TECHNICAL MEMORANDUM

Date:	February 23, 2024	Project #: 23021.050
To:	Project Management Team	
From:	Kittelson & Associates, Inc.	
Project:	Curry County Transportation System Plan Update	
Subject:	Final Project List and Funding Program	

INTRODUCTION

The project list and funding program for the Curry County Transportation System Plan (TSP) Update presents changes to the county's transportation network that are preferred by the community to address previously identified needs and the capital they will require to implement. The projects identified in this memorandum recognize that driving will continue to be important through 2045, but increased transportation choices are also important for meeting all needs of people traveling throughout the county. These projects can:

- Help to achieve a number of objectives related to safety;
- Provide transportation links that serve people of all ages and abilities, and that support emergency preparedness;
- Promote redundancy and resiliency in the transportation network;
- Support continued economic growth and diversification within the region; and,
- Capitalize on investments that the County and State have made in the existing infrastructure.

The funding program described in this memorandum includes planning-level cost estimates, potential funding partners, and potential funding sources (as previously presented in the Financial Forecast Memorandum) for the projects that are considered highest priority to implement over the TSP planning horizon. Projects may be funded through a variety of potential sources including federal, state, county, or local transportation funds, system development charges (SDCs), partnerships with private partners, or a combination of these sources. Out of a comprehensive list of potential funding sources, the funding program also identifies those that are most likely for the County to consider.

Prior to introducing the draft project list and funding program, the next section of this memorandum provides a summary of the County's historic revenues and expenditures and how that information is used to estimate what revenue the County has or does not have to implement projects identified in the TSP.

CURRY COUNTY REVENUE AND EXPENDITURES BACKGROUND

The Financial Forecast Memorandum developed in the early stages of this project presents the County's financial climate with respect to maintaining and improving its transportation system. Key information from that memorandum is revisited and highlighted below. In summary, the County is operating at a deficit in terms of the revenue it makes and the resources it spends and is merely able to maintain its current system, as opposed to funding capital improvements.

Historical Funding Sources

Historical funding sources supplied by the County provide a basis for estimating future revenue that might be available for transportation projects over the next 20 years. Table 1 summarizes the past 5 years of County Road Fund revenue and expenditures. As shown, the County's primary sources of revenue come from the Federal Forest (SRS), State Fuel Tax, and Fund Exchange. Also, the County's expenditures have exceeded revenues each year, which has been the case for the last 10 years and potentially longer, based on the data provided by the County. Therefore, the County is currently operating at a deficit, having to rely on its reserve fund to offset the net difference.

Table 1. Curry County Road Fund Revenue and Expenditures (2017-2022)

Resources	FY17-18	FY18-19	FY19-20	FY20-21	FY21-22
Total Revenues	$3,161,368	$3,426,437	$4,437,588	$3,611,558	$3,913,500
Federal Forest (SRS)	*$1,232,218*	*$1,176,908*	*$1,133,399*	*$972,376*	*$1,185,000*
Fuel Tax	*$1,194,088*	*$2,249,529*	*$2,156,338*	*$2,367,961*	*$2,456,000*
Fund Exchange	*$5,062*	-	*$1,147,851*	*$271,221*	*$272,500*
Total Expenditures	$4,094,866	$4,396,088	$5,576,709	$6,900,159	$5,353,637
Net Difference	($933,498)	($969,651)	($1,139,121)	($3,288,601)	($1,440,137)

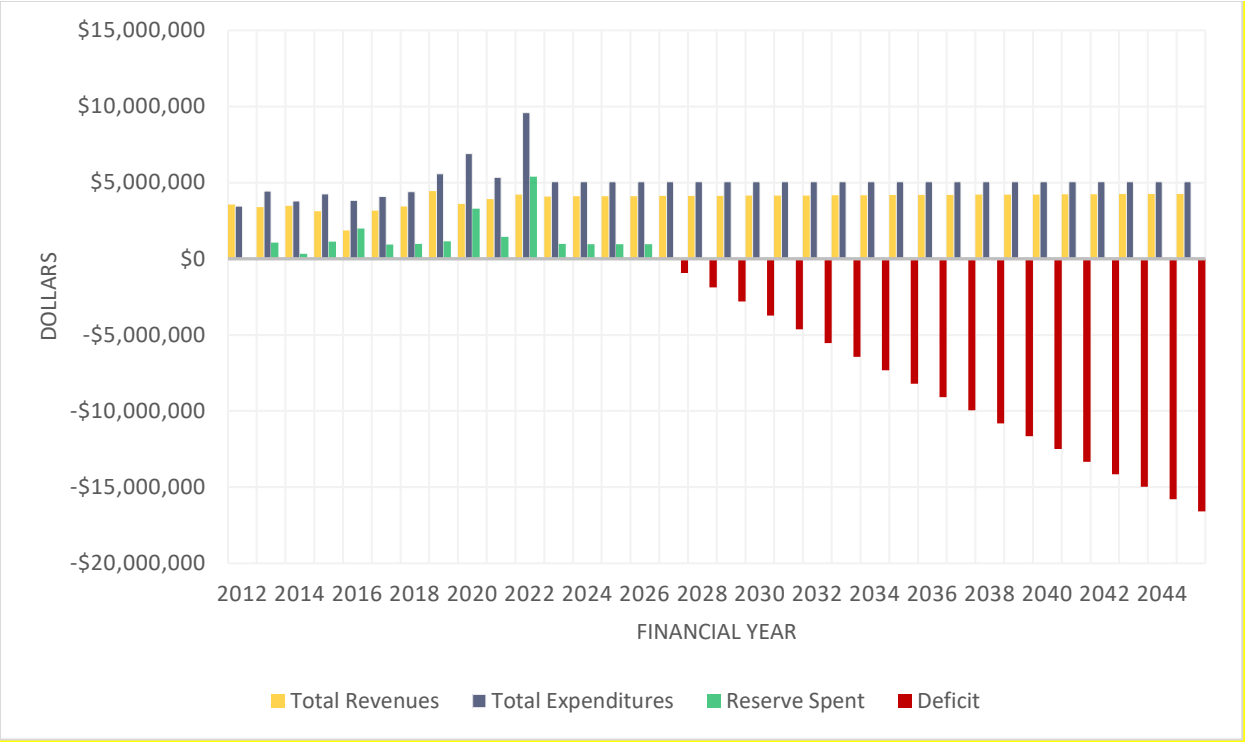
Funding Forecast

The historical funding data shows that the County expects to continue to receive funds from the Federal Forest (SRS), state fuel tax, and fund exchange; however, the amount of funds could vary over time. A funding forecast was prepared using the following assumptions and parameters:

- **Annual Income:** A 10-year average of historical Federal Forest (SRS) and fund exchange revenues was used to project expected annual income through 2045.
- **State Fuel Tax:** An annual increase of 0.39 percent through 2045 was used for the state fuel tax, the same rate as the county's estimated annual population growth.
- **Annual Expenditure:** Future annual expenditures were calculated through 2045 based on the 10-year average of historic expenditures.

As evinced in Chart 1, and based on projections from the County, it is expected that reserve funds will run out in 2026. This emphasizes the need for the County to identify additional revenue sources to support operations and protect its reserve fund.

Chart 1. Curry County Revenues and Expenditures, 2012-2045



The County will need to partner with other agencies and the private development community and pursue alternative funding sources to fulfill the list of priority projects as well as aspirational projects, should their priorities change, that are presented in the next section. Alternative revenue sources are covered in the last section of this memorandum.

RECOMMENDED PROJECTS AND COST ESTIMATES

The recommended transportation projects presented in this section are organized into two categories:

- **Priority Projects**: these are the projects recognized by the community as the greatest priority. Although it is unlikely that these will all be constructed over the next 20 years, these projects have been selected for the County to focus their efforts through the life of the TSP as funding becomes available.
- **Aspirational Projects**: these projects are considered aspirational because they are also recognized by the community as important but if they were to be constructed, their implementation would take place after the TSP planning horizon. It is important for these projects to be included in the TSP because they address various identified needs and the availability and type of funding sources over 20 years is unpredictable.

It should be noted that, given the funding forecast described above, there are no financially constrained projects in the recommended project list.

Priority Projects

The projects that are considered the highest priority to the community are those that were identified in the Project Prospectus Sheets, which were provided with Tech Memo #7 (Preferred Alternatives) and are included in Attachment A of this document. The priority projects reflect County roadways that demonstrate the greatest need for enhancing vehicular traffic safety and increasing comfort for people walking and biking. These projects are presented in Table 2 with detailed descriptions and planning-level cost estimates.

The projects in Table 2 are organized by major corridors, but many recommended improvements likely need to be constructed in phases, therefore, certain cost estimates are broken out where applicable (e.g., when the width of a shoulder widening project changes through a corridor). Shoulder widening projects assume that additional roadway widening is provided when existing travel lane widths do not meet those recommended in Tech Memo #7 (Preferred Alternatives). On the contrary, if the existing overall pavement width of a roadway exceeds the recommendation, cost estimates may reflect less shoulder widening to reach the recommended minimum paved shoulder width.

The projects in Table 2 are assigned ideal implementation timeframes that were determined based on cost, community input, and the TSP Goals and Objectives (see Tech Memo #1). Near-term projects would be implemented within 0 to 5 years; mid-term projects would be implemented within 5 to 10 years; and long-term projects would be implemented within 10 to 20 years. These timeframes are merely suggestions based on the additional prioritization of the priority projects, not a requirement. The County may advance projects as opportunities arise. These opportunities could include changes in policy or funding at the federal, state, or local level; changes in local development priorities; or public-private or public-public partnerships. Project priorities are intended to be flexible for allowing the County to make wise investments consistent with the overall vision contained in this TSP.

Note that the cost estimates presented with each project do not account for right-of-way acquisition as the County's 50-foot right-of-way standard is inclusive of all the roadway widening projects. The cost estimates also do not account for major slope stabilization methods where may be necessary. These details should be identified through project development and cost estimates should be adjusted accordingly. *Attachment B includes the detailed cost estimates for the priority projects.*

Table 2. Priority Projects Summary

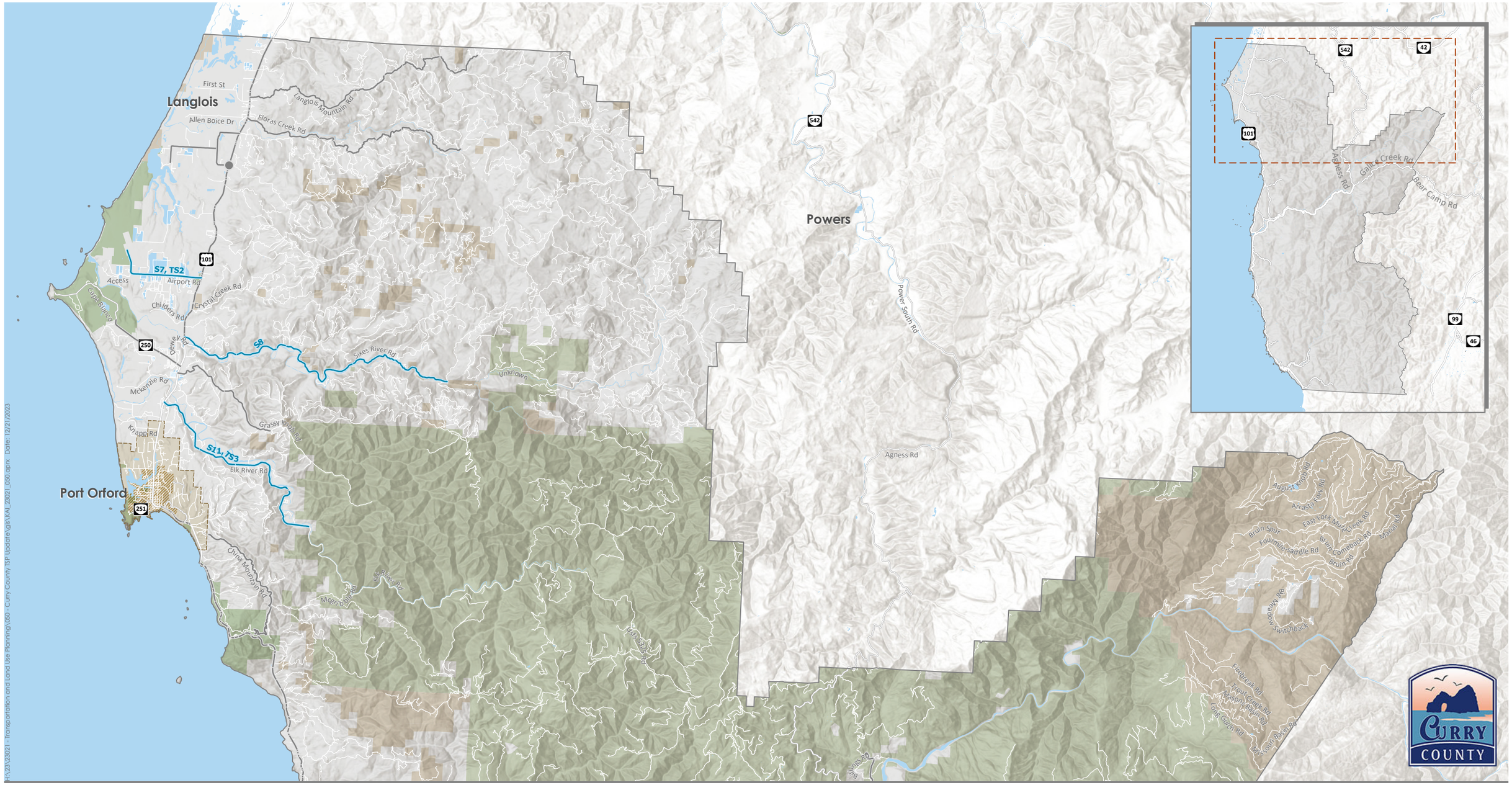
Project Location	Project Description	Project Length (Miles)	Priority	Cost Estimate
Roadway Segments				
Airport Road: US 101 to Cape Blanco State Airport	Construct 4-foot paved shoulders (S7), wider edgeline striping, and advisory curve warning signs (TS2)	2.9	Long-Term	$6.1M
Sixes River Road: US 101 to County Limits	Construct 4-foot paved shoulders (S8)	10.5	Long-Term	$12.0M
Elk River Road: US 101 to County Limits	Construct 4-foot paved shoulders (S11), centerline and shoulder rumble strips, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS3)	7.6	Long-Term	$9.0M
Cedar Valley Drive: Ophir Road to N Bank Rogue River Road	Construct 4-foot paved shoulders (S19), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS8)	8.1	Long-Term	$13.8M
Nesika Road: US 101 (South) to US 101 (North)	Construct 4-foot paved shoulders from US 101 (south) to Gun Club Road (S20)	0.4	Near-Term	$450K

Project Location	Project Description	Project Length (Miles)	Priority	Cost Estimate
	Construct a 10-foot paved sidepath from Gun Club Road to US 101 (north) on the west side (SP1)	0.8	Near-Term	$1.8M
Edson Creek Road: US 101 to N Bank Rogue River Road	Construct 4-foot paved shoulders (S21)	2.3	Mid-Term	$3.0M
Wedderburn Loop: Old Coast Highway to US 101	Construct 4-foot bike lanes or paved shoulders (S23)	1.3	Near-Term	$1.0M
N Bank Rogue River Road: US 101 to Lobster Creek Road	Construct 7-foot buffered bike lanes or paved shoulders (S24), raised or recessed pavement markers, and wider edgeline striping (TS9) from US 101 to MP 0.8	0.8	Near-Term	$2.3M
	Construct 4-foot paved shoulders (S25), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS9) from MP 0.8 to Lobster Creek Road	10.0	Long-Term	$16.7M
Jerry's Flat Road: US 101 to County Limits	Construct 7-foot buffered shoulders (S26), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS10) from US 101 to the Gold Beach UGB	4.5	Mid-Term	$8.5M
	Constructed 6-foot paved shoulders (S27), centerline and shoulder rumble strips, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS10) from the Gold Beach UGB to Lobster Creek Road	5.0	Long-Term	$15.4M
Hunter Creek Road: US 101 (North) to County Limits	Construct 7-foot buffered bike lanes or paved shoulders from US 101 to the Gold Beach UGB (S30)	2.5	Long-Term	$7.3M
	Construct 4-foot paved shoulders from the Gold Beach UGB to County Limits (S31)	3.6	Long-Term	$3.8M
Pistol River Loop: US 101 to Carpenterville Hwy	Construct 4-foot paved shoulders (S34), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS15)	1.9	Mid-Term	$3.9M
Cape Ferrelo Road: US 101 to Carpenterville Hwy	Construct 4-foot paved shoulders (S38)	2.6	Mid-Term	$5.4M
Parkview Drive: Vista Ridge Drive to Eastern Terminus	Construct 4-foot bike lanes or paved shoulders (S42)	0.7	Mid-Term	$1.1M
N Bank Chetco River Road: MP 1.0 to County Limits	Construct 7-foot buffered bike lanes or paved shoulders (S45), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevrons signs on rural horizontal curves (TS19) from MP 1.0 to the Brookings UGB	3.8	Mid-Term	$10.0M
	Construct 4-foot paved shoulders (S46), centerline and shoulder rumble strips, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS19) from the Brookings UGB to MP 17.5	4.9	Long-Term	$7.8M
S Bank Chetco River Road: US 101 to County Limits	Construct 7-foot buffered bike lanes or paved shoulders from US 101 to the Brookings UGB (S48)	4.1	Long-Term	$13.5M
	Construct 4-foot paved shoulders from the Brookings UGB to the County Limits (S49)	2.1	Long-Term	$4.9M
Lower Harbor Road: Benham Lane to US 101	Construct 6-foot sidewalks or a paved sidepath on the west side, from Benham Lane to US 101 (P2), and high-friction surface treatment and advance warning flashers from Benham Lane to Boat Basin Road (TS1)	1.0	Near-Term	$2.5M
Shopping Center Avenue: W Hoffeldt Lane to Lower Harbor Road	Construct 7-foot buffered bike lanes or a paved sidepath on the west side (B1)	0.6	Near-Term	$670K

Project Location	Project Description	Project Length (Miles)	Priority	Cost Estimate
W Hoffeldt Lane: South of Titus Lane to US 101	Construct 6-foot bike lanes and 6-foot sidewalks (BP1)	0.4	Near-Term	$1.9M
Oceanview Drive: US 101 to Benham Lane	Construct a 10-foot sidepath on the east side from US 101 to Cedar Lane (SP2)	2.2	Mid-Term	$2.3M
	Construct 7-foot buffered bike lanes or paved shoulders from Cedar Lane to Benham Lane (S50)	1.3	Mid-Term	$4.6M
Winchuck River Road: US 101 to County Limits	Construct 4-foot paved shoulders (S52)	7.5	Long-Term	$9.5M
Intersections				
US 101 / Nesika Road - Edson Creek Road	Construct left-turn lanes on US 101 (north and south intersection approaches) and increase intersection sight distance (TS7)	N/A	Near-Term	$960K
US 101 / Del-Cur Supply Co-Op Site Access	Convert the north Del-Cur Supply Co-Op site access on US 101 to right-in/right-out and improve the site access on Stateline Road to mitigate US 101 conflicts (TS22)	N/A	Near-Term	$210K
			Near-Term Project Costs	*$11.8M*
			Mid-Term Project Costs	*$38.8M*
			Long-Term Project Costs	*$119.8M*
			Total Cost	**$170.4M**

Note project categories: S = Shoulder; SP = Side Path; TS = Traffic Safety; BP = Bike/Pedestrian; P = Pedestrian

The projects presented in Table 2 are also illustrated in Figure 1.



- Priority Intersection Project
- Aspirational Intersection Project
- Priority Roadway Project
- Aspirational Roadway Project

0 1 2 3 4 5 Miles

Figure 1

Priority Roadway and Intersection Projects
Curry County, Oregon

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Figure 1

Priority Roadway and Intersection Projects
Curry County, Oregon

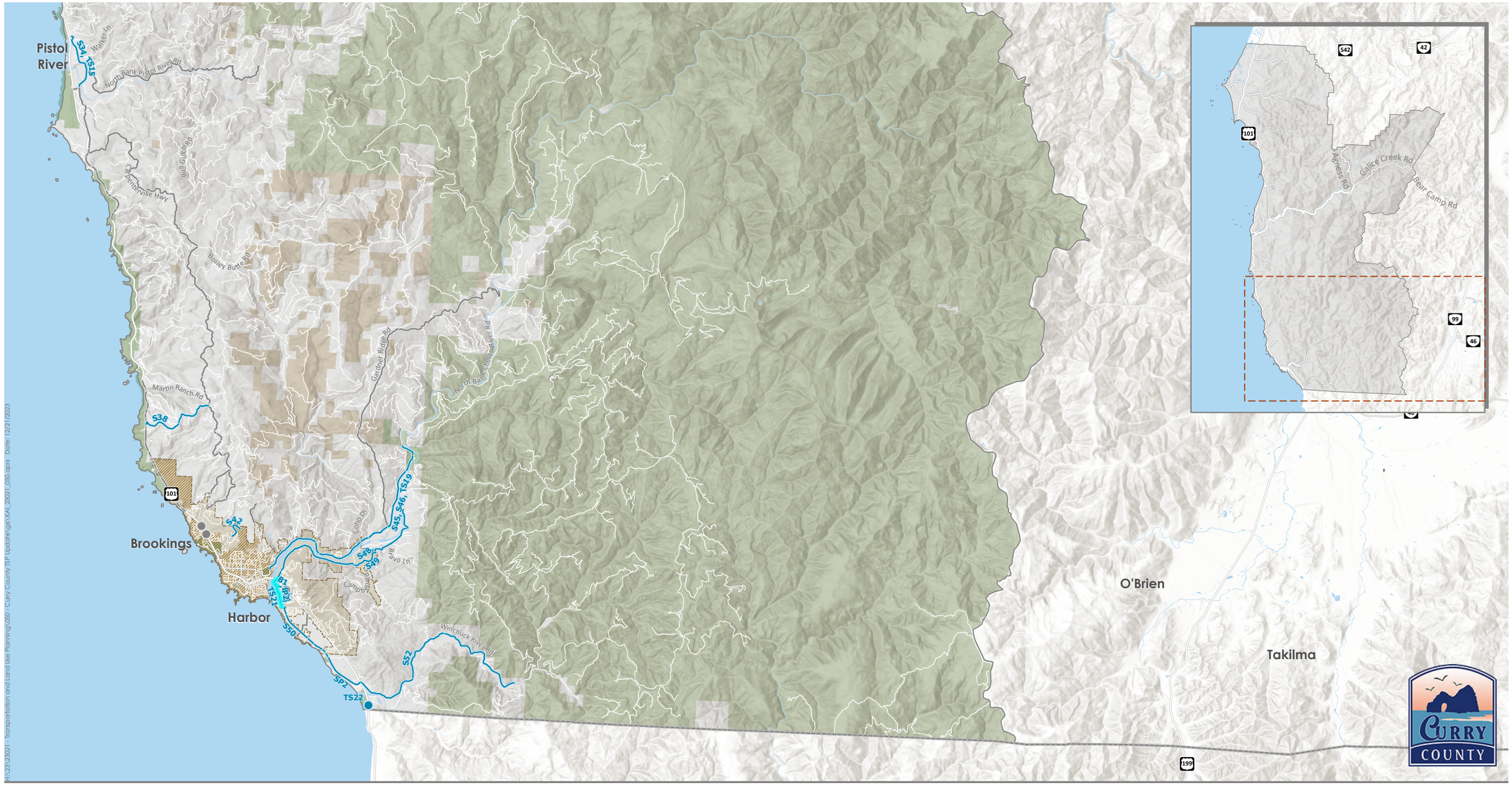

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Figure 1

Priority Roadway and Intersection Projects
Curry County, Oregon

Aspirational Projects

Aspirational projects are also considered important to the community and are recommended to be included in the TSP as they address various needs, but they are visionary in that if they were to be constructed, their implementation would take place after the TSP planning horizon. The aspirational projects are not only important for improving vehicular safety and multimodal connectivity and comfort, but they can also strengthen the redundancy and resiliency of the transportation network within Curry County and offer improved parallel routes to US 101 and additional east-west connections.

The aspirational projects do not include planning-level cost estimates because of their aspirational nature. The aspirational projects are organized by jurisdiction and further organized by project type. They are presented in Table 3 through Table 5 and are illustrated in Figure 2 and Figure 3. Note that the priority projects are also identified in the figures below.

Table 3. Aspirational Projects for Curry County Roadways and Intersections

ID	Location	Project Type	Project Description
Intersections			
TS20	Shopping Center Avenue / Zimmerman Lane	Traffic Safety	Convert to all-way stop control (from urban 2-way or yield control); increase triangle sight distance
Rural Roadways			
S2	Langlois Mountain Road: US 101 to Bethel Creek Road	Shoulder Widening	Construct 4-foot paved shoulders
S3	Floras Creek Road: US 101 to S Fork Flores Creek Road	Shoulder Widening	Construct 4-foot paved shoulders
S4	Floras Lake Road: Floras Lake Loop Road to Lakes End Drive	Shoulder Widening	Construct 4-foot paved shoulders
S5	Floras Lake Loop Road: US 101 S to US 101 N	Shoulder Widening	Construct 4-foot paved shoulders
S10	Grassy Knob Road: US 101 to Eastern Terminus	Shoulder Widening	Construct 4-foot paved shoulders
S15	China Mountain Road: UGB to US 101	Shoulder Widening	Construct 4-foot paved shoulders
S17	Euchre Creek Road: Ophir Road to MP 3.0	Shoulder Widening	Construct 4-foot paved shoulders
S18	Ophir Road: US 101 to Euchre Creek Road	Shoulder Widening	Construct 4-foot paved shoulders
S22	Old Coast Highway: Wedderburn Loop to US 101	Shoulder Widening	Construct 4-foot paved shoulders
S29	Grizzly Mountain Road: UGB to Eastern Terminus	Shoulder Widening	Construct 4-foot paved shoulders
S35	N Bank Pistol River Road: Pistol River Loop to MP 8.0	Shoulder Widening	Construct 4-foot paved shoulders
S41	Rainbow Rock Road: Aqua Vista Lane to Carpenterville Hwy	Shoulder Widening	Construct 4-foot paved shoulders
S44	Old County Road: UGB to Eastern Terminus	Shoulder Widening	Construct 4-foot paved shoulders
S47	Gardener Ridge Road: N Bank Chetco River Road to MP 17.0	Shoulder Widening	Construct 4-foot paved shoulders
S51	Pedrioli Drive: Ocean View Drive to US 101	Shoulder Widening	Construct 4-foot paved shoulders
S52	Winchuck River Road: US 101 to Wheeler Creek Road	Shoulder Widening	Construct 4-foot paved shoulders
Urban Roadways			
S12	Vista Drive: Gold Run Road to Old Mill Road	Shoulder Widening	Construct 4-foot paved shoulders/bike lanes
S13	Cemetery Loop Road: US 101 to US 101	Shoulder Widening	Construct 4-foot paved shoulders/bike lanes
S23	Wedderburn Loop: Doyle Point Road to Old Coast Hwy	Shoulder Widening	Construct 4-foot paved shoulders/bike lanes

ID	Location	Project Type	Project Description
S42	Parkview Drive: Vista Ridge Drive to Eastern Terminus	Shoulder Widening	Construct 4-foot paved shoulders/bike lanes
S43	Old County Road: Pacific Terrace Loop to UGB	Shoulder Widening	Construct 4-foot bike lanes/shoulders
S40	Rainbow Rock Road: Carpenterville Hwy to Aqua Vista Lane	Shoulder Widening	Construct 7-foot buffered bike lanes/shoulders
BP1	W Hoffeldt Lane: South of Titus Lane to US 101	Bicycle/Pedestrian Facility	Construct 4-foot bike lanes and 6-foot sidewalks
BP2	Pedrioli Drive: Western Terminus to Ocean View Drive	Bicycle/Pedestrian Facility	Construct 4-foot bike lanes and 6-foot sidewalks

Note project categories: S = Shoulder; TS = Traffic Safety; BP = Bike/Pedestrian

Table 4. Aspirational Projects for State Highways and Intersections

ID	Location	Project Type	Project Description
Intersections			
TS1	US 101 / Floras Lake Loop Road	Traffic Safety	Evaluate the current location of the passing lane and whether it should both begin and terminate between both US 101 / Floras Lake Loop Road intersections
TS18	US 101 / Carpenterville Highway	Traffic Safety	Evaluate how to better accommodate truck traffic entering the highway, such as with left-turn acceleration lanes
TS12	US 101 / N Bank Rogue River Road-Old Coast Road	Traffic Safety	Evaluate how to improve sight lines at the intersection and wayfinding to observe fishing in the river
TS23	US 101 / 3rd Street	Traffic Safety	Evaluate how to minimize pedestrian-vehicular conflicts at this intersection
US 101 Highway Segments			
S1	500' north of Langlois Mountain Road to County Boundary	Shoulder Widening	Increase paved shoulder to 6 feet
S6	Sixes River Road to Kerber Lane	Shoulder Widening	Increase paved shoulder to 6 feet
S14	Fir Road to N Cemetery Loop Road	Shoulder Widening	Increase paved shoulder to 6 feet
S16	Ophir Road to Rocky Point Bridge	Shoulder Widening	Increase paved shoulder to 6 feet
S32	1.5 mile N of Wilderness Road to OR 255	Shoulder Widening	Increase paved shoulder to 6 feet
S33	N of Meyers Creek to Herman Lane	Shoulder Widening	Increase paved shoulder to 6 feet
S36	Bellview Lane to Kissing Rock Road	Shoulder Widening	Increase paved shoulder to 6 feet
S39	Longacre Loop to McDonald Road	Shoulder Widening	Increase paved shoulder to 6 feet
TS4	Pacific Highland Drive/ Reinhart Creek Frontage Road to China Mountain Road	Traffic Safety	Install wildlife detection system, variable speed limit signs, and icy curve warning system
TS13	Cape Sebastian Scenic Corridor	Traffic Safety	Install variable speed limit signs and icy curve warning system
TS16	Cape Ferrelo Road to Martin Ranch Road	Traffic Safety	Install wildlife detection system
TS4	US 101: Pacific Highland Drive/ Reinhart Creek Frontage Road to China Mountain Road	Traffic Safety	Install wildlife detection system, variable speed limit signs, and icy curve warning system
TS13	US 101: Cape Sebastian Scenic Corridor	Traffic Safety	Install variable speed limit signs and icy curve warning system
TS16	US 101: Cape Ferrelo Road to Martin Ranch Road	Traffic Safety	Install wildlife detection system
P1	Kerber Lane to 500' north of Langlois Mountain Road	Pedestrian Facility	Keep existing paved shoulder; add sidewalk
OR 250 (Cape Blanco Highway) Segments			
S9	US 101 to Western Terminus	Shoulder Widening	Construct 6-foot paved shoulders
OR 255 (Carpenterville Highway) Segments			
S37	Brookings UGB to US 101 N	Shoulder Widening	Construct 6-foot paved shoulders

Note project categories: S = Shoulder; TS = Traffic Safety; P = Pedestrian

Table 5. Aspirational Projects for USFS and BLM Roadways

ID	Location	Project Type	Description
S28	Oak Flat Road: Agness Road to Campground Road	Shoulder Widening	Construct 6-foot paved shoulders
S53	Agness Rd: Lobster Creek Road to Galice Creek Road	Shoulder Widening	Construct 6-foot paved shoulders
S54	Galice Creek Road: Agness Road to County Boundary	Shoulder Widening	Construct 6-foot paved shoulders

Note project categories: S = Shoulder

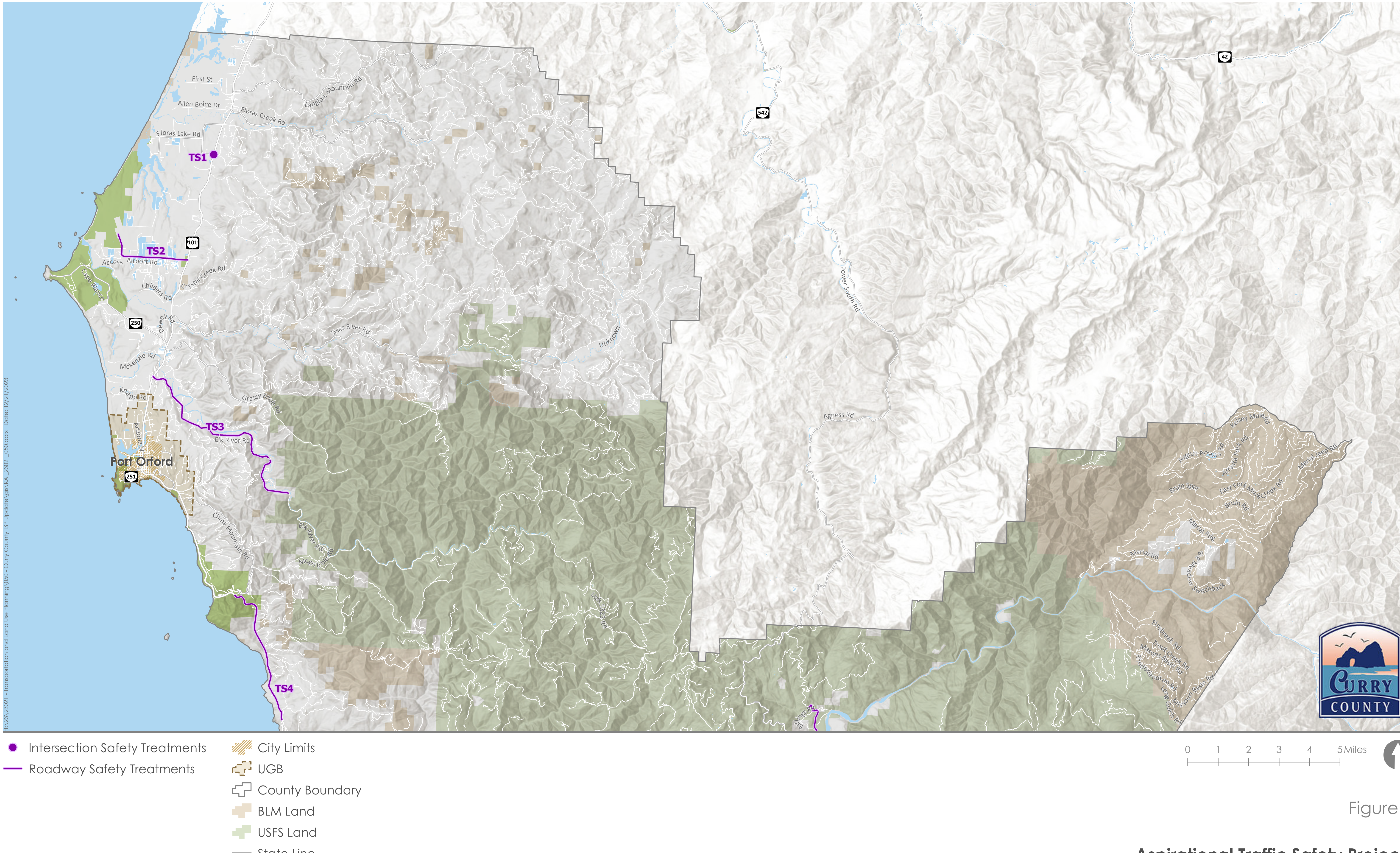
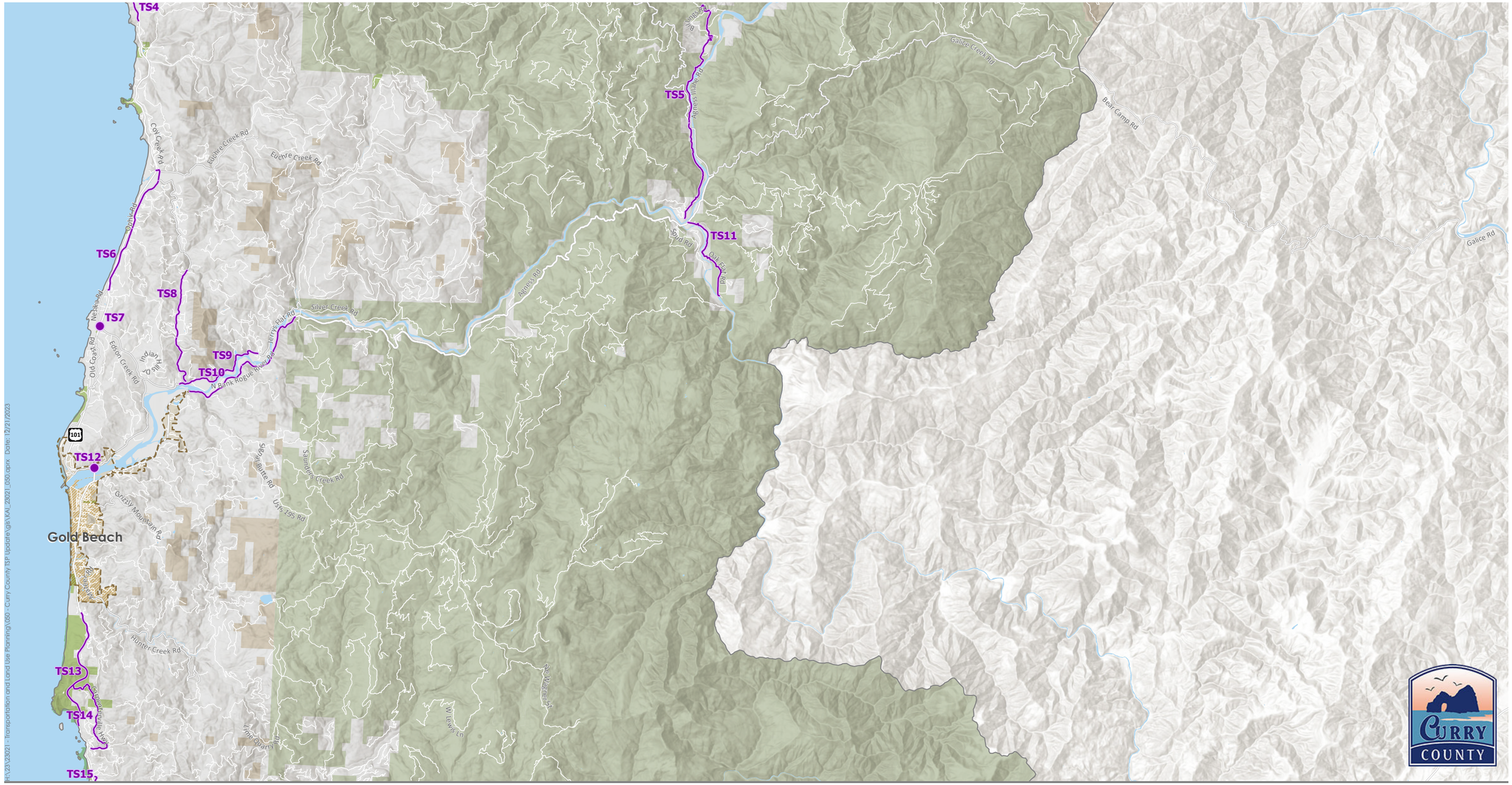


Figure 2

Aspirational Traffic Safety Projects
Curry County, Oregon

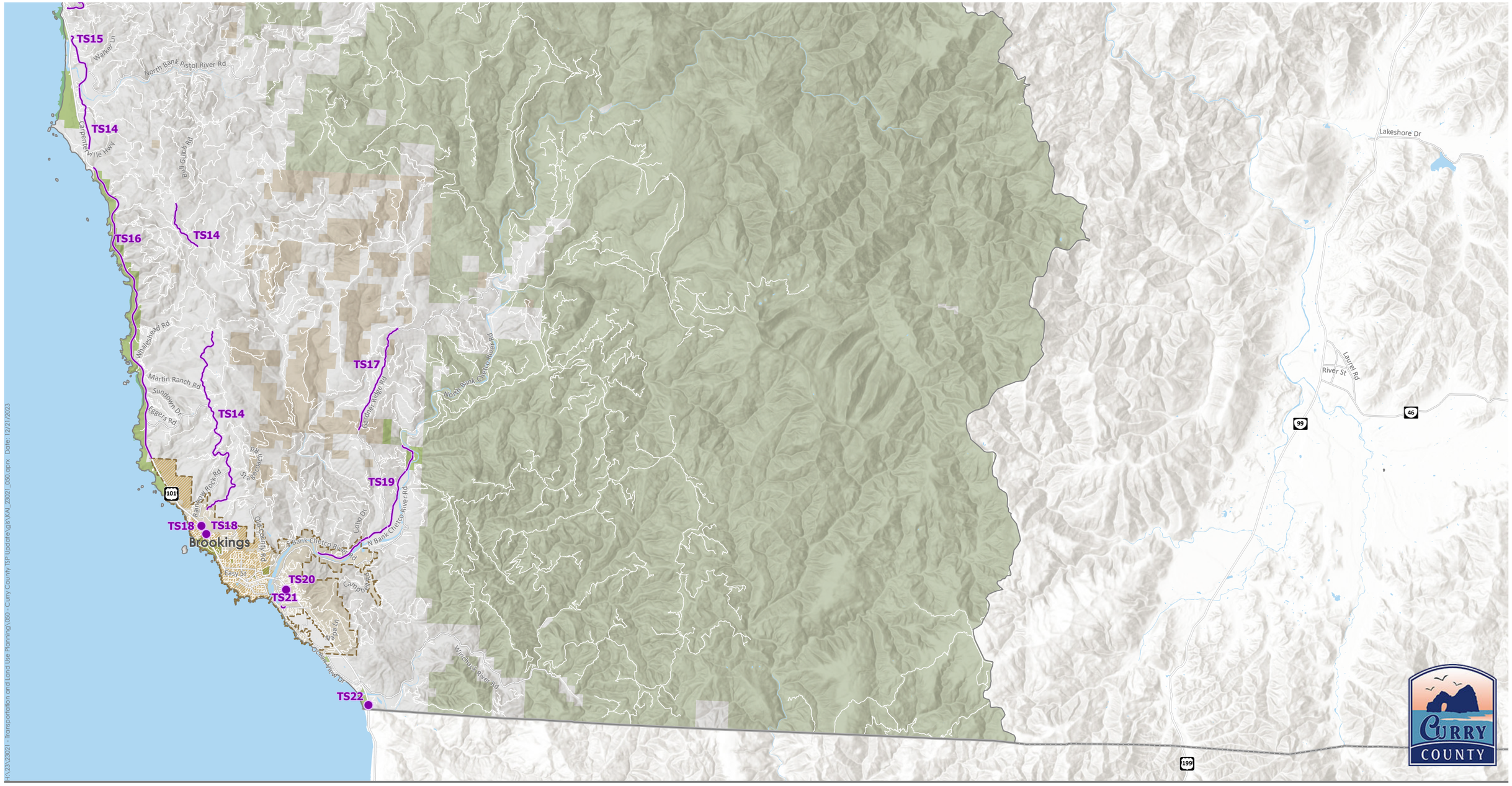


- Intersection Safety Treatments
- Roadway Safety Treatments
- City Limits
- UGB
- County Boundary
- BLM Land
- USFS Land
- State Line

0 1 2 3 4 5 Miles

Figure 2

Aspirational Traffic Safety Projects
Curry County, Oregon



Intersection Safety Treatments
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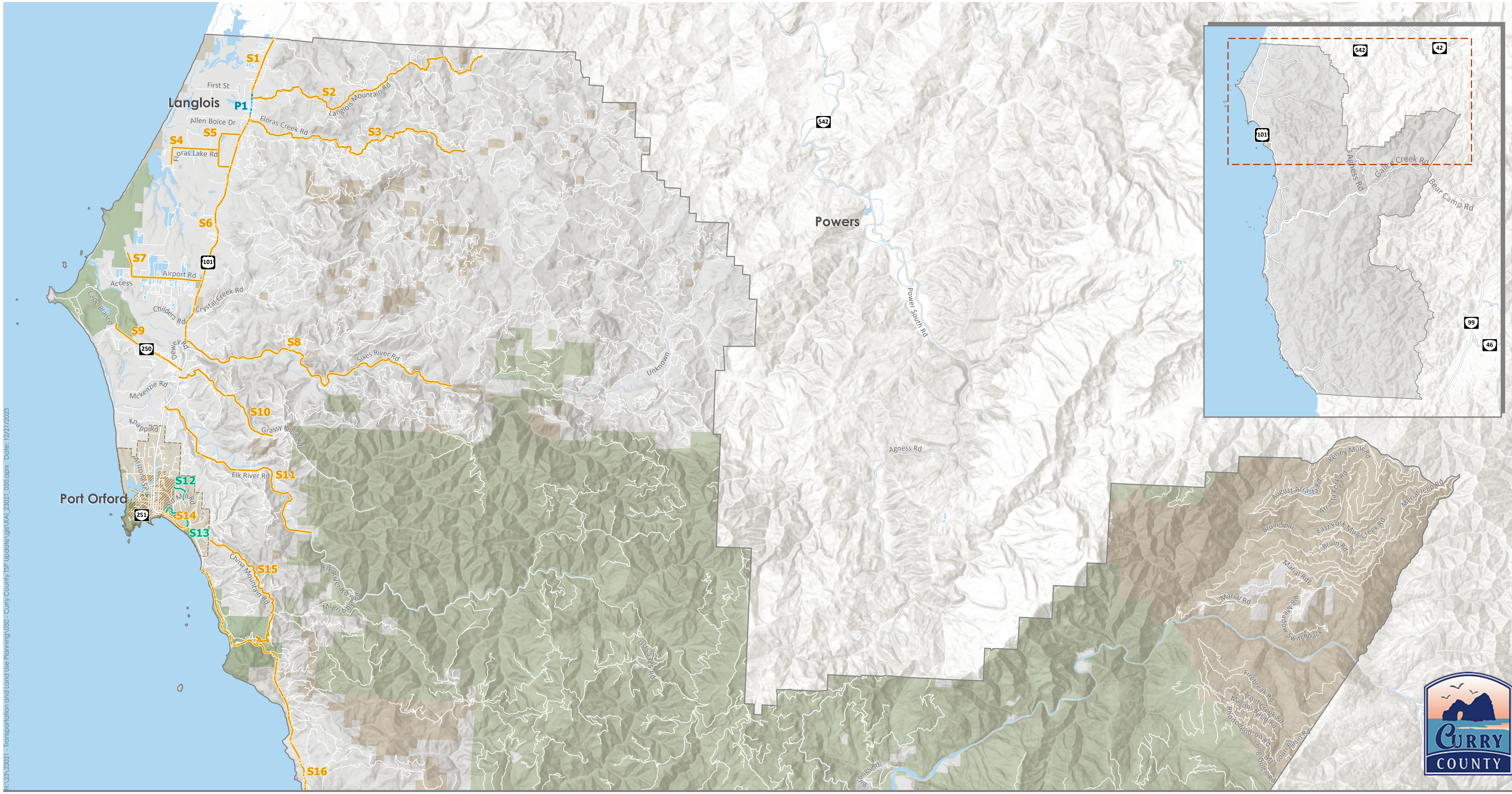
USFS Land
State Line

0 1 2 3 4 5 Miles

Figure 2

Aspirational Traffic Safety Projects
Curry County, Oregon



County Facilities

- Shoulder Widening
- Bike Lanes/Shoulder Widening
- Bike Lanes and Sidewalks
- Buffered Bike Lanes or Sidepath
- Sidewalks or Sidepath
- Sidepath

ODOT/Others Facilities

- Shoulder Widening
- New Sidewalks

- City Limits
- UGB
- BLM Land
- USFS Land
- County Boundary
- State Line

0 1 2 3 4 5 Miles

Figure 3

Aspirational Non-Motorized Network Projects
Curry County, Oregon

County Facilities
- Shoulder Widening
- Bike Lanes/Shoulder Widening
- Bike Lanes and Sidewalks
- Buffered Bike Lanes or Sidepath
- Sidewalks or Sidepath
- Sidepath

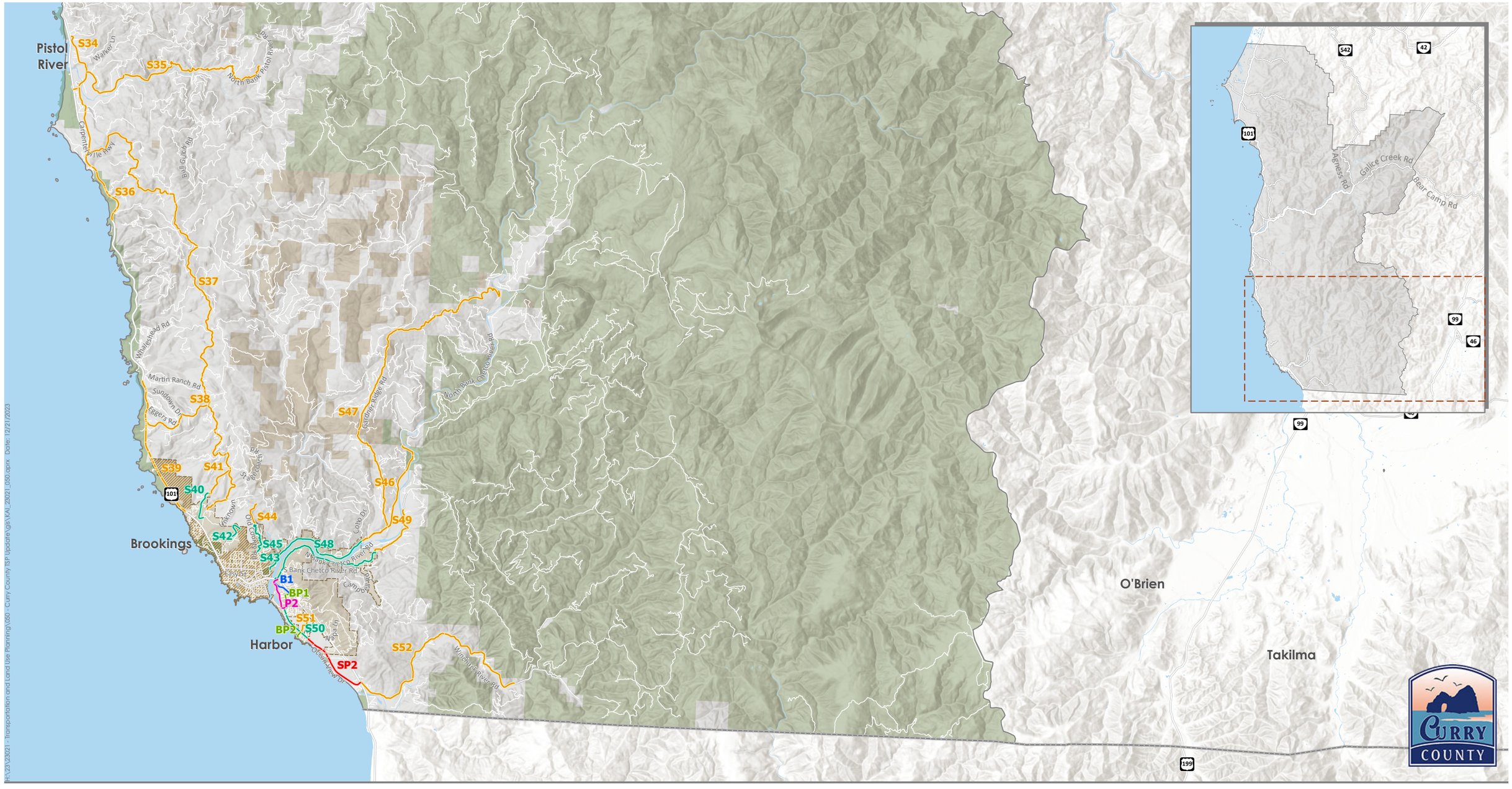
ODOT/Others Facilities
- Shoulder Widening
- New Sidewalks

- City Limits
- UGB
- BLM Land
- USFS Land
- County Boundary
- State Line

0 1 2 3 4 5 Miles

Figure 3

Aspirational Non-Motorized Network Projects
Curry County, Oregon



County Facilities
- Shoulder Widening
- Bike Lanes/Shoulder Widening
- Bike Lanes and Sidewalks
- Buffered Bike Lanes or Sidepath
- Sidewalks or Sidepath
- Sidepath

ODOT/Others Facilities
- Shoulder Widening
- New Sidewalks

- City Limits
- UGB
- BLM Land
- USFS Land
- County Boundary
- State Line

0 1 2 3 4 5 Miles

Figure 3

Aspirational Non-Motorized Network Projects
Curry County, Oregon

FUNDING GAP AND POTENTIAL SOURCES

As demonstrated in the previous sections of this memorandum, Curry County is unlikely to fund the estimated $170.4 million in priority projects identified for the TSP with its current revenue stream alone. Therefore, the County will need to compete for state and federal grants to fulfill the recommended project list, which ultimately bolsters resiliency and redundancy of the transportation system, working toward a critical County goal of increasing emergency preparedness. As such, this section offers additional funding sources for the County to consider pursuing to potentially fill these funding gaps when implementing transportation investments through the TSP horizon, year 2045. This information will help the County evaluate transportation projects, define priorities, and maximize all available funding opportunities to preserve and improve its infrastructure.

The recommended project list spans multiple jurisdictions including the County, Oregon Department of Transportation (ODOT), incorporated cities (i.e., Brookings, Gold Beach, and Port Orford), United States Forest Service (USFS) and Bureau of Land Management (BLM). The project list may also rely on partnerships with the private development community. As such, each project could be funded through a different combination of federal, state, local, or private sources. The Financial Forecast Memorandum presented a comprehensive list of possible new funding mechanisms. From that list, the following sections identify the most applicable funding sources for the County to consider pursuing. Also provided below is a funding program for the priority projects that identifies potential funding partners and sources.

Applicable Funding Sources

Table 6 below specifies the most applicable funding sources for the County to consider in pursuit of the priority projects presented in this memorandum. Funding sources are grouped as "Countywide Funding Sources," which include flexible funding streams that could be applied to various projects, and "Project Specific Funding Sources," which would be applied on a project-by-project basis. The County could choose to pursue one or more of the Countywide Funding Sources and develop an ongoing Capital Improvement Program (CIP) with the funds generated. In addition, the County may choose to apply for Project Specific Funding Sources to implement high priority projects.

Table 6. Priority Funding Sources for Curry County TSP Implementation

Funding Source	Description
Countywide Funding Sources	
Street Utility Fees / Road Maintenance Fees	A fee based on the number of automobile trips a particular land use generates; usually collected through a regular utility bill. Fees can also be tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance of the street system.
Transportation Systems Development Charge (SDC)	Impact fees assessed to development for the capacity demand it creates on public infrastructure systems. SDCs may be an improvement fee, a reimbursement fee, or a combination thereof.
Stormwater SDCs, Grants, and Loans	SDCs, grants, loans, and stormwater improvement fees obtained for improving stormwater management facilities as part of transportation system projects.
General Obligation Bond	Method to finance construction projects by borrowing money and paying it back over time, with interest, and often used to pay for construction of large capital improvements (must be approved by a public vote because the cost is added to property taxes over time).
Local Fuel Tax	Local tax on fuel purchases within the County and added to the cost at the pump, along with state and federal gas taxes. Several cities and counties throughout Oregon have a local fuel tax, including the City of Reedsport (applied during peak summer months, May – October).

Funding Source	Description
Urban Growth Management Agreement (UGMA)	Intergovernmental agreements that outline how facilities are managed in the areas outside City limits, but inside City Urban Growth Boundaries (UGB).
Hotel/Motel Taxes	State law requires 70% of revenues from such taxes must fund programs boosting tourism. Many jurisdictions have hotel/motel taxes and could use a portion of the revenue for transportation investments.
Project Specific Funding Sources	
Statewide Transportation Improvement Program (STIP)	The State of Oregon's four-year transportation capital improvement program. ODOT's system for distributing these funds has varied over recent years. Generally, local agencies apply in advance for projects to be funded in each four-year cycle.
All Roads Transportation Safety Program (ARTS)	The federal Highway Safety Improvement Program (HSIP) is administered as ARTS in Oregon. ARTS provides funding to infrastructure and non-infrastructure projects that improve safety on all public roads. ARTS requires a data-driven approach and prioritizes projects in demonstrated problem areas.
Multi-modal Active Transportation Fund (MAT)	Fund that invests in multimodal transportation infrastructure improvements across Oregon.
Oregon Community Paths (OCP)	State of Oregon program that combines funds from the Multimodal Active Transportation Fund, Oregon Bicycle Excise Tax, and federal Transportation Alternatives Program to help communities create and maintain connections with primarily off-street pedestrian and bicycle facilities.
Sidewalk Improvement Program (SWIP)	ODOT's SWIP builds pedestrian and bicycle facilities on state roads and local roads that help people moving across or around the state system.
Infrastructure for Rebuilding America (INFRA)	Competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Program that invests in road, rail, transit, and port projects supporting national objectives, and can provide capital funding directly to any public entity, including counties, port authorities, tribal governments, or others in contrast to traditional Federal programs).
Federal Lands Access Program (FLAP)	Established to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands and supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.
Rural Surface Transportation Grant Program (Rural Surface)	Supports projects to improve and expand surface transportation infrastructure in rural areas to increase connectivity, improve safety and reliability for moving people and freight, and generate regional economic growth and improve quality of life.

In consideration of the aspirational projects presented in this memorandum and the coordination they will likely require among multiple jurisdictions in Curry County, the County may also consider investigating other grant programs through the Federal Emergency Management Agency (FEMA; e.g., Emergency Management Performance Grant, National Earthquake Hazards Reduction Program's State Assistance Program, etc.), U.S. Forest Service, and Bureau of Land Management, if available and applicable.

Funding Program

Table 7 identifies potential funding partners for each priority project from Table 2 as well as applicable Project Specific Funding Sources.

Table 7. Priority Project Funding Program

Project Location	Project Description	Potential Funding Partners	Potential Funding Sources
Roadway Segments			
Airport Road: US 101 to Cape Blanco State Airport	Construct 4-foot paved shoulders (S7), wider edgeline striping, and advisory curve warning signs (TS2)	• Cape Blanco State Airport • ODOT • Private Partners	• RAISE • Rural Surface
Sixes River Road: US 101 to County Limits	Construct 4-foot paved shoulders (S8)	• ODOT • Private Partners • USFS/BLM	• RAISE • Rural Surface • FLAP
Elk River Road: US 101 to County Limits	Construct 4-foot paved shoulders (S11), centerline and shoulder rumble strips, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS3)	• ODOT • Private Partners • USFS/BLM	• RAISE • Rural Surface • ARTS • FLAP
Cedar Valley Drive: Ophir Road to N Bank Rogue River Road	Construct 4-foot paved shoulders (S19), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS8)	• ODOT • Private Partners	• RAISE • Rural Surface • ARTS
Nesika Road: US 101 (South) to US 101 (North)	Construct 4-foot paved shoulders from US 101 (south) to Gun Club Road (S20) Construct a 10-foot paved sidepath from Gun Club Road to US 101 (north) on the west side (SP1)	• ODOT • Private Partners	• RAISE • Rural Surface • OCP
Edson Creek Road: US 101 to N Bank Rogue River Road	Construct 4-foot paved shoulders (S21)	• ODOT • Private Partners	• RAISE • Rural Surface
Wedderburn Loop: Old Coast Highway to US 101	Construct 4-foot bike lanes or paved shoulders (S23)	• City of Gold Beach • ODOT • Private Partners	• RAISE • Rural Surface • MAT
N Bank Rogue River Road: US 101 to Lobster Creek Road	Construct 7-foot buffered bike lanes or paved shoulders (S24), raised or recessed pavement markers, and wider edgeline striping (TS9) from US 101 to MP 0.8 Construct 4-foot paved shoulders (S25), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS9) from MP 0.8 to Lobster Creek Road	• City of Gold Beach • ODOT • Private Partners • USFS/BLM	• RAISE • Rural Surface • ARTS • MAT • FLAP
Jerry's Flat Road: US 101 to County Limits	Construct 7-foot buffered shoulders (S26), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS10) from US 101 to the Gold Beach UGB Constructed 6-foot paved shoulders (S27), centerline and shoulder rumble strips, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS10) from the Gold Beach UGB to Lobster Creek Road	• City of Gold Beach • ODOT • Private Partners • USFS/BLM	• RAISE • Rural Surface • ARTS • MAT • FLAP
Hunter Creek Road: US 101 (North) to County Limits	Construct 7-foot buffered bike lanes or paved shoulders from US 101 to the Gold Beach UGB (S30) Construct 4-foot paved shoulders from the Gold Beach UGB to County Limits (S31)	• City of Gold Beach • ODOT • Private Partners	• RAISE • Rural Surface • MAT • FLAP
Pistol River Loop: US 101 to Carpenterville Hwy	Construct 4-foot paved shoulders (S34), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS15)	• ODOT • Private Partners	• RAISE • Rural Surface

Project Location	Project Description	Potential Funding Partners	Potential Funding Sources
Cape Ferrelo Road: US 101 to Carpenterville Hwy	Construct 4-foot paved shoulders (S38)	• ODOT Private Partners	• RAISE • Rural Surface
Parkview Drive: Vista Ridge Drive to Eastern Terminus	Construct 4-foot bike lanes or paved shoulders (S42)	• Brookings Airport • City of Brookings • ODOT • Private Partners	• RAISE • Rural Surface • MAT
N Bank Chetco River Road: MP 1.0 to County Limits	Construct 7-foot buffered bike lanes or paved shoulders (S45), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevrons signs on rural horizontal curves (TS19) from MP 1.0 to the Brookings UGB Construct 4-foot paved shoulders (S46), centerline and shoulder rumble strips, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS19) from the Brookings UGB to MP 17.5	• City of Brookings • ODOT • Private Partners • USFS/BLM	• RAISE • Rural Surface • ARTS • MAT • FLAP
S Bank Chetco River Road: US 101 to County Limits	Construct 7-foot buffered bike lanes or paved shoulders from US 101 to the Brookings UGB (S48) Construct 4-foot paved shoulders from the Brookings UGB to the County Limits (S49)	• City of Brookings • ODOT • Private Partners • USFS/BLM	• RAISE • Rural Surface • ARTS • MAT • FLAP
Lower Harbor Road: Benham Lane to US 101	Construct 6-foot sidewalks or a paved sidepath on the west side, from Benham Lane to US 101 (P2), and high-friction surface treatment and advance warning flashers from Benham Lane to Boat Basin Road (TS1)	• City of Brookings • ODOT • Private Partners	• RAISE • Rural Surface • OCP • SWIP
Shopping Center Avenue: W Hoffeldt Lane to Lower Harbor Road	Construct 7-foot buffered bike lanes or a paved sidepath on the west side (B1)	• City of Brookings • ODOT • Private Partners	• RAISE • Rural Surface • ARTS • OCP
W Hoffeldt Lane: South of Titus Lane to US 101	Construct 6-foot bike lanes and 6-foot sidewalks (BP1)	• City of Brookings • ODOT • Private Partners	• RAISE • Rural Surface • MAT • SWIP
Oceanview Drive: US 101 to Benham Lane	Construct a 10-foot sidepath on the east side from US 101 to Cedar Lane (SP2) Construct 7-foot buffered bike lanes or paved shoulders from Cedar Lane to Benham Lane (S50)	• City of Brookings • ODOT • Private Partners	• RAISE • Rural Surface • OCP
Winchuck River Road: US 101 to County Limits	Construct 4-foot paved shoulders (S52)	• ODOT • Private Partners • USFS/BLM	• RAISE • Rural Surface • FLAP
Intersections			
US 101 / Nesika Road - Edson Creek Road	Construct left-turn lanes on US 101 (north and south intersection approaches) and increase intersection sight distance (TS7)	• ODOT • Private Partners	• STIP • Rural Surface
US 101 / Del-Cur Supply Co-Op Site Access	Convert the north Del-Cur Supply Co-Op site access on US 101 to right-in/right-out and improve the site access on Stateline Road to mitigate US 101 conflicts (TS22)	• Del-Cur Supply Co-Op • ODOT • Private Partners	• STIP • Rural Surface

ATTACHMENT A – PROJECT PROSPECTUS SHEETS

AIRPORT ROAD: US 101 TO CAPE BLANCO STATE AIRPORT

PROJECT PURPOSE: ADD PAVED SHOULDERS AND INSTALL ROADWAY DEPARTURE SAFETY TREATMENTS TO INCREASE MULTIMODAL SAFETY AND COMFORT AND STRENGTHEN ROADWAY NETWORK RESILIENCEY

PROJECT INFORMATION

Description	Airport Road is a Rural Major Collector that provides a key connection between US 101 and the Cape Blanco State Airport. It primarily serves visitors to the airport and recreation at the Floras Lake State Natural Area. Today, this roadway has one vehicular travel lane per direction and no paved shoulders. This corridor has limited physical barriers, mainly constrained by trees and residential driveways. This project would construct 4-foot paved shoulders, wider edgeline striping, and advisory curve warning signs from US 101 to Cape Blanco State Airport (projects S7 and TS2).
Existing Roadway Characteristics	• Jurisdiction: Curry County • Functional Classification: Rural Major Collector • Posted Speed: 45 MPH • Existing (2022) ADT: 20 - 170 • Forecast (2042): 25 - 180 • Travel Lanes: Two 11-foot • Pavement Width: 22 feet • Shoulders/Bike Lanes: None • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • No bus stops • Reported Crashes (2017-2021): 2 (50% roadway departure); serious injuries
Benefits	• Creates a walking/biking connection from US 101 to Floras Lake State Natural Area • Increases vehicular safety by providing pull-out areas and space for drivers to recover and key treatments including wider edgeline striping and curve warning signs • Improves section of east-west connection between US 101 and the airport
Constraints	• Funding • Right-of-Way • Environmental
Planning-Level Cost Estimate	• $6.1 Million
Potential Funding Sources	• Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Rural Surface Transportation Grant Program (Rural Surface)
Additional Considerations	County will coordinate with Airport on surface transportation needs to support aviation.

SIXES RIVER ROAD: US 101 TO COUNTY LIMITS

PROJECT PURPOSE: WIDEN PAVED SHOULDERS TO INCREASE MULTIMODAL SAFETY AND COMFORT

PROJECT INFORMATION

Description	Sixes River Road is a Rural Major Collector that provides a key connection between US 101, Port Orford, and eastern communities along the Sixes River. It primarily serves residents in the area, but also provides recreation access along the river. Today, this roadway has one vehicular travel lane per direction and 1-to-2-foot paved shoulders. This corridor has physical barriers that include trees, grades, residential driveways, and in some instances, the Sixes River. This project would construct 4-foot paved shoulders from US 101 to the County's limits (project S8).
Existing Roadway Characteristics	• Jurisdiction: Curry County • Functional Classification: Rural Major Collector • Posted Speed: 55 MPH • Existing (2022) ADT: 275 – 400 • Forecast (2042) ADT: 290 – 415 • Travel Lanes: Two 11- or 12-foot • Pavement Width: 24-26 feet • Shoulders/Bike Lanes: 1' (US 101 – MP 7.0); 2' (MP 7.0 – MP 8.5); 1' (MP 8.5 – NF-4600) • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • No bus stops • Reported Crashes (2017-2021): 1 (no roadway departure crashes); no serious injuries
Benefits	• Creates a walking/biking connection from US 101 to communities along the Sixes River • Increases vehicular safety by providing pull-out areas and space for drivers to recover • Improves connectivity east of US 101
Constraints	• Funding • Right-of-Way • Topography/Environmental
Planning-Level Cost Estimate	• $12.0 Million
Potential Funding Sources	• Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Rural Surface Transportation Grant Program (Rural Surface) • Federal Lands Access Program (FLAP)
Additional Considerations	The width of the paved shoulder may need to be adjusted at some sections where topography limits the ability to expand the pavement. The County may consider focusing on increasing shoulder width in challenging areas, such as narrow segments and curves.

ELK RIVER ROAD: US 101 TO COUNTY LIMITS

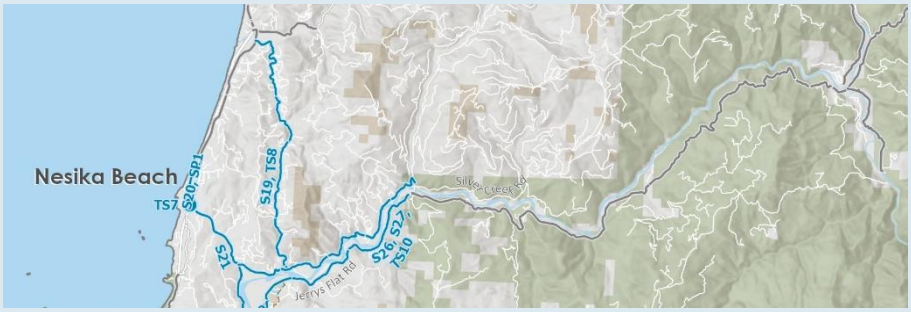
PROJECT PURPOSE: WIDEN PAVED SHOULDERS AND INSTALL ROADWAY DEPARTURE SAFETY TREATMENTS TO INCREASE MULTIMODAL SAFETY AND COMFORT AND STRENGTHEN ROADWAY NETWORK RESILIENCEY

PROJECT INFORMATION

Description	Elk River Road is a Rural Major Collector that provides a key connection between US 101, Port Orford, and eastern communities along the Elk River. It primarily serves residents in the area, but also provides recreation access along the river. Today, this roadway has one vehicular travel lane per direction and paved shoulders. This corridor has physical barriers that include trees, grades, residential driveways, and in some instances, the Sixes River. This project would construct 4-foot paved shoulders, centerline and shoulder rumble strips, advisory curve warning signs, and required chevron signs on rural horizontal curves from US 101 to the County's limits (projects S11 and TS3).
Existing Roadway Characteristics	• Jurisdiction: Curry County • Functional Classification: Rural Major Collector • Posted Speed: 45 MPH • Existing (2022) ADT: 140 - 540 • Forecast (2042) 150 - 575 • Travel Lanes: Two 12- or 12.5-foot • Pavement Width: 26 feet • Shoulders/Bike Lanes: 1' (US 101 – MP 3.3); 1' (Salmon Run - Vista Loop); 0.5' (MP 3.3 – County Limits) • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • No bus stops • Reported Crashes (2017-2021): 7 (100% roadway departure); no serious injuries
Benefits	• Creates a walking/biking connection from US 101 to communities along the Elk River • Increases vehicular safety by providing pull-out areas and space for drivers to recover and key safety treatments, including rumble strips, warning signs, and chevron signs
Constraints	• Funding • Right-of-Way • Topography/Environmental
Planning-Level Cost Estimate	• $9.0 Million
Potential Funding Sources	• Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Rural Surface Transportation Grant Program (Rural Surface) • All Roads Transportation Safety Program (ARTS) • Federal Lands Access Program (FLAP)
Additional Considerations	The width of the paved shoulder may need to be adjusted at some sections where topography limits the ability to expand the pavement. Project should consider locations for turn lanes and/or viewpoints along the Elk River.

CEDAR VALLEY DRIVE: OPHIR RD TO N BANK ROGUE RIVER RD

PROJECT PURPOSE: ADD PAVED SHOULDERS AND INSTALL ROADWAY DEPARTURE SAFETY TREATMENTS TO INCREASE MULTIMODAL SAFETY AND COMFORT AND STRENGTHEN ROADWAY NETWORK RESILIENCEY



PROJECT INFORMATION

Description	Cedar Valley Drive is a Rural Major Collector that provides a key connection between Nesika Beach, US 101, and the Rogue River. This roadway is also one section of a potential parallel route for US 101 between Ophir and Wedderburn. It primarily serves residents in the area, the Cedar Bend Golf Course, and recreation to the Rogue River. Today, this roadway has one vehicular travel lane per direction and no paved shoulders. This corridor has physical barriers that include trees, grades, and residential driveways. This project would construct 4-foot shoulders, raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves from Ophir Road to N Bank Rogue River Road (projects S19 and TS8).
Existing Roadway Characteristics	• Jurisdiction: Curry County • Functional Classification: Rural Major Collector • Posted Speed: 55 MPH • Existing (2022) ADT: 50 - 480 • Forecast (2042) ADT: 55 - 510 • Travel Lanes: Two 11.5- or 12-foot • Pavement Width: 23-24 feet • Shoulders/Bike Lanes: None • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • No bus stops • Reported Crashes (2017-2021): 6 (67% roadway departure); 2 serious injuries
Benefits	• Creates a walking/biking connection from US 101/Ophir Road to communities east of Ophir and to the Rogue River • Increases vehicular safety by providing pull-out areas and space for drivers to recover and key safety treatments, including raised/recessed pavement markers, wider edgeline striping, warning signs, and chevron signs • Improves north-south connectivity between Ophir and Wedderburn
Constraints	• Funding • Right-of-Way • Topography/Environmental
Planning-Level Cost Estimate	• $13.8 Million
Potential Funding Sources	• Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Rural Surface Transportation Grant Program (Rural Surface) • All Roads Transportation Safety Program (ARTS)
Additional Considerations	The width of the paved shoulder may need to be adjusted at some sections where topography limits the ability to expand the pavement. The County may consider focusing on increasing shoulder width in challenging areas, such as narrow segments and curves.

NESIKA ROAD: US 101 (SOUTH) TO US 101 (NORTH)

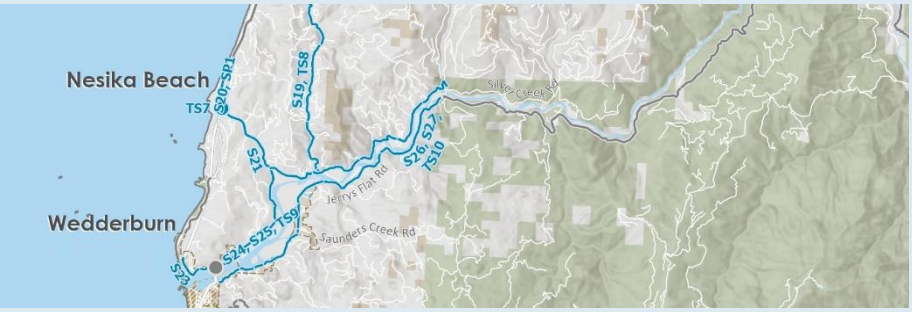
PROJECT PURPOSE: WIDEN PAVED SHOULDERS AND INSTALL SIDEPATH TO INCREASE MULTIMODAL SAFETY AND COMFORT

PROJECT INFORMATION

Description	Nesika Road is a Rural Minor Collector that provides a parallel roadway to US 101 through Nesika Beach. It primarily serves residents in the area, some commercial businesses, and beach access. Today, this roadway has one vehicular travel lane per direction and 2-foot paved shoulders. This corridor has limited physical barriers, mainly constrained by trees and residential driveways. This project would construct: • 4-foot shoulders from US 101 (south) to Gun Club Road (project S20); and, • A 10-foot sidepath on the west side from Gun Club Road to US 101 (north) (project SP1).
Existing Roadway Characteristics	• Jurisdiction: Curry County • Functional Classification: Rural Minor Collector • Posted Speed: 40 MPH (US 101 N – Gun Club Road); 55 MPH (Gun Club Road – US 101 S) • Existing (2022) ADT: 400-600 • Forecast (2042) ADT: 400-700 • Travel Lanes: Two 11-foot • Pavement Width: 26 feet • Shoulders/Bike Lanes: 2' paved shoulder • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • One bus stop near Nesika Beach Market • Reported Crashes (2017-2021): 1 (100% roadway departure); 1 serious injury
Benefits	• Creates a walking/biking connection parallel to US 101 through Nesika Beach • Provides a comfortable, recreational experience for people walking/biking on the sidepath • Increases vehicular safety by providing shoulders and space for drivers to recover • Improves north-south connectivity between Ophir and Wedderburn
Constraints	• Funding • Right-of-Way • Environmental
Planning-Level Cost Estimate	• $2.22 Million
Potential Funding Sources	• Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Rural Surface Transportation Grant Program (Rural Surface) • Oregon Community Paths (OCP)
Additional Considerations	The width of the sidepath may need to be adjusted at some sections where topography limits the ability of sidepath construction.

EDSON CREEK ROAD: US 101 TO N BANK ROGUE RIVER ROAD

PROJECT PURPOSE: WIDEN PAVED SHOULDERS TO INCREASE MULTIMODAL SAFETY AND COMFORT AND STRENGTHEN ROADWAY NETWORK RESILIENCEY



PROJECT INFORMATION

Description	Edson Creek Road is a Rural Major Collector that provides a key connection between Nesika Beach, US 101, and N Bank Rogue River Road. This roadway is also part of an east-west route between US 101 and communities along the Rogue River. It primarily serves residents in the area and recreation to the Rogue River. Today, this roadway has one vehicular travel lane per direction and primarily 0.5-foot paved shoulders. This corridor has limited physical barriers, mainly constrained by trees and residential driveways. This project would construct 4-foot shoulders US 101 to N Bank Rogue River Road (project S21).
Existing Roadway Characteristics	• Jurisdiction: Curry County • Functional Classification: Rural Major Collector • Posted Speed: 45 MPH • Existing (2022) ADT: 370 - 485 • Forecast (2042) ADT: 400 - 520 • Travel Lanes: Two 12-foot • Pavement Width: 25 feet • Shoulders/Bike Lanes: 0.5' paved shoulder • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • No bus stops • Reported Crashes (2017-2021): 1 (no roadway departure); 1 serious injury
Benefits	• Creates a walking/biking connection from US 101/Nesika Road to communities east of Nesika Beach and to the Rogue River • Increases vehicular safety by providing pull-out areas and space for drivers to recover • Improves east-west connectivity between US 101 and the Rogue River
Constraints	• Funding • Right-of-Way • Environmental
Planning-Level Cost Estimate	• $3.0 Million
Potential Funding Sources	• Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Rural Surface Transportation Grant Program (Rural Surface)
Additional Considerations	The width of the paved shoulder may need to be adjusted at some sections where topography limits the ability to expand the pavement. The County may consider focusing on increasing shoulder width in challenging areas, such as narrow segments and curves.

WEDDERBURN LOOP: OLD COAST HIGHWAY TO US 101

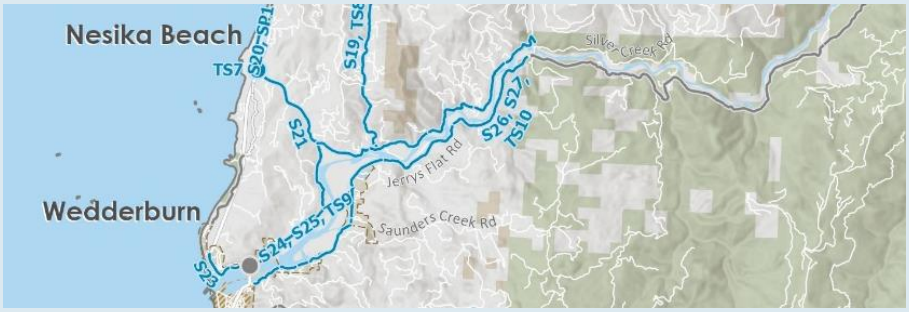
PROJECT PURPOSE: ADD BIKE LANES/SHOULDERS TO INCREASE MULTIMODAL SAFETY AND COMFORT

PROJECT INFORMATION

Description	Wedderburn Loop is a Rural Minor Collector that provides a parallel connection to US 101 between Old Coast Road and N Bank Rogue River Road. It primarily serves residents in the area, some lodging and restaurants, and access to the Rogue River. Today, this roadway has one vehicular travel lane per direction and 2.5-foot paved shoulders. The section east of Doyle Point Road has existing 5-foot shoulders. This corridor has some physical barriers, particularly on the north side, as some homes are close to the roadway. There are limited trees. This project would construct 4-foot bike lanes or shoulders from Old Coast Highway to US 101 (project S23).
Existing Roadway Characteristics	• Jurisdiction: ODOT • Functional Classification: Rural Minor Collector • Posted Speed: 30 MPH • Existing (2022) ADT: 390 • Forecast (2042) ADT: 415 • Travel Lanes: Two 11-foot • Pavement Width: 27 feet • Shoulders/Bike Lanes: 2.5' paved shoulder • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • No bus stops • Reported Crashes (2017-2021): None
Benefits	• Creates a walking/biking connection parallel to US 101 in Wedderburn that provides access to the Rogue River, Isaac Lee Patterson Bridge, and hotels/restaurants • Increases vehicular safety by providing pull-out areas and space for drivers to recover
Constraints	• Funding • Right-of-Way • Environmental
Planning-Level Cost Estimate	• $1.0 Million
Potential Funding Sources	• Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Rural Surface Transportation Grant Program (Rural Surface) • Multi-modal Active Transportation Fund (MAT)
Additional Considerations	The width of the bike lanes/paved shoulder may need to be adjusted at some sections where topography limits the ability to expand the pavement.

N BANK ROGUE RIVER ROAD: US 101 TO LOBSTER CREEK ROAD

PROJECT PURPOSE: ADD BUFFERED BIKE LANES OR PAVED SHOULDERS AND INSTALL ROADWAY DEPARTURE SAFETY TREATMENTS TO INCREASE MULTIMODAL SAFETY AND COMFORT AND STRENGTHEN ROADWAY NETWORK RESILIENCEY



PROJECT INFORMATION

Description	N Bank Rogue River Road is a Rural Major Collector that provides a key east-west connection between US 101 and communities along the Rogue River. It primarily serves residents in the area and recreation to the Rogue River. Today, this roadway has one vehicular travel lane per direction and some paved shoulders. This corridor has diverse physical barriers, constrained by the river, steep terrain and hills, driveways and homes, and trees. This project would construct: • 7-foot buffered bike lanes or shoulders, raised or recessed pavement markers, and wider edgeline striping from US 101 to MP 0.8 (projects S24 and TS9); and, • 4-foot shoulders, raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves from MP 0.8 to Lobster Creek Road (projects S25 and TS9).
Existing Roadway Characteristics	• Jurisdiction: Curry County • Functional Classification: Rural Major Collector • Posted Speed: 30 MPH - 45 MPH • Existing (2022) ADT: 160 – 1,840 • Forecast (2042) ADT: 165 – 1,900 • Travel Lanes: Two 11- or 12-foot • Pavement Width: 22-26 feet • On-Street Parking: None • Shoulders/Bike Lanes: 0.5' paved shoulder (US 101 – MP 2.22); 1' paved shoulder (MP 2.22 – Edson Creek Road); no paved shoulders (Edson Creek Road – Lobster Creek Road) • Curb and Gutter: None • Sidewalks: None; No bus stops • Reported Crashes (2017-2021): 21 (60% roadway departure); no serious injury
Benefits	• Creates a walking/biking connection along the Rogue River • Increases vehicular safety by providing pull-out areas and space for drivers to recover and key safety treatments, including raised/recessed pavement markers, warning signs, and chevron signs • Improves east-west connectivity along the Rogue River
Constraints	• Funding; Right-of-Way • Topography/Environmental
Planning-Level Cost Estimate	• $19.0 Million
Potential Funding Sources	• Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Rural Surface Transportation Grant Program (Rural Surface) • All Roads Transportation Safety Program (ARTS) • Multi-modal Active Transportation Fund (MAT); Federal Lands Access Program (FLAP)
Additional Considerations	The width of the paved shoulder may need to be adjusted at some sections where topography limits the ability to expand the pavement. The County may consider focusing on increasing shoulder width in challenging areas, such as narrow segments and curves.

JERRY'S FLAT ROAD: US 101 TO LOBSTER CREEK ROAD

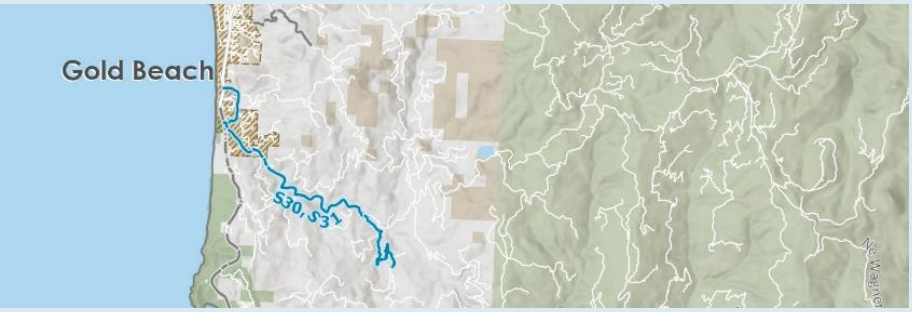
PROJECT PURPOSE: WIDEN PAVED SHOULDERS AND INSTALL ROADWAY DEPARTURE SAFETY TREATMENTS TO INCREASE MULTIMODAL SAFETY AND COMFORT AND STRENGTHEN ROADWAY NETWORK RESILIENCEY

PROJECT INFORMATION

Description	Jerry's Flat Road is a Rural Minor Arterial that provides a key connection between Gold Beach and eastern communities along the Rogue River. This roadway is also one section of a potential east-west route between US 101 and Interstate 5 (I-5). It primarily serves residents in the area, but also provides recreation access along the river. Today, this roadway has one vehicular travel lane per direction and paved shoulders for the first four miles. This corridor has diverse physical barriers, including steep slopes on both sides of the road with vegetation or driveways, various bridge structures over creeks, and pullouts and water access at some points. This project would construct: • 7-foot buffered shoulders, raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves from US 101 to the UGB (projects S26 and TS10); and, • 6-foot paved shoulders, centerline and shoulder rumble strips, advisory curve warning signs, and required chevron signs on rural horizontal curves from the UGB to Lobster Creek Road (projects S27 and TS10).
Existing Roadway Characteristics	• Jurisdiction: Curry County • Functional Classification: Rural Minor Arterial • Posted Speed: 30-35 MPH • Existing (2022) ADT: 149 – 2,500 • Forecast (2042) ADT: 158 – 2,600 • Travel Lanes: Two 11- or 12-foot • Pavement Width: 21-36 feet • On-Street Parking: None • Shoulders/Bike Lanes: 5' (US 101 - Salmon Run); 1' (Salmon Run - Vista Loop); 2' (Vista Loop - Saunders Creek); 6' (Saunders Creek - Old Mill site); none (Old Mill site – UGB) • Curb and Gutter: None • Sidewalks: None; No bus stops • Reported Crashes (2017-2021): 15 (93% roadway departure); 2 serious injuries
Benefits	• Creates a walking/biking connection from US 101 to communities along the Rogue River • Increases vehicular safety by providing pull-out areas and space for drivers to recover • Improves connectivity between east-west connection between US 101 and I-5
Constraints	• Funding, Right-of-Way, Environmental/Topography
Planning-Level Cost Estimate	• $24.0 Million
Potential Funding Sources	• Rebuilding American Infrastructure with Sustainability and Equity (RAISE); Rural Surface Transportation Grant Program (Rural Surface); All Roads Transportation Safety Program (ARTS) • Multi-modal Active Transportation Fund (MAT); Federal Lands Access Program (FLAP)
Additional Considerations	Paved shoulder width may need to be adjusted at some sections due to topographical constraints. The County should coordinate with USFS/BLM to carry similar improvements north and eastward along Agness Road and Galice Creek Road to strengthen roadway network redundancy and resiliency.

HUNTER CREEK ROAD: US 101 (NORTH) TO COUNTY LIMITS

PROJECT PURPOSE: ADD BUFFERED BIKE LANES OR PAVED SHOULDERS TO INCREASE MULTIMODAL SAFETY AND COMFORT



PROJECT INFORMATION

Description	Hunter Creek Road is a Rural Major Collector that provides an east-west connection between US 101 and communities east of Hunter Creek. It primarily serves residents in the area. Today, this roadway has one vehicular travel lane per direction and 1-to-7-foot paved shoulders. This corridor has some physical barriers, mainly including Hunter Creek, a couple bridge structures, and forests. This project would construct: • 7-foot buffered bike lanes or shoulders from US 101 to Gold Beach Urban Growth Boundary (UGB) (project S30); and • 4-foot shoulders from Gold Beach UGB to County's Limits (project S31).
Existing Roadway Characteristics	• Jurisdiction: Curry County • Functional Classification: Rural Major Collector • Posted Speed: 55 MPH • Existing (2022) ADT: 55 – 1660 • Forecast (2042) ADT: 60 – 1760 • Travel Lanes: Two 12-foot • Pavement Width: 26-38 feet • Shoulders/Bike Lanes: 7' paved shoulder (US 101 – County Shops); 1' paved shoulder (County Shops – End) • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • No bus stops • Reported Crashes (2017-2021): 5 (80% roadway departure); no serious injuries
Benefits	• Creates a walking/biking connection between US 101 and communities east of Hunter Creek • Increases vehicular safety by providing pull-out areas and space for drivers to recover in the more rural segments of the roadway
Constraints	• Funding • Right-of-Way • Topography/Environmental
Planning-Level Cost Estimate	• $11.0 Million
Potential Funding Sources	• Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Rural Surface Transportation Grant Program (Rural Surface) • Multi-modal Active Transportation Fund (MAT); • Federal Lands Access Program (FLAP)
Additional Considerations	The width of the paved shoulder may need to be adjusted at some sections where topography limits the ability to expand the pavement. There are CIP projects in the 2021-2027 cycle to repair the Hunter Creek Bridge and Lower Hunter Creek Bridge.

PISTOL RIVER LOOP: US 101 TO CARPENTERVILLE HIGHWAY

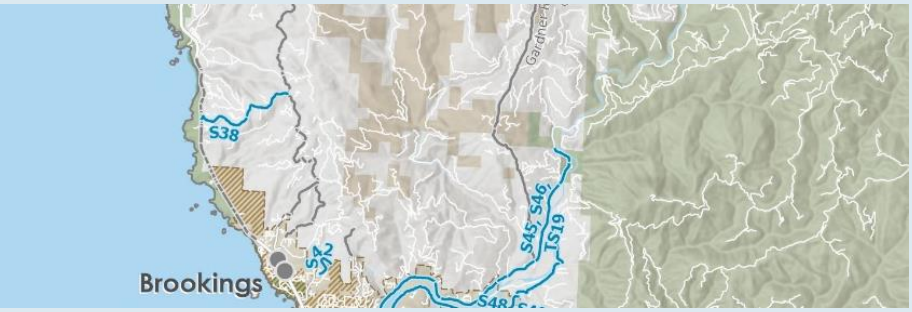
PROJECT PURPOSE: ADD PAVED SHOULDERS AND INSTALL ROADWAY DEPARTURE SAFETY TREATMENTS TO INCREASE MULTIMODAL SAFETY AND COMFORT AND STRENGTHEN ROADWAY NETWORK RESILIENCEY

PROJECT INFORMATION

Description	Pistol River Loop is a Rural Major Collector that provides a parallel connection to US 101 between Cape View Loop and Carpenterville Highway (OR 255). Carpenterville Highway continues as a parallel route to US 101 until Brookings. Pistol river Loop primarily serves residents in the area. Today, this roadway has one vehicular travel lane per direction and no paved shoulders. This corridor has some physical barriers, including bridges, residential driveways, and trees. This project would construct 4-foot paved shoulders, raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves from US 101 to Carpenterville Highway (S34 and TS15).
Existing Roadway Characteristics	• Jurisdiction: Curry County • Functional Classification: Rural Major Collector • Posted Speed: Unknown • Existing (2022) ADT: 145 – 180 • Forecast (2042) ADT: 205 – 165 • Travel Lanes: Two 11-foot • Pavement Width: 22 feet • Shoulders/Bike Lanes: None • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • No bus stops • Reported Crashes (2017-2021): 1 (100% roadway departure); no serious injury
Benefits	• Creates a walking/biking connection between US 101/Cape View Loop and communities east of Pistol River and to Carpenterville Highway • Increases vehicular safety by providing pull-out areas and space for drivers to recover and key safety treatments, including raised/recessed pavement markers, wider edgeline striping, warning signs, and chevron signs • Improves section of north-south parallel route between Pistol River and Brookings
Constraints	• Funding • Right-of-Way • Topography/Environmental
Planning-Level Cost Estimate	• $3.9 Million
Potential Funding Sources	• Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Rural Surface Transportation Grant Program (Rural Surface)
Additional Considerations	The width of the paved shoulder may need to be adjusted at some sections where topography limits the ability to expand the pavement. There are CIP projects in the 2021-2027 cycle to repair the Pistol River Overpass and Pistol River Bridge.

CAPE FERRELO ROAD: US 101 TO CARPENTERVILLE HWY

PROJECT PURPOSE: ADD PAVED SHOULDERS TO INCREASE MULTIMODAL SAFETY AND COMFORT AND STRENGTHEN ROADWAY NETWORK RESILIENCEY



PROJECT INFORMATION

Description	Cape Ferrelo Road is a Rural Major Collector that provides a key connection between US 101 and Carpenterville Highway. It primarily serves residents in the area. Today, this roadway has one vehicular travel lane per direction and no paved shoulders. This corridor has limited physical barriers, mainly constrained by trees and residential driveways. This project would construct 4-foot shoulders from US 101 to Carpenterville Highway (project S38).
Existing Roadway Characteristics	• Jurisdiction: Curry County • Functional Classification: Rural Major Collector • Posted Speed: 35 MPH • Existing (2022) ADT: 225 – 1040 • Forecast (2042) ADT: 255 – 1180 • Travel Lanes: Two 11-foot • Pavement Width: 22 feet • Shoulders/Bike Lanes: None • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • No bus stops • Reported Crashes (2017-2021): 2 (50% roadway departure); no serious injury
Benefits	• Creates a walking/biking connection between US 101 and Cape Ferrelo communities and Carpenterville Highway • Increases vehicular safety by providing pull-out areas and space for drivers to recover
Constraints	• Funding • Right-of-Way • Topography/Environmental
Planning-Level Cost Estimate	• $5.4 Million
Potential Funding Sources	• Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Rural Surface Transportation Grant Program (Rural Surface)
Additional Considerations	The width of the paved shoulder may need to be adjusted at some sections where topography limits the ability to expand the pavement. The County may consider focusing on increasing shoulder width in challenging areas, such as narrow segments and curves.

PARKVIEW DRIVE: VISTA RIDGE DRIVE TO EASTERN TERMINUS

PROJECT PURPOSE: ADD BIKE LANES OR PAVED SHOULDERS TO INCREASE MULTIMODAL SAFETY AND COMFORT

PROJECT INFORMATION

Description	Parkview Drive is a Rural Minor Collector that provides a connection between US 101 and the Brookings Airport. It primarily serves residents in the area and visitors to the airport. Today, this roadway has one vehicular travel lane per direction and 1-foot paved shoulders. This corridor has limited physical barriers, mainly constrained by trees and residential driveways. This project would construct: 4-foot bike lanes or shoulders from Vista Ridge Drive to the eastern terminus (project S42).
Existing Roadway Characteristics	• Jurisdiction: Curry County • Functional Classification: Rural Minor Collector • Posted Speed: 25 MPH • Existing (2022) ADT: 70 • Forecast (2042) ADT: 70 • Travel Lanes: Two 11-foot • Pavement Width: 24 feet • Shoulders/Bike Lanes: 1' • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • No bus stops • Reported Crashes (2017-2021): none
Benefits	• Creates a walking/biking connection from US 101 to the Brookings Airport • Increases vehicular safety by providing pull-out areas and space for drivers to recover
Constraints	• Funding • Right-of-Way • Environmental
Planning-Level Cost Estimate	• $1.1 Million
Potential Funding Sources	• Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Rural Surface Transportation Grant Program (Rural Surface) • Multi-modal Active Transportation Fund (MAT)
Additional Considerations	The width of the bike lane/paved shoulder may need to be adjusted at some sections where topography limits the ability to expand the pavement. There is a project in the 2017 Brookings TSP to rebuild Airport Road near Parkview Drive as a cut-and-cover tunnel to avoid the Runway Protection Zone (RPZ) of Brookings County Airport.

N BANK CHETCO RIVER ROAD: MP 1.0 TO COUNTY LIMITS

PROJECT PURPOSE: ADD BIKE LANES OR PAVED SHOULDERS AND INSTALL ROADWAY DEPARTURE SAFETY TREATMENTS TO INCREASE MULTIMODAL SAFETY AND COMFORT AND STRENGTHEN ROADWAY NETWORK RESILIENCEY

PROJECT INFORMATION

Description	N Bank Chetco River Road is a Rural Major Collector that provides a key connection between Brookings, US 101, and the Chetco River. It primarily serves residents in the area, several commercial stores, and recreation to the Chetco River. Today, this roadway has one vehicular travel lane per direction and some paved shoulders. This corridor has diverse physical barriers, including the Chetco River, steep slopes, trees, and residential driveways. This project would construct: • 7-foot buffered bike lanes or shoulders, raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves from MP 1 to the Brookings Urban Growth Boundary (UGB) (projects S45 and TS19); and, • 4-foot shoulders, centerline and shoulder rumble strips, advisory curve warning signs, and required chevron signs on rural horizontal curves from the UGB to MP 17.5 (projects S46 and TS19).
Existing Roadway Characteristics	• Jurisdiction: Curry County • Functional Classification: Rural Major Collector • Posted Speed: 40 MPH (MP 1 – Gardner Ridge Road); 35 MPH (Gardner Ridge Road – County Limits) • Existing (2022) ADT: 210 - 2570 • Forecast (2042) ADT: 225 - 2735 • Travel Lanes: Two 11- or 12-foot • Pavement Width: 22-26 feet • Shoulders/Bike Lanes: 1' (City Limits – Don Cameron Bridge); 1.5' (Don Cameron Bridge – Donalds Road); None (Donalds Road – County Limits) • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • No bus stops • Reported Crashes (2017-2021): 32 (81% roadway departure); 2 serious injuries
Benefits	• Creates a walking/biking connection along the Chetco River • Increases vehicular safety by providing pull-out areas and space for drivers to recover and key safety treatments, including raised/recessed pavement markers, rumble strips, warning signs, and chevron signs • Improves section of east-west connection between US 101 and the Chetco River
Constraints	• Funding, Right-of-Way, Environmental/Topography
Planning-Level Cost Estimate	• $17.8 Million
Potential Funding Sources	• Rebuilding American Infrastructure with Sustainability and Equity (RAISE); Rural Surface Transportation Grant Program (Rural Surface); All Roads Transportation Safety Program (ARTS); Multi-modal Active Transportation Fund (MAT); Federal Lands Access Program (FLAP)
Additional Considerations	The width of the paved shoulder may need to be adjusted at some sections where topography limits the ability to expand the pavement. The County may consider focusing on increasing shoulder width in challenging areas, such as narrow segments and curves.

S BANK CHETCO RIVER ROAD: US 101 TO COUNTY LIMITS

PROJECT PURPOSE: ADD PAVED SHOULDERS TO INCREASE MULTIMODAL SAFETY AND COMFORT AND STRENGTHEN ROADWAY NETWORK RESILIENCEY

PROJECT INFORMATION

Description	S Bank Chetco River Road is a Rural Major Collector that provides a key connection between Brookings, US 101, and the Chetco River. This roadway provides an east-west connection between US 101, recreation along the river, and a network of forest service roads. It primarily serves residents in the area and recreation to the Chetco River. Today, this roadway has one vehicular travel lane per direction, 6-foot bike lanes from US 101 to Harbor View Circle, and no paved shoulders to the east. This corridor has diverse physical barriers, including steep slopes, trees, residential driveways, and the river. This project would construct: • 7-foot buffered bike lanes or shoulders from US 101 to the Brookings Urban Growth Boundary (UGB) (project S48); and, • 4-foot shoulders from the Brookings UGB to the County's Limits (project S49).
Existing Roadway Characteristics	• Jurisdiction: Curry County • Functional Classification: Rural Major Collector • Posted Speed: 40 MPH • Existing (2022) ADT: 70-3430 • Forecast (2042) ADT: 75-3625 • Travel Lanes: Two 10.5- or 12-foot • Pavement Width: 21-36 feet • On-Street Parking: None • Shoulders/Bike Lanes: 6' bike lanes (US 101 – Harbor View Circle); no shoulders (Harbor View Circle – County Limits) • Curb and Gutter: Partial (US 101 – Harbor View Circle); none eastward • Sidewalks: Partial (US 101 – Harbor View Circle); none eastward • No bus stops • Reported Crashes (2017-2021): 7 (43% roadway departure); no serious injury
Benefits	• Creates a walking/biking connection along the Chetco River • Increases vehicular safety by providing pull-out areas and space for drivers to recover • Improves section of east-west connection between US 101 and the Chetco River
Constraints	• Funding • Right-of-Way • Topography/Environmental
Planning-Level Cost Estimate	• $18.5 Million
Potential Funding Sources	• Rebuilding American Infrastructure with Sustainability and Equity (RAISE); Rural Surface Transportation Grant Program (Rural Surface); All Roads Transportation Safety Program (ARTS); Multi-modal Active Transportation Fund (MAT); Federal Lands Access Program (FLAP)
Additional Considerations	The width of the paved shoulder may need to be adjusted at some sections where topography limits the ability to expand the pavement. The County may consider focusing on increasing shoulder width in challenging areas, such as narrow segments and curves.

LOWER HARBOR ROAD: BENHAM LANE TO US 101

PROJECT PURPOSE: ADD SIDEWALKS OR SIDEPATH AND INSTALL URBAN CURVE SAFETY TREATMENTS TO INCREASE MULTIMODAL SAFETY AND COMFORT

PROJECT INFORMATION

Description	Lower Harbor Road is a Rural Major Collector that provides a key connection through Brookings Harbor and is one section of a potential parallel route to US 101 between S Bank Chetco River Road and Winchuck Road. It primarily serves commercial activity, residents in the area, lodging, and recreation or other activity at the Port of Brookings Harbor, the Chetco River, and ocean. Today, this roadway has one vehicular travel lane per direction and 4-to-7-foot bike lanes. This corridor has some physical barriers, mainly constrained by trees and existing buildings/parking lots. There are some sections of steeper slopes on the east side of the roadway. This project would construct: • 6-foot sidewalks or a sidepath (west side) from Benham Lane to US 101 (project P2); and, • High-friction surface treatment and advance curve warning flashers from Benham Lane to Boat Basin Road (project TS21).
Existing Roadway Characteristics	• Jurisdiction: Curry County • Functional Classification: Rural Major Collector • Posted Speed: 30 MPH • Existing (2022) ADT: 2380 - 5550 • Forecast (2042) ADT: 2920 - 6820 • Travel Lanes: Two 12- or 18-foot • Pavement Width: 38-44 feet • On-Street Parking: None • Curb and Gutter: Yes • Shoulders/Bike Lanes: 4' bike lanes (Shopping Center Ave – US 101); 7' bike lanes (Boat Basin Rd – Shopping Center Ave) • Sidewalks: Partial, west side (Benham Ln – north of Boat Basin Rd and Shopping Center Ave – US 101) • No bus stops, but Curry Public Transit fixed-route nearby • Reported Crashes (2017-2021): 11 (18% roadway departure/curve crash); no serious injury
Benefits	• Creates continuous walking connection on a key commercial/recreational roadway in Brookings • Increases vehicular safety through urban curve between Lower Harbor Road and Benham Lane • Improves section of north-south connection within Brookings Harbor
Constraints	• Funding, Right-of-Way, Environmental/Topography
Planning-Level Cost Estimate	• 2.5 Million
Potential Funding Sources	• Rebuilding American Infrastructure with Sustainability and Equity (RAISE); Rural Surface Transportation Grant Program (Rural Surface); Oregon Community Paths (OCP); Sidewalk Improvement Program (SWIP)
Additional Considerations	The width and type (sidewalk vs. sidepath) of the walking facility may need to be adjusted at some sections due to topographical limitations. This project should support improvements planned along the corridor from the 2021-227 Capital Improvement Plan and 2017 Brookings TSP, including sidewalks, ADA ramps, a roundabout at Shopping Center Avenue, and bike lanes.

SHOPPING CENTER AVE: W HOFFEDLT LN TO LOWER HARBOR RD

PROJECT PURPOSE: WIDEN BIKE LANES OR ADD SIDEPATH TO INCREASE MULTIMODAL SAFETY AND COMFORT

PROJECT INFORMATION

Description	Shopping Center Avenue is a Rural Major Collector that provides a connection to mostly commercial destinations in Brookings. This roadway runs parallel to US 101. It primarily serves commercial uses in the area and residents. Today, this roadway has one vehicular travel lane per direction and 4.5' bike lanes. This corridor has physical barriers, including a steep slope with a retaining wall on the north side and a cliff with a fence on the south side. This project would construct 7-foot buffered bike lanes or a sidepath (west side) from Lower Harbor Road to W Hoffeldt Lane (project B1).
Existing Roadway Characteristics	• Jurisdiction: Curry County • Functional Classification: Rural Major Collector • Posted Speed: 35 MPH • Existing (2022) ADT: 1490 - 2530 • Forecast (2042) ADT: 1490 - 2530 • Travel Lanes: Two 12-foot • Pavement Width: 33 feet • Shoulders/Bike Lanes: 4.5' bike lanes • On-Street Parking: None • Curb and Gutter: Yes • Sidewalks: Yes (west side) • Curry Public Transit fixed-route and bus stops nearby • Reported Crashes (2017-2021): 8; no serious injury
Benefits	• Improves a biking connection to key commercial destinations in Brookings
Constraints	• Funding • Right-of-Way • Environmental/Topography
Planning-Level Cost Estimate	• $670,000
Potential Funding Sources	• Rebuilding American Infrastructure with Sustainability and Equity (RAISE); Rural Surface Transportation Grant Program (Rural Surface); All Roads Transportation Safety Program (ARTS); Multi-modal Active Transportation Fund (MAT); Oregon Community Paths (OCP)
Additional Considerations	The width and type (bike lane vs. sidepath) of the biking facility may need to be adjusted at some sections due to topographical limitations. This project should support improvements planned along the corridor from the 2021-227 Capital Improvement Plan, 2017 Brookings TSP, and 2009 Harbor Area Transportation System Refinement Plan, including a roundabout at Lower Harbor Road, a new southbound left-turn lane on Zimmerman Lane, and pedestrian and bicycle improvements at Lower Harbor Road.

W HOFFELDT LANE: SOUTH OF TITUS LANE TO US 101

PROJECT PURPOSE: ADD BIKE LANES AND SIDEWALKS TO INCREASE MULTIMODAL SAFETY AND COMFORT

PROJECT INFORMATION

Description	W Hoffeldt Lane is a Rural Minor Collector that provides a connection through residential neighborhoods in Brookings, primarily serving residents in the area. Today, this roadway has one vehicular travel lane per direction and 1-foot paved shoulders. This corridor has some physical barriers, constrained by curbs, trees, and residential buildings, structures, and driveways. This project would construct 6-foot bike lanes and 6' sidewalks from US 101 to South of Titus Lane (project BP1).
Existing Roadway Characteristics	• Jurisdiction: Curry County • Functional Classification: Rural Minor Collector • Posted Speed: 25 MPH • Existing (2022) ADT: 240 - 1820 • Forecast (2042) ADT: 250-1920 • Travel Lanes: Two 12-foot • Pavement Width: 24 feet • Shoulders/Bike Lanes: 1' • On-Street Parking: None • Curb and Gutter: Yes • Sidewalks: Yes, north side (US 101 to Acacia Lane) • Curry Public Transit fixed-route and bus stops nearby • Reported Crashes (2017-2021): 2; no serious injury
Benefits	• Creates a continuous walking/biking connection from US 101/Shopping Center Avenue to residences in Brookings
Constraints	• Funding • Right-of-Way/Existing Structures
Planning-Level Cost Estimate	• $1.9 Million
Potential Funding Sources	• Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Rural Surface Transportation Grant Program (Rural Surface) • All Roads Transportation Safety Program (ARTS) • Multi-modal Active Transportation Fund (MAT) • Federal Lands Access Program (FLAP)
Additional Considerations	The width of the bike lane and sidewalk may need to be adjusted at some sections due to right-of-way/existing structure limitations.

OCEANVIEW DRIVE: US 101 TO BENHAM LANE

PROJECT PURPOSE: ADD BUFFERED BIKE LANES OR SHOULDERS AND SIDEPATH TO INCREASE MULTIMODAL SAFETY AND COMFORT

PROJECT INFORMATION

Description	Oceanview Drive is a Rural Minor Collector that provides a north-south connection through Brookings Harbor. This roadway is also one section of a potential parallel route for US 101 between S Bank Chetco River Road and Winchuck Road. It primarily serves residents in the area, some commercial destinations, and recreation along the ocean. Oceanview Drive is also a key connection to McVay Rock State Recreation Site. Today, this roadway has one vehicular travel lane per direction and 5' paved shoulders/bike lanes. This corridor has some constraints, mainly by intersecting roadways and residential driveways and properties. This project would construct: • 10' sidepath (east side) from US 101 to Cedar Lane (project SP2); and, • 7-foot buffered bike lanes/shoulders from Cedar Lane to Benham Lane (project S50).
Existing Roadway Characteristics	• Jurisdiction: Curry County • Functional Classification: Rural Minor Collector • Posted Speed: 35 MPH (Benham Lane – Cedar Lane); 40 MPH (Cedar Lane – US 101) • Existing (2022) ADT: 200 - 1410 • Forecast (2042) ADT: 250 - 1770 • Travel Lanes: Two 11.5- or 12-foot • Pavement Width: 22-32 feet • Shoulders/Bike Lanes: 5' (SE of Cedar Lane – US 101) • On-Street Parking: None • Curb and Gutter: No • Sidewalks: None • No bus stops • Reported Crashes (2017-2021): 9; no serious injury
Benefits	• Creates a continuous walking/biking connection on Oceanview Drive parallel to US 101 in Brookings Harbor • Connects people walking/biking to McVay Rock State Recreation Site
Constraints	• Funding • Right-of-Way/Existing Residences
Planning-Level Cost Estimate	• $6.9 Million
Potential Funding Sources	• Rebuilding American Infrastructure with Sustainability and Equity (RAISE); • Rural Surface Transportation Grant Program (Rural Surface); • Oregon Community Paths (OCP)
Additional Considerations	The width of the bike lane/paved shoulder may need to be adjusted at some sections due to right-of-way/residential property limitations. This project should support planned improvements along the corridor from the 2017 Brookings TSP, including conventional bike lanes where right-of-way is available, and bike route where right-of-way is not available.

WINCHUCK RIVER ROAD: US 101 TO COUNTY LIMITS

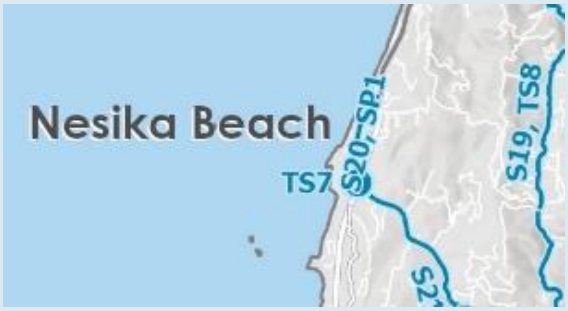
PROJECT PURPOSE: WIDEN PAVED SHOULDERS TO INCREASE MULTIMODAL SAFETY AND COMFORT

PROJECT INFORMATION

Description	Winchuck River Road is a Rural Major Collector that provides a key east-west connection between US 101 and southeastern Curry County, including to rural communities and recreation sites. It primarily serves residents in the area and recreation to the Oregon Redwoods, Winchuck River, and other forest activities. Today, this roadway has one vehicular travel lane per direction and 0.5-foot paved shoulders. This corridor has physical barriers, including steep slopes, trees, and various creeks and rivers. This project would construct 4-foot shoulders from US 101 to the County's limits (project S52)
Existing Roadway Characteristics	• Jurisdiction: Curry County • Functional Classification: Rural Major Collector • Posted Speed: 40 MPH • Existing (2022) ADT: 90 -1110 • Forecast (2042) ADT: 90 -1150 • Travel Lanes: Two 12-foot • Pavement Width: 25 feet • Shoulders/Bike Lanes: 0.5 feet • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • No bus stops • Reported Crashes (2017-2021): 6 (83% roadway departure); 1 fatality
Benefits	• Creates a walking/biking connection from US 101 to southeastern Curry County communities and recreation • Increases vehicular safety by providing pull-out areas and space for drivers to recover
Constraints	• Funding • Right-of-Way • Topography/Environmental
Planning-Level Cost Estimate	• $9.5 Million
Potential Funding Sources	• Rebuilding American Infrastructure with Sustainability and Equity (RAISE); • Rural Surface Transportation Grant Program (Rural Surface) • Federal Lands Access Program (FLAP)
Additional Considerations	The width of the paved shoulder may need to be adjusted at some sections where topography limits the ability to expand the pavement. This project should support improvements planned for the corridor from the 2017 US 101 Corridor Plan, including removing the westbound right-turn bypass lane at US 101 (heading northbound).

US 101 / NESIKA ROAD-EDSON CREEK ROAD

PROJECT PURPOSE: CONSTRUCT TURN LANES AND IMPROVE SIGHT DISTANCE TO INCREASE INTERSECTION SAFETY FOR MOTOR VEHICLES

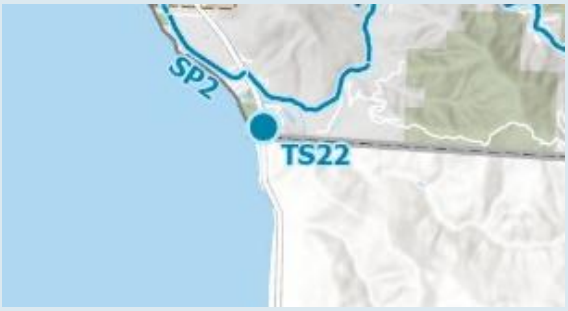


PROJECT INFORMATION

Description	Nesika Road is a Rural Minor Collector that provides a parallel roadway to US 101 through Nesika Beach, primarily serving residents in the area, some commercial businesses, and beach access. Edson Creek Road is a Rural Major Collector that provides a key connection between Nesika Beach, US 101, and N Bank Rogue River Road, primarily serving residents in the area and recreation to the Rogue River. This project would construct left-turn lanes on US 101 and increase intersection sight distance (project TS7).
Existing Roadway Characteristics	• Jurisdiction: ODOT • Functional Classification: Statewide Highway and Rural Other Principal Arterial (ODOT); Rural Major and Minor Collectors (County) • Posted Speed: 40 – 55 MPH • Existing (2022) ADT: 3,500 • Forecast (2042) ADT: 3,700 • Travel Lanes: Two 11-to-12-foot (County) • Pavement Width: 25-26 feet (County) • Shoulders/Bike Lanes: 0.5-2 feet (County) • On-Street Parking: None (County) • Curb and Gutter: None (County) • Sidewalks: None (County) • One bus stop on Nesika Road near Nesika Beach Market; Curry Public Transit fixed-route on US 101 through intersection (County) • Reported Crashes (2017-2021): 3; no serious injury
Benefits	• Increases vehicular safety through high-speed corridor by providing dedicated turn lanes on US 101 and increasing intersection sight distance from the side streets
Constraints	• Funding/ODOT Jurisdiction • Right-of-Way
Planning-Level Cost Estimate	• $960,000
Potential Funding Sources	• Statewide Transportation Improvement Program (STIP) • Rural Surface Transportation Grant Program (Rural Surface)
Additional Considerations	The County should coordinate with ODOT on improvements to this intersection as it is their jurisdiction. If the County continues to observe driving behavior and crashes similar to what has occurred prior to intersection improvements, they may also consider coordinating with ODOT to implement low-cost treatments to increase driver awareness of the intersection, including flashing beacons, improving intersection warning for stop-controlled approaches, increasing retroreflectivity of stop signs, and/or providing actuated flashing beacons triggered by approaching vehicles.

US 101 / DEL-CUR SUPPLY CO-OP SITE ACCESS

PROJECT PURPOSE: RESTRICT ACCESS ON US 101 AND FORMALIZE ACCESS ON STATELINE ROAD TO INCREASE MOTOR VEHICLE SAFETY AT DEL-CUR SUPPLY CO-OP



PROJECT INFORMATION

Description	The Del-Cur Supply Co-Op is an important business to southern Curry County, located adjacent to US 101 just north of the California State Line. Today, the Co-Op takes direct access from US 101 on the east side of the highway just south of the US 101 / Stateline Road intersection. The community has expressed regular concerns about the safety of this access point, witnessing near misses and unsafe driving behavior. There are no separate turn lanes on US 101 into the site due to the geometry at the US 101 / Stateline Road intersection. This location has been previously identified for improvements in the 2017 US 101 Corridor Plan. Planned improvements include: • Converting the north Del-Cur Supply Co-Op site access on US 101 to right-in/right-out; and, • Improving the site access on Stateline Road to mitigate conflicts (project TS22).
Existing Roadway Characteristics	• Jurisdiction: ODOT • Functional Classification: Statewide Highway and Rural Other Principal Arterial (ODOT) • Posted Speed: 55 MPH • Existing (2022) ADT: 8,930 • Forecast (2042) ADT: 9,200 • Travel Lanes: Two 12-foot and 15-foot northbound left-turn lane to Crissey Field State Recreation Site (US 101) • Pavement Width: 60 feet (US 101) • Shoulders/Bike Lanes: 10.5 feet • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • No bus stops, but Curry Public Transit fixed-route on US 101 through intersection • Reported Crashes (2017-2021): 1 turning movement at US 101 access; no serious injury
Benefits	• Increases vehicular safety through high-speed corridor by eliminating left turns into the Del-Cur Supply Co-Op and onto US 101 and improving a full moving access from Stateline Road
Constraints	• Funding/ODOT Jurisdiction • Right-of-Way
Planning-Level Cost Estimate	• $210,000
Potential Funding Sources	• Statewide Transportation Improvement Program (STIP) • Rural Surface Transportation Grant Program (Rural Surface)
Additional Considerations	This improvement is in the adopted 2017 US 101 Corridor Plan (Chetco River Bridge to Oregon/California Border) and should be coordinated with ODOT. US 101 access modifications and new access improvements on Stateline Road must be able to accommodate truck maneuvers.

ATTACHMENT B – COST ESTIMATES FOR PRIORITY PROJECTS

Curry County TSP

Airport Road: US 101 to Cape Blanco State Airport (S7, TS2)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$308,000.00	$308,000.00
Traffic Control	LS	ALL	$156,000.00	$156,000.00
Construction Staging	LS	ALL	$156,000.00	$156,000.00
Erosion Control	AC	2.9	$10,000.00	$29,000.00
Removal of Structures and Obstructions	LS	ALL	$67,000.00	$67,000.00
Clearing and Grubbing	LS	ALL	$59,000.00	$59,000.00
General Earthworks	CY	9,100	$40.00	$364,000.00
Asphalt Roadway - Full Depth	SF	122,074	$9.20	$1,123,077.12
Subgrade Geotextile	SY	13,564	$1.50	$20,346.00
Storm Water Conveyance System, Complete	LS	ALL	$830,000.00	$830,000.00
Regional Water Quality and Hydromodification System, Complete	SF	12,300	$28.00	$344,400.00
Pavement Markings, Complete	LS	ALL	$31,000.00	$31,000.00
Signage, Complete	LS	ALL	$23,000.00	$23,000.00
Illumination System, Complete	LS	ALL	$211,100.00	$211,100.00
TOTAL CONSTRUCTION COST			**$**	**3,721,923**

Curry County TSP

Airport Road: US 101 to Cape Blanco State Airport (S7, TS2)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$931,000.00	$931,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 931,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
			TOTAL PROJECT SUBTOTAL	**$ 4,655,657**
			30% Contingency	**$ 1,396,700**
			TOTAL ESTIMATED PROJECT COST	**$ 6,052,357**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

Sixes River Road: US 101 to County Limits (S8)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$612,000.00	$612,000.00
Traffic Control	LS	ALL	$309,000.00	$309,000.00
Construction Staging	LS	ALL	$309,000.00	$309,000.00
Erosion Control	AC	5.6	$10,000.00	$56,000.00
Removal of Structures and Obstructions	LS	ALL	$133,000.00	$133,000.00
Clearing and Grubbing	LS	ALL	$118,000.00	$118,000.00
General Earthworks	CY	18,100	$40.00	$724,000.00
Asphalt Roadway - Full Depth	SF	243,514	$9.20	$2,240,325.12
Subgrade Geotextile	SY	27,058	$1.50	$40,587.00
Storm Water Conveyance System, Complete	LS	ALL	$1,653,000.00	$1,653,000.00
Regional Water Quality and Hydromodification System, Complete	SF	24,400	$28.00	$683,200.00
Pavement Markings, Complete	LS	ALL	$61,000.00	$61,000.00
Signage, Complete	LS	ALL	$46,000.00	$46,000.00
Illumination System, Complete	LS	ALL	$420,700.00	$420,700.00
TOTAL CONSTRUCTION COST			**$**	**7,405,812**

Curry County TSP

Sixes River Road: US 101 to County Limits (S8)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$1,852,000.00	$1,852,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 1,852,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
			TOTAL PROJECT SUBTOTAL	**$ 9,260,546**
			30% Contingency	**$ 2,778,170**
			TOTAL ESTIMATED PROJECT COST	**$ 12,038,716**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

Elk River Road: US 101 to County Limits (S11, TS3)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$457,000.00	$457,000.00
Traffic Control	LS	ALL	$231,000.00	$231,000.00
Construction Staging	LS	ALL	$231,000.00	$231,000.00
Erosion Control	AC	4.2	$10,000.00	$42,000.00
Removal of Structures and Obstructions	LS	ALL	$99,000.00	$99,000.00
Clearing and Grubbing	LS	ALL	$88,000.00	$88,000.00
General Earthworks	CY	13,500	$40.00	$540,000.00
Asphalt Roadway - Full Depth	SF	181,949	$9.20	$1,673,928.96
Subgrade Geotextile	SY	20,217	$1.50	$30,325.50
Storm Water Conveyance System, Complete	LS	ALL	$1,235,000.00	$1,235,000.00
Regional Water Quality and Hydromodification System, Complete	SF	18,200	$28.00	$509,600.00
Pavement Markings, Complete	LS	ALL	$45,000.00	$45,000.00
Signage, Complete	LS	ALL	$34,000.00	$34,000.00
Illumination System, Complete	LS	ALL	$314,200.00	$314,200.00
		TOTAL CONSTRUCTION COST	**$**	**5,530,054**

Curry County TSP

Elk River Road: US 101 to County Limits (S11, TS3)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$1,383,000.00	$1,383,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 1,383,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
SAFETY				
Rumble Strips	LM	8	$1,500.00	$11,325.00
Pavement Markers	EA	0	$7.00	$0.00
SAFETY SUBTOTAL				**$ 11,325**
TOTAL PROJECT SUBTOTAL				**$ 6,927,113**
30% Contingency				**$ 2,078,140**
TOTAL ESTIMATED PROJECT COST				**$ 9,005,253**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

Cedar Valley Drive: Ophir Road to N Bank Rogue River Road (S19, TS8)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$702,000.00	$702,000.00
Traffic Control	LS	ALL	$354,000.00	$354,000.00
Construction Staging	LS	ALL	$354,000.00	$354,000.00
Erosion Control	AC	6.5	$10,000.00	$65,000.00
Removal of Structures and Obstructions	LS	ALL	$152,000.00	$152,000.00
Clearing and Grubbing	LS	ALL	$135,000.00	$135,000.00
General Earthworks	CY	20,700	$40.00	$828,000.00
Asphalt Roadway - Full Depth	SF	279,090	$9.20	$2,567,630.21
Subgrade Geotextile	SY	31,011	$1.50	$46,516.50
Storm Water Conveyance System, Complete	LS	ALL	$1,894,000.00	$1,894,000.00
Regional Water Quality and Hydromodification System, Complete	SF	28,000	$28.00	$784,000.00
Pavement Markings, Complete	LS	ALL	$69,000.00	$69,000.00
Signage, Complete	LS	ALL	$52,000.00	$52,000.00
Illumination System, Complete	LS	ALL	$482,000.00	$482,000.00
TOTAL CONSTRUCTION COST			**$**	**8,485,147**

Curry County TSP

Cedar Valley Drive: Ophir Road to N Bank Rogue River Road (S19, TS8)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$2,122,000.00	$2,122,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 2,122,000**
ENGINEERING PERMITS				
Public Improvements Permit	LS	ALL		$0.00
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
Joint Permit Application	LS	ALL	$0.00	$0.00
City Inspection Staff Fee	LS	ALL		$0.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
SAFETY				
Rumble Strips	LM	0.00	$1,500.00	$0.00
Pavement Markers	EA	537.44	$7.00	$3,762.07
SAFETY SUBTOTAL				**$ 3,762**
			TOTAL PROJECT SUBTOTAL	**$ 10,613,643**
			30% Contingency	**$ 3,184,100**
			TOTAL ESTIMATED PROJECT COST	**$ 13,797,743**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

Nesika Road: US 101 S to US 101 N (S20)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$23,000.00	$23,000.00
Traffic Control	LS	ALL	$12,000.00	$12,000.00
Construction Staging	LS	ALL	$12,000.00	$12,000.00
Erosion Control	AC	0.2	$10,000.00	$2,000.00
Removal of Structures and Obstructions	LS	ALL	$5,000.00	$5,000.00
Clearing and Grubbing	LS	ALL	$5,000.00	$5,000.00
General Earthworks	CY	700	$40.00	$28,000.00
Asphalt Roadway - Full Depth	SF	8,364	$9.20	$76,944.38
Subgrade Geotextile	SY	930	$1.50	$1,395.00
Separated Multi-Use Path - Asphalt	SF	0	$3.00	$0.00
Storm Water Conveyance System, Complete	LS	ALL	$59,000.00	$59,000.00
Regional Water Quality and Hydromodification System, Complete	SF	900	$28.00	$25,200.00
Pavement Markings, Complete	LS	ALL	$3,000.00	$3,000.00
Signage, Complete	LS	ALL	$2,000.00	$2,000.00
Illumination System, Complete	LS	ALL	$14,900.00	$14,900.00
TOTAL CONSTRUCTION COST			**$**	**269,439**

Curry County TSP

Nesika Road: US 101 S to US 101 N (S20)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$68,000.00	$68,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 68,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
TOTAL PROJECT SUBTOTAL				**$ 340,173**
30% Contingency				**$ 102,060**
TOTAL ESTIMATED PROJECT COST				**$ 442,233**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

Nesika Road: US 101 S to US 101 N (SP1)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$90,000.00	$90,000.00
Traffic Control	LS	ALL	$46,000.00	$46,000.00
Construction Staging	LS	ALL	$46,000.00	$46,000.00
Erosion Control	AC	2.1	$10,000.00	$21,000.00
Removal of Structures and Obstructions	LS	ALL	$20,000.00	$20,000.00
Clearing and Grubbing	LS	ALL	$18,000.00	$18,000.00
General Earthworks	CY	2,000	$40.00	$80,000.00
Asphalt Roadway - Full Depth	SF	0	$9.20	$0.00
Subgrade Geotextile	SY	0	$1.50	$0.00
Separated Multi-Use Path - Asphalt	SF	89,232	$3.00	$267,696.00
Storm Water Conveyance System, Complete	LS	ALL	$192,000.00	$192,000.00
Regional Water Quality and Hydromodification System, Complete	SF	9,000	$28.00	$252,000.00
Pavement Markings, Complete	LS	ALL	$7,000.00	$7,000.00
Signage, Complete	LS	ALL	$6,000.00	$6,000.00
Illumination System, Complete	LS	ALL	$48,700.00	$48,700.00
TOTAL CONSTRUCTION COST				**$ 1,094,396**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$274,000.00	$274,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 274,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
TOTAL PROJECT SUBTOTAL				**$ 1,371,130**
30% Contingency				**$ 411,340**
TOTAL ESTIMATED PROJECT COST				**$ 1,782,470**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

Edson Creek Road: US 101 to N Bank Rogue River Road (S21)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$153,000.00	$153,000.00
Traffic Control	LS	ALL	$77,000.00	$77,000.00
Construction Staging	LS	ALL	$77,000.00	$77,000.00
Erosion Control	AC	1.4	$10,000.00	$14,000.00
Removal of Structures and Obstructions	LS	ALL	$33,000.00	$33,000.00
Clearing and Grubbing	LS	ALL	$30,000.00	$30,000.00
General Earthworks	CY	4,500	$40.00	$180,000.00
Asphalt Roadway - Full Depth	SF	60,377	$9.20	$555,466.56
Subgrade Geotextile	SY	6,709	$1.50	$10,063.50
Storm Water Conveyance System, Complete	LS	ALL	$411,000.00	$411,000.00
Regional Water Quality and Hydromodification System, Complete	SF	6,100	$28.00	$170,800.00
Pavement Markings, Complete	LS	ALL	$15,000.00	$15,000.00
Signage, Complete	LS	ALL	$12,000.00	$12,000.00
Illumination System, Complete	LS	ALL	$104,400.00	$104,400.00
		TOTAL CONSTRUCTION COST	**$**	**1,842,730**

Curry County TSP

Edson Creek Road: US 101 to N Bank Rogue River Road (S21)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$461,000.00	$461,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 461,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
			TOTAL PROJECT SUBTOTAL	**$ 2,306,464**
			30% Contingency	**$ 691,940**
			TOTAL ESTIMATED PROJECT COST	**$ 2,998,404**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

Wedderburn Loop: Old Coast Highway to US 101 (S23)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$52,000.00	$52,000.00
Traffic Control	LS	ALL	$26,000.00	$26,000.00
Construction Staging	LS	ALL	$26,000.00	$26,000.00
Erosion Control	AC	0.5	$10,000.00	$5,000.00
Removal of Structures and Obstructions	LS	ALL	$12,000.00	$12,000.00
Clearing and Grubbing	LS	ALL	$10,000.00	$10,000.00
General Earthworks	CY	1,500	$40.00	$60,000.00
Asphalt Roadway - Full Depth	SF	20,244	$9.20	$186,240.38
Subgrade Geotextile	SY	2,250	$1.50	$3,375.00
Storm Water Conveyance System, Complete	LS	ALL	$138,000.00	$138,000.00
Regional Water Quality and Hydromodification System, Complete	SF	2,100	$28.00	$58,800.00
Pavement Markings, Complete	LS	ALL	$5,000.00	$5,000.00
Signage, Complete	LS	ALL	$4,000.00	$4,000.00
Illumination System, Complete	LS	ALL	$35,000.00	$35,000.00
TOTAL CONSTRUCTION COST			**$**	**621,415**

Curry County TSP

Wedderburn Loop: Old Coast Highway to US 101 (S23)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$156,000.00	$156,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 156,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
			TOTAL PROJECT SUBTOTAL	**$ 780,149**
			30% Contingency	**$ 234,050**
			TOTAL ESTIMATED PROJECT COST	**$ 1,014,199**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

N Bank Rogue River Road: US 101 to Lobster Creek Road (S24, TS9)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$118,000.00	$118,000.00
Traffic Control	LS	ALL	$60,000.00	$60,000.00
Construction Staging	LS	ALL	$60,000.00	$60,000.00
Erosion Control	AC	1.1	$10,000.00	$11,000.00
Removal of Structures and Obstructions	LS	ALL	$26,000.00	$26,000.00
Clearing and Grubbing	LS	ALL	$23,000.00	$23,000.00
General Earthworks	CY	3,500	$40.00	$140,000.00
Asphalt Roadway - Full Depth	SF	46,464	$9.20	$427,468.80
Subgrade Geotextile	SY	5,163	$1.50	$7,744.50
Storm Water Conveyance System, Complete	LS	ALL	$317,000.00	$317,000.00
Regional Water Quality and Hydromodification System, Complete	SF	4,700	$28.00	$131,600.00
Pavement Markings, Complete	LS	ALL	$12,000.00	$12,000.00
Signage, Complete	LS	ALL	$9,000.00	$9,000.00
Illumination System, Complete	LS	ALL	$80,600.00	$80,600.00
		TOTAL CONSTRUCTION COST		**$ 1,423,413**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$356,000.00	$356,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 356,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
SAFETY				
Rumble Strips	LM	0.00	$1,500.00	$0.00
Pavement Markers	EA	52.80	$7.00	$369.60
SAFETY SUBTOTAL				**$ 370**
		TOTAL PROJECT SUBTOTAL		**$ 1,782,517**
		30% Contingency		**$ 534,760**
		TOTAL ESTIMATED PROJECT COST		**$ 2,317,277**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

N Bank Rogue River Road: US 101 to Lobster Creek Road (S25, TS9)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$848,000.00	$848,000.00
Traffic Control	LS	ALL	$428,000.00	$428,000.00
Construction Staging	LS	ALL	$428,000.00	$428,000.00
Erosion Control	AC	7.8	$10,000.00	$78,000.00
Removal of Structures and Obstructions	LS	ALL	$183,000.00	$183,000.00
Clearing and Grubbing	LS	ALL	$163,000.00	$163,000.00
General Earthworks	CY	25,000	$40.00	$1,000,000.00
Asphalt Roadway - Full Depth	SF	337,403	$9.20	$3,104,103.55
Subgrade Geotextile	SY	37,490	$1.50	$56,235.00
Storm Water Conveyance System, Complete	LS	ALL	$2,289,000.00	$2,289,000.00
Regional Water Quality and Hydromodification System, Complete	SF	33,800	$28.00	$946,400.00
Pavement Markings, Complete	LS	ALL	$84,000.00	$84,000.00
Signage, Complete	LS	ALL	$63,000.00	$63,000.00
Illumination System, Complete	LS	ALL	$582,500.00	$582,500.00
TOTAL CONSTRUCTION COST			**$**	**10,253,239**

Curry County TSP

N Bank Rogue River Road: US 101 to Lobster Creek Road (S25, TS9)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$2,564,000.00	$2,564,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 2,564,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
SAFETY				
Rumble Strips	LM	0.00	$1,500.00	$0.00
Pavement Markers	EA	660.53	$7.00	$4,623.70
SAFETY SUBTOTAL				**$ 4,624**
TOTAL PROJECT SUBTOTAL				**$ 12,824,596**
30% Contingency				**$ 3,847,380**
TOTAL ESTIMATED PROJECT COST				**$ 16,671,976**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

Jerry's Flat Road: US 101 to County Limits (S26)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$434,000.00	$434,000.00
Traffic Control	LS	ALL	$219,000.00	$219,000.00
Construction Staging	LS	ALL	$219,000.00	$219,000.00
Erosion Control	AC	4.0	$10,000.00	$40,000.00
Removal of Structures and Obstructions	LS	ALL	$94,000.00	$94,000.00
Clearing and Grubbing	LS	ALL	$84,000.00	$84,000.00
General Earthworks	CY	12,800	$40.00	$512,000.00
Asphalt Roadway - Full Depth	SF	172,698	$9.20	$1,588,823.81
Subgrade Geotextile	SY	19,189	$1.50	$28,783.50
Storm Water Conveyance System, Complete	LS	ALL	$1,172,000.00	$1,172,000.00
Regional Water Quality and Hydromodification System, Complete	SF	17,300	$28.00	$484,400.00
Pavement Markings, Complete	LS	ALL	$43,000.00	$43,000.00
Signage, Complete	LS	ALL	$32,000.00	$32,000.00
Illumination System, Complete	LS	ALL	$298,200.00	$298,200.00
TOTAL CONSTRUCTION COST				**$ 5,249,207**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$1,313,000.00	$1,313,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 1,313,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
SAFETY				
Rumble Strips	LM	0.00	$1,500.00	$0.00
Pavement Markers	EA	299.24	$7.00	$2,094.71
SAFETY SUBTOTAL				**$ 2,095**
TOTAL PROJECT SUBTOTAL				**$ 6,567,036**
30% Contingency				**$ 1,970,120**
TOTAL ESTIMATED PROJECT COST				**$ 8,537,156**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

Jerry's Flat Road: US 101 to County Limits (S27)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$785,000.00	$785,000.00
Traffic Control	LS	ALL	$396,000.00	$396,000.00
Construction Staging	LS	ALL	$396,000.00	$396,000.00
Erosion Control	AC	7.2	$10,000.00	$72,000.00
Removal of Structures and Obstructions	LS	ALL	$170,000.00	$170,000.00
Clearing and Grubbing	LS	ALL	$151,000.00	$151,000.00
General Earthworks	CY	23,200	$40.00	$928,000.00
Asphalt Roadway - Full Depth	SF	312,365	$9.20	$2,873,756.16
Subgrade Geotextile	SY	34,708	$1.50	$52,062.00
Storm Water Conveyance System, Complete	LS	ALL	$2,120,000.00	$2,120,000.00
Regional Water Quality and Hydromodification System, Complete	SF	31,300	$28.00	$876,400.00
Pavement Markings, Complete	LS	ALL	$78,000.00	$78,000.00
Signage, Complete	LS	ALL	$58,000.00	$58,000.00
Illumination System, Complete	LS	ALL	$539,600.00	$539,600.00
			TOTAL CONSTRUCTION COST	**$ 9,495,818**

Curry County TSP

Jerry's Flat Road: US 101 to County Limits (S27)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$2,374,000.00	$2,374,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 2,374,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
SAFETY				
Rumble Strips	LM	4.93	$1,500.00	$7,395.00
Pavement Markers	EA	0.00	$7.00	$0.00
SAFETY SUBTOTAL				**$ 7,395**
			TOTAL PROJECT SUBTOTAL	**$ 11,879,947**
			30% Contingency	**$ 3,563,990**
			TOTAL ESTIMATED PROJECT COST	**$ 15,443,937**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

Hunter Creek Road: US 101 N to County Limits (S30)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$369,000.00	$369,000.00
Traffic Control	LS	ALL	$186,000.00	$186,000.00
Construction Staging	LS	ALL	$186,000.00	$186,000.00
Erosion Control	AC	3.4	$10,000.00	$34,000.00
Removal of Structures and Obstructions	LS	ALL	$80,000.00	$80,000.00
Clearing and Grubbing	LS	ALL	$71,000.00	$71,000.00
General Earthworks	CY	10,900	$40.00	$436,000.00
Asphalt Roadway - Full Depth	SF	146,488	$9.20	$1,347,692.54
Subgrade Geotextile	SY	16,277	$1.50	$24,415.50
Storm Water Conveyance System, Complete	LS	ALL	$995,000.00	$995,000.00
Regional Water Quality and Hydromodification System, Complete	SF	14,700	$28.00	$411,600.00
Pavement Markings, Complete	LS	ALL	$37,000.00	$37,000.00
Signage, Complete	LS	ALL	$28,000.00	$28,000.00
Illumination System, Complete	LS	ALL	$253,200.00	$253,200.00
TOTAL CONSTRUCTION COST				**$ 4,458,908**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$1,115,000.00	$1,115,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 1,115,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
TOTAL PROJECT SUBTOTAL				**$ 5,576,642**
30% Contingency				**$ 1,673,000**
TOTAL ESTIMATED PROJECT COST				**$ 7,249,642**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

Hunter Creek Road: US 101 N to County Limits (S31)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$193,000.00	$193,000.00
Traffic Control	LS	ALL	$97,000.00	$97,000.00
Construction Staging	LS	ALL	$97,000.00	$97,000.00
Erosion Control	AC	1.8	$10,000.00	$18,000.00
Removal of Structures and Obstructions	LS	ALL	$42,000.00	$42,000.00
Clearing and Grubbing	LS	ALL	$37,000.00	$37,000.00
General Earthworks	CY	5,700	$40.00	$228,000.00
Asphalt Roadway - Full Depth	SF	76,243	$9.20	$701,437.44
Subgrade Geotextile	SY	8,472	$1.50	$12,708.00
Storm Water Conveyance System, Complete	LS	ALL	$519,000.00	$519,000.00
Regional Water Quality and Hydromodification System, Complete	SF	7,700	$28.00	$215,600.00
Pavement Markings, Complete	LS	ALL	$19,000.00	$19,000.00
Signage, Complete	LS	ALL	$15,000.00	$15,000.00
Illumination System, Complete	LS	ALL	$132,000.00	$132,000.00
		TOTAL CONSTRUCTION COST	**$**	**2,326,745**

Curry County TSP

Hunter Creek Road: US 101 N to County Limits (S31)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$582,000.00	$582,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 582,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
			TOTAL PROJECT SUBTOTAL	**$ 2,911,479**
			30% Contingency	**$ 873,450**
			TOTAL ESTIMATED PROJECT COST	**$ 3,784,929**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

Pistol River Loop: US 101 to Carpenterville Hwy (S34, TS15)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$199,000.00	$199,000.00
Traffic Control	LS	ALL	$101,000.00	$101,000.00
Construction Staging	LS	ALL	$101,000.00	$101,000.00
Erosion Control	AC	1.9	$10,000.00	$19,000.00
Removal of Structures and Obstructions	LS	ALL	$43,000.00	$43,000.00
Clearing and Grubbing	LS	ALL	$39,000.00	$39,000.00
General Earthworks	CY	5,900	$40.00	$236,000.00
Asphalt Roadway - Full Depth	SF	78,820	$9.20	$725,142.53
Subgrade Geotextile	SY	8,758	$1.50	$13,137.00
Storm Water Conveyance System, Complete	LS	ALL	$536,000.00	$536,000.00
Regional Water Quality and Hydromodification System, Complete	SF	7,900	$28.00	$221,200.00
Pavement Markings, Complete	LS	ALL	$20,000.00	$20,000.00
Signage, Complete	LS	ALL	$15,000.00	$15,000.00
Illumination System, Complete	LS	ALL	$136,400.00	$136,400.00
TOTAL CONSTRUCTION COST			**$**	**2,404,880**

Curry County TSP

Pistol River Loop: US 101 to Carpenterville Hwy (S34, TS15)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$602,000.00	$602,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 602,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
SAFETY				
Rumble Strips	LM	0.00	$1,500.00	$0.00
Pavement Markers	EA	123.16	$7.00	$862.09
SAFETY SUBTOTAL				**$ 862**
TOTAL PROJECT SUBTOTAL				**$ 3,010,476**
30% Contingency				**$ 903,150**
TOTAL ESTIMATED PROJECT COST				**$ 3,913,626**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

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- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

Cape Ferrelo Road: US 101 to Carpenterville Hwy (S38)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$277,000.00	$277,000.00
Traffic Control	LS	ALL	$140,000.00	$140,000.00
Construction Staging	LS	ALL	$140,000.00	$140,000.00
Erosion Control	AC	2.6	$10,000.00	$26,000.00
Removal of Structures and Obstructions	LS	ALL	$60,000.00	$60,000.00
Clearing and Grubbing	LS	ALL	$53,000.00	$53,000.00
General Earthworks	CY	8,200	$40.00	$328,000.00
Asphalt Roadway - Full Depth	SF	109,613	$9.20	$1,008,437.76
Subgrade Geotextile	SY	12,180	$1.50	$18,270.00
Storm Water Conveyance System, Complete	LS	ALL	$746,000.00	$746,000.00
Regional Water Quality and Hydromodification System, Complete	SF	11,000	$28.00	$308,000.00
Pavement Markings, Complete	LS	ALL	$28,000.00	$28,000.00
Signage, Complete	LS	ALL	$21,000.00	$21,000.00
Illumination System, Complete	LS	ALL	$189,700.00	$189,700.00
TOTAL CONSTRUCTION COST			**$**	**3,343,408**

Curry County TSP

Cape Ferrelo Road: US 101 to Carpenterville Hwy (S38)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$836,000.00	$836,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 836,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
TOTAL PROJECT SUBTOTAL				**$ 4,182,142**
30% Contingency				**$ 1,254,650**
TOTAL ESTIMATED PROJECT COST				**$ 5,436,792**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

Parkview Drive: Vista Ridge Drive to Eastern Terminus (S42)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$54,000.00	$54,000.00
Traffic Control	LS	ALL	$27,000.00	$27,000.00
Construction Staging	LS	ALL	$27,000.00	$27,000.00
Erosion Control	AC	0.5	$10,000.00	$5,000.00
Removal of Structures and Obstructions	LS	ALL	$12,000.00	$12,000.00
Clearing and Grubbing	LS	ALL	$11,000.00	$11,000.00
General Earthworks	CY	1,600	$40.00	$64,000.00
Asphalt Roadway - Full Depth	SF	20,940	$9.20	$192,652.42
Subgrade Geotextile	SY	2,327	$1.50	$3,490.50
Storm Water Conveyance System, Complete	LS	ALL	$144,000.00	$144,000.00
Regional Water Quality and Hydromodification System, Complete	SF	2,100	$28.00	$58,800.00
Pavement Markings, Complete	LS	ALL	$6,000.00	$6,000.00
Signage, Complete	LS	ALL	$4,000.00	$4,000.00
Illumination System, Complete	LS	ALL	$36,500.00	$36,500.00
		TOTAL CONSTRUCTION COST	**$**	**645,443**

Curry County TSP

Parkview Drive: Vista Ridge Drive to Eastern Terminus (S42)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$162,000.00	$162,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 162,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
			TOTAL PROJECT SUBTOTAL	**$ 810,177**
			30% Contingency	**$ 243,060**
			TOTAL ESTIMATED PROJECT COST	**$ 1,053,237**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

N Bank Chetco River Road: MP 1.0 to County Limits (S45, TS19)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$507,000.00	$507,000.00
Traffic Control	LS	ALL	$256,000.00	$256,000.00
Construction Staging	LS	ALL	$256,000.00	$256,000.00
Erosion Control	AC	4.7	$10,000.00	$47,000.00
Removal of Structures and Obstructions	LS	ALL	$110,000.00	$110,000.00
Clearing and Grubbing	LS	ALL	$98,000.00	$98,000.00
General Earthworks	CY	15,000	$40.00	$600,000.00
Asphalt Roadway - Full Depth	SF	201,221	$9.20	$1,851,231.36
Subgrade Geotextile	SY	22,358	$1.50	$33,537.00
Storm Water Conveyance System, Complete	LS	ALL	$1,367,000.00	$1,367,000.00
Regional Water Quality and Hydromodification System, Complete	SF	20,200	$28.00	$565,600.00
Pavement Markings, Complete	LS	ALL	$50,000.00	$50,000.00
Signage, Complete	LS	ALL	$38,000.00	$38,000.00
Illumination System, Complete	LS	ALL	$347,900.00	$347,900.00
		TOTAL CONSTRUCTION COST	**$**	**6,127,268**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$1,532,000.00	$1,532,000.00
ENGINEERING SUPPORT SUBTOTAL			**$**	**1,532,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL			**$**	**2,734**
SAFETY				
Rumble Strips	LM	0.00	$1,500.00	$0.00
Pavement Markers	EA	251.53	$7.00	$1,760.68
SAFETY SUBTOTAL			**$**	**1,761**
		TOTAL PROJECT SUBTOTAL	**$**	**7,663,763**
		30% Contingency	**$**	**2,299,130**
		TOTAL ESTIMATED PROJECT COST	**$**	**9,962,893**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

N Bank Chetco River Road: MP 1.0 to County Limits (S46, TS19)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$398,000.00	$398,000.00
Traffic Control	LS	ALL	$201,000.00	$201,000.00
Construction Staging	LS	ALL	$201,000.00	$201,000.00
Erosion Control	AC	3.7	$10,000.00	$37,000.00
Removal of Structures and Obstructions	LS	ALL	$86,000.00	$86,000.00
Clearing and Grubbing	LS	ALL	$77,000.00	$77,000.00
General Earthworks	CY	11,800	$40.00	$472,000.00
Asphalt Roadway - Full Depth	SF	158,136	$9.20	$1,454,851.20
Subgrade Geotextile	SY	17,571	$1.50	$26,356.50
Storm Water Conveyance System, Complete	LS	ALL	$1,075,000.00	$1,075,000.00
Regional Water Quality and Hydromodification System, Complete	SF	15,900	$28.00	$445,200.00
Pavement Markings, Complete	LS	ALL	$40,000.00	$40,000.00
Signage, Complete	LS	ALL	$30,000.00	$30,000.00
Illumination System, Complete	LS	ALL	$273,500.00	$273,500.00
TOTAL CONSTRUCTION COST			**$**	**4,816,908**

Curry County TSP

N Bank Chetco River Road: MP 1.0 to County Limits (S46, TS19)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$1,205,000.00	$1,205,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 1,205,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
SAFETY				
Rumble Strips	LM	4.85	$1,500.00	$7,276.50
Pavement Markers	EA	0.00	$7.00	$0.00
SAFETY SUBTOTAL				**$ 7,277**
			TOTAL PROJECT SUBTOTAL	**$ 6,031,918**
			30% Contingency	**$ 1,809,580**
			TOTAL ESTIMATED PROJECT COST	**$ 7,841,498**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

S Bank Chetco River Road: US 101 to County Limits (S48)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$688,000.00	$688,000.00
Traffic Control	LS	ALL	$347,000.00	$347,000.00
Construction Staging	LS	ALL	$347,000.00	$347,000.00
Erosion Control	AC	6.3	$10,000.00	$63,000.00
Removal of Structures and Obstructions	LS	ALL	$149,000.00	$149,000.00
Clearing and Grubbing	LS	ALL	$132,000.00	$132,000.00
General Earthworks	CY	20,300	$40.00	$812,000.00
Asphalt Roadway - Full Depth	SF	273,652	$9.20	$2,517,596.93
Subgrade Geotextile	SY	30,406	$1.50	$45,609.00
Storm Water Conveyance System, Complete	LS	ALL	$1,857,000.00	$1,857,000.00
Regional Water Quality and Hydromodification System, Complete	SF	27,400	$28.00	$767,200.00
Pavement Markings, Complete	LS	ALL	$68,000.00	$68,000.00
Signage, Complete	LS	ALL	$51,000.00	$51,000.00
Illumination System, Complete	LS	ALL	$472,600.00	$472,600.00
TOTAL CONSTRUCTION COST				**$ 8,317,006**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$2,080,000.00	$2,080,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 2,080,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
TOTAL PROJECT SUBTOTAL				**$ 10,399,740**
30% Contingency				**$ 3,119,930**
TOTAL ESTIMATED PROJECT COST				**$ 13,519,670**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

S Bank Chetco River Road: US 101 to County Limits (S49)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$252,000.00	$252,000.00
Traffic Control	LS	ALL	$127,000.00	$127,000.00
Construction Staging	LS	ALL	$127,000.00	$127,000.00
Erosion Control	AC	2.3	$10,000.00	$23,000.00
Removal of Structures and Obstructions	LS	ALL	$55,000.00	$55,000.00
Clearing and Grubbing	LS	ALL	$49,000.00	$49,000.00
General Earthworks	CY	7,400	$40.00	$296,000.00
Asphalt Roadway - Full Depth	SF	99,887	$9.20	$918,960.77
Subgrade Geotextile	SY	11,099	$1.50	$16,648.50
Storm Water Conveyance System, Complete	LS	ALL	$678,000.00	$678,000.00
Regional Water Quality and Hydromodification System, Complete	SF	10,000	$28.00	$280,000.00
Pavement Markings, Complete	LS	ALL	$25,000.00	$25,000.00
Signage, Complete	LS	ALL	$19,000.00	$19,000.00
Illumination System, Complete	LS	ALL	$172,500.00	$172,500.00
		TOTAL CONSTRUCTION COST	**$**	**3,039,109**

Curry County TSP

S Bank Chetco River Road: US 101 to County Limits (S49)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$760,000.00	$760,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 760,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
			TOTAL PROJECT SUBTOTAL	**$ 3,801,843**
			30% Contingency	**$ 1,140,560**
			TOTAL ESTIMATED PROJECT COST	**$ 4,942,403**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

Lower Harbor Road: Benham Lane to US 101 (P2, TS21)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$122,000.00	$122,000.00
Traffic Control	LS	ALL	$62,000.00	$62,000.00
Construction Staging	LS	ALL	$62,000.00	$62,000.00
Erosion Control	AC	1.4	$10,000.00	$14,000.00
Removal of Structures and Obstructions	LS	ALL	$27,000.00	$27,000.00
Clearing and Grubbing	LS	ALL	$24,000.00	$24,000.00
General Earthworks	CY	1,600	$40.00	$64,000.00
Concrete Walks	SF	60,952	$8.40	$511,999.49
Storm Water Conveyance System, Complete	LS	ALL	$317,000.00	$317,000.00
Regional Water Quality and Hydromodification System, Complete	SF	6,100	$28.00	$170,800.00
Pavement Markings, Complete	LS	ALL	$12,000.00	$12,000.00
Signage, Complete	LS	ALL	$9,000.00	$9,000.00
Illumination System, Complete	LS	ALL	$80,700.00	$80,700.00
TOTAL CONSTRUCTION COST				**$ 1,476,499**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$370,000.00	$370,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 370,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
SAFETY				
Rumble Strips	LM	0.00	$1,500.00	$0.00
Pavement Markers	EA	0.00	$7.00	$0.00
High-Friction Surface Treatment	Sq Yds	2133.33	$35.00	$74,666.67
SAFETY SUBTOTAL				**$ 74,667**
TOTAL PROJECT SUBTOTAL				**$ 1,923,900**
30% Contingency				**$ 577,180**
TOTAL ESTIMATED PROJECT COST				**$ 2,501,080**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

Shopping Center Ave: W Hoffeldt Ln to Lower Harbor Rd

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$34,000.00	$34,000.00
Traffic Control	LS	ALL	$18,000.00	$18,000.00
Construction Staging	LS	ALL	$18,000.00	$18,000.00
Erosion Control	AC	0.8	$10,000.00	$8,000.00
Removal of Structures and Obstructions	LS	ALL	$8,000.00	$8,000.00
Clearing and Grubbing	LS	ALL	$7,000.00	$7,000.00
General Earthworks	CY	800	$40.00	$32,000.00
Separated Multi-Use Path - Asphalt	SF	32,472	$3.00	$97,416.00
Storm Water Conveyance System, Complete	LS	ALL	$72,000.00	$72,000.00
Regional Water Quality and Hydromodification System, Complete	SF	3,300	$28.00	$92,400.00
Pavement Markings, Complete	LS	ALL	$3,000.00	$3,000.00
Signage, Complete	LS	ALL	$2,000.00	$2,000.00
Illumination System, Complete	LS	ALL	$18,200.00	$18,200.00
TOTAL CONSTRUCTION COST				**$ 410,016**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$103,000.00	$103,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 103,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
TOTAL PROJECT SUBTOTAL				**$ 515,750**
30% Contingency				**$ 154,730**
TOTAL ESTIMATED PROJECT COST				**$ 670,480**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

W Hoffeldt Ln: South of Titus Lane to US 101 (BP1)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$97,000.00	$97,000.00
Traffic Control	LS	ALL	$49,000.00	$49,000.00
Construction Staging	LS	ALL	$49,000.00	$49,000.00
Erosion Control	AC	1.0	$10,000.00	$10,000.00
Removal of Structures and Obstructions	LS	ALL	$21,000.00	$21,000.00
Clearing and Grubbing	LS	ALL	$19,000.00	$19,000.00
General Earthworks	CY	2,100	$40.00	$84,000.00
Asphalt Roadway - Full Depth	SF	19,747	$9.20	$181,674.24
Concrete Walks	SF	23,697	$8.40	$199,051.78
Storm Water Conveyance System, Complete	LS	ALL	$256,000.00	$256,000.00
Regional Water Quality and Hydromodification System, Complete	SF	4,400	$28.00	$123,200.00
Permanent Landscaping	SF	0	$4.20	$0.00
Irrigation, Complete	SF	0	$2.50	$0.00
Pavement Markings, Complete	LS	ALL	$10,000.00	$10,000.00
Signage, Complete	LS	ALL	$7,000.00	$7,000.00
Illumination System, Complete	LS	ALL	$65,100.00	$65,100.00
TOTAL CONSTRUCTION COST				**$ 1,171,026**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$293,000.00	$293,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 293,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
TOTAL PROJECT SUBTOTAL				**$ 1,466,760**
30% Contingency				**$ 440,030**
TOTAL ESTIMATED PROJECT COST				**$ 1,906,790**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

Oceanview Dr: US 101 to Benham Lane (S50)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$236,000.00	$236,000.00
Traffic Control	LS	ALL	$119,000.00	$119,000.00
Construction Staging	LS	ALL	$119,000.00	$119,000.00
Erosion Control	AC	2.2	$10,000.00	$22,000.00
Removal of Structures and Obstructions	LS	ALL	$51,000.00	$51,000.00
Clearing and Grubbing	LS	ALL	$46,000.00	$46,000.00
General Earthworks	CY	7,100	$40.00	$284,000.00
Asphalt Roadway - Full Depth	SF	94,692	$9.20	$871,161.98
Separated Multi-Use Path - Asphalt	SF	0	$3.00	$0.00
Storm Water Conveyance System, Complete	LS	ALL	$636,000.00	$636,000.00
Regional Water Quality and Hydromodification System, Complete	SF	9,500	$28.00	$266,000.00
Pavement Markings, Complete	LS	ALL	$24,000.00	$24,000.00
Signage, Complete	LS	ALL	$18,000.00	$18,000.00
Illumination System, Complete	LS	ALL	$161,800.00	$161,800.00
TOTAL CONSTRUCTION COST				**$ 2,853,962**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$714,000.00	$714,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 714,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
TOTAL PROJECT SUBTOTAL				**$ 3,570,696**
30% Contingency				**$ 1,071,210**
TOTAL ESTIMATED PROJECT COST				**$ 4,641,906**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
- Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

Oceanview Dr: US 101 to Benham Lane (SP2)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$118,000.00	$118,000.00
Traffic Control	LS	ALL	$61,000.00	$61,000.00
Construction Staging	LS	ALL	$61,000.00	$61,000.00
Erosion Control	AC	2.8	$10,000.00	$28,000.00
Removal of Structures and Obstructions	LS	ALL	$26,000.00	$26,000.00
Clearing and Grubbing	LS	ALL	$23,000.00	$23,000.00
General Earthworks	CY	2,600	$40.00	$104,000.00
Asphalt Roadway - Full Depth	SF	0	$9.20	$0.00
Separated Multi-Use Path - Asphalt	SF	118,061	$3.00	$354,182.40
Storm Water Conveyance System, Complete	LS	ALL	$253,000.00	$253,000.00
Regional Water Quality and Hydromodification System, Complete	SF	11,900	$28.00	$333,200.00
Pavement Markings, Complete	LS	ALL	$10,000.00	$10,000.00
Signage, Complete	LS	ALL	$7,000.00	$7,000.00
Illumination System, Complete	LS	ALL	$64,200.00	$64,200.00
TOTAL CONSTRUCTION COST				**$ 1,442,582**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$361,000.00	$361,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 361,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
TOTAL PROJECT SUBTOTAL				**$ 1,806,316**
30% Contingency				**$ 541,900**
TOTAL ESTIMATED PROJECT COST				**$ 2,348,216**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
- Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

Winchuck River Rd: US 101 to County Limits (S52)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$486,000.00	$486,000.00
Traffic Control	LS	ALL	$245,000.00	$245,000.00
Construction Staging	LS	ALL	$245,000.00	$245,000.00
Erosion Control	AC	4.5	$10,000.00	$45,000.00
Removal of Structures and Obstructions	LS	ALL	$105,000.00	$105,000.00
Clearing and Grubbing	LS	ALL	$94,000.00	$94,000.00
General Earthworks	CY	14,500	$40.00	$580,000.00
Asphalt Roadway - Full Depth	SF	195,360	$9.20	$1,797,312.00
Storm Water Conveyance System, Complete	LS	ALL	$1,308,000.00	$1,308,000.00
Regional Water Quality and Hydromodification System, Complete	SF	19,600	$28.00	$548,800.00
Pavement Markings, Complete	LS	ALL	$48,000.00	$48,000.00
Signage, Complete	LS	ALL	$36,000.00	$36,000.00
Illumination System, Complete	LS	ALL	$332,900.00	$332,900.00
TOTAL CONSTRUCTION COST			**$**	**5,871,012**

Curry County TSP

Winchuck River Rd: US 101 to County Limits (S52)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$1,468,000.00	$1,468,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 1,468,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
			TOTAL PROJECT SUBTOTAL	**$ 7,341,746**
			30% Contingency	**$ 2,202,530**
			TOTAL ESTIMATED PROJECT COST	**$ 9,544,276**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

US 101/Nesika Road - Edson Creek Road (TS7)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$49,000.00	$49,000.00
Traffic Control	LS	ALL	$25,000.00	$25,000.00
Construction Staging	LS	ALL	$25,000.00	$25,000.00
Erosion Control	AC	0.5	$10,000.00	$5,000.00
Removal of Structures and Obstructions	LS	ALL	$11,000.00	$11,000.00
Clearing and Grubbing	LS	ALL	$10,000.00	$10,000.00
General Earthworks	CY	1,500	$40.00	$60,000.00
Asphalt Roadway - Full Depth	SF	19,180	$9.20	$176,456.00
Storm Water Conveyance System, Complete	LS	ALL	$131,000.00	$131,000.00
Regional Water Quality and Hydromodification System, Complete	SF	2,000	$28.00	$56,000.00
Pavement Markings, Complete	LS	ALL	$5,000.00	$5,000.00
Signage, Complete	LS	ALL	$4,000.00	$4,000.00
Illumination System, Complete	LS	ALL	$33,200.00	$33,200.00
TOTAL CONSTRUCTION COST				**$ 590,656**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$148,000.00	$148,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 148,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
TOTAL PROJECT SUBTOTAL				**$ 741,390**
30% Contingency				**$ 222,420**
TOTAL ESTIMATED PROJECT COST				**$ 963,810**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Curry County TSP

US 101/ Del-Cur Supply Co-Op Site Access (TS22)

Curry County

Engineer's Conceptual Estimate

Prepared By: Sophia Semensky		*Date: November 2023*		
Reviewed By: Miranda Barrus				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$11,000.00	$11,000.00
Traffic Control	LS	ALL	$6,000.00	$6,000.00
Construction Staging	LS	ALL	$6,000.00	$6,000.00
Erosion Control	AC	0.1	$10,000.00	$1,000.00
Removal of Structures and Obstructions	LS	ALL	$3,000.00	$3,000.00
Clearing and Grubbing	LS	ALL	$2,000.00	$2,000.00
General Earthworks	CY	300	$40.00	$12,000.00
Asphalt Roadway - Full Depth	SF	4,000	$9.20	$36,800.00
Storm Water Conveyance System, Complete	LS	ALL	$27,000.00	$27,000.00
Regional Water Quality and Hydromodification System, Complete	SF	400	$28.00	$11,200.00
Pavement Markings, Complete	LS	ALL	$1,000.00	$1,000.00
Signage, Complete	LS	ALL	$1,000.00	$1,000.00
Illumination System, Complete	LS	ALL	$6,900.00	$6,900.00
TOTAL CONSTRUCTION COST				**$ 124,900**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$32,000.00	$32,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 32,000**
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	$2,734.00	$2,734.00
ENGINEERING PERMITS SUBTOTAL				**$ 2,734**
TOTAL PROJECT SUBTOTAL				**$ 159,634**
30% Contingency				**$ 47,900**
TOTAL ESTIMATED PROJECT COST				**$ 207,534**

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

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- Only the paved shoulder are included for this project.
- Existing width is based on pavement width data provided by Curry County.
- Estimate for pavement assumes that any excess existing pavement will be used for the paved shoulders.
- No sound walls are required for this project.
-Right of way costs are not included in the estimate.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.