

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

**Monday, September 14, 2015
Board of Commissioners Conf. Rm B
201 Laurel Street, Tillamook, OR 97141
3:00 PM TO 4:45 PM**

1. Call Meeting to Order
2. Review and Approve July 13, 2015 Meeting minutes
3. Development of Paving Projects summer 2016 presentation: Liane Welch
4. Presentations by Public
5. Next meeting
6. Public Comments
7. Adjourn

TILLAMOOK COUNTY ROAD ADVISORY COMMITTEE

Date: July 13, 2015

MEMBERS PRESENT: Curt Schonbrod, Gary Hercher, Gary Hanenkrat, Paul Carbaugh, Gus Meyer, Jerry Dove and Robert Garrigues

STAFF: Liane Welch, Jeanette Steinbach and Commissioner Mark Labhart

PUBLIC (signed in): Dick Hall and Anne Price

Item 1. Meeting called to order at 3:02 pm.

Item 2. Minutes Approval: June Minutes approved by Gus, seconded by Robert, *with adding sentence "The proposal was denied by Liane Welch" under Item 4. Victoria Street*, unanimously approved.

Victoria Street – Dick Hall: Mr. Hall handed out a letter asking for corrections to the minutes. The members agreed that the sentence that the proposal to pave ½ this year and ½ next year was denied by Liane was acceptable, but the other paragraphs were not discussed at the meeting. Mr. Hall appreciated Liane working with the committee. Mr. Hall has sent a fund raising letter, and the community is excited. There is a needle indicating how much money has been raised.

Item 3 Road Department Maintenance, Engineering & Capital Projects Status:

Bixby Culvert replacement project going well with local contractor Chris Dials.

Culvert Inventory: One of the Engineering Technician's will be working on updating the culvert inventory. Lower Nehalem Watershed Council will be doing a study on all the fish passage culverts in their watershed. TCPW contributed \$25,000 for this study. Partnerships with the watersheds have helped obtain funding.

R.O. Richards Road needs to be legalized. It is going to be called R.O. Richard West and R.O. Richards East due to the slide blocking a portion of the road. Most of the property owners support the legalization. Paul Carbaugh mentioned that the garbage trucks use a private driveway to turnaround.

Trask River bridge being replaced at Milepost 13. This is HBP funding of which TCPW matches 10.27%. Permission obtained to use the ODF funds for the match. A portion of Trask River Road is scheduled for paving next year.

Long Prairie Road has been a challenging project with the road closure by the Railroad tracks. The flagger diverted 361 vehicles on Friday. Paving to start 07-14-2015 with striping on 07-20-2015.

Slab Creek Road: Paving by contractor to start 07-27-2015.

Cape Kiwanda Traffic Change: A traffic speed study on done June 23 to 25 average speed was 38 MPH. The plan is to install speed cushions, pedestrian crossing and complete another speed study. Sheriff Andy Long requested No Parking signs be posted. ~~Andy Long requested No Parking signs on Shore Drive and Circle was posted.~~ Sheriff Andy Long requested No Parking signs on Shore and Circle Drive. The signs were posted. This will be taken before the Board for action.

Resort I: Funds have to be obligated by September 30, 2015 with all permitting completed.

Resort II: This project is on track.

Wyss Bridge: The contractor has been having scheduling conflicts but communication is good.

Lommen Bridge: Bid opens September 3; cost estimate for TCPW's match is \$1,386,000. Mohler Sand & Gravel is getting their rock certified so the cost could be lower. The design initially was for two bridges, but is now only one bridge due to the cost factor.

Sandlake MP 10.6: This is a culvert issue that was temporarily fixed by the Road Dept.. This will be coming to bid soon.

Alternate Access @ Neskowin: Field work has been completed. This needs to go through the 6F process.

Quarry development: Bid opens July 20. This is an informal invitation to bid. Mandatory meeting with contractors on site July 9. In Nehalem there is a lot of rock but need to have a mine plan.

Cape Meares Loop Road: Western Federal Lands Highway Division has agreed to do the design. A meeting is scheduled for next week.

Salmonberry Bridge: There are cracks observed. It has passed the warranty period. OBEC to evaluate and estimate repair.

Moss Creek Bridge: Temporarily repaired the bridge. This bridge serves two houses.

Yellow Fir Bridge: This Bridge is going to be repaired with the Bridge Maintenance budget funds.

East Beaver Creek Road: Meeting with agencies to discuss vacation process where the road is currently closed.

Commissioner Labhart's Update:

Commissioner Labhart stated that he is disappointed in the lack of a transportation package from this Legislative Session. This package would have brought \$500,000 into the county. The "gang of 8" that included Senator Betsy Johnson, Governor Brown together with assistance and support from the Association of Oregon Counties worked really hard but they were not successful. TLT and GO Bond is currently saving the road system.

Gus wanted to know what the plans for the additional TLT revenues are. Liane said that CRAC advises where to spend the monies. If extra monies are received it will be brought to CRAC for their recommendation. CRAC members agreed that it would be good to pave roads that carry tourists with this money. Liane reminded the CRAC that 30% of the TLT revenues come to the Road Dept. less administration costs.

Item 6. Next Meeting: September 14, 2015. Liane will start the planning for Summer 2016 paving to CRAC for discussion.

Item 7 Public Comments: None

Item 8. Adjourn: Meeting adjourned at 4:05 PM.

Minutes transcribed by Jeanette



County Road Advisory Committee

September 14, 2015



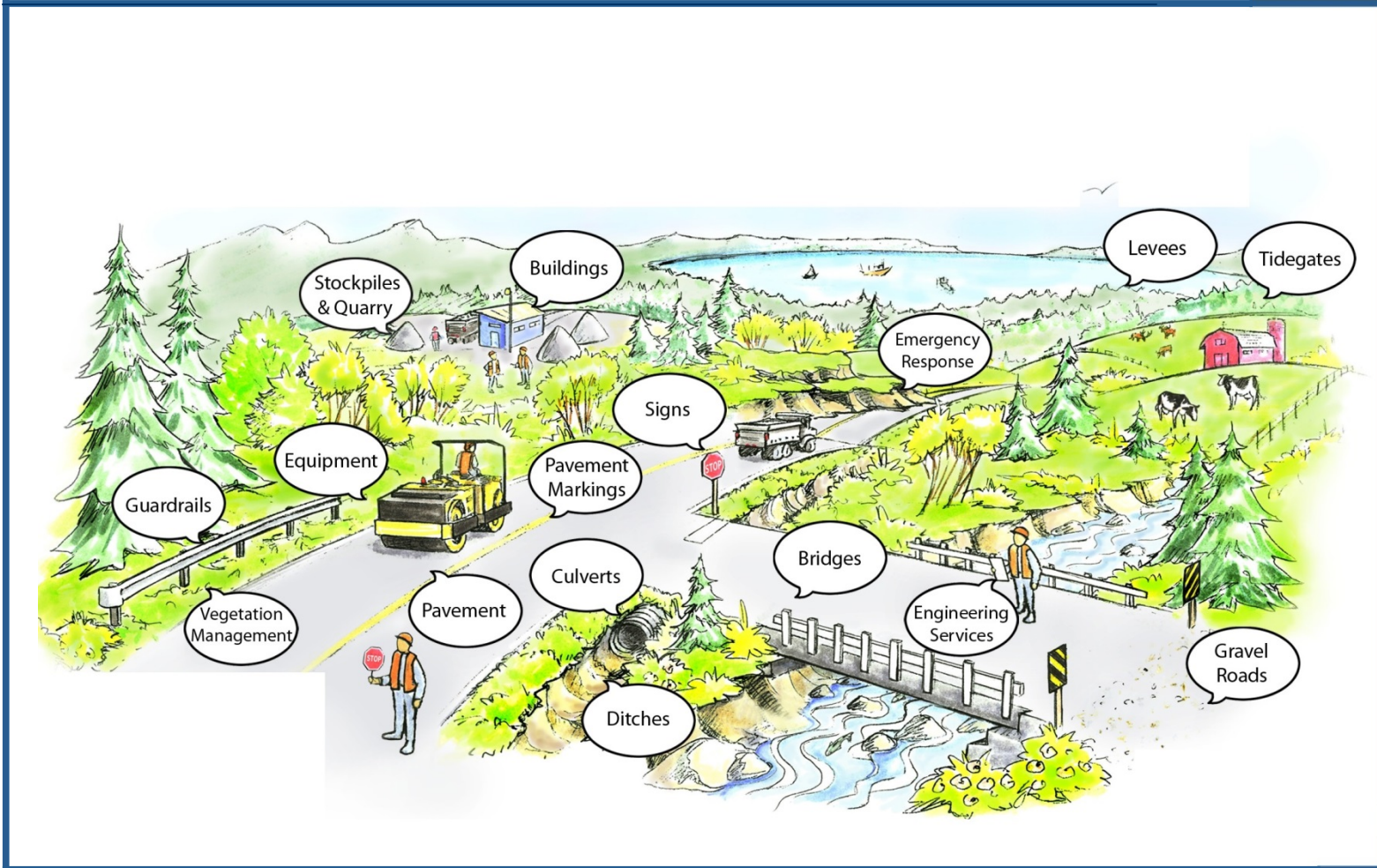


Public Works Mission Statement

- We take pride in serving the public by providing, maintaining, and preserving a safe and efficient county road network, and quickly responding to weather events and hazards. We protect the public's investment by working with our partners and targeting resources to minimize long term costs while providing the best possible service.

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.

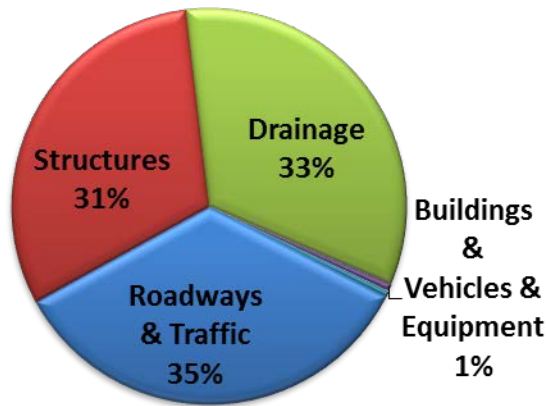


Criteria for Paving Candidates

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

What does the Road Department manage?

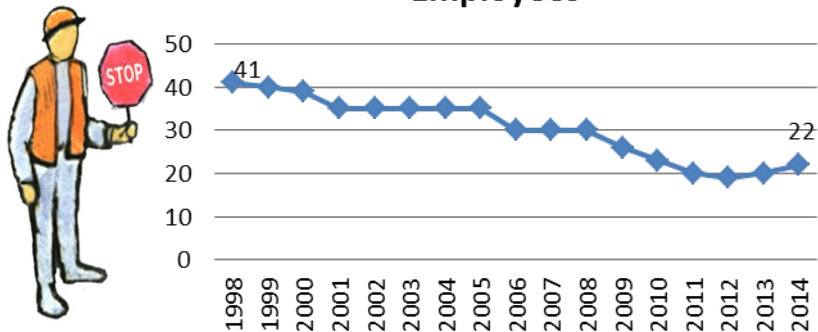
Tillamook County Road Network
\$844 Million



County Road Services

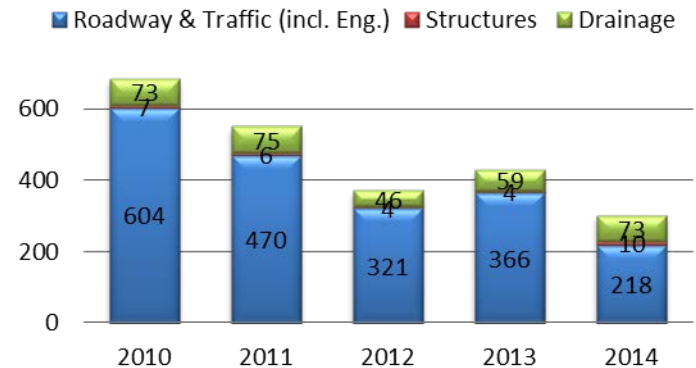
Assets	Services
263 paved miles	Vegetation Management
65 miles gravel roads	Traffic Safety
103 bridges	Materials/Stock Piles
3300+ culverts	Service Request management
7 levees	Emergency Response
5,400 signs	Engineering Services (permits & capital projects)
363 miles pavement markings	Fleet Management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

Employees



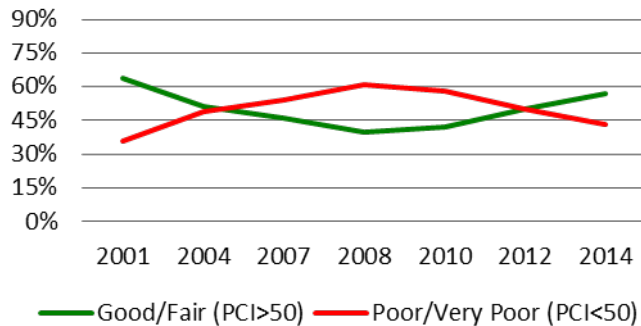
Service Requests

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

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

10.4 Miles Paved in Summer 2014

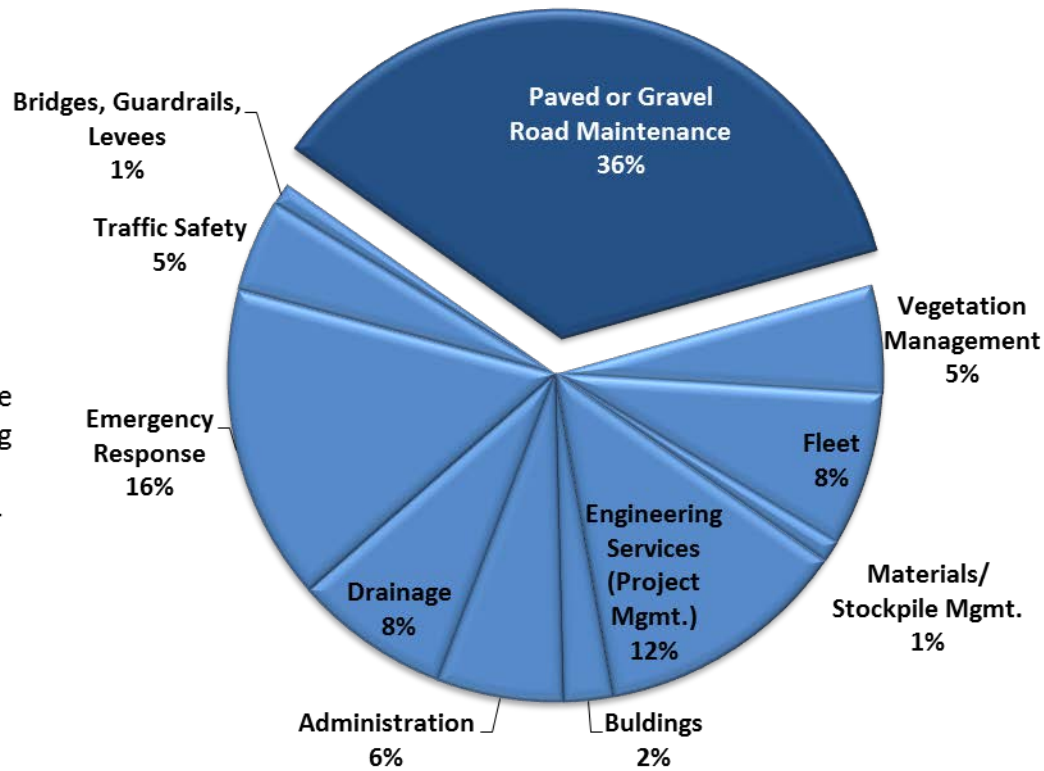
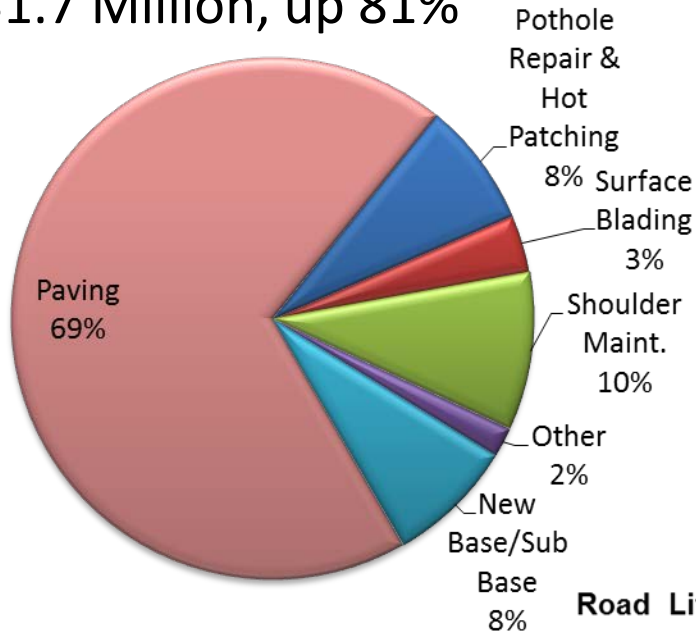
Wilson River Loop	Sollie Smith Bridge approach
Kilchis River Road	Fairview Road
Brickyard	Vaughn Road
Hughey Lane	Idaville Road
Magnolia	Hobsonville Road
Elderberry	Bay Ocean Road
Miami River Road	
Moss Creek Road	
Necarney City Blvd	<u>Contract Work</u>
Ross Road	Brooten Road
N. Fork Road	Latimer Road
Tohl Road	
Front Street	



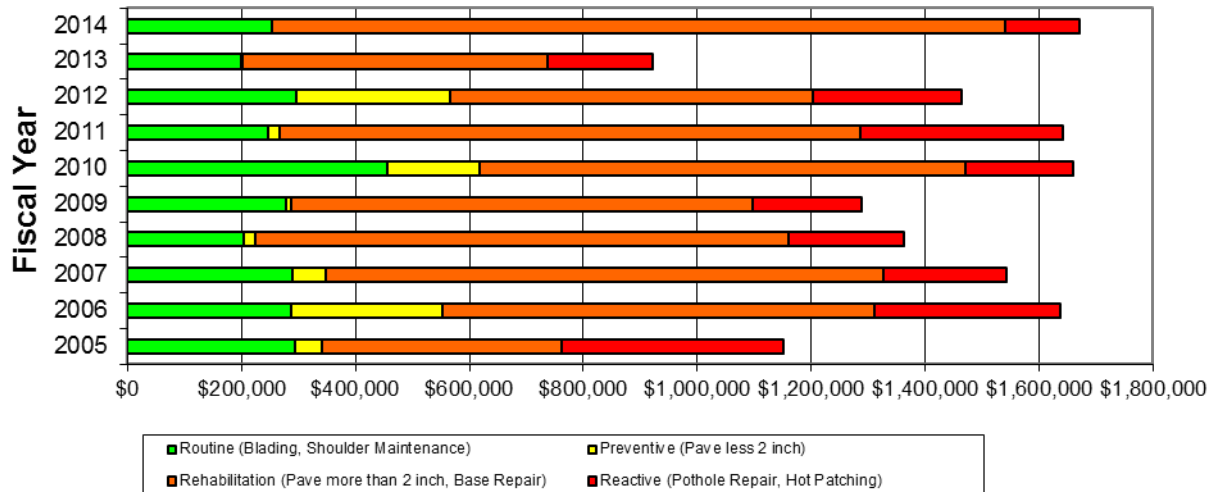
Rehabilitating Brooten Road June 2014

Our biggest expense is paving

\$1.7 Million, up 81%

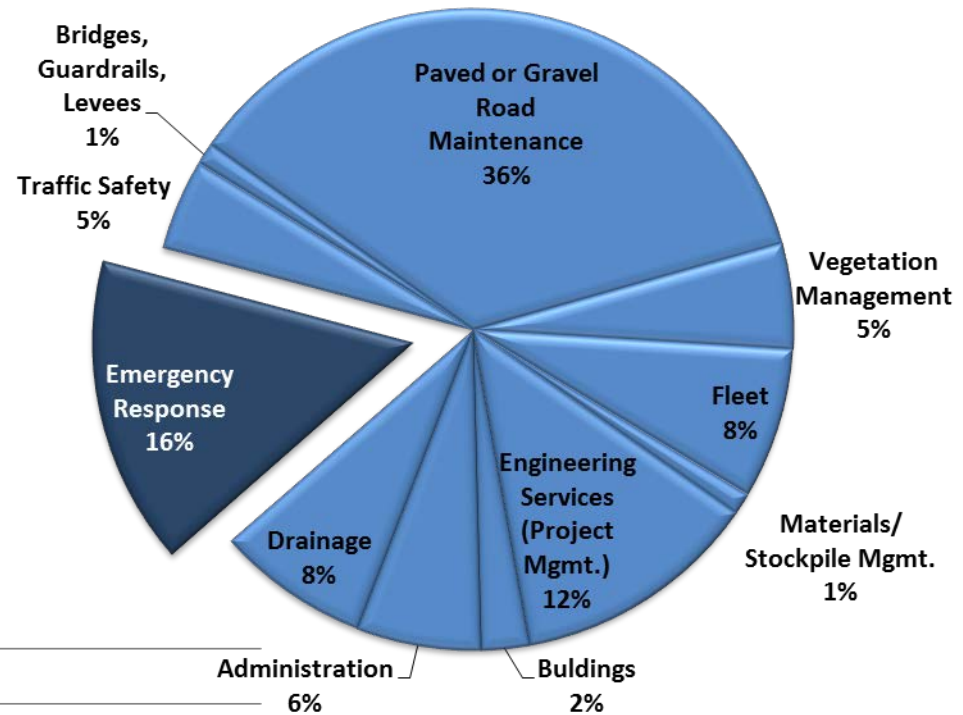


Road Lifecycle Expenditures 2005-2014



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



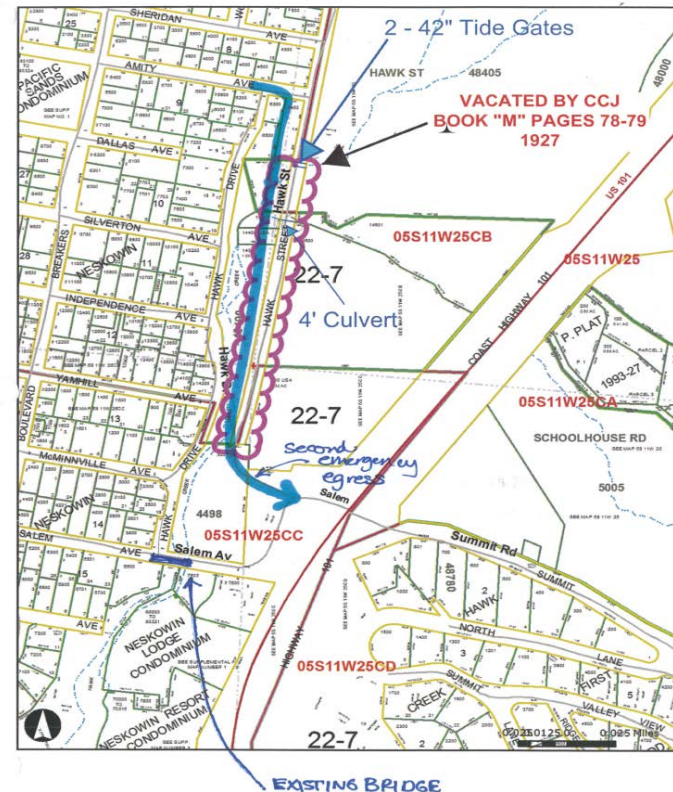
- \$2.5 ER Funds – WFLHD designing
- Applied for \$4 million FLAP Grant
- **Requires \$400,000 Match**
- Applied for \$6.1 million Tiger Grant, no match required



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	
Ending Balance FY 2015 = \$2,934,700, use for FY 2016	\$ 616,270	\$0	
Federal Forest Revenue (SRS)	\$411,000	\$0	
Motor Vehicle Fees (\$156,050/mo)	\$1,925,000	\$1,925,000	
Fees, Traffic Tickets	\$12,000	\$12,000	
Refunds & Reimbursements	\$199,000	\$0	
Interest on Investment	\$10,000	\$10,000	
SW Administration	\$30,000	\$30,000	
TRT Fund	\$650,000	\$550,000	
STP Exchange Funds	\$352,430	\$352,000	
Permit Fees	\$27,000	\$20,000	
Bond	\$1,866,639	\$575,000	
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
Contracted Services	\$30,700	\$3,000
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
Culverts	\$15,000	\$237,000
Aggregate	\$80,000	\$150,000
Asphalt	\$11,000	\$250,000(3,000 tons)
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
Equipment/Vehicle Fund	\$125,000	\$0
Totals	\$620,100	\$973,400



FY 2017 Projected Expenditures, cont.

Construction		
Consultant Services	\$180,000	\$60,000
Contracted Services	\$205,000	\$25,000
Permit Fees	\$2,000	\$2,000
Right-of-Way	\$38,600	\$38,600
Federal Match Money	\$400,000	\$320,000
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



Summer 2016 Paving List budget (FY 2017)

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
			\$92,797.30 per mile		
			1385.03 tons		
			2.17 miles		



Summer 2016 Draft Paving List

- Olsen Road from Hwy 6 to Fairview



Photo by: Gregg M. Erickson, NWicon, 2013

NEKOWIN REPAVING PROPOSAL

CRAC Meeting,
September 14, 2015

NEKOWIN COMMUNITY ASSOCIATION



PRIMARY PROJECT

Repave the S-Curve along Hawk located Northward of the intersection of Hawk and Corvallis. About 65-meters of repaving

- This stretch is quite deteriorated
- Preferred repair location by the fire department as causing damage to their trucks

Other areas can be addressed in subsequent years, but we are asking that some hot-boxing work also be done in Neskowin as time and materials allows.



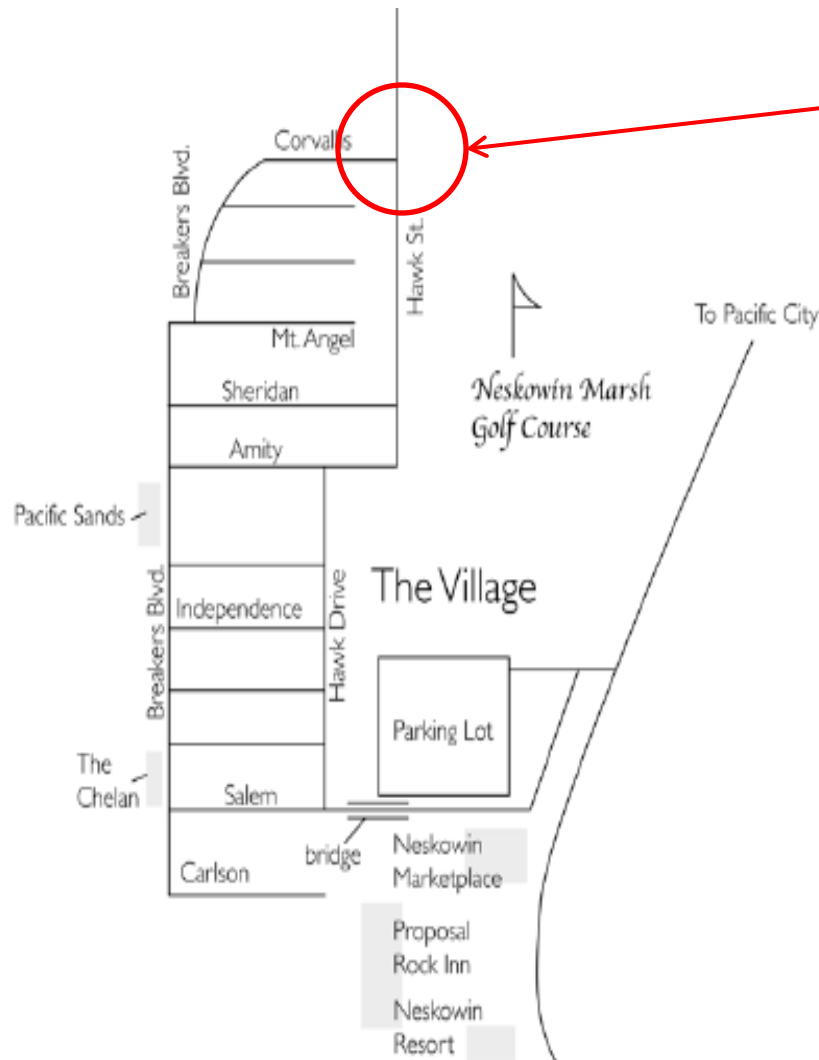
Current Conditions

- The current condition is that the asphalt is old and crumbling, as well as previous repairs are failing
- Deep ruts and extended potholes make travel dangerous and difficult, especially for fire and rescue, as well as for bicyclist and pedestrians
- Additional deep missing chunks are dangerous and may cause serious damage to tires



SCOPE OF WORK HAWK S-CURVE

- Grind and repave the S-Curve along Hawk located Northward of the intersection of Hawk and Corvallis. About 65-meters of repaving.



HAWK & CORVALLIS

This is our top priority for repaving. We are asking the County to replace existing asphalt through the length of the S-curve.



PHOTOGRAPHS OF HAWK & COVALLIS

These pictures are of S-curve and demonstrates that the road here is failing, including previous patches. Damage is actually far worse than these pictures indicate.





JUSTIFICATION

- This is the only way to reach the emergency Tsunami foot-path that is just north of this S-curve.
- Hawk is one of just two roads providing for emergency egress route out of Neskowin
- All traffic going North of the village must use the S-curve.
- Neskowin includes about 300 tax-paying homes, though the population swells to more than 2,000 during the summer...71 permanently occupied homes per the latest Census data.
- Safety and access to homes by fire and rescue





Estimated Materials Costs

- Whether the \$175K per mile or actual asphalt estimates are used, both come out very close
 - For the S-curve work, actual repaving portion is about 195-ft.
 - Price per foot is about $\$33.15/\text{ft} \times 195 = \underline{\$6,465}$
 - Asphalt costs last year were \$64/ton.
 - 195-ft x 14-ft wide at 3" deep would consume about **100 tons**, or **\$6,400**



NESTUCCA RURAL FIRE PROTECTION DISTRICT

30710 Highway 101 South
Cloverdale, Oregon 97112

FIRE & RESCUE SUPPORT

Embedded here
is a letter from
Chief Weiland
supporting the
repaving
projects.

October 15, 2014

Mr. Brian Lind
47430 Hawk Street
Neskowin, OR 97149

Dear Mr. Lind,

As we discussed on the phone recently I agree with the need for street repairs in the Village of Neskowin.

As in many areas of Tillamook County the roads need to be repaired and as you pointed out Neskowin has many visitors during the summer months. Access into the area is very limited and poor road conditions add to the problems. Additionally it is difficult to carefully transport an ill or injured patient on poor roads in an ambulance. Operating fire apparatus on the poor roads is difficult and dangerous. Road conditions are hard on our equipment and over several years we have had to repair vehicles damaged as a result of the poor conditions of the roads.

Last summer we had a young man fracture an ankle on Salem Street in the area you have referenced.

I support the efforts to start the repairs and if more can be completed sooner that much better. When we spoke I mentioned the issue of the "S" curves going to Neskowin North on Hawk Street. This area needs to be addresses as a priority. During the winter there are times that it would be difficult if not impossible for us to access the areas north of Corvallis Street. The roadway is pot holed and is difficult to pass through because of the poor condition it is in.

Any or all of the areas you have identified need work. Any improvements will be in the best interest of the community. I support the efforts you have undertaken. Thank you.

Sincerely,

Kris K. Weiland

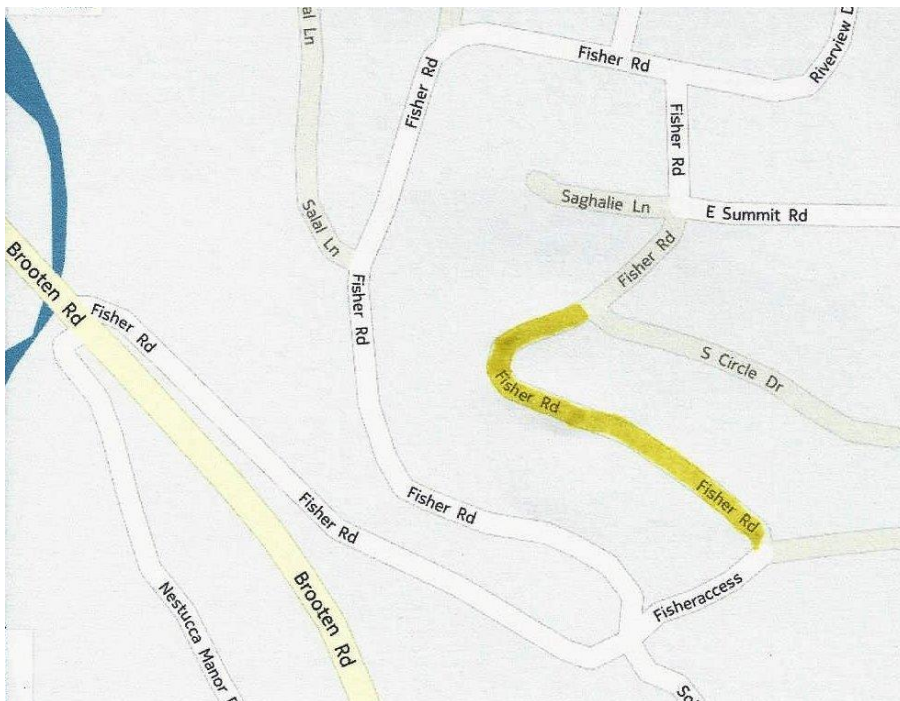
Kris K. Weiland
Fire Chief

Request for Paving the Local Access Section of Fisher Road in Pacific City Heights

Submitted by : Walt Amacher
7300 S. Circle Drive
Pacific City, Oregon 97135

Fisher Rd. in Pacific City is one of only two roads that access the Pacific City Heights development on Brooten Mountain. Pacific City Heights is outside the tsunami hazard area and designated as an assembly area in case of an earthquake or tsunami. Fisher Rd. is listed as a tsunami evacuation route on the Pacific City Tsunami Evacuation Map.

The local access section of Fisher Rd. meets the requirements of ORS 368.031 and Tillamook County Board of Commissioners Orders #08-110 and #14-003 and, under their authority, the county road advisory committee should recommend upgrading and paving the 500 feet that is currently surfaced with gravel.



Justification

Fisher Rd. is approximately 3,196 feet long. The section starting at the intersection of Brooten Rd. to the intersection of Summit Rd. is a 2,284 feet long, two-lane, paved county road. The section from the intersection of Summit to where it reconnects to Fisher Rd. is a 912 feet long, single-lane, mostly unpaved local access road. 178 feet of the upper section of this local access road was paved by the homeowners in 2012 at a cost of \$7,500. The lower section that connects with Fisher is paved for 243 feet and called Fisher Access. The approximately 500 feet between the paved sections is surfaced with gravel (see highlighted area on map on page 1).

This unpaved local access section of Fisher Rd. meets the requirements of ORS 368.031 and Tillamook County Board of Commissioners Orders #08-110 and #14-003 for upgrading and paving.

Oregon Revised Statute No. 368.031 provides Tillamook County with jurisdiction over local access roads in the same manner as a county road except as follows: 1. A county or its officers, employees or agents are not liable for failure to improve the local access road or keep it in repair; 2. A county governing body shall spend county moneys on the local access road only if it determines that the work is an emergency or if: a) The county road official recommends the expenditure; b) The public use of the road justifies the expenditure proposed; and c) The county governing body enacts an order or resolution authorizing work and designating the work to be either a single project or a continuing program.

Public use of the local access section of Fisher Rd. has increased since the county section was first paved. The local access section provides a shortcut from Brooten Rd. to upper Pacific City Heights and is used not only by local homeowners, but also by delivery vehicles, construction workers and equipment, vacationers and guests. It is shorter than the county section and closer to houses on the south side of Pacific City Heights. People take advantage of this proximity, often with no thought to the damage and billowing clouds of dust they leave in their wake. South Circle Dr. connects to this section of unpaved Fisher, and, of the nine houses on Circle Dr., eight are occupied year-round. Several of the houses on Fisher and Summit are also occupied year-round. This gravel road serves as a quick way for this community to access lower Fisher and Brooten Rds. The increasing public use justifies that this local access section of Fisher Rd. be upgraded and paved by the county.

The Tillamook County Board of Commissioners Orders #08-110 in section 1) says that: Tillamook County is not liable for failure to improve local access roads or keep them in repair, but may spend County moneys on local access roads only if it determines certain conditions exist as specified by ORS 368.031.

County liability for continued improvements and repair is not an issue, since the local homeowners have taken it upon themselves to keep the road maintained. In 2011, homeowners paid \$3,000 to have the gravel section graded and for new gravel, after erosion had worn ruts in the road to the point where it was dangerous for vehicles. In 2012, homeowners paid to have the portion from Summit Rd. to S. Circle Dr. paved with 3 inches of asphalt at the cost of \$7,500 to alleviate erosion caused by runoff from the county section of Fisher Rd.

Tillamook County Board of Commissioners order #14-033 further clarifies conditions under which such work may be undertaken. Section 4 states that, All work listed below will not only enhance public safety to the overall community and to the residents, but will also reduce flooding and erosion damage to private and public property and reduce the recurring costs to repair county roads. Section 5. states that, All such work will need to meet one or more of the following criteria: It is a documented emergency evacuation route for the community; Property owners pay 25 percent of the cost; if property owners cannot pay the 25 percent, the Board can make an exception; the Director of Public Works must support the project; Determination from the Public Works director that a county maintained road is part of the problem; Understanding that the LAR's projects approved would compete on a priority level with on-going road projects; Continual maintenance of LARs after approval and completion of project would be the property owner's responsibility; and the County's share of an LAR project shall not exceed \$75,000 each fiscal year unless the Board of Commissioners determines that there are extenuating circumstances.

Flooding and erosion have created problems on this graveled section for many years, and much of the water comes from the county section of Fisher Rd. Local homeowners have spent \$10,500 trying to mitigate this problem, and there's a feeling that the locals have done their share and can now use the county's help. There is no doubt that any work done by the county to pave the road and upgrade the drainage will enhance the overall public safety on this community street.

Fisher Rd. is documented as an emergency route for Pacific City on the Pacific City Tsunami Evacuation Map (see circled area on Evacuation Map attached). There are two sections to Fisher Rd., and both provide access to the evacuation assembly area. Only one other road, Reddekopp Rd., provides access to Pacific City Heights, and both Fisher and Reddekopp are vulnerable to earthquake damage. The local access section of Fisher Rd. is an essential part of Fisher Rd. and provides an alternate route in case parts of Fisher or Reddekopp are damaged.

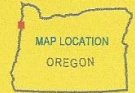
In reference to the cost of upgrading and paving the local access section of Fisher Rd., a 2012 estimate provided by the S-C Paving Company said paving from Fisher Access to S. Circle Dr. with 4 inches of asphalt would cost \$10,292 (see attached estimate). Since the homeowners have already paid \$10,500 to maintain this road, I think an exception should be made to spare homeowners from further expenditures. Compared to other projects, this one is relatively small for the county budget compared to the benefits it would provide to the entire community.

Conclusion

When the county section of Fisher Rd. was originally paved, the area served by the local access section had few residents and paving was not a priority. This has changed. In recent years, the number of households on S. Circle Dr. and in the local area has increased and the gravel road has become an important daily link to the post office, stores and the local gas station. With money allotted for maintenance to local access roads and the potential for an off-shore earthquake or tsunami disrupting evacuation routes to Pacific City Heights, now would be a good time to upgrade and pave this part of the local access section of Fisher Rd.



TSUNAMI EVACUATION MAP



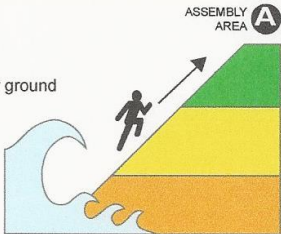
PACIFIC CITY, OREGON

IF YOU FEEL AN EARTHQUAKE:

- Drop, cover, and hold
- Move immediately inland to higher ground
- Do not wait for an official warning

SI USTED SIENTE EL TEMBLOR:

- Tírese al suelo, cúbrase, y espere
- Diríjase de inmediato a un lugar más alto que el nivel del mar
- No espere por un aviso oficial



ASSEMBLY AREA **A** ÁREA REUNIÓN

OUTSIDE HAZARD AREA: Evacuate to this area for all tsunami warnings or if you feel an earthquake.

ZONA DE PELIGRO EXTERIOR: Evacue a esta área para todas las advertencias del maremoto o si usted siente un temblor.

LOCAL CASCADIA EARTHQUAKE AND TSUNAMI: Evacuation zone for a local tsunami from an earthquake at the Oregon coast.

MAREMOTO LOCAL (terremoto de Cascadia): Zona de evacuación para un tsunami local de un temblor cerca de la costa de Oregon.

DISTANT TSUNAMI: Evacuation zone for a distant tsunami from an earthquake far away from the Oregon coast.

MAREMOTO DISTANTE: Zona de evacuación para un tsunami distante de un temblor lejos de la costa de Oregon.



MAP SYMBOLS / SÍMBOLOS DEL MAPA

- Evacuation route / Ruta de evacuación
- Assembly area / Área reunión
- Bridge / Puente
- Fire Department / Bomberos
- Airport / Aeropuerto
- Trail / Sendero
- + 35' Elevation, in feet / Elevación, en pies
- N SCALE / ESCALA
- 0 25 mile

S-C PAVING COMPANY

ENGINEERING CONTRACTORS • ASPHALT PAVING • ASPHALT MATERIALS

P.O. Box 535 • Tillamook, Oregon 97141
Telephone (503) 842-7541
Fax (503) 842-3255
CCB #39161

MIKE O'DONNELL
P. O. BOX 16
PACIFIC CITY, OR. 97135

July 2, 2012
PHONE: 971-237-0528

We propose to furnish you labor and material as noted below at the unit prices shown for the construction of:

JOB LOCATION: FISHER ACCESS & S. CIRCLE IN PACIFIC CITY

FISHER ACCESS TO S. CIRCLE:

FINE GRADE AND PAVE USING 4 INCH AC PAVING COMPLETE IN PLACE.

LUMP SUM: \$10,292.00

S. CIRCLE:

FINE GRADE AND PAVE 200 L/F USING 2" AC PAVING COMPLETE IN PLACE.

LUMP SUM: \$3,812.50

1ST HOUSE DOWN HILL:

FINE GRADE AND PAVE FROM S. CIRCLE DOWN HILL 210 L/F USING 4" AC PAVING COMPLETE IN PLACE.

LUMP SUM: \$9,548.00

2ND HOUSE DOWN HILL:

FINE GRADE AND PAVE AN ADDITIONAL 120 L/F USING 4" AC PAVING COMPLETE IN PLACE.

LUMP SUM: \$5,466.00

NOTE: IF THIS BID IS ACCEPTED, PLEASE SIGN AND RETURN BID LIEN AND WHITE COPY.

NOTE: PAVING PRICE BASED ON CURRENT OIL PRICES AND IS SUBJECT TO CHANGE.

This must be accepted in writing hereon within 15 days from above date.

The prices quoted in this proposal are based upon the use of this form and its terms and conditions as governing contract and on the premise that each phase of the work can be completed at one time.

Note: Unless specifically mentioned, this bid does not include the construction of any structures, nor the performance of underground work, relocation, removal or installation of utilities, irrigation works, pipelines, landscaping or planting or patching manholes, ditch patching, etc. This company does not assume responsibility for damage to wiring, underground piping etc. No responsibility is assumed for damages to surface by plant growth.

Terms: Net cash. Labor and Material Jobs payable within 10 days after date of completion. Material only payable by the 10th of the month following date of delivery. When signed by the buyer and approved by a sales managing officer of this company, this will constitute a firm contract between both parties hereto, for all labor and for materials herein referred to, according to terms and conditions on both sides hereof.

ACCEPTED: _____

Buyer

Date

S-C PAVING COMPANY

APPROVED:

By Ben M.S.

(Over)

The Victoria Street

Tsunami Paving Project



Victoria Project

- The Need



Pot Holes



Lack of County Funds



Property Owners to the
Rescue



Victoria Project

Victoria Homeowners Survey

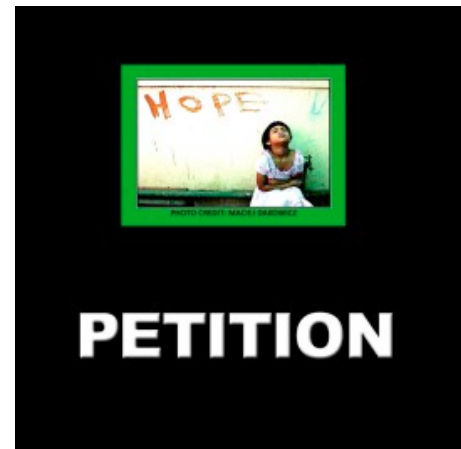
- ◆ Support for Petition



Victoria Project

- Petition

- ◆ Petition Presented to CRAC
- ◆ Petition Denied



Victoria Project

- CRAC Meetings

- ◆ Attendance
- ◆ Communications/Information Gathering
- ◆ Truly a Tsunami Project
- ◆ Gus Meyer



Victoria Project

- Statutes

- ◆ Local Access Road
- ◆ County Commissioners Order #14-003
- ◆ Cost Assigned to Homeowners



Victoria Project

-- Journey



Bumpy Road



Support Received



Victoria Project

– Fundraising

- ◆ Thermometer
- ◆ Letter to Homeowners
- ◆ Donations
- ◆ Reaching the Goal !!

Victoria Project



Victoria Project

Future Steps

We know CRAC is not charged with solving the Tsunami Readiness Problem.

However we all need to be concerned !

Victoria Project

-- Next Project Tsunami Assembly Area



Victoria Project

- Washington Street Evacuation Route



Victoria Project

- Washington Street Evacuation Route



Victoria Project

- Washington Street Evacuation Route



Victoria Project

- Next Project -- Tsunami Assembly Area
Clean up Area
Explore Possible Site Enhancement
(Visit Manzanita and PC Sites)
Explore FEMA Funding through
State of Oregon
More than just Victoria Street
Residents

Victoria Project

—*We Need Your Help*

Victoria Project

- Thank You