



Department of
Land Use & Transportation

WASHINGTON COUNTY, OREGON

RROMAC

RURAL ROADS OPERATIONS AND
MAINTENANCE ADVISORY COMMITTEE

June 14, 2018, 7:30 to 9:30 a.m.

**Walnut Street Center, 1400 SW Walnut Street, MS 51
Second Floor Training Room 1, Hillsboro, OR 97123-5625**

MINUTES

Members Present: Denny Hruby, Michael Jamieson, Daniel Morgan, Ken Moyle, Gary Virgin, Lars Wahlstrom

Absent: Allen Amabisca, Matt Pihl, Doug Riedweg

County Staff Present: Aaron Clodfelter, Melissa De Lyser, Michael Enloe, Steve Franks, Keith Lewis, , Stacy Shetler, Courtney Threewitt, Todd Watkins, Jennifer Williams

Guests: Calvin Harmon, Dave McCoy

Welcome, Introductions, and Approval of Minutes

Dan Morgan opened the meeting by stating that he allowed the last meeting to go somewhat astray in order to get everyone to speak their minds regarding the "Roads Not Maintained" list. He said it was clear from the discussions that committee members were not on same page about the purpose of the list. He sensed there was some frustration with the meeting and extended his apologies.

Michael Jamieson said he'd like the minutes to include the names of specific members alongside their remarks in the minutes. Todd said staff will do what it can, but the minutes are not intended to be a transcript.

Michael made a motion to approve the April minutes; Ken Moyle seconded the motion. All were in favor and the minutes were approved as written.

Guest Comments

Calvin Harmon with Baker Rock Resources said he was happy to have the opportunity to see what goes on at RROMAC meetings, what RROMAC does and how Baker Rock can partner with County. He said he wants to learn about RROMAC. Todd mentioned that Calvin had submitted his application to serve on RROMAC.

Engineering and Construction Services Update – Stacy Shetler for Joe Younkins

Stacy Shetler said internal candidate, Anthony Davies started as a new Senior Engineer for ECS.

The following projects are ongoing: [10th Avenue](#), [175th Avenue](#) and Springhill Road. Four bridge projects are in design phase: [Cornelius Pass Road Bridge](#), [Clark Hill Road Bridge](#), [Stringtown Road Bridge](#), and [Vanderschuere Road Bridge](#). ECS is really busy.

Operations and Maintenance Update – Todd Watkins

Todd Watkins said Operations is in its prime springtime maintenance season. The weeds are growing; we are concentrating on vegetation maintenance in rural areas, primarily in preparation for chip seal and shoulder maintenance work.

The FY 2018-19 [Road Maintenance Program](#) (our work program) will be presented to the Board of Commissioners on June 19 for adoption. Operations' paving program is doubling to \$7 million this year. The urban areas will see about \$5 million dedicated to paving and the rural areas will see about \$2 million.

Todd said Operations is wrapping up this year's paving program, which previously was a year-long contract. This year the contract will only be four months. Paving will be completed through the traditional summer months. Night work for the completion of the FY 2017-18 Road Fund overlay on Cornell Road will make traffic smoother.

Presentation on Hwy 47/Banks Road Intersection Project – Michael Enloe

Michael Enloe introduced himself as an ECS Project Manager. He is working on the [Hwy 47/Banks Road intersection](#) project, and wanted to update the committee on it. It is a multi-agency project including Washington County, City of Banks, and TSP. This project identified the need for increased capacity due to new growth. The Board approved the project after reviewing the completed traffic report. Since this is an ODOT facility, all approvals need to go through them. There has been discussion and review of implementing a signal or a roundabout and the need for ODOT approval for either choice. The current projected schedule for a bid date is spring 2020.

Dan asked what the optimum solution would be to reduce congestion in that area and is there enough space to accommodate a roundabout? Michael replied that a traffic report showed a roundabout would be more functional than a signal. They will not have to relocate any businesses but some entrances will be affected. Studies showed a signal would cause longer delays. Michael Enloe said the current parking lot would be improved for biking and path use.

Gary Virgin encouraged the roundabout is accelerated as much as possible to protect the land around the area so no one can purchase the land in the meantime.

Report by “Roads Not Maintained by County” Subcommittee and Staff – Dan Morgan and Todd Watkins

Last year, a subcommittee was formed to look at the policy of road maintenance on certain roads. There were reasons roads were included on the “Roads Not Maintained by County” list, including low volume traffic. RROMAC had thoughts about what to do about this list. Michael Jamieson had brought up the issue of liability.

After reviewing the existing method for selecting roads to the “do not maintain” list and from listening to the issues brought up by the subcommittee, the county will change our approach to managing these low volume roads. Instead of saying that we are “not going to maintain,” we will inspect and assess these roads at least once, maybe twice, yearly to determine if any works needs to be done. If a road needs maintenance, it will be put on the service request list. Thus, all roads will now be in the Road Maintenance Program (our work program) and at a minimum, be inspected once a year.

Michael asked if an inspection reveals that a road needs more work than expected or if road is receiving more service than expected, what happens? Todd Watkins said it would be moved from one list to another. And if there is a trend then the road will be moved to the correct list. Brian Irish asked the committee to send requests to him for inspections, since that is his area of responsibility.

Gary said he thinks there should be a log to review each year to keep track of roads with trends. Todd said there is a tool called the “troll patrol” where technicians can log and keep track of trends and needed actions. Dan asked what the criterion is for a road that is considered “good enough”. Michael said there are publications for fire vehicle access, preserving the asset-width and capability of roads to support weight of those trucks. Todd stated drainage and vegetation management are the main criteria. Ken Moyle asked if it would be helpful to have a committee member go with Brian Irish for inspection. Brian said yes.

Dan said they spent a lot of time on the subcommittee. He asked how the subcommittee could have shortened this process. Todd said the subcommittee approached the problem with a solution that was familiar to them. It’s a common approach that includes a numerical value, which provides the ability to defend the choices. The committee’s questions led to Todd Watkins, Aaron Clodfelter and Brian Irish looking at the problem from a different angle. Todd is happy with the results because it cleaned up our work program and led to everything being an action item.

Michael said he talked to Dave Schamp previously and was told maintenance of the “Roads Not Maintained” list were not in the public interest. Michael would like a future discussion regarding what is the public interest? Todd agreed this could be a topic for RROMAC. Lars said he is happy how this subcommittee ended up with real results and that Washington County will now be doing something, and not nothing, as was the case with the Not Maintained Roads list. He likes the approach of doing something. Gary appreciated the group taking on this topic and finding a solution.

Review Bridge Replacement Priority List – Todd Watkins

Todd explained that starting in the late 1990s and early 2000s, bridge prioritization tools were developed and refined. This was on the heels of the gravel road upgrade program utilizing a variety of criteria and data points which was managed in a massive spreadsheet. The last bridge report (prepared in 2007) ranked the then current bridge inventory using such a method. As with all prioritization lists, the 2007 bridge prioritization list was just a guide and not intended as an absolute tool for bridge replacement selections. The complexities of the data were explained, using the spreadsheet. Bridges cost about \$500 per square foot which is important because it helps to evaluate the cost/benefit of a project. Additionally, arterial roads are more important than local roads and that element of the matrix is included in the scoring criteria. Todd noted that the bridge network changes over time. Bridge inspection reports are received every two years and we constantly need to evaluate our system data.

Aaron referred to the “[Draft description of Washington County Structural Health Number](#),” stating most bridges allow a Type 3 rating factor. That means a typical “dump truck” weight allowed. Deck, substructure, and superstructure are the most important factors when considering the structural health of a bridge.

Michael asked what the target health number should be, or target weight limit? Aaron explained replacing doesn’t always impact the ability to carry more load. Todd said we are not doing mass reconstructions of our timber structures because many have been replaced and the remaining ones are on roads that have alternate routes for trucks to use. Aaron brought up the fact, again, that super solo trucks are relatively new and older bridges were not designed for these massive vehicles.

Dan asked if shoring up the bridges should be a higher priority. Aaron said that is a good question and is a certainly an option we could look into. Dave McCoy said it might not make a difference if the County were to ban this type of load. Todd said that just because an overweight truck crosses a weight limited bridge the bridge will automatically collapse. We have tools available to manage overweight loads including the weighmaster from the Sheriff’s Office and special permits that we can issue to carriers.

In particular, Todd said we have a tool to use for evaluating bridge crossings. He went on to commended Aaron for coming up with this process for ranking bridges based on their structural condition that way it doesn't matter where the bridge is located. They are all evaluated on an even bar.

Michael asked about the 46 bridges on the list and why are the bridges that are weight limited not on the list? He suggested the committee write a letter to the Board of Commissioners requesting to have the time frame shortened and speed up delivery of bridge replacements/reconstructions. Todd said there are competing interests. There is more to road maintenance than just bridges. We don't have enough project managers and staff, so physically it's not possible to provide these projects faster.

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

Dan said he wanted to share his follow up on his experience with the Washington County Visitors Association, which was trying to figure out how to bring more tourism to Washington County. He shared a one-page "[WashCo Tourism Studio](#)" handout. Bicycling brings in tourism and Washington County is the second most toured county in the state.

Dan also announced that the [Salmon Berry Trail](#) is now an official entity of the state forest recreation fund. Part of this trail in Tillamook was finished and the plan will add more parking spots to the Manning parking lot. He announced the design for the first eight miles is ready and work is underway. There will be a meeting on the June 24 to come up with a development plan. The Bureau of Land Management (BLM) and State Forests are working on a revenue plan to maintain the bike paths and trails. Todd Watkins said that, coincidentally, Washington County is going to help with the Salmonberry Trail by working with ODOT Rail and the Port of Tillamook Bay Railroad by helping to remove the rail and reconstruct the crossing at five crossing.

As a follow-up to a discussion point earlier this year, Dan shared that property ownership may be added to the GIS information available to the public on Washington County's website. He is hopeful to have a definite answer by the end of this calendar year.

Discuss Next Meeting and Agenda

Agenda items identified for RROMAC's next meeting were an overview of the "FY 2018-19 Road Maintenance Program" (Ops work program), Operations and Maintenance Division's FY 2018-19 budget and a discussion of the public interest.

Miscellaneous

Michael Jamieson offered to have a picnic at his house for the committee.

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Dave McCoy said he sees educational information coming out of the RROMAC meetings. He asked if Washington County has any “tinker toy” bridges. Todd answered yes we have one on Greener Road and said it actually looks like “Legos.” We have also used lock blocks in the past.

Michael Jamieson made a motion to adjourn; Dan Morgan seconded the motion and the meeting was adjourned.

Next meeting: July 12, 7:30 – 9:30 a.m.

Department of Land Use & Transportation • Operations and Maintenance Division

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<http://www.co.washington.or.us/LUT/Divisions/Operations/rromac>