



RROMAC MEETING MINUTES
September 17, 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 Hraby
Jim McCulloch
John Malnerich
Matt Pihl
Doug Riedweg
Dave Sweeney
Gary Virgin
Lars Wahlstrom

Staff: Steve Franks
Brian Irish
Melissa Norman
Shelley Oylear
Victoria Saager
Dave Schamp
Stacia Sheelar
Stacy Shetler
Gary Stockhoff
Todd Watkins

Absent:

Guests: None

Welcome

Jim McCulloch asked the committee to review the August minutes. Dave Sweeney motioned to approve the minutes and Doug Riedweg seconded the motion. All were in favor.

Guest Comments

None present.

Engineering and Construction Services Update

Gary Stockhoff had nothing new to report. [Cornelius Pass Road project](#) is taking shape. There are 15 to 20 projects for approximately \$50 million so far. River Road will be restriped at Rosedale for a left turn lane. Lars Wahlstrom mentioned he was impressed with how well the [Farmington Road project](#) was going. Gary Virgin inquired about the [198th Avenue project](#). Gary indicated it is just kicking off and will be a FY 2018-19 project. A question was asked about the status of the Porter Road bridge. Gary mentioned the funding has changed and the project will be funded by the Gain Share Program and work will begin in FY 2016-17 (July 2016).

Doug Riedweg inquired about the [Tualatin Sherwood Road railroad project](#). Todd shared it was a great team effort. The County did not receive any complaints and the work was completed earlier than projected.

Operations and Maintenance Update

Dave Schamp discussed the media article on Kansas City Road that Victoria shared at last month's meeting. The article indicated 3 inches of asphalt was being put down by County crews. It is not legal for County crews to pave more than 2 inches in depth. The AGC inquired with County staff to find out if required paperwork had been completed to allow the County to do this work. Staff researched the information right away and found the article was incorrect. The average asphalt applied over the entire project was 1.36 inches.

Dave indicated the crews are working on the annual [road maintenance program](#). The Vegetation crew will begin brush cutting now that the rain is here and things are starting to grow. The shoulder widening on [Golf Course Road](#) is 75% complete. Eagle Elsner is the contractor and will move to River Road next. These roads will be overlaid next spring. John Malnerich asked if the County had compared the County's cost for the shoulder widening on Glencoe Road to the contracted work on Golf Course Road. Dave indicated there has been an extensive comparison and it was found the work could be done for less by a contractor. John said he felt the County work was done much better and more organized.

The work at [Hagg Lake](#) is underway as Todd mentioned last month. A landscape services contract was awarded to a private contractor. They have completed Brookwood Avenue; they are near completion on 170th Avenue and will move to Murray Road next. Gary Virgin expressed his concerns about maintenance funding being used on vegetation and not on pavement issues. Dave shared the direction to manage the vegetation was given by the Board of County Commissioners.

Todd provided information regarding a public hearing this week where the Board assessed a \$14,000 charge to a property owner for repairs to the roadway caused by a large tree. The property owner was notified multiple times and agreed to abate the hazard, but they did not follow through. The County hired a contractor to remove the tree and repair the pavement.

Roundabout Safety

Stacy Shetler and Melissa Norman shared a presentation on [roundabouts](#).

Melissa compared two-lane vs. single-lane roundabouts and noted the two-lane roundabouts definitely have more conflict points.

There are tradeoffs to using the roundabout option. Some of those are landscaping costs, you can't make changes to the roadway after a roundabout is installed, and it's not possible for sight-impaired pedestrians to navigate.

John Malnerich suggested building two-lane roundabouts and leaving the inside lanes closed until they are needed due to increased traffic in later years. The Verboort roundabouts were designed as two lanes and are being used as single lane.

Jim McCulloch inquired about the cost difference between a two-lane and a single-lane roundabout. Gary Stockhoff indicated the long term costs are more beneficial when using roundabouts instead of signalized intersections.

Doug Riedweg suggested a 15-year cost comparison would show the cost savings and accident history. Stacy Shetler offered to come back to the committee with cost information on the River-Scholls Ferry roundabout.

Matt Pihl said the one in Astoria is referred to as the "Circle of Death".

Allen Amabisca indicated there is a two-lane roundabout in the City of Hillsboro and it was confusing to drive if you are not familiar. He recommended checking with the City of Hillsboro on statistics and cost information.

Rural Road Pavement Conditions

Brian Irish provided a draft document titled [Low PCI Rural Road Reversion Policy Criteria](#). This document was developed with a subcommittee from RROMAC and includes staff input. Matt Pihl suggested defining "Reversion" in the title. Denny Hruby asked how property owners would be notified. Todd reviewed the public notification process used when Meek Road was reverted.

Brian also referred to a [list of low pavement condition rural roads](#) distributed at last month's meeting.

Dave Schamp discussed possible options for funding to maintain these rural roads. The state could provide additional funding, the County could implement the Vehicle Registration Fee or increase the gas tax, or private citizens could provide funding.

Todd indicated preparing for this situation now, before we need to, will allow the County time to review the information and be proactive rather than have to be reactive under pressure.

Doug suggested educating the public that these roads need to be maintained now to prevent them from going down in the PCI.

Todd indicated in the coming months the committee needs to take the list of roads and prioritize them for the future. Victoria Saager indicated the committee should also make sure all of the necessary criteria is identified (e.g., agri-tourism, bicycle routes).

Denny appreciated the list provided. Gary shared that Todd, Brian and he toured several of the roads listed. In Gary's opinion this information should be shared in the spring to educate the public and solicit additional funding.

Brian presented an update of the [Rural Road Pavement Condition](#) information. Average PCI on the rural roads is 70 and should be at 80+. Dave shared this is the lowest he can ever remember the rural road system PCI.

Jim shared how the Minor Betterment Committee sets criteria and would like to see this committee work on the same type of system for rural roads. The committee would like to invite Chair Duyck and Commissioner Terry to a future RROMAC meeting once the committee has reviewed the matrix, quantifies numbers, etc.

Doug expressed the difficulty educating the public on the different areas of funding.

Fleet Management Tour

The tour of Fleet Management was postponed to a future meeting.

Miscellaneous

Victoria noted that some RROMAC member terms are expiring in December.

Future Agendas

October	Review road reversion evaluation criteria
	Hagg Lake Perimeter Roads Update
	Eagle Elsner Review
	Membership Terms