

**KITTITAS COUNTY
PUBLIC WORKS STUDY SESSION MINUTES
COMMISSIONERS' AUDITORIUM, 205 WEST 5TH ROOM 109 - ELLENSBURG
Regular Meeting**

MONDAY

1:30 PM

August 14, 2017

Board members present: Chairman Paul Jewell; Vice-Chairman Obie O'Brien

Others: Mark Cook, Candie Leader, Public Works; Dan Carlson, Stephanie Mifflin (CDS); Neil Caulkins (PA); David Miller, Kurt Addicott, Century West Engineering; Twenty-six (26) Members of the Public

At 1:30 pm Chairman Jewell opened the Public Works and Community Development Services (CDS) Study Session with CDS conducting their agenda first.

BOWERS FIELD RUNWAY UPDATE

Chairman Jewell explained the process and expectations of the meeting prior to the start of the Public Works Study Session.

Mark Cook gave background on Runway 7/25 and the decision to close the runway due to several years of pavement deterioration and limited maintenance. Mark Cook stated that pothole patching on the runway has been performed and spent the majority of last year working with a Citizen's Advisory Group on the Master Plan and the focus was Runway 11/29 and the need for a parallel taxiway. Mark Cook continued that recently staff was contacted during the Public Works' chip seal program that a large pothole was on Runway 7/25. Mark Cook added that it took several days to get the repair done due to chip seal operations being conducted. Mark Cook stated that the concern with the runway is risk management for the county and safety of users of the airport. Mark Cook commented that during several meetings with the Airport Advisory Committee he discussed the closure of Runway 7/25 and it took several weeks to coordinate the temporary closure. Mark Cook added that the weeds on that runway are also an issue and a new mower was purchased to mow the runway because chemical application is no longer working to control the weeds. Mark Cook stated that the temporary closure does allow for future remedial action to be taken on the runway and in conversations with Century West several options were discussed for repairs. Mark Cook explained two of the options; one being considered a "band-aid", where an attempt to grout and seal the larger cracks with a sealcoat on the runway. Mark Cook continued that this option would last six months to a year and that would be sufficient enough to put the runway in service when the extension

of Runway 11/29 begins, however, continued inspection of the repair would be necessary to monitor the condition. Mark Cook then discussed the second option which is to potentially rubblize the entire runway pavement structure then the rubblized asphalt would be reconstituted and then paved over. Mark Cook states that this option would be a ten to twenty year life expectancy on this approach with costs in the million to a million and a half range. Mark Cook added that the first option would be in the five hundred thousand range. Mark Cook continued that the other conversation had with one County Commissioner would be a third-party review of the runway. Mark Cook added that he has tried to be clear about why this action has been taken, while some have stated that the runway is perfectly safe, it is a matter of risk management and the asset has now become a liability. Chairman Jewell asked David Miller with Century West Engineering, the current Airport Consultant for Kittitas County, if he had anything to add to the discussion. David Miller explained the contract with the county for services they provide. Chairman Jewell inquired if Century West Engineering is an expert on runway pavement and if Century West Engineering has evaluated Runway 7/25. David Miller responded that yes, Century West Engineering does consider themselves to be experts in runway pavement and that they have evaluated the runway based on available data including physically walking the runway within the last three months and prepared cost estimates for the rehabilitation options Mark Cook outlined. David Miller then referred to Kurt Addicott with Century West Engineering who is a pavement engineer, if further level of detail is required. David Miller explained the Washington State Department of Transportation (WSDOT) Aviation Division's pavement management program and rating criteria with the last rating being done around 2012. David Miller added that the west end of Runway 7/25 received a rating of ten out of one hundred on the rating scale that WSDOT Aviation uses to rate the runway's in the state; other sections rated a bit higher with a thirty to thirty-three rating. David Miller continued that with the rating numbers being so low that putting an overlay on the existing pavement is not possible without rebuilding the base. Discussion was held on the preferred rating for pavement and the reason why Runway 7/25 is not funded by the Federal Aviation Administration (FAA). Further discussion was held. Chairman Jewell then addressed Kurt Addicott with Century West Engineering, inquiring about his experience and his knowledge of pavement. Kurt Addicott stated that he is a Senior Project Manager Engineer with specialty in pavement engineering for airports. Chairman Jewell asked if the runway closure was valid. Kurt Addicott replied that he concurs with Mark Cook's action of closing the runway and that the state of the pavement at the level of PCI rating is in the condition of presenting both property damage and life safety issues. Discussion was held.

Ten members of the public spoke about the closure of Runway 7/25.

Chairman Jewell thanked the public for their comments and stated that currently in place is a temporary closure of Runway 7/25 and staff is recommending getting a second opinion and referred to staff for confirmation. Mark Cook commented that prior to obtaining a second opinion there is a procurement issue to solve and a process piece for timeliness. Mark Cook added that the main issue is funding and second opinion on the condition of the runway is going to be a standard answer, that the pavement is deteriorated from any consulting firm. Mark Cook added that when he wrote the briefing that was presented it was prior to meeting with Century West Engineering. Mark Cook continued that it's going to cost another five to ten thousand dollars on a second opinion to say that the pavement is bad, however, it may be able to give staff a more involved dissertation of how to get it back in service but we have not sought that from Century West Engineering either. Further discussion was held. Staff was directed to secure a second opinion on the pavement condition through the procurement process and schedule an emergency meeting with the Airport Advisory Committee, if necessary, to make a recommendation to the Board of County Commissioners and in the meantime work with the scenarios currently presented from Century West Engineering and the financing and partnership options with the runway remaining closed until a solution is found.

**KITTITAS COUNTY COMMISSIONERS
KITTITAS COUNTY, WASHINGTON**


Candie Leader


Laura Osladacz, Chairman