



PUBLIC WORKS AT WORK

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THE FIRE OF 2013

Article details submitted by
Dave Haviland 'Tater'

It started out as just another ordinary Friday, another day at work, another day of maintaining the roads for Lewis County residents. But that cool spring day on March 22 ended with a devastating fire that has, and continues to affect, our east county residents and our Area-7 Kiona Road shop maintenance crew.

The Kiona Road shop, which is located at 8911 US Highway 12 in Randle, Washington, had a large equipment shed with an adjoining office and work area. The

equipment shed erupted into flames shortly after 6:00 pm that Friday evening. The fire was first observed by passing traffic on US Highway 12, and emergency calls were made to 911, where responders were dispatched from Glenoma, Mossyrock, Mineral, Morton, Randle, and Packwood fire Districts. Approximately twenty five to thirty fire fighters responded. Additionally, most of the Kiona Road shop employees also re-

sponded, assisting with moving some equipment that would have otherwise been destroyed. Fire district responders began arriving on the scene within eight minutes of their original call-out time, but by 6:30 pm, the entire building was fully engulfed in flames, assisted by chemicals and diesel from the equipment fuel tanks.

Fire district personnel along with the road shop employees

worked on controlling the fire late into the night, and some into the early morning hours of Saturday.

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2014 Public Works upcoming events:

- Road Maintenance 4th Annual Rodeo — May
- Base Stabilization (Pe Ell McDonald Rd. — July
- Chip Seal (70 miles) July & August
- Jackson Hwy S. Culvert replacement — July-Aug
- Cousins Rd. Culvert replacement — Aug-Sept
- State Rodeo Wenatchee-Oct

SPRING TRAINING RECAP:

By Erik Martin

This year Lewis County Public Works held their first annual Spring Training on May 30th and 31st. The first day of training included a workshop that brought together all 84 members of the Road Maintenance, Fleet Services, and Traffic Services sections of Public Works as well as members of the management team to have a series of group discussions about what it is we do, and why we do it. The focus was on accountability, dependability, what we all can expect from each other, and what the public can and should expect from their Public Works Department. This was a great chance to sit down and talk with members of other shops and other sections about some of the goals we all have, some of the things that are going well, and to give input on where we might be able to improve. A great effort was given by all involved and the amount of information collected was amazing!

Tim Elsea, Kevin Korpi, and myself have been through all of the material collected and we've found some recurring themes in the comments and suggestions. Training, Equipment, and Communication were some of the most frequently mentioned areas at that training. We heard that message and here's what we've been doing about it:

Training – Across the board, we



(Tony Wintrip, competing in the Loader)

heard that our employees need more and better training. One way we are responding to this need is through the redevelopment of our internal Equipment Training Program. This program is still in development but we have been working with operators and supervisors alike to develop a program that gives people a clearly



defined track to achieve their goals as equipment operators. The focus of the program is on getting our operators to strive beyond adequacy and attain excellence in carrying out their job duties. Included in the training will be how to train others so that we can ensure that our institutional knowledge is carried forward as we also move forward.

Another way we are improving training for our employees is through the development of what we are tentatively calling Project Managers. These people will receive special training in project management directly related to certain types of construction and maintenance accomplished here at Lewis County. When completed with the training, these employees will be assigned to projects conducted by our maintenance crews to manage scope of work, schedules, and budgets. These positions will work closely with engineering staff, supervisors, and department managers to help produce high quality projects that add value to our Lewis County road

system.

Equipment – In response to some of the comments about both new and existing equipment, we have started getting direct input from operators on specifications and options both during the bidding process and during manufacturing. Vehicle replacements for 2014 are listed in this edition of the newsletter, so please feel free to submit comments or suggestions to your supervisor if the equipment you operate is being replaced.

In addition, we expect to receive several new pieces of equipment this coming year funded by FEMA as an alternate project to the Davis Creek Bridge that washed out in a 2006 flood. Included in that equipment purchase is funding for the following:

- 10-Yd Dump Truck (including snow plow & sander)
- Mini-Excavator
- Injection Patcher Truck
- Backhoe
- 84" Steel Drum Vibratory Roller
- UBIT (Under Bridge Inspection Trailer)

The project also includes funding for an equipment hoist, design and construction of intersections and turnarounds at the bridge ends, a temporary bridge for use in emergencies or construction projects, and shop expansions at Area 5.

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(Brad Kohler, competing in the Excavator)

PW DEPARTMENTAL STAFF MOVEMENT

Public Works, the largest department in Lewis County, has a continuous flow of staffing movement and would like to congratulate all of the 2013 Retirees, Promotions, Lateral moves, and New hires.

Retirees:

- Brian Bond (16 years)
- Jerry Craft (33 Years)
- Bill Frazier (34 years)
- Tom Gossan (35 years)
- Mike Scott (6 years)

Lateral Moves:

- Josh Mishler (transferred from Area-5 to Area-1)
- Todd Weaver (transferred from Special Ops to Area-1)
- Loren Buckman (transferred from Special Ops to Area-1)
- Jamie Guenther (transferred from Area-3 to Special Ops)
- Dave Jones (transferred from Area-1 to Special Ops)

Promotions:

- Fred Terry (Area-1 Supervisor)
- John Link (Engineering Tech II)
- Allison Cournyer (Area-3, RMT III)
- Shane Hulstein (Area-1, RMT III)

New Hires:

- Colby Vermilyea (RMT I)
- Bradley Williamson (RMT I)
- Rick Moore (RMT II)
- Chris Tyring (RMT II)
- John Mitchell (Tree Faller / III)

THE BRIDGE IS BACK

By Erik Martin

The Leudinghaus bridge No. 87 was destroyed in the 2007 flood along with the Chandler bridge. After a long and arduous process, a replacement bridge is scheduled for 2014. A Bailey bridge was put in place and used from 2007 to 2011. Based on research, coordination with WSDOT, and feedback from several public meetings, a permanent bridge location was chosen a quarter mile upstream at Hatchery Road. This is unique and caused delays because FEMA usually insists on funding a replacement of similar size and kind. Based on the need to meet current codes and standards (3' above projected 100-yr flood elevation, 28' width, & single span structure to prevent debris accumulation), funding was eventually

approved last year.

The bridge will be a steel through-truss structure with a 200-foot span over the Chehalis river. The bridge and approaches will constitute a



(Bailey Bridge used from 2007 – 2011)

new county road, serving the area known historically as Mays. The Mays community included a sawmill, train station, and some workers houses located west of Meskill. The sawmill, owned by a

man named Mays, was located along the north side of the river about 200 yards west of the old Leudinghaus bridge (or Mays bridge, as it was known back then). The train station was located just north of the mill along the Milwaukee Rail Line.

This project design is currently 90% complete and is scheduled to be fully constructed in 2014.



(Aerial view of the 2007 flood)

2013/2014 CONSTRUCTION PROJECTS

2013 Construction/Maintenance Projects

- ADNA LEVEE DITCH REGRADE**
Complete
Ditch re-grade and cleaning to alleviate local flooding
- AIRPORT LEVEE BASE WIDENING PROJECT**
85% complete
Levee base widening for future elevation increases
- 2013 COUNTYWIDE 3R PROGRAM**
CTB and BST maintenance/ construction projects
2013 CTB included Cline, Peters, Middle Fork, Krueger, and Damron Roads
- COUNTYWIDE BRIDGE/ROAD BANK PROTECTION**
Ceres Hill Bridge Bank Protection – East Pier - Complete
- NEWAUKUM BRIDGE REPLACEMENT MP 4.48 – 4.51**
Complete
Mitigation / Archeological work continuing
- COUGHLIN RD BRIDGE #36 DECK REPLACEMENT**
Complete in 2013
Replacement of wood bridge deck, structural update, and scour protection
- KOONTZ ROAD WIDENING MP 0.310 – 2.016**
1.7 miles of road rebuild, widening, and drainage improvements
Complete in 2013
- COUNTY ROAD SAFETY PROGRAM Phase I and II**
Phase I – Signs, Flexible Guideposts, and torch down markings – Complete
Phase II – Guardrail Installation at various locations and slope flattening – 80% complete
- AIRPORT ROAD RECONSTRUCTION / Widen I-5**
County portion complete (design only)
WSDOT – Scheduled for completion in 2015
Total I-5 project complete in 2016
- CHANDLER RD CULVERT MP 2.50**
Old failing culvert
Complete
- GODFREY RD CULVERT MP 0.287**
Failing Culvert
Complete
- WILDWOOD RD CULVERT MP 2.99**
Failing Culvert
Complete

2014 Projects

- KING ROAD**
BST, improve horizontal and vertical alignments, install culverts and ditches, widen for safety
- DAVIS CREEK BRIDGE NO. 181 (Alt Project) – Future Project (2014?)**
Equipment Purchase
Area 5 Shop Expansion
- LEUDINGHAUS BRIDGE NO. 87**
Replacement of Bridge lost in 2007 flood
Bridge location – Hatchery Road
- BISHOP ROAD IMPROVEMENTS MP 0.422 – 1.507**
Includes Intersection improvements at Interstate Ave (right turn lane) and surfacing north and south of the intersection
- JACKSON HWY SOUTH CULVERT MP 2.108**
System Culvert Replacement
Maintenance will construct
- COUSINS RD CULVERT MP 3.35**
Failing approach culvert
Maintenance will construct
- MARTIN ROAD TURNAROUND**
Turn-around Widening
Maintenance will construct

Vehicle & Equipment Replacements in 2014

- (1) 4x4 Pick-up - (Engineering Survey)
- (4) 4x4 Pick-up - (Area-1, Area-2, Central Shop, Traffic Control)
- (2) SUV - (M & O, Survey)
- (1) 2-Yd Dump - (Area-2)
- (1) Message Sign Board - (Special Ops)
- (1) Lowboy Tractor - (Central Shop)
- (1) 12-Yd Dump Truck - (Area-5)
- (2) V-Box Sanders - (Area-1)

REGIONAL ROAD MAINTENANCE PROGRAM

By Ann Weckback

On January 3, 2013, Lewis County was accepted into the Regional Road Maintenance Endangered Species Act (ESA) Program. Lewis County enrolled in this program to allow maintenance activities may be covered under 4(d) of the ESA. NMFS' 4(d) Rule for salmon and steelhead includes a "take limit" for approved road maintenance programs.

The Services have identified habitat degradation in both freshwater and estuarine/near-shore marine environments as a major factor of decline for bull trout and listed salmonids and steelhead. When properly modified and implemented, road maintenance

practices can contribute to the conservation of listed species and the ecosystems upon which they depend by protecting or restoring habitat.

Most of the best management practices (BMPs) covered in the RRMP Guidelines were already being implemented by the County. Now, with the help of the maintenance crews in documenting the use of these BMPs, the county is able to streamline the environmental permitting process. Since entering into the program the County has been able to move forward with multiple projects under the 4(d) rule, the most recent of which being an Emergency Slide/Washout Repair that occurred at Cline Road - MP 2.158.

In addition to allowing the County to

permit projects faster, the program also provides training opportunities for work crews. Specific training classes offered include Track 3F - Field Training in Erosion Control and Track 3W - Field Training in Installation of In-Water BMPs. If you are interested in attending a Track 3W training so you might see BMPs that other counties are using such as culvert plugs and pop up berms, let your supervisor know and we will sign you up for a future class. Additionally, if you are innovative and come up with a new BMP let us know so that we may share your invention with other counties. Environmental truly thanks you all for your participation in this program and welcomes any questions you may have regarding road maintenance practices.



VEHICLE & EQUIPMENT UNIT NUMBER CHANGE

Coming soon to an Area Shop near you! As many of you have noticed in recent years, our vehicle and equipment numbering system has changed from what it used to be (in the old days). Public Works road shop unit numbers would start with a 1,2,3,5 or 7 to represent the area shop where it was stationed. Traffic Control units used a 'T' for a prefix, and 'A' prefix represented A-Pool. When vehicles and equipment were

washed down or reallocated to another road shop, the unit numbers had/have little to no significance. In an effort to give justification and some reasoning to our unit numbers, a new numbering system was developed and implemented back in 2004/2005.

Currently, approximately half of our fleet uses the new numbers, and the other half the old numbers. Beginning January 1, 2014, all units will go

to the newer numbering system. Public Works employees will begin using the new unit numbers at that time. Each area shop will be given a list of their equipment with current numbers and also the new unit numbers.

The prefix digits represent equipment category, the last two digits represent the year. Example: 35-113. 35 represents Graders, 13 represents the year, and the middle digit is a sequential number.

SPRING TRAINING RECAP:

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Communication – Better communication and spread of information was another theme that we heard throughout the day. The newsletter you are reading now is an example of how we are working to better communicate what is happening in our department. As mentioned earlier we are also meeting with operators and getting feedback on training needs and equipment purchases. We have continued to support the Accident Review Committee instituted as a peer led effort to improve overall safety in Road Maintenance. As always, we have a strong belief in an open door policy on communication.

Please feel free to talk to Tim, Kevin, myself, or your supervisors if you have any questions. We are here to support you and your work.

The second day of our Spring Train-

ing event was the third annual Lewis County Equipment Rodeo. This was a great day where our operators battled it out in the Area-5 yard for the right to attend the Washington State competition in Kennewick this year. It was a great time for everyone whether you chose to get heavy into the



(Randy Hill, Aerial Lift Operator, with Commissioner Edna Fund)

competition or just try out some equipment you haven't had a chance to run much. Our Special Operations crew was giving rides to the top of the man-lift and even took one of our commissioners, Edna Fund, up 65 feet in the air. Even if you just enjoyed the local cuisine at the pot luck or getting to know some of your co-workers from outside your area, it was a good day all around. The Rodeo winners were as follows:

- Dump Truck: Chad Muir
- Loader: Josh Rogers
- Grader: Stan Oberg
- Excavator: Josh Rogers
- Backhoe: Matt Mohney
- Overall: Josh Rogers
- Area Shop Winner: Area-2

(More photos on back page)

VEHICLE & EQUIPMENT REPLACEMENTS

Public Works assesses the mileage, age, and overall condition of its fleet of vehicles and equipment each year. Public Works takes great pride in their competent personnel, and are also dedicated to providing quality equipment to accomplish the work that Lewis County road maintenance requires.



Left: (2014 Kenworth Lowboy Tractor)

Below: (Ford F-550 Chemical Spray Truck)



PW standard replacements for 2013 included:

- 1 SUV
- 3 4x4 Pick-ups
- 2 Chemical Spray Trucks
- 2 Tractor Brush Cutters
- 1 Lowboy Tractor

Lower left corner: (2013 John Deere Brush Cutter)

THE FIRE OF 2013

(continued from pg. 1)

With the background hills still cold with snowpack, flames heated the road shop building to temperatures that melted aluminum wheels, warped heavy steel dump boxes



(2008 Motor Grader)



(Dump Truck with Sander)



and equipment, and literally burned tires off vehicles and equipment that were parked in the shed.

Fire investigators have determined that a faulty space heater contributed to the cause of the fire. With the loss of the large equipment shed, office, and equipment, Lewis County suffered several million dollars in



replacement equipment has been ordered, of which some has been received and is now in service.

The March 2013 fire has indeed made its mark in Lewis County history by its memorable devastation



and financial impact.

A special thanks to all of our Public Works Area-7 Road shop crew as well as many of the 'behind-the-scenes' personnel who have demonstrated persistence, hard work and patience through this time of rebuilding.



PW SPRING TRAINING 2013



Now this is Montana drivin'!



Nothin' to it!



Hey, this is fun!



Merry
Christmas

