



**RROMAC MEETING MINUTES**  
**January 20, 2011**

**The purpose of RROMAC is to study rural road operations and maintenance concerns in Washington County, work with County staff to develop program and funding alternatives and make recommendations to the Board of Commissioners.**

Members: James Burns  
Robert Ewers  
Denny Hrubby  
Eldon Jossi  
Ken Moyle  
Matt Pihl  
Gary Virgin  
Lars Wahlstrom

Staff: Greg Clemmons  
Victoria Saager  
Dave Schamp  
Stacia Sheelar  
Gary Stockhoff  
Tom Tushner  
Todd Watkins  
Joy Chang

Absent: John Malnerich  
Wendy Mortensen  
Doug Riedweg  
Dave Vanasche

Guests: Gerald Kubiak  
Cal Nakao  
Terry Goldman  
Don Odermott

**Welcome**

Matt Pihl called the meeting to order at 7:35 a.m. The December minutes were reviewed. Robert Ewers motioned to approve the minutes and it was seconded by Lars Wahlstrom. All were in favor.

**SCENIC BIKEWAYS – VISITORS ASSOCIATION**

The Washington County Visitors Association is a non-profit supported by county hotel tax. Terry Goldman and Gerald Kubiak from the WCVA shared the proposed route of the bikeway program. It is a 70-mile route including 20 miles on the Banks-Vernonia Trail that is a State Parks program within existing right-of-way through the scenic countryside. (Copy of presentation attached.)

Application will be submitted next month. Application review will include public meetings. After approval, it will take nine months to a year to have the route signage installed and open. Discussion was held regarding cyclist safety and following the rules of the road. Bill Ewers encouraged WCVA to promote DMV's Bicycle Manual.

Terry asked if RROMAC would write a letter of support for the WCVA Scenic Bikeway. Matt Pihl said that RROMAC would not want to stifle economic growth that the route may bring and

will entertain a motion to draft a letter of support. The route will be reviewed from a safety perspective; map for route will include safety messages; promotion will have safety focus. Matt asked for a motion but none was offered.

### **CITY OF HILLSBORO**

Don Odermott from the City of Hillsboro discussed Hillsboro's plans for downtown solutions. This has developed very quickly and they are looking for volunteers to sit on different committees involved in the planning process. There is a plan to close 8<sup>th</sup> Avenue to create a hospital campus. There are discussions of changing Main, Lincoln, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, and 5<sup>th</sup> avenues back to two-way roads. Adding lanes, both bike and travel, to 1<sup>st</sup> Avenue has also been discussed. Making Oak and Baseline two-way is also an option.

Ken Moyle asked what was driving these changes. Don shared that this is a plan being driven by Metro and they are looking at a very aggressive schedule

Don asked for volunteers from RROMAC to serve on two different committees. One committee is for the TGM Grant – TV Hwy corridor study and Gary Virgin has offered to sit on that committee. There is also a stakeholders committee for Downtown Solutions and there were no volunteers for this.

### **CPM UPDATE**

Reconstruction of bridges during the year 2013 includes Rock Creek Blvd., Johnson School, Jackson School and Helvetia roads.

Brookwood Road from East Main Street to Tualatin Valley Highway is a two-year job to widen.

Cornelius Pass Road is now open.

An open house was earlier this month for the Scholls Ferry Road roundabout. Overall it was well received. Gary Virgin has some concern about traffic flow, but the small increase in traffic will not be catastrophic.

ODOT's relining of the Dennis Edwards tunnel on Highway 26 began January 19. Weekday nighttime detours will continue through May.

### **LID HISTORY**

Review of past LIDs, coop and gravel road upgrades (see attached list).

### **GRAVEL ROAD UPGRADE POLICY**

Greg Clemmons brought an updated GRU policy for distribution. He will meet with the subcommittee before the next meeting.

There has been an increase in funding for the next three years in addition to the OTIA funds. Funding timeline chart from the December meeting is attached.

Lars Wahlstrom motioned to approve recommendation of Old Pumpkin Ridge and Groveland as gravel road upgrades for the coming fiscal year, Eldon Jossi seconded the motion, all were in favor.

Lars Wahlstrom also motioned to approve recommendation of Jacktown Road as a gravel road upgrade for the coming fiscal year, Eldon Jossi seconded the motion, all were in favor.

### **MISCELLANEOUS**

Dave Schultz discussed the Pavement Condition Index (PCI). Every two years we inspect the pavement condition of arterials and every four years all other roads are inspected. Arterials need more attention. The overall PCI is below levels predicted by our Pavement Management System. Dave Schultz also shared the 2011 Overlay Program, machine patching, and chip seal lists. Ken Moyle asked what the cost per mile is to overlay. It is \$192k for URMD and \$170k for Road Fund (2-lane road, 2-inch overlay).

Dave Schamp expressed his congratulations to RROMAC for being so well respected that other agencies and groups are seeking their approval for many different projects/plans.

### **FEBRUARY AGENDA**

Rock Creek Road – Dave Schamp  
GRU Policy Update  
GRU Funding – Maintenance Funding  
North Bethany Subarea – Suzanne Savin

### **MARCH AGENDA**

Work Program Review



WASHINGTON COUNTY  
**OREGON**  
VISITORS ASSOCIATION

# Washington County Visitors Association

Oregon State Parks Proposed Scenic Bikeway

January,  
2011

# What is the **Scenic Bikeways Program**?

---

- ▶ Scenic Bikeways is a program of the Oregon Parks and Recreation Department (OPRD).
- ▶ For designation as a Scenic Bikeway, a proposed route is required to meet standards for scenery, suitability, and local support.
- ▶ With designation comes official road signs for wayfinding, an objective “stamp of approval,” and free promotion by the state.



# What is the rationale for a Scenic Bikeway in Washington County?

---

- ▶ As the Washington County Visitors Association (WCVA) continues to help grow the county's recreation assets as part of tourism development, bicycle-based tourism has been targeted as a growing market.
- ▶ Having a Scenic Bikeway in the county would attract visitors, help them experience what the area has to offer, and generate economic activity through hotel room nights, meals, and other tourism activities.



# Active Stakeholders

---

- ▶ The WCVA is coordinating the bikeway application and established a Scenic Bikeway Subcommittee in order to involve local governments and cycling groups to ensure the application is thorough and community-friendly. In addition to the WCVA, entities involved so far include:
    - ▶ Washington County
    - ▶ The cities of Banks, Beaverton, Cornelius, Forest Grove, Hillsboro, and North Plains
    - ▶ The Tualatin Hills Parks & Recreation District
    - ▶ Hillsboro Parks and Recreation
    - ▶ Stub Stewart State Park/Banks-Vernonia State Trail
    - ▶ NW Bicycle Safety Council
    - ▶ The Washington County Bicycle Transportation Coalition
- 



# Proposed Route

---

- ▶ **Length:** The route proposed for the Scenic Bikeway is between 70 and 80 miles in length.
  - ▶ Of that, about 50 miles are roads, 21 miles consist of the Banks-Vernonia State Trail, and five miles are other off-road paths.
- ▶ **Surface:** The entire route consists of paved surfaces.
- ▶ **Layout:** The route functions as a loop connecting Forest Grove, Hillsboro, and North Plains. From various points on the loop, spurs lead up the Banks-Vernonia State Trail, through Beaverton towards Portland and from Forest Grove South to Gaston. The loop will be able to be ridden in both directions, and signed accordingly.
- ▶ **Location:** Much of the route is in rural Washington County. It also passes through the cities of Banks, Beaverton, Cornelius, Forest Grove, Gaston, Hillsboro, and North Plains.



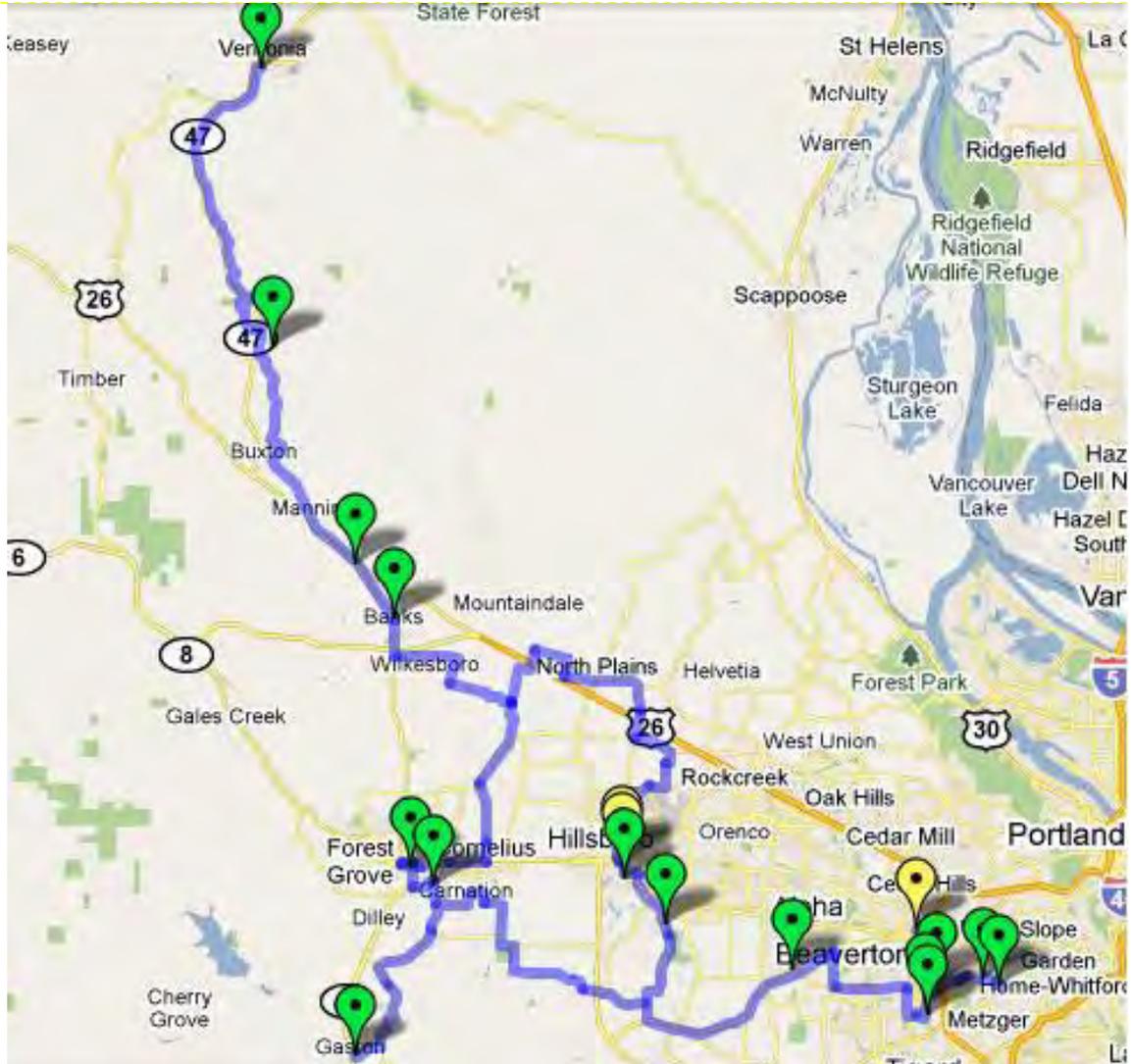
# Proposed Route -continued

---

- ▶ **Features:** The proposed route integrates the Banks-Vernonia State Trail, camping at L.L “Stub” Stewart State Park, lodging, dining, wineries and farm stands, natural areas, parks and historic sites.
- ▶ **Connections:** Connection with the MAX light rail line is provided in Beaverton and Hillsboro.
- ▶ End points of the route serve as points of departure for continued cycling into neighboring areas.
  - ▶ From the north end of the Banks-Vernonia State Trail into Columbia County
  - ▶ From the Garden Home Recreation Center into Portland
  - ▶ From Forest Grove south to Gaston, towards Yamhill County.
- ▶ **Bicycle Facilities & Services:** The route passes by the Hillsboro Intermodal Transit Facility in central Hillsboro where vehicle parking, bike lockers, locker rooms and bike services are available.
- ▶ There are multiple bike shops along the route, with others close by. Several local parks offer water, restrooms and picnic areas along the route.



# Proposed Scenic Bikeway Map



Does the Scenic Bikeway bring any new operations or maintenance costs to jurisdictions along the route?

- ▶ The designation of road or trail segments as part of the Scenic Bikeway is not anticipated to create new costs for the jurisdictions that operate those segments.
- ▶ The designation does not impose requirements for additional maintenance, nor does it trigger a need for capital improvements.

## Does the Scenic Bikeway designation bring new liability exposure for jurisdictions along the route?

---

- ▶ Designating a route as a Scenic Bikeway does not carry any guarantee of safety or endorsement of the route as “safe” for bicycle recreation.
- ▶ There is a widespread practice of designating travel routes (for bikes, cars, boats) that are “scenic.” This designation is due to natural beauty and aesthetic values, with no endorsement of the route as more safe than others.
- ▶ Additionally, bikes are able to travel the route now and do so frequently.



# What is the process for getting a Scenic Bikeway designated?

---

- ▶ There is a two-part process for designation.
  - ▶ In the first part, applications are submitted to State Parks, the advisory committee will ride and evaluate the route proposed. The factors considered are the route's natural and scenic qualities, the road (or path) conditions of the route, and the level of preliminary local support.
  - ▶ If each of those elements checks out, the second part commences, in which proponents are required to develop a Management Plan, solicit additional public input, and formally demonstrate local buy-in by submitting letters of support from all local areas or groups involved in the route.



## What is the timeframe for submitting the Scenic Bikeway application?

---

- ▶ State Parks accepts applications annually during January and February. With WCVA now involved as the lead proponent, the intent is to refine and expand upon that work, then assemble and submit the application by February 11, 2011.





WASHINGTON COUNTY  
**OREGON**  
VISITORS ASSOCIATION



Sorted by Road Names

Washington County  
Gravel Road Upgrades History - 1989 to 2010

Road Name	Type	From	To	Length (ft.)	Width (ft.)	Surf.	Year	Assessment (per share)
195th	LID	Philips	Dead End	2592	20	AC	2003	\$ 2,960
212th Pl	Coop	Bendermeer Rd	Pvt Drives (N)	710	12	BST	2008	
229th (Churchly)	RF	229th	Rosedale Rd	11000	22	BST	1989	
247th	Coop	County Line	End	3062	22	BST	1997	
325th Av	LID	Wohler	End	1848	22	BST	1994	\$ 861
331st Av	LID	End	End	2165	22	BST	1994	\$ 861
82nd	LID	Frobese	Norwood	1880	18	AC	1999	\$ 1,732
Aerts Rd	GRU	Hwy 6	Wilkesboro Rd	950	22	BST	2005	
Bagley	LID	Leisy	Wren Rd	5280	18	BST	1999	\$ 1,189
Bantam	LID	Dudney	Anderson	1320	22	BST	1995	\$ 570
Bates	LID	Old 47	Patton Valley	3010	24	BST	1995	
Beach	RF	Glencoe	Gordon	4650	22	AC	1991	
Burkhalter	Coop	Minter Bridge	Rood Bridge	5280	22	BST	1994	
Cappoen	LID	Lebeau	End Co. Jur.	1400	20	BST	2010	\$ 2,749
Carpenter Creek	Coop	Stringtown	Plumlee	6705	22	BST	1992	
Cedar Canyon	RF	HWY 6	Killin	7600	22	BST	1990	
Cedar Canyon Rd2	GRU	Wilson River Hwy	Killin Rd	6075	22	BST	2004	
Chalmers Ln	GRU	Evers Rd	Roy Rd	3775	20	BST	2010	
Conzelman	LID	Elwert	eop	3590	22	BST	1994	\$ 816
Courtney Rd	Coop	Schmeltzer Rd	Mountain Home R	1123	22	BST	2004	
Creps Rd	LID	Hwy 47	Hwy 47	3324	22	AC	2005	\$ 1,931
Daniel	LID	Jacktown	End	2814	20	BST	2007	\$ 3,471
David Hill	Coop	end of major coll.	eop	2320	22	AC	1993	
Dersham	RF	Vadis	Harrington	8240	22	BST	1992	
Dick (north)	LID	Phillips	Mullerleile Rd	5280	22	BST	1998	\$ 1,927
Dick (south)	Coop	West Union	Dead End	3220	22	BST	1991	
Dick Rd	Coop	Farm Park Road	Switchback	2800	22	AC	2008	
Dick Road	Coop	W. Union	Farm Park	2600	22	AC	2007	
Dixon Mill	RF	eop Unger	eop Hardebeck	8450	22	BST	1991	
Dober Rd	GRU	Iowa Hill Rd	Riedwig Rd	6510	22	BST	2007	
Dorland	LID	Shadybrook	eop	6072	22	BST	1989	\$ 546
Dorland Rd	GRU	Moreland Rd	End of Oil	1227	20	BST	2005	
Eastview	LID	Edy	End	2006	20	AC	2006	\$ 1,867
Egger	LID	Laurelview	4650 feet	4350	22	BST	1997	\$ 1,053
Etters Rd	GRU	Maple Ln	Old Hwy 47	2050	22	BST	2004	
Fern Flat	RF	Bacona Rd	Greener Rd	3700	22	BST	1989	
Finnigan Hill	RF	Gauer Creek	Laurelview	5808	19	BST	1989	
Frobese	LID	82nd	65th	4590	18	AC	1999	\$ 1,732
Geiger	RF	LaFollett	Fernhill	4750	22	BST	1989	
Gnos	LID	Iowa Hill	End	16526	22	BST	1995	\$ 1,742
Haide	Coop	Elwert	End	1800	20	BST	2006	
Hardebeck	Coop	Springhill	End of AC	5400	22	AC	1997	
Hergert	LID	Blooming-Fernhill	End of AC	6440	22	BST	1994	\$ 740
Hiatt Rd	GRU	Hwy 47	Dilley Rd	3655	22	BST	2005	
Hobbs (?)	RF	Susbauer	Bridge	5280	22	BST	1993	
Ihrig	LID	Stringtown	End of AC	2534	17	AC	1994	\$ 3,583
Jackson School	Coop	Mason Hill	Mill entrance	6340	22	BST	1993	
Jacktown Rd. (S)	LID	700' N/Daniels	Farmington Rd	3700	20	BST	2007	\$ 3,471
Kerkman	RF	Dersham	Zion Church	6760	22	BST	1993	
LaSalle	LID	Spring Hill	Dead End	5800	22	BST	1992	\$ 1,314
Lebeau	LID	End of pavement	Edy Road	4858	22	BST	2003	\$ 8,848
Logie Trail	RF	Helvetia	Co. Line	13040	22	BST	1990	
Maller	LID	HWY 26	Dead End	4234	20	AC	1998	\$ 1,070
Mason Hill	LID	end of pavement	Jarrell	4330	22	BST	1993	\$ 1,757
McCormack Hill	LID	Bridge	Co. Line	6020	22	BST	1998	\$ 1,648
Meacham/Murtaugh	Coop	Dairy Creek	Bridge 1365	6020	22	BST	1992	
Meek	RF	Helvetia	Jackson School	12650	22	BST	2003	
Moreland Rd	GRU	Solberger Rd	County Line	9274	20	BST	2008	
Mount Richmond Rd	RF	Patton Valley Rd	County Line	200	22	BST	2005	
Mountain Home	RF	Hwy 219	Schmeltzer	13200	22	BST	1989	
Mt. Richmond	RF	Patton Valley	South Road	2550	22	BST	1995	
Mtn. Creek	LID	Scholls Mt	Dead End	5808	22	AC	1989	\$ 3,030
Mullerleile Rd	GRU	Dick Rd	Valley Vista Rd	950	20	BST	2007	
Mullerleile	Coop	Valley Vista	Dick Rd	1850	22	BST	1998	
Neugebauer (north)	LID	Vanderschuere	eop	5280	22	BST	1991	
Neugebauer (south)	LID	End of pavement	Jaquith Rd	4860	22	BST	1997	\$ 1,097
Padgett	LID	Hornecker	eop	5280	22	BST	1989	
Parmele Rd	LID	Laurelwood Rd	Pvt Drive (S)	1156	20	BST	2009	\$ 909
Parson Rd.	GRU	HWY 6	W. School Road	2767	22	BST	2005	

Sorted By Road Name

Washington County								
Gravel Road Upgrades History - 1989 to 2010								
Road Name	Type	From	To	Length	Width	Surf.	Year	Assessment
				(ft.)	(ft.)			(per share)
195th	LID	Philips	Dead End	2592	20	AC	2003	\$ 2,960
212th Pl	Coop	Bendermeer Rd	Pvt Drives (N)	710	12	BST	2008	
229th (Churchly)	RF	229th	Rosedale Rd	11000	22	BST	1989	
Pihl	LID	Green Mt Rd	eop	18480	22	BST	1998	
Plumlee Rd	GRU	End of Oil	Carpenter Rd	8400	20	BST	2006	
Pumpkin Ridge	RF	Shadybrook	Old Pumpkin Ridge	7660	22	AC	1989	
Pumpkin Ridge Drive	LID	Old Pumpkin Rd	Pumpkin Ridge Rd	4810	20	BST	2007	\$ 4,572
Raynard Rd	GRU	Midway Rd	McCormick Hill Rd	2580	20	BST	2007	
Reiling Rd	GRU	Roy Rd	Hwy 47	8215	22	BST	2009	
Riedweg Rd	GRU	Simpson Rd	Unger Rd	12949	22	BST	2008	
Roy-Wilkesboro Rd	GRU	Wilkesboro Rd	End of Oil	3351	22	BST	2006	
Schmeltzer	LID	Courtney	eop	2640	22	BST	1997	\$ 1,000
Scholls-Mtn Home	RF	End of pavement	Mountain Home	5280	22	BST	1989	
Seavy Rd	GRU	Old Clapshaw Hill	Strohmayr Rd	9345	22	BST	2007	
Sell Rd	CDBG	Green Mountain	Pihl Rd	9801	22	BST	2008	
Sewell Rd	GRU	Meek Rd	Evergreen Rd	5536	22	BST	2004	
Shearer Hill	LID	End of pavement	Strohmayr	5913	22	BST	1996	\$ 3,013
Solberger Rd	GRU	Moreland Rd	Mason Hill Rd	4500	22	BST	2005	
South Rd1	GRU	Gaston City Limit	County Line	7647	22	BST	2004	
Strohmayr	LID	Cedar Canyon	Shearer Hill	7286	22	BST	1996	\$ 3,013
Summit Ave	LID	Cherry Grove Dr	Dead End (N)	3930	20	BST	2008	\$ 1,600
Tile Flat	RF	Clark Hill	Farmington	10030	22	BST	1990	
Tonquin	Coop	Morgan	Oregon	7500	22	AC	1993	
Turk Rd	CDBG	Sell Rd	Pihl Rd	5307	20	BST	2008	
Valley Vista	LID	Phillips	Mullerleile Rd	2700	22	BST	1997	\$ 1,068
Vandehey Rd	LID	Springhill	End of bst	2700	22	BST	1996	\$ 962
Vandermost	Coop	Scholls Ferry	End of pavement	3800	22	AC	1997	
Whitmore Rd	LID	Bald Peak Rd	Pvt Drive (N)	2071	20	BST	2009	\$ 1,108
Wilkesboro Rd	LID	Roy	2000 feet	2000	22	BST	1997	\$ 1,837
Wohler	LID	331st Av	325th Av	1320	22	BST	1994	\$ 861
Wren	RF	Corn-Schef.	Susbauer	4910	22	BST	1992	
				93.4	miles			

Sorted by Year of Completion

Washington County

Gravel Road Upgrades History - 1989 to 2010

Road Name	Type	From	To	Length (ft.)	Width (ft.)	Surf.	Year	Assessment (per share)
229th (Churchly)	RF	229th	Rosedale Rd	11000	22	BST	1989	
Dorland	LID	Shadybrook	eop	6072	22	BST	1989	
Fern Flat	RF	Bacona Rd	Greener Rd	3700	22	BST	1989	\$ 546
Finnigan Hill	RF	Gauer Creek	Laurelview	5808	19	BST	1989	
Geiger	RF	LaFollett	Fernhill	4750	22	BST	1989	
Mountain Home	RF	Hwy 219	Schmeltzer	13200	22	BST	1989	
Mtn. Creek	LID	Scholls Mt	Dead End	5808	22	AC	1989	
Padgett	LID	Hornecker	eop	5280	22	BST	1989	\$ 3,030
Pumpkin Ridge	RF	Shadybrook	Old Pumpkin Ridge	7660	22	AC	1989	
Scholls-Mtn Home	RF	End of pavement	Mountain Home	5280	22	BST	1989	
Cedar Canyon	RF	HWY 6	Killin	7600	22	BST	1990	
Logie Trail	RF	Helvetia	Co. Line	13040	22	BST	1990	
Tile Flat	RF	Clark Hill	Farmington	10030	22	BST	1990	
Beach	RF	Glencoe	Gordon	4650	22	AC	1991	
Dick (south)	Coop	West Union	Dead End	3220	22	BST	1991	
Dixon Mill	RF	eop Unger	eop Hardebeck	8450	22	BST	1991	
Neugebauer (north)	LID	Vanderschuere	eop	5280	22	BST	1991	
Carpenter Creek	Coop	Stringtown	Plumlee	6705	22	BST	1992	
Dersham	RF	Vadis	Harrington	8240	22	BST	1992	
LaSalle	LID	Spring Hill	Dead End	5800	22	BST	1992	
Meacham/Murtaugh	Coop	Dairy Creek	Bridge 1365	6020	22	BST	1992	\$ 1,314
Wren	RF	Corn-Schef.	Susbauer	4910	22	BST	1992	
David Hill	Coop	end of major coll	eop	2320	22	AC	1993	
Hobbs (?)	RF	Susbauer	Bridge	5280	22	BST	1993	
Jackson School	Coop	Mason Hill	Mill entrance	6340	22	BST	1993	
Kerkman	RF	Dersham	Zion Church	6760	22	BST	1993	
Mason Hill	LID	end of pavement	Jarrell	4330	22	BST	1993	\$ 1,757
Tonquin	Coop	Morgan	Oregon	7500	22	AC	1993	
325th Av	LID	Wohler	End	1848	22	BST	1994	\$ 861
331st Av	LID	End	End	2165	22	BST	1994	\$ 861
Burkhalter	Coop	Minter Bridge	Rood Bridge	5280	22	BST	1994	
Conzelman	LID	Elwert	eop	3590	22	BST	1994	\$ 816
Hergert	LID	Blooming-Fernhill	End of AC	6440	22	BST	1994	\$ 740
Ihrig	LID	Stringtown	End of AC	2534	17	AC	1994	\$ 3,583
Wohler	LID	331st Av	325th Av	1320	22	BST	1994	\$ 861
Bantam	LID	Dudney	Anderson	1320	22	BST	1995	\$ 570
Bates	LID	Old 47	Patton Valley	3010	24	BST	1995	
Gnos	LID	Iowa Hill	End	16526	22	BST	1995	\$ 1,742
Mt. Richmond	RF	Patton Valley	South Road	2550	22	BST	1995	
Shearer Hill	LID	End of pavement	Strohmayr	5913	22	BST	1996	\$ 3,013
Strohmayr	LID	Cedar Canyon	Shearer Hill	7286	22	BST	1996	\$ 3,013
Vandehey Rd	LID	Springhill	End of bst	2700	22	BST	1996	\$ 962
247th	Coop	County Line	End	3062	22	BST	1997	
Egger	LID	Laurelview	4650 feet	4350	22	BST	1997	\$ 1,053
Hardebeck	Coop	Springhill	End of AC	5400	22	AC	1997	
Neugebauer (south)	LID	End of pavement	Jaquith Rd	4860	22	BST	1997	\$ 1,097
Schmeltzer	LID	Courtney	eop	2640	22	BST	1997	\$ 1,000
Valley Vista	LID	Phillips	Mullerleille Rd	2700	22	BST	1997	\$ 1,068
Vandermost	Coop	Scholls Ferry	End of pavement	3800	22	AC	1997	
Wilkesboro Rd	LID	Roy	2000 feet	2000	22	BST	1997	\$ 1,837
Dick (north)	LID	Phillips	Mullerleille Rd	5280	22	BST	1998	\$ 1,927
Maller	LID	HWY 26	Dead End	4234	20	AC	1998	\$ 1,070
McCormack Hill	LID	Bridge	Co. Line	6020	22	BST	1998	\$ 1,648
Mullerleille	Coop	Valley Vista	Dick Rd	1850	22	BST	1998	
Pihl	LID	Green Mt Rd	eop	18480	22	BST	1998	
82nd	LID	Frobese	Norwood	1880	18	AC	1999	\$ 1,732
Bagley	LID	Leisy	Wren Rd	5280	18	BST	1999	\$ 1,189
Frobese	LID	82nd	65th	4590	18	AC	1999	\$ 1,732
195th	LID	Phillips	Dead End	2592	20	AC	2003	\$ 2,960
Lebeau	LID	End of pavement	Edy Road	4858	22	BST	2003	\$ 8,848
Meek	RF	Helvetia	Jackson School	12650	22	BST	2003	
Cedar Canyon Rd2	GRU	Wilson River Hwy	Killin Rd	6075	22	BST	2004	
Courtney Rd	Coop	Schmeltzer Rd	Mountain Home Rd	1123	22	BST	2004	
Elters Rd	GRU	Maple Ln	Old Hwy 47	2050	22	BST	2004	
Sewell Rd	GRU	Meek Rd	Evergreen Rd	5536	22	BST	2004	
South Rd1	GRU	Gaston City Limit	County Line	7647	22	BST	2004	
Aerts Rd	GRU	Hwy 6	Wilkesboro Rd	950	22	BST	2005	
Creps Rd	LID	Hwy 47	Hwy 47	3324	22	AC	2005	
Dorland Rd	GRU	Moreland Rd	End of Oil	1227	20	BST	2005	\$ 1,931

SORTED BY YEAR OF COMPLETION

Washington County								
Gravel Road Upgrades History - 1989 to 2010								
Road Name	Type	From	To	Length (ft.)	Width (ft.)	Surf.	Year	Assessment (per share)
229th (Churchly)	RF	229th	Rosedale Rd	11000	22	BST	1989	
Dorland	LID	Shadybrook	eop	6072	22	BST	1989	\$ 546
Fern Flat	RF	Bacona Rd	Greener Rd	3700	22	BST	1989	
Hiatt Rd	GRU	Hwy 47	Dillely Rd	3655	22	BST	2005	
Mount Richmond Rd	RF	Patton Valley Rd	County Line	200	22	BST	2005	
Parson Rd.	GRU	HWY 6	W. School Road	2767	22	BST	2005	
Solberger Rd	GRU	Moreland Rd	Mason Hill Rd	4500	22	BST	2005	
Eastview	LID	Edy	End	2006	20	AC	2006	\$ 1,867
Haide	Coop	Elwert	End	1800	20	BST	2006	
Plumlee Rd	GRU	End of Oil	Carpenter Rd	8400	20	BST	2006	
Roy-Wilkesboro Rd	GRU	Wilkesboro Rd	End of Oil	3351	22	BST	2006	
Daniel	LID	Jacktown	End	2814	20	BST	2007	\$ 3,471
Dick Road	Coop	W. Union	Farm Park	2600	22	AC	2007	
Dober Rd	GRU	Iowa Hill Rd	Riedwig Rd	6510	22	BST	2007	
Jacktown Rd. (S)	LID	700' N/Daniels	Farmington Rd	3700	20	BST	2007	\$ 3,471
Mullerleile Rd	GRU	Dick Rd	Valley Vista Rd	950	20	BST	2007	
Pumpkin Ridge Drive	LID	Old Pumpkin Rd	Pumpkin Ridge Rd	4810	20	BST	2007	\$ 4,572
Raynard Rd	GRU	Midway Rd	McCormick Hill Rd	2580	20	BST	2007	
Seavy Rd	GRU	Old Clapshaw Hi	Strohmayr Rd	9345	22	BST	2007	
212th Pl	Coop	Bendermeer Rd	Pvt Drives (N)	710	12	BST	2008	
Dick Rd	Coop	Farm Park Road	Switchback	2800	22	AC	2008	
Moreland Rd	GRU	Solberger Rd	County Line	9274	20	BST	2008	
Riedweg Rd	GRU	Simpson Rd	Unger Rd	12949	22	BST	2008	
Sell Rd	CDBG	Green Mountain	Pihl Rd	9801	22	BST	2008	
Summit Ave	LID	Cherry Grove Dr	Dead End (N)	3930	20	BST	2008	\$ 1,600
Turk Rd	CDBG	Sell Rd	Pihl Rd	5307	20	BST	2008	
Parnele Rd	LID	Laurelwood Rd	Pvt Drive (S)	1156	20	BST	2009	\$ 909
Reiling Rd	GRU	Roy Rd	Hwy 47	8215	22	BST	2009	
Whitmore Rd	LID	Bald Peak Rd	Pvt Drive (N)	2071	20	BST	2009	\$ 1,108
Cappoen	LID	Lebeau	End Co. Jur.	1400	20	BST	2010	\$ 2,749
Chalmers Ln	GRU	Evers Rd	Roy Rd	3775	20	BST	2010	
				93.4	miles			



# Funding Strategy For Gravel Road Upgrade Program

(Illustration is from the December 16, 2010 RROMAC Meeting)

