

**6 YEAR TRANSPORTATION IMPROVEMENT PROGRAM  
CITIZEN ADVISORY PROGRAM**

**Minutes of the Meeting on October 13, 2004**

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**Committee Members:**

Norm Eveleth           Gale McGrath  
Dan Michener           Jack Nicklaus  
Mel Williamson         Cliff Hall  
Joe Spaulding

**Guests:**

**Staff:**

Bill Tabor               Acting Director/Road Engineer  
Bill Bullock            Transportation Engineer  
Barbara Levette

Norm opened the meeting.

No additions or deletions to last meetings minutes.

Bill presented the video of the Simons Road as it exists today. The video was made to demonstrate the narrow road that exists today and the challenges of steep and very high side banks and a significant grade of over 17 % on Taylor united land which the proposed route would traverse. Bill tried to make the point that this will not be a cheap fix. A rough estimate would be in excess of 1.5 to 2 million which is quite a bit more than estimated in the Lynch Rd/ Hwy 101 report.

Gale did say that Rich Geiger, who worked for Mason County PW at the time, did a walk through of the route and was advising WSDOT when the estimate was made. Bill noted that even back then when the report came out that Jerry Hauth didn't agree with the figure, saying that it was rather low.

The minimum road template for such a project would be 34' wide plus drainage features. Much of the road as it exists today is 12' wide or narrower. The road needed would be between 1 to 1.5 miles long. The beginning of the road would start 0.4 mile to the east of Taylor Towne.

General discussion about location (maps, aerial photos, and the report) and merits of the project were discussed.

Mel asked how Lynch Rd could be moved forward if possible.

Bill discussed the top projects on the 6-Year. Grapeview Loop is going forward in 2005 and may span 2 years because of its length. McLane Cove Bridge is in imminent need of replacement. It is a wood pile bridge in a saltwater environment and is beyond the end of its intended life span. Johns Prairie Walkway is a grant funded project and has come back from design from Parametrix. SR 3 Widening is a political project and was inserted into the TIP last year; its status may change depending on the outcome of the election. Bear Creek-Dewatto is in design and is on of our fatality (2) roads. Johns Prairie and Shelton-Matlock-2 are not yet in design but are also projects which have fatalities on them. This portion of the 6-Year is rather solid in terms of county needs.

The impacts of Hood Canal Bridge closure were also briefly discussed.

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Mel suggested that the group invite Kathy Haige, Tim Sheldon, Eichmeyer, Randy Haine, and some other key people to the table and talk about/bring attention to these issues and try to move forward with some stronger commitment.

The discussion moved to an inquiry about how and if the group could make recommendations which change the priority to the 6-year as it has been presented, specifically the position of Matlock-Brady Rd.

Mel made the comment that is what we here for and making motions to shift project priorities is one of the ways the group makes our concerns known. He asked what was possible in terms of shifting projects within the TIP.

Bill B. said that the first 9 projects are fairly solid because they are in the preliminary engineering phase and are funded projects. Many of them also have specific hazards or accident history (fatalities) associated with them which makes their needs more urgent. Projects beyond this timeframe are basically unfunded planned projects and are easier to justify priority shifting. Also, as projects go to construction and are completed, the projects further down on the list have room to move forward. This year Old Olympic Hwy was completed. Crestview Drive and Skookum Creek Bridge suffered from construction delays and will be finalized next year.

Joe said his main concern was moving some kind of Phase I for Matlock-Brady Rd and place at a higher priority than last on the TIP.

Bill suggested that a Phase I be made from the county line to the Evers Bridge. This is a good doable 3 mile link that will mesh well with the reconfiguration of the Schafer Park Rd intersection.

A motion was made and passed to move Matlock-Brady Rd – Phase I to number 19 on the TIP

Mel asked about the Razor Rd project because it has been awhile since it was dropped from the TIP.

A motion was made and pass to forward the TIP-CAPs 6-Year recommendation to the Commissioners with the changes made this meeting.

Meeting Adjourned.

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# NEXT TIP-CAP MEETING

Open House

6:30 PM – January 12, 2005

Public Works

415 6<sup>th</sup> Street, Shelton