



City of Molalla
Molalla Urban Renewal Agency

Meeting Agenda

December 14, 2011

Meeting Location: Molalla Adult Community Center, 315 Kennel Ave., Molalla, OR 97038

Time: 7 p.m.

This meeting will be televised. The regularly scheduled meeting of the Molalla City Council will convene following adjournment of this meeting of the Molalla Urban Renewal Agency.

Public Comments: Those wishing to address the Urban Renewal Agency on any agenda item are asked to fill out and submit comment cards to the City Recorder prior to the start of the meeting.

Regular Meeting

1. CALL TO ORDER

- A. Flag Salute
- B. Roll Call

2. MINUTES

- A. MURA Minutes of November 9, 2011

3. COMMUNICATIONS

- A. Written
- B. Oral

4. NEW BUSINESS

- A. Approval to submit a grant application for safety improvements along a section of HWY 211 near Safeway.

5. CONTINUING BUSINESS

- A. Report - Updates on Fire District property acquisition
- B. Report - Molalla Forest Road feasibility study grant application
- C. Report - URA revenue reassessment

6. RESOLUTIONS

7. ADJOURN

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Wednesday, November 9, 2011 7:00 PM

ATTENDANCE: Chair Mike Clarke, Present; Board Member Stephen Clark, Present; Board Member Jim Needham, Present; Board Member George Pottle, Present; Board Member Debbie Rogge, Present; Board Member Jimmy Thompson, Present; Board Member Dennis Wolfe, Present.

STAFF IN-ATTENDANCE: Agency Director, Ellen Barnes; City Recorder, Sadie Cramer; Finance Director, Peggy Johnson.

Board Member Rogge made a motion to approve the minutes of the October 26th MURA meeting with changes discussed in work session. Board Member Needham seconded. Motion approved (7-0) Chair Clarke, Aye; Board Member Clark, Aye; Board Member Needham, Aye; Board Member Pottle, Aye; Board Member Rogge, Aye; Board Member Thompson, Aye; Board Member Wolfe, Aye.

NEW BUSINESS

Molalla Forest Road Feasibility Study Grant Application

During the January 26, 2011 meeting of the Molalla of the Molalla Urban Renewal Agency, the Board approved a commitment of \$9,000 in Urban Renewal funds to be used as a local match for the grant from Oregon Special Public Works for a design feasibility study to improve a section of the Molalla Forest Road for use as a truck route to the Four Corners industrial site only.

A Town Hall meeting held on October 19, 2011 to receive additional citizen comment regarding the feasibility study application generated new ideas and questions worth incorporating into the feasibility study scope of work. The project description in the grant application must be modified, at the request of the funding agency, to remove references to state facilities and adjust project schedule.

During the October 26, 2011 MURA meeting, the Board tabled the submission of an amended grant application until staff could provide more information about the proposed feasibility grant application.

- Twenty-five thousand (\$25,000) is budgeted in the Urban Renewal Agency Budget for materials and services.
- As of the end of the 1st quarter of Fiscal Year 2011-12, the Urban Renewal Agency has \$171,438 in available resources.

Agency Director Barnes stated that this topic was tabled at the last council meeting. This is involving a grant application to the Business Oregon Infrastructure Finance Authority. The grant application is for funding a feasibility study to provide information to determine whether it is economically, environmentally, politically and socially feasible to put in a truck route along the Molalla Forest Road to access adjacent industrial properties.

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Susan Hansen, PO Box 50, Molalla stated that last week she was asked if she lived in the city limits of Molalla. She stated that she does not live in the city limits and that the reason rural residents participate in the city's affairs is because of the lands the city seeks to impact by including the Molalla Forest Road which is filled with rural residence.

The grant money the City seeks comes from all Oregon taxpayers not just those within the city limits since Molalla is not a self supporting city and the business people in Molalla that advocate for this grant largely live outside the city limits.

Ms. Hansen expressed her opposition of the approval of the grant application and informed the council of the following:

- The Molalla Forest Road is not part of the county's future transportation plan.
- Part of the \$300,000 2006 grant to help provide a detailed plan to improve and market the 4 Corner Industrial Sites has not been implemented.
- Riparian Wetland impacts would mean the city would have to apply to the Federal Clean Water Act and Oregon Division of State Lands.
- Friends of Bearcreek believe that the Molalla Forest Road bypass would violate the city's comp plan natural resources goal #5.
- After a conversation with Tony Coleman at ODOT there is no way road would be approved as is based on Motor Freight Transportation Divisions approval criteria.
- The Hamlet of Molalla Prairies has petitioned DEQ to have a community meeting regarding the polluted mill sites. It will be on December 7th at the Molalla Adult Center to discuss contamination, possible health effects and future marketability.
- After a conversation with a DEQ Regional Director Nina Deconcini about the long unfinished testing and found that:
 - It is a complex and costly to clean up contaminated sites.
 - It was stated to her by Deconcini that "That Floragon has been a challenging and reluctant party to work with."
 - DEQ required the company to enter into a consent court order.
 - Floragaon received a \$474,000 state grant and could not complete phase 1 requirement of the grant.

In closing she urged the council to focus on items inside the city limits and in the next election the voters will be interested in which elected officials carefully weighed the potential outcomes of this grant and those who didn't during these economic times.

Jim Taylor, heavy industrial property on Ona Way recommended that the Council look seriously at doing this feasibility study and encouraged the council to move forward. Ms. Hansen has elaborated on things that have nothing to do with it. It is a feasibility study to see if this is a feasible route to open. If it is feasible the Molalla Forest Road needs to be open because it's integral to the industrial land and the future of Molalla. Mr. Taylor encouraged the City Council heavily weighs this matter and thanked the council for all of their time on it. He hopes the council approves it.

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Board Member Thompson stated that in work session it was mentioned that moving forward with this application the city could possibly take the contract to the County to work with them on this feasibility project. Board Member Thompson asked that in the event Molalla Forest Road is not feasible could we look at other options for an alternative route. He asked Agency Director Barnes to elaborate on this.

Agency Director Barnes stated that we have contacted the County about possibly conducting the study instead of going out for an RFQ (request for qualifications). They understand the project and they understand the turmoil that it has caused in the County. We also found that by doing some further research is information of the ownership of the road. The section we are looking at is co-owned by the City of Molalla and Clackamas County jurisdiction. They had requested that if the Council or agency chooses to move forward with the grant application for the feasibility study that at the very least they have an opportunity to review it and sign off on it as well. They are interested in working with us on this project.

Sue Hueblin, 30371 S Cramer Rd stated that she is opposed to the City of Molalla going ahead with the feasibility study and turning Molalla Forest Road into a truck route. She further stated that when she attended the town hall meeting there seemed to be a lack of community understanding, acceptance and support of this project. It would be prudent of for the city to develop these things with the public first before moving ahead. \$100,000 of tax payers money does not seem well spent to produce a document that we may not be able to do anything with.

She would rather see Molalla look for grants for City projects that would aid road repairs, road improvements, bike ways, walk ways and determine what Molalla's future is first before executing this project.

Board Member Needham stated that during the work session we talked about the Oregon Business Development feasibility for the proposed study area between Ona Way and Hwy 213 as being a mute point because there was already a feasibility study conducted on that area. He also stated that as Board Member Thompson indicated there was a proposal brought forth to have the City inquire into an Intergovernmental Agreement with the County to explore this. Board Member Needham asked if it would be appropriate at this time to make a motion or make a

recommendation that we look into the possibility of entering into that Intergovernmental Agreement with the County to explore options in that area.

Agency Director Barnes request clarification on the Intergovernmental Agreement. She asked Board Member Needham if he was asking for an Intergovernmental Agreement to explore the possibility of going forward with the feasibility study. She stated what was discussed in the work shop was that the County had indicated an interest is being the entity that actually conducts the feasibility study that would be funded through the Infrastructure Finance Authority.

Board Member Needham stated that the point would be to have the County enter into a feasibility study on behalf of Molalla to determine the best method of assessing the employment areas that this grant is looking for.

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Agency Director Barnes stated that using this grant opportunity to pay for services that we would acquire through the Intergovernmental Agreement with the County would be used to pay the County to conduct the feasibility study which would be arranged through a Intergovernmental Agreement with the County.

Board Member Thompson asked if this study wouldn't be restrictive to the Molalla Forest Road. He also asked if we would be able to ask about other options through the course of the study.

Agency Director Barnes stated that the emphasis of the study is the Molalla Forest Road, but we could ask that the study consider other possible access roads that could be investigated and to identify which roads they could be.

Chair Clarke stated that we have had a couple of discussions about moving forward with the County doing the feasibility study. Chair Clarke asked Council if this is something we want Ellen to look into further.

Board Member Thompson made a motion to submit the revised feasibility study grant application that incorporates the issues identified during the October 19, 2011 town hall meeting and the further elements per our discussion this evening. Chair Clarke seconded.

Board Member Clark made a motion to table this for 6 months. He also stated that we have a lot of other things we need to worry about in the town. He also stated that right now we have an issue with our 4 way stop and we need to worry about our downtown core. If development does occur he would be in support of it.

Agency Director Barnes stated that on Monday a meeting with a prospective business that is looking to move into Molalla took place. They are currently looking at the Floragon Property and that could potentially bring in 50-75 jobs. She stated it was a very early stage meeting and I don't know if that has influence now but she felt it was relevant information to share at this time.

Board Member Needham asked if there was an advantage to go with an Intergovernmental Agreement with the County.

Agency Director Barnes stated that the advantages of going with an IGA through the County are many.

- One, it potentially would be a cost savings versus going out and trying to find another private entity to conduct the study.
- Second, it would be a good political move in the sense that it provides a partnership for the County and the City to work together on a project.
- It would be very beneficial especially with a transportation project that will have potential County wide ramifications.

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Agency Director Barnes further stated that the County would not provide these services for free, if they decide to provide them. The City would have to pay for the study and we can use the grant opportunity to help fund that or not.

Board Member Needham asked that the motion that we are currently discussing does not incorporate the option of exploring and IGA with the County, correct?

Board Member Rogge stated that she understood that it does.

Board Member Needham stated that he did not hear that.

Board Member Thompson stated that he asked that the intent was to include looking into an IGA with Clackamas County.

Board Member Needham asked if we can incorporate that into the motion, because he did not hear that. He stated that he heard the incorporation of the feedback that we got back from the community being incorporated into the motion but he didn't hear anything about the IGA.

Chair Clarke stated that we have no second on the motion to table this for 6 months.

Board Member Rogge stated that we have a request for restating a motion.

Board Member Thompson made a motion to move ahead on the feasibility study grant application that incorporates the issues identified in the October 19, 2011 town hall meeting and also incorporate looking into contracting with Clackamas County through an IGA for the further study. Board Member Pottle seconded. Motion carried (6-1); Chair Mike Clarke, Aye; Board Member Wolfe, Aye; Board Member Pottle, Aye; Board Member Thompson, Aye; Board Member Needham, Aye; Board Member Rogge, Aye; Board Member Clark, Nay.

Board Member Needham asked if we could get clarification of what the additional costs might be that were mentioned. He stated that we have a \$9,000 expenditure that we have approved so far. There is a proposal coming back from the Oregon Business Division that said we would

need to increase that amount. Board Member Needham asked staff at some point in time can Council find out how much that cost is going to be.

Property Acquisitions for the Molalla Fire District

The Molalla Fire District has approached the Agency with a request that the agency purchase four properties located near the District's main station. According to the IGA signed with the District in 2009, MURA agreed to pay the District up to \$1.585 million for capital improvements and property acquisitions as a condition of their support for forming the Agency.

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Only one of the four properties is available for purchase at this time. Another one of the properties is expected to become available February or March 2012. The remaining two properties currently are occupied and have not yet been approached.

Estimated purchase prices for the properties ranges from \$94,000 to \$173,500. The recommended purchase price for the property currently available is \$173,500. The Molalla Urban Renewal Plan allows for property acquisition. However, according to section 800, "All acquisitions of property will require an amendment to the plan as set forth in Section 1100." The Agency does not have revenue available to give to the District to purchase the one property currently available. The Agency would have to borrow against Agency revenues to acquire one or more of the properties. Several options exist to accomplish this, but will take time to research to determine what's in the Agency's best financial interests. It will require hiring a firm to reassess the agency's revenue projections in conjunction with legal assistance also will be necessary for the acquisitions and for drafting appropriate property conveyance agreements.

Agency Director Barnes stated she was under the impression that we were not increasing the amount; that it would be remaining at our match of \$9,000 and we would be agreeing to take a grant of a lesser amount.

Chair Clarke stated that we have a property acquisition from the Molalla Fire District. The Molalla Fire District has approached the Agency over time with the understanding when we created the agreement we had an IGA for \$1.585 million for Capital Improvements with property for the Molalla Fire Department. There are some properties available and now the Molalla Fire District would like to discuss the purchase of these properties.

Agency Director Barnes stated the Molalla Fire District is interested in acquiring 4 properties at this point in time one of the properties is vacant, 3 are not though we expect another one to become vacant in the spring.

Gary Todd, Molalla Fire Rural Board and former Urban Renewal Board committee member for Molalla Fire stated that he was on the Urban Renewal Agency board when they put all of that land together. Mr. Todd stated that they have spoken to the owner of the estate that owns the property right next to the fire station. At this time one of the properties behind the fire station is empty and the other one will be vacant this spring. Mr. Todd asked permission from the Council to speak to the 2 property owners behind the fire station to discuss buying them, and then come back to the Agency for approval.

Agency Director Barnes said to make this property happen it will require several steps. We don't have enough revenue in the Agency at this time to buy the properties outright. In order for the Agency to fund these acquisitions we would have to go with a bond option to secure the revenue for the Urban Renewal district. The Urban Renewal district will then have to conduct a revenue assessment so we can prove we have the revenue coming in because we are two distinct agencies. The agency will need to work with the attorney to come up with a legal document in terms of how we are going to transfer the property since the property will be acquired through the City then convey it to the fire district.

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Mr. Todd stated that they have talked to Special Districts Association of Oregon (SDAO) about some of those options. The Fire Chief has brought some proposals and ideas of how the city can go about securing funding and that the Fire District is just waiting for an okay from the Council to move forward with this item.

Board Member Clark asked how long it will take to do the revenue assessment. Agency Director Barnes stated that she would seek that information out if council directs her to proceed with this; in all honesty she doesn't know how long the assessment will take. She also stated that she has a meeting scheduled with the finance company that does our bonds coming up in the next week or so.

Board Member Needham made a motion to approve the Fire District conducting these discussions and enable our CM to proceed with the revenue assessment to begin the process of complying with the recommendation with the agreement with the Fire District.

Board Member Thompson stated that he would like to see the information for the revenue assessment before we make any commitment. Board Member Pottle seconded the motion.

Board Member Clark stated the Fire District expressed purchasing more than one property at this time and during our work session staff had stated that we might not have the funds available even with the bond. Clark also stated that the council is on board but maybe we shouldn't purchase all of the properties at the same time.

Agency Director Barnes stated that we can work with the Fire District to make sure we don't over extend the URA. Agency Director Barnes asked Board Member Needham to restate the motion as he intended.

Board Member Needham made a motion to allow the Fire District to engage in discussion of property acquisitions and to allow Agency Director Barnes to proceed with the revenue assessment as the first step in determining how much funding we would have available for these property purchases. Board Member Pottle seconded. Motion carried (7-0); Chair Mike Clarke, Aye; Board Member Wolfe, Aye; Board Member Pottle, Aye; Board Member Thompson, Aye; Board Member Needham, Aye; Board Member Rogge, Aye; Board Member Clark, Aye.

ADJOURNMENT

Board Member Rogge made a motion to adjourn. Board Member Clark seconded. Motion carried (7-0); Chair Mike Clarke, Aye; Board Member Wolfe, Aye; Board Member Pottle, Aye; Board Member Thompson, Aye; Board Member Needham, Aye; Board Member Rogge, Aye; Board Member Clark, Aye. Regular Council meeting recommenced at 7:33 p.m.

ADJOURNMENT

Board Member Rogge made a motion adjourn the Urban Renewal meeting. Board Member Wolfe seconded. Motion carried (7-0); Chair Mike Clarke, Aye; Board Member Wolfe, Aye; Board Member Pottle, Aye; Board Member Thompson, Aye; Board Member Needham, Aye;

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Board Member Rogge, Aye; Board Member Clark, Aye. Regular Council meeting recommenced at 7:59 p.m.

City Recorder, Sadie Cramer

Chair Mike Clarke

Molalla Urban Renewal Agency

Agenda Category: New Business

Subject: Approval to submit a grant application for safety improvements along a section of HWY 211 near Safeway

Recommendation: Motion to approve submission of grant application

Date of Meeting to be Presented: December 14, 2011

Fiscal Impact: Cost estimate is \$1,204,000. Grant requires 20% match, which will be \$240,800. Funds can be raised through issuing a bond.

Background:

The Clackamas County Community Development Division has recently issued a request for proposals for funding under the Community Development Block Grant program. During the November 28, 2011 special session of the Molalla City Council, Council directed staff to develop an application to the program, requesting funding for public safety improvements (namely filling in ditches and extending shoulders) for a section of HWY 211 near Safeway. The application for funding is due December 15, 2011.

At the time of developing packet materials, City staff is still working on completing the grant application. Included in the City Council packet are documents being used to complete the final grant application. A copy of the complete grant application will be presented to Council during the Council workshop preceding the December 14, 2011 Council meeting.

SUBMITTED BY: Ellen Barnes, Agency Director

City of Molalla

117 N. Molalla Ave., Molalla, OR 97038



Date: December 08, 2011,
To: Clackamas County Economic Development
From: Ellen Barnes, City Manager
RE: Grant Application OR US Highway 211 In-Fill Ditch Project

Project Description US OR Highway 211 Road Widening

- 1) Starting at NE Corner of U.S. Highway 213/U.S. Highway 211, working easterly Install 18" corrugated N-12 storm conveyance pipe along State Highway 211, terminating at Ona way. Approx. distance is 2800' LF. After pipe is installed, backfill, to final grade, compact, install retaining wall along north side of new rock base and pipe installation. No additional ROW will need to be acquisitioned for this project.

- 2) Attached are Longitude and Latitude Coordinates of project start point and end point, and tax assessor's map of the highway is also attached. Photographs of open ditch line along north side of highway 211 taken recently are also included.

3) The need for this project is derived from pedestrian use along the highway. Without a sidewalk frontage or foot path associated with this portion of Highway 211, pedestrians walking along the highway are forced to walk along and right on the fog line of the highway. Also along the highway the fog line is the EOP, and then a steep grade drop into a public drain way, maintained by ODOT. Depth in some section of this open drain way varies from 2' vertical depth to 4'. So it is somewhat dangerous in certain areas along this ditch line.

4) Urgent Need – pursuant to public safety regarding pedestrian traffic, children attending Molalla middle school and other citizens that walk along this stretch of highway daily. Local agencies (Fire, Molalla PD, and Public Works Department) recognize the need to widen and backfill open ditch lines this portion of OR Highway 211. The need to rectify this impacts multiple facets:

Provide a safe pedestrian thoroughfare for the citizens in Molalla of all ages.

Solve all safety issues with pedestrians in ODOT Right of Way vehicle lane traffic.

With Fill - In executed, this will negate all ODOT maintenance efforts to maintain roadway open ditches along north side of OR Highway 211. No more need for dispatching mowers, spraying, or otherwise cleaning out these drainage ditches. This will be a cost savings to the state highway department.

5) Hundreds of middle school aged children on a daily basis will benefit from this project as they utilize the highway as a walking route to get home when off loading from school buses. This type of use and option for walking home is much more insurance that no children or young adults will get hit by oncoming traffic traveling east/west. Also, important side note:

This area of Ona Way / US OR 211 is one of the city's most responded to in rear -end collisions. These collisions are manifested from westbound traffic attempting to turn left off of the highway. There is no turn lane established here. Vehicles not paying attention, and driving unaware, collide with many vehicles stopped in the highway with no turn arrow for indicator. They are stopped in the travel lane on the highway. It s one of the two local PD's most frequented vehicular accident points in Molalla.

7) -???? Public Service Proposals – I believe this is N/A for the city here.

8- Estimates for project are attached. In detail, July of 2011 ODOT engineering staff calculated these figures over a few day period of materials price listing, rock volumes, market price for rock, and AC pavement, and finish rock grade price shopping.

9- Money matching 20% - We have \$140,420.00 in Storm Water SDC Fund.

At the lower option of \$744,000, 20% of that will require a \$148,800.00 commitment from the city.

Yes we can find another \$8800.00 in street fund, either SDC or capital outlay.

If you get with Heather , she could generate the latest printout of budget to confirm what I've written here.

10- Support e-mails are attached.

11) The city is ready to execute this project most expeditiously; the staff, citizens, and our city council are all behind this. Some 500' to the west of Ona Way is a wet land area that may warrant a DSL permit for any in-water work done at this time of year. (July of 2012)

We feel comfortable that this permitting is a formality and don't expect to encounter any delays with respect to the project start date if awarded the grant. The city has staff that can apply for such permits meet with DSL in the field, understand and perform the permit requirements and pass them along if need to be to contractor awarded the work, as well and consulting, and engineering firms.

12) This project and scope of work do not impact any citizens of Molalla in the way of displacement or trigger any demolishing of low to moderate income level homes.

13) As a typical road widening project this activity does not lend itself in destroying or impacting any historical or otherwise architectural significance in Molalla.

In addition as a road widening project, there would not be a need or necessity to facilitate, fund, or incur the costs associated with an environmental impact study. These are not required on road widening projects as a general industry practice.

14 -Ellen Date for governing body approval?

Maybe the minutes from the meeting a couple of weeks back with council

Work session maybe?

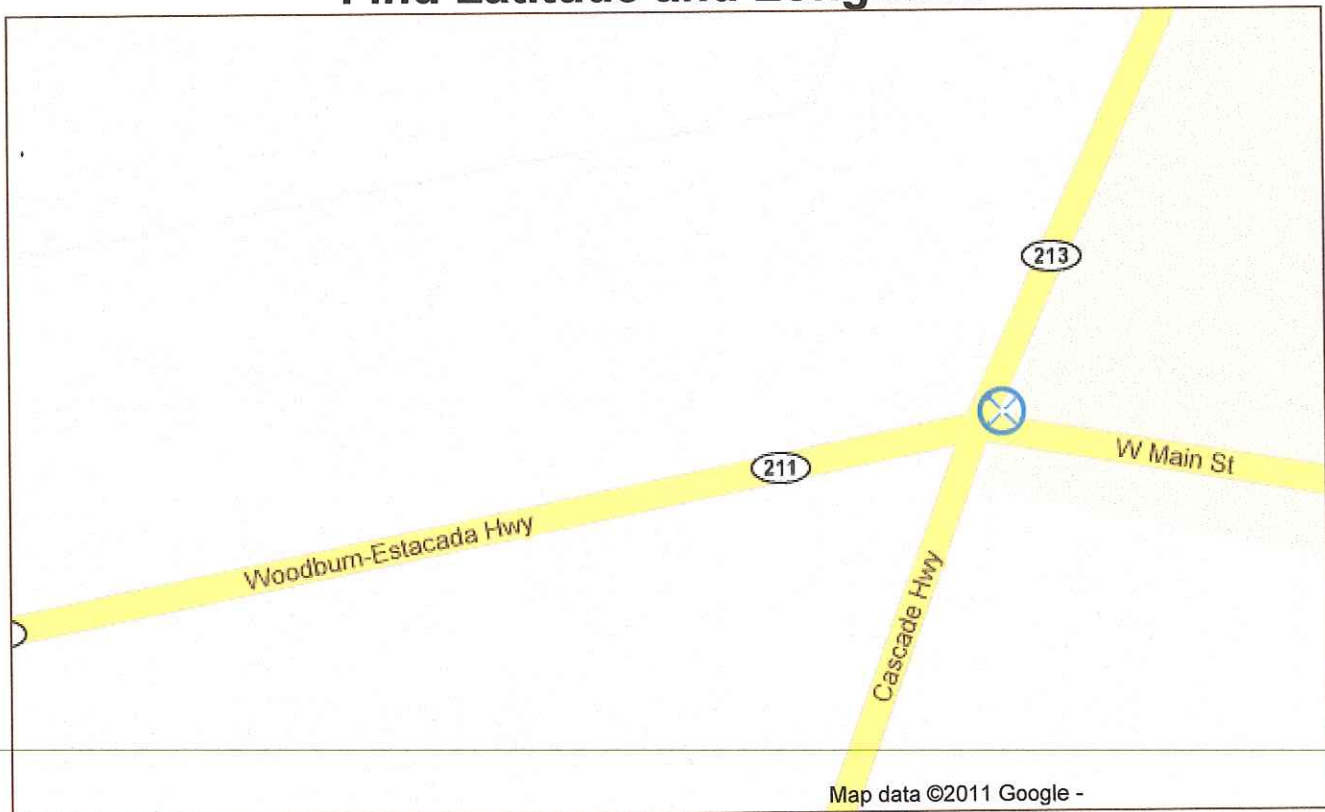
15- Our organization is a municipality in the State of Oregon.

16- No, the city has not received any CDBG funding for this project in the past.

17- No, this is not earmarked to be part of a larger CBDG project to my knowledge.



Find Latitude and Longitude

**Selected Coordinates**

Latitude: N 45° 9' 2.6801"
Longitude: W 122° 36' 22.8346"
Latitude: N 45° 9.044667647663544'
Longitude: W 122° 36.38057738542557'
Latitude: 45.15074446079439°
Longitude: -122.60634295642376°

Selected Location (Approximate)

Address: 31498 Cascade Hwy, Molalla,
OR 97038, USA
Latitude: 45.1507396°
Longitude: -122.6063276°
Accuracy: 8: Address level.
Status: 200: Successful geocode.


Mouse Position

Latitude: mouse off map
Longitude: mouse off map
Latitude:
Longitude:
Latitude:
Longitude:

Load Location

Latitude:
Longitude: ←
Location: ←
Post Code: ←
loaded from cache

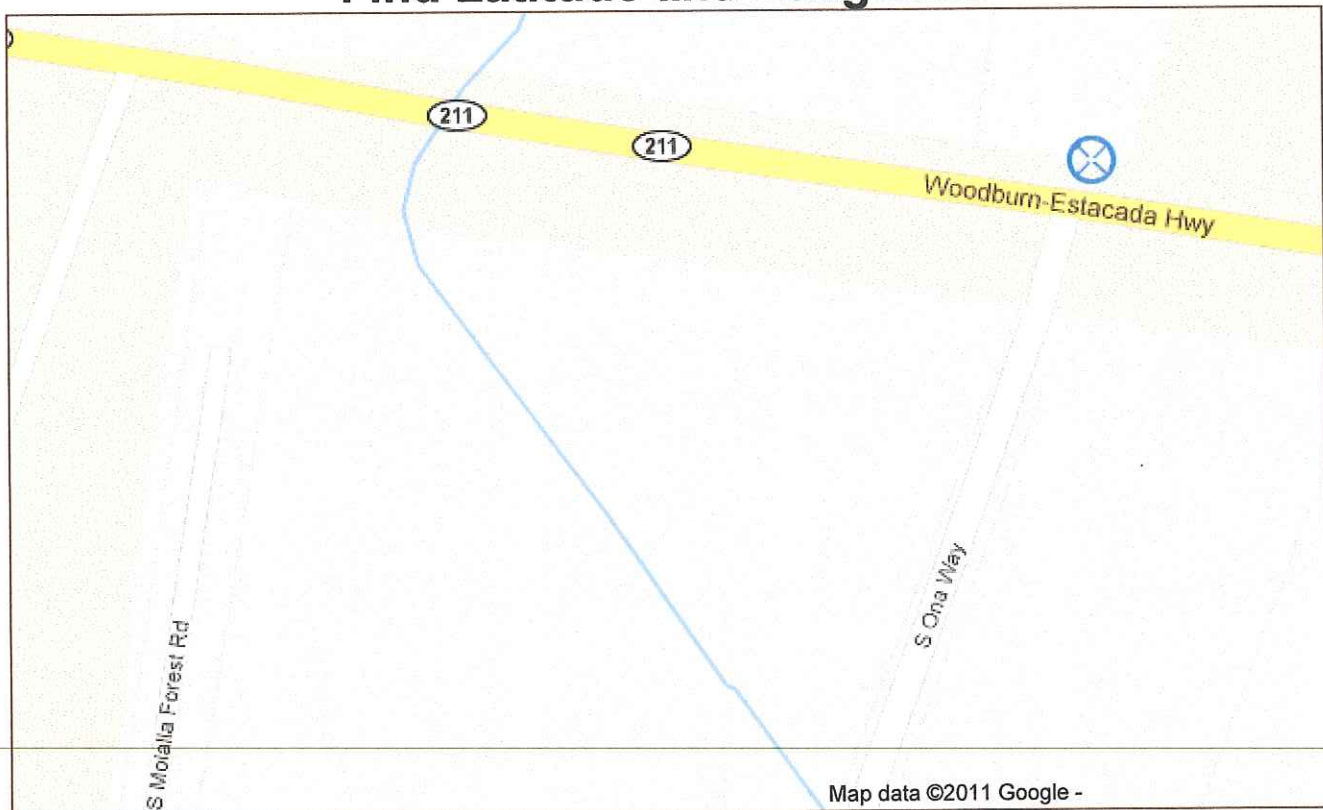
Map Parameters

Zoom: 21
Type: Map
current link: [link](#)
reset map: 

Instructions

"Selected Coordinates" displays the latitude and longitude coordinates in degrees, minutes, seconds decimal, degrees minutes decimal and degrees decimal of the current location.

Find Latitude and Longitude



Selected Coordinates

Latitude: N 45° 8' 58.7388"
 Longitude: W 122° 35' 45.8354"
 Latitude: N 45° 8.978980801473142'
 Longitude: W 122° 35.76392412185669'
 Latitude: 45.14964968002455°
 Longitude: -122.59606540203094°

Selected Location (Approximate)

Address: Woodburn-Estacada Hwy,
 Molalla, OR 97038, USA
 Latitude: 45.1495628°
 Longitude: -122.5960752°
 Accuracy: 6: Street level.
 Status: 200: Successful geocode.


Mouse Position

Latitude: N 45° 8' 59.4879"
 Longitude: W 122° 35' 55.9549"
 Latitude: N 45° 8.99146565553039'
 Longitude: W 122° 35.932581424713135'
 Latitude: 45.14985776092551
 Longitude: -122.59887635707855

Load Location

Latitude:
 Longitude:
 Location:
 Post Code:
 loaded from cache

Map Parameters

Zoom: 18
 Type: Map
 current link: [link](#)
 reset map: 

Instructions

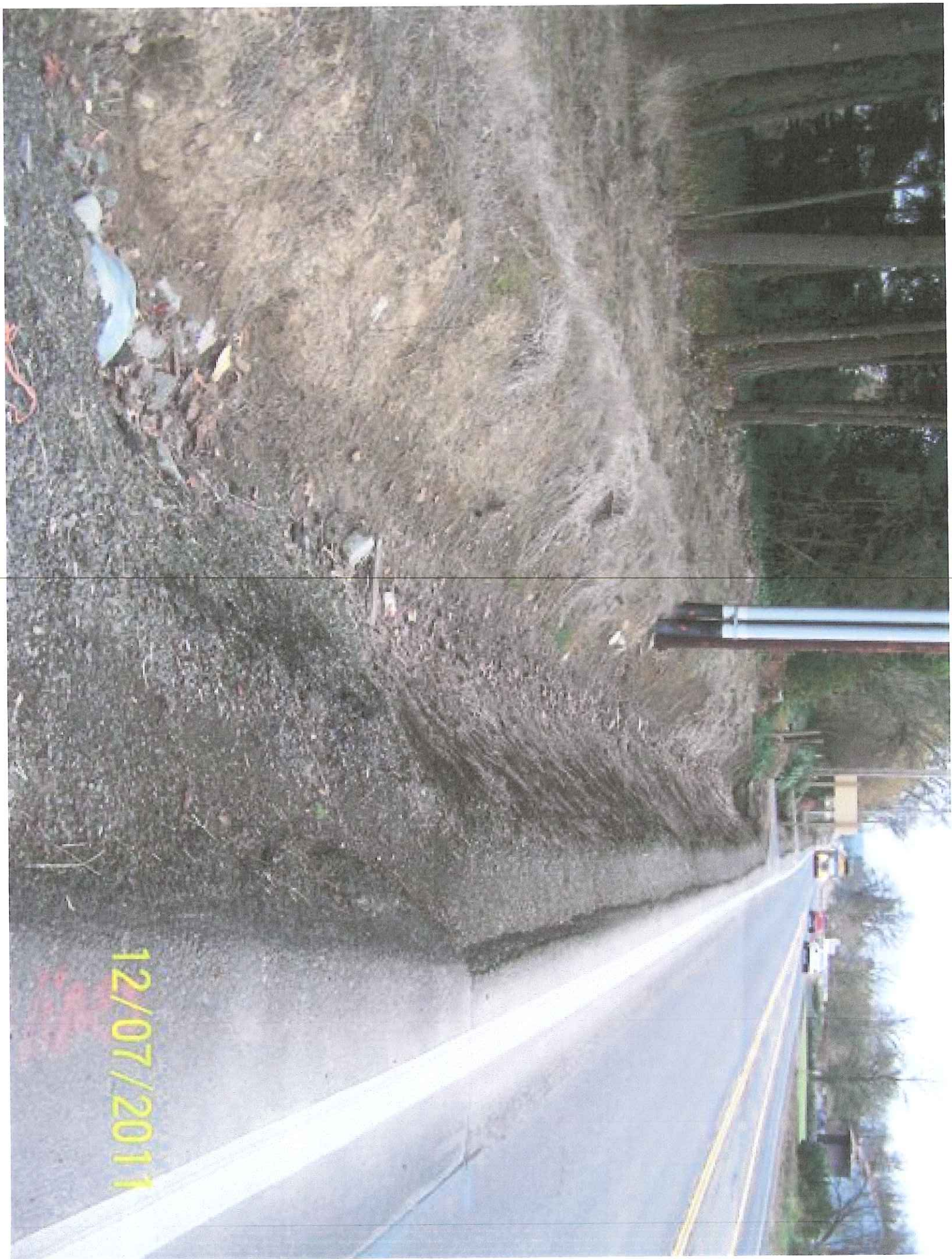
"Selected Coordinates" displays the latitude and longitude coordinates in degrees, minutes, seconds decimal, degrees minutes decimal and degrees decimal of the current location.



12/07/2011



12/07/2011



12/07/2011

OR Highway 211 (Main Street) Pedestrian Safety Improvements

Project: Fill in roadside ditch, install storm drains & culvert, and construct curb and sidewalk, north side of Hwy 211, .4 miles or any portion thereof.



Eastbound: Sidewalk ends at Bear Creek Bridge (south side, looking east)



Westbound, no shoulder or sidewalk



Westbound, no shoulder or sidewalk

Pedestrians attempting to walk to Safeway Shopping Complex from Molalla Middle School and residential areas have no sidewalk and almost no shoulder to walk along for a distance of approximately .4 miles. There is no alternative residential street or path.

Molalla Shoulder Widening.

Work Item	Gravel Shoulders	Shoulder Paving & R/W
Ditch Fill& Pipe	\$138,000	\$138,000
Paving	\$25,000	\$150,000
Bridge/Boardwalk	\$55,000	\$55,000
Contingencies	\$150,000	\$200,000
Permitting	\$0	\$10,000
Right-of-way	\$49,000	\$49,000
Traffic control	\$40,000	\$60,000
Geo/Tech	\$5,000	\$5,000
Utilities	\$5,000	\$250,000
Construction Mngmnt	\$65,000	\$75,000
Design	\$212,000	\$212,000
TOTAL	\$744,000	\$1,204,000

PE ESTIMATE

SURVEY	\$45,000	Hamilton	
PAVEMENT SERVICES	\$2,000	Estimate	
ROADWAY	\$36,000	Krettlar	
BRIDGE	\$49,000	Tovar - but probably will come down	
GEO/HYDRO	\$15,000	Folyn	
HAZMAT	\$5,000	Estimate	
ENVIRONMENTAL	\$13,000	Young (in-house estimate)	
TRAFFIC	\$7,000	Estimate	
UTILITIES	\$5,000	Estimate	
COMM AFFAIRS	\$3,000	Estimate	
PL	\$5,000	Keene	
RW	\$7,000	Estimate	
OPL	\$5,000	Estimate	
MISC	\$15,000	Estimate	
TOTAL	\$212,000		

Marc Howatt

From: WATANABE Richard F [Richard.F.WATANABE@odot.state.or.us]
Sent: Thursday, December 08, 2011 12:51 PM
To: dpw@molalla.net
Cc: GUTIERREZ Tina K
Subject: FW: Molalla Shoulder Widening Estimates.
Attachments: molalla shldr widening est august 2011.xls

Mark,

This is the latest estimate that I found. It has a gravel shoulder and a paved. The direction of paved is what our bike ped folks prefer and might be more acceptable when going for grants. As mentioned, consultant PE is generally ~15% to our in house 10%.

My Administrative Assistant's name is Tina and her direct line is 503-731-4897

From: KEENE Rick K
Sent: Wednesday, August 31, 2011 11:19 AM
To: WATANABE Richard F
Subject: Molalla Shoulder Widening Estimates.

Hi Rich. Got your voicemail. I was out to the OR99E: MP 14.9 - Territorial Rd. project with Zdenek. Attached is a spreadsheet with estimates for shoulder widening with gravel and one with paving.

<<molalla shldr widening est august 2011.xls>>

The estimates seem high but it think they went up from the first estimates because it looks like we'll put it out to bid instead of Molalla. We can talk about it when I get back. See you on the 12th.

Rick

Marc Howatt

From: WATANABE Richard F [Richard.F.WATANABE@odot.state.or.us]
Sent: Thursday, December 08, 2011 12:48 PM
To: dpw@molalla.net
Subject: FW: Ditch project
Attachments: The ditch.jpg

From: John Atkins Jr. [<mailto:atkins@molalla.net>]
Sent: Thursday, October 13, 2011 2:46 PM
To: 'Maxwell, Rick'
Cc: 'Rich Watanabe'
Subject: RE: Ditch project

Rick,

Am not able to add graphics to your PDF plot, so am attaching my own photo. The orangish colored line indicates the project limits: basically from a point 20 yards east of Ona Way west to Fountain Valley Dental (also the Chamber of Commerce Office), where there is a sidewalk; and commencing again at the western boundary of Fountain Valley and extending across a small residential lot to the sidewalk at the Safeway complex.

I have no details at all on the Bear Creek crossing, or whether it is included in the cost estimates. Rich may be able to answer that.

From: Maxwell, Rick [<mailto:rickmax@co.clackamas.or.us>]
Sent: Wednesday, October 12, 2011 5:33 PM
To: John Atkins Jr.
Subject: RE: Ditch project

Hi John,

Could you please identify the project limits on this PDF plot? It would also be helpful to have a few specifics on the design elements of the path. The ODOT cost estimate is just has dollar amounts and the grant application seems to be more specific. I haven't heard back from Rick Keen yet, you don't happen to have his email? I'm meeting with our right-of-way agent and our environmental people tomorrow so it would be nice to get the scope a little more nailed down.

I included a picture of the Bear Creek crossing, if you had any more info on what the plan for that crossing would be, I think it will be a hot topic as well.

Also, I attempted to add the linework for the sidewalk at the new chamber site. I'm assuming we will be matching that on the east side and completing the connection to the safeway on the west. Looks like there may be a wall involved?

Thanks,
Rick

From: John Atkins Jr. [<mailto:atkins@molalla.net>]
Sent: Tuesday, October 11, 2011 1:21 PM

To: Maxwell, Rick

Subject: Ditch project

Attached is the spreadsheet Rich Watanabe put together on cost estimates to fill in the ditch and make a ped/bike path. One option is gravel shoulder; one is paved.

NOTE: This message was trained as non-spam. If this is wrong, please correct the training as soon as possible.