THOSE PRESENT: Perry Huston, Bruce Coe, Max Golladay, Paul Bennett, Kelly Carlson

PAYNE ROAD RIGHT-OF-WAY - Paul stated he will draft a letter to the Payne Road residents and get mailed out within the next two days. He wanted the BOCC to review what Paul thought were the issues to include in the letter. Perry suggested scheduling the meeting for February 24, 2004 at 4:00 p.m. He also asked Paul not to cloud the issues and only give them the options at hand: 1) Make a public on-system road 2) Stop maintenance and declare it a private road or 3) declare prescriptive rights and make a public road. Max wanted to be sure that when or if we did go ahead with this road that a 60’ right-of-way was established and nothing less. Bruce asked if there has ever been an instance where we couldn't get the right-of-way and had to go with an easement? Paul stated that we always try to get right-of-way instead of an easement, but if we can't we get an “all inclusive” easement which allow us to do what we would be able to do if we owned the right-of-way. This is an issue that needs to be looked at in the revision of the development standards. Perry suggested that when this Payne Road issue is complete that Public Works develop a policy/resolution that outlines the standards for roads of this nature.

BOARD DIRECTION: Directed Paul to draft a letter to the Payne Road residents and prepare for the Special Meeting on February 24, 2004.

DESIGN ENGINEER: Paul requested approval from the BOCC to go out to Ad for a Design Engineer. He presented justification/need for this position to the BOCC and stated that with all of the projects coming in the next 4-5 years he cannot keep up. Perry asked Paul to come back to them with a cost comparison showing what the County would save by hiring a Design Engineer compared to hiring a Consultant.

BOARD DIRECTION: Directed Paul to come back to them with a cost comparison of Consultant vs. Design Engineer.

BULLFROG BRIDGE REHAB - Paul stated that the Engineer’s Estimate for this project is $800,000 – $1,200,000. It is BRAC funded and will require a 91 day bridge closure from April 1 thru mid August. The Detour will be the Safeway exit or open up the old Bullfrog Bridge alignment after structural testing is completed. Perry asked who owned the right of way to the old bridge, and Paul stated that either the County or MountainStar and they are willing to cooperate with us. Paul then informed the BOCC that there is a way to expedite this project. For approximately $200,000 more we could cut down the number of closure days to 40. MountainStar has agreed to pick up the tab for this.
BOARD DIRECTION: BOCC approves to expedite the process if MountainStar picks up the tab if not then No. Max directed Paul to look into the WSDOT cost reduction initiative spec.

MOUNTAINSTAR GRAND ENTRANCE: Paul presented a drawing that included most of the Cuts/crossings that MountainStar has planned on Bullfrog Road. This work is planned for the Same time as the shutdown for the Bullfrog Bridge rehab. In this drawing is another roundabout at the grand entrance, but a year ahead of schedule. Paul was hoping to have a year for the traveling public to get used to the first roundabout, but they would like to construct this and have completed by June of 2004. Paul stated that they have yet to complete the SEPA and public outreach, and he then went over the conditions set for the second roundabout.

BOARD DIRECTION: BOCC said to let MountainStar go forth & build.

Adjourned at 2:30

Paul D. Bennett, P.E.  
Director of Public Works