RESOLUTION NO. 5607

A RESOLUTION AUTHORIZING THE EXECUTION OF AN INTERGOVERNMETNAL AGREEMENT PURSUANT TO THE PROVISIONS OF ORS CHAPTER 190.

WHEREAS, The City Council has adopted a resolution accepting engineering and financial reports concerning the construction of ST-08-06 to allow infrastructure improvements to serve the construction of a new school in East Albany and;

WHEREAS, it is in the public interest to allow the infrastructure to be constructed by the school district in conjunction with their construction of the school; and

WHEREAS, ORS Chapter 190 allows units of government to cooperate and share responsibilities and authority.

NOW, THEREFORE, BE IT RESOLVED by the City Council that the Mayor and City Manager are hereby authorized to enter into an Intergovernmental Agreement with Greater Albany Public School District substantially in the form attached hereto as Exhibit "A" and by this referenced incorporated herein.

DATED AND EFFECTIVE THIS 28 DAY OF MAY, 2008.

Mayor

ATTEST:

City Clerk

INTERGOVERNMENTAL AGREEMENT

This Agreement is made and entered into this _____ day of _____ 2008 by and between the City of Albany, Oregon, (hereinafter "City") and the Greater Albany Public School District, (hereinafter "GAPS") pursuant to the provisions of ORS Chapter 190.

WHEREAS, City and GAPS mutually represent to one another that each is a unit of local government as that term is defined by ORS 190.003 and is duly authorized by their governing bodies to enter into this Agreement; and

WHEREAS, City has determined that certain public improvements are necessary in order to allow development in the northeast portion of the City of Albany, with said area depicted in map form on Attachment A, attached hereto; and

WHEREAS, GAPS owns a portion of the property depicted on Attachment A; and

WHEREAS, GAPS is in immediate need of the aforesaid public improvements in order to proceed with the construction of a school facility on its site; and

WHEREAS, GAPS' school construction project is scheduled to begin in the immediate future and requires the construction of the public facilities in order to proceed with school construction; and

WHEREAS, the City has formed a Local Improvement District pursuant to the provisions of AMC Chapter 15.04, authorizing the construction of said public improvements and providing a process whereby the cost of said improvements may be appropriately assessed to those properties which receive a special benefit therefrom; and

WHEREAS, the parties desire, through this Intergovernmental Agreement, to allow GAPS to act in place of the City, pursuant to the authority granted by ORS Chapter 190, to construct the necessary public improvements in an expeditious and cost effective manner for the benefit of the public.

NOW, THEREFORE, in consideration of the mutual terms and promises set forth herein, the parties agree as follows:

(1) The above recitals are true and are incorporated herein as if fully set forth.

(2) The City has prepared such engineer's report as the City deems necessary for the construction of the public improvements referred to in the recitals above. These public improvements generally include, but are not limited to, street, curbs, gutters, sidewalks, sanitary sewer, storm water drainage, and water supply for human consumption and fire suppression within the area described above. These improvements are more particularly identified in the engineer's report attached hereto as Attachment B and by this reference incorporated herein.

(3) GAPS shall construct the public improvements called for in the engineer's report (Attachment B) for the north LID (ST-08-04) acting as the City of Albany pursuant to the provisions of ORS Chapter 190. Such construction shall be in accordance with the engineer's report (Attachment B) and the City of Albany Standard Construction Specifications, and Engineering Standards as well as all State and Federal permit requirements and in accordance with any particular directions provided by the City Engineer.

(4) GAPS agrees that it will design and construct said improvements in accordance with Oregon law, including but not limited to, Oregon Public Contract Law.

(5) GAPS agrees that it will provide such engineering, consulting and quality control inspections as are reasonably required to ensure the project is completed to the standards of the City of Albany. The City may, but is not required to, provide additional inspection services.

(6) In the event that there is a dispute as to whether or not any portion or portions of the work complies with the standards of the City, such portions of the work as are not in question, shall continue, and the parties representatives shall meet, and confer toward the resolution of any disputes. In the event that the parties cannot resolve their disputes, the judgment of the City Engineer shall control with regard to questions of compliance with the City's Engineering Standards and Standard Construction Specifications.

(7) At the conclusion of the work, the City shall promptly complete its final inspections. When the project improvements are completed to the satisfaction of the City Engineer the City will certify that the project has been completed.

(8) GAPS shall be responsible to address and resolve any contractual disputes with any contractors GAPS may employ to complete the public improvements and shall be responsible for any cost overruns, damages, or claims for extra compensation which are attributable to any errors or omissions made by GAPS, or its agents, representatives, or contractors.

(9) Upon completion of the public improvement projects and the acceptance by the City, the City shall promptly complete the final Engineer's Report and present it to the City Council requesting Council to set public hearings necessary to establish the final assessments. After the public hearing, the City shall, in accordance with all applicable procedures, adopt an ordinance levying assessments upon those properties specially benefited by the construction of the public improvements. Nothing herein shall require any action in violation of any City ordinance, State statute, or procedural due process right.

(10) Upon adoption of the final assessment ordinance, and the conclusion of any appeals or judicial challenges thereto or, upon the running of all applicable appeal times without the initiation of appeal, the City shall pay to GAPS the appropriate amount as determined by the City in setting its final assessments.

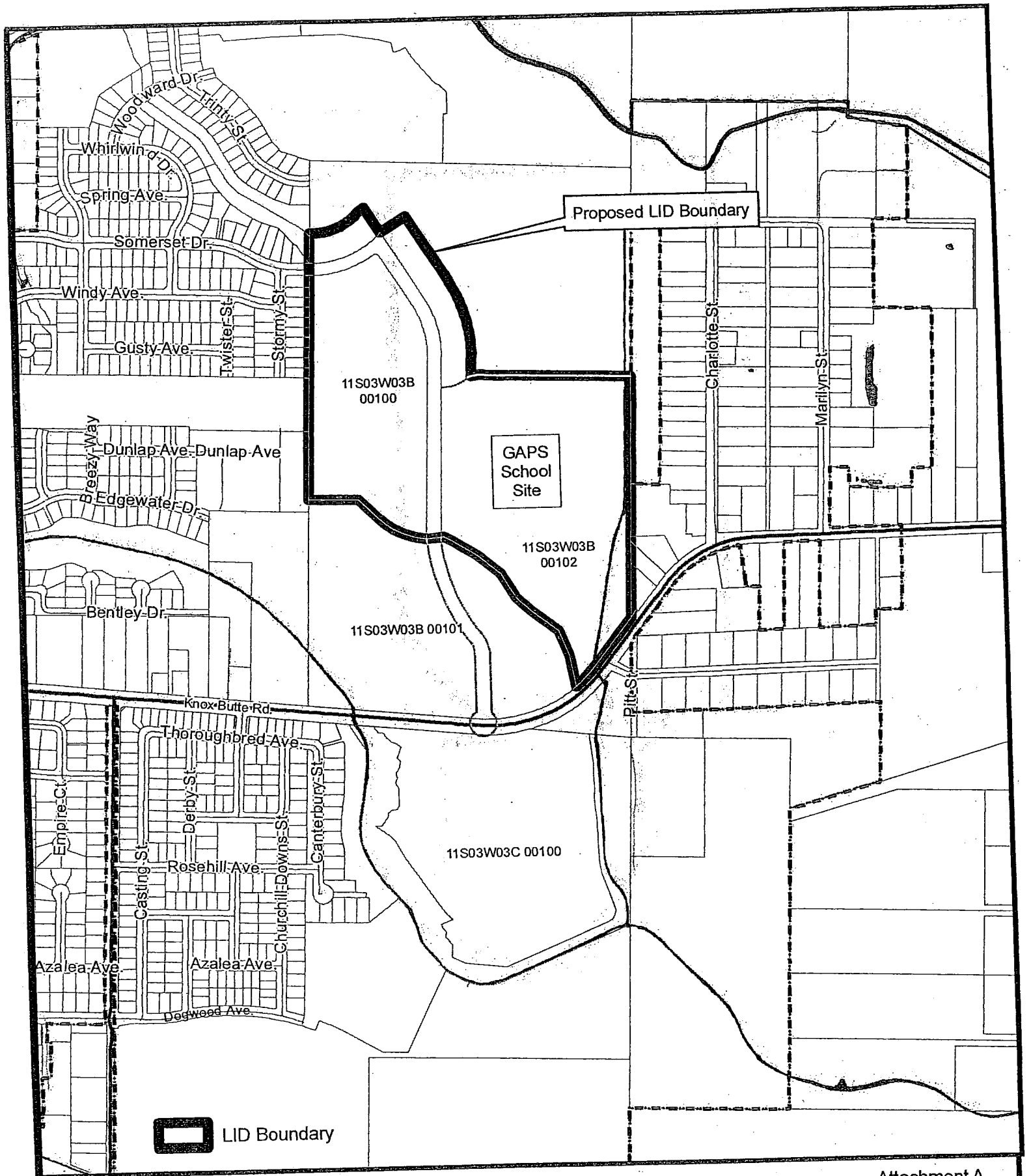
Dated this ____ day of _____ 2008.

_____
Mayor

_____
City Manager

_____
Board Chair

_____
Clerk of the Board



Proposed LID Boundary: ST-08-04, Infrastructure Improvements, Somerset to School

Attachment A

N

Engineering

Jeff Woodward

Tuesday, March 18, 2008 8:41:54 AM
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1 inch equals 600 feet

Albany

Attachment B

TO: Albany City Council

VIA: Wes Hare, City Manager
Diane Taniguchi-Dennis, P.E., Public Works Director DTD

FROM: Mark Shepard, P.E., Assistant Public Works Director/City Engineer MWS
Jeff Woodward, P.E., Civil Engineer II

DATE: May 21, 2008, for the May 28, 2008, City Council Meeting

SUBJECT: ST-08-04, Infrastructure Improvements – Somerset to School
ST-08-06, Infrastructure Improvements – School to Knox Butte
Public Hearing and Submittal of Initial Engineer's Report

STRATEGIC PLAN: • Great Neighborhoods

Action Requested:

Staff requests that Council hold the scheduled public hearing and consider adoption of the attached resolutions to adopt the Initial Engineer's Report and Financial Investigation Reports. Adoption of these resolutions will form two Local Improvement Districts (LIDs) for the construction of public street, storm system, water, and sanitary sewer improvements between Somerset Drive and the school site, and from the school site to Knox Butte Road, and will authorize staff to proceed with design, bidding, and construction of the two projects.

In response to the Council discussion at the May 14, 2008, Council meeting, staff has increased the estimated roadway project costs to accommodate the potential of a wider roadway than initially recommended by staff and the addition of on-street parking along portions of the roadway improvements. This increase has been reflected in the updated street assessment estimates for the properties in the LID. This will allow Council to move forward with the formation of the LID while the issue of final roadway width and on-street parking is resolved in the near future. Staff will return to a Council work session in June to discuss the roadway width and on-street parking issue. At the Work Session, staff will further discuss the original design proposal as well as discuss other options for Council to consider.

Discussion:

Background

On March 26, 2008, Council directed staff to prepare an engineer's report and financial investigation for the establishment of an LID to construct public street, storm water, water, and sanitary sewer improvements between Somerset Drive and Knox Butte Road. These improvements will benefit the adjoining properties including property owned by the Greater Albany Public Schools (GAPS).

GAPS received a Notice of Decision (NOD) for the construction of a new school north of Knox Butte Road on August 29, 2007. At the time the NOD was issued for the school, it was anticipated that a private development project (Brandis Village) was going to be constructed between the school site and Knox Butte Road. The Brandis Village development would have extended a road north from Knox Butte Road to the south boundary of the school property. In addition, the development would have extended a water line along Knox Butte Road and along the new road alignment to the school's south property line. The School District and the private developer would have also coordinated efforts to extend a sewer line from Somerset Drive to the south side of Knox Butte Road.

However, the developers of Brandis Village have withdrawn their application with the Community Development Department and the project is currently inactive. Without the development of Brandis Village, the School District is faced with a significantly increased responsibility to complete off-site public infrastructure improvements in order to serve the new school. The School District approached the City with the idea of formation of an LID to facilitate the construction of the public improvements while distributing the project costs equitably among the properties receiving special benefit from the projects.

The timeline for completion of the infrastructure projects is extremely short. The School District is targeting a fall of 2009 opening for the new school. In order to meet this deadline, GAPS needs to be able to start construction of the building in the early summer of 2008. GAPS will be able to gain temporary access to the new school site with a temporary gravel roadway in order to start construction of the school building. However, additional infrastructure will need to be completed in a very short time frame in order to facilitate the construction and opening of the school.

The timing requirements for completing the school dictate that the improvements are best done as two projects through separate LIDs. The northerly improvements between the new school and Somerset Drive can be completed as one project under one LID. The infrastructure improvements south of the school property to Knox Butte Road can be completed as a separate project and LID with its own schedule. Attachments A and B show the two proposed LIDs respectively.

In order to start construction of the school building, which is a wood-frame structure, the Albany Fire Department requires that fire protection, in the form of working fire hydrants, be in place. The closest water line to the school property is in Somerset Drive north of the school site. Therefore, GAPS will need to extend a water line approximately 1,850 feet before the school construction can start in earnest.

Further complicating the timing of infrastructure improvements is the fact that the sanitary sewer service to the school property must also come from a sewer extension originating at Somerset Drive. The sewer in this area is deep. Previous projects have shown that the soil in this area is poor. Therefore, the sewer needs to be constructed prior to the water line to avoid significant construction challenges and increased costs of trying to construct the sewer after and below the water line. Both of these extensions are driving the schedule for the northerly improvements and would be a part of the northerly LID.

GAPS can use their engineering consultant to design the street, storm system, water, and sanitary sewer improvements for the improvements for the northern LID project. This will allow the School District to get these improvements completed to meet their schedule requirements. GAPS would complete these LID improvements acting as the City's agent under an Intergovernmental Agreement (IGA). The improvements include installation of sewer, water, street, and storm water infrastructure between the school site and Somerset Drive.

The southerly improvements between the school and Knox Butte Road, including a roundabout, can be completed as a second project and LID. These southerly improvements will require wetland and water quality permitting that was not completed by GAPS in their permitting work for the new school. These permitting requirements will delay construction of the south improvements such that they cannot be completed by the school opening in the fall of 2009. The City would manage the design and construction of the improvements in this second LID.

With the proposed LIDs and the schedule required to permit the southerly improvements, the school's primary access will be from Somerset Drive. However, when the school was approved in its location north of Knox Butte Road it was understood that the main roadway access to the school would be from Knox Butte Road. As a result, the existing homeowners in the Somerset Drive area are not anticipating this connection serving as the main access to the school. Therefore, GAPS will hold a neighborhood meeting for people in the Somerset area to inform them that the main access to the school for the first year or more will be along Somerset Drive.

Proposed Improvements

Following is a description of the proposed improvements. The discussion has been broken out to define what work will be done in each LID with a description of the methodologies used in each LID.

North Local Improvement District (LID)

Description of Improvements:

- Transportation and Storm Drainage – Street and storm drain improvements will consist of the extension of Somerset Drive from its easterly terminus to a new north-south collector that will be constructed to the southerly GAPS property line. This section of street is approximately 1,850 feet long and will provide access to the new school until the fall of 2010. Somerset will be approximately 38-feet wide with parking on one side. The north-south collector will be between 32-feet wide and 43 feet wide with two travel lanes and two bikes lanes. Sidewalks will be constructed on both sides of the street. Additional storm system piping will be constructed along the northern property line of the GAPS property to the drainage way on the east side of the GAPS property. This portion of the storm system is required to properly route drainage from the new street improvements and will consist of approximately 195 feet of 18-inch storm line and approximately 773 feet of 24-inch storm line.
- Water – A 24-inch water line will connect to the existing line on Somerset Drive and extend approximately 400-feet east, and then a 12-inch water line will extend approximately 1,600-feet south along the right-of-way to the southerly GAPS property line. The placement of the water line along with this LID will allow the School District to begin building construction while meeting fire protection requirements.
- Sewer – The school and future developments will be served by a sewer that is currently installed to the eastern end of Somerset Drive. A 15-inch sewer will be extended approximately 400-feet east, and then a 12-inch sewer will extend approximately 1,590 feet south along the right-of-way to the southerly GAPS property line.

Assessment Methodology:

- Transportation, Storm Drainage, Water, and Sewer – Assessment of the transportation, storm drainage, water, and sewer costs are distributed on an area basis. There are two properties that will be affected by this development. The northwest property will be assessed for an area 150-feet deep, a standard lot depth, along the full length of the property fronting the north and east sections of the right-of-way, and for the entire developable property area southwest of the right-of-way. The GAPS property will be assessed for their entire property area. There are areas within the LID boundaries that are dedicated as greenways. These areas are undevelopable and as such have been removed from the assessable area. Attachment A shows the properties that will be included in the LID boundary.

It is estimated that the City could potentially contribute approximately $76,000 for construction of the 12 and 24-inch water lines since they are identified as SDCi eligible in the City's adopted water SDC methodology. It is also estimated that the City could potentially contribute approximately $16,000 for construction of the 15-inch sewer in Somerset since it is identified as an SDCi eligible project in the City's adopted sewer SDC methodology. However, the City's ability to participate at these levels is dependent on SDC revenues and other SDC fund obligations.

Summary of Estimated Costs:

The transportation and storm drainage improvement cost is estimated to be $2,025,000. The preliminary cost for the water improvements and sanitary sewer are estimated to be approximately $290,000 and $992,000 respectively.

The City could potentially contribute approximately $76,000 from Water SDCi funds for water pipe oversizing. Additionally, the City could potentially contribute approximately $16,000 from sewer SDCi funds for sanitary sewer pipe oversizing.

The total estimated project costs for the North LID are summarized below. The project costs and assessable costs are shown on the assessment computation sheet shown on Attachment C.

Transportation and Strom Drainage	$2,025,000
Water	$290,000
Sewer	$992,000
Total Project Cost Estimate	$3,307,000
City - Water SDCi Contribution	($76,000)
City - Sewer SDCi Contribution	($16,000)
Estimated Net Assessable Costs	$3,215,000

The estimated costs and assessments are based on preliminary design concepts and costs of similar work on other City of Albany projects. The final assessment amounts will be based on the actual final project costs for construction and administration and are expected to vary from this estimate. Assessments will be made on a cost per square foot basis.

Proposed Project Schedule:

As previously discussed, if the North LID is formed at the May 28, 2008, City Council meeting, an IGA with GAPS will also be presented to Council at the same meeting so that GAPS can begin construction of the school in the early summer of 2008, and thus be on track to open the new school in the fall of 2009.

The actual final project costs and final assessments will not be known until construction is complete and final accounting is done. Once construction is completed on the North LID during the summer of 2009, the final calculations will be completed in late 2009 or early 2010, with the first assessment payments due in early 2010.

South Local Improvement District (LID)

Description of Improvements:

- Transportation and Storm Drainage – Street and storm drain improvements will consist of completing the remainder of the collector street starting at the southerly GAPS property

line and continuing to Knox Butte Road. This section of street is approximately 1,000 feet long and will provide the primary access to the new school. This street section will be between 32-feet wide and 43-feet wide with two travel lanes and two bikes lanes. Sidewalks will be constructed on both sides of the street. Intersection improvements will be made where the new street connects to Knox Butte Road. The intersection improvements will consist of a single lane roundabout.

- Water – Approximately 700 feet of 24-inch water line will be extended along Knox Butte Road east to the roundabout, and then approximately 1,150 feet of 12-inch water line will be extended north to the southerly GAPS property line. The placement of the water line along with this LID will minimize the need for future development to cut through the new street in order to install water system improvements.
- Sewer – Approximately 1,150 feet of 12-inch sewer will be extended along the right-of-way starting at the southerly GAPS property line and continues across Knox Butte Road. Extending the sewer across Knox Butte Road will prevent future development in the area from cutting through the new street and roundabout to extend the sewer system.

Assessment Methodology:

- Transportation and Storm Drainage – Assessment of the transportation and storm drainage costs are distributed on an area basis. The intersection improvements are needed to make the transportation system work for all properties and are a benefit to all of the properties in the LID. Therefore, the construction costs of the roundabout on Knox Butte Road will be assessed to the full developable area of all four properties within the LID boundary. There are areas within the LID boundaries that are dedicated as greenways. These areas are undevelopable and as such have been removed from the assessable area.
- The construction costs of the road between Knox Butte Road and the southerly property line of the GAPS property will be assessed to the property fronting the new street north of Knox Butte Road. Attachment B shows the properties that will be included in the LID boundary.
- Water – Assessment of the water line costs are distributed on an area basis. There are two properties located on either side of Knox Butte Road that will be affected and assessed. The property north of Knox Butte Road will be assessed for an area 150-feet deep along the new road frontage for the 12-inch water line, and for an area 150-feet deep along the length of the property fronting Knox Butte Road from its westerly edge to the end of the roundabout for the 24-inch water line. The property south of Knox Butte Road will be assessed for an area 150-feet deep along the length of the property fronting Knox Butte Road from its westerly edge to the end of the roundabout for the 24-inch water line. It is estimated that the City could potentially contribute approximately $29,000 for construction of the 12-inch and contribute approximately $64,000 for construction of the 24-inch water line since they are identified as SDCi eligible in the City's adopted water SDC methodology. However, the City's ability to participate at this level is dependent on SDC revenues and other SDC fund obligations. Attachment B shows the properties that will be assessed.
- Sewer – Assessment of the sewer costs are distributed on an area basis. The single property North of Knox Butte Road will be affected and assessed for their full area. Attachment B shows the properties that will be assessed.

Summary of Estimated Costs:

The transportation and storm drainage improvement cost is estimated to be $1,430,625. The preliminary cost for the water improvements and sanitary sewer are estimated to be approximately $448,000 and $623,000 respectively.

The City could potentially contribute approximately $93,000 from Water SDCi funds for water system improvements.

The total estimated project costs for the South LID are summarized below. The project costs and assessable costs are shown on the assessment computation sheet shown on Attachment D.

Transportation and Strom Drainage:	
- Collector Street	$905,625
- Roundabout	$525,000
Water 12-inch	$120,000
Water 24- inch	$328,000
Sewer	$623,000
Total Project Cost Estimate	$2,501,625
City - 12-inch Water SDCi Contribution	($29,000)
City - 24-inch Water SDCi Contribution	($64,000)
Estimated Net Assessable Costs	$2,408,625

The estimated costs and assessments are based on preliminary design concepts and costs of similar work on other City of Albany projects. The final assessment amounts will be based on the actual final project costs for construction and administration and are expected to vary from this estimate. Assessments will be made on a cost per square foot basis.

Proposed Project Schedule:

If the South LID is formed at the May 28, 2008, City Council meeting, City staff will then assume the responsibility of designing and constructing the improvements of the South LID by the beginning of the fall of 2010.

The actual final project costs and final assessments will not be known until construction is complete and final accounting is done. Once construction is completed on the South LID during the summer of 2010, the final calculations will be complete in late 2010 or early 2011, with the first assessment payments due in early 2011.

Budget Impact:

The costs of the improvements for both LIDs will be assessed to the benefiting properties. The City will participate in paying over sizing costs for the water and sewer improvements as outlined in the applicable SDCi methodologies. However, the City's ability to participate at the identified levels is dependent on SDC revenues and other SDC fund obligations.

Council Questions

During the City Council Meeting in which Council authorized staff to develop the engineer's report, questions about roadway width, alignment, and tree felling were brought up. Both the roadway width and alignment were analyzed by staff during the land use application process for the new school and the Brandis Village development. Staff considered safety and land use to

develop the standards to be used for the roadway width and alignment. Staff has also looked at alignment of the street to ensure a limited amount of trees will be affected by the new street.

Proposed Street Width. The street between Knox Butte Road and Somerset Drive is classified as a major collector in the City's Transportation System Plan (TSP). The land use approval for the new school calls for the public roadway to have a curb-to-curb width of 32-feet. The approval specified use of 11-foot-wide travel lanes and 5-foot-wide bike lanes. There will be no on-street parking. A significant amount of consideration was given in determining an appropriate roadway width.

Staff considered a wider street section of 34-feet with 11-foot travel lanes and 6-foot bike lanes, which would match what was constructed on Clover Ridge Road when it was improved north of Knox Butte Road. However, staff selected a narrower design because of the speed problems being observed on Clover Ridge Road, and to keep bike lanes narrow enough to prevent drivers from being able to park in it. Staff is comfortable that the road width will accommodate school buses.

On Clover Ridge Road, Linn County dropped the speed limit from 40 to 25 mph when the road was improved. A rigorous speed enforcement effort was made. However, these efforts have been unable to keep the speeds down to residential street levels. The new roadway built with the school will have fewer driveways and intersections than Clover Ridge, so it is likely that a roadway with a width similar to Clover Ridge Road with fewer conflicts (intersections and driveways) would result in even higher speeds than are experienced on Clover Ridge Road. Having a roadway section that may encourage higher speeds did not seem appropriate for a road leading to a school. The intent is to try and keep speeds down closer to 25 mph by using a slightly narrower section. There are several examples of where narrow lane widths have been used on collector streets in Albany.

- Waverly Drive south of Grand Prairie: 11-foot travel lanes, 6-foot bike lanes
- Hill Street south of 12th Avenue: 10.5-foot travel lanes, 5-foot bike lanes
- Del Rio Avenue west of Waverly Drive: 9-foot travel lanes, 5-foot bike lanes
- Ferry Street south of Queen Avenue: 11-foot travel lanes, 5-foot bike lanes (on street parking)

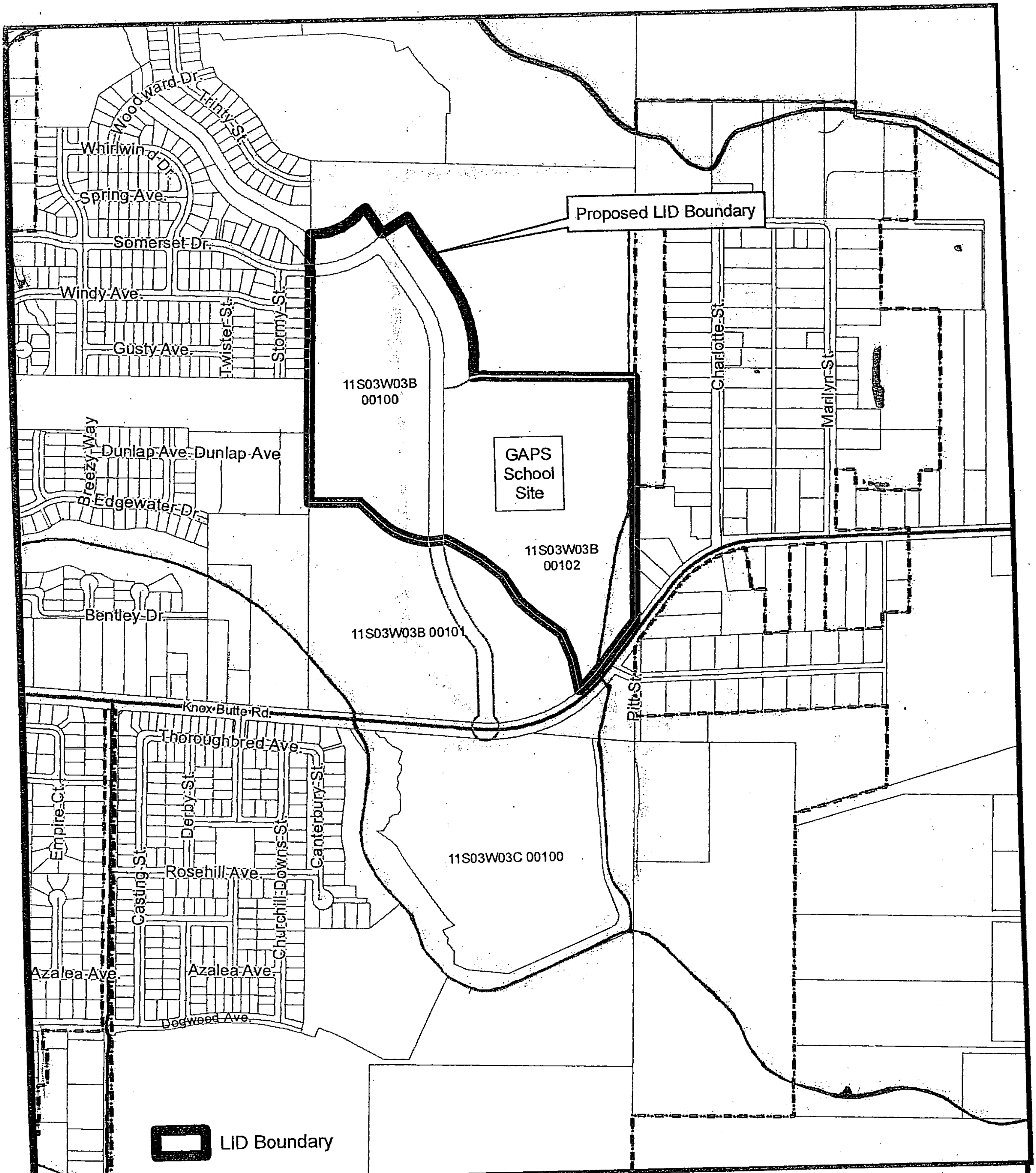
Street Alignment and Roundabout Location. Another question that came up at the March 26 Council Meeting was regarding the alignment of the roadway south of the school property and the location of the roundabout on Knox Butte Road. The right-of-way for the proposed road alignment has already been dedicated and accepted by the City. The right-of-way was dedicated in order to facilitate the construction of the new school. The right-of-way alignment mirrors both the alignment shown in the City's TSP and the alignment in the master plan developed for the area with the Brandis Annexation. The location of the roundabout on Knox Butte Road is also consistent with what is shown in the TSP and the Brandis Annexation master plan. The intersection was located to allow for a strip of medium density residential development south of Knox Butte between the west side of the road and a riparian corridor along Burkhart Creek.

The question was asked if the roadway should be or could be straightened out such that the roundabout was shifted west away from the "S" curve in Knox Butte Road. Although changing the road's alignment and the location of the roundabout is possible, staff would not recommend this change. Shifting the intersection to the west would not leave enough land between the north/south road and the creek to allow for any development. As a result this would likely be opposed by the property owner and leave a portion of property with little development

potential. Staff had a traffic engineering consultant, Kittelson & Associates, review the roundabout location. They reviewed the operation and performance of a roundabout and found that the design had adequate sight distance and would function well at the proposed location.

Tree Felling. The alignment of the proposed improvements limits the number of trees affected by this project to the lowest level possible. The only trees affected by this new street are located at the end of Somerset Drive. At this location the road will cross perpendicular to the existing tree bank thus reducing the amount of trees to be removed to a minimum. In addition, south of the GAPS property is a large bank of trees that will not be affected because the new street alignment will pass directly through a gap where no trees are located.

CBG:MWS:kw
Attachments (6)



Attachment A

Proposed LID Boundary: ST-08-04, Infrastructure Improvements, Somerset to School

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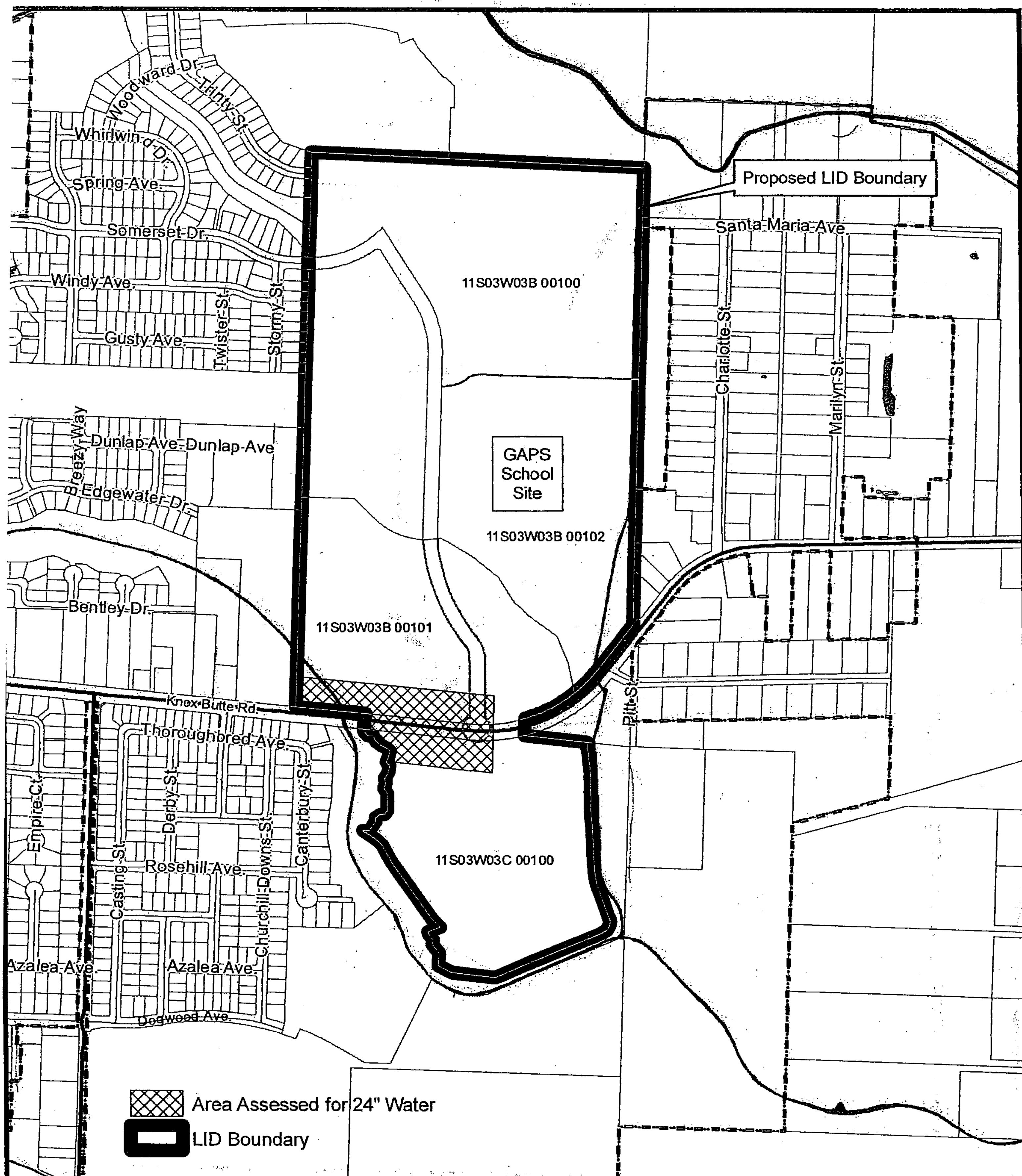

Proposed LID Bounday: ST-08-06, Infrastructure Improvements, School to Knox Butte

Attachment B

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INITIAL ENGINEER'S REPORT		ST-08-04,"Infrastructure Improvements – Somerset to School"						
		Street	Total	San Sew	Total	Water	Total	Total
	Assessor's Map	Unit	Street & St Dr	Unit	San Sew	Unit	Water	Estimated
Name	Tax Lot	(Ac)	Assm't	(Ac)	Assm't	(Ac)	Assm't	Assm't
Greater Albany Public	11S03W03B 00102	20.28	$1,176,030.93	20.28	$566,817.87	20.28	$124,281.79	$1,867,130.58
School Dist								
Evelyn F Brandis	11S03W03B 00100	14.64	$848,969.07	14.64	$409,182.13	14.64	$89,718.21	$1,347,869.42
Trust 1								
	TOTALS	34.92	$2,025,000.00	34.92	$976,000.00	34.92	$214,000.00	$3,215,000.00

ATTACHMENT C

CITY OF ALBANY

ST-08-04

Estimated Assessments

May 2008

NET ASSESSABLE COSTS	
Street and Strom Drain	$2,025,000.00
Sanitary Sewer	$992,000.00
City Participation: San Sewer	($16,000.00)
Water	$290,000.00
City Participation: Water	($76,000.00)
Total Project Cost	$3,215,000.00

NET UNIT ASSESSMENTS		
Street and Strom Drain		
Est. Cost	$2,025,000.00	
Unit	34.92	Ac
Unit Cost	$57,989.69	per Ac
Sanitary Sewer		
Est. Cost	$992,000.00	
City Particip.	($16,000.00)	
Net Cost	$976,000.00	
Unit	34.92	Ac
Net Unit Cost	$27,949.60	per Ac
Water		
Est. Cost	$290,000.00	
City Particip.	($76,000.00)	
Net Cost	$214,000.00	
Unit	34.92	Ac
Net Unit Cost	$6,128.29	per Ac

G:\Engineer\Streets\ST-08-04\Assessment Calcs incl St width increase Attachment C street.st0804.xls

INITIAL ENGINEER'S REPORT		ST-08-06, "Infrastructure Improvements – School to Knox Butte"										
		Street	Total	Roundabout	Total	San Sew	Total	Water 12"	Total	Water 24"	Total	Total
	Assessor's Map	Unit	Street & St Dr	Unit	Roundabout	Unit	San Sew	Unit	Water 12"	Unit	Water 24"	Estimated
Name	Tax Lot	(Ac)	Assm't	(Ac)	Assm't	(Ac)	Assm't	(Ac)	Assm't	(Ac)	Assm't	Assm't
Greater Albany Public	11S03W03B 00102			20.28	$110,251.63							$110,251.63
School Dist												
Evelyn F Brandis	11S03W03B 00100			34.98	$190,167.75							$190,167.75
Trust 1												
Evelyn F Brandis	11S03W03B 00101	22.96	$905,625.00	19.30	$104,923.89	19.30	$623,000.00	7.92	$91,000.00	3.10	$158,400.00	$1,882,948.89
Trust 1												
Mary Morris	11S03W03C 00100			22.01	$119,656.73					2.07	$105,600.00	$225,256.73
Trust 1												
	TOTALS	22.96	$905,625.00	96.57	$525,000.00	19.30	$623,000.00	7.92	$91,000.00	5.17	$264,000.00	$2,408,625.00

ATTACHMENT D

CITY OF ALBANY

ST-08-04

Estimated Assessments

May 2008

NET ASSESSABLE COSTS		
Street and Storm Drain		$905,625.00
Roundabout		$525,000.00
Sanitary Sewer		$623,000.00
12-inch Water		$120,000.00
City Participation: 12-inch Water		($29,000.00)
24-inch Water		$328,000.00
City Participation: 24-inch Water		($64,000.00)
Total Project Cost		$2,408,625.00

UNIT ASSESSMENTS		
Street and Storm Drain		
Est. Cost	$905,625.00	
Unit	22.96	Ac
Unit Cost	$39,443.60	per Ac
Roundabout		
Est. Cost	$525,000.00	
Unit	96.57	Ac
Unit Cost	$5,436.47	per Ac
Sanitary Sewer		
Est. Cost	$623,000.00	
Unit	19.30	Ac
Unit Cost	$32,279.79	per Ac
Net 12-inch Water		
Est. Cost	$120,000.00	
City Particp.	($29,000.00)	
Net Cost	$91,000.00	
Unit	7.92	Ac
Net Unit Cost	$11,489.90	per Ac
Net 24-inch Water		
Est. Cost	$328,000.00	
City Particp.	($64,000.00)	
Net Cost	$264,000.00	
Unit	5.17	Ac
Unit Cost	$51,113.26	per Ac