

## TILLAMOOK COUNTY ROAD ADVISORY COMMITTEE

DATE: March 13, 2006

MEMBERS PRESENT: Curt Schonbrod, Marlin Clark, John Gettman, Bob Reed, Gary Hercher, Darcy Jones, and Ray Streeter.

MEMBERS ABSENT: Clay Cook

STAFF: Aaron Suko/PW Director, Bob Willhite/Operations, Pat Oakes/Engr Project Supervisor, and Emily Holt/Recorder.

PUBLIC: Dora Norwood, Victor Oekerman, Stephen Macartney, and Gus Meyer.

HANDOUTS: 2006 Proposed Overlay List, Copy of the County Road Needs Survey.

***Item 1 Call meeting to order, review agenda:*** Meeting called to order by Curt at 3:05pm. Agenda reviewed.

***Item 2 Review and approve minutes of 2/24/2006:*** Schonbrod moved to amend the minutes and make changes to page 4, last paragraph, where it states that 4 bridges are completed. Suko reported that only 3 bridges have been completed and Josi Bridge is waiting on a break in the weather so the deck can be poured. Changes were also made in Item 6, Public Comments. The information presented by Ben Nunez about the installation of a new sewer line on Crabb Avenue and information on 5<sup>th</sup> Street were added. The minutes were approved as amended. Hercher moved to accept the minutes and Streeter seconded, unanimously approved.

***Item 3 Road Department. Repair Projects Report:***

- ***Storm Repairs:*** Willhite reported as of February, another storm had passed through, more trees were down, and snow fell in Tillamook County. Trees were down in all 3 Districts at various times and 2 or 3 minor slides occurred. The snow was approximately 3" to 3½" deep on Blaine Road and Trask River Road. Sandlake Road and Blaine Road are getting sanded due to the fact that the sun doesn't hit the road to dry it out. Streeter asked about the conditions of Little Nestucca River Road and Willhite explained that road is a State Highway. Jones asked if the liquid the State sprays on their roads is cost effective. Willhite explained that it is cost effective and they have changed from the old system to a new system. With the old system the liquid would freeze around 23°-24° but the new system will begin to freeze about 15°-16°. Jones asked if this would work better and last longer on Sandlake Road than sanding rock. Willhite explained that the county was not set up for this system but Willhite and Suko would look into that due to the fact that the State has moved away from using sanding rock. The County may not be able to get sanding rock so Suko added that the County will look at accessing the liquid this coming year. Jones asked what it would take to have that type of set up. Willhite explained that a storage tank is needed along with a pump to mix the mixture. A tank is needed in the back of the vehicle to spray on the roads. Hercher asked what was in the mixture that the State uses because he

thought it included calcium and molasses and was really hard on polished chrome. Willhite thought it included bleach but needed to check on that. Hercher thought it lasted longer than sanding rock and Suko explained it would last longer depending on the rain fall. Suko explained that the county was already working with the State on the sanding rock and sanding rock shed and would look into working with the State on the liquid mixture also.

- ***Bilyeu Culvert:*** Contractor has completed his part of the project and the culvert is in place to within 9” of the top. The county is now waiting on C & M to move the sewer manhole down 30’ from its existing location and run new lines. Next, the County would move in to finish the project by placing 9” of crushed rock to make a running surface for the public and prepare it for asphalt weather permitting.
- ***Bay Ocean Dike Road:*** The Bay Ocean Dike Road Project has been completed so emergency vehicles have access.
- ***Other Work:*** No other work.
- ***Trask River Road Repairs:*** The digouts, grinding, and shoulder work have been put on hold due to the weather. Streeter asked if the County was planning on doing any guardrail replacement projects. Willhite replied no but the County is looking at Soil Nailing in three particular locations. Aaron added that the Soil Nailing is the first step to adding shoulders to these areas. There is no active guardrail program in the County but this was added to the County Road Needs Survey. Hercher asked if there was a way of moving the road away from the river or right of way that could be acquired in the 3 narrow areas talked about. Willhite replied that the mountain along there is too steep and a rock shelf. Oakes also talked about a Federal Aid Storm Damage Repair Project that was trying to get started but ran into environmental issues due to endangered species in the trees and could not get the required permits. The Soil Nailing allows the county to stay closest to the current road way. Clark asked if the county could go back into the forestry part and reroute the road. Suko reported that it is rugged terrain and by the time the property was bought and road designed, the project would be a major expense.
- ***Spring (Current Fiscal Year) Paving:*** Willhite reported on the Spring Paving list that was passed out and explained that the list included roads in all 3 Districts that are scheduled for overlays in the next budget year. The list was composed by Willhite and the 3 District Supervisors. Suko explained that the list is about the same as last year in that it totals about 4 miles of overlay. The “other” category was presented. The Trask River Road Overlay would not be funded out of this overlay program but out of the Trask River Road Fund. Tillamook Ave. in Bay City is the 3<sup>rd</sup> increment of the Program started with Bay City where the road is improved then turned over to the City for future maintenance and jurisdiction. Cherry Street and High Street are part of the same program started with the City of Manzanita. The Manzanita and Bay City work will be part of the summer paving program. Woods to Cloverdale Road, Long Prairie Road, 2 increments of Bilyeu Avenue, and Whiskey Creek Road have been mentioned before as needing work but were not able to be funded. There is enough left in the budget to do 2000 tons. Oekerman asked the members to consider adding to the paving list Cedar Street, from Chinook Avenue to Maxwell Mountain Road. He asked that this road be widened into a 2 lane road to make it safe and accessible to emergency vehicles. Currently it is graded and regraded twice a year. Schonbrod asked if people park along the street and Oekerman responded no, but talked about people driving too

fast and spinning their wheels, chewing up the gravel. Schonbrod brought up the fact that it has a runoff problem, also. Oekerman asked about designating some of the streets as one way but is concerned with emergency vehicle access. Jones asked how many residents live in Oceanside. Reed thought approximately 30 people reside on Maxwell Mountain but it receives a lot of traffic from tourists. Reed asked if the grindings would help. Suko reported that it would be too steep to hold the grindings in place and the road has delivery truck and garbage truck traffic. Reed thought the most important part of the road to fix was the first 100' feet from Chinook. The approach is hazardous due to the gravel on the road. Suko explained that it is a need but the County has not done a capital improvement project funded by the County in the 5 years since he has been at the county. If the County receives funding from the County Road Needs Survey it could be considered. The other option is a community paving agreement where the citizens come up with 75% and the county would pay the other 25%. Reed explained that the county is limited to \$30,000 in the budget. Streeter asked if the water runoff affected this road and Willhite reported that it washed away some of the gravel. Oekerman asked for ideas or anyway he can pursue this issue and Schonbrod reported if there were other funding sources it would already be pursued and grants are not targeted toward road maintenance.

Suko asked the members if they would like to add more roads to the Spring Paving List. Jones asked about adding Brooten Road due to the safety hazards on the settled spots in the road. Willhite explained that to fix the settled spots would be a patch not an overlay. Reed asked about the money for the 2000 tons. Reed also asked if the funding could be used toward overlay on Crab Avenue since Netarts Oceanside Sanitary District will overlay half of the road. Suko explained that they will be patching back the asphalt that was destroyed and they will not be doing an overlay. The 2 options are to have NOSD build their patch to a thickness equal to an overlay then the county would overlay the other section of road. The other option is to have NOSD replace the pavement then overlay the whole road. If they cut into the edge of the road they are required to patch back to middle of the lane, and if it is near the center of the lane then they must patch back to the center of the road, and if they cross over the centerline then they will have to pave the whole width of the road. Reed talked about 5<sup>th</sup> Street and Crab Avenue, so fire department and emergency management vehicles have access. Approximately 310' on Crab Avenue and 750' on 5<sup>th</sup> Street needs paved. Suko explained that it would take approximately 300 tons to do an overlay on Crab and 5<sup>th</sup>.

Gettman asked if Tillamook Avenue was more important than paving the other roads, and would like to see that get put on hold. Suko replied that the program needs to be finished. Jones asked what kind of program. Suko replied the main city streets under Tillamook Counties Jurisdiction and responsibility. When Mayor Cole of Bay City had the citizens instigate a \$5 per month road maintenance charge to assume responsibility for controlling jurisdiction and traffic on these roads. The county agreed with them and agreed to pave an overlay, and then Bay City would take control of these roads. Of the 5 year plan, 2 increments have been completed, the 3<sup>rd</sup> is scheduled for this year, and the 2 remaining increments are scheduled for the following 2 years. This paving accounts for about 700 tons or 10-15% of the paving program. Manzanita wants to begin the same program with the county and Cherry Street and High Street would be the first increments for this program. Jones added that he liked the idea of the programs but thought there are more important

roads that needed paving. Suko replied that by those standards, Crab Avenue, 5<sup>th</sup> Street, and Bilyeu Avenue would be replaced by Whiskey Creek, Long Prairie, Brooten and Woods-Cloverdale Road. Reed explained that Netarts and Oceanside are not incorporated cities so they could not participate in a program but their roads are just as important to them as the roads are to the citizens of Manzanita and Bay City. Suko explained that they compete on the basis of traffic. Schonbrod asked what should be done with this information. Suko explained that the county would continue with the plan to overlay the 2000 tons and would like the members to take a vote or take this information to the Board of Commissioners and let them decide. Schonbrod thought that the District Foreman's should have input on which road should get an overlay. Suko explained that the upper portions of the proposed overlay list are the roads the foremen have on their list and the lower section titled "other" includes the paving programs and citizen complaints. Willhite reported that the "other" is from phone calls and input from citizens asking for an overlay on Long Prairie Road and estimated costs and tonnage needed for the overlay. Macartney asked if there is any kind of established priorities lists. Willhite added that supervisors have been out there for years. They keep track of complaints they receive and the problems they see. Next the information is shared with Suko or Oakes to determine if the problem needs fixed as soon as possible or could wait until other road work is done. The criteria are whether it needs patched or overlaid and high traffic roads, such as Long Prairie road, Cape Meares Loop, and Whiskey Creek Road. Macartney asked if complaints were part of the formula. Meyer explained that Long Prairie is part of a Transportation Plan Study (TSP) and showed the highest volume of heavy trucks in the immediate area of Tillamook and emergency vehicles, sheriffs, and state police and emergency management. There are tourists accessing the road to the Air Base Museum and MEAD Plant which draws international visitors and it is a poor reflection on Tillamook County in its current condition. Schonbrod asked if Long Prairie Road could be repaired in patches or overlaid all at once and if the intersection would be torn up. Suko reported that the estimated 2000 tons would cover where the ODOT project leaves off to the intersection into the base. That the county is waiting on ODOT and others but the county have to do the paving in May or wait till mid September, weather permitting. Reed thought that Long Prairie Road should be removed from the "other" category and placed above under District 2. Suko explained if Long Prairie Road is moved other roads from District 2 will be removed from the list for the 2006 overlay list. Looking for candidates. Shonbrod asked if Long Prairie Road gets paved does that exclude the roads in Bay City but Suko explained that Long Prairie will be the 2000 tons but will exclude Woods-Cloverdale Road, Whiskey Creek Avenue, Crab Avenue, 5<sup>th</sup> Street, Cape Meares Loop, and the extra overlay on Bilyeu. Reed explained that if Long Prairie Road gets put off till mid September, the money for this year's budget needs to be spent now. Suko explained that if Long Prairie Road would be his first priority, it will be started when the plant opens and weather permitting. Gettman explained that he thought Long Prairie Road should be a priority. Reed asked if you could substitute Burton Fraiser for Long Prairie Road since Burton Fraser had some overlay done, previously. Suko explained that Burton Fraser is only an estimated 574 tons. Streeter asked how much damage does flooding do to Long Prairie Road and Suko explained that more drainage will be added to the intersection during the project's first 500-600 foot from intersection. Hercher agreed that the roads in the above

districts should remain the same. Schonbrod asked for a recommendation from the county staff as to which road should be overlaid. Suko reported that his choice was either Long Prairie Road due to the amount of traffic or Whiskey Creek Road which gets a lot of summer tourist traffic, and a bicycle mixing with the larger vehicles on uneven roadways is not a good combination. Schonbrod asked if this decision to overlay another road in District 2 would cause friction between the foremen and Willhite explained that the foremen are all involved in the decisions on the upper portion of the Proposed Overlay List and the “other” comes from citizen complaints. Suko added that District 2 has more paved roads and more traffic. Schonbrod, Hercher, and Jones agreed that Long Prairie Road should be overlaid with the 2000 tons.

- ***April 11, 2006 Meeting with USFS on the Joint Road Maintenance Agreement***  
On April 11<sup>th</sup> the US Forest Service will review the agreement between the county and in the National Forest. Suko to review the information from the April 11<sup>th</sup> meeting to the CRAC members at the next meeting.

***Item 4 Status of Ongoing Projects:***

- ***OTIA III Bridge Replacements:***
  - ***Johnson Bridge on Long Prairie Road, MP 3.18:*** Ready to begin Right of Way acquisition. Advanced Plans received for review.
  - ***Sorenson Bridge on Blaine Road, MP 2.4:*** Ready to begin Right of Way acquisition. Reviewing Appraisals.
  - ***East Creek Bridge on Moon Creek, MP 0.35:*** Completed.
  - ***Bewley Creek Bridge on Bewley Creek Road, MP 1.43*** Completed.
  - ***Killiam Creek Bridge on South Prairie Road, MP 2.00:*** Completed.
  - ***Josi Bridge on Kansas Creek Road, MP 0.03:*** Deck pour scheduled for the week of March 13-17, weather permitting.
- ***Anderson Road Culvert Replacement, MP 0.88:*** No change in status. Likely to begin next year.
- ***Long Prairie/Hwy 101 Project:*** Waiting on ODOT to finalize design approval and working on Right of Way acquisition. County working with ODOT to acquire all right of way acquisition on the County Road along with their portion instead of having 2 different right of way agents approaching the Port.
- ***Blaine II MP 6-8:*** Federal Highway Project. Starting Right of Way acquisition. Public Meeting on Tuesday February 21st from 5-7 pm to meet with property owners. Wednesday February 22<sup>nd</sup> the highway consultants will meet with county staff to discuss needed easements.
- ***Wilson River Loop at Hwy 6:*** Option has been selected by design team. The consultant project manager, Jamie Lane is departing ODOT so this may put the project behind schedule. Suko added that the project is 2 million dollars over budget because of right of way acquisition was but ODOT can find 1 million in funding. ODOT might need ACT to account for the other 1 million dollars needed to finish the project.
- ***Latimer Road:*** The Right of Way meeting was 3 weeks ago and Right of Way acquisition has begun. Right of way conflict with railroad has been resolved. The port and ODOT Railroad section will work on getting a grant to put in a gated railroad crossing.

***Item 5 Review and Recommendations on the County Road needs Survey:*** Suko reported that the County Road Needs Survey is comprised of all citizen requests, higher priority TSP requests, previous requests from various projects, and information from the pavement management report from 2004. Oakes compiled all the data into the County Road Needs Survey Spreadsheet. First, Oakes explained the handout “County Road Needs Survey Project Priority List” which includes an accumulation of TSP reports, all citizen requests, and input from the Road Advisory Committee. Needs labeled in the first column as #1’s consists of project work, #2’s correspond with bridges, #3’s correspond with safety work, #4’s is the other projects, #5’s correspond with overlays, #6’s correspond with seal coats which the county no longer performs, and #7’s are all other maintenance which is all ongoing maintenance performed by the road crew. This extra information is set up to show the source of the information, estimated cost, and where the work is located which will be submitted to Jon Oshel of AOC. The page labeled “County Road Needs Survey-Assumptions” are based on most of the project work being done by contracting out. The County would be adding personnel for projects arrangement. This also includes extra contingency in each category for unforeseen problems, consulting fees to handle the contracting. Next, assumptions on how the funds would increase. The cover sheet contains questions that need to be answered by the Road Advisory Members. First, should we include all projects and desired entries assuming unlimited funding and second should there be a practical limit for project categories. If the County should limit the projects what are the limits for each category? Next, how should the projects be prioritized since the roads are just in alphabetical order? Suko added that the non doable type projects have already been removed from the list. The County Road Needs Survey total funding needed equals 123 million dollars and is located on the summary sheet. Hercher felt the County Road Needs Survey should not be limited, and Schonbrod thought the list should reflect the magnitude of the problem. Willhite felt the information should not be limited due to the fact that they would limit the funds anyway. Suko explained that page 5 of the County Road Needs Survey includes the current 5 year plan for overlays and the additional funding needed to overlays. The page with item #7, other activities, includes all of the rest of the maintenance program. The first column shows the current funding projected for the next 5 years and the 2<sup>nd</sup> column shows the additional funding that is needed. The County needs more funding for road grading, ditching, culverts and storm drains, vegetation control, and bridge maintenance and repairs. Pavement repairs already have been accounted for on page 5, under overlays. Maintenance expenses are under items 5, 6, and 7. On pages 1-4, zeros are listed since the county has not had the funding for capital improvements or major work. These pages include additional funding needed for general maintenance and projects that need done such as bicycle lanes, widening of narrow roads, and major rebuilds. Meyer complimented Oakes by saying that he had all the information that the legislature had asked for, including public support. Streeter felt they should be categorized as 1) maintenance 2) desperate needs 3) needs for the next 5 years and 4) wish list. Gettman asked if the \$65 per ton for asphalt was the contractor’s rate and Oakes explained that the \$65/ ton includes preparatory work, laying the asphalt, compaction and adding rock to the shoulder. The cost for a contractor to lay asphalt is about the same price. Macartney asked if all the money showed up, could this really be done. Willhite explained that when contractors and materials are drawn in, the money would go quickly and he felt the county could do the projects listed in the 5 year time line. Macartney thought the list should be left as is. Suko heard a consensus of the member and public to leave the County Road Needs Survey as is. Macartney asked what TSP stands for and Oakes reported that it stands for the Transportation System Plan and developed by

Community Development as one of the land use goals. Oakes picked off the top projects from the TSP reports to include on the County Road Needs Survey. Suko explained that the proposed overlay list is included in the County Road Needs Survey on page 5. Oakes to finalize the list and make adjustments to the spreadsheet.

***Item 6 Report on Federal Safety Net Funding Status:*** Suko reported that Commissioner Josi received an AOC sponsorship to lobby in Washington, DC but due to the passing of his father, has not had a chance to talk with him upon his return. The president's initial proposal phases out the funding in 5 years by decreasing the amount by 25% the first 2 years, followed by 50% the third year and 75% the remaining 2 years. The proposal to accomplish that by the sale of federal forest properties is yet to be determined.

***Item 7 Public Comments:*** Norwood asked about the Federal Reserves and the roads that are improved by the sale of properties on Mount Hood and Columbia River Gorge. Suko reported that he did not have that level of detail. Norwood also talked about the recent story published in the Oregonian concerning the sales of the Federal Reserves. Schonbrod explained that there are millions of minor federal parcels inside privately owned parcels and are little unmanageable pieces. Norwood mentioned the Traffic Safety Meeting is scheduled for March 27<sup>th</sup> at Noon in the Transportation Building. Norwood also explained to the secretary that in Journalism the last name is used after the first time the person is identified. Suko explained that it would be taken under consideration. Meyer complimented the Public Works Department for the work they put into the County Road Needs Survey. Jones expressed the loss of tax money on Federal Lands and Schonbrod thought they could not get away with selling useful land. Reed asked if the budget has been prepared and Suko explained that the budget has been submitted and would be under review the third week of April where staff will present the budget to the Budget Committee. Reed asked if any other pitches could be expressed at the meeting. Suko said his prior request was not well received and he has no plans to ask for more money at the Budget Committee Presentation.

***Item 8 Discussion about next meeting date and agenda items:*** The next meeting to be held May 8, 2006.

***Item 9 Adjourn:*** Meeting adjourned at 4:58pm.

EH