



Rural Roads Operations and Maintenance Advisory Committee Meeting

June 8, 2017, 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: Allen Amabisca, Denny Hruby, John Malnerich, Daniel Morgan, Dave Sweeney, Lars Wahlstrom

Absent: Michael Jamieson, Matt Pihl, Doug Riedweg, Gary Virgin

County Staff Present: Melissa De Lyser, Brian Irish, Keith Lewis, Jennifer McCollum, Todd Watkins

Guests: Chair Andy Duyck, Dave Romilly, Ana Jovanovic

Welcome, Introductions, and Approval of Minutes

Lars called the meeting to order. Introductions of staff and committee members were made.

Dan Morgan had a question regarding a proposal made at the last meeting by Michael Jamieson. The proposal was to write a letter from the committee requesting the Board of Commissioners change the County code regarding quarry regulations to fast track approvals. Lars stated the committee could discuss this topic in the "Miscellaneous" section of the meeting (however, time at the end of the meeting did not allow for discussion). Dan also mentioned Michael's suggestion that there should be a process for the evaluation of right-of-way (ROW) issues and that if they don't fit the process guide then they should be handled individually.

Following this discussion, Dan Morgan made a motion to approve the May minutes. John Malnerich seconded the motion. All were in favor and the minutes were approved as submitted.

Guest Comments

None

Engineering and Construction Services Update – Gary Stockhoff

Gary updated the committee on the following current and future construction projects:

- [Jackson School roundabout](#)
- Meek Rd closed at Brookwood
- [David Hill roundabout](#) is close to opening

- [Hwy 26/Cornelius Pass Rd](#) is an ODOT project. There is currently a lot of activity at the overpass, which will be set up like Brookwood.
- [Springhill Rd Bridge](#) work will begin August.
- [Roy Rogers Rd](#) from Scholls Ferry to Bull Mountain
- County received the go ahead for a negotiated settlement on [Tualatin-Sherwood Road](#) – the waterline will go through a portion of the road.

New bids for [10th Street in Cornelius](#) are due the week of 6/12 – 6/15. At the end of that week, we will know who was awarded the bid. Mid-August the contractor should be ready to restart the work. The bonding company does not have to choose the lowest bidder for this project.

John Malnerich asked about a project on Fern Hill Rd right at the water plant. He wondered if they need a grading permit. Todd answered grading permits are issued through Building Services and that work would be permitted through them. If the work is not in the ROW, it would not be Operations and Maintenance Division-related work.

Operations and Maintenance Update – Todd Watkins

The Operations and Maintenance Division is in full spring mode battling weeds and overgrown vegetation. The warm, wet weather feeds the vegetation growth and this weather makes it difficult to cut, so it slows us down.

Operations has three paving contracts going on this spring; one is finishing the FY 2016-17 paving work, one is the spring paving contract, and one is for the FY 2017-18 work program. Since we have so much going on, we are competing with other companies to get our projects done. The graders are finished for the season except for prepping the roads for dust abatement and our striping is out working. We are also issuing a lot of ROW permits right now.

Operations, Traffic Engineering, and the Sheriff's Office are talking about the snow plan for next year. After last winter, and with the threat of more weather like it, the thought is to tackle the plan early by labeling snow zones, planning for private contractors for plowing, preparing our own plowing plan, and discussing the possible use of salt. Allen Amabisca asked if we look at the long-term weather planning. Todd answered that we look at trends from the past and work with the National Weather Service. Right now they are looking at whether the weather this last winter was the norm or not and getting a plan together to address another difficult winter if needed.

Keith Lewis mentioned crews are focusing on machine patching and pothole patching right now. Operations is forgoing the chip seal program this year and has shifted those resources to machine patching. Several bridges need structural pieces replaced. Crews are also busy pavement grinding and spraying vegetation.

Department of Land Use & Transportation • Operations and Maintenance Division

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John Malnerich asked whether the vegetation spray kills everything in the ditches. Keith answered Washington County only sprays three feet into shoulders but some contractors might spray the entire area. The intent is to keep a balance, so the weeds help absorb some of the water. Dave Sweeney asked if we spray above the ditch line. Todd answered no, we use shoulder mowers for that area. He reiterated it is a balancing act.

PCI Update – Brian Irish and Todd Watkins

Todd stated the Operations Division hired a contractor to evaluate the pavement condition index (PCI) on roads after this harsh winter. It was the coldest winter in 24 years and Oregon even made national news. We had flooding, landslides, snow/ice, and downed trees. This really took a toll on our roads, especially the chip sealed roads. Todd shared a [video](#) illustrating how a pothole forms.

John Malnerich mentioned that potholes bring us back to the question of quarries. He stated the quality of rock is very important. Todd said he completely agrees and we experienced this last winter. Quality is priority, even if it costs more. Doing it right the first time pays off.

The widespread problem is that according to the Road Maintenance Priority Matrix, Rural Local roads are on the low end for reconstruction and general maintenance. The contracted inspection provider will eventually inspect all Washington County roads (175 road segments) and update their PCI in our pavement management system. The numbers were projected to be an average PCI of 68.40, but were actually 68.19 for the Rural Locals.

In conclusion, the PCI of rural roads performed better than expected, but there are segments that are now worse due to weather damage. Dave Sweeney asked what is the target PCI on rural local roads. Brian answered that it is 65.

Another challenge Todd mentioned is local improvement districts (LIDs). Many of these roads with LIDs are at the end of their life cycle and when the LIDs were set up, they had no consideration for the roads' long-term maintenance. Now the roads are in disrepair and there are no funds to fix them. Chair Duyck said Pihl Road is a good example of this situation. The committee discussed LID roads in similar situations.

The next steps are to continue responding to service requests with isolated spot repairs; consider machine patching, dig outs, or other surface treatments; review the "Preservation" routes; and re-evaluate the common road segments between 2015 and 2017. Todd asked for RROMAC's input, thoughts, and recommendations for future funding for maintenance of LID roads.

Dave Sweeney asked Brian if he would send a list of the PCI by road names. Brian committed to email the list to the committee members for their review.

Clean Water Services – Dave Romilly

Dave joined Clean Water Services (CWS) after work was underway on the coordination with [Fernhill Wetlands](#) and the Tualatin River Watershed project. The project is currently working on completion of the natural treatment system. The vertical flow wetlands will be completed in 2017.

John Malnerich asked what happens with overflow rainwater in wintertime. Dave answered he started with CWS in February, but his understanding is the water is discharged to only two locations. Brian Irish asked if the two discharge areas are able to handle the capacity of water. Dave said the treatment plant has to assist with a pump because there is limited capacity. CWS is looking to select the right pump to move the water appropriately during the winter, during flooding situations, and the summer when there is less water. Dave said he thinks a variable speed pump is the way to go.

The parking lot design is out to bid. The new design will better facilitate visitors and be more aesthetically pleasing. There will be an impact to traffic on Fernhill Road during construction and there will be work in the road.

The outfall pipeline will be a cure-in-place process. An epoxy “sock” will harden and become the new pipe. Most of this work will have minimal impacts to traffic and the parking lot. Traffic control will be necessary for approximately a week. The parking lot closure will be limited. Dave thanked RROMAC for their interest.

ODOT Regional Update on Projects – Ana Jovanovic

Ana is the new Area Manager for west of Region 1. She asked for introductions from the committee and staff and shared a presentation showing current and future [ODOT projects](#). She also shared their [website](#) that has additional information regarding the upcoming I-5 paving projects.

One current ODOT construction project mentioned was the widening of US HWY 26 from Cornelius Pass Road to NW 185th Avenue. While the bridge is being constructed, all traffic is being diverted to the east side while the west side is replaced. Then traffic will be diverted to the west side while the east side is constructed. When this project is complete, it will be three lanes in each direction.

Another current project is located at OR 217 and OR 99W. This project will widen the southbound auxiliary lane on OR 217 and reconfigure/update sidewalks to ADA standards on OR 99W in King City.

Congestion points were brought up and ideas such as “zip lanes” (a lane that is transferred to the direction traffic is heaviest) were discussed.

Ana shared that I-5 has a lot of work planned for next year. Some projects mentioned were:

- Burnside and Morrison Bridges will be reconstructed
- Fremont Bridge joints will be replaced
- Morrison Bridge ramps
- I-84 and I-5 will both have complete closures for deck overlay and bridge rail retrofits
- Columbia River Bridge needs the trunnions to be upgraded. There are cracked and failing bearings also. It is slated to be fixed in 2020 and will be a \$16 million project. (The plan is to retrofit the bridges so they don't have to be weight limited)
- Columbia River Crossing project has been cancelled

Ana said construction funding is tied to the transportation bill, which will decide the course of action regarding traffic congestion and fixing the identified bottlenecks.

Miscellaneous

- Set agenda for next meeting – ***July meeting is cancelled***

Future agenda topics

- PCI – update from consultant report
- Quarries – draft update from Planning
- Tour of Fernhill Water Treatment Facility
- Update on ODOT funding – Transportation Bill-Hwy 47/Oregon Aid

Meeting adjourned.

Next meeting: August 10, 7:30 – 9:30 a.m.

NO JULY MEETING