

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

**Monday, October 6, 2014
Board of Commissioners Conf. Rm A&B
201 Laurel Street, Tillamook, OR 97141
3:00 PM TO 5:00 PM**

1. Call Meeting to Order
2. Review and Approve August 4, 2014 Meeting minutes
3. Road Department Presentation
4. Cascade Head Ranch, Savage presentation
5. Road Department Project Status:
6. Develop 2015 summer paving list: tentative
7. Next meeting
8. Public Comments
9. Adjourn

TILLAMOOK COUNTY ROAD ADVISORY COMMITTEE

Date: June 2, 2014

MEMBERS PRESENT: Curt Schonbrod, Paul Carbaugh, John Gettman, Gus Meyer, Curt Schonbrod, Gary Hanenkrat, Gary Hercher and Darcy Jones

STAFF: Liane Welch, Jeanette Steinbach and Commissioner Bill Baertlein

Item 1. Meeting called to order at 3:00 pm

Item 2. Minutes Approval: Darcy motioned to approve April 2014 minutes, Gary Hercher seconded, unanimously approved.

Item 3 Strategic Bridge program plan: Liane reported that a contract was awarded to HP Civil based on the Bridge Maintenance Plan #1 produced by OBEC, the consulting engineers. OBEC has formulated a plan for 10 years of bridge maintenance. Plan #1 repairs consists of the Minich Creek bridge on the Miami Foley, Rice Creek Bridge on Netarts Bay Drive, Jim Creek on Slab Creek Road and two bridges on Tillamook River Road.

The United States Forest Service is also designing 5 culverts on our road system in the Nestucca Watershed. Discussion ensued about removing the Blankenship culvert by Darcy Jones. The farmers uses this creek crossing, would like it to stay. Members said if other funds are available, we should pursue the funding.

Item 4 GO Bond 1 Projects update:

1. Brooten Road: The plan is cement treat the base in at least 5 areas. This will increase the contract by \$389,000 (+/-). It is important that this investment lasts for years. It is suggested that vehicles rinse off after driving through the project. Paul suggested that Resort Drive be brush cut since this will be used as a detour for Brooten Road.
2. Long Prairie Road: This project is postponed until the 2015 construction season. This road will need a cement treated base. If CRAC recommends this change, we will move the funding from FY 2014/2015 to FY 2015/2016. Hot patching will be done on Long Prairie Road until it is fixed.
3. The county crews will also be paving portions of county roads in the summer.

Item 5 Road Department Project Status:

1. Cape Meares Loop update: The engineers finished their analysis providing 7 alternatives. The alternatives will be presented at a workshop with the Board of Commissioners June 24 at 2:00 pm. The Cape Meares and Oceanside communities have been invited to attend this workshop. Liane is also planning on meeting with both the communities on August 2, 2014. Liane's recommendation is to go around the slide; the alternative would cost about \$17 million. The concern is the isolation of the Oceanside community incase Hwy 131 slides again. Liane also met with Jon Wehage of Stimson who is open to discuss ROW options exchange land if needed. Environmental issues would need to be dealt with depending on the alternative selected.
2. Lommen Bridge: The bridge cost is over budget. ODOT has agreed to fund only the main bridge. Liane to look for funding for the overflow bridge which was designed in order to carry the logs under the road.
3. Wyss Bridge: Right of Way process to begin.
4. Brickyard Culvert: This will be a full road closure with signed detours. The project consists of replacing a culvert, and repairing the dip in the road. The project is located at Mile Post .48, east of Long Prairie Road. This project is funded by a partnership with grants from the Oregon Watershed Enhancement Board, the USFWS, Whole Watershed Restoration Initiative, the Tillamook Bay Watershed Council, the Tillamook Estuaries Partnership, and the Road Department.
5. Resort 1 and Resort 2: Still in design stage.

6. Neskowin Emergency route: The County Road Department has pledged \$50,000 for this project. The State has pledged \$150,000 and the Community of Neskowin \$50,000. This is for an emergency access for the residents which will be gated.
7. R.O. Richards. This is a road that was maintained by the County but was not legalized. Letters and a meeting were held with the property owners to determine if they wanted to privatize the road or have it dedicated to the County. There is a meeting scheduled with the Board June 4.
8. Bowling Alley on 3rd Street: An informal bid is being processed to reconstruct the sidewalk. The City of Tillamook will not accept the road until the bowling alley driveway is fixed.
9. Void of Leadership: If disaster occurs and the Director of PW's is not able, need to make connections or agreements with someone east of the Cascades to come and assist.

Next Meeting: August 4, 2014

Public Comments: None

Item 8. Adjourn: Meeting adjourned at 4:25 PM.

Minutes transcribed by Jeanette

DRAFT

TILLAMOOK COUNTY ROAD ADVISORY COMMITTEE

Date: August 4, 2014

MEMBERS PRESENT: Curt Schonbrod, John Gettman, Robert Garrigues and Gary Hercher

STAFF: Liane Welch, Jeanette Steinbach and Commissioner Bill Baertlein

Item 1. Meeting called to order at 3:00 pm

Item 2. Minutes Approval: No quorum. Minutes approval postponed.

Item 3 Strategic Bridge program plan: Liane asked the members if they had any questions with the report presented at the last meeting. No questions.

Item 4 GO Bond 1 Projects update:

1. Current budget is \$2,283,830.00, balance is \$214,028.93. Overspent \$183,013.68 although not expanded. 8700 tons of asphalt budgeted. Crew have been shoulder rocking on Brooten Road. Latimer will have 4" asphalt. We will be over in asphalt with the 2 ft. wing out change to 10 ft. which is about \$250,000.
2. Lommen Overpass: This is a load limited bridge at 3 ton. The fire department has a fire hose going over the bridge. OBEC, the Engineering consultants estimated cost to be \$154,000 which is over budget by \$43,000. 85% of the bond has to be spent in the first 3 years. It was suggested we hold the \$600,000 for the lean years 2017 and 2018, and reduce the GOB budget in 2016 to pay for the over budget for Brooten, Latimer and Overpass bridge. We received \$16,000 from the Transient Lodging Tax in FY 2014, and estimated to receive \$400,000 in FY 2015.
No quorum, the opinion of the members present was to proceed with change in budget.
3. Rock Crushing to occur in 2016 since our stock piles are being depleted.
4. Bridge Maintenance: The contractor should complete all the 5 bridge repairs by September. HP Civil has been a good contractor to work with. There was additional cost as a result of a guard rail by Hallstrom's.
5. Summer Work: The sign technician resigned. Currently recruiting for a replacement. There is a vacation limit of 2 maintenance employees per day.

Item 5 Road Department Project Status:

1. Cape Meares Loop update: Two public meetings were held. FHWA supports the \$2.5 million deep patch which is not a permanent fix. The Commissioners and staff support the \$18 million option which goes around the slide area. The Commissioners will send a letter to the senate staff. FHWA emergency funds are depleted.
2. Lommen Bridge: Phase 3 design stage. The design budget is \$406,000 over budget because of the change of going from 2 bridges to 1 bridge. ODOT manages the contract. A decision would need to be made by the bridge design team at ODOT.
3. Wyss Bridge: Easements have been signed. Bid opening is October 23, 2014.
4. Brickyard Culvert: The culvert is installed. Local citizens and Oregon Department of Fish & Wildlife suggested installing a guard rail for safety. There is enough money left over from design and construction, so the contractor will be installing a guard rail.
5. Foss Road at MP 6.5: The contractor had issues with the submittal of the culvert specifications. The project is nearly complete.
6. Salmonberry Bridge: Guard rail end panels need to be installed. This will be contracted.
7. Resort I & II: Construction planned for 2015/2016. Scope of Work for Resort II is being finalized.
8. Townlake Culvert on Sandlake Road: Culvert project is a partnership with Oregon Department of Fish & Wildlife. Budget of \$40,000, 450 fit of pipe, depth of approximately 10 ft.

9. Bayocean Dike culvert: Culvert collapsing. A lining will be inserted in the existing culvert 20 ft. deep. This is a fish exemption project. This road is used as an emergency access to the South jetty.
10. 3rd Street: There was a settlement with Century Link for the utility costs associated with this project. The bowling alley issue has not been resolved.
11. Laneda Ave. in Manzanita: This road will be transferred to the City of Manzanita.
12. Neskowin Emergency Route: A public meeting was held. A Board of County Commissioners workshop is to be scheduled.

Item 6 Develop 2015 summer paving list: Long Prairie Road will be on the list. Liane hopes to develop a list by the next meeting. Members suggested Magnolia, and some local neighborhood roads.

Next Meeting: October 10, 2014

Public Comments: None

Item 8. Adjourn: Meeting adjourned at 4:10 PM.

Minutes transcribed by Jeanette

DRAFT

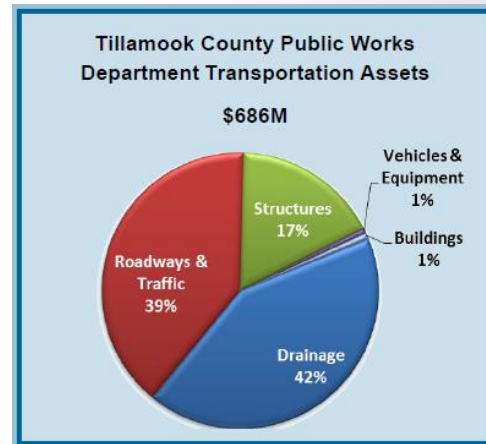
Tillamook County

Managing Sustainable Road Services

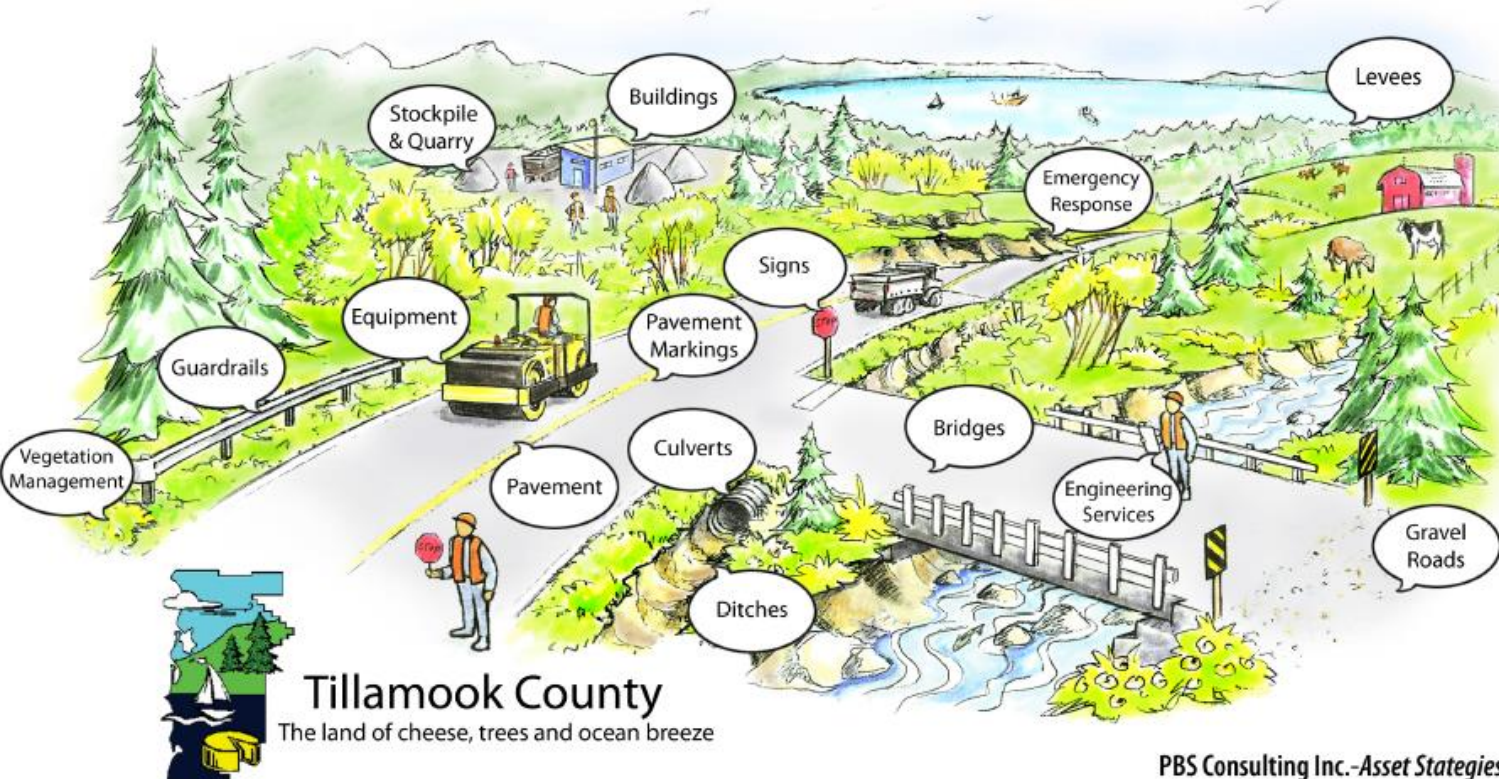


Liane Welch, P.E., Director,
Tillamook County Public Works
County Road Advisory Committee
October 6, 2014

What do we own?

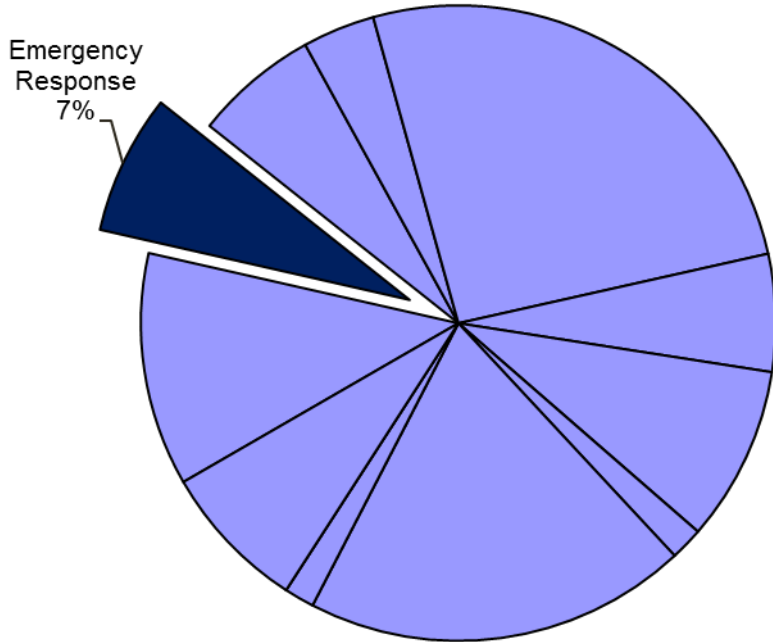


Your County Road Dollars At Work \$686 Million Replacement Value

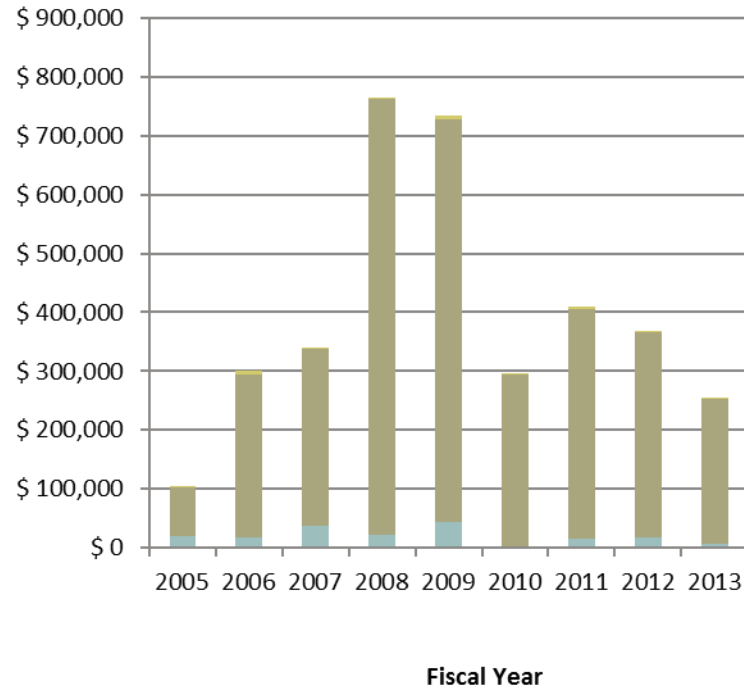


Storm Response becoming increasingly difficult

Fiscal Year 2013 Road Services
\$3.6 Million



Emergency Response – 9 year average \$397,000



Climate = Wet

- 90 inches average rainfall
- 5 rivers empty into Tillamook Bay



Recent severe weather events:

- November 2006 – 50 year flood
- December 2006 – 10 year wind event
- January 2007 – 20 year snow event
- December 2007 – hurricane-force winds & flood
- Winter 2008-09 – 3 floods
- January 2011 – Federally declared flood
- November 2012 – Federally declared storm

Weather prediction – More of the same

“Frequency and magnitude of coastal flooding events may continue to increase. “

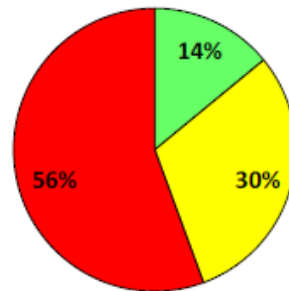
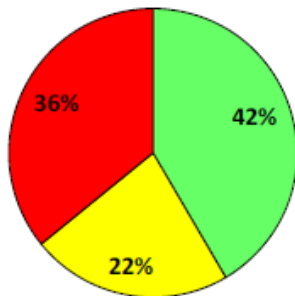
Road System Condition

- 36% of the County road system is in Poor condition
- In 10 years
 - Without new local revenues, 56% Poor
 - With new local revenues, 51% Poor

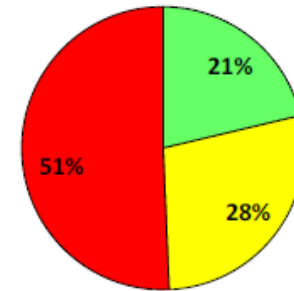
CURRENT QUALITY/CONDITION

10 YEAR QUALITY/CONDITION -
SCENARIO 2A

10 YEAR QUALITY/CONDITION -
SCENARIO 2B



or



FOSS ROAD +/-MP 1.4



FOSS ROAD +/- MP 1.6



FOSS ROAD +/- MP 1.7



FOSS ROAD +/- MP 4.8



FOSS ROAD +/- MP 5.3



CAMP FOUR RD



CAMP FOUR ROAD



CAMP FOUR ROAD



NORTH FORK NEHALEM



NE 6th Avenue



NE 6th Avenue



NE 6th Avenue



BREAKER AVE



BREAKER AVE



SOUTH PRAIRIE ROAD



SOUTH PRAIRIE ROAD



SOUTH PRAIRIE ROAD



YELLOW FIR ROAD



10/01/2014 13:53

YELLOW FIR ROAD



YELLOW FIR ROAD



10/01/2014 13:56

YELLOW FIR ROAD



YELLOW FIR ROAD



SANDLAKE ROAD



SANDLAKE ROAD



SANDLAKE ROAD



SLAB CREEK ROAD MP 0.25



SLAB CREEK ROAD MP1.06



SLAB CREEK ROAD MP 1.5



SLAB CREEK ROAD MP 1.66



SLAB CREEK ROAD MP 2.37



SLAB CREEK ROAD MP 3.1



CAPE LOOKOUT ROAD BUMP



CAPE LOOKOUT ROAD

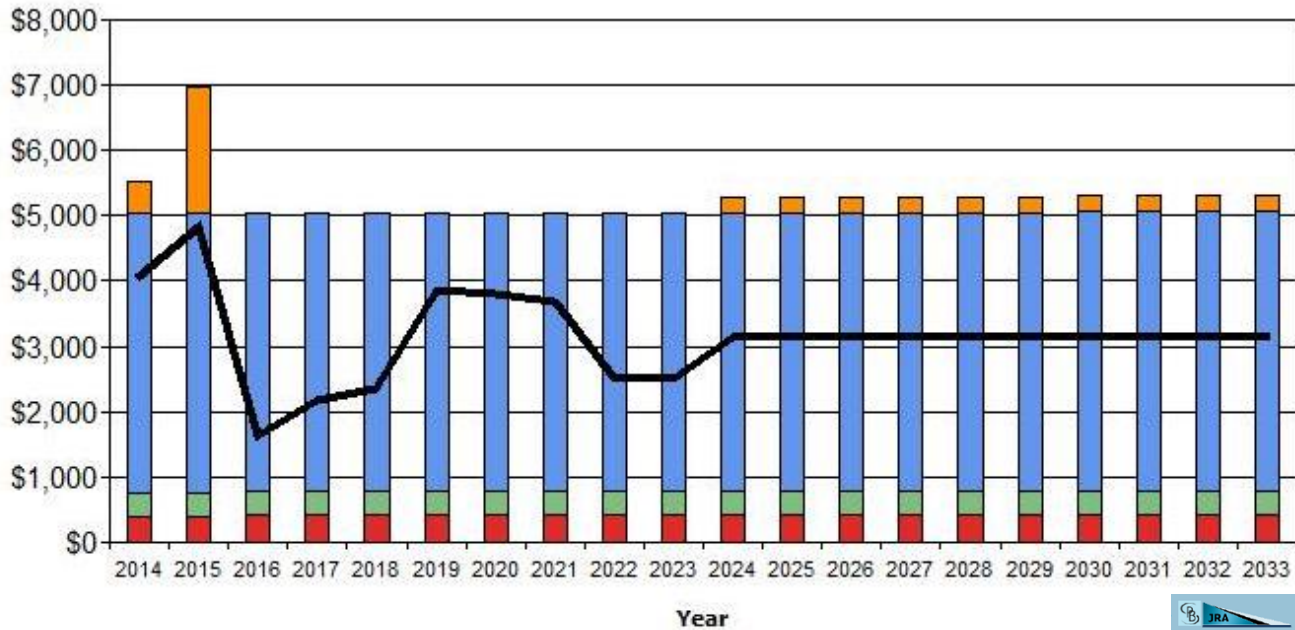
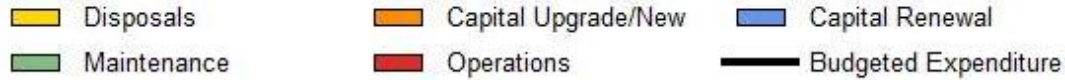


CAPE LOOKOUT ROAD



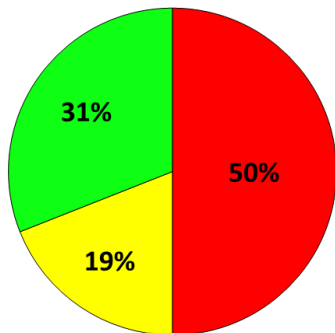
Roadway & Traffic Assets

Sc. 2B: With Additional Local Funds

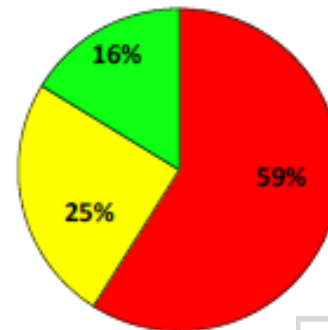


- 44% of lifecycle costs are funded

Condition Now



Condition in 10 Years



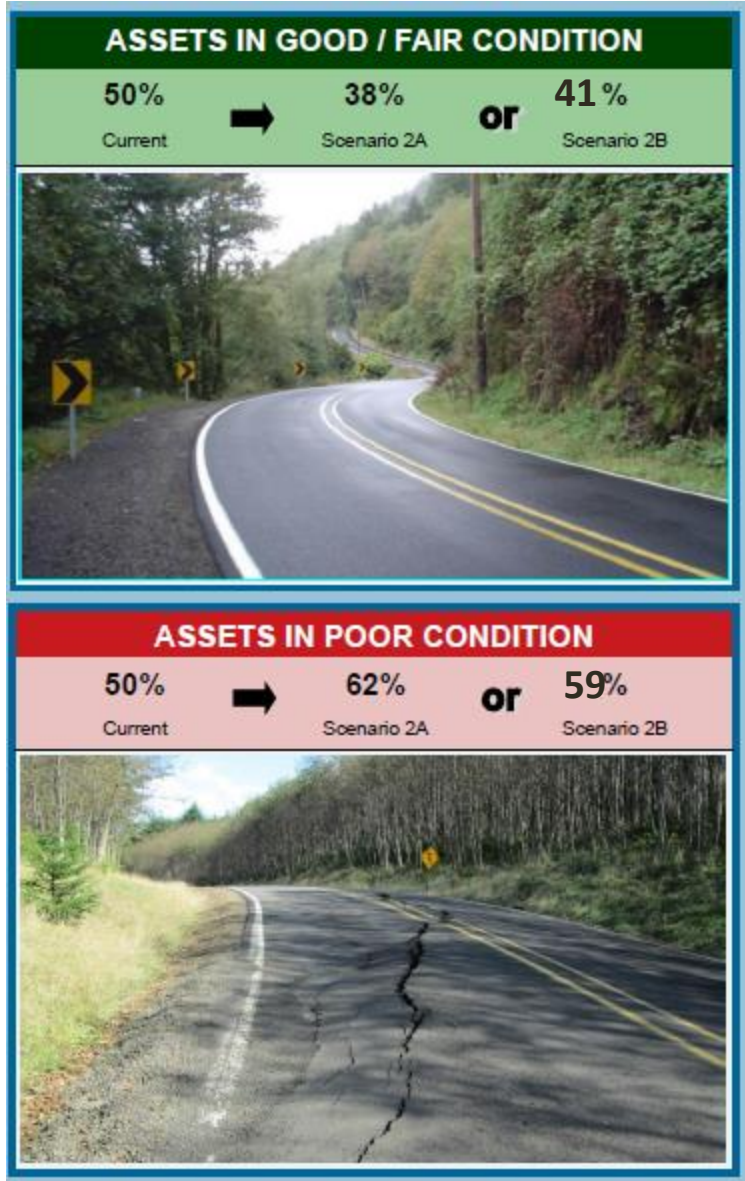
Roadway & Traffic Risk Management

Risks

- Insufficient funding
- Insufficient staffing levels
- Lack of timely maintenance
- Poor design
- Wet climate/storm damage
- Poor drainage
- Insufficient utility inspection
- Traffic loads
- Lack of enforcement
- Heavy vehicle loading
- Vegetation impact
- Poor construction

Risk Management Strategy

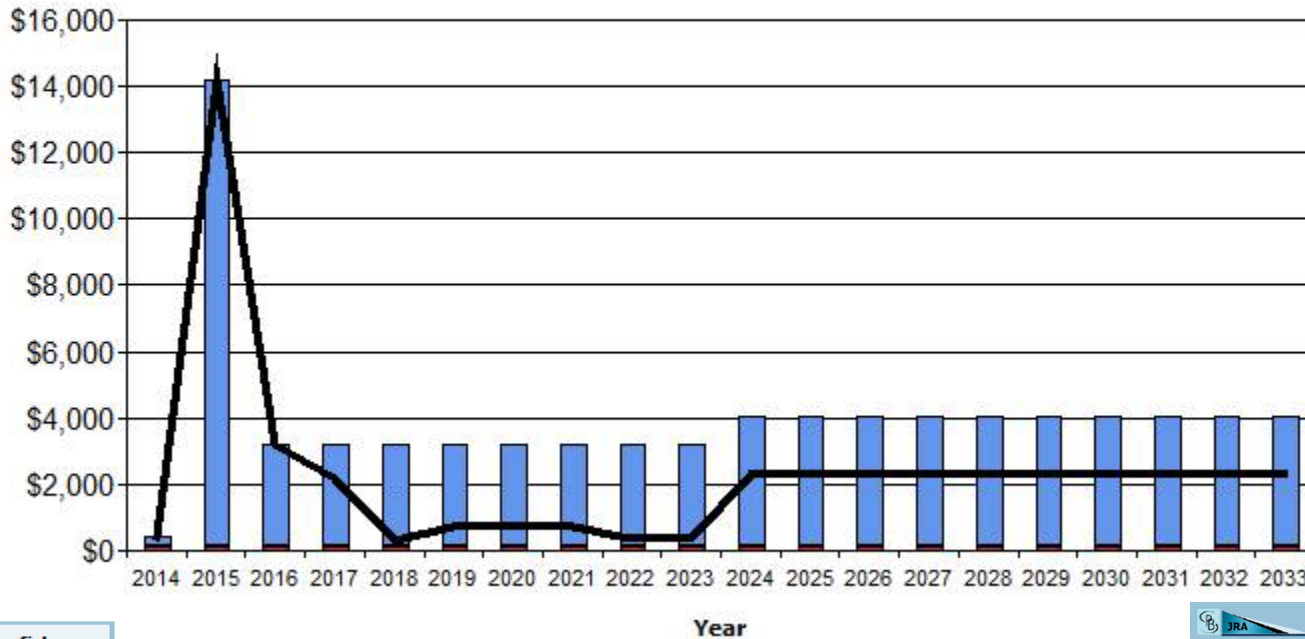
- Communicate reduced level of service
- Fill pot holes and pave based on road classification and available revenues
- Focus on higher volume roads
- Grade gravel roads
- Transfer jurisdiction to other agencies
- Evaluate on a case basis the cost/benefit of turning paved roads to gravel & consider speed signs



Structures Assets (Bridges)

Sc. 2B: With Additional Local Funds

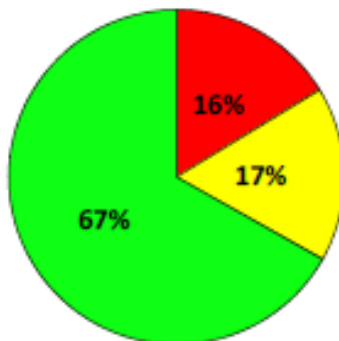
■ Disposals ■ Capital Upgrade/New ■ Capital Renewal
■ Maintenance ■ Operations — Budgeted Expenditure



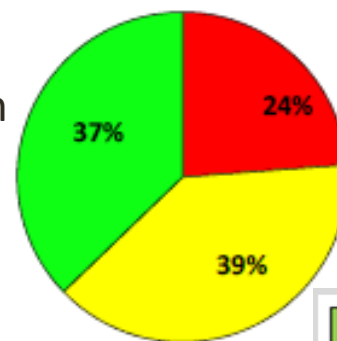
- 83% of lifecycle costs are funded

Confidence in Data
High
Moderate
Low

Condition Now



Condition in 10 Years



■ Good ■ Fair ■ Poor

Structures Risk Management

Risks

- Condition deteriorates to point of asset failure under normal traffic loading
- Failure during natural disaster event or restricted use
- Restrictions on load/dimensions of use
- Asset fails during natural disaster
- Guardrail failure caused by poor design, landslide and vehicle impact, storm damage
- Natural disaster (wind/rain, flooding, erosion) causes erosion and embankment failure and flooding
- Inadequate staffing

Risk management strategy

- Pursue federal and state money for bridges in Poor condition
- Inspect and post weight limits
- Manage life line routes
- Remove dangerous guardrails
- Inspect levees, repair within budget capabilities
- Look for hazard mitigation funds
- Access past inspection reports and develop annual inspection program
- Develop funding partnerships, and seek disaster relief funding



WHALEN ISLAND BRIDGE



10/01/2014 14:18

WHALEN ISLAND BRIDGE

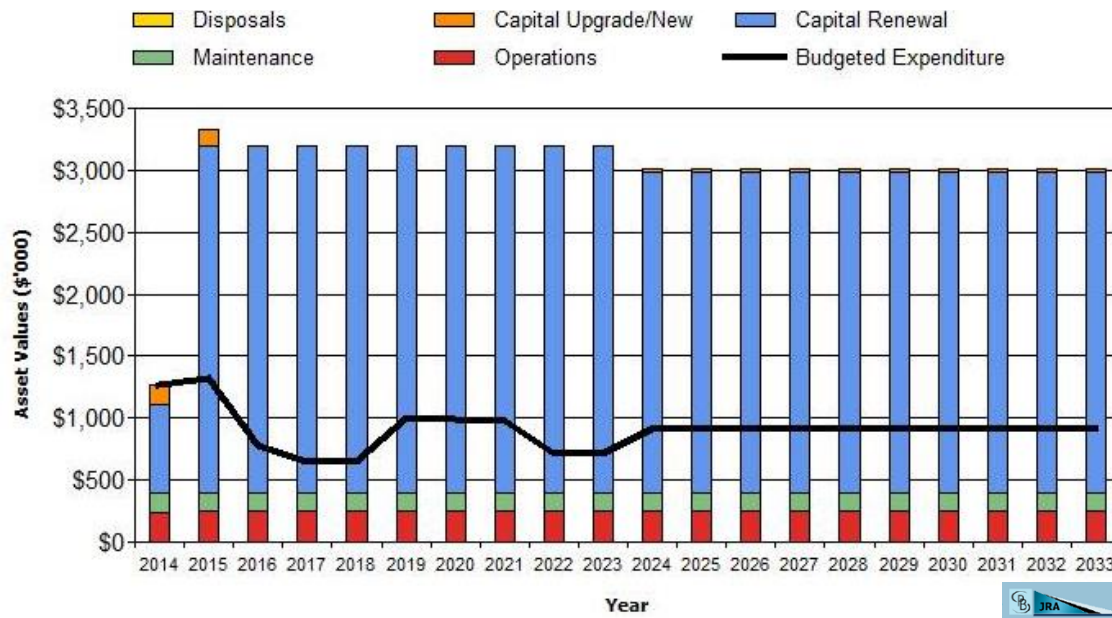


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17% of Drainage Lifecycle Costs Funded

- 1/3 of culverts are in Poor condition
- 60% will be in Poor condition in 10 years

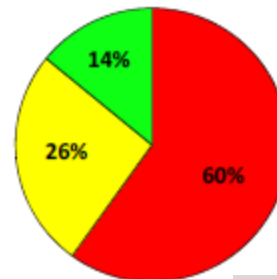
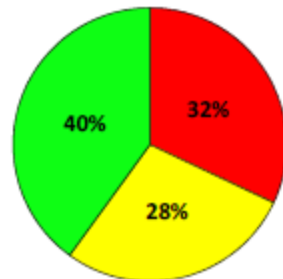
Scenario 2B: Drainage With Local Funding



Condition Now

Condition in 10 Years

Confidence in Data
High
Moderate
Low



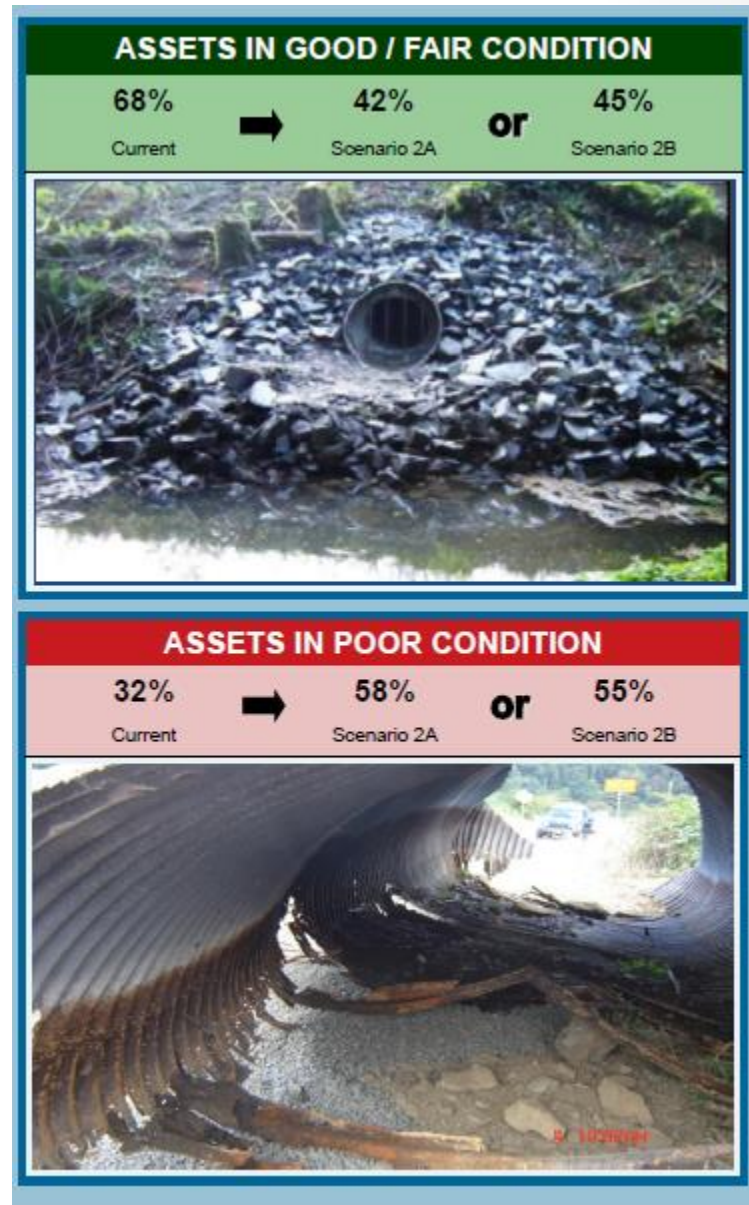
Drainage Risk Management

Risks

- Outdated inventory & condition assessment
- Lack of mapped culverts
- Roads inundated by plugged or deteriorated culverts
- Inappropriately sized outfalls, beavers, undersized culverts, stormwater and salt water
- Inadequate staffing to manage vegetation
- Changing environmental regulations
- Failure due to age
- Poor construction techniques
- Climate change

Risk Management Strategy

- Develop inventory & planned inspection and cleaning program
- Reduce failed culverts as budget allows
- Reactive vegetation mowing and brush cutting
- Target critical culverts that partners will help fund
- Report to Board on program costs & needs
- Continue to develop partnerships to replace culverts to meet fish passage requirements



SANDLAKE ROAD MP 8.83

Date 08/28/2014 12:55:00 PM
SANDLAKE RD
MP 8.834



SANDLAKE ROAD MP 8.83



SANDLAKE ROAD MP 8.83



SANDLAKE ROAD MP 10.2



SANDLAKE ROAD MP 10.2



SANDLAKE ROAD MP 10.2



“Mix of Fixes” Risk Management Strategy

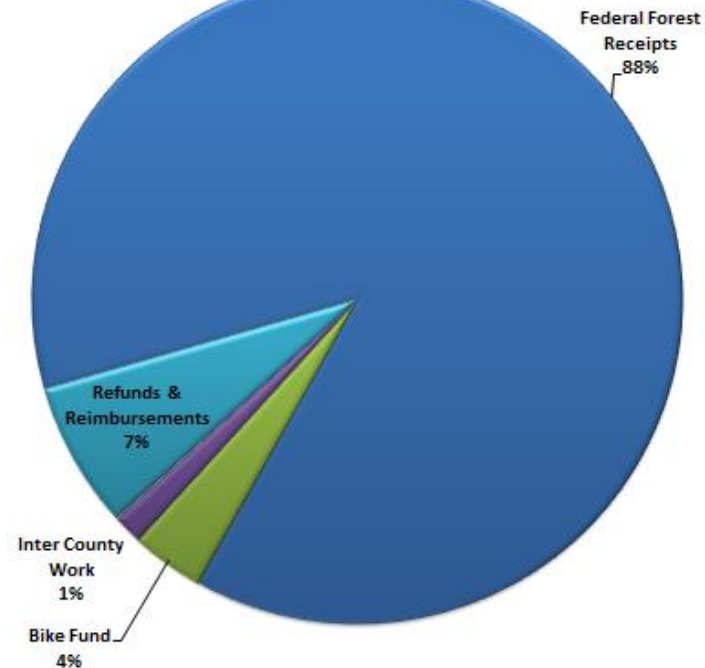
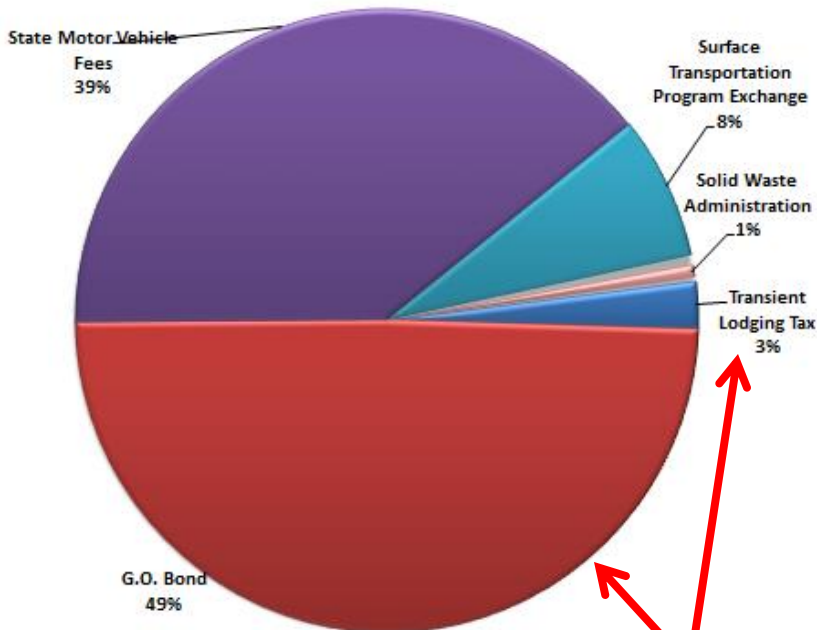
- Risks
 - Long term inadequate resources
 - Substantial initial investment needed to rehabilitate road system and provide adequate preventive maintenance & maintain roads in Good condition
 - 10-year funding is insufficient to achieve a target Pavement Condition of Good
- Risk Response —“Mix of Fixes”:
 - Target preventative pavement maintenance on arterials to slow system deterioration & stabilize the rate of failure
 - Focus reactive maintenance on safety
 - Increase bridge maintenance
 - Seek additional funding through partnerships & grants
 - Communicate & engage elected leaders, key stakeholders & community to understand what can and cannot be done to manage critical failures

New FY 2014 Revenue Sources

- \$15M Local 10-Year G.O. Road Bond (May 2013)
- \$400K Transient Lodging Tax for Roads (November 2013)

On-Going Road Revenues
\$4.6 Million*

One Time Revenues
\$685,000



New road revenues

2014 Summer Projects

- Planning and Capital Projects
 - George Creek Culvert Replacement with Bridge (NNWC)
 - Cape Meares Loop Geotechnical and Alternative Route Study
 - Lommen Bridge replacement – Nehalem River – Design – Construction 2016 -2017
 - Wyss Bridge Replacement – Trask Slough – Bid Opening Oct 23
 - Resort Drive I – Design – Bid opening April 2015
 - Resort Drive II – Design -
 - Whalen Island Bridge Replacement – RFP



2014 Accomplishments

- Contract
 - FDR Brooten and Latimer Roads
 - Brickyard Road – Culvert replacement (partnership)
 - Foss Road – Culvert Replacement (Federally declared storm)
 - 5 Bridges maintenance contract (repair)
 - Lommen Overpass Bridge design
- Emergency Management
- “Filling the Void of Leadership” for Public Works during Cascadia Earthquake
- Engineering Dept
 - Hawk Street Emergency Egress – Neskowin

2014/2015 Accomplishments, Cont.

- Road Crew
 - FDR Brooten and Latimer Roads, culvert replacements, grading, shoulder work, and cattle crossing
 - Paving – Miami River Road, Necarney, Elderberry, Fairview, Front, Hughey, Magnolia, Fairview, Vaughn, Idaville, Hobsonville, Bayocean, Wilson River Loop E-W, Kilchis River Road, Brickyard
 - Storm response

2014 Brooten Road FDR



2014 Brooten Road FDR



2014 Latimer Road FDR



2014 Latimer Road FDR



2014 Foss Road MP 6.5 culvert



2014 Foss Road MP 6.5 culvert



2014 Brickyard Road MP 0.5



2014 Brickyard Road MP 0.5



2014 George Creek culvert



2014 George Creek Bridge



5 year Revenue

Revenue	2014	2015	2016	2017	2018	Total
GO Bond	\$ 2,283,830	\$ 2,936,063	\$ 1,784,117	\$ 575,112	\$ 575,112	\$ 8,154,234
Road Budget	\$ 2,470,260	\$ 2,470,260	\$ 2,470,260	\$ 2,470,260	\$ 2,470,260	\$ 12,351,300
Secure Rural School	\$ 600,000					\$ 600,000
Transient Lodging Tax	\$ 112,000*	\$ 350,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 1,662,000
Total	\$ 5,466,090	\$ 5,756,323	\$ 4,654,377	\$ 3,445,372	\$ 3,445,372	\$ 22,767,534

Note 1: Original budget of \$2,200,000. This was changed during the budget process. We had a carry over from FY 14 of 522,063.69 new total \$2,936,063

Note 2: Over budget in FY 15 of \$100,000 as of 8/27/14. reduce this amount by \$250,000 for contingency. Original budget \$2,034,117. New budget \$1,784,117

*Received \$16,000 FY 2014

Questions



Contact :

Liane Welch

Tillamook County Public Works

503.842.3419

lwelch@co.tillamook.or.us

Jeanette Steinbach

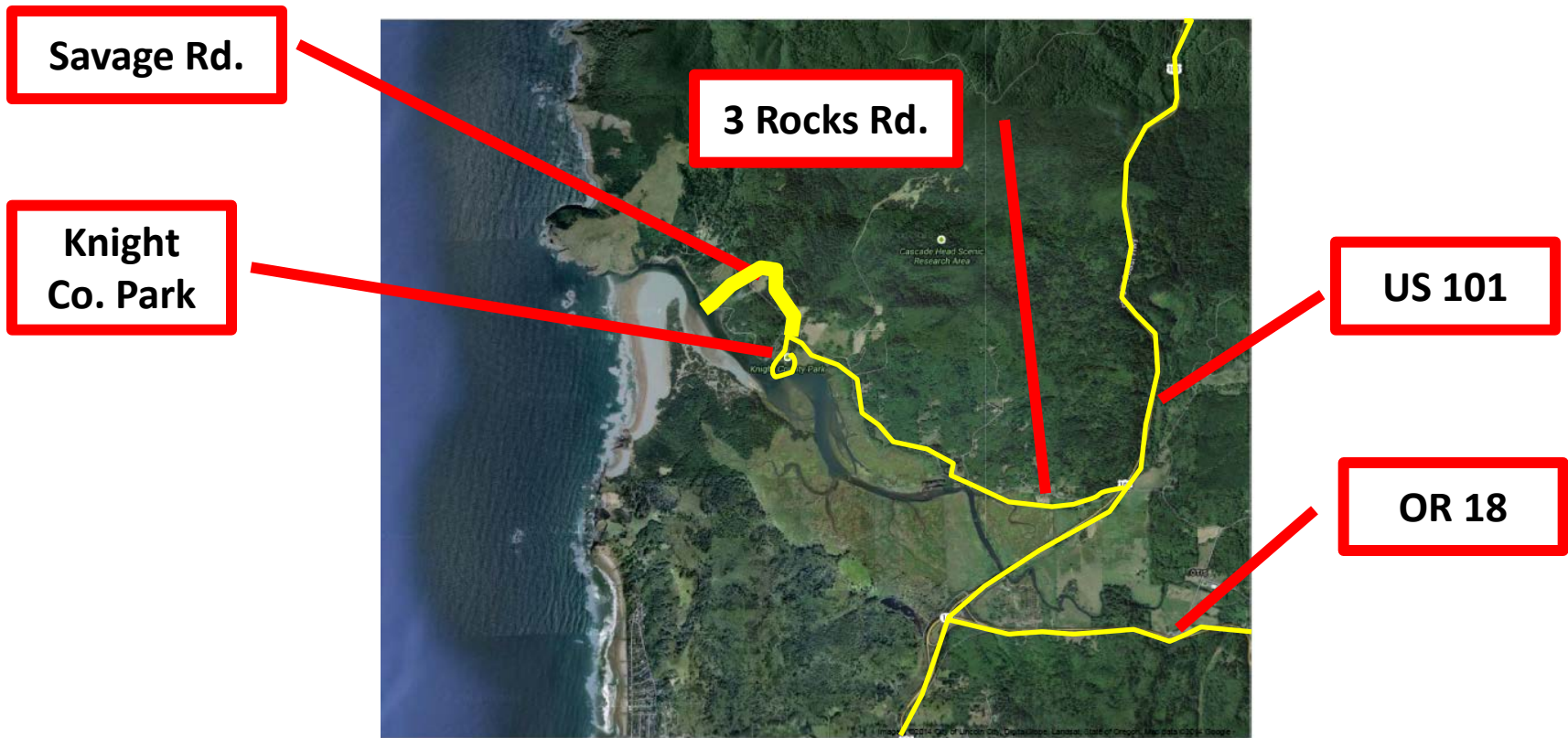
jsteinba@co.tillamook.or.us



Request to Pave Savage Road



Savage Road Location













Oct. 6, 2014

To: County Road Advisory Committee (CRAC)

Re: Victory St. Rockaway Beach, paving project

The property owners that use Victoria St, Rockaway Beach, OR to access their property are submitting this petition to Tillamook County to pave the street.

We realize that the county roads, according to the 2012 survey, determined that 23.4% (61 miles) are in very poor condition and 26.8% (70.2 miles) are in poor condition. Victoria St is in the category of very poor condition and has not been serviced in years by the County Road Maintenance crew. It would not be a sizeable project because it is estimated to be only .3 - .4 mile.

We are aware of the tough decisions that have to be made in how the Capital Obligation Bond funds are used. We ask that our request be reviewed by the Director of Public Works and included on the priority list for the approval by the County Road Advisory Committee (CRAC).

The property owners submit this petition for paving Victoria St for the following reasons –

*Victory St is an emergency evacuation street in case of a Tsunami which is a criteria for paving (Order #14-003).

See Exhibit A – attached

*Support from Luke Shepard, Public Works Director, City of Rockaway Beach, OR

See Exhibit B – attached

*support of the property owners. A survey is being conducted. We have received half of the surveys back supporting the paving project. I will advise Liane Welch, Director of Public Works, of the final results of the survey when completed.

Exhibit
A



City of Rockaway Beach, Oregon
276 S. Highway 101, PO Box 5
Rockaway Beach, OR 97136
(503) 355-2291 FAX (503) 355-8221



October 6, 2014

Liane Welch, Public Works Director
Tillamook County Public Works Dept.
503 Marolf Loop
Tillamook, OR 97141

Re: Victoria Street

Dear Ms. Welch:

Recently it was brought to the City of Rockaway Beach's attention the poor condition of Victoria Street, a Tillamook County Right-of-Way. It was also pointed out that Victoria Street is not only in serious disrepair, but that it is a designated Tsunami Evacuation Route.

The City's Fire Department and Public Works Department share in our concern about the condition of Victoria Street. The street is a marked Tsunami Evacuation Route, yet does not support the use for such an event; this seems to make it a health and safety matter that should be addressed. It is clear that in order for Victoria Street to serve as a safe evacuation route it needs serious repairs to make it passable in case of an emergency event.

Everyone understands the difficulties in finding funds for roads and streets in serious need of improvements. Victoria Street would seem a likely candidate when making a selection for which roads or streets should be considered for repairs. Thank you for your consideration in this matter. Please contact me at 503-457-6418, if you have questions.

Sincerely,

Luke Shepard, Public Works Director