

1. 2:00 P.M. Agenda

Documents:

[2021-07-13 Public Works And Streets Agenda.pdf](#)

2. Meeting Materials

[2021-05-PRELIM-Financial-Report-Public-Works-002](#)

Documents:

[2021 June Public Works Department Report.pdf](#)

[2021 June Water Production Report.pdf](#)

[Public Works FY 2021 Projects.pdf](#)

2.I. Additional Documents

Documents:

[Letter To City Re Ped Safety.pdf](#)

[ODOT Email Exchange.pdf](#)

2.I.i. CIP

Documents:

[Rick CIP 2021.22 \(1\).Pdf](#)



CITY OF YACHATS
PUBLIC WORKS & STREETS COMMISSION MEETING
Tuesday, July 13, 2021 at 2:00pm
Note: Meeting Conducted Using Zoom

Join Zoom Meeting

<https://us02web.zoom.us/j/89066794171>

Meeting ID: 890 6679 4171

One tap mobile

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+(Tacoma)

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+1 929 205 6099 US (New York)

+1 301 715 8592 US (Washington DC)

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Meeting ID: 890 6679 4171

Find your local number: <https://us02web.zoom.us/j/89066794171>

AGENDA

- I. Meeting called to order
- II. **Reports**
 - A. Public Works Report
 - B. Finance Report
 - C. Emergency Preparedness Report
- III. **Current Business**
 - A. Water Conservation..... Restrictions needed?
 - B. 2020-2021 CIP Status at 6/30/2021
 - C. Status of Stop Signs & cross walk on 2nd & Pontiac
 - D. Projects funded by Grants (Master Plans, Rate Studies & Water Conservation)
- IV. **New Business**
 - A. Application for Commission Seat: Alex Cox
 - B. Street Lighting
 - C. Pedestrian Safety – Downtown south across the bridge
- V. **Other Business**
 - B. From the Commission
 - C. From the Floor
 - D. Next Meeting Tuesday, August 10, 2021 at 2:00 P.M.

This meeting is open to the public and all interested persons are invited to attend. This meeting will be audio taped. All items to be considered by the Commission must be submitted to City Hall no later than one week prior to the meeting. Minutes of all public meetings are available for review on the City website at www.yachatsoregon.org. In accordance with ORS 192.630, City of Yachats will make a good faith effort to provide accommodations for any person desiring to attend a public meeting, if the request is made at least 48 hours in advance of the meeting time. The meeting room is physically accessible to persons with mobility devices; a sign language or foreign language interpreter may be available, with advance notice. Call City Hall at 541- 547-3565 or Oregon Relay 1- 800-735-2900 (TDD) two days in advance.

POSTED 07/06/21

*******NOTICE OF POSSIBLE CITY COUNCIL QUORUM**

This meeting is open to the public and all interested persons are invited to attend. This meeting will be audio taped. All items to be considered by the Commission must be submitted to City Hall no later than one week prior to the meeting. Minutes of all public meetings are available for review on the City website at www.yachatsoregon.org . In accordance with ORS 192.630, City of Yachats will make a good faith effort to provide accommodations for any person desiring to attend a public meeting, if the request is made at least 48 hours in advance of the meeting time. The meeting room is physically accessible to persons with mobility devices; a sign language or foreign language interpreter may be available, with advance notice. Call City Hall at 541- 547-3565 or Oregon Relay 1- 800-735-2900 (TDD) two days in advance.
POSTED 07/06/21

Date: July 5, 2021
To: Katherine Guenther, Interim City Manager
From: Public Works Department
Re: June 2021 Public Works Report

Rain fall at Yachats Public Works:

	2021	2020	<u>Inches</u>	2019	2018
June	2.08	2.44		1.38	1.68
Rain year to date:	29.60	37.15		33.91	36.27

Total water production: **4,765,800 gallons** Water loss efficiency: **95%**
Total water Sold: **4,425,355 gallons**
Total wastewater treated: **4,453,000 gallons**

The following is a list of what was done by Public Works staff in June 2021.

Streets:

- Brush cut blind spots on Hwy 101 and encroaching right-of-way areas in town.

Drainage:

- Culvert inspections.

Water Treatment Plant:

- Water systems operations.

Distribution Sys:

- Meter reading.
- Meter maintc.
- Searched for possible water leak on 10th St.
- Replaced a fire hydrant on Aqua Vista Loop.

Wastewater Treatment Plant:

- Wastewater systems operations.
- Plant maintc. & clean-up.
- Biosolids operations.

Collection Sys:

- Lift station inspections.
- Purchased a motorized hose extension to go with the new Vac-truck.

Public Works:

- Shop maintc. and clean up.
- Fleet maintc. & repair.
- Yard clean-up.
- Equipment maintc. and repair.
- Multiple locates.
- Brush box handling.
- PW administration.
- Commons Fire Marshal prep.
- City Hall bathroom repairs.
- Installed banners.
- US flags install and removal. (x1.5)

Parks:

- Piles picked up for Trails.

COVID-19:

- 30 minutes spent daily to discuss safety measures and disinfecting the Public Works area.

Water Audit

Gallons of Water Produced			
	Apr-21	May-21	Jun-21
Water Plant	4,476,300	3,339,800	4,765,800
Total	4,476,300	3,339,800	4,765,800
Gallons of Accounted for Water			
Reservoir Level Feet	29.8	19.1	21.8
Reservoir +/- Gallons 41,666 per Foot	312,495	445,826	112,498
Waterline Flushing Gallons	19,000	21,000	0
Gallons Sold	3,799,900	3,355,655	4,425,355
Total	4,131,395	2,930,829	4,537,853
Final Water Report			
Water Loss Efficiency	92%	88%	95%
Unaccounted Gallons per Month	344,905	408,971	227,947
Unaccounted Gallons per Minute	8	9.5	5.3

FY 2020-2021 Public Works Projects

The budget committee approved projects for Public Works are:

Combined Water & Wastewater Equipment purchase:

VAC Truck acquisition cost \$180,000 (split \$90,000 each to Water & Wastewater)
Additional Capitalized Labor of 15% or \$27,000 (split \$13,500 each to Water & Wastewater)
Total project cost \$207,000

Public Works infrastructure projects approved by budget committee-

Water Capital Projects:

Water Master Plan	\$65,000 (gross before \$20,000 grant to be received FY 2019-2020)
Water Source Plan	\$30,000 (gross before \$30,000 grant to be received FY 2019-2020)
Water Manage Plan	\$30,000
Water Rate Study	\$20,000
Backwash Recycle	\$45,000 (funded with SDC transfer received FY 2019-2020)
S Tank Earthquake Valve	\$70,000 (funded with SDC transfer in FY 2020-2021)
Subtotal projects	\$260,000
Cap Labor @ 15%	\$ 39,000
Total projects cost	\$239,000

Wastewater Capital Projects:

Wastewater Master Plan	\$90,000 (gross before \$20,000 grant to be received FY 2019-2020)
Wastewater Rate Study	\$10,000
Solid Pole Building	\$80,000
I&I Basin Rehabilitation	\$30,000 (funded with URD revenues of \$25,000 received FY 2019-2020)
Submersible Pump Elec Plugs	\$30,000
Sampler Testing Equipment	\$20,000
Wastewater VFD Plant	\$10,000
Air valve Acuator	\$ 5,000 (continuation of FY 2019-2020 project)
Subtotal projects	\$275,000
Capitalized Labor @ 15%	\$ 41,250
Total projects cost	\$316,250

Streets Capital Projects:

Horizon Hill Stabilization	\$ 35,000
Oceanview Drive	\$ 50,000 (previously funded by Visitor Amenities unspent thru FY 2020)
Driftwood Street & Parking	\$100,000 (gross before \$100,000 grant & funded by Visitor Amenities)
Subtotal projects	\$185,000
Capitalized Labor @ 15%	\$ 27,750
Total projects cost	\$202,750

There was no storm drain projects budget for FY 2020-2021

Ronald S. Matthias
P.O. Box 154
Yachats, Oregon 97498

(415) 254-2472
rmat24@aol.com

July 7, 2021

The Honorable Leslie Vaaler
Mayor, City of Yachats
501 Highway 101 N
P.O. Box 345
Yachats, OR 97498

VIA email: leslie@yachatsmail.org

Subject: *Pedestrian Safety Along US 101 North of the Bridge*

Dear Mayor Vaaler:

I write to you to express my concern about the unsafe conditions confronting pedestrians who traverse between the business area of town and the residential section located just south of the bridge.

The only feasible route for pedestrians lies along the west edge of US 101, where there is no sidewalk--only a swath of paved shoulder of variable width that narrows at some points to as little as nearly three feet. Many southbound motorists exceed the 25 m.p.h. speed limit along that stretch of poor visibility, and those who do so also commonly "cut" the sharp turn by veering over the fog-line onto pedestrians' only corridor within the tight channel along the adjacent earthen wall. At some earlier time, the danger posed to pedestrians by these conditions was significantly mitigated by the installation of raised safety-dot pavement markings along the west-side fog-line, but these have long since been worn away or otherwise removed.

I have communicated my concern to the state Department of Transportation and urged that the safety dots be replaced. In response, agency officials have explained both why they have not previously addressed the conditions I have described and why, as they rather delicately put it, "it does not appear this location will qualify or compete well for any improvements." They did, however, mention the existence of a "wider conversation the City and ODOT will . . .

continue to have regarding the City's transportation system plan and need for appropriate facilities for all users."

It is the latter reference by ODOT that now moves me to bring my concerns directly to your attention. I am hopeful that I might learn whether the City shares my concerns about pedestrian safety in the area I have identified, and whether there is any prospect that either (a) the City can persuade ODOT to give the matter more immediate attention than they are currently inclined or, (b) given that replacing the missing safety dots would entail relatively little cost, the City might come to regard that effort as one it should undertake itself.

Very truly yours

/s/

Ronald S. Matthias

cc: anthony@yachatsmail.org, ann@yachatsmail.org,
greg@yachatsmail.org, maryellen@yachatsmail.org,
citymanager@yachatsmail.org, planner@yachatsmail.org,
dave@yachatsmail.org,

From: Keith.P.BLAIR@odot.state.or.us,

To: rmat24@aol.com,

Cc: Ask.ODOT@odot.state.or.us, Brian.T.MOREY@odot.state.or.us, Holly.EILERTSON2@odot.state.or.us, Dorothy.J.UPTON@odot.state.or.us, David.M.SUTKOWSKI@odot.state.or.us, Ricardo.LOVE@odot.state.or.us, Kendal.J.WEEKS@odot.state.or.us, mayor@yachatsmail.org, Amanda.SALYER@odot.state.or.us, James.FELDMANN@odot.state.or.us,

Subject: RE: Ask ODOT inquiry by email < Ronald S. Matthias - DUE 11/11 >

Date: Fri, Nov 6, 2020 12:31 pm

Attachments:

Mr. Matthias:

I appreciate your follow-up communication as I failed to fully explain our safety funding program in my first response and you have given me a second chance to provide further and clarifying information.

The All Roads Transportation Safety (ARTS) jurisdictionally-blind and data-driven process is intended to identify, select, and fund only the projects that will yield the greatest safety benefit with a focus on reducing fatal and serious injury crashes as well as those involving vulnerable users, such as pedestrians and bicyclists. The ARTS program has two elements. The first element is “hot-spot” which can be described as more reactive and programs projects based on a history of at least one fatal or serious injury crash. I addressed this first element in my previous response when I provided the crash history which does not qualify the location for a “hot spot” safety project.

The second element of the ARTS program is “systemic” which can be described as more proactive and programs projects based on corridors and/or specific locations that exhibit a specific identified risk, especially those to vulnerable users, which we can mitigate through use of a specific crash countermeasure. An example of such countermeasure and project is that our Region applied for rumble strips along several sections of US-101 for inclusion within the 2021-2024 Statewide Transportation Improvement Program (STIP) <https://www.oregon.gov/odot/STIP/Pages/About.aspx>. Unfortunately, the project was not funded due to other project needs which produced higher benefit-to-cost ratios. However, our Region is currently in the process of reapplying for various sections of rumble strips along US-101 for inclusion within the 2024-2027 STIP and we are optimistic the project will compete well for funding this time around. If funded, the project scoping and design phases will determine which sections of US-101 will include centerline and/or edge line rumble strips, both of which address lane departure crashes.

Further, your concerns and points about the spread-out nature of the city and competing needs of through and local vehicular and bicyclist traffic as well as local pedestrians are valid and very much part of the wider conversation the City and ODOT will to continue to have regarding the City’s transportation system plan and need for appropriate facilities for all users. As such, I have copied this area’s ODOT transportation planner to this response and he will be aware (if he isn’t already) of this bigger conversation to continue having with the City throughout ongoing and future transportation planning efforts.

Again, I appreciate your concern and contact. It's hopeful to know members of the traveling public like you feel the same concern for safety as we do.

Keith Blair

Region 2 Traffic Unit Manager

(503) 986-2656

From: rmat24@aol.com <rmat24@aol.com>

Sent: Tuesday, November 3, 2020 3:28 PM

To: BLAIR Keith P <Keith.P.BLAIR@odot.state.or.us>

Cc: Ask ODOT <Ask.ODOT@odot.state.or.us>; MOREY Brian T <Brian.T.MOREY@odot.state.or.us>; EILERTSON Holly J <Holly.EILERTSON2@odot.state.or.us>; UPTON Dorothy J

<Dorothy.J.UPTON@odot.state.or.us>; SUTKOWSKI David M

<David.M.SUTKOWSKI@odot.state.or.us>; LOVE Ricardo <Ricardo.LOVE@odot.state.or.us>; WEEKS

Kendal J <Kendal.J.WEEKS@odot.state.or.us>; mayor@yachatsmail.org

Subject: Re: Ask ODOT inquiry by email < Ronald S. Matthias - DUE 11/11 >

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Dear Mr. Blair:

Thank you for your prompt response to my effort to call ODOT's attention to the dangerous condition that exists along the shoulder of the short stretch of southbound US-101 directly north of the location where the highway crosses the Yachats River.

Although I appreciate that the data accumulated over the last several years would suggest that the likelihood of vehicular crashes occurring at the location I described is relatively low, I am hopeful that the analysis ODOT uses to assess safety risks and to establish its safety priorities extends beyond that single calculation. More specifically, I hope ODOT will take into account other factors of equal or greater importance, such as (1) the gravity of harm that will result when an event, however unlikely, finally does occur, and (2) the relative cost associated with taking measures that will reduce the likelihood of any harm occurring to nearly zero.

Approximately one-third of the area within Yachats' city limits lies south of the bridge, and a not insignificant portion of its population resides within that area. The only feasible pedestrian corridor between the south end of

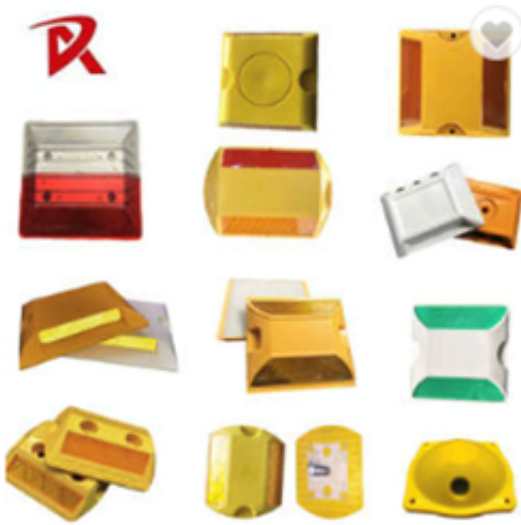
town and the public buildings (post office, city hall, etc.) and retail establishments (C&K Market, hardware store, restaurants, etc.) to the north is along US 101. There is no continuous shoulder of any sort along the east edge of the single northbound lane of traffic, and only a very narrow one along the west edge of the single southbound lane. This curved stretch has been carved into steep terrain, a circumstance that places the road bed into what amounts to a trench formed by high earthen walls, nearly perpendicular to the pavement, along both sides of the highway, affording a pedestrian essentially no opportunity to avert contact with any vehicle that might veer over the fog line and onto the shoulder by even just a few feet. (See Fig. 1, 2.)



I'm delighted to know that no incident like the one I have hypothesized has yet to occur, but when it does, the consequences will likely prove fatal or, at the very least, very seriously injurious to one or more vulnerable pedestrian-victims who find themselves pinned between a veering vehicle and the adjacent wall. (See Fig. 3.)



The evident dangers I have described can be mitigated—indeed, eliminated for most practical purposes—by installing (replacing, actually) a little bit of relatively inexpensive hardware (see <https://www.alibaba.com/showroom/botts-dots.html> & e.g., Fig. 4)



Plastic **Botts Dots** Red Reflective
Raised Pavement Marker

US \$0.45-\$0.80 / Piece

50 Pieces (Min. Order)

12 YRS Beijing Roadsafe Tech...

★★★★★ (13) | ↗ 93.1%

"Customer service" (3)

or other hardscape features that will alert motorists to their unsafe positioning within the shoulder. I sincerely trust ODOT will not miss the opportunity to effectively address a condition that poses a palpable hazard to scores of townspeople every day at a cost that, in the grand scheme of things, can only be characterized as trivial.

Very truly yours,

Ronald S. Matthias

-----Original Message-----

From: BLAIR Keith P <Keith.P.BLAIR@odot.state.or.us>

To: rmat24@aol.com <rmat24@aol.com>

Cc: Ask ODOT <Ask.ODOT@odot.state.or.us>; MOREY Brian T <Brian.T.MOREY@odot.state.or.us>; EILERTSON Holly J <Holly.EILERTSON2@odot.state.or.us>; UPTON Dorothy J <Dorothy.J.UPTON@odot.state.or.us>; SUTKOWSKI David M <David.M.SUTKOWSKI@odot.state.or.us>; LOVE Ricardo <Ricardo.LOVE@odot.state.or.us>; WEEKS Kendal J <Kendal.J.WEEKS@odot.state.or.us>

Sent: Mon, Nov 2, 2020 3:57 pm

Subject: RE: Ask ODOT inquiry by email < Ronald S. Matthias - DUE 11/11 >

Mr. Matthias:

Your question and request regarding the Oregon Coast Highway (US-101) north of the Yachats River at approximately MP 164.53 – 164.64 in Yachats was forwarded to my office for review and response. You report witnessing pedestrian traffic on the shoulder, southbound vehicles leaving Yachats often exceeding the posted 25 MPH speed limit, and vehicles crossing over the edge line onto the shoulder.

I wish I could say this location is especially different than other similar locations in relation to poor driving behaviors but unfortunately, aggressive driving on highways in Oregon is not an uncommon occurrence in our current culture and on the rise. People are in a big hurry and it's very much a cultural shift in Oregon and America, and not a good thing. In addition, one of the best tools we have available to combat aggressive driving is police enforcement and Oregon is one of the least funded states for law enforcement per capita in the entire nation. Back in 1980, the state police agency was authorized to have 624 troopers and sergeants patrolling Oregon roads and, today, there are only 309 statewide and our population has increased substantially since then.

It does appear from the remnant circles of adhesive this location had round pavement markers, also known as traffic buttons, at one time. However, our maintenance staff have confirmed that ODOT does not stock or use such items. They may have been installed as part of a project (city, county, or ODOT) some time ago with no identified sponsor, funding, or agreement in place to maintain them. As a standard, ODOT does not typically install reflectors on edge lines. While we do make use of other various delineation treatments, they have specific characteristics to serve specific needs at high crash locations.

That said, I did look into the safety performance of the location in question to assess whether it would qualify for any safety countermeasures. Over the most recent five years of available complete crash data (January 1, 2014 – December 31, 2018), the segment between Yachats River Road and the Yachats River bridge experienced only two crashes. One was a rear-end crash as a northbound vehicle struck another stopped on US-101 waiting to make a left-turn onto Bayview Trail which resulted in property damage only (no injuries) on a clear September afternoon. The other occurred on a foggy July night when a southbound vehicle exceeded the basic speed rule (too fast for conditions, not necessarily speeding) and ran off the road before striking a fixed object, possibly injuring the driver. Further, we use an ODOT tool called the Safety Priority Index System (SPIS) to flag high crash locations in the state and potential projects for our safety program. SPIS scores every 0.1 mile segment of our state highways and local roads based on number of crashes, severity of crashes, and roadway volume. Every year, ODOT offices investigate the top 5-10% of these state highway sites across the state to determine if there are mitigations available to improve safety. This evaluation does look at highway crash locations to determine whether there may be appropriate engineering fixes that should be applied. The location in question has not been flagged as a high crash location anytime within the past five years, based on reported crash data.

To maintain good stewardship with our limited federal safety funding, any identified safety projects compete within the All Roads Transportation Safety (ARTS) jurisdictionally-blind and data-driven process intended to identify, select, and fund only the projects that will yield the greatest safety benefit with a focus on reducing fatal and serious injury crashes. We have already identified safety projects that are to be constructed within the 2021-2024 Statewide Transportation Improvement Program (STIP) <https://www.oregon.gov/odot/STIP/Pages/About.aspx>. That said, we will have our traffic safety staff evaluate this location for any appropriate safety improvements when we look to program the next budget round of safety project based on its qualification. However, as detailed above, it does not appear this location will qualify or compete well for any improvements.

Please be assured that we actively and regularly monitor the safety of all of our highways and actively assess opportunities to implement appropriate safety solutions to address high-crash and high-risk locations. Thank you for taking the time to contact us with your concerns and intent to improve the safety of our highways. We do appreciate it when our everyday users take the time to share information about how our highway system functions.

Keith P. Blair, P.E.

Region Traffic Unit Manager | ODOT Region 2
455 Airport Rd SE, Bldg. A | Salem, Oregon 97301
(503) 986-2656 | Keith.P.Blair@odot.state.or.us

ODOT's mission is to provide a safe and reliable multimodal transportation system that connects people and helps Oregon's communities and economy thrive.

From: Ask ODOT <Ask.ODOT@odot.state.or.us>
Sent: Wednesday, October 28, 2020 2:31 PM
To: MOREY Brian T <Brian.T.MOREY@odot.state.or.us>
Cc: SUTKOWSKI David M <David.M.SUTKOWSKI@odot.state.or.us>; LOVE Ricardo <Ricardo.LOVE@odot.state.or.us>; EILERTSON Holly J <Holly.EILERTSON2@odot.state.or.us>; WEEKS Kendal J <Kendal.J.WEEKS@odot.state.or.us>
Subject: Ask ODOT inquiry by email < Ronald S. Matthias - DUE 11/11 >

Good afternoon Brian,

Believe these are stick and stomp?

Please respond directly to the customer's inquiry within ten business days or forward to the appropriate person upon receipt. Also, provide a copy of the response by e-mail to AskODOT@odot.state.or.us or provide confirmation that the citizen has been contacted by phone, for our records. All referrals from ASKODOT are monitored under agency performance measures with the standard response of ten business days.

RESPONSE IS DUE: November 11, 2020

Thank you, BeckySue, Ask ODOT

From: rmat24@aol.com <rmat24@aol.com>
Sent: Wednesday, October 28, 2020 2:21 PM
To: Ask ODOT <Ask.ODOT@odot.state.or.us>
Subject: Chronic Safety Hazard along US 101 South of Yachats

Kind folks:

I don't know when the "turtles"/Botts' dots (aka "buttons") along the fog line at SB 101 just north of the Yachats River Bridge cracked away, crumbled into bits, or got pinched, but what can be done about getting something in their place?

The westside shoulder at this low-visibility curve sees a lot of pedestrian traffic, and southbound vehicles leaving Yachats often tend both to exceed the posted 25 mph speed limit and cut their turn over the fog line onto the shoulder by as much as 2-3 feet, leaving dangerously little space in some stretches for pedestrians to negotiate. This short run of the freeway desperately needs some more robust pavement marking, preferably something with a raised profile that gives drivers tactile feedback when they "cheat" the turn onto the paved shoulder. If there is a stretch of 101 anywhere between Reedsport and Newport more treacherous for pedestrians than the one I've identified, I can't imagine what it might be.



Please let me know if and when this condition might be addressed.

Very truly yours,

Ronald S. Matthias
PO Box 154
Yachats, OR 97498

(415) 254-2472

7/10/2021

Public Works

Capital Improvement Projects Report

Projects

Water	Estimated Cost	20/21	21/22	Current Activity	Actual to Date	% of Budget	Planning	Execution	Closing	Comments
Water Master Plan	65,000	65,000	-	-	-	-	100%	100%	95%	OHA Reviewing
Water Manage & Conservation Plan	35,000	30,000	5,000	-	-	-	100%	100%	95%	OHA Reviewing
Water Source Plan	30,000	30,000	-	-	-	-	100%	100%	95%	DEQ Reviewing
South Tank Earthquake Valve	70,000	70,000	50,000	-	-	-	100%	0%	0%	Engineering Complete
Backwash Recycle System	187,000	45,000	142,000	-	-	-	100%	0%	0%	Engineering Complete
Doors; Gate; Serv Truck; WTP Truck	76,500	-	76,500	-	-	-	0%	0%	0%	-
WTP Elec, Control Systems, Instrumentation & Other Upgrades	30,000	-	30,000	-	-	-	0%	0%	0%	-
E. 2nd Street Waterline Prospect to Loma	155,000	-	14,000	-	-	-	0%	0%	0%	-
Total	518,500	115,000	312,500	-	-	-				
<i>Minus- Grants, SDC & URD funding</i>	<u>(66,592)</u>	<u>(50,000)</u>	<u>(16,592)</u>	-	-	-				
Water Fund	451,908	65,000	295,908	-	-	-				
Wastewater										
Wastewater Facilities & Sewer Lines Master Plan	90,000	90,000	30,000	-	-	-	100%	90%	0%	Engineering
Solids Pole Building to Cover Truck	80,000	80,000	20,000	-	-	-	100%	5%	0%	Bid Accepted
Submersible Pump Electric Plugs	30,000	30,000	30,000	-	-	-	50%	0%	0%	Engineering
I&I Camera	95,000	-	95,000	-	-	-	0%	0%	0%	-
125kw Portable generator	45,000	-	45,000	-	-	-	0%	0%	0%	-
Tractor w/sidearm mower	60,000	-	60,000	-	-	-	0%	0%	0%	-
Roll-up Doors for Shop Replacement	66,000	-	66,000	-	-	-	0%	0%	0%	-
Slide Gate for fence Wastewater	7,500	-	7,500	-	-	-	0%	0%	0%	-
E. 2nd Street Sewer Line Prospect to Loma	50,000	-	13,000	-	-	-	0%	0%	0%	-
Total before capitalized labor	523,500	200,000	366,500	-	-	-				
<i>Grants, SDC & URD funding</i>	<u>(50,000)</u>	<u>-</u>	<u>(50,000)</u>	-	-	-				
City Funds	473,500	200,000	316,500	-	-	-				

7/10/2021

Public Works

Capital Improvement Projects Report

Projects

Streets										
Oceanview Drive	50,000	50,000	50,000	-	-	-	100%	50%	0%	Finish this summer
Gimlet Gates	30,000	-	30,000	-	-	-	0%	0%	0%	-
E 2nd Street (Prospect - Loma)	165,000	-	13,000	-	-	-	0%	0%	0%	-
Total before capitalized labor	245,000	50,000	93,000	-	-	-				
Grants, SDC & URD funding	(130,000)	(100,000)	(30,000)	-	-	-				
City Funds	115,000	(50,000)	63,000	-	-	-				
Storm Water										
Storm Drain Build-Out	15,000	-	15,000	-	-	-	0%	0%	0%	-
Storm Drain - Gender Drive	35,000	-	35,000	-	-	-	0%	0%	0%	-
Total before capitalized labor	50,000	-	50,000	-	-	-				
Grants, SDC & URD funding	(50,000)	-	(50,000)	-	-	-				
City Funds	-	-	-	-	-	-				