

**SPECIAL COUNTY COMMISSIONER MEETING MINUTES
JUNE 14 2023
LOCATED AT THE ALC BUILDING
WEST JEFFERSON SCHOOL DISTRICT
1256 E 1500 N
TERRETON, ID 83450**

COMMISSIONERS – WESTSIDE ROAD ADVISORY COMMITTEE

• **ROADS UPDATE**

Commissioner Clark starts the meeting at 7:08

Commissioner Clark said he passed out some of the road projects. These are some pictures they can see roads and damage. Introduce themselves. If they have a comment if they could state their name. Will have Rob do a presentation on some of the projects this summer.

Rob Cromwell is the new Public Works Administrator been here since September. Still trying to get caught up. With Mike and Brian's help is getting the hang of things. Will go over a handout. **(Exhibit A)** Maintenance they have done since 2018 through 2022. Broke this down between Hamer, Mud Lake and Montevieu. In the Hamer area since 2018 they have done \$80,000 in gravel, \$289,000 in chipping, \$914,000 in paving and \$80,000 in culverts. For Mud Lake they have done \$17,000 in graveling, \$76,000 in chipping, \$314,000 in paving and \$60,000 in culverts. For Montevieu they have done \$75,000 in gravel, \$194,000 in chipping and \$149,000 in paving. One discrepancy he found on this handout is the data Mud Lake has a total of forty-two miles of paved road and seventy miles of gravel. Montevieu has thirty-nine paved miles with seventy-four gravel miles. Hamers data is correct they have 43.5 miles of paved road and sixty-one miles of gravel. Next page breaks down where the work was performed. Mile on 2800 E, ½ mile on 2200 North between 2800 E to 2750 E. Can see the breakdown on the next page for the gravel and paving. Then have the same breakdown for both Mud Lake and Montevieu. Once they flip past the breakdown have the chip seal and BST plan for this year. Has this broken out in areas. On this table Mud Lake area is all three areas combined. Going to spend forty-one percent of their chip seal budget for roads out here this year. Flip to the next page the upcoming paving projects. Spending twenty-six percent of our paving budget out here on 1425 East to resurface that. This is a joint effort with Wastewater Management. Not sure if they have heard they have a pilot project on 1900 E will be the first mile south of Highway 33. If this is successful it may be a cost-effective way to improve roads and provide asphalt. Picked this road it gets some of the most abuse that he has seen. It gets tractors, trucks and water so if he can get this process to work on this road it will work on any road. Laurel Wood said she thought they were getting actual pavement. Though they were getting good stuff a trial does not sound good to her. Rob said this is a trial for them because this is the first time they have done it. Process was developed in Norway. They use this in Iowa, South Dakota and Minnesota. Reason he picked this unlike the good stuff that is not impervious to water. If they cannot keep pivots from watering the roads that water seeps into the asphalt. This process creates an impervious surface so water does not go into the road base. If flexible and durable and should hold up to that abuse. Some of the pictures going around show a lot of water and damage from tractors turning around on the road.

Laurel asked what happens if this does not work. Rob said if it doesn't work they will replace this with processes they are familiar with either a BST or a full reconstruction. Commissioner Young asked the audience if they knew what a BST is. Rob said this is similar to otta seal. Similar to what Bonneville County uses. They would have to fall back on this. More expensive process because it is three layers where this other is one. This is triple the cost of what they are testing.

Commissioner Hancock said what she is saying the good stuff is asphalt. Rob said that will not work with the heavy amount of water from the pivots. Tractors turning on this it would not last with that use. Asphalt is not impervious to water. Once the base is compromised. Michelle Murdock asked the length of time on if this is successful. Rob said the first evaluation will be done in one year. Will do a visual inspection and then take core samples to see how they compare to chip seal or hot mix.

Lisa Shively said one thing she has noticed is they build flat roads. Rob said they are focusing on that on this road. Are trying to maintain a three percent slope. Lisa said the road she lives on has a crown on it and has lasted for years. Roads these days are flat. Rob said the crown is part of this process. That is one thing is laying the base material will be focused on. Have seen good results around the country. When they initially lay this product down it will have a similar appearance to a graveled road. Over the weeks the oil will seep into the aggregate and will see a transition with it looking more like asphalt.

Mark Murdock asked how this will hold up to all the traffic on this road. Rob said the benefit of the oil they are using is more flexible than hot mix asphalt. Hot mix there is a certain point it flexes and once they get past that elasticity it will never go back to its original state. This MC800 oil has better elasticity so it can flex more. This is why they are doing a trial to see if this holds up to the traffic. Mark said they are the driveway on that road. They have brought up gravel before to smooth out.

Road & Bridge Supervisor Mike Carter said it will not change the elevation. As they put this down the chipper will smooth out what is there.

Rob said they have a difference in processes. The bond with a chip seal is on the bottom of the aggregate. Difference with the otta seal process is it takes longer to cure. Works up and around the aggregate to encapsulate it. Will start the trial next week. Ask that they be patient. This takes time for that evolution to take place.

Carol Richins asked on what kind of time. Rob said four to eight weeks will start looking like asphalt pavement. Will come back with a top coat of sand to lock this in and bind it together. Will go back to looking like gravel then two to three weeks will look like asphalt. This should not washboard. This is why they are taking such care on prepping the base material.

Cindy Siddoway lives on 1700 E. Noticed they have a couple pictures of Linderman Road. These big dips have been there three months. Stopped and asked they put cones to mark these. Have a lot of people that come out and is surprised they have not had a lawsuit. Mike said they put some out and they disappeared. Cindy said her son put these cones there. Trucks had hit this and was really dangerous. The fact it went that long without a marker. Mike said put some out and they disappeared. Cindy said someone took these off. Mike said he coned this when they first

saw them. Cindy said this is dangerous. Rob said this is one road they did not have on the maintenance plan this summer. Once they saw the damage this was added. Cindy said another thing during the winter the Burtenshaw's have opened their road multiple times. Sometimes three days to get a plow on 1200. The east west roads. The other problem is the last mile and a half down to the sheds needs graded. In the fall during harvest when the dust is on the road they nearly had a head on with a water truck and pickup. Is really dangerous. Not sure how they fix this but is so dangerous. Not sure if this can be watered. Once she talked to the commissioners and they asked on how many homes. It's not the home but it's the farm travel.

Laurel said they have asked for a road counter a couple of times. Rob said this is the first he has heard on a counter. Cindy said the danger is the concern she can live on a gravel road. They are pretty self-sufficient out here. Appreciates this and seeing that they have a plan. That is what they ask is for some type of plan. Rob said they are trying to make sure the roads are in the best conditions they can be. Big thing they are fighting is maintaining a road they just did due to damage with water or farm equipment. Prevents them from getting to other roads. Knows everyone is against tattling, but if they see water hitting the road. If a tractor turns in the middle of the road. These roads and rights-of-way are not intended for farming. These are for transportation. Call them.

Carol said she has called with problems on their road that dips and has corrals on both sides. Because the road is lower they had a lake of manure. Was like two feet deep. Company could not come to her house. Had to wash under the car it was a health hazard and was bad. Not sure it should be that way. This is a public road. Chairman Hancock asked the address. Carol said this is 1825 E then they turn down the dead-end. This was terrible. This is a health hazard. This is a feedlot that has corrals. Commissioner Clark asked if it was this way other years. Carol said this was the worst she has seen. Is sure this was because of the moisture they had. Commissioner Clark said earlier this spring that was the first he had heard on this.

Lynn Burtenshaw if they have a problem clearing the roads in the winter do they call someone. He has cattle and have a big dozer blade. This is used to push silage he gets 300 hours a year on his lease. Clearing roads this year he put on 200 hours. That is a lot of hours knows it was a phenomenal winter. A lot of time the roads were closed again before the graders ever got there. Mike said it takes three to four days to cover the area then have to start over again. Lynn asked if they need more graders. Road & Bridge Westside Supervisor Brian Hjelm said they had everyone out they could. Mike has a map of the three graders in the area and one in Roberts. Has a plow truck out here too but this winter was so bad they could not use the trucks it was ripping the plows right off. Lynn said his other question is there any way to otta seal if it works, or pave if it doesn't so many miles every year.

Rob said if this works out has put in for a grant for 1900 going north off of 33 that is gravel for one mile. Part of the grant was to develop a cost estimate. For that one mile was \$200,000 for hot mix asphalt. Commissioner Clark said they got the grant on the north side. Rob said that is the one he received but this will not be available until FY24. For that \$200,000 for hot mix if this works they can do five miles for that same cost. Taking all the precautions they can to do this right. Will try to make this a valid process to get more asphalt out here.

Lynn said they were stating numbers have around 150 miles of gravel in three areas. Brian said there is 210 miles. Lynn said if they only get one or two miles a year would take a long time. Chairman Hancock said they do not all need paved. Lynn said setting a goal of so many miles per year. Knows this costs a lot of money. Always been super expensive. Would like to see a higher budget go to the roads out here. Know they have maintenance over there. Would like to see a goal of five to six miles a year. Rob said when they look at population they have forty-one percent of the budget is being spent out here that is a considerable amount. Still have to maintain the balance. If they do not maintain the other roads they will have some serious problems. Reconstructing these roads would cost them a lot more. Cindy asked the last time they did asphalt out here. Rob said last year. Cindy said they asked a few years ago if they could just do so much each year and see a plan would give them some satisfaction. Mike said they cannot let a paved road fall apart. A lot of the asphalt has to keep the infrastructure with their paved roads up. Rob said most roads out here see less than 300 vehicles a day. A lot of the roads on the east side are seeing 5,000 to 10,000 cars day. Cindy said that is what they like.

Rob thinks allocating a portion of the budget to improve roads out here. Do not think they can go much more than the forty-one percent they are at. Michelle said they lived in Teton County and they packed this down with oil on a dirt road. Mike said they put this on the roads is a dust oil. Would be about \$2.5 million for six months. Rob said the maintenance budget is under \$400,000. Have to pay employees and buy equipment. Commissioner Clark states the special Road & Bridge levy brings in \$684,000. The rest comes from fuel tax which is based off of population. Mike said this money is based on gravel and asphalt miles. It is collected by the state and dispersed. Ada County has miles and miles of road gets million then it funnels down into the counties and cities.

Lynn said he has been asked if they should have a highway district to find money to do things out here. Mike said this would let them take the money from the city. So, Rigby, Menan and Lewisville do not have enough money so this goes into a highway district. Chairman Hancock said they could levy a substantial amount of money to create the highway district. This is an additional cost. Would be more expensive. Has talked to a lot of highway districts some are successful and others are not. Mike said they have to take care of all the cities with storm water and sewer. That eats up a lot of money in the city. Chairman Hancock said he is on the transportation committee for Idaho Association of Counties and numerous times has asked them to add three cents onto the fuel tax. Gas fluctuates every day. If they do the math they got seven cents six years ago. This actually gave them more. Mike said about forty percent more. Lynn asked if this is within county. Chairman Hancock said no all of the state then this is based on road miles and population. If they calculate inflation over the last twenty to thirty years ago gas tax now is less. The cost for maintenance has sky rocketed. Need more money but no one in Boise wants to add anything to the fuel tax. Picks up tourists and is a user tax so he feels this is a fair tax. When they look at this they are not keeping up. When the roads were BST the oil was \$30 a ton now it is \$900 a ton. Sees the cost differential because he sits on the committee. Commissioner Young said this helps but the prices have doubled. Chairman Hancock said they are not aware of the actual costs. \$70 a ton for asphalt. Costs about \$150,000 a mile for asphalt. Transporting it costs a lot. If they can get five miles for that cost would be a much better process. They do not know if this is going to work. Want to see so many miles improved each year. Working to get a plan. Look at the ones with the heaviest traffic.

Michelle asked on priority. Chairman Hancock said they are starting on 1900. Mike said the last meeting the road committee was supposed to bring a list of roads. Lynn said they are talking about two years into a study to bring water from the river down 1900. Think they will want to put this right under the road. Is on the Jefferson Clark Water District. Getting paperwork done with NRCS and going toward this. Will bring water from the river and put this along the pot hole and if they do the way they want. Commissioner Young asked if this is for recharge. Lynn said this will put 31,000-acre feet into the lake so they no longer have to suck this out of the ground. Is conversion. Long ways but not there yet. Commissioner Clark asked which road? Lynn said this would come down 1900. Chairman Hancock said they would do like a sewer put this underneath the road. Lynn said the district has the power to condemn the road with eminent domain. Rob said they should have that discussion beforehand. There are reasons why this road should not be condemned. Lynn said this is Idaho DOT that is doing the engineering on this. If they get this layer it may not be a smart thing if they are coming down this. Mike said they could use the sixty-foot rights-of-way. Rob thinks that would be a legal battle. Lynn said this is a number of years out.

Cindy said years ago people put money together and paved it themselves. Understands they cannot do that themselves. Chairman Hancock said that is what he understands. Did some research with her husband and was told they could not do that anymore. Mike thinks there was a county that had to pay back someone for work they had done.

Scott Jacobs asked on a plan on maintaining the gravel roads. Mike said it takes a grader six and a half weeks to do an area then they start over. This is without time off or pulling him off for a project. Cindy asked if that is all gravel roads? Thinks they are missing some. Going to the lama sheds. Jimi Burtenshaw said this hasn't been touched it is so dangerous her kids use this road every day. Michelle said they may be missing some. Mike Cope asked how many times have they been through this year. Mike said not yet has had a lot of the crew off due to comp time. Has eighteen guys for the entire crew. Are significantly smaller than other counties as far as manpower. Mike Cope said that is why they live here. Had a hay truck sink out on 900 N. Mike thinks they are trying to put cinders to dry this out. Tries to fix this.

Carol asked on trying to fix this. Told this is too wet then it was too dry. Mike said there is no right answer. Do the best they can. These guys live out here. Dale Richins said there is enough of them out here with equipment if the county is hurting can they use their own equipment and take care of their own place. Mike prefers they did not because they have to come and fix this. Jimi said they have no choice if they cannot get down the road. Carol said her road was closed. She could not get into her house without going through a lake of manure. This is a major problem. The other major problem is Linderman. No one knew this was there a lot of people have almost lost their bottom of the car yet. Are they looking at major problems. Mike said he has been out on 1700 is always muddy and wet. Cannot put anything down on that. Cannot fix it when it is wet. Need to be able to this right. Dale said they need to make an effort. Rob said by keeping the water off the roads.

Chairman Hancock said one grader is \$400,000. Look at the cost effectiveness of using and leasing. It is less costly to own a piece of equipment when they put 10,000 hours on these. Rob said when they lease they are essentially financing this. They have interest they are paying to be in procession. When they pay cash, they do not have that. Chairman Hancock said they have done the cost analysis. Takes about eight years they hit 10,000 hours run about 1,200 hours out here a year. Chairman Hancock said they have \$400,000 for a grader then have an operator with benefits. Mike said Fremont County they lease their grader and is \$64,000 a year. Laurel asked how many graders they have. Mike said seven. Laurel asked how many on this side. Mike said four. Dale asked who has the most dirt roads. Chairman Hancock said this side does. Dale asked what takes more maintenance? Mike said pavement takes more work. Scott said if they had one more person that can step in and run a grader instead of adding graders so when someone is on vacation they can run these. Brian said they each rotate days so they have a grader going. Scott said if they had a floater. Mike said they would almost need a grader for them or they are going back and forth. Michelle asked what they grade in Rigby. Mike said they have sixty miles of gravel in Rigby. Takes the grader about two and a half weeks to go from the ski hill out. Mike Cope asked about hiring part-time snow plow operators so they have summer help. Commissioner Clark said that is something they may consider. Have had some good discussion. Been a lot of good ideas. Not as easy to find a blade operator. Laurel says they used to steal Kirt all the time when he was in the grader. Rob said they are not always taking them from out here and putting them to work on the east side. They have tradeoffs. The entire project on 1900 the prep work has been eastside employees. Mike said this boils down to having to have everyone help. Commissioner Clark does appreciate everyone coming in. Only know if they let them know. These are things that are on their list. Encourage them all knows he has spoken to some of them appreciates the calls. Thinks they have a great area. Would be better with more money. Committed as Commissioners to do better out here. That is why they come out. Will try to come out twice a year. If they have other things they want to address. Trying to see what they can do budget wise. Drove out with Mike today and looked at some of roads. If the Special Road & Bridge levy if they could just get a little more.

Mike Cope said if they only get \$600,000 for the tax they may be undertaxed. Commissioner Clark said they can only raise the levy three percent. They see grants come in got some letters for these. Got this on one side so that is better than nothing. Will continue looking for grants and different ways to help out here. Knows they would like them to commit to five miles a year but they are driving around they have some roads they need to take care of that are already paved. Mike said they get credit for so many miles of both paved and gravel. Eligible for some of these grants because of the asphalt they have.

Lisa said she wants to take a moment on the Fairgrounds. Went and talked to the Board they pay for the maintenance of the fair park. Lady lions no longer do this. Got a vaulted toilet. Got a new fair building. Very grateful going to have some playground equipment going in.

Lynn does appreciate them they have no access to the information. Lisa said communication may fall through the cracks. They did not realize Lady Lions were doing the maintenance at the fairgrounds. Lynn said he knows there is a lot of pressure. Knows they have to do maintenance. Did not understand this until they explained this. Commissioner Clark said they will continue to come out.

Mike Cope said the Commissioners approved Mud Lake ambulance for \$350,000 so they are helping this side of the county with that. Commissioner Clark said they only know is if they let them know. Their information is online. Scott said in Hamer down to the refugee they have a dead-end road the refuge has the dump trucks going too fast the speed limit is 45 mph should this be 35 mph? Rob said these are mandated by state statute. In order to change a speed limit, it requires a study on the traffic and they set this at the 85th percentile of the existing cars. Some exemptions are churches, schools. Mandating the statute that rural collectors. Mike said the back story before these commissioners were here was

change a road to 35mph so that is what they did. If they got a ticket they could beat it because they do not have any paperwork to change this. A lot of times if LHTAC or the state disagrees they can. Commissioner Clark asked if the trucks are done. Lynn asked if they could do a temporary sign. Mike said they cannot drop it without a study. They could do a breakout limit if the Board approves that. Cindy thanks them for coming out. Commissioner Clark closes the meeting at 8:15.

Scott Hancock
Chairman of the Board

8/28/23
Date

Audrey Moon
Clerk of the Board

8/28/2023
Date

Collin C. Poole
County Clerk

8/28/23
Date

