

Flathead County Road and Bridge Advisory Committee
Advisory Committee Meeting
November 20, 2008 – **7:00 pm**
Solid Waste District Board Room – County Landfill

1. Roll Call

Committee Members Present: Charles Lapp – Chairman, Karl Schrade, David Hilde, Mike Schlegel – Vice Chairman

Committee Members Absent: Dan Siderius

Staff Present: Public Works Director Dave Prunty, Operations Manager Guy Foy, Administrative Assistant Mike Pence, Recording Secretary Juanita Nelson

Public Attendees: Gabe Gluth

2. Introductory Remarks

Dave Prunty stated Ryan from Peccia is expected to be here tonight, but due to family circumstances he was unable to attend the meeting.

3. Approval of the Board Minutes

David Hilde moves to approve the minutes from the October 23, 2008 meeting, Mike Schlegel seconds the motion. All in favor; motion passed, minutes approved.

4. Action Agenda – No Items Requiring Action.

5. Directors Report

a. Road Maintenance Plan with Ryan from Peccia & Associates

Draft copies of the plan were distributed to the committee. Dave Prunty told the committee that Ryan will be rescheduled for another meeting.

He briefly explained the report was based on the PASER Rating System and Peccia expanded it with an Excel spreadsheet for the department to calculate costs and develop a schedule for the roads slated for projects.

Dave Prunty stated that this report and the spreadsheets can produce a living document, which gives the department the ability to project funding, cost of projects, and what can be presented as a work schedule to the Commissioners, Committee, and the Public. This document gives the road department the ability to prioritize and correlate the project list to our funding to the best of our abilities.

Various discussions between the Committee and Staff about how the grading of the roads was accomplished, and the difference between the gravel ratings and asphalt ratings. Dave Prunty explained that our Road Foreman Ovila Byrd rated all the gravel roads to maintain consistency in the ratings over the summer. The Committee would like to see a more in depth rating system on the gravel roads such as what is on the paved roads.

There was discussion about how to prioritize the roads after the grading, and it was stated that traffic counts would then be the next deciding factor. The future growth of the area would also be part of the selection factor. The Committee would like to see another column added to the report listing the traffic counts for each of the roads also.

Karl Schrade wanted to know why Tetrault Road was rated a 3 but slated for construction when there were roads rated lower. He also questioned why the road department would still keep Tetrault Road on the project list. Guy Foy stated that some of the roads rated a 1 could be listed lower on the priority list than a 3 based on the location of the road and traffic counts.

Dave Prunty explained how Ovila met with each districts operator to get their evaluations of the roads they maintain. Ovila then went to the different roads based on the knowledge of the operators and rated the roads. As to the actual ratings, Ryan sat down and explained the guidelines to follow to rate the roads. It was also explained that the roads were not sectioned off by footage or mileage to get different segment ratings, but the roads were rated as a whole.

Concerns were discussed about not working on roads that don't have adequate drainage and importing betenoite to the gravel. Dave Hilde feels that we should be testing materials here in the Flathead to find material with similar PI, since the area lacks a true clay material.

Karl Schrade voiced concerns about the time of year the roads were graded, and that rating the roads during spring break up would have been a better time. There are also concerns if the Commissioners adopt the program as a management plan, that the project list can not be amended should something happen to a road.

Dave Prunty stated that Ryan explained the ratings would need to be redone bi-yearly. This plan is not concrete; the road department can and will re-evaluate various roads, depending on the changing seasons. The PASER manual gives us a baseline to start the evaluation process, and if we have to amend the project list because of spring break up or other factors, we can have Peccia review the project, and then bring the revised project list back to the committee and Commissioners in respect to the changes.

David Hilde questioned the numbers in the cost formulas used to estimate project costs. Guy explained these were just examples, and that Peccia can note that on the report. It was clarified that Peccia only supplied a format and formulas to calculate costs. Dave Prunty stated that the road department could do an example of five roads and project the costs using the spreadsheets for presentation to the committee.

It was stated that some of the roads are classified incorrectly; some are listed as being gravel when it is actually a paved road. Examples given were Adams St., Bower Rd., Monte Vista Dr., Monte Vista Ln., and Stoner Creek Rd. The report also has inaccurate measurements of the gravel footage for Middle Rd and Badrock Dr. It was discussed that the distance measuring instrument is incorrect on Ovila's truck, and that we are considering replacing it. Inaccuracies were noted among the different reports between GIS, Gas Tax, and other data sources.

Karl stated that 70-75% of the projects from this summer did not meet the rating requirements for work. He felt that the money spent on those roads should have been diverted to gravel roads. There were discussion that the rating was for the entire road, but only the worst sections of the road was worked on, after Peccia's review of the projects. Dave and Guy continued that there have been many discussions about diverting funds from overlay to the gravel roads, and we are not bound to stop at the \$500,000 budgeted amount.

David Hilde questioned why last years overlay ratings are an 8 instead of a 9. He asked if the road deteriorated that drastically over the year. He stated this gives him the impression that either the rating is incorrect or the workmanship is faulty.

Dave and Guy stressed that this is the first year for rating the roads was done and that there will be human error. The committee would like to see set criteria that the roads are evaluated. They fell there needs to be a note section for dates of when overlay and chip seal are done plus a comment section. They feel that the traffic counts need to be placed in the report and the roads need to be broken down into sections. Dave Prunty pointed out that the criteria is in the manual on how the roads are evaluated.

Brief discussion was held about roads that are less than 10 feet in width and if the county would ever consider overlaying them. Dave Prunty stated that it would be hard to justify overlaying a road that is less than 10 feet, the department has a hard time accepting RSID's on roads that are not built to county specifications.

Brief discussion was held about the North Fork Road, its rating, maintenance and cost feasibility. Further discussion continued about the tax base, overview of what has been spent on maintenance, and how the residents would like 5 to 15 miles of road rebuilt.

Discussion was held on prioritizing lists to not necessarily use just traffic counts, but also looking at the density of people adjacent to the road.

The committee decided to continue discussion on this matter at a later meeting when Ryan from Peccia can attend and answer questions.

b. Commissioners Bullet Responses

1-H *Consider a pilot project to privatize portions of road maintenance on gravel roads.* Discussion was held about the privatization of portions of road maintenance on gravel roads and the fall back from the unions. Mike Pence stated that the Commissioners are seriously considering the privatization.

Brief discussion was held about completely privatizing the Cost Share Dust Control Program and the ability to disqualify a road because of inadequate gravel on the road. Mike Schlegel stated that the roads need to have a set minimum quality rating to qualify for the program or else the dust abatement will not work.

Karl Schrade asked what kind of footage would be considered for privatization. Dave Prunty stated there hasn't been serious discussion about the footage. The committee discussed what type of criteria there would need to be in the bids; such as usage of water trucks, contractor directive from the Road Department, what type of condition the road needs to be in before private maintenance, frequency of maintenance, and how the contract would be paid either hourly or per mile.

Mike Schlegel stated that with the privatization of portions of the road, that there would be more productivity from the employees plus a higher quality of productivity. David Hilde stated the advantage of contracting out is you know what your costs are going to be, compared to what our costs are right now with the road department doing the work.

1-F *A pilot project of triple chip seal over gravel*

Discussion was held about the double chip seal process. Peccia's recommendation for the double chip is tack oil, 3/4 chip, oil, 5/8 chip. Lincoln County's process as understood by Mike Schlegel and David Hilde is 3/4, oil, and if there is tracking, then placing sand, clean, oil, 3/8 chip. Dave Prunty gave an example of Badrock Dr. possibly being able to do a double chip as an RSID. Mike Schlegel voiced his concern that if money is devoted to gravel roads for RSID's and building them to county specifications, he feels this will void the road maintenance plan.

The committee agreed to continue the commissioners bullet responses at a later date.

c. Subdivision Regulation changes

Dave Prunty stated this has been removed from the agenda due to the public comment period with Planning & Zoning and the Commissioners has already closed on the Regulations, thus the Committee would be out of order to comment.

6. Comments from Committee Members

Karl Schrade would still like to have the commissioners write a letter to the representatives asking for additional funding especially regarding legislative and state surplus issues that had been discussed.

Mike Schlegel noted the commissioners agreed on everything under the quality control program. He asked if we have implemented any of the quality control programs. Guy stated that we've tapped into LTAP, Steve Jenkins. Mike Schlegel wanted to know if the road department has done any BMP training and if LTAP has BMP training. Dave Prunty stated we did have Steve Monlux come and do training this spring with the crew.

David H asked if the county is going to contract any crushing this next year. Dave Prunty stated that the county needs sand and chips. The road department is investigating renting a crusher for comparing the costs to contract crushing, and crushing using our own crusher.

7. Comments from the Public

No Public Comment tonight.

8. Adjournment

Karl Schrade made the motion to adjourn, Mike Schlegel seconded, motion passed. Meeting adjourned at 9:12 pm.