

RROMAC MEETING MINUTES

September 15, 2005

ATTENDANCE:

Members:

James Burns
Robert Ewers
Don Logan
Wendy Mortensen
Gary Virgin

Staff:

Andy Duyck
Greg Clemmons
Keith Lewis
Victoria Saager
Stacia Sheelar

Absent:

Mark Bauer
Keith Fishback
Eldon Jossi
Adam Mayer
Joe Rutledge

Guests:

Ken Moyle

Welcome

Gary Virgin called the meeting to order at 7:35 a.m. Wendy Mortensen motioned to approve the July minutes. James Burns seconded the motion. All were in favor.

Culvert Cost Comparison

On three (Genzer and two on Bacona) of the recent culvert replacements the contractor bored under the road. This is only possible when the culvert is less than 6 feet in diameter. Costs are in line with last year's culvert replacements. Gales Creek culvert was accelerated to limit the closure time and we paid more for that project.

On large culvert projects (48"+) Greg Clemmons says the county is using 10 gauge culverts that are thicker and aluminized, resulting in a longer life. Most culverts are aluminized. There were many questions as to why the culverts are so big. This is due to all the environmental requirements for fish habitat. It was suggested that we possibly set up a culvert webpage to share the requirements with the public and explain why we install such large culverts. Two good things about boring under the road for culvert replacements is that the main boring contractor is out of North Plains and the road does not require closure.

The issue of rust in the culvert on Leisy Road was discussed. It was suggested by County staff that the rust layer may be caused from the farm chemicals that run off into the ditch.

Gravel Road Upgrades

All gravel road upgrades for this year have been completed. The group reviewed the list and discussed options for next year's upgrades. Gibson Road was reverted in 1997. The rock quarry was going to pave the road after 200,000 tons of rock was hauled. The rock quarry may have gone out of business and the road has been left gravel. Gibson Road is prone to washboarding.

Two sections of Neill Road and Gibson road will be discussed at the October meeting.

If RROMAC recommends that Gibson Road be paved (chip sealed) a 13-ton weight limit may be required.

Wendy Mortensen asked if we, the County, should have dust oiled Gibson Road. The quarry uncertainty prevented us from doing so. Now we know. Andy Duyck asked if we chip seal first and pave later, are there any savings? Greg Clemmons says no. AASHTO design would be required.

Wendy Mortensen moved to endorse the paving of Gibson Road. Bill Ewers seconded the motion.

Ken Moyle, Jacktown Road resident, expressed his concern about dust and washboarding on Jacktown. Greg Clemmons explained to Ken that traffic counts (excess traffic), crop frontage (types of crops that are impacted by dust) and crop value were all considered by the RROMAC members. He also mentioned to Ken that the speeds would increase if the road were a hard surface. Gary Virgin felt that Jacktown was very similar to Tile Flat Rd.

Andy Duyck agreed that Jacktown should be paved, but should not be moved up the list because someone came to RROMAC and asked.

Greg Clemmons agreed to revisit the traffic counts, number of residents, and the crops.

Don Logan said that Pihl Rd. was chip sealed and the log trucks have torn it up. Don still felt that there should not be a weight limit placed on resource roads.

Don Logan reiterated his feeling that a summer grading program to knock washboards off is necessary. It was explained to Don that the County Grader Operators are working on chip seals in the summer.

Don Logan suggested that timber harvests be postponed, for those that can do that, until the road conditions are right.

Ken Moyle was given the suggestion to get his neighbors together and apply dust control or form an LID for a chip seal. County would maintain to a set PCI as long as the funding is available.

Bridge Replacements

MSTIP extended bridges:

River Rd. – new development on the East Side of the bridge, 1700 homes.

Glencoe Rd. – rusting, narrow, bad alignment.

Cornelius Pass – South of the light rail, below flood elevation, seismic issues.

Scholls Ferry – South of Allen.

92nd Avenue – over Fanno Creek (timber bridge).

229th – South of the golf course, alignment issue (timber bridge).

Jackson School – increase traffic.

Cornelius Pass – North of light rail, width concerns and vertical alignment on the North end.

Phillip Harris Bridge will open on November 23. We will then move on to the Scholls Ferry Bridge at Groner School.

Clark Hill and Susbauer Updates

Flashing light assembly at Clark Hill and Farmington – need follow-up from Traffic Engineering.

Battery on the advanced warning sign is already out.

Susbauer and Wren light is done. Susbauer, Wren to Zion Church widening is in the design process. Wendy asked for a staff recommendation of the speed issue. (45mph all the way to Zion Church).

Miscellaneous

Hwy 219 project for ODOT is done except for the hydroseeding.

Ken Moyle said there is a lot of traffic backup at 175th and Scholls Ferry during peak hours.

Wendy motioned that the meeting be adjourned, Bill Ewers seconded the motion.

Next Month

Clark Hill updates – Traffic Engineering

Gravel Road Upgrades – Greg Clemmons