



RROMAC MEETING MINUTES
November 17, 2011

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>	Jim Burns	<u>Staff:</u>	Greg Clemmons
	Robert Ewers		Keith Lewis
	Denny Hruby		Janelle Lockbeam
	John Malnerich		Victoria Saager
	Matt Pihl		Dave Schamp
	Wendy Mortensen		Gary Stockhoff
	Doug Riedweg		Todd Watkins
	Dave Vanasche		
	Gary Virgin		
	Lars Wahlstrom		
<u>Absent:</u>	Eldon Jossi	<u>Guest</u>	Cal Nakao, Winters Road

Welcome

Matt Pihl called the meeting to order. The October minutes were reviewed. Bill Ewers motioned to approve the minutes and it was seconded by Doug Riedweg. All were in favor.

ENGINEERING AND CONSTRUCTION SERVICES UPDATE

Gary Stockhoff shared that Stacy Shetler has been hired as the new Principal Traffic Engineer.

Shelley Oylear is drafting a 'Bike Tool Kit' and will share the presentation with RROMAC and URMDAC in January or February.

Current projects being worked on are:

1. Glencoe Bridge. The old bridge will be salvaged and used on Johnson School Road.
2. 185th near West Union Road. The wall contract has gotten behind, but is progressing.
3. Scholls Ferry / River Road roundabout.
4. Brookwood Road reopens tomorrow. Frontier did not move their utility poles on time which delayed the project. The north half of the project is mostly complete.
5. Cornelius Pass Road widening near the Tri-Met overpass. Bridge over Beaverton Creek will be replaced which will finish Cornelius Pass between Sunset Highway and Baseline Road to five lanes.

Next year projects will include Bethany Boulevard/Bethany overpass and Evergreen Road by the airport. Glencoe overpass at North Plains (ODOT) will bid in March. Brookwood/Helvetia overpass is being worked on. Impacts to Meek Road are being reviewed. Speed signs for Scotch Church Road were requested during the Glencoe Road overpass project.

MINOR BETTERMENT COMMITTEE UPDATE

Lars will attend a MBC meeting this afternoon to debrief, moving ahead.

CHIP SEAL REPORT – Greg Clemmons

Power Point presentation reviewed. (attached)

DuVall Engineering has taken core samples from eight roads. Carlson Testing has the samples and is waiting for field test results; they are coming in slowly. Federal Highway representatives are coming for a preview of presentation today with a field trip to visit the eight roads with identified problems.

It is not cost effective to go back to the old product used for the chip seal process. The product used before was MD250. DuVall Engineering is contracted to investigate why we are having problems, not provide solutions. Their report is due December 31.

Working on sight distance issue and widening at Hacket Lane. Working on Evers and Jacktown roads gravel road upgrades for next summer.

Looking into using a cement process in the base, it appears to provide a better end product for chip seals at a similar cost.

No LID's are planned for next summer.

The slide on Scoggins Valley Road is going out to bid soon. Greg hopes to have the contractor working in December.

FILL SITE DISCUSSION

Matt Pihl stated that RROMAC should have a role in this issue regarding impact on roads made by hauling to and from fill sites. Dave Schamp added that no one else is looking at haul impacts on roads.

Gary Virgin voiced his concern about lack of enforcement of fill sites. He thinks a transportation component should be brought in, but without enforcement all for naught; might as well throw out all regulations if they are not enforced.

There was discussion regarding Victory Lane fill site. It is believed to be far in excess of volume of fill allowed – no compliance. What will happen if pumpkins do not grow?

There was discussion regarding alternate uses of Intel fills or a berm around the site, construction parking lot for example. Nike is an example of a project that used all spoils on site. This practice could reduce hauling on county roads.

Dave Vanasche noted there is a connection between protecting the land and protecting the roads; they are rural resources to be protected.

Key message from RROMAC to the Task Force is to enforce rules we have in place, in addition to improving regulations to protect farm land and rural roads. Matt will share message with the task force.

MISCELLANEOUS

RROMAC membership vacancies are coming up. Suggestion was made to pursue getting a bicycle representative on the committee. Gary Stockhoff offered to have Shelley Oylear be available as a resource to this committee.

Dave Schamp talked about mud problems on roadways. ORS 368.256 prohibits road hazard, but abatement is a beaurocratic process requiring a Board hearing. We try to work with the property owner to resolve the problem.

Matt Pihl adjourned the meeting.

NEXT MONTH

Chip Seal Report
CPM Update
RROMAC Committee Vacancies
Fill Dirt Site Enforcement

FUTURE MEETINGS

Bike Tool Kit

Washington County

Chip Seal Program Review Fall, 2011

Meeting Format – 11/17/11

1. Office (10:00 to 11:00)
 - Problem Description
 - Chip Seal Program
 - Suspected Problem Causes
2. Field Trip (11:00 to 2:30)
 - Dorland/Moreland/Solberger Rds.
 - Lunch
 - Reiling/Chalmers/Wilkesboro Rds.
 - Riedweg/Dober Rds.
 - Wrap up discussion

Problem Description

1. *Possible* premature alligating on chip seals constructed since 2008 (3 years).
2. *Apparent* premature raveling (loss of top course) in these chip seals.

In limited areas, but these problems appear to be more prevalent on relatively new projects.



Moreland Road



Chip Seal Program

1. Single Shot Bituminous surface treatments over paved or chip seal roads (1x BST) – about 30 miles per year (1x BSTs are not a problem).
2. Three Shot Bituminous Surface Treatments over prepared aggregate base (3x BST) about four miles per year. Also called “gravel road upgrades” or GRUs.
3. 33 miles (~40 roads) have been upgraded, mostly with 3x BSTs since 2004.

Chip Seal Information

1. Oil furnished by Albina Oil.
2. Base and Chip Seal Aggregate furnished by Baker Rock and Westside Rock (2011 only).
3. Construction by Washington County Department of Land Use and Transportation, Operations and Maintenance Division --- "Road Crew".
4. No formal thickness "design". We look for a minimum of 6" base rock. Most projects are successful.

Chip Seal Components

1. First shot: 0.5 gal/sy prime coat. HFMS or MC-250 (prior to 2008). ½"-1/4" crushed agg. at 35 lb/sy.
2. Second Shot: HFE 901s at 0.55 gal/sy. ½"-1/4" at 28 lb/sy.
3. Third Shot: HFE 901s at 0.45 gal/sy. 3/8"-10 at 28 lb/sy.

Possible Causes

1. Change from MC-250 to HFMS
2. Base rock too "clean".
3. Base rock too "dirty".
4. Too much traffic.
5. Too little base thickness.
6. Isolated drainage issues.
7. Top course of chip seal rock dirty?
8. Improper mix design same size agg. in layers 1 and 2?
9. Combinations?
10. Other issues?

ROAD NAME	FROM	TO	Length (ft.)	Date Of Work* Cum. Cost
Sewell Rd	Meek Rd	Evergreen Rd	5536	2004
Etters Rd	Maple Ln	Old Hwy 47	2050	2004
Cedar Canyon Rd2	Wilson River Hwy	Killin Rd	6075	2004
South Rd1	Gaston City Limits	County Line	7647	2004
Courtney Rd	Schmelzer Rd	Mountain Home Rd	1123	2004
Mount Richmond Rd	Patton Valley Rd	County Line	200	2005
Creps Rd	Hwy 47	Hwy 47	3324	2005
Hlatt Rd	Hwy 47	Dilley Rd	3655	2005
Solberger Rd	Moreland Rd	Mason Hill Rd	4500	2005
Aerts Rd	Hwy 6	Wilkesboro Rd	950	2005
Dorland Rd	Moreland Rd	End of Oil	1227	2005
Parson Rd.	HWY 6	W. School Road	2767	2005
Eastview	Eddy	End	2006	2006
Plumlee Rd	End of Oil	Carpenter Rd	8400	2006
Roy-Wilkesboro Rd	Wilkesboro Rd	End of Oil	3351	2006
Haide	Elwert	End	1800	2006
Daniel	Jacktown	End	2814	2007
Jacktown Rd. (S)	700 N/Daniels	Farmington Rd	3700	2007
Pumpkin Ridge Drive	Old Pumpkin Ridge Rd	Pumpkin Ridge Rd	4810	2007
Mullerleile Rd	Dick Rd	Valley Vista Rd	950	2007
Seavy Rd	Old Clapshaw Hill Rd	Strohmayr Rd	9345	2007
Dober Rd	Iowa Hill Rd	Riedwig Rd	6510	2007
Raynard Rd	Midway Rd	McCormick Hill Rd	2580	2007
Dick Road	W. Union	Farm Park	2600	2007
Summit Ave	Cherry Grove Dr	Dead End (N)	3930	2008
Riedwig Rd	Simpson Rd	Unger Rd	12949	2008
Moreland Rd	Solberger Rd	County Line	9274	2008
Dick Rd	Farm Park Road	Switchback	2800	2008
212th Pl	Bendermeer Rd	Pvt Drives (N)	710	2008
Turk Rd	Sell Rd	PHI Rd	5307	2008
Sell Rd	Green Mountain Rd	PHI Rd	9801	2008
Whitmore Rd	Bald Peak Rd	Pvt Drive (N)	2071	2009
Parmele Rd	Laurelwood Rd	Pvt Drive (S)	1156	2009
Reiling Rd	Roy Rd	Hwy 47	8215	2009
Cappoen Rd	LeBeau	End	1400	2010
Chalmers Ln	Evers Rd	Roy Rd	3775	2010
Old Pumpkin Ridge Rd - South Gr	Pumpkin Ridge Drive	Corey	1536	2011
Groveland Rd (north)	West Union Rd	Groveland Dr/pvt Dr	6391	2011
Thomburg Rd	Gales Creek Rd	Old Wilson River Rd	5140	2011
Hahn Rd2	Davidson Rd	Harrison Rd	3344	2011
Davidson Rd	Hahn Rd	Dead end	6415	2011

Roads completed since 2004.

Roads to be visited on field trip are shaded and bolded.

Testing Program

1. Duval Engineering
2. Lab tests by Carlson Testing
3. Eight roads, four tests per road. Two from good areas, two from distressed areas. 34 total testing locations.
4. Sand patch test to check surface texture. Rut depth measured.

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Testing Program

5. Photo log.
6. 8" core taken, plug retrieved and measured.
7. Extraction test to determine ac% and rock gradation.
8. Thickness measured.
9. Prime coat penetration observed.

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Testing Program

11. Base rock depth measured.
Sample retrieved (gradation).
12. Visual characterization of
sugrade observed.
13. Subgrade DCP test.
14. Subgrade Atterberg Limits test.

