

Jefferson County  
Board of Commissioners  
Agenda Request

**To:** Board of Commissioners  
Mark McCauley, County Administrator

**From:** Monte Reinders, Public Works Director 

**Agenda Date:** November 21, 2022

**Subject:** WSDOT Local Agency Haul Road/Detour Agreement  
Detouring SR-116 Traffic onto Chimacum Road and Irondale Road

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**Statement of Issue:**

Sign the attached WSDOT Local Agency Haul Road/Detour Agreement for use of Chimacum Road and Irondale Road as a detour for SR-116 traffic during construction of a WSDOT bridge at Chimacum Creek.

**Analysis/Strategic Goals/Pro's & Con's:**

WSDOT is requesting to use Chimacum Road and Irondale Road as detour routes to facilitate construction of a bridge on SR-116 at Chimacum Creek. A map is enclosed in the attached materials.

As part of compliance with a federal injunction (United States, et al. vs. Washington et al No. C70-9213 Subproceeding No. 01-1 dated March 29, 2013) the Washington State Department of Transportation has proposed this project to provide fish passage at the crossing of SR 116 MP 0.22, and Chimacum Creek. The primary purpose of this project is to eliminate the existing fish barrier and facilitate fish passage upstream of the SR116/Chimacum Creek crossing. To do this, the project is proposing to remove the existing 9' diameter culvert and replace it with a voided slab girder bridge (substructure is undetermined at this time) that provides a 70' hydraulic opening. The final design of this project will be done by an engineering consultant/contractor (design builder) under the design-build process. The design builder will be allowed to use the detour (that is attached in the agreement) for up to 5 consecutive months. The detour will take place between June 1<sup>st</sup> to October 31<sup>st</sup>. The project could take place as early as 2024 but with the design work and procurement duration that the design builder will need to manage, the project could fall back to 2025.

This detour is necessary for the project since there are sensitive areas (wetlands) surrounding the crossing coupled with challenging groundwater and soil conditions at the site eliminating a

staged construction option (build half the bridge at a time while keeping one lane of traffic open) due to the inability to temporarily widen one side or the other.

WSDOT looked at potential impacts to traffic, specifically the anticipated changes to the 3 intersections along the proposed detour route (analyzing estimated peak volume traffics counts forecasted to 2025). It was the WSDOT traffic office's determination that the resulting impacts were acceptable and no mitigation such as temporary traffic signals or temporary roundabouts would be needed.

WSDOT has communicated with the local agencies and stakeholders (listed on page 10 of 11 in the draft traffic management plan that is included in the detour agreement) to discuss the project and the detour. Copies of email correspondence can be provided upon request. The SR-116 closure will be limited to the project site only and will not directly affect access to businesses, residences, or the school on either side of the Creek. The detour routes are short – generally less than a mile.

WSDOT has agreed to coordinate and cooperate with the County during construction of the Port Hadlock sewer, which is expected to be underway at the same time (see Exhibit A in the Agreement). Notably, however, the new bridge will not be able to accommodate sewer or water utilities due to limited clearance between the bridge and the floodwater elevation. PUD #1 is relocating a 10-inch water line by boring under the creek to the north of the bridge site. In the future, sewer lines to serve Rhody Drive will also need to be bored under the creek. Public Works discussed this at length with WSDOT and agrees that significant design changes would be needed to accommodate sewer infrastructure on the bridge, which would come at significant cost that WSDOT is unwilling to bear.

**Fiscal Impact/Cost Benefit Analysis:**

This WSDOT Local Agency Haul Road/Detour Agreement is for a WSDOT funded construction project and includes provisions to repair any damage to county roads that may result from their use as a detour. In the future, it is likely the costs to provide sewer service to the west of Chimacum Creek will be higher than if the project were not to occur.

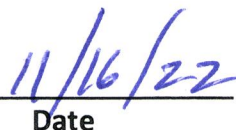
**Recommendation:**

Please sign WSDOT Local Agency Haul Road/Detour Agreement and return to Public Works for further processing. We will send the signed copy to WSDOT for their signature. After WSDOT returns a fully executed copy, we will send an original back to the BOCC.

**Department Contact:** Monte Reinders, Public Works Director

**Reviewed By:**

  
Mark McCauley, County Administrator

  
Date



**Washington State  
Department of Transportation**

|                                                                                    |                                  |                                                                                                             |
|------------------------------------------------------------------------------------|----------------------------------|-------------------------------------------------------------------------------------------------------------|
| <b>Local Agency Haul<br/>Road/Detour Agreement</b><br><b>Chimacum Creek Detour</b> |                                  | Local Agency and Address<br>Jefferson County Public Works<br>623 Sheridan Street<br>Port Townsend, WA 98368 |
| Agreement Number<br>HR3 0169                                                       |                                  | Section/Location<br>See Exhibit A                                                                           |
| State Route Number<br>SR 116                                                       | Control Section Number<br>160600 |                                                                                                             |
| Region<br>Olympic                                                                  |                                  | Description of Roads or Streets<br>See Exhibit A                                                            |
| Intended Use (Haul Road or Detour Road)<br>Detour Road                             |                                  |                                                                                                             |
| Vehicle Restrictions<br>N/A                                                        |                                  |                                                                                                             |

This Agreement is made and entered into between the Washington State Department of Transportation (WSDOT) and the above named governmental entity (Local Agency), hereinafter individually referred to individually as the 'Party' and collectively as the 'Parties'.

**Recitals**

1. WSDOT is planning the construction or improvement of a section of state highway as shown above, and
2. In the construction of the project it is planned to use, for the purpose noted above, those Local Agency roads or streets described above and as further detailed in red on the attached Exhibit "A", and
3. It is anticipated that as a result of the use of these roads or streets, additional maintenance expense may be incurred by the Local Agency.

**Now Therefore, It Is Mutually Agreed As Follows:**

1. The Local Agency hereby agrees to WSDOT's use of the roads or streets covered by this Agreement subject to the conditions contained herein.
2. Immediately prior to the beginning of WSDOT's use of the above described roads or streets, the parties to this Agreement shall make a joint condition inspection and WSDOT shall prepare a memorandum record of the condition of said roads or streets. The memorandum record shall include a statement of the extent and frequency of routine maintenance operations normally carried out by the Local Agency on said roads or streets and may include photographs showing condition of the existing roadway.
3. WSDOT agrees to reimburse the Local Agency for the cost of additional routine maintenance and repairs, operations in excess of those enumerated in the record made under the provisions of Section II, made necessary by WSDOT's project. The reimbursement for such additional routine maintenance and repairs shall be limited to the actual cost of such operations supported by proper records. Such costs are to be exclusive of all administrative and overhead costs and all charges for small tools.
4. Upon completion of use of the roads or streets covered by this Agreement, a joint inspection shall be made by the parties to determine the condition of said roads or streets. All maintenance and/or repairs shall be based upon the conditions of these roads or streets at the time of this completion inspection, taking into account the memorandum record made under Section 2.
5. It is expressly understood that WSDOT shall be responsible only for that extra maintenance and repairs of the Local Agency's roads or streets occasioned by the project use. In the event of a dispute over the terms of this Agreement and/or the extent of maintenance or repair work required to be performed, the dispute shall be submitted to the Secretary of Transportation for determination. In determining this responsibility the Secretary shall give consideration to the memorandum record provided for in Section 2. The conclusions of the Secretary as to the extent and amount of such maintenance shall be final and conclusive as to all parties to this Agreement.



6. The Local Agency agrees not to restrict below legal limits the size, weight, or speed of vehicles using the roads or streets covered by this Agreement except as stated above under Vehicle Restrictions.
7. No liability shall attach to WSDOT or the Local Agency by reason of entering into this Agreement except as expressly provided herein.

In Witness Whereof, the parties hereto have executed this Agreement as of the party's date signed last below.

| LOCAL AGENCY   | WASHINGTON STATE<br>DEPARTMENT OF TRANSPORTATION |
|----------------|--------------------------------------------------|
| By: _____      | By: _____                                        |
| Printed: _____ | Printed: _____                                   |
| Title: _____   | Title: _____                                     |
| Date: _____    | Date: _____                                      |

Approved as to form only:



November 9, 2022

Philip C. Hunsucker,                      Date  
Chief Civil Deputy Prosecuting Attorney





## Exhibit A – Additional Detour Conditions

WSDOT will work to coordinate and accommodate the Port Hadlock Wastewater (Sewer) Project during the duration of WSDOT's project at Chimacum Creek.

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SR 116 Chimacum Creek is part of the larger US 101 & SR 116 North Olympic Peninsula Design-Build Project. The below specifications are a draft copy of what will be included in the Request for Proposal Technical Requirements, which are part of the contract between WSDOT and the Design-Builder.

#### **2.22.1.1.1 Full Freeway, Highway, and Roadway Closures**

The Design-Builder will be allowed to close all lanes of mainline freeways, highways, and roadways \*\*\*US 101 and SR-116\*\*\* in accordance with this Section upon written notification to the WSDOT Engineer and upon prior approval by the WSDOT Engineer and all Local Agencies impacted by the detour routes.

The Design-Builder shall provide written notification to the WSDOT Engineer of the planned closure, including the date and time of the closure, the Work activities scheduled for Work preceding the full closure, and the applicable traffic control, at least 60 Calendar Days in advance of the full freeways, highways, and roadways closure.

Roadway closures, detours, and alternate routes must be analyzed by WSDOT for disproportionate impacts to EJ and LEP communities. If an EJ or LEP community is identified along a proposed route and will be disproportionately impacted, appropriate mitigation must be coordinated between WSDOT Communications and the Design Builder. When additional changes are made to the route, it should be evaluated to determine if the detour adds congestion, noise or creates safety issues for adjacent residences and businesses and/or adds considerably longer distance to access residences/businesses that may affect low income and minority population. WSDOT will work with local agencies and conduct public outreach as necessary, to ensure that the proposed route will not have a disproportionately high and adverse effect on EJ or LEP populations.

The Communications Plan must include appropriate accommodations for identified populations and businesses.

A submittal that does not conform to the Contract Time limits, is incomplete, unintelligible, or includes inaccurate information, will be returned to the Design-Builder for correction. The Design-Builder will be notified promptly of a disapproved closure or a closure that will require coordination with other parties, including EJ and LEP, as a condition of approval.

The Design-Builder shall submit the scheduled closure to the WSDOT Engineer for Review and Comment at least 14 Calendar Days prior to the date on which the closure is scheduled; the closure will be approved by 4:00 p.m. the following business day. All freeways, highways, and roadways closures not confirmed as scheduled shall be canceled.

\*\*\*Detour routes shall be provided by the Design-Builder for closures at the following locations:



- Tumwater Creek
- Chimacum Creek

Detours shall be approved by impacted Local Agencies a minimum of 30 Calendar Days prior to implementing the closure. The Design-Builder shall coordinate the closure with nearby projects and WSDOT Maintenance activities to ensure no conflicting Work activities are planned, including ramp or roadway closures that have conflicting or overlapping detours.

WSDOT will be providing detour routes for closures at Tumwater Creek and Chimacum Creek and will also provide the detour agreements with the City of Port Angeles and Jefferson County.\*\*\*

Detour routes proposed by the Design-Builder shall be evaluated to determine if the detour adds congestion, noise or creates safety issues for adjacent residences and businesses and/or adds considerably longer distance to access residences/businesses that may affect low income and minority population, including EJ and LEP populations.

All detours shall be in place, including all advance-signing, prior to closure of the freeways, highways, and roadways.

Full closure of the freeways and highways shall require WSP enforcement as part of the traffic control strategy and use of WSP be reflected on the TCPs.

The Design-Builder shall complete all Work within the specified closure times prior to opening the freeways, highways, and roadways to traffic.

Advance notification, public notification, and signing requirements shall be in accordance with this Section and Section 2.9, *Communications*.

The Design-Builder shall provide the WSDOT Engineer with a Contingency Plan for re-opening closed freeways, highways, and roadways to public traffic in the event of equipment breakdown, shortage of materials, lack of production of materials, or other production failure; or when it becomes necessary to re-open the closure for use by public traffic. The Design-Builder shall furnish an hour-by-hour schedule of all Work activities to be performed during the full freeways, highways, and roadways closure, including the Work activities scheduled for Work preceding the full closure. The Design-Builder shall also furnish a Contingency Plan for this closure including re-opening lanes for general public traffic. The Contingency Plan and its acceptance by the WSDOT Engineer shall not relieve the Design-Builder from the liquidated damages as specified in this Section and Section 1-08.9 of the *General Provisions*.

#### **2.22.1.1.1.1 US 101 and SR 116 Allowable Full Freeway, Highway, and Roadway Closures**

\*\*\*At the Tumwater Creek location, a full closure may occur for a single session with a maximum duration of 180 days, occurring at any time of year except between the Thursday before the Memorial Day holiday and the Monday after the Labor Day holiday.

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At the Chimacum Creek location, a full closure may occur for a single session, occurring only between June 1st and November 1st.

At the Lees Creek and Ennis Creek locations, no full closures will be allowed.\*\*\*

DRAFT

**DRAFT**

**Transportation Management Plan**

**SR 116**

**Chimacum Creek**

**Remove Fish Barrier**

Washington State Department of Transportation

**North Central Region**

**August 15, 2022**

Project Engineer:

Joey Burnell

Design Team:

Piper Petit, Chris Shell



## **Project Summary**

The purpose of this project is to replace the existing fish barrier culvert beneath SR 116 at MP 0.22 with a larger fish passable structure. This culvert is located approximately 1 mile west of Port Hadlock and 1.5 miles north of Chimacum, WA. The roadway over the creek was constructed on approximately 10' of fill.

This project will remove and replace the existing 9' diameter, 70' long corrugated pipe with a minimum 70-foot hydraulic opening bridge structure. The proposed structure is a voided slab superstructure that will maintain existing lane and shoulder widths and will be designed to accommodate the load of a 6" thick future sidewalk on both sides of the bridge with bridge barrier and railing heights that would accommodate this addition. Additional work associated with the structure replacements includes grading & excavation, temporary stream diversion, roadside restoration & erosion control, surfacing, HMA, guardrail, permanent impact attenuators, and other miscellaneous traffic items. The new bridge is projected to be under construction for 5 months, under a full roadway closure with traffic detoured through the county roads of Irondale Rd and Chimacum Rd. During the closure, the foundations, wingwalls, superstructure and approach slabs will be constructed, and the roadway fully rebuilt. This project has been split from its original bundle and is now planned to be combined under a new design build bundle as the fish passage projects, US 101 Lees Creek (MP 250.50), Ennis Creek (MP 250.00) and Tumwater Creek (MP 246.40) in the Port Angeles Vicinity.

## **Temporary Traffic Control Design Considerations**

### **Existing and Future Conditions**

SR 116 is a two-way, two-lane major collector that services as a connection between the Port Hadlock-Irondale community (including a primary school and public library approximately 700 feet East of the project) and SR 19. The Port Hadlock-Irondale community can also be accessed on the county roads of Chimacum Rd from the south and Irondale Rd to the north. In the vicinity of Chimacum Cr SR 116 is a 40 MPH roadway with 11' lanes and approximately 9' shoulders with 2:1 (or steeper) side slopes down to wetlands on both sides. The wetlands are inundated with standing water year-round and have multiple side channels on both sides that funnel back to the main channel at the culvert. The 2019 AADT (Annual Average Daily Traffic) in the vicinity of the project is 5800 vehicles per day with an average of 5% trucks. The DHV-30 (Design Hour Volume) is 576. The project is likely to result in some increased congestion on the county roads of Chimacum Rd and Irondale Rd. These two county roads along with SR 116 (East of the project) will experience further lane and shoulder closures during construction as the County will have an expected utility project occurring during the same time frame as this project. The detour is also expected to impact local bus and school bus routes. At the conclusion of the project, all roadway geometry will be restored to the existing configurations.

### **General Schedule and Timeline**

This project will be delivered using the design build delivery method which means the final design and project schedule will be determined by the contractor who is finishing the design as well as constructing the project. It is anticipated that the project will be constructed summer through fall of 2024 though if the contractor runs into design, permitting or procurement delays this project could slip to 2025. As mentioned above the county will also have lane and shoulder closures on both county roads (Chimacum Rd and Irondale Rd) as well as SR 116 where they will be installing sewer utilities. Their anticipated schedule is 2023 – 2026 with the heaviest workloads anticipated in 2024 and 2025. Their schedule will also be determined by the contractor so traffic impacts to all 3 roads will likely occur at the same time as our detour.

## **Traffic Control Strategy**

### **Selected Work Zone Traffic Control Strategy**

With the project site surrounded by wetlands from the toe of fill on, environmental considerations and design challenges make a detour/widening build out unfeasible. This made the strategy of building the project in stages unachievable which means our best option is a full roadway closure. The main traffic that this closure will impact is locals to the Port Hadlock-Irondale community that use SR 116. Traffic, including a large chunk of the seasonal tourist traffic, that is headed north to Port Townsend along SR 19 would be largely unaffected by this project's closure. Locals heading into the Port Hadlock or onto Indian or Marrowstone Islands will be detoured from using SR 116 to either Chimacum Rd if coming from the south (SR 104) or Irondale Rd if coming from the north (Port Townsend). The greatest inconvenience will be to locals living, working, or going to school along this section of SR 116 that will need to drive around the detours and back up SR 116 on either end of the closure. SR 116 will stay

open to local traffic and the projects hard closure will be barricaded at locations that cut off no streets or driveways.

Once the new structure is built and the roadway is reopened, traffic impacts are expected to be rare to none. Because of the constrictions of the site, we're anticipating that almost the entire project will need to be full built prior to opening the closure to traffic. There may be shoulder closures following the end of the full closure for punch list items, but lane closures would be rare (but possible) for items such as re-striping or pavement markers.

### **Management Strategies to Minimize Traffic Impacts**

WSDOT has and will continue to work closely with the Jefferson County, the public library, the school, local transit, emergency services and the navy to notify and allow each entity time to plan for delays, alternate routes and notice to their users. Traffic control and signage will need to be coordinated with the counties utility project to make sure there are no conflicts and information is clearly being communicated to the travelling public. With the anticipated construction schedule happening in the summer, a large duration of the closure would happen during the school's summer break which would reduce impacts to the school and its busses will be reduced. Also, the project will use many precast concrete elements including bridge girders which will help reduce the duration of the roadway closure. In addition, the design team will continue to prioritize construction strategies/sequences that would help shorten the full closure duration to minimize impacts to the community and travelers.

### **Key Project Information Contacts/Communications Team**

| <b>NAME</b>             | <b>POSITION</b>                        | <b>PHONE</b> | <b>EMAIL</b>                                                     |
|-------------------------|----------------------------------------|--------------|------------------------------------------------------------------|
| <b>Breyden Holoubek</b> | NCR Design Team                        | 509-667-0864 | <a href="mailto:HoloubB@wsdot.wa.gov">HoloubB@wsdot.wa.gov</a>   |
| <b>Chris Shell</b>      | NCR Design Team                        | 509-293-3323 | <a href="mailto:Shellc@wsdot.wa.gov">Shellc@wsdot.wa.gov</a>     |
| <b>Piper Petit</b>      | NCR Design Assistant Project Engineer  | 509-423-5944 | <a href="mailto:PetitP@wsdot.wa.gov">PetitP@wsdot.wa.gov</a>     |
| <b>Joey Burnell</b>     | NCR Design Project Engineer            | 509-664-0860 | <a href="mailto:BurnellJ@wsdot.wa.gov">BurnellJ@wsdot.wa.gov</a> |
| <b>Amelia Amos</b>      | Port Orchard CN Project Engineer       | 360-874-3016 | <a href="mailto:amosa@wsdot.wa.gov">amosa@wsdot.wa.gov</a>       |
| <b>Ben Ford</b>         | Port Orchard Design-Build Site Manager | 253-365-6700 | <a href="mailto:fordben@wsdot.wa.gov">fordben@wsdot.wa.gov</a>   |
| <b>Manuel Abarca</b>    | OR Traffic Design Engineer             | 360-357-2683 | <a href="mailto:AbarcaM@wsdot.wa.gov">AbarcaM@wsdot.wa.gov</a>   |
| <b>Melissa Mies</b>     | OR Assistant Traffic Designer          | 360-357-2633 | <a href="mailto:miesm@wsdot.wa.gov">miesm@wsdot.wa.gov</a>       |
| <b>Kumiko Izawa</b>     | OR Assistant Traffic Design Engineer   | 360-704-3232 | <a href="mailto:IzawaK@wsdot.wa.gov">IzawaK@wsdot.wa.gov</a>     |
| <b>Cara Mitchell</b>    | OR Communications Office               | 360-357-2703 | <a href="mailto:mitchca@wsdot.wa.gov">mitchca@wsdot.wa.gov</a>   |
| <b>Ashley Carle</b>     | OR Planning Office                     | 360-357-2675 | <a href="mailto:carleas@wsdot.wa.gov">carleas@wsdot.wa.gov</a>   |
| <b>Mike Allende</b>     | HQ Communications Office               | 206-440-4455 | <a href="mailto:allendM@wsdot.wa.gov">allendM@wsdot.wa.gov</a>   |

|                      |                                      |              |                                                                |
|----------------------|--------------------------------------|--------------|----------------------------------------------------------------|
| <b>Connie Rae</b>    | Area 3 Maintenance Superintendent    | 360-565-0685 | <a href="mailto:racc@wsdot.wa.gov">racc@wsdot.wa.gov</a>       |
| <b>Nate Bergeman</b> | Area 3 Assist. Maint. Superintendent | 360-565-0686 | <a href="mailto:bergemn@wsdot.wa.gov">bergemn@wsdot.wa.gov</a> |
| <b>Gerald Page</b>   | Area 3 Maintenance Supervisor        | 360-374-5175 | <a href="mailto:pageg@wsdot.wa.gov">pageg@wsdot.wa.gov</a>     |
| <b>Jim Hart</b>      | Area 3 Maintenance Supervisor        | 360-565-0680 | <a href="mailto:HartJa@wsdot.wa.gov">HartJa@wsdot.wa.gov</a>   |
| <b>Barbara LaBoe</b> | Freight Office                       | 360-705-5080 | <a href="mailto:laboeb@wsdot.wa.gov">laboeb@wsdot.wa.gov</a>   |

## Local Agency/Stakeholder Contacts

| NAME                                                 | ENTITY/POSITION                                                   | PHONE                | EMAIL                                                                                        |
|------------------------------------------------------|-------------------------------------------------------------------|----------------------|----------------------------------------------------------------------------------------------|
| <b>Monte Reinders</b>                                | Jefferson County Public Works<br>Director/ County Engineer        | 360-385-9242         | <a href="mailto:MReinders@co.jefferson.wa.us">MReinders@co.jefferson.wa.us</a>               |
| <b>Eric Kuzma</b>                                    | Jefferson County Engineering<br>Service Manager                   | 360-301-9167         | <a href="mailto:ekuzma@co.jefferson.wa.us">ekuzma@co.jefferson.wa.us</a>                     |
| <b>Bruce Patterson</b>                               | Jefferson County Public Works                                     |                      | <a href="mailto:BPatterson@co.jefferson.wa.us">BPatterson@co.jefferson.wa.us</a>             |
| <b>Art Clarke</b>                                    | Assistant Superintendent,<br>Chimacum School District             |                      | <a href="mailto:art_clarke@csd49.org">art_clarke@csd49.org</a>                               |
| <b>Leigh Schwartz</b>                                | Principal, Chimacum Creek<br>Primary School                       | 360-302-5855         | <a href="mailto:leigh_schwartz@csd49.org">leigh_schwartz@csd49.org</a>                       |
| <b>Bill Laubner</b>                                  | Facilities/Maintenance Director,<br>Chimacum School District      | 360-302-5985         | <a href="mailto:bill_laubner@csd49.org">bill_laubner@csd49.org</a>                           |
| <b>Tamara Meredith</b>                               | Director, Jefferson County<br>Library                             | 360-385-6544         | <a href="mailto:tmeredith@jclibrary.info">tmeredith@jclibrary.info</a>                       |
| <b>Miranda Nash</b>                                  | Mobility Operations Manager<br>Jefferson Transit                  |                      | <a href="mailto:mnash@jeffersontransit.com">mnash@jeffersontransit.com</a>                   |
| <b>Nicole Gauthier</b>                               | Fixed Route Operations<br>Manager, Jefferson Transit              | 360-385-3020<br>x128 | <a href="mailto:ngauthier@jeffersontransit.com">ngauthier@jeffersontransit.com</a>           |
| <b>Pat Iolavera</b>                                  | Regional Community Planning<br>Liaison Officer (Navy)             | 360-689-1692         | <a href="mailto:patricia.r.iolavera.civ@us.navy.mil">patricia.r.iolavera.civ@us.navy.mil</a> |
| <b>Allison Satter</b>                                | Community Planning & Liaison<br>Officer (Navy)                    | 360-930-2934         | <a href="mailto:Allison.e.Satter.civ@us.navy.mil">Allison.e.Satter.civ@us.navy.mil</a>       |
| <b>Katherine Weatherwax</b>                          | Washington State Patrol, District<br>8 Public Information Officer | 360-791-5918         | <a href="mailto:Katherine.Weatherwax@wsp.wa.gov">Katherine.Weatherwax@wsp.wa.gov</a>         |
| <b>Joe Nole</b>                                      | Jefferson County Sheriff                                          | 360-385-3831         | <a href="mailto:jnole@co.jefferson.wa.us">jnole@co.jefferson.wa.us</a>                       |
| <b>Jefferson County<br/>Emergency<br/>Management</b> | Department of Emergency<br>Management (Jefferson County)          | 360-385-9368         | <a href="mailto:jcdem@co.jefferson.wa.us">jcdem@co.jefferson.wa.us</a>                       |
| <b>Bret Black</b>                                    | East Jefferson Fire and Rescue                                    | 360-385-2626         | <a href="mailto:bblack@ejfr.org">bblack@ejfr.org</a>                                         |
| <b>Terri Ysseldyke-All</b>                           | East Jefferson Fire and Rescue<br>District Secretary              |                      | <a href="mailto:tysseldyke-all@ejfr.org">tysseldyke-all@ejfr.org</a>                         |
|                                                      |                                                                   |                      |                                                                                              |
|                                                      |                                                                   |                      |                                                                                              |



## **Construction Planning/Notification Audiences**

- Local media
- Local Tribes (Lower Elwha, Jamestown S’Klallam, Suquamish, Port Gamble S’Klallam)
- Social media (Statewide)
- Freight
- Area residents
- School District/Transportation
- Law Enforcement
- Emergency Services
- Public Transit
- Local Cities & Counties Public Works
- Local elected officials (City Council & County Commissioners)

## **TMP Monitoring**

The design team will continue to monitor the development of this plan through the design builder as it moves along to advertisement of the contract. Development will include engaging with and incorporating input from the Port Orchard Construction Office, maintenance, local agencies, and the OR Traffic and Communications Offices. During construction, the contractor and project inspector will work together to monitor the functionality of traffic control along the detour and through the project. The prime contractor’s Project Manager and the TCS will work together with the Project Engineer, WSDOT Traffic Offices and Jefferson County to address traffic control issues that arise beyond what can be mitigated by the contractor and project inspector on site. Increased congestion is expected on the detour route during peak hours while the closure is in place, the TCS will monitor and maintain signage & dynamic messaging along the detour route for the duration of the closure.

## **Attachments**

- Vicinity Map
- Proposed Detour Plan

HR3 0169  
Exhibit B

Record of Condition Prior to Detour Usage

Video log by: \_\_\_\_\_ of WSDOT

Date of video log: \_\_\_\_\_

Inspected by: \_\_\_\_\_ of WSDOT

\_\_\_\_\_ of Jefferson County

Date of inspection: \_\_\_\_\_

General Comments:

Specific Comments:

| <u>Road/Street</u> | <u>Milepost/Location</u> | <u>Comments</u> |
|--------------------|--------------------------|-----------------|
| _____              | _____                    | _____           |
| _____              | _____                    | _____           |
| _____              | _____                    | _____           |
| _____              | _____                    | _____           |
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