

Revised
Oceanside Village Road

Report June 2025

Report Purpose

A key reason for incorporating the Oceanside Village is to improve the roads in the Village which have not been maintained by the County notwithstanding the substantial TLT revenues generated by the Village. The report was undertaken to (1) prepare an estimate of the cost of improving the roads in the area proposed to be in the new incorporated Oceanside Village city limits and (2) develop a preliminary plan for the improvement of those roads. That area was assumed to be all the roads to the west of Cape Meares Road beginning at the entry to the Village up to and including Radar Road which was the northern boundary of the study area.

Methodology

The study involved:

1. Grading the condition of the roads on a scale of 1 to 5 (1 being the best condition and 5 being the roads most needing paving). This involved walking all the roads, taking pictures of road conditions and assessing each road by grading them on the 1 to 5 scale. Longer roads (like Maxwell Mountain Road) were broken into sections and given multiple grades. A set of pictures has been collected to support the grade given the roads. Obviously, some subjectivity was involved in assigning grades and one could argue about the grades given (particularly the road on which the reader lives), but the study does provide a general sense of the condition of the roads studied.
2. The initial report assigned a cost to each road element using the average square foot cost of paving in the amount of \$3 as recommended by the Public Works director of Tillamook County. The County Public Works provided a schedule of all the roads in the Village. That schedule did not include Radar Road which was added to the compilation. Each road was assumed to be 18 feet wide, except for specific roads that were very narrow which were given a 12 foot or 15 foot width for purposes of determining cost. Only three roads were given a 12 foot width and four roads were given a 15 foot width. Since all other roads were given an 18 foot width and few of those do not actually have an 18 foot width, these estimates are designed to err on the high side.

This revised June 2025 report incorporates updated cost formulas provided by the Public Works Director which assumes \$8500 per 100 feet of road plus \$750 for each intersection. The estimated total cost is \$1.785 million, a 63% increase from the total calculated using the original Public Works cost factors from April.

3. The resulting schedule provided a compilation of roads in each category to allow prioritizing which roads should be first improved at what cost and which roads should be given attention after the initial roads have been paved.

Study Results

There are about 4 miles of roads in the study area. The estimated cost of paving all of those roads is \$1.785 million. The schedule attached shows the streets, length, grade, estimated cost of paving and the breakout of cost per need grade.

The worst roads graded a 5 in the study were:

- Lower Tillamook Avenue
- Upper Rosenberg Loop
- Lower Ocean Road
- Middle Maxwell Mountain Road
- Norwester Road
- Birch Street

The cost of repairing those roads is estimated to be \$430,000.

The roads receiving a grade of 4 were:

- Hillcrest Avenue
- Seaview Avenue
- Upper Sunset
- Daisy Avenue
- Upper Lower Maxwell Mountain Road
- Pacific Avenue

The estimated cost of paving those roads is \$240,000.

The roads graded a 3 in the study were:

- Iris Avenue
- Upper Tillamook Avenue
- Violet Street
- Lilac Street
- Ocean Street

The cost of paving those roads was estimated to be \$119,000.

Roads graded 2 in the study were:

- Sunset Avenue
- Aster Street
- Lower Maxwell Mountain Road
- Upper Maxwell Mountain Road
- Radar Road

The estimated cost of paving those roads is \$384,000.

The grade 1 roads with an estimated paving cost of \$533,000 were:

- Chinook Avenue
- Middle Tillamook Avenue (recently paved)
- Lower Rosenberg Loop
- Portland Avenue
- Cedar Street
- Seacliff Trail
- Alder Street
- Oceanside Lane

Improvement Plan

Assuming that the new City can afford to spend \$150,000 each year on road improvements, one approach might involve:

Year 1:	Spend 50,000 on major potholes and reserving the other \$100,000
Year 2:	Spend 250,000 on grade 1 roads
Year 3:	Spend \$150,000 on grade 1 roads
Year 4:	Spend \$150,000 on grade 2 roads
Year 5:	Spend \$90,000 on grade 2 roads and \$60,000 on grade 3 roads
Year 6:	Spend \$60,000 on the balance of the grade 3 roads and \$90,000 on the worst of grade 4 roads
Year 7:	\$150,000 on grade 4 roads
Year 8:	\$150,000 on the balance of the grade 4 roads

At year 5, an evaluation of road status would be undertaken to adjust what roads need attention with the appropriate adjustment of funds to needed road repairs.