DATE: August 26, 2014

TO: Julie Thompson, Associate Planner
     Community Development Department

FROM: Rachel E. Dietzman, P.E., County Engineer

APPROVED: Frank Mulcahy, P.E., Public Works Director

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

FOR MEETING OF: To be scheduled.

Purpose: To review the Draft Six-Year Transportation Improvement Program (TIP) for 2015-2020 and make recommendations to the County Council.

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.
- 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.
- 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.

Recommended Motion: Not applicable.

Review and make recommendations to the County Council.

Attachments:
A. SEPA Check List.
B. Supplemental Sheet for Non-Project Action.
C. Draft Six-Year Transportation Improvement Program.
E. Project Summaries and locations.
NPS CATTLE POINT ROAD REALIGNMENT (MP 7.40 – 8.50)

Project # 1  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: 49.7 mph at MP 6.80 and 32.7 mph at MP 9.00 (4/2013)
Traffic Volume: 400-800 AADT
5 Year Collision 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 is provided via local road funds. Design will be completed in 2014 with construction in 2015.
DEER HARBOR BRIDGE REPLACEMENT (Br No 2146A)

Project # 2  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: 400-800 AADT at MP 0.20
5 Year Collision History: 0

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 project’s vicinity.
ORCAS ROAD IMPROVEMENTS (MP 3.4 – 4.5)

Project # 3  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: 44.5 mph at MP 3.88 2013
Traffic Volume: 2000-3000 AADT
5 Year Collision 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 McNellie 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 received from the 2015-2017 Biennium.
WEST BEACH ROAD CULVERT REPLACEMENT (MP 1.21-1.25)

Project #4  CRP #020701  Project Manager:
Estimated Cost: $590,000
Fund Source: SJC Road & Stormwater Utility Funds,

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: 100-400 AADT
5 Year Collision History: 2: MP 1.150 and MP 1.271

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.

Construction has been delayed until 2016 when potential SRFB funds will be available. This will be from a partnership with Skagit Fisheries Enhancement Group.
PRUNE ALLEY COMPLETE STREETSCAPE (MP 0.23 TO 0.42)

Project # 5  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: 21.6 mph at MP 0.25 (2011)  
Traffic Volume: 1200-2000 AADT  
Collision 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.
Project #6 CRP #031501  Project Manager: Colin Huntern

Estimated Cost: $300,000
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.
PEAR POINT ROAD TO TURN POINT ROAD CONNECTOR

Project # 7  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
Collision 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.
BEAVERTON VALLEY ROAD CULVERT REPLACEMENT (MP 4.2)

Project Manager:
CRP # not assigned

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: 1200-2000 AADT

5 Year Collision History: 1 at MP 4.155 and 1 at MP 4.377

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:
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: >3000 AADT
5 Year Collision History: 5

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 was 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:
San Juan Island - Mill Street, MacGintie 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
Collision 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 2014 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
Collision 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
Collision 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.
ODLIN PARK FLOAT AND PILE REPLACEMENT

Project # 14  CRP #031001  Project Manager: Dan Vekved

Estimated Cost: $160,000
Fund Source: SJC Road Funds

Road # 262  Float #: FL128

Required Permits: USACE's, WDFW HPA; SJC Substantial Shoreline Development Permit

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.

RCO funding has been applied for in 2014.
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 run-off 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.
**ENCHANTED FOREST ROAD TRAIL - EAST**

**Project #** 16  **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 (2011)  
**Traffic Volume:** 1200-2000 AADT  
**5 Year Collision History:** 7

**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.
ROULEAU ROAD RECONSTRUCTION (MP 0.0 – 1.1)

Project #18 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: 400-800 AADT
5 Year Collision History: 1

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 # 19  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: 1200-2000 AADT MP 3.204 to 5.166 and
800-1200 from MP 5.166 to 5.95
Collision History (5 yr.): 13 accidents

Required Permits: Permits may include Wetland, SJC Grading, HPA

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.

• State funding through RAP is being pursued in 2014.
GRIFFIN BAY MARINE ACCESS

Project # 20  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.