

TILLAMOOK COUNTY ROAD ADVISORY COMMITTEE

March 09, 2009

MEMBERS PRESENT: Chair Curt Schonbrod, Jerry Dove, Darcy Jones, John Gettman, Gary Hercher, Gary Hanenkrat, Gus Meyer, Bob Garrigues and Steve Macartney

PW STAFF: Liane Welch, Dave Schrom, Chris Loffelmacher, Mike Wynands and Jeanette Steinbach

PUBLIC: Dora Norwood, Janice Laviolette, Lori Mersereau, Devon Mersereau, Dick Warren, Kyle Boggs and William Gerken

Item 1. Meeting called to order at 2:55 pm by Curt Schonbrod.

Liane asked that the agenda get amended to include discussion on Old Wheeler/Mohler Road. Curt added it under 4a.

Item 2. Minutes Approval: John Gettman made a motion to accept January and February 2009 minutes as written, Jerry seconded, unanimously approved.

Item 3 Equipment Purchases of a Rubber Tired Excavator – Chris Loffelmacher: Liane said that the Risk Assessment study that was done indicated that equipment is a priority and should be replaced. We now have a dedicated line item for equipment purchase. TCPW is planning on purchasing an Excavator. We are here to discuss the choices between a rubber tired excavator and a track excavator since Darcy Jones had some concerns that he shared with the Commissioners and TCPW staff. Chris explained that the new excavator would replace a rubber tired excavator that is 20 years old with 7,000 hours because of lack of parts availability; it is on its second engine and second torque convertor. Two of the operators who currently operate the excavator 95% of the time recommended the rubber tired excavator. Polk, Marion, Lincoln and Benton counties all use rubber tired excavators. They cited less damage to asphalt, striping and shoulders and work site mobility when switching sides of road, intermittent repair works saves on loading and unloading. The primary use of the excavator will be “V” ditching, slide removal, culvert installation, road day lighting, rip rap and mowing if needed. Darcy felt that the track excavator would be faster and does not damage asphalt citing 3lb/sq inch while rubber tired excavator is 20-30lb/sq inch which puts more pressure on the road and makes mobility harder. Chris said that the present excavator is driven to most projects at a speed of 15MPH. The 2009 will handle 20-23MPH. The excavator Chris checked into is in Texas and has 10 hours priced at \$125,000; brand new this excavator would cost \$340,000. The track excavator with reduce tail swing estimated at \$190,000 for a 225 Excavator. Darcy said he priced one at \$80,000 for a smaller machine. Liane remarked that in a perfect world it would be great to have both a track and a rubber tired excavator. Darcy also said it would be necessary to close the road when you ditch with a rubber tired excavator. Chris hopes to V-ditch which won't require the road being closed. Gary asked what did the crew want? Chris said that Mel and Rick the ones who use the Excavator at least 95% of the time want a tired excavator. Gary said, then that's what I would buy. Discussion on maintenance and if the failure is under warranty it will be fixed within 24 hours. Darcy explained that there is very little maintenance required. Chris hopes to look at an Hitachi or a John Deere because they have a good service record. Liane thanked the members for their input. With the exception of Darcy who is against the purchase of the rubber tired excavator, all other members approved of the purchase. Jerry Dove suggested Liane contact the Port about a partnership agreement to buy an additional excavator.

Item 4. Vegetation Management Plan (VMP) presentation: Liane mentioned that Mike Wynands had taken the lead in developing the VMP. Mike took in consideration the recommendations of the committee and made changes in the VMP. Members agreed that it is important that Foreman are aware of this policy so that they are consistent. The members agreed that 2.1 No herbicide shall be used along residential subdivision roads be deleted. Mike is planning on partnering with different agencies that will involve spraying in residential areas. He mentioned that if areas are maintained,

that area is not sprayed. Jerry made a motion to eliminate 2.1 and adopt the VMP as amended, Darcy seconded, unanimously approved. Mike is being very proactive in working with organic farmers, knotweed control with public safety and preservation of the road system in mind.

Item 4a. Old Mohler/Wheeler Road: Liane thanked everyone for attending this meeting to share their concerns of reopening the road. It was being opened at the request by Perry Sherbaugh for emergency services. Map handed out. Devon explained that he worked for the Fire Dept. for 8 years. He said this road is prone to sliding and could not understand why the county would want to maintain the road if it will erode due to traffic. He suggested a gate. Lori also mentioned that this area floods and also could not understand the reason the county would want to put the money out to maintain the road. Lori asked if there was a geo hazard report done on this roads or other development projects. Liane explained that geo hazard reports are only done for developing new road, and added that the road system needs connectivity and this is a public road. Liane has a lot of faith in George who has worked for Public Works for 37 years, and also Rick Kjemperud the Road Foreman. There is a plan to install a culvert at TL602. The costs to open the road include labor and equipment. She expressed her concern that the ambulance would need to use the road, and a gate is not recommended. Devon proposed opening this road for emergencies only. He confirmed with Perry Sherbaugh that was his intent when he made the request. Liane has worked with the Incident Command Team (ICT) to figure out how to best to prepare and respond to storms. ICT work as a team of responders. Dove said that it is important to separate personal from safety reasons for opening the road. All our county roads should be accessible for safety reasons and especially during storms. Janice expressed her concern about the structural quality of the base. The road is at best a one lane or a 1.5 lane. Gary Hanenkrat said that this is a public road and should be opened, and with no gate. It is hard to monitor a gate, and it is also a liability. John Gettman recommended tabling this item for the next meeting.

Item 5. Budget: Liane clarified that the Road dept. does not receive any general fund monies. DMV receipts are down by \$100,000, Forest Fees are down by \$200,000 approximately. The plan was to put \$280,000 for contingencies, but it is now reduced to \$180,000. Vehicle fund planned at \$100,000 but now reduced to \$75,000. Chip Sealing budgeted at \$125,000 and crack sealing \$9,000. Curt recommended that the members study the budget. This will be discussed again at the next meeting.

Item 6 Summer Program: Liane handed out the 2009 proposed paving list and the SB 994 planned projects.

Item 7 Federal Stimulus: The hope is to use stimulus money to fund the design and paving of Long Prairie Road from Johnson Bridge to Blimp Boulevard. Jerry inquired whether the Port could help with the design. OBEC will be designing the project. They designed the bridge replacement. BLM has \$3M to spend on county roads; the planned projects include 7 culverts on Trask River Road, Moon Creek and Boulder Creek. However, BLM has not had their project submittals approved yet. Lommen Bridge was dropped as there is not enough money. The cost for replacement is \$8 million.

Item 8. River sediment – review letter to the BOC: Tabled until the next meeting.

Item 9. Construction Project Update: Liane Welch

- Long Prairie Road/101 Intersection: Nearly completed.
- Johnson Bridge: Johnson Bridge is opened. In the process of designing the bridge approaches for Johnson Bridge using OTIA 3. The contract with Concrete Enterprises will be cancelled so that the paving can be done all at once.

Item 10. FEMA/FHWA Projects:

- Salmonberry Bridge: Still awaiting the mini RFP from ODOT.
- Fawcett Creek: Bids out May 28, 2009, approximate opening planned for December 2009.

Item 11. Road Dept Update:

- Rock Crushing Contract: Bids to be opened March 13, 2009. Delay caused by error in rock specifications.

Unscheduled: John Gettman recommended a consensus from CRAC that an email would suffice for informational sharing and approval if time was an issue. Some members do not have email.

Item 8 Public Comment: None

Item 9 Next Meeting: The next meeting is scheduled for April 13, 2009 at 3pm Conference Room

B. Agenda items to include:

- Budget
- Old Mohler/Wheeler Road
- River Sediment letter review

Item 10 Adjourn: Meeting adjourned at 5:00pm.