



RROMAC MEETING MINUTES

January 15, 2009

Members:

James Burns
Robert Ewers
Keith Fishback
Eldon Jossi
Ken Moyle
Matt Pihl
Gary Virgin
Lars Wahlstrom
Dave Vanasche

Staff:

Dave Schamp
Greg Clemmons
Victoria Saager
Janelle Lockbeam
Tom Tushner
Todd Watkins
Gary Stockoff
Dave Schultz

Absent:

Hal Ballard
Lanny Garland
Wendy Mortensen

Guests:

Gerald Kubiak
Ruthie Reinert

Welcome

Bill Ewers called the meeting to order at 7:35 a.m. Keith Fishback motioned to approve the November minutes and Dave Vanasche seconded the motion. All were in favor.

Washington County Visitors Association Tour Route

Gerald Kubiak and Ruthie Reinert from Washington County Visitors Association shared Vineyard and Valley Tour Route updates. A map was distributed showing the 55 mile route. ODOT has certified the route and they have also gotten a green light from the county. They are now ready to install about 40 signs that will mark the route.

A few thousand dollars of grant program funds are available. A few ideas for this money are:

- Signs
- Points of interest
- Orientation/Interpretation points
- Crop labels
- Barn painting
- Beautification along route (e.g., seeding wild flowers along route)

Victoria Saager said that she is working with the visitors association on a list of roads available to be adopted for litter pick up along the tour route through the county's Adopt-a-Road program.

The route will be in operation later this year. Expect a grand opening sometime in April 2009.

Ms. Reinert also reported the visitors association is working on development of a bike map (different route), and they are partnering with Audubon on birding tours. They are still in early planning stages of trying to bring the 2010 Ironman competition to Washington County.

Current PCI (Pavement Condition Index) Levels


Dave Schultz presented information regarding pavement condition ratings and explained how they are used to plan surface treatments.

Local/neighborhood roads are usually inspected and rated every four years, and arterials and collectors have field surveys every two years. The PCI ratings are also recalculated every year after the surface treatments are completed.

Pavement Condition Ratings as of January 2009

(Targets from Washington County Transportation Plan)

Functional Class	Target PCI	Overall Current PCI
Local Roads	65 (with 90% ≥ 50)	80 (+1)
Neighborhood Routes	70 (with 90% ≥ 55)	81 (-5)
Collectors	75 (with 90% ≥ 65)	86 (-1)
Arterials	80 (with 90% ≥ 70)	89 (+2)



Functional Class	Urban Current PCI	Rural Current PCI
Local Roads	84 (-3)	75 (+3)
Neighborhood Routes	81 (-5)	N/A
Collectors	86 (0)	85 (-2)
Arterials	86 (+4)	90 (+1)

PCI = Pavement Condition Index rating
Current PCI + or - indicates change from prior year

PCI Categories

90 to 100	Very good condition - like new
70 to 89	Good condition - structurally stable, may have surface erosion and minor cracking
50 to 69	Fair condition - generally stable, more extensive and severe cracking
25 to 49	Poor condition - areas of instability, large cracks, deformation, poor ride quality
0 to 24	Very poor condition - failed, cost to restore is equal to or greater than reconstruction

RROMAC members asked how recent freezing weather impacted pavement conditions, if utility cuts/trenches are inspected, and how often PCI ratings are updated. Staff responded that freeze-thaw storm damage may not be apparent right away, utilities are required to restore pavement cuts to county standards and they are inspected, and updated PCI ratings are available annually.

Capital Project Management Update

Gary Stockhoff informed the committee that \$4.5-5 million of Federal Stimulus Package money may be available. Each project must have ODOT approval and the contract must be awarded within 180 days. These projects are to be completed by the private sector. Some project ideas are:

- Signal projects
- Flashing yellow turn signals
- Susbauer Road curve
- Pavement overlays (2" or less)

Projects totaling \$32 million have been submitted in the event more money becomes available. This money is to be used for arterials and collectors.

RROMAC members asked Mr. Stockhoff whether curbs would be included in the next phase of the Cornelius-Schefflin project. He said he would find out.

Budget Update

Dave Schamp reviewed costs for the storm response in December and estimated road damage. Storm-related costs total approximately \$1 million, as follows:

Storm Response (December 14-28, 2008) = \$160,000

- \$95,000 overtime (75 employees, 14 days of 24/7 coverage including two weekends and Christmas, not including 1,000 hours of comp time in lieu of overtime)
- \$50,000 materials (about \$45,000 for sanding rock and \$5,000 for tire chains)
- \$15,000 sweeping up sanding rock (contracted)

Road Damage Estimates = \$660,000

- \$360,000 damage to pavement markings (two to three times more than average annual cost)
- \$250,000 slides
- \$50,000 potholes, shoulder and landscape damage

Regular costs of doing business (regular salaries, indirect costs, overhead, etc.) = \$180,000

James Burns moved to adjourn, Lars Wahlstrom seconded the motion.

Next Month's Agenda

Asset Management Update – Todd Watkins

Budget Update – Dave Schamp

Gravel Road Upgrades Review – Greg Clemmons