NOW, THEREFORE, BE IT HEREBY RESOLVED that the Chairman of this Board is authorized to approve the drawings and specifications and the County Engineer is authorized and directed to call for bids for furnishing Island County with said concrete construction.

Bid Opening to be the 19th day of September, 1983, at 10:00 a.m., at the Public Hearing Room of the Courthouse Annex, Coupeville, Washington.

Adopted this 22 day of August, 1983.

BOARD OF COUNTY COMMISSIONERS
ISLAND COUNTY, WASHINGTON

Wm. F. Dunlop
E. Duane Kemp

ATTEST: Harry H. Ferrier
County Auditor & Ex-Officio
Clerk of the Board

HEARING HELD: ORDINANCE NUMBER R-57-83 REGULATING SPEED LIMIT TO 35 MPH ON BOB GALBREATH ROAD

A Public Hearing was held at 10:15 a.m. on Ordinance Number R-57-83 for the purpose of considering the matter of regulating the speed limit to a maximum of 35 mph on Bob Galbreath Road, Sections 14, 23 and 24, Township 29 North, Range 3 East, W.M. Larry Kwarsick reported to the Board that the Engineering Department had initiated review of this particular roadway section for it's speed limit and it's overall signing, doing so primarily as a result of some concern for both the vertical and horizontal curvature of the roadway, and in response to increasing development activities in the area of the southerly portion of this roadway as it approaches the unincorporated area of Clinton. Although the roadway is rather new, it was found in review using the ballbank indicator and a radar analysis, that there is sufficient justification to decrease the existing speed limit from 50 mph to 35 mph through the entire course of the roadway, and in conjunction with that, some spot signing on some of the numerous vertical and horizontal curves. Mr. Kwarsick believes some discretion to be needed; strict adherence to today's design standards could justify a decrease to 25 mph. A petition was received on 19 August 1983 from a number of property owners in the area requesting that the speed limit actually be reduced to 25 mph, and Mr. Kwarsick entered said petition into the record at this time. A letter was received under the date of 11 August 1983 from Bernard E. Robertson supporting a reduction to 35 mph because of the line of sight as well as loading and unloading of the school bus. Mr. Kwarsick stated that although there is justification for reducing the speed limit below the 35 mph recommended, the results from the ballbank reading indicates a safe speed of 40 mph on all the curves, and the radar analysis showed the 85th percentile speed of southbound of 41 mph and northbound at 44 mph. If the speed should be reduced much below the 85th percentile, it would enter into a law enforcement problem with disregard to the signs in place, and for this reason, Mr. Kwarsick stated the Engineering Department believes the recommendation should stand at the 35 mph with specific advisory signing in the curved areas. Commissioner Kemp moved the adoption of Ordinance No. R-57-83 regulating the speed limit to a maximum of 35 mph on Bob Galbreath Road. Motion, seconded by Commissioner Dunlop, carried unanimously.

STATE OF WASHINGTON
COUNTY OF ISLAND

ORDINANCE NO. R-57-83

AN ORDINANCE OF ISLAND COUNTY, WASHINGTON, REGULATING SPEED LIMIT TO MAXIMUM 35 MPH ON BOB GALBREATH ROAD, SECTIONS 14, 23 & 24, TOWNSHIP 29 NORTH, RANGE 3 EAST, W.M., AMENDING ISLAND COUNTY CODE

WHEREAS, an engineering and traffic investigation has been made relative to the above described street, and

WHEREAS, from review of the information obtained during said traffic study, a desirable speed on above described street would be 35 miles per hour, and

WHEREAS, regulation of maximum vehicle speeds and traffic control upon County streets and roads is a function of police power properly exercisable by the Board of County Commissioners.

NOW, THEREFORE, BE IT ORDAINED by the Commissioners of Island County, Washington, as follows:

The maximum speed on the road listed in Paragraphs 10.01.005 m of Exhibits A attached (exclusive of footnotes) shall be as shown in the said Exhibits, and the Island County Code is amended to read as shown in said Exhibits.

THIS ORDINANCE SHALL BE IN FULL FORCE and effect five days from and after its passage into law.

REVIEWED this 1st day of August, 1983, and set for public hearing on the 22nd day of August, 1983, at 10:15 o'clock a.m.

BOARD OF COUNTY COMMISSIONERS
ISLAND COUNTY, WASHINGTON

Wm. F. Dunlop
E. Duane Kemp
Lou A. Romeo

ATTEST: Harry H. Ferrier
County Auditor & Ex-Officio
Clerk of the Board

PASSED INTO LAW this 22 day of August, 1983.

BOARD OF COUNTY COMMISSIONERS
ISLAND COUNTY, WASHINGTON

Wm. F. Dunlop
E. Duane Kemp

ATTEST: Harry H. Ferrier
County Auditor & Ex-Officio
Clerk of the Board

APPROVED AS TO FORM:

Alan R. Hancock,
Island County Code Revisor

QUITCLAIM DEEDS ACCEPTED FOR RIGHT OF WAY ACQUIRED ON FORT NUGENT ROAD

Two further Quitclaim Deeds were presented for the Board's consideration for right-of-way acquired along Fort Nugent Road under CRP 83-01, along with vouchers for payment of same, as follows, by the Island County Engineer:

Quitclaim Deed from Joseph W. Little and Clare H. Little, Parcel No. 039.218, Section 4, Township 32 North, Range 1 East, W.M., for 0.18 acre new right-of-way, with voucher in payment for same in the amount of $1,850.00;

Quitclaim Deed from Carl N. Larsen and Cindy Larsen, Parcel No. 067.201, Section 5, Township 32 North, Range 1 East, W.M., for 0.48 acre new right-of-way, with a voucher for payment in the amount of $5,120.00.

Commissioner Kemp moved that the Quitclaim Deeds, more specifically as read into the record by the County Engineer, be accepted, and that the vouchers for payment as specifically read into the record by the County Engineer, be approved. Motion, seconded by Commissioner Dunlop, carried unanimously.

CLAIM FOR DAMAGES SUBMITTED BY GREGG JENSEN

Commissioner Kemp moved at this time that the Claim for Damages received from Gregg Jensen for cracked windshield be referred to the County Engineer for his investigation and recommendation back to the Board. Motion, seconded by Commissioner Dunlop, carried unanimously.