



WASHINGTON COUNTY OREGON

RROMAC MEETING MINUTES August 20, 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.

Members: Allen Amabisca
Bill Ewers
Denny Hruby
Jim McCulloch
John Malnerich
Matt Pihl
Doug Riedweg

Staff: Tom Baylis, Fleet Manager
Steve Franks
Brian Irish
Keith Lewis
Jennifer McCollum
Victoria Saager
Stacia Sheelar
Stacy Shetler
Andrew Singelakis
Gary Stockhoff
Todd Watkins

Absent: Dave Sweeney
Gary Virgin
Lars Wahlstrom

Guests: Dan Morgan
Shelli Romero, ODOT Region 1

Welcome

Jim McCulloch asked the committee to review the June minutes. Doug Riedweg motioned to approve the minutes and Matt Pihl seconded the motion. All were in favor.

Stacia Sheelar introduced Jennifer McCollum, Sr. Administrative Specialist, now working for Dave Schamp in Operations and Maintenance.

Guest Comments

None present.

Jim McCulloch shared an email received from a resident of Roy Road. She expressed her concerns regarding bicycles on rural roads in her area.

Engineering and Construction Services Update

[Groveland Drive](#) was paved last weekend. Helvetia Road has reopened after being closed for a culvert replacement. [Cornelius Pass Road](#) eastbound is nearing completion and then they will move to the westbound lanes. [Brookwood](#) began in August. [Baseline Road](#) starts soon. The [124th Avenue](#) kickoff is in about four weeks. The \$30 million project includes a new water transmission line connecting to the Willamette River Water Supply System. The [10th Avenue](#) project should start fall 2015 if railroad issues can be resolved. [Jackson School Road](#) roundabout will get started late 2015. Hwy 47/Verboort Road roundabout right-of-way issues have been resolved; Hwy 47/David Hill Road roundabout will follow.

The Board recently approved a [cost-sharing transportation funding plan](#) for projects needed for high-growth areas. [Springville Road](#) will be widened from 185th to 178th; work should begin summer 2017. Roy Rogers Road will be widened from Scholls Ferry to south of Bull Mountain Road in approximately 2019. Cornelius Pass Road from Frances up to TV Hwy is being widened. 175th Avenue at Kemmer Road will get a traffic signal.

There was discussion about MSTIP3e projects and the new cost-sharing plan projects. The next round of [MSTIP](#) project selection will identify projects for 2019-2023. The public will be asked to weigh in on the selection process which will get started later this year.

Operations and Maintenance Update

Todd Watkins provided an update on summer road maintenance activities. Surface Maintenance crews completed the chip seal program and are machine patch paving. The Vegetation Management crew had to shut down for a few days due to fire danger.

Eagle Elsner shoulder widening projects include Golf Course Road, River Road from Farmington to Rosedale, and 185th Avenue from Farmington to Bany. The contractor is paving and restriping a 4-foot wide shoulder.

Schmeltzer Road issues from the previous contracted chip seal treatment have been resolved. The road paved with hot mix at the contractor's expense.

This year's pavement condition inspections and ratings are complete. Major roadways are rated every two years and local roads are rated every four years. This is our fourth consecutive year of this inspection cycle, so all county roads have now been rated. The rating information informs our pavement management system.

Matt Pihl asked about the slides at Hagg Lake. Phase one of the [Hagg Lake Perimeter Roads](#) program includes two culvert replacements on Scoggins Valley Road. In two weeks the road will be closed for five weeks.

Matt asked how the bids are looking from contractors and Todd stated we are not getting the discounts we were getting.

Victoria shared that there is a great [Oregonian article about county crews](#) written by Dana Timms.

Gravel Road Reversion

Gary Virgin, Brian Irish and Todd Watkins spent time in the field reviewing [roads with a low Pavement Condition Index](#) (PCI). Gary, Allen Amabisca and Jim have been working to review the rural local roads and conditions. On behalf of the group, Jim shared a list of County rural local roads, sorted by the Pavement Condition Index (PCI) and with a PCI of 55 or less. The list was provided by Brian Irish. The group determined the roads they reviewed were still found to be serviceable and should be for the next four to five years. The group's recommendation was to not consider reverting roads at this point.

Doug Riedweg asked if it would be cost effective to chip seal the roads that are in poor condition. Todd indicated the roads on the list provided are not chip seal candidates due to the current pavement condition. Doug asked if a Local Improvement District (LID) would be an option for residents. Todd shared that residents hear the price of hard surfacing the roads and they shy away. Denny Hruby asked if roads were reverted would the County have the equipment to maintain the gravel road. The County currently has three graders. If the amount of gravel road miles increases, the entire gravel road system would get a reduced level of service unless additional equipment was added.

Brian reinforced the PCI numbers are low, but the roads are working. He cited Dudney Road as an example with a PCI of 12. The road isn't as bad as the PCI indicates. The PCI is low because the road has a lot of alligator cracking from edge to edge including the center line.

Todd mentioned a product that is used periodically by the County to repair alligator cracking called GlasGrid® Pavement Reinforcement System, but it is expensive.

Allen shared the group has gone through this process to create a methodology to use should maintenance dollars decrease or the County gets in a situation where tough decisions need to be made, so there is a tool available to use that has already been reviewed and can be continually updated by Operations. Brian will review each location to follow up on any changing conditions. Todd indicated there is still a lot of work to be done, but it's not dire at this point.

Andrew Singelakis, Director of LUT, indicated this information can be used now to help educate the public on what is happening with the roads and where we could end up if funding becomes an issue.

Matt Pihl would like to see the County work with residents on LIDs and feels the cost of reversion should be deducted from the LID cost.

Allen feels it is good to be prepared with this road information and get ahead of the process with the potential changes in the economic climate.

Review Meeting with Eagle Elsner

Matt Pihl was not able to meet with Eagle Elsner and Dave Sweeney is unavailable today. Dave Schamp previously shared information regarding the ODOT/Eagle Elsner arrangements for maintaining Hwy 219. He also shared information about an [outsourcing and privatization study](#).

ODOT Update

ODOT has recently had several personnel changes and interim appointments. A new [Region 1 Manager](#), Rian Windsheimer, has been appointed.

The [U.S. 26 Brookwood/Helvetia Interchange](#) project should be completed this fall.

Working with partners on Cornelius Pass Road is a cooperative project between ODOT, the City of Hillsboro and other partners.

[OR 8 and Quince Street improvements](#) will add a turn lane for southbound traffic on Quince Street, turning west onto Pacific Avenue.

[TV Hwy paving](#) project will be wrapping up in the next one to two months. John Malnerich indicated there were issues on Oak Street with pavement cuts since the paving was completed recently. Shelli indicated they are aware of some issues and have planned to repair and repave the area.

Denny asked about Farmington Road eastbound from River Road. Todd indicated River Road north of Farmington will be widened so there may be markings for utility locates in preparation for the widening.

Active Traffic Management System (ATMS) being developed and designed. ODOT is working with the County on a recently received [TIGER grant](#).

Denny inquired about the intersection improvements at TV Hwy and 209th Avenue. Andrew indicated this project is part of the cost-sharing funding program and is on the list for four years from now.

A transportation funding package was not passed by the state legislature. The next two legislative sessions will hopefully address the issue. Statewide Transportation

Improvement Program (STIP) is shared with several partners and this year there is only \$30 million. This is substantially less than in the past.

Jim asked about the overall condition of ODOT's transportation system. Shelli indicated ODOT has a monitoring program for all of their structures. ODOT's focus has shifted to smaller projects and trying to maintain what they already have rather than enhancing areas.

Matt Pihl asked if there is a reason why the traffic between Banks and Seaside every weekend is completely backed up. Jim McCulloch expressed his concern as well at not being able to turn across the highway.

Fleet Management Update

Tom Baylis, Fleet Manager, reviewed the County fleet. The County has approximately 501 licensed vehicles and several pieces of equipment that do not require licensing. LUT and the Sheriff's Office are the largest customers for the Fleet Division, purchasing 50 to 100 replacement vehicles each year. The operating budget is just under \$5 million and there are just over 15 full-time employees.

Tom has worked with the County Auditor to review Fleet funding. Fleet works with a large variety of vendors.

Six years ago Tom noticed the number of vehicles in front of Walnut Street Center. He was pleased to note the County's fleet is smaller in the types of vehicles (Rangers, Escapes, etc.) than other counties. Operations and Maintenance is very cautious about the replacement of vehicles and the acquisition of new vehicles. Operations spends a lot of time testing equipment and investigating options prior to replacing or acquiring new equipment.

Tom indicated there may be some underutilized vehicles in the front parking area. Fleet implemented a system to provide each division within the County a report on vehicle utilization. They work together to see if there are other divisions where some of the equipment may be better utilized. Fleet is not replacing vehicles that are underutilized. Last year several vehicles were turned in to Fleet from various divisions.

John Malnerich inquired about the current dump truck replacement plans. Tom indicated after inspecting the transfer trucks and trailers they will need to be replaced. Traffic Engineering's aerial platform trucks have been reviewed and the replacement cycle was modified.

John suggested the Fleet parking area be moved to the back of the lot so it isn't as visible to the public.

Tom indicated that LUT is very diligent about reviewing their Fleet usage.

The shortest lifecycle vehicle for the County is currently the Sheriff's Office patrol cars at 4.5 years.

Fleet uses state pricing agreements to purchase new vehicles and tries to focus on local dealerships for acquisitions and contracted maintenance.

Miscellaneous

Committee members would like to have links to information about roundabout safety facts on the webpage. The following page on the County website includes links to other information about roundabouts: [Roundabouts](#).

September Agenda

PCI System Updates

Roundabout Safety Information – reduction in fatalities, injuries, one lane vs. two lane, etc.

Hagg Lake Update

Fleet department tour

October Agenda

Eagle Elsner Review