

TILLAMOOK COUNTY ROAD ADVISORY COMMITTEE (CRAC)

DATE: June 09, 2003

MEMBERS PRESENT: Chair Bob Reed, Vice-Chair Curt Schonbrod, Bill Howard, Marlin Clark, Ray Robinson, Ray Streeter, Larry Kiser

MEMBERS ABSENT: Jack Brooks and Gloria Gass

STAFF: Aaron Suko/PW Director, Pat Oakes/Engineering Project Supervisor, Bob Willhite/Operations and Jeanette Steinbach/Recorder

GUESTS/PUBLIC: Gus Meyer and Dora Norwood

Item 1. Call meeting to order, review agenda: Meeting called to order at 3:11pm. Bob Reed to include dust coats, agriculture and forestry subcommittees and PC Heights as additional agenda items.

Item 2. Review minutes of 05-12-03: Bill Howard motioned to accept the minutes as written, Ray Robinson seconded, unanimously approved.

Item 3. Road Department Status:

- | **Report on Maintenance & Repair:** Bob reported that the spraying program has been initiated. He indicated that the crew would work on the washed out shoulder in Kilchis River Road.
- | **Report on discussion with City of Manzanita and City of Bay City:** Bob met with the City of Bay City who agreed to takeover Warren and 4th Street when the crack sealing and paving is completed by the County. Aaron indicated that further discussions were had with the City of Manzanita. The preliminary design would be available after June 18th. A discussion will then be held with the various entities on how to efficiently utilize the Road Dept.'s. in-kind manpower services.
- | **No Spray and No Mow Agreements Enforcement discussion:** Aaron expressed his concern that the agreements are not being adhered to. He is especially concerned about the No Mow agreements, because with the No Spray agreements, mowing could be done. If a property owner has an NS or NM agreement and does not maintain the agreement a hazard exists. The County maintains the liability for the R-O-W so it could be corrected if a hazard exists. He continued that if an agreement is not adhered to then a letter be sent to them indicating that agreement is null and void for reasons of noncompliance. Pat said that every 2 years a letter is sent to all NS holders detailing their agreement. Aaron said that in reviewing accident reports this issue indicated as the cause. The office receives numerous calls on various hazards caused by overgrown brush and at that time it is corrected. The NS is a very sensitive program and follows DEQ guideline. A spreadsheet of all NS agreements is given to the applicator to avoid spraying the NS areas. The consensus was that if the agreements are not adhered to then follow up needs to be done with the applicant.
- | **Dust Coats:** Bob explained that dust coats are done on gravel roads where dust is an issue and when the applicant has a Dr's note stating that

this is a medical requirement. This program starts in July by a subcontractor. Bob Willhite said that this program is not mandated and most counties do not participate in this program. Pat stressed that if funding continues to be an issue this program would have to be looked at. Aaron said that DEQ does not allow oil based type product in most areas. Should DEQ mandate in this area an RFP would be required to select a new method.

- | **Subcommittees - Agriculture and Forestry:** Aaron explained that two subcommittees were formed with two volunteers from CRAC for each subcommittee. The BOC appointed representatives from those industries to the subcommittees. The Forest subcommittee consists of Curt Schonbrod, Bob Reed, Dave Knert (Richard Wilfung - alternate), Dana Clay and George McKibbin. The Agriculture subcommittee consists of Marlin Clark, Ray Streeter, Joe Price, Richard Obrist, Ken Zwald and Calvin Christensen. The CRAC members will serve as facilitators for these committees. Aaron gave the CRAC members a copy of the order. The CRAC members to make contact with the members for discussion and to work on key issues. The Agriculture subcommittee key issues what policies and procedures are needed to regulate the Oversize liquid manure hauling tank trailers pulled by tractors that are being of concern to the citizens as well as causing serious problems on the roads. The prime example would be McCormick Loop and how to fund the repair to the road. The Forestry subcommittee key issues are the Trask River Road with the increase of log traffic, deterioration and portions that have been returned to gravel because of the damage. Commissioner Hurliman said that it is very important that these committees work on these programs and make a suggestion that is palatable to the public for a long-term goal to avoid further road deterioration. Ray Streeter talked to some of the Farmers who did not appear to have any resistance to some restrictions. Aaron suggested that the CRAC subcommittee members make contact with those members to set up a meeting and then report context to CRAC with recommendations.

Curt asked Commissioner Hurliman for some clarification on how the forest receipts are distributed within the county. He continued that the Road Dept. does not receive any funds from the State Forestry Dept. even though the damage done is on the roads. Commissioner Hurliman said that he spoke to the Governor's office re the fuel tax especially on the Trask River Road. The disparity of how the fuel tax is distributed needs to be pursued which he intends to do at the next meeting. Discussion on vehicle registration fees and the share of registration is dropping because other counties are on the increase.

Item 4 Project Discussion:

- | **Sandlake-Galloway Road** Pat reported that the new Federal Highway Administration (FHA) Project Manager was introduced to the BOC. Galloway portion is being excavated to build the road up. The temporary bridge is being removed and relocated to Sandlake Road MP 1 for a culvert replacement.
- | **Blaser Bridge** Six bids were received and the lowest bidder were D & A Contractors at approximately \$200,000 below engineer's estimate.

Contract execution tentatively scheduled for June 18th with pre-construction scheduled June 19th, 2003. OTAK Engineering will be providing the technical support for this project. This is an OTIA funded project.

- | **Earl Bridge:** OTAK is working on the design. This is an OTIA funded by project
- | **Gist Road:** Mile south of Cloverdale. Design work completed by Estuary. Davis Bacon mandates prevailing language for the Federal Highway and the contract would need to be revamped to incorporate Davis Bacon's requirements. This will delay the project because of time constraints.
- | **Blaine 2 Project:** MP 9 on Blaine Road. This is a FHA project. Right of way acquisitions will be made as soon as information is received from the FHA.
- | **On-Call Engineering:** Evaluation committee consisted of Aaron, Bob W. who agreed to award the contract upon BOC's approval to OTAK and OBEC Consulting Engineers. Aaron said the benefit of going with on-call engineering services that with the complexity of the state laws regarding retaining the services of professional architects, land surveyors and engineers. There is an expense and effort involved in making that selection processed based on qualifications and ability. This will be an aid in a massive slide or storm issue there will be an immediate resource. Pat said that they could be used for OTIA projects and also dealing with any additional funding available for bridges.
- | **Whalen Island Park:** Bob Willhite reported that there were three sections to this project. The Pumping area where the vegetation had to be removed and sub-based, the intersection that leads to that area is completed and the intersection of Sandlake Road/Whalen Island_Park sub-base is completed with the exception of the paving. Aaron added that the two sections are funded by the Oregon State Parks, the third section materials are supplied by the Parks and the labor and equipment supplied by the County so that the area could be improved.

Item 5. Public Comment: Bob Reed accompanied Commissioner Hurliman on May 21st to Polk County Road Department. They met with Mike Propes and Matt Briggs. They have 250 miles paved road with 250 miles gravel road with a budget of \$4million. The Director, office staff, Engineers are in a separate building with the Road Master in a different building. The Road Master has a detail plan that he uses that is accessible to the crew. The projects listed include spray areas, chip seal, brushing, mow and crack sealing. All of the projects are laid out with their relevant locations. In 2002 40 miles was chip sealed and in 2003, 20 miles will be chip sealed. Most of their roads are in very good shape and the chip-sealing program is done to prolong the life of the road by 7 years at a fraction of the cost. They contract out the chip sealing and paving from an approved contractor from the State list. He understands that they are geographically very different. Aaron said that they are inland of the coast range. Bob Reed said that they have 8 individuals in the Director's office and 15 in the Road Master's area. They have a system where they work some employees on weekends and use contract help. Chuck said the Road Master has the costing on contracting out or in-house for each service. As people retire they don't replace them. Propes commented that they use contractors who are experience in doing certain aspects of road maintenance. Aaron asked about sanding. Chuck said that they

have routes that need sanding laid out. They have 5 dump trucks. Comm. Hurliman said that they use the current force and if need be contract out. Hurliman said the biggest saving is the cost of asphalt at \$54/ton with a contractor while it cost \$84/ton with county crew, the maintenance shop does all the county work and also of other agencies, no equipment overhead. Dust coating is done with their okay but at the applicants expense. Commissioner Hurliman was not sure if they include Local Access Roads in their maintenance schedule. The Road Master has a projected forecast on programs through 2010. Bob Reed said he together with Jon Oshel, Doug Moncrief and Mo Dichari visited other sites to find out more about partnership efforts. Aaron asked for clarification on the staffing level and whether they were unionized. Chuck said that they have 8 in the Engineering/Office and Road Maintenance 10 at this time, they also draw from the Maintenance Shop, which is made up of 3, and he believes that they are unionized.

Bob Reed asked for an update on Pacific City Heights. Aaron said that the owner hired a contractor to deal with the issue. He did not obtain any permits, which in turn manifested drainage problems on a Local Access Road. The county crew had to reinforce the bank and re-grade the road that was washing away. The comprehensive plan that was submitted for DEQ funding was not approved and could be resubmitted. He added that construction dollars would still need to be pursued. Bob Reed suggested that the plan be resubmitted for funding

Bob Reed asked if there were any LID or CPA projects lined up. Aaron said that he had only one preliminary contact with a person on Bewley Creek Road.

Item 6. Next meeting, date and agenda: Next meeting scheduled for July 14th, 2003 at 3:00pm.

Item 7. Adjourn: Meeting adjourned at 4:56pm