



RROMAC MEETING MINUTES

November 15, 2007

Members:

Robert Ewers
Keith Fishback
Wendy Mortensen
Ken Moyle
Gary Virgin
Dave Vanasche

Staff:

Dave Schamp
Greg Clemmons
Keith Lewis
Victoria Saager
Todd Watkins
Stacia Sheelar

Absent:

Hal Ballard

James Burns
Eldon Jossi
Lars Wahlstrom

Guests:

John Clausen – Old Pumpkin
Ridge Rd.

Welcome

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

South Hillsboro Community Plan

Bill Ewers asked that we hold this issue over until the December meeting due to the fact that the guest speaker was unable to attend.

Gravel Road Upgrade Information

Greg Clemmons reported that several RROMAC members accompanied staff on a road trip last Friday to tour and update data on the highest ranking roads on the Gravel Road Upgrade list. Keith Fishback noted that the recent changes to the formula to give more weight to traffic volumes seem to favor residential over crops. He suggested that the formula be tweaked to give more weight to crops.

Greg gave a presentation about the engineering tools and methods used to decide whether a gravel road can be upgraded by chip seal or whether it must be a hot mix asphalt overlay. Greg showed the pavement design "cookbook" graphs that prescribe the number of inches of asphalt required based on number of inches of rock base and traffic volumes. He demonstrated that an asphalt overlay is almost always called for by the engineering design tool; however, our experience has been that we get good performance and longevity from a chip seal with a good rock base. Bottom line is that if we used an engineering design process each time we look at upgrading a gravel road, we would have to spend much more money on each road than we do now because the design process would conclude that asphalt paving is required. There are no engineering tools for designing a chip seal. A chip seal does not have structural value; it

provides flexible surface stabilization. Whether to chip seal or pave is an engineering judgment call.

WCCC Update

It was recommended that someone from RROMAC attend all WCCC meetings in order to stay on the radar. The committee agreed to work together to ensure that someone is always in attendance. Dave Schamp encouraged the group to stay in front of the WCCC. There are many different areas competing for the same dollars.

Miscellaneous

Wendy Mortensen made a motion to inform CPM that all plans affecting the rural area should be reviewed by RROMAC prior to being finalized. The motion was seconded and approved by the committee. CPM agreed to this at a RROMAC meeting back in 2006, but some projects in the rural areas have been approved without RROMAC's knowledge (e.g., Susbauer and Cornelius Schefflin).

There has been a committee formed to address MSTIP 4. Rural road special programs are front and center. This would increase the tax per thousand by \$1.07.

There could be an increase in the TIF fee to put more burden on new developments.

Keith Fishback thanked Dave for having a contractor do the comparison between county work crews and private sector crews. An executive summary will be provided at the next meeting.

Keith Fishback asked Todd to follow up with the railroad and see what the state law is about trains stopping across a road for extended periods of time.

Wendy Mortensen motioned to adjourn and Keith Fishback seconded the motion.

Next Month's Agenda

Executive Summary on county maintenance costs
GRU 2008 Candidates
Traffic Engineering Updates
South Hillsboro Community Plan