

Mason County

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Appendix B

Scenario #27 – Closure of US 101 Hoodsport to Potlatch

A. General Information

US 101 from Hoodsport to Potlatch is a roadway that borders the Hood Canal to the east and has steep slopes to the west. The alternative routes for this section of roadway are limited in that there are no other roads that can provide a local detour. Detours for this section will entail rerouting freight at Shelton (southerly point of connection to US 101) or north of Leland (at the US 101 and SR 104 interchange). Local passenger only ferry service could be set-up depending on ridership from Hoodsport to Union.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. Kitsap County Department of Emergency Management (DEM)
2. Mason County Department of Emergency Management (DEM)

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes, and detours and alternatives may impact state routes, WSDOT can be notified through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or through liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, municipalities, and other transportation stakeholders, such as fire districts, school districts, and transit and port authorities in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. Kitsap County Emergency Operations Center will notify the jurisdictions with which they have inter-local agreements including Bainbridge Island, Port Orchard, Bremerton and Poulsbo as well as the S'Klallam and Suquamish Tribes.
2. Mason County Emergency Operations Center will notify the City of Shelton and the Skokomish and Squaxin Island Tribes.

F. Current Available Alternatives

1. Long highway detours are the current available alternatives.
2. Potential passenger only ferry service between Union and Hoodsport

G. Transportation Mitigation Strategies

1. Short Term Solutions

Set-up highway detours at the southerly and northerly US 101 points of connection. Priority for short term solutions would be truck restrictions and hours to relieve congestions (time of day) during week. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

For individuals needing to travel southerly, additional transit service could be provided in Union for connection to a passenger-only ferry system from Hoodsport. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.

3. Long Term Options

Ferry service will need to be provided until roadway repairs are completed. See the Maritime Toolbox for alternative transportation options. See Appendix E – Roadways Toolbox for further information. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.

H. Site Images for Passenger-only Ferry Alternative Route Landing Sites

Hoodsport



Union





Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
27 - Closure of US 101 between Hoodsport and Potlatch – Mason County	
North to South Routing	South to North Routing
US 101 Southbound in Jefferson County	US 101 Northbound (South of Shelton)
SR 104 Eastbound	SR 3 Northbound (SE Olympic Highway S)
SR 104 Eastbound (Hood Canal Bridge)	SR 3 Northbound (Olympic Highway S)
SR 3 Southbound (through Kitsap County)	SR 3 Northbound (N 1 st St)
SR 3 Southbound to Shelton (Mason County)	SR 3 Northbound (W Railroad Ave)
SR 3 Southbound (E Pine St)	SR 3 Northbound (N Front St)
SR 3 Southbound (N Front St)	SR 3 Northbound (E Pine St)
SR 3 Southbound (W Railroad Ave)	SR 3 Northbound (through Kitsap County)
SR 3 Southbound (N 1 st St)	SR 3 Northbound (Hood Canal Bridge)
SR 3 Southbound (Olympic Highway S)	SR 104 Westbound
SR 3 Southbound (SE Olympic Highway S)	US 101 Northbound
US 101 Southbound	

Note: Local traffic to/from Potlatch and to/from Hoodsport must use US 101 locally to connect to this regional diversion route.

Note: HazMat not permitted on Hood Canal Bridge. HazMat loads must use US 101 through Forks to Port Angeles.

Note: Passenger only ferry service is an option between Hoodsport and Union. Transit routes would need to be altered or developed.



Puget Sound Regional Transportation Recovery Plan					
27 - Closure of US 101 Hoodsport to Potlatch – Mason County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		SR 3
Contra-flow Lanes New				√	
HOV Lanes – Convert				√	
HOV Lanes – New				√	
HOV Rules - Change				√	
Construct HOV Bypass				√	
Ramp Metering				√	
Freeway Ramps - New				√	
Freeway Ramps – Closure				√	
Truck Restrictions	√	√	√		Hood Canal HazMat restriction
Truck Preferences				√	
Shoulder - Convert to Driving Lane				√	
Parking Eliminate/Restrict		√	√		Shelton
Turn Prohibitions	√	√	√		
Ferry Service Relocation				√	
Ferry Service New			√		Hoodsport-Union Pass. Only
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days				√	
Bike Lanes				√	
Tolling Adjustments			√		Tacoma Narrows
Transit Service New				√	
Transit Service Increase				√	
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects				√	
Convert trails to special motorized use				√	
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes		√	√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
27 - Closure of US 101 Hoodsport to Potlatch – Mason County					
Maritime Elements					
Maritime Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Moving freight via military support for maritime assets				√	The State EOC will remain activated if federal assets are being used.
Determine feasibility of alternative ferry service locations			√		See attached spreadsheet for determining the feasibility of locations.
Determine contracting mechanisms for new, relocated, or increased ferry service			√		
Determine personnel required and availability of alternative maritime transportation			√		
Meet with stakeholders to discuss options for alternative maritime transportation			√		
Determine long-term contracting needs			√		
Identify recovery options for alternative maritime transportation			√		
Develop long-term contracting procedures			√		

Puget Sound Regional Transportation Recovery Plan					
27 - Closure of US 101 Hoodsport to Potlatch – Mason County					
Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Develop long-term contracting procedures			√		

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Appendix B

Scenario #28 – Closure of US 101 at Kennedy Creek

A. General Information

There are two alternative routes for this section of roadway; however the secondary route presented will be used if the primary route is impassable. Detours for this section will entail rerouting traffic at the W. Old Olympic Highway at Schneider Creek and returning to US 101 at SE Old Olympic Highway (primary route). The alternate route detour reroutes traffic from US 101 to Hwy 8 then to Hwy 108 through the town of McCleary then back on US 101 at the community of Kamilche which is through the Squaxin Indian Tribal lands.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. Mason Co. Department of Emergency Management (DEM)
2. Thurston Co. Department of Emergency Management (DEM)
3. City of McCleary

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes, and detours and alternatives may impact state routes, WSDOT can be notified through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or through liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, municipalities, and other transportation

stakeholders, such as fire districts, school districts, and transit and port authorities in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. Mason County Emergency Operations Center will notify the City of Shelton and the Skokomish and Squaxin Island Tribes.
2. Thurston County Emergency Operations Center will notify Lacey Emergency Services, Olympia Emergency Management, Tumwater Emergency Services and Yelm Emergency Services as well as the towns of Tenino and Bucoda and the Nisqually Tribe.

F. Current Available Alternatives

Lengthy highway detours are the current available alternatives.

G. Transportation Mitigation Strategies

1. Short Term Solutions

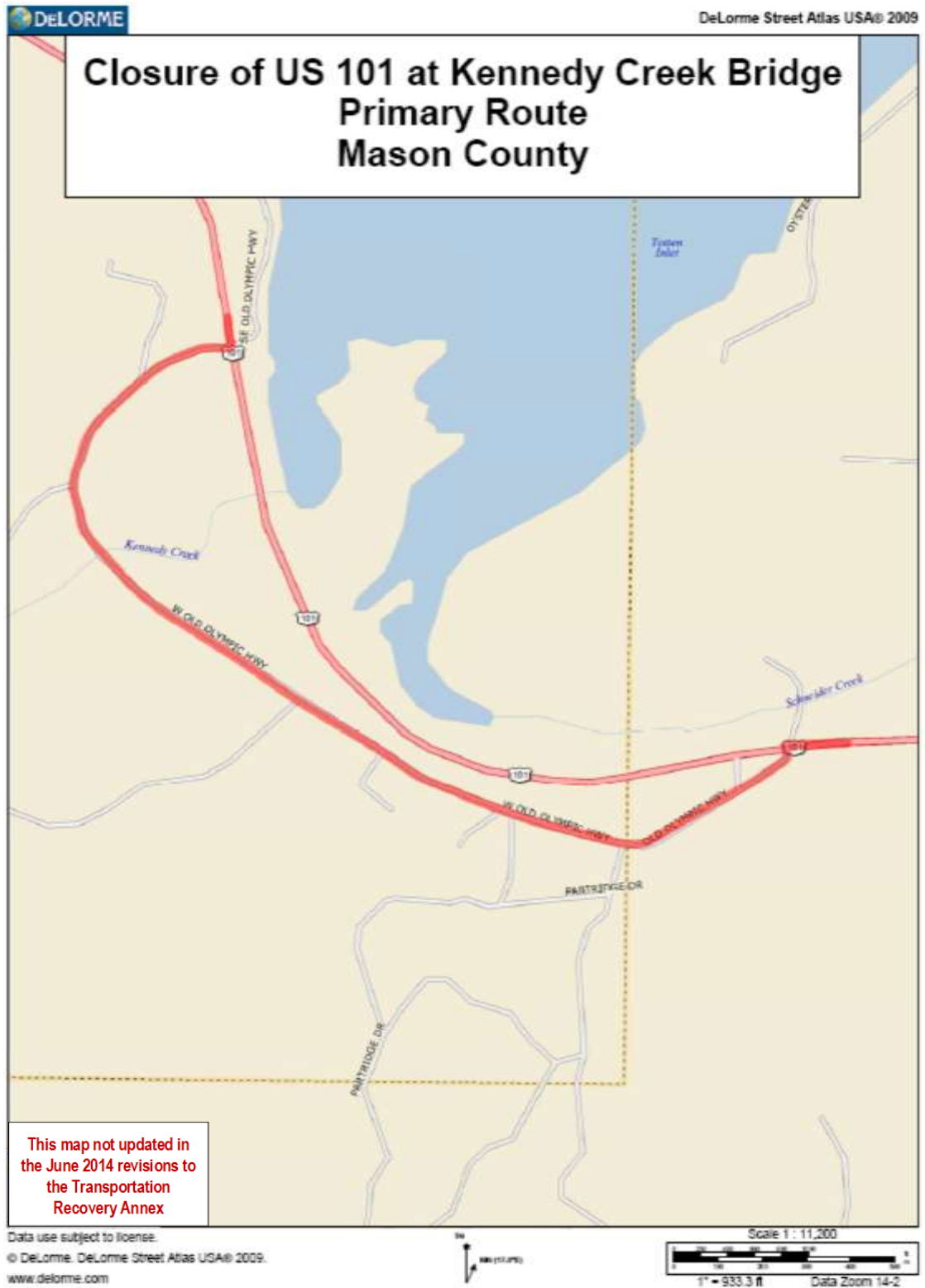
Set-up highway detours at the southerly and northerly US 101 points of connection for both the Primary and Secondary routes. Priority for short term solutions would be truck restrictions and hours to relieve congestions (time of day) during weekdays. See Appendix E – Roadways Toolbox for further information.

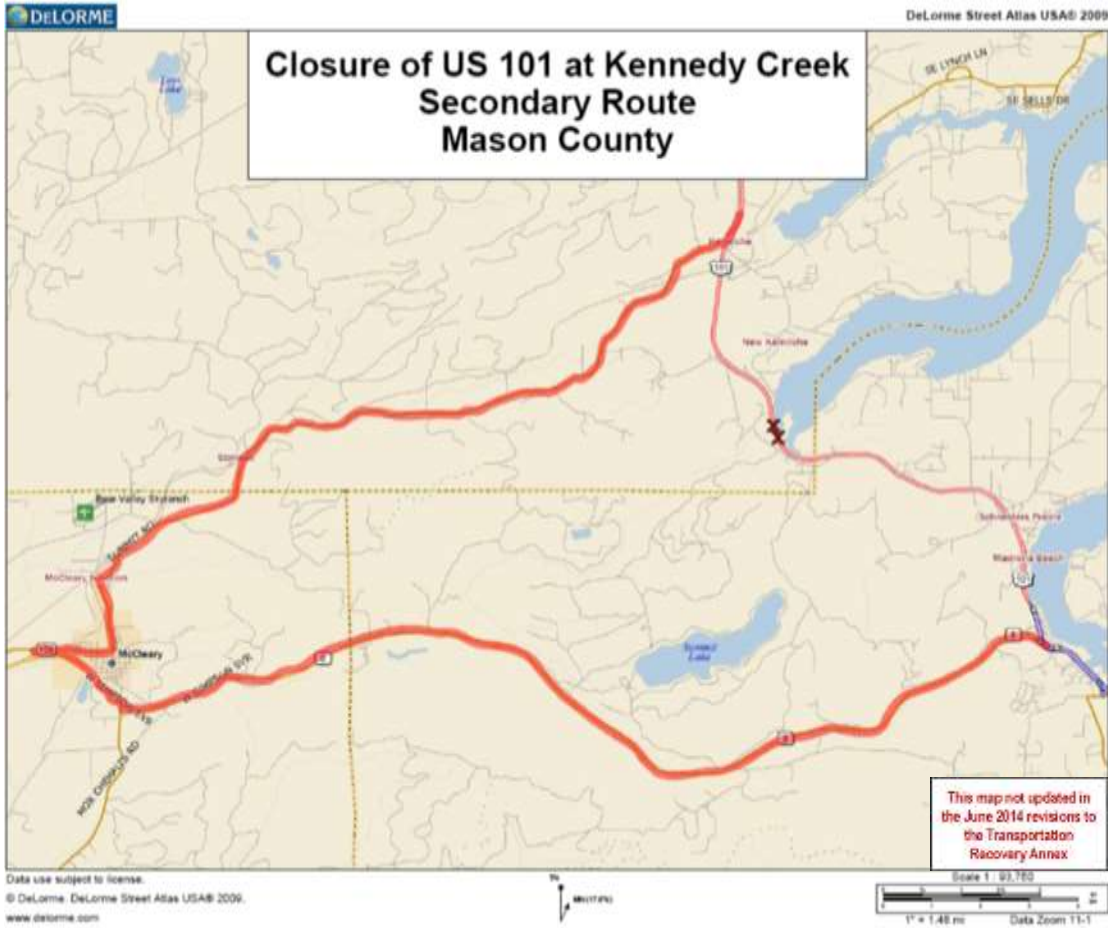
2. Mid-Term Alternatives

Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. See Appendix E – Roadways Toolbox for further information.

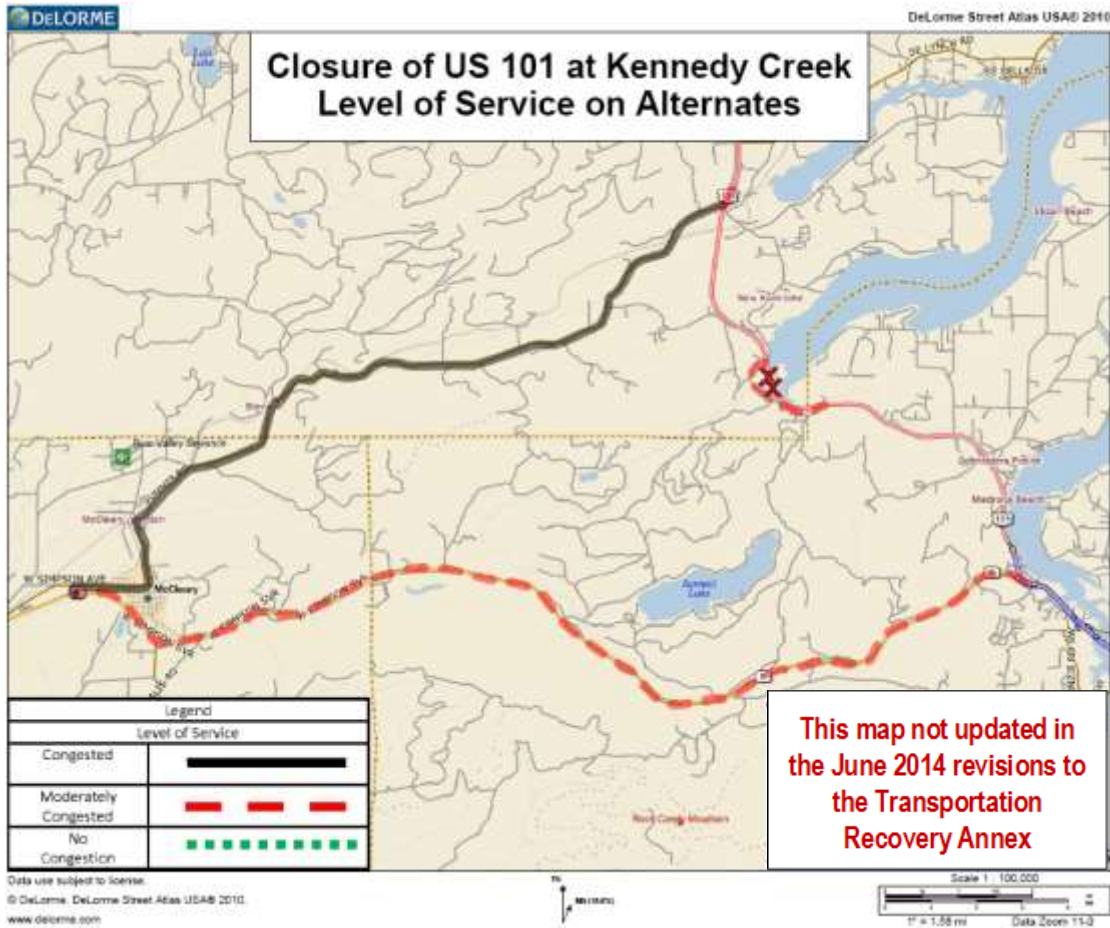




Puget Sound Regional Transportation Recovery Plan – Primary Routing Plan	
28 - Closure of US 101 at Kennedy Creek – Mason County	
North to South Routing – (Old Olympic Hwy.)	South to North Routing – (Old Olympic Hwy.)
US 101 Southbound	US 101 Northbound
W. Old Olympic Highway Southbound	Old Olympic Highway Northbound
Old Olympic Highway Southbound	W. Old Olympic Highway Northbound
US 101 Southbound	US 101 Northbound

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
28 - Closure of US 101 at Kennedy Creek – Mason County	
North to South Routing	South to North Routing
US 101 Southbound	US 101 Northbound
SR 108 Westbound	SR 8 Westbound to SR 108 in McCleary
SR 108 Westbound (Summit Rd)	SR 108 Eastbound (W Simpson Ave)
SR 108 Westbound (N Summit Rd)	SR 108 Eastbound (N Summit Rd)
SR 108 Westbound (W Simpson Ave)	SR 108 Eastbound (Summit Rd)
SR 8 Eastbound	SR 108 Eastbound
US 101 Southbound	US 101 Northbound

Note: This Alternative to be used if there is damage to both US 101 and Old Olympic Hwy. at Kennedy Creek



Puget Sound Regional Transportation Recovery Plan					
28 - Closure of US 101 at Kennedy Creek – Mason County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New				√	
HOV Lanes – Convert				√	
HOV Lanes – New				√	
HOV Rules - Change				√	
Construct HOV Bypass				√	
Ramp Metering				√	
Freeway Ramps - New			√		SR 8 / US 101 North
Freeway Ramps – Closure				√	
Truck Restrictions	√	√	√		Old Olympic Hwy
Truck Preferences				√	
Shoulder - Convert to Driving Lane				√	
Parking Eliminate/Restrict	√	√	√		Old Olympic Hwy, McCleary
Turn Prohibitions		√	√		McCleary
Ferry Service Relocation				√	
Ferry Service New				√	
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days				√	
Bike Lanes				√	
Tolling Adjustments				√	
Transit Service New				√	
Transit Service Increase				√	
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects				√	
Convert trails to special motorized use				√	
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes			√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
28 - Closure of US 101 at Kennedy Creek– Mason County					
Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Develop long-term contracting procedures			√		