the geotechnical report.

Attachments: None

CITY OF LOWELL GENERAL FUND RESOURCES JULY 1, 2020 - JUNE 30, 2021

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Fund Balance							
110-3100	Beginning Fund Balance	184,077	225,395	231,767	297,503	209,615	209,615	209,615
	Total Beginning Balance	184,077	225,395	231,767	297,503	209,615	209,615	209,615
	Bevenues							
110 210 4112	Broporty Taxos Current	127 967	142 092	112 769	112 769	147 051	147.051	147.051
110-310-4112	Property Taxes - Current	2 440	5 486	5 202	2 1 2 0	2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2
110-310-4114	Interest Forned	2,440	0 420	5,295	5,129	5,225	5,225	5,225
110-313-4123	State Revenue Sharing	0,390	9,430	0,130	5,057 10 500	5,620	5,620	5,620
110-320-4132		9,221	9,511	10,421	10,599	10,917	10,917	10,917
110-320-4134	Liquer Tax	1,342	1,231	1,000	1,302	1,341	1,341	1,341
110-320-4130	Transient Deem Tex	17,100	17,559	20,564	19,701	20,292	20,292	20,292
110-320-4145	Marilyana Tay Distribution	260	-	300 F 200	5 4 250	-	-	-
110-320-4148		7,407	5,589	5,200	4,259	4,380	4,380	4,380
110-325-4151	Grant Revenue	-	5,000	1,050,000	65,750	214,243	214,243	214,243
110-325-4152	Tourism Grant	8,761	9,639	9,832	10,137	7,603	7,603	7,603
110-325-4154	Summer Reading Grant	1,000	2,000	1,000	-	1,000	1,000	1,000
110-325-4155	Library Grant	-	-	-	-	200,000	200,000	200,000
110-325-4158	DLCD Grant	1,000	-	1,000	-	1,000	1,000	1,000
110-330-4310	Cable Franchise Fees	2,188	4,391	4,388	5,765	5,938	5,938	5,938
110-330-4312	Electric Franchise Fees	47,775	45,920	47,298	47,619	49,048	49,048	49,048
110-330-4314	Garbage Franchise Fees	300	-	4,000	300	4,000	4,000	4,000
110-330-4316	Telecom Franchise Fees	2,458	1,895	1,706	9,455	1,650	1,650	1,650
110-330-4318	Water Franchise Fees	-	-	-	-	17,776	17,776	17,776
110-330-4320	Sewer Franchise Fees	-	-	-	-	19,344	19,344	19,344
110-335-4352	Land Use & Development	1,044	5,354	13,500	6,502	15,000	15,000	15,000
110-335-4354	Misc Permits & Licenses	750	440	250	480	275	275	275
110-335-4356	Building Permit Fees	32,081	151,940	50,634	41,621	-	-	-
110-335-4358	Electrical Permit Fees	3,886	17,893	8,345	6,897	-	-	-
110-335-4360	Dog Licenses	652	806	700	850	876	876	876
110-340-4410	Copy, Fax, Notary & Research	-	332	100	1,000	1,030	1,030	1,030
110-340-4413	Library Memberships	-	-	1,250	-	1,250	1,250	1,250
110-340-4415	Library Business Services	1,094	339	500	-	250	250	250
110-340-4417	Lien Searches	500	740	350	500	515	515	515
110-340-4419	Election Filing Fees	25	50	50	-	50	50	50
110-340-4421	SDC/CET Admin Fee	2,756	4,790	2,200	3,000	4,005	4,005	4,005
110-340-4423	Pay Station Revenue	82	-	100	216	125	125	125
110-345-4511	Parks Reimbursement SDC	425	376	387	423	735	735	735
110-350-4625	Municipal Court Revenue	3,726	1,940	2,942	2,316	2,500	2,500	2,500
110-360-4225	Loan Proceeds	-	530,000	-	-	240,743	240,743	240,743
110-365-4752	Reimbursement Revenue	1,293	-	5,000	-	-	-	-
110-365-4790	SVDP Project Reimbursement	-	-	-	-	-	-	-
110-370-4822	BBJ Admin Fee	500	-	-	-	-	-	-
110-370-4824	Donations	-	-	-	85	-	-	-
110-370-4825	Library Donations	-	-	1,000	-	1,000	1,000	1,000
110-370-4849	Capital Asset Disposal	-	-	-	800	75,000	75,000	75,000
110-380-4865	Library Capital Campaign	-	-	-	-	10.000	10.000	10.000
110-385-4895	Miscellaneous Revenue	2.629	227.437	2,500	2.262	2.250	2.250	2.250
	Total Revenues	297,048	1,201,979	1,400,708	393,397	1,070,242	1,070,242	1,070,242
	Transfers In							
110-390-4912	Transfer from Street Fund	-	-	-	-	-	-	-
110-390-4914	Transfer from BBJ Fund	-	-	-	-	-	-	-
110-390-4917	Transfer from SDC Fund	-	-	-	-	-	-	-
110-390-4950	Transfer from Equipment Fund	-	-	-	-	6,051	6,051	6,051
	Total Transfers In	-	-	-	-	6,051	6,051	6,051

1,632,475

1,285,908

CITY OF LOWELL GENERAL FUND REQUIREMENTS JULY 1, 2020 - JUNE 30, 2021

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Administration							
	Personal Services							
110-410-5110	City Administrator	11,355	12,826	17,305	17,263	18,000	18,000	18,000
110-410-5114	City Clerk	4,794	5,027	5,153	5,272	5,550	5,550	5,550
110-410-5150	Public Works Director	3,125	5,053	-	-	-	-	-
110-410-5152	Utility Worker I	1,552	-	-	-	-	-	-
110-410-5154		1,811	1,968	-	-	-	-	-
110-410-5156	Temporary/Seasonal	-	-	-	-	-	-	-
110-410-5158		800	938	1,824	1,011	1,991	1,991	1,991
110-410-5220	Social Socurity/Modicaro	1 9/1	1,109	2 105	41	1 060	80 1.060	1 060
110-410-5313	Worker's Comp	1,044	1,901	2,193	1,027	1,900	1,900	1,900
110-410-5320	Unemployment	507	491	1 7 2 2	1/1	455	433	433
110-410-5350		- 5 271	- / 181	1,755	3 968	3.646	3.646	1,730
110-410-5410	Public Employees Retirement	2 767	4,101 2 81 <i>1</i>	4 220	3,308 A 117	3,040	3,040 1 / 17	3,040
110 410 5450	Wage Adjustment	-	2,014	-	-,11/		-	
110 110 3310	Total Personal Services	34.556	36.372	36.384	34.269	37.849	37.849	37.849
				•	-,	- ,		- ,
	Materials and Services							
110-410-6110	Auditing	3,900	4,150	4,419	4,225	3,919	3,919	3,919
110-410-6112	Legal Services	2,170	5,997	5,000	2,484	2,500	2,500	2,500
110-410-6114	Financial Services	2,256	3,543	3,749	4,964	5,215	5,215	5,215
110-410-6122	IT Services	2,895	10,406	5,753	7,960	6,304	6,304	6,304
110-410-6124	Copier Contract	1,872	2,446	2,000	1,880	2,250	2,250	2,250
110-410-6128	Other Contract Services	99	6,587	2,371	38,982	2,500	2,500	2,500
110-410-6190	Computer Serv/Warr/Contracts	17,452	-	-	-	-	-	-
110-410-6210	Insurance & Bonds	5,731	5,643	6,115	5,968	6,426	6,426	6,426
110-410-6220	Publications, Printing & Dues	3,822	4,432	6,900	2,679	2,600	2,600	2,600
110-410-6222	Newsletter Expenditure	-	-	1,200	-	1,200	1,200	1,200
110-410-6226	Postage	261	623	750	422	725	725	725
110-410-6228	Public Notices	423	-	1,000	500	1,000	1,000	1,000
110-410-6230	Office Supplies/Equipment	991	1,485	1,000	1,802	1,375	1,375	1,375
110-410-6234	General Supplies	243	/19	1,000	1//	1,000	1,000	1,000
110-410-6238	Bank Service Charges	2,565	827	1,000	882	1,000	1,000	1,000
110-410-6240	Iravel & Iraining	1,483	2,685	1,500	1,973	2,100	2,100	2,100
110-410-6290	Miscellaneous	479	165	500	500	500	500	500
110-410-6320	Building Repair & Maintenance	230	1,662	1,000	250	1,000	1,000	1,000
110-410-6324	Equipment Repair & Maintenance	-	57	2 000	2 205	2 000	2 000	2 000
110-410-6334	Mon-Capitalized Assets	3,998	1,908	2,000	2,205	2,000	2,000	2,000
110-410-6420	Sower Services	505	575	200	2,078	1,525	1,525	1,525
110-410-0423	Electricity Services	1 724	2 176	550	2 810	2 1 0 0	2 100	2 1 0 0
110-410-6430	Internet Services	1,734	2,170	215	2,810	2,100	2,100	2,100
110-410-6433	Telephone Services	2 508	2 580	313	2,077	1 875	1 975	1 975
110-410-0440	Refuse Services	2,508	2,580	90	2,403	1,875	120	1,875
110-410-0445	Council Expenditure	780	2 226	2 000	-	2 000	2 000	2 000
110-410-6512	State Ethics Commission	475	475	600	600	650	650	650
110-410-6514	League of Oregon Cities(LOC)		-	-	-	-	-	-
110 410 0014	Reimbursable Expenditure	70	_	5 000	250	_	_	_
110 410 0752	Total Materials and Services	58.344	62.844	56.604	88.481	53.294	53.294	53.294
				,	,	,		,
	Capital Outlay							
110-410-8225	Buildings & Facilities	-	297,073	90,000	-	-	-	-
110-410-8320	Software	-	6,825	-	5,925	-	-	-
110-410-8425	Vehicles & Rolling Stock	-	-	-	-	-	-	-
110-410-8335	Equipment & Furnishings	-	-	-	-	-	-	-
	Total Capital Outlay	-	303,897	90,000	5,925	-	-	-
	Total Administration	92,901	403,113	182,988	128,675	91,143	91,143	91,143

CITY OF LOWELL GENERAL FUND REQUIREMENTS JULY 1, 2020 - JUNE 30, 2021

	DESCRIPTION	2017-18 ACTUAL	2018-19 ACTUAL	2019-20 BUDGET	2019-20 PROJECTED	2020-21 PROPOSED	2020-21 APPROVED	2020-21 ADOPTED
	Parks Barsonal Sarvices							
110-420-5110	City Administrator	3 785	4 636	1 328	1 316	4 500	4 500	4 500
110-420-5110	Public Works Director	3 125	3 /82	3 374	3 112	3 617	3 617	3,500
110-420-5150	I Itility Worker I	1 552	- 3,482	3,374	7 285	8 256	8 256	8 256
110 420 5152		1,552	1 968	3,276	7,205	0,200	0,230	
110 420 5154	Temporary/Seasonal	-	-	5,270	_	2 883	2 883	2 883
110-420-5150	Maintenance Worker I	7 198	7 273	9 1 1 8	8 054	9 955	9 955	9 955
110-420-5220	Overtime	611	824	1 351	326	1 027	1 027	1 027
110-420-5215	Social Security/Medicare	1 384	1 316	2 217	1 786	2 320	2 320	2 320
110-420-5315	Worker's Comp	1 113	856	1 709	672	660	660	660
110-420-5350	Unemployment	-	-	1.861	-	2.000	2.000	2,000
110-420-5410	Health Insurance	2,613	1,934	4,316	4.337	7,770	7,770	7,770
110-420-5450	Public Employees Retirement	2.074	1.920	4.262	3.789	5.214	5.214	5.214
110-420-5910	Wage Adjustment	_,	_,=	-	-	-	-,	
	Total Personal Services	25,265	24,210	39,088	34,007	48,202	48,202	48,202
	Materials and Services							
110-420-6128	Other Contract Services	2,000	37,202	1,000	3,000	1,000	1,000	1,000
110-420-6234	General Supplies	590	1,499	2,000	6,705	2,000	2,000	2,000
110-420-6290	Miscellaneous	420	240	500	500	500	500	500
110-420-6320	Building Repair & Maintenance	395	1,513	2,500	2,500	2,500	2,500	2,500
110-420-6324	Equipment Repair & Maintenance	541	1,279	1,000	1,000	1,000	1,000	1,000
110-420-6328	Property Maintenance	-	-	-	-	1,000	1,000	1,000
110-420-6330	Other Repair & Maintenance	1,743	1,314	5,000	6,000	2,000	2,000	2,000
110-420-6334	Non-Capitalized Assets	2,007	1,597	2,000	1,500	1,000	1,000	1,000
110-420-6339	Maintenance - Nelson Land Dona	-	-	500	2,500	2,500	2,500	2,500
110-420-6420	Water Services	705	746	5,150	3,056	3,500	3,500	3,500
110-420-6425	Sewer Services	1,358	1,401	1,439	1,442	1,500	1,500	1,500
110-420-6430	Electricity Services	503	675	614	597	675	675	675
110-420-6445	Refuse Services	257	269	288	285	365	365	365
110-420-6710	Gas & Oil	1,269	1,685	812	1,896	1,500	1,500	1,500
	Total Materials and Services	11,789	49,419	22,803	30,980	21,040	21,040	21,040
	Capital Outlay							
110-420-8225	Buildings & Facilities	-	-	-	-	-	-	-
110-420-8335	Equipment & Furnishings	-	-	-	-	-	-	-
110-420-8425	Vehicles & Rolling Stock	-	-	-	6,777	-	-	-
110-420-8520	Parks Improvements	-	420,870	790,000	45,958	554,986	554,986	554,986
	Total Capital Outlay	-	420,870	790,000	52,735	554,986	554,986	554,986

494,500 851,891

624,228
		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Police							
	Materials and Services							
110-430-6118	Police Services	30,200	27,300	30,561	28,124	29,530	29,530	29,530
110-430-6334	Non-Capitalized Assets	-	-	5,000	5,000	-	-	-
	Total Materials and Services	30,200	27,300	35,561	33,124	29,530	29,530	29,530

27,300

35,561

33,124 29,530

	DESCRIPTION	2017-18 ACTUAL	2018-19 ACTUAL	2019-20 BUDGET	2019-20 PROJECTED	2020-21 PROPOSED	2020-21 APPROVED	2020-21 ADOPTED
	Community Development Personal Services							
110-440-5110	City Administrator	7,570	8,374	4,325	4,316	4,500	4,500	4,500
110-440-5114	City Clerk	2,397	2,514	2,577	2,636	-	-	-
110-440-5220	Overtime	30	48	97	20	-	-	-
110-440-5315	Social Security/Medicare	765	785	628	528	350	350	350
110-440-5320	Worker's Comp	44	17	14	57	75	75	75
110-440-5350	Unemployment	-	-	508	-	250	250	250
110-440-5410	Health Insurance	2,095	1,816	1,314	1,501	495	495	495
110-440-5450	Public Employees Retirement	1,150	1,180	1,207	1,189	795	795	795
	Total Personal Services	14,051	14,734	10,670	10,246	6,465	6,465	6,465
	Materials and Services							
110-440-6116	Engineering Services	206	145	7,500	11,174	1,000	1,000	1,000
110-440-6128	Other Contract Services	33	23,936	20,500	19,000	7,500	7,500	7,500
110-440-6220	Publications, Printing & Dues	-	-	100	-	100	100	100
110-440-6226	Postage	-	-	250	-	175	175	175
110-440-6240	Travel & Training	-	414	500	-	500	500	500
110-440-6290	Miscellaneous	-	-	250	-	250	250	250
110-440-6522	Land Use & Development Costs	2,147	8,534	20,625	24,930	15,000	15,000	15,000
110-440-6524	Building Permit Costs	23,553	107,637	33,282	37,838	-	-	-
110-440-6525	Electrical Permit Costs	2,740	13,034	4,650	6,270	-	-	-
	Total Materials and Services	28,679	153,699	87,657	99,212	24,525	24,525	24,525

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Library							
	Personal Services							
110-450-5130	Librarian/Special Events	-	-	11,700	-	12,480	12,480	12,480
110-450-5156	Temporary/ Seasonal	-	35	50	-	577	577	577
110-450-5158	Maintenance Worker I	-	-	-	1,611	1,991	1,991	1,991
110-450-5315	Social Security/Medicare	-	-	1,049	123	1,155	1,155	1,155
110-450-5320	Worker's Comp	105	35	50	84	230	230	230
110-450-5350	Unemployment	-	-	741	-	1,000	1,000	1,000
110-450-5410	Health Insurance	-	-	-	-	750	750	750
110-450-5450	Public Employees Retirement	-	-	2,017	278	2,595	2,595	2,595
	Total Personal Services	105	70	15,607	2,096	20,778	20,778	20,778
	Materials and Services							
110-450-6122	IT Services	1,049	600	7,440	973	1,460	1,460	1,460
110-450-6226	Postage	-	-	50	-	50	50	50
110-450-6230	Office Supplies/Equipment	380	156	500	-	500	500	500
110-450-6234	General Supplies	360	329	1,500	-	1,500	1,500	1,500
110-450-6290	Miscellaneous	282	-	250	-	250	250	250
110-450-6320	Building Repair & Maintenance	-	-	100	1,350	500	500	500
110-450-6334	Non-Capitalized Assets	2,672	-	1,000	-	-	-	-
110-450-6420	Water Services	128	106	1,200	693	950	950	950
110-450-6425	Sewer Services	170	190	732	360	750	750	750
110-450-6430	Electricity Services	578	725	3,600	938	2,400	2,400	2,400
110-450-6435	Internet Services	930	930	2,100	1,406	780	780	780
110-450-6445	Refuse Services	86	97	600	111	525	525	525
110-450-6530	Summer Reading Program	1,050	740	1,000	-	1,000	1,000	1,000
110-450-6128	Other Contract Services	-	-	2,000	250	500	500	500
110-450-6440	Telephone Services	-	-	300	-	350	350	350
	Total Materials and Services	7,684	3,873	22,372	6,080	11,515	11,515	11,515
	Capital Outlay							
110-450-8225	Buildings & Facilities	-	-	302,000	-	301,470	301,470	301,470
110-450-8335	Equipment & Furnishings	-	-	-	-	-	-	-
	Total Capital Outlay	-	-	302,000	-	301,470	301,470	301,470

3,943 3

8,176 333,763

	DESCRIPTION	2017-18 ACTUAL	2018-19 ACTUAL	2019-20 BUDGET	2019-20 PROJECTED	2020-21 PROPOSED	2020-21 APPROVED	2020-21 ADOPTED
	Code Enforcement							
	Personal Services							
110-460-5110	City Administrator	3,785	4,311	4,326	4,316	4,500	4,500	4,500
110-460-5150	Public Works Director	3,125	3,482	3,374	3,442	3,617	3,617	3,617
110-460-5220	Overtime	67	505	-	127	313	313	313
110-460-5315	Social Security/Medicare	534	596	691	597	650	650	650
110-460-5320	Worker's Comp	204	174	307	57	135	135	135
110-460-5350	Unemployment	-	-	573	-	500	500	500
110-460-5410	Health Insurance	1,318	1,236	1,439	1,445	1,355	1,355	1,355
110-460-5450	Public Employees Retirement	802	896	1,328	1,347	1,460	1,460	1,460
	Total Personal Services	9,834	11,200	12,038	11,330	12,530	12,530	12,530
	Materials and Services							
110-460-6128	Other Contract Services	150	420	2,500	500	1,000	1,000	1,000
110-460-6234	General Supplies	-	-	100	100	100	100	100
110-460-6290	Miscellaneous	189	243	100	-	100	100	100
110-460-6445	Refuse Services	-	-	-	-	350	350	350
110-460-6540	Dog/Cat Control	-	-	-	-	-	-	-
	Total Materials and Services	339	663	2,700	600	1,550	1,550	1,550

11,863 14,738

	DESCRIPTION	2017-18 ACTUAL	2018-19 ACTUAL	2019-20 BUDGET	2019-20 PROJECTED	2020-21 PROPOSED	2020-21 APPROVED	2020-21 ADOPTED
	_ ·							
	lourism							
	Materials and Services							
110-470-6128	Other Contract Services	6,500	-	1,000	-	1,000	1,000	1,000
110-470-6224	Marketing	340	421	2,000	120	4,000	4,000	4,000
110-470-6226	Postage	-	-	100	-	100	100	100
110-470-6290	Miscellaneous	-	2,615	250	-	250	250	250
110-470-6326	Covered Bridge Maintenance	1,837	2,971	5,000	1,992	2,466	2,466	2,466
110-470-6327	Community Grant Program	1,018	1,559	3,000	6,472	3,000	3,000	3,000
110-470-6328	Matching Grant Funds	-	-	-	-	-	-	-
110-470-6550	Tourism Funded Projects	-	-	-	-	-	-	-
	Total Materials and Services	9,695	7,566	11,350	8,584	10,816	10,816	10,816

7,566

11,350

8,584 10,816

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Court							
	Personal Services							
110-480-5110	City Administrator	3,785	4,239	4,325	4,316	4,500	4,500	4,500
110-480-5114	City Clerk	2,397	2,514	2,577	2,636	2,775	2,775	2,775
110-480-5220	Overtime	30	48	97	20	40	40	40
110-480-5315	Social Security/Medicare	475	486	628	528	560	560	560
110-480-5320	Worker's Comp	28	11	14	57	120	120	120
110-480-5350	Unemployment	-	-	508	-	500	500	500
110-480-5410	Health Insurance	1,623	1,405	1,314	1,501	1,236	1,236	1,236
110-480-5450	Public Employees Retirement	714	731	1,207	1,189	1,265	1,265	1,265
110-480-5112	Finance Clerk	-	-	-	-	-	-	-
	Total Personal Services	9,053	9,434	10,670	10,246	10,996	10,996	10,996
	Materials and Services							
110-480-6120	Judge Contract	750	450	1,250	625	1,250	1,250	1,250
110-480-6121	Bailiff Contract	-	-	-	-	-	-	-
110-480-6128	Other Contract Services	362	882	1,500	944	1,000	1,000	1,000
110-480-6220	Publications, Printing & Dues	-	-	-	-	-	-	-
110-480-6226	Postage	-	-	50	50	50	50	50
110-480-6238	Bank Service Charges	84	196	200	-	200	200	200
110-480-6290	Miscellaneous	-	-	-	-	-	-	-
110-480-6560	State Assessments	45	225	500	405	500	500	500
	Total Materials and Services	1,242	1,753	3,500	2,024	3,000	3,000	3,000

11,186 1

13,996

	DESCRIPTION	2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTORE	ACTOAL	DODGET	FROJECIED	FROFOSED	AFFROVED	ADOFILD
	Non Departmental							
	Debt Service							
110-800-7111	Loan Principal - Library/City	-	-	13,668	17,096	17,846	17,846	17,846
110-800-7120	Loan Principal - SDC Fund Loan	12,895	-	-	-	-	-	-
110-800-7511	Loan Interest - Library/City	-	-	18,601	23,252	22,502	22,502	22,502
110-800-7520	Loan Interest - SDC Fund Loan	-	-	-	-	-	-	-
	Total Debt Service	12,895	-	32,269	40,348	40,348	40,348	40,348
	Transfers Out							
110-900-9120	Transfer to Building Fund	-	-	-	-	37,200	37,200	37,200
110-900-9130	Transfer to Water Fund	-	-	-	-	-	-	-
110-900-9140	Transfer to Sewer Fund	-	-	-	-	-	-	-
110-900-9150	Transfer to Equipment Fund	2,000	2,000	6,000	6,000	-	-	-
	Total Transfers Out	2,000	2,000	6,000	6,000	37,200	37,200	37,200
	Contingency							
110-900-9590	Contingency	-	-	60,502	-	57,314	57,314	57,314
	Total Contingency	-	-	60,502	-	57,314	57,314	57,314
	Reserved for Future Expenditure	9						
110-900-9895	Reserved for future use - Park	-	-	7,500	5,000	2,500	2,500	2,500
110-900-9899	Unappropriated Ending Balance	-	-	-	-	-	-	-
	Total Reserved for Future Expe	-	-	7,500	5,000	2,500	2,500	2,500

CITY OF LOWELL BUILDING FUND RESOURCES JULY 1, 2020 - JUNE 30, 2021

	DESCRIPTION	2017-18 ACTUAL	2018-19 ACTUAL	2019-20 BUDGET	2019-20 PROJECTED	2020-21 PROPOSED	2020-21 APPROVED	2020-21 ADOPTED
	Fund Balance							
220-3100	Beginning Balance - Bldg (85%)	-	-	-	-	-	-	-
220-3101	Beginning Balance - Elec (15%)	-	-	-	-	-	-	-
	Total Beginning Balance	-	-	-	-	-	-	-
	Revenues							
220-315-4125	Interest Earned	-	-	-	-	150	150	150
220-335-4356	Building Permit Fees	-	-	-	-	57,160	57,160	57,160
220-335-4358	Electrical Permit Fees	-	-	-	-	9,472	9,472	9,472
220-370-4849	Capital Asset Disposal	-	-	-	-	-	-	-
220-385-4895	Miscellaneous Revenue	-	-	-	-	100	100	100
	Total Revenues	-	-	-	-	66,882	66,882	66,882
	Transfers In							
220-390-4910	Transfer from General Fund	-	-	-	-	37,200	37,200	37,200
	Total Transfers In	-	-	-	-	37,200	37,200	37,200

CITY OF LOWELL BUILDING FUND RESOURCES JULY 1, 2020 - JUNE 30, 2021

	2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
					404.000	404.000	
Total Building Department Fund	-	-	-	-	104,082	104,082	104,082

CITY OF LOWELL BUILDING FUND REQUIREMENTS JULY 1, 2020 - JUNE 30, 2021

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Personal Services							
220-490-5110	City Administrator	-	-	-	-	-	-	-
220-490-5114	City Clerk	-	-	-	-	2.775	2.775	2.775
220-490-5220	Overtime	-	-	-	-	40	40	40
220-490-5315	Social Security/Medicare	-	-	-	-	215	215	215
220-490-5320	Worker's Comp	-	-	-	-	50	50	50
220-490-5350	Unemployment	-	-	-	-	250	250	250
220-490-5410	Health Insurance	-	-	-	-	791	791	791
220-490-5450	Public Employees Retirement	-	-	-	-	525	525	525
	Total Personal Services	-	-	-	-	4,646	4,646	4,646
	Materials and Services							
220-490-6524	Building State Surcharge	-	-	-	-	11,432	11,432	11,432
220-490-6525	Electrical State Surcharge	-	-	-	-	1,894	1,894	1,894
220-490-6110	Auditing	-	-	-	-	500	500	500
220-490-6112	Legal Services	-	-	-	-	500	500	500
220-490-6122	IT Services	-	-	-	-	2,400	2,400	2,400
220-490-6128	Other Contract Services	-	-	-	-	500	500	500
220-490-6150	Building Inspection Services	-	-	-	-	45,470	45,470	45,470
220-490-6152	Electrical Inspection Services	-	-	-	-	8,803	8,803	8,803
220-490-6220	Publications, Printing & Dues	-	-	-	-	125	125	125
220-490-6226	Postage	-	-	-	-	75	75	75
220-490-6230	Office Supplies/Equipment	-	-	-	-	150	150	150
220-490-6238	Bank Service Charges	-	-	-	-	125	125	125
220-490-6240	Travel & Training	-	-	-	-	100	100	100
220-490-6290	Miscellaneous	-	-	-	-	100	100	100
220-490-6330	Other Repair & Maintenance	-	-	-	-	200	200	200
220-490-6334	Non-Capitalized Assets	-	-	-	-	500	500	500
220-490-6420	Water Services	-	-	-	-	175	175	175
220-490-6425	Sewer Services	-	-	-	-	125	125	125
220-490-6430	Electricity Services	-	-	-	-	225	225	225
220-490-6435	Internet Services	-	-	-	-	95	95	95
220-490-6440	Telephone Services	-	-	-	-	225	225	225
220-490-6445	Refuse Services	-	-	-	-	50	50	50
	Total Materials and Services	-	-	-	-	73,769	73,769	73,769
	Capital Outlay							
220-700-8320	Software	-	-	-	-	8,525	8,525	8,525
220-700-8335	Equipment & Furnishings	-	-	-	-	-	-	-
	Total Capital Outlay	-	-	-	-	8,525	8,525	8,525
	Contingency							
220-900-9590	Contingency	-	-	-	-	17,142	17,142	17,142
	Total Contingency	-	-	-	-	17,142	17,142	17,142
	Reserved for Future Expenditur	е						
220-900-9893	Reserved for future use - Bldg	-	-	-	-	-	-	-
	Total Reserved for Future Expe	-	-	-	-	-	-	-

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CITY OF LOWELL WATER FUND RESOURCES JULY 1, 2020 - JUNE 30, 2021

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Fund Balance							
230-3100	Beginning Fund Balance	151,833	139,109	145,115	140,328	140,181	140,181	140,181
	Total Beginning Balance	151,833	139,109	145,115	140,328	140,181	140,181	140,181
	Revenues							
230-315-4125	Interest Earned	153	248	2,902	2,532	2,200	2,200	2,200
230-325-4151	Grant Revenue	153	248	2,902	-	90,000	90,000	90,000
230-325-4162	CDBG Grant	-	-	-	-	-	-	-
230-335-4370	Water/Sewer Connection Permit	3,715	4,165	2,000	1,000	5,250	5,250	5,250
230-340-4425	Water/Sewer Sales	284,832	300,281	333,048	334,723	350,275	350,275	350,275
230-340-4426	Bulk Water Sales	2,744	566	500	-	500	500	500
230-340-4430	Water/Sewer Connection Fees	-	-	2,000	-	-	-	-
230-340-4435	Fire Hydrant Fee	3,760	4,136	4,337	3,940	4,750	4,750	4,750
230-340-4450	Water/Sewer Penalties	-	100	-	2,869	3,012	3,012	3,012
230-345-4531	Water Reimbursement SDC	6,653	13,410	8,568	9,183	11,175	11,175	11,175
230-360-4210	Principal Payments Recieved	-	-	-	-	-	-	-
230-360-4220	Interim Financing Revenue	-	-	-	-	-	-	-
230-360-4225	Loan Proceeds	-	-	175,000	-	250,000	250,000	250,000
230-365-4752	Reimbursement Revenue	274	35	-	-	-	-	-
230-365-4790	SVDP Project Reimbursement	-	-	-	-	-	-	-
230-370-4849	Capital Asset Disposal	-	-	-	-	-	-	-
230-385-4895	Miscellaneous Revenue	6,434	5,413	5,000	1,000	350	350	350
	Total Revenues	308,718	328,603	536,257	355,247	717,512	717,512	717,512
	Transfers In							
230-390-4910	Transfer from General Fund	-	-	-	-	-	-	-
230-390-4917	Transfer from SDC Fund	-	-	-	-	-	-	-
230-390-4940	Transfer from Sewer Fund	-	-	-	-	-	-	-
230-390-4950	Transfer from Equipment Fund	-	-	-	-	6,051	6,051	6,051
230-390-4955	Transfer from Debt Reserve Fun	7,715	-	-	-	-	-	-
	Total Transfers In	7,715	-	-	-	6,051	6,051	6,051

863,744

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Personal Services							
230-490-5110	City Administrator	18,925	22,893	23,796	23,737	24,750	24,750	24,750
230-490-5112	Finance Clerk	-	839	-	-	-	-	-
230-490-5114	City Clerk	19,175	19,272	20,613	21,083	22,200	22,200	22,200
230-490-5150	Public Works Director	21,872	24,376	28,680	29,260	30,747	30,747	30,747
230-490-5152	Utility Worker I	12,417	-	13,923	30,961	35,500	35,500	35,500
230-490-5154	Utility Worker II	14,489	15,747	13,923	-	-	-	-
230-490-5156	Temporary/Seasonal	-	-	-	-	577	577	577
230-490-5158	Maintenance Worker I	3,199	3,233	2,735	2,417	2,987	2,987	2,987
230-490-5220	Overtime	5,059	6,474	6,516	2,088	6,020	6,020	6,020
230-490-5315	Social Security/Medicare	7,277	6,716	9,882	8,348	9,360	9,360	9,360
230-490-5320	Worker's Comp	3,359	2,922	5,934	3,267	1,880	1,880	1,880
230-490-5350	Unemployment	-	-	8,736	-	8,500	8,500	8,500
230-490-5410	Health Insurance	27,840	21,354	29,720	31,276	29,750	29,750	29,750
230-490-5450	Public Employees Retirement	10,895	9,627	18,996	17,808	21,150	21,150	21,150
	Total Personal Services	144,507	133,453	183,454	170,245	193,421	193,421	193,421
	Materials and Services							
230-490-6110	Auditing	3,900	3,900	4,419	4,225	4,419	4,419	4,419
230-490-6112	Legal Services	-	-	500	-	500	500	500
230-490-6114	Financial Services	2,256	3,543	3,749	4,964	5,212	5,212	5,212
230-490-6116	Engineering Services	-	-	80,000	2,849	40,000	40,000	40,000
230-490-6122	IT Services	1,838	2,463	5,381	5,381	6,304	6,304	6,304
230-490-6128	Other Contract Services	3.565	3.828	2.000	1.000	2.000	2.000	2.000
230-490-6130	General Contract Services	-	-	-	-	-	-	-
230-490-6190	Computer Serv/Warr/Contracts	-	-	-	-	-	-	-
230-490-6210	Insurance & Bonds	5,731	5,643	6,115	5,968	6,427	6,427	6,427
230-490-6220	Publications, Printing & Dues	800	555	1,000	458	1,000	1,000	1,000
230-490-6226	Postage	1,163	1,544	1,707	1,650	2,100	2,100	2,100
230-490-6230	Office Supplies/Equipment	205	1,274	1,281	680	1,500	1,500	1,500
230-490-6234	General Supplies	2,549	8,995	2,699	5,847	2,750	2,750	2,750
230-490-6238	Bank Service Charges	3,876	4,089	2,825	3,426	3,850	3,850	3,850
230-490-6240	Travel & Training	148	1,113	1,500	729	1,500	1,500	1,500
230-490-6290	Miscellaneous	1,544	671	1,500	195	1,500	1,500	1,500
230-490-6320	Building Repair & Maintenance	459	1,913	2,500	1,892	2,500	2,500	2,500
230-490-6324	Equipment Repair & Maintenance	2,136	2,427	1,000	2,661	1,500	1,500	1,500
230-490-6330	Other Repair & Maintenance	12,776	16,962	15,329	10,929	15,000	15,000	15,000
230-490-6334	Non-Capitalized Assets	2,338	1,030	1,500	5,000	2,750	2,750	2,750
230-490-6420	Water Services	494	1,733	1,697	602	1,825	1,825	1,825
230-490-6425	Sewer Services	679	700	723	720	775	775	775
230-490-6430	Electricity Services	13,976	16,930	19,254	16,508	19,500	19,500	19,500
230-490-6435	Internet Services	840	840	865	840	875	875	875
230-490-6440	Telephone Services	3,485	3,552	3,886	3,063	3,950	3,950	3,950
230-490-6445	Refuse Services	232	226	233	248	275	275	275
230-490-6520	Permits	2,700	-	-	-	-	-	-
230-490-6710	Gas & Oil	892	1,981	1,602	641	1,600	1,600	1,600
230-490-6712	Operations & Supplies	-	27	-	2,300	1,675	1,675	1,675
230-490-6750	Chemicals & Lab Supplies	18,372	20,200	21,349	18,728	21,500	21,500	21,500
230-490-6755	Water/Sewer Analysis	2,733	2,967	2,842	4,418	3,375	3,375	3,375
230-490-6758	Water/Sewer Connection Expendi	-	-	-	134	-	-	-
230-490-6760	Franchise Fees	-	-	-	-	17,776	17,776	17,776
	Total Materials and Services	89,688	109,107	187,456	106,051	173,938	173,938	173,938

242,560 370,910

367,359

367,359

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Capital Outlay							
230-700-8320	Software	150	6,825	-	5,925	-	-	-
230-700-8895	Other Improvements	24,640	-	-	-	-	-	-
230-700-8425	Vehicles & Rolling Stock	-	7,733	-	-	-	-	-
230-700-8540	Water Systems Improvemts	-	-	175,000	-	340,000	340,000	340,000
230-700-8335	Equipment & Furnishings	-	-	-	-	-	-	-
	Total Capital Outlay	24,790	14,558	175,000	5,925	340,000	340,000	340,000
	Debt Service							
230-800-7110	Loan Principal	14,438	15,101	15,794	15,794	16,520	16,520	16,520
230-800-7122	Loan Principal - SPWF	3,856	4,056	4,265	4,265	4,486	4,486	4,486
230-800-7124	Loan Principal - RD	15,244	15,663	16,093	16,093	16,540	16,540	16,540
230-800-7510	Loan Interest	2,839	5,543	1,483	1,483	760	760	760
230-800-7522	Loan Interest - SPWF	3,566	-	3,157	3,157	2,937	2,937	2,937
230-800-7524	Loan Interest - RD	24,136	23,717	23,292	23,292	22,850	22,850	22,850
230-800-7111	Loan Principal - Library/City	-	-	1,367	-	-	-	-
230-800-7511	Loan Interest - Library/City	-	-	1,860	-	-	-	-
	Total Debt Service	64,080	64,080	67,311	64,084	64,093	64,093	64,093
	Transfers Out							
230-900-9117	Transfer to SDC Fund	-	-	-	-	-	-	-
230-900-9120	Transfer to Water Reserve Fund	3,938	3,938	3,938	3,938	15,740	15,740	15,740
230-900-9140	Transfer to Sewer Fund	-	-	-	-	-	-	-
230-900-9150	Transfer to Equipment Fund	2,000	2,000	6,000	6,000	-	-	-
	Total Transfers Out	5,938	5,938	9,938	9,938	15,740	15,740	15,740
	Contingency							
230-900-9590	Contingency	-	-	55,311	-	76,552	76,552	76,552
	Total Contingency	-	-	55,311	-	76,552	76,552	76,552
	Reserved for Future Expenditure	9						
230-900-9893	Reserved for future use - Wate	-	-	-	-	-	-	-
	Total Reserved for Future Expe	-	-	-	-	-	-	-

DESCRIPTION	2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
Total Water	304,213	312,578	503,470	350,317	523,744	523,744	523,744

CITY OF LOWELL SEWER FUND RESOURCES JULY 1, 2020 - JUNE 30, 2021

	DESCRIPTION	2017-18 ACTUAL	2018-19 ACTUAL	2019-20 BUDGET	2019-20 PROJECTED	2020-21 PROPOSED	2020-21 APPROVED	2020-21 ADOPTED
	Fund Balance							
240-3100	Beginning Fund Balance	17,265	121,619	182,029	176,148	132,151	132,151	132,151
	Total Beginning Balance	17,265	121,619	182,029	176,148	132,151	132,151	132,151
	Revenues							
240-315-4125	Interest Earned	3,112	4,655	3,640	2,424	2,150	2,150	2,150
240-325-4151	Grant Revenue	-	-	-	-	-	-	-
240-325-4162	CDBG Grant	-	-	-	-	-	-	-
240-360-4220	Interim Financing Revenue	-	-	-	-	-	-	-
240-360-4225	Loan Proceeds	-	-	-	-	-	-	-
240-335-4354	Misc Permits & Licenses	-	-	-	-	-	-	-
240-335-4370	Water/Sewer Connection Permit	1,035	1,610	920	-	2,250	2,250	2,250
240-340-4425	Water/Sewer Sales	330,589	342,844	394,156	364,613	386,875	386,875	386,875
240-340-4430	Water/Sewer Connection Fees	-	-	-	-	-	-	-
240-340-4450	Water/Sewer Penalties	-	108	-	1,994	2,321	2,321	2,321
240-345-4541	Sewer Reimbursement SDC	5,533	6,891	4,944	5,807	9,270	9,270	9,270
240-370-4824	Donations	-	-	-	-	-	-	-
240-370-4849	Capital Asset Disposal	-	-	-	-	-	-	-
240-385-4895	Miscellaneous Revenue	45,127	8,102	4,500	100	350	350	350
	Total Revenues	385,396	364,209	408,160	374,939	403,216	403,216	403,216
	Transfers In							
240-390-4910	Transfer from General Fund	-	-	-	-	-	-	-
240-390-4917	Transfer from SDC Fund	-	-	-	-	-	-	-
240-390-4921	Transfer from Sewer Reserve Fu	-	-	-	-	-	-	-
240-390-4930	Transfer from Water Fund	-	-	-	-	-	-	-
240-390-4950	Transfer from Equipment Fund	-	-	-	-	6,051	6,051	6,051
240-390-4955	Transfer from Debt Reserve Fun	15,745	15,745	12,724	-	-	-	-
	Total Transfers In	15,745	15,745	12,724	-	6,051	6,051	6,051

501,574 602,913

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Personal Services							
240-490-5110	City Administrator	18,926	22,894	23,796	23,738	24,750	24,750	24,750
240-490-5112	Finance Clerk	-	-	-	-	-	-	-
240-490-5114	City Clerk	19,175	20,110	20,613	21,083	22,200	22,200	22,200
240-490-5150	Public Works Director	21,872	24,376	28,680	29,259	30,747	30,747	30,747
240-490-5152	Utility Worker I	12,418	-	13,923	30,961	35,500	35,500	35,500
240-490-5154	Utility Worker II	14,489	15,746	13,923	-	-	-	-
240-490-5156	Temporary/Seasonal	-	-	-	-	577	577	577
240-490-5158	Maintenance Worker I	3,199	3,233	2,735	2,417	2,987	2,987	2,987
240-490-5220	Overtime	5,059	6,474	6,516	2,088	6,020	6,020	6,020
240-490-5315	Social Security/Medicare	7,278	6,716	9,882	8,348	9,360	9,360	9,360
240-490-5320	Worker's Comp	3,359	2,915	5,934	3,267	1,880	1,880	1,880
240-490-5350	Unemployment	-	-	8,736	-	8,500	8,500	8,500
240-490-5410	Health Insurance	27,840	21,354	29,720	31,276	29,750	29,750	29,750
240-490-5450	Public Employees Retirement	10,896	9,627	18,996	17,808	21,150	21,150	21,150
	Total Personal Services	144,511	133,446	183,454	170,245	193,421	193,421	193,421
	Materials and Services							
240-490-6110	Auditing	3 900	3 900	4 4 1 9	4 225	4 4 1 9	4 4 1 9	4 4 1 9
240-490-6112		-	-	500	-	500	500	500
240 490 0112	Financial Services	2 256	3 543	3 749	4 964	5 212	5 212	5 212
240 450 0114	Engineering Services	2,230	2 950	100 000	4,504	40,000	40,000	40,000
240 490 0110	IT Services	1 838	2,330	3 881	4,000	6 304	6 304	6 304
240 450 0122	Other Contract Services	3 565	7 716	3,600	4,050	3 500	3 500	3 500
240 490 0120	General Contract Services	5,505	-	5,000	4,100	5,500	5,500	5,500
240 490 6190	Computer Serv/Warr/Contracts	_	_	_	_	_	_	_
240 450 0150	Insurance & Bonds	5 731	5 6/3	6 1 1 5	5 968	6 4 2 7	6 4 2 7	6 4 2 7
240 490 0210	Publications Printing & Dues	1 250	3,0 4 3 /130	600	500	600	600	600
240 450 0220	Postage	1,250	1 5/13	2 000	1 500	2 100	2 100	2 100
240 490 6220	Office Supplies/Equipment	1,105	336	2,000	500	500	500	500
240 400-6230	General Supplies	1 201	1 270	2 000	3 250	2 500	2 500	2 500
240-490-6234	Bank Service Charges	2 856	1,270	2,000	3,230	2,500	2,500	2,500
240-490-0238	Travel & Training	5,850	4,048	1,498	1 424	1 500	3,850	1 500
240-490-0240	Miscellanoous	216	1,405	1,300	1,434	1,300	1,300	1,300
240-490-0290	Ruilding Donair & Maintonanco	115	00J	1 000	-	1 750	1 750	1 750
240-490-0520	Equipment Penair & Maintenance	2 5 5 6	0 724	1,000 5,000	1,969	1,750	I,750 E 000	1,750
240-490-0324	Other Poppir & Maintenance	3,330	9,724	12 500	4,000	15,000	15,000	15,000
240-490-0330	Non Capitalized Assots	2 479	4,234	12,300	1 452	1 200	1 200	13,000
240-490-0554	Non-Capitalized Assets	2,470	1,000	1,000	1,452	1,200	21,200	1,200
240-490-6420		7,055	12,050	11,457	24,295	21,250	21,250	21,250
240-490-6425	Sewer Services	6,111	6,304	6,620	6,666	6,750	6,750	6,750
240-490-6430	Electricity Services	23,720	19,710	25,068	18,763	19,889	19,889	19,889
240-490-6435	Internet Services	-	-	-	816	857	857	857
240-490-6440	l'elephone Services	1,610	1,456	1,518	1,738	1,825	1,825	1,825
240-490-6445	Refuse Services	299	226	238	368	379	379	379
240-490-6520	Permits	2,635	2,812	3,100	3,100	3,193	3,193	3,193
240-490-6710		902	2,460	1,457	1,560	1,450	1,450	1,450
240-490-6712	Operations & Supplies	-	216	-	-	-	-	-
240-490-6750	Cnemicals & Lab Supplies	11,090	14,122	14,700	11,252	15,250	15,250	15,250
240-490-6755	water/Sewer Analysis	10,384	10,532	10,483	10,405	10,575	10,575	10,575
240-490-6758	water/Sewer Connection Expendi	-	-	-	-	-	-	-
240-490-6760	Franchise Fees	-	-	-	-	19,344	19,344	19,344
240-490-6792	Reimbursable Expenditure	-	-	-	-	-	-	-
	Total Materials and Services	95,986	121,939	225,003	143,721	201,624	201,624	201,624

255,385 408,457

395,045

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Capital Outlay							
240-700-8225	Buildings & Facilities	-	-	-	10,661	-	-	-
240-700-8320	Software	150	6,825	-	5,926	-	-	-
240-700-8335	Equipment & Furnishings	-	-	42,000	29,575	-	-	-
240-700-8425	Vehicles & Rolling Stock	-	7,733	-	-	-	-	-
240-700-8550	Sewer Systems	-	-	-	-	-	-	-
	Total Capital Outlay	150	14,558	42,000	46,162	-	395,045	395,045
	Debt Service							
240-800-7110	Loan Principal	18,038	18,171	18,313	18,313	18,466	18,466	18,466
240-800-7111	Loan Principal - Library/City	-	-	1,367	-	-	-	-
240-800-7122	Loan Principal - SPWF	3,856	4,056	4,056	4,265	4,486	4,486	4,486
240-800-7124	Loan Principal - RD	6,095	6,262	6,263	6,435	6,612	6,612	6,612
240-800-7510	Loan Interest	11,360	10,571	9,573	9,753	8,911	8,911	8,911
240-800-7511	Loan Interest - Library/City	-	-	1,860	-	-	-	-
240-800-7522	Loan Interest - SPWF	3,566	3,367	3,367	3,157	2,937	2,937	2,937
240-800-7524	Loan Interest - RD	9,649	9,482	9,487	9,310	9,133	9,133	9,133
	Total Debt Service	52,564	51,908	54,286	51,233	50,545	50,545	50,545
	Transfers Out							
240-900-9117	Transfer to SDC Fund	-	-	-	-			
240-900-9121	Transfer to Sewer Reserve Fund	1,575	1,575	1,575	1,575	5,920	5,920	5,920
240-900-9150	Transfer to Equipment Fund	2,000	2,000	6,000	6,000	-	-	-
	Total Transfers Out	3,575	3,575	7,575	7,575	5,920	5,920	5,920
	Contingency							
240-900-9590	Contingency	-	-	90,595	-	89,908	89,908	89,908
	Total Contingency	-	-	90,595	-	89,908	89,908	89,908
	Reserved for Future Expenditure	2						
240-900-9893	Reserved for future use - Sewe	-	-	-	-	-	-	-
	Total Reserved for Future Expe	-	-	-	-	-	-	-

DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
Total Sewer	296,637	310,868	560,913	372,773	541,418	541,418	541,418

CITY OF LOWELL STREET FUND RESOURCES JULY 1, 2020 - JUNE 30, 2021

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Fund Balance							
312-3100	Beginning Fund Balance	126,877	126,292	99,659	90,839	53,537	53,537	53,537
	Total Beginning Balance	126,877	126,292	99,659	90,839	53,537	53,537	53,537
	Revenues							
312-315-4125	Interest Earned	94	153	2,045	1,524	1,400	1,400	1,400
312-320-4140	Lane County Distributions	-	-	-	-	-	-	-
312-320-4142	State Distributions	67,914	78,103	79,288	74,932	64,212	64,212	64,212
312-325-4151	Grant Revenue	-	-	150,000	-	200,000	200,000	200,000
312-345-4513	Transportation Reimbursement S	1,340	2,354	1,605	2,262	1,560	1,560	1,560
312-360-4210	Principal Payments Received	-	-	-	-	-	-	-
312-360-4215	Interest Payments Received	-	-	-	-	-	-	-
312-360-4225	Loan Proceeds	-	-	268,042	-	360,291	360,291	360,291
312-365-4752	Reimbursement Revenue	4,281	-	-	-	-	-	-
312-365-4791	SVDP Project Revenue	-	-	-	-	-	-	-
312-370-4849	Capital Asset Disposal	-	-	-	-	-	-	-
312-385-4895	Miscellaneous Revenue	7	133	-	100	50	50	50
	Total Revenues	73,637	80,743	500,980	78,818	627,513	627,513	627,513
	Transfers In							
312-390-4950	Transfer from Equipment Fund	-	-	-	-	4,033	4,033	4,033
	Total Transfers In	-	-	-	-	4,033	4,033	4,033

207,035 60

685,083

685,083

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Personal Services							
312-490-5110	City Administrator	7,570	8,872	4,326	4,316	4,500	4,500	4,500
312-490-5150	Public Works Director	9,374	10,615	3,374	3,442	3,617	3,617	3,617
312-490-5152	Utility Worker I	3,104	-	1,638	3,642	4,128	4,128	4,128
312-490-5154	Utility Worker II	3,622	3,937	1,638	-	-	-	-
312-490-5156	Utility Worker III	_	-	-	-	1,153	1,153	1,153
312-490-5158	Maintenance Worker I	1,600	1,616	-	-	-	-	-
312-490-5220	Overtime	1,288	2,153	676	227	675	675	675
312-490-5315	Social Security/Medicare	2,032	1,960	1,045	884	1,085	1,085	1,085
312-490-5320	Worker's Comp	1,113	977	673	750	230	230	230
312-490-5350	Unemployment	-	-	913	-	1,000	1,000	1,000
312-490-5410	Health Insurance	6,071	4,524	2,877	2,891	4,195	4,195	4,195
312-490-5450	Public Employees Retirement	3,043	2,829	2,009	1,873	2,520	2,520	2,520
312-490-5910	Wage Adjustment	-	-	-	-	-	-	-
	Total Personal Services	38,816	37,483	19,169	18,025	23,103	23,103	23,103
	Materials and Services							
312-490-6110	Auditing	1,300	1,300	1,473	1,325	1,473	1,473	1,473
312-490-6114	Financial Services	752	1,181	1,250	1,655	1,737	1,737	1,737
312-490-6116	Engineering Services	840	24,962	1,000	500	2,500	2,500	2,500
312-490-6122	IT Services	597	671	1,342	1,297	2,102	2,102	2,102
312-490-6128	Other Contract Services	9,077	12,607	12,772	3,576	8,500	8,500	8,500
312-490-6210	Insurance & Bonds	1,910	1,881	2,038	1,989	2,142	2,142	2,142
312-490-6234	General Supplies	144	34	150	200	200	200	200
312-490-6290	Miscellaneous	130	228	500	-	500	500	500
312-490-6324	Equipment Repair & Maintenance	-	49	500	150	500	500	500
312-490-6330	Other Repair & Maintenance	486	6,101	10,000	10,000	10,000	10,000	10,000
312-490-6334	Non-Capitalized Assets	671	-	500	4,998	2,500	2,500	2,500
312-490-6430	Electricity Services	13,402	15,379	20,363	12,500	13,250	13,250	13,250
312-490-6720	Storm Drain Maintenance	1,923	-	-	-	-	-	-
312-490-6724	Street Signs	175	312	500	4,230	1,000	1,000	1,000
	Total Materials and Services	31,405	64,705	52,388	42,420	46,404	46,404	46,404
	Capital Outlay							
312-700-8320	Software	-	2,275	-	180	-	-	-
312-700-8335	Equipment & Furnishings	-	-	-	-	-	-	-
312-700-8425	Vehicles & Rolling Stock	-	7,733	-	-	-	-	-
312-700-8530	Street Improvements	-	-	438,042	26,359	560,291	560,291	560,291
312-700-8532	Signage	-	-	-	-	-	-	-
	Total Capital Outlay	-	10,008	438,042	26,539	560,291	560,291	560,291
	Debt Service							
312-800-7111	Loan Principal - Library/City	-	-	683	-	-	-	-
312-800-7511	Loan Interest - Library/City	-	-	930	-	-	-	-
	Total Debt Service	-	-	1,613	-	-	-	-
	Transfers Out							
312-900-9150	Transfer to Equipment Fund	4,000	4,000	4,000	4,000	-	-	-
	Total Transfers Out	4,000	4,000	4,000	4,000	-	-	-
	Contingency							
312-900-9590	Contingency	-	-	85,427	-	55,285	55,285	55,285
	Total Contingency	-	-	85,427	-	55,285	55,285	55,285
	Reserved for Future Expenditure	•						
312-900-9898	Reserved for future use - Stre	-	-	-	-	-	-	-
	Total Reserved for Future Expe	-	-	-	-	-	-	-
	Total Streets	74.222	116.196	600.639	90.984	685.083	685.083	685.083

CITY OF LOWELL BBJ FESTIVAL FUND RESOURCES JULY 1, 2020 - JUNE 30, 2021

	DESCRIPTION	2017-18 ACTUAL	2018-19 ACTUAL	2019-20 BUDGET	2019-20 PROJECTED	2020-21 PROPOSED	2020-21 APPROVED	2020-21 ADOPTED
	Fund Balance							
314-3100	Beginning Fund Balance	21,526	19,374	14,522	16,392	12,352	12,352	12,352
	Total Beginning Balance	21,526	19,374	14,522	16,392	12,352	12,352	12,352
	Revenues							
314-315-4125	Interest Earned	12	7	291	10	8	8	8
314-370-4824	BBJ Donations	-	-	-	30	50	50	50
314-370-4849	Capital Asset Disposal	-	-	-	-	-	-	-
314-380-4861	Craft/Commercial Booth Sales	2,215	1,980	3,000	1,675	3,000	3,000	3,000
314-380-4862	Food Booth Sales	570	1,200	1,200	590	1,200	1,200	1,200
314-380-4863	Beer Garden	-	-	3,000	-	-	-	-
314-380-4864	Jam Sales	220	1,300	1,500	1,575	1,500	1,500	1,500
314-380-4866	Quilt Raffle Sales	1,386	3,280	4,000	3,373	4,000	4,000	4,000
314-380-4868	Program Ad Sales	2,670	1,480	2,750	1,545	2,750	2,750	2,750
314-380-4870	Sponsorship Revenue	1,750	1,500	4,000	750	4,000	4,000	4,000
314-380-4872	Pie Sales	-	194	-	-	225	225	225
314-380-4874	50/50 Raffle Sales	-	-	-	-	-	-	-
314-380-4876	5K Race Revenue	-	595	1,100	-	1,000	1,000	1,000
314-380-4878	Car Show Revenue	430	4,067	3,500	3,445	4,250	4,250	4,250
314-380-4880	Fishing Derby Revenue	200	440	440	200	450	450	450
314-380-4882	Horseshoe Tourney Revenue	-	100	100	145	175	175	175
314-380-4884	Kidz Korner Revenue	-	796	1,000	726	1,000	1,000	1,000
314-380-4886	Pie Eating Contest Revenue	-	-	100	124	150	150	150
314-380-4888	RC Flyers Revenue	-	60	-	-	-	-	-
314-380-4889	BBJ Festival Other Revenue	11,365	-	-	-	-	-	-
314-385-4895	Miscellaneous Revenue	-	328	500	101	75	75	75
	Total Revenues	20,818	17,327	26,481	14,289	23,833	23,833	23,833

36,702 41,003

36,185

CITY OF LOWELL BBJ FESTIVAL FUND REQUIREMENTS JULY 1, 2020 - JUNE 30, 2021

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Materials and Services							
314-490-6118	Police Services	-	-	1,500	1,220	1,750	1,750	1,750
314-490-6122	IT Services	84	131	450	465	473	473	473
314-490-6220	Publications, Printing & Dues	-	1,079	1,200	-	1,000	1,000	1,000
314-490-6224	Festival Advertisement	169	535	1,500	1,377	1,500	1,500	1,500
314-490-6226	Postage	30	-	50	-	50	50	50
314-490-6238	Bank Service Charges	-	-	-	30	75	75	75
314-490-6290	Miscellaneous	32	2,241	2,000	2,290	2,000	2,000	2,000
314-490-6440	Telephone Services	65	144	200	-	250	250	250
314-490-6445	Refuse Services	-	812	1,000	-	1,150	1,150	1,150
314-490-6705	Rent	280	940	1,000	995	1,250	1,250	1,250
314-490-6714	Materials & Services	20,683	140	-	-	-	-	-
314-490-6810	Craft/Commercial Booth Exp	10	121	750	38	750	750	750
314-490-6812	Food Booth Exp	-	40	100	150	175	175	175
314-490-6813	Beer Garden	-	-	1,500	-	-	-	-
314-490-6814	Jam Sales Exp	434	1,143	750	486	825	825	825
314-490-6816	Quilt Raffle	498	3,726	4,000	2,905	4,000	4,000	4,000
314-490-6820	Sponsorship Exp	-	51	-	-	50	50	50
314-490-6822	Pie Sales Exp	-	187	-	-	-	-	-
314-490-6850	5K Race Exp	185	495	600	-	600	600	600
314-490-6852	Car Show Exp	500	3,555	4,000	3,749	4,000	4,000	4,000
314-490-6854	Fishing Derby Exp	-	500	440	200	450	450	450
314-490-6856	Horseshoe Tourney Exp	-	-	50	-	50	50	50
314-490-6858	Kidz Korner Exp	-	590	1,000	380	1,000	1,000	1,000
314-490-6860	Pie Eating Contest Exp	-	-	200	284	300	300	300
314-490-6862	RC Flyers Exp	-	100	100	-	100	100	100
314-490-6864	Entertainment Exp	-	3,780	4,000	3,760	4,000	4,000	4,000
	Total Materials and Services	22,970	20,309	26,390	18,329	25,798	25,798	25,798
	Contingency							
314-900-9590	Contingency	-	-	14,613	-	10,387	10,387	10,387
	Total Contingency	-	-	14,613	-	10,387	10,387	10,387

20,309

41,003 18

18,329 36,185

36,185

CITY OF LOWELL SDC FUND RESOURCES JULY 1, 2020 - JUNE 30, 2021

	DESCRIPTION	2017-18 ACTUAL	2018-19 ACTUAL	2019-20 BUDGET	2019-20 PROJECTED	2020-21 PROPOSED	2020-21 APPROVED	2020-21 ADOPTED
	Fund Balance							
417-3100	Beginning Fund Balance	316,946	397,391	-	-	-	-	-
	Total Beginning Balance	316,946	397,391	-	-	-	-	-
	Revenues							
417-315-4125	Interest Earned	342	-	-	-	-	-	-
417-345-4510	Park SDC Fees	8,824	-	-	-	-	-	-
417-345-4511	Parks Reimbursement SDC	-	-	-	-	-	-	-
417-345-4512	Transportation SDC	7,682	-	-	-	-	-	-
417-345-4530	Water SDC	34,308	-	-	-	-	-	-
417-345-4540	Sewer SDC	9,594	-	-	-	-	-	-
417-345-4545	Storm Drainage SDC	6,800	-	-	-	-	-	-
417-360-4210	Interfund Loan Principle from	12,895	-	-	-	-	-	-
	Total Revenues	80,445	-	-	-	-	-	-
	Transfers In							
417-390-4910	Transfer from General Fund	-	-	-	-	-	-	-
417-390-4912	Transfer from Street Fund	-	-	-	-	-	-	-
417-390-4930	Transfer from Water Fund	-	-	-	-	-	-	-
417-390-4940	Transfer from Sewer Fund	-	-	-	-	-	-	-
	Total Transfers In	-	-	-	-	-	-	-

397,391

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		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Capital Outlay							
417-700-8520	Parks Improvements	-	-	-	-	-	-	-
417-700-8530	Street Improvements	-	-	-	-	-	-	-
417-700-8540	Water Systems Improvemts	-	-	-	-	-	-	-
417-700-8550	Sewer Systems	-	-	-	-	-	-	-
417-700-8560	Stormwater Improvements	-	-	-	-	-	-	-
	Total Capital Outlay	-	-	-	-	-	-	-
	Transfers Out							
417-900-9110	Transfer to Parks SDC Fund	-	37,691	-	-	-	-	-
417-900-9112	Transfer to Streets SDC Fund	-	23,187	-	-	-	-	-
417-900-9130	Transfer to Water SDC Fund	-	196,255	-	-	-	-	-
417-900-9140	Transfer to Sewer SDC Fund	-	115,917	-	-	-	-	-
417-900-9145	Transfer to Stormwater SDC Fun	-	24,340	-	-	-	-	-
417-900-9155	Transfer to Debt Reserve Fund	-	-	-	-	-	-	-
	Total Transfers Out	-	397,391	-	-	-	-	-
	Reserved for Future Expenditure	e						
417-900-9893	Reserved for future use - Wate	37,691	-	-	-	-	-	-
417-900-9895	Reserved for future use - Park	23,187	-	-	-	-	-	-
417-900-9896	Reserved for future use - Stor	196,255	-	-	-	-	-	-
417-900-9897	Reserved for future use - Sewe	115,917	-	-	-	-	-	-
417-900-9898	Reserved for future use - Stre	24,340	-	-	-	-	-	-
	Total Reserved for Future Expe	397,391	-	-	-	-	-	-

397,391

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CITY OF LOWELL PARKS SDC FUND RESOURCES JULY 1, 2020 - JUNE 30, 2021

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Fund Balance							
410-3100	Beginning Fund Balance	-	-	46,513	45,622	54,577	54,577	54,577
	Total Beginning Balance	-	-	46,513	45,622	54,577	54,577	54,577
	Revenues							
410-315-4125	Interest Earned	-	52	1,163	1,075	250	250	250
410-345-4510	Park SDC Fees	-	7,880	7,880	7,880	14,775	14,775	14,775
410-345-4511	Parks Reimbursement SDC	-	-	-	-			
	Total Revenues	-	7,932	9,043	8,955	15,025	15,025	15,025
	Transfers In							
410-390-4917	Transfer from SDC Fund	-	37,691	-	-	-	-	-
	Total Transfers In	-	37,691	-	-	-	-	-

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54,577

CITY OF LOWELL PARKS SDC FUND REQUIREMENTS JULY 1, 2020 - JUNE 30, 2021

	DESCRIPTION	2017-18 ACTUAL	2018-19 ACTUAL	2019-20 BUDGET	2019-20 PROJECTED	2020-21 PROPOSED	2020-21 APPROVED	2020-21 ADOPTED
	Materials and Services							
410-490-6714	Materials & Services	-	-	10,000	-	2,000	2,000	2,000
	Total Materials and Services	-	-	10,000	-	2,000	2,000	2,000
	Capital Outlay							
410-700-8520	Parks Improvements	-	-	45,556	-	67,602	67,602	67,602
	Total Capital Outlay	-	-	45,556	-	67,602	67,602	67,602
	Reserved for Future Expenditure							
410-900-9895	Reserved for future use - Park	-	-	-	-	-	-	-
	Total Reserved for Future Expe	-	-	-	-	-	-	-

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CITY OF LOWELL TRANSPORTATION SDC FUND RESOURCES JULY 1, 2020 - JUNE 30, 2021

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Fund Balance							
412-3100	Beginning Fund Balance	-	-	28,503	36,617	47,483	47,483	47,483
	Total Beginning Balance	-	-	28,503	36,617	47,483	47,483	47,483
	Revenues							
412-315-4125	Interest Earned	-	32	712	802	250	250	250
412-345-4512	Transportation SDC	-	13,397	4,736	10,064	8,880	8,880	8,880
	Total Revenues	-	13,429	5,448	10,866	9,130	9,130	9,130
	Transfers In							
412-390-4917	Transfer from SDC Fund	-	23,187	-	-	-	-	-
	Total Transfers In	-	23,187	-	-	-	-	-

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56,613

CITY OF LOWELL TRANSPORTATION SDC FUND REQUIREMENTS JULY 1, 2020 - JUNE 30, 2021

	DESCRIPTION	2017-18 ACTUAL	2018-19 ACTUAL	2019-20 BUDGET	2019-20 PROJECTED	2020-21 PROPOSED	2020-21 APPROVED	2020-21 ADOPTED
	Materials and Services							
412-490-6128	Other Contract Services	-	-	2,000	-	2,000	2,000	2,000
412-490-6714	Materials & Services	-	-	-	-	-	-	-
	Total Materials and Services	-	-	2,000	-	2,000	2,000	2,000
	Capital Outlay							
412-700-8530	Street Improvements	-	-	31,951	-	54,613	54,613	54,613
	Total Capital Outlay	-	-	31,951	-	54,613	54,613	54,613
	Reserved for Future Expenditure	1						
412-900-9898	Reserved for future use - Stre	-	-	-	-	-	-	-
	Total Reserved for Future Expe	-	-	-	-	-	-	-

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CITY OF LOWELL WATER SDC FUND RESOURCES JULY 1, 2020 - JUNE 30, 2021

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Fund Balance							
430-3100	Beginning Fund Balance	-	-	239,460	265,465	320,027	320,027	320,027
	Total Beginning Balance	-	-	239,460	265,465	320,027	320,027	320,027
	Revenues							
430-315-4125	Interest Earned	-	270	5,987	7,358	6,400	6,400	6,400
430-345-4530	Water SDC	-	68,940	30,640	40,215	57,450	57,450	57,450
	Total Revenues	-	69,210	36,627	47,573	63 <i>,</i> 850	63,850	63,850
	Transfers In							
430-390-4917	Transfer from SDC Fund	-	196,255	-	-	-	-	-
	Total Transfers In	-	196,255	-	-	-	-	-

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	DESCRIPTION	2017-18 ACTUAL	2018-19 ACTUAL	2019-20 BUDGET	2019-20 PROJECTED	2020-21 PROPOSED	2020-21 APPROVED	2020-21 ADOPTED
	Materials and Services							
430-490-6128	Other Contract Services	-	-	2,000	-	2,000	2,000	2,000
430-490-6714	Materials & Services	-	-	-	-	-	-	-
	Total Materials and Services	-	-	2,000	-	2,000	2,000	2,000
	Capital Outlay							
430-700-8540	Water Systems Improvemts	-	-	274,087	-	381,877	381,877	381,877
	Total Capital Outlay	-	-	274,087	-	381,877	381,877	381,877
	Reserved for Future Expenditure	1						
430-900-9893	Reserved for future use - Wate	-	-	-	-	-	-	-
	Total Reserved for Future Expe	-	-	-	-	-	-	-

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383,877

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CITY OF LOWELL SEWER SDC FUND RESOURCES JULY 1, 2020 - JUNE 30, 2021

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Fund Balance							
440-3100	Beginning Fund Balance	-	-	127,383	128,017	140,454	140,454	140,454
	Total Beginning Balance	-	-	127,383	128,017	140,454	140,454	140,454
	Revenues							
440-315-4125	Interest Earned	-	158	3,185	3,355	1,975	1,975	1,975
440-345-4540	Sewer SDC	-	11,942	8,568	9,082	16,065	16,065	16,065
	Total Revenues	-	12,099	11,753	12,437	18,040	18,040	18,040
	Transfers In							
440-390-4917	Transfer from SDC Fund	-	115,917	-	-	-	-	-
	Total Transfers In	-	115,917	-	-	-	-	-

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	DESCRIPTION	2017-18 ACTUAL	2018-19 ACTUAL	2019-20 BUDGET	2019-20 PROJECTED	2020-21 PROPOSED	2020-21 APPROVED	2020-21 ADOPTED
	Materials and Services							
440-490-6128	Other Contract Services	-	-	2,000	-	2,000	2,000	2,000
440-490-6714	Materials & Services	-	-	-	-	-	-	-
	Total Materials and Services	-	-	2,000	-	2,000	2,000	2,000
	Capital Outlay							
440-700-8550	Sewer Systems	-	-	137,136	-	156,494	156,494	156,494
	Total Capital Outlay	-	-	137,136	-	156,494	156,494	156,494
	Reserved for Future Expenditure	1						
440-900-9897	Reserved for future use - Sewe	-	-	-	-	-	-	-
	Total Reserved for Future Expe	-	-	-	-	-	-	-

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CITY OF LOWELL STORMWATER SDC FUND RESOURCES JULY 1, 2020 - JUNE 30, 2021

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Fund Balance							
445-3100	Beginning Fund Balance	-	-	30,333	33,379	45,113	45,113	45,113
	Total Beginning Balance	-	-	30,333	33,379	45,113	45,113	45,113
	Revenues							
445-315-4125	Interest Earned	-	34	758	720	635	635	635
445-345-4545	Storm Drainage SDC	-	9,005	5,384	11,014	10,095	10,095	10,095
	Total Revenues	-	9,039	6,142	11,734	10,730	10,730	10,730
	Transfers In							
445-390-4917	Transfer from SDC Fund	-	24,340	-	-	-	-	-
	Total Transfers In	-	24,340	-	-	-	-	-

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45,113

CITY OF LOWELL STORMWATER SDC FUND REQUIREMENTS JULY 1, 2020 - JUNE 30, 2021

	DESCRIPTION	2017-18 ACTUAL	2018-19 ACTUAL	2019-20 BUDGET	2019-20 PROJECTED	2020-21 PROPOSED	2020-21 APPROVED	2020-21 ADOPTED
	Materials and Services							
445-490-6128	Other Contract Services	-	-	2,000	-	2,000	2,000	2,000
445-490-6714	Materials & Services	-	-	-	-	-	-	-
	Total Materials and Services	-	-	2,000	-	2,000	2,000	2,000
	Capital Outlay							
445-700-8560	Stormwater Improvements	-	-	34,475	-	53,843	53,843	53,843
	Total Capital Outlay	-	-	34,475	-	53,843	53,843	53,843
	Reserved for Future Expenditure	1						
445-900-9897	Reserved for future use - Sewe	-	-	-	-	-	-	-
	Total Reserved for Future Expe	-	-	-	-	-	-	-

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- 55,843

CITY OF LOWELL WATER RESERVE FUND RESOURCES JULY 1, 2020 - JUNE 30, 2021

	DESCRIPTION	2017-18 ACTUAL	2018-19 ACTUAL	2019-20 BUDGET	2019-20 PROJECTED	2020-21 PROPOSED	2020-21 APPROVED	2020-21 ADOPTED
	Fund Balance							
520-3100	Beginning Fund Balance	11,814	15,752	19,690	19,692	23,647	23,647	23,647
	Total Beginning Balance	11,814	15,752	19,690	19,692	23,647	23,647	23,647
	Revenues							
520-315-4125	Interest Earned	-	2	-	17	15	15	15
	Total Revenues	-	2	-	17	15	15	15
	Transfers In							
520-390-4930	Transfer from Water Fund	3,938	3,938	3,938	3,938	15,740	15,740	15,740
	Total Transfers In	3,938	3,938	3,938	3,938	15,740	15,740	15,740

19,692 23,628

CITY OF LOWELL WATER RESERVE FUND REQUIREMENTS JULY 1, 2020 - JUNE 30, 2021

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Reserved for Future Expenditu	re						
520-900-9892	Reserved for Water Bond Pymt	-	-	23,628	23,647	39,402	39,402	39,402
	Total Reserved for Future Expe	-	-	23,628	23,647	39,402	39,402	39,402

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23,647
CITY OF LOWELL SEWER RESERVE FUND RESOURCES JULY 1, 2020 - JUNE 30, 2021

	DESCRIPTION	2017-18 ACTUAL	2018-19 ACTUAL	2019-20 BUDGET	2019-20 PROJECTED	2020-21 PROPOSED	2020-21 APPROVED	2020-21 ADOPTED
	Fund Balance							
521-3100	Beginning Fund Balance	5,095	6,670	8,245	8,245	9,828	9,828	9,828
	Total Beginning Balance	5,095	6,670	8,245	8,245	9,828	9,828	9,828
	Revenues							
521-315-4125	Interest Earned	-	1	-	7	8	8	8
	Total Revenues	-	1	-	7	8	8	8
	Transfers In							
521-390-4940	Transfer from Sewer Fund	1,575	1,575	1,575	1,575	5,920	5,920	5,920
	Total Transfers In	1,575	1,575	1,575	1,575	5,920	5,920	5,920

8,246

9,827 15,756

15,756

CITY OF LOWELL SEWER RESERVE FUND REQUIREMENTS JULY 1, 2020 - JUNE 30, 2021

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Reserved for Future Expenditur	re						
521-900-9892	Reserved for Sewer Bond Pymt	-	-	9,820	9,827	15,756	15,756	15,756
	Total Reserved for Future Expe	-	-	9,820	9,827	15,756	15,756	15,756

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9,827

CITY OF LOWELL EQUIPMENT RESERVE FUND RESOURCES JULY 1, 2020 - JUNE 30, 2021

	DESCRIPTION	2017-18 ACTUAL	2018-19 ACTUAL	2019-20 BUDGET	2019-20 PROJECTED	2020-21 PROPOSED	2020-21 APPROVED	2020-21 ADOPTED
	Fund Balance							
550-3100	Beginning Fund Balance	17,195	43,614	35	174	22,186	22,186	22,186
	Total Beginning Balance	17,195	43,614	35	174	22,186	22,186	22,186
	Revenues							
550-315-4125	Interest Earned	-	2	-	12	-	-	-
	Total Revenues	-	2	-	12	-	-	-
	Transfers In							
550-390-4910	Transfer from General Fund	2,000	2,000	6,000	6,000	-	-	-
550-390-4912	Transfer from Street Fund	4,000	4,000	4,000	4,000	-	-	-
550-390-4930	Transfer from Water Fund	2,000	2,000	6,000	6,000	-	-	-
550-390-4940	Transfer from Sewer Fund	2,000	2,000	6,000	6,000	-	-	-
	Total Transfers In	10,000	10,000	22,000	22,000	-	-	-

53,616

22,186 22,186

CITY OF LOWELL EQUIPMENT RESERVE FUND REQUIREMENTS JULY 1, 2020 - JUNE 30, 2021

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Capital Outlay							
550-700-8425	Vehicles & Rolling Stock	-	53,442	22,035	-	-	-	-
	Total Capital Outlay	-	53,442	22,035	-	-	-	-
	Transfers Out							
550-900-9110	Transfer to General Fund	-	-	-	-	6,051	6,051	6,051
550-900-9112	Transfer to Street Fund	-	-	-	-	4,033	4,033	4,033
550-900-9130	Transfer to Water Fund	-	-	-	-	6,051	6,051	6,051
550-900-9140	Transfer to Sewer Fund	-	-	-	-	6,051	6,051	6,051
	Total Transfers Out	-	-	-	-	22,186	22,186	22,186

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22,186

CITY OF LOWELL DEBT RESERVE FUND RESOURCES JULY 1, 2020 - JUNE 30, 2021

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Fund Balance							
555-3100	Beginning Fund Balance	51,854	28,469	12,724	12,839	-	-	-
	Total Beginning Balance	51,854	28,469	12,724	12,839	-	-	-
	Revenues							
555-315-4125	Interest Earned	75	115	-	33	-	-	-
	Total Revenues	75	115	-	33	-	-	-
	Transfers In							
555-390-4917	Transfer from SDC Fund	-	-	-	-	-	-	-
	Total Transfers In	-	-	-	-	-	-	-

12,872

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CITY OF LOWELL DEBT RESERVE FUND REQUIREMENTS JULY 1, 2020 - JUNE 30, 2021

		2017-18	2018-19	2019-20	2019-20	2020-21	2020-21	2020-21
	DESCRIPTION	ACTUAL	ACTUAL	BUDGET	PROJECTED	PROPOSED	APPROVED	ADOPTED
	Transfers Out							
555-900-9130	Transfer to Water Fund	7,715	-	-	-	-	-	-
555-900-9140	Transfer to Sewer Fund	15,745	15,745	12,724	33	-	-	-
	Total Transfers Out	23,460	15,745	12,724	33	-	-	-
	Reserved for Future Expenditu	re						
555-900-9893	Reserved for future use - Wate	-	-	-	-	-	-	-
555-900-9897	Reserved for future use - Sewe	-	-	-	-	-	-	-
	Total Reserved for Future Expe	-	-	-	-	-	-	-

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CITY OF LOWELL APPROPRIATION SUMMARY JULY 1, 2020 - JUNE 30, 2021

GENERAL FUND						
ADMINISTRATION	91,143					
PARKS AND RECREATION	624,228					
POLICE	29,530					
COMMUNITY DEVELOPMENT	30,990					
LIBRARY	333,763					
CODE ENFORCEMENT	14,080					
TOURISM	10,816					
MUNICIPAL COURT	13,996					
NON-DEPARTMENTAL						
TRANSFERS	37,200					
DEBT SERVICE	40,348					
CONTINGENCY	57,314					
TOTAL	1,283,408					

WATER FUND							
WATER	707,359						
DEBT SERVICE	64,093						
INTERFUND TRANSFERS	15,740						
CONTINGENCY	76,552						
TOTAL	863,744						

SEWER FUND						
SEWER	395,045					
DEBT SERVICE	50,545					
INTERFUND TRANSFERS	5,920					
CONTINGENCY	89,908					
TOTAL	541,418					

WATER SDC FUND					
MATERIALS & SERVICES	2,000				
CAPITAL OUTLAY	381,877				
TOTAL	383,877				

SEWER SDC FUND					
MATERIALS & SERVICES	2,000				
CAPITAL OUTLAY	156,494				
TOTAL	158,494				

STORMWATER SDC FUND					
MATERIALS & SERVICES	2,000				
CAPITAL OUTLAY	53,843				
TOTAL	55,843				

STREET SDC FUND

MATERIALS & SERVICES

CAPITAL OUTLAY

TOTAL

PARKS SDC F	UND
MATERIALS & SERVICES	2,000
CAPITAL OUTLAY	67,602
TOTAL	69,602

EQUIPMENT F	UND
TRANSFERS	22,186
TOTAL	22,186

BUILDING FL	JND
BUILDING	86,940
CONTINGENCY	17,142
TOTAL	104,082

BBJ FESTIVAL FUND)
BBJ FESTIVAL	25,798
CONTINGENCY	10,387
TOTAL	36,185

STREET FUND)
STREET	629,798
DEBT SERVICE	-
TRANSFERS	-
CONTINGENCY	55,285
TOTAL	685,083

APPROPRIATIONS BY DEPARTMENT OR PROGRAM

2,000

54,613

56,613

APPROPRIATIONS NOT ALLOCATED BY DEPARTMENT OR PROGRAM

TOTAL APPROPRIATIONS

UNAPPROPRIATED AND RESERVE AMOUNTS

2,993,486
1,267,049
4,260,535
57,658
4,318,193

FORM LB-1

NOTICE OF BUDGET HEARING

A public meeting of the Lowell City Council will be held on June 23, 2020 at 7:00 pm at the Maggie Osgood Library, 70 N. Pioneer Street, Lowell, Oregon and online at www.ci.lowell.or.us. The purpose of this meeting is to discuss the budget for the fiscal year beginning July 1, 2020 as approved by the City of Lowell Budget Committee. A summary of the budget is presented below. A copy of the budget may be obtained at Lowell City Hall, 107 East Third Street, Lowell, Oregon, between the hours of 9 a.m. and 5:30 p.m. or online at www.ci.lowell.or.us. This budget is for an annual budget period. This budget was prepared on a basis of accounting that is the same as the preceding year. A public hearing to discuss the proposed uses of state revenue sharing will also be held at the same time and place noted above.

Contact: Jared Cobb	Telephone: 541-937-2157	Email: jcobb@ci.lowell.or.	us
FINANCIAL SUM	MARY - RESOURCES		
TOTAL OF ALL FUNDS	Actual Amount	Adopted Budget	Approved Budget
	2018-19	This Year 2019-20	Next Year 2020-21
Beginning Fund Balance/Net Working Capital	1,123,685	1,185,978	1,211,151
Fees, Licenses, Permits, Fines, Assessments & Other Service Charges	1,024,835	947,986	1,075,502
Federal, State and all Other Grants, Gifts, Allocations and Donations	128,432	1,328,605	814,994
Revenue from Bonds and Other Debt	530,000	443,042	851,034
Interfund Transfers / Internal Service Reimbursements	428,648	40,237	81,046
All Other Resources Except Current Year Property Taxes	273,607	71,153	134,192
Current Year Property Taxes Estimated to be Received	147,569	148,061	150,274
Total Resources	3,656,776	4,165,062	4,318,193

FINANCIAL SUMMARY - REQUIRE	MENTS BY OBJECT CLASSIFIC	ATION	
	Actual Amount	Adopted Budget	Approved Budget
	2018-19	This Year 2019-20	Next Year 2020-21
Personnel Services	400,368	510,484	551,411
Materials and Services	623,177	769,234	686,803
Capital Outlay	817,333	2,382,282	2,479,701
Debt Service	115,989	163,558	154,986
Interfund Transfers	428,648	40,387	81,046
Contingencies	0	258,169	306,588
Special Payments	0	0	0
Unappropriated Ending Balance and Reserved for Future Expenditure	1,271,261	40,948	57,658
Total Requirements	3,656,776	4,165,062	4,318,193

FINANCIAL SUMMARY - REQUIREMENTS AND FULL-TIME EQUIVAL	ENT EMPLOYEES (FTE) BY OR	GANIZATIONAL UNIT OR PR	OGRAM *
Name of Organizational Unit or Program	Actual Amount	Adopted Budget	Approved Budget
FTE for that unit or program	2018-19	This Year 2019-20	Next Year 2020-21
Administration	403,112	182,988	91,143
FTE	0.43	0.36	0.36
Parks & Recreation	494,499	851,891	624,228
FTE	0.48	0.62	0.73
Police	27,300	35,561	29,530
FTE	0.00	0.00	0.00
Community Development	168,434	115,777	30,990
FTE	0.15	0.10	0.05
Library	3,908	339,929	333,763
FTE	0.00	0.40	0.46
Code Enforcement	11,863	14,738	14,080
FTE	0.10	0.10	0.10
Tourism	7,566	11,350	10,816
FTE	0.00	0.00	0.00
Municipal Court	11,187	14,170	13,996
FTE	0.10	0.10	0.10
Building	0.00	0.00	86,940
FTE	0.00	0.00	0.05
Streets	112,196	509,599	629,798
FTE	0.51	0.20	0.20
Water	257,117	545,910	707,359
FTE	1.93	2.05	2.07
Sewer	269,943	450,457	395,045
FTE	1.93	2.05	2.07
Blackberry Jam Festival	20,310	26,390	25,798
FTE	0.00	0.00	0.00
Not Allocated to Organizational Unit or Program	1,869,341	1,066,302	1,324,707
FTE	0.00	0.00	0.00
Total Requirements	3,656,776	4,165,062	4,318,193
Total FTE	5.63	5.98	6.19

STATEMENT OF CHANGES IN ACTIVITIES and SOURCES OF FINANCING *

Several allocations were modified across funds to better reflect hours worked in each program. The City has budgeted for capital improvements, including smart water meters; repaving Main Street from Pioneer Street to Moss Street; repaving Lakeview Avenue from Pioneer Street to Moss Street; replacement of two water mains; development of the Cannon Street Festival Area; development of the Maggie Osgood Library; development of Rolling Rock Park, Paul Fisher Park, and the Railroad Corridor Trail. Total investment is estimated at \$1,474,059, which is comprised of \$514,243 in grant funds and \$959,816 in City funds.

PROPERTY TAX LEVIES			
	Rate or Amount Imposed	Rate or Amount Imposed	Rate or Amount Approved
	2017-18	This Year 2018-19	Next Year 2019-20
Permanent Rate Levy (rate limit \$2.1613 per \$1,000)	\$2.1613	\$2.1613	\$2.1613
Local Option Levy			
Levy For General Obligation Bonds			

	STATEMENT OF INDEBTEDNESS	
LONG TERM DEBT	Estimated Debt Outstanding on July 1	Estimated Debt Authorized, But Not Incurred on July 1
General Obligation Bonds	\$0	\$0
Other Bonds	\$1,480,689	\$0
Other Borrowings	512,905	\$0
Total	\$1,993,594	\$0

CITY OF LOWELL

LAKEVIEW STREET PAVEMENT AND UTILITY IMPROVEMENTS

LANE COUNTY, OREGON







LOCATION MAP





PROJECT NO. 2101-018 APRIL 2020

GENERAL NOTES

ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH 952-001-0090. YOU MAY OBTAIN A COPY OF THE RULES BY CALLING THE CENTER.

NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987. STAT. AUTH .: ORS 757.542 THROUGH ORS 757.562 AND ORS 757.993.

- 2. THE CONTRACTOR SHALL CONTACT 'ONE CALL' FOR UTILITY LOCATES PRIOR TO EXCAVATION. (1-800-332-2344)
- THE EXISTING UTILITY CROSSINGS OF THE PIPELINES ARE SHOWN ACCORDING TO AVAILABLE INFORMATION. THE CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION OF ALL THE UTILITY CROSSINGS ALONG THE LENGTH OF THE PIPELINES AS SPECIFIED NO GUARANTEE IS MADE THAT ALL OF THE EXISTING UTILITIES ARE SHOWN. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN EXCAVATING AND PROTECT ALL EXISTING UTILITIES FROM DAMAGE DURING HIS OPERATIONS
- 4. OVERHEAD ELECTRICAL DISTRIBUTION SYSTEMS MAY NOT BE SPECIFICALLY INDICATED ON THE DRAWINGS BUT DO EXIST ALONG THE PIPELINE ROUTES.
- 5. EXISTING WATER METER BOXES AND VALVES MAY NOT BE SPECIFICALLY INDICATED ON THE DRAWINGS BUT DO EXIST ALONG THE PIPELINE ROUTES. CONTRACTOR SHALL LOCATE PRIOR TO THE START OF CONSTRUCTION
- 6. THE LOCATION AND DEPTH SHOWN ON THESE DRAWINGS FOR THE EXISTING WATERLINES ARE APPROXIMATE ONLY AND BASED ON AS BUILT DRAWINGS, VALVE LOCATIONS AND OTHER INFORMATION. THERE ARE NO TRACER WIRES FOR LOCATING THE MAJORITY OF EXISTING WATERLINES AND EXISTING WATERLINES MAY BE IN CLOSE PROXIMITY TO NEW WATERLINE ROUTES
- 7. CONTRACTOR SHALL POTHOLE AND LOCATE EXISTING WATERLINES PRIOR TO PLACEMENT OF NEW WATERLINES. EXISTING WATERLINES SHALL REMAIN IN SERVICE AND BE PROTECTED IN PLACE UNTIL COMPLETION OF NEW WATERLINES. CONTRACTOR SHALL PROVIDE TEMPORARY CONNECTIONS AS REQUIRED TO MAINTAIN CONTINUED SERVICE TO CUSTOMERS UNTIL COMPLETION OF NEW WATERLINE.
- 8. AFTER COMPLETION OF NEW WATERLINES AND ALL TESTING AND CONNECTIONS HAVE BEEN MADE. DESIGNATED PORTIONS OF THE EXISTING WATERLINES ARE TO BE ABANDONED IN PLACE. REMOVE TEMPORARY CONNECTIONS, EXISTING VALVES, COVERS AND PROVIDE END CAPS OR PLUGS AS REQUIRED FOR ABANDONMENT.
- THE PIPELINE PROFILES HAVE BEEN MARKED TO INDICATE THE REQUIRED BACKFILL CLASSES (A. B. & E) SEE 9 TECHNICAL SPECIFICATION FOR SPECIFIC BACKFILL MATERIAL REQUIREMENTS.
- 10 WHEN NO RECORD WAS AVAILABLE TO INDICATE THE ELEVATION OF AN EXISTING LITILITY A MINIMUM COVER OF 30-INCHES WAS ASSUMED. THE CONTRACTOR SHALL EXERCISE CALITION WHILE EXCAVATING NEAR THESE ESTIMATED UTILITY LOCATIONS WHICH ARE INDICATED ON THE PROFILE DRAWINGS
- 11. CONTRACTOR SHALL INSTALL NEW WATERLINES WITH A MINIMUM CLEARANCE OF 18-INCHES AT ALL CROSSINGS WITH SANITARY SEWER LINES AND/OR STORM DRAIN LINES. UNLESS OTHERWISE SPECIFIED OR APPROVED BY THE ENGINEER. WHERE NEW WATERLINES CROSS EXISTING UNDERGROUND TELEPHONE, ELECTRICAL, AND/OR GAS LINES, A MINIMUM CLEARANCE OF 6-INCHES SHALL BE UTILIZED, UNLESS OTHERWISE NOTED.
- 12. ALL MATERIALS IN CONTACT WITH WATER SHALL BE NSF 61 APPROVED.
- 13. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE PROJECT DESIGN SPECIFICATIONS AND DRAWINGS. THESE DRAWINGS SHALL BE COORDINATED AND USED IN CONJUNCTION WITH THE TECHNICAL SPECIFICATIONS AND APPROVED SUBMITTALS.CONSTRUCTION PERMITS AS REQUIRED FROM LINCOLN COUNTY ROAD DEPARTMENT TO WORK WITHIN THE RIGHT-OF-WAY SHALL BE OBTAINED BY THE OWNER PRIOR TO THE START OF CONSTRUCTION.
- 14 PROPERTY AND RIGHT OF WAY LINES SHOWN IN THIS PLAN SET ARE APPROXIMATE AND BASED ON BEST AVAILABLE INFORMATION. CONTRACTOR SHALL OBTAIN TEMPORARY CONSTRUCTION ACCESS OR PERMISSION FROM PRIVATE LAND OWNERS PRIOR TO ENTERING PRIVATE PROPERTY.
- 15. PERMITS ASSOCIATED WITH THE TRENCH DE-WATERING SYSTEM SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- 16. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO POTHOLE EXISTING WATERLINES AND SURROUNDING UTILITIES TO DETERMINE THEIR EXACT LOCATION AND DEPTH. POTHOLE EXPLORATION SHALL OCCUR A MINIMUM OF SEVEN (7) DAYS PRIOR TO THE COMMENCEMENT OF WORK IN ANY AREA
- 17. PVC SEWER PIPE SHALL BE CLASS SDR-35 UNLESS OTHERWISE NOTED.

SHEET INDEX

SHEET # SHEET NAME

GENERAL

- G1 COVER -
- GENERAL NOTES G2 . SYMBOLS & LEGENDS G3 -
- PROJECT OVERVIEW G4 -

DEMOLITION

C100 - DEMOLITION PLAN C101 - DEMOLITION PLAN

ROADWAY

C200 - STREET IMPROVEMENTS STA 0+00 TO 5+00 C201 - STREET IMPROVEMENTS STA 5+00 TO 7+30

WATERLINE

C300 - WATERLINE - IMPROVEMENTS, PLAN AND PROFILE STA 0+00 TO 2+50 C301 - WATERLINE - IMPROVEMENTS, PLAN AND PROFILE STA 2+50 TO 5+00 C302 - WATERLINE - IMPROVEMENTS, PLAN AND PROFILE STA 5+00 TO 7+30

DETAIL

D1 - DETAILS
D2 - DETAILS
D3 - DETAILS
D5 - DETAILS
D4 - DETAILS
D5 - DETAILS
D6 - DETAILS

GENERAL ABBREVIATIONS

TOP BACK OF CURB

TANK DRAIN

TOP OF GRATE

TOP OF SLOPE

TOP OF BANK

TOP OF CURB

WATER METER

WATER VALVE

TRANSITION

TYPICAL

TBC

TD TG

TOE

TOP

TOC

TYP.

WM

WV

TRANS

- PAVEMENT AC BUTTERFLY VALVE
- BFV BOW BACK OF WALK
- CATCH BASIN CB
- CPLG COUPLING CTR CENTER
- CITY WATER (POTABLE)
- CW CWN CITY WATER (NONPOTABLE)
- DUCTILE IRON DI
- EL ELEVATION EDGE OF CONCRETE
- EOC EDGE OF GRAVEL
- EOG EOP EDGE OF PAVEMENT
- ΕX EXISTING FLANGE
- FLG GATE VALVE GV
- HDPE HIGH DENSITY POLYETHYLENE PIPE
- HPC HYPOCHLORITE
- INVERT ELEVATION
- IE LT MH I FFT
- MANHOLE
- MJ MECHANICAL JOINT
- NG PVC NATURAL GAS POLY VINYL CHLORIDE PIPE
- ROW RIGHT OF WAY
- RS RAW SEWAGE
- RT RIGHT
- SD SS STORM DRAIN SANITARY SEWER
- STA STATION
- SIDEWALK SW





NEW FEATURE LEGEND

SYMBOL LEGEND

)	TEE/CROSS FITTING	╟┸╢
)	ELBOW FITTING	$\Vdash_{\!$
9	REDUCER FITTING	\mathbb{H}
	MECHANICAL JOINT ADAPTER	₿
70)	AIR RELEASE VALVE	0
=	BLOW OFF VALVE	○-
₩	MAILBOX	СМВ
	ANCHOR WALL	

LINETYPE LEGEND



HATCH LEGEND











210.0





TYPICAL TRENCH DETAIL

FINISH GRADE PLAN STANDARD CONCRETE RISER RINGS

> SECTION A-A TYPICAL MANHOLE GRADE ADJUSTMENT IN STREET



FOR RESURFACING



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FINISH GRADE	(5) (4) (6) (6) (6) (7) (6) (7) (7) (7) (7) (7) (7) (7) (7) (7) (7
9 (1) (1) (2) (1) (2) (30" MIN. (2) (30" MIN. (30" MIN. (30) (30) (30) (30) (30) (30) (30) (30)	
	2" SCH.40 PVC CONDUIT UNDER ROADWAY ONLY CUSTOMER WATER SERVICE PER STATE PLUMBING CODE 20" COVER RECOMMENDED.

SPECIFICATION ITEM SIZE DESCRIPTION 1 AS REQ'D SADDLE FORD/ROMAC 202BS; 1" FIP TAP 2 1" BALL CORP. STOP MIP x PEP PJ; FORD FB1100-4, MUELLER P-25028, McDONALD 7407B-22 3 1" SERVICE PIPE HDPE (PE 3408), SIDR 7, 200 PSI, IPS FITTING COMPATIBLE, NSF 61 4 PEP PACK JOINT INLET X METER SWIVEL NUT OUTLET ANGLE BALL METER VALVE FORD BA43-444W, MUELLER B24258N, McDONALD 4602B--22 WATER METER 5 CITY PROVIDED 6 SERVICE VALVE METER SWIVEL NUT INLET X FIP OUTLET ANGLE GLOBE FORD GA43-332(NRWD SUPPLIES) 7 17"x30"x12" METER BOX ARMORCAST A6001640PCX12, A6001947TDZ (COVER), A6000482T (DROP-IN) FELT PAPER 90-LB FELT PAPER, ASPHALT SATURATED 8 24" x 36" 304 STAINLESS STEEL INSERT STIFFENER 9 STIFFENER 10 10 GA. TRACER WIRE 10 GA. COPPER WIRE WITH BLUE 30 MIL THICK HDPE INSULATION

NOTES:

- METER BOX SHALL BE POLYMER CONCRETE WITH DROP-IN DUCTILE IRON LID. 1.
- SEE DETAILS FOR TRENCH SECTION. 2.
- MINIMUM DISTANCE BETWEEN TAPS AND MAINLINE FITTINGS SHALL BE 18". 3.

STANDARD 1" WATER SERVICE CONNECTION NOT TO SCALE

	(HORIZONTAL) BEARING AREA OF THRUST BLOCKS IN SQUARE FEET									(VERTI VOLUME C BLOCK IN C	CAL UP) DF THRUST UBIC YARDS	
FITTING SIZE	TEE, WYE, DEAD END, AND HYDRANT	STRADDLE BLOCK	90° BEND	TI PLUC ON A-1	EE GGED RUN A-2	45° BEND	22-1/2° BEND	11-1/4° BEND	90° BEND	45° BEND	22-1/2° BEND	11-1/4° BEND
4	1.0	1.0	1.4	1.0	1.4	0.8	0.4	0.2	0.82	0.45	0.23	0.11
6	2.1	2.1	3.0	2.1	3.0	1.6	0.9	0.5	1.85	1.00	0.51	0.26
8	3.8	3.8	5.4	3.8	5.4	2.9	1.5	0.8	3.29	1.78	0.91	0.46
10	5.9	5.9	8.4	5.9	8.4	4.5	2.3	1.2	5.14	2.78	1.42	0.71

ABOVE BEARING AREAS BASED ON TEST PRESSURE OF 150 PSI AND AN ALLOWABLE SOIL BEARING STRESS OF 2000 POUNDS PER SQUARE FOOT.







TERED

OREGON THE D. WADLING

RENEWS: 06/30/2020

TEE, PLUGGED

90° BEND

TEE



	R	DDS FOR
FITTING SIZE		R
10" AND LESS		

- CONCRETE BLOCKING TO BE POURED AGAINST UNDISTURBED EARTH.
- 2. ALL CONCRETE TO BE CLASS 3000 MINIMUM.
- 3. INSTALL 6 MIL PLASTIC BETWEEN PIPE AND/OR FITTINGS BEFORE POURING CONCRETE BLOCKING.
- 4. CONCRETE SHALL BE KEPT CLEAR OF ALL JOINTS AND ACCESSORIES.
- TIE RODS SHALL BE DEFORMED GALVANIZED COLD ROLLED STEEL, 40000 PSI TENSILE STRENGTH (ASTM A615) 5. COAT WITH COAL TAR EPOXY AFTER INSTALLATION.
- BEARING AREA REQ'D AT REDUCERS IS THE DIFFERENCE 6. BETWEEN VALUES FOR DEAD END FOR EACH END SIZE (IE 6x8 = 3.8-2.1 = 1.7 S.F.)

2	CONC. THRUST BLOCKING STD. D
	NOT TO



D3



TEE

NOTES:

1.













PATCHING 1375 SY AREAS







	TOL A TANK RE	KEX TONN) P/ 1 A 5241 2 2 2 2 3 2 4 1 0 . V . V			1.55 E PARE 1 202	ONAL MULSING	
×	Z Z						٨	541-266-8601	www civilwest com
	Civil West			Encineering Services, Inc				213 Water Ave. NW; Suite 100	Albany, Oregon 97321
ВΥ				y: MDW					
				Checked B					
DESCRI				Drawn By: MKC	240	01-018			
DATE				ad By: MKC	No:	717			
REV.				Designe	Project -				
CITY OF LOWELL	LANE COUNTY, OREGON		AKEVIEW STREET DAVEMENT AND LITH ITV	LANEVIEW STREET FAVENENT AND OTICITY IMPROVEMENTS			STRFFT IMPROVEMENTS STA 5400 TO	7+30	
Sheet No.		((27	2))]	
Date S.			AP	RIL	. 2	20)2()	







CITY OF LOWELL

MAIN STREET PAVEMENT AND UTILITY **IMPROVEMENTS PROJECT NO. 2101-016 APRIL 2020**

LANE COUNTY, OREGON



LOCATION MAP



VICINITY MAP NOT TO SCALE







GENERAL NOTES

- ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. 1. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH 952-001-0090. YOU MAY OBTAIN A COPY OF THE RULES BY CALLING THE CENTER.
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- 3. THE CONTRACTOR SHALL CONTACT 'ONE CALL' FOR UTILITY LOCATES PRIOR TO EXCAVATION. (1-800-332-2344)
- 4. GRIND EXISTING PAVEMENT. 2" COLD PLANE PAVEMENT REMOVAL WITHIN DASHED BOUNDARY.
- APPLY TACK COAT TO CLEAN COLD PLANE SURFACE PER ODOT STANDARDS 00730. 5.
- 6. SEAL SURFACE CRACKS IN ALL OTHER AREAS IN BOUNDARY PRIOR TO PAVEMENT PLACEMENT
- 7. PRIOR TO OVERLAY CONTRACTOR SHALL CORRECT POTHOLES WITH DEEP PATCHING.
- PRIOR TO OVERLAY APPLY TACK COAT TO BITUMINOUS SURFACE. OVERLAY COLD PLANE SURFACES AND DEEP PATCHES WITH 2" DEPTH LEVEL 2, 1 DENSE ACP LEVELING COURSE. THEN APPLY A 2" OVERLAY ON ENTIRE PAVEMENT SECTION FOR A TOTAL OF 4" OF AC ON THE DEEP PATCH.
- DEEP PATCHES IN AREAS INDICATED SHALL BE SAW CUT 1-FOOT INTO GOOD PAVEMENT AND FAILING AC REMOVED. 9. CONTRACTOR SHALL OVER EXCAVATE 6" OF SUBGRADE AND PLACE GEOTEXTILE FABRIC. BACKFILL WITH AGGREGATE BASE TO DEPTH 2" BELOW SURROUNDING PAVEMENT. PLACE 4" THICK LAYER OF AC TO MATCH EXISTING GRADE.
- 10. PROTECT INLETS AND CATCH BASINS IN AND DOWNSTREAM FROM CONSTRUCTION AREAS PRIOR TO STARTING WORK.
- 11. CONTRACTOR SHALL PROTECT ALL STRUCTURES INCLUDING MANHOLES, VALVES, AND OTHER STRUCTURES IN IMPROVEMENT AREA.
- 12. CONTRACTOR TO FIELD VERIFY EXTENTS OF ALL WORK AREAS PRIOR TO COMMENCING WORK WITH ENGINEER.
- 13. SEE SHEET G2 FOR PAVEMENT MARKING LEGEND.
- 14. CONTRACTOR SHALL ACQUIRE ALL NECESSARY TRAFFIC CONTROL PRIOR TO WORK. SUBMIT TO ENGINEER FOR APPROVAL PRIOR TO START OF CONSTRUCTION.
- 15. THE CONTRACTOR SHALL REPLACE THE EXISTING 6-INCH WATERLINE IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS SECTION 02510. EXISTING PIPE SHALL BE ABANDONED IN PLACE. CONTRACTOR TO PROVIDE END CAPS.
- 16. TYPICAL BURY FOR NEW WATERLINE SHALL BE 36" TO TOP OF PIPE.
- 17. AFTER COMPLETION OF NEW WATERLINE AND ALL TESTING AND CONNECTIONS HAVE BEEN MADE, DESIGNATED PORTIONS OF THE EXISTING WATERLINE ARE TO BE ABANDONED IN PLACE. REMOVE TEMPORARY CONNECTIONS, EXISTING VALVES, COVERS AND PROVIDE END CAPS OR PLUGS AS REQUIRED FOR ABANDONMENT.

QUANT	IIIES	
SAW CUTTING	3325 LF	
COLD PLANE REMOVAL	2635 SY	
DEEP PATCHING AREAS	650 SY	
HMAC	360 TONS	
CLEAN		

PAVEMENT 2635 SY AND TACK COAT

KEYED NOTES

- 1 GRIND AND OVERLAY, SEE SHEET NOTES 4-8
- (2) DEEP PATCH, SEE SHEET NOTE 9
- 3 REMOVE AND REPLACE VALVE
- 4 STORM SEWER MANHOLE RIM ADJUSTMENT TYP.
- 5 CATCH BASIN PROTECT IN PLACE
- 6 ABANDON THE EXISTING 6-INCH STEEL WATERLINE IN PLACE
- (7)EXISTING UNDERGROUND ELECTRICAL, PROTECT IN PLACE
- 8 EXISTING SERVICE LINE, SEE SHEET NOTE 15-17



1'' = 60

C1





GENERAL NOTES

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WATERLINE	740 LINEAR FEET
LATERAL RECONNECT	8
6" VALVES	5
BLOWOFF ASSEMBLY	1
CONNECT TO EXISTING	2

QUANTITIES

KEYED NOTES

- (1)GRIND AND OVERLAY, SEE SHEET NOTES 4-8
- (2) DEEP PATCH, SEE SHEET NOTE 9
- 3 NEW VALVE AND RISER PER DETAIL SHEET D3
- (4)STORM SEWER MANHOLE RIM ADJUSTMENT TYP.
- (5) CATCH BASIN PROTECT IN PLACE
- ABANDON THE EXISTING 6-INCH STEEL WATERLINE IN PLACE 6
- $\overline{7}$
- INSTALL NEW 6-INCH PVC WATER LINE, VALVES, AND CONNECT 8
- EXISTING SERVICE LINE, SEE SHEET NOTE 15-17
- 9 RECONNECT SERVICE LATERAL

MAIN STREET WATERLINE IMPROVEMENTS



EXISTING UNDERGROUND ELECTRICAL, PROTECT IN PLACE







	IN SQUARE FEET								
9	TEE, WYE, DEAD END,	, WYE, D END, VDDANT BLOCK		TEE PLUGGED ON RUN		45° BEND	22-1/2° BEND		
	AND HTDRANT			A-1	A-2				
	1.0	1.0	1.4	1.0	1.4	0.8	0.4		
	2.1	2.1	3.0	2.1	3.0	1.6	0.9		
	3.8	3.8	5.4	3.8	5.4	2.9	1.5		
	5.9	5.9	8.4	5.9	8.4	4.5	2.3		

(HORIZONTAL)

BEARING AREA OF THRUST BLOCKS

ABOVE BEARING AREAS BASED ON TEST PRESSURE OF 150 PSI AND AN ALLOWABLE SOIL BEARING STRESS OF 2000 POUNDS PER SQUARE FOOT



FITTIN

SIZE

4

6

8

10

A-2

NOTES:

1

3.

4.

5.

6





90° BEND



TEE

CONCRETE BLOCKING TO BE POURED AGAINST

INSTALL 6 MIL PLASTIC BETWEEN PIPE AND/OR

FITTINGS BEFORE POURING CONCRETE BLOCKING.

STEEL, 40000 PSI TENSILE STRENGTH (ASTM A615)

COAT WITH COAL TAR EPOXY AFTER INSTALLATION

BETWEEN VALUES FOR DEAD END FOR EACH END

SIZE (IE 6x8 = 3.8-2.1 = 1.7 S.F.)

CONCRETE SHALL BE KEPT CLEAR OF ALL JOINTS AND

TIE RODS SHALL BE DEFORMED GALVANIZED COLD ROLLED

BEARING AREA REQ'D AT REDUCERS IS THE DIFFERENCE

2. ALL CONCRETE TO BE CLASS 3000 MINIMUM.

UNDISTURBED FARTH

ACCESSORIES.



TEE



CONC. THRUST BLOCKING STD. DETS. D2





VALVE DETAIL



D3



Rogue Valley Office 830 O'Hare Parkway, Suite 102 Medford, OR 97504 541-326-4828 Coos Bay Office 486 'E' Street Coos Bay, OR 97420 541-266-8601

Albany Office 213 Water Ave NW, Suite 100 Albany, OR 97321 541-223-5130

Newport Office 609 SW Hurbert Street Newport, OR 97366 541-264-7040

May 22, 2020

Attn: All Plan Holders/ Bidders

RE: City of Lowell Main Street and Lakeview Street Paving and Utility Improvements Project No. 2101-016/018 Notice of Intent to Award

The Bid opening for the Main Street and Lakeview Street Paving and Utility Improvement Project was held and read aloud at 2:00 pm on May 20th, 2020.

Based on the determination of responsible bidders per ORS 279C.375 and the results of the abovementioned Bid opening and observations, this letter is to inform you it is the Intent of the City of Lowell to Award the Contract to

Wildish Construction Co.

This letter is not a Notice of Award and does not constitute the formation of a contract between the Owner and apparent successful bidder but is to serve only as a Notice of Intent to Award.

OAR 137-049-0450 requires any protest to this Notice of Intent to Award be filed with the City of Lowell within seven (7) calendar days after the date this notice was issued. Any protest of this Intent to Award must be in writing and specifically identify the grounds for the protest as provided in OAR 137-049-0450 (4). The contract may be awarded upon the later of the following: seven (7) calendar days after the date this Notice of Intent to Award was issued or after the Owner provides a written response to all timely-filed protests that deny the protest and affirms the award.

Respectfully,

Civil West Engineering Services, Inc.

Matt Wodl

Matt Wadlington, P.E. Willamette Valley Regional Manager Civil West Engineering Services, Inc.



ENGINEERING SCOPE OF SERVICES

To: Jared Cobb, City Administrator – City of Lowell

From: Matt Wadlington, Regional Manager – Civil West Engineering Services, Inc. Manda Catterlin, Project Engineer – Civil West Engineering Services, Inc.

RE: City of Lowell: Lakeview Street Pavement and Utility Improvements Civil West Project Number: TBD

The purpose of this scope of services is to describe the proposed approach, costs, and schedule that Civil West will follow to support the City of Lowell as they undertake the Lakeview Street Improvements.

Background Summary

January 9, 2020

The City of Lowell owns and operates a transportation system that includes roadways, sidewalks, and traffic control devices and other related facilities. In the past, the city has completed minimal maintenance due to the lack of funding available.

The City has identified a need for improvements along Lakeview Street due to the amount of daily traffic that occurs on this street, observed pavement failure and the minimal width of the street. In July of 2018, the City completed a geotechnical investigation of this street. In conjunction with the geotechnical review, the City completed a Pavement Preservation Plan (PPP). This plan identifies Lakeview Street as a priority project. The PPP has a preliminary design to address the needed pavement improvements along Lakeview Street.

Improvements to Lakeview Street from Moss Street to Pioneer Street will include a 2" grind and overlay on the most eastern section of pavement with full removal and replacement of the remaining pavement. Additionally, widening the road 3 feet and reconstructing the intersection at Lakeview and Pioneer Street to accommodate the road widening. Civil West has prepared a preliminary cost estimate and estimated total project preliminary budget to be around \$182K, this includes engineering and contingency.

Through the Oregon Department of Transportation, Small City Allotment Grant Program, the City has been able to secure funding that is allocated to this project.

The project budget estimates are based on recent local work and unit prices. We feel the budget estimates are adequately conservative and that the City will be able to complete the work on this project.

In addition to the pavement improvements, the City would like to replace the aging infrastructure on Lakeview and Main Street. Additional improvements to Lakeview include; the removal and replacement of existing 6-inch asbestos cement waterline, the removal and replacement of 8" sewer, and the relocation of water meters. The additional improvements to Main Street include the removal and replacement of the existing 6-inch steel waterline. The above construction estimate does not include this work.

FG=413.50

Goal for the Project

Upon completion, this project will result in the construction of new water distribution lines, sewer collection system, and a quality street for the planned section of Lakeview Street, ready for car and bus traffic. Also, new water distribution line on Main Street.

Part A: Scope of Work

The following scope of work describes the tasks, activities, and work that will take place to complete the engineering work associated with this project. The description of each task below is a summary of the estimated process, steps, and procedures that will be required for completion of the work. While there may be many subtasks included within these major task areas, only the major tasks are discussed below.

Lakeview Street Paving Improvements – Proposed Scope of Services

- Task 1 Project Management and Administrative Services This task includes administrative and project management efforts related to the management of this project. This shall include processing of internal paperwork and correspondence between Civil West and the City, coordination on financial matters, directing resources internally, and meeting with staff on routine issues.
- Task 2 Kickoff Meeting and Data Gathering Under this task, key members of our project team will attend a kickoff meeting, with staff from the City to review the project parameters, walk the project, complete a topographic survey, notate the specific needs of the project, and work through the details and data gathering required to prepare plans for the project. We will discuss the City's preferences for materials, workmanship, standards and related details and ensure that we have all the information needed to complete a rapid design process.
- Task 3 Design/Preparation of Plans Civil West will utilize the existing City aerial photogrammetry and survey information for preparation of plans. The plans will include detailed notations, directives, details, and other information to provide the contractor with a clear picture of the final desired product. This also includes permitting with ODOT or County as needed for the reconstruction of the intersection of Lakeside and Pioneer.
- Task 4 –Bid Documents Under this task, we will compile a full set of bid documents for an alternate bid and other necessary documents for a complete project plan set. Bid Documents will be based on the current modified EJCDC documents or City standard bid forms if preferred. Upon completion of this task, the City will have all they need to advertise for bids and select a contractor. It is assumed that the City of Lowell Construction Standards will be used for the construction specifications, unless specific additional specifications are required.
- Task 5 Bid Phase Support This task will include an allowance for obtaining construction bids for the project. This will include answering questions, issuing clarifications and addenda (if required) and participating in or administering the bid opening if requested by the City. We will also review all bids, issue recommendations to award, assist with the contracting process, and finally, issue a notice to proceed to the contractor to begin work.

- Task 6 Construction Phase Support This task will include construction phase support during the construction of the project improvements. This will include a level of construction management support as well as some construction inspection services. The goal of construction phase support will be to ensure that the City gets what they pay for and that the project goes smoothly. We will act as the liaison between the City and the contractor, will process payment requests and change order requests, will perform inspections as well as punch lists with the contractor and the City, and otherwise ensure that the final product meets the terms of the contract. Finally, we will assist with project closeout to prepare record drawings, financial closeouts, and other administrative efforts to close this project. Based on the anticipated relatively quick construction window, we have budgeted just 5 site inspections.
- Task 7 Reimbursable This task will cover direct reimbursable expenses anticipated for the project. These include travel and per diem costs, reproduction and office expenses, and other reimbursable costs.
 - a. <u>Travel costs</u> We have included an allowance for travel costs for meetings, various site visits to the City for meetings, site visits, and other travel need related to this project.
 - <u>Publication, reproduction, and office costs</u> Under this item, we have included a reimbursable allowance to provide the City with copies of any draft and final report(s), plans, contract documents and specifications, including digital deliverables upon request.

Part B: Project Fee Proposal

A summary of the proposed fee schedule is provided below:

Task	Summary of Proposed Engineering Budget:	Budget			
1.1	Project Management and Administration	\$1,010.00			
1.2	Kickoff Meeting and Data Gathering	\$5,990.00			
1.3	Design Services/ Preparation of Plans	\$10,050.00			
1.4	*Preparation of Technical Specs, bid docs, etc.	\$3,410.00			
1.5	*Bid Phase Support	\$2,580.00			
1.6	Construction Phase Support	\$10,060.00			
1.7	Reimbursables	\$1,100.00			
	Total Proposed Budget - Phase 1	\$34,200.00			
*Assumes the project will be completed with the Main Street project to reduce					

*Assumes the project will be completed with the Main Street project to reduce overall project costs associated with Preparation of Bid Documents and Bid Phase Support.

The above budget considers the Lakeview Project to be completed simultaneously with Main Street (Project No. 2101-016). If the projects are completed separately, the costs associated with Task 1.4 and 1.5 will be increased. The above budget is considered as a not-to-exceed maximum for the scope of work described and will be billed on a time and materials basis to a maximum. Civil West reserves the right to alter distribution of compensation between individual phases of the work noted herein to be consistent with services actually rendered but shall not exceed the total estimated compensation amount unless approved in writing by owner. If budget funds go unused, the City will realize the savings.

Part C: Project Schedule

The following schedule, while flexible, is provided as a preliminary schedule for the City to consider.

Proposed Schedule:

- 1. Authorization to begin work: Mid-January 2020
- 2. Kick off meeting & site visits: Late-January 2020
- 3. Field work completed: early-February 2020
- 4. Ready to Bid: early-March 2020
- 5. Contractor NTP: late-March 2020 to early-April 2020
- 6. Construction Completion: late-August 2019

The schedule shown above is preliminary in nature and may vary depending on a number of issues. This schedule can be modified to meet budgetary and scheduling constraints of the City and their other projects.

We are grateful for this opportunity to provide these services to the City of Lowell. We are prepared to begin work on this important project as soon as we are authorized to do so. Please let me know if you have any questions or if you wish to see any alterations to our proposed approach. If this proposed approach is acceptable, please sign below and return a copy to our office for our records.

Sincerely, Civil West Engineering Services, Inc.

Matt Wodler

Matt Wadlington, PÉ Willamette Valley Regional Manager

Authorized Representative Signature Accepting Scope of Services

Date

<u>/ FG=413.50</u>
May 28, 2019



ENGINEERING SCOPE OF SERVICES

To: Jared Cobb, City Administrator – City of Lowell

From: Matt Wadlington, Regional Manager – Civil West Engineering Services, Inc. Manda Catterlin, Project Engineer – Civil West Engineering Services, Inc.

RE: City of Lowell: Main Street Paving Improvements Civil West Project Number: TBD

The purpose of this scope of services is to describe the proposed approach, costs, and schedule that Civil West will follow to support the City of Lowell as they undertake the Main Street pavement improvements.

Background Summary

The City of Lowell owns and operates a transportation system that includes roadways, sidewalks, and traffic control devices and other related facilities. In the past, the city has completed minimal maintenance due to the lack of funding available.

The City has identified a need for improvements along Main Street due to the amount of daily traffic that occurs on this street and by the observed pavement failure. In July of 2018, the City completed a geotechnical investigation of this street. In conjunction with the geotechnical review, the City completed a Pavement Preservation Plan (PPP). This plan identifies Main Street as a priority project. The PPP has a preliminary design to address the needed pavements improvements along Main Street.

Improvements to Main Street from Moss Street to Pioneer Street will include a 2" grind and overlay with some isolated sections that will require deep patching. Civil West has prepared a preliminary cost estimate and estimated total project preliminary budget to be around \$119K, this includes engineering and contingency.

Through the Oregon Department of Transportation, Small City Allotment Grant Program, the City has been able to secure funding that is allocated to this project.

The project budget estimates that we have prepared are based on recent local work and unit prices. We feel the budget estimates are adequately conservative and that the City will be able to complete the work on this project with the funds that they have planned for this work.

Goal for the Project

Upon completion, this project will result in the construction of a quality street for the planned section of Main Street, ready for car and bus traffic.

Part A: Scope of Work

The following scope of work describes the tasks, activities, and work that will take place to complete the engineering work associated with this project. The description of each task below is a summary of the estimated process, steps, and procedures that will be required for completion of the work. While there may be many subtasks included within these major task areas, only the major tasks are discussed below.

Main Street Paving Improvements – Proposed Scope of Services

- Task 1 Project Management and Administrative Services This task includes administrative and project management efforts related to the management of this project. This shall include processing of internal paperwork and correspondence between Civil West and the City, coordination on financial matters, directing resources internally, and meeting with staff on routine issues.
- Task 2 Kickoff Meeting and Data Gathering Under this task, key members of our project team will attend a kickoff meeting, with staff from the City to review the project parameters, walk the project, complete a topographic survey, notate the specific needs of each project, and work though the details and data gathering required to prepare plans for the project. We will discuss the City's preferences for materials, workmanship, standards and related details and ensure that we have all the information needed to complete a rapid design process.
- Task 3 Design/Preparation of Plans Civil West will utilize the project survey and the existing City aerial photogrammetry for preparation of plans. The plans will include detailed notations, directives, details, and other information to provide the contractor with a clear picture of the final desired product.
- Task 4 –Bid Documents Under this task, we will compile a full set of bid documents, and other necessary documents for a complete project plan set. Bid Documents will be based on the current modified EJCDC documents or City standard bid forms if preferred. Upon completion of this task, the City will have all they need to advertise for bids and select a contractor. It is assumed that the City of Lowell Construction Standards will be used for the construction specifications, unless specific additional specifications are required.
- Task 5 Bid Phase Support This task will include an allowance for obtaining construction bids for the project. This will include answering questions, issuing clarifications and addenda (if required) and participating in or administering the bid opening if requested by the City. We will also review all bids, issue recommendations to award, assist with the contracting process, and finally, issue a notice to proceed to the contractor to begin work.
- Task 6 Construction Phase Support This task will include construction phase support during the construction of the project improvements. This will include a level of construction management support as well as some construction inspection services. The goal of construction phase support will be to ensure that the City gets what they pay for and that the project goes smoothly. We will act as the liaison between the City and the contractor, will process payment requests and change order requests, will perform inspections as well as punch lists with the contractor and the City, and otherwise ensure that the final product meets the terms of the contract. Finally, we will assist with project closeout to prepare record drawings, financial closeouts, and other administrative efforts to close this project. Based on the anticipated relatively quick construction window, we have budgeted just 3 site inspections.

- Task 7 Reimbursable This task will cover direct reimbursable expenses anticipated for the project. These include travel and per diem costs, reproduction and office expenses, and other reimbursable costs.
 - a. <u>Travel costs</u> We have included an allowance for travel costs for meetings, various site visits to the City for meetings, site visits, and other travel need related to this project.
 - b. <u>Publication, reproduction, and office costs</u> Under this item, we have included a reimbursable allowance to provide the City with copies of any draft and final report(s), plans, contract documents and specifications, including digital deliverables upon request.

Part B: Project Fee Proposal

A summary of the proposed fee schedule is provided below:

Task	Summary of Proposed Engineering Budget:	Budget
1.1	Project Management and Administration	\$1,010.00
1.2	Kickoff Meeting and Data Gathering	\$2,990.00
1.3	Design Services/ Preparation of Plans	\$5,680.00
1.4	Preparation of Technical Specs, bid docs, etc.	\$3,260.00
1.5	Bid Phase Support	\$2,640.00
1.6	Construction Phase Support	\$3,640.00
1.7	Reimbursables	\$600.00
	Total Proposed Budget - Phase 1	\$19,820.00

The above budget is considered as a not-to-exceed maximum for the scope of work described and will be billed on a time and materials basis to a maximum. Civil West reserves the right to alter distribution of compensation between individual phases of the work noted herein to be consistent with services actually rendered but shall not exceed the total estimated compensation amount unless approved in writing by owner. If budget funds go unused, the City will realize the savings.

Part C: Project Schedule

The following schedule, while flexible, is provided as a preliminary schedule for the City to consider.

Proposed Schedule:

- 1. Authorization to begin work: late-May 2019
- 2. Kick off meeting & site visits: early-June 2019
- 3. Field work completed: by late June 2019
- 4. Ready to Bid: mid-July 2019
- 5. Contractor NTP: Late July
- 6. Construction Completion: late September 2019

The schedule shown above is preliminary in nature and may vary depending on a number of issues. This schedule can be modified to meet budgetary and scheduling constraints of the City and their other projects.

We are grateful for this opportunity to provide these services to the City of Lowell. We are prepared to begin work on this important project as soon as we are authorized to do so. Please let me know if you have any questions or if you wish to see any alterations to our proposed approach. If this proposed approach is acceptable, please sign below and return a copy to our office for our records.

Sincerely, Civil West Engineering Services, Inc.

Matt Wally

Matt Wadlington, PÉ Willamette Valley Regional Manager

Authorized Representative Signature Accepting Scope of Services

Date

J FG=413.50

INTERGOVERNMENTAL AGREEMENT

Code Assistance for the City of Lowell

THIS INTERGOVERNMENTAL AGREEMENT ("Agreement") is made and entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation ("ODOT" or "Agency"), and City of Lowell ("City" or "Grantee").

RECITALS

1. The Transportation and Growth Management ("TGM") Program is a joint program of ODOT and the Oregon Department of Land Conservation and Development.

2. The TGM Program includes a program of community assistance for local governments to assist with better integration of transportation and land use planning and development of new ways to manage growth in order to achieve compact pedestrian, bicycle, and transit friendly urban development.

3. This TGM Project (as defined below) is financed with federal Fixing America's Surface Transportation Act ("FAST Act") funds.

4. By authority granted in ORS 190.110, state agencies may enter into agreements with units of local government or other state agencies to perform any functions and activities that the parties to the agreement or their officers or agents have the duty or authority to perform.

5. ODOT intends to enter into Agreement #34279 with Lane Council of Governments for the Project that benefits the City.

6. The parties desire to enter into this Agreement for their mutual benefit.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

SECTION 1. DEFINITIONS

Unless the context requires otherwise, the following terms, when used in this Agreement, shall have the meanings assigned to them below:

A. "City's Project Manager" means the individual designated by City as its project manager for the Project.

B. "ODOT's Contract Administrator" means the individual designated by ODOT to be its contract administrator for this Agreement.

- C. "Project" means the project described in Exhibit A.
- D. "Termination Date" has the meaning set forth in Section 2.A below.
- E. "Work Product" has the meaning set forth in Section 4.I below.

SECTION 2. TERMS OF AGREEMENT

A. <u>Term</u>. This Agreement becomes effective on the date on which all parties have signed this Agreement and all approvals (if any) required to be obtained by ODOT have been received. This Agreement terminates on August 31, 2021 ("Termination Date").

SECTION 3. CITY'S REPRESENTATIONS, WARRANTIES, AND CERTIFICATION

A. City represents and warrants to ODOT as follows:

1. It is a municipality or intergovernmental entity duly organized and existing under the laws of the State of Oregon.

2. It has full legal right and authority to execute and deliver this Agreement and to observe and perform its duties, obligations, covenants and agreements hereunder and to undertake and complete the Project.

3. All official action required to be taken to authorize this Agreement has been taken, adopted and authorized in accordance with applicable state law and the organizational documents of City.

4. This Agreement has been executed and delivered by an authorized officer(s) of City and constitutes the legal, valid and binding obligation of City enforceable against it in accordance with its terms.

5. The authorization, execution and delivery of this Agreement by City, the observation and performance of its duties, obligations, covenants and agreements hereunder, and the undertaking and completion of the Project do not and will not contravene any existing law, rule or regulation or any existing order, injunction, judgment, or decree of any court or governmental or administrative agency, authority or person having jurisdiction over it or its property or violate or

breach any provision of any agreement, instrument or indenture by which City or its property is bound.

6. The statement of work attached to this Agreement as Exhibit A has been reviewed and approved by the necessary official(s) of City.

B. City understands and agrees that ODOT's obligation hereunder is contingent on ODOT having received funding, appropriations, limitations or other expenditure authority sufficient to allow ODOT, in the exercise of its reasonable administrative discretion, to continue to make payments for performance of this Agreement.

SECTION 4. GENERAL COVENANTS OF CITY

A. City shall complete the Project; provided, however, that City shall not be liable for the quality or completion of that part of the Project which Exhibit A describes as the responsibility of Lane Council of Governments.

B. City shall, in a good and workmanlike manner, perform the work, and provide the deliverables, for which City is identified in Exhibit A as being responsible.

C. City shall perform such work identified in Exhibit A as City's responsibility as an independent contractor and shall be exclusively responsible for all costs and expenses related to its employment of individuals to perform such work. City shall also be responsible for providing for employment-related benefits and deductions that are required by law, including, but not limited to, federal and state income tax withholdings, unemployment taxes, workers' compensation coverage, and contributions to any retirement system.

D. All employers, including City, that employ subject workers who work under this Agreement in the State of Oregon shall comply with ORS 656.017 and provide the required Workers' Compensation coverage unless such employers are exempt under ORS 656.126(2). Employers Liability insurance with coverage limits of not less than \$500,000 must be included. City shall require each of its subcontractors, if any, to comply with, and shall ensure that each of its subcontractors, if any, complies with these requirements.

E. City shall not enter into any subcontracts to accomplish any of the work described in Exhibit A, unless it first obtains written approval from ODOT.

F. City agrees to cooperate with ODOT's Contract Administrator. At the request of ODOT's Contract Administrator, City agrees to:

(1) Meet with the ODOT's Contract Administrator; and

(2) Form a project steering committee (which shall include ODOT's Contract Administrator) to oversee the Project.

G. City shall comply with all federal, state and local laws, regulations, executive orders and ordinances applicable to the work under this Agreement, including, without limitation, applicable provisions of the Oregon Public Contracting Code. Without limiting the generality of the foregoing, City expressly agrees to comply with: (1) Title VI of Civil Rights Act of 1964; (2) Title V of the Rehabilitation Act of 1973; (3) the Americans with Disabilities Act of 1990 and ORS 659A.142; (4) all regulations and administrative rules established pursuant to the foregoing laws; and (5) all other applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations.

H. City shall maintain all fiscal records relating to this Agreement in accordance with generally accepted accounting principles. In addition, City shall maintain any other records pertinent to this Agreement in such a manner as to clearly document City's performance. City acknowledges and agrees that ODOT, the Oregon Secretary of State's Office and the federal government and their duly authorized representatives shall have access to such fiscal records and other books, documents, papers, plans, and writings of City that are pertinent to this Agreement to perform examinations and audits and make copies, excerpts and transcripts.

City shall retain and keep accessible all such fiscal records, books, documents, papers, plans, and writings for a minimum of six (6) years, or such longer period as may be required by applicable law, following final payment and termination of this Agreement, or until the conclusion of any audit, controversy or litigation arising out of or related to this Agreement, whichever date is later.

I. To the extent it has any rights in the Work Product granted to it pursuant to Agreement #34279, ODOT hereby grants to City a royalty free, non-exclusive license to reproduce any Work Product for distribution upon request to members of the public.

SECTION 5. RESERVED.

SECTION 6. ODOT'S REPRESENTATIONS AND COVENANTS

A. ODOT certifies that, at the time this Agreement is executed, sufficient funds are authorized and available for expenditure to finance ODOT's portion of this Agreement within the appropriation or limitation of its current biennial budget.

B. The statement of work attached to this Agreement as Exhibit A has been reviewed and approved by the necessary official(s) of ODOT.

C. ODOT will assign a Contract Administrator for this Agreement who will be ODOT's principal contact person regarding administration of this Agreement, the monitoring of Lane Council of Government's work, and the review and approval of Lane Council of Government's work, billings and progress reports.

SECTION 7. TERMINATION

This Agreement may be terminated by mutual written consent of all parties. ODOT may terminate this Agreement effective upon delivery of written notice to City, or at such later date as may be established by ODOT under, but not limited to, any of the following conditions:

A. City fails to complete work specified in Exhibit A as its responsibility, in accordance with the terms of this Agreement and within the time specified in Exhibit A, or fails to perform any of the provisions of this Agreement and does not correct any such failure within 10 days of receipt of written notice or the date specified by ODOT in such written notice.

B. Lane Council of Governments fails to complete work specified in Exhibit A as its responsibility, in accordance with the terms of this Agreement and within the time specified in this Agreement or Agreement #34279, including any extensions thereof, and does not correct any such failure within 10 days of receipt of written notice or the date specified by ODOT in such written notice.

C. If federal or state laws, regulations or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or ODOT is prohibited from paying for such work from the planned funding source.

D. If ODOT fails to receive funding, appropriations, limitations or other expenditure authority sufficient to allow ODOT, in the exercise of its reasonable administrative discretion, to continue to make payments for performance on Agreement #34279.

In the case of termination pursuant to A, B, C or D above, ODOT shall have any remedy at law or in equity, including but not limited to termination of any further disbursements

hereunder. Any termination of this Agreement shall not prejudice any right or obligations accrued to the parties prior to termination.

SECTION 8. GENERAL PROVISIONS

A. Time is of the essence of this Agreement.

B. Except as otherwise expressly provided in this Agreement, any notices to be given hereunder shall be given in writing by personal delivery, facsimile, or mailing the same, postage prepaid, to ODOT or City at the address or number set forth on the signature page of this Agreement, or to such other addresses or numbers as either party may hereafter indicate pursuant to this Section. Any communication or notice so addressed and mailed is in effect five (5) days after the date postmarked. Any communication or notice delivered by facsimile shall be deemed to be given when receipt of the transmission is generated by the transmitting machine. To be effective against ODOT, such facsimile transmission must be confirmed by telephone notice to ODOT's Contract Administrator. Any communication or notice by personal delivery shall be deemed to be given when actually delivered.

C. ODOT and City are the only parties to this Agreement and are the only parties entitled to enforce the terms of this Agreement. Nothing in this Agreement gives, is intended to give, or shall be construed to give or provide any benefit or right not held by or made generally available to the public, whether directly, indirectly or otherwise, to third persons unless such third persons are individually identified by name herein and expressly described as intended beneficiaries of the terms of this Agreement.

D. Sections 4(H), 4(I), and 8 of this Agreement and any other provision which by its terms is intended to survive termination of this Agreement shall survive.

E. The parties agree as follows:

(a) Contribution.

If any third party makes any claim or brings any action, suit or proceeding alleging a tort as now or hereafter defined in ORS 30.260 ("Third Party Claim") against ODOT or Grantee ("Notified Party") with respect to which the other party ("Other Party") may have liability, the Notified Party must promptly notify the Other Party in writing of the Third Party Claim and deliver to the Other Party a copy of the claim, process, and all legal pleadings with respect to the Third Party Claim. Each party is entitled to participate in the defense of a Third Party Claim, and to defend a Third Party Claim with counsel of its own choosing. Receipt by the Other Party of the notice and copies required in this paragraph and meaningful opportunity for the Other Party to participate in the investigation, defense and settlement of the Third Party Claim with counsel of its own choosing are conditions precedent to the Other Party's contribution obligation under this Section 9(E) with respect to the Third Party Claim.

With respect to a Third Party Claim for which ODOT is jointly liable with the Grantee (or would be if joined in the Third Party Claim), ODOT shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by the Grantee in such proportion as is appropriate to reflect the relative fault of ODOT on the one hand and of the Grantee on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of ODOT on the one hand and of the Grantee on the other by reference to, among other things, the parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlements, fines or settlement amounts. The ODOT's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law, including but not limited to the Oregon Tort Claims Act, ORS 30.260 to 30.300, if ODOT had sole liability in the proceeding.

With respect to a Third Party Claim for which the Grantee is jointly liable with ODOT (or would be if joined in the Third Party Claim), the Grantee shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by ODOT in such proportion as is appropriate to reflect the relative fault of the Grantee on the one hand and of ODOT on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of the Grantee on the one hand and of ODOT on the other hand shall be determined by reference to, among other things, the parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlements, fines or settlement amounts. The Grantee's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law, including but not limited to the Oregon Tort Claims Act, ORS 30.260 to 30.300, if it had sole liability in the proceeding.

(b) Choice of Law; Designation of Forum; Federal Forum.

(1) The laws of the State of Oregon (without giving effect to its conflicts of law principles) govern all matters arising out of or relating to this Agreement, including, without limitation, its validity, interpretation, construction, performance, and enforcement.

(2) Any party bringing a legal action or proceeding against any other party arising out of or relating to this Agreement shall bring the legal action or proceeding in the Circuit Court of the State of Oregon for Marion County (unless Oregon law requires that it be

brought and conducted in another county). Each party hereby consents to the exclusive jurisdiction of such court, waives any objection to venue, and waives any claim that such forum is an inconvenient forum.

(3) c) Notwithstanding Section 8.E (b)(2), if a claim must be brought in a federal forum, then it must be brought and adjudicated solely and exclusively within the United States District Court for the District of Oregon. This Section 8.E(b)(3c) applies to a claim brought against the State of Oregon only to the extent Congress has appropriately abrogated the State of Oregon's sovereign immunity and is not consent by the State of Oregon to be sued in federal court. This Section 8.E(b)(3c) is also not a waiver by the State of Oregon of any form of defense or immunity, including but not limited to sovereign immunity and immunity based on the Eleventh Amendment to the Constitution of the United States.

(c) Alternative Dispute Resolution.

The parties shall attempt in good faith to resolve any dispute arising out of this Agreement. This may be done at any management level, including at a level higher than persons directly responsible for administration of the Agreement. In addition, the parties may agree to utilize a jointly selected mediator or arbitrator (for non-binding arbitration) to resolve the dispute short of litigation.

F. This Agreement and attached Exhibits (which are by this reference incorporated herein) constitute the entire agreement between the parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No modification or change of terms of this Agreement shall bind either party unless in writing and signed by all parties and all necessary approvals have been obtained. Budget modifications and adjustments from the work described in Exhibit A must be processed as an amendment(s) to this Agreement and Agreement #34279. No waiver or consent shall be effective unless in writing and signed by the party against whom such waiver or consent is asserted. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of ODOT to enforce any provision of this Agreement shall not constitute a waiver by ODOT of that or any other provision.

G. This Agreement may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all parties, notwithstanding that all parties are not signatories to the same counterpart. Each copy of this Agreement so executed shall constitute an original.

THE PARTIES, by execution of this Agreement, hereby acknowledge that their signing representatives are duly authorized, have read this Agreement, understand it, and agree to be bound by its terms and conditions.

City

ODOT

City of Lowell

STATE OF OREGON, by and through its Department of Transportation

Ву:_____

Jerri Bohard, Division Administrator or designee Policy, Data & Analysis Division

Date:_____

By: _____

(Official's Signature)

(Printed Name and Title of Official)

Date:_____

EXHIBIT A STATEMENT OF WORK

Oregon Transportation and Growth Management Program City of Lowell Downtown Plan Implementation and General Code Amendments

CONTACTS

Project Management Team

LCOG – Lane Council of Governments

Jacob Callister 859 Willamette Street, Suite 500 Eugene, OR 97401 jcallister@lcog.org (541) 682-4114

City – City of Lowell

Jared Cobb, City Administrator City of Lowell 107 East Third Street Lowell, OR 97452 jcobb@ci.lowell.or.us (541) 937-2157

Agency Contract Administrator or Agency Project Manager - Transportation and Growth Management Code Assistance Program

Laura Buhl, Agency Project Manager Oregon Department of Land Conservation & Development 635 Capitol Street NE, Suite 150 Salem, OR 97301 laura.buhl@state.or.us (503) 934-0073

State Contacts

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	UIII.w.joiiiistoii@0u0t.state.oi.u
Bill Johnston	S
Oregon Department of Transportation, Region 2 2080 Laura Street	(541) 747-1354

Springfield, OR 97477

Department of Land Conservation and Development Regional Representative

Patrick Wingard Southern Willamette Valley Regional Representative 1715 Franklin Boulevard, Suite 221 Eugene, OR 97403 patrick.wingard@state.or.us (541) 393-7675

Acronyms and Definitions

Agency or ODOT – Oregon Department of Transportation APM –Agency Project Manager City – City of Lowell DLCD – Oregon Department of Land Conservation and Development Development Code – Lowell Land Development Code LCOG – Lane Council of Governments PIP – Public Involvement Plan PMT – Project Management Team Project – City of Lowell Downtown Plan Implementation and General Code Amendments SOW – Statement of Work TGM –Transportation and Growth Management Program VPW – Virtual Public Workshop

This statement of work ("SOW") describes the responsibilities of all entities involved in this cooperative project.

PROJECT DESCRIPTION and OVERVIEW of SERVICES

Project Purpose and Transportation Relationships and Benefits

The purpose of the City of Lowell Downtown Plan Implementation and General Code Amendments project ("Project") is to amend the City of Lowell's ("City") Land Development Code ("Development Code") to implement the recently adopted Downtown Master Plan (2019) and other amendments (detailed in the section "Project Objective").

The Project supports the Transportation and Growth Management Program's ("TGM") mission of integrated land use and transportation planning by updating the Development Code to implement the Downtown Master Plan, which guides the City to "increase walkability, improve connectivity to . . . parks, encourage housing diversity, and link community benefits to all aspects of development" (Downtown Master Plan, p. 6).

Project Area

The Project Area is all land in the urban growth boundary of City. Amendments related to the Downtown Master Plan will apply to the project area of that plan, as illustrated below:



Background

The City of Lowell (pop. 1075) is located on the north side of Dexter Reservoir, which was created in 1954 by the damming of Middle Fork of the Willamette River. As illustrated above, the downtown area centers around E. Main Street and the County roads, E. North Shore Drive and S. Pioneer Street. S. Pioneer Street extends south, becoming a bridge that connects Lowell

to State Route 58 (aka Willamette Highway), which runs along the south side of Dexter Reservoir.

The impetus for the Project was the adoption of the Downtown Master Plan, funded by the Oregon Department of Land Conservation and Development ("DLCD"), in June of 2019. Although one minor development code change was adopted in conjunction with Downtown Master Plan adoption, all other updates could not be included into the scope of work for that project. This Project is also timely because of the passage of a bond measure to make improvements to Lowell's schools, both of which are located at the southern boundary of the downtown area. Improving multi-modal connectivity and development downtown will make it easier for students to walk and bike to school. Lane County also has funding for aligned Safe Routes to Schools efforts in Lowell.

Another part of the Project addresses the need for new housing types. As populations age and household sizes decrease, both of which are occurring in Lowell according to U.S. Census data, new types of housing are needed to accommodate smaller household sizes and also to allow people to remain in their communities as they age. This need is particularly acute in small towns like Lowell, where the diversity of housing is limited and people don't have the option of moving to a cottage or apartment as their needs change.

TGM Program Objectives

The TGM Program is a joint effort of the Oregon Department of Transportation ("ODOT") and DLCD. The goals of TGM are to strengthen the capability of local governments to effectively manage growth and comply with the Oregon Transportation Planning Rule (Oregon Administrative Rule 660-012-0000), to integrate transportation and land use planning, and to encourage transportation-efficient land uses that support modal choice and the efficient performance of transportation facilities and services. Specifically, TGM supports efficient use of land and resources; human-scaled, walkable communities; good connections between local destinations; and pedestrian, bicycle, and transit-oriented development.

The TGM Program's *Smart Development Code Handbook*, identifies Five Principles of Smart Development:

- Efficient use of land resources
- Full utilization of urban services
- Mixed use
- Transportation options
- Detailed, human-scaled design

The Project must be done in a manner that furthers the Five Principles of Smart Development and supports the TGM Mission, Goals, and Objectives, available at this url: <u>https://www.oregon.gov/lcd/TGM/Documents/mission-goals-objectives.pdf</u>.

Project Objective

The objective of this Project is to update the Development Code as follows:

- Implement the Downtown Master Plan (with the exception of parking, noted below), including:
 - Zoning map updates
 - Building standards
 - Street section standards
 - Site Plan Review criteria
 - Parking standards (except that minimum off-street parking for residential uses will be evaluated for potential decrease)
 - Other implementation measures required by the Downtown Master Plan
- Evaluate minimum lot sizes for potential reduction
- Create mixed-use development standards
- Create development standards for middle housing types (including cottage housing, townhomes, and accessory dwelling units)
- Amend language for access and driveway standards to improve clarity and specificity
- Add or revise definitions for "half-street," "development of property," "structure."
- Reconcile inconsistent language for "non-conforming structures."
- Streamline application procedures by establishing application types I-IV.
- Clarify setbacks in all zoning districts.
- Clarify driveway and flag lot paving requirements.
- Reconcile inconsistencies and clarify language for Section 9.516 (Access) and Section 9.517 (Streets), including half streets.
- Allow City Administrator to issue determinations on non-conformities.
- Establish procedure for lot consolidation.
- Address parking and storage of recreational vehicles and trailers in the public right-of-way.
- Up to five graphics to illustrate standards in the Development Code.

STANDARDS and GENERAL REQUIREMENTS

Unless otherwise specified:

Project Management

Project management tasks are integrated into each of the tasks, but are described here to establish a framework for managing the Project.

A Project Management Team ("PMT"), comprising a City Project Manager, Agency Project Manager ("APM"), and Lane Council of Governments ("LCOG"), shall provide overall guidance for the Project. The PMT shall meet to coordinate logistics of the Project and to give feedback to LCOG. The PMT shall meet by telephone conference or in person; the duration of each meeting is not anticipated to exceed two hours. Meetings of the PMT may be scheduled to coincide with other City meetings (e.g., work sessions).

Agency Contacts, consisting of the Region 2 Planner from ODOT and the Southern Willamette Valley Regional Representative from DLCD, will provide additional assistance, guidance, and review to the PMT. Attendance at PMT meetings for Agency Contacts is optional.

LCOG shall maintain regular communication with the City Project Manager and APM to ensure satisfactory completion of deliverables in accordance with Project Schedule.

Meeting Requirements

Meeting arrangements include: scheduling meeting dates and times with meeting participants, distribution of agendas and meeting materials in advance of the meeting, reserving a suitable meeting location, placing advertisements in local media, and posting notices in public locations (such as City buildings and libraries).

Conducting meetings includes: preparing agendas and meeting materials, making presentations, and facilitating discussion of relevant issues.

Unless otherwise stated in the Tasks, City shall prepare and distribute all staff reports, necessary public notices, and notifications, and public outreach for community involvement.

At all work sessions and meetings, LCOG shall advocate for smart development principles and the removal of obstacles to them, and make persuasive arguments for amendments that encourage smart development as identified in the *Smart Development Code Handbook* and in accordance with current smart development best practices.

Written and Graphic Deliverable Requirements

All written and graphic deliverables must be submitted in a format suitable for distribution by email unless hardcopy is specified in a subtask. Written deliverables must include the project name, date of preparation, and subtask number and name. Text (except for photo or illustration captions) must be in at least a 12-point font size to ensure readability.

Lane County Council of Governments shall write materials intended for the public, such as meeting presentations, at no higher than a high school grade level using the Flesch–Kincaid Grade Level Formula.

Graphic deliverables may be developed in ArcMap, Adobe Illustrator, Auto CAD, PCMaps, or other applications appropriate to the deliverable. Graphic deliverables submitted for review must be converted to .pdf for readability. Electronic files of final graphics submitted to the City and Agency may be in the native application but must also be converted to .pdf. All graphic deliverables must be well documented, with project name, a legend, and the date of preparation. Maps, aerial photos, and other graphic material prepared for Project must be suitable for enlargement to create wall displays for Project meetings and presentations.

Due Dates, PMT Review, and LCOG Edits

• LCOG shall submit materials for all meetings at least one week prior to the meeting, unless another timeframe is approved by APM or otherwise specified in this contract.

Materials must be provided to PMT and Agency Contacts unless otherwise specified in this contract.

- City shall provide one set of written comments on draft materials within one week of receipt. If multiple staff members are commenting, City Project Manager shall reconcile the comments must. If City cannot reconcile conflicting comments, APM will determine which comment will be kept.
- APM will provide written comments on draft materials within one week of receipt.
- Based on comments received, LCOG shall submit minor revisions and corrections to materials prior to release. LCOG is not required to make major or extensive revisions without an approved contract amendment. This provision does not limit the right of the State to require correction of deliverables that do not meet the requirements of this Contract. APM will determine what constitutes a "minor" or "major" edit.

LCOG shall ensure that the final deliverable produced pursuant to this Contract include the following statement:

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Fixing America's Surface Transportation Act (FAST-Act), local government, and State of Oregon funds.

The contents of this document do not necessarily reflect views or policies of the State of Oregon.

LCOG, ODOT, DLCD, and TGM names or logos may not appear on final deliverables, with the exception of the acknowledgement page.

Public Involvement Approach

Public involvement must allow residents and business owners an opportunity to provide input into the planning process. LCOG and City shall consider environmental justice issues, which is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Fair treatment means that no group of people, including a racial, ethnic, or a socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies. Meaningful involvement means that: (1) potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health; (2) the public's contribution can influence the regulatory agency's decision; (3) the concerns of all participants involved will be considered in the decision making process; and (4) the decision makers seek out and facilitate the involvement of those potentially affected.

The public involvement program must include specific steps to provide opportunities for participation in accordance with the 1964 Civil Rights Act, Title VI. City shall utilize ODOT Title VI guidance to formulate public involvement strategies and report public outreach efforts.

TASKS, DELIVERABLES, and SCHEDULE

Task 1: Project Kick-off

- 1.1 **Key Documents:** City shall provide LCOG with Key Documents, including, but not limited to, the City Comprehensive Plan, Master Road Plan, Downtown Master Plan. Key Documents may be provided electronically (including link for download).
- **1.2 Public Involvement Plan:** City shall prepare a draft and final Public Involvement Plan ("PIP") that must address Project public involvement tasks of this SOW and may also include City public involvement activities not specified in the tasks of this SOW. The PIP must be tailored to community composition; include community organizations; follow the "Public Involvement Approach" stipulated in Section C of this SOW; and comply with civil rights, environmental justice, social equity goals, and Title VI requirements (see:

http://www.oregon.gov/ODOT/CS/CIVILRIGHTS/Pages/nd_def.aspx). The PIP must give people who lack formal organization or influence the opportunity to have a meaningful impact and must define the intended outreach strategies (e.g., community newspapers and other media outlets, community associations, groups or congregations, accessible meeting locations, and contacts). The PIP must also identify the City staff or department responsible for the specific outreach element and related deadlines. City shall prepare the final version after PMT Meeting #1.

1.3 Community Site Visit and Walking Tour: City shall arrange and conduct, and LCOG shall attend, a Community Site Visit and Walking Tour of key locations in the Project Area to become familiar with existing conditions on the ground. City shall plan the route and guide LCOG and APM.

LCOG shall prepare summary notes.

1.4 PMT Meeting #1: LCOG shall arrange and conduct PMT Meeting #1 in Lowell to discuss the Community Site Visit and Walking Tour, review the objective and schedule of the Project, provide feedback on the PIP, confirm City's expectations, and discuss specific Development Code issues, including those listed in Project Objective and arising from Key Documents. PMT Meeting #1 must occur on the same day as the Community Site Visit and Walking Tour. City Project Manager shall invite other relevant City staff to attend the meeting. APM may approve PMT Meeting #1 to be held as a remote meeting, which may occur on a different day from the Community Site Visit.

LCOG shall prepare PMT Meeting #1 summary notes, including a refined project schedule identifying tentative dates for meetings and deliverables specified in the tasks.

- **1.5 Project Webpage:** City shall create a Project Webpage on its website. The Project Webpage must include, at a minimum, a description of the Project, a Project FAQ, a City staff contact person (including name, email address, and telephone number), opportunity to join a Project email list, and Project timeline based on the refined project schedule. City shall regularly update the Project Webpage to include information about opportunities for comment, public meetings or hearings, draft deliverables, project memos and reports, and any other information City or PMT deems important to publish.
- 1.6 Code Committee: City shall form a Code Committee, whose members should represent the following groups or interests: Planning Commission; Lowell School District; Lowell Rural Fire Protection District; youth; non-motorized transportation advocate; and downtown small business owner or other person familiar with downtown. City shall endeavor to appoint Code Committee members who are representative of the demographic diversity (including race, ethnicity, age, income level, etc.) of Lowell. City may appoint other members if needed. (A committee member may represent more than one group or interest.) The Code Committee will serve as the stakeholder group for the Project and provide feedback to the PMT on Project deliverables. The composition of the Code Committee must be coordinated with the PIP.

City Deliverables

- 1.1 Key Documents
- 1.2 Public Involvement Plan
- 1.3 Community Site Visit and Walking Tour
- 1.4 PMT Meeting #1
- 1.5 Project Webpage
- 1.6 Code Committee

LCOG Deliverables

- 1.3 Community Site Visit and Walking Tour
- 1.4 PMT Meeting #1

Task 2: Preliminary Work

2.1 Draft Development Code Amendments Matrix: According to the Project Objective and information from Key Documents, LCOG shall prepare Draft Code Amendments Matrix for PMT review and comment, listing all the changes to be made in the Code, where they are located in the Code, and what sections they will be replacing or amending.

2.2 PMT Meeting #2: LCOG shall arrange and conduct PMT Meeting #2 via teleconference to review Draft Development Code Amendments Matrix and discuss the upcoming Code Committee Work Session #1.

LCOG shall prepare PMT Meeting #2 summary notes.

2.3 Code Committee Work Session #1: City shall arrange and LCOG shall conduct Code Committee Work Session #1 in Lowell. City shall provide a copy of Draft Development Code Amendments Matrix to the Code Committee at least one week in advance of Code Committee Work Session #1. LCOG shall make a presentation on the background and purpose of the Project, present Draft Development Code Amendments Matrix, and solicit comments. APM may approve Code Committee Work Session #1 to be held as a remote meeting.

LCOG shall prepare Code Committee Work Session #1 summary notes.

- 2.4 Final Development Code Amendments Matrix: LCOG shall prepare Final Development Code Amendments Matrix, considering input from the Code Committee, and the PMT on Draft Development Code Amendments Matrix.
- 2.5 Community Meeting #1: City shall arrange and LCOG shall conduct Community Meeting #1 in Lowell to inform the community about the Project and solicit input from community members. LCOG shall give an overview of the Project Objective and TGM Program Objectives, the refined project schedule, and next steps; present Final Development Code Amendments Matrix; and solicit public input. APM may approve holding Community Meeting #1 as an online meeting if circumstances require.

City shall widely advertise Community Meeting #1, as directed by the PIP. City shall also collect the contact information of participants at Community Meeting #1 who want to be on a project mailing list (email and post). If Community Meeting #1 is held as an online meeting, City shall provide online access to Community Meeting #1 graphic materials, presentations, and tools for at least two weeks after meeting; and shall provide the PMT with a summary of feedback received through Project Webpage.

If Community Meeting #1 is held in person, LCOG shall prepare meeting summary notes.

2.6 Contingent VPW #1: If Community Meeting #1 is held in Lowell, LCOG shall develop and City shall host online Virtual Public Workshop ("VPW") #1, which can be viewed at any time on a computer with internet service. The VPW must provide online access to graphic materials, presentations, and tools for providing input and feedback. The VPW must begin no fewer than two days after Community Meeting #1 and run for at least two weeks. The VPW must include the same content as that

discussed at Community Meeting #1. City shall publicize the VPW, host the VPW on its Project Webpage, and provide the PMT with a summary of feedback.

2.7 Planning Commission Work Session: City shall arrange and conduct a Planning Commission Work Session either in Lowell or online, which will be either a regular or special meeting of the Planning Commission. City shall distribute Final Development Code Amendments Matrix in the Planning Commission packets. LCOG shall attend and present the Project Objective and TGM Program Objectives as they relate to the Project, give an update on the status of the Project, present Final Development Code Amendments Matrix, and solicit comments.

LCOG shall prepare Planning Commission Work Session summary notes.

2.8 PMT Meeting #3: LCOG shall arrange and conduct PMT Meeting #3 via teleconference to discuss the results of Task 2 public involvement, and confirm any changes needed to the proposed Development Code amendments between Final Code Amendments Matrix and Development Code Amendments Draft #1.

LCOG shall prepare PMT Meeting #3 summary notes.

City Deliverables

- 2.2 PMT Meeting #2
- 2.3 Code Committee Work Session #1
- 2.5 Community Meeting #1
- 2.6 VPW #1
- 2.7 Planning Commission Work Session
- 2.8 PMT Meeting #3

LCOG Deliverables

- 2.1 Draft Development Code Amendments Matrix
- 2.2 PMT Meeting #2
- 2.3 Code Committee Work Session #1
- 2.4 Final Development Code Amendments Matrix
- 2.5 Community Meeting #1
- 2.6 VPW #1
- 2.7 Planning Commission Work Session
- 2.8 PMT Meeting #3

Task 3: Code Drafting

3.1 Development Code Amendments Draft #1: Based on the Final Code Amendments Matrix and PMT and public input, LCOG shall create Development Code Amendments Draft #1 for PMT review and comment. The formatting must match that of the Development Code. LCOG shall make minor revisions to Development Code Amendments Draft #1 for public release after receiving input at PMT Meeting #4. **3.2 PMT Meeting #4:** LCOG shall arrange and conduct PMT Meeting #4 via teleconference to review Development Code Amendments Draft #1.

LCOG shall prepare PMT Meeting #4 summary notes.

3.3 Code Committee Work Session #2: City shall arrange and LCOG shall conduct Code Committee Work Session #2 in Lowell. City shall distribute Revised Development Code Amendments Draft #1 to the Code Committee at least one week in advance of Code Committee Work Session #2. LCOG shall give a Project update, present Revised Development Code Amendments Draft #1, and solicit comments on the Project and Revised Development Code Amendments Draft #1. APM may approve Code Committee Work Session #2 to be held as a remote meeting.

LCOG shall prepare Code Committee Work Session #2 summary notes.

- **3.4 Development Code Amendments Draft #2:** LCOG shall use input received from the public, PMT, and Code Committee to create Development Code Amendments Draft #2 for PMT review and comment. LCOG shall make minor revisions to Development Code Amendments Draft #2 for public release after receiving input at PMT Meeting #5.
- **3.5 PMT Meeting #5:** LCOG shall arrange and conduct PMT Meeting #5 via teleconference to review Development Code Amendments Draft #2.

LCOG shall prepare PMT Meeting #5 summary notes.

3.6 Community Meeting #2: City shall arrange and LCOG shall conduct Community Meeting #2. The purpose of the meeting is to update the community on the Project and solicit input from community members on Revised Development Code Amendments Draft #2. LCOG shall give a Project update, present Revised Development Code Amendments Draft #2, and solicit public input. APM may approve holding Community Meeting #2 as an online meeting if circumstances require.

City shall widely advertise Community Meeting #2, as directed by the PIP. City shall also collect the contact information of participants at Community Meeting #2 who want to be on a project mailing list (email and post). If Community Meeting #2 is held as an online meeting, City shall provide online access to Community Meeting #2 graphic materials, presentations, and tools for at least two weeks after meeting; and shall provide the PMT with a summary of feedback received through Project Webpage.

If Community Meeting #2 is held in person, LCOG shall prepare meeting summary notes.

3.7 Contingent VPW #2: If Community Meeting #2 is held in Lowell, LCOG shall develop and City shall host online VPW #2, which can be viewed at any time on a

computer with internet service. The VPW must provide online access to graphic materials, presentations, and tools for providing input and feedback. The VPW must begin no fewer than two days after Community Meeting #2 and run for at least two weeks. The VPW must include the same content as that discussed at Community Meeting #2. City shall publicize the VPW, host the VPW on its Project Webpage, and provide the PMT with a summary of feedback.

3.8 Joint Planning Commission and City Council Work Session: City shall arrange and conduct a Joint Planning Commission and City Council Work Session either in Lowell or online, which may be a special meeting. City shall distribute Revised Development Code Amendments Draft #2 in the Planning Commission and City Council packets. LCOG shall attend and give a Project update, present Revised Development Code Amendments Draft #2, and solicit comments on the Project and Revised Development Code Amendments Draft #2.

LCOG shall prepare Joint Planning Commission and City Council Work Session summary notes.

City Deliverables

- 3.2 PMT Meeting #4
- 3.3 Code Committee Work Session #2
- 3.5 PMT Meeting #5
- 3.6 Community Meeting #2
- 3.7 VPW #2
- 3.8 Joint Planning Commission and City Council Work Session

LCOG Deliverables

- 3.1 Development Code Amendments Draft #1
- 3.2 PMT Meeting #4
- 3.3 Code Committee Work Session #2
- 3.4 Development Code Amendments Draft #2
- 3.5 PMT Meeting #5
- 3.6 Community Meeting #2
- 3.7 VPW #2
- 3.8 Joint Planning Commission and City Council Work Session

Task 4: Adoption Draft and Public Hearings

- 4.1 Adoption Draft: LCOG shall use input received from the public, the PMT, the Code Committee, the Planning Commission, and City Council (if a joint work session) to prepare the Adoption Draft of the Development Code amendments. The Adoption Draft must be in adoptable format.
- 4.2 **Planning Commission Public Hearing:** City shall arrange and conduct, and LCOG shall present the Adoption Draft at, a Planning Commission Public Hearing either in

Lowell or online. LCOG shall prepare the staff report and findings. LCOG shall make minor revisions to Adoption Draft if recommended by the Planning Commission. APM will determine what constitutes a minor revision.

City shall prepare public hearing summary notes.

4.3 **City Council Public Hearing:** City shall arrange and conduct, and LCOG shall present the Adoption Draft at, a City Council Public Hearing for adoption either in Lowell or online. LCOG shall prepare the staff report and findings.

LCOG shall prepare public hearing summary notes.

- 4.4 **Final Adopted Development Code Amendments:** LCOG shall produce the Final Adopted Zoning Ordinance Amendments, incorporating any changes required by City Council at the City Council Public Hearing.
- 4.5 **Title VI Report** City shall prepare and submit to APM a Title VI Report, documenting Project processes and outreach for all low income, race, gender, and age groups.

City Deliverables

- 4.2 Planning Commission Public Hearing
- 4.3 City Council Public Hearing
- 4.5 Title VI Report

LCOG Deliverables

- 4.1 Adoption Draft
- 4.2 Planning Commission Public Hearing
- 4.3 City Council Public Hearing
- 4.4 Final Adopted Development Code Amendments

Task 5: Contingent Tasks

Work may not proceed on this task or any subtask under this task without written authorization from the APM.

5.1 **Contingent Meeting #1:** City shall arrange and conduct, and LCOG shall appear at an additional public meeting, or meeting, work session, or hearing of the Planning Commission or City Council. LCOG shall present information using material from previous meetings and products developed over the course of the project.

LCOG shall prepare summary notes of Contingent Meeting #1.

5.2 **Contingent Meeting #2:** City shall arrange and conduct, and LCOG shall appear at an additional public meeting, or meeting, work session, or hearing of the Planning

Commission or City Council. LCOG shall present information using material from previous meetings and products developed over the course of the project.

LCOG shall prepare summary notes of Contingent Meeting #2.

5.3 **Contingent PMT Meeting #1:** LCOG shall arrange and conduct an additional PMT Meeting via teleconference.

LCOG shall prepare summary notes of the Contingent PMT Meeting #1.

5.4 **Contingent PMT Meeting #2:** LCOG shall arrange and conduct an additional PMT Meeting in Lowell.

LCOG shall prepare summary notes of the Contingent PMT Meeting #2.

- 5.5 **Contingent Graphics:** LCOG shall create three to five Development Code graphics, with input from PMT.
- 5.6 **Comprehensive Plan Amendment:** LCOG shall write Comprehensive Plan amendment language necessary to support or permit the proposed Development Code Amendments.

City Deliverables

- 5.1 Contingent Meeting #1
- 5.2 Continent Meeting #2
- 5.3 Contingent PMT Meeting #1
- 5.4 Contingent PMT Meeting #2

LCOG Deliverables

- 5.1 Contingent Meeting #1
- 5.2 Continent Meeting #2
- 5.3 Contingent PMT Meeting #1
- 5.4 Contingent PMT Meeting #2
- 5.5 Contingent Graphics
- 5.6 Comprehensive Plan Amendment

Task	LCOG Deliverables	Estimated
Task	1: Project Kick-off	Denverable Amount
1.1	Key Documents	City task
1.2	Public Involvement Plan	City task
1.3	Community Site Visit and Walking Tour	\$270
1.4	PMT Meeting #1	\$730
1.5	Project Webpage	City task
1.6	Code Committee	City task
Task	2: Preliminary Work	
2.1	Draft Development Code Amendments Matrix	\$14,390
2.2	PMT Meeting #2	\$690
2.3	Code Committee Work Session #1	\$960
2.4	Final Development Code Amendments Matrix	\$9,230
2.5	Community Meeting #1	\$1,970
2.6	VPW #1	\$1,830
2.7	Planning Commission Work Session	\$1,380
2.8	PMT Meeting #3	\$540
Task	3: Code Drafting	
3.1	Development Code Amendments Draft #1	\$5,000
3.2	PMT Meeting #4	\$390
3.3	Code Committee Work Session #2	\$880
3.4	Development Code Amendments Draft #2	\$3,480
3.5	PMT Meeting #5	\$390
3.6	Community Meeting #2	\$1,820
3.7	VPW #2	\$1,220
3.8	Joint Planning Commission and City Council Work	\$840
Task	4: Adoption Draft and Public Hearings	\$040
4 1	Adoption Draft	\$2.780
4.1	Planning Commission Public Hearing	\$5,780
$\frac{1.2}{4.3}$	City Council Public Hearing	\$990
	Final Adopted Development Code Amendments	\$/60
4.4 1 5	Title VI Report	\$990 City tool
H.J	5: Contingent Tesks	
1 ask	S. Contingent Lasks	
5.1	Contingent Meeting #1	\$660

Task	LCOG Deliverables	Estimated
		Deliverable Amount
5.2	Continent Meeting #2	\$660
5.3	Contingent PMT Meeting #1	\$390
5.4	Contingent PMT Meeting #2	\$390
5.5	Contingent Graphics	\$1,120
5.6	Comprehensive Plan Amendment	\$1,710
	Project Total	\$57,460

PROJECT SCHEDULE

Task	LCOG and City Deliverables	Completion
Task	1: Project Kick-off	
1.1	Key Documents	June 2020
1.2	Public Involvement Plan	June 2020
1.3	Community Site Visit and Walking Tour	July 2020
1.4	PMT Meeting #1	July 2020
1.5	Project Webpage	July 2020
1.6	Code Committee	July 2020
Task	2: Preliminary Work	
2.1	Draft Development Code Amendments Matrix	August 2020
2.2	PMT Meeting #2	August 2020
2.3	Code Committee Work Session #1	September 2020
2.4	Final Development Code Amendments Matrix	September 2020
2.5	Community Meeting #1	October 2020
2.6	VPW #1	October 2020
2.7	Planning Commission Work Session	November 2020
2.8	PMT Meeting #3	November 2020
Task	3: Code Drafting	
3.1	Development Code Amendments Draft #1	December 2020
3.2	PMT Meeting #4	December 2020
3.3	Code Committee Work Session #2	January 2020
3.4	Development Code Amendments Draft #2	January 2020
3.5	PMT Meeting #5	January 2020
3.6	Community Meeting #2	February 2020

Task	LCOG and City Deliverables	Completion
3.7	VPW #2	February 2020
3.8	Joint Planning Commission and City Council Work	March 2021
	Session	
Task	4: Adoption Draft and Public Hearings	
4.1	Adoption Draft	March 2021
4.2	Planning Commission Public Hearing	April 2021
4.3	City Council Public Hearing	May 2021
4.4	Final Adopted Development Code Amendments	May 2021
4.5	Title VI Report	June 2021
Task	5: Contingent Tasks	
5.1	Contingent Meeting #1	N/A
5.2	Continent Meeting #2	N/A
5.3	Contingent PMT Meeting #1	N/A
5.4	Contingent PMT Meeting #2	N/A
5.5	Contingent Graphics	N/A
5.6	Comprehensive Plan Amendment	N/A
	Project Expiration Date	August 31, 2021



Account Number Additional Account Numbers	1843810
Tax Payer	CITY OF LOWELL
Owner(s)	View Owners
Situs Address	8 N HYLAND LN LOWELL, OREGON 97452
Mailing Address	PO BOX 490
Map and Tax Lot # Acreage TCA Prop Class	LOWELL, OREGON 97452 1901142407000 0.62 07107 100 Residential Vacant

Recent Receipts

Date	Date Amount Received o records to display.		Discount	Interest						
No records to display.										

Valuation History

More information on the values below can be found here

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Assessed Value 🚯	\$0	\$5,885	\$41,844	\$43,099	\$44,392	\$45,724	\$47,096	\$48,509	\$49,964	\$51,463	\$53,006
Maximum Assessed Value 🕕	\$5,714	\$0	\$41,844	\$43,099	\$44,392	\$45,724	\$47,096	\$48,509	\$49,964	\$51,463	\$53,006
Real Market Value 🚯	\$0	\$11,933	\$52,787	\$52,787	\$48,326	\$49,814	\$51,301	\$51,301	\$55,762	\$59,479	\$62,453



Real Property Tax Lot Record

Lane County Assessment and Taxation Print Date: Jul 3, 2020



In preparation of these records, every effort has been made to offer the most current, correct, and clearly expressed information possible. Nevertheless, inadvertent errors in information may occur. In particular but without limiting anything here, Lane County disclaims any responsibility for typographical errors and accuracy of this information. The information and data included on Lane County servers have been compiled by Lane County staff from a variety of sources, and are subject to change without notice to the User. Lane County makes no warranties or representations whatsoever regarding the quality, content, completeness, suitability, adequacy, sequence, accuracy, or timeliness of such information and data.

The legal descriptions contained herein are for tax lot purposes only.

Included in this report:

- 1. A listing of documents affecting ownership and/or property boundary changes.
- 2. The scanned tax lot record image and any legal description changes made since .

Map & Tax Lot Status	1901142407000 Active	Currer 184381	nt Parcel/Account	Current TCA 07107
Document #	Туре	Date	Effective Year	Tax Lot Acres
	Description Card			0.62
Comments:				

PARCEL RECORD – Cartographic Unit

1843810 1 of

ode Area	Township	Range	Section	1/4	1/16	Parcel Number	Туре	Number	· · · · · · · · · · · · · · · · · · ·						
	19	01	14	2	4	07000			Formerly par	rt of: 19-01-	14-00-0150	00			
	8		Man Num	ber			History of Parcel								
	§		Ta	ax Lot Num	iber		Interest				Date of Entry/	Dee	d Record	Acres	
			History of F	Parcel Prior	r to Re-mapp	ing			Exceptions	s/Additions	Acquisition	Volume	Page	Remaining	
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Sec. 2.108. - Solicitation methods for classes of public contracts.

The City may encourage meaningful competition through a variety of solicitation methods. The solicitation agent shall choose the solicitation method that is most likely to encourage offers representing optimal value to the City. The following classes of public contracts and the method (s) that are approved for the award of each of the classes are hereby established by the Board. However, nothing in this section may be construed as prohibiting the City from conducting a procurement under competitive bidding or competitive proposal procedures.

- (a) *Small procurements—Direct purchase or appointment.* The following classes of contracts may be awarded in any manner, which the solicitation agent deems appropriate to the City's needs, including by direct purchase or appointment.
 - (1) Contracts Up to \$5,000.00. Contracts of any type for which the contract price does not exceed \$5,000.00, may be awarded as a small procurement.
 - A. Notwithstanding any other provisions of the City, a Contract awarded as a small procurement may be amended or re-negotiated without additional competition, with prior approval of the City Administrator if it is advantageous to the City; but the cumulative amendments shall not increase the total Contract Price to greater than \$6,000.00.
 - B. State law prohibits a procurement from being artificially divided or fragmented, so as to constitute a small procurement under this section.
 - (2) *Amendments*. Contract amendments shall not be considered separate contracts, if made in accordance with the Public Contracting Regulations.
 - (3) Advertising. Contracts for the placing of notice or advertisements in any medium.
 - (4) Animals. Contracts for the purchase of animals.
 - (5) Small concessions. Concession agreements for which the City Administrator estimates that receipts by the City will not exceed \$5,000.00 in any fiscal year, and \$50,000.00 in the aggregate may be awarded by any method deemed appropriate by the Solicitation Agent; including without limitation, by direct appointment, private negotiation, from a qualified pool, or using a competitive process.
 - (6) Copyrighted materials; Library materials. Contracts for the acquisition of materials entitled to copyright, including, but not limited to works of art and design, literature and music, or materials even if not entitled to copyright, purchased for use as library lending materials.
 - (7) *Equipment repair.* Contracts for equipment repair or overhauling, provided the service or parts required are unknown and the cost cannot be determined without preliminary dismantling or testing.
 - (8) *Government regulated items.* Contracts for the purchase of items for which prices or selection of suppliers are regulated by a governmental authority.
 - (9) Insurance . Insurance and service contracts as provided for under ORS 414.115, 414.125, 414.135 and 414.145.
 - (10) *Non-owned property.* Contracts or arrangements for the sale or other disposal of abandoned property or other personal property not owned by the City.
 - (11) *Sole source contracts.* Contracts for goods or services, which are available from a single source, may be awarded without competition.
 - (12) Specialty goods for resale. Contracts for the purchase of specialty goods by City for resale to consumers.
 - (13) *Sponsor agreements.* Sponsorship agreements, under which the City receives a gift or donation in exchange for recognition of the donor.
 - (14) Structures . Contracts for the disposal of structures located on City-owned property.
 - (15) *Renewals*. Contracts that are being renewed in accordance with their terms are not considered to be newly issued contracts and are not subject to competitive procurement procedures.
 - (16) Temporary extensions or renewals. Contracts for a single period of one year or less, for the temporary
extension or renewal of an expiring and non-renewable, or recently expired, contract, other than a contract for public improvements.

- (17) *Temporary Use of City-owned property.* The City may negotiate and enter into a license, permit or other contract for the temporary use of City-owned property without using a competitive selection process if:
 - A. The contract results from an unsolicited proposal to the City based on the unique attributes of the property or the unique needs of the proposer;
 - B. The proposed use of the property is consistent with the City's use of the property and the public interest; and
 - C. The City reserves the right to terminate the contract without penalty, in the event that the City determines that the contract is no longer consistent with the City's present or planned use of the property or the public interest.
- (18) Used property. The City Administrator, for procurements up to \$50,000.00 may contract for the purchase of used property by negotiation, if such property is suitable for the City's needs and can be purchased for a lower cost than substantially similarly new property. For this purpose the cost of used property shall be based upon the life-cycle cost of the property over the period for which the property will be used by the City. There shall be a written record of the purchase.
- (19) *Utilities* . Contracts for the purchase of steam, power, heat, water, telecommunications services, and other utilities.
- (20) *Hazardous material removal and oil clean-up.* The City may acquire services to remove or clean up hazardous material or oil from any vendor when ordered to do so by the Oregon Department of Environmental Quality pursuant to its authority under ORS Chapter 466.
- (b) Intermediate procurements—Informal solicitation. The following classes of contracts may be awarded using the informal solicitation procedures in Section 2.110. State law prohibits a procurement from being artificially divided or fragmented, so as to constitute an intermediate procurement under this section.
 - (1) Public improvement contracts.
 - A. *Non-transportation public improvements Up to \$100,000.00*. Public improvement contracts other than contracts for a highway, bridge or other transportation project for which the estimated contract price exceeds \$5,000.00, but does not exceed \$100,000.00, may be awarded using an informal solicitation for quotes. Contracts in excess of \$100,000.00, unless approved for a special exemption, shall be issued in accordance with the provisions of ORS 279C.
 - B. Transportation public improvements up to \$50,000.00. Contracts for which the estimated contract price exceeds \$5,000.00, but does not does not exceed \$50,000.00, for highways, bridges or other transportation projects may be awarded using an informal solicitation for quotes. Contracts in excess of \$50,000.00, unless approved for a special exemption, shall be issued in accordance with the provisions of ORS 279C;
 - C. Requests for a price quotation for a public works projects estimated to exceed \$25,000.00 shall include the Bureau of Labor and Industries (BOLI) provisions regarding the prevailing wage.
 - D. If the estimated cost is less than \$25,000.00, but all price quotations equal or exceed \$25,000.00, then the solicitation shall be cancelled and a new request for written price quotations, containing the BOLI provisions regarding prevailing wage shall be included.
 - E. *Use of Existing Contractors*. When a public improvement is in need of minor alteration, repair or maintenance at or near the site of work being performed by another City contractor, the City may hire that contractor to perform the work provided:
 - 1. The contractor was hired through a competitive selection process permitted by these regulations.
 - 2. The solicitation agent first obtains a price quotation from the contractor that is competitive and reasonable or based on unit prices in the current contract;

- 3. Any prevailing wage requirements are complied with, and
- 4. A change order is issued for the work.
- (2) Contracts for goods and services exceeding \$5,000.00. The procurement of goods or services, for which the estimated contract price exceeds \$5,000.00, but not exceeding \$150,000.00, may be awarded under an informal solicitation for either quotes or proposals. Public contracts for good or services in excess of \$150,000.00 shall be let in accordance with the provisions of ORS 279B.
- (3) Intermediate and major concessions. For Concession Agreements for which receipts by the City exceed \$5,000.00 in a fiscal year or \$50,000.00 in the aggregate, and the concessionaire's projected annual gross revenues are estimated to be \$500,000.00 or less; the City Administrator has discretion to use either an informal solicitation or formal request for proposals process applicable to contracts for personal services. If the proposals received indicate a probability that the concessionaire's annual gross revenues will exceed \$500,000.00, the Solicitation Agent may, but shall not be required to, reissue the solicitation as a request for proposals. Major concession agreements, for which the concessionaire's projected annual gross revenues under the contract are estimated to exceed \$500,000.00 annually, shall be awarded using a request for proposals.
- (c) *Hybrid contracts.* The following classes of contracts include elements of construction of public improvements as well as personal services and may be awarded under a request for proposals, unless exempt from competitive solicitation.
 - (1) Design/Build and CM/GC contracts. Contracts for the construction of public improvements using a design/build or construction manager/general contractor construction method shall be awarded under a request for proposals. The determination to construct a project using a design/build or construction manager/general contractor construction method may be approved by the Board if the construction of the improvement under the proposed method is likely to result in cost savings, higher quality, reduced errors, or other benefits to the city.
 - (2) Energy savings performance contracts. Unless the contract qualifies for award under another classification in this Section, contractors for energy savings performance contracts shall be selected under a request for proposals in accordance with the City's Public Contracting Regulations.
- (d) Purchases from nonprofit agencies for disabled individuals. The City shall purchase goods, services and public improvements available from qualified nonprofit agencies for disabled individuals in accordance with the provisions of ORS 279.835 through 279.850.
- (e) Emergency procurements.
 - (1) In general. When an official with authority to enter into a contract on behalf of City determines that immediate execution of a contract, within the official's authority, is necessary to prevent a substantial risk of loss, damage or interruption of services; or a substantial threat to property, public health, welfare or safety, the official may execute the contract without competitive selection and award or City approval; but, where time permits, the official shall attempt to use competitive price and quality evaluation before selecting an emergency contractor.
 - (2) Emergency public improvement contracts. A public improvement contract may only be awarded under emergency circumstances if the City Administrator or Board has made a written declaration of emergency. Any public improvement contract awarded under emergency conditions must be awarded within 60 Days following the declaration of an emergency, unless the Board grants an extension of the emergency period. All such contracts, whether or not signed by the contractor, shall be deemed to contain a termination for convenience clause permitting the City to immediately the terminate the contract at its discretion and, unless the contract was void, the City shall pay the contractor only for work performed prior to the date of termination plus the contractor's unavoidable costs incurred as a result of the termination. In no event will the City pay for anticipated lost profits or consequential damages as a result of the termination. Where the time delay needed

to obtain a payment or performance bond for the contract could result in injury or substantial property damage, the City Administrator or Board may waive the requirement for all or a portion of required performance and payment bonds.

- (3) Reporting . An official who enters into an emergency contract shall, as soon as possible, in light of the emergency circumstances, document the nature of the emergency; and for Good or Services contracts, describe the method used for the selection of the particular contractor, and the reason why the selection method was deemed in the best interest of the City and the public; and notify the Board of the facts and circumstances surrounding the emergency execution of the contract.
- (f) Surplus property.
 - (1) Disposal of property with minimal value. Surplus property which has a value of less than \$500.00, or for which the costs of sale are likely to exceed sale proceeds may be disposed of by any means determined to be costeffective, including by disposal as waste. The official making the disposal shall make a record of the estimated value of the item and the manner of disposal.
 - (2) General methods. Surplus property may be disposed of by any of the following methods upon a determination by the Solicitation Agent that the method of disposal is in the best interest of the City. Factors that may be considered by the Solicitation Agent include costs of sale, administrative costs, and public benefits to the City. The Solicitation Agent shall maintain a record of the manner of disposal, including the name of the person to whom the surplus property was transferred.
 - A. *Auction*. By publicly advertised auction to the highest bidder.
 - B. *Bids*. By public advertised invitation to bid.
 - C. *Donation*. By donation to any non-profit cause or organization operating within or providing a service to residents of the City.
 - D. *Governments*. Without competition, by transfer or sale to another public agency.
 - E. *Fixed price sale.* The Solicitation Agent may establish a selling price based upon an independent appraisal or published schedule of values generally accepted by the insurance industry, schedule and advertise a sale date, and sell to the first buyer meeting the sales terms.
 - F. *Liquidation sale.* By liquidation sale using a commercially recognized third-party liquidator selected in accordance with rules for the award of personal services contracts.
 - G. *Trade-in*. By trade-in, in conjunction with acquisition of other price-based item under procurement. The solicitation shall require the offer to state the total value assigned to the surplus property to be traded.
 - (3) Restriction on sale to city employees. City employees shall not be restricted from competing, as members of the public, for the purchase of publicly sold surplus property, but shall not be permitted to offer to purchase property to be sold to the first qualifying bidder until at least three days after the first date on which notice of the sale is first publicly advertised.
 - (4) Personal-use items. An item (or indivisible set) of specialized and personal use, other than Police Officer's handguns, with a current value of less than \$100.00 may be sold to the employee or retired or terminated employee for whose use it was purchased. These items may be sold for fair market value without bid and by a process deemed most efficient by the City Administrator.
 - (5) Conveyance to Purchaser. Upon the consummation of a sale of surplus personal property, the City shall make, execute and deliver, a bill of sale signed by the City Administrator, conveying the property in question to the purchaser and delivering possession, or the right to take possession, of the property to the purchaser.
- (g) Federal purchasing programs. Goods and services may be purchased without competitive procedures under a local government purchasing program administered by the United States General Services Administration ("GSA") as provided in this subsection.
 - (1) The procurement must be made in accordance with procedures established by GSA for procurements by local governments, and under purchase orders or contracts submitted to and approved by the city administrator.

The Solicitation Agent shall provide the city administrator with a copy of the letter, memorandum or other documentation from GSA establishing permission to the City to purchase under the federal program.

- (2) The price of the goods or services must be established under price agreements between the federally approved vendor and GSA.
- (3) The price of the goods or services must be less than the price at which such goods or services are available under state or local cooperative purchasing programs that are available to the City.
- (4) If a single purchase of goods or services exceeds \$150,000.00, the Solicitation Agent must obtain informal written quotes or proposals from at least two additional vendors (if reasonably available) and find, in writing, that the goods or services offered by GSA represent the best value for the City.
- (h) *Cooperative procurement contracts.* Cooperative procurements may be made without competitive solicitation as provided in the Oregon Public Contracting Code, ORS 279A.200-225.
- (i) Report to City Council on non-bid public improvement projects.
 - (1) Upon completion of and final payment for any public improvement contract, or class of public improvement contracts described in ORS 279A.050 (3) (b), in excess of \$100,000.00; for which the City did not use the competitive bidding process, City staff shall prepare and deliver to the City Council an evaluation of the public improvement project, or class of public improvement contracts. The evaluation shall include but not be limited to the following matters:
 - A. The actual project cost as compared with original project estimates;
 - B. The amount of any guaranteed maximum price;
 - C. The number of project change orders issued by the Owner;
 - D. A narrative description of successes and failures during the design, engineering and construction of the project; and
 - E. An objective assessment of the use of the alternative contracting process as compared to the findings required by ORS 279C.335.
 - (2) Evaluations required by this section must made available for public inspection, and be completed within 30 days of the date that the Contracting Agency accepts:
 - A. The public improvement project; or
 - B. The last public improvement project if the project falls within a class of public improvement contracts.

Jared,

As the City's Solicitation Agent I believe that you have the authority to enter into a personal service contract with a real estate agent to acquire the information that you need. As long as you don't delegate any of your authority under the code then you should be fine in this regard. If you intend to allow the real estate agent to assist in negotiations then I would recommend that they be designated by the Council so they could participate in executive sessions regarding the sale. (ORS 192.660(2)(e))

Let me know if you wish to discuss this matter further.

Gary

From: Jared Cobb <jcobb@ci.lowell.or.us>
Sent: Wednesday, July 1, 2020 11:16 AM
To: DARNIELLE Gary L <GDARNIELLE@lcog.org>
Subject: Surplus Property

Hi Gary,

The City Council directed me to sell map and tax lot# **1901142407000** (corner of North Shore Drive and Hyland Lane). Would they be able to appoint a realtor to develop a market analysis and list the property? We still need to carve out ROW or easement for drainage, but I'd like to at least get this in motion before I leave.

LRC 2.108(b) <u>https://library.municode.com/or/lowell/codes/code_of_ordinances?</u> nodeld=CITY_LOWELL_TITTWOGOAD_PUCO_S2.108SOMECLPUCO

Best regards,

Jared Cobb City Administrator City of Lowell 107 East Third Street Lowell, OR 97452 B: 541-937-2157 C: 541-556-8160

Jared Cobb

From:	Bill Reinhard <breinhard@bannerbank.com></breinhard@bannerbank.com>
Sent:	Wednesday, July 1, 2020 10:51 AM
То:	Jared Cobb
Cc:	Rustie Ackland
Subject:	RE: * EXTERNAL SENDER * Commercial Loan

Jared: Taxable on 15 year amortization would be proposed at 3.75% while the 20 year amortization would be 4.0%. All other terms would be proposed the same. Thanks. Bill

From: Jared Cobb <jcobb@ci.lowell.or.us>
Sent: Tuesday, June 30, 2020 2:09 PM
To: Bill Reinhard <BReinhard@bannerbank.com>
Cc: Rustie Ackland <RAckland@bannerbank.com>
Subject: Re: * EXTERNAL SENDER * Commercial Loan

Hi Bill,

We've been told that it will be taxable. Can you update your rates and terms? Thank you!

Get Outlook for Android

From: Bill Reinhard <<u>BReinhard@bannerbank.com</u>> Sent: Tuesday, June 23, 2020 2:24:14 PM To: Jared Cobb <<u>jcobb@ci.lowell.or.us</u>> Cc: Rustie Ackland <<u>RAckland@bannerbank.com</u>> Subject: RE: * EXTERNAL SENDER * Commercial Loan

Jared: As we discussed on the phone, the following pricing proposal is simply that. It is not a commitment to lend as I have not presented a request for loan approval at this point. The following is what I would propose to credit for approval:

Loan Amount:	\$310,000
Amortization:	15 years
Maturity:	5 years
Interest Rate:	3.0%
Loan Fee:	.125% (\$388)
Collateral:	N/A – Backed by full faith and credit of the City of Lowell
Loan Amount:	\$310,000
Amortization:	20 years
Maturity:	5 years
Interest Rate:	3.25%
Loan Fee:	125% (\$388)
	.12370 (\$300)

Under either scenario there would be a flat fee of \$3,000 to cover the bank's legal expenses. The City would be responsible for its own Bond/Loan counsel fees as they would prepare the documents with review and acceptance by

the bank's counsel. If you or any council members have any questions I can be reached by cell phone tonight at 541-228-8587. Thanks very much

Bill Reinhard VP/CRM Eugene CBC Banner Bank

From: Jared Cobb <<u>icobb@ci.lowell.or.us</u>>
Sent: Tuesday, June 23, 2020 11:58 AM
To: Bill Reinhard <<u>BReinhard@bannerbank.com</u>>
Cc: Rustie Ackland <<u>RAckland@bannerbank.com</u>>
Subject: RE: * EXTERNAL SENDER * Commercial Loan

Hi Bill,

Have you had a chance to put together a proposal? We're discussing the financing tonight. Thanks!

Best regards,

Jared Cobb City Administrator City of Lowell 107 East Third Street Lowell, OR 97452 B: 541-937-2157 C: 541-556-8160

From: Bill Reinhard <<u>BReinhard@bannerbank.com</u>>
Sent: Thursday, June 11, 2020 3:25 PM
To: Jared Cobb <<u>icobb@ci.lowell.or.us</u>>
Cc: Rustie Ackland <<u>RAckland@bannerbank.com</u>>
Subject: RE: * EXTERNAL SENDER * Commercial Loan

Jared: Of course it is. For some reason I had a brain cramp earlier and thought it was Friday today. Any time is fine for me. You name it and I can call you or you can call my cell at 541-228-8587. Thanks. Bill

From: Jared Cobb <jcobb@ci.lowell.or.us>
Sent: Thursday, June 11, 2020 1:28 PM
To: Bill Reinhard <<u>BReinhard@bannerbank.com</u>>
Cc: Rustie Ackland <<u>RAckland@bannerbank.com</u>>
Subject: Re: * EXTERNAL SENDER * Commercial Loan

Hi Bill, is it possible to have a discussion tomorrow?

Get Outlook for Android

From: Bill Reinhard <<u>BReinhard@bannerbank.com</u>> Sent: Thursday, June 11, 2020 1:25:55 PM To: Jared Cobb <<u>jcobb@ci.lowell.or.us</u>>

Cc: Rustie Ackland <<u>RAckland@bannerbank.com</u>> Subject: RE: * EXTERNAL SENDER * Commercial Loan

OK. How about Monday morning. I have a 9:00 Zoom meeting that goes until about 10:00. Would 11:00 work for you? Thanks very much. Bill

From: Jared Cobb <<u>icobb@ci.lowell.or.us</u>>
Sent: Thursday, June 11, 2020 10:50 AM
To: Bill Reinhard <<u>BReinhard@bannerbank.com</u>>; Rustie Ackland <<u>RAckland@bannerbank.com</u>>;
Subject: RE: * EXTERNAL SENDER * Commercial Loan

Hi Bill. Unfortunately, I have a training from 1-5 this afternoon. I'm available for a chat before or after. Tomorrow morning works as well.

Best regards,

Jared Cobb City Administrator City of Lowell 107 East Third Street Lowell, OR 97452 B: 541-937-2157 C: 541-556-8160

From: Bill Reinhard <<u>BReinhard@bannerbank.com</u>>
Sent: Thursday, June 11, 2020 10:47 AM
To: Rustie Ackland <<u>RAckland@bannerbank.com</u>>; Jared Cobb <<u>jcobb@ci.lowell.or.us</u>>
Subject: RE: * EXTERNAL SENDER * Commercial Loan

Hi Jared. This is Bill Reinhard. Would you be available to chat at 2:00 this afternoon? Thanks. Bill

From: Rustie Ackland <<u>RAckland@bannerbank.com</u>>
Sent: Thursday, June 11, 2020 10:46 AM
To: 'Jared Cobb' <<u>jcobb@ci.lowell.or.us</u>>
Cc: Bill Reinhard <<u>BReinhard@bannerbank.com</u>>
Subject: RE: * EXTERNAL SENDER * Commercial Loan

Hi Jared,

I have reached out Bill Reinhard who is our Public funds loan officer. He will be calling you to discuss the options on this loan.

Thank you again for reaching out to me.



Rustie Ackland

Vice President Branch Manager | Oakridge Branch & Pleasant Hill Branch 48257 E. 1st | PO Box 690, Oakridge, OR 97463 35867 Hwy 58 – PO Box 639, Pleasant Hill, Or 97455 Office: 541-334-5830 • Fax: 541-782-4262 NMLS# 1311864 E-mail: rackland@bannerbank.com From: Jared Cobb <<u>icobb@ci.lowell.or.us</u>> Sent: Wednesday, June 10, 2020 3:01 PM To: Rustie Ackland <<u>RAckland@bannerbank.com</u>> Subject: RE: * EXTERNAL SENDER * Commercial Loan

Thanks for such a quick response! We're still in negotiations, however, the home will be approximately \$250,000, and the lot \$60,000.

Best regards,

Jared Cobb City Administrator City of Lowell 107 East Third Street Lowell, OR 97452 B: 541-937-2157 C: 541-556-8160

From: Rustie Ackland <<u>RAckland@bannerbank.com</u>> Sent: Wednesday, June 10, 2020 2:47 PM To: Jared Cobb <<u>jcobb@ci.lowell.or.us</u>> Subject: RE: * EXTERNAL SENDER * Commercial Loan

Hi Jared,

Thank you for the opportunity to look into this. What is the purchase price for the home and address?

From: Jared Cobb <<u>jcobb@ci.lowell.or.us</u>> Sent: Wednesday, June 10, 2020 2:42 PM To: Rustie Ackland <<u>RAckland@bannerbank.com</u>> Subject: * EXTERNAL SENDER * Commercial Loan Importance: High

Hi Rustie,

The City Council has authorized me to negotiate for the purchase of two properties – a home and a vacant lot. Both properties are in the City's Commercial zone. The home is non-conforming, however, can be rebuilt if destroyed by a natural disaster, house fire, etc. We anticipate renting the home until the property is repackaged and sold for redevelopment, which could be a few months or a couple years. Could you give us an idea for what financing options may be available? If it makes a difference, the City could purchase the vacant lot with cash and just finance the home. Thanks for your help!

Best regards,

Jared Cobb City Administrator City of Lowell 107 East Third Street Lowell, OR 97452 B: 541-937-2157 C: 541-556-8160

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June 30, 2020

Jared Cobb Lowell City Hall (541) 937-2157 jcobb@ci.lowell.or.us

Dear Jared,

Thank you for the opportunity to present proposed financing for City of Lowell. I am submitting for your review the following proposed structure:

ISSUER: FINANCING STRUCTURE:	City of Lowell, Oregon Taxable Structure – Full Faith & Credit Obligation
EQUIPMENT COST:	\$ 300,000
TERM:	15 Annual Payments
INTEREST RATE:	3.736%
PAYMENT AMOUNT:	\$ 26,928.11
PAYMENTS BEGINNING:	One year from signing, annually thereafter

The above payment amount includes \$5,000 legal fee for Mersereau Shannon LLP. The above proposal is subject to audit analysis, assumes bank qualification and mutually acceptable documentation. The terms outlined herein are subject to change and rates are valid for fourteen (14) days from the date of this proposal. If funding does not occur within this time period, rates will be indexed to markets at such time.

Our finance programs are flexible and my goal is customer delight. If you have any questions regarding other payment terms, frequencies or conditions, please do not hesitate to call.

With Best Regards,

Stephanie Cates

Stephanie Cates Client Services Main: 817-421-5400

From:	<u>Piotrek Buciarski</u>
To:	Jared Cobb; Jenny Bennett
Subject:	RE: Commercial Loan
Date:	Wednesday, July 1, 2020 4:04:47 PM
Attachments:	image002.png
	image003.png
	image004.png
	image005.png

Hi Jared,

So far it looks like the two most viable options would be a 24 month, unsecured, interest only loan for the full amount to the city or a 10 to 15 year term loan secured by the real estate. The former has the advantage of 100% financing, lower monthly payments (the interest rate would be in the 4.5% range), and low costs, as no appraisals and title fees would be required. The latter has the advantage of being closer to what you had in mind. It would be great if we could set up some time to meet, take a look at the lots and to get a better understanding of how these lots fit into the city's master plan. Would you be interested and available to meet sometime in the next week or two?

Thank you!

Piotrek Buciarski

Vice President, Business Client Advisor NMLS #1983118



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From: Jared Cobb [mailto:jcobb@ci.lowell.or.us]

Sent: Wednesday, July 1, 2020 10:00 AM

To: Jenny Bennett <jbennett@sbko.bank>; Piotrek Buciarski <pbuciarski@sbko.bank>

Subject: RE: Commercial Loan

****EXTERNAL E-MAIL - USE CAUTION WITH LINKS AND ATTACHMENTS****

Hi Piotrek, I'm not sure if it changes your terms, but we will not be removing the home. We plan to

sell the property with the home.

Best regards,

Jared Cobb City Administrator City of Lowell 107 East Third Street Lowell, OR 97452 B: 541-937-2157 C: 541-556-8160

From: Jenny Bennett <jbennett@sbko.bank>
Sent: Tuesday, June 30, 2020 5:06 PM
To: Piotrek Buciarski <<u>pbuciarski@sbko.bank</u>>; Jared Cobb <jcobb@ci.lowell.or.us>
Subject: Re: Commercial Loan

Thanks for the update, Piotrek. If we go to Lowell for a visit, I'm in! Would love to see Jared.

On: 30 June 2020 16:08, "Piotrek Buciarski" <<u>pbuciarski@sbko.bank</u>> wrote:

Hi Jared,

I apologize that it's taking me more time to give you specific terms and rates for your request. The challenge is that I could get you a fixed rate, 20 year amortization and a 5 year term on the property with the building on it, but we don't usually extend our terms and maturities that far on a bare land loans. If the house will be torn down shortly for redevelopment then our credit department might want to classify both as land and development lots, which typically carry up to 24 month terms. It's a little out of the box, so please give me a little more time to see if it's possible to structure this more like a typical commercial real estate loan. It may require a couple of phone calls to ask you some questions and maybe a field trip to Lowell on our part. I'll get back to you as soon as possible.

Thank you,

Piotrek Buciarski

Vice President, Business Client Advisor NMLS #1983118

> 96 E. Broadway, Eugene, OR 97401 Direct: 541.684.7562 Mobile: 541.514.3183 Client service: 541.684.7500 Website: www.sbko.bank



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From: Jared Cobb [mailto:jcobb@ci.lowell.or.us]
Sent: Monday, June 29, 2020 11:57 AM
To: Piotrek Buciarski <<u>pbuciarski@sbko.bank</u>>; Jenny Bennett <<u>jbennett@sbko.bank</u>>
Subject: RE: Commercial Loan

****EXTERNAL E-MAIL - USE CAUTION WITH LINKS AND ATTACHMENTS****

Thanks, Jenny!

I appreciate your help, Piotrek. Look forward to discussing the terms and rates.

Best regards,

Jared Cobb City Administrator City of Lowell 107 East Third Street Lowell, OR 97452 B: 541-937-2157 C: 541-556-8160

From: Piotrek Buciarski <<u>pbuciarski@sbko.bank</u>>
Sent: Monday, June 29, 2020 11:54 AM
To: Jenny Bennett <<u>jbennett@sbko.bank</u>>; Jared Cobb <<u>jcobb@ci.lowell.or.us</u>>
Subject: RE: Commercial Loan

Hi Jared,

It's a pleasure to meet you. I'll send you some potential terms and rates later today.

Thank you!

Piotrek Buciarski

Vice President, Business Client Advisor NMLS #1983118



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From: Jenny Bennett
Sent: Monday, June 29, 2020 11:51 AM
To: Jared Cobb <<u>jcobb@ci.lowell.or.us</u>>
Cc: Piotrek Buciarski <<u>pbuciarski@sbko.bank</u>>
Subject: RE: Commercial Loan

Hi Jared,

Congratulations! It's great to hear from you! Yes, we can help. I'd like to introduce you via email to my colleague, Piotrek Buciarski. Piotrek: Jared is the City Administrator for the City of Lowell. Hoping to connect you two via email so we can talk and get started!

Thank you, Jenny

Jenny Bennett, CFMP Senior Vice President Marketing & Business Development



96 E. Broadway, Eugene, OR 97401

Direct: 541.684.7527 Mobile: 541.510.6522 Client service: 541.684.7500 Website: www.sbko.bank

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Sent: Monday, June 29, 2020 11:47 AM
To: Jenny Bennett <jbennett@sbko.bank>
Subject: Commercial Loan

****EXTERNAL E-MAIL - USE CAUTION WITH LINKS AND ATTACHMENTS****

Hi Jenny,

I hope you're doing well! The City adopted a Downtown Master Plan in 2019 and wants to ensure future development conforms to the goals of the plan. We have an accepted offer on 205 E. Main Street and 295 E. Main Street. One lot is vacant and the other has a home on it that the City may rent short-term until the properties are repackaged for development.

These properties are position well for downtown commercial development; however, there is work needed to reduce the right-of-way, which will require probably 6 months of work with Lane County. The City Council has agreed to purchase the properties, clean up the right-of-way, and issue a request for proposals with conditions to ensure the development meets the goals of the Downtown Master Plan (i.e. retail, dining, and development within specific timeframe).

We're hoping to find a loan with a 15 to 20 year amortization and no prepayment penalty (hoping to sell within 1-2 years). The interest rate should also be locked for at least 5 years. The purchase price for both is \$298,000. Do you have a loan that may work? If so, please share the terms and rates. Thank you!!!

Best regards,

Jared Cobb City Administrator City of Lowell 107 East Third Street Lowell, OR 97452 B: 541-937-2157 C: 541-556-8160

From: Jenny Bennett <jbennett@sbko.bank>
Sent: Thursday, January 30, 2020 10:42 AM
To: Jared Cobb <jcobb@ci.lowell.or.us>
Cc: Stacy Koos <skoos@sbko.bank>
Subject: City of Lowell/Summit Bank

Hi Jared,

I hope you are doing well! I'm writing because Summit has hired a new Senior Vice

President/Commercial Banking Team lead. I would like to introduce you to Stacy and her team and wanted to follow up with you about banking and some of the new services that Summit Bank is providing to municipalities. Please let us know if you have time in the next month or so, and we will come over for a visit.

Thank you, Jenny

Jenny Bennett, CFMP Senior Vice President Marketing & Business Development



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