



RROMAC MEETING MINUTES
May 21, 2015

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.

<u>Members:</u>	Allen Amabisca	<u>Staff:</u>	Victoria Saager
	Bill Ewers		Dave Schamp
	Denny Hruby		Dave Schultz
	Jim McCulloch		Stacia Sheelar
	John Malnerich		Gary Stockhoff
	Jake Miller		Todd Watkins
	Doug Riedweg		
	Dave Sweeney		
	Gary Virgin		
	Lars Wahlstrom		

<u>Absent:</u>	Matt Pihl	<u>Guests:</u>	John Clausen
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Welcome

Jim McCulloch asked the committee to review the April minutes. Gary Virgin motioned to approve the minutes and Bill Ewers seconded the motion. All were in favor.

Guest Comments

John Clausen from Old Pumpkin Ridge Road inquired about potential plans to chip seal the road. Todd Watkins and Dave Schamp indicated there are no plans to chip seal the road at this time. There are actually discussions about reverting some paved roads to gravel due to the current lack of funding for road maintenance.

Engineering and Construction Services Update

Bids were opened yesterday for the Road Fund Overlay contract. Baker Rock was the apparent low bidder.

124th Ave Extension Project – Tonquin Road, by the quarries, will be an interim 2/3 lane roadway. As the industrial area develops the developers will be expected to construct the ultimate roadway configuration. There will be a new bridge near the RR tracks. Between Grahams Ferry and Boones Ferry may be around \$20 million with the water line work.

The Hwy 47 roundabouts and the Jackson School Road roundabout are both on track for this fall.

Operations and Maintenance Update

Dave Schamp indicated the nice weather has allowed our maintenance crews to complete additional Road Maintenance Program work earlier than usual.

Operations and Maintenance recently discovered that Oregon City has several resources that no one is using on a regular basis. The County recently used their pavement profile grinder and their operator for a cost of \$100/hr. They only have five employees and sent one of them with the equipment.

Crews are crack sealing and paving to take advantage of the good weather.

Gravel Road Reversion Program Follow-up

Jim McCulloch, Allen Amabisca, and Gary Virgin shared information they have gathered comparing the cost of a paved road vs. a gravel road. Todd provided numbers to Jim for the breakdown of centerline mileage, annual cost to maintain the paved rural system at a pavement condition index of 70, annual cost to maintain the gravel roads, and the one-time cost for reversion. Jim asked for a map showing the PCI of County roads ([attached](#)).

John Malnerich asked why the County isn't looking at chip sealing as a more common option. Todd indicated a chip seal extends the life of the surface but does not provide structural integrity over the long term.

Allen Amabisca would like to get more detailed information on the cost of reverting roads and establish a policy and set criteria for roads to be reverted.

Target Service Levels

Todd Watkins shared information regarding levels of service ([attached](#)). He mentioned that we are now using a more methodical approach to the selection of work. We are moving away from scheduling work based on a cyclical schedule. The goal is to select work based on the condition of the asset. There are seven major assets that make up the core of the transportation network: bridges, culverts, paved roads, gravel roads, roadside ditches, landscaped areas, and water quality facilities.

Todd asked the committee to provide their individual opinions about what the target service levels should be for paved roads, gravel roads, and landscaped areas. Worksheets were used to gather the committee members' suggested level of service. Todd will compile all of the data points to determine an average value. Todd indicated that staff would determine the service levels for the other assets since there were life-safety and regulatory implications if an asset failed or was not maintained at a high enough level.

Sidewalk maintenance was asked about as well as vegetation that was on a private property and hanging over the road. It was mentioned that property owners are

responsible for sidewalks adjacent to their property as well as vegetation control. This can include sidewalks on the opposite side of a retaining wall.

Gary Virgin shared his opinion that Gary Stockhoff/ECS supports too much “green stuff” (landscaped medians, vegetation).

Todd will send CDs to everyone with the map of the County showing the PCI on the roadways.

Road Service Pilot Maintenance Program Follow-up

Dave Sweeney has been unable to connect with Matt Pihl, but they will provide an update at the June meeting.

Miscellaneous

Bill Ewers requested traffic counts for Grabel Road. Staff will contact Traffic Engineering to request that traffic counts be performed.

June Agenda

Gravel Road Updates

Road Service Pilot Maintenance Program Follow-up

Update on Washington County Futures Transportation Study Committee

Trail Updates – Shelley Oylear