

# KITITAS COUNTY DEPARTMENT OF PUBLIC WORKS

Paul D. Bennett, P.E., Director

## STUDY SESSION MINUTES

June 16, 2003

**THOSE PRESENT:** Max Golladay, Perry Huston, Mark Van Wormer (W & H Pacific), Brian Walsh (W.S.D.O.T.), Paul Bennett, Kelly Carlson

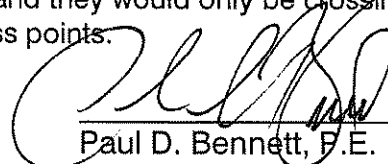
**SR903/BULLFROG INTERSECTION** - Paul introduced Mark Van Wormer of W & H Pacific, and Brian Walsh of W.S.D.O.T. to the BOCC. These two gentlemen have been the main players working on the SR903/Bullfrog Intersection project. Paul gave a brief update on the status of the project. He stated that they primarily focused on the Intersection and the impacts on the surrounding areas. He stated that there have been 2-3 open houses for public comment, and there is one more planned for June 19, 2003, from 4:00-7:00 pm in Cle Elum. With input from the public and surrounding affected property owners it has been narrowed down to 9 alternatives for the re-alignment of this intersection.

The consultants plan to do the SEPA in mid-July, so there will need to be a decision made by August as far as which alternative and whether it will be a Roundabout or Traffic Signal. It is planned to go to construction on this intersection in the summer of 2004. During construction Bullfrog will be closed for a 60-day period so we are planning on doing other construction during this closure. Public Works will be performing a bridge rehabilitation. Max stated that with this much construction at one time that there could be a challenge on the scheduling with all the different entities working at the same time. Paul stated that W & H would be coordinating all of the construction for Trendwest so this will help.

Mark Van Wormer showed where the sharp angle currently exists on Bullfrog Road and where the sight distance is bad. He then presented the 9 alternatives. He stated that these alternatives were brought about by meeting with the affected landowners and school districts. He identified the pros and cons of each alternative which included both a traffic signal and a roundabout.

Brian Walsh explained more in detail the roundabout theory. He stated that people aren't as comfortable driving in a roundabout, but once they are informed they seem a lot more accepting. Brian stated that this roundabout would be controlled by Yield signs, which have been proven to improve safety, and prevent traffic jams. The pros to a roundabout would be there would be no maintenance on a controller, and it is self-regulating. The cons of a roundabout was that there is more raised-curbings that may inhibit snow plows, but Brian has spoken with Terry Kukes, WSDOT, and Terry seems to be accepting of the issue. WSDOT has not yet agreed in writing that they will take on the maintenance of this intersection, but Terry seemed open to it and Paul is suggesting that WSDOT take it on. Brian stated that the speed limit approaching and through the roundabout would be 15-20 mph, and that they are designed to have enough space for truck/trailers to go through no problem. With the speed limit being 15-20 mph it makes for a good pedestrian crossing, and they would only be crossing one lane at a time. The main challenge remaining is the access points.

Adjourned at 2:25



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