EXHIBIT A

N.W. 2ND STREET
LOCAL IMPROVEMENT DISTRICT
ENGINEERING REPORT

MARCH 2025

Prepared for the
City of Hermiston, Oregon

anderson perry

1901 N. Fir Street, La Grande, Oregon
214 E. Birch Street, Walla Walla, Washington
3818 S.W. 21st Street, Suite 302, Redmond, Oregon
243 E. Main Street, Suite C, Hermiston, Oregon
103 Highway 82, Suite F, Enterprise, Oregon

N.W. 2ND STREET
LOCAL IMPROVEMENT DISTRICT
ENGINEERING REPORT

FOR

CITY OF HERMISTON, OREGON

2025

ANDERSON PERRY & ASSOCIATES, INC.

La Grande, Redmond, Hermiston, and Enterprise, Oregon
Walla Walla, Washington

 Job No. 736-171

Table of Contents

Section 1 - Project Description

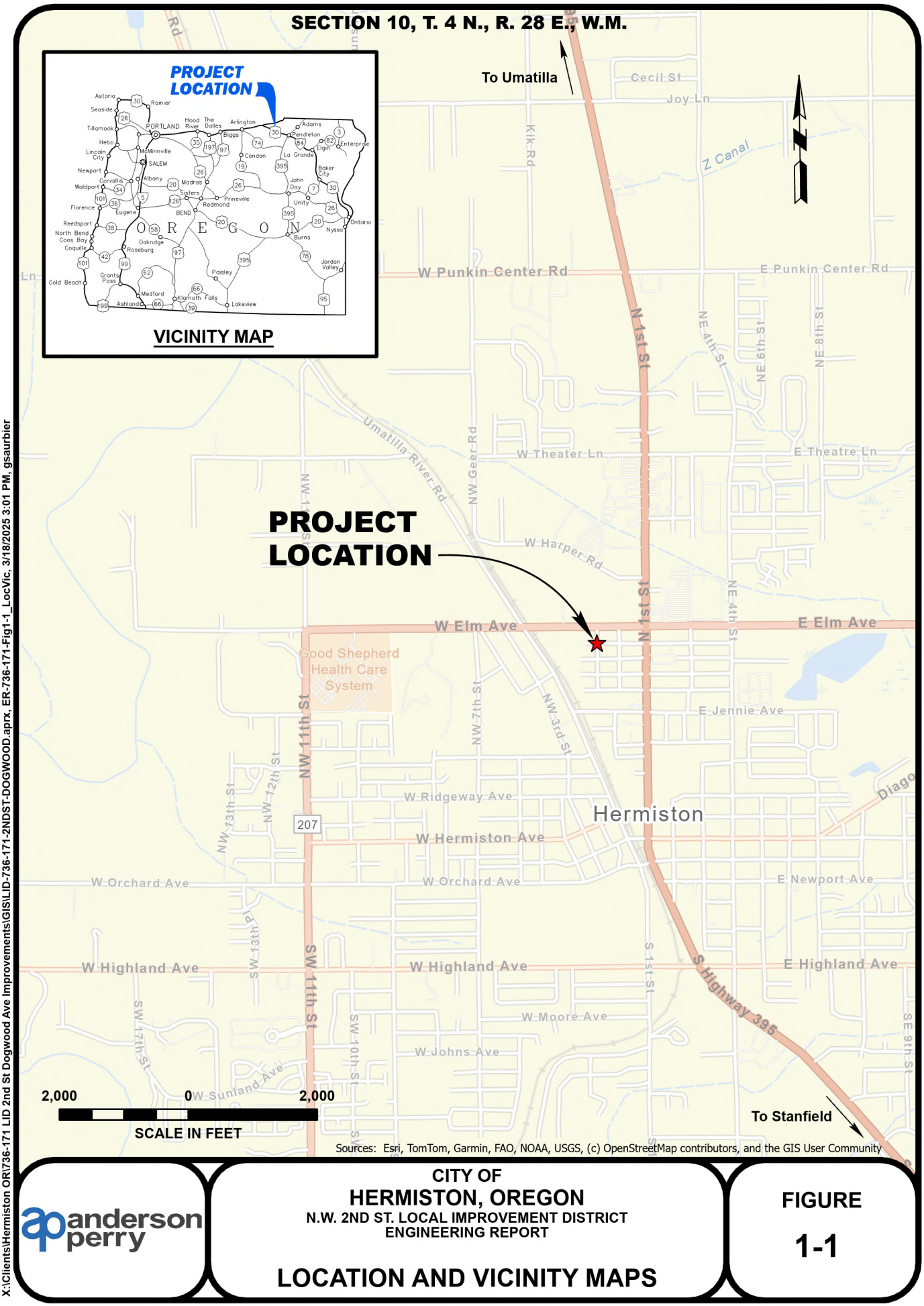
General

The City of Hermiston, Oregon, is considering the formation of a Local Improvement District (LID) for N.W. 2nd Street to provide street improvements in anticipation of increased traffic due to upcoming improvements to Highway 207 (W. Elm Avenue). These improvements would generally include replacing existing gravel streets with urban local residential streets.

Project Description

The proposed LID location is shown on Figure 1-1, Location and Vicinity Maps, and an aerial of the proposed LID boundary is shown on Figure 1-2, Aerial Photograph. The proposed LID consists of five properties, comprising a total of approximately 4.36 acres. A 40-foot wide existing right-of-way is available for the construction of the street improvements. The N.W. 2nd Street LID tax map with lot lines and parcel sizes is included in Appendix A.

The improvements for the proposed LID are shown on Figure 1-3, Proposed Improvements. The improvements would consist of approximately 480 linear feet (LF) of street improvement, including 5-foot sidewalks, pedestrian ramps, driveways, curb and gutter, two 14-foot travel lanes, and stormwater facilities. "No Parking" signs would be located on both sides of the street. The pavement section would consist of 3 inches of asphalt concrete pavement on 3 inches of 3/4"-0 aggregate base and 6 inches of 1"-0 aggregate base. These proposed improvements are based on a planning-level design and are preliminary in nature. A typical street cross section of the proposed street improvements, based on City Standard Drawing ST11 Local Residential - Option 1, is shown on Figure 1-4. A property benefit analysis is included in Chapter 3, with property boundaries current as of January 2025.



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CITY OF
HERMISTON, OREGON
N.W. 2ND ST. LOCAL IMPROVEMENT DISTRICT
ENGINEERING REPORT

LOCATION AND VICINITY MAPS

FIGURE
1-1

T. 4-5 N., R. 28-29 E., W.M.

60 0 60 120 180
SCALE IN FEET

PROPOSED N.W. 2ND STREET LOCAL IMPROVEMENT DISTRICT (LID)

COUNTY 1240 RD

W DOGWOOD AVE

W CHERRY AVE

NW 2ND STREET

NW SPRUCE ST

US HIGHWAY 395

LID BOUNDARY

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CITY OF
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N.W. 2ND STREET LOCAL IMPROVEMENT DISTRICT
ENGINEERING REPORT

AERIAL PHOTOGRAPH

FIGURE
1-2

T. 4-5 N., R. 28-29 E., W.M.

60 0 60 120 180

SCALE IN FEET

COUNTY 1240 RD

PROPOSED ROADWAY IMPROVEMENTS (SEE FIGURE 1-4)

W DOGWOOD AVE

NW SPRUCE ST

US HIGHWAY 395

W CHERRY AVE

NW 2ND STREET

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N.W. 2ND STREET LOCAL IMPROVEMENT DISTRICT
ENGINEERING REPORT

PROPOSED IMPROVEMENTS

FIGURE
1-3

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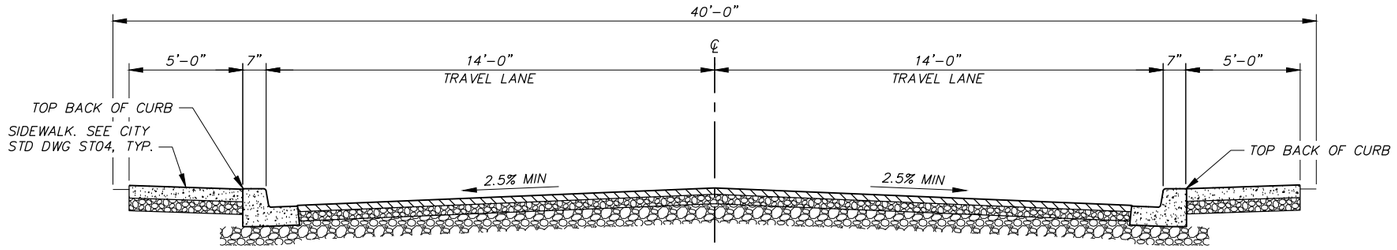
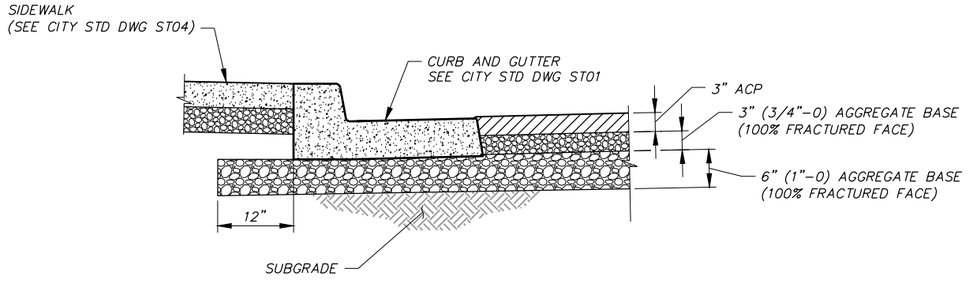


STREET CROSS SECTION

NTS



PAVEMENT SECTION

NTS

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N.W. 2ND STREET LOCAL IMPROVEMENT DISTRICT
ENGINEERING REPORT

URBAN LOCAL STREET SECTIONS

FIGURE

1-4

Section 2 - Preliminary Feasibility Analysis

Street Improvement

The proposed street improvements required for the N.W. 2nd Street Local Improvement District (LID) shown on Figures 1-3 and 1-4 are feasible; however, they present certain challenges. The streets have been graded and graveled within the existing 40-foot right-of-way (ROW). The ROW width is narrower than the city standard ROW width of 50-feet. The street section shown on Figure 1-4 will be used to fit within the existing ROW. Additionally, the power poles near the edge of the ROW would need to be considered during engineering design. If the power poles are confirmed to be in the proposed sidewalk, they would need to be relocated during construction to provide a 4-foot wide accessible path. Nevertheless, no significant obstacles are preventing the proposed street improvements.

Other Utilities

Water, sewer, communications, and electricity are currently available to the properties in the proposed LID.

Project Cost

A preliminary cost estimate was prepared as part of the feasibility analysis and is shown on Figure 2-1, Preliminary Cost Estimate. Due to the preliminary nature of the cost estimate, a 20 percent construction contingency has been included to account for unforeseen issues and potential variability in the bidding environment when the improvements are to be constructed. As shown, the estimate includes anticipated engineering as a percentage of construction costs. The preliminary cost estimate assumes construction of the improvements would occur in 2026; an anticipated annual inflation of 5 percent was calculated and is shown on the cost estimate. The cost estimate would need to be reviewed and potentially adjusted should the street improvements project move to the design and construction phases.

CITY OF HERMISTON, OREGON
N.W. 2ND STREET
LOCAL IMPROVEMENT DISTRICT
PRELIMINARY COST ESTIMATE
March 17, 2025

NO.	DESCRIPTION	UNIT	UNIT PRICE	ESTIMATED QUANTITY	TOTAL PRICE
1	Mobilization/Demobilization	LS	$ 34,000	All Req'd	$ 34,000
2	Temporary Protection and Direction of Traffic/Project Safety	LS	6,000	All Req'd	6,000
3	Erosion and Sediment Control	LS	3,300	All Req'd	3,300
4	Removal of Structures and Obstructions*	LS	11,000	All Req'd	11,000
5	General Earthwork	LS	6,000	All Req'd	6,000
6	3/4"-0 Aggregate Base (3 inches)	CY	85	180	15,300
7	1"-0 Aggregate Base (6 inches)	CY	85	870	73,950
8	3-inch Asphalt Concrete Pavement	TON	175	250	43,750
9	Concrete Curb and Gutter	LF	50	960	48,000
10	American with Disabilities Act Ramp	EA	3,750	6	22,500
11	Concrete Driveway Approaches	SF	18	750	13,500
12	Concrete Sidewalk	SF	14	4,050	56,700
13	Stormwater**	LS	50,000	All Req'd	50,000
14	Surface Restoration	LS	3,000	All Req'd	3,000
15	Permanent Striping and Signing	LS	3,000	All Req'd	3,000
				Estimated Construction Cost	**$ 390,000**
				Construction Contingency (20%)	80,000
				Design Engineering (10%)	40,000
				Construction Engineering (10%)	40,000
				Total Year 2025 Estimated Project Cost	**$ 550,000**
				Inflation at Time of Construction*** (Assumed Construction Year 2026)	30,000
				TOTAL YEAR 2026 ESTIMATED IMPROVEMENTS COST	**$ 580,000**

*Power pole relocation is not included in this cost estimate since its location relative to the right-of-way has not been determined.

**Stormwater is assumed to include three drywell manholes, three sedimentation chambers, and six catch basins.

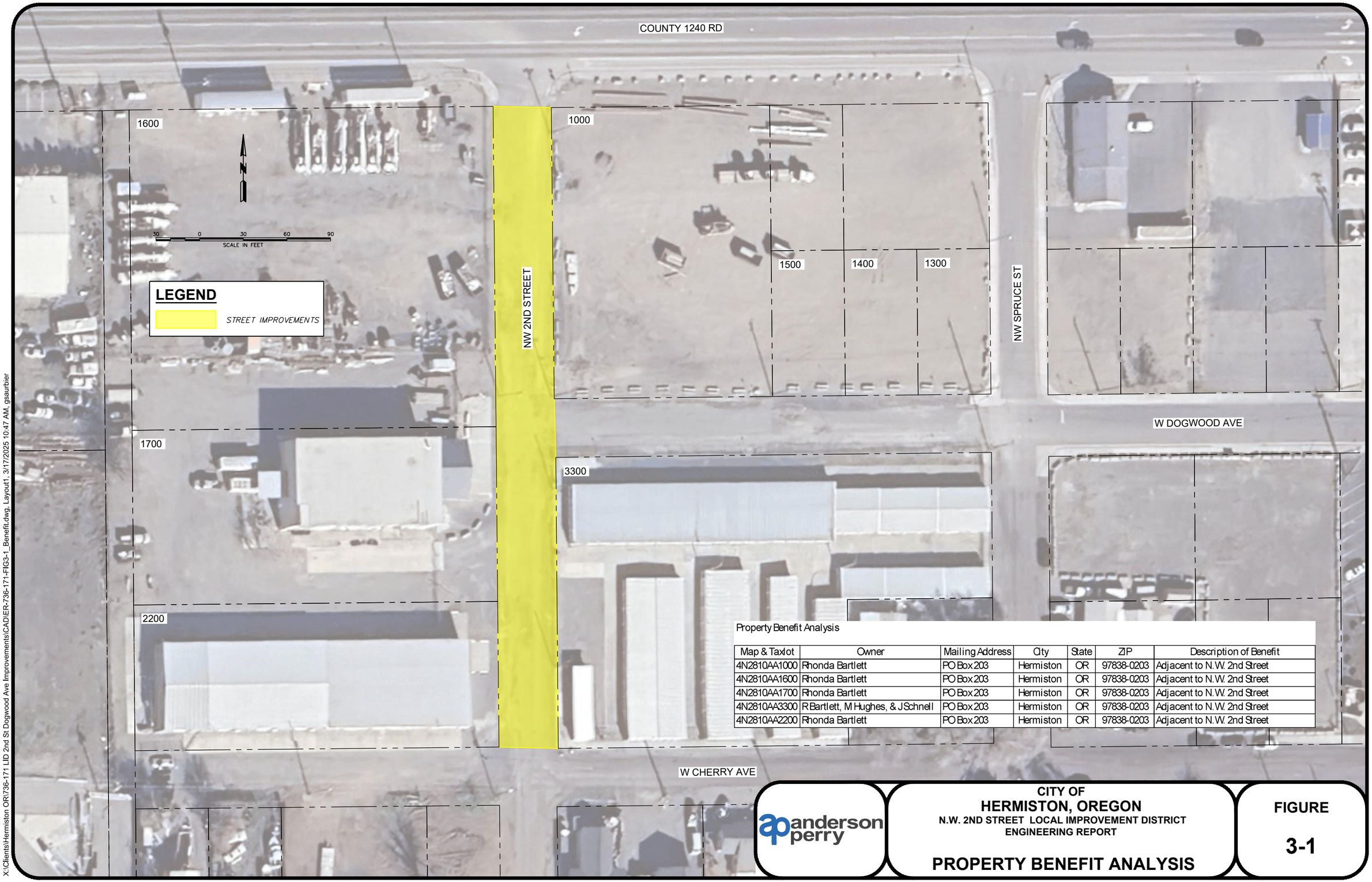
***Construction cost inflation is assumed to be 5 percent annually until construction occurs.

Section 3 - Property Benefit Analysis

Hermiston Municipal Code 157.164

Figure 3-1, Property Benefit Analysis, includes property identification information, ownership information, and a description of the benefit that each property would receive from the proposed improvements. For all properties in this N.W. 2nd Street Local Improvement District (LID), the benefit to each property is that the street infrastructure that would be installed for the proposed development area would be in conformance with Hermiston Municipal Code 157.164. The proposed street improvements would ensure each tax lot has paved access to and from the remainder of the street system.

Section 4 of this LID Engineering Report outlines the methodology for assigning costs, which would be based on linear feet (LF) of frontage adjacent to the street improvements. Since no off-site improvements are included in this LID Engineering Report, the benefit that each property would receive is directly proportional to the LF of improvements installed.



Property Benefit Analysis

Map & Taxlot	Owner	Mailing Address	City	State	ZIP	Description of Benefit
4N2810AA1000	Rhonda Bartlett	PO Box 203	Hermiston	OR	97838-0203	Adjacent to N.W. 2nd Street
4N2810AA1600	Rhonda Bartlett	PO Box 203	Hermiston	OR	97838-0203	Adjacent to N.W. 2nd Street
4N2810AA1700	Rhonda Bartlett	PO Box 203	Hermiston	OR	97838-0203	Adjacent to N.W. 2nd Street
4N2810AA3300	R Bartlett, M Hughes, & J Schnell	PO Box 203	Hermiston	OR	97838-0203	Adjacent to N.W. 2nd Street
4N2810AA2200	Rhonda Bartlett	PO Box 203	Hermiston	OR	97838-0203	Adjacent to N.W. 2nd Street

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CITY OF
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N.W. 2ND STREET LOCAL IMPROVEMENT DISTRICT
ENGINEERING REPORT

PROPERTY BENEFIT ANALYSIS

FIGURE
3-1

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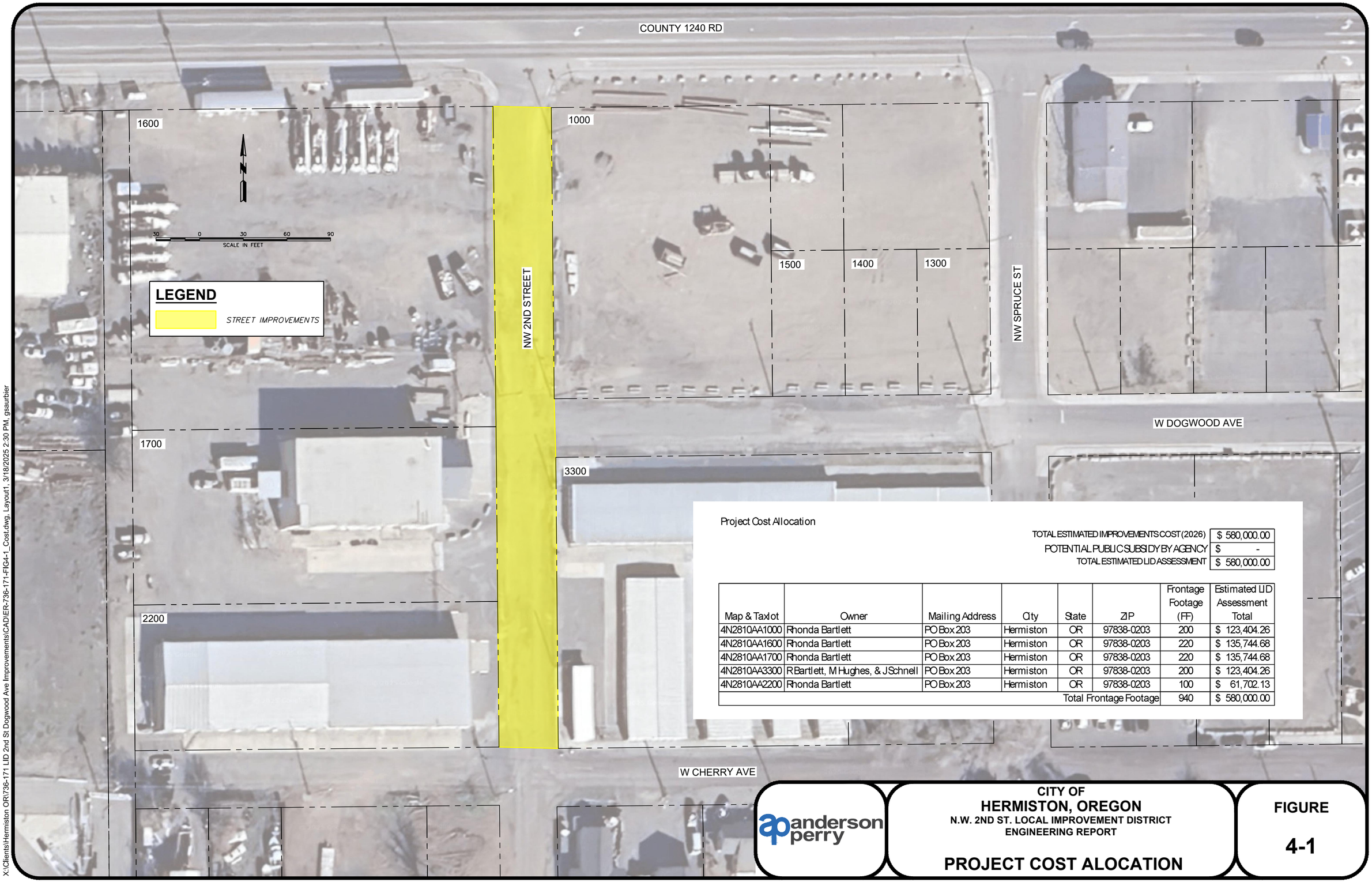
Section 4 - Project Cost Allocation

Methodology

The street improvement project included in the proposed N.W. 2nd Street Local Improvement District (LID) lends itself to allocating costs based on each property's frontage along the street improvements. The property frontage length along the proposed street improvements relative to total property frontage on the proposed street improvements for all properties in the LID is directly proportional to the assessment of each property. This method would distribute the costs of the LID equitably. Figure 4-1, Project Cost Allocation, shows each affected property, its associated frontage length, and its associated estimated LID assessment.

Description of Other Funds

The project cost is anticipated to be completely covered by the owners of the properties within the LID, so no additional funds would be required.



Project Cost Allocation

TOTAL ESTIMATED IMPROVEMENTS COST (2026)	$ 580,000.00
POTENTIAL PUBLIC SUBSIDY BY AGENCY	$ -
TOTAL ESTIMATED LID ASSESSMENT	$ 580,000.00

Map & Taxlot	Owner	Mailing Address	City	State	ZIP	Frontage Footage (FF)	Estimated LID Assessment Total
4N2810AA1000	Rhonda Bartlett	PO Box 203	Hermiston	OR	97838-0203	200	$ 123,404.26
4N2810AA1600	Rhonda Bartlett	PO Box 203	Hermiston	OR	97838-0203	220	$ 135,744.68
4N2810AA1700	Rhonda Bartlett	PO Box 203	Hermiston	OR	97838-0203	220	$ 135,744.68
4N2810AA3300	R Bartlett, M Hughes, & J Schnell	PO Box 203	Hermiston	OR	97838-0203	200	$ 123,404.26
4N2810AA2200	Rhonda Bartlett	PO Box 203	Hermiston	OR	97838-0203	100	$ 61,702.13
					Total Frontage Footage	940	$ 580,000.00

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CITY OF
HERMISTON, OREGON
N.W. 2ND ST. LOCAL IMPROVEMENT DISTRICT
ENGINEERING REPORT

PROJECT COST ALOCATION

FIGURE
4-1

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Section 5 - Property Valuation and Assessment Estimate

General

The valuations for each property shown on Table 5-1 below represent the latest figures available from the Umatilla County Assessor's office. Table 5-1 shows an estimate of the amount to be assessed for each property in the N.W. 2nd Street Local Improvement District (LID). These amounts represent the total current value of the assessments without regard for potential long-term repayment plans and associated interest fees. An explanation of options for long-term payment plans is available below. A full accounting of how the assessment was calculated, using the methodology outlined in Section 4, is shown on Figure 4-1, Project Cost Allocation. Actual costs would be determined after construction is completed and final project costs are known.

TABLE 5-1
UMATILLA COUNTY ASSESSOR'S PROPERTY VALUATIONS

Map and Tax lot	Assessed Value	Real Market Value	Outstanding Tax Assessments	Estimated LID Assessment Total
4N2810AA1000	$112,740	$283,500	$0	$123,404
4N2810AA1600	$156,580	$439,230	$0	$135,745
4N2810AA1700	$238,220	$678,790	$0	$135,745
4N2810AA3300	$662,380	$1,502,500	$0	$123,404
4N2810AA2200	$436,610	$927,070	$0	$61,702
TOTAL	**$1,606,530**	**$3,831,090**	**$0**	**$580,000**

Long-term Repayment Plan

The construction of the proposed improvements considered in the LID would be coordinated by the City of Hermiston on behalf of each of the properties. Each property owner would have the option to pay their LID assessment in its entirety, or they may choose to make installment payments over ten years. The City intends to finance the improvements upfront through the most cost-effective means available. Any costs associated with carrying costs of financing the proposed improvements would be passed on directly to the benefiting properties; however, the City would not add on any administrative or overhead fees associated with obtaining and managing the financing instrument.

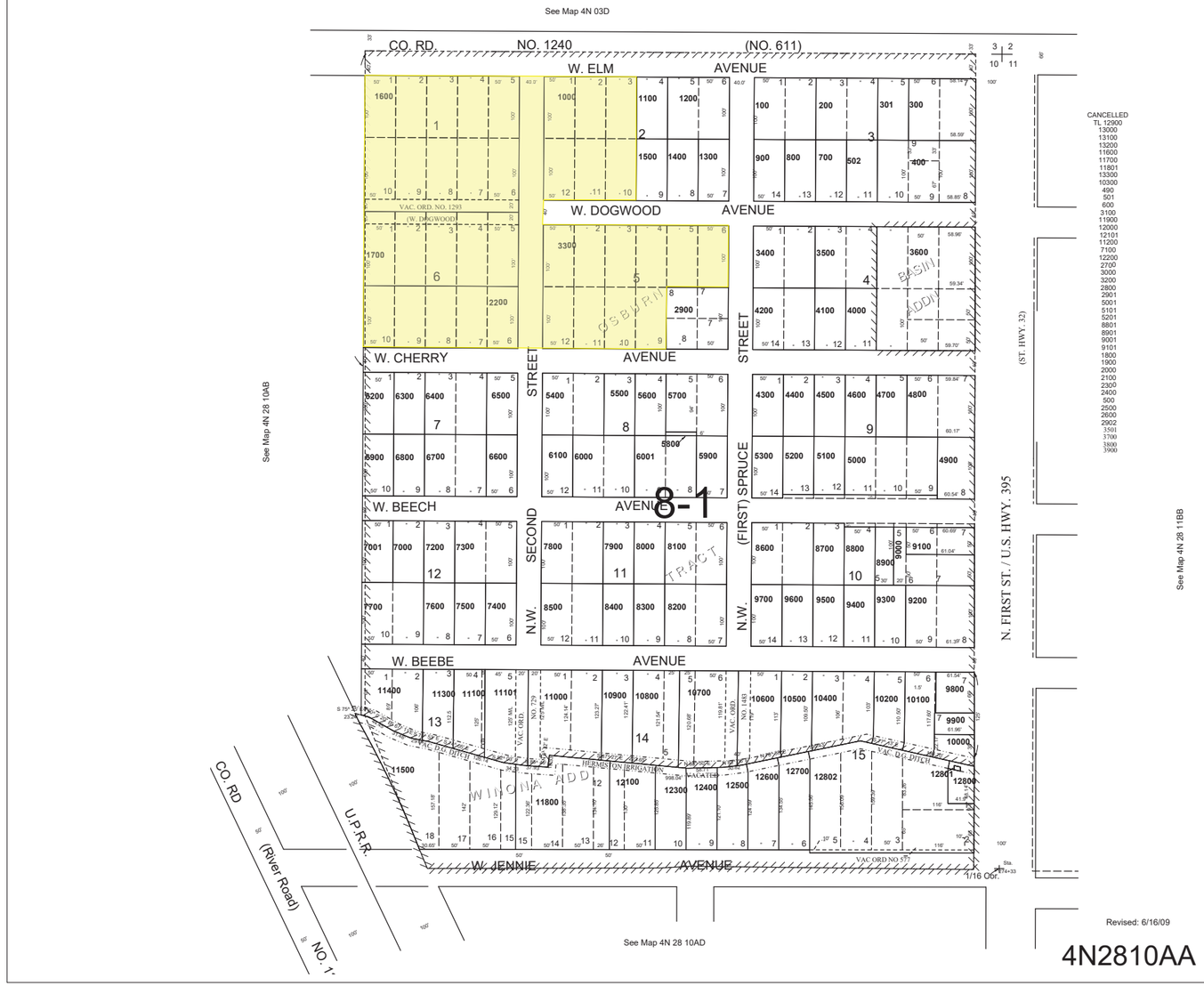
APPENDIX A
Tax Lot Maps

This map was prepared for Assessment & Taxation purposes only and was NOT prepared nor is it suitable for legal, engineering or surveying purposes.

NE1/4 NE1/4 SEC 10 T4N R28E WM
UMATILLA COUNTY, OR

SCALE: 1" = 100'

4N2810AA



Revised: 6/16/09

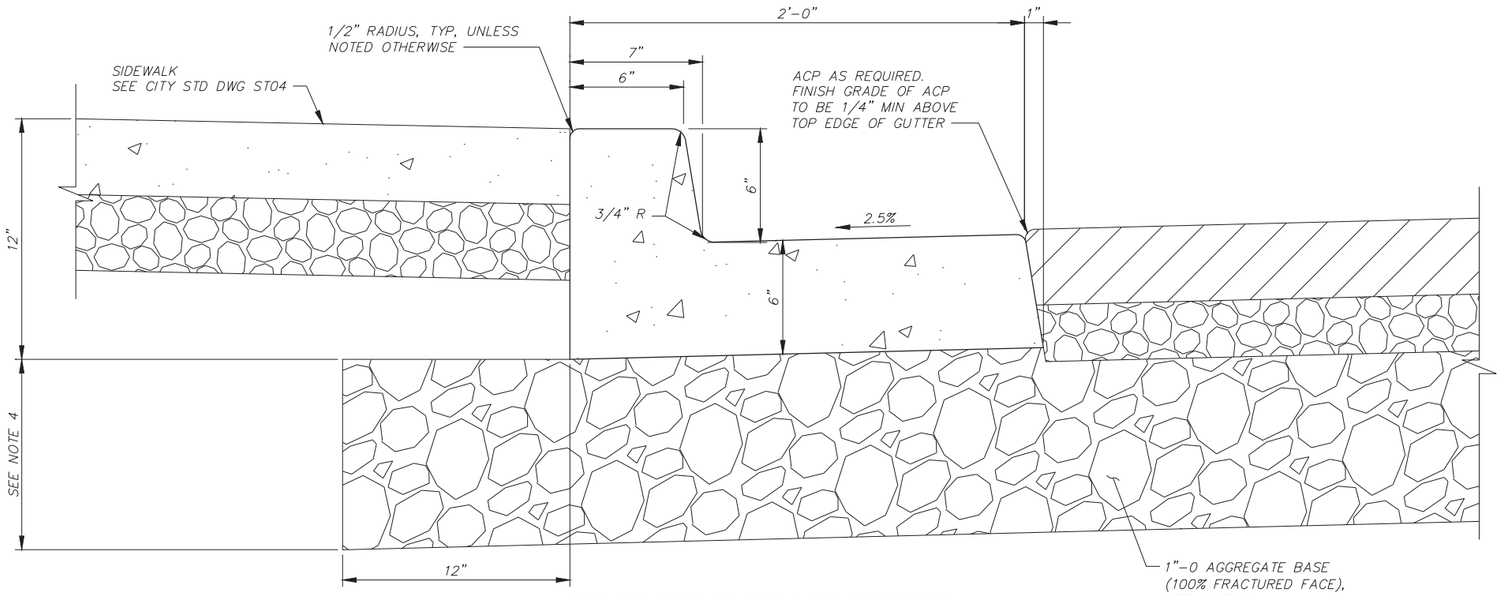
4N2810AA

LID Boundary

Appendix B
Standard Drawings

NOTES

1. GUTTER CROSS SLOPE SHALL BE MINIMUM 2% AND MAXIMUM 3% UNLESS OTHERWISE APPROVED BY THE CITY.
2. ALL CONCRETE SHALL BE COMMERCIAL GRADE 4,000 PSI CONCRETE.
3. COMPACT AGGREGATE BASE TO 95% MAXIMUM DRY DENSITY PER ASTM D1557.
4. AGGREGATE BASE THICKNESS BELOW CURB AND GUTTER SHALL BE 6" THICK OR CONFORM TO CITY STD DWG ST07–ST11, WHICHEVER IS GREATER.
5. SEE CITY STD DWG ST04 FOR CURB AND GUTTER JOINT REQUIREMENTS.
6. CONCRETE SHALL BE TROWELED SMOOTH PRIOR TO APPLYING BROOM FINISH.
7. INSPECTION CRITERIA:
   - 7.1. COMPLETED CURB AND GUTTER SHALL NOT CAUSE PUDDLING ISSUES. PUDDLE WIDTH SHALL NOT EXCEED 75% OF THE GUTTER WIDTH AND PUDDLE LENGTH SHALL NOT EXCEED 2'.
   - 7.2. CROSS SLOPE OF THE GUTTER SHALL BE A MINIMUM OF 1.5% AND A MAXIMUM OF 3.5% AS MEASURED BY A 2' ELECTRONIC LEVEL.
   - 7.3. THERE SHALL BE NO BREAK POINTS OR REVERSE SLOPE IN THE GUTTER CROSS SLOPE AS MEASURED BY A 2' ELECTRONIC LEVEL. THE MAXIMUM ALLOWABLE GAP BETWEEN THE LEVEL AND THE GUTTER SURFACE SHALL BE 1/8".
   - 7.4. WHEN A 6 FOOT LONG STRAIGHTEDGE IS LAID ON THE TOP FACE OF THE CURB OR ON THE SURFACE OF THE GUTTER, THE SURFACE SHALL NOT VARY MORE THAN 0.02 FEET FROM THE EDGE OF THE STRAIGHTEDGE EXCEPT AT GRADE CHANGES OR VERTICAL CURVES.
   - 7.5. THE CONTRACTOR SHALL CONSTRUCT ALL CURB AND GUTTER WITHIN 0.02 FEET OF TRUE LINE, WITHIN 0.02 FEET OF ESTABLISHED SURFACE GRADE, CROSS SECTION, AND SLOPE, AND WITHIN 0.02 FEET OF SPECIFIED THICKNESS.
8. WHEN INSTALLING NEW CURB AND GUTTER ON AN EXISTING PAVED STREET, THE ASPHALT SHALL BE CUT A MINIMUM OF 2 FEET FROM THE EDGE OF THE GUTTER OR AS NEEDED TO ACHIEVE COMPACTION OF THE AGGREGATE BASE BY MECHANICAL MEANS.



STANDARD CURB AND GUTTER

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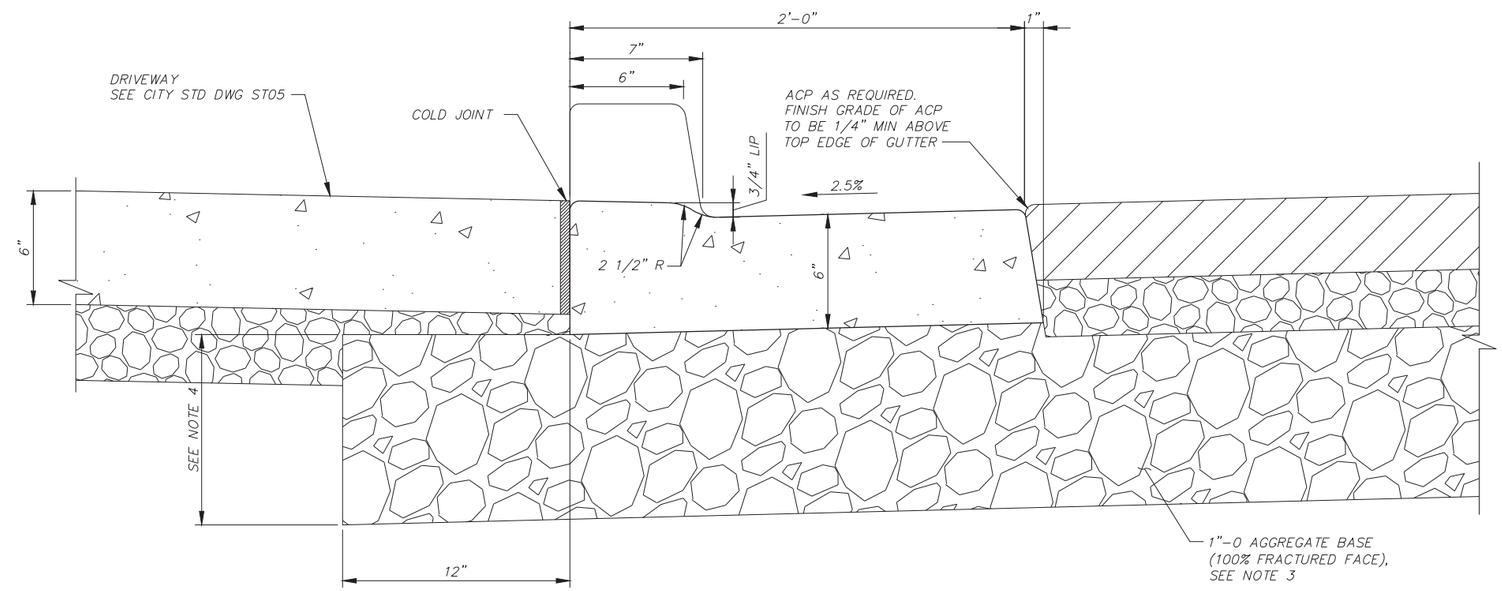

CURB AND GUTTER AT DRIVEWAY

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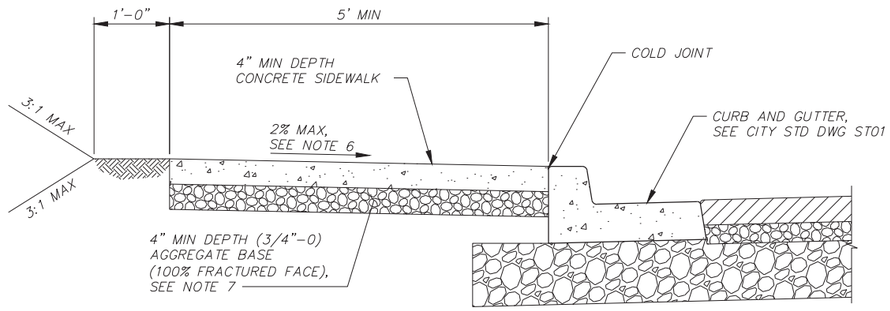
CITY OF
HERMISTON, OREGON
STANDARD DRAWINGS

CURB AND GUTTER

FIGURE
ST01



SIDEWALK SECTION

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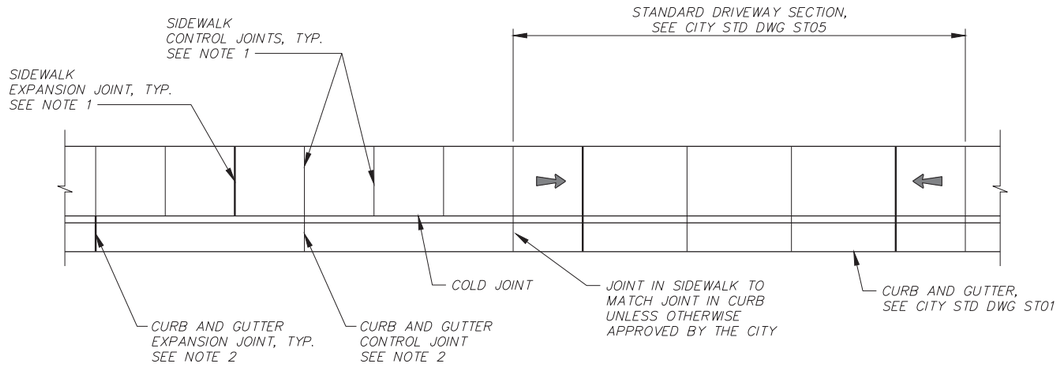

TYICAL PLAN VIEW

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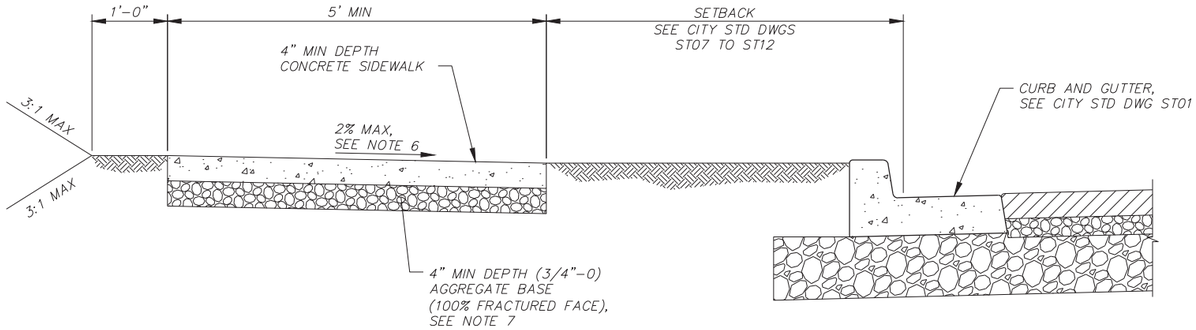

SIDEWALK SECTION WITH SETBACK

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NOTES

1. SIDEWALK JOINT REQUIREMENTS:
   - EXPANSION JOINT SPACING SHALL BE 45' ON CENTER MAXIMUM, AND SHALL BE PROVIDED AROUND POLES, BOXES, AND ANY FIXTURES WHICH PROTRUDE THROUGH THE SIDEWALK, BETWEEN ANY STRUCTURE IMMEDIATELY ADJACENT TO THE SIDEWALK, AND AT THE ENDS OF EACH DRIVEWAY (AS DETERMINED BY DRIVEWAY WIDTH).
   - FOR SIDEWALKS LESS THAN 8' WIDE, TRANSVERSE CONTROL JOINT SPACING SHALL BE EQUAL TO THE WIDTH OF THE SIDEWALK EXCLUDING THE CURB. FOR SIDEWALKS 8' OR GREATER IN WIDTH TRANSVERSE CONTROL JOINT SPACING SHALL BE EQUAL TO HALF THE WIDTH OF THE SIDEWALK AND A LONGITUDINAL CONTROL JOINT SHALL BE CONSTRUCTED AT THE CENTER OF THE SIDEWALK.
2. CURB AND GUTTER JOINT REQUIREMENTS:
   - EXPANSION JOINTS ARE OPTIONAL WHEN USED. SPACING SHALL BE 200' ON CENTER MAXIMUM AND SHALL BE PLACED AT POINTS OF TANGENCY, AT BOTH ENDS OF EACH DRIVEWAY, AT CONNECTION TO EXISTING CURB/GUTTER, AND ADJACENT TO ANY STRUCTURE.
   - CONTROL JOINT SPACING SHALL BE 15' ON CENTER MAXIMUM, AND SHALL BE PLACED AT THE ENDS OF EACH STORMWATER INLET AND CURB RAMP.
3. CONCRETE DEPTH FOR SIDEWALKS SHALL BE 4" MIN, SEE ST05 FOR DRIVEWAY THICKNESS.
4. BROOM FINISH ALL SIDEWALKS AND DRIVEWAYS.
5. WHERE NEW SIDEWALK CONSTRUCTION ABUTS AN EXISTING SIDEWALK NOT MEETING CITY STANDARDS, NEW SIDEWALK CONSTRUCTION MUST TRANSITION TO MEET CITY STANDARDS WITHIN A MAXIMUM DISTANCE EQUAL TO THE WIDTH OF THE SIDEWALK EXCLUDING THE CURB.
6. TO ENSURE SLOPES DO NOT EXCEED MAXIMUM ALLOWABLE SLOPES, IT IS RECOMMENDED TO SET SLOPES LOWER THAN MAXIMUM ALLOWABLE SLOPES AS FOLLOWS:
   - FOR 2% MAX, SET SLOPE AT 1.5%
   - FOR 8.33% MAX, SET SLOPE AT 7.5%

   SIDEWALK WITH SLOPES EXCEEDING MAXIMUM ALLOWABLE VALUES SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.
7. COMPACT AGGREGATE BASE (100% FRACTURED FACE) TO 95% MAXIMUM DRY DENSITY PER ASTM D1557.
8. ALL CONCRETE SHALL BE COMMERCIAL GRADE 4,000 PSI CONCRETE.

HERMISTON OREGON
Where Life is Sweet

CITY OF
HERMISTON, OREGON
STANDARD DRAWINGS

SIDEWALK

FIGURE
ST04