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cost, which was about \$44-million dollars to complete. Rescoping into smaller projects was explored. Grant funding has been requested for two of the curves, and other potential RAP projects. The two smaller curves on Bear Creek Dewatto Road can be done by county forces. Traffic count was said to be approximately 2,500 ADT (Average Daily Traffic). The County Engineer explained the rating system and how it works.

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e. Razor Road Plans – a feasibility study was requested for this road and Trails End Road. The County Engineer explained that connecting Razor Road to Razor Road may be the best solution, and the issue on the Trails Road slide. Traffic count on Trails Road was said to be around 3,500-4,000 ADT. The committee has been talking about these areas for a long time. Finding a solution and making improvements would make the property owners happy. Jeff will bring additional information to the next meeting.

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f. Johns Prairie and Highway 3 Intersection – this topic was brought up at the Alllyn Transportation Forum. A traffic signal was suggested. WSDOT has done several studies. The area has a creek and steep slope. The slope can potentially be reduced with gravel. It was asked whether the Economic Growth Council has been approached. The council may be able to assist in prioritize. Funding options were discussed. The most economic method to fix the problem may be to make it a one-way road and diverting the

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Planning Advisory Commission Minutes, November 1, 2005

Works Director, and Dave Whitcher, Transportation Planner, along with Bill Tabor, Assistant Public Works Director, are here to respond to questions. The Consultant, Skillings and Connolly, are also here.

(#0120) Bill Tabor: We updated the element with new traffic counts, collision data, to come up with new levels of service for roads.

(#0135) Bob Fink: Did you have any questions? Thank you.

(#0145) Steve Clayton: We'll now open the public hearing up to public testimony.

(#0160) Rob Drexler: I'm Rob Drexler and I live in Allyn. I'm here from the Mason County Association of Realtors this evening. We have prepared a handout that I'll give you. What I want to say tonight is that it seems that all our money and the things that we plan for in the transportation component all goes to either more shoulders on the highways, and things like that, which granted we need, but I think we've missed something in most of the planning and that is keying money, time, and effort into fixing roads within UGA's. We have a Comp Plan that's supposed to alleviate sprawl and control our growth, but we can't develop in those areas because there's no infrastructure and no roads. Capital Hill, which is in the Shelton UGA; there's really some question about whether you can drive on those roads or not. Another one is near me down in the township of Allyn. The whole platted township down there doesn't have roads. We all know that way back when they vacated the easements and we need to get them back and put some roads in there. What we're saying that is in order to achieve our goals with the Comp Plan, we think about, allocate, and put some time and money and effort into putting infrastructure and roads into the UGA's to get to areas that we need to get to. It's not in the UGA, but Razor Road up in the north end is a prime example. If we fix that road, we'd have places to build.

(#0240) Drew Noble: My name is Drew Noble. On the transportation issue, right now I'm sure everybody here is going to vote to defeat the gas tax initiative. In case you haven't heard, one of the programs the state DOT is coming up with is maybe just letting the local jurisdictions that collect the taxes spend what they collect. I think the last I heard, Mason County could construct an eighth of a mile of new road with what we collect. That's how much we're funded from out of the area. We've got roads out there that really need repair and need upgrading and to put money into ... I realize you need growth, but we've got to put our money where the safety is concerned as well as our citizens. I remember when several roads were brought into the system through political pressures and one of them definitely does not meet grade standards. Why that was allowed, I'll never know. Another one was brought in and the county basically had to go in and rebuild it to bring it up to county standards. I don't see why the county roads department should be used to basically finance development. If there's money available, fine, but right now we're running right on the edge. I sit on the TIPCAP and I see the budgets and I see the way things operate, and they do a heck of a job with what they've got, but they don't have a lot to play with.

(#0295) Terri Jeffreys: The plan talks about the priority system you folks use but it doesn't outline it. Could you talk a little about your project priority policy?

(#0300) Drew Noble: Primarily, safety is first.

(#0315) Dave Whitcher: I'm Dave Whitcher, Transportation Engineer. Our priority policy is mostly based on safety. Having to do with alignments, speed reductions on curves, on widths, both pavements and shoulders, the amount of traffic volume on those roads. The other things are how many people it serves, is it a truck route, is it a school bus route? The other factor is what it serves. The more businesses, the more traffic generators, the higher the priority. Those are all calculated for each road block segment in the road system, and they're prioritized based on their score.

(#0350) Terri Jeffreys: So you assign them a score?

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