

City of Brookings

MEETING AGENDA

CITY COUNCIL/URBAN RENEWAL AGENCY

Monday, June 13 2022, 7:00pm

City Hall Council Chambers, 898 Elk Drive, Brookings, OR 97415

The City Council will meet in Executive Session at **6:00 PM**, in the City Manager's office, under the authority of ORS 192.660(2)(d) "To conduct deliberations with persons designated by the governing body to carry on labor negotiations" and ORS 192.660 (2)(h) To consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed."

CITY COUNCIL

A. Call to Order

B. Pledge of Allegiance

C. Roll Call

D. Proclamations

1. Americanism Week Proclamation [Pg. 1]

E. Oral Requests and Communications from the audience

(*Public Comments on non-agenda items – five (5) minute limit per person, please submit Public Comment Form in advance)

F. Consent Calendar

1. Approve City Council minutes for May 23, 2022 [Pg. 2]

G. Staff Reports/Hearings

1. Award Railroad Street Sidewalk Infill Project [Pg. 4]
2. Adopt Streets Improvement Plan Update [Pg. 5]
 - a. Draft Pavement Management Plan – Dyer [Pg. 7]
 - b. Plan Pavement Management Map [Pg. 49]
 - c. Completed Projects List [Pg. 50]
3. Discussion of Renewal of Local Fuel Tax [Pg. 51]
4. Extend Insurance Agent of Record Contract [Pg. 53]
 - a. Insurance Services Contract [Pg. 54]

H. Informational Non-Action Items

1. May Vouchers [Pg. 62]

I. Remarks from Mayor and Councilors

J. Adjournment

URBAN RENEWAL AGENCY

A. Call to Order

C. Roll Call

D. Consent Calendar

1. Approve Urban Renewal meeting Minutes for May 9, 2022 [Pg. 65]

E. Staff Reports

1. Award Railroad Street Sidewalk Infill Project [Pg. 66]

F. Agency Remarks

G. Adjournment

*Public Comment forms and the agenda packet are available on-line at www.brookings.or.us, at Brookings City Hall and at Chetco Community Public Library. Return completed Public Comment forms to the City Recorder before the start of the meeting or during regular business hours.

Ton

All public meetings are held in accessible locations. Auxiliary aids will be provided upon request with at least 72 hours advance notification. Please contact 469-1102 if you have any questions regarding this notice.

If you would like to view the City Council Meeting live, you can via:

-Television – Charter Channel 181

-Internet – Go to the City of Brookings website at <http://www.brookings.or.us>

Watch Meeting Live instructions: 1. Visit the City of Brookings website home page. 2. Click on Government (top page). 3. Click on City Council (right side). 4. Under Agenda & Meetings click Watch Meeting Live. 5. You will need to download the VLC Media Player. Follow directions and links for your device.

City of Brookings *Proclamation*

Whereas, strengthening the Unity of the United States of America is vital and there is a need to strengthen the American Heart of Emblem, the beliefs of each individual and each Club; and

Whereas, in these interests, it seems appropriate at this time to restate our Citizen Principles by pledging to bear true allegiance to the Constitution of the United States of America, and to the Flag which is the Emblem of our Country; and

Whereas, in keeping with our pledge, the Supreme Emblem Club of the United States of America has adopted the Flag of our Country as our Order's Emblem and the name "Emblem" by which our organization is known throughout the land; and

Whereas, we are Citizens dedicated to the belief that the United States shall be sustained, preserved and perpetuated; and

Whereas, in keeping with our principles, it seems obligatory that we act to more forcefully display these beliefs; that each club create an Americanism Committee and originate and participate with others in patriotic community endeavors; that each Emblem member complete a patriotic deed each day and engage in assisting the Americanism Program of the Benevolent and Protective Order of Elks on every occasion we are invited to participate; and that each club and club member actively work to fulfill our dedicated purpose of bearing true allegiance to the Constitution and Flag of the United States of America.

Now, Therefore, Be it Resolved, I, Ron Hedenskog, Mayor of the City of Brookings, do hereby proclaim the week of June 13th through June 17th, 2022, as

SUPREME AMERICANISM WEEK.

In Witness Whereof, I, Ron Hedenskog, do hereto set my hand and cause the official seal of the City of Brookings, Oregon, to be affixed this 13th day of June, 2022.

Mayor Ron Hedenskog

City of Brookings
CITY COUNCIL MEETING MINUTES
City Hall Council Chambers, 898 Elk Drive, Brookings, OR 97415
Monday, May 23, 2022

Call to Order

Mayor Hedenskog called the meeting to order at 7:00 PM

Roll Call

Council Present: Mayor Ron Hedenskog, Councilors Brad Alcorn, Councilor Ed Schreiber, John McKinney (via phone), and Councilor Morosky; a quorum present.

Staff present: City Manager Janell Howard, Public Works Director Tony Baron, and Deputy Recorder Natasha Tippetts

Media Present: 0

Others Present: 5 audience members

Ceremonies/Appointments/Announcements

1. Yard of the Month

- a. Residential – Benjamin and Kerry Boorman – 728 Easy Street
- b. Commercial – Pelican Perch Apartments – 1216 Moore Street

Consent Calendar

- 1. Approve Council minutes for April 25, 2022
- 3. Accept Planning Commission minutes for April 5, 2022

Mayor Hedenskog moved, Councilor Alcorn seconded, and Council voted unanimously to approve the Consent Calendar.

Staff Reports

1. **Land Development Code Revisions – Prohibited Activities**

Staff report presented by Tony Baron

Mayor Hedenskog moved, Councilor Schreiber seconded, and Council voted unanimously to read Ordinance 22-O-798 by title only.

Mayor Hedenskog moved, Councilor Schreiber seconded, and Council voted unanimously to read Ordinance 22-O-798 by title only a second time.

Councilor Schreiber moved, Councilor Alcorn seconded, and Council voted unanimously to adopt Ordinance 22-O-798, an Ordinance adding Chapter 17.82 to the Brookings Municipal Code.

2. **Mill Beach Lift Station**

Staff report presented by Tony Baron

Councilor Schreiber moved, Councilor Alcorn seconded, and Council voted unanimously to authorize the City Manager to enter into an agreement with Stadelman Electric to replace the emergency generator at the Mill Beach lift station for \$43,560.

Remarks from Mayor and Councilors

None

Adjournment

Mayor Hedenskog moved, Councilor Alcorn seconded and Council voted unanimously to adjourn the meeting at 7:47 PM

Respectfully submitted:

ATTESTED:
this 13th day of June, 2022:

Ron Hedenskog, Mayor


Janell K. Howard, City Recorder

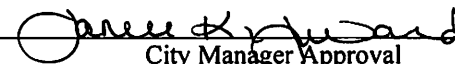
CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: June 13, 2022

Originating Dept: PWDS



Signature (submitted by)


City Manager Approval

Subject:

Railroad Street Sidewalk Infill Project.

Recommended Motion:

Authorize City Manager to enter into an agreement with McLennan Excavation Inc. in the amount of \$527,000 for the Railroad Street Sidewalk Infill Project.

Financial Impact:

\$527,000 from City of Brookings Urban Renewal Agency (URA) funds.

Background/Discussion:

The Railroad Street Sidewalk Infill project was one of several Urban Renewal projects discussed at the February 22, 2022, URA meeting. At that meeting, URA Directors approved funding for the Façade Program and the Railroad Street Sidewalk Infill project.

The project includes curb gutter and sidewalk infill, partial street paving, ADA ramps, and crosswalk development at the intersections of Center Street and Mill Street as well as stormwater infrastructure upgrades between Wharf Street and Pacific Avenue.

Bidders	Bid
Tidewater Contractors Inc.	\$560,067.00
McLennan Excavation Inc.	\$527,000.00

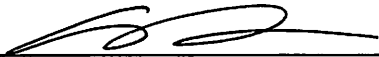
The lowest qualified bid was \$527,000 from McLennan Excavation Inc. and will be funded through the City of Brookings Urban Renewal Agency (URA). Dyer Engineering recommends accepting the bids and awarding to the low bidder.

CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: June 13, 2022

Originating Dept: PWDS



Signature (submitted by)

City Manager Approval

Subject:

Streets Improvement Plan Update

Recommended Motion:

Adopt the May 2022 Pavement Management Plan update, prepared by Dyer Engineering.

Financial Impact:

No direct or immediate financial impact. Costs will be incurred as the PMP is implemented.

Background/Discussion:

The City of Brookings has periodically rated the pavement conditions of its streets and has developed a Pavement Management Plan (PMP). The most recent PMP was completed in 2012.

Council requested an update to the PMP in preparation for putting the local fuel tax measure back on the ballot for renewal. We requested Dyer perform this update to include a:

- Review of the Water, Wastewater, and Stormwater Master Plans to coordinate work with the PMP and Streets Capital Improvement Plan (CIP)s.
- Perform onsite review to confirm the street conditions of the 10 highest-ranking projects and review required rehabilitation costs.
- Update the PMP with a 5-year CIP with recommended repairs and a detailed cost estimate for the ten highest-ranking CIP projects.

The draft PMP was discussed at a Council Workshop on June 6, 2022. The consensus was to forward to a Council Meeting for adoption.

Attached is the draft PMP and a plan map. Also attached is a list of street paving projects completed since the 2012 PMP, and since the Local Fuel Tax was initially passed by voters in May 2015.

Attachments:

- a. Draft Pavement Management Plan - Dyer
- b. Plan Pavement Management Map
- c. Completed projects list

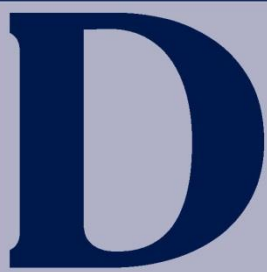
City of Brookings

Curry County, Oregon

PAVEMENT MANAGEMENT PLAN UPDATE

DRAFT

MAY 2022



**The Dyer Partnership
Engineers & Planners, Inc.**

Project No. 145.100

1330 Teakwood Avenue
Coos Bay, Oregon 97420
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www.dyerpart.com

759 West Central Avenue
Sutherlin, Oregon 97479
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1165 South Park Street
Lebanon, Oregon 97355
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City of Brookings

Curry County, Oregon

Pavement Management Plan Update

DRAFT

May 2022

Project No. 145.100



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Appendix B	Proposed Pavement Maintenance Map
Appendix C	ADA Requirements

SECTION 1:

INTRODUCTION

SECTION 1: INTRODUCTION

1.1 Overview

Purpose

The City of Brookings has periodically rated pavement conditions of their streets and has developed a Pavement Management Plan. The most recent update to this plan was completed in 2012 by Willdan Engineering. This Plan lists all streets within the City, assigning a pavement condition index (PCI) and a Structural Index (SI) for ranking of the streets and recommended improvement costs. It should be noted that the PCI and SI values listed in the matrix are derived from the 2012 Pavement Management System update. The purpose of this plan is to update the Pavement Management Plan including the following key tasks:

- Perform a field reconnaissance to confirm the street conditions of the 10 highest rated improvement projects and review required rehabilitation costs.
- Update the current Pavement Management Plan including a 5-year Capital Improvement Plan (CIP). A brief description of the recommended repairs and a detailed cost estimate for the first ten CIP projects is included.

The street management matrix in Appendix A was prepared based on the SI rating that was determined in the 2012 PMS update and on input from the City regarding utility improvement needs. The City provided their five-year sewer and water improvement plans which were used in part to determine the priority of each street improvement project.

This plan develops budgetary costs for repair and maintenance of streets within the City of Brookings. These costs are intended to assist City staff with planning and budgeting for upcoming repair and rehabilitation efforts. The budgetary costs should not be used for final cost estimation. Final construction cost estimation is performed after the completion of the repair design. Detailed street evaluations, surveys, repair method verification, measurement of final quantities, and updated project costs will be required for final cost estimation prior to construction.

SECTION 2:

PAVEMENT CONDITION SURVEY

SECTION 2: PAVEMENT CONDITION SURVEY

2.1 Summary

The field evaluations conducted in the City's 2012 Pavement Management System Update were conducted on roadways identified as having a Pavement Condition Rating of "fair" or below (SI rating less than 90).

It is anticipated that the City will provide ongoing maintenance for streets with SI ratings greater than or equal to 90. Since the City will maintain these streets, it is assumed that the condition of these streets will not deteriorate; they were not evaluated further in this plan.

This report utilizes the structural index rating that was developed in the 2012 PMS Update and has updated the overall roadway inventory to reflect improvements made by the City since that update was completed. The SI rating for streets that have been repaired has been revised to 100.

The City has completed a significant number of street improvements since the 2012 Update. These are noted in the street management matrix in Appendix A.

SECTION 3:

ROADWAY DEFICIENCIES

SECTION 3: ROADWAY DEFICIENCIES

This section provides a summary of the main types of roadway deficiencies that this update will be concentrating on. These deficiencies include: fatigue cracking, longitudinal cracking, transverse cracking, and patches. A brief description and repair options for each type of deficiency is outlined below.

3.1 Fatigue (Alligator) Cracking

Fatigue cracking is a load-associated structural failure. The failure can be due to weakness in the surface, base or subgrade; a surface or base that is too thin; poor drainage, or a combination of all three. Fatigue cracking often starts in the wheel path as longitudinal cracking and ends up as alligator cracking after severe distress.

Repair Options for Fatigue Cracking

The two main types of repair are roadway reconstruction and asphalt overlay. If the fatigue cracking is less severe, then a combination of a paving fabric with an overlay can be used to successfully bridge over the existing pavement in lieu of having to remove and replace the pavement and subbase, thereby reducing overall costs.

**FIGURE 3.1.1
FATIGUE CRACKING**



3.2 Longitudinal Cracking

Longitudinal cracks are single cracks that are parallel to the pavement's centerline or laydown direction. These can be a result of pavement fatigue, reflective cracking, and/or poor joint construction. Joints are generally the least dense areas in a layer of pavement.

Repair Options for Longitudinal Cracking

Less severe cracks measuring ½-inch or less can be sealed to prevent moisture from entering into the subgrade. More severe cracks should be fixed by removing the cracked pavement layer and replacing it with an overlay.

**FIGURE 3.2.1
LONGITUDINAL CRACKING**



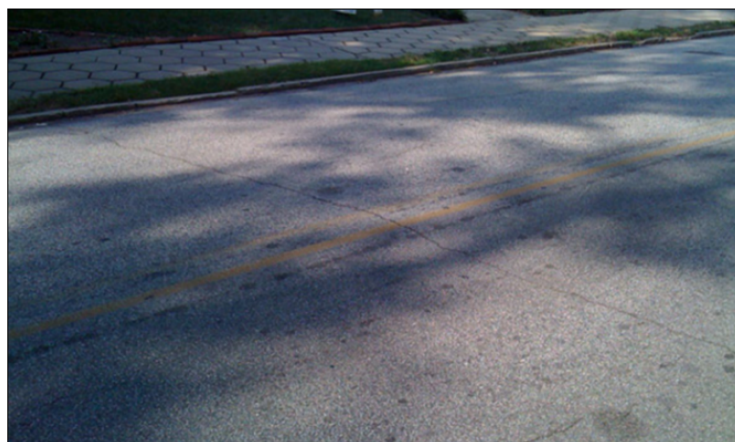
3.3 Transverse Cracking

Transverse cracks are single cracks perpendicular to the pavement's centerline or laydown direction. Transverse cracks can be caused by reflective cracks from an underlying layer, daily temperature cycles, and poor construction due to improper operation of the paver.

Repair Options for Transverse Cracking

Less severe cracks measuring ½-inch or less can be sealed to prevent moisture from entering into the subgrade. More severe cracks should be fixed by removing the cracked pavement layer and replacing it with an overlay.

**FIGURE 3.3.1
TRANSVERSE CRACKING**



3.4 Patch

A patch is an area where the original pavement surface is removed and replaced, or additional material is applied to the pavement surface after original construction. The level of distress present in the patch and the ride quality of the patch determine the severity level.

Repair Options for Patching

Remove distressed or failed patching and reconstruct roadway.

**FIGURE 3.4.1
PATCH**



3.5 Raveling

Raveling is the on-going separation of aggregate particles in a pavement from the surface downward or from the edges inward. Usually, the fine aggregate wears away first and then leaves little "pock marks" on the pavement surface. As the erosion continues, larger and larger particles are broken free and the pavement soon has the rough and jagged appearance typical of surface erosion.

There are many reasons why raveling can occur, but one common cause is placing asphalt too late in the season. Usually, late application results in the mixture the absence of warm weather traffic which reduces pavement surface voids, further densification, and kneading of the asphalt mat.

Repair Options for Raveling

Apply a thin hot-mix overlay. An alternative repair option is slurry seal.

FIGURE 3.5.1
RAVELING



SECTION 4:

PAVEMENT REHABILITATION METHODS

SECTION 4: PAVEMENT REHABILITATION METHODS

4.1 Rehabilitation Strategies

The 2012 PMS update had several repair strategies which included the following:

Strategy 1 & 2:	crack seals / slurry seal coat
Strategy 3 & 4:	1 ½" overlay with 1% / 2% remove and replace (R & R) existing ac pavement
Strategy 5 & 6:	1 ¾" overlay with 3% R & R
Strategy 7:	2" overlay with 3% R & R including subbase replaced
Strategy 8:	2" overlay with 5% R & R including 3% overall subbase replaced.
Strategy 9:	1 ½" inlay with 1% R & R

The City developed an overall Pavement Management Map (located in Appendix B) based on the 2012 PMS Update matrix. As part of this report, the Dyer Partnership has updated this map to reflect roadway repairs completed by the City. See appendix for overall Map.

Although the 2012 PMS update outlined use of slurry seals, the City has only implemented use of that type of maintenance strategy in 2014. Due to the short life span that slurry seals typically provide, the City has requested that this report concentrate on longer life type repairs such as AC pavement overlay and AC pavement inlays.

The City in recent years has went primarily with 2" AC pavement thickness for recent funding years via primarily overlays or utilization of an inlay method which consists of cold-plane removal of 2" AC pavement and replacement with a 2" inlay AC pavement panel. Some variations of the inlay include a taper grind which consists of a 2" grind at edge of roadway along curbs and 0" grind at centerline. Although the inlay has a higher cost factor, it does allow for the road repair to match into existing curbs, adjoining streets and driveways at the limits of the repair. By doing so, it maintains the existing flow lines along the gutters / curbs and provides a better transition to the existing driveways and roads.

This CIP list will utilize repair strategies as follows:

Strategy 1:	2" AC inlay with 10% R&R
Strategy 1A:	2" AC inlay with 20% R&R
Strategy 1B:	2" AC inlay with 30% R&R
Strategy 2:	2" AC overlay with 10% R&R

All strategies discussed above assume that some amount of the street area will need to be reconstructed. Some projects in the CIP list have different amounts of roadway reconstruction (R&R, remove and replace) as indicated by strategies 1A and 1B. The associated cost for increased reconstruction is discussed in Section 7.

4.2 AC Pavement Overlay

Asphalt concrete pavement (AC Pavement) overlay is an application of a heated mixture of mineral aggregate and asphalt cement. An overlay is used on various types of roadways, including concrete, to enhance smoothness, profile the roadway, and increase surface friction. The expected life of an overlay is ten to twelve years depending upon traffic loading, environmental conditions, existing pavement conditions, and the quality of construction.

Advantages

Enhanced smoothness, increased friction, ability to profile the roadway if desired, and increased life expectancy in relation to other maintenance and repair methods. In some instances where the existing roadway has significant cracking, placement of a paving fabric, such as glass-grid paving fabric can help prevent reflective cracking from affecting the new overlay, thereby extending the life of the ac pavement overlay. However, the use of paving fabric typically requires a pre-level course of ac pavement which further increases the overall cost of the overlay.

Disadvantages

No additional load-carrying capacity and higher in cost in relation to other maintenance and repair methods.

4.3 AC Pavement Inlay

AC Pavement inlays consist of removal of the top pavement layer (typically two to three inches thick) by grinding. New asphalt is then laid on the existing subbase. An inlay is used on roadways to enhance smoothness and increase surface friction. The expected life of an inlay is fifteen years depending upon traffic loading, environmental conditions, existing pavement conditions, and the quality of construction.

Advantages

Enhanced smoothness, increased friction, and increased life expectancy in relation to other maintenance and repair methods. In addition, an inlay is easily designed to match grade with existing infrastructure (curb and gutter, manholes, catch basins, etc.).

Disadvantages

No additional load-carrying capacity and higher in cost in relation to overlay methods.

4.4 Roadway Reconstruction

Roadway reconstruction (R&R) includes removal of the pavement surface, removal of the base material, verification of adequate subgrade, installation of new gravel base, and two applications of AC pavement. The expected life of reconstruction is twenty years depending upon traffic loading, environmental conditions, and the quality of construction. These types of projects typically require engineering to develop overall plans.

Advantages

This type of construction allows for a more linear roadway and better overall life expectancy. It also provides a better mechanism for addressing drainage deficiencies since the existing surface grades can be revised during the roadway reconstruction.

Disadvantages

This strategy is the most expensive since it typically involves more subbase requirements, storm drainage

components, and may include new curbs and sidewalks.

4.5 Americans with Disabilities Act

Title II of the Americans with Disabilities Act (ADA) requires that state and local governments ensure that a person with disabilities have access to the pedestrian routes in the public right of way. Whenever a roadway is altered, the City of Brookings is obligated to meet ADA requirements. Appendix C includes the ADA requirements pertinent to roadway alterations. The repair options utilized in the CIP list (asphalt overlays, asphalt inlays, and roadway reconstruction) may qualify as roadway alterations. To qualify as an alteration, the asphalt overlay, inlay, or roadway reconstruction has to cross an intersection that has a pedestrian walkway with a prepared surface. These alterations require that the City provide an ADA-approved pedestrian curb ramp and landing at crossings.

SECTION 5:

BASIS FOR COST ESTIMATES

SECTION 5: BASIS FOR COST ESTIMATES

5.1 Basis for Cost Estimates

The cost estimates presented in this Plan are based on the construction costs of recent projects completed in or near the City of Brookings. The estimates presented herein are preliminary and are based on the level and detail of planning presented in this Plan. As projects proceed and as site-specific information becomes available, the estimates may require updating.

5.2 Construction Cost

The estimated construction costs in this Plan are based on actual construction bidding results from similar work, published cost guides, and other construction cost experience.

Future changes in the cost of labor, equipment, and materials may justify comparable changes in the cost estimates presented herein. For this reason, common engineering practices usually tie the cost estimates to a particular index, which varies in proportion to long-term changes in the national economy. Estimates in this Plan are based on year 2022 costs. Future costs are based on a 5% annual increase in construction costs and are given in Section 6.

5.3 Unit Cost Breakdown

The construction unit cost presented in the Pavement Management Plan street matrix (Appendix A) is prepared to include all construction work necessary to complete the rehabilitation strategy indicated. The AC overlay improvement unit cost breakdown is given in Table 5.2.1, and the AC Inlay unit cost breakdown is given in Table 5.2.2.

TABLE 5.2.1
AC Overlay Unit Cost Breakdown

Item Description	Unit Cost \$/SF	Notes
Mobilization/site prep	\$0.54	
2" AC overlay	\$2.10	<i>Based on approximately \$160/ton</i>
10% R&R	\$0.50	<i>10% of roadway area is to be reconstructed</i>
4" striping	\$0.05	<i>All pavement striping except at crossings</i>
Crosswalk/stop bar	\$0.01	<i>All striping necessary for crossings</i>
Total	\$3.20	<i>Estimated construction cost</i>

TABLE 5.2.2
AC Inlay Unit Cost Breakdown

Item Description	Unit Cost \$/SF	Notes
Mobilization/site prep	\$0.59	
Grinding	\$0.45	<i>2" grind on entire roadway width</i>
2" AC inlay	\$2.10	<i>Based on approximately \$160/ton</i>
10% R&R	\$0.50	<i>10% of roadway area is to be reconstructed</i>
4" striping	\$0.05	<i>All pavement striping except at crossings</i>
Crosswalk/stop bar	\$0.01	<i>All striping necessary for crossings</i>
Total	\$3.70	<i>Estimated construction cost</i>

These unit costs are developed using recent bids for 2022 AC inlay projects on Alder Street, Memory Lane, and other recent bids provided by the City.

The cost of ADA ramps is also added to the total project cost. Each ramp is assumed to have a total cost of \$13,000. This covers the cost of construction, engineering, and surveying necessary for the complete installation of the ADA ramp. The number of ADA ramps that need to be constructed was determined using Google Earth imagery for projects in the 5-year CIP. It should be noted that this can only be approximated through satellite/street view images; the total number on each project should be confirmed via field evaluation prior to start of the project.

SECTION 6:

COST ESTIMATES

SECTION 6: COST ESTIMATES

6.1 Cost Estimates

The budgetary project cost estimates for the recommended street repairs are located in Tables 6.1.1 through 6.1.5. The estimated project cost for each project is a sum of the pavement rehabilitation estimate (based on the unit cost discussed in Section 5) and the ADA ramp estimate. The number of ADA ramps that need to be constructed was determined using Google Earth imagery for each project (see Appendix A). It should be noted that this number is only approximated through satellite/street view images; the total number on each project should be confirmed via field evaluation prior to start of the project.

**TABLE 6.1.1
FY2023 Budgetary Cost Estimate**

FISCAL YEAR 2023	
Project Location	Estimated Project Cost
3rd St from Ransom Ave to Easy St*	\$848,000
Total Cost	\$848,000
Construction Index Factor	1.05
Anticipated Budget Cost	\$890,400

*Note: Sidewalk infill project. See detailed cost estimate in Table 6.1.6

**TABLE 6.1.2
FY2024 Budgetary Cost Estimate**

FISCAL YEAR 2024	
Project Location	Estimated Project Cost
Cottage St from Pacific Ave to Mill St	\$138,100
Rowland Ln from Smith Dr to Knoll Ln	\$96,900
Rowland Ln from Knoll Ln to Arnold Ln	\$92,300
Total Cost	\$327,300
Construction Index Factor	1.10
Anticipated Budget Cost	\$360,800

**TABLE 6.1.3
FY2025 Budgetary Cost Estimate**

FISCAL YEAR 2025	
Project Location	Estimated Project Cost
Pacific Ave from Chetco Ave to Cottage St	\$48,800
Pacific Ave from Cottage St to Railroad St	\$112,600
Ransom Ave from Julie Dr to N 2nd St*	\$1,050,000
Total Cost	\$1,211,400
Construction Index Factor	1.16
Anticipated Budget Cost	\$1,402,300

*Note: Sidewalk infill and SRTS project. See detailed cost estimate in Table 6.1.7

TABLE 6.1.4
FY2026 Budgetary Cost Estimate

FISCAL YEAR 2026	
Project Location	Estimated Project Cost
Pioneer Rd from Easy St to Hassett St	\$181,600
Alder St from Hemlock St to Spruce Dr	\$9,700
Chetco Ln from Chetco Ave to Cul-de-sac	\$64,100
Seacrest Ln from Glenwood Dr to Arch Ln	\$52,000
Richard St from Easy St to Loop	\$12,400
Total Cost	\$319,800
Construction Index Factor	1.22
Anticipated Budget Cost	\$388,700

TABLE 6.1.5
FY2027 Budgetary Cost Estimate

FISCAL YEAR 2027	
Project Location	Estimated Project Cost
Easy St from 2nd St to Fern Ave	\$394,200
Easy Manor Drive	\$85,000
5th St from Elk Dr to Easy St	\$196,900
Total Cost	\$676,100
Construction Index Factor	1.28
Anticipated Budget Cost	\$862,900

Detailed cost estimates are provided for two of the projects (Ransom Avenue and 3rd Street). These are located in Tables 6.1.6 and 6.1.7.

TABLE 6.1.6
Ransom Street Improvement Estimate

City of Brookings Ransom Street Improvements (Julie to N 2nd) Preliminary Cost Estimate Project No. 145.100					May 2022
No.	Description	Quantity	Unit	Unit Cost	Item Cost
1	Construction Facilities And Temporary Controls	1	LS	\$51,100.00	\$51,100
2	Temporary Protection and Direction of Traffic	1	LS	\$8,700.00	\$8,700
3	Temporary Signs	250	SF	\$11.00	\$2,750
4	Handrailing / Fences	270	LF	\$33.00	\$8,910
5	Misc. Demolition and Site Preparation	1	LS	\$32,700.00	\$32,700
6	AC Pavement Removal	1,500	SY	\$7.00	\$10,500
7	Roadway Excavation	2,000	CY	\$22.00	\$44,000
8	18" Subgrade Stabilization	400	SY	\$22.00	\$8,800
9	Subgrade Geotextile Fabric	1,800	SY	\$2.00	\$3,600
10	AC Pavement	380	Ton	\$200.00	\$76,000
11	Aggregate Base	1,200	Ton	\$44.00	\$52,800
12	Minor Manhole Adjustment	4	Each	\$1,100.00	\$4,400
13	Water Valve Box Adjustment	10	Each	\$440.00	\$4,400
14	Painted Stripe	300	LF	\$2.00	\$600
15	Thermoplastic Crosswalk	180	LF	\$16.00	\$2,880
16	Signs	20	SF	\$44.00	\$880
17	Extra for Driveway Approaches	9	Each	\$650.00	\$5,850
18	Curb and Gutter	1,000	LF	\$49.00	\$49,000
19	Concrete Sidewalk	3,600	SF	\$11.00	\$39,600
20	Concrete Driveways	3,700	SF	\$13.00	\$48,100
21	Extra for Access Ramp	4	Each	\$1,600.00	\$6,400
22	Concrete Reinforced Retaining Wall	80	CY	\$1,300.00	\$104,000
23	Landscaping	1	LS	\$5,100.00	\$5,100
Total Construction Cost					\$571,070
Engineering					\$114,200
Contingency					\$102,900
Legal & Administration					\$17,100
Sub-Total Street Improvements					\$805,270

Schedule B - Storm Drain					
No.	Description	Quantity	Unit	Unit Cost	Item Cost
1	Construction Facilities And Temporary Controls	1	LS	\$16,300.00	\$16,300
2	Temporary Protection and Direction of Traffic	1	LS	\$2,300.00	\$2,300
3	6" Storm Drain Class III Backfill	40	LF	\$65.00	\$2,600
4	12" Storm Drain Class III Backfill	200	LF	\$95.00	\$19,000
5	15" Storm Drain Class III Backfill	810	LF	\$100.00	\$81,000
6	AC Pavement Removal and Replacement	200	LF	\$33.00	\$6,600
7	Curb Inlet	10	Each	\$2,600.00	\$26,000
8	Area Drain	4	Each	\$1,500.00	\$6,000
9	Utility Relocation Conflicts	1	LS	\$10,900.00	\$10,900
	Total Construction Cost				\$170,700
	Engineering				\$34,200
	Contingency				\$30,800
	Legal & Administration				\$5,100
	Sub-Total Storm Drain Improvements				\$240,800
	Total Overall Project Cost				\$1,050,000

TABLE 6.1.6
3rd Street Improvement Estimate

City of Brookings 3rd Street Improvements (Easy to Ransom) Preliminary Cost Estimate Project No. 145.100					
					May 2022
Item	Description	Unit	Quantity	Unit Price	Total
1	Const. Facility & Temp Control	LS	1	\$62,000	\$62,000
2	Miscellaneous Demolition & Site Preparation	LS	1	\$31,000	\$31,000
3	Foundation Stabilization	CY	100	\$80	\$8,000
4	AC Pavement Removal	SY	2100	\$6	\$12,600
5	Curb and Gutter Removal	LF	40	\$5	\$200
6	Concrete Surface Removal	SY	100	\$10	\$1,000
7	Roadway Excavation	CY	900	\$20	\$18,000
8	Subgrade Geotextile Fabric	SY	2700	\$2	\$5,400
9	Catch Basin - Type CG3	EA	6	\$3,200	\$19,200
10	Curb Inlet Catch Basin - Type CG3	EA	4	\$4,000	\$16,000
11	Area drain - Type 2	EA	2	\$1,200	\$2,400
12	12" Storm Drain (Class III Backfill)	LF	1200	\$90	\$108,000
14	Curb & Gutter	LF	1500	\$40	\$60,000
15	Concrete Sidewalk	SF	2800	\$12	\$33,600
16	Concrete Sidewalk w/Thickened Edge	SF	1000	\$16	\$16,000
17	Concrete Driveway	SF	1200	\$16	\$19,200
18	Aggregate Base	TONS	1700	\$35	\$59,500
19	Asphalt Concrete Pavement	TONS	640	\$135	\$86,400
20	Manhole Frame Adjustment - Type 2	EA	1	\$1,000	\$1,000
21	New Storm Drain Connection to Existing Structure	EA	2	\$1,000	\$2,000
22	Decorative Light Pole and Luminares	EA	3	\$9,500	\$28,500
23	Electrical Service - Street Lights	LS	1	\$20,000	\$20,000
24	Landscaping	LS	1	\$5,000	\$5,000
Total Construction Cost Contingency Engineering Legal/Admin Total Project Cost					\$615,000 \$92,200 \$123,000 \$17,800 \$848,000

SECTION 7:

CAPITAL IMPROVEMENT PLAN

7.1 Capital Improvement Plan

The cost estimates provided in Section 6 indicate that there is a significant cost required to repair and maintain the streets with a rating of “fair” or below. In addition to the rehabilitation and repair costs, financial resources will be required to maintain the existing streets with a roadway rating above “fair”. To efficiently address improvement projects, a Capital Improvement Plan (CIP) is used.

A five-year Capital Improvement Plan for the City of Brookings is outlined below and in the matrix in Appendix A. The City should prioritize which improvement projects take precedence and will have the biggest impact to their street system. Detailed roadway evaluations and cost estimates for each project are located in the Appendix.

This CIP is prepared assuming an annual street rehabilitation budget of approximately \$300,000. The City will need to budget yearly maintenance costs for existing street maintenance, which is excluded from this CIP plan.

**TABLE 7.1.1
5-YEAR CAPITAL IMPROVEMENT PLAN**

Fiscal Year	Annual Estimated Cost**
2023	\$848,000
2024	\$327,300
2025	\$1,212,000*
2026	\$319,800
2027	\$676,100
Total expenditures over 5-year CIP period for rehabilitation of existing roadways	\$3,383,200

*Note: Includes \$1.05M Safe Routes to School project.

** Costs shown are current (2022) costs. Refer to Section 6 for adjusted annual costs.

Only the pavement rehabilitation strategies discussed in Section 4 are considered for projects in the 5-year CIP. As discussed, there are various requirements for the amount of roadway reconstruction for the projects. These are indicated by the strategy number described in Table 7.1.2 and in the street matrix (Appendix A). The unit cost of each strategy is also included. The difference in unit cost for additional reconstruction is based on the unit cost breakdown outlined in Section 5.

**TABLE 7.1.2
REHABILITATION STRATEGIES IN CIP**

Rehabilitation Strategy	Unit Cost
1 - 2" AC Inlay w/ 10% R&R	\$3.70
1A - 2" AC Inlay w/ 20% R&R	\$4.10
1B - 2" AC Inlay w/ 30% R&R	\$4.40
2 - 2" AC Overlay w/ 10% R&R	\$3.20

APPENDICES

APPENDIX A: Pavement Management Matrix

2022 Project	2025 Project
2023 Project	2026 Project
2024 Project	2027 Project

	Sidewalk Infill Project
	Recently repaired - changed SI to 100
	Current or projected water line project
	Projected sewer replacement project

SI < 70
70 <= SI < 90
SI >= 90

Pavement Management Matrix																				
Project No.	Sec ID	Name	From	To	Length	Width	Lanes	TI	PCI	SI	2012 Strategy	2022 Strategy	Area	PMS Cost	Updated (2022) Cost	ADA Ramps	ADA Cost	Total Project Cost	PMS Unit Cost/SF	Updated Cost/SF
1	1031	ALDER ST	RAILROAD ST	MEMORY LN	1560	20	2	5	62	97	1	1	31200	\$0	\$115,400		\$0.00	\$115,400	\$0.00	\$ 3.70
2	1056	BUENA VISTA	BUENA VISTA	MEMORY LN	960	28	2	5	22	100	1	1	26880	\$0	\$99,500		\$0.00	\$99,500	\$0.00	\$ 3.70
3	1195	MEMORY LN	TANBARK RD	ALDER STREET	2000	23	2	6.5	52	93	1	1	46000	\$0	\$170,200		\$0.00	\$170,200	\$0.00	\$ 3.70
4	1308	SEASCAPE CT	TANBARK RD	CULDESAC	430	11	2	4.5	1	66	1	1	4730	\$0	\$17,500		\$0.00	\$17,500	\$0.00	\$ 3.70
5	1188	MARINE DR	MARINE DR	CULDESAC	610	10	2	4.5	27	92	2	2	6100	\$2,399	\$19,500		\$0.00	\$19,500	\$0.39	\$ 3.20
6	1189	MARINE DR	OLD COUNTY RD	MARINE DR	2190	17	2	5	35	93	2	2	37230	\$14,644	\$119,100		\$0.00	\$119,100	\$0.39	\$ 3.20
7	1332	VALLEY ST	HILLSIDE DR	CHETCO AV	350	14	2	5	1	65	2	2	4900	\$1,927	\$15,700		\$0.00	\$15,700	\$0.39	\$ 3.20
8	-	MILL BEACH RD	CHETCO AV	FRED MEYER	300	28	2				1	1	8400	\$0	\$31,100		\$0.00	\$31,100	\$0.00	\$ 3.70
9	1007	3 ST	RANSOM AV	EASY ST	770	27.4	2	6.5	58	80	3	1	21098	\$43,251	\$848,000	-	-	\$848,000	\$2.05	\$ 40.19
10	1080	COTTAGE ST	PACIFIC AV	MILL ST	660	27	2	5	32	50	1	1A	17820	\$0	\$73,100	5	\$65,000.00	\$138,100	\$0.00	\$ 4.10
11	1294	ROWLAND LN	KNOLL LN	ARNOLD LN	330	33	2	5	91	90	1	1A	10890	\$0	\$40,300	4	\$52,000.00	\$92,300	\$0.00	\$ 3.70
12	1295	ROWLAND LN	SMITH DR	KNOLL LN	460	34	2	5	20	90	2A	1	15640	\$0	\$57,900	3	\$39,000.00	\$96,900	\$0.00	\$ 3.70
13	1236	PACIFIC AV	CHETCO AV	COTTAGE ST	150	41	2	5	63	93	1	1	6150	\$0	\$22,800	2	\$26,000.00	\$48,800	\$0.00	\$ 3.70
14	1237	PACIFIC AV	COTTAGE ST	RAILROAD ST	520	45	2	5	40	80	1	1	23400	\$0	\$86,600	2	\$26,000.00	\$112,600	\$0.00	\$ 3.70
15	1281	RANSOM AV	JULIE DR	N 2 ST	1000	29	2	6	57	94	1	1	29000	\$0	\$1,050,000	-	-	\$1,050,000	\$0.00	\$ 36.21
16	1262	PIONEER RD	EASY ST	HASSETT ST	1500	21	2	6	34	85	1	1	31500	\$0	\$116,600	5	\$65,000.00	\$181,600	\$0.00	\$ 3.70
17	1027	ALDER ST	HEMLOCK ST	SPRUCE DR	90	29	2	5	25	39.9	6	1	2610	\$6,636	\$9,700	0	\$0.00	\$9,700	\$2.54	\$ 3.70
18	1071	CHETCO LN	CHETCO AV	CULDESAC	460	30	2	4.5	29	57	4	1	13800	\$30,015	\$51,100	1	\$13,000.00	\$64,100	\$2.18	\$ 3.70
19	1302	SEACREST LN	GLENWOOD DR	ARCH LN	100	35	2	5	27	69	3	1	3500	\$7,175	\$13,000	3	\$39,000.00	\$52,000	\$2.05	\$ 3.70
20	1287	RICHARD ST	EASY ST	RICHARD ST	160	21	2	5	2	72	2A	1	3360	\$3,284	\$12,400	0	\$0.00	\$12,400	\$0.98	\$ 3.70
21	1096	EASY ST	2ND ST	FERN AV	2430	23.6	2	6.5	91	90	1	1	57348	\$0	\$212,200	14	\$182,000.00	\$394,200	\$0.00	\$ 3.70
22	1095	EASY MANOR DR	EASY ST	EASY ST	920	21	2	5	1	43	5	1B	19320	\$47,193	\$85,000	0	\$0.00	\$85,000	\$2.44	\$ 4.40
23	1018	5 ST	ELK DR	EASY ST	1320	35	2	6.5	6	90	1	1	46200	\$0	\$170,900	2	\$26,000.00	\$196,900	\$0.00	\$ 3.70
24	1241	PACIFIC AV	AZALEA PK RD	FERN AV	1240	42	2	6	26	73	2A	1	52080	\$50,900	\$192,700	4	\$52,000.00	\$244,700	\$0.98	\$ 3.70
25	1034	ALLEN LN	MILL BEACH RD	CULDESAC	300	25	2	4.5	24	43	5	1	7500	\$0	\$27,800	1	\$13,000.00	\$40,800	\$0.00	\$ 3.70
26	1032	ALDER ST	SPRUCE DR	RAILROAD ST	230	36	2	5	29	73	2A	1	8280	\$8,092	\$30,600		\$0.00	\$30,600	\$0.98	\$ 3.70
27	1088	DAWSON RD	HWY 101	PASSLEY RD DIR	320	26	2	6	11	73	2A	1	8320	\$8,131	\$30,800		\$0.00	\$30,800	\$0.98	\$ 3.70
28	1157	HIGHLAND WY	HASSETT ST	RANSOM AV	720	32	2	5	12	74	2A	1	23040	\$22,518	\$85,200		\$0.00	\$85,200	\$0.98	\$ 3.70
29	1170	KINDEL	MEMORY LN	CULDESAC	230	19	2	4.5	12	77	2A	1	4370	\$4,271	\$16,200		\$0.00	\$16,200	\$0.98	\$ 3.70
30	1331	TRUMAN LN	BARCLAY LN	CULDESAC	180	9	2	4.5	1	78	2A	1	1620	\$1,583	\$6,000		\$0.00	\$6,000	\$0.98	\$ 3.70
31	1122	GLENWOOD DR	HARRIS HTS RD	SEACREST LN	240	36	2	5	30	78	3	1	8640	\$17,712	\$32,000		\$0.00	\$32,000	\$2.05	\$ 3.70
32	1160	HOMESTEAD RD	RANSOM AV	VIEW CT	500	32	2	5	13	79	2A	1	16000	\$15,637	\$59,200		\$0.00	\$59,200	\$0.98	\$ 3.70
33	1010	3 ST	RANSOM AV	HASSETT ST	720	34	2	6.5	25	81	2A	1	24480	\$23,925	\$90,600		\$0.00	\$90,600	\$0.98	\$ 3.70
34	1285	REDWOOD ST	FERN AV	OAK ST	710	22	2	5	3	81	2A	1	15620	\$15,266	\$57,800		\$0.00	\$57,800	\$0.98	\$ 3.70
35	1208	MUSSER	DEL NORTE	MEMORY LN	580	16	2	5	5	82	2A	1	9280	\$9,070	\$34,300		\$0.00	\$34,300	\$0.98	\$ 3.70
36	1181	MACKLYN COVE DR	SANDY LN	CULDESAC	420	22	2	4.5	18	82	2A	1	9240	\$9,031	\$34,200		\$0.00	\$34,200	\$0.98	\$ 3.70
37	1253	PARKVIEW DR	HWY 101	HAMPTON RD	1430	21	2	6	24	82	2A	1	30030	\$29,349	\$111,100		\$0.00	\$111,100	\$0.98	\$ 3.70
38	1045	BARCLAY LN	COLLIS LN	CULDESAC	320	9	2	4.5	27	84	2A	1	2880	\$2,815	\$10,700		\$0.00	\$10,700	\$0.98	\$ 3.70
39	1171	KING ST	WHARF ST	RAILROAD ST	960	25	2	5	13	87	2A	1	24000	\$23,456	\$88,800		\$0.00	\$88,800	\$0.98	\$ 3.70
40	1260	PIONEER LN	7 ST	CULDESAC	340	15	2	4.5	11	88	2A	1	5100	\$4,984	\$18,900		\$0.00	\$18,900	\$0.98	\$ 3.70
41	1292	ROSS RD	FRONTAGE RD	CULDESAC	380	17	2	4.5	35	88	2	1	6460	\$2,541	\$23,900		\$0.00	\$23,900	\$0.39	\$ 3.70
42	1197	MIDLAND ST	2ND ST	RANSOM AV	720	32	2	5	9	88	2A	1	23040	\$22,518	\$85,200		\$0.00	\$85,200	\$0.98	\$ 3.70
43	1236	PACIFIC AV	CHETCO AV	COTTAGE ST	150	41	2	5	63	89	1	1	6150	\$0	\$22,800		\$0.00	\$22,800	\$0.00	\$ 3.70
44	1223	OLD COUNTY RD	AZALEA PARK RD	LUNDEEN RD	280	27	2	5	24	90	2A	1	7560	\$7,389	\$28,000		\$0.00	\$28,000	\$0.98	\$ 3.70

Project No.	Sec ID	Name	From	To	Length	Width	Lanes	TI	PCI	SI	2012 Strategy	2022 Strategy	Area	PMS Cost	Updated (2022) Cost	ADA Ramps	ADA Cost	Total Project Cost	PMS Unit Cost/SF	Updated Cost/SF
45	1022	6 ST	RANSOM AV	JASMINE CT	470	19	2	5	13	90	2A	1	8930	\$8,728	\$33,000		\$0.00	\$33,000	\$0.98	\$ 3.70
46	1054	BRIDGE RD	CHETCO AV	CULDESAC	860	22	2	4.5	9	90	2A	1	18920	\$18,491	\$70,000		\$0.00	\$70,000	\$0.98	\$ 3.70
47	1159	HOLMES DR	DAWSON RD	BLUEBERRY DR	1390	12	2	5	39	91	2	1	16680	\$6,561	\$61,700		\$0.00	\$61,700	\$0.39	\$ 3.70
48	1158	HILLSIDE DR	VALLEY ST	PACIFIC AV	680	40	2	6.5	24	91	2A	1	27200	\$26,583	\$100,600		\$0.00	\$100,600	\$0.98	\$ 3.70
49	1109	FERN AV	PINE ST	FLEET ST	740	42	2	5	18	91	2A	1	31080	\$30,376	\$115,000		\$0.00	\$115,000	\$0.98	\$ 3.70
50	1266	RAILROAD ST	RAILROAD ST	END	1980	27	2	6.5	20	91	2A	1	53460	\$52,248	\$197,800		\$0.00	\$197,800	\$0.98	\$ 3.70
51	1187	MARINA HEIGHTS RD	OLD COUNTY RD	PACIFIC TERRAC	2920	20	2	5	39	92	2	1	58400	\$22,971	\$216,100		\$0.00	\$216,100	\$0.39	\$ 3.70
52	1284	REDWOOD ST	ALDER ST	MYRTLE ST	410	9	2	5	11	93	2A	1	3690	\$3,606	\$13,700		\$0.00	\$13,700	\$0.98	\$ 3.70
53	1081	COVE RD	RAILROAD ST	CULDESAC	1030	33	2	4.5	35	93	2	1	33990	\$13,369	\$125,800		\$0.00	\$125,800	\$0.39	\$ 3.70
54	1059	CAMEO CT	RANSOM AV	CULDESAC	460	32	2	4.5	20	94	2A	1	14720	\$14,386	\$54,500		\$0.00	\$54,500	\$0.98	\$ 3.70
55	1004	2 ST	RANSOM AV	CULDESAC	660	23	2	4.5	20	95	2A	1	15180	\$14,836	\$56,200		\$0.00	\$56,200	\$0.98	\$ 3.70
56	1190	MARVISTA	2 ST	CULDESAC	220	12	2	4.5	16	95	2A	1	2640	\$2,580	\$9,800		\$0.00	\$9,800	\$0.98	\$ 3.70
57	1074	COLLIS LN	ROWLAND LN	CULDESAC	490	18	2	4.5	38	96	2	1	8820	\$3,469	\$32,600		\$0.00	\$32,600	\$0.39	\$ 3.70
58	1085	CYPRESS ST	MAPLE ST	MEMORY LN	920	35	2	5	20	97	2A	1	32200	\$31,470	\$119,100		\$0.00	\$119,100	\$0.98	\$ 3.70
59	1207	MULBERRY LN	LINDEN LN	SPRUCE DR	420	24	2	5	20	98	2A	1	10080	\$9,852	\$37,300		\$0.00	\$37,300	\$0.98	\$ 3.70
60	1006	2ND ST UNNAMED	2 ST	CULDESAC	120	21	2	4.5	21	100	2A	1	2520	\$2,463	\$9,300		\$0.00	\$9,300	\$0.98	\$ 3.70
61	1102	ENGLISH CT	1 ST	CULDESAC	250	32	2	4.5	20	100	2A	1	8000	\$7,819	\$29,600		\$0.00	\$29,600	\$0.98	\$ 3.70
62	1150	HEATHER LN	CHETCO AV	CULDESAC	320	32	2	4.5	22	100	2A	1	10240	\$10,008	\$37,900		\$0.00	\$37,900	\$0.98	\$ 3.70
63	1161	HUB ST	ARNOLD LN	CULDESAC	890	13	2	4.5	2	100	1	1	11570	\$0	\$42,800		\$0.00	\$42,800	\$0.00	\$ 3.70
64	1172	KNOLL LN	ROWLAND LN	CULDESAC	210	35	2	4.5	24	100	2A	1	7350	\$7,183	\$27,200		\$0.00	\$27,200	\$0.98	\$ 3.70
65	1174	LILAC CT	MEMORY LN	CULDESAC	250	32	2	4.5	22	100	2A	1	8000	\$7,819	\$29,600		\$0.00	\$29,600	\$0.98	\$ 3.70
66	1186	MARDON CT	EASY ST	CULDESAC	350	34	2	4.5	20	100	2A	1	11900	\$11,630	\$44,000		\$0.00	\$44,000	\$0.98	\$ 3.70
67	1246	PARADISE LN	RANSOM AV	CULDESAC	550	32	2	4.5	22	100	2A	1	17600	\$17,201	\$65,100		\$0.00	\$65,100	\$0.98	\$ 3.70
68	1310	SMITH DR	FIFIELD ST	MILL BEACH RD	690	34	2	5	22	100	2A	1	23460	\$22,928	\$86,800		\$0.00	\$86,800	\$0.98	\$ 3.70
69	1326	TANBARK RD	SEASCAPE CT	TANBARK CR	440	33	2	5	39	90	1	1	14520	\$0	\$53,700		\$0.00	\$53,700	\$0.00	\$ 3.70
	1001	1 ST	RANSOM AV	EASY ST	850	18	2	5	3	100	1		15300	\$0					0	
	1002	2 ST	MARVISTA	EASY ST	160	22	2	4.5	87	100	1		3520	\$0					0	
	1003	2 ST	RANSOM AV	MARVISTA	640	22	2	5	87	100	1		14080	\$0					0	
	1008	3 ST	HASSETT ST	MIDLAND ST	750	33	2	6.5	61	96	1		24750	\$0					0	
	1009	3 ST	HIDDEN CT	TIMBERLINE DR	590	33	2	6.5	82	100	1		19470	\$0					0	
	1012	4 ST	RANSOM AV	EASY ST	780	17	2	5	63	100	1		13260	\$0					0	
	1015	5 ST	CHETCO AV	ELK DR	230	34	2	6.5	91	100	1		7820	\$0					0	
	1016	5 ST	CHETCO AV	RAILROAD ST	750	41	2	6.5	91	100	1		30750	\$0					0	
	1017	5 ST	EASY ST	5 ST	240	32	2	6.5	91	100	1		7680	\$0					0	
	1019	5 ST	HELEN LN	ARCH LN	1690	33	2	6.5	35	100	1		55770	\$0					0	
	1021	6 ST	JASMINE CT	EASY ST	320	24	2	5	100	100	1		7680	\$0					0	
	1023	7 ST	PIONEER LN	MEADOW LN	530	18	2	5	2	100	1		9540	\$0					0	
	1354	7 ST	HASSETT ST	PIONEER RD	640	18	2	5	36	100	1		11520	\$0					0	
	1024	ALDER ST	BIRCH ST	MAPLE ST	310	21	2	5	100	100	1		6510	\$0					0	
	1025	ALDER ST	CHETCO AV	SPRUCE DR	230	35	2	5	64	95	1		8050	\$0					0	
	1026	ALDER ST	HAZEL ST	MEMORY LN	400	20	2	5	100	100	1		8000	\$0					0	
	1028	ALDER ST	MAPLE ST	NORTH HAZEL ST	260	20	2	5	100	100	1		5200	\$0					0	
	1029	ALDER ST	NORTH HAZEL ST	HAZEL ST	260	20	2	5	100	100	1		5200	\$0					0	
	1033	ALDER ST	SPRUCE DR	HEMLOCK ST	230	21	2	5	87	100	1		4830	\$0					0	
	1035	ALTA LN	DEL NORTE	CULDESAC	170	22	2	4.5	47	98	1		3740	\$0					0	
	1036	ANDRUSS DR	PASSLEY RD	CULDESAC	240	16	2	4.5	100	100	1		3840	\$0					0	
	1037	ARCH LN	5 ST	ARCH LN	430	20	2	5	91	100	1		8600	\$0					0	
	1038	ARCH LN	SEACREST LN	UNNAMED DIRT	530	30	2	5	54	94	1		15900	\$0					0	
	1039	ARNOLD LN	CHETCO AV	MOORE ST	380	19	2	5	74	100	1		7220	\$0					0	
	1040	ARNOLD LN	MOORE ST	IRIS ST	590	19	2	5	4	100	1		11210	\$0					0	
	1041	ARNOLD LN	IRIS ST	ROWLAND LN	360	22	2	5	5	100	1		7920	\$0					0	
	1044	AZALEA PARK RD	PACIFIC AV	OLD COUNTY RD	850	37	2	6.5	62	95	1		31450	\$0					0	
	1049	BIRCH ST	ALDER ST	DEL NORTE	660	20	2	5	58	96	1		13200	\$0					0	

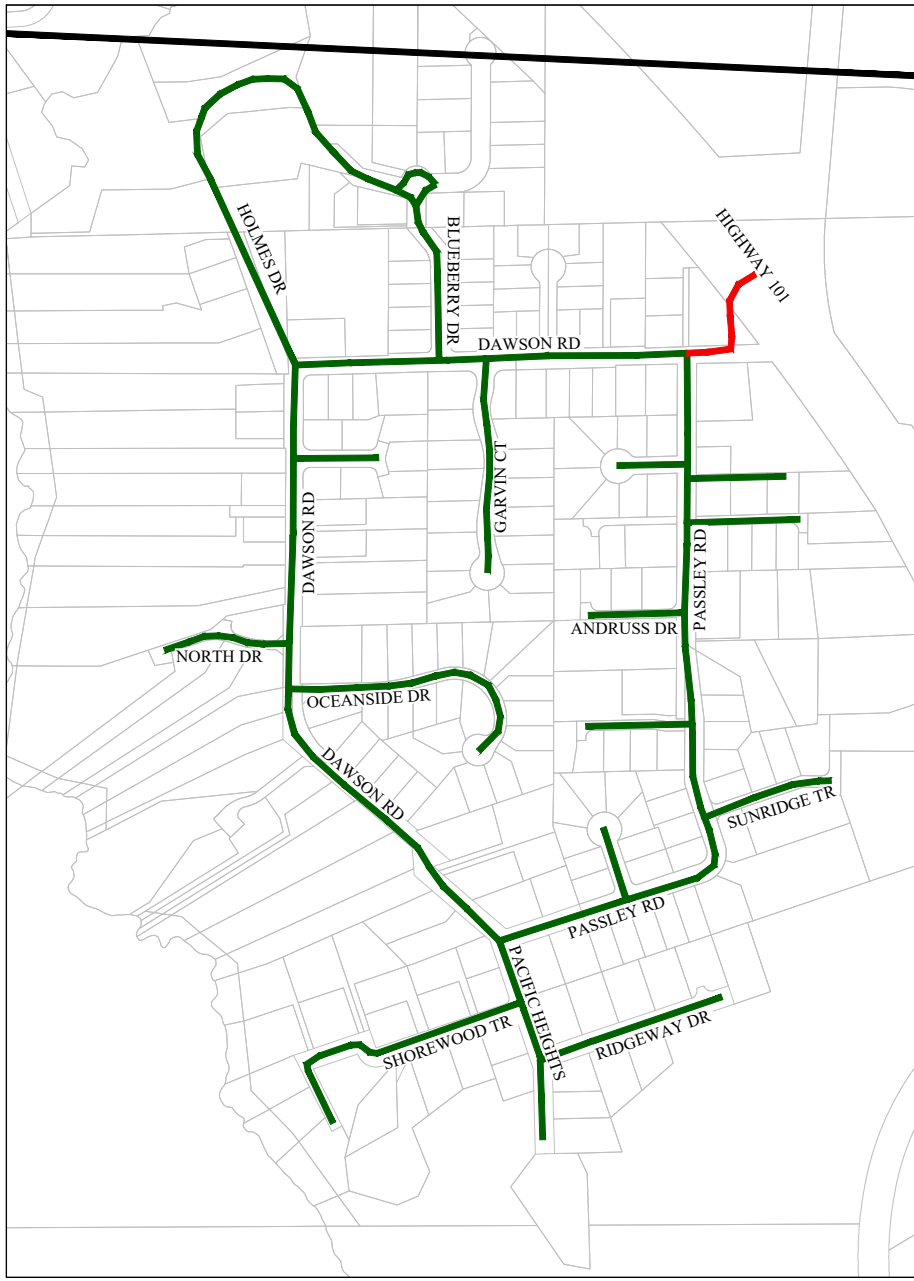
Project No.	Sec ID	Name	From	To	Length	Width	Lanes	TI	PCI	SI	2012 Strategy	2022 Strategy	Area	PMS Cost	Updated (2022) Cost	ADA Ramps	ADA Cost	Total Project Cost	PMS Unit Cost/SF	Updated Cost/SF
	1050	BLUEBERRY DR	DAWSON RD	BLUEBERRY DR	420	28	2	5	91	100	1		11760	\$0					0	
	1051	BLUEBERRY DR	HOLMES DR	BLUEBERRY DR	290	28	2	5	91	100	1		8120	\$0					0	
	1053	BOYER CT	2 ST	CULDESAC	250	31	2	4.5	58	100	1		7750	\$0					0	
	1055	BROOKE LN	5 ST	3 ST	1030	33	2	5	82	100	1		33990	\$0					0	
	1061	CEDAR ST	MAPLE ST	MEMORY LN	910	30	2	5	58	100	1		27300	\$0					0	
	1062	CENTER ST	CHETCO AV	RAILROAD ST	690	48	2	6	7	100	1		33120	\$0					0	
	1072	CLAIR LN	EASY ST	CULDESAC	240	21	2	4.5	82	100	1		5040	\$0					0	
	1073	COLLIS LN	ARNOLD LN	ROWLAND LN	140	28	2	5	62	96	1		3920	\$0					0	
	1079	CORAL CT	3 ST	CULDESAC	240	30	2	4.5	20	100	2A		7200	\$0					0	
	1080	COTTAGE ST	PACIFIC AV	MILL ST	660	27	2	5	32	100	1		17820	\$0					0	
	1082	CRESTWOOD PL	RANSOM AV	CULDESAC	410	30	2	4.5	100	100	1		12300	\$0					0	
	1083	CRISSEY LP	CRISSEY LP	CHETCO AV	650	14	2	5	91	100	1		9100	\$0					0	
	1084	CUSHING CT	TANBARK RD	CULDESAC	450	21	2	4.5	47	100	1		9450	\$0					0	
	1086	DAWSON RD	BLUEBERRY DR	GARVIN CT	660	33	2	5	61	96	1		21780	\$0					0	
	1087	DAWSON RD	HOLMES DR	SPINDRIFT RD	220	25	2	5	48	100	1		5500	\$0					0	
	1089	DAWSON RD	OCEANSIDE DR	OCEAN PARK DR	870	26	2	5	91	100	1		22620	\$0					0	
	1090	DAWSON RD	PASSLEY RD	ZIA CT	370	26	2	5	89	100	1		9620	\$0					0	
	1091	DAWSON RD	SPINDRIFT RD	OCEANSIDE DR	630	20	2	5	89	100	1		12600	\$0					0	
	1094	DEL NORTE	WOODLAND	MEMORY LN	1610	21	2	6.5	100	100	1		33810	\$0					0	
	1097	EASY ST	CHETCO AV	2ND ST	790	20	2	6.5	39	100	1		15800	\$0					0	
	1100	ELK DR	5 ST	FRONTAGE RD	250	33	2	5	61	96	1		8250	\$0					0	
	1101	ELK DR	FRONTAGE RD	FERN AV	1190	34	2	5	31	100	1		40460	\$0					0	
	1103	FAWN DR	MECHELLE LN	KEVIN PL	720	32	2	5	100	100	1		23040	\$0					0	
	1104	FERN AV	CHETCO AV	SPRUCE ST	200	39	2	5	100	100	1		7800	\$0					0	
	1105	FERN AV	EASY ST	RANSOM AV	770	23	2	5	79	100	1		17710	\$0					0	
	1106	FERN AV	ELK DR	EASY ST	850	28	2	5	10	100	3		23800	\$0					0	
	1107	FERN AV	HEMLOCK ST	RAILROAD ST	210	29	2	5	100	100	1		6090	\$0					0	
	1108	FERN AV	PACIFIC AV	ELK DR	910	25	2	5	64	97	1		22750	\$0					0	
	1110	FERN AV	SPRUCE ST	HEMLOCK ST	230	29	2	5	100	100	1		6670	\$0					0	
	1111	FIFIELD ST	DIRT	SMITH DR	1130	20	2	5	100	100	1		22600	\$0					0	
	1112	FIR ST	OAK ST	OLD COUNTY RD	1230	25	2	5	100	100	1		30750	\$0					0	
	1116	FOUNTAIN	DEL NORTE	CULDESAC	130	24	2	4.5	79	98	1		3120	\$0					0	
	1117	FRONTAGE RD	CHETCO AV	ROSS RD	570	50	2	5	91	100	1		28500	\$0					0	
	1119	GARVIN CT	DAWSON RD	CULDESAC	550	22	2	4.5	91	100	1		12100	\$0					0	
	1121	GLENWOOD DR	HWY 101	SEACREST LN	130	30	2	6	80	100	1		3900	\$0					0	
	1123	GLENWOOD DR	SEACREST LN	GLENWOOD DR	980	35	2	5	82	100	1		34300	\$0					0	
	1125	HAMPTON RD	200' E/HAMPTON RD	CULDESAC	260	11	2	4.5	82	100	1		2860	\$0					0	
	1126	HAMPTON RD	HAMPTON RD	CULDESAC	320	11	2	4.5	80	100	1		3520	\$0					0	
	1127	HAMPTON RD	OAKWOOD CT	200' E/HAMPTON	200	24	2	5	87	100	1		4800	\$0					0	
	1128	HAMPTON RD	PARKVIEW DR	OAKWOOD CT	520	20	2	5	68	96	1		10400	\$0					0	
	1130	HARRIS HGTS RD	UNNAMED DIRT	HARRIS HGTS RD	600	24	2	5	58	96	1		14400	\$0					0	
	1005	HASSETT ST	MIDLAND ST	3 ST	280	33	2	5	60	94	1		9240	\$0					0	
	1138	HASSETT ST	3 ST	2ND ST	20	33	2	5	60	94	1		660	\$0					0	
	1139	HASSETT ST	5 ST	HIGHLAND WY	820	33	2	5	57	93	1		27060	\$0					0	
	1140	HASSETT ST	5 ST	CULDESAC	630	33	2	4.5	59	97	1		20790	\$0					0	
	1141	HASSETT ST	7 ST DIRT	CULDESAC	290	13	2	4.5	49	100	1		3770	\$0					0	
	1142	HASSETT ST	HIGHLAND WY	MIDLAND ST	260	33	2	5	82	100	1		8580	\$0					0	
	1143	HASSETT ST	JOSHUA CT	PIONEER RD	150	21	2	5	9	100	1		3150	\$0					0	
	1144	HASSETT ST	KEVIN PL	WEAVER LN	1030	21	2	5	10	100	1		21630	\$0					0	
	1145	HASSETT ST	OLD COUNTY RD	JOSHUA CT	380	32	2	5	35	100	1		12160	\$0					0	
	1146	HASSETT ST	3RD ST	CULDESAC	590	33	2	5	91	100	1		19470	\$0					0	
	1148	HAZEL ST	DEL NORTE	NORTH HAZEL ST	260	19	2	5	91	100	1		4940	\$0					0	
	1149	HAZEL ST	NORTH HAZEL ST	ALDER ST	660	20	2	5	96	100	1		13200	\$0					0	

Project No.	Sec ID	Name	From	To	Length	Width	Lanes	TI	PCI	SI	2012 Strategy	2022 Strategy	Area	PMS Cost	Updated (2022) Cost	ADA Ramps	ADA Cost	Total Project Cost	PMS Unit Cost/SF	Updated Cost/SF
	1151	HELEN LN	JODEE LN	5 ST	1680	33	2	5	82	100	1		55440	\$0					0	
	1152	HEMLOCK ST	ALDER ST	OAK ST	400	27	2	5	2	100	1		10800	\$0					0	
	1153	HEMLOCK ST	FERN AV	WHARF ST	690	35	2	5	31	100	1		24150	\$0					0	
	1154	HEMLOCK ST	OAK ST	WILLOW ST	400	20	2	5	20	100	1		8000	\$0					0	
	1155	HEMLOCK ST	WILLOW ST	FERN AV	430	19	2	5	1	100	1		8170	\$0					0	
	1156	HIDDEN CT	3 ST	CULDESAC	230	24	2	4.5	91	100	1		5520	\$0					0	
	1164	IRIS ST	ARNOLD LN	CULDESAC	830	21	2	4.5	58	97	1		17430	\$0					0	
	1165	JASMINE CT	6 ST	CULDESAC	180	27	2	4.5	91	100	1		4860	\$0					0	
	1166	JODEE LN	5 ST	KRISTA LN	1220	33	2	5	82	100	1		40260	\$0					0	
	1167	JOSHUA CT	HASSETT ST	CULDESAC	230	32	2	4.5	91	100	1		7360	\$0					0	
	1168	JULIE DR	RANSOM AV	VIEW CT	530	33	2	5	91	100	1		17490	\$0					0	
	1169	KEVIN PL	HASSETT ST	RANSOM AV	770	32	2	5	3	100	1		24640	\$0					0	
	1173	KRISTA LN	JODEE LN	5 ST	910	33	2	5	91	100	1		30030	\$0					0	
	1175	LIMBAUGH WY	5 ST	CULDESAC	210	22	2	4.5	91	100	1		4620	\$0					0	
	1176	LINDA LN	TANBARK RD	CULDESAC	200	20	2	4.5	86	100	1		4000	\$0					0	
	1177	LINDEN LN	MULBERRY LN	SPRUCE DR	400	30	2	5	82	100	1		12000	\$0					0	
	1178	LUCKY LN	CHETCO AV	CULDESAC	270	27	2	4.5	91	100	1		7290	\$0					0	
	1179	LUMBERVIEW DR	PASSLEY RD	CULDESAC	280	18	2	4.5	89	100	1		5040	\$0					0	
	1180	LUNDEEN RD	OLD COUNTY RD	CULDESAC	960	20	2	4.5	69	100	1		19200	\$0					0	
	1182	MAGNOLIA CT	EASY ST	CULDESAC	320	33	2	4.5	82	100	1		10560	\$0					0	
	1183	MAPLE ST	ALDER ST	DEL NORTE	770	20	2	5	88	100	1		15400	\$0					0	
	1184	MAPLE ST	OXFORD ST	ALDER ST	790	32	2	5	20	100	1		25280	\$0					0	
	1185	MAR VISTA LN	1 ST	CULDESAC	210	16	2	4.5	84	100	1		3360	\$0					0	
	1191	MATOT ST	RAILROAD ST	CULDESAC	330	21	2	4.5	82	100	1		6930	\$0					0	
	1192	MEADOW LN	7 ST	MEADOW LN DIR	960	17	2	5	78	100	1		16320	\$0					0	
	1193	MECHELLE LN	KEVIN PL	FAWN DR	430	32	2	5	8	100	1		13760	\$0					0	
	1195a	MEMORY LN	ALDER ST	DEL NORTE	1080	21	2	6.5	100	100	1		22680	\$0					0	
	1198	MIDLAND ST	3 ST	HASSETT ST	1050	27	2	5	56	100	1		28350	\$0					0	
	1199	MIDLAND ST	MIDLAND ST S	MIDLAND ST S	200	27	2	5	81	100	1		5400	\$0					0	
	1356	MIDLAND ST	MIDLAND ST N	MIDLAND ST N	200	27	2	5	81	100	1		5400	\$0					0	
	1201	MILL BEACH RD	CHETCO AV	CULDESAC	480	28	2	4.5	73	100	1		13440	\$0					0	
	1202	MILL BEACH RD	MILL BEACH RD DIF	RAILROAD ST	470	28	2	5	49	96	1		13160	\$0					0	
	1203	MILL BEACH RD	RAILROAD ST	SMITH DR	470	24	2	5	84	100	1		11280	\$0					0	
	1204	MILL BEACH RD	SMITH DR	ALLEN LN	630	24	2	5	56	95	1		15120	\$0					0	
	1205	MILL ST	CHETCO AV	RAILROAD ST	580	38	2	5	91	100	1		22040	\$0					0	
	1206	MOORE ST	ARNOLD LN	CULDESAC	860	36	2	4.5	35	100	1		30960	\$0					0	
	1211	NO NAME FERN E	FERN AV	NO NAME FERN V	160	34	2	5	89	100	1		5440	\$0					0	
	1212	NO NAME FERN W	NO NAME FERN E	CHETCO AV	640	17	2	5	91	100	1		10880	\$0					0	
	1213	NORTH DR	DAWSON RD	CULDESAC	320	20	2	4.5	96	100	1		6400	\$0					0	
	1214	NORTH HAZEL ST	HAZEL ST	ALDER ST	770	20	2	5	89	100	1		15400	\$0					0	
	1215	OAK ST	CHETCO AV	SPRUCE ST	200	38	2	6.5	80	100	1		7600	\$0					0	
	1216	OAK ST	PACIFIC ST	CHETCO AV	1050	42	2	6.5	64	94	1		44100	\$0					0	
	1217	OAK ST	HEMLOCK ST	RAILROAD ST	160	39	2	6.5	41	100	1		6240	\$0					0	
	1218	OAK ST	SPRUCE ST	HEMLOCK ST	230	38	2	6.5	91	100	1		8740	\$0					0	
	1219	OAKWOOD CT	HAMPTON RD	CULDESAC	290	23	2	4.5	91	100	1		6670	\$0					0	
	1220	OCEAN PARK CT	OCEAN PARK DR	CULDESAC	200	28	2	4.5	91	100	1		5600	\$0					0	
	1221	OCEAN PARK DR	OCEAN PARK CT	DAWSON RD	350	33	2	5	91	100	1		11550	\$0					0	
	1222	OCEANSIDE DR	DAWSON RD	CULDESAC	720	19	2	4.5	91	100	1		13680	\$0					0	
	1224	OLD COUNTY RD	AZALEA PARK RD	CONSTITUTION V	1100	27	2	5	61	96	1		29700	\$0					0	
	1225	OLD COUNTY RD	HASSETT ST	MARINE DR	1840	27	2	6	20	100	1		49680	\$0					0	
	1226	OLD COUNTY RD	LUNDEEN RD	PACIFIC AV	340	29	2	5	8	100	1		9860	\$0					0	
	1227	OLD COUNTY RD	MARINA HEIGHTS P	PACIFIC TERRAC	630	27	2	5	83	100	1		17010	\$0					0	
	1229	OLD COUNTY RD	PACIFIC AV	ROSICHELLI LN	250	27	2	6	1	100	1		6750	\$0					0	

Project No.	Sec ID	Name	From	To	Length	Width	Lanes	TI	PCI	SI	2012 Strategy	2022 Strategy	Area	PMS Cost	Updated (2022) Cost	ADA Ramps	ADA Cost	Total Project Cost	PMS Unit Cost/SF	Updated Cost/SF
	1230	OLD COUNTY RD UNN	OLD COUNTY RD	CULDESAC	180	20	2	4.5	79	100	1		3600	\$0					0	
	1233	OVERGLEN CT	TIMBERLINE DR	CULDESAC	210	33	2	4.5	100	100	1		6930	\$0					0	
	1234	OXFORD ST	FLORAL DR	MAPLE ST	410	32	2	5	20	100	1		13120	\$0					0	
	1235	OXFORD ST	RAILROAD ST	FLORAL DR	80	32	2	5	20	100	1		2560	\$0					0	
	1238	PACIFIC AV	PARK AV	CHETCO AV	900	24	2	6	84	100	1		21600	\$0					0	
	1239	PACIFIC AV	AZALEA PK RD	OLD COUNTY RD	1060	21	2	6	89	100	1		22260	\$0					0	
	1240	PACIFIC AV	PARK AV	FERN AV	340	40	2	6	77	96	1		13600	\$0					0	
	1242	PACIFIC HGTS ST	DAWSON RD	RIDGEWAY DR	280	33	2	5	91	100	1		9240	\$0					0	
	1243	PACIFIC HGTS ST	RIDGEWAY DR	CULDESAC	200	24	2	4.5	91	100	1		4800	\$0					0	
	1247	PARK AV	PACIFIC AV	FERN AV	540	29	2	5	51	90	1		15660	\$0					0	
	1252	PARKVIEW DR	HAMPTON RD	VISTA RIDGE RD	3250	22	2	5	100	100	1		71500	\$0					0	
	1254	PASSLEY RD	ANDRUSS DR	WEST CLIFF DR	300	22	2	5	91	100	1		6600	\$0					0	
	1255	PASSLEY RD	PASSLEY RD DIRT	SUSAN PL	290	18	2	5	86	100	1		5220	\$0					0	
	1256	PASSLEY RD	SUSAN PL	ANDRUSS DR	360	22	2	5	67	100	1		7920	\$0					0	
	1257	PASSLEY RD	WEST CLIFF DR	OCEAN PARK CT	590	33	2	5	91	100	1		19470	\$0					0	
	1258	PINE ST	ALDER ST	OAK ST	820	19	2	5	88	100	1		15580	\$0					0	
	1259	PINE ST	FERN AV	CULDESAC	460	22	2	4.5	89	100	1		10120	\$0					0	
	1261	PIONEER RD	PACIFIC AV	EASY ST	680	52	2	6.5	100	100	1		35360	\$0					0	
	1263	RAILROAD ST	MILL BEACH RD	PACIFIC AV	1070	41	2	5.5	91	100	1		43870	\$0					0	
	1264	RAILROAD ST	DEL NORTE	ALDER ST	530	27	2	6.5	100	100	1		14310	\$0					0	
	1265	RAILROAD ST	OAK ST	ALDER ST	500	27	2	5.5	100	100	1		13500	\$0					0	
	1267	RAILROAD ST	WHARF ST	OAK ST	1630	27	2	5.5	34	100	1		44010	\$0					0	
	1268	RAILROAD ST	PACIFIC AV	CENTER ST	940	26	2	5.5	46	100	2		24440	\$0					0	
	1269	RAILROAD ST	WHARF ST	CENTER ST	340	26	2	6.5	89	100	1		8840	\$0					0	
	1270	RAILROAD UNNAMED	RAILROAD ST	5 ST	720	24	2	5	100	100	1		17280	\$0					0	
	1271	RANSOM AV	2 ST	3 ST	470	19	2	6	57	96	1		8930	\$0					0	
	1272	RANSOM AV	2 ST	2 ST	180	19	2	6	43	100	1		3420	\$0					0	
	1273	RANSOM AV	3 ST	MIDLAND ST	270	23	2	6	100	100	1		6210	\$0					0	
	1274	RANSOM AV	4 ST	BARBRA LN DIRT	490	35	2	6	100	100	1		17150	\$0					0	
	1275	RANSOM AV	5 ST	310' E/O 5 ST	310	32	2	6	100	100	1		9920	\$0					0	
	1276	RANSOM AV	6 ST	FERN AV	520	32	2	6	4	100	1		16640	\$0					0	
	1277	RANSOM AV	BARBRA LN DIRT	5 ST	220	21	2	6	42	100	1		4620	\$0					0	
	1278	RANSOM AV	CHETCO AV	JULIE DR	440	29	2	6	100	100	1		12760	\$0					0	
	1279	RANSOM AV	FAWN DR	PIONEER RD	580	32	2	6	1	100	1		18560	\$0					0	
	1280	RANSOM AV	FERN AV	KEVIN PL	320	32	2	5	1	100	1		10240	\$0					0	
	1282	RANSOM AV	KEVIN PL	FAWN DR	430	32	2	6	2	100	1		13760	\$0					0	
	1283	RANSOM AV	MIDLAND ST	4 ST	360	35	2	6	100	100	1		12600	\$0					0	
	1275a	RANSOM AV	310' E/O 5 ST	6 ST	310	32	2	6	100	100	1		9920	\$0					0	
	1286	REDWOOD ST	OAK ST	ALDER ST	430	18	2	5	82	100	1		7740	\$0					0	
	1288	RICHARD ST	RICHARD ST	RICHARD ST	570	12	2	5	80	100	1		6840	\$0					0	
	1289	RIDGEWAY DR	PACIFIC HGTS ST	CULDESAC	510	27	2	4.5	91	100	1		13770	\$0					0	
	1290	RIVIERA CT	MARINA HEIGHTS F	CULDESAC	580	22	2	4.5	91	100	1		12760	\$0					0	
	1291	ROSICHELLI LN	OLD COUNTY RD	CULDESAC	450	27	2	4.5	91	100	1		12150	\$0					0	
	1293	ROWLAND LN	COLLINS LN	CULDESAC	660	28	2	4.5	62	96	1		18480	\$0					\$ -	\$ 3.70
	1296	RUTH LN	4 ST	CULDESAC	170	32	2	4.5	91	100	1		5440	\$0					0	
	1299	SEACREST LN	ARCH LN	BURGESS LN	690	35	2	5	61	95	1		24150	\$0					0	
	1300	SEACREST LN	BURGESS LN	CULDESAC	330	35	2	4.5	91	100	1		11550	\$0					0	
	1301	SEACREST LN	SEACREST LN	CULDESAC	230	35	2	4.5	91	100	1		8050	\$0					0	
	1303	SEACREST LN	GLENWOOD DR	HARRIS HGTS RD	630	28	2	5	91	100	1		17640	\$0					0	
	1309	SHOREWOOD TR	PACIFIC HGTS ST	CULDESAC	760	27	2	4.5	91	100	1		20520	\$0					0	
	1312	SPINDRIFT RD	DAWSON RD	CULDESAC	210	14	2	4.5	91	100	1		2940	\$0					0	
	1313	SPRUCE DR	LINDEN LN	ALDER ST	350	30	2	5	42	100	1		10500	\$0					0	
	1314	SPRUCE DR	SPRUCE ST	LINDEN LN	1570	30	2	5	11	100	1		47100	\$0					0	

Project No.	Sec ID	Name	From	To	Length	Width	Lanes	TI	PCI	SI	2012 Strategy	2022 Strategy	Area	PMS Cost	Updated (2022) Cost	ADA Ramps	ADA Cost	Total Project Cost	PMS Unit Cost/SF	Updated Cost/SF
	1315	SPRUCE ST	ALDER ST	OAK ST	420	25	2	5	3	100	1		10500	\$0					0	
	1316	SPRUCE ST	FERN AV	WHARF ST	620	26	2	5	36	100	1		16120	\$0					0	
	1317	SPRUCE ST	OAK ST	WILLOW ST	410	21	2	5	100	100	1		8610	\$0					0	
	1318	SPRUCE ST	WHARF ST	CENTER ST	240	35	2	5	100	100	1		8400	\$0					0	
	1319	SPRUCE ST	WILLOW ST	FERN AV	420	22	2	5	100	100	1		9240	\$0					0	
	1320	SUNRIDGE TR	PASSLEY RD	CULDESAC	340	16	2	4.5	91	100	1		5440	\$0					0	
	1321	SUSAN PL	PASSLEY RD	CULDESAC	170	18	2	4.5	82	100	1		3060	\$0					0	
	1322	TANBARK CR	TANBARK RD	CULDESAC	180	36	2	4.5	91	100	1		6480	\$0					0	
	1323	TANBARK RD	CUSHING CT	SEASCAPE CT	130	34	2	5	91	100	1		4420	\$0					0	
	1324	TANBARK RD	MEMORY LN	CUSHING CT	700	20	2	5	81	98	1		14000	\$0					0	
	1325	TANBARK RD	RAILROAD ST	MEMORY LN	730	26	2	5	89	100	1		18980	\$0					0	
	1326	TANBARK RD	SEASCAPE CT	TANBARK CR	440	33	2	5	39	100	1		14520	\$0					0	
	1327	TANBARK RD	TANBARK CR	CULDESAC	140	20	2	4.5	91	100	1		2800	\$0					0	
	1328	TIMBERLINE DR	3 ST	OVERGLEN CT	1160	33	2	5	82	100	1		38280	\$0					0	
	1329	TIMBERLINE DR	CULDESAC	TIMBERLINE DR	190	23	2	4.5	91	100	1		4370	\$0					0	
	1330	TIMBERLINE DR	OVERGLEN CT	HASSETT ST	620	33	2	5	82	100	1		20460	\$0					0	
	1333	VELOPA CT	TANBARK RD	CULDESAC	380	33	2	4.5	82	100	1		12540	\$0					0	
	1334	VIEW CT	HOMESTEAD RD	CULDESAC	160	32	2	4.5	33	100	1		5120	\$0					0	
	1335	VIEW CT	JULIE DR	HOMESTEAD RD	380	33	2	5	91	100	1		12540	\$0					0	
	1336	VISTA CT	VISTA RIDGE RD	CULDESAC	340	33	2	4.5	91	100	1		11220	\$0					0	
	1337	VISTA RIDGE RD	VISTA CT	GOWMAN LN	1670	33	2	5	84	100	1		55110	\$0					0	
	1338	W HARRIS HTS	GLENWOOD DR	CULDESAC	1130	17	2	4.5	77	100	1		19210	\$0					0	
	1355	WEAVER LN	HASSETT	END	450	18	2	4.5	83	100	1		8100	\$0					0	
	1340	WELCH CT	PARKVIEW DR	CULDESAC	140	27	2	4.5	82	100	1		3780	\$0					0	
	1341	WEST CLIFF DR	PASSLEY RD	CULDESAC	270	16	2	4.5	91	100	1		4320	\$0					0	
	1342	WEST PARK CT	PARKVIEW DR	CULDESAC	390	27	2	4.5	91	100	1		10530	\$0					0	
	1343	WHARF ST	CHETCO AV	SPRUCE ST	280	39	2	5	100	100	1		10920	\$0					0	
	1345	WHARF ST	RAILROAD ST	WWTP	1290	29	2	5	89	100	1		37410	\$0					0	
	1347	WHARF ST	SPRUCE ST	RAILROAD ST	430	38	2	6	100	100	1		16340	\$0					0	
	1348	WHITNEY WY	PASSLEY RD	CULDESAC	250	18	2	4.5	51	98	1		4500	\$0					0	
	1349	WILLOW ST	CHETCO AV	SPRUCE ST	200	26	2	5	100	100	1		5200	\$0					0	
	1350	WILLOW ST	HEMLOCK ST	RAILROAD ST	210	21	2	5	100	100	1		4410	\$0					0	
	1351	WILLOW ST	SPRUCE ST	HEMLOCK ST	230	26	2	5	100	100	1		5980	\$0					0	
	1352	WOODLAND	DEL NORTE	CULDESAC	220	18	2	4.5	100	100	1		3960	\$0					0	
	1353	ZIA CT	DAWSON RD	CULDESAC	230	27	2	4.5	91	100	1		6210	\$0					0	

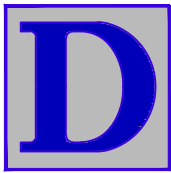
APPENDIX B: Proposed Pavement Maintenance Map



DAWSON TRACT
SCALE: 1" = 500'

LEGEND

- | | |
|---|---|
| — DO NOTHING | — SIDEWALK INFILL |
| — SLURRY SEAL COMPLETED (2014) | — AC OVERLAY |
| | — 2" AC INLAY |



THE DYER PARTNERSHIP
ENGINEERS & PLANNERS, INC.
1330 Teakwood Avenue / Coos Bay, Oregon 97420
(541) 269-0732 / WWW.DYERPART.COM

MAY 2022

CITY OF BROOKINGS
CURRY COUNTY, OREGON

PAVEMENT MANAGEMENT STRATEGY UPDATE

SCALE



APPENDIX C: ADA Requirements



U.S. Department of Justice
Civil Rights Division
Disability Rights Section



U.S. Department of Transportation
Federal Highway Administration

Department of Justice/Department of Transportation Joint Technical Assistance¹ on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing

Title II of the Americans with Disabilities Act (ADA) requires that state and local governments ensure that persons with disabilities have access to the pedestrian routes in the public right of way. An important part of this requirement is the obligation whenever streets, roadways, or highways are *altered* to provide curb ramps where street level pedestrian walkways cross curbs.² This requirement is intended to ensure the accessibility and usability of the pedestrian walkway for persons with disabilities.

An alteration is a change that affects or could affect the usability of all or part of a building or facility.³ Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, *resurfacing*, widening, and projects of similar scale and effect.⁴ Maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations.

Without curb ramps, sidewalk travel in urban areas can be dangerous, difficult, or even impossible for people who use wheelchairs, scooters, and other mobility devices. Curb ramps allow people with mobility disabilities to gain access to the sidewalks and to pass through center islands in streets. Otherwise, these individuals are forced to travel in streets and roadways and are put in danger or are prevented from reaching their destination; some people with disabilities may simply choose not to take this risk and will not venture out of their homes or communities.

Because resurfacing of streets constitutes an alteration under the ADA, it triggers the obligation to provide curb ramps where pedestrian walkways intersect the resurfaced streets. See *Kinney v. Yerusalim*, 9 F 3d 1067 (3rd Cir. 1993). This obligation has been discussed in a variety of technical assistance materials published by the Department of Justice

beginning in 1994.⁵ Over the past few years, state and local governments have sought further guidance on the scope of the alterations requirement with respect to the provision of curb ramps when streets, roads or highways are being resurfaced. These questions have arisen largely due to the development of a variety of road surface treatments other than traditional road resurfacing, which generally involved the addition of a new layer of asphalt. Public entities have asked the Department of Transportation and the Department of Justice to clarify whether particular road surface treatments fall within the ADA definition of alterations, or whether they should be considered maintenance that would not trigger the obligation to provide curb ramps. This Joint Technical Assistance addresses some of those questions.

Where must curb ramps be provided?

Generally, curb ramps are needed wherever a sidewalk or other pedestrian walkway crosses a curb. Curb ramps must be located to ensure a person with a mobility disability can travel from a sidewalk on one side of the street, over or through any curbs or traffic islands, to the sidewalk on the other side of the street. However, the ADA does not require installation of ramps or curb ramps in the absence of a pedestrian walkway with a prepared surface for pedestrian use. Nor are curb ramps required in the absence of a curb, elevation, or other barrier between the street and the walkway.

When is resurfacing considered to be an alteration?

Resurfacing is an alteration that triggers the requirement to add curb ramps if it involves work on a street or roadway spanning from one intersection to another, and includes overlays of additional material to the road surface, with or without milling. Examples include, but are not limited to the following treatments or their equivalents: addition of a new layer of asphalt, reconstruction, concrete pavement rehabilitation and reconstruction, open-graded surface course, micro-surfacing and thin lift overlays, cape seals, and in-place asphalt recycling.

What kinds of treatments constitute maintenance rather than an alteration?

Treatments that serve solely to seal and protect the road surface, improve friction, and control splash and spray are considered to be maintenance because they do not significantly affect the public's access to or usability of the road. Some examples of the types of treatments that would normally be considered maintenance are: painting or striping lanes, crack filling and sealing, surface sealing, chip seals, slurry seals, fog seals, scrub sealing, joint crack seals, joint repairs, dowel bar retrofit, spot high-friction treatments, diamond grinding, and pavement patching. In some cases, the combination of several maintenance treatments occurring at or near the same time may qualify as an alteration and would trigger the obligation to provide curb ramps.

What if a locality is not resurfacing an entire block, but is resurfacing a crosswalk by itself?

Crosswalks constitute distinct elements of the right-of-way intended to facilitate pedestrian traffic. Regardless of whether there is curb-to-curb resurfacing of the street or roadway in general, resurfacing of a crosswalk also requires the provision of curb ramps at that crosswalk.

1 The Department of Justice is the federal agency with responsibility for issuing regulations implementing the requirements of title II of the ADA and for coordinating federal agency compliance activities with respect to those requirements. Title II applies to the programs and activities of state and local governmental entities. The Department of Justice and the Department of Transportation share responsibility for enforcing the requirements of title II of the ADA with respect to the public right of way, including streets, roads, and highways.

2 See 28 CFR 35.151(i)(1) (Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway) and 35.151(i)(2) (Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways).

3 28 CFR 35.151(b)(1).

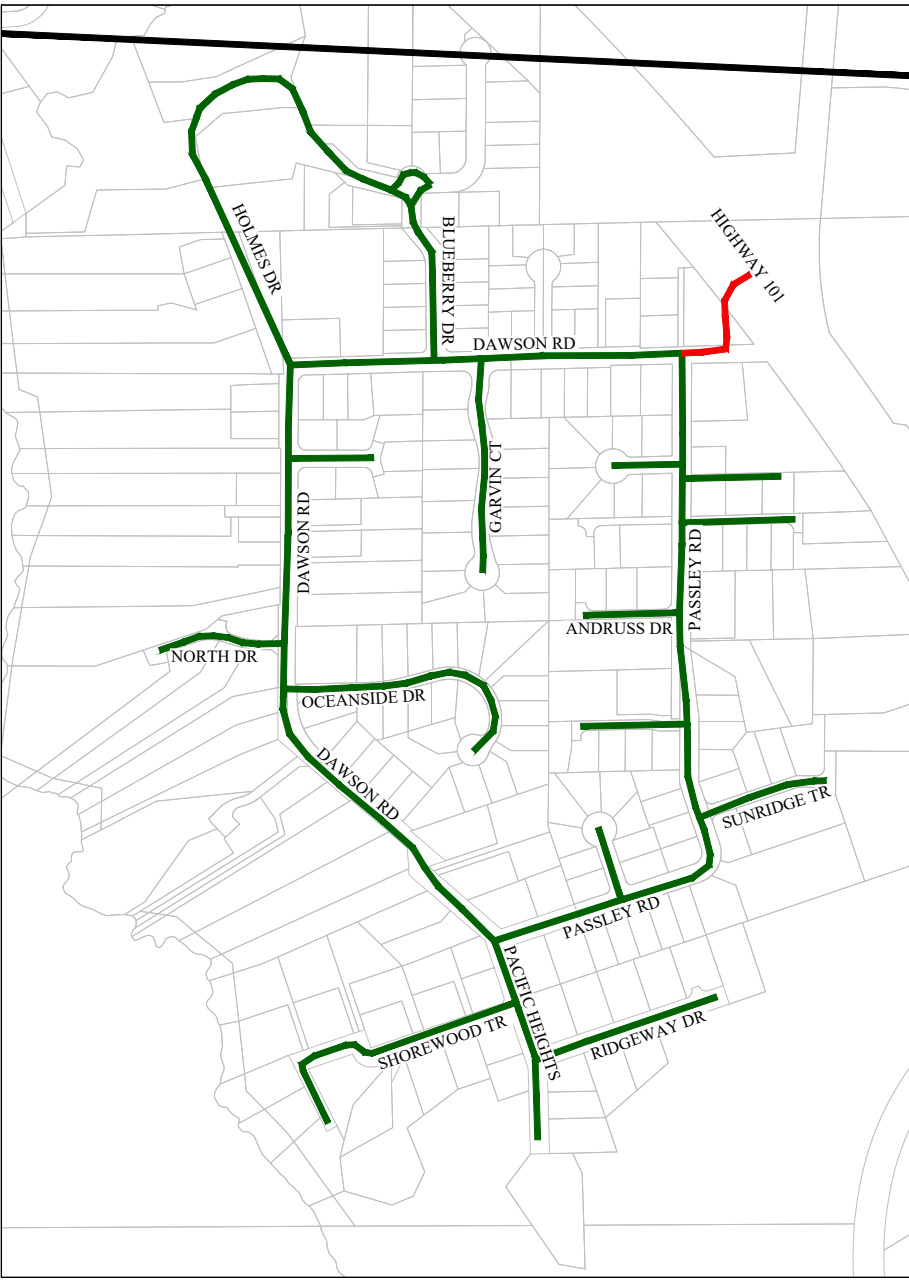
4 2010 ADA Accessibility Standards, section 106.5.

5 See 1994 Title II Technical Assistance Manual Supplement, Title II TA Guidance: The ADA and City Governments: Common Problems; and ADA Best Practices Tool Kit for State and Local Governments: Chapter 6, Curb Ramps and Pedestrian Crossings under Title II of the ADA, available at ada.gov.

The Americans with Disabilities Act authorizes the Department of Justice (the Department) to provide technical assistance to individuals and entities that have rights or responsibilities under the Act. This document provides informal guidance to assist you in understanding the ADA and the Department's regulations.

This guidance document is not intended to be a final agency action, has no legally binding effect, and may be rescinded or modified in the Department's complete discretion, in accordance with applicable laws. The Department's guidance documents, including this guidance, do not establish legally enforceable responsibilities beyond what is required by the terms of the applicable statutes, regulations, or binding judicial precedent.

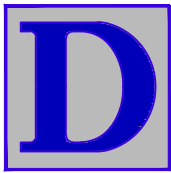
July 8, 2013



DAWSON TRACT
SCALE: 1" = 500'

LEGEND

	DO NOTHING		SIDEWALK INFILL
	SLURRY SEAL COMPLETED (2014)		AC OVERLAY
	2" AC INLAY		



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MAY 2022

CITY OF BROOKINGS
CURRY COUNTY, OREGON

PAVEMENT MANAGEMENT STRATEGY UPDATE

SCALE



Overall List of Street Repairs Completed since 2012 PMS Update

Sec ID	Name	From	To	Length	Width
1001	1 ST	RANSOM AV	EASY ST	850	18
1019	5 ST	HELEN LN	ARCH LN	1690	33
1023	7 ST	PIONEER LN	MEADOW LN	530	18
1354	7 ST	HASSETT ST	PIONEER RD	640	18
1039	ARNOLD LN	CHETCO AV	MOORE ST	380	19
1040	ARNOLD LN	MOORE ST	IRIS ST	590	19
1041	ARNOLD LN	IRIS ST	ROWLAND LN	360	22
1062	CENTER ST	CHETCO AV	RAILROAD ST	690	48
1097	EASY ST	CHETCO AV	2ND ST	790	20
1101	ELK DR	FRONTAGE RD	FERN AV	1190	34
1105	FERN AV	EASY ST	RANSOM AV	770	23
1106	FERN AV	ELK DR	EASY ST	850	28
1143	HASSETT ST	JOSHUA CT	PIONEER RD	150	21
1144	HASSETT ST	KEVIN PL	WEAVER LN	1030	21
1145	HASSETT ST	OLD COUNTY RD	JOSHUA CT	380	32
1152	HEMLOCK ST	ALDER ST	OAK ST	400	27
1153	HEMLOCK ST	FERN AV	WHARF ST	690	35
1154	HEMLOCK ST	OAK ST	WILLOW ST	400	20
1155	HEMLOCK ST	WILLOW ST	FERN AV	430	19
1169	KEVIN PL	HASSETT ST	RANSOM AV	770	32
1184	MAPLE ST	OXFORD ST	ALDER ST	790	32
1193	MECHELLE LN	KEVIN PL	FAWN DR	430	32
1196	MENDY ST	PACIFIC AV	CULDESAC	490	21
1217	OAK ST	HEMLOCK ST	RAILROAD ST	160	39
1225	OLD COUNTY RD	HASSETT ST	MARINE DR	1840	27
1229	OLD COUNTY RD	PACIFIC AV	ROSICHELLI LN	250	27
1234	OXFORD ST	FLORAL DR	MAPLE ST	410	32
1235	OXFORD ST	RAILROAD ST	FLORAL DR	80	32
1265	RAILROAD ST	OAK ST	ALDER ST	500	27
1272	RANSOM AV	2 ST	2 ST	180	19
1276	RANSOM AV	6 ST	FERN AV	520	32
1277	RANSOM AV	BARBRA LN DIRT	5 ST	220	21
1279	RANSOM AV	FAWN DR	PIONEER RD	580	32
1280	RANSOM AV	FERN AV	KEVIN PL	320	32
1282	RANSOM AV	KEVIN PL	FAWN DR	430	32
1313	SPRUCE DR	LINDEN LN	ALDER ST	350	30
1314	SPRUCE DR	SPRUCE ST	LINDEN LN	1570	30
1315	SPRUCE ST	ALDER ST	OAK ST	420	25
1316	SPRUCE ST	FERN AV	WHARF ST	620	26
1326	TANBARK RD	SEASCAPE CT	TANBARK CR	440	33
1334	VIEW CT	HOMESTEAD RD	CULDESAC	160	32

CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: June 13, 2022

Originating Dept: Finance & Admin

Signature (submitted by)


City Manager Approval

Subject:

Discussion on Renewal of Local Fuel Tax

Financial Impact:

\$0.04 (current) per gallon, provides revenue of approximately \$300,000 annually.

\$0.05 per gallon would provide approximately \$375,000 annually.

\$0.06 per gallon would provide approximately \$450,000 annually.

Background/Discussion:

In May 2015, City of Brookings voters passed a Local Fuel Tax measure for the first time. The initial tax was four cents (\$0.04) per gallon and was for a three-year period. The Streets System Replacement Fee (SRF) was repealed at the same time the Local Fuel Tax was implemented, decreasing utility bills by \$2.98 per month. The SRF would be \$3.50 for 2022-23 if not repealed.

A similar measure was put on the May 2018 ballot; to renew the current Local Fuel Tax of four cents (\$0.04) per gallon. This time it was for a five-year period and passed by 82%. This is set to sunset June 2023.

In anticipation of the sunset date approaching, we asked Dyer to update the Pavement Management Plan, look at future projects and costs, and develop a long-term Capital Improvement Plan for Streets. Prior to putting the measure on the ballot, we need to consider:

- Length – how many years should the Local Fuel tax be renewed for?
- Amount – should the tax remain at four cents per gallon or should that be increased?
- Ballot date – should the ballot measure be on the November 2022 ballot or May 2023?

Council discussed at a Workshop, on March 7, 2022, and at another Workshop on June 6, 2022, along with the draft Pavement Management Plan (PMP). The next step after the completion of the PMP update is to look at the renewal of the local fuel tax measure.

At a previous meeting, Council favored putting the local fuel tax renewal vote on the November 2022 ballot.

Length of time:

The update to the PMP confirms that there are ample streets to improve over the next 20-plus years. Dyer Engineering said that an average overlay had a 12.5-year life. With that, it seems safe to say, that there will continually be street improvements to complete.

Amount per Gallon:


The approximately \$300,000 revenue that we receive annually does not “buy” the same amount of infrastructure improvements today as it did eight (8) years ago. We would assume that the value of improvements per dollar will be less in the future as well.

Staff is looking for direction to draft the Ballot Measure for a future Council Meeting.

CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: June 13, 2022



Signature (submitted by)

Originating Dept: Finance & Admin



City Manager Approval

Subject:

Insurance Agent of Record Contract Extension

Recommended Motion:

Authorize the City Manager to sign an addendum to the contract with CAL/OR Insurance Specialist, Inc. for a three year extension.

Financial Impact:

\$8,200 annually included in budget.

Background/Discussion:

The City sent out Request for Proposals (RFP) for insurance agent of record services in 2017, and received three responses. The City selected CAL/OR Insurance Specialist, Inc. at that time and entered into a three year contract, with the option to extend annually. The contract has been extended two times (2020, 2021).

CAL/OR Insurance Specialist, Inc. has agreed to extend the contract for three years with 0% increase, \$8,200 annually. The City will still be paying less, than they would have for next lowest responder from the 2017 RFP.

Attachments:

- a. Insurance Services Contract

EXHIBIT A

INSURANCE AGENT OF RECORD SERVICES CONTRACT

This contract is made on June 30, 2017, by and between the City of Brookings, Oregon and CAL/OR Insurance Specialists, Inc (Consultant).

City and Consultant agrees as follows:

1. **Term**

1.1 Except as otherwise provided herein, the initial term of this contract shall commence on July 1, 2017, and end on June 30, 2020.

1.2 Annual Extension may be made by written agreement of both parties. The provisions of this contract shall apply to each renewal, except that the parties may negotiate changes in the fees for Consultant's services.

2. **Administration of Contract:** The City Manager or the Finance and Human Resources Director, or his/her designee, shall have authority to administer this contract on behalf of the City Council.

3. **Scope of Services:** Consultant shall act as City's Agent of Record for liability and property insurance. Consultant shall perform all services reasonably necessary to carry out those functions. Said services shall include but not be limited to, the following:

With Respect to Liability and Property Insurance , as applicable:

3.1 Provide up-to-date and unbiased information to the City and City Council with relation to the most advantageous insurance and reinsurance markets from the standpoint of availability, cost, security, and coverage.

3.2 Prepare market analyses and forecasts by insurance line prior to each renewal. Such analyses should report pricing and service trends, availability of markets, short-term factors affecting the markets and projections of longer-term direction in which the markets are moving.

3.3 Assist carriers in the design of policy forms as needed.

3.4 Evaluate carriers for consideration as potential markets and assist in continuing re-evaluation of the performance of insurers being used.

3.5 Be mindful of and recommend the use of self-insurance or other risk financing techniques whenever appropriate. Opportunities for non-insurance transfers should also be

recommended where observed to be viable alternatives.

3.6 Solicit bids and secure binders prior to effective dates for required insurance coverages. Assist in the preparation of the materials, specifications and background data to be included in bid solicitations from insurers. Assist the City Council in selecting insurance coverages.

3.7 Verify accuracy of all policies, endorsements and invoices prior to delivery. Any deviation from specification should be brought to the attention of the Finance Director and appropriate corrections secured.

3.8 Prepare annually a concise summary for each and every insurance policy affected.

3.9 Assist in the preparation and equitable settlement of all claims covered by the City's insurance companies.

3.10 Provide claims audit services, if requested.

3.11 Issue and replace promptly, binders, certificates of insurance, loss payable forms and any other coverage verification documents as required.

3.12 Keep the City informed on new or changing markets, forms, products, laws, government regulations, and any other information that may affect the Risk Management function.

3.13 Act as liaison with insurance companies as needed.

4. Quality of Service:

4.1 Consultant shall perform the services as an independent contractor in accordance with generally accepted standards in Consultant's profession. Consultant shall be responsible for the professional quality, technical accuracy and the coordination of all services performed by Consultant. Consultant shall, without additional compensation, correct or revise any error or deficiencies in the services that are caused by Consultant's negligence.

4.2 Consultant shall perform the services as expeditiously as is consistent with professional skill and care. Upon request of City, Consultant shall submit for the City's approval, a schedule for the performance of Consultant's services. The schedule shall include allowance for periods of time required for City's review and approval of the Consultant's services. The schedule approved by City shall become a part of this contract.

5. Consultant's Personnel:

5.1 Services shall be rendered by, or under the supervision of James Sabin, who shall act as Consultant's representative in all communications and transactions with the City.

5.2 Consultant has represented, and by entering into this contract now represents, that all of Consultant's personnel are fully qualified to perform the work to which they will be assigned in a competent and professional manner.

5.3 Consultant will endeavor to honor reasonable specific requests of City with regard to assignment of Consultant's employees to perform services covered by this contract if the requests are consistent with sound business and professional practices.

6. Independent Contractor Status:

6.1 Consultant is engaged by City as an independent contractor and shall not be deemed an "agent" of City as that term is construed under the Oregon Tort Claims Act.

6.2 Consultant shall be responsible for payment of:

6.2.1 Social Security, Federal and State withholding taxes for the wages paid to Consultant's employees.

6.2.2 Taxes on monies disbursed to Consultant's principals.

6.3 Consultant's officers, principals and employees shall not be deemed employees of City and shall not be entitled to any benefits from City that generally are granted to City employees, such as vacation, holiday and sick leave, other leaves with pay, medical and dental coverage, life and disability insurance, overtime, Social Security, worker's compensation, unemployment compensation and retirement benefits.

7. Compliance with Law:

7.1 This contract will be governed by and construed in accordance with laws of the State of Oregon. Consultant shall promptly observe and comply with all present and future laws, orders, regulations, rules and ordinances of federal, state, county and city governments with respect to the services including, but not limited to, provisions of ORS 279B.220, 279B.230, and 279B.235.

7.2 Consultant is a "subject employer" as defined in ORS 656.005 and shall comply with ORS 656.017. Prior to commencing any services, Consultant shall certify to City that Consultant has workers compensation coverage required by ORS Chapter 656. If Consultant is a carrier insured employer, Consultant shall provide City with a certificate of insurance. If Consultant is a self-insured employer, Consultant shall provide City with a certification from the Oregon Department of Insurance and Finance as evidence of Consultant's status.

8. Ownership of Documents:

All documents prepared by Consultant pursuant to this contract shall be the property of the City.

9. Payment:

9.1 Consultant shall be paid for services under this contract as outlined in the attached Exhibit 1.

9.2 Consultant shall bear all costs incurred in performance of the services including, but not limited to, labor, materials, transportation, insurance, bonds, administrative services and overhead. Consultant shall not be entitled to any compensation for the services other than what is allowed by Exhibit 1.

9.3 City shall not be indebted or liable for any obligation created by this contract in violation of the debt limitation of Article XI, Section 10 of the Oregon Constitution.

9.4 City shall not be liable for any expenditure under this contract for which statutory appropriation has not been made pursuant to ORS 294.305 et seq. (Local Budget Law).

9.5 Each year City will appropriate funds for the services that will be provided during the following fiscal year. In the event no funds or insufficient funds to pay for the services are appropriated for subsequent fiscal years, City shall immediately notify Consultant, and this contract shall terminate on the last day of the fiscal year for which appropriations are made. Such notice is a condition precedent to invoking the limitation on payment stated in subsection 9.3.

10. Records:

10.1 Consultant shall develop and maintain complete books of account and other records on the services which are adequate for evaluating Consultant's performance. Consultant's records shall demonstrate a clear distinction between the services and expenses covered by this contract and Consultant's other cases and transactions.

10.2 Consultant's books and records shall be made available for inspection by City at reasonable times, to verify Consultant's compliance with this contract. City shall have the right to request an audit of Consultant's books and records by a certified public accountant retained by the City.

11. Indemnification:

11.1 Consultant shall defend, indemnify and save the City of Brookings, its officers and employees harmless from any and all claims, actions, costs, judgments, damages or other expenses resulting from injury to any person (including injury resulting in death), or damage to property (including loss or destruction), of whatsoever nature arising out of or incident to the fault, negligence, wrongful act or wrongful omission of

Consultant (including but not limited to, the acts or omissions of Consultant's employees, agents, and others designated by Consultant to perform services attendant to this contract).

11.2 Consultant shall not be held responsible for any claims, actions, costs, judgments, damages or other expenses directly, solely, and proximately caused by the negligence of City.

11.3 The purpose of this section is to allocate risk for claims between City and Consultant. Nothing in this section is intended to waive any limitations on liability established by the Oregon Tort Claims Act.

12. Insurance:

Consultant shall, at its own expense, at all times during the term of this agreement, maintain in force:

12.1 Errors & Omissions coverage with minimum coverage of at least \$2,000,000 combined single limit. Certificates of Insurance shall be provided to the City upon request.

12.2 A commercial general liability policy with minimum coverage of at least \$2,000,000 combined single limit. City shall be named an additional insured. Certificates of Insurance shall be provided to City upon request.

12.3 Currently valid workers' compensation insurance covering all its workers. Certificates of Insurance shall be provided to City upon request.

12.4 A commercial automobile liability insurance policy including owned and non-owned automobiles. The coverage under this policy shall be with a minimum coverage of \$2,000,000 per occurrence (combined single limit for bodily injury and property damage claims). Certificates of Insurance shall be provided to City upon request.

13. Default

13.1 There shall be a default under this contract if either party fails to perform any act or obligation required by this contract within ten days after the other party gives written notice specifying the nature of the breach with reasonable particularity. If the breach specified in the notice cannot be completely cured within the ten day period, no default shall occur if the party receiving the notice begins performance of the act or obligation within the ten day period, and thereafter proceeds with reasonable diligence and in good faith to cure the breach as soon as practicable.

13.2 Notwithstanding subsection 13.1, either party may declare a default by written notice to the other party, without allowing an opportunity to cure, if the other party repeatedly breaches the terms of this agreement.

13.3 If a default occurs, the party injured by the default may elect to terminate this contract and pursue any equitable or legal rights and remedies available under Oregon law. All remedies shall be cumulative.

13.4 Any litigation arising out of this contract shall be conducted in

Circuit Court of the State of Oregon for Curry County.

13.5 In the event of a breach of contract by Consultant or negligent performance of any of the services, the City's rights under this section and any resultant cause of action against Consultant shall not be deemed to accrue until the City discovers the breach or negligence, or should have, with reasonable diligence, discovered the breach or negligence. However, the preceding sentence shall not be construed to allow City to prosecute an action against Consultant beyond the maximum time limitation provided by Oregon law.

13.6 Termination shall not prejudice any right of a party prior to the effective date of termination.

14. Termination without Cause:

14.1 In addition to the right to terminate this contract under subsection 13.3, City may terminate by giving Consultant written notice sixty days prior to the termination date.

14.2 If City terminates the contract under subsection 14.1, Consultant will have the right to complete such analyses and records as may be necessary to place its files in order and, where considered necessary to protect its professional reputation, to complete a report on the work performed to date of termination.

14.3 If City terminates the contract under subsection 14.1, Consultant shall be paid for all fees earned and costs incurred prior to the termination date. Consultant shall not be entitled to compensation for lost profits.

15. Notices

Any notice required to be given under this contract or any notice required to be given by law shall be in writing and may be given by personal delivery or by registered or certified mail, or by any other manner prescribed by law.

15.1 Notices to City shall be addressed as follows:

City of Brookings
898 Elk Drive
Brookings, OR 97415

15.2 Notices to Consultant shall be addressed as follows:

CAL/OR Insurance Specialists, Inc
P.O. Box 2725
Harbor, OR 97415

16. Interpretation:

Words, terms, and phrases which are not specifically defined in this contract shall have the ordinary meaning ascribed to them in Consultant's business or profession unless the context clearly indicates otherwise.

EXHIBIT 1

The compensation of consultant shall be on a fee basis of \$8,200 per year for the term of this contract. The City may pay the fee annually, quarterly or monthly.

City will receive credit for any insurance company commission over the amount quoted for services in the attached agent's response to the request for proposals.

When not inconsistent with the context, words used in the present tense include the future, words in the plural number include the singular and words in the singular include the plural. The word "shall" is mandatory and not merely directory.

17. Successors:

17.1 The successors, assigns and legal representatives of Consultant and City shall be subject to all provisions of this contract.

17.2 Consultant shall not assign any of Consultant's rights or responsibilities under this contract or enter into any subcontracts for performance of the services without obtaining the prior written consent of the City.

18. No Waiver

18.1 City's review, approval, acceptance of, or payment for, any of the services shall not be construed to waive any of City's rights under this contract or of any cause of action arising out of Consultant's breach of this contract or negligent performance of services.

18.2 No provision of this contract shall be deemed waived unless such waiver is in writing and signed by the party waiving its rights. Any waiver of a breach by either party, whether express or implied, shall not constitute waiver of any other breach.

19. Severability:

If any provision of this contract is held by a court to be invalid, such invalidity shall not affect any other provision of this contract. This contract shall be construed as if such invalid provision had never been included.

20. Entire Agreement:

This contract, documents incorporated in this contract by reference and the attached exhibits constitute the entire and final agreement between the parties. This contract may be changed only by written modifications that are signed by both parties.

CONSULTANT

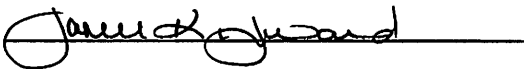
BY

FED. ID#

DATE

CITY OF BROOKINGS

Approved As To Form:



Report Criteria:

Report type: Summary

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Check GL Account	Amount
05/22	05/03/2022	85059	6021	Fely's Cafe	32-00-2005	30.00- V
05/22	05/03/2022	85113	6021	Fely's Cafe	32-00-2005	30.00- V
05/22	05/03/2022	85265	6021	Fely's Cafe	32-00-2005	30.00- V
05/22	05/03/2022	85330	6021	Fely's Cafe	32-00-2005	30.00- V
05/22	05/03/2022	85406	6021	Fely's Cafe	32-00-2005	30.00- V
05/22	05/03/2022	85479	1	Gregg Moore	20-00-2005	185.10- V
05/22	05/03/2022	85565	3	Brett Hegge	20-00-2005	13.45- V
05/22	05/03/2022	85615	1	Phyllis Putansu	20-00-2005	3.67- V
05/22	05/03/2022	85736	2	Lisa Lawrence	10-00-2005	15.00- V
05/22	05/03/2022	85760	6021	Fely's Cafe	32-00-2005	30.00- V
05/22	05/03/2022	85858	1	Michael Sanders	20-00-2005	6.66- V
05/22	05/03/2022	85892	6021	Fely's Cafe	32-00-2005	90.00- V
05/22	05/03/2022	85906	6013	Compass Rose Cafe	32-00-2005	90.00- V
05/22	05/03/2022	85912	6021	Fely's Cafe	32-00-2005	120.00- V
05/22	05/03/2022	85975	6021	Fely's Cafe	32-00-2005	60.00- V
05/22	05/03/2022	86017	6059	Backstreet Bar	32-00-2005	30.00- V
05/22	05/03/2022	86037	6021	Fely's Cafe	32-00-2005	60.00- V
05/22	05/03/2022	86097	1	Myles Malo	20-00-2005	83.60- V
05/22	05/03/2022	86105	6021	Fely's Cafe	32-00-2005	60.00- V
05/22	05/03/2022	86156	6021	Fely's Cafe	32-00-2005	30.00- V
05/22	05/03/2022	86201	6013	Compass Rose Cafe	32-00-2005	30.00- V
05/22	05/03/2022	86205	6021	Fely's Cafe	32-00-2005	30.00- V
05/22	05/03/2022	86231	6057	Sunset Family Pizza	32-00-2005	60.00- V
05/22	05/03/2022	86259	6021	Fely's Cafe	32-00-2005	30.00- V
05/22	05/03/2022	86316	6013	Compass Rose Cafe	32-00-2005	30.00- V
05/22	05/03/2022	86322	6021	Fely's Cafe	32-00-2005	30.00- V
05/22	05/03/2022	86449	6021	Fely's Cafe	32-00-2005	30.00- V
05/22	05/03/2022	86481	6021	Fely's Cafe	32-00-2005	30.00- V
05/22	05/03/2022	86491	4	Daniel Parke	10-00-2005	23.00- V
05/22	05/03/2022	86517	6013	Compass Rose Cafe	32-00-2005	150.00- V
05/22	05/03/2022	86529	6021	Fely's Cafe	32-00-2005	90.00- V
05/22	05/03/2022	86637	6021	Fely's Cafe	32-00-2005	30.00- V
05/22	05/03/2022	86697	1	Don Swenson	20-00-2005	132.12- V
05/22	05/03/2022	86735	6021	Fely's Cafe	32-00-2005	30.00- V
05/22	05/03/2022	86817	1	Shana Richmond	20-00-2005	168.04- V
05/22	05/03/2022	86822	6021	Fely's Cafe	32-00-2005	30.00- V
05/22	05/03/2022	86873	1	Darleen Mennett	20-00-2005	9.20- V
05/22	05/03/2022	86926	6021	Fely's Cafe	32-00-2005	30.00- V
05/22	05/05/2022	88355	4477	Alpine Products, Inc	15-00-2005	2,180.18
05/22	05/05/2022	88356	6059	Backstreet Bar	32-00-2005	30.00
05/22	05/05/2022	88357	313	Brookings Vol Firefighters	10-00-2005	2,250.00
05/22	05/05/2022	88358	715	Budge McHugh Supply	20-00-2005	2,952.52
05/22	05/05/2022	88359	6147	Bullard Law	10-00-2005	20,550.00
05/22	05/05/2022	88360	5567	CAL/OR Insurance Specialists Inc	30-00-2005	683.33
05/22	05/05/2022	88361	5070	Canon Solutions America	10-00-2005	47.36
05/22	05/05/2022	88362	6031	Cascade Home Center	25-00-2005	2,077.51
05/22	05/05/2022	88363	6146	CCD Business Development Corp	52-00-2005	7,005.00
05/22	05/05/2022	88364	5822	Chaves Consulting Inc	49-00-2005	370.20
05/22	05/05/2022	88365	5952	Chetco Auto Marine & Industrial Supply	10-00-2005	405.19
05/22	05/05/2022	88366	3834	Clean Sweep Janitorial Service	10-00-2005	1,997.00
05/22	05/05/2022	88367	5827	Coastal Investments LLC	10-00-2005	1,130.00
05/22	05/05/2022	88368	1745	Coastal Paper & Supply, Inc	10-00-2005	618.38
05/22	05/05/2022	88369	1740	Code Publishing Company Inc	10-00-2005	480.00

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Check GL Account	Amount
05/22	05/05/2022	88370	6013	Compass Rose Cafe	32-00-2005	300.00
05/22	05/05/2022	88371	1	Gregg Moore	20-00-2005	185.10
05/22	05/05/2022	88372	3342	Fastenal	25-00-2005	279.20
05/22	05/05/2022	88373	6021	Fely's Cafe	32-00-2005	960.00
05/22	05/05/2022	88374	5432	First Community Credit Union	25-00-2005	1,102.00
05/22	05/05/2022	88375	5004	Galls LLC	10-00-2005	92.66
05/22	05/05/2022	88376	6097	GP Energy	10-00-2005	4,449.67
05/22	05/05/2022	88377	6030	Hartwick Automotive LLC	10-00-2005	62.79
05/22	05/05/2022	88378	4969	Bryan Holmes	10-00-2005	223.00
05/22	05/05/2022	88379	4171	In-Motion Graphics	10-00-2005	12.00
05/22	05/05/2022	88380	4980	iSecure	10-00-2005	33.00
05/22	05/05/2022	88381	4269	Gary Milliman	10-00-2005	300.00
05/22	05/05/2022	88382	4487	Net Assets Corporation	10-00-2005	156.00
05/22	05/05/2022	88383	3561	Oil Can Henry's	10-00-2005	65.00
05/22	05/05/2022	88384	279	One Call Concepts, Inc	25-00-2005	82.52
05/22	05/05/2022	88385	5008	Online Information Services	10-00-2005	97.66
05/22	05/05/2022	88386	6145	Oregon State Treasury	20-00-2005	454.74
05/22	05/05/2022	88387	4	Ashley Kerr	10-00-2005	234.00
05/22	05/05/2022	88388	5587	Phoenix Inn Suites Albany	10-00-2005	109.34
05/22	05/05/2022	88389	322	Postmaster	25-00-2005	850.00
05/22	05/05/2022	88390	207	Quill Corporation	10-00-2005	456.06
05/22	05/05/2022	88391	6084	REMAX Coast & Country	32-00-2005	2,000.00
05/22	05/05/2022	88392	3499	Simplot Grower Solutions	15-00-2005	1,598.53
05/22	05/05/2022	88393	6102	South Coast Shopper	10-00-2005	186.00
05/22	05/05/2022	88394	6057	Sunset Family Pizza	32-00-2005	60.00
05/22	05/05/2022	88395	797	Town & Country Animal Clinic	61-00-2005	61.00
05/22	05/05/2022	88396	4542	Umpqua Bank	45-00-2005	9,774.31
05/22	05/05/2022	88397	2863	Verizon Wireless	10-00-2005	708.17
05/22	05/05/2022	88398	2122	Cardmember Service	10-00-2005	5,229.44
05/22	05/05/2022	88399	4135	Jim Watson	10-00-2005	29.00
05/22	05/05/2022	88400	551	Western Pacific Tree Serv Inc	20-00-2005	2,450.00
05/22	05/05/2022	88401	5992	Ziply Fiber	30-00-2005	191.30
05/22	05/12/2022	88402	5908	Amazon Capital Services	49-00-2005	104.22
05/22	05/12/2022	88403	4734	Aramark Uniform Services	10-00-2005	120.00
05/22	05/12/2022	88404	4939	BI- Mart Corporation	10-00-2005	119.36
05/22	05/12/2022	88405	193	Central Equipment Co, Inc	10-00-2005	207.08
05/22	05/12/2022	88406	5939	Country Media Inc	10-00-2005	1,351.59
05/22	05/12/2022	88407	6078	Curry County Reporter	10-00-2005	522.00
05/22	05/12/2022	88408	185	Del Cur Supply	10-00-2005	169.50
05/22	05/12/2022	88409	1	Horizon Consulting Inc	20-00-2005	126.31
05/22	05/12/2022	88410	1	Taylor Tanski	20-00-2005	81.18
05/22	05/12/2022	88411	5951	Executech Utah LLC	49-00-2005	30.65
05/22	05/12/2022	88412	153	Ferrellgas	20-00-2005	664.02
05/22	05/12/2022	88413	198	Grants Pass Water Lab	20-00-2005	48.00
05/22	05/12/2022	88414	5858	Jacobs Engineering Group Inc	25-00-2005	116,266.82
05/22	05/12/2022	88415	5860	Lane Council of Governments	10-00-2005	322.07
05/22	05/12/2022	88416	3159	NorthCoast Health Screening	10-00-2005	85.00
05/22	05/12/2022	88417	252	Paramount Pest Control	10-00-2005	140.00
05/22	05/12/2022	88418	4	Scott Graves	32-00-2005	2,300.00
05/22	05/12/2022	88419	4	Camille Milne	10-00-2005	209.00
05/22	05/12/2022	88420	5101	Pitney Bowes Reserve Acct	10-00-2005	500.00
05/22	05/12/2022	88421	1920	Pitney Bowes, Inc.	10-00-2005	80.74
05/22	05/12/2022	88422	207	Quill Corporation	10-00-2005	362.98
05/22	05/12/2022	88423	861	Village Express Mail Center	20-00-2005	23.48
05/22	05/12/2022	88424	169	Waste Connections Inc	25-00-2005	667.93
05/22	05/12/2022	88425	5992	Ziply Fiber	30-00-2005	121.60

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Check GL Account	Amount
05/22	05/19/2022	88426	5871	BALCO Uniform Co Inc	10-00-2005	138.22
05/22	05/19/2022	88427	5048	Brookings Harbor Medical Center	10-00-2005	200.00
05/22	05/19/2022	88428	5070	Canon Solutions America	10-00-2005	300.56
05/22	05/19/2022	88429	3015	Charter Communications	30-00-2005	599.98
05/22	05/19/2022	88430	173	Curry Equipment	20-00-2005	1,338.73
05/22	05/19/2022	88431	2640	Dyer Partnership, The	53-00-2005	55,523.66
05/22	05/19/2022	88432	6097	GP Energy	10-00-2005	4,936.57
05/22	05/19/2022	88433	198	Grants Pass Water Lab	20-00-2005	48.00
05/22	05/19/2022	88434	5955	Greystone Tactical	10-00-2005	2,433.60
05/22	05/19/2022	88435	6030	Hartwick Automotive LLC	10-00-2005	441.87
05/22	05/19/2022	88436	4171	In-Motion Graphics	15-00-2005	20.00
05/22	05/19/2022	88437	6065	Local Government Law Group PC	10-00-2005	3,543.00
05/22	05/19/2022	88438	123	Motorola Solutions Inc	10-00-2005	10,061.65
05/22	05/19/2022	88439	5595	Oregon Coast Magazine	32-00-2005	1,321.04
05/22	05/19/2022	88440	4	Keila Lloyd	10-00-2005	333.00
05/22	05/19/2022	88441	4	Emma Stevens	10-00-2005	234.00
05/22	05/19/2022	88442	5768	Proficient Auto Center Inc	10-00-2005	361.50
05/22	05/19/2022	88443	207	Quill Corporation	10-00-2005	187.21
05/22	05/19/2022	88444	3220	Radar Shop, The	10-00-2005	147.50
05/22	05/19/2022	88445	3	Premier Ocean Properties	20-00-2005	113.31
05/22	05/19/2022	88446	3	Premier Ocean Properties	20-00-2005	65.06
05/22	05/19/2022	88447	3	Premier Ocean Properties	20-00-2005	30.66
05/22	05/19/2022	88448	3	Premier Ocean Properties	20-00-2005	23.32
05/22	05/19/2022	88449	3	Josh & Kelly Teter	20-00-2005	13.48
05/22	05/19/2022	88450	3369	Schwabe Williamson & Wyatt PC	20-00-2005	5,903.50
05/22	05/19/2022	88451	5481	Sourwood Running LLC	32-00-2005	2,000.00
05/22	05/19/2022	88452	5635	Stephens Publishing Co Inc	10-00-2005	495.00
05/22	05/19/2022	88453	142	Tidewater Contractors Inc	52-00-2005	231,865.55
05/22	05/19/2022	88454	3752	Trace Analytics, LLC	10-00-2005	24.71
05/22	05/19/2022	88455	5992	Ziply Fiber	25-00-2005	1,108.80
05/22	05/26/2022	88456	193	Central Equipment Co, Inc	10-00-2005	1,470.26
05/22	05/26/2022	88457	3015	Charter Communications	10-00-2005	149.98
05/22	05/26/2022	88458	1620	Curry County Community Development	10-00-2005	55.00
05/22	05/26/2022	88459	4746	Curry County Treasurer	10-00-2005	336.00
05/22	05/26/2022	88460	4534	Daily Journal of Commerce Oregon	75-00-2005	750.30
05/22	05/26/2022	88461	259	Da-Tone Rock Products	25-00-2005	107.73
05/22	05/26/2022	88462	317	DCBS - Fiscal Services	10-00-2005	1,688.52
05/22	05/26/2022	88463	1	Dave Hayes	20-00-2005	18.88
05/22	05/26/2022	88464	1	Tim Lycett	20-00-2005	127.13
05/22	05/26/2022	88465	1	Leslie & Bob Mulford	20-00-2005	15.22
05/22	05/26/2022	88466	1	Anthony Peterson	20-00-2005	183.72
05/22	05/26/2022	88467	1	Sandra Ray	20-00-2005	251.13
05/22	05/26/2022	88468	1	Brian & Danyell Wagers	20-00-2005	20.39
05/22	05/26/2022	88469	371	Department of Environmental Quality	20-00-2005	787.00
05/22	05/26/2022	88470	3342	Fastenal	10-00-2005	7.02
05/22	05/26/2022	88471	6148	Vern Monnett	32-00-2005	500.00
05/22	05/26/2022	88472	5931	Nations Medical	25-00-2005	139.55
05/22	05/26/2022	88473	5155	Oregon Department of Revenue	10-00-2005	895.00
05/22	05/26/2022	88474	207	Quill Corporation	10-00-2005	194.98
05/22	05/26/2022	88475	861	Village Express Mail Center	15-00-2005	57.17
05/22	05/26/2022	88476	169	Waste Connections Inc	10-00-2005	917.78
Grand Totals:						530,689.09

City of Brookings

URBAN RENEWAL AGENCY MEETING MINUTES

City Hall Council Chambers, 898 Elk Drive, Brookings, OR 97415

Monday, May 9, 2022

Call to Order

Mayor Hedenskog called the meeting to order at 8:13 PM

Roll Call

Council Present: Chair Ron Hedenskog, Director Alcorn, Director Schreiber, Director McKinney, and Director Morosky; a quorum present.

Staff present: City Manager Janell Howard, Deputy Finance Director Lu Ehlers, and Deputy Recorder Natasha Tippetts

Media Present: 0

Others Present: 2

Consent Calendar

1) Approve URA Minutes for April 1, 2022

Director Schreiber moved, Chair Hedenskog seconded, and Council voted unanimously to approve the Consent Calendar.

Staff Reports

1. Hold Public Hearing and Approval of Appropriations for FY 2022-23

Staff Report presented by Lu Ehlers

Public hearing opened at 8:13

No comment

Public hearing closed at 8:13

Director Schreiber moved, Director McKinney seconded, and Council voted unanimously to adopt Resolution 22-R-1223, adopting the Brookings' Urban Renewal Agency's budget, declaring tax increment funding as provided under Section 1c, Article IX of the Oregon Constitution and ORS Chapter 457, and making appropriations for the 2022-23 fiscal year.

Adjournment

Chair Hedenskog moved, Director McKinney seconded and Council voted unanimously to adjourn the meeting at 8:16 PM.

Respectfully submitted:

ATTESTED:
this 13th day of June, 2022:

Ron Hedenskog, Mayor


Janell K. Howard, City Recorder

BROOKINGS URBAN RENEWAL AGENCY


AGENDA REPORT

Meeting Date: June 13, 2022

Originating Dept: PWDS



Signature (submitted by)



City Manager Approval

Subject:

Railroad Street Sidewalk Infill Project.

Recommended Motion:

Authorize City Manager to enter into an agreement with McLennan Excavation Inc. in the amount of \$527,000 for the Railroad Street Sidewalk Infill Project.

Financial Impact:

\$527,000 from City of Brookings Urban Renewal Agency (URA) funds.

Background/Discussion:

The Railroad Street Sidewalk Infill project was one of several Urban Renewal projects discussed at the February 22, 2022, URA meeting. At that meeting, URA Directors approved funding for the Façade Program and the Railroad Street Sidewalk Infill project.

The project includes curb gutter and sidewalk infill, partial street paving, ADA ramps, and crosswalk development at the intersections of Center Street and Mill Street as well as stormwater infrastructure upgrades between Wharf Street and Pacific Avenue.

Bidders	Bid
Tidewater Contractors Inc.	\$560,067.00
McLennan Excavation Inc.	\$527,000.00

The lowest qualified bid was \$527,000 from McLennan Excavation Inc. and will be funded through the City of Brookings Urban Renewal Agency (URA). Dyer Engineering recommends accepting the bids and awarding to the low bidder.