



MEMORANDUM

To: Board of County Commissioners
From: Mike Russell, Roadmaster, Public Works Director *MR*
Cc: Grant DeJongh, Assistant Public Works Director
Tim Hancock, Road & Bridge Superintendent
Date: May 27, 2026

Subject: Operational Changes at Public Works – Follow Up

Action Requested

The Public Works Department is coming back to the Board to follow up on the discussion of operational changes that the department has been considering in order to affect operational efficiencies, budgetary savings, and increased levels of service across the County road system in light of tightening finances.

Background

The Road Fund is the primary source of funding for the Public Works Department for road and bridge maintenance, system improvements, and management. As Columbia County's most fiscally valuable asset, the Columbia County road system requires constant maintenance and management to keep safe and efficient for the public for the entire range of uses that our road system serves. It is anticipated that, without a new source of funding, the Road Fund will continue to be inadequate to meet the needs of, and demands for, service for the 550 miles of roads and 102 bridges under Columbia County's jurisdiction. The ever-present pattern still plagues the Road Fund where costs continue to rise as revenues remain relatively flat, which causes the buying power of the Road Fund to continuously deteriorate. We are having to maintain levels of service with less and less resources. This is unsustainable.

Recent budget projections developed by the department show that the problem will require creative approaches and difficult decisions over the next four years to reduce costs to provide even minimal levels of service to the road system.

To this end, the department has looked at ways to adjust our operations to realize efficiencies, be more responsive, and be more proactive in the maintenance and management of the road system.

The Board was briefed on some proposed changes on January 28, 2026. Following the discussion with the Board, the Department leadership met with the Transportation Roads Advisory Committee on February 19, 2026, and held an all-staff meeting on April 8, 2026 to discuss operational changes and get feedback. Department leadership is now coming back to the Board to report on what we heard and discuss our proposed changes and get further feedback.

1. Crew Consolidation

Bottom line: The Department will not be moving forward with consolidating crews at this time. Each Road Maintenance District Shop will continue to operate as it currently does.

One of the options that was being considered was moving away from a district-based road maintenance structure to an activity-based maintenance structure including having all employees report to St. Helens each day and be dispatched from there. Instead of having four separate 3 to 5-person crews, this action would provide a pool of 15 employees to be assigned specific tasks each day. This was seen to increase efficiency in managing the workload of employees, increase intra-departmental communication, and more efficiently manage our human resources. The idea was to have the Road & Bridge Superintendent, along with the Lead Workers, be able to assign priorities for the day or week, see who is available on any given day, and quickly assign or reassign staff resources as needed.

Public Concerns

As this was being evaluated, the Department heard from employees, citizens, partner agencies, and the Board about concerns related to “closing” district shops, and rumors of selling them off were circulating.

From a department perspective, the plan was not to close the shops – it would merely be that no one would report to them in the morning. Given that crews are typically out on the roads, there is not much difference in this respect. There was some concern that staff would not be able to evaluate roads on their way to the shop, and this has some validity. The department never proposed selling shop properties.

Employees’ Concerns

Some employees were concerned about the increased cost for fuel to commute into St. Helens each day. This is a valid concern as it will financially impact some commuting from Rainier and Clatskanie that currently are not. Conversely, this will be beneficial for others that are currently commuting to Vernonia, Rainier, and Clatskanie.

Travel Time

Another factor that is seen as a negative consequence of consolidating crews reporting to St. Helens is the increase in travel times from St. Helens to the various roads throughout the county that may need work at any given time compared to having crews distributed by district throughout the county at the various shop locations that would be closer to the work.

While it is true that travel times from St. Helens may be longer than from individual district shops, this was seen as manageable for the efficiencies gained in crew coordination and systematic goal-oriented workflow. This could also be mitigated by, as the Board discussed, having the flexibility to assign crews to report to whatever shop is closer to the work that was assigned for that week or period of time.

Emergency and After-hours Response Time

Another concern that was brought up related to travel times was response times during emergencies or after-hours callouts taking longer due to employees having to come to St. Helens, get the equipment they need, then respond to the area of concern as compared to having district crews, who may be closer to a district shop, respond to their district shop, then go to the emergency.

It was envisioned under the crew consolidation scenario that crews would be dispersed throughout the county doing routine maintenance and would be able to respond to emergencies, using available district shops for resources. This is similar to how operations currently work. There would be no need to come back to St. Helens to respond to emergencies.

For after-hours callouts, the plan was to have those employees who live closest to a given district shop, be dispatched by Columbia 911 (CCom), for that district. The employee would then report to that shop, get required equipment, and report to the call-out location. This is very similar to what happens now – the difference would be that staff would report to their nearest shop, not the one they necessarily report to during regular working hours. In this respect, after-hours call-out response times could actually be better than they are now.

For upcoming weather events, employees would be directed, and equipment and resources would be pre-staged at the district shop locations, so employees could report to a district shop, pick up a dump truck snowplow/sander or staged pickup, and begin work in the early morning hours with no need to report to St. Helens.

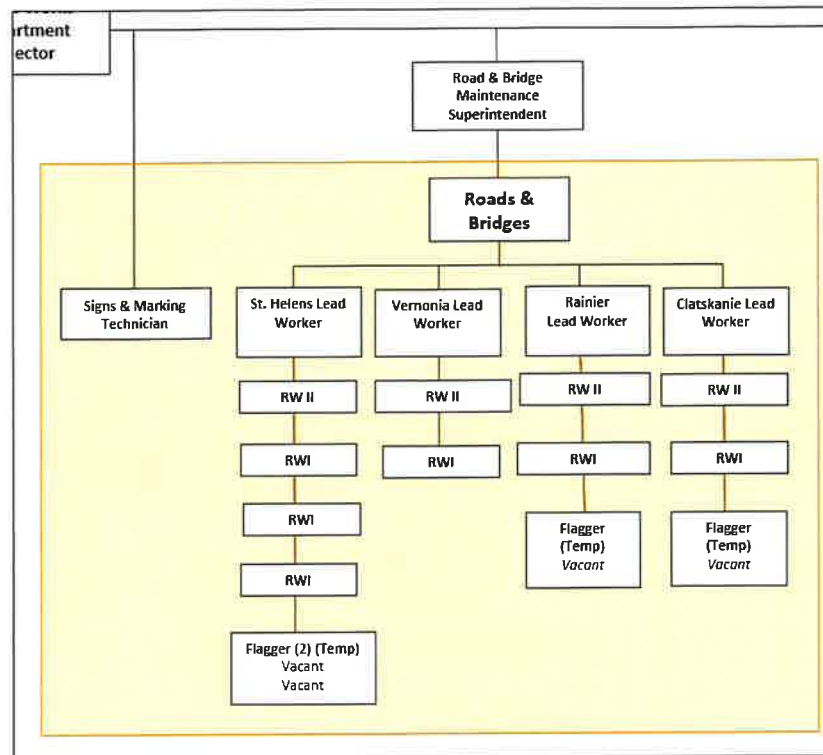
Conclusion: Department leadership appreciates the concerns and energy surrounding this topic and commits to the effective provision of road maintenance services as a priority throughout the County. While the department feels that some manner of consolidation and staffing revision is the most effective way to utilize our limited number of forces, **we propose a slower adoption of changes within the department, focusing first on the implementation of the activity-based work plan.** We look forward to continuing the conversation about service provision as we move forward.

We also wish to note that, if budgetary resources continue to be increasingly constrained, or if staff reductions occur, the department may have no choice but to do some form of crew consolidation as staff numbers shrink and the viability of work groups in districts is lost. For example, a district crew of three going down to two or less may not be viable and, in order to be as effective as possible as an organization, reassigning employees to different crews to make viable work groups may be needed.

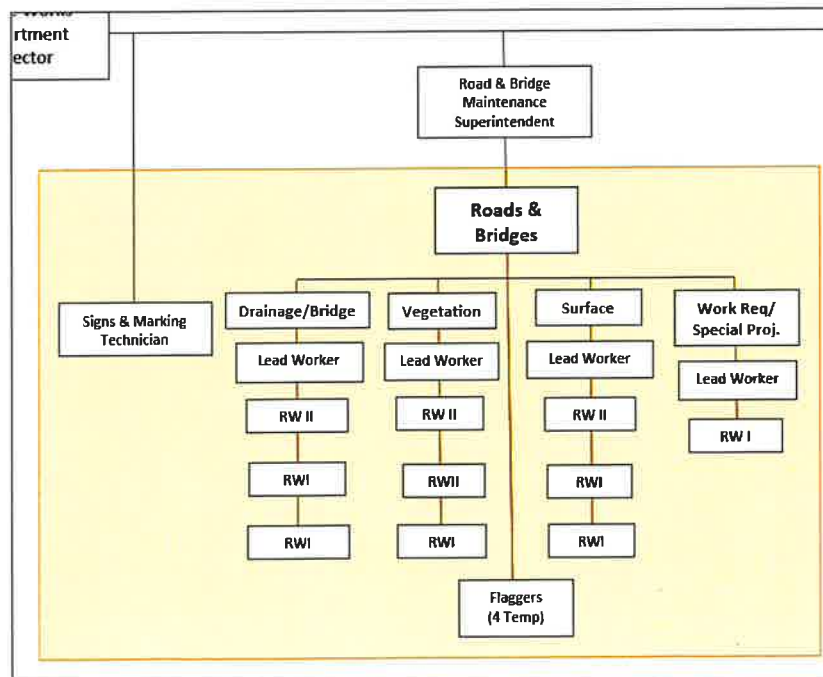
2. Activity-Based Road Maintenance Crews

Bottom Line: Not moving forward with consolidating crews means we will not be creating activity-based crews at this time. Each Road Maintenance District will be responsible for completing all activities in the Road Maintenance Work Plan within their respective district.

Along with consolidating crews, we looked at moving from a road maintenance district crew model to an activity-based crew model. The proposal presented to the Board in January was to go from the current structure of six road maintenance employees in St. Helens and three in each of the other districts to three crews of four employees that would focus on specific activities like surface, vegetation, and drainage and a crew of two employees focused on priority work requests and special projects. This is illustrated in the graphics below.



Current structure



Proposed structure

Conclusion: Since the decision has been made to step back and take a more measured approach to operational changes, **we will not be moving to activity-based crews at this time.**

3. Activity-based Road Maintenance Work Plan

Bottom Line: The Department would like to move forward with implementation of the activity-based road maintenance workplan that was discussed at the January meeting.

The department leadership has developed a Road Maintenance Work Plan that is intended to outline specific activities to be accomplished throughout an annual time period on specific roads. The current version of the plan is attached for reference. The department has never had a specific road maintenance workplan. We have typically just responded to whatever the most urgent need is in each road maintenance district, mainly driven by citizen work requests, pavement management priorities, and bridge maintenance priorities. This is a very reactive approach to system maintenance and not necessarily the most efficient or effective way to maintain the road system.

In an effort to be more proactive in our approach to system-wide road maintenance, we would like to be more programmatic in our approach to road maintenance. The desire is to take more of a system-wide approach and get away from being so reactive to whatever is seen to be urgent in the moment.

It should be noted that, for this first year, **these activity production targets are goals, not hard and fast requirements.** Since we have not done something like this before, it may take one or two seasons to dial in attainable production levels with our limited resources. Each subsequent year, however, should be a more accurate reflection of what our department can achieve.

The current draft of the work plan is attached for your reference. It is broken out by activity and lists each road that is intended to be worked on throughout the annual time period.

We have already been experimenting with the plan with ditching and grading activities.

Ditching

In the Fall of 2025, we created a ditching crew to begin focusing on a ditching program. The crew did a good job working through the assigned list. The intention of the ditching priority list was to work systematically through the whole system over a number of years. We learned through that trial that ditching is a time intensive activity that requires a lot of time and effort per mile.

Going forward, instead of focusing on working through the entire county in a certain time period (years), we will focus on ditching roads that have been identified for pavement preservation as part of the preparation work needed for paving. Also, ditching priorities will be coordinated with culvert replacement priorities to address known drainage issues. So, instead of the goal being to work through the whole system in a particular amount of time, we will focus on areas that have other overlapping priorities with ditching.

Grading

In the Fall of 2025 and into 2026, we assigned a single grader operator to begin systematically working through all the gravel roads in Columbia County to see how far a single asset could get on the grading list.

During this trial, it became apparent that this approach was not very responsive to the seasonal citizen work requests for grading and we ended up supplementing with graders from other districts for priority requests.

Overall, the trial was a success. From October 2025 to May 2026 (7 months), Public Works fully graded 91 of our 144 gravel roads, representing 92 miles of the 117 total gravel road miles we regularly maintain or almost 80%. This is roughly a 59% increase in the number of roads completed over each of the last 3 years. Also, we heard positive feedback from several citizens that had not seen their road graded in a while. We are confident that if we modify the work plan to utilize two graders instead of just one, we can grade 100% of our maintained gravel roads each year and be more responsive to immediate needs and requests.

Conclusion

Over the last several months, Public Works has met with the Board, the Transportation Roads Advisory Committee, and employees, and has heard from partner agencies and the public about proposed changes to our operations. In light of those conversations and information we conclude the following:

- The Department will not be moving forward with consolidating crews at this time. Each Road Maintenance District Shop will continue to operate as it currently does. Instead, we propose a slower adoption of changes within the department, focusing first on the implementation of the activity-based work plan.
- Not moving forward with consolidating crews means the Department will not be creating activity-based crews at this time. Each Road Maintenance District will be responsible for completing all activities in the Road Maintenance Work Plan within their respective district.
- The Department would like to move forward with implementation of the activity-based road maintenance workplan that is attached, recognizing these activity production targets are goals, not hard and fast requirements.

Attachments

Columbia County Road Maintenance Work Plan



**COLUMBIA COUNTY
PUBLIC WORKS**

**Road Maintenance Work Plan
September 2025 to September 2026**

Columbia County Public Works

Time Line			
Start Date	End Date	Description	Duration (months)
October	March	Grading	6
September	June	Ditching	10
Septenber	June	Brush Cutting	10
July	August	Paving/Chip Seal	2
July	Sept	Striping	3
March	June	Spring Herbicide Spraying	4
Sept	October	Fall Herbicide Spraying	2
June	June	Dust abatement	1

Columbia County Public Works

Chip Seal		
RD #	Road	Location
2005	Apiary	Old Rainier to Meissner
1029	Canaan	Lawrence to Meissner
1036	Church	hwy 30 to hazen
2090	Neer City	hwy 30 to Brownlee
1118	Old Portland	callahan to bonneville
1128	Pittsburg	horse arena at the water shed to S canaan
		20 Miles

Columbia County Public Works

Patch Pave					
Rd#	Road Name	From	To	FT	Process
1128	Pittsburg	Hwy 30	750 ft.	750	Machine Patch
2001	Alston Mayger	End of last patch		4000	Machine Patch
1030	Cater 2 spots	Walker	Alder Cr	2000	Machine Patch
1120	Olson	@	Canaan	100	Blade Patch
3060	Pebble Cr	McDonald	Alder	1500	Machine Patch
4134	Quincy Mayger	Kalunki	Mayger Fill	2000	Machine Patch
1150	Sykes	City limits	East Kappler	2500	Machine Patch
					Roughly 1.5 miles

Columbia County Public Works

Ditch				
Road #	Road Name	From	To	Oct25-Oct26 Status
	Prep for Pave			
3060	Pebble Cr	Mcdonald	Alder	Complete
1150	Sykes	City limits	East Kappler	
1150	Sykes	West Kappler	Brooks	
1030	Cater 2 spots	Walker	Alder Cr	
2001	Alston Mayger	finish		
4134	Quincy Mayger	Kalunki	Mayger Fill	Complete
	Prep for Chip Seal			
2090	Neer City	Hwy 30	Brownlee	
1128	Pittsburg	Watershed	South Canaan	Complete
2005	Apiary	Old Rainier	Meissner	
1029	Canaan	Lawrence	Meissner	
1118	Old Portland	Callahan	Bonneville	
1036	Church	Hwy 30	Hazen	
	Ditch			
4147	Old Beaver Falls	Hwy 30	Quincy	
2017	Bishop	Nick Thomas	Nicolai	

Once prep for pave and chip seal is done ditching will likely
be request driven

Gravel Road Grading					Oct25-May26 Status
Road #	Road Name	Beg. Gravel	End Co Maint	Total Miles	(X=Completed)
1001	Alder Cr	1.49	1.892	0.4	X
1002	Anderson Rd SH	Brinn rd	0.469	0.44	
1011	Barger Rd	0.27	0.7	0.43	X
1019	Brinn	Anderson	1.513	0.885	X
1020	Brooks	Dowd	2.9	1.473	X
1022	Bunker Hill	Dowd	0.39	0.39	X
1023	Butterfield	HWY 30	0.24	0.24	X
1026	Cater Hill	Cater	0.238	0.238	X
1027	South Caanan	0.223	2.771	2.548	X
1032	Chaney	HWY 30	0.187	0.423	X
1039	Conibear	Pittsburg	0.626	0.626	X
1040	Crosby	Brinn	0.272	0.272	X
1049	Dowd	Bunker Hill	2.079	0.548	
1066	Gilmore	Hwy 30	Wikstrom	1.295	X
1088	O&N	Kinglsey	0.467	0.467	X
1093	Leberg	Stonebrook	0.086	0.086	
1100	Mckay	Dutch Canyon	0.203	0.203	
1109	Moore	Airport rd	Ring-a-Ring	0.224	
1121	Otto Miller	Dutch Canyon	End Co Maint	2.926	X
1125	Perry cr	Hankey	0.418	0.418	X
1128	Pittsburg	10.96	Schaffer	2.77	X
1131	Reid	Siercks	0.088	0.088	
1132	Rabinsky	0.608	1.75	1.142	X
1135	Reeder	3.786	6.024	2.238	X
1138	Ring-A-Ring	Moore	0.216	0.216	X
1140	Schaffer	Pittsburg	5.075	5.075	X
1147	Smith	Axle Rd	5.016	0.241	X
1147	Smith	0.36	Robinette	2.031	X
1151	Saxton	Millard	0.091	0.091	
2000	Amundson	Dike Rd	0.578	0.52	
2002	Anderson Rd/Girt Rain.	Girt rd	0.191	0.191	X
2003	Andy Thomas	Nicolai	0.47	0.47	X
2004	Anliker	Meissner	Bishop Cr	2.86	X
2006	Apiary Cemetery rd	Fern Hill	0.132	0.132	
2008	Archibald	Hollywood	0.52	0.52	
2009	Barton/ Jeff Barton	Dike Rd	0.153	0.153	X
2010	Butler	Tide Cr	0.328	0.328	
2012	Barton rd	Nicolai	0.128	0.128	
2015	Bedell Rd	Meissner	0.817	0.777	X
2016	Bishop Cr	Anlicker	0.83	0.83	X
2017	Bishop	Nick Thomas	Nicolai	1.109	X
2019	Baldwin Rd	Warren	0.6	0.6	X
2020	Clark rd (upper)	clark rd (lower)	2.073	2.073	X
2023	Cannon	Apiary	0.22	0.22	
2024	Clark rd (lower)	Nicolai	0.743	0.743	X
2025	Carmel rd	Walker	0.424	0.424	X
2027	Cook	Fern Hill	0.468	0.468	
2028	Cooney	Apiary	0.116	0.116	
2030	Davis	Dike Rd	0.434	0.434	
2032	De Frates	Nicolai	1.349	1.349	X
2038	East Meissner	Meissner	0	0.606	X
2040	Emill	0.123	0.533	0.41	
2043	Ege	Dike Rd	0.263	0.263	X
2050	Girt	Hutchinson	0.56	0.56	X
2053	Gregory	Barker	1.277	1.277	X
2059	Hammond	Fern Hill	1.23	1.23	X
2061	Highland	Orr	Tide Cr	1.702	X
2063	Hollywood	Meissner	0.784	0.784	X
2065	Hutchinson	0.2	1.12	0.92	X
2068	Janshaw	Meissner	1.062	1.062	X

Gravel Road Grading					Oct25-May26 Status
Road #	Road Name	Beg. Gravel	End Co Maint	Total Miles	(X=Completed)
2069	Jack Falls	0.195	0.427	0.232	X
2070	Jaquish	Nicolai cutoff	Hwy 30	0.551	X
2073	Karr	Apiary	0.311	0.311	
2078	Lentz	Zimmerman	3.232	1.26	X
2079	Lowe	Dike Rd	0.172	0.172	X
2080	Lookout	Hollywood	0.205	0.205	X
2083	Marcott	Beaver Homes	0.388	0.388	X
2084	Mccoy	Nicolai	0.775	0.775	
2091	Nick Thomas	Neer City	Beaver Homes	2.046	X
2094	Terry	Neer City	0.268	0.268	X
2098	Orr	Tide Cr	Nicolai	1.52	X
2105	Simmons	Apiary	0.648	0.648	X
2117	Warren	Alston Mayger	0.298	0.298	X
2119	Wasser	Nicolai	0.634	0.634	X
2121	Whitney	Clark	1.313	1.313	X
2127	Young	0.064	0.18	0.116	X
2135	Zimmerman	Lentz	0.82	0.82	X
2136	Lewis (Rain)	Debast	0.704	0.704	
3000	Airport Rd	Timber	0.519	0.519	X
3007	Braun	HWY 47	0.05	0.05	
3009	Biggs Rd	HWY 47	0.399	0.399	
3012	Burris	47 .088	0.68	0.59	X
3016	C Burn Rd	Keasey	1.98	1.98	X
3019	Clear Creek	Timber	0.827	0.827	X
3021	Crawford	Eastman	0.254	0.254	
3022	Freeman	Neverstill	0.176	0.176	X
3023	Cleveland	Rose Ave	0.689	0.689	
3026	Deep Creek	Neverstill	0.36	0.36	X
3029	Edens	Keasey	0.25	0.25	
3030	Eastman	Hwy 47	Crawford	0.277	X
3031	Fishhawk Cemetery	Fishhawk	0.569	0.569	X
3035	Flack	Keasey	0.34	0.34	X
3036	Flora	Hwy 202	0.336	0.336	
3043	Kirk	Timber	0.249	0.249	X
3049	Lonnquist	Fishhawk	0.335	0.335	
3052	Mellinger	Stoney Point	0.84	0.84	
3055	North Bank	Fishhawk	0.523	0.523	X
3056	Neverstill	Hwy 202	Deep Creek	1.261	X
3064	Keasey	8.208	9.107	0.899	
3066	Siedleman	Mcdonald	0.34	0.34	
3067	Siebert	Pebble Cr	0.245	0.245	
3070	Sheely Creek	0.23	0.652	0.422	
3071	Short	Stoney Point	0.275	0.275	X
3077	Wallace	Burn	0.841	0.841	
3079	Woods	Stoney Point	0.236	0.236	
3080	Weed	Timber	0.423	0.423	
4000	Alder Grove	Swedetown	1.58	1.58	X
4001	Anderson rd. Clat	Delena Maygor	0.153	0.153	
4005	Beaver Dike	Inglis	2.133	0.772	X
4008	Bodine	Quincy Mayger	0.757	0.757	
4012	Collins	1.5	2.558	1.05	X
4014	Collins #1	Erickson Dike	1.501	1.501	X
4015	Collins #2	Collins	Erickson Dike	1.182	X
4017	Conyers Cr	1.27	1.83	0.56	X
4023	Delena Mayger	2.213	Anderson	1.09	X
4029	Eddings	Colvin	0.102	0.102	
4030	Eilertsen	0.084	0.282	0.198	X
4033	Elliott	Palm Hill	0.639	0.639	
4042	Fish Station	Alston Mayger	0.256	0.256	
4046	Hermo	0.164	1.9	1.736	X

Gravel Road Grading					Oct25-May26 Status
Road #	Road Name	Beg. Gravel	End Co Maint	Total Miles	(X=Completed)
4050	Park Dr	Haven Acres	0.333	0.333	
4056	Himple	Conyers Cr	0.193	0.193	
4064	Inglis	Beaver Falls	Rantala	0.538	X
4075	Jolma	Beaver Falls	0.502	0.502	X
4089	Clatskanie Heights	0.518	3.737	3.219	X
4097	Palm Creek	Lindberg	1.339	1.339	X
4105	Lost Creek	Cedar Grove	Elk Creek	2.583	
4109	Lewis (Clats)	Collins #1	Collins	0.885	X
4112	Maddox rd	Alder Grove	0.172	0.172	
4116	Mallory Pk	Beaver Falls	0.224	0.224	X
4130	Mustola	Beaver Falls	0.74	0.74	X
4137	Olson	1.986	2.811	0.825	X
4137	Rantala	Inglis	0.31	0.31	X
4138	Olson Spur Rd	Olson	0.775	0.775	X
4160	Lindberg (Rain)	Hwy 30	2.181	2.181	
4164	Potter	Haven Acres	0.437	0.437	
4167	Rutters Access rd	Beaver Falls	Rutters	0.14	X
4169	Reed	Delena Maygor	0.383	0.383	
4172	Shepard	Rutters	3.722	3.722	X
4186	Stewart Cr	2.394	Rutters	2.329	X
4190	Swedetown	Sarah Ln	7.967	1.873	X
4195	Trotter	Swedetown	0.555	0.555	
4501	Webb Dist	Woodson	River Front	2.144	
4017(S)	Conyers Cr (S)	4.801	HWY 47	0.709	
			Total	117.136	92.234

Spray
All County Maintained Roads

Columbia County Public Works

Brush Cut

Road #	Road Name	From	To	Miles	Oct25-Oct26 Status
1011	Barger	Gensman	Dead End	0.68	
1029	Canaan	Hwy 30	Meisner	6.69	In process
1030	Cater	Sykes	Scap Vern	4.56	
1036	Church	Hwy 30	End CO Maint	2.38	In process
1045	Dart Cr	Gensman	Smith	2.06	
1056	Firlock PK	Gable	Maple	0.27	
1128	Pittsburg	Watershed	S. Canaan	2.51	In process
1117	Oester	Hazen	Dead End	0.8	
1118	Old Portland	Callahan	Bonneville	0.35	In process
1137	Ross	Batchelor Flat	Millard	0.5	
1147	Smith	Columbia City	Gate	5.26	
1149	Stone	Hazen	Cater	2	
1150	Sykes	City limit	Cater	2.05	
1169	Viewcrest	Oester	Dead End	0.79	
1050	Dutch Canyon	Old Portland	Gate	4.8	
			Total	35.7	
2001	Alston	Where Patch	Where Patch	1	
2005	Apiary	Old Rainier	Meisner	7	
2031	Debast	FernHill	J st	3.17	
2054	Goble school	Nicolai cutoff	Nicolai	0.13	
2059	Hammond	Fernhill	Dead End	1.22	
2061	Highland	Orr	Tide cr	1.71	
2070	Jaquish	Nicolai cutoff	Wilbur	0.59	
2090	Neer City	Hwy 30	Brownlee	3.3	
2092	Nicolai	Hwy 30	Tide Cr	6.23	
2098	ORR	Tide Cr	Nicolai	1.52	
2110	Tide Cr	Hwy 30	Bishop Cr	6.02	
			Total	31.89	
3074	Timber Rd	Co Line	Hwy 47	7.49	In process
3034	FishhawkRd	hwy 202	Gate	3.81	
3051	Mcdonald	Hwy 47	Pebble Cr	1.07	
3060	Pebble Cr	Alder st	Mcdonald	5.24	In process
			Total	17.61	
4134	Mayger	Kalunki	Delena Mayger	4.53	In process
4186	Stewart Cr	Quincy Mayger	Rutters	4.72	
4137	Olson	Swedetown	Dead end	2.92	
4023	Delena Mayger	Beaver Falls	Alston Mayger	3.43	
4060	Ilmari	Mayger	Stewart Cr	2.48	
4105	Lost cr	Hwy 30	Elk Cr	5.68	
4013	cedar grove	Lost Cr	Swedetown	3.48	
			Total	27.24	

Brush Cut

This will get us on a 5 yr cycle of all county roads being brush cut every 5 years
Some will be less, some will need to be Cut every 2 or 3 we will have to adjust
These mileages are based on percentage of miles of county RD in each District
Every district will get all the roads Brush Cut Every 5 years

Culverts		
RD #	Road	Location
3001	Apiary 3	
1026	Cater Hill rd 300ft from Cater	300ft from Cater
4089	Clatskanie Heights	midway up on paved portion (hill)
4016	Co op Rd	2nd Cross Culvert Metal
4016	Co op Rd	Both pipes @ bottom @ Beaver Falls Inter.
4016	Co Op rd	1st Cross culv. Up hill past narrow sect metal
4150	Colvin rd	atTandy Cr Bridge overflow pipe.
4023	Delena Mayger	Cross tile @ Mosier Outflow smashed
4023	Delena Mayger	300' from Alston Mayger
4024	depot St	Cross tile @ RR
2033	Doan	Double below trailer park
1146	EJ Smith	over alder cr
1073	Hankey Just before Perry Cr	Just before Perry Cr
4105	Lost Creek	gravel Large cross culvert Metal failing @ winslow
4105	Lost Creek	next one up from winslow
4105	Lost Creek	400 ft below sharp corner
1117	Oester Just passed 33251	Just passed 33251
3060	Pebble Cr 2	
1136	Robinette at 61051	61051
1143	Scap Vern at 31037	Vern at 31037
4186	Stewart cr	500 above ilmari
4190	Swedetown	Cross Tile @ cedar grove 12" upgrade
4190	Swedetown	Cross tile @ Cedar grove pull out side 15" rotting
2019	Baldwin	Warren crushed on both ends flooded this year
1045	Dart Cr	Cross Tile
4147	Beaver Falls Rd	Mustola
3052	Mellinger	Driveway culvert and ditch
1128	Pittsburg	French Drain

Striping

RD#	Road Name	Begin MP	End MP	Begin Description	End Description
1000	ACHILLES RD W	0	0.25	Hwy 30	Morse Rd
1012	BACHELOR FLAT RD	0	2.15	RD 1014 RM 1.57	CITY ST ST HELENS
1012	COLUMBIA BL	2.15	2.4	RD 1014 RM 1.57	CITY ST ST HELENS
1014	BENNETT RD	0	1.57	RD 1119 AT RM 0.80	RD 1075 & RD 1012
1015	BERG RD	0	1.16	JCT RD 1075 RM 1.86	JCT RD 2W AT MP 24.91
1017	BLAHA RD	0	0.5	RD 1012 AT RM 0.23	RD P-77 AT RM 0.00
1019	BRINN RD	0	1.54	RD 1128 RM 3.64	GATE
1020	BROOKS RD	0	2.93	RD 1030 AT RM 4.49	PVT RD
1028	CALLAHAN RD	0	2.19	RD 1118 RM 0.87	END PAVEMENT
1029	CANAAN RD	2.94	9.69	RD 1128 AT RM 10.71	HWY 2W AT MP 34.19
1030	CATER RD	0	4.56	RD 1143 AT RM 1.28	RD 1083 AT RM 0.75
1034	CHAPMAN RD	0	1.08	RD 3069 AT RM 12.92	RD 1065 & RD 1087
1035	CHILDS RD	0	0.52	RD 1012 RM 2.01	DEAD END
1036	CHURCH RD	0	2.38	RD 1119 AT RM 0.50	RD 1154 & RD P-89
1045	DART CREEK RD	0	2.06	RD 1064 RM 1.35	RD 1147 RM 3.97
1047	DIKE RD	0.71	2.842	HWY 2W MP 19.08	RD 1076 RM 1.76
1047	JOHNSONS LANDING RD	0	0.71	HWY 2W MP 19.08	RD 1076 RM 1.76
1048	DIVISION RD	0	0.64	RD 1102 RM 0.57	RD 2W MP 27.12
1049	DOWD RD	0	2.18	RD 1020 AT RM 1.43	PVT RD
1050	DUTCH CANYON RD	0	4.8	RD 1118 @ RM 0.64	GATE
1056	FIRLOCK PARK RD	0	0.76	RD 1063 RM 1.21	RD 2W RM 27.59
1059	FULLERTON RD	0	1.18	RD 2W MP 23.33	RD 1145 RM 1.27
1063	GABLE RD	0	1.28	RD 1119 AT RM 2.81	RD 1012 AT RM 1.52
1064	GENSMAN RD	0	2.15	RD 1147 RM 4.35	RD 1128 RM 4.45
1071	HOLADAY RD	0	2.5	RD 1106 & RD 1081	RD 1127 @ RM 1.72
1073	HANKEY RD	0	2.24	RD 1136 RM 1.76	RD 1128 RM 0.41
1075	BENNETT RD	0	0.51	RD 1014 AND RD 1012	RD 1145 AND RD 1117
1075	HAZEN RD	0.51	2.66	RD 1014 AND RD 1012	RD 1145 AND RD 1117
1076	COLUMBIA AV E	0	2.58	HWY 2W @ MP 20.91	RD 1160 @ RM 1.20
1076	HONEYMAN RD E	2.58	5.71	HWY 2W @ MP 20.91	RD 1160 @ RM 1.20
1076	HONEYMAN RD N	5.71	9.27	HWY 2W @ MP 20.91	RD 1160 @ RM 1.20
1081	JP WEST RD	0	2.41	NW 1ST ST IN SCAPPOOSE	RD 1106 & RD 1071
1082	KAPPLER EAST RD	0	0.78	RD 1150 RM 2.18	RD 1128 RM 2.21
1082	KAPPLER EAST RD	0	0.063	RD 1050 MP	RD 1082 MP
1083	KAPPLER WEST RD	0	0.735	RD 1019 AT RM 0.03	RD 1128 AT RM 2.21
1085	KAMMEYER RD	0	0.47	RD 2W MP 18.53	PVT RD
1086	KEYS RD	0	0.57	RD 1081 RM 0.67	RD 1159 RM 0.44
1087	KINGSLEY RD	0	1.1	RD 1065 & RD 1034	DEAD END
1098	MAPLE ST	0	0.33	RD 1035 RM 0.33	RD 1056 RM 0.24
1102	MILLARD RD	0	1.81	RD 1119 AT RM 1.73	RD 1012 AT RM 0.49
1105	MORSE RD	0	1.64	RD 1036 AT RM 0.21	RD 1102 AT RM 0.73
1106	MOUNTAIN VIEW RD	0	2.15	RD 1050 @ RM 0.74	RD 1071 & RD 1081
1109	MOORE RD	0	0.45	RD 1076 RM 8.73	RD 1138 RM 0.00
1117	OESTER RD	0	0.8	RD 1145 & RD 1075	DEAD END
1118	OLD HWY 30-SCAPPOOSE	0	0.35	CL 250 FEET SOUTH OF CALLAHAN RD	HWY 2W @ MP 19.08
1119	OLD PORTLAND RD	0	3.3	HWY 2W AT MP 25.00	RD 1084 AT RM 0.00
1127	PISGAH HOME RD	0	2.7	RD 1144 AT RM 0.61	SFR ROAD
1128	PITTSBURG RD	0	13.71	HWY 2 W AT MP 29.10	RD 3061 & RD 1140
1132	RABINSKY RD	0	1.74	JCT RD 1050 RM 3.03	JCT PVT ROADS
1133	RAILROAD AV	0	0.4	RD 1119 RM 2.81	DEAD ENDS
1135	REEDER RD	0	5.95	MULTNOMAH-COLUMBIA CO LN	DEAD END
1136	ROBINETTE RD	0	2.14	RD 1147 AT RM 2.68	RD 1128 AT RM 2.67
1137	ROSS RD	0	0.5	RD 1102 RM 1.15	RD 1012 RM 1.60

Striping

RD#	Road Name	Begin MP	End MP	Begin Description	End Description
1142	SAULSER RD	0	0.74	RD 1083 AT RM 1.52	RD 1012 AT RM 0.96
1143	SCAPPOOSE-VERNONIA RD	0	7.04	RD 3069 & RD 1034	HWY 2W AT MP 21.25
1144	SIERCKS RD	0	0.87	RD 1143 AT RM 4.53	PVT RD
1145	SLAVEN RD	0	1.41	JCT HWY 2W AT MP 24.49	JCT RD 1117 & RD 1075
1146	EJ SMITH RD	0	1.68	NW 1ST STREET	BLM ROAD
1147	AXEL RD	0	0.41	RD 1147 RM 5.30	PVT RDS AHEAD
1147	SMITH RD	0	5.26	COLUMBIA CITY CL	RD ENDS AT GATE
1148	STEELMAN RD	0	1.41	MULT-COL COUNTY LINE	PVT ROADS
1149	STONE RD	0	2	RD 1075 RM 0.69	RD 1030 RM 3.49
1150	SYKES RD	0	2.05	ST. HELENS CL	RD 1083 RM 0.75
1153	TARBELL RD	0	0.69	RD 2W MP 23.82	RD 1145 AT RM 0.97
1158	WALKER RD	0	2.05	RD 1143 RM 2.74	RD 1030 RM 1.44
1159	EM WATTS RD	0	1.17	HWY 2W @ MP 20.53	RD 1050 @ RM 0.68
1161	WICKSTROM RD	0	1.35	RD 1143 RM 5.27	RD 2W MP 22.49
1169	VIEW CREST DR	0	0.79	RD 1117 AT RM 0.62	DEAD END
2001	ALSTON-MAYGER RD	0	4.16	RD 4134 & RD 4023	RD 2095 AT RM 0.37
2005	APIARY RD	0	11.67	JCT RD 2097 AT RM 1.61	JCT RD 1140 & RD 3001
2007	ATKINS RD	0	1.77	RD 2095 AT RM 0.11	RD 2087 AT RM 0.97
2013	BEAVER HOMES RD	0	1.78	RD 2092 AT RM 1.92	RD 2064 & RD 2011
2014	BEAVER SPRINGS RD	0	2.67	RD 2046 AT RM 2.44	RD 2018 RM 1.18
2018	BROWNEE RD	0	1.18	RD 2090 AT RM 3.37	RD 2116 & RD 2014
2031	DE BAST RD	0	2.97	RD 2046 RM 2.17	J ST 1N RAINIER
2033	DOAN RD	0	2.77	RD 2111 AT RM 0.35	RD 2033 A
2033	PELLHAM HILL RD	0	1.702	RD 2033 RM 2.74	RD 2005 RM 2.97
2036	FERNCREST RD	0	0.6	RD 2046 AT RM 1.65	RD 2033 AT RM 0.20
2039	ELK CREEK RD	0	3.45	RD 2097 RM 0.55	DEAD END
2046	FERNHILL RD	0.06	7.98	RAINIER CITY ST	RD 2005 AT RM 6.30
2052	GRAHAM RD	0	0.46	JC RD 2W MP 43.12	PRESCOTT CITY LIMITS
2060	HEATH RD	0	2.5	JCT RD 2097 AT RM 1.14	JCT RD 2001 AT RM 3.31
2076	LARSON RD	0	2.93	HWY 2W AT MP 50.26	RD 2033 AT RM 2.08
2078	LENTZ RD	0	3.51	RD 2046 RM 4.09	DEAD END
2085	MEISSNER RD	0	7.06	RD 2005 RM 7.16	RD 1029 RM 3.00
2087	MOSIER RD	0	1.39	RD 2001 RM 3.46	RD 4023 RM 0.73
2088	MILL ST	0	0.09	HWY 2W MP 48.12	RD 2120 SPUR RM0.20
2090	NEER CITY RD	0	7.18	RD 2W MP 4080	10TH ST IN RAINIER
2092	NICOLAI RD	0	6.23	HWY 2W AT MP 40.47	RD2110&RD2004&2016
2095	OLD HWY 30-ALSTON RD	0	0.55	HWY 2W CONN MPC53904	HWY2W CONN MPC52.42
2097	OLD RAINIER RD	0	5.46	HWY 2W CONN MP 52.29	WCL RAINIER
2100	PARKDALE RD	0	1.72	RD 2097 RM 1.95	RD 2086 & RD 2111
2101	PRICE RD	0	0.84	HWY 2W AT MP 52.58	PVT RD AHD
2106	SKEANS RD	0	0.41	JCT RD 2046 AT RM 4.09	JCT RD 2033 AT RM 2.74
2110	TIDE CREEK RD	0	6.02	HWY 2W AT MP 36.53	RD 2016 & RD 1092
2111	TOWNSEND RD	0	1.07	RD 2086 & RD 2100	RD 2046 AT RM 0.75
2116	WALKER RD	0	3.23	RD 2013 RM 1.77	RD 2014 & RD 2018
2117	WARREN RD	0	1.22	RD 4023 AT RM 1.62	RD AHEAD ABANDOND
2120	DIKE RD	0.24	4.3	RD 2118 AT RM 1.11	PVT RD
2120	DIKE RD	0	0.2	RD 2120 AT RM 0.24	RD 2088 AT RM 0.09
2120	ROCKCREST ST	0	0.24	RD 2118 AT RM 1.11	PVT RD
2122	WONDERLY RD	0	2.49	RD 2095 AT RM 0.39	HWY 2W AT MP 50.26
3001	APIARY RD	0	7.69	RD 1140 & RD 2005	HWY 102 AT MP 53.22
3008	BANZER RD	0	0.91	HWY 102 MP 43.50	CLOSED GATE
3018	NOAKES RD	0	1.58	VERNONIA CITY LIMITS	END IN FARM YARD
3034	FISHHAWK RD	0	3.81	HWY 102 MP 41.74	PVT RD AHEAD

Striping

RD#	Road Name	Begin MP	End MP	Begin Description	End Description
3051	MCDONALD RD	0	1.07	HWY 102 AT MP 68.23	RD 3060 AT RM 5.34
3060	PEBBLE CREEK RD	0	5.24	ALDER STREET	RD 3051 AT RM 1.07
3064	KEASEY RD	0	8.78	VERNONIA N CITY LIMITS	KEASEY RR STATION
3068	STONEY POINT RD	0	2.68	HWY 102 MP 59.21	ROAD 3064 MP 0.57
3069	SCAPPOOSE/VERNONIA RD	0	12.92	HWY 102 MP 57.11	RD 1143 & RD 1034
3074	TIMBER RD	0	5.88	WASH-COLUMBIA CO LINE	HWY 102 MP 64.34
4013	CEDAR GROVE RD	0	3.48	RD 4105 RM 3.18	RD 4190 RM 4.64
4017	CONYERS CREEK RD	0	5.51	S.C.L. CLATSKANIE	HWY 110 MP 7.75
4020	DELENA RD	0	0.13	RD 4147 RM 0.34	RD 4105 RM 0.00
4023	DELENA-MAYGER RD	0	3.43	RD 4147 AT RM 0.46	RD 4134 & RD 2001
4060	ILMARI RD	0	2.48	RD 4134 RM 1.58	RD 4186 RM 0.78
4078	KALLUNKI RD	0	1.19	RD 4134 RM 2.38	RD ENDS AT LOCKED GATE
4105	LOST CREEK RD	0	5.68	HWY 2(W)	RD 2039 AT RM 3.40
4134	MAYGER RD	0	6.88	RD 4147 AT RM 6.74	RD 2001 AND RD 4023
4137	OLSON RD	0	2.9	RD 4052 AT RM 0.41	DEAD END
4147	BEAVER FALLS RD	0	9.19	HWY 2W MP 54.63	CLATSKANIE CITY LIMITS
4154	PALM HILL RD	0	1.29	HWY 2W AT MP 63.47	HWY 110 AT MP 1.46
4160	LINDBERG RD	0	4.26	RD 2W MP 59.35	RD BARRICADE
4182	SHEPARD RD	0	5.325	RD 4165 RM 0.45	RD 4023 RM 0.78
4186	STEWART CREEK RD	0	4.71	RD 4134 RM 4.06	RD 4165 RM 0.33
4190	SWEDETOWN RD	0	7.51	CLATSKANIE CL	CLOSED GATE

Bridge Work	
CO Bridge #	Road
28	Bennett
No number	Braun rd