



WASHINGTON COUNTY OREGON

RROMAC MEETING MINUTES May 19, 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>	Robert Ewers	<u>Staff:</u>	Greg Clemmons
	Denny Hruby		Victoria Saager
	Eldon Jossi		Dave Schamp
	Wendy Mortensen		Stacia Sheelar
	Ken Moyle		Gary Stockhoff
	Matt Pihl		Tom Tushner
	Doug Riedweg		Todd Watkins
	Gary Virgin		
	Lars Wahlstrom		

<u>Absent:</u>	James Burns	<u>Guests:</u>	
	John Malnerich		
	Dave Vanasche		

Welcome

Matt Pihl called the meeting to order at 7:30 a.m. The April minutes were reviewed. Eldon Jossi motioned to approve the minutes and it was seconded by Doug Riedweg. All were in favor.

ENGINEERING AND CONSTRUCTION SERVICES UPDATE (Formerly Capital Project Management and Engineering)

Gary Stockhoff provided an update from the Engineering and Construction Services Division. Brookwood Parkway will close on May 23 from Baseline to Golden. This will include the CWS sewer project. 185th Avenue was awarded and it looks as though the bike lane issues have been resolved. Roudabout and Evergreen between Solar World and the airport still yet to advertise.

ODOT is planning a 7-10 day closure of Hwy 219 to repair a slide south of CWS, some time in June. They will be using County roads as a detour route. (map attached). The County does not want traffic to use Tongue Lane. Unsure if it would be open at night, would have to ask ODOT. Dave Schamp shared that all we have from ODOT is one email so we don't have all of the answers. Tom Tushner shared it will likely be in mid-June and there will be local access. The contractor has been asked to contact all service providers that use the area. The County also has a weight limited bridge on Minter Bridge Road. It's not listed as the detour route, but it will get used. Dave Schamp suggested they also coordinate with the City of Cornelius since west bound

traffic is more likely to not use the eastside detour. ODOT has the responsibility to do the public outreach.

CHIP SEAL SUMMARY

Every year we are supposed to put together a Quality Assurance Report. We have identified a couple of small opportunities; one systemic issue is striation – stripes of oil appearing through the surface; extreme example is Skyline in Multnomah County. This was done several years ago, now showing striation; caused by a setting on the oil distributor; received a cost estimate using \$11/sy for current estimate of a 3-shot chip seal. We have noticed some problems on previous years chip seals (Whitmore, Summit, and Parmele). The roads are alligatoring/cracking, possibly due to a drainage issue. We plan to repair these roads with no cost to the LID. There will be a meeting for the neighbors on June 8 at the Walnut Street facility. One issue could be inadequate base rock, also looking at the chip seal fines, but we are pretty confident it is a base problem. Overall it's still the least expensive way to go. Another factor has been the unusually bad winter and heavy loading.

This year's gravel road upgrades are Jacktown, Groveland, Old Pumpkin Ridge and Hahn/Davidson. Hahn/Davidson did not receive enough remonstrances so it will move forward at this point. Gary Virgin supports the way we have been doing chip seals to this point as long as we are vigilant on drainage issues, etc.

PRESENTATION ON LOW VOLUME GRAVEL ROADS

Greg Clemmons and Victoria Saager have written a paper that was accepted by the Transportation Research Board and they will be presenting it at the national conference in Florida in July. The draft presentation was shared.

MISCELLANEOUS

Wendy Mortensen asked if we can recoup any of the cost for the road damage caused by the hauling being done for the Intel project. Dave Schamp shared there is no additional fees, yes we are seeing an impact, but we don't have a mechanism to recover those costs. We are addressing some severe distress in specific areas and those will be fixed this summer. We are also rerating the roads to compare the pavement condition index prior to the hauling. Tongue Lane has been affected and has some serious issues that will be repaired. Ken Moyle suggested that some of the roads not used for hauling on this project be rerated to compare the impact. Dave shared that the political support for the Intel expansion and the economic benefit to the County outweigh the short term damage to the roads and the cost of repairs. Gary Virgin said it's too bad the County didn't set some conditions based on the impact to the roads.

Victoria Saager shared that the Public Works Fair was very successful this year.

Matt Pihl adjourned the meeting.

