

March 15, 2020

Woodland Park Road District <woodlandparkrd@gmail.com>

to jmorris

Hello Jeremy,

As we struggle to move forward I thought I would send an update of our direction and what we are accomplishing. I am sorry this email is so long, I have been waiting and saving it all up LOL.

1. We were finally able to get the bank account straightened around and all signatories taken care of. This was very difficult, as phone calls had been made to the bank about the district account. Good thing I knew what I was doing. As Chair I had to literally remove the old board from the account on legal forms. It took all day to get it done. But ta-da!! ugh it did not have to be so difficult.
2. We have created a budget for the year and will be working on long term goals in the near future.
3. We have secured the required Insurance Binder naming Woodland Park from Mr Kasik. This Binder is for one million liability which I felt was sufficient. Kasik Enterprises LLC is also fully insured.
4. I have put out a request for bids on both snow removal and road maintenance. I have exhausted all electronic sources I can think of and will put an ad in the Klamath paper next week. Jeremy, if you have any suggestions, good contractors or anyone you can think of, we could really use your help. Even though Mr Kasik is doing his best with the Emergency snow removal there are problems and I would like options.

I have a few questions I am hoping you can help me with:

1. **Road Signs:** in reference to the existing speed limit signs, we have been told (by you know who) that those signs were put up by the County way back when. I was further told, that it would be illegal to take them down. I do take this with a grain of salt but I would like confirmation that the County would like them taken down. The Board has already voted on this but under all of the trouble and scrutiny, I felt we should make sure.
2. **Accounting:** I was wondering if it would be appropriate to have a question and answer with County Accounting. Is this appropriate to request. I have some questions. We can of course hire an accountant to sort it out but honestly I just need a little guidance. If you can help, let me know and I will discuss it with you.
3. **Green Diamond Logging:** As I was looking through the files you loaned me, I noticed a contract with Green Diamond. As I further look through Mr Cannons files, I am not sure what happened there. I would appreciate any opinions or guidance from the County point of view.
4. **Weight limit on Old Korral:** I noticed that there have been a couple of instances where the County lifted a weight limit on Old Korral. Is there a current weight limit, would a permanent weight limit be an answer to the damage being done by the Railroad trucks, semis and electric company? I have not brought this up to anyone, I am just curious if it is an option.

You mentioned that you would be meeting with the Railroad and would see if there was an option for help there. I would be interested in even some in-kind help if money was an issue. Maybe they would agree to give us a couple of gratings, or a plowing or two or some other kind of help. I know they bring their big tractors out a lot. Unfortunately, I found a very aggressive letter from Mr Cannon to the Railroad, and a Go Kick Rocks response from the Railroad. Can we mend this relationship? Any guidance as to how to start would be so helpful, if it is an option.

I know you are very busy, so I hope I am not intruding. I am just trying to figure out how to move us forward.

I would be interested in a phone meeting or maybe a few minutes when I return your files. Please let me know if you would have the time.

Thank you in advance,

Tena Crum
Chair, Woodland Park Special Road District

Jeremy Morris <jmorris@klamathcounty.org>

to Ryan, me

Tena,

I apologize for the delayed response. I don't know if we did or didn't install the signs in the past. Today, we wouldn't do that and we don't have any official speed limit on any public gravel road. We also do not have any speed limit signs on our 100 miles of County gravel roads (nor do other jurisdictions in Oregon). We typically request unofficial speed limit signs be removed on a complaint driven basis....we don't have the staff to proactively drive around and make these types of request. Even though there is a sign doesn't mean it is enforceable. This adds confusion to motorists and law enforcement that leads to motorist ignoring those signs (and eventually our signs on our County road network).

There is no speed order on your road for the reasons listed above. Therefore, as the road official in Klamath County, I am the designated authority to request you to remove them. See the inserted email below my signature for additional information.

I don't have any snow removal contractors I know of in the Chiloquin area other than Morello. Bobs Excavation and Rocky Mountain Construction have large equipment and are based in Klamath.

I contacted the railroad company...we had an issue with the RR Crossing at Pine Cone Drive that we discussed with them. I inquired about if they would consider helping out with some of the winter or summer maintenance. The railroad crossing maintenance person said that his district isn't in control of their maintenance dollars and that "headquarters" recently tacked on 30 more miles of railroad track maintenance to their district and told him to make due with the same revenue and same resources. Long story short, even though they are a large "empire"...the local folks are in the same boat as the rest of us....increasing maintenance costs and responsibilities with decreasing revenue.

The County has an Finance Department. That being said, they aren't really involved in "road" budgets. We do have a office manager here in Public Works that could probably assist you with an hour or two of help. I'll ask her (Marylou) before we can commit to assisting or not.

Related to Green Diamond. I recall threatening to setup a "weight restriction" on Old Korral a few years ago in order "go to bat for the road district". Upon threatening the "weight restriction", Green Diamond came to the table and met with the Special Road District. We left the negotiations for maintenance during and after the logging contract completion up to the Special Road District. Upon hearing a "agreement" between the parties was established, we removed the threat of the "weight restriction". That was the only involvement by the County and was completed via phone (no in person meetings occurred). I don't know what happened after that and if anyone asked or monitored the road maintenance during or after the logging contract was completed. If you get "wind" of a future logging or other major project using your roads, you should contact us immediately. If I were the road district I would include maintenance of pot holes, washboards, snow plowing with a damage clause if they use wrong equipment, and dust control during the logging operations. Furthermore, have some type of estimate of the number of loads (to verify the gravel road life expectancy reduction) and agree to a fixed amount of work afterwards...like adding XYZ" of compacted gravel. If you notice there are more trucks or longer duration of operations that would allow you to approach them on a breach of contract. That is, if they agree to 500 loads and 4" of gravel...and then 2,000 loads occurs you have the right to ask for more gravel or other things.

Weight restrictions are usually linked to "very large operations". Weekly or monthly trips by school buses, garbage trucks, railroad, etc. are the cost of doing busing in the public road business. Keep in mind that a weight restriction impacts all users of the road. Law Enforcement can pick log trucks but ignore cement trucks or delivery trucks that are using the roads. A black and white weight restriction applies to everyone.

Hope this helps. Let me know if you have any questions or need additional information.

Jeremy