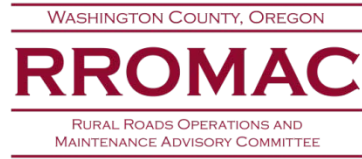


**RURAL ROADS OPERATIONS AND MAINTENANCE ADVISORY COMMITTEE**  
**Minutes of the Regular Meeting of April 11, 2019**



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**Members Present:**

Allen Amabisca	Dan Morgan	Matt Pihl
Michael Jamieson	Ken Moyle	Doug Riedweg
Michael Lyda (alternate)	Gayle Ostgard	Gary Virgin

**Members Absent:**

Denny Hruby	David McCoy (alternate)	Lars Wahlstrom
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**County Staff Present:**

Aaron Clodfelter	Keith Lewis	Todd Watkins
Melissa De Lyser	Sherri McFall	Joe Younkens
Steve Franks	Stephen Roberts	

**Guests:** None

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**1. Welcome, Introductions, and Approval of February and March 2019 Minutes**

Chair Morgan opened the meeting at 7:31 a.m. The approval of RROMAC's February minutes as submitted was moved by Member Riedwig and seconded by Member Moyle. The motion passed unanimously.

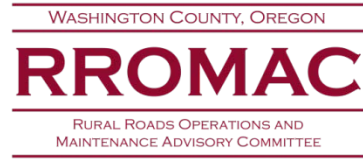
**2. Guest Comments**

No guest comments.

**3. Engineering and Construction Services Update – Joe Younkens**

Joe Younkens discussed some of the details of the Vanderschuere Road Bridge replacement project. The existing bridge was constructed in 1974 and is decaying. It will be replaced with a new single-span concrete structure designed to meet current standards. The project is estimated at \$1 million and is funded through Washington County Major Streets Transportation Improvement Program (MSTIP). Road closures are anticipated from July-October 2019. There will be an Open House for the project tonight at 5:00 – 7:00 p.m. at Farmington View Elementary School.

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Member Riedwig shared that there is an Open House regarding Simpson/Burkhalter/Hwy 219 at Farmington View Elementary School on April 18.

Member Virgin asked about the development at Tile Flat Road at Grabhorn Road. Joe shared that the development will be along the north and east side of that intersection, and will likely be built to the full grade from the center of the road to that side. Unfortunately, we don't have the ability to make the developer repave the full road width; they only are responsible for their developing side of the road. He anticipates lots of change from development over the next few years. Member Hruby commented that there are surveyors are on his property today, looking at a 300' wide construction right of way. Joe explained that there are many reasons for surveying; some projects require a larger survey area than what will encompass the actual right of way, such as for environmental data collection.

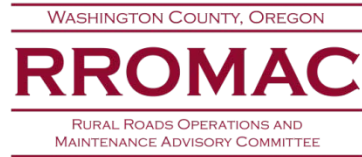
Member Pihl explained that structural fill compaction is higher than native earth compaction and affects the way bridges settle after construction. Joe expressed that it would be great to be able to absorb the earth compaction time within the construction period. However, that takes time, and road construction has a great impact on traffic. Communities are typically eager to get back to their standard routes, thereby requiring a construction period that is as short as possible.

**4. Operations and Maintenance Update – Todd Watkins**

Todd began by stating that agenda items 4 and 6 (Update on the Development of the FY 2019-20 Road Maintenance Program and Budget) really go together at today's meeting. Todd then asked RROMAC members for their thoughts about what we in Operations and Maintenance can do to improve our services or our level of service? Todd explained he would be asking this question of RROMAC on a regular basis, since RROMAC members all drive our rural roads on a regular basis.

Member Riedwig commented about a dangerous pullout at Hill High and asked why it's not a four-way stop? Todd indicated that area belongs to the City of Hillsboro and he will refer it to them.

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Member Pihl commented about the challenge that roundabouts pose for farmers and rural vehicles, saying there have been many discussions and it seems that the rural voice is consistently disregarded. Todd indicated that this communication is necessary and will likely be enhanced with an upcoming planned reorganization of the Land Use & Transportation Department (LUT), where the Engineering & Construction Services Division will be split into two divisions, one headed by the County Engineer and one headed by a Capital Projects Manager.

Member Pihl also commented about intersections in the county where the left and right turn lanes are separated and the right turn lane is situated at 45 degrees, stating it is impossible to see oncoming traffic from the left, which creates a road hazard. Highway 219 is a good example; all the intersections are done this way. The County requires private driveways to meet roads at 90 degrees to optimize the line of sight. Why is it different for these 45 degree turn lanes? Todd indicated that it was ODOT that updated the intersections along Highway 219.

Member Ostgard commented about the intersection at Highway 99 at Elwert & Sunset. The angle of the intersection combined with the speed of traffic makes it very dangerous. She also mentioned a sunken area on Lebeau Road, heading east just past Stark Road, on the far right side of the road. Many cars hit that spot and bottom out there. Todd replied that he would get a road service request in for that issue.

Todd thanked members for these concerns. He is making note of them and will either create a service request or notify the appropriate agency. He encouraged RROMAC members to report these types of issues to the county via our service line (503-846-7623) or online (using the [Request Road Service webpage](#)) rather than report them during committee meetings. That will allow their issues to be addressed sooner and will also give committee members a sense of how the "Request Road Service" process works.

Member Hruby asked about the quality review for utility contractors doing work on hard surface roads, stating that often the quality of repair fails. Todd explained that we issue the permits to the utilities, if the repair fails, we'll notify them to correct it. Todd said we have a

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team of inspectors that work with the development community to ensure the patch is of equal or better quality than the road was when they cut into it.

Member Virgin commented about a bankside on Clark Hill Road that grows tall grass in mid-June and blocks the view, making it dangerous to turn left. Todd responded that Washington County crews manage such vegetation. He encouraged the committee to call our road line with these issues, which are essentially service requests. Washington County has hundreds of miles of paved roads, gravel roads, ditches, guardrails and other assets; we rely on community members calling us to report issues. Member Jamieson suggested that we identify areas with recurring vegetation issues, spray reed canary grass when it is vulnerable, and kill tall grass without plugging ditches with mowed material.

Todd summarized our asset repository. Our bridges are all being inspected; our pavement management is on track. Culverts are a little more challenging to keep current.

Member Pihl shared that the Tualatin Soil and Water Conservation District is about to become the County Weed Board. Roadside weeds are something that they are interested in partnering on managing. Working on identifying and managing things like reed canary grass is something the District would be interested in partnering on.

Todd wants to educate the public on what Washington County does for roads, including our abilities and limitations. He's been reflecting on RROMAC's committee meetings for the last year, and about RROMAC's mission, goals and objectives. He wants to make sure RROMAC focuses on the committee's main purpose: maintaining rural roads. Chair Morgan said one of his goals is to measure the worth of RROMAC by using various tools, such as Pavement Condition Index (PCI). Member Jamieson stated that committee members' local knowledge is also a tool.

Todd presented points from the draft Road Maintenance Program. Out of the nine assets we maintain - bridges, gravel roads, culverts, signs, street markers, guardrails, landscaping and vegetation, storm systems and structures, and water quality structures – there are two that receive consistent attention: bridges and gravel roads. He proposed that we add assets to the agenda in future meetings and expand to a more comprehensive discussion. He'd

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also like to focus more on operations and maintenance on a recurring basis, which aligns with RROMAC's intended purpose: rural road maintenance. Todd concluded by showing an Operations budget-related PowerPoint.

**5. Overview: County-Wide Emergency Management and Preparedness – Scott Porter**

Todd introduced Scott Porter, Manager of Washington County's Emergency Management Office.

Scott thanked the members for serving on RROMAC and for inviting him to speak at their meeting. He showed a PowerPoint presentation titled "Washington County Emergency Management." The Washington County Emergency Management Office is a small group of staff located in this building. One of his staff is employed within the Land Use & Transportation Department (LUT). The Emergency Management Office is engaged in many partnerships locally and in the region. Their purpose is to prepare the County for major emergencies and disasters. Program implementation includes the use of plans, emergency facilities, training and exercises. Local priority work includes: emergency fuel management, disaster communications, shelter and care planning, fixed facility hazardous materials release planning, alert and warning plan updates, and the ODOT seismic route study. Regional priority work includes: regional recovery framework, regional medical countermeasures exercises, emergency transportation route updates, the Cascadia Subduction Zone Earthquake Regional Economic Impact Analysis, and disaster sanitation. Scott encouraged everyone to be prepared to shelter in/out for two weeks after an event.

**6. Update: Development of FY 2019-20 Road Maintenance Program and Budget – Todd Watkins**

(Todd covered this topic under agenda item #4.)

**7. Gravel Roads and Bridge Subcommittee Reports – Dan Morgan**

Chair Morgan gave a quick summary of the work of both subcommittees to date.

Bridge Subcommittee Report: The Bridge Subcommittee has met once. Its meeting began with some education about Washington County bridges. They did some inventory review.

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Of primary concern are load limits; the group agreed that 50,000 lbs. should be the minimum load limit. Each of our bridges needs to be immediately useable in the case it becomes part of an evacuation route due to a disaster or emergency event. The subcommittee also discussed art and will try to figure out how to quantify it as a category on the matrix.

Gravel Roads Subcommittee Report: The Gravel Roads Subcommittee has also has met once. Its meeting began with some discussion of symptoms of gravel road issues and did some inventory. The next meeting will include continuing education and discussion of road condition and assessment. There will also be discussion about the project ranking matrix.

Dan said that the subcommittee reports will be given by other subcommittee members at future meetings.

**8. Review of New WC-Roads Website – Melissa De Lyser**

Melissa gave a refresher on [WC-Roads](#), Washington County's public road website. She shared the analytics are strong and it receives many more visitors than the previous website. Melissa also stated that it's important to note that approximately 95% of all internet users view pages on mobile devices. We were able to test this out during the rain and snow storms in mid-February. There is a map showing hazards and road construction. It does not include community events. The map is current at all times now, not only during emergencies.

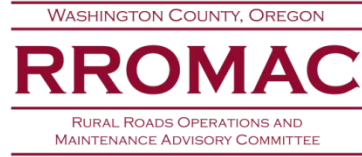
Todd walked through the website to orient the committee.

Member Lyda asked how long it takes to respond and handle a service request? Todd replied that our target is to respond to all requests within 7 days and resolve them within 30 days.

Todd opened the Asset Browser software and showed some of the different types of permits and requests we handle. He also shared IRIS and the service request entry process.

**9. Confirm Meeting Follow-up (What and Who?) and Set Next Agenda**

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Agenda topics for the May 9 meeting were discussed and confirmed as follows: overview of the Willamette Water Supply Program, Update on PCI, Walnut Street Center tour.

Member Amabisca requested to add a discussion of roundabouts to a future meeting, making sure to include the differences between rural and urban functionality.

**10. Meeting Adjourned**

Member Jamieson moved to adjourn the meeting and Member Moyle seconded. The meeting adjourned at 9:48 a.m.