



**RROMAC MEETING MINUTES**  
**December 15, 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		Victoria Saager
	Eldon Jossi		Dave Schamp
	Wendy Mortensen		Stacia Sheelar
	John Malnerich		Gary Stockhoff
	Matt Pihl		Todd Watkins
	Doug Riedweg		
	Gary Virgin		
	Lars Wahlstrom		
<u>Absent:</u>	Dave Vanasche	<u>Guest</u>	Todd Baker, Baker Rock

**Welcome**

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

**ENGINEERING AND CONSTRUCTION SERVICES UPDATE**

Gary Stockhoff shared the following updates:

1. Glencoe Bridge - beams delivered and placed.
2. Brookwood is open, working on southern piece.
3. Huge upcoming construction season – widening on Bethany and overpass in June/July 2012. MSTIP 3d program is being put together and there will be a list of projects for RROMAC's review at the January meeting. Other jurisdictions are currently reviewing the list. The list does include a couple of rural bridges

ODOT will be working on the Glencoe overpass at North Plains and that will go to bid on February 17, 2012. This will be a five-lane structure (\$30 million).

Brookwood interchange will be done in Spring 2013 – widening 20', new Jacobsen intersection, Groveland changes to retain access to Rice Museum based on previous agreement.

Denny asked about the lane width on the Scholls Ferry roundabout. Gary assured the committee that 16' was wide enough for farm equipment, the radius is smaller, lower design speed than Verboort, but will actually be wider than Verboort. There are mountable curbs and it will have 30 feet of clearance. There has been some misinformation going around.

Matt mentioned that the Glencoe Road sheet pile southbound feels like it obstructs the travel lane, also blinding floodlight in driver's eyes per Wendy. Gary will check and have the contractor fix these issues.

Gary Virgin mentioned the solar powered flashing light on Clark Hill was not working well. Gary Stockhoff will check into this as well.

### **MINOR BETTERMENT COMMITTEE UPDATE**

Lars shared the committee had their last meeting to wrap things up, projects are on the website if you want to review them. The committee is done until next year.

### **CHIP SEAL REPORT**

A summary of the chip seal consultant's report was provided by Greg Clemmons. The report was received, core samples have been tested and a handout of final recommendations was shared. This study was done due to observed issues with recent chip seals, more than we thought we should have; changed the oil due to issues with MC250; Moreland was first with issues, but it was not related to the oil change. Conclusions from the handout were 1) Rock Source, 2) Inadequate base, 3) Timing between base rock and chip seal. Recommendations were: 1) Change rock size, 2) Fog seal if striped, 3) Quality Assurance program – more testing, 4) Structural evaluation and soil testing, or increase minimum base depth. Additional testing will be done on Evers and Jacktown.

John Malnerich says no one can say it's Baker Rock, could be the operator, speed, etc. hardness of the rock is not the question.

Greg handed out the gravel road upgrade list showing completed and upcoming projects.

### **FILL SITE DISCUSSION**

Matt Pihl is on a subcommittee and Terry Lawler has drafted a summary of the committee recommendations for disposing of fill dirt. Rearranging dirt on your site is the cheapest, but schedules often drive the project which may mean getting it offsite is desired; figuring out how to make them pay to remove fill is difficult; directing where the dirt goes is also challenging. This problem started with light rail, still has not been resolved. Regulations prohibit covering good dirt. Urban reserves will get paved, rural reserves is where we don't want it to go, but property owner who wants it and spins good web/business plan can get approval. This issue will not go away any time soon.

## **RROMAC VACANCIES**

Dave Schamp discussed the current vacancies on the committee and recognized Jim Burns and Wendy Mortensen as retiring committee members. Jim started back on River Road, gravel roads were being reverted. Jim read a statement about how much the county has improved over the years. He shared that the staff has greatly improved, better information is being shared, and we are getting roads paved. Wendy Mortensen formally started with the committee back in 1996, informally in 1994. Wendy was a charter member, RROMAC really struggled the first few years, the 10% of new money resolution was written and the gravel road upgrade program was born. Dave offered the county's thanks to both members for their continued service and presented them with certificates.

Dave shared that staff used to dread going to RROMAC meetings and the committee dreaded the meetings. RROMAC is now looked at as a group that has evolved and contributed to issues, people look to RROMAC to help move the ball forward and they have credibility with other agencies and organizations.

Gary Virgin will likely be moved from an alternate position to a regular position. We currently have vacancies so please apply if you are interested.

## **MISCELLANEOUS**

The question was asked if the County would be doing any repairs on Rock Creek Road. Staff reports it went to the Board in October for maintenance and the Board said no. It was reported a citizen has offered to contact all property owners to ask them to donate the right-of-way needed to make it a maintained road.

A contractor will start repairs on the Scoggins Valley Road slide in January.

Matt Pihl adjourned the meeting.

## **NEXT MONTH**

MSTIP 3d List Review  
Bike/Ped Traffic Issues – Shelley Oylear (February)

## **FUTURE MEETINGS**

Bike Tool Kit

## Gravel Road Gravel Road Upgrade Priorities as of December 2011

Priority	Road Name	From	To	Length (feet)	Year Completed	Funding Source
done	Davidson Rd	Hahn Rd	Dead end	6415	2011	LID
done	Groveland Rd (north)	West Union Rd	Groveland Dr/pvt Dr	6391	2011	GRU
done	Hahn Rd2	Davidson Rd	Harrison Rd	3344	2011	LID
done	Old Pumpkin Ridge Rd - South Gravel	Pumpkin Ridge Drive	Corey	1536	2011	GRU
done	Thornburg Rd	Gales Creek Rd	Old Wilson River Rd	5140	2011	GRU
done	Cappoen Rd	LeBeau	End	1400	2010	LID
done	Chalmers Ln	Evers Rd	Roy Rd	3775	2010	GRU
done	Parmele Rd	Laurelwood Rd	Pvt Drive (S)	1156	2009	LID
done	Reiling Rd	Roy Rd	Hwy 47	8215	2009	GRU
done	Whitmore Rd	Bald Peak Rd	Pvt Drive (N)	2071	2009	LID
done	212th Pl	Bendermeer Rd	Pvt Drives (N)	710	2008	Co-op
done	Dick Rd	Farm Park Road	Switchback	2800	2008	Co-op
done	Moreland Rd	Solberger Rd	County Line	9274	2008	GRU
done	Riedweg Rd	Simpson Rd	Unger Rd	12949	2008	GRU
done	Sell Rd	Green Mountain Rd	Pihl Rd	9801	2008	CDBG
done	Summit Ave	Cherry Grove Dr	Dead End (N)	3930	2008	LID
done	Turk Rd	Sell Rd	Pihl Rd	5307	2008	CDBG
done	Daniel	Jacktown	End	2814	2007	LID
done	Dick Road	W. Union	Farm Park	2600	2007	Co-op
done	Dober Rd	Iowa Hill Rd	Riedwig Rd	6510	2007	GRU
done	Jacktown Rd. (S)	700' N/Daniels	Farmington Rd	3700	2007	LID
done	Mullerleile Rd	Dick Rd	Valley Vista Rd	950	2007	Co-op
done	Pumpkin Ridge Drive	Old Pumpkin Ridge Rd	Pumpkin Ridge Rd	4810	2007	LID
done	Raynard Rd	Midway Rd	McCormick Hill Rd	2580	2007	GRU
done	Seavy Rd	Old Clapshaw Hill Rd	Strohmayr Rd	9345	2007	GRU
done	Eastview	Edy	End	2006	2006	LID
done	Haide	Elwert	End	1800	2006	Co-op
done	Plumlee Rd	End of Oil	Carpenter Rd	8400	2006	GRU
done	Roy-Wilkesboro Rd	Wilkesboro Rd	End of Oil	3351	2006	GRU
done	Aerts Rd	Hwy 6	Wilkesboro Rd	950	2005	GRU
done	Creps Rd	Hwy 47	Hwy 47	3324	2005	Co-op
done	Dorland Rd	Moreland Rd	End of Oil	1227	2005	GRU
done	Hiatt Rd	Hwy 47	Dilley Rd	3655	2005	GRU
done	Mount Richmond Rd	Patton Valley Rd	County Line	200	2005	County
done	Parson Rd.	HWY 6	W. School Road	2767	2005	GRU
done	Solberger Rd	Moreland Rd	Mason Hill Rd	4500	2005	GRU
done	Cedar Canyon Rd2	Wilson River Hwy	Killin Rd	6075	2004	GRU
done	Courtney Rd	Schmeltzer Rd	Mountain Home Rd	1123	2004	Co-op
done	Etters Rd	Maple Ln	Old Hwy 47	2050	2004	GRU
done	Sewell Rd	Meek Rd	Evergreen Rd	5536	2004	GRU
done	South Rd1	Gaston City Limits	County Line	7647	2004	GRU
1	Jacktown Rd. (N)	Rosedale	700' N/Daniels	4142		
2	Evers Rd (All)	Greenville Rd	Osterman Rd	11689		
3	Old Pumpkin Ridge Rd - All Gravel	Pumpkin Ridge Rd	Pumpkin Ridge Drive	8131		
4	Green Mt Rd	End of Pavement (N)	Pihl Rd	23214		
5	Seghers Rd	Old Hwy 47	Hwy 47 (new)	2628		
6	Hahn Rd1	Mountaindale Rd	Davidson Rd	9145		

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7	Corey Rd	Old Pumpkin Ridge Rd	Dairy Creek Rd	17054		
8	Salzwedal Rd	Roy Rd	Kerkman Rd	4130		
9	Narup Rd	Killin Rd	Jack Rd	4525		
10	Milne Rd	Zion Church	Vadis	9355		
11	Middleton Rd	End of Oil (99w)	Labrouse Rd	3100		
12	Dierdorff Rd	Helvetia Rd	Groveland Rd	2750		
13	Old Pumpkin Ridge Rd - North Gravel	Corey	Pumpkin Ridge Rd	6595		
14	Egger Rd	McCormick Hill Rd	Pavement (W)#29550	1742		
15	Collins	Northrup	Kay Connection	8481		
16	Lee Rd1	Patton Valley Rd	West Shore Dr	10500		
17	Jaquith Rd	Neugebauer Rd	County Line/Wildflower	7033		
18	Chehalem Station Rd	Bell Rd	Odessa St	2300		
19	Harrison Rd	Hahn Rd	Hwy 26	3645		
20	Wilson School Rd w/Timmerman	Timmerman Rd	Parson Rd	2580		
21	Firdale Rd	End of Oil	Unger Rd	6224		
22	Timmerman Rd	Parson Rd	Wilson School Road	5451		
23	Hayward Rd	Hwy 26	Cedar Canyon Rd	23200		
24	David Hill Rd	Gales Creek Rd	Oil Sect 7	9892		
25	Scofield Rd	Nowakowski Rd	Hwy 26	13912		
26	Shearer Hill Rd	Timmerman Rd	Strohmayer Rd	3768		
27	Dixie Mountain Rd	Kay Road	County Line	50000		
28	Murphy Rd	Dairy Creek Rd	Pumpkin Ridge Rd	13700		
29	Stark Rd	Scholls-Sherwood Rd	Lebeau Rd	2625		
30	Pongratz Rd	Pihl Rd	Fisher Rd	11331		
31	Pederson Rd	Munson	Mult. Co.	4440		
32	Schmeltzer Rd	Mountain Home Rd	End of Oil	3900		
33	Mckibbin Rd	Verboort Rd	Hwy 47	4300		
34	Dick Rd	Switchback	Phillips Rd	3059		
35	Beal Rd	Hwy 47	McGibbon Rd	2380		
36	Norse Hall Rd (Paved)	End of Oil	65th Ave	3820		
37	Bagley Rd	Wren Rd	Leisy Rd	5255		
38	Jarrell Rd	Mason Hill Rd	County Line	3500		
39	Nowakowski Rd	Hwy 47 (S)	Hwy 47 (N)	13777		
40	Bates St	Patton Valley Rd	Larson Rd	1068		
41	Eberly Rd	Killin Rd	Cedar Canyon Rd	4560		
42	Bishop Rd	Helvetia Rd	Pvt Drives (N)	4342		
43	Boyd Rd	Spring Hill Rd	Pvt Drive (N)	1961		
44	Strohmayer Rd	End of Oil	Shearer Rd	5160		
45	Half Mile Ln	Roderick Rd	Pvt Drive (S)	3070		
46	Hardebeck Rd	Dixon Mill Rd	Withycome Rd	2686		
47	Sandstrom d	Spring Hill Rd	Pvt Drives (E)	4320		
48	Old Wilson River Rd.	End of Oil	Dead End	20170		
49	Withycombe Rd	Spring Hill Rd	Pvt Drive (E)	4830		
50	Pihl Rd	Green Mountain Rd	End of Pavement	10206		
51	Copenhaver Rd	Spring Hill Rd	Pvt Drive (S)	2366		
52	Harrington Rd	Kerkman Rd	Milne Rd	3865		
53	Cook Rd	331st Ave	End of Oil	2570		
54	Finnigan Hill Rd	End of Oil (#1744)	County Line	9341		

## Gravel Road Gravel Road Upgrade Priorities as of December 2011

55	Burgarsky Rd	Spring Hill Rd	Pvt Drive (E)	2944		
56	South Rd2	Rich Rd	Cherry Grove Dr	7960		
57	Groveland Rd (south)	West Union Rd	Paved Road	3700		
58	Soda Springs rd	Old Wilson River Rd	Impassable	21259		
59	Sellers Rd	Wollen Rd	Linklater	16767		
60	Easterday Rd	Stringtown Rd	Reeher Rd	4373		
61	Knight Rd	Old Hwy 47	Pvt Drive (W)	5907		
62	Gibson Rd	Springhill Rd	End	6836		
63	McNay Rd	McCormick Hill Rd	Campbell Rd	5455		
64	Amick Ln	Scoggings Valley Rd	Pvt Drive (N)	1383		
65	Holly Hill Rd	End of Pavement	Yamhill County Line	6630		
66	Sain Creek Rd	West Shore Dr	End of County Maint	7099		
67	Killin Rd	Narup	Eberly	8900		
68	Cox Rd	Gales Creek Rd	Pvt Drive (W)	1446		
69	Yungen Rd	Bishop Rd	Pvt Drives (E)	1870		
70	Bacona Rd	End of Pavement	Genzer Rd	12954		
71	Larson Rd	Patton Valley Rd	Dead End (N)	3701		
72	Davidson Rd	Sellers Rd	Pvt Drive	1650		
73	82nd Ave	Norwood Rd	Begin Pavement	522		
74	Mill Rd	Scoggings Valley Rd	Pvt Drive (N)	1930		
75	Old Clapshaw Hill Rd	Clapshaw Hill Rd	Seavy Rd	4274		
76	Patton Rd	Hwy 47	Pvt Drive (E)	1489		
77	Stepien rd	Scogging Valley Rd	End of County Maint	7532		
78	Hillecke Rd	Minter Rd	Pvt Drive (E)	4531		
79	Baderstcher Rd	Helvetia Rd	Pvt Drives (N)	2650		
80	Cedar Canyon Rd1	Parson Rd	Wilson River Rd	17200		
81	Norse Hall Rd (gravel)	Pvt Drive (s)	75th Ave	1043		
82	Willis Rd	Pumpkin Ridge Rd	Gate (E)	2334		
83	Timmerman Rd	Wilson School Rd	Dead End	2750		
84	Cochran Rd	End of Oil	County Line	17076		
85	Neill Rd1	Schmeltzer Rd	End of Oil	3015		
86	Courtney Rd	Schmeltzer Rd	County Line	2065		
87	Scott Hill rd	West Shore Dr	Pvt Drive (W)	1930		
88	Roderick Rd	Gales Creek Rd	Pvt Gate (W)	3540		
89	Hardebeck Rd	Lasalle Rd	Pvt Drive (N)	2443		
90	253rd Av	Evergreen Rd	Pvt Drives (N)	2631		
91	Dundee Rd	Patton Valley Rd	End of County Maint	9898		
92	Buckhaven Rd	McCormick Hill Rd	Pvt Drive (E)	2150		
93	Tanner Creek Rd	Scoggings Valley Rd	Pvt Drive (N)	4421		
94	Neill Rd2	County Line	End of Oil	6445		
95	Robinson Rd	Farmington Rd	Dead End (S)	4094		
96	Genzer Rd	Bacona Rd	Hoffman Rd	11316		
97	Way Rd	Hayward Rd	Pvt Drives	1823		
98	John Lee Rd	Bacona Rd	Pvt Drive	9000		
99	Dixon Mill Rd	End of Oil	End of Oil	9500		
100	Buckley Rd	Tatcher Rd	Pvt Drive (W)	1040		
101	Levi White Rd	Pihl Rd	End	3296		
102	Parson Rd2	Wilson School Rd	End (Slide)	8740		

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103	Nelson Rd	Scoggings Valley Rd	Pvt Gate (N)	3419	
104	Carpenter Creek Rd	Plumlee	Pvt Gate (W)	6145	
105	Schaefer rd	Clapshaw Hill Rd	Pvt Drive (N)	675	
106	Bacona Rd	Genzer Rd	End of County Maint	12636	
107	McNew Rd	Corey Rd	Pvt Drive (N)	2230	
108	Cason Rd	Pihl Rd	End (House #47315)	2045	
109	Robinson Rd	Hwy 219	Dead End (N)	443	
110	Herr Rd	Scoggings Valley Rd	Pvt Drives (E)	1335	
111	Leyman Rd	Pihl Rd	Pvt Drives	3442	
112	Scoggins Valley Rd	West Shore Dr (NW)	End of County Maint	12360	
113	Hering Rd	Patton Valley Rd	End of County Maint	1571	
114	Parson Rd1	HWY 6	Timmerman Rd	6813	
115	Cape Horn Rd	Scofield Rd	End	8171	
116	Hankins Rd	West Shore Dr	Pvt Drives (W)	896	
117	Potts Rd	Soda Springs rd	FG Watershed Gate	12945	
Key to funding source:	GRU - Gravel Road Upgrade program County - Road Fund (gas tax allocation for road maintenance) Co-op - Cooperative (costs of upgrade paid by property owners at time of upgrade) LID - Local Improvement District (costs of upgrade paid by adjacent property owners over time)				
Notes:	<p>Not all gravel roads in Washington County have been prioritized on this list. Data from traffic counts and annual road surveys is used to update this list each year. Additional roads are added as data becomes available.</p> <p>Roads are selected for upgrade from the top priorities on this list; however, they may not be selected exactly in priority order. Selection is dependent upon a variety of criteria, including concurrence from the Rural Roads Operations and Maintenance Advisory Committee.</p> <p>Property owners can choose to pay for upgrade themselves through a co-op or LID. For more information, contact Washington County Operations at 503-846-ROAD (846-7623) or <a href="mailto:lutops@co.washington.or.us">lutops@co.washington.or.us</a>.</p>				

## **Gravel Road Upgrade Consultant Review**

**Duval Engineering**

**Dec. 15, 2012**

### **Conclusions:**

1. Surface texture “problem” is related to rock source. The surfaces of many of our GRU’s appear to be raveling. All of the roads with this appearance used rock from Baker Rock’s Dayton Quarry. The problem is not progressing.
2. The primary cause of structural failure is inadequate base rock thickness.
3. Washington County’s construction practices are acceptable, but improvement could be made by decreasing the time between base rock addition and chip seal application.

### **Recommendations:**

1. Change from ½” to ¼” first two lifts to 5/8” first course, ½”-1/4” second lift, 3/8”-10 third lift.
  2. Fog seals would have limited benefit on most GRUs, but should be applied on GRUs that are to be striped.
  3. Institute a Quality Assurance Program addressing material receipt and testing protocols.
  4. Structural evaluation of GRU candidates should be done more intensively. Dynamic Cone Penetrometer or portable Falling Weight Deflection testing, along with soil testing should be done. Or increase minimum base depth to 10 inches.
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