

TILLAMOOK COUNTY ROAD ADVISORY COMMITTEE

(These minutes are written from hand-scribed notes and due to an audio recording difficulty, no tape is available.)

DATE: September 11, 2006

MEMBERS PRESENT: Curt Schonbrod, Bob Reed, Ray Streeter, Gary Hercher, John Gettman, Darcy Jones, and Robert Garrigues

MEMBERS ABSENT: Clay Cook and Marlin Clark

STAFF: Pat Oakes/Engineering Project Supervisor& Interim Director, Bob Willhite/Operations, and Kay Saddler/Recorder

PUBLIC: Dora Norwood, Gus Meyer, Joanne Jene, and Tom Saddler

Item 1. Call meeting to order, review agenda: Meeting called to order by Curt Schonbrod at 3:03 p.m. Agenda reviewed with adjustments made in Items 3 and 7.

Item 2. Review and approve minutes of 03-13-06 and 05-08-06: John Gettman moved to approve the minutes as written for the meeting held on May 8th, Ray Streeter seconded; unanimously approved. Bob Reed moved to approve the minutes as written for the meeting held on March 13th, Gary Hercher seconded; unanimously approved.

Item 3. New Public Works Director: Pat Oakes shared the following staff changes since the last meeting: Aaron Suko, Director of Public Works, had resigned and the Board of Commissioners (BOC) had interviewed four candidates for Director. With unanimous decision, Liane Welch was offered the position. Copies of the press release were included in the packet mailed to the members. Liane Welch will begin on October 23, 2006.

3a) Public Works Staff Changes: Pat Oakes further shared that Emily Holt left the Department and Kay Saddler was hired and is doing an exceptional job. The South County Crew Foreman is leaving at the end of September.

3b) South County Crew Changes: Bob Willhite explained that he and Pat Oakes will be overseeing the operations in the South, working with Greg Gass, lead crewman. Bob Willhite and Pat Oakes have both discussed their concerns with the realignment and the difficulties to run the shop with an Interim Foreman, working out of class. However, the BOC has placed the hiring or appointment of a new foreman on hold until the Director arrives. Curt Schonbrod asked if there were any major projects in the South. Bob Willhite and Pat Oakes responded with, besides the Sorensen Bridge, for the crew “no, just regular maintenance.” Gus Meyer asked if Public Works had considered asking the current Foreman to stay on another 6-8 weeks, 3-4 days a week, even under a separate contract; Bob Willhite explained that was not an option because of the Foreman’s personal situation. Bob Reed asked if they were allowed to hire anyone or to promotion within Public Works, would they have someone in mind. Bob Willhite explained that under Union contract, they can not do that, but can use Greg Gass as lead, but can not make other changes. Bob Reed hoped the Commissioners would allow Public Works the flexibility to do things. Gary Hercher mentioned that the Commissioners need to give some latitude so things do not lay dormant. Once again, Pat Oakes and Bob Willhite reaffirmed that their hands were

tied until the Director arrives and they were going to make the best they can of the situation.

3c) *Committee Members:* Curt Schonbrod shared with the members that Clay Cook had never attended any meetings after completing the application and being approved and appointed by the BOC, so was not really on the committee and probably should be removed. Curt Schonbrod also stated that Clay Cook had indicated earlier, since the appointment, that he did not want to serve and wanted off the committee. It was reported that earlier today, Marlin Clark telephoned Commissioner Tim Josi, giving his resignation verbally but nothing in writing yet.

Item 4. Road Department Maintenance Report:

- ◆ Trask River Road Repairs: Bob Willhite started out by saying that the soil nailing option was too new of an idea and too expensive (\$300,000.00 just for the three areas), plus the added expenses to built up the shoulder and roadway afterwards, especially with the increase in cost of oil for the asphalt. Public Works is doing 3 miles of the road this year. Ray Streeter commented that he had been up 11 miles to the Girl Scout Camp and many people were making positive comments and compliments about what work had been done. Bob Willhite said that the grinding out on Trask River Rd is done. Bob Reed asked about the funding for the prep being done and Bob Willhite explained it was out of the Timber funds this year. Ray Streeter asked about the Timber dollars received and Pat Oakes explained that Public Works only gets the notice when a check/deposit comes in; learning about the funds as it comes along. Bob Willhite said this is the second year into the Timber funds and had wanted to do a 5 mile section, but asphalt was \$46.90 per ton (material only) and going up in price – that’s a 30% increase. Darcy Jones wanted to know what was included in the price and if the project had been privately priced out (let for bid). Darcy Jones knew that earlier this spring it was costing less than \$46.90 a ton (in place) in the Pacific City areas. Bob Willhite said they were buying from Seaside and from Lakeside Industries; 2 years ago for Shore Dr, it was costing \$50-70.00 a ton. Curt Schonbrod added that those paying less than \$50.00 a ton may have lost their shirts on the project. Bob Willhite added that it cost a lot to bring in the asphalt (ie for fuel, etc), which is all added into the cost to Public Works.
- ◆ Paving Status: Bob Willhite explained that what new paving is being done is coming from the Timber funding, referring to laying pavement and pot hole patching. Darcy Jones said he had a paving issue, speaking on about Woods Road. He had attended the meeting where it was said that Public Works would pave the gravel area, but that is not what happened. Bob Willhite, referring to the approved project list, said that Aaron Suko was okay with not paving Woods Rd, as it was unstable and slipping at the time. Bob Willhite continued with his report, saying that Resort Dr had been added to the list because Resort Dr was actually worse than expected. Resort Dr used 78 tons of asphalt. On the list, Aaron Suko changed the paving in Manzanita to Cherry and Elm Streets and High and College Avenues. In Bay City, paving is being done on Tillamook Ave. Pat Oakes explained that these paving projects are part of an Inter-Government Agreement and Public Works is obligated to get them done, as the streets will be transferred to Manzanita and Bay City once the needed work is complete.
- ◆ Bewley Creek Road Roadside Hazard: Concrete roadside hazard has been removed and in its place is a metal pipe, much smaller and in compliance of being made of a “breakaway” material. Pat Oakes shared that Public Works had a contractor ready to

go, but when Public Works knocked on the door and told Mr. Maack's son about the contractor (at Mr. Maack's expense); the owner had the work completed the next week.

- ◆ Overlays of County Roads within City Limits: A section of Hughey Lane was paved and shoulders were capped. A large citizen petition was presented to BOC, and the Board asked if Public Works could do anything about Hughey Lane. The work was added to the overlay list after consideration of the BOC request.

Item 5. Status of Ongoing Projects:

- ◆ OTIA III Bridge Replacements: Pat Oakes started out saying that Holm II was low bid and awarded the Sorenson Bridge project. Holm II had done prior work in the County in 1996.
 - Johnson Bridge on Long Prairie Road, MP 3.18: Process is slower than expected with the Army Corps of Engineers obtaining required easement and right of access permits. The hope is to bid the job in February/March time frame, which is in the middle of ODOT competitive bidding timeframe and have the construction start in the spring/summer of 2007. The current bridge is about 270 feet and the current scope includes a temporary detour bridge, but the County may have to consider elimination of the temporary bridge due to cost. Curt Schrondon asked about the cost of the temporary bridge; Pat Oakes estimated around half a million dollars. Estimated amount is over budget, so it may not be an option for inclusion of a detour bridge. Bridges built during the 1950-60's were built with different standards and material, and cracking has been happening the last 10 years. Johnson Bridge was 1 of 3 bridges found with cracking. This type of cracking has been found a lot statewide, not just in Tillamook County.
 - Sorenson Bridge on Blaine Road, MP 2.48: Currently, work is being done on the piers and abutments. Once the work is done in the Nestucca River, the rest should go smoothly. The old bridge is classified as a Historical Bridge and must be offered to the public; if not taken, Holm II will take possession.
- ◆ Anderson Road Culvert Replacement, MP 0.88: OTAK has completed the design and the County is looking at completing next summer, placing the cost under next fiscal year's budget.
- ◆ Long Prairie/Hwy 101 Project: ODOT is to acquire the Right of Ways for both ODOT and Tillamook County Public Works. ODOT has reviewed the plan three times for this project, which delayed it a year. All right of way acquisition will be done into the Port of Tillamook Bay property. Due to the delay to the County and State right of way agreement, the project bid is being delayed to the March 2007 timeframe. The above delays have contributed to going over the grant budget. This project is funded by an Oregon Transportation Infrastructure Act grant.
- ◆ Blaine II Project: This will mainly follow the current roadway and shoulders. Tillamook County Public Works and its consultant are still negotiating for right of way. The Federal Highway Administration and Tillamook County Public Works will conduct a "plans-in-hand" meeting in November, to allow for the Director to be on board.
- ◆ ODOT Projects:
 - Wilson River Loop at Hwy 6: There was an Access Management Planning meeting on August 23, 2006. This project has a large group of Advisory Members, including the City of Tillamook and 911. Preliminary design and access issues for the project are still being worked on.

- Latimer Road at Hwy 101: Work on the project for placing a light on Hwy 101 has resumed. Break in the project was caused by the departure of the key ODOT Area 1 personnel. ODOT is acquiring more right of way for the planned improvements on the west side of the Hwy 101. John Gettman said ODOT referred him to Public Works about the project of replacing the water line and he wanted to know if the County would consider letting them abandon the main water line and just replace it. Darcy Jones wanted to know the size of the diameter of the water line and John Gettman thought it was 8 inches. Darcy Jones thought if that was all; it should be just left alone. Pat Oakes said it would depend on how deep the current line is and he needed more information to comment. As for an update on the Latimer Rd railroad crossing safety improvements, Pat Oakes explained that a local agency agreement has been signed with ODOT. There would be a 100% reimbursement for the guardrails and related roadwork.
- Status of Storm Disaster Declaration Repair Work (Winter 05/06): Bob Willhite reported that all storm repairs for County Roads were completed. A 300 foot section of the Tillamook River Rd guardrail failed and ODOT, in conjunction with the Federal Highway Administration, are reviewing needed actions. The funding would be similar to a Federal Hwy project. The cost could be between \$300,000-600,000.00 and Public Works would need to do a 10% match. Gary Hercher recommended that Public Works stick with the plan.

Commissioner's Update: Commissioner Hurliman arrived and gave the following information: He was headed for Washington DC for a Fly-In activity, regarding PL 106-393, involving several other Counties, organized by the National Forest Counties and Schools Coalition. \$1.7 million dollars is at risk: 75% Road 25% Schools and the schools want to have it looked at, as they want more of it. Commissioner Hurliman assured CRAC that there will be a fight, as he is not going to let it all go to the schools. Other states do not realize Oregon is not receiving other funds, other than the Forest funds. Commissioner Hurliman wished he could give brighter news, but we are going to have to look at how to streamline our Dept – even if we get the funding for two more years. We need that 1.7 million dollars and will fight the school districts for it. The Road Dept is under funded even with the 1.7 million dollars.

As for the new Director, Commissioner Hurliman is very impressed with Liane Welch. She not only answered their questions very well, but did her homework on the Department. What convinced him that she was the best candidate, was the next day, she did a follow up email with ideas to help our situation. Gary Hercher asked about her work experience in the private sector. Commissioner Hurliman believed she had about 10 years in the private sector before going to work for the public. Commissioner Hurliman went on to review general details from the interview.

Item 6. Blaine II Project Right of Way Acquisition Costs: Based upon last spring, the cost is \$32,000.00. Based on property values researched and consultant costs, new acquisition costs are approximately \$94,000.00. Public Works does have some flexibility in addressing the shortcoming by taking the difference out of Road Fund contingency.

Item 7. Discussion regarding Three Cape Scenic Loop being designated as The Oregon Coast Bike Route: Pat Oakes shared that Michael Ronkin, ODOT Bicycle and Pedestrian Program Manager, had again brought up the subject of the Oregon Coast Bike Route (OCBR), to have Bay Ocean Rd and Cape Mears Loop as part of official designation; however, there are not any

indications of additional funding. There are still problems with the route; the same problems Jon Oshel had with it when he was Director. In the 1980's, the Board of Commissioners thought it was not a good idea to identify these roads as part of the OCBR due to the existing narrow conditions. This morning at the BOC meeting, the Board stated they were not in agreement to make these roads part of an official route. Bike Route maps (and those in biking magazine) have it listed as a preferred route, but there is a difference between "Official Route" vs. "take this loop." Darcy Jones agreed about the roads up north, but in the south, where it turns onto Sandlake Rd, it is okay since the recent work was done on Sandlake Rd. The southern part, on Hwy 101, is the most dangerous road – no shoulders, blind corners, very narrow in parts – just not a good idea. Bob Garrigues shared that during the summertime, when traveling in the Cape Mears area, a person needs to travel 5 mph, and there are no areas for going around the bikers. Bob Willhite shared that Public Works, in the past, had started to add 4 foot shoulders on Bay Ocean Rd, but before it was completed, the Army Corp of Engineers had them remove what rocks that had been added. The consensus was that CRAC will also not support placing these roads as part of an official route.

7a) Letter to Editor: Curt Schonbrod spoke of numerous monetary issues that will be on the ballots and he would like to inform the community about how Public Works gets their money. Curt Schonbrod wants to write a letter as the Chairman of CRAC, not as a citizen, about this issue. It is important for the voters to know that Public Works will be required to fix the roads, but there are no monies allocated from taxes collected to do it. This fall, the voters will be faced with more issues that could increase their taxes. Federal funding is not enough; the tax payers need to know we have to pay for roads before choosing to increase taxes on other issues. The consensus was for Curt Schonbrod to do the letter, making it short and to the point. Bob Reed made a motion for Curt Schonbrod to write a letter, as he had described, to the Headlight Herald, as the Chairman of CRAC. Ray Streeter seconded the motion; motion carried unanimously.

Item 8. Public Comments: Pat Oakes stated, as acting director, that he saw Public Works working hard these past 4 weeks, the crews are doing the best job and quality work; and will continue doing it; and he's impressed.

Joanne Jene, representing the Oceanside Community, wanted to say that the new director is leaving an area with more potholes and pipeline issues than what she'll have here. Secondly, Joanne Jene wanted to compliment the weed control crew, who had done a good job mowing around the County this year. Joanne Jene explained that more of the Maxwell Mtn. property has sold and with the construction going on, the contractor has placed concrete barriers across the road, and drivers can no longer go to the top and turn around. Joanne Jene wanted to know if it was possible to have signs placed near Norwester Rd and Cedar St, giving drivers a "heads up" that it is for local traffic only, that the road dead ends and there is no turn around available. Pat Oakes said he would ask Tom Abbott to review the area.

Bob Reed spoke of the Netarts area booming with development and is concerned about the amount of road approaches and traffic of Grand Ave. Bob Reed wanted to know if there was any way that Public Works can go to the Community Development Dept to have funds used to access and improve current road accesses by adding a surcharge to new permits. Commissioner Hurliman said that had been discussed many times in the past. Currently, Community Development is under staffed. It is being looked at; many areas are under major/minor subdivision construction and it needs to be addressed. Commissioner Hurliman would like to get

the professionals together to discuss this. Darcy Jones commented that this is a very complicated issue when it comes to private roads; fees go straight to State, not to County and he fully agrees that something needs to be done. Joanne Jene added that many counties, (and knows for a fact that Clatsop and Washington do), have a surcharge for this, because it goes far beyond just roads: it affects schools, emergency services and road services. Curt Schonbrod said he would be open to the discussion.

Bob Reed spoke of a concern he has about a fence in concrete on Cape Mears Road; location is the first white house, near the top, as you are leaving Oceanside. Bob Reed asked if it did not come under the new fence R.O.W. agreement (being within 12 feet from the edge of the pavement, post set in concrete). Pat Oakes asked how old the fence was; Bob Reed replied about three months. Pat Oakes doesn't currently have enough information to comment, but will get with Walt Giles, who he believes has been working with this issue.

Darcy Jones expressed his concern about Brooten Rd, which he considers to be the most traveled road in South Tillamook County, which is sinking, and said that Public Works should be working on Brooten Rd, not Resort Dr, since it is the more used road. Bob Willhite explained that the repairs and paving were done based upon complaints and most of those in the South were on Resort Dr, not Brooten Rd. Bob Reed added that Brooten Rd needs to be looked into for overlay. Ray Streeter said there were three main sections that needed that. Bob Willhite said overlay depends on budget, which is lean. Brooten Rd will be looked at next spring; Public Works will have funding dedicated to overlay county roads then.

Commissioner Hurliman again thanked Pat Oakes for the job he was doing.

Item 9. Discussion about next meeting date and agenda items: Since the meetings are status meetings, Pat Oakes would like to wait until the new director is on board for the next one, instead of meeting next month. Tentatively the next meeting will be November 13, 2006, from 3-5 p.m., unless the new director wants to make changes to the date and time. Curt Schrodon asked how much notice was needed for going into the paper. Kay Saddler said 10 days. John Gettman hoped it would be correct for the next meeting, as it is incorrect in the paper; date was printed as September 21, 2006, not the 11th. He was glad he got the call, about today's meeting and got the date verified.

Item 10. Adjourn: Curt Schonbrod adjourned the meeting at 4:45 p.m.