DATE: August 27, 2013
TO: Julie Thompson, Associate Planner
Community Development & Planning Department
FROM: Frank Mulcahy, P.E., Public Works Director
Rachel E. Dietzman, P.E., County Engineer

ISSUE: The Planning commission must review the Draft Six-Year Transportation Improvement Program every year via a public hearing and make recommendations to the County Council for code compliance concerns.

RECOMMENDATION: Review the Draft Six-Year Transportation Improvement Program (TIP) for 2014-2019 and make recommendations to the County Council.

POLICY: RCW 36.81.121 and San Juan County Comprehensive Plan, 6.2B.3.b require that the San Juan County Community Development & Planning Department and Planning Commission review the Six-Year TIP and make recommendations to the County Council regarding its relationship to the policies and regulations of adopted County plans.

BACKGROUND:
- Projects on the DRAFT Six-Year TIP represent the recommendation of staff and are based on an analysis of current and future needs.
- Projects in the closer years of the Six-Year TIP are typically already in the planning, design, and permitting phases.

KEY POINTS:
- A Public Hearing with the County Council will be scheduled at the Council’s discretion.
- Safety, asset preservation, non-motorized access, and completion of long standing projects have received the highest priority.

APPENDICES:
A. SEPA Check List.
B. Supplemental Sheet for Non-Project Action.
C. Draft Six-Year Transportation Improvement Program.
E. Project Summaries and locations.
APPENDIX A

SEPA Check List
ENVIRONMENTAL CHECKLIST

Purpose of checklist:
The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for applicants:
This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write “do not know” or “does not apply.” Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:
The complete checklist, including the “supplemental sheet for nonproject proposals” (part D), should be completed for nonproject proposals (such as proposals for redesignation of land-use designation or density designation).

For nonproject actions, the references in the checklist to the words “project,” “applicant,” and “property or site” should be read as “proposal,” “proposer,” and “affected geographic area,” respectively. Where a question asks for information that is not pertinent to a nonproject proposal, the question may be answered “does not apply.”
ENVIRONMENTAL CHECKLIST

A. Background

1. Name of proposed project or nonproject action, if applicable
   Six-Year Transportation Improvement Program (TIP) – Years 2014-2019.

2. Name of applicant:
   San Juan County Public Works Department

3. Address and phone number of applicant and contact person:
   Rachel E. Dietzman, P.E., County Engineer  (360) 370-0509
   SJC Public Works Department
   PO Box 729
   Friday Harbor, WA 98250

4. Date checklist prepared:
   August 26, 2013

5. Agency requesting checklist:
   San Juan County Community Development and Planning Department.

6. Proposed timing or schedule (including phasing, if applicable):
   The period from 2014 to 2019.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with
   this proposal? If yes, explain.
   Yes, each project listed on the proposed Six-Year Transportation Improvement Program will have future
   activity that will include engineering planning, design, and construction.

8. List any environmental information you know about that has been prepared, or will be prepared,
   directly related to this proposal.
   Project specific environmental checklists and appropriate permits may be required for each of the projects
   listed on the proposed Six-Year Transportation Improvement Program prior to implementation.
   Permits will be required for projects, such as: Orcas Road, Prune Alley, San Juan Valley Road Reclamation,
   MacKaye Harbor Road Relocation at County Park, Hunter Bay Dock, Float, & Boat Ramp Replacement, Odlin
   Float and Pile Replacement, A Street Reconstruction, Rouleau Road Reconstruction, Douglas/Bailer Hill
   Roads Improvement, Deer Harbor Bridge Replacement and West Beach Road Culvert Replacement. The
   latter two projects require evaluation for fish passage improvements. The EIS for the NPS Cattle Point Road
   Realignment project was approved in June 2013.

9. Do you know whether applications are pending for governmental approvals of other proposals
   directly affecting the property covered by your proposal? If yes, explain.
   None known.

10. List any government approvals or permits that will be needed for your proposal, if known.
    Additional environmental checklists and appropriate permits will be required for many of the projects listed on
    the proposed Six-Year Transportation Improvement Program prior to implementation. A San Juan County
    Grading Permit is required for projects that include over 500 cubic yards of excavation or embankment
    material. A Washington State Hydraulic Project Approval is required for projects that include improvements
    below OHWM. A San Juan County Shoreline Permit is required for projects within 200 feet of the shoreline.
    An Army Corps of Engineer Permit is required for projects which include improvements below MHHW or have
    wetland impacts.

11. Give brief, complete description of your proposal, including the proposed uses, the size of the subject
    area or project site, and current (and proposed, if different) land use and density designations. [There
are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

A brief description of each project is appended to the Six-Year Transportation Improvement Program.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. Give the legal parcel number (12 digits). While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

Projects listed on the proposed Six-Year Transportation Improvement Program occur on Orcas, San Juan, Lopez and Shaw Islands.

B. ENVIRONMENTAL ELEMENTS
1. Earth
   a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other
   Varies depending on the specific projects. The majority of projects are on County Road right-of-way, which consists of rolling slopes or at County Road ends, which are shoreline.

   b. What is the steepest slope on the site (approximate percent slope)?
   The NPS Cattle Point Road Relocation Project has slopes in excess of 45 degrees.

   c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.
   Varies depending on specific projects.

   d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.
   In general, project sites are areas of stable soil. The NPS Cattle Point Road Realignment Project involves unstable soils.

   e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.
   Structural fill material may be used for the road improvement projects.

   f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
   Soil erosion is possible when vegetation is cleared and soils disturbed. Most disturbances will be confined to limited areas within County Road rights-of-way. The disturbance will generally occur during the summer months when rainfall is minimal. Landscaping or erosion protection is planned as mitigation in areas where soil erosion is possible.

   g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?
   Until the design phase, it is not known what percent of each site will be covered with impervious surface after the project construction. A separate SEPA checklist, if required, will be prepared for each project with this specific information after the design phase. Some projects may include widening of the existing road width.

   h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
   Temporary Erosion and Sedimentation Control (TESC) Plans will be required for any project that has the potential for erosion. Best Management Practices (BMP’s) will be required of County work crews and will be prescribed for all projects.

2. Air
   a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.
Varies depending on the specific project. Most projects include the use of heavy construction equipment which generate exhaust emissions and dust, but only during construction activity. Dust control will be required on all projects.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.
None known.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:
Dust control with water during construction.

3. Water
   a. Surface:
      1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.
         Several of the projects are in the vicinity of water bodies, particularly boat ramps and floats. Most projects will require permits. Permit requirements will be project specific.
      2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.
         Several projects will require a Shoreline Substantial Development Permit, especially the boat ramp and float projects. These projects are noted on the proposed Six-Year Transportation Improvement Program.
      3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.
         Varies depending on the specific project. Efforts are made to minimize fill or dredge material from wetlands. This also keeps costs down.
      4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.
         No.
      5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.
         It is not known at this time if the proposed projects lie within a 100-year floodplain.
      6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.
         No.
   b. Ground:
      1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.
         No.
      2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals ...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.
         None.
   c. Water runoff (including stormwater):
1) **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

Varies depending on the specific project.

2) **Could waste materials enter ground or surface waters? If so, generally describe.**

Unknown.

3) **Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:**

Best Management Practices (BMP's) for water runoff as required for each project.

4. Plants  
   a. **Check or circle types of vegetation found on the site, and describe:**

   - X deciduous tree: alder, maple, aspen, other
   - X evergreen tree: fir, cedar, pine, other
   - X shrubs
   - X grass
   - X pasture
   - crop or grain
   - X wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
   - water plants: water lily, eelgrass, milfoil, other
   - X other types of vegetation

   b. **What kind and amount of vegetation will be removed or altered?**

   Varies with specific project site.

   c. **List threatened or endangered species known to be on or near the site.**

   Varies with each site. Biological Assessments prepared by a professional biology consultant will be completed for sites with impact to endangered plants or animals.

   d. **Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:**

   Varies depending on the specific project. During the design phase, meetings are held with citizens and impacted property owners to determine landscaping needs for each project.

5. Animals  
   a. **Circle any birds and animals which have been observed on or near the site or are known to be on or near the site and describe:**

   - birds: hawk, heron, eagle, songbirds, other
   - mammals: deer, bear, elk, beaver, other
   - fish: bass, salmon, trout, herring, shellfish, other

   b. **List any threatened or endangered species known to be on or near the site.**

   Eagles, eel grass, or salmon, may be on or near some project sites.

   c. **Is the site part of a migration route? If so, explain.**

   Varies with site.

   d. **Proposed measures to preserve or enhance wildlife, if any:**

   Varies depending on the specific project.

6. Energy and Natural Resources
a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project’s energy needs? Describe whether it will be used for heating, manufacturing, etc.
There are two projects that increase capacity, Hunter Bay Dock, Float, Boat Ramp Replacement and Odlin Float and Pile Replacement. All other projects improve safety or infrastructure. Vehicles using our project facilities are generally powered by gasoline or diesel fuel.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.
No.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:
We practice good stewardship of our resources including reducing impacts through design and coordination with other agencies.

7. Environmental Health
a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.
None known.

1) Describe special emergency services that might be required.
Standard emergency services are all that is required.

2) Proposed measures to reduce or control environmental health hazards, if any:
No hazardous operations are anticipated.

b. Noise
1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?
Construction equipment.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.
Typically 10 hours/day between 7am and 7pm, Monday thru Friday.

3) Proposed measures to reduce or control noise impacts, if any:
Varies depending on the specific project.

8. Land and Shoreline Use
a. What is the current use of the site and adjacent properties?
Varies depending on the specific project. Projects located within 200 feet of a shoreline require a San Juan County Shoreline Permit.

b. Has the site been used for agriculture? If so, describe.
Varies depending on the specific project. Generally, roads, trails, bridges and reclamation projects are on existing roads. Some projects may include acquisition of County Road right-of-way from land which was used for agriculture purposes.

c. Describe any structures on the site.
Varies - mainly roads, docks, and boat ramps.

d. Will any structures be demolished? If so, what?
No.
e. What are the current land-use and density district classifications of the site?
   County Road right-of-way.

f. What is the current comprehensive plan designation (rural, resource, urban, activity center) of the site?
   County Road right-of-way. Lands acquired vary depending on the specific project.

g. If applicable, what is the current shoreline master program designation of the site?
   Varies depending on the specific project. Projects within 200 feet of the shoreline require a San Juan County Shoreline permit.

h. Has any part of the site been classified as an “environmentally sensitive” area? If so, specify.
   Do not know.

i. Approximately how many people would reside or work in the completed project?
   None.

j. Approximately how many people would the completed project displace?
   None

k. Proposed measures to avoid or reduce displacement impacts, if any:
   Does not apply.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:
   Each specific project may require an environmental checklist and appropriate permit approval.

9. Housing
a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.
   None.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.
   None.

c. Proposed measures to reduce or control housing impacts, if any:
   None.

10. Aesthetics
a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?
   No buildings are proposed.

b. What views in the immediate vicinity would be altered or obstructed?
   Generally none. Some projects may require removal of vegetation. When this happens, replacement vegetation is generally installed.

c. Proposed measures to reduce or control aesthetic impacts, if any:
   Landscaping to mitigate aesthetic impacts will be a consideration within each project.

11. Light and Glare
a. What type of light or glare will the proposal produce? What time of day would it mainly occur?
   Capacity usually is not increased. Light and glare are not altered from existing conditions.

b. Could light or glare from the finished project be a safety hazard or interfere with views?
   Generally not.
c. What existing off-site sources of light or glare may affect your proposal?
None.

d. Proposed measures to reduce or control light and glare impacts, if any:
None

12. Recreation
a. What designated and informal recreational opportunities are in the immediate vicinity?
Recreational opportunities in the vicinity of several of the proposed projects include trails, Scenic Byway Program, dock and float projects, shore access and nonmotorized safety improvements.

b. Would the proposed project displace any existing recreational uses? If so, describe.
No, most projects enhance recreation.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:
Several projects, such as the dock, floats and boat ramp projects will enhance or promote recreational opportunities. The various dock, ramp and non-motorized projects are, in part, designed to facilitate access to recreational sites.

13. Historic and Cultural Preservation
a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.
Yes, coordinate with the appropriate tribal organizations and Washington State Department of Archeology and Historic Preservation (DAHP) on projects.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.
None known.

c. Proposed measures to reduce or control impacts, if any:
Retain professional consultants on projects with historical and cultural preservation concerns and have design reviewed by relevant tribal organizations.

14. Transportation
a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.
Most projects that are proposed are street and highway projects. The project locations are shown on the attached Project Descriptions.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?
There are no public transit systems in San Juan County.

c. How many parking spaces would the completed project have? How many would the project eliminate?
None.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).
The majority of the projects proposed on the Six-Year Transportation Improvement Program are existing County Road facilities. The projects include widening, reclamation, reconstruction or replacement.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.
The marine access improvement projects may require the use of waterborne equipment.
e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.
The marine access improvement projects may require the use of waterborne equipment.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.
Capacity usually is not increased with these projects.


g. Proposed measures to reduce or control transportation impacts, if any:
The projects listed in the Six-Year Transportation Improvement Program are each designed to assess and propose methods to mitigate transportation impacts. The non-motorized access projects and shoulder widening projects will enhance pedestrian and bicycle transportation.

15. Public Services
a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.
No.

b. Proposed measures to reduce or control direct impacts on public services, if any.
In general, the projects are intended to improve public services.

16. Utilities
a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.
There are various utilities available depending on the specific project site. Project specific information on utilities will be identified for each of the projects listed on the proposed Six-Year transportation Improvement Program prior to implementation.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.
No new utilities are proposed in the Six-Year Transportation Program projects. Project specific information on utility relocation will be identified for each of the projects listed on the proposed Six-Year Transportation Improvement Program prior to implementation. All road projects are coordinated with the utility companies.

C. Signature
The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: __________________________
Rachel E. Dietzman, P.E. County Engineer

Date Submitted: 8/27/2013
APPENDIX B

Supplemental Sheet for Non-Project Action
D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, that would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?
   As there is no change to use, this proposal is not likely to increase any of these items, except during construction. No release of toxic or hazardous substances is anticipated.
   Proposed measures to avoid or reduce such increases are:
   During the project scoping, design, and permitting, construction impacts will be evaluated.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?
   Some minimal affects may occur with some projects.
   Proposed measures to protect or conserve plants, animals, fish, or marine life are:
   During the project scoping, design, and permitting, all efforts to minimize the impacts to the above will be taken.

3. How would the proposal be likely to deplete energy or natural resources?
   Do not know.
   Proposed measures to protect or conserve energy and natural resources are:
   The protection and enhancement of natural resources are considered during the design and permitting phases.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?
   Some of the projects may minimally affect the items. These impacts are managed through the permitting process.
   Proposed measures to protect such resources or to avoid or reduce impacts are:
   The project scoping, design, and permitting will evaluate each of the items.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?
   Some of the projects will increase public access to a specific area of the shoreline.
   Proposed measures to avoid or reduce shoreline and land use impacts are:
   The purpose of some of the projects is to increase the access to the shoreline. Further evaluation of each project will determine the type of access.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?
   While there is no change to use, some of the projects may shift the demand for transportation, public services. Increase of utilities is not anticipated.
   Proposed measures to reduce or respond to such demand(s) are:
   Each project will be evaluated for changing demands on transportation or public service and utilities.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.
   Each project will evaluate impacts and regulations. All efforts to comply with regulations are made during project scoping, design, and permitting.
### RESOLUTION

**Costs are in 2014 thousands of dollars. Terms shown in BOLD indicate unsecured (proposed) funding sources.**

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<th>No.</th>
<th>PROJECT</th>
<th>FUNDING</th>
<th>2014 Total</th>
<th>2015 Total</th>
<th>2016 Total</th>
<th>2017 Total</th>
<th>2018 Total</th>
<th>2019 Total</th>
<th>COMMENTS</th>
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<td>Q. Mount Baker Road Realignment (MP 0.0 - 1.1)</td>
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<td>$0</td>
<td>$0</td>
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<td>Possible SIU funding</td>
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</table>

**TOTAL FUNDS**
- **STATE FUNDS**
- **FEDERAL FUNDS**
- **COUNTY ROAD FUNDS**

**Previous expenditure is for the current grant funded program and does not reflect costs to manage the project from conception to grant award.**

NPS Cattle Point Rd Realignment Federal Funding Grant will be received and managed by FHWA and those funds are not reflected in this document.
APPENDIX D

Tracked Changes
2013-2018 to 2014-2019
<table>
<thead>
<tr>
<th>Item No.</th>
<th>PROJECT</th>
<th>6 YR TOTAL</th>
<th>PROJECT SCHEDULE (in thousands of dollars)</th>
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<td></td>
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<td>14 LAST YR</td>
<td>15 CURRENT</td>
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<td>1</td>
<td>Mount Baker Road Improvements (MP 0.0 - 1.1)</td>
<td>$115 $10</td>
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<td>2</td>
<td>NPS Cattle Point Road Realignment (MP 7.4 - 8.5)**</td>
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<td>Deer Harbor Bridge Replacement (BR No 2146A)**</td>
<td>$2,790 $375 $550 $2,000</td>
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<td>Prune Alley Complete Street Improvements</td>
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<td>7</td>
<td>Hunter Bay Dock, Float, Boat Ramp Replacement</td>
<td>$390 $45 $30</td>
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<td>8</td>
<td>Beaverton Valley Road Culvert Replacement (MP 4.2)</td>
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<td><strong>TOTAL FUNDS</strong></td>
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<td>$4,927 $800 $1,173 $914 $720 $915 $910 $1,210 $2,125</td>
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</table>

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San Juan County Public Works Department  
Post Office Box 729  
Friday Harbor, Washington 98250  
360.370.0500  
I:\Planning\Transportation\6 year Transportation Improvement Plan\2014-2019\2014-2019 TIP 2013-08-26.xlsx  
8/27/2013
APPENDIX E

Project Summaries and Locations
MOUNT BAKER ROAD IMPROVEMENTS (MP 0.0 – 1.1)

Project #1
CRP #020606
Project Manager: Colin Huntemer

Estimated Cost: $3,300,000
Fund Source: SJC Road Funds & CRAB RATA Funding & Federal STP funds

Road #: 58  FC: 07  Posted Speed Limit: 25/35 mph  MP: 0.00–1.10
85% Speed: 32.7 mph at MP 0.80 (10/2012)
Traffic Volume: 1829 AADT at MP 0.79 (2012)
5 Year Accident History: 9

Required Permits: SJC Clearing & Grading Permit; USACE Wetlands; SJC SEPA; WDFW HPA.

Project narrative:

Construction for this project was started in 2013 and is almost complete. Wetland mitigation management and the final chipseal lift is all that will occur in 2014. The following narrative is from the pre-construction description:

Mt. Baker Road is a narrow truck bypass route with substandard shoulders. The road is posted for 35 mph, the 85% traffic speed was recently measured at 43 mph. Trucks use this route to avoid travelling through the Village of Eastsound. In the most recent survey, truck traffic accounted for more than 40% of the vehicles. Inadequate roadside drainage threatens the integrity of the road’s sub-base and accelerates the road’s deterioration.

Project scope consists of rebuilding the road to replace the deteriorated road surface and failed road base, widening the shoulders, and improving roadside drainage. Increased safety, particularly for bicycles and pedestrians will result from this road improvement project. Maintenance costs will be reduced.

The project was approved for $2,516,000 million RATA Funds by the CRABoard in April 2009.

Substantial wetland mitigation is required. Mitigation construction is proceeding in the Fall of 2012 and consists of enhancements to the San Juan County Land Bank Stonebridge Terrill Preserve. Design and Right-of-way acquisition are proceeding.
NPS CATTLE POINT ROAD REALIGNMENT (MP 7.40 – 8.50)

Project # 2  CRP # 010184  Project Manager: Shannon Wilbur

Estimated Cost: $7,245,000
Fund Source: Federal, Other & SJC Road Funds

Road #18  FC: 07  Posted Speed Limit: 45 mph  Milepost: 7.40-8.50

85% Speed: 48.8 mph at MP 6.82 (5/2011)
Traffic Volume: 421 AADT at MP 6.82 (2011)

5 Year Accident History: 0

Required Permits: NEPA, EIS, ESA, Geologic Assessment, Wildlife Habitat Conservation, SJC Land Use, SJC Clearing and Grading

Project narrative:

The bluff near the southern entrance of American Camp National Historical Park is eroding at a rate averaging two feet per year. The erosion threatens the county road that passes through the Park - it is this road that provides access to over 200 parcels on southern end of San Juan Island. At one point, the roadbed comes within 40 feet of the bluff. It is 150 feet above the beach with a gradient of about 55° and consists of alluvial sand and gravel.

There is no existing alternate route to the Cattle Point area, National Monument and residential community.

All road relocation alternatives are on National Park Service and Department of Natural Resources property. The National Park Service, with assistance from the Federal Highway Administration, is responsible for this project. San Juan County’s role on this project is to work with the planning and design teams and to represent the interests of the County and its residents.

The Final EIS was completed in June 2013. San Juan County successfully applied for $7.245 million funding grant through the Federal Lands Access Program. Match money will be required will be via local road funds and a bond.
DEER HARBOR BRIDGE REPLACEMENT (Br No 2146A)

Project # 3    CRP #021201    Project Manager: Colin Huntemer

Estimated Cost: $2,855,000
Fund Source: 80% Federal Funds & 20% Other Funds

Road #: 93    FC: 08    Posted Speed Limit: 25 mph    Milepost: 0.22

85% Speed: 36.8 mph at MP 0.17 (10/2012)
Traffic Volume: 516 AADT at MP 0.10 (2010)
5 Year Accident History: 1

Required Permits: USACE; WDFW HPA; SJC Shoreline; SJC Clearing & Grading Permit (estimated).

Project narrative:

The Deer Harbor Bridge on Channel Road is over 40 years old and needs to be replaced. The current bridge is of timber construction and was built in 1971. It is inspected every 2 years by the Washington State Department of Transportation’s Bridge Division. Repairs were made by WSDOT in 2009 to extend the life of the bridge while funding was secured. The County Engineer established traffic restrictions in 2012 based on a structural inspection.

Federal funding to replace the bridge was secured in November of 2012 with construction scheduled around May 2015.

Outside the scope and jurisdiction of the Public Works Department there have been several studies commissioned regarding the ecological impacts the existing bridge has on Cayou Estuary.

Permitting and Right of Way requirements are not yet completely determined. Middens have been observed in the projects vicinity.
ORCAS ROAD IMPROVEMENTS (MP 3.4 – 4.5)

Project # 4    CRP #020901    Project Manager: Shannon Wilbur

Estimated Cost: $2,500,000 - $3,000,000
Fund Source: SJC Road Funds & Outside Funds Required.

Road #: 4    FC: 07    Posted Speed Limit: 40    Milepost: 3.4 - 4.5

85% Speed: 45.2 mph at MP 3.92 (12/2011)
Traffic Volume: 2167 AADT at MP 3.92 (2012)
5 Year Accident History: 8

Required Permits: SJC Clearing and Grading Permit, environmental permits not identified.

Project narrative:
The project will include portions of Orcas Road North and South of the curves at Nordstrom Lane. It will begin just far enough south of the intersection to accommodate a new alignment and end north of McNallie Lane past the rock outcrop. It involves widening, upgrading and redesigning the sharp curves on Orcas Road at Nordstrom’s Lane and at Swan Road to improve sight distance and provide general safety for vehicular and pedestrian users. The stretch of road from MP 3.30 to 4.00 has one of the highest accident frequencies in the County.

Orcas Road is the main road from the ferry landing to Eastsound, Moran State Park, and both the north and east side of Orcas Island. The existing roadway width is 22’ with a posted speed limit of 35 miles per hour. Note that the 85th percentile speed is 45.8 mph. There is limited sight distance. Cattle fences, utility poles and trees are within the 10 foot clear zone from the lane/traveled way edge. There are several intersections with limited sight distance.

Proposed Project improvements include shoulder widening, drainage improvements, increasing sight distance, increasing the curve radius, intersection improvement, relocating cattle fences and utility poles.

Outside funding will be required for design and construction. An application for RATA (CRAB) funds have been secured for $1.5 million funding in the 2013-2015 Biennium. The additional $1,238,000 RATA funds will be applied for in the 2015-2017 Biennium.
WEST BEACH ROAD CULVERT REPLACEMENT (MP 1.21-1.25)

<table>
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<tr>
<th>Project #</th>
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<th>Project Manager</th>
<th>Estimated Cost</th>
<th>Fund Source</th>
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<td>020701</td>
<td>Dan Vekved</td>
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Road #89  FC: 09  Posted Speed Limit: 35  Milepost: 1.21 - 1.25

85% Speed: 38.2 mph at MP 0.56 (5/2009)
Traffic Volume: 363 AADT at MP 0.56 (5/2009)
5 Year Accident History: 1 at MP 1.150

Required Permits: SJC Clearing and Grading, SJC SEPA; WDFW HPA.

Project narrative:

There is a large 4 foot diameter culvert on West Creek at West Beach Road. The roadside bank is slumping at the culvert location, jeopardizing the stability of the road. The corrugated metal culvert is deteriorating and needs to be replaced. The project will prevent further slumping of the road, and prevent the road from failing. It will also stabilize roadside drainage ditches that empty to the creek.

A replacement culvert and new guardrail will be installed. The project will be designed for fish passage.
PRUNE ALLEY COMPLETE STREETSCAPE (MP 0.23 TO 0.42)

**Project # 6 CRP # Not assigned**  
**Project Manager:** Shannon Wilbur  
**Estimated Cost:** $935,400  
**Fund Source:** SJC Road Fund for 2014, additional sources to be identified  
**Road # 54**  
**Posted Speed Limit:** 20 MPH  
**Milepost:** 0.23—0.42  
**85% Speed:** 21.3 mph at MP 0.25 (7/2009)  
**Traffic Volume:** 1815 (2011)  
**Accident History (5 yr.):** 3 accidents  
**Required Permits:**

**Project Narrative:**

The Prune Alley Complete Streetscape Projects proposes to create a fully developed multi-modal street in the heart of Eastsound. The project concept includes sidewalks with bulb outs/rain gardens at the intersections, delineated parking, sharrows, and a shuttle stop and trail through the county-owned property across from Fern Street. Although a 2012 grant application was not successful, new funding sources will be sought.

In the absence of grant funds, the County will incorporate spot improvements based on the concept plan developed by the EPRC. They have met with Prune Alley property owners in 2012 and began the design of the Complete Streetscape in the winter of 2013. The spot improvements include the installation of bulb outs/rain gardens as appropriate at intersections.
HUNTER BAY DOCK, FLOAT and BOAT RAMP REPLACEMENT

Project # 7   CRP #031501   Project Manager: Colin Huntener

Estimated Cost: $360,000
Fund Source: SJC Road Fund

Road #: 125  Dock #: DK125  Rqd LOS: C  Current LOS: E
Milepost: Crab Island Road - road end

DNR Lease #20-A10354, expires 12/15/2034
Longitude and Latitude: W122° 50' 47", N48° 27' 34"

Required Permits: USACE; WDFW HPA; SJC Shoreline.

Project narrative:

The dock and float at Hunter Bay no longer have available capacity to meet the Level of Service (LOS) as established in the San Juan County Code, Chapter 18.60.200.D, Table 6.6. The number of linear feet available for moorage on a Type 1 dock/float should be 120 LF to hold a level C. Hunter Bay float has only 80 LF and a LOS level E.

An analysis needs to be made to determine the best expansion option alternative for the float. Additionally, the ramp is deteriorating. The lower portion of the ramp exhibits significant cracking and breaks, which will soon impact the upper portion of the ramp. The logs are too thin to sustain the heavy equipment which is frequently loaded from the ramp. The ramp needs to be replaced.

Ramp replacement is the critical path on this project and will be pursued first.
BEAVERTON VALLEY ROAD CULVERT REPLACEMENT (MP 4.2)

Project # 8  CRP # not assigned  Project Manager: Dan Vekved
Estimated Cost: $ 110,000
Fund Source: SJC Road Funds
Road #: 2  Milepost: 4.2
Posted Speed Limit: 45
85% Speed: 49.6 mph at MP 3.52 (3/2011)
Traffic Volume: 1798 AADT at MP 3.52 (2011)
5 Year Accident History: 1

Required Permits: SJC Clearing and Grading, WDFW HPA

Project Narrative:

There is currently a 46’ long 24” reinforced concrete culvert at this location. Pipe joint separation has occurred underneath the Northeast bound lane causing some slumping in the road surface and jeopardizing the base integrity.

This project will replace the existing culvert at a shallower depth and add a concrete basin structure which will contain the flow as it drops to the creek bed below. The outlet of the structure will be armored with rock to dissipate the energy of the flow and protect the creek from erosion.
A STREET RECONSTRUCTION (MP 0.11 – 0.34)

Project # 9  CRP # not assigned  Project Manager: Dan Veklved
Estimated Cost: $220,000
Fund Source: SJC Road Funds
Road # 165  FC: 09  Milepost: 0.0 - 0.117
Posted Speed Limit: 20
85% Speed: 14.0 at MP 0.04 (4/2011)
Traffic Volume: 1835 AADT at MP 0.04 (2011)
5 Year Accident History: 3
Required Permits: SJC Clearing & Grading

Project Narrative:
A Street has a chipsealed surface over an unimproved road. A Street has poor drainage and requires constant maintenance. It is currently one of the most heavily traveled streets in Eastsound. Recent development at the Orcas Athletic Center and the proposed New Market Office complex will generate a significant increase in traffic volume.

This project will reconstruct the street with adequate base and top course. Curbs, gutters and sidewalks will be included. Right of Way acquisition may be required.

Concept plans have been developed. A companion stormwater utility project will be constructed in 2013 as part of the A to Main project and will help alleviate some of the drainage problems.
GRAVEL ROAD CONVERSION

Project # 10  CRP # Varies  Project Manager: Russ Harvey

Estimated Cost: $320,000
Fund Source: County Road Funds

Road #: Varies  FC: 07  Posted Speed Limit: 25  Milepost: Varies

Required Permits: Not known at this time.

Project narrative:

Gravel Road Conversions consist of converting existing gravel roads to chipseal surfacing. Conversion includes 2 lifts 5/8” chipseal in the year shown and only 1 lift of 3/8” chipseal sometime thereafter. It also includes tree trimming, roadside brushing, cleaning ditches and shoulders, additional gravel and culvert replacement. It does not include significant road widening or geometric change. A priority array has been developed to consider costs and benefits in determining the timing of roads to be converted.

As shown in the Six-Year TIP, the next three years are planned as follows:
   Lopez Island - Cape St Mary Road, Cousins Road and Tekoa Road
   San Juan Island - Mill Street, MacGinitie Road, Crestview Road (this list is subject to change)
   Orcas Island - Dolphin Bay Road (this list is subject to change)

Island specific Open Houses will include information on the proposed gravel road conversion with specific outreach to adjacent property owners.
SHORE ACCESS PROGRAM (COUNTY WIDE)

Project # 11   CRP # varies   Project Manager: Clay Warner
Estimated Cost: $15,000 per year
Fund Source: SJC Road Funds
Road #: varies   Milepost: varies
Posted Speed Limit: varies
85% Speed: varies
Traffic Volume: varies
Accident History (5 yr.): varies

Required Permits: SJC Substantial Development Permit required for all projects over $6,416.00

Project Narrative:
There are sixty six roads with right of way that intersect the shoreline in San Juan County. These shore access locations are a great asset to the citizens of San Juan County. The goal of the Shore Access Project is to:

a) Develop a set of criteria to determine which Shore Access locations to enhance.
b) Develop a cohesive set of design guidelines to direct improvements.
c) Develop maintenance guidelines for any improvements.

Shore Access locations will require surveying to delineate R.O.W. boundary lines. Not all Shore Access locations will provide physical access to the shore due to extreme site conditions, such as steep slopes. Development at locations may be limited to visual access improvements. All Shore Accesses are within existing County Road Right of Way.

The work plan for 20134 includes the continued development of items a), b), and c) above, vetting them through a process that includes the San Juan County Council, and possible improvement of one or two locations.
NON-MOTORIZED SAFETY IMPROVEMENTS (COUNTY WIDE)

Project # 12  CRP # varies  Project Manager: Shannon Wilbur
Estimated Cost: $15,000 per year
Fund Source: SJC Road Funds
Road #: varies  Milepost: varies
Posted Speed Limit: varies
85% Speed: varies
Traffic Volume: varies
Accident History (5 yr.): varies

Required Permits:

Project Narrative:
An annual program providing for bicycle and pedestrian traffic safety improvements through small, localized projects. Areas of focus will include:

a) Shoulder improvements for bicycle traffic on uphill stretches of road to enhance safety conditions for cyclists and passing vehicle traffic.

b) Roadside pedestrian paths and crosswalk signage in areas with high traffic volumes or pedestrian generators.

Annual funds will be distributed among local projects on San Juan, Orcas and Lopez Islands.

The work plan for 2014 includes the continued development of a set of criteria to determine which locations to improve and a cohesive set of design guidelines to direct improvements, vetting that through a process that includes the San Juan County Council, and possible improvement of one or two locations.
INTERSECTION GEOMETRY IMPROVEMENTS
(COUNTY WIDE)

Project # 13  CRP # varies  Project Manager: Colin Huntemer
Estimated Cost: $15,000 per year
Fund Source: SJC Road Funds
Road #: varies  Milepost: varies
Posted Speed Limit: varies
85% Speed: varies
Traffic Volume: varies
Accident History (5 yr.): varies
Required Permits: In general, no permits will be required.

Project Narrative:
Throughout San Juan County there are County road intersections known to be problematic. Although those intersections can be improved with large grant funded roadway projects there is a need to consider low cost improvements ahead of a larger roadway improvement project.

Characteristics that will be considered when assessing intersection improvements will include geometrics, sight distance, signage, roadside hazards, striping or speed limits. In other instances, undesirable conditions exist because the intersection configuration is prone to driver misuse. In these situations, and in addition to enforcement, minor changes may be available to encourage lawful driving and improve driver safety.

Identifying, studying and implementing low cost measures to improve intersections is a very cost effective way to improve driver safety to the citizens of San Juan County.

The work plan for 2014 includes the continued development of a set of criteria to determine which locations to improve and a cohesive set of design guidelines to direct improvements, vetting that through a process that includes the San Juan County Council, and possible improvement of one or two locations.
ROADSIDE HAZARD MITIGATION PROGRAM

Project # 14  CRP # Varies  Project Manager: Rachel Dietzman

Estimated Cost: $30,000 per year.
Fund Source: SJC Road Fund

Road # Varies  Posted Speed Limit: Varies  MP: Varies

Required Permits: In general, no permits will be required.

Project narrative:

This programmatic project is the continuation of the 2013 Run-off Road & Intersection Safety Program. The goal of the program is to reduce the severity of fatal and serious injury from run-off road and intersection collisions through low-cost, widespread solutions that immediately address identified risks.

The Roadside Hazard Mitigation Program involves identifying and systematically mitigating for those roadside hazards that are likely to increase the severity of runoff crashes or intersection accidents especially along FFC 07 and 08 roads. Based on accident data, curve geometry, trees, ditches, water and steep embankments impact the severity of accidents. By removing, signing and/or modifying these elements, the injury rate and/or severity may be reduced in vehicular crashes.

Using the County’s GIS system, each of the road hazard elements will be mapped to allow for effective design in those areas that have been identified as ‘at risk’ for run-off road crashes and/or intersection accidents. A mitigation program is designed that provides consistency throughout the county and groups the ‘at risk’ elements based on location or similarity of solutions, i.e. tree removal, guardrail installation, slope stability, clearing or signing. The subsequent construction phase will remove or modify the ‘at risk’ element.
## OD LIN PARK FLOAT AND PILE REPLACEMENT

<table>
<thead>
<tr>
<th>Project #</th>
<th>CRP #</th>
<th>Project Manager</th>
<th>Estimated Cost</th>
<th>Fund Source</th>
<th>Road #</th>
<th>Float #</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>031001</td>
<td>Dan Vekved</td>
<td>$160,000</td>
<td>SJC Road Funds</td>
<td>262</td>
<td>FL128</td>
</tr>
</tbody>
</table>

**Required Permits:** USACE; WDFW HPA; SJC Substantial Shoreline Development Permit

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**Project narrative:**

During the Winter of 2005-2006, the float at Odlin County Park was removed, inspected, and repaired. It was found to be in poor condition. The original design included splicing two sections together at mid-length. This lack of structural continuity causes the float to behave poorly and has lead to a shortened useful life. The timber piling will be replaced with steel piling.

The float will be relocated to the east to allow moorage on both sides.

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Maps of San Juan County and Odlin Park area.
SAN JUAN VALLEY ROAD RECLAMATION (MP 0.08 - 0.50)

Project #16  CRP #010601  Project Manager: Guard Sundstrom

Estimated Cost: $250,000  
Fund Source: SJC Road Funds

Road #9  FC: 09  Posted Speed Limit: 45 mph  Milepost: 0.08 - 0.50

85% Speed: 47.3 mph at MP 0.07 (11/2010)  
Traffic Volume: 1291 AADT at MP 0.07 (11/2010)  
5 Year Accident History: 2

Required Permits: DOE Wetland; possible SJC Clearing & Grading.

Project narrative:

San Juan Valley Road is a straight and narrow road with no shoulders, a rough roadway surface that slumps at the edges and humps in the middle caused by settlement. The underlying material is peat. Vehicles, especially large trucks, drive down the center of the road when there is no oncoming traffic. ‘Rough Road Ahead’ signs have been installed with cautionary warning ‘35 mph’.

Wetlands on both sides of the road prevent widening without mitigation. Existing right-of-way also limits widening. Portions of the road need major stability efforts, such as removal of subbase, installing geofabric & base rock.

The project work will be coordinated with the Town of Friday Harbor’s new waterline. They have identified 2015 as their construction window. We will coordinate with them for the most efficient construction.
ENCHANTED FOREST ROAD TRAIL - EAST

Project # 17  CRP # 021501  Project Manager: Clay Warner
Total Cost: $100,000  
Fund Source: SJC Road Funds
Road #: 80  FC: NA  Posted Speed Limit: NA  Milepost: 0.0-0.254
85% Speed: 33.1 mph at MP 0.08; 27.6 mph at MP 0.03
Traffic Volume: 1153 AADT MP 0.10; 1337 AADT MP 0.01 (2011)
5 Year Accident History: no accidents

Required Permits: SJC Clearing and Grading, SEPA, CAO Permits, USACE sec404 or NWP14, DOE sec401, WDFW HPA.

Project narrative:
Enchanted Forest Road outside of Eastsound is narrow with no shoulders. The stretch of road between Loganberry Lane and Lover's Lane was improved in 2009 with a five foot wide gravel trail on the side of the road. The east part of this project is to extend this trail to North Beach Road.

Additional public road right-of-way may be required. There will be a section that goes over the Eastsound Swale.
## Project Narrative:

The shoreline bluff along the Agate Beach section of MacKaye Harbor Road has been eroding from tidal and storm action. Bluff erosion has advanced to within a couple of feet of the county road. The project is to evaluate possible long-term solutions to protect the county road from the erosion process and to initiate measures to protect road traffic in the interim.

MacKaye Harbor Road provides the only access to Agate Beach County Park, the National Monument at Iceberg Point and to several private residences on the east side of Agate Beach. As the erosion advances it will cause loss to portions of the road, and eventually, cause loss of the entire road. Repair is necessary to maintain the continuity and safety of travel on this section of MacKaye Harbor Road.

In 2009, Herrera Environmental Consultants, Inc. developed eighteen possible repair alternatives for the protection of MacKaye Harbor Road. Two alternatives were selected for further consideration: Sediment Nourishment and a Soldier Pile Wall with Soil Nourishment. Estimated construction costs range from $700,000 to $1,900,000. Total project cost will be in the $1.5-$3.5 million range. Relocating the road would be in the $3 to $5 million dollar range.

This project involves a short term simple solution to the area in the front of the San Juan County Park. Long term solutions must consider sea level rise.

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### San Juan County Public Works Capital Project Summary

**Project #** 18  **CRP #** 030601  **Project Manager:** Colin Huntemer

**Estimated Cost:** $230,000.  **Fund Source:** SJC Road Funds

**Road #:** 118  **FC:** 09  **Posted Speed Limit:** 25  **Milepost:** 1.70 - 1.90

**85% Speed:** 37.2 mph at MP 1.68 (5/2009)  **Traffic Volume:** 182 AADT at MP 1.40 (7/2004)  **5 Year Accident History:** 0

**Required Permits:** USACE; WDFW HPA; SJC Shoreline, and 8 other permits and processes.

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### Location Map

[Map showing the location of MacKaye Harbor Road and Agate Beach County Park]
ROULEAU ROAD RECONSTRUCTION (MP 0.0 – 1.1)

Project #19  CRP #011301  Project Manager: not yet assigned

Estimated Cost: $180,000
Fund Source: SJC Road Fund

Road #: 38  FC: 09  Posted Speed Limit: 35  Milepost: 0.0–1.1

85% Speed: 47.3 mph at MP 0.10 (4/2011)
Traffic Volume: 682 AADT at MP 0.10 (2011)
5 Year Accident History: 0

Required Permits: SJC Clearing & Grading, SEPA, CAO Permits, USACE sec404 or NWP14, DOE sec401.

Project narrative:

The road surface is rough and bumpy from patching of numerous potholes and cracks. Inadequate road base material and inadequate roadside drainage has contributed to failure of road structure. Reclaiming will not solve the problem.

Reconstruct road to provide adequate road base and roadside drainage. Project includes Right-of-Way and topographic survey, possibly Right-of-Way acquisition, design and construction. The improvement may include shoulder widening.

This project should reduce road maintenance and provide a longer road life. The project will also improve drainage, provide greater driving safety and an improved ride.

The intersection at Rouleau Road and Limestone Point Road has poor site distance and may be considered as part of this project.
DOUGLAS/BAILER HILL ROADS IMPROVEMENTS (MP 3.15 – 5.95)

Project Narrative:
Douglas Rd and Bailer Hill Road are major transportation links on San Juan Island, it is a direct route from Friday Harbor to the west side of San Juan Island, San Juan County Park, and Limekiln State Park.

- Bailer Hill Road and Douglas Road intersect with a “Y” shaped private road that serves many residences. There is limited sight distance at this intersection.

- There is a deep ditch on the south side of the road near False Bay Dr. The road is settling into the ditch in this area. The project may include a retaining structure, installation of culverts and reconstruction of the south side of the road.

- During heavy flooding water can flow over Bailer Hill Road. Inundation of the roadway has been up to 4-feet deep in the recent past. False Bay Creek drains the majority of San Juan Valley and crosses Bailer Hill Rd. Water back up is caused by downstream problems.

- The road is narrow. A wider shoulder for bicycle and pedestrian safety should be considered, as well as improvements to excessive crown and rough driving surface.

- The project may be split into two phases, road reclamation and minor widening to the West with local funds, and major road and intersection improvements to the East with grant funds. Predesign work will define the scope of work.

San Juan County

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Project # 20  CRP # not assigned  Project Manager: not assigned
Estimated Cost: $
Fund Source: SJC Road Funds
Road #: 1  Milepost: 3.15 – 5.95 (From S of Little Rd. to Wold Rd.)
Posted Speed Limit: 45 mph
85% Speed: 48.8 mph at MP 3.6  (2011)
Traffic Volume: AADT 1280 at MP 3.6  (4/2011)
Accident History (5 yr.): 11 accidents

Required Permits: Permits may include Wetland, SJC Grading, HPA
GRiffin Bay marine Access

Project # 21  CRP #010605  Project Manager: Guard Sundstrom

Estimated Cost: $210,000  
Fund Source: SJC Road Funds

Road # NA  FC: NA  Posted Speed Limit: NA  Milepost: NA

Required Permits: SJC Shoreline; USACE; HDFW HPA; Subdivision Development

Project narrative:

The project includes the establishment of a county road from Jackson Beach Road to the Griffin Bay (ordinary high tide), by RCW 36.81. The establishment will include a public hearing with the County Council. A road name, road number, right of way width, and posted speed limit will be assigned.

This proposal is to evaluate potential uses of this site for marine access by barges and recreation uses, and includes analysis of site suitability, feasibility and alternatives. Any future proposal will proceed only if it is accomplished in a manner that is consistent with the Comprehensive Plan and all applicable laws as per San Juan County Resolution No. 4-2008. The site is currently used for unloading aggregate by barge with a three times per year limit.

An EIS may be required.
PEAR POINT ROAD TO TURN POINT ROAD CONNECTOR

Project # 22  CRP #  Project Manager: Rachel Dietzman

Estimated Cost: $1,200,000  Fund Source: SJC Road Funds; Outside Grant Funding

Road #: 6  Milepost: N/A

85% Speed: N/A  Traffic Volume: N/A  Accident History (5 yr.): N/A

Required Permits: Unknown at this time

Project narrative:

This project involves constructing a new road and roadside path through right-of-way in property (the former gravel pit) owned by Island Rec which will connect Pear Point Road to Turn Point Road. This project may improve traffic flow along Warbass Avenue in the Town of Friday Harbor and allow access to proposed affordable housing on the Buck property. It will also allow more direct southerly access for residents of Turn Point Road to the south end of San Juan Island. The pedestrian path will allow access to Jackson Beach.

Additionally, traffic improvements to the entrance to Shipyard Cove Marina will be pursued in order to permit truck traffic departing from the barge landing there to avoid travel through Town.

The project will need outside grant funding for construction.