

RESOLUTION NO. 3423

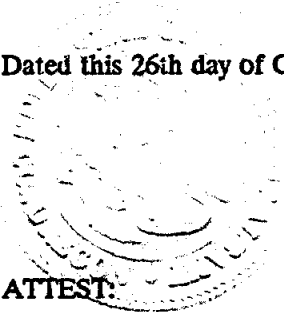
A RESOLUTION ADOPTING A METHODOLOGY FOR THE DEVELOPMENT OF A SYSTEM DEVELOPMENT CHARGE FOR THE TRANSPORTATION SYSTEM IN NORTH ALBANY.

WHEREAS, the Council of the City of Albany has duly adopted Ordinance No. 5157 declaring their intent to comply with the provisions of ORS 223.207 through 223.208 and 223.297 through 223.314, an ordinance regarding systems development charges; and

WHEREAS, a methodology for the calculation of an improvement fee system development charge for the North Albany transportation system has been developed as specifically described in Exhibit 'A' (attached hereto);

NOW, THEREFORE, BE IT RESOLVED by the Albany City Council that the attached methodology (including the Attachments) is hereby adopted.

Dated this 26th day of October 1994.



ATTEST:

Norm C. Withrow
Deputy City Recorder

[Signature]
Mayor

EXHIBIT 'A'
NORTH ALBANY TRANSPORTATION SYSTEM
SYSTEM DEVELOPMENT CHARGE METHODOLOGY

INTRODUCTION

The North Albany transportation system development charge (SDC) is for improvements to arterial and collector roadways in the North Albany area. As provided in ORS 223.297 through 223.314, only an improvement fee is calculated (the reimbursement fee portion of the SDC will not be developed). The improvement fee is based on projects designated in the North Albany Transportation Corridor Plan (1983) prepared by Benton County. The SDC fee is based on average weekday vehicle trip ends, as defined in the Trip Generation (1991) manual from the Institute of Transportation Engineers (ITE).

The Improvement Fee is intended to assess charges for future expansion or capacity increases to the system, expansion aimed at providing additional levels of services to the existing road network in North Albany. Projects included are all collector and arterial roadways scheduled for improvement in the referenced master plan. Population and land use projections, as provided by the City of Albany Community Development Department, are for ultimate build-out in the North Albany area.

In order to distribute the costs associated with these improvements, the additional trips anticipated at buildout, over the existing trip rate, have been determined. Costs for all anticipated roadway improvements less a deduction for equivalent local street improvements, including provisions for storm drainage, are then divided by the additional trips anticipated, to determine a per trip SDC rate.

ADDITIONAL TRIPS PER DAY @ BUILDOUT

An average weekday trip is defined by the Institute of Transportation Engineers (ITE) as "a single or one-direction vehicle movement with either the origin or destination (exiting or entering) inside a study area." The ITE manual further defines average trip rates for varying land use classifications. The average trip rates will be used to project the additional trips that can be anticipated in the North Albany area at buildout. Additional trips for residential and multi-family zoning areas are based on population projections and development density calculations provided by the City of Albany Community Development Department. Additional trips for commercial and office zoning areas are generally determined on an area basis, subtracting existing developed area from total area within the zoning designation to determine available area for additional development. Tables 1 and 2 summarize these calculations.

Table 1 establishes base figures for the three major zoning areas in North Albany. For Single Family zoning, the trip rate corresponds to ITE category 210, Single Family Detached Housing. For Office zoning, the trip rate corresponds to ITE category 715, Single Tenant Office Building, and uses average trips per acre times average per acre densities as specified in the ITE manual. For Commercial zoning, the trip rate corresponds to ITE category 814, Specialty Retail, and also uses average trips per acre times average per acre densities as specified in the ITE manual. Population per household figures are taken from the City of Albany Wastewater Facility Plan (CH2M Hill, 1986).

TABLE 1: BASE FIGURES

Single-Family Trips per Equivalent Dwelling Unit	9.55
Persons/Household	2.43
Office Trips/Acre (715: Single Tenant Office Building)	56.24
Commercial Trips/Acre (814: Specialty Retail)	359.12

Table 2 calculates the additional trips per day at buildout within the North Albany urban growth boundary. Future equivalent dwelling units within residential and multi-family zoning areas are as provided by the City of Albany Community Development Department.

TABLE 2: ADDITIONAL TRIPS PER DAY @ BUILDOUT

RESIDENTIAL/MULTI-FAMILY ZONING:		
Current Population	4,614	
Current Equivalent Dwelling Units	1,899	
Future Equivalent Dwelling Units	11,058	
New Equivalent Dwelling Units	9,159	
Additional Single Family Trips/Day		87,468
OFFICE ZONING:		
Total Office Acreage (Existing)	4.58	
Existing Developed Office Acreage	0	
Available Office Acreage	4.58	
Additional Office Trips/Day		258
COMMERCIAL ZONING:		
Total Commercial Acreage (Existing)	19.83	
Existing Developed Commercial Acreage	6.12	
Available Commercial Acreage	13.71	
Additional Commercial Trips/Day		4,924
TOTAL ADDITIONAL TRIPS/DAY		92,650

IMPROVEMENT FEE

Oregon State Statutes provide for an Improvement Fee aimed at funding costs for capital improvements to be constructed. Capital projects indicated in the North Albany Transportation Corridor Plan will be utilized to develop the fee. Projects shown in the plan will be updated to current values using the Engineering News Record (ENR) construction cost index.

In calculating the fee, it is assumed that a portion of the costs of collector and arterial roadway improvements are paid by adjoining or benefitting property owners. The remaining costs, which could be termed "oversizing costs" of the required street improvements, will be distributed among the project additional trips/day calculated in Table 2, to arrive at an SDC per trip fee.

Table 3 summarizes the cost of local, collector, and arterial roadway improvements specified in the referenced master plan, and designed for ultimate buildout of the Urban Growth Boundary. These costs include the portion of the planned storm drainage improvements specified in the master plan that are required for the roadway improvements. The minor arterial road is North Albany Road. Major collector roads include Scenic Drive, Crocker Lane, Gibson Hill Drive, and Springhill Road. Minor collector roads include Valley View Drive, West Thornton Lake Drive, East Thornton Lake Drive, and Quarry Road. These three classifications represent the "major street costs" used to develop the SDC.

TABLE 3: ROAD IMPROVEMENTS COSTS AS SPECIFIED IN MASTER PLAN

Street Classification	Street Improvement Cost	Road Drainage Cost	Total Cost
Minor Arterial	\$3,175,601	\$305,525	\$3,481,126
Major Collector	\$5,510,120	\$612,175	\$6,122,295
Minor Collector	\$3,714,287	\$377,375	\$4,091,662
Local	\$12,016,355	\$1,257,425	\$13,273,780
TOTALS	\$24,416,363	\$2,552,500	\$26,968,863

Table 4 calculates the SDC per average weekday trip. First, improvement costs are adjusted by the Engineering News Record (ENR) index. Second, the amount of improvement to be funded is calculated by determining the local share for collector and arterial improvements, and subtracting that from the major street costs. The local share of collector/arterial improvements is divided in half, which allows one-half of the local street equivalent cost of the major street improvements to be assessed to adjacent benefitting property owners. This future assessment amount is subtracted from the total cost for arterial and collector roads to determine the amount to be funded by SDC monies. This amount, divided by the anticipated future trips, results in the final SDC per trip figure.

TABLE 4: IMPROVEMENT FEE CALCULATIONS

ENGINEERING NEWS RECORD (ENR) ADJUSTMENT	
December 1983 ENR Index	4559.55
March 1994 ENR Index	5722.73
ENR Adjustment	1.26
SDC CALCULATION: ADJUSTED BY EQUIVALENT LOCAL STREET ASSESSMENT	
A. Local Street Costs (Table 3)	\$13,273,780
B. Adjusted to ENR (x 1.26)	\$16,660,034
C. Local Footage (per Master Plan)	82,900
D. Local Cost per Foot (B/C)	\$201
E. Collector/Arterial Footage (per Master Plan)	69,550
F. Local Share for Collector/Arterial (D x E)	\$13,979,550
G. Major Street Costs (Table 3)	\$13,695,083
H. Adjusted to ENR (x 1.26)	\$17,188,815
I. Oversizing Share (H - F)	\$3,209,265
J. 1/2 Local Share (F/2)	\$6,989,775
K. Amount to be Funded by SDC (I + J)	\$10,199,040
L. Plus ELA and Contingencies (K x 20%)	\$12,238,848
M. Additional Trips (Table 2)	92,650
N. SDC per Trip (L/M)	\$132
O. Residential SDC per EDU (9.55 Trips x N)	\$1,260

The systems development charge for transportation in North Albany will be based on trip figures shown in Attachment 'B,' at the per trip rate shown in Table 4.

The City Engineer will determine the applicability of a particular land use to the categories listed in Attachment 'B.' For land uses not listed, the City Engineer will determine the generation rate using available resources and may consider information provided by the applicant.

Attachment 'C' provides excerpts from the North Albany Transportation Corridor Plan detailing information used in the preparation of this methodology.

ATTACHMENT 'A' IMPROVEMENT COST CALCULATIONS

ATTACHMENT 'A' IMPROVEMENT COST CALCULATIONS

North Albany Street Systems Development Charge Street/Storm Drainage Costs by Functional Classification										06-Sep-04 c:\pww\mishra_p\dmsw1
Street Name	Classification	Length	Cost/Foot	Street Costs	SD Pipe Size	Length	Cost/Foot	SD Costs	Total	
North Albany Road	Minor Arterial	12,780	\$220.45	\$3,175,801.00						
	Total Minor Arterial 12,780 \$3,175,801.00									
					15	1,850	\$18.50	\$30,525.00		
					18	750	\$23.00	\$17,250.00		
					21	1,100	\$24.00	\$26,400.00		
					24	900	\$25.00	\$22,500.00		
					27	1,200	\$28.00	\$33,600.00		
					30	800	\$30.00	\$24,000.00		
					42	20	\$40.00	\$800.00		
					48	1,350	\$47.00	\$63,450.00		
				54	800	\$54.00	\$27,000.00			
				60	1,250	\$60.00	\$75,000.00			
					9,020		\$305,525.00	\$3,481,326.00		
Scenic Drive	Major Collector	11,200	\$178.90	\$2,002,570.00						
					12	1,300	\$12.50	\$16,250.00		
					15	1,000	\$18.50	\$18,500.00		
					18	1,700	\$23.00	\$39,100.00		
					21	950	\$24.00	\$15,600.00		
					24	450	\$25.00	\$11,250.00		
					27	400	\$28.00	\$11,200.00		
					30	800	\$30.00	\$24,000.00		
					36	1,000	\$35.00	\$35,000.00		
					54	1,150	\$54.00	\$62,100.00		
					8,450		\$233,000.00	\$2,234,570.00		
Crocker Lane	Major Collector	6,500	\$178.90	\$1,163,285.00						
					15	300	\$18.50	\$5,550.00		
					18	1,450	\$23.00	\$33,350.00		
					24	350	\$25.00	\$8,750.00		
					27	350	\$28.00	\$9,800.00		
					36	800	\$35.00	\$28,000.00		
				42	350	\$40.00	\$14,000.00			
				54	700	\$54.00	\$37,800.00			
					4,300		\$137,250.00	\$1,300,535.00		
Gibson Hill Drive	Major Collector	6,500	\$178.90	\$1,162,850.00						
					12	750	\$12.50	\$9,375.00		
					15	800	\$18.50	\$14,800.00		
					18	850	\$23.00	\$19,550.00		
					24	600	\$25.00	\$15,000.00		
					36	2,000	\$35.00	\$70,000.00		
				42	450	\$40.00	\$18,000.00			
					6,150		\$141,725.00	\$1,304,575.00		
Springhill Road	Major Collector	7,500	\$178.90	\$1,341,750.00						
	Total Major Collector 80,800 \$5,510,120.00									
					12	400	\$12.50	\$5,000.00		
					15	700	\$18.50	\$12,950.00		
					18	900	\$23.00	\$20,700.00		
					21	300	\$24.00	\$7,200.00		
					24	800	\$25.00	\$20,000.00		
				27	850	\$28.00	\$23,800.00			
				30	900	\$30.00	\$27,000.00			
					4,250		\$100,750.00	\$1,442,500.00		
Valley View Drive	Minor Collector									
	Existing	5,800	\$148.75	\$833,000.00						
	Proposed	3,770	\$148.75	\$556,787.50						
				\$1,389,787.50						
					12	1,850	\$12.50	\$23,125.00		
					15	850	\$18.50	\$15,725.00		
					21	800	\$24.00	\$19,200.00		
				30	1,200	\$30.00	\$36,000.00			
				36	1,100	\$35.00	\$38,500.00			
				42	900	\$40.00	\$36,000.00			
					6,300		\$160,700.00	\$1,550,487.50		
West Thornton Lake Drive	Minor Collector	7,800	\$148.75	\$1,160,250.00						
					15	300	\$18.50	\$5,550.00		
					21	750	\$24.00	\$18,000.00		
					24	850	\$25.00	\$21,250.00		
					30	800	\$30.00	\$24,000.00		
					36	850	\$35.00	\$29,750.00		
					3,250		\$90,550.00	\$1,250,800.00		
East Thornton Lake Drive	Minor Collector									
	Existing	2,500	\$148.75	\$371,875.00						
	Proposed	1,200	\$148.75	\$176,500.00						
				\$548,375.00						
				15	800	\$18.50	\$14,800.00			
				18	350	\$23.00	\$8,050.00			
				21	850	\$24.00	\$20,400.00			
				24	250	\$25.00	\$6,250.00			
					1,750		\$49,500.00	\$597,875.00		
Query Road	Minor Collector	4,100	\$148.75	\$606,875.00						
	Total Minor Collector 24,870 \$3,714,267.50									
					15	350	\$18.50	\$6,475.00		
					21	700	\$24.00	\$16,800.00		
					27	500	\$28.00	\$14,000.00		
					30	600	\$30.00	\$18,000.00		
				36	550	\$35.00	\$19,250.00			
				42	350	\$40.00	\$14,000.00			
					3,050		\$86,525.00	\$693,400.00		
TOTAL				\$12,400,008.50				\$1,295,075.00	\$13,695,083.50	

STREET DRAINAGE

06-Sep-94

DISTRIBUTION BY PIPE SIZE & STREET CLASSIFICATION

Pipe Size	Original Estimate (ft.)	Allotted to Major Streets (ft.)	Balance (ft.) (Local Streets)	Cost per Foot	Cost (Major Streets)	Cost (Local Streets)	Total Cost By Pipe Size
12	11,900	4,100	7,800	\$12.50	\$51,250.00	\$97,500.00	\$148,750.00
15	8,800	6,350	2,450	\$18.50	\$117,475.00	\$45,325.00	\$162,800.00
18	13,750	6,000	7,750	\$23.00	\$138,000.00	\$178,250.00	\$316,250.00
21	9,250	4,550	4,700	\$24.00	\$109,200.00	\$112,800.00	\$222,000.00
24	7,600	3,900	3,700	\$25.00	\$97,500.00	\$92,500.00	\$190,000.00
27	9,500	3,000	6,500	\$28.00	\$84,000.00	\$182,000.00	\$266,000.00
30	6,650	4,300	2,350	\$30.00	\$129,000.00	\$70,500.00	\$199,500.00
36	13,600	6,300	7,300	\$35.00	\$220,500.00	\$255,500.00	\$476,000.00
42	5,400	2,070	3,330	\$40.00	\$82,800.00	\$133,200.00	\$216,000.00
48	2,400	1,350	1,050	\$47.00	\$63,450.00	\$49,350.00	\$112,800.00
54	3,100	2,350	750	\$54.00	\$126,900.00	\$40,500.00	\$167,400.00
60	1,250	1,250	0	\$60.00	\$75,000.00	\$0.00	\$75,000.00
	93,200	45,520	47,680		\$1,295,075.00	\$1,257,425.00	\$2,552,500.00

ATTACHMENT 'B'
City of Albany
Transportation System Development Charge
Trip Generation Rates
November 1, 1994

<u>ITE CODE</u>	<u>LAND USE DESCRIPTION</u>	<u>BASIS FOR TRIP DETERMINATION</u>	<u>WEEKDAY AVG. TRIP RATE</u>	<u>ITE REF. PAGE</u>
<u>RESIDENTIAL</u>				
210	Single-Family Detached Housing	Dwelling Unit	9.55	257
220	Apartment/Duplex	Dwelling Unit	6.47	311
230	Residential Condominium/Town house	Dwelling Unit	5.86	382
240	Mobile Home Park	Dwelling Unit	4.81	427
252	Congregate Care Facility	Dwelling Unit	2.15	473
<u>INSTITUTIONAL</u>				
030	Truck Terminals	Acres	9.85	70
090	Bus Park and Ride Station	Parking Spaces	4.18	81
411	City Park	Acres	2.23	585
412	County Park	Acres	2.99	590
413	State Park	Acres	0.50	602
414	Water Slide Park	Parking Spaces	1.67	613
415	Beach Park	Acres	15.77	615
416	Campground/Recreational Vehicle Park	Acres	74.38	624
417	Regional Park	Acres	19.15	626
420	Marina	Boat Berths	2.96	643
430	Golf Course	Acres	7.54	664
443	Movie Theater w/o Matinee	Movie Screens	220.00	678
444	Movie Theater w/ Matinee	Movie Screens	153.33	682
452	Horse Race Track	Acres	43.00	692
460	Arena	Acres	33.33	696
480	Amusement Park	Acres	75.76	698
481	Zoo	Acres	114.88	708
491	Tennis Courts	No. of Courts	33.33	710
492	Racquet Clubs	No. of Courts	42.90	731
494	Bowling Alley	Bowling Lanes	33.33	749
520	Elementary School	T.S.F.G.F.A.	10.72	772
530	High School	T.S.F.G.F.A.	10.90	791
540	Junior/Community College	T.S.F.G.F.A.	12.87	796
550	University/College	No. of Students	2.37	800
560	Church	T.S.F.G.F.A.	9.32	813
561	Synagogue	T.S.F.G.F.A.	10.64	823
565	Day Care Center	T.S.F.G.F.A.	79.26	834
566	Cemetery	Acres	4.16	853
590	Library	T.S.F.G.F.A.	45.50	873
610	Hospital	T.S.F.G.F.A.	16.78	894
620	Nursing Home	No. of Beds	2.60	920

ITE CODE	LAND USE DESCRIPTION	BASIS FOR TRIP DETERMINATION	WEEKDAY AVG. TRIP RATE	ITE REF. PAGE
<u>BUSINESS & COMMERCIAL</u>				
310	Hotel	No. of Rooms	8.70	519
320	Motel	No. of Rooms	10.19	550
810	Retail - General Merchandise	T.S.F.G.F.A.	48.00 ¹	1097
812	Building Materials and Lumber Store	T.S.F.G.F.A.	30.56	1108
814	Specialty Retail Center	T.S.F.G.L.A.	40.67	1127
815	Discount Store	T.S.F.G.F.A.	70.13	1136
816	Hardware/Paint Store	T.S.F.G.F.A.	51.29	1158
817	Nursery (Garden Center)	T.S.F.G.F.A.	36.08	1186
818	Nursery (Wholesale)	T.S.F.G.F.A.	39.00	1205
820	Shopping Center	T.S.F.G.L.A.	SEE TABLE 1	1231
831	Quality Restaurant	T.S.F.G.F.A.	96.51	1249
832	High-Turnover, Sit-Down Restaurant	T.S.F.G.F.A.	205.36	1268
833	Fast Food Restaurant w/o Drive Through Window	T.S.F.G.F.A.	786.22	1287
834	Fast Food Restaurant w/ Drive Through Window	T.S.F.G.F.A.	632.12	1306
841	New Car Sales	T.S.F.G.F.A.	47.91	1339
847	Self Service Car Wash	Wash Stalls	108.00	1370
851	Convenience Market (Open 24 Hours)	T.S.F.G.F.A.	737.99	1399
860	Wholesale Market	T.S.F.G.F.A.	6.73	1434
861	Discount Club	T.S.F.G.F.A.	78.02	1436
890	Furniture Store	T.S.F.G.F.A.	4.34	1448
911	Walk-In Bank	T.S.F.G.F.A.	140.61	1478
912	Drive-In Bank	T.S.F.G.F.A.	265.21	1497
913	Walk-In Savings and Loan	T.S.F.G.F.A.	61.00	1516
914	Drive-In Savings and Loan	T.S.F.G.F.A.	74.17	1518
<u>OFFICE</u>				
630	Clinic	T.S.F.G.F.A.	23.79	934
710	General Office Building	T.S.F.G.F.A.	SEE TABLE 4	942
714	Corporate Headquarters Building	T.S.F.G.F.A.	6.27	965
715	Single Tenant Office Building	T.S.F.G.F.A.	11.50	972
720	Medical Office Building	T.S.F.G.F.A.	34.17	985
730	Government Office Building	T.S.F.G.F.A.	68.93	995
731	State Motor Vehicles Department	T.S.F.G.F.A.	166.02	1006
732	U.S. Post Office	T.S.F.G.F.A.	87.12	1016
733	Government Office Complex	T.S.F.G.F.A.	25.00	1035
750	Office Park	T.S.F.G.F.A.	11.42	1044
760	Research and Development Center	T.S.F.G.F.A.	7.70	1066
770	Business Park	T.S.F.G.F.A.	14.37	1086
<u>INDUSTRIAL</u>				
110	General Light Industrial	T.S.F.G.F.A.	6.97	92
130	Industrial Park	T.S.F.G.F.A.	6.97	135
140	Manufacturing	T.S.F.G.F.A.	3.85	164
150	Warehouse	T.S.F.G.F.A.	4.88	193
151	Mini-Warehouse	T.S.F.G.F.A.	2.61	221
860	Wholesale	T.S.F.G.F.A.	6.73	1434

¹Calculated as (P.M. Peak rate x 10)

NOTES:

- T.S.F.G.F.A.** = Thousand Square Feet Gross Floor Area
= The sum (in square feet) of the area at each floor level, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are included within the principal outside faces of exterior walls, not including architectural setbacks or projections (ITE Trip Generation Manual, January 1991).
- T.S.F.G.L.A.** = Thousand Square Feet Gross Leasable Area
= Total floor area designed for tenant occupancy and exclusive use, including any basements, mezzanines, or upper floors, expressed in square feet and measured from the centerline of joint partitions and from outside wall faces (ITE Trip Generation Manual, January 1991).

Applicability of a particular land use to categories listed herein shall be as determined by the City Engineer. For uses not listed, the City Engineer will determine the generation rate using available resources and may consider information provided by the applicant.

All trip generation figures specified herein are per the "Trip Generation" manual from the Institute of Transportation Engineers, 5th Edition, copyright 1991.

ATTACHMENT 'C'
NORTH ALBANY TRANSPORTATION CORRIDOR PLAN
MAP AND COST DETAIL SHEETS

Included in this attachment are excerpts from the North Albany Transportation Corridor Plan detailing information used in the preparation of this methodology.

Storm drainage costs shown herein were segregated so as to only apply those projects relevant to collector and arterial street improvements in developing the SDC fee. The balance not allocated to major street improvements was used in calculating the local street share of improvements. Manhole, catch basin, and drainage ditch figures were not used in the calculations.

NORTH ALBANY PROPOSED ROADWAYS / BIKEWAYS

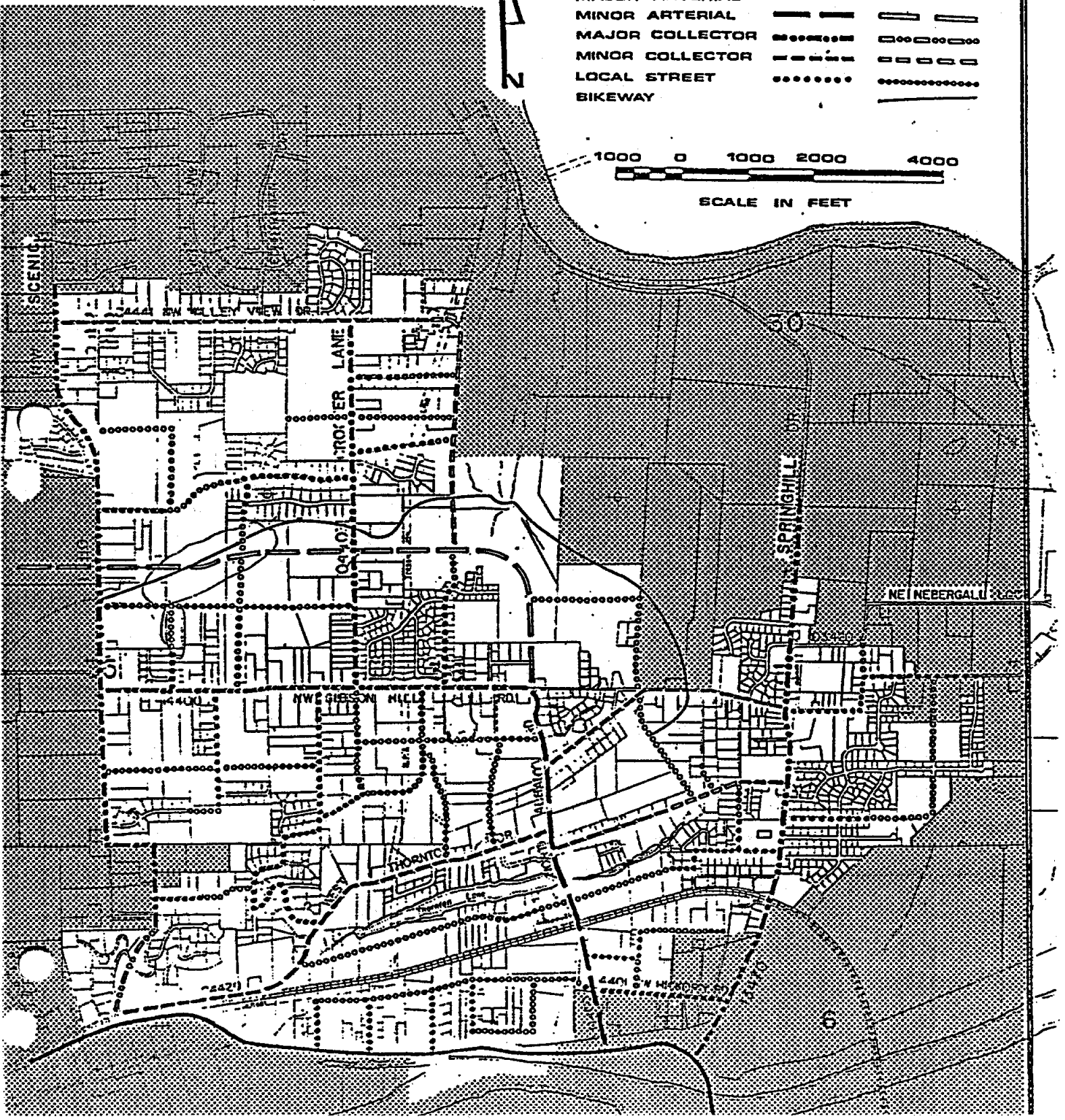
PREPARED BY BENTON COUNTY PUBLIC WORKS DEPARTMENT

OCTOBER, 1983

ROAD TYPE	EXISTING	PROPOSED
MAJOR ARTERIAL		
MINOR ARTERIAL		
MAJOR COLLECTOR		
MINOR COLLECTOR		
LOCAL STREET		
BIKEWAY		



SCALE IN FEET



STREET CONSTRUCTION COSTS
 (Does not include storm drain)
 1983 Cost

<u>Residential Collector (34' width)</u>	<u>Cost per lineal foot</u>	
60' right of way	55.10	
Clearing, grubbing, excavation & embankment	20.00	
Base Rock (12" depth)	18.35	
Pavement (4" depth)	25.50	
Curb & Gutter (std)	12.00	
Sidewalk (std)	14.00	TOTAL \$144.95/lf

<u>Minor Collector (36' width)</u>		
60' right of way	55.10	
Clearing, grubbing, excavation, embankment	21.20	
Base rock (12" depth)	19.45	
Pavement (4" depth)	27.00	
Curb & gutter (std)	12.00	
Sidewalk (std)	14.00	TOTAL \$148.75/lf

<u>Major Collector (48' width)</u>		
70' right of way	64.30	
Clearing, grubbing, excavation, embankment	26.70	
Base rock (12")	25.90	
Pavement (4")	36.00	
Curb & Gutter (std)	12.00	
Sidewalk (std)	14.00	TOTAL \$178.90/lf

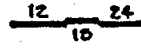
<u>Arterial (66' width)</u>		
90' right of way	82.65	
Clearing, grubbing, excavating, embankment	36.70	
Base rock (12")	35.60	
Pavement (4")	49.50	
Curb & Gutter (std)	12.00	
Sidewalk (std)	14.00	TOTAL \$230.45/lf

Arterial	13,780 lf @ \$230.45/lf	\$3,175,601.00
Major Collector	30,800 lf @ \$178.90/lf	\$5,510,120.00
Minor Collector	24,970 lf @ \$148.75/lf	\$3,714,287.00
Residential Collector	82,900 lf @ \$144.95/lf	<u>\$12,016,355.00</u>
28.87 miles	SUB TOTAL	\$24,416,363.00
Engineering & Contingencies (10%)		<u>\$2,441,636.00</u>
	TOTAL	\$26,857,999.00

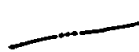
NORTH ALBANY PROPOSED STORM DRAIN SYSTEM

PREPARED BY BENTON COUNTY PUBLIC WORKS DEPARTMENT

OCTOBER, 1983



PIPE DIAMETER IN INCHES



OPEN CHANNEL /
NATURAL DRAINAGE WAY



SCALE IN FEET



NORTH ALBANY STORM DRAIN COSTS
1983 Cost

<u>Pipe Size</u>	<u>L.F.</u>	<u>Estimated</u> <u>(1983 cost/lf)</u>	<u>Total Cost</u>
12"	11,900	12.50	\$148,750
15"	8,800	18.50	162,800
18"	13,750	23.00	316,250
21"	9,250	24.00	222,000
24"	7,600	25.00	190,000
27"	9,500	28.00	266,000
30"	6,650	30.00	199,500
36"	13,600	35.00	476,000
42"	5,400	40.00	216,000
48"	2,400	47.00	112,800
54"	3,100	54.00	167,400
60"	<u>1,250</u>	60.00	<u>75,000</u>
	93,200		\$2,522,500
Manholes 190 @ \$1,000.00 each			\$190,000
Drop Inlets 580 @ \$450.00 each			\$261,000
Drainage Channel, 36,500 lf @ \$45.00/lf			<u>\$1,642,500</u>
SUB TOTAL			\$4,616,000
Engineering and Contingencies (30%)			<u>\$1,384,800</u>
TOTAL			\$6,000,800

CITY OF ALBANY
North Albany Arterial/Collector Improvements
Schedule of Improvements

Short Term (5 - 7 Years):

Gibson Hill Road
North Albany Road
Scenic Drive

Mid-Term (8 - 15 Years):

Crocker Lane
Spring Hill Drive
Quarry Road
West Thornton Lake Drive

Long Term (15 - 25 Years):

East Thornton Lake Drive
New Arterial (North of Gibson Hill Road - east/west)
New Collector (South from Valley View)
Valley View Drive

OCTOBER, 1994