

Skagit County

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Appendix B

Scenario #38 – Closure of I-5 over the Skagit River

A. General Information

Planners identified two alternate routes as primary and secondary for freight traffic and a single alternate route designated for passenger only vehicles for this section of roadway. The secondary route may be used if the primary route is impassable. Detours for this section will entail rerouting freight traffic onto South Burlington Blvd. from I-5 and return to I-5 at Chuckanut Drive (primary) or diverting to Hwy 538 at East College Way to Hwy 9 to Hwy 20 returning to I-5 in Burlington (secondary). Passenger only vehicles will divert from I-5 at Conway on Fir Island Road to Best Road onto Hwy 20 and return to I-5 near Burlington.

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 used as alternatives)

1. Skagit Co. 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. Skagit County Emergency Operations Center will notify the communities of Anacortes, Burlington, Concrete, Hamilton, La Conner, Lyman, Mt. Vernon and Sedro Woolley as well as the Upper Skagit, Sauk-Suiattle, Samish and Swinomish Tribes.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes.

G. Transportation Mitigation Strategies

1. Short-Term Solutions

Stakeholders identified several short-term solutions such as providing alternate routing for Freight and Passenger Only vehicles. Other solutions include: Adjusting Traffic Signal Timings, Restrict/Eliminate Road side parking, Turn Prohibitions and Car/Van Pool Incentives. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

Several mid-term Alternatives have been identified such as closure of freeway ramps and imposing freight truck restrictions. Other alternatives include: Establishing or expanding Park and Ride lots, Tele-commuting, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. 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. In addition, a long-term option includes an increase in transit service and traffic signal interconnects. See Appendix E – Roadways Toolbox for further information.

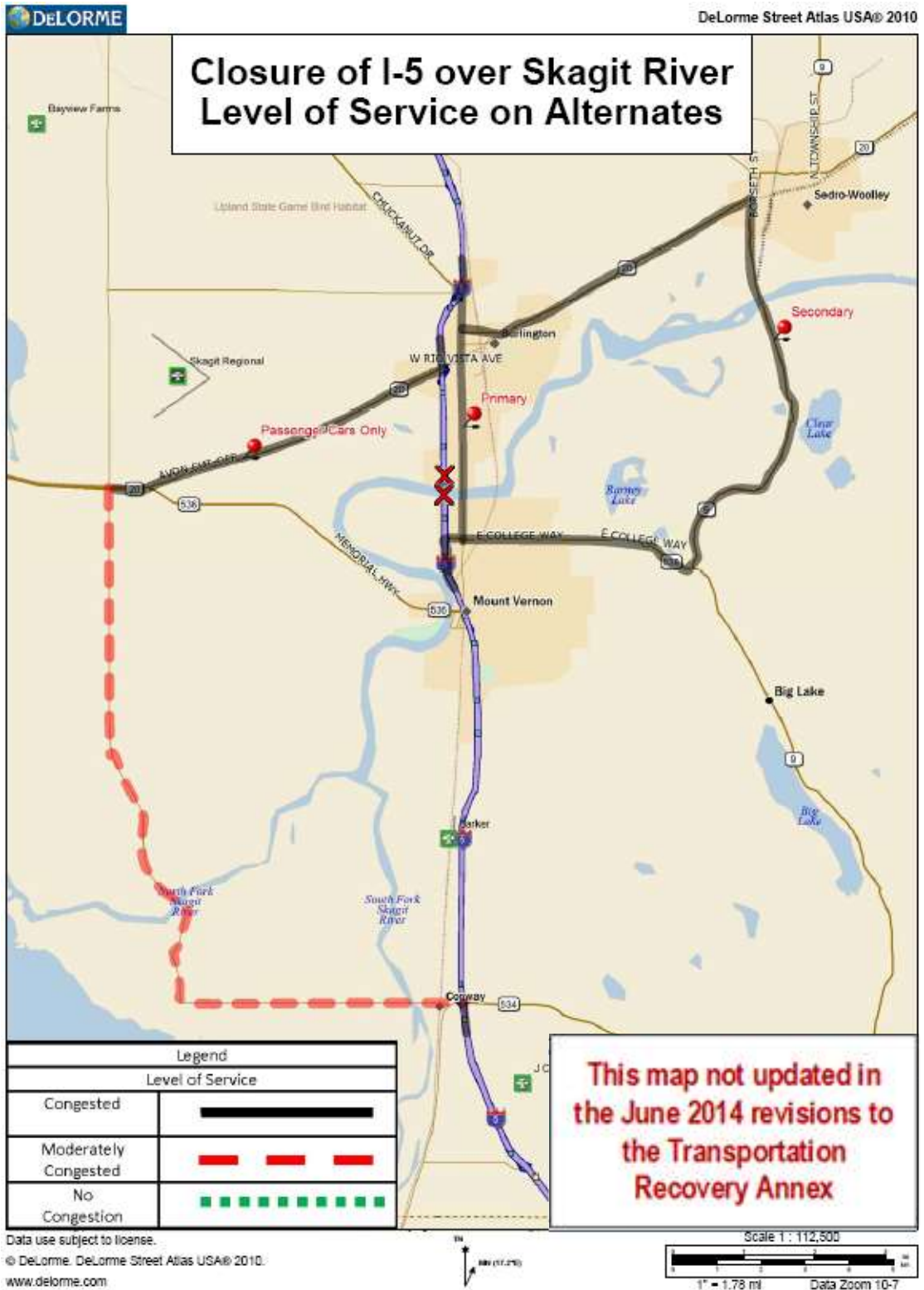


| Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan | |
|---|--|
| 38 - Closure of I-5 at Skagit River – Skagit County | |
| North to South Routing (Passenger Cars Only) | South to North Routing (Passenger Cars Only) |
| I-5 Southbound Exit 230 | I-5 Northbound Exit 221 |
| SR 20 Westbound | Fir Island Rd Westbound |
| Best Rd Southbound (Traffic Signal) | Best Rd Northbound |
| Fir Island Rd Eastbound | SR 20 Eastbound |
| I-5 Southbound (Interchange 221) | I-5 Northbound (Interchange 230) |

| Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan | |
|---|---|
| 38 - Closure of I-5 at Skagit River – Skagit County | |
| North to South Routing (Primary for trucks) | South to North Routing (Primary for trucks) |
| I-5 Southbound Exit 229 | I-5 Northbound Exit 227 |
| George Hooper Rd Eastbound | SR 538 Eastbound (E College Way) |
| Riverside Dr Southbound – Watson Bridge | Riverside Dr Northbound (Traffic Signal) |
| Riverside Dr Southbound | Riverside Dr Northbound – Watson Bridge |
| SR 538 Westbound (E College Way) | George Hopper Road |
| I-5 Southbound (Interchange 227) | I-5 Northbound (Interchange 229) |

| Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan | |
|---|--|
| 38 - Closure of I-5 at Skagit River – Skagit County | |
| North to South Routing (Secondary) | South to North Routing (Secondary) |
| I-5 Southbound Exit 231 | I-5 Northbound Exit 227 |
| SR 11 Southbound (N Burlington Blvd) | SR 538 Eastbound (E College Way) |
| SR 20 Eastbound (Avon Ave) (Traffic Signal) | SR 9 Northbound |
| SR 20 Eastbound (Cascade Hwy) (Traffic Signal) | SR 20 Westbound (N Cascade Hwy) (Traffic Signal) |
| SR 20 Eastbound (N Cascade Hwy) | SR 20 Westbound (Cascade Hwy) |
| SR 9 Southbound (Traffic Signal) | SR 20 Westbound (Avon Ave) (Traffic Signal) |
| SR 538 Westbound (E College Way) | SR 11 Northbound (N Burlington Blvd) |
| I-5 Southbound (Interchange 227) | I-5 Northbound (Interchange 231) |

Note – Weight restriction on Best Rd. – Passenger Cars Only.



| Puget Sound Regional Transportation Recovery Plan | | | | | | |
|---|----------------|----------|-----------|---|---------------------|----------|
| 38 - Closure of I-5 over Skagit River | | | | | | |
| Mitigation Strategies | | | | | | |
| Strategy | Implementation | | | | Not Feasible Or N/A | Comments |
| | Short-Term | Mid-Term | Long-Term | | | |
| 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 | | | | √ | | |
| Freeway Ramps – Closure | | √ | √ | | Interchange 229 | |
| Truck Restrictions | | √ | √ | | Best Rd. | |
| Truck Preferences | | | | √ | | |
| Shoulder - Convert to Driving Lane | | | | √ | | |
| Parking Eliminate/Restrict | √ | √ | √ | | Local Streets | |
| Turn Prohibitions | √ | √ | √ | | Local Streets | |
| 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 | | | √ | | I-5 Corridor | |
| 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 | | | | | |
|--|----------------|----------|-----------|---------------------|--|
| 38 - Closure of I-5 over Skagit River | | | | | |
| 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 #39 – Closure of SR 20 at Swinomish Channel Bridge

A. General Information

Planners have identified a single alternate route for all traffic for this scenario. The detour includes a diversion from SR 20 at Best Road through La Conner to Reservation Road and back onto SR 20 and/or vice versa. Also LaConner-Whitney Road can be used as an alternative route if the situation warranted.

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 used as alternatives)

1. Skagit Co. 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.

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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. Skagit County Emergency Operations Center will notify the communities of Anacortes, Burlington, Concrete, Hamilton, La Conner, Lyman, Mt. Vernon and Sedro Woolley as well as the Upper Skagit, Sauk-Suiattle, Samish and Swinomish Tribes.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes.

G. Transportation Mitigation Strategies

1. Short -Term Solutions

Stakeholders identified several short term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Adjusting Traffic Signal Timings, Restrict/Eliminate Road side parking, Turn Prohibitions and Car/Vanpool Incentives in La Conner. See Appendix E – Roadways Toolbox for further information.

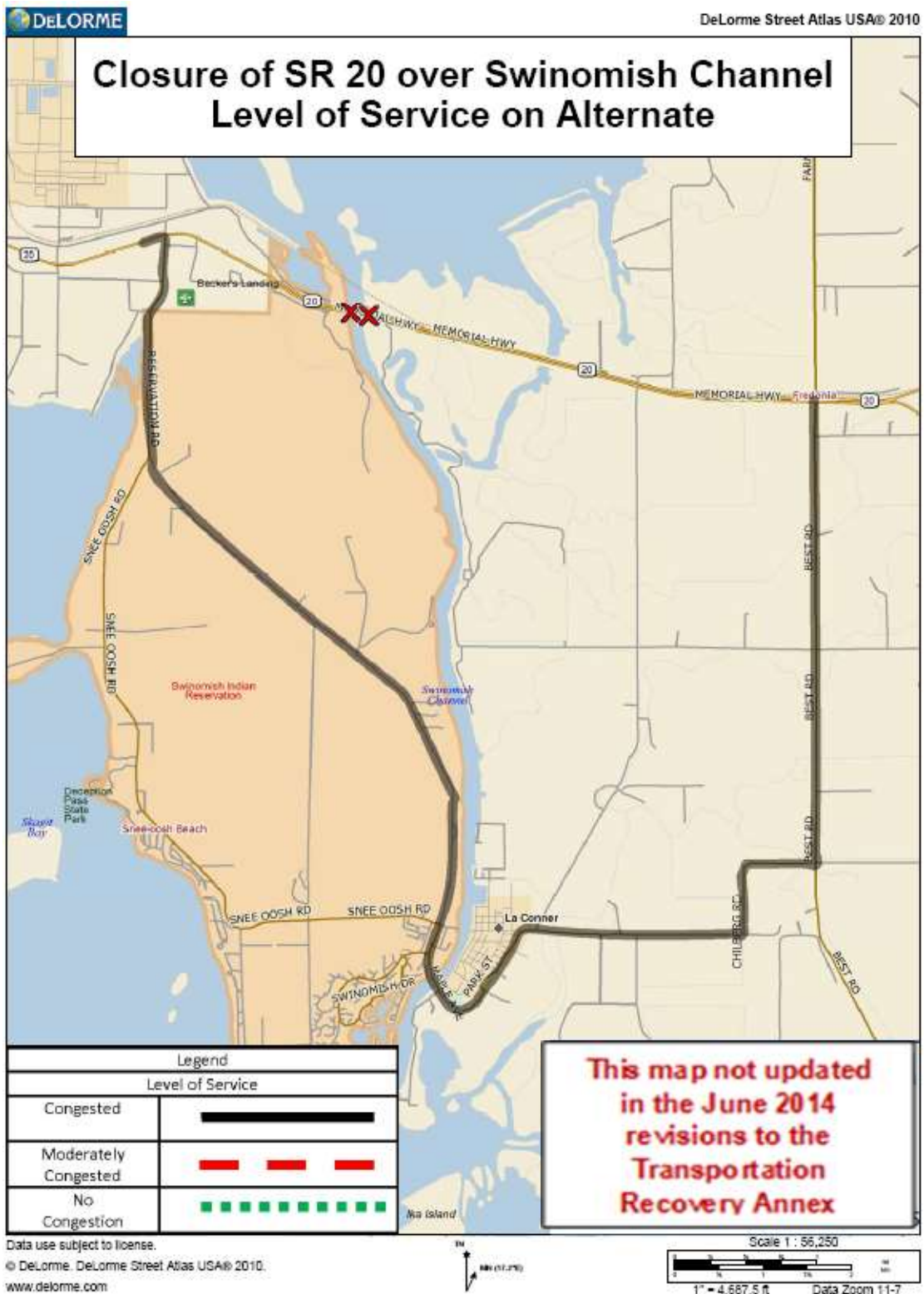
2. Mid-Term Alternatives

The short-term solutions can be extended to provide mid-term alternatives, as necessary. 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. In addition, an additional long-term option includes imposing truck restrictions in La Conner during the closure period. See Appendix E – Roadways Toolbox for further information.

| Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan | |
|---|----------------------------------|
| 39 - Closure of SR 20 at Swinomish Channel Bridge – Skagit County | |
| East to West Routing | West to East Routing |
| SR 20 Westbound | SR 20 Eastbound |
| Best Rd Southbound (Traffic Signal) | Reservation Rd Southbound |
| Chilberg Rd Westbound | Pioneer Parkway Eastbound |
| Morris St Westbound | Maple Ave Northbound |
| Maple Ave Southbound | Morris St Eastbound |
| Pioneer Parkway Westbound | Chilberg Rd Eastbound |
| Reservation Rd Northbound | Best Rd Northbound |
| SR 20 Westbound | SR 20 Eastbound (Traffic Signal) |



APPENDIX B | SCENARIO #39 CLOSURE OF SR 20 AT SWINOMISH CHANNEL BRIDGE

| Puget Sound Regional Transportation Recovery Plan | | | | | | |
|--|----------------|----------|-----------|---|---------------------|----------|
| 39 - Closure of SR 20 over Swinomish Channel – Skagit County | | | | | | |
| Mitigation Strategies | | | | | | |
| Strategy | Implementation | | | | Not Feasible Or N/A | Comments |
| | Short-Term | Mid-Term | Long-Term | | | |
| 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 | | | | √ | | |
| Freeway Ramps – Closure | | | | √ | | |
| Truck Restrictions | | | √ | | La Conner | |
| Truck Preferences | | | | √ | | |
| Shoulder - Convert to Driving Lane | | | | | | |
| Parking Eliminate/Restrict | √ | √ | √ | | La Conner | |
| Turn Prohibitions | √ | √ | √ | | La Conner | |
| 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 | | | | | |
|--|----------------|----------|-----------|---------------------|--|
| 39 - Closure of SR 20 over Swinomish Channel – Skagit 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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