

City Administrator's Office

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Informal Solicitation

The City of Lowell is conducting an informal solicitation for tree removal and disposal services along the Railroad Corridor Trail in Lowell, Oregon. There are two phases to the project: 1) cleanup from the February snowstorm and 2) fire hazard mitigation.

Minimum Requirements

Contractors should provide a not-to-exceed quote to provide the following services. Separate quotes shall be provided for each phase. The City may select a single contractor for Phase 1 and 2, may select different contractors for Phase 1 and 2, or may decline to select a contractor for Phase 1 or 2.

Phase 1

- Tree Removal – Removal of fallen and hazardous trees along the trail to City limits, as identified on the attached map.
- Stump treatment – All stumps shall be treated with herbicide to prevent regrowth.
- Disposal – All trees and limbs less than 6" diameter shall be chipped and dumped at the entrance of the trail for reuse. Larger limbs, leaves and other debris shall be hauled away.

Phase 2

- Thinning Evaluation – The tree stand shall be evaluated for thinning to mitigate the fire hazard and support the development of the proposed recreational trail system, as identified on the attached map.
- Tree Removal – Trees identified in the evaluation shall be removed.
- Stump treatment – All stumps shall be treated with herbicide to prevent regrowth.
- Disposal – All trees and limbs less than 6" diameter shall be chipped and dumped at the entrance of the trail for reuse. Larger limbs, leaves and other debris shall be hauled away.

Evaluation Criteria

Proposals will be evaluated by the solicitation agent on price, technical capacity, and references.

- Price (50%) – Proposed cost to complete Phases 1 and 2.
- Technical Capacity (25%) – Ability of the firm to provide services that meet base requirements. Firm should submit relevant qualifications, including licenses and/or certifications.
- References (25%) – Track record of success. Minimum of three (3) references should be provided.

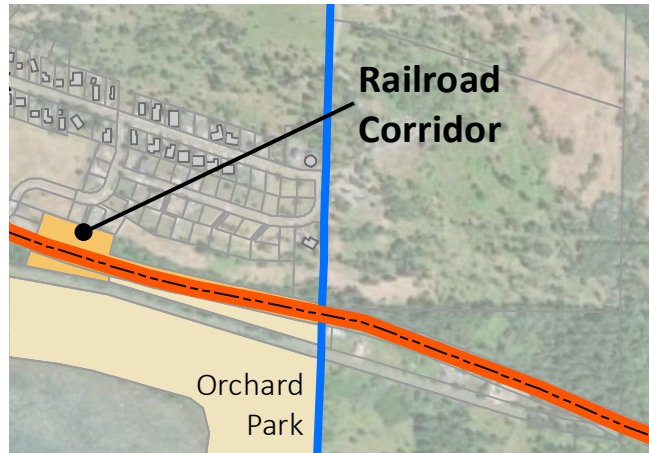
Please submit information necessary to evaluate your proposal as identified above and return by email to Jared Cobb, jcobb@ci.lowell.or.us by no later than Monday, September 30 at 5:00 p.m.

The City of Lowell reserves the right to reject any and all proposals, and has the right, in its sole discretion, to accept the proposal it considers most favorable to the City's interest. The City also reserves the right to reject all proposals without awarding a contract to any vendor. The City reserves the right to seek clarification of any proposal submitted. The City also reserves the right to require other evidence of technical, managerial, financial, or other abilities prior to selection. The City further reserves the right to reject any and all proposals with or without cause. The City of Lowell may make an award based upon initial proposals received without discussion of such proposals with the submitting entity.

Railroad Corridor Park Concept Plan

Introduction

Railroad Corridor Park is composed of approximately 7.5 acres of land and is located on the eastern edge of Lowell's urban growth boundary. Other than the railroad corridor itself, much of the property has steep slopes and is densely vegetated with Douglas fir upland forest. The city owned property, with its stable and relatively level railroad bed, provides an excellent opportunity to develop a trailhead and short, forested trail. ICPE has developed the following concept plan and design recommendations to utilize this section of old railroad corridor as the



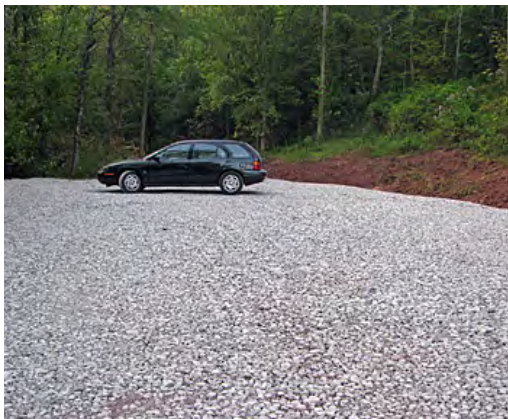
Location of Railroad Corridor Park property

Source: Institute for Policy Research and Engagement

beginning of an expanded local trail system and to capitalize on the railroad's historic significance.

Design Elements & Use Areas

TRAILHEAD DEVELOPMENT



Parking – A parking area will be constructed at the west end of the park off of Wetleau Drive. Initially this parking area will be crushed gravel and should accommodate 5-10 vehicles. Over time, if trail use increases, it may be worth considering paving the parking area with asphalt or concrete. This would also allow ADA accessibility to the Railroad Corridor portion of the trail.



Trailhead information – A small kiosk will be installed at the trailhead. Some useful information may include: rules and regulations, trail maps, historical railroad interpretation, and other information about forest restoration efforts or local ecological systems.

TRAILHEAD DEVELOPMENT



Railroad Corridor Trail – The main trail along the historic railroad right of way will be an 8' wide crushed gravel trail. This approximately ¼ mile trail will provide an easy walking, jogging or biking experience. Some amenities along the trail could include seating benches as well as constructed overlook areas to utilize views through the forest towards Dexter Reservoir. This trail has the potential to eventually continue along the railroad right of way, connecting to Lookout Point and even as a long term connection to the Eugene to Pacific Crest Trail (PCT). Paving this ¼ mile section should be considered in the future to provide accessibility to all.



Connecting trails – As a small hub in the local trail system, efforts should be made to connect this trailhead to Orchard Park and to Lowell's downtown area. A 3' crushed gravel trail will be constructed to connect the Railroad corridor trail to Orchard Park. A series of steps and switchbacks will need to be constructed in order to get the trail down a steep section between the trailhead and West Boundary Rd.

FOREST MANAGEMENT

Forest thinning, invasive species removal and native species restoration

– In order to have a safe, healthy and beautiful trail and natural park, the approximately 7.5 acres of city owned park land should be assessed for forest thinning and invasive species removal. In 2002, a trail plan was developed for this park

providing a variety of restoration and management needs. The plan also mentioned the potential of compensating some park costs through the sale of the thinned lumber on the property. Regular forest management will also need to take place to keep this a safe and vibrant park.

Railroad Corridor Park Design Concept

