

September 5, 2016

Mayor Thomas Mersereau

Council Members

Kim Sieckmann

Linda Neace

Steve Johnson

Neal Reisner

Patrick McMahon

Kevin Johnson

To the Gladstone City Council Members;

As members of the Gladstone Library Board, we would like to voice our disappointment resulting in the recent exchange of correspondences between Gladstone City Council members and Clackamas County Board of Commissioners concerning the future of our library. It appears the voice of the people no longer matter in our community, and our council members have jeopardized the capital funding for our library by putting their own interests before the people they serve. As your library advisory board, we feel we have been excluded from the process.

According to the most recent letter from the Board of County Commissioners (BCC) dated August 10, 2016, it appears that the citizen task force was one of key factors to demonstrate good faith on behalf of our City Council. Though you may not have acknowledged the fact that a few Oak Lodge and Gladstone library board members have been attending each other's monthly meetings, I would like to make a clear statement that we have been communicating and we share a mutual desire to form a citizen task force to discuss how we may bring our two communities together in a positive manner to design a library which will benefit both communities.

Secondly, we are concerned about the size and future funding mechanism of the library. The Capital Plan written by Mackenzie lacks a clear vision of a future library large enough to accommodate the increased service population. Lastly, we express our concerns that the ballot measure stated the city no longer will fund the library, which was a condition advocated by citizens of "Save Gladstone" committee, some of whom reside on our city council. We are concerned that if the funding allocation of operational costs falls short, services will be cut.

Our city council members have wasted valuable time that could have been better spent demonstrating a good faith effort to meet the requests of the BCC; in addition, the council has continued to waste even more of our taxpayer dollars that should have been put to better use to fund construction of the library. The final straw is the council's motion to sue the county, yet again, spending more money. The library board disagrees with this motion to sue for entitlement rather than work with community members to build support.

We recommend that the city council use citizens from both library boards in Gladstone and Oak Lodge to create a task force with "fair representation" and allow these citizens to bring a plan to the city council, which both parties can agree on. We would like to ask for a neutral facilitator from the county

who will guide the conversations surrounding the library, and hopefully provide a smooth coupling of our communities.

Regards,

Gladstone Library Board Members

Margaret Bertalan, Library Chair

Katie Lewis

Steven Heckert

Natalie Smith

Beverly Chase

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To the Gladstone City Council Members;

The Gladstone Library Board requests a new liaison assigned who will provide positive support and guidance of combining two boards and two neighboring communities together. We would like to thank Councilor Johnson for his time and showing adequate support for the library.

Regards,

Gladstone Library Board Members

Margaret Bertalan, Library Chair

Katie Lewis

Steven Heckert

Natalie Smith

Beverly Chase

September 13, 2016

Manager, Government and Community Affairs NW Natural
220 NW 2nd Avenue
Portland, OR 97209

The City of Gladstone is writing to inform you of a safety hazard with one of NW Natural's pipelines located in the City of Gladstone. The pipeline in concern is a 12-inch diameter pipeline located in Meldrum Bar Park on the east bank of the Willamette River. The specific hazard with this gas pipeline is that there is a significant section of the pipeline that has little to no cover in an area that is a popular fishing spot and where steel rod holders are often hammered into the ground by fishermen to support their fishing rods. The shallow pipeline has been known to NW Natural since July 15, 2016 and nothing has been done to rectify the situation. This gas main poses a serious safety concern to the local fishermen, citizens of Gladstone and to Meldrum Bar Park and the problem needs to be addressed by NW Natural immediately.

The situation became known to NW Natural this summer as the Port of Portland undertook a mitigation project to remove a failed bulkhead along the Willamette River in Meldrum Bar Park. The presence of the gas main in the vicinity of the bulkhead removal site was well known to the Port of Portland prior to their project beginning construction, as their plans and permits clearly identify a 10-foot wide clear zone on either side of the pipeline. Prior to performing any works around the existing pipeline, on July 14, 2016, Port staff coordinated having the presence of a NW Natural crew on-site on July 15, 2016 to ensure that the gas main had been accurately located in an effort to avoid potential conflicts during construction. It was during the visit of that crew that the lack of cover over the pipeline was discovered.



The Port's construction activities protected existing conditions outside of the Port's project area boundaries. Existing grades within the 10-foot clear zone on either side of the NW Natural pipeline were not modified. Once the pipeline was located in the field and the shallowness of the pipeline had been discovered by NW Natural, the Port's grading plan was modified to avoid all activity in the clear zone to fully protect the existing pipeline. In the photograph above, right, the top of the pipeline was painted yellow, a small plastic yellow pad was placed over the exposed pipe by NW Natural and a wooden lathe was placed in the ground to mark the location of the gas pipeline. In the photograph below right, a gas company barricade was also placed over the pipeline where the cover was at its shallowest. In the weeks since the shallowness of the pipe line was discovered, NW Natural has done little else to resolve the dangerous situation presented by the lack of cover over this existing 12-inch gas main.



An Army Corps of Engineer's permit governs the Port's work in this area and that permit clearly defines construction work area boundaries which stay clear of the clear zone. Once the shallow pipeline depth was identified, the Port adjusted its work area boundaries in order to stay further away from the pipeline. Port staff informed Ryan Van Gordon, of NW Natural Integrity Management Engineering Services early in the week of 7/18/16 that the Corps would not allow NW Natural's work to be performed under the Port's Corp permit, nor would the Corps extend the boundaries of the Port's work area. However, in an effort to help NW Natural secure its own permit for any necessary work along the bank of the river, on July 20, 2016 the Port's consultant, Cascade Environmental, provided NW Natural with contact information for the Corps' permitting staff, and on July 26, 2016, shared copies of the Port's plan set for the area. At the time, Corps permitting personnel indicated that the Corps may be able to provide a short turn-around time for NW Natural's permit review and this information was shared with NW Natural.

However, NW Natural's Engineering Services Staff seemed more focused on having the Port solve the problem for NW Natural. In emails exchanged with Port Staff, NW Natural Engineering Staff stated that they found it odd that the Port could not extend its work area boundaries by about 5', allowing extra spoils to be placed over the pipeline. As Port staff discussed with NW Natural Engineering Staff in the field, due to permit limitations, safety concerns, and risk management considerations the Port of Portland stayed clear of the pipeline and will not encroach on the 10-foot clear zone on either side of pipeline. It will be up to NW Natural to resolve the problem. The Port had even left an existing berm of

material in the area where the pipeline cover is shallow so that NW Natural may be able to utilize it for its work on solving the safety problem, however, because many weeks have passed, now the Port is closing out their project and that material may no longer be available. Since the pipeline and its clear zone are both outside the Port's permitted work area boundaries and the Port's construction stayed clear of both, the Port considers this issue closed from their standpoint and it is fully upon NW Natural to resolve this situation.

As NW Natural explores measures to resolve this safety problem by creating additional cover over the 12-inch pipeline, NW Natural needs to keep in mind that this pipeline is located along the bank of the Willamette River where local hydraulics and erosive pressures of the river will cause changes to the river bank over time. Simply placing some additional fill material over the pipeline is unlikely to solve the problem as the first large flood will likely wash that material away. NW Natural needs to pursue a long term solution, as it is understood that the current river bank will likely continue to erode over time, bringing more sections of the pipeline closer to the surface. The City of Gladstone would like to see a solution proposed by NW Natural that would add additional cover over the pipeline from the river's edge to a point beyond the top of bank.

Sincerely,

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Pavement Management Strategy

Pavement Management is a set of tools and philosophies designed to manage the maintenance activities of Asphalt Concrete and Portland Concrete Pavements. A Pavement Management System consists of a module to keep track of existing and historical pavement condition data and a decision making process to help choose the most cost-effective maintenance strategies and which streets to treat when.

Conventional wisdom of most public works and street department agencies has been to treat streets in a “worst-first” philosophy. Under this “worst-first” policy, streets are allowed to deteriorate to a nearly failed condition before any rehabilitation (such as Overlays or Reconstructions), are applied. This can also be called the “don’t fix if it aint broke” mentality.

Pavement Management Systems are designed with a more cost-effective, “Best-first” approach. The reasoning behind this philosophy is that it is better to treat streets with lower-cost, preventative maintenance treatments, such as Slurry Seals, Chip Seals, and Crack Seals, and extend their life cycle, before the street condition deteriorates to a state where it requires more costly rehabilitation and reconstruction treatments. Generally, paved streets spend about three-quarters of their life-cycle in fair to excellent condition, where the street shows little sign of deterioration, and has a high service level. After this time, the street condition begins to deteriorate at a rapid rate and, if not maintained properly, soon reaches a condition where it will require costly overlays and reconstructions. If treated with a surface seal and other preventative measures, the street condition will remain at a good level for a longer period of time. Figure 1 shows a typical condition deterioration curve for a street.

Figure 1 – Road Condition over time

