IN THE MATTER OF CLOSING ISLAND COUNTY'S)
COMPLETED COUNTY ROAD PROJECTS) RESOLUTION NO. R-7-86

WHEREAS, R.C.W. 36.77.070 requires the publication of the true and complete costs, and a brief description of all County Road Projects where the day labor, either estimated or actual cost, exceeds twenty-five hundred dollars.

NOW, THEREFORE, BE IT RESOLVED that the following County Road Projects and the total costs as shown on the attached sheet are hereby approved and those C.R.P's with day labor in excess of $2,500 be published in the local newspaper.

NOW BE IT FURTHER RESOLVED that the C.R.P.'s on the attached sheet are completed and therefore are closed to all charges as of Dec. 31, 1985.

ADOPTED this 21 day of January, 1986.

BOARD OF COUNTY COMMISSIONERS
ISLAND COUNTY, WASHINGTON
Gary D. Bostrom
E. Duane Kemp
Wm. F. Dunlop

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

HEARING HELD: ORDINANCE NO. R-89-85, SETTING LOAD RESTRICTIONS ON MADRONA WAY, (CENTRAL WHIDBEY AREA)

A Public Hearing was held at 10:00 a.m. on Ordinance No. R-89-85 for the purpose of considering action to set a maximum vehicular weight restriction on Madrona Way to 10 tons. The road historically has shown signs of pavement stress due to vehicular weights, in combination with inadequate structural support resulting from poor base construction and the lack of longitudinal support resulting from the road's proximity to the shoreline and shoreline bluff, according to Mr. Allen and the Assistant County Engineer, Larry Kwarsick.

Mr. Allen read into the record a petition signed by 43 petitioners regarding Madrona Way load limit and speed restrictions:

"As residents of Island County who live along Madrona Way, we urge you to lower the maximum speed limit and establish maximum load limit for Madrona Way. We understand the Island County Planning Commission has recently recommended speed limit restrictions along scenic corridors. Madrona Way certainly qualifies as one of the Island's foremost scenic corridors. Additionally Madrona Way provides access through a residential area. Pedestrians, bicyclists and sightseers abound along this road. The current speed limit of forty miles per hour does not provide any safety margin for these uses. A number of areas along Madrona Way are currently experiencing severe bluff erosion. We understand Island County will soon begin costly construction to minimize bluff erosion at one of these areas. Weight restrictions would certainly lessen the road's erosion. There does exist an alternative roadway for through trucks and other through heavy loads. State Highway 20 provides a superior roadway from both safety and road maintenance view points. Direct deliveries to residences and school buses should be exempted from any road load restriction. We trust the Island County Engineer Department will weigh our recommendations and provide the necessary changes in speed limit and road restrictions. Please advise us of your actions in this regard."

Mr. Kwarsick indicated that it is the Department's position that it is in the interest of the public to impose the restriction to preserve and prolong the integrity and life of the roadway surface, and reduce maintenance costs and promote safety on the roadway. Although the petitioners requested consideration for a speed limit reduction, that matter is not an advertised or scheduled purpose under consideration at this time. The speed limit on Madrona Way within the County's jurisdiction was previously reduced from the standard 50 mph

speed to 40 mph, done primarily as a result of geometric curvature of the roadway itself.

An exemption, noted as Exhibit A to the Ordinance, provides language as follows: "10 tons except for local pickups and deliveries"; [children on school buses; refuse disposal vehicles; fuel vehicles; moving vans actually servicing properties along Madrona Way; etc.].

The Engineering Department met with the new owner of "Libbey Pit" in an effort to gain an understanding of what impact they would feel as a result of the 10 ton load limit on Madrona Way; what it would take in terms of retrofiting their existing facilities or relocating existing facilities; and to try to get an awareness in terms of proposed revisions which would be subject to land use considerations in the future in Island County. As a result of that meeting, Mr. Kwarsick advised that now proposed is another exception under Exhibit A: "and except for established businesses located on Madrona Way that have obtained a special permit from the Island County Engineer". Mr. Kwarsick confirmed the Engineering Department's intention is to use their standard departmental motor vehicle permit for overweight/overwidth/overlength/overheight vehicles and issue a permit on an annual basis, with some restrictions placed on the use of the roadway, such as setting maximum speed below the existing 40 mph speed; subject to winter load restrictions; should owner-operator be benefited by a major construction contract that the permit itself would be subject to review and reconditioning.

Based on staff's meeting with Greenline Leasing (Libbey Pit) Mr. Kwarsick believes that the owner/operator is very much aware of the concern about the residential areas driven through and seem to appreciate the types of impacts which heavy vehicles have on Madrona Way. Because of the relocation, reconstruction they would have to do, Greenline Leasing has asked for some leniency, indicating that if they did have a heavy construction volume/activity at the site that they could perhaps manufacture various road materials and relocate them and stockpile them at an area on their property which could be easily accessed from the State Highway -- and indicated their willingness to work with the County in having that as a condition of the special permit. In consideration of the existing operation and its historical use of Madrona Way and their willingness to cooperate with the County, and the County's understanding of what plans they have for the future entailing actual closure of the access, Mr. Kwarsick explained that the further exception had been added to the Ordinance under consideration today.

Rob Harbour, representing Dr. Kitch, a property owner along Madrona Way, expressed concerns about the "open-ended" nature of the requirement for a special permit from the Engineering Department. Since the major impact to the road would be from gravel trucks, Mr. Harbour questioned if in fact the exception is made for hauling of gravel, then perhaps there would be no need at all for the load limit. He recommended that the Board set a date specifically for the complete removal of truck traffic, at least the gravel hauling along Madrona Way (such as a one year time frame).

Rachel Colby, who owns part of the property adjacent to the gravel pit, told the Engineer and County Commissioners that several years ago checked into the possibility of drilling a well on the upper portion of her property. In checking on this matter with the Health Department she was advised that the gravel pit would never operate full strength again because the salt level of the well was 1290 parts (anything over 500 considered dangerous); she was told therefore that if she drilled the well it would not be salty for the first year but with use as contemplated (condos) it would eventually draw salt up from the aquifer. She was advised to wait until the Coupeville water situation improved. She checked just the other day with the sanitarian who provided assurance that the same still applied.

Tom Roehl, Project Planning Services, Freeland, representing Central Whidbey Sand and Gravel, noted that in meeting with the County Engineer, it had been their request that an exemption from the road restrictions from Sherman Road to the State Highway, be allowed; they did not know that the problem areas existed within that area in terms of bluff stability. The Company is willing to live with