

**RURAL ROADS OPERATIONS AND MAINTENANCE ADVISORY COMMITTEE
Minutes of the Regular Meeting of May 9, 2019 (APPROVED)**



Members Present:

Denny Hruby	David McCoy (Alternate)	Gary Virgin
Michael Jamieson	Dan Morgan	
Michael Lyda (Alternate)	Ken Moyle	

Absent:

Gayle Ostgard	Doug Riedweg
Matt Pihl	Lars Wahlstrom

County Staff Present:

Melissa De Lyser	Russ Knoebel	Stacy Shetler
Steve Franks	Sherry McFall	Todd Watkins
Brian Irish	Jessica Pelz	

Guests:

Commissioner Jerry Willey	Joelle Bennett	Kimi Sloop
Kelli Barton	Tammy Cleys	

Welcome, Introductions and Approval of Minutes of March and April

Chair Dan Morgan called the meeting to order at 7:33 a.m. He welcomed the group and took attendance.

There were no revisions to the minutes of March 14. Member Jamieson moved to approve and Member Moyle seconded. Motion passed.

Chair Morgan asked if there were revisions for the minutes of April 11. Member Virgin requested the following revision to page 2: "...the development at Tile Flat Rd at Clark Hill Rd" should be revised to read, "...the development at Tile Flat Rd and Grabhorn Rd."

Member Jamieson requested the following revision to page 4: Member Pihl's statement that "Roadside weeds are something that they are interested in managing" should be revised to read "Roadside weeds are something that they are interested in partnering on managing."

Member Jamieson also requested the following revision to page 6: "Of primary concern is load lifting" should be revised to read "Of primary concern are load limits."

Member Virgin moved to approve the minutes of April 11 as revised and Member Jamieson seconded. Motion passed.

Todd and Chair Morgan commended Steve Franks and Sherri McFall for increasing the standard for the quality of the minutes.

Todd introduced Stacy Shetler, the County's newly-appointed County Engineer. Todd explained that Engineering and Construction Services is now divided into two divisions: Engineering, Traffic and Survey (ETS), managed by Stacy Shetler; and Capital Project Services (CPS), managed by Joe Younkins.

Chair Morgan asked about the flow of projects through the multiple divisions. Stacy explained that he and Joe will be working together closely, with ETS handling the more technical side, including road standards, engineering, design exception, etc., and CPS being the capital projects construction group. It will be a very close relationship with a seamless flow.

Member Jamieson repeated his former request for an organization chart. Stacy indicated that the new organization charts are not ready yet, but that he will bring updated charts for both ETS and CPS to the next meeting. Member Jamieson indicated he wants to see it for the entire Land Use & Transportation Department.

Todd shared that Director Andrew Singelakis is leaving the County effective June 5 and moving to the City of Bellevue as Transportation Director. Assistant Director Stephen Roberts will likely serve as the interim director.

Guest Comments

There were no guest comments.

Division Updates (as needed)

Todd explained that the individual division update items have been combined into one agenda item; the individual division updates will be provided to RROMAC as needed, at each RROMAC meeting.

Capital Projects Services (CPS)

Todd gave an update for CPS, in Joe's absence. He shared that a contractor has been selected for the Vanderschuere Road bridge and the project is on track.

Engineering, Traffic and Survey (ETS)

Stacy updated RROMAC on activities in ETS. Tualatin-Sherwood Road will be closed May 17-19 for a railroad panel upgrade and traffic will be detoured. It has about 40,000 vehicles travelling through per day. The railroad's goal is to begin work on Friday evening, after the commute, and work until Monday morning, before the commute. They did a similar panel upgrade in Tualatin-Sherwood Road at Oregon Street and completed it on time with minimal impact to commuters.

His staff has been working with the railroad and the City of Tualatin to get the message out to the community.

There will be a meeting on May 16 at Forest Hills Golf Club at 7:00-9:00 p.m. The discussion will include Blooming Fern Road speed and access issues. It has a large volume of Cornelius commuter traffic in that area. Member Virgin shared his opinion that the problem is the state highway, not the rural roads. There was some discussion about routing the traffic behind or beside the school. Stacy offered to have that discussion in a future meeting and the Committee agreed.

A chart was shown with the timeline for the road standards update process. The last update was done in February 2011. Through the Request for Proposals (RFP) process, we have selected HDR as the consultant to review our road standards. Stacy shared that now that the consultant has been selected, there will be some evaluation and assessment of our current standards, and recommendation of new standards. The public will become involved in November-December 2019. This group has been identified as a stakeholder and this will be a topic for discussion at a future meeting.

Member Virgin asked if there will be two sets of design standards proposed: urban and rural. Stacy replied that there will be two sets. Member Jamieson asked what happens to trigger an existing rural road that would likely never need improvement to be identified as a road which would now be required to bring up to standard. He also asked how exceptions are handled. Stacy began with the first question and explained that one of several things happen to necessitate bringing a road up to standard: development a MSTIP (Major Streets Transportation Improvement Program) project, or pedestrian and bike improvements.

Member Jamieson asked if an individual landowner who decides to build a house on an undeveloped road would bear the cost of developing the road. Stacy responded that the landowner would be responsible for the surveying, site distance and safety-related issues, but not for doing a street improvement. Member Jamieson asked if rural roads in sub-standard condition will stay that way until something happens that requires them to be brought to standard. Stacy affirmed that is correct.

Member Jamieson commented that the Bridge subcommittee discussed bridge standards and their application to new bridges. Stacy shared that new bridges are constructed to current standards; however, each project has different factors and nuances. Sometimes the location necessitates a modification to the structure's design based on the context of the situation.

Member Jamieson shared an example of a bridge that was improved to current standards and now the farm equipment can't get through to the land. He commented that we need to look beyond the bridge to determine the needs of the land before beginning a project.

Chair Morgan asked how road standards are recommended and determined. Stacy replied that there are current road standards in place. Some of the goals of the road standards update project are context sensitivities, based on the needs of vehicular traffic as well as cyclists and

pedestrians. Also, the current road standards sometimes require design exceptions. The updated road standards will be expanded to include more methods or alternatives without as many design exceptions having to be made.

Todd shared the Minter Bridge Road bridge as an example. When it was replaced, we surveyed the volume of traffic and chose to construct full 12' lanes and 6' shoulders. On the other hand, Porter Road bridge is used differently and we chose to construct it wider than it was, but not to the full measure of the bridge at Minter Bridge Road. He highlighted that we do make considerations for the use of the road. Member Jamieson stated he believes that if there will be different standards for rural and urban roads, that it should be reflected and documented in the standards themselves. Stacy indicated that they will be, and he expects the standards to come to the committee toward the end of 2019. The plan is to complete the update by 2020.

Member Lyda expressed that though he understands the need for a standard, he has also observed the increased challenges for farm equipment. Guardrail systems have become longer, larger and don't allow farm equipment to pass through. He wants the county to be mindful of the rural use. He indicated he's damaged guardrails with his equipment.

Member McCoy shared a quote from someone who believes the guardrail is extensive and designed for incompetent drivers. Todd said the guardrails are designed as a complete system; there are multiple pieces to the guardrails, all part of that system, and it often requires more space. There are national guidelines that establish standard designs and configurations which is what we use.

Member Jamieson expressed that the county has collaborated on creative bridge solutions with him and he appreciated it.

Operations (Ops)

Todd shared that he will be providing financial data by quarter, in response to requests from RROMAC for more information on activities and cost. The fiscal year begins July 1. He shared a slide with the Cost Summary Report, County Staff and Staff & Contract tabs.

Chair Morgan asked about work done by county staff work versus contracted work. Todd indicated that there are many things the county has staff and resources to do; however, there are things that require more enhanced equipment and techniques than the county can afford to keep as a resource. Another big challenge is staffing for a short construction season.

Member Lyda stated that he is contracted to replace three culverts; one each on Wren Road, River Road, and Larsen Road, between July 15 – September 30. Washington County is purchasing two of the culverts and supplying them to Member Lyda. Member Moyle asked if we are assessing contracted vs county work. Todd said it's been awhile since we did a comparison because there is a large divide between projects which we are able to do and those for which we need to hire a contractor. Member Lyda commented that the economy is booming and there is more work than all of us combined can do right now; when times are lean

and the county does more of its own work, then contractors actively seek more work from the county. He shared his opinion that the economy is an important driver of the process.

Update on County-Wide Pavement Condition Index (PCI)

Brian Irish updated the Committee with information on the PCI. The average PCI in the county is 78.5. He shared slides and emphasized that consistency is the key. We have been steady for years.

Member McCoy commented that it looks like we're doing a good job and asked how we maintain the consistency.

Brian said there are several components to maintaining the consistency. Community members call to report issues; calls result in service requests and inspections by our staff. In addition, we have a contractor that rates every one of our arterials and collectors biennially and the local roads on a four year rotation. This means every hard surface road segment in Washington County will receive a professional inspection at a minimum of every four years. In addition, our asset software determines what work needs to be done based on dollars available and the decision tree built into the software.

Chair Morgan asked about asphalt ten years ago versus today. Brian shared that the hard surface pavement network condition has been steady for years. Chair Morgan asked if we are doing the best we can do. Brian replied that our processes were audited in 2013 and the only substantive recommendation made was the possibility of using a different surface treatment type called "micro-surfacing" on higher volume roads. We tried it a couple of years but have since chosen not to do that because we don't want to impact the businesses and motorists with impacts from construction activity more frequently than necessary.

Member McCoy asked if asphalt gets reused. Brian stated that we have, but often we'll ask the contractor to haul it away to be recycled elsewhere. Asphalt is one of the most recyclable products available and is reusable in many different ways.

Overview of the Willamette Water Supply Program

Staff from Willamette Water Supply (WWS) came to present information regarding their projects and activities. The presenters were Joelle Bennett, Kimi Sloop, Tammy Cleys, Kelli Barton, and Jessica Pelz (Senior Planner, Washington County). They shared a PowerPoint presentation.

WWS assets extend north to south throughout Washington County. The program's purpose is to provide the region an earthquake-resilient, alternative source of water during drought and back up water if a source has quality issues.

There was discussion about the placement of pipelines and the proximity to the road. It was noted that there is often a difference between ideal pipeline placement and ideal road placement.

Member Virgin asked about improving the intersection at Clark Hill Road as part of the pipeline installation. Russ Knoebel, Principal Engineer, Washington County, addressed Member Virgin's question. He indicated that the pipeline may not follow the road exactly. Extensive discussion ensued about placement of the pipeline at Clark Hill Road. Member Virgin very strongly advocated for the intersection to be done at the same time as the pipeline installation. He is concerned that there will not be another opportunity taken to fix the intersection. Russ indicated that the plan is to steer Clark Hill Road to meet Farmington Road at an angle closer to 90 degrees but it won't happen simultaneously. The pipeline will likely be installed sooner than the intersection will be improved.

WWS staff asked RROMAC for input about the right-of-way (ROW) on the west side of Clark Hill Road. If pipeline construction stayed within the ROW, the road would be closed at geographic intervals for 3-4 months. If construction was outside the ROW, a number of trees would have to be removed. It is prevented from being placed on the east by septic systems on that side of the road.

Member Hruby suggested going overland, heading west along Koehler Road, north to Farmington Road, east along Farmington Road and back to the original route, rather than north under Clark Hill Rd.

Chair Morgan invited WWS staff to return for further discussion. Staff said August may be an appropriate month to return.

Member Virgin reiterated that the slope on Clark Hill Road should be regraded at the time of this work. He encouraged WWS to pressure Washington County to make that happen.

Confirm Meeting Follow-Up/Action Items: What and Who?

Chair Morgan confirmed that RROMAC's next meeting will be held July 11. Proposed July topics will be Facility Tour, Bridge Subcommittee report, Gravel Roads subcommittee report, and Committee Bylaws.

Proposed August topics include WWS returning for follow-up to their presentation.

Todd noted that the FY 2019-20 Road Maintenance Program will go to the Board of Commissioners for approval on June 18.

Sherri will coordinate June dates for the Bridge and Gravel Road Subcommittee meetings.

Meeting Adjourned

Member Riedwig moved to adjourn the meeting. Member Moyle seconded. Committee voted to adjourn. Meeting adjourned at 9:36 a.m.

Next meeting: July 11 at 7:30 – 9:30 a.m.
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