

**TILLAMOOK COUNTY  
ROAD COUNTY ADVISORY COMMITTEE MEETING (CRAC)**

**Monday, November 9, 2015  
Board of Commissioners Conf. Rm B  
201 Laurel Street, Tillamook, OR 97141  
3:00 PM TO 5:00 PM**

1. Call Meeting to Order
2. Review and Approve September 14, 2015 Meeting minutes
3. Sister Community presentation
4. Draft paving list and budget discussion – Liane Welch
5. Blanchard Road: Kip Birmingham
6. Road Maintenance Activities: Maintenance: Paving and Maintenance activities  
  
Road Engineering Activities  
R.O. Richards  
Permits  
Trask River Southfork Bridge  
  
Capital Projects:  
Resort Drive I & II  
Wyss Bridge  
Lommen Bridge  
Whalen Bridge  
Sandlake Road MP 10.6  
Alternate Access @Neskowin  
Quarry development
7. Next meeting
8. Public Comments
9. Adjourn

## TILLAMOOK COUNTY ROAD ADVISORY COMMITTEE

Date: September 14, 2015

**MEMBERS PRESENT:** Curt Schonbrod, Gary Hercher, Gary Hanenkrat, Paul Carbaugh, John Gettman, Jerry Dove and Robert Garrigues

**STAFF:** Liane Welch and Jeanette Steinbach

**PUBLIC** (signed in): Richard Hall, Ann Price, Ayres, Greg Hightower, Kathie Hightower, Bob Koscheski, Elise Gurry, Michael Gum, Walt Amacher, Patsy Weber, Chris Weber, Ielean Rouse, Larry Rouse, Dick & Kris Sinner, Dee Koscheski, Howard Bobry, Val Bobry, Bill & Carol Pritshard

**Item 1.** Meeting called to order at 3:04 pm.

**Item 2. Minutes Approval:** June Minutes approved by Gary, seconded by Robert, *with amending sentence under Item 3 Cape Kiwanda Traffic Change. "Sheriff Andy Long requested No Parking signs on Shore and Circle Drive. The signs were posted."*

**Item 3: Development of Paving Projects summer 2016 power point presentation by Liane Welch:** Liane presented the value and assets of the Tillamook County in a presentation. The General Obligation Bond for the Fiscal Years 2017 and 2018 is projected at \$575,112. 85% of the Bond has to be utilized in the first three years as a result of arbitration rules. The second bond will start in FY 2019 for five years. Liane and staff developed a preliminary FY 2017 budget with a \$656,500 deficit. There are several options to reduce the \$656,500; spend down the contingency from \$2.3 million to \$2 million, assume we will get additional funds, and wait for the audit of last year's budget for "real numbers".

The paving list is developed by looking at the budget, reviewing the Pavement Management Program Budget Options Report, reviewing the paving list developed by Capitol Assets (the engineering firm that visually rates the condition of the county roads every two years), discuss with Road Foreman as to where the problems are, review draft list with CRAC and then bring it to the Board of County Commissioners for their recommendation. Liane cautioned that the paving list is a work in progress due to changes during the paving season, weather, storms, staffing, etc.

The paving road criteria is high speed, high volume; economic development, farm to market, emergency routes and geographic equity. Liane made a recommendation to the CRAC for consideration to allot 75% to that criterion and 25% to local residential streets. The biggest expense is paving. Culverts, bridges, traffic signs and markings, vegetation management, ditching, emergency response are some of other assets that need resources. We partner to get projects funded, and we have been very successful with that. Several programs Highway Bridge Program (HPB) pays for about 90% of the project, with about a 10% local match. We estimated that with 3000 tons allotted of asphalt for the next paving season, it will pave about 2.17 miles. The only road that is on the list is Olsen Road which would connect Hwy 6 to the Fairview/3<sup>rd</sup> Street/Trask River Road/Long Prairie. Liane will be developing a draft paving list to present to CRAC at the November meeting.

### **Item 4 Presentations by Public**

**Neskowin Repaving Proposal by Brian Lind via telephone:** The request is to grind and repave the S-Curve along Hawk located Northward of the intersection of Hawk and Corvallis. About 64 meters of repaving. This stretch is deteriorated and also causes damage to fire trucks. This is the only way to reach the emergency Tsunami foot-path, one of two roads providing emergency egress, traffic going north uses the S-curve, tourism and safety and access to homes for emergency response. The estimated material cost \$6,400. Brian also mentioned that the community would pay for the materials for hot boxing. Jerry Dove asked if Brian knew how many cars are registered in Tillamook. Brian was not sure, but 100 of the 300 homes are full time occupancy. Brian respectively asked for consideration for this paving project for next year's paving list.

**Fisher Road – Power point presentation by Walt Amacher:** This is a local access road (LAR) portion that serves as an emergency route and an assembly area. This road is also being used to visit local services. The cost provided by S-C Paving in 2012 is \$10,292 to pave 4” from Fisher Access to S. Circle Drive, approximately 500 ft. The property owners have spent \$10,500 to maintain the road, and would like the County to pave this portion. Liane mentioned that the road would need to be rehabilitated due to the drainage issues. Jerry Dove also commented that there is not enough money to pave County roads, this portion is a LAR.

**Victoria Street (LAR) PowerPoint presentation by Richard Hall:** This is a LAR rated in Very Poor condition. Property owners have been filling the pot holes since 2008. The owners are collecting money to meet the match as stated in Board Order #14-003. The goal is nearly met. A petition was submitted to CRAC late last year that was denied. Richard mentioned that he has been attending the CRAC meetings to get the word out about this project. The width of the road was reduced 5ft for the entire length allowing a further reduction in the cost. Richard reminded the audience that Victoria Street is a Tsunami route with an assembly area that is being cleared by the Olympic Resource Timber Co. He thanked Gus Meyer, CRAC member for his suggestion that they might be monies from FEMA, although this project does not qualify, he appreciated the suggestion. The cost estimated in materials provided by Liane is \$11,000. Liane reminded Richard that paving prep, shoulder rock, labor and equipment is not included in this estimate. Richard thanked Liane and CRAC for their time.

**Beulah Reed Road:** There was a contingency of property owners of Beulah Reed owners present. They said that they are multiple users of the road: Bicyclists, runners, walkers and vehicles. This is a safety issue because travelers try to avoid the pot holes and sometimes around blind corners which is dangerous. Vegetation also needs to be controlled which impedes sight distance. Liane said it took a long time to get our roads in this bad condition and it will take a long time to fix them.

**Item 4a. Alderbrook Loop /Hwy 101 Junction:** Curt suggested Liane check with ODOT when they pave Hwy 101 so that the intersection is also included. That would be a great improvement.

**Item 5 Next Meeting:** Liane will bring a draft paving list to CRAC. Discussions should be held on where to get the needed \$656,000. Next meeting November 9, 2015.

**Item 6. Public Comments:** Curt thanked all for attending the meeting and supporting the Road Dept. Community support has been what has helped in getting some of our roads fixed. Jerry suggested that a permanent tax be put on the ballot; County Roads should be a priority. Jerry complimented Liane for doing a great job.

Eileen Rouse thanked Liane for working with DCD on the TGM plan. She also expressed her thanks for the pedestrian crossing flashing beacons on Cape Kiwanda Drive.

**Item 7. Adjourn:** Meeting adjourned at 4:45pm.



**CRAC Meeting**

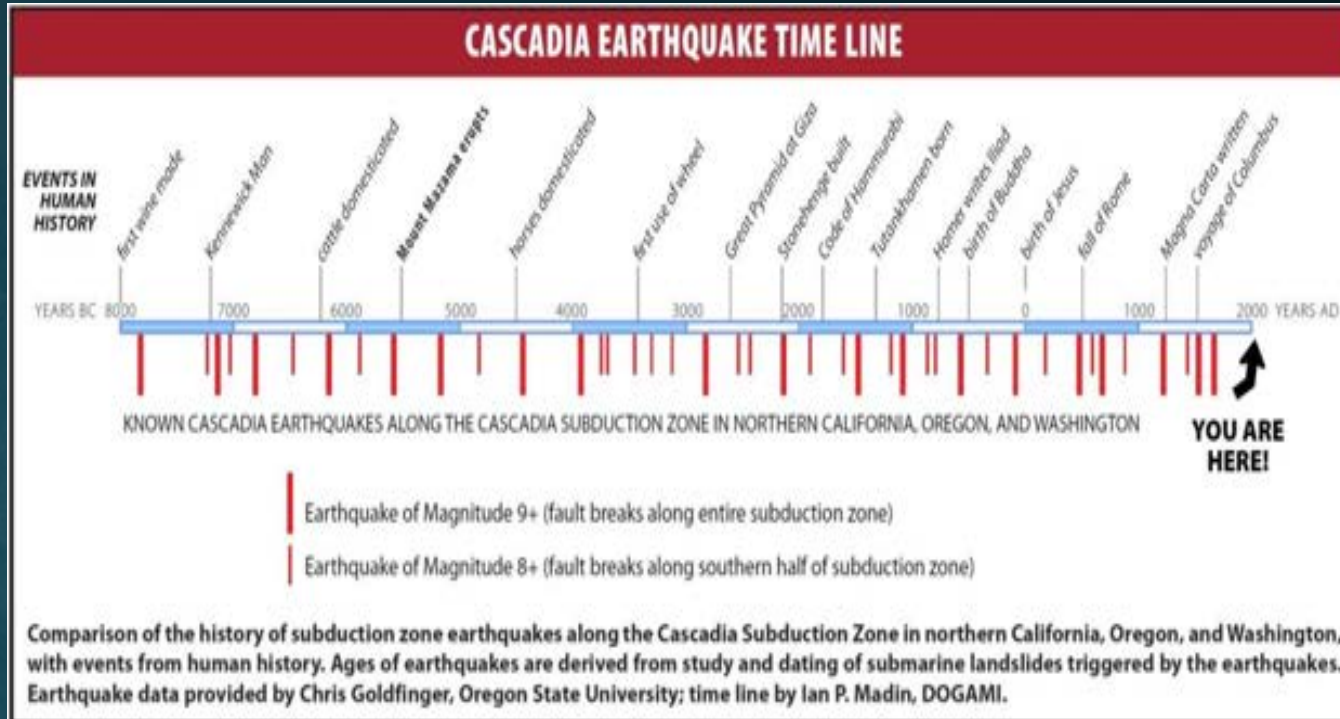
## **The Really Big One**



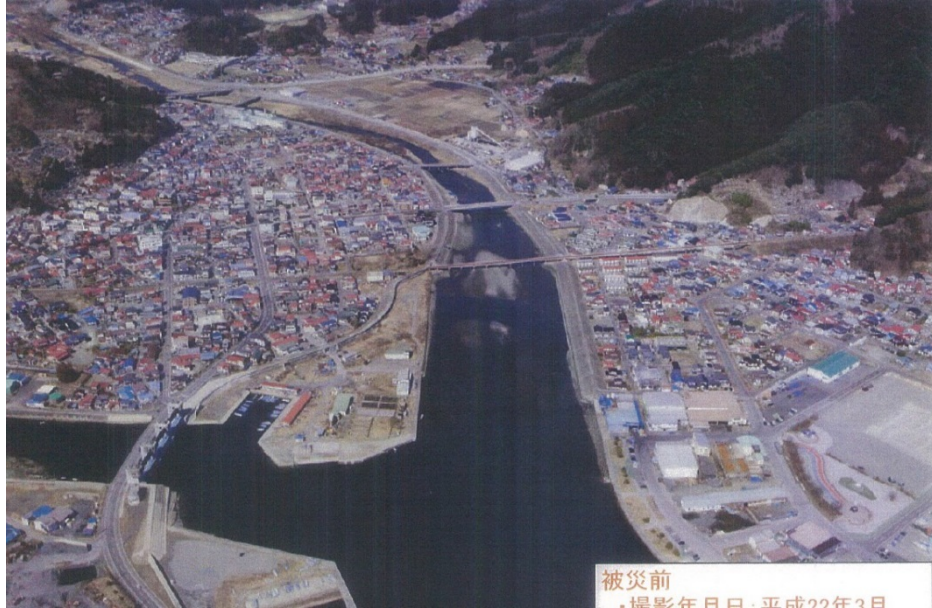
**An earthquake will destroy a sizable portion of the coastal Northwest. The question is when.**

**November 9, 2015**

# When Is This Happening?



- Just as likely to happen today as 50 years from now,
- The duration of our current quiet period has already exceeded 75% of the quiet periods between quakes in Cascadia's history



← Japan city before Tsunami

Japan city after Tsunami



This could be Seaside, Cannon Beach, Rockaway Beach, Pacific City, etc.





Sewer manhole pops out of ground

## Waste Water Systems Fail



## Electrical Systems Fail



## Liquid Fuel Systems Fail



## Road Systems Fail



**Ports Damaged**



**1964 Cannon Beach Bridge hit by tsunami  
from Alaska**

**Bridge Pieces**



	OR Total	WA Total	OR and WA Total
Land area (square miles)	98,386	71,303	169,689
Miles of coastline	296	157	453
Population	3,421,399	5,894,121	9,315,520
Population exposed to tsunami	22,200	50,190	72,390
Residential buildings damaged (slight to complete damage)	453,206	507,701	960,907
Short-term human sheltering requirements	523,027	410,127	933,154
Short-term pet sheltering requirements	315,071	254,357	569,428
Mass feeding and hydration requirements (people)	1,146,608	1,274,327	2,420,935
Mass feeding and hydration requirements (pets)	699,433	777,340	1,476,773
Deaths	4,226	8,440	12,666
Injuries	15,261	12,114	27,375
Hospital patient evacuation requirements	8,948	15,501	24,449
Nursing home patient evacuation requirements	30,144	65,249	95,393
Building debris (Cubic Yards)	18,747,845	13,174,243	31,922,088

**Ok, you made your point.**

**We know the earthquake/tsunami is going to be bad.**

**We know, it will be a disaster of all disasters.**

**And we know there will be a disaster after the disaster.**

**We know we are going to be on our own for quite awhile.**

**So what are doing about all this??**

# The Oregon Resilience Plan

Reducing Risk and Improving Recovery  
for the Next Cascadia Earthquake and Tsunami

Report to the  
77<sup>th</sup> Legislative Assembly

from  
Oregon Seismic Safety Policy  
Advisory Commission (OSSPAC)



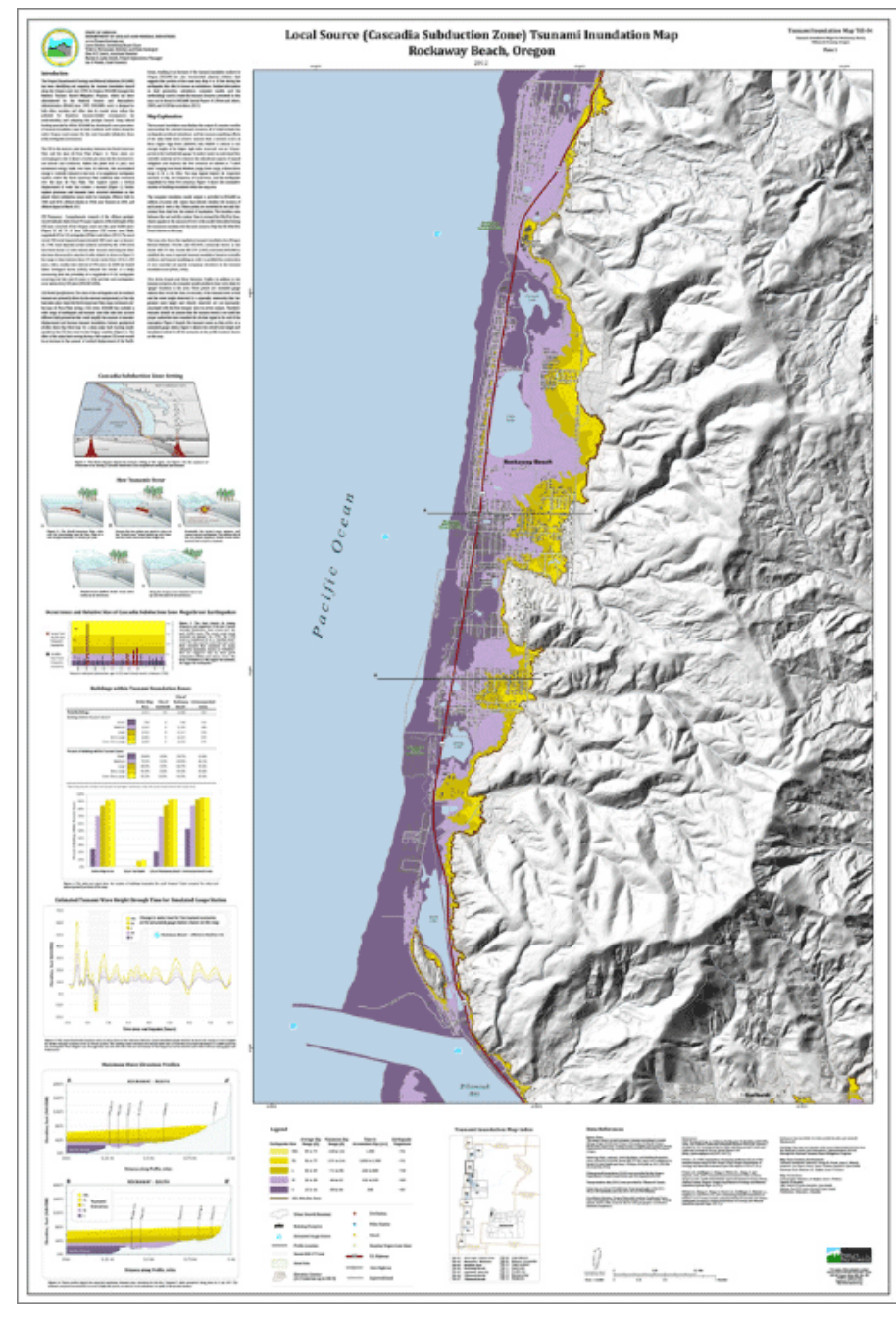
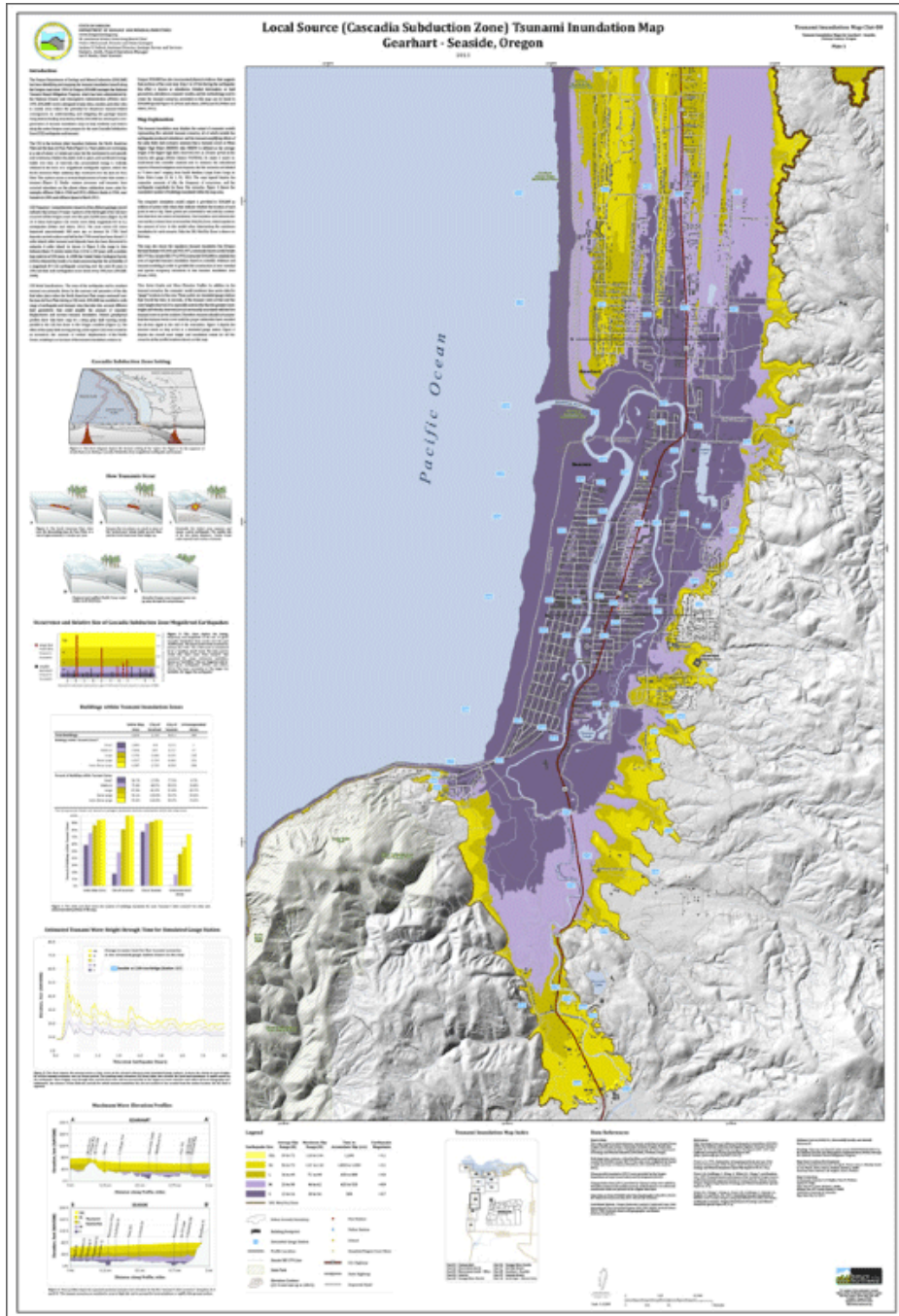
Salem, Oregon  
February 2013

We all need to work together  
to implement the provisions  
In the Oregon Resilience  
Plan that we can afford to  
implement

# Seaside

# Mapping Efforts Completed

# Rockaway Beach





**DLCD has prepared guidance to assist local governments (and associated communities) in becoming more resilient to a catastrophic tsunami.**

**Preparing for a Cascadia Subduction  
Zone Tsunami:  
A Land Use Guide  
for Oregon  
Coastal  
Communities**

**Prepared by The Department of Land  
Conservation and Development  
April 2015**

DLCD has been a good partner in this work and would provide valuable technical assistance and support but as usual financial resources would also be needed. Providing DLCDC with grant resources to pass on to local governments will likely be critical for any of this resilience work to be accomplished.

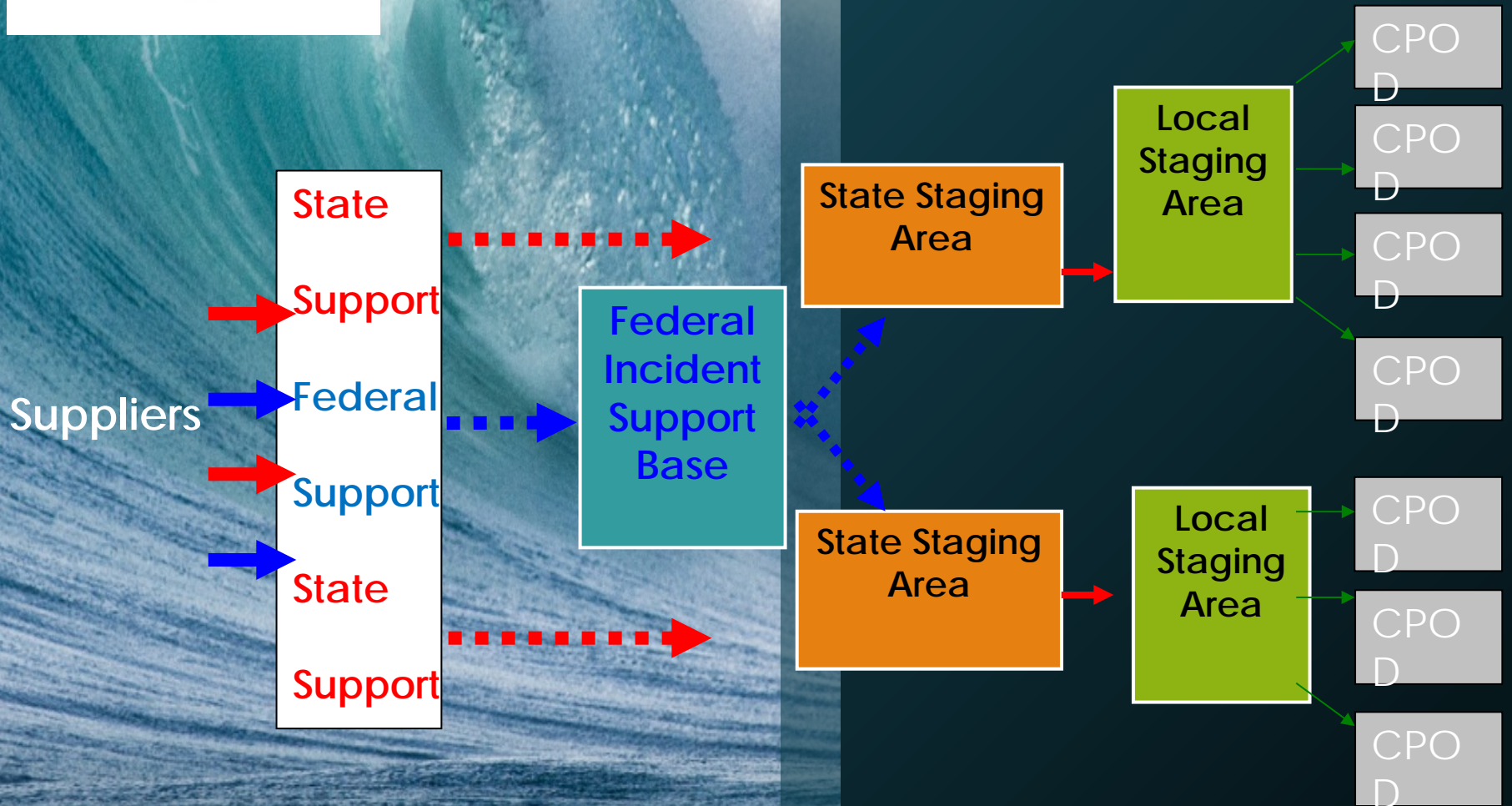
**The land use guidance focuses on three areas:**

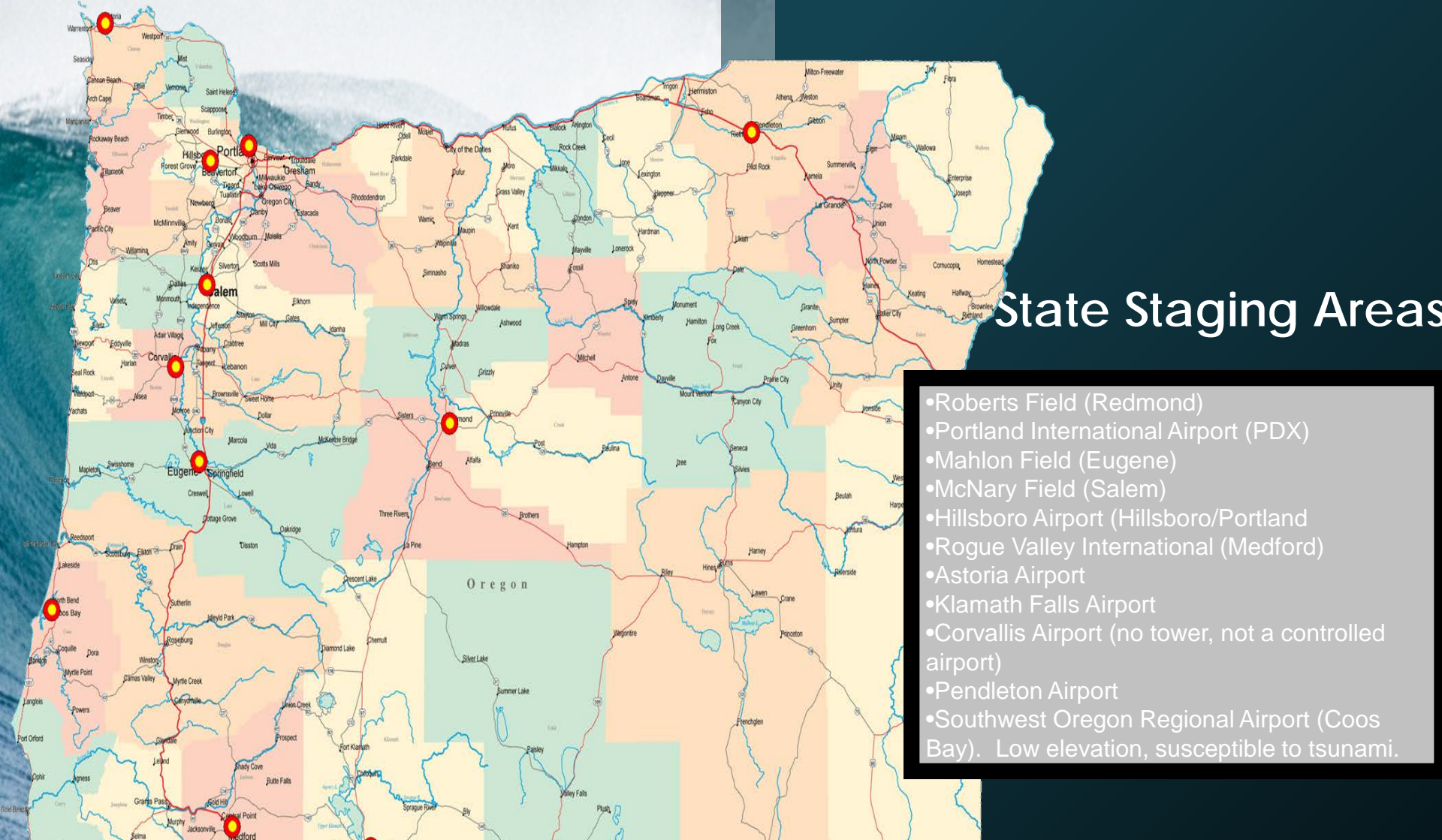
1. Life safety and adequate tsunami evacuation facilities:
2. Zoning/limiting uses: Encourages some community facilities and uses to be located out of harm's way (emergency service uses, hospitals, schools, potentially high density uses, and other key facilities).
3. Incentives: Provides options to provide land use incentives to develop in a more resilient way.



# OREGON PREPARED

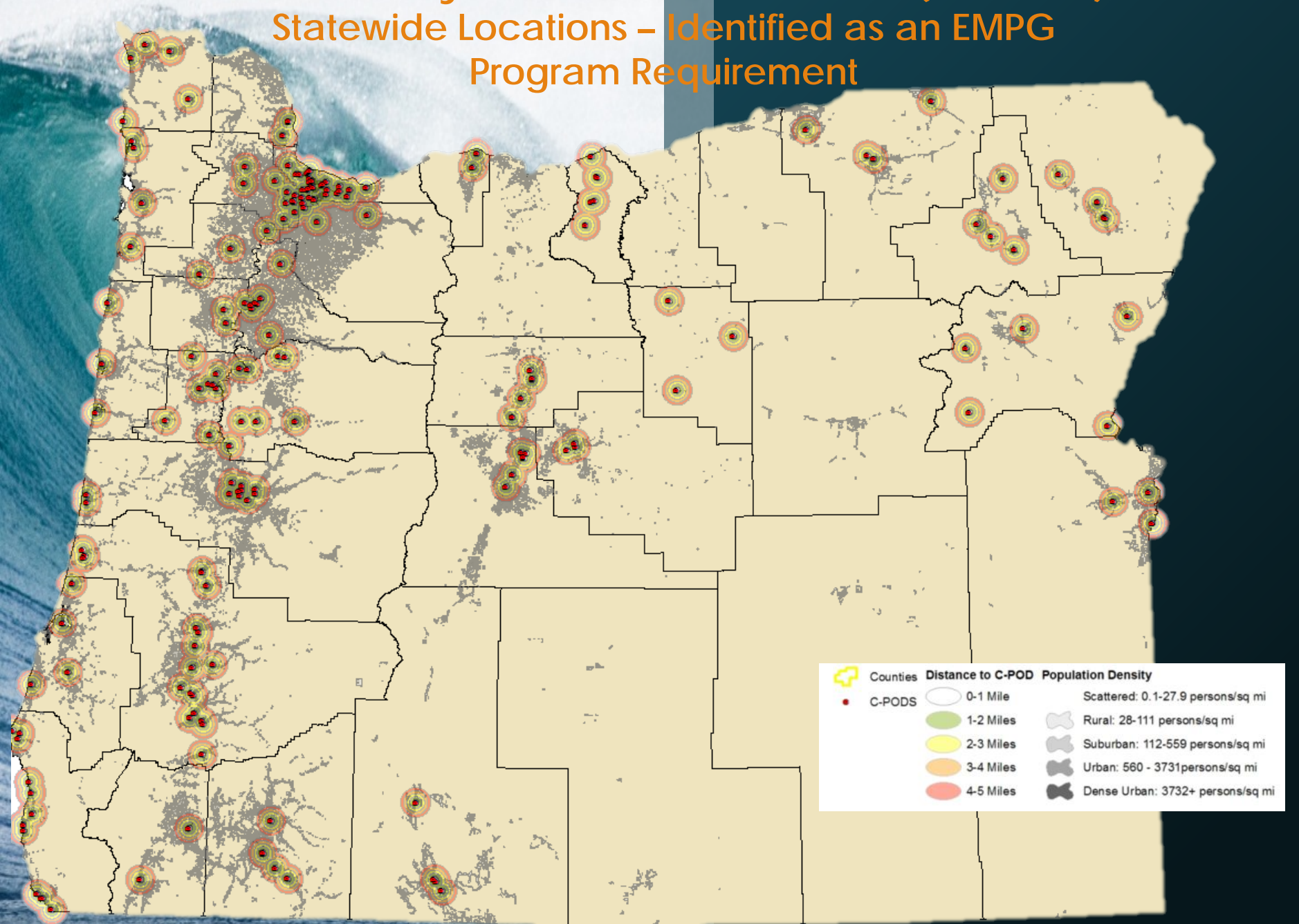
Delivering Resources- Flowchart  
"Typical" FEMA Logistical Response to Disaster





# Community Points of Distribution (C-PODs)

Statewide Locations – Identified as an EMPG Program Requirement





# Emergency Volunteer Corps of Nehalem Bay

*“The Emergency Volunteer Corps of Nehalem Bay is a deeply committed core of like-minded volunteers that have forged a remarkable private-public coalition in three small coastal towns which is one of the most visionary, innovative, and organized local emergency preparedness groups in the United States.”*

- James Roddey, Earth Sciences Information Officer,  
Oregon Dept. of Geology and Mineral Industries

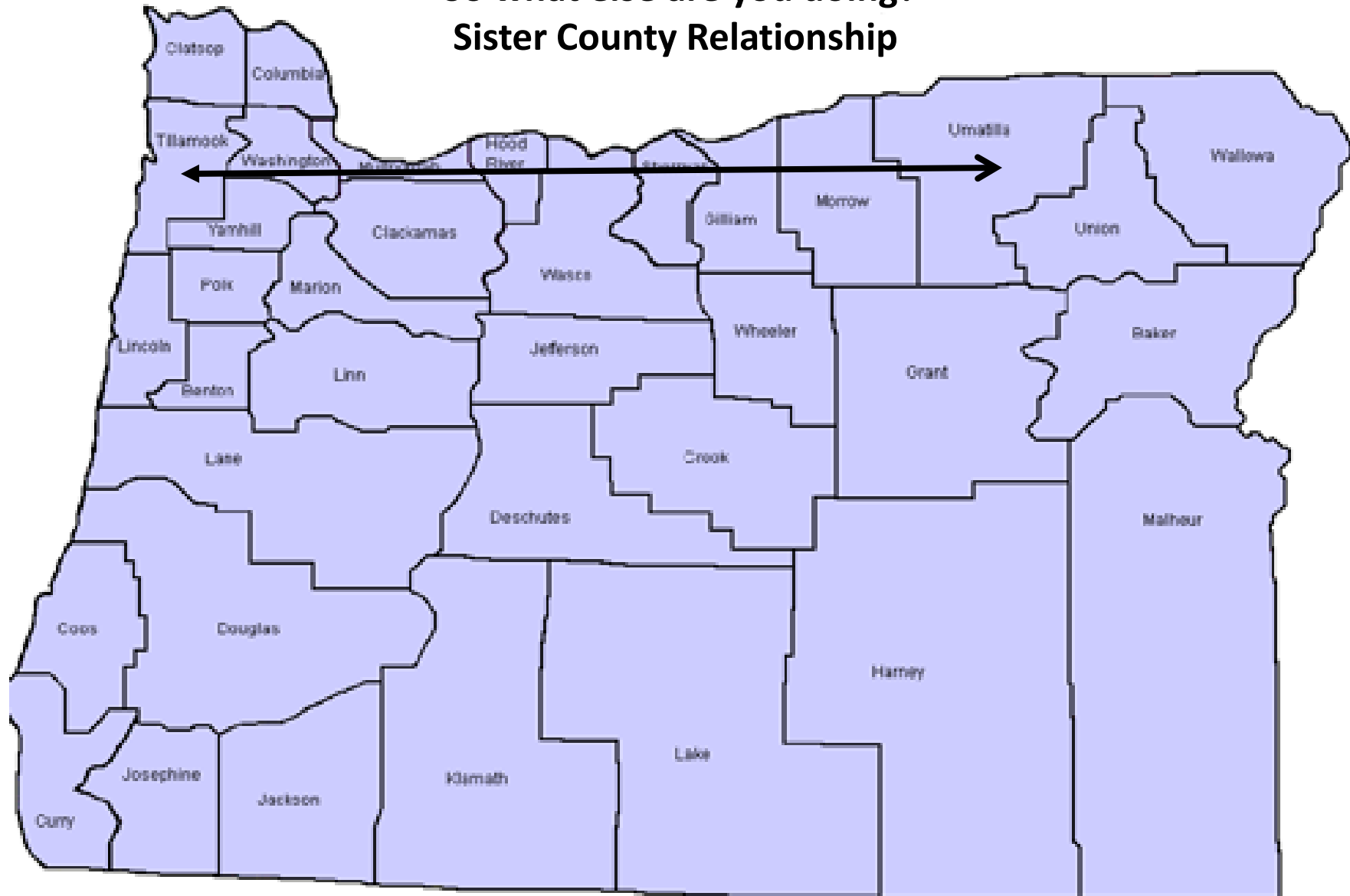


# Tillamook County Citizen Efforts

- Cape Meares Community Association – Pods, training
- Rockaway Beach -
- South County - CERT
- TC4 – County Wide collaborative effort to share best preparedness practices



# So what else are you doing? Sister County Relationship



# Umatilla County



Tom Fellows, PWD



McKay Earthen Dam

# Umatilla County



Some roads follow creeks



Some roads support economic development





# County Road Advisory Committee

November 9, 2015

Wyss Bridge, Tone  
Road construction



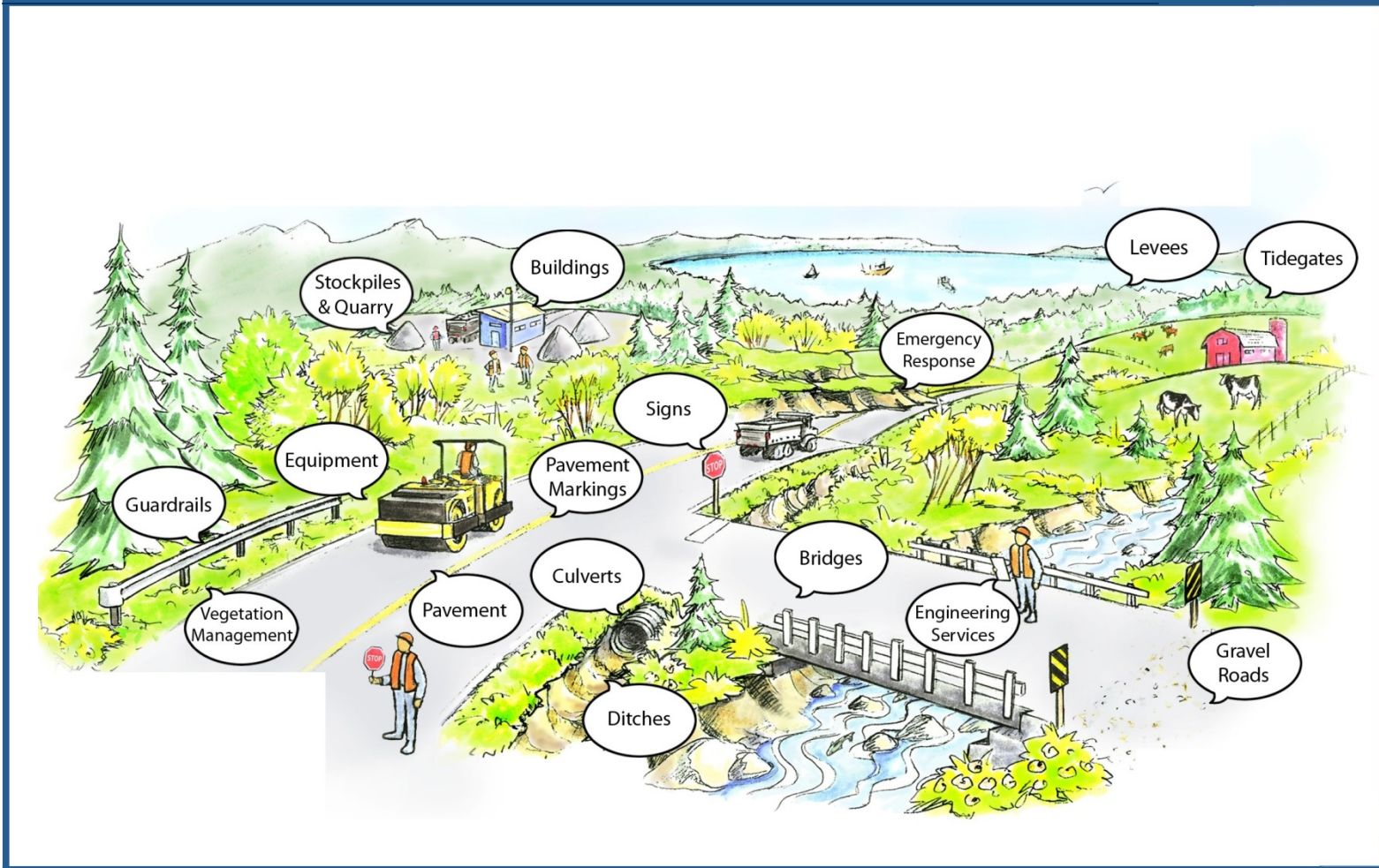
Danger Tree Foss Road Nov 2015



AM11:30 SEP/30/2015

# Your Tillamook County Road Dollars At Work

\$844 Million Road System Value in 2014





# Development of Summer 2016 Paving List

1. What is the budget for paving?
2. Review the *Pavement Management Program Budget Options Report*
3. Review the list developed by Capitol Assets
4. Discuss with Road Foreman (where are problems they know about?)
5. Review Draft list with CRAC
6. Recommend paving draft list to County Board of Commissioners

\*Note: The paving list is a work in progress and changes during the paving season should be expected; weather, storms, staffing, etc.



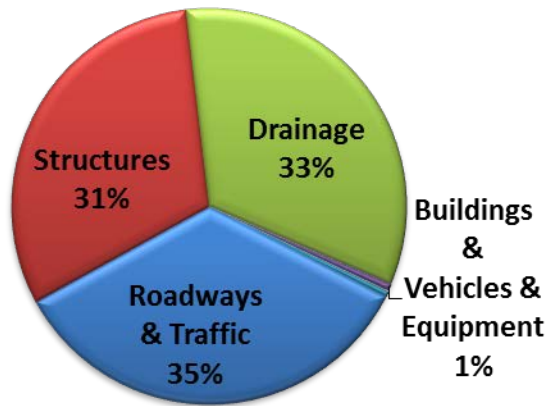


# Criteria for Paving Candidates

1. High Speed, High Volume
2. Economic Development
3. Farm to Market
4. Emergency Routes
5. Geographic Equity
6. Neighborhoods

# What does the Road Department manage?

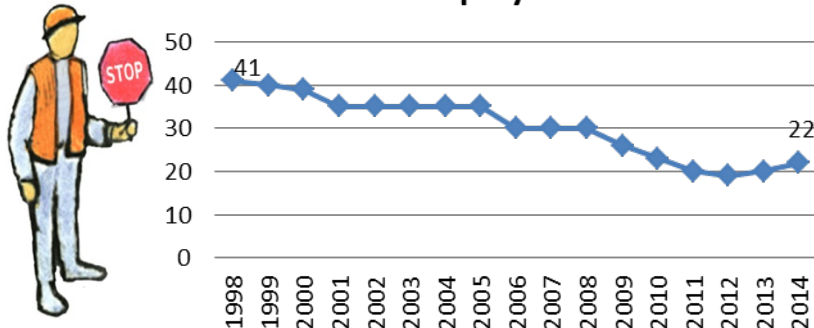
**Tillamook County Road Network**  
\$844 Million



## County Road Services

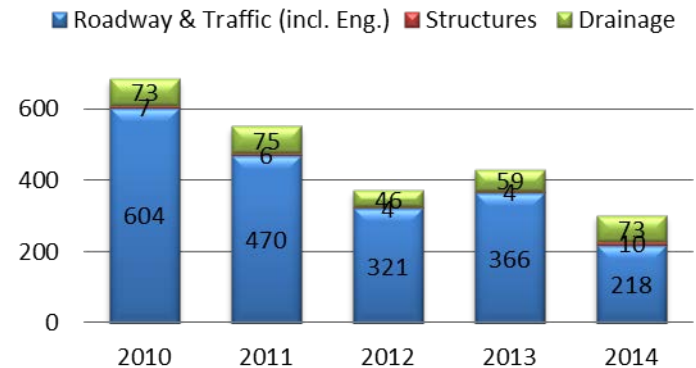
Assets	Services
263 paved miles	Vegetation Management
65 miles gravel roads	Traffic Safety
103 bridges	Materials/Stock Piles
3300+ culverts	Service Request management
7 levees	Emergency Response
5,400 signs	Engineering Services (permits & capital projects)
363 miles pavement markings	Fleet Management
10 miles guardrails	
15 buildings	

## Employees



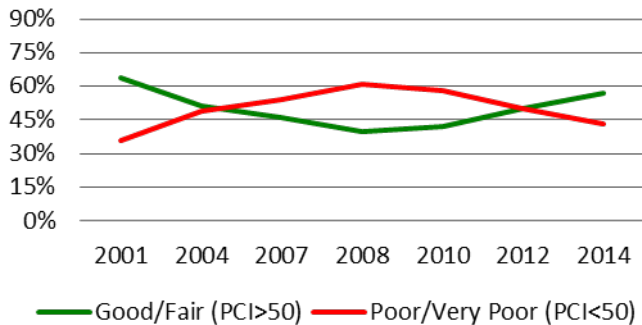
## Service Requests

2010-2014



# We were able to improve the condition of paved roads, accomplish more & improve the quality of how we did paving work

**Pavement Condition is Improving  
2001-2014**



113 miles of poor/very poor

**Rehabilitating Long Prairie Road June 2015**

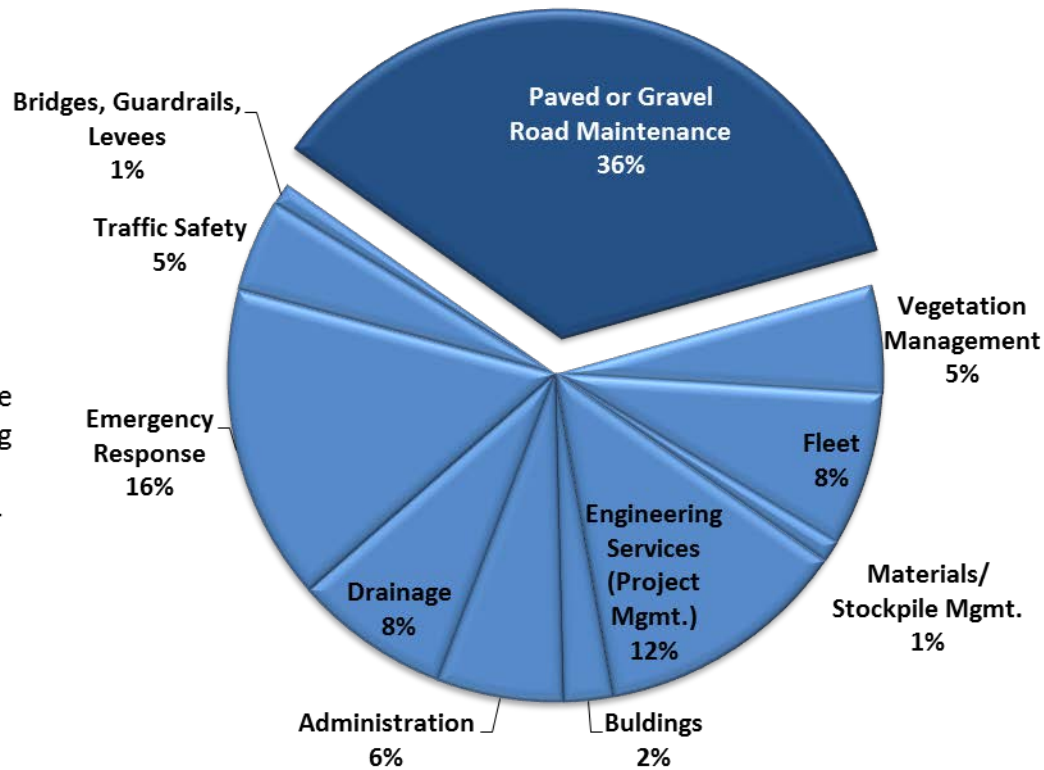
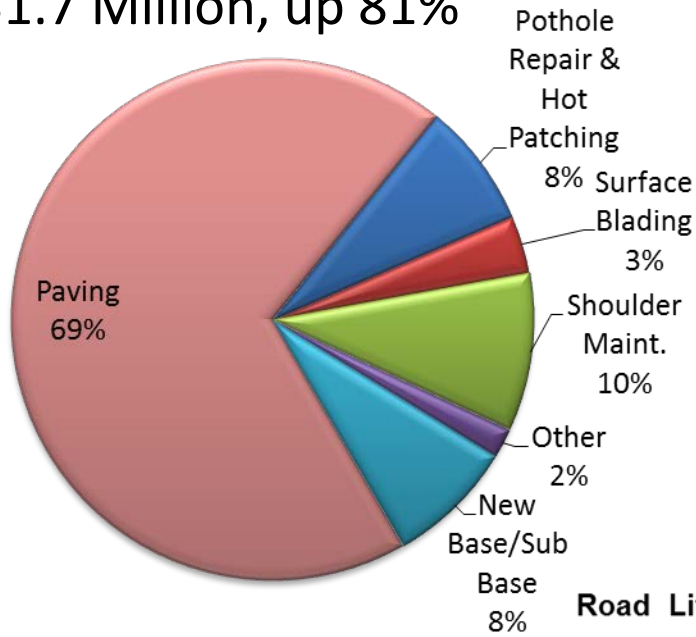


Summer 2015 (Portions of roads) Paving projects	
Foss Road	Whiskey Creek Road
Necarney City Road	Woods Bridge approach
Blaser Bridge approach	Savage Road
N. Fork Road	Crab Avenue
Nehalem Road	Oceanside Roads (partners with OWD)
The Promenade	Parkway Drive
Hillcrest Road	<u>Contract w/PW</u>
Indian Gap	Slab Creek Road
2 <sup>nd</sup> St (Neahkahnie)	Long Prairie Road
4 <sup>th</sup> St (Neahkahnie)	
6 <sup>th</sup> St (Neahkahnie)	<u>Spring 2016</u>
South Prairie Road	Bay Ocean
Circle Drive	Portland Avenue
Boquist Road	Cedar Street
Hodgdon Road	

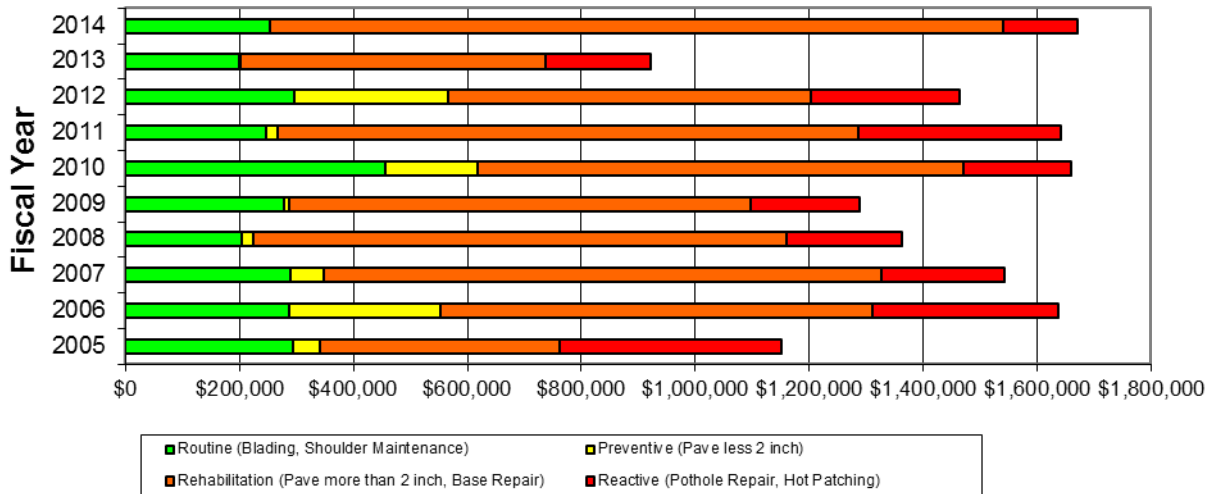
*The PCI has increased from a low of 45 in 2008 to 54 in 2012, which is the same in 2014.*

# Our biggest expense is paving

\$1.7 Million, up 81%



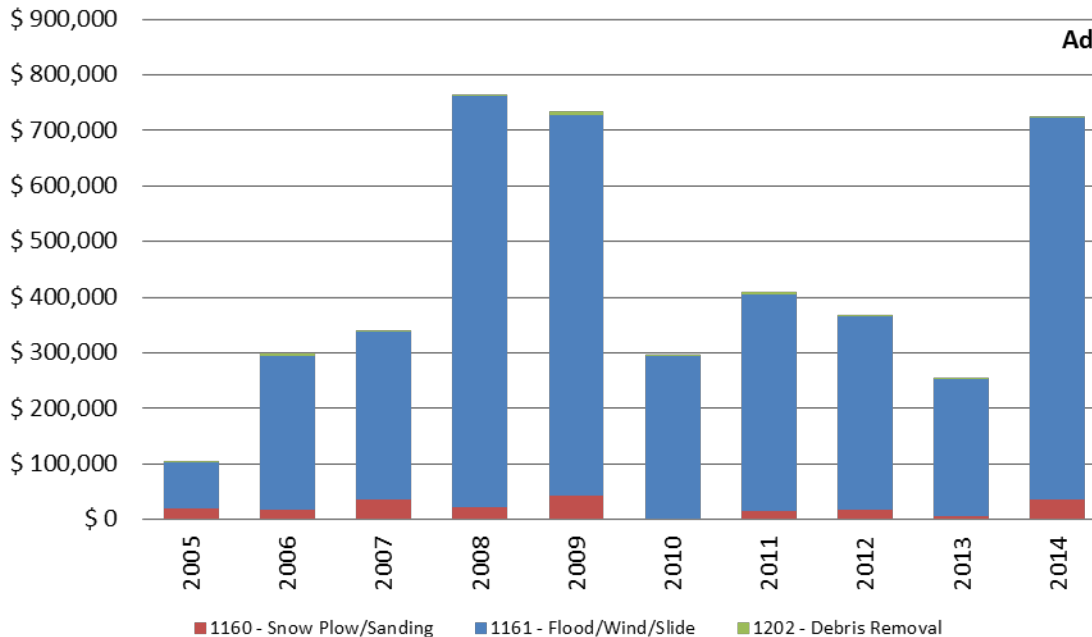
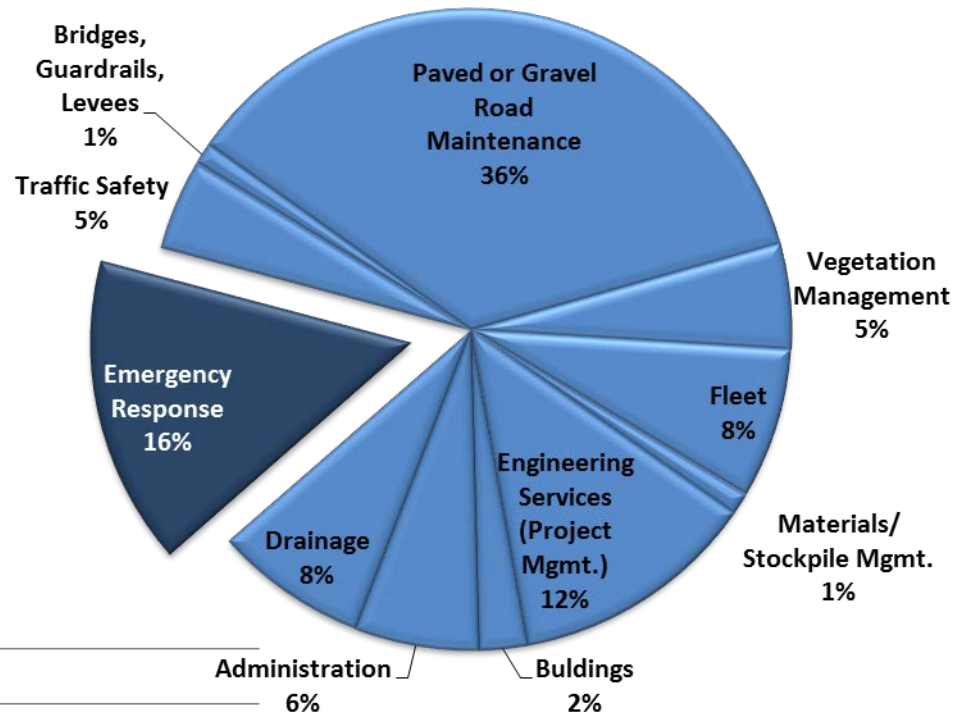
Road Lifecycle Expenditures 2005-2014



FY 2014

# Emergency Response

\$500,000 Kilches River Road (2011 storm)



Storm Response is hard to predict and impacts the budget



# Culverts

Identified as high risk to County

## FY 2017 Commitments

- Boulder Creek, NNSWC - \$25,000
- Mapes Creek, TEP \$47,000
- Reneke Creek, USFWS \$50,000
- Myrtle Creek, TEP \$100,000





# Vegetation Management

- Mowing
- Brushing
- Weed spraying



Cape Lookout Road



# Traffic Safety – High Risk



Trask River Road  
Signing and Striping





# Emergency Response: Slides, blocked culverts, bridges





# Cape Meares Loop Road: Landslide



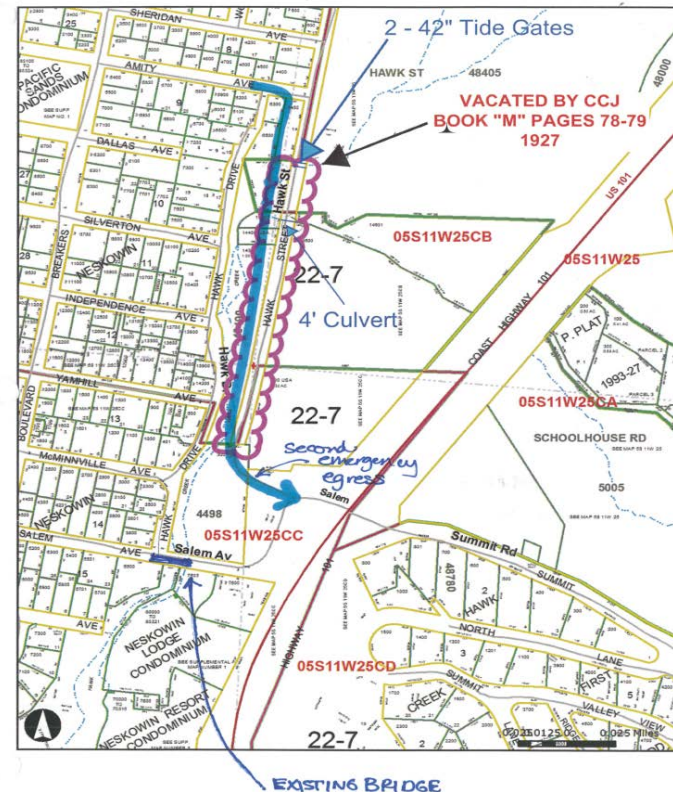
- \$2.5 ER Funds – WFLHD designing
- Applied for \$4 million FLAP Grant – **Awarded!**
- **Requires \$400,000 Match**
- Applied for \$6.1 million Tiger Grant, no match required



# Neskowin 2nd Ingress/Egress

- Design underway
  - County, Citizens and State partnering to pay
  - Applied for \$670,000 NOAA Grant
  - Requires \$333,000 match

## HAWK STREET OWNERSHIP





# Quarry Development Clear Creek and Nehalem



# County Road Management Strategy

Ensure roads are safe to travel on throughout the County by slowing long term deterioration

- Year 1 (2014) Provide small patches Countywide to hold the system together.
- Year 2 (2015) Focus expenditures on high speed, high volume roads and those that provide economic value to the community.
- Year 3 (2016) Move into the neighborhoods Countywide for safety and emergency response.

Revenue	2014 - Actual	2015 - Actual Non-audited	2016 - Projected	2017 - Projected	2018 - Projected	Totals
GO Bond	1,717,141	2,839,757	1,866,639	575,112	575,112	7,573,761
Road Budget	3,039,077	3,339,087	2,555,430	2,348,888	2,470,260	13,752,742
Secure Rural Schools	582,266	509,470	411,000	0	0	1,502,736
Transient Lodging Tax	15,558	645,812	650,000	550,000	400,000	2,261,370
Totals	5,354,042	7,334,126	5,483,069	3,474,000	3,445,372	25,090,609



## Revenue for FY 2017 (paving summer 2016)

	Budgeted FY2016	Proposed FY17	
<b>Ending Balance FY 2015 = \$2,934,700, use for FY 2016</b>	<b>\$ 616,270</b>		<b>\$0</b>
<b>Federal Forest Revenue (SRS)</b>	<b>\$411,000</b>		<b>\$0</b>
Motor Vehicle Fees (\$156,050/mo)	\$1,925,000	\$1,925,000	
Fees, Traffic Tickets	\$12,000	\$12,000	
<b>Refunds &amp; Reimbursements</b>	<b>\$199,000</b>		<b>\$0</b>
Interest on Investment	\$10,000	\$10,000	
SW Administration	\$30,000	\$30,000	
<b>TRT Fund</b>	<b>\$650,000</b>		<b>\$550,000</b>
STP Exchange Funds	\$352,430	\$352,000	
Permit Fees	\$27,000	\$20,000	
<b>Bond</b>	<b>\$1,866,639</b>		<b>\$575,000</b>
Total	\$6,099,339	\$3,474,000	
		Difference	\$2,625,339



# FY 2017 Projected Expenditures

Maintenance	2016	2017
Non-Capital Equipment	\$500	\$500
Operating Supplies	\$8,000	\$8,000
Small Tools/Minor Equipment	\$1,000	\$1,000
Uniforms/Safety Supplies	\$2,700	\$2,700
Insurance/Claims	\$2,000	\$2,000
Public Relations	\$1,500	\$1,500
Membership & Dues	\$250	\$250
Training/Travel/Mileage	\$5,000	\$5,000
<b>Contracted Services</b>	<b>\$30,700</b>	<b>\$3,000</b>
Lab Tests	\$1,200	\$1,200
Medical Services	\$2,000	\$2,000
R&M Equipment	\$1,200	\$1,200
Equipment Rental	\$2,000	\$2,000
Permit Fees	\$5,300	\$5,300
Bridges	\$55,000	\$55,000
<b>Culverts</b>	<b>\$15,000</b>	<b>\$237,000</b>
<b>Aggregate</b>	<b>\$80,000</b>	<b>\$150,000</b>
<b>Asphalt</b>	<b>\$11,000</b>	<b>\$250,000(3,200 tons)</b>
Traffic Services	\$40,000	\$15,000
Paint Striping	\$150,000	\$150,000
Weed Control	\$20,000	\$20,000
Mitigation & Erosion Control	\$2,000	\$2,000
Chemical Toilets	\$3,000	\$3,000
Misc Materials & Services	\$750	\$750
Intercounty/Insurance	\$45,000	\$45,000
Work Crew Expenses	\$10,000	\$10,000
<b>Equipment/Vehicle Fund</b>	<b>\$125,000</b>	<b>\$0</b>
Totals	\$620,100	\$973,400



## FY 2017 Projected Expenditures, cont.

Construction	FY 2016	FY 2017
<b>Consultant Services</b>	<b>\$180,000</b>	<b>\$60,000</b>
<b>Contracted Services</b>	<b>\$205,000</b>	<b>\$25,000</b>
Permit Fees	\$2,000	\$2,000
Right-of-Way	\$38,600	\$38,600
<b>Federal Match Money</b>	<b>\$400,000</b>	<b>\$320,000</b>
Totals	\$825,600	\$445,600

Capitol Assets \$35,000  
 PBS Consulting \$25,000

Whalen Island \$150,000  
 Resort Drive MP 2 \$150,000  
 Resort Drive MP 1.3 \$20,000





## FY 2017 Projected Expenditures, cont

Projected Expenditures Including Personnel	2016	2017
Road Administration	\$633,250	\$627,750
Road Maintenance	\$1,957,900	\$2,311,200
Road Construction	\$825,600	\$445,600
Engineering	\$302,400	\$262,400
Shop	\$450,750	\$450,750
Buildings	\$62,800	\$32,800
General Obligation Bond	\$1,866,639	In Road Budget
Totals	\$6,099,339	\$4,130,500



## FY 2017 Projected Budget

Revenue	\$3,474,000
Expenditures	<u>\$4,130,500</u>
Difference	<\$656,500>

### Choices:

- Assume additional revenue (TLT, reimbursements, ODF \$ for staff)
- Spend down the \$2.3 contingency and Unappropriated ending balance
- Wait for audit for beginning balance – what didn't we spend in FY 2016 (+300,000)



## Summer 2016 Paving Costs

PAVING COSTS SUMMER 2015 THROUGH AUGUST 2015 = COST PER MILE (NO PREP/SHOULDER WORK)					
Miles	Equipment	Labor	Materials	Total	Cost/Mile \$
5.49	\$85,273.69	\$219,085.69	\$445,046.03	\$749,405.41	\$136,503.72
Necarney (2014)	\$11,288.68	\$32,395.56	\$64,411.12	\$108,095.36	
	\$96,562.37	\$251,481.25	\$509,457.15	\$857,500.77	\$156,193.22



# Summer 2016 Draft Paving List

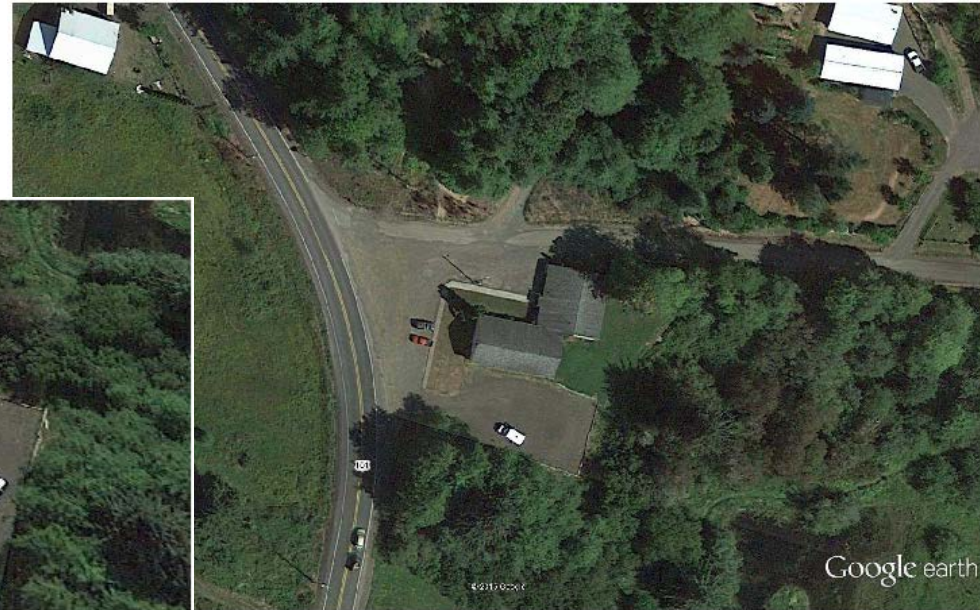
North County		Miles (tons)
Beulah Reed Road	Treasure Rock to end County Road	0.75 (1300)
James Road		0.24 (270)
Victoria Street	16 feet wide, 25% paid by residents	0.3 (500)
Central County		
Olsen Road	Hwy 6 to 3 <sup>rd</sup> St	0.3 (680)
Trask River Road	Funded with ODF Safety Funds	2700 tons
South Prairie Road		0.2 (420)
South County		
Cape Kiwanda Drive	Doryland Pizza to Shorepine Drive	0.22 (526)
Chip Seal Galloway Road	Sandlake Road to USFS Recreation area	3 miles - \$50,000 from Siuslaw RAC with \$35,000 local match



# County Road Advisory Committee

November 9, 2015

Blanchard Road  
Repair &  
Right of Way



OWNERSHIP AND LEGALIZATION



# What is the Current Ownership Status At The Intersection at Hwy 101?

1. Undefined Legal Ownership
2. Granting of Right of Way to The Public
3. The 1972 Vacation Process
4. Vacation of County Right of Way Completed
5. But No Acquisition to Connect to Hwy 101

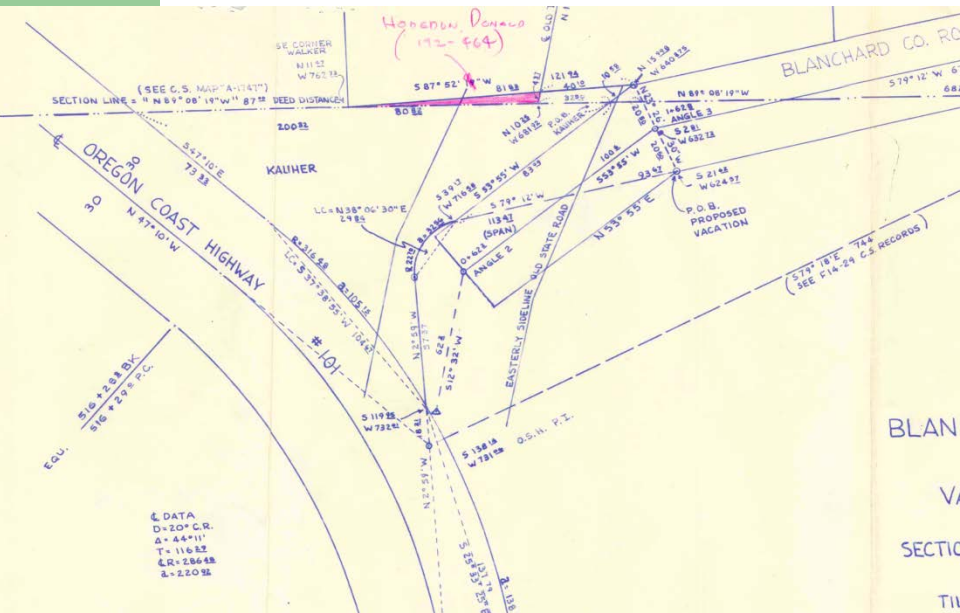
\*Note: Other Road Record History has MANY examples of Completed Road Right of Way Conveyances. Many of Those By The Same County Staff That Stopped The 1972 Process

## So What Stopped the 1972 Acquisition?



# What Stopped the 1972 Acquisition?

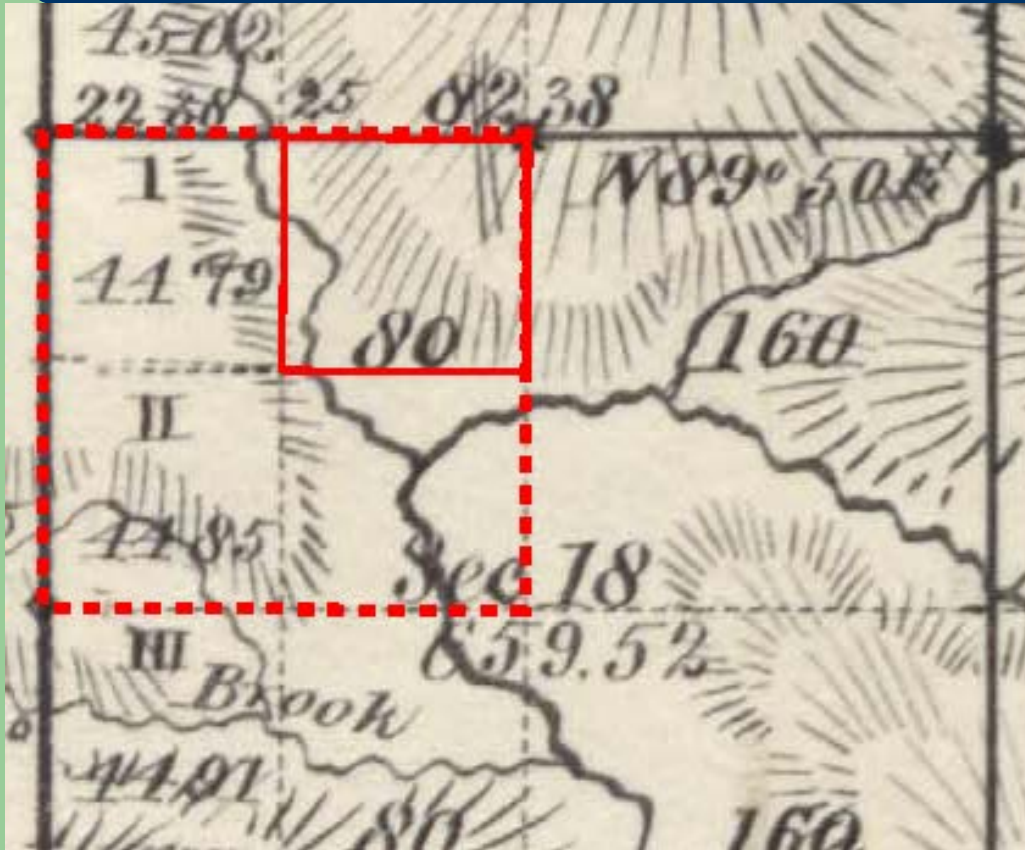
1. Maps are Drawn
2. Legal Descriptions are written
3. County Engineer's Letter to the Board
4. Similar To Many Other Road Alignment Processes That Were Completed
5. Vacation of County Right of Way Completed
6. But No Acquisition to Connect to Hwy 101 is Completed



I Believe That the Most Likely Answer is in the Deed History Uncovered Through the 1972 Vacation Process



# Sources of Mistakes/Errors & Omissions



- Aliquot Boundary Description Use
- Re-Conveyance Between Family Members
- Inconsistencies In County Clerks Record History
- Gaps in County Clerks Record History
- Errors in Application of Statutory Right of Way Practice





# The Aliquot Description Problem

The Repeating of Mistakes

Between 1900 and 1984 There Are 14 Conveyances of:

“The Northeast Quarter of the Northwest Quarter” of Section 18

After 1941 All descriptions Include Some Version of:

“Lying East of The Oregon Coast Highway”

The Church Property And The Artichoke Farm are Described By Metes & Bounds And Are “Excepted” Out Of Subsequent Conveyances



# The Statutory Right of Way Problem

The 1917 Version of The General Laws of Oregon Provides Automatic Vacation With Roadway Relocation

With All of The Conveyances Using The Aliquot Description Method, And Calling To The State Highway, Inconsistencies In The Conveyances Leave Ownership Question



# Inconsistencies in Conveyance Records

Samples of “Which Conveyance Controls?”

January 14, 1926

Moulton or Wallace?

July 14, 1941

Wallace Conveys

1/7th & 1/14th Ownership Shares



## Where Does This All Lead To?

For A Typical Legal Conveyance To Be Completed There Needs To Be Two Parties, A Grantor And A Grantee

Because Of These Problems It Will Take Either A Non-Typical Legal Process or The Identification Of A Grantor That We Don't Know Today.



# The Legal Process

Public Works Has Discussed This Situation  
With Tillamook County Counsel

There Are No Simple Answers

This Will Take Time, But There Is No Way To  
Know How Much