



## Mason County TIP-CAP Minutes

**Meeting Date:** September 8, 2021, 4:30 -6:15pm  
**Location:** Mason County Public Works, Conference Room A  
 100 W Public Works Drive  
 Shelton, WA 98584

### Attendance Roster

TIP-CAP Members	Yes/No/Excused	Public Works Staff
Jack Johnson, Chair	Y	
Jeff Carey, Co-Chair	Y	Mike Collins
Mark Carlson, UGA City	Y	Dave Smith
Philip Wolff, Bicycle/Pedes.	Y	Lucy Castillo
Don Pogreba, Dist. 3	Y	
Mike Ringgenberg, Transit	Y	
Tim Lincoln, Dist. 1	Y	

**Agenda Item 1. – Roll Call** – Jeff lead the meeting until Jack’s arrived. The meeting was called to order and roll was taken -- a quorum was achieved.

**Agenda Item 2. – Welcome and Introductions** – No guests were in attendance.

#### **Agenda Item 3. – Minutes and Agenda; Review and Adopt**

- a. **Approval of the agenda:** There was a motion made to accept the agenda with the additional items to new business that were received prior to the meeting: motion carried\*.
- b. **Review and Adopt the July 14, 2021 minutes:** There was a reminder to define acronyms in future minutes for clarification. Motion was made and seconded to accept the minutes with corrections – motion carried.

#### **Agenda Item 4. – Mason County Info & reports & Action items**

- a. **County Update:**
  - Bear Creek Dewatto is a clear zone project between Elfendahl Pass and Blacksmith Road that is currently being worked on. Rodarte Construction is the contractor. This project includes widening the shoulder four feet and the ditch line is being changed for a better line of sight.
  - Belfair Tahuya was chip sealed from the beginning of the bridge with 32-foot wide shoulders.
  - Skokomish Valley chip sealing was done.
  - Old Belfair Hwy (OBH), is an STP project that is currently out for bid. The dirt work (shoulder widening) has been done by local forces. This project starts at MP 0.2 and ends at the bridge. Then next portion of OBH includes realignment and will begin at the Union bridge and will be extend the work to 1.5 miles. Both will have 12-ft lanes with 5-ft shoulders.
  - Homer Adams Culvert: crews are finishing up the installation. The culvert was originally 14-ft tall/8-ft wide and it was replaced with 30-foot wide culvert with 4.5-feet of fish rock, which are part of the Department of Fish and Wildlife’s requirements.

- Highland/Dayton culvert: this is a 20-foot wide box culvert that will be installed this month. This a Recreation and Conservation Office (RCO), project that currently has a 42-inch culvert. The road will be closed during construction and Little Egypt Road is the detour. Additional details of the work schedule were provided.
- The other STP projects are pending the Washington State Department of Transportation Local Programs' (LP), approvals.
- Harstine Island Bridge Deck Repairs: KPFF is the consultant that was awarded the contract to do the design work. There is a scope change: eight locations on the columns need to be patched.
- Upper Uncle Johns Upper Culvert arrives next week and will be stored here at the Public Works yard for next year's installation.
- Great Bend and Cady Creek Culverts will be done in October and also stored at Public Works until next year.

The status of the recommendations on the TIP status was requested; the Board of County Commissioners' (BOCC), approval is pending. Typically, BOCC doesn't review the TIP until October.

There is a shortage of steel and concrete at this time, which is why the culverts were ordered now.

#### **Agenda Item 5. – Old Business & Follow-Up Items**

- a. **County Revenue Diversion for 2021 Update** – The County Road Administration Board, (CRAB), is looking over the fund's usage. It was suggested that the group starts working on an amendment to not use these funds by getting it on a ballot as it's a community issue. It was said that what was needed is the ability to have meetings to get in front of committees. An educational process is needed. It was clarified that BOCC should get their funding, but not by taking from the road funds. Inviting the media is recommended. Educating the public is still desired. This topic shall continue to be tabled for consideration on how the group will approach this.
- b. **Speed Limit Reduction** –
  - Port of Allyn boat Launch: the concern with the increase of traffic coming in and out of the boat launch. The issue is that the parking lot for the vehicles and trailers is across the street and there are new homes. The number of accidents unknown at this time. A June-2021 article was shared with the group regarding Allyn's growth, speeding and traffic concerns. A traffic speed reduction sign was suggested. The future by-pass is not expected to alleviate this traffic. The discussion on future plans of a by-pass that will connect Hwy-302 to Hwy-3 continued including where there may be traffic circles. Adding this project to the county STIP was suggested. Long-range plans on the STIP were discussed. WSDOT will not consider projects that are not on the TIP and they look for matched funding. Johns Prairie was also suggested. The group reviewed the map(s) of the area. Jeff will look into the long-term plans and report back at the next meeting.
  - A picture of McEwan Prairie Roads recent chip seal with a 25-MPH speed limit sign. The shoulders are great for cyclists and are much appreciated. The County Engineer added that all of Brockdale and Mason Lake Road are being chip sealed next year. A shoulder-widening machine will be used.
  - NE North Shore Road: sight distance was said to be poor. Doubling the fines may encourage drivers to slow down.
- c. **Purchase of speed indicators: this was a continued discussion from the previous meeting.** These have recently been placed on Agate and Pickering Road. Programable fixed units were recommended.

#### **Agenda Item 6. – New Business & Special Projects**

- a. Selection method for the gravel road upgrades: an annual goal of 1/2 -mile was set previously. It was mentioned that reduced standards had previously been discussed. The County Engineer

- stated that Sunny Side, California, and Kelly Road are listed for next year and he reported finding a 2016 prioritized list of the existing gravel roads and will provide copies to the group.
- b. Maintenance to the entrance road to the new transit facility off SR 3. It's a state highway and it was reported that there is a maintenance agreement in place with WSDOT.

*(\*Note: New business items #c –#g were additional topics that were unofficially discussed during the meeting and will be added to the next meeting's agenda.)*

- c. Old Belfair Hwy – Ken VanBuskirk's Email: The Chair received an email that stated the local residents were not notified that work was being done. Jack responded that there was shoulder work in progress. It was clarified that the local forces were preparing the shoulders for the upcoming resurfacing project. This project had been approved in the previous plan. Jeff will be following up. Public Works reported that the project scope has changed and wider shoulders have been added. Mr. VanBuskirk also requested the meetings be available by ZOOM. It was said that there isn't enough public involvement and the group doesn't favor using ZOOM for these meeting, but the group can revisit using ZOOM periodically.
- d. Trails Road – it was reported to appear as if the tar didn't set – how did it happen? The County Engineer reported it could have been a combination of the oil mix, temperature being too low, or too much water.
- e. Belfair's intersection and by-pass: it was reported that there are many accidents at this intersection where the McDonald's is located. New homes have been added and the intersection is expected to have an increase in traffic. The discussion on the by-pass early in the meeting was recapped. (See Agenda Item 5B.) WSDOT has no plans according to a recent discussion. Any ideas on changes to improve the traffic was encouraged. Effects the by-pass would have was discussed and it did not seem the by-pass would improve the situation. A traffic circle may help. Jeff will research whether a SEPA was ever done.
- f. Homelessness – it was asked whether the County has been experiencing any problems with people living in vehicles and RVs. None were reported. It was encouraged that the County develop a plan to address possible future issues.
- g. County Vehicle Cameras – there are no cameras on any of the vehicles. There are none at this time.
- h. Bear Creek Dewatto realignment: the curves on this road were said to be dangerous. PW reported that one of the issues is funding and provided a briefing on the different available funding options. This topic will be added to the next meeting's agenda and maps will be provided.

### **Agenda Item 7 – Member Reports**

None.

### **Agenda Item 8 – Items for Next Meeting**

The group will revisit and continue discussions on the New Business and Special Projects added topics.

### **Agenda Item 9. – Close meeting**

Meeting adjourned at 6:40pm.