



WASHINGTON COUNTY OREGON

RROMAC MEETING MINUTES March 20, 2014

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: Allen Amabisca
Bill Ewers
Denny Hruby
John Malnerich
Jim McCulloch
Jake Miller
Matt Pihl
Doug Riedweg
Dave Sweeney
Gary Virgin
Lars Wahlstrom

Staff: Andrew Singelakis
Keith Lewis
Shelley Oylear
Victoria Saager
Dave Schamp
Stacia Sheelar
Stacey Shetler
Gary Stockhoff
Todd Watkins

Absent: Mike Chombeau

Guests: John Clausen
Dan Morgan

Welcome

Doug Riedweg called the meeting to order. Bill Ewers made a motion to approve the January minutes. Jim McCulloch seconded the motion and all were in favor.

Guest Comments

John Clausen from Old Pumpkin Ridge Rd. asked if there were any plans to upgrade any gravel roads this year or any County funds for dust abatement. Dave Schamp shared the budget is flat and there is currently no budget for gravel road upgrades and only \$20k for dust abatement. In the past the County paid \$60-70k for dust abatement. The \$20k will be spent in the same spots it was last year which will cover only some of the more safety sensitive areas. John asked if the Vehicle Registration Fee would be back in front of the Board of Commissioners in April and the Chair Duyck said more likely in the fall. John also asked if property owners can coordinate dust abatement with the County and the answer was yes through the Dust Abatement Permit program. Contact the main office at 503-846-7623 for permit information or you can find the permit information on our website at www.co.washington.or.us under the General Right-of-Way Permit.

Dan Morgan, a member of Travel One from Beaverton, shared his support of leaving roads gravel. He said believe it or not, he likes to ride on gravel roads. Travel One promotes tourism in Oregon and a lot of his friends like to ride and look out at the trails, enjoy less

traffic, etc. Chair Duyck said, "I've waited 20 years to hear someone say this!" Dan Morgan said roads around Washington County are fantastic. He also said, he as a cyclist, would be willing to pay a surcharge like \$25 to help with maintenance costs of bike facilities.

Engineering and Construction Services Update

Gary Stockhoff updated the committee on their current projects:

- Last MSTIP we received \$10 million for rural bridge replacement
- Gales Creek, Springhill, and Cornelius Pass near Multnomah County are included.
- Roy Rogers signals are moving forward at Beef Bend and Scholls Sherwood and on Scholls Ferry at Tile Flat
- NIKE bundle roads – need upgrade – Walker delayed, Jenkins has moved up – flexibility to meet NIKE's needs, 158th
- Brookwood widening March 2015 to seven lanes
- Cornelius Pass widening later next year – working with a lot of partners (City of Hillsboro, Intel, ODOT)
- Tiger Grant co-applicant with ODOT for Intelligent Transportation System project along the sunset corridor
- US 26 widening design from 185th to Cornelius Pass is starting
- Realignment of 124th/Tonquin and Grahams Ferry intersection

Jim McCulloch asked if we ever hear anything about the Hwy 26, Hwy 47 overpass to Vernonia and Gary indicated it was pretty much a dead issue.

Lars Wahlstrom asked about Scholls Ferry Rd. widening to three lanes. Gary indicated the County would not be funding this and it's not in the plans.

Operations and Maintenance Update

Dave Schamp discussed the transition from winter to preparations for the summer construction season. Grading season is wrapping up and if there are any pending issues, please let our staff know.

The budget proposal going forward is flat based on revenue forecasts; small increase allocated toward surface treatments as the overall Payment Condition Index (PCI) trend is not a pretty picture. We spent \$3.5 million last year on overlays and need to add \$1 million this year due to inflation. Our focus is on the major road system; rest of the system, particularly the rural system, will continue to deteriorate. The urban area is funded by URMD and is still in good condition with an average PCI of 84. We can lower that PCI to 75, use funds for safety improvements, implementing recommendations of an outside pavement consultant, lower-cost sealing techniques, larger micro-surface contract this year, more crack sealing, etc. We are acquiring our own crack sealing machine for County forces to use. Snow and ice event this year stretched us pretty thin with only six trucks and plows for urban roads, 300 miles, but multiple lanes. We just can't keep up with the bigger events like we had. We used a different strategy this year and focused on the urban area. We got a lot of complaints from the rural area, because of limited resources.

Portland can plow everything because they have access to 60 plows. They can use the equipment from all of their different agencies (water bureau, sewer, public works, etc.) We are talking with Clean Water Services about getting some plows on their trucks for the future. Matt Pihl asked why we don't contract out the plowing work. Dave shared the graders work well on gravel roads, but on the urban roads they do a lot of damage to pavement markings and we don't have the money to pay the contractors for the work. Using contractors for this work is not as simple as it may sound. We are looking to add a couple of smaller trucks with plows to our fleet and possibly station them in specific areas that typically require more snow removal than other areas. Dave assured the committee he would look into other options just as he has with other areas of the day-to-day operations such as ditching cost comparisons, paving, etc.

Jim McCulloch shared his observations of County crew members involved in recent equipment testing and said they were very classy employees. Dave said it's nice to see employees are focusing on efficiencies and looking for better ways to do business.

ODOT Project Update

ODOT was unable to attend and will be rescheduled at a later date.

Annual Road Maintenance Program Update

Todd Watkins provided a handout of the draft 2014-2015 Annual Road Maintenance Program for committee review. The focus is on doing only what is needed and improving efficiencies. John Malnerich asked how the road around Hagg Lake was doing and Todd said it is sliding again which we knew it would do eventually.

Service Request Review

Victoria Saager provided a handout with Service Request details by category and average days the requests were open. Victoria was asked to compare grading and pothole complaints between 2009 and 2014 when the graders went from four down to three.

Miscellaneous

Victoria asked for volunteers to participate on the Minor Betterment Committee. Gary Virgin and Dave Sweeney volunteered.

It was decided to cancel the April committee meeting.

Stacia reminded the group of the Volunteer Recognition event being held at the County Fairgrounds on April 9 at 5:00 p.m.

Doug Riedweg asked staff to look into installing a barricade at the 90-degree corner on Riedweg Rd. There have been several accidents there and this would help.

Meeting was adjourned.

Future Meeting Agenda Topics

ODOT update – David Kim

Staley's Junction

Hwy 219 – Eagle Elsner Report

Glencoe Rd. Project

Bicyclists – Parking cars near or on private property and using restrooms

Shelley Oylear – Rails to Trails

Rock Creek Rd. History – Matt Pihl requested Dave Schamp provide a history on the road and why the County doesn't maintain it

**DEPARTMENT OF LAND USE AND TRANSPORTATION
OPERATIONS AND MAINTENANCE DIVISION**

DATE: February 10, 2014
TO: RROMAC
FROM: Dave Schamp, Division Manager
RE: GLENCOE SHOULDER PAVING UPDATE

Last November I presented the Committee a memo regarding the recent shoulder paving work on Glencoe Road. The memo was intended to provide a comparison of the cost for the work by county forces to that previously done by contract. Further review and refinement of the numbers has lead to a different conclusion regarding the cost effectiveness of having this work completed by county workers.

Recall that my November memo showed the cost for similar work completed by a contractor in 2008 was \$60 per lineal foot and the cost for county crews to complete the work was \$62.50 per lineal foot. After further review it was determined those costs are not entirely accurate and the methodology does not provide the best comparison. Reporting costs based on square yardage of asphalt placed provides a better comparison, because of irregularities in the paving width.

Using the costs developed by Greg Clemmons after the Jackson School project was completed in 2008, and adjusting them to current dollars, the estimated cost for the shoulder paving portion of that project was \$82.19 per square yard. Doing the same analysis for the Glencoe Road paving work and extracting the estimated cost for the two engineered fills, the square yard cost for the county's work was \$87.14. In the interest of transparency, there were costs included in Greg's calculations that we are not certain should have been attributed to the shoulder paving, which if removed, would reduce the contracted cost per square yard.

Though not initially intended to be part of this comparison the square yard cost of shoulder paving associated with the recently completed River Road and Rosedale Road lane reconfiguration project was calculated. That analysis showed a square yard cost of \$94.26. Like Glencoe Road, this project was done with the road open, with traffic controlled, and work hour restrictions of 9:00 a.m. to 3:00 p.m. This project was smaller in scale, 1,208 square yards, but like the 2008 Jackson School Road project, was part of a larger contract.

In taking the analysis a step further and looking at additional aspects of the Glencoe Road work, it was also determined the cost for other portions of the work were higher than we would expect to pay if the work were done by a contractor. Part of the added cost is likely attributable to our method of cost accounting, but does raise a red flag.

Based on the updated comparison we believe the best course of action going forward is to rely on contracted forces for shoulder paving at the scale of the Glencoe Road work. We will also be more judicious in our decisions related to other aspects of work that could be contracted. It is

worth mentioning, the percentage of our road maintenance activities done by contract has increased from 23% in FY 2009-10 to 54% this fiscal year.

I'd like to reemphasize that county forces demonstrated they are very capable of doing quality work and did construct a key element of the Glencoe Road project that otherwise would not have been built. We are tapped out in our contracted services authorization for FY 2013-14 and were able to redirect our crews from lower priority work to get this important shoulder paving done ahead of a contracted overlay this coming spring. Paved shoulders are an important safety improvement for all users, but most appreciated by bicyclists. Now there are paved shoulders from downtown Hillsboro to West Union Road in North Plains.

As discussed many times in the past, ensuring that we are getting the most bang for our maintenance buck is a priority. This comparison was valuable and has caused us to take a critical look at our overall work planning, coordination and execution. As previously shared with the Committee, we have made significant changes in how we determine when and what maintenance activities will be done. Now its time to focus more energy on how the work actually gets done and we are already in the process of implementing improvements including:

- Supervisor and lead worker training
- Review of organizational structure and support functions
- Adoption of target service levels and improved performance measures
- Regular review of costs with decision makers and crew members
- Methodical cost estimating and scheduling of project work
- Review of the means and methods employed by contractors for similar work

As always your input is an important part of the process. I look forward to discussing this updated information at your next meeting on March 20.

c: Andrew Singelakis, Director
Steve Franks, Assistant Director
Operations Management Team
c/file