

All Roads Lead Back Locally

Emergency Response on Our Roadways

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WSDOT Region Emergency Managers

WSDOT Partnerships

Our Mission: Provide safe, reliable, and cost-effective transportation options to improve communities and economic vitality for people and businesses.



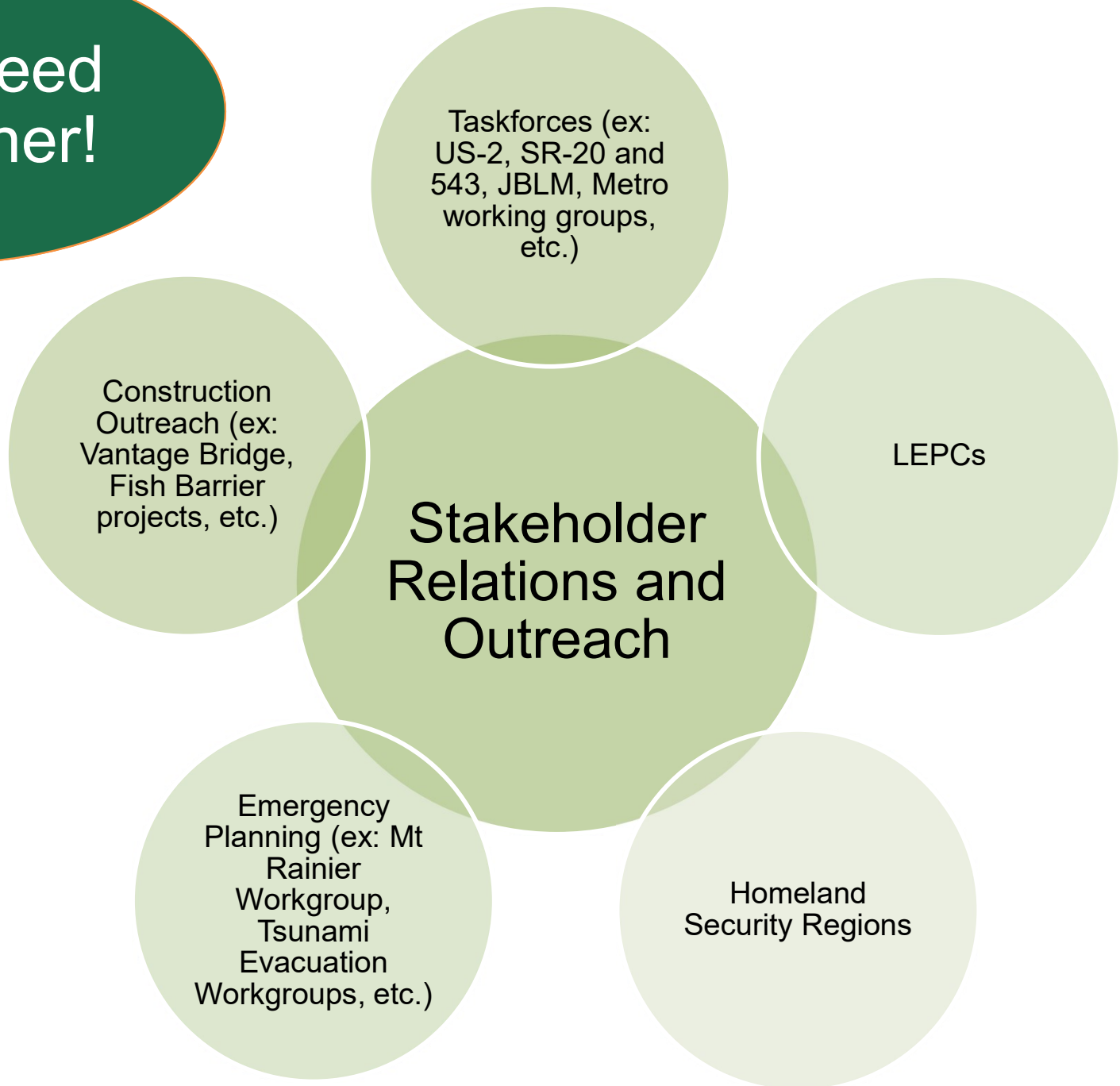

PNEMA
The Pacific Northwest Emergency Management Compact is an international agreement between states and provinces in the upper northwest.



Working with stakeholders:

- International / Federal
- State Agencies / Tribes
- County Emergency Management
- City / other local jurisdictions
- Operational groups / taskforces

We all need each other!



Opportunities

How we can work together:

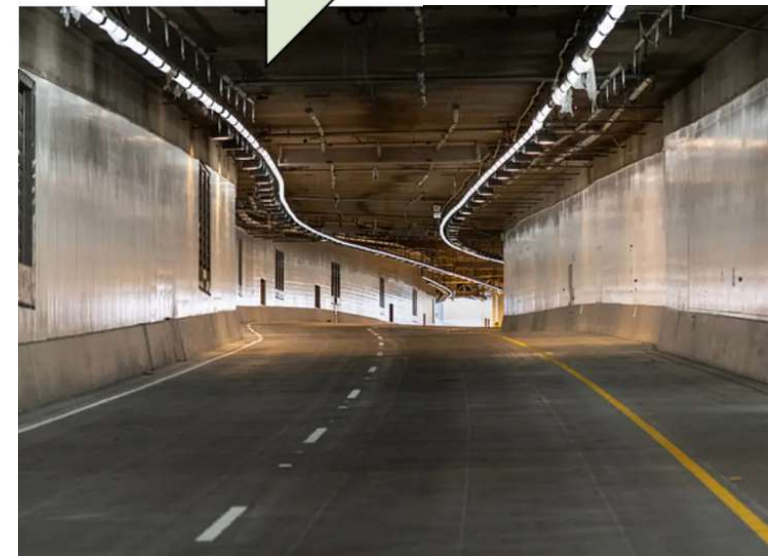
- Training
- Exercises
- Events
- Incidents
- Planning
- Projects
- Public Outreach: Travel Map, Travel Alerts



Preliminary Damage Assessments

The Basics:

- System for conducting damage assessments
- 10-minute evaluation of bridges
- Includes roadway assessment
- Two-hour training annually
- Practice in Great ShakeOut
- Based on NCHRP guidelines



Preliminary Damage Assessments



Bridge & Roadway Preliminary Damage Report

1. Date	2. Time	Status of Bridge or Roadway:		
		3. <input type="checkbox"/> Open	4. <input type="checkbox"/> Closed	5. <input type="checkbox"/> Restricted
6. Region	7. County	8. Route	9. Milepost	10. Bridge Number (if applicable)
11. Location		12. Inspector's Name		
13. Remarks				

Emergency Bridge Inspection

Check box that corresponds with any problems below.
Note: Only check a box if you are going to close the bridge.

If Bridge is **SAFE** to stay **OPEN**, apply **GREEN** tape with the date, time, and inspector's initials to right hand side of the bridge on the approaching corner. If Bridge is **UNSAFE** and needs to be **CLOSED**, apply **RED** tape with date, time, and inspector's initials to right hand side of the bridge on the approaching corner. Post signs to close bridge when able.

Items:

14. <input type="checkbox"/> Bridge Approaches	21. <input type="checkbox"/> Hinge or Expansion Joints	Check for: General alignment of roadways and rails, and damaged utilities Raised or lowered approaches Cracks or buckling in the deck or roadway Raised or protruding joints or utility covers Cracking, crushing, spalling, or misalignment in columns, bent caps, abutments, beams, girders or wing walls Settlement around abutments, columns or walls Missing bolts or rivets and/or fractured, broken, missing, or damaged anchorage connections. Dislocation or movement of bearings Changes in water flow or debris accumulations Loss of soils around footings, walls and roadway embankments due to erosion or scour
15. <input type="checkbox"/> Wing Walls	22. <input type="checkbox"/> Railings, Parapet and Curb	
16. <input type="checkbox"/> Bridge Abutments	23. <input type="checkbox"/> Utilities and Surrounding Areas	
17. <input type="checkbox"/> Bent Caps, and Columns	24. <input type="checkbox"/> Seismic Restraint Devices	
18. <input type="checkbox"/> Bearings	25. <input type="checkbox"/> Debris Accumulation in Channel	
19. <input type="checkbox"/> Beams or Girders	26. <input type="checkbox"/> Undermined Footings	
20. <input type="checkbox"/> Deck (Top and Underside)		

Roadway Inspection	Geotechnical Inspection
27. <input type="checkbox"/> Cracking	34. <input type="checkbox"/> Shoulder settlement
28. <input type="checkbox"/> Buckling	35. <input type="checkbox"/> Sags in roadway safety features (guardrail)
29. <input type="checkbox"/> Heaving or rolling	36. <input type="checkbox"/> Movement above or below tilted trees
30. <input type="checkbox"/> Pavement separation	37. <input type="checkbox"/> Debris on roadway
31. <input type="checkbox"/> Change in configuration - striping or lane shift	38. <input type="checkbox"/> Sloughing slopes
32. <input type="checkbox"/> Change in roadway surface	39. <input type="checkbox"/> Unstable rock blocks above roadway
33. <input type="checkbox"/> Signs, VMS and sign bridges	40. <input type="checkbox"/> Sinkhole

Who we train:

- As many WSDOT personnel as we can!

How we train:

- Online via Teams

Where we want to go:

- More training
- Expand to locals
- Developing a Seismic Interoperability Plan

Form link:

[DOT Form 580-020 Bridge & Roadway Preliminary Damage Report](#)

Emergency Operations...

It's a System!



WSDOT EOC

2007

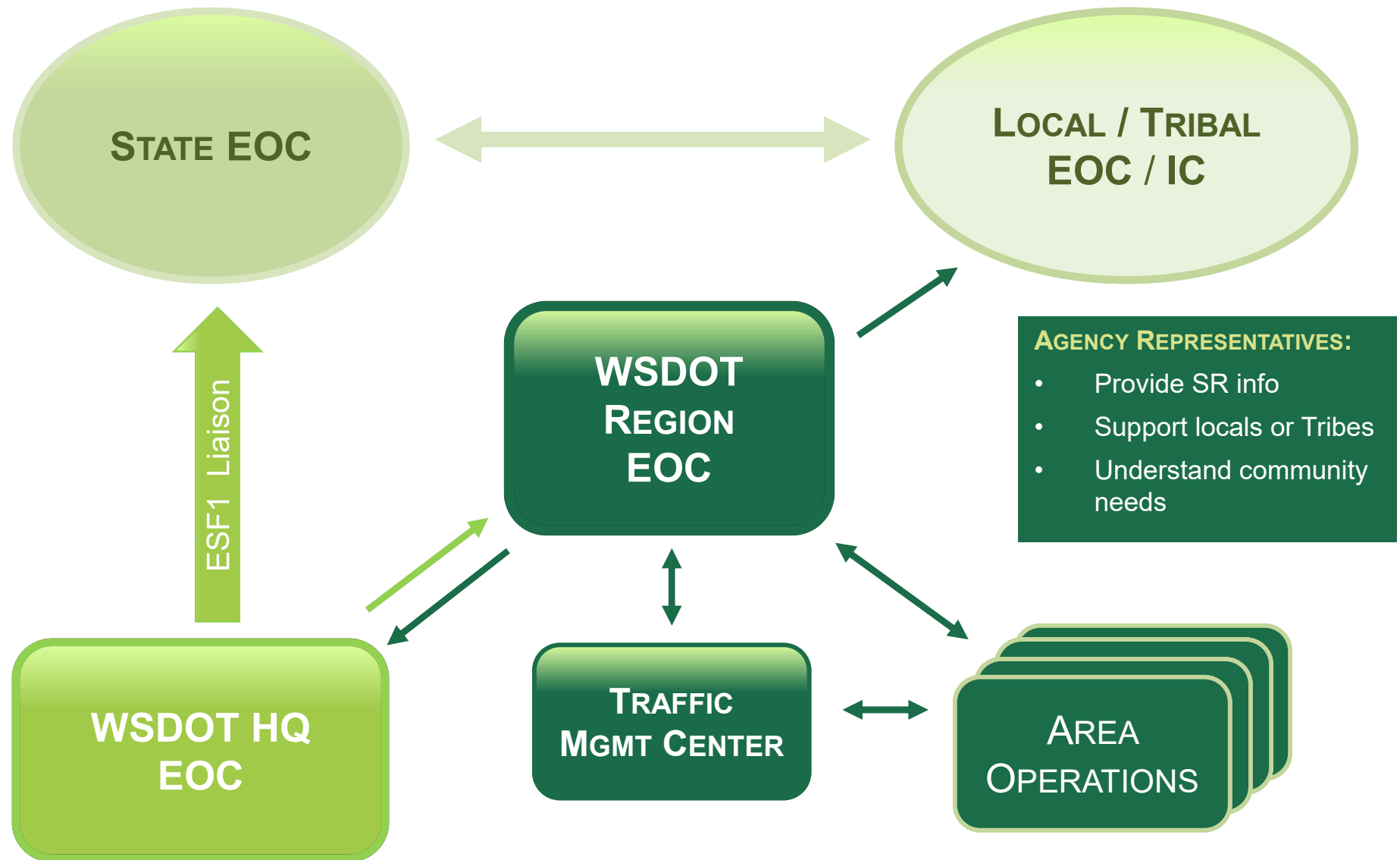


REGION TMC

2024

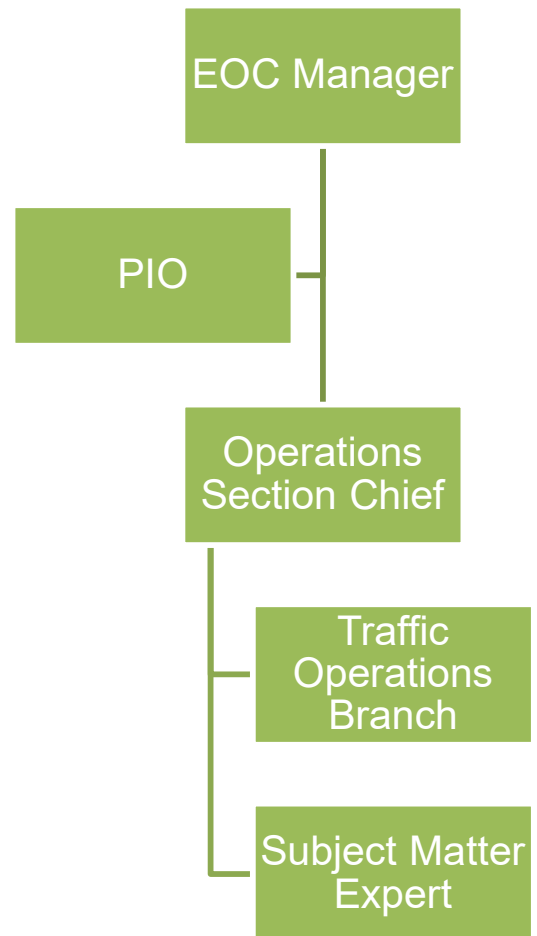
Emergency Operations

A System of EOCs



WSDOT EOC Structure

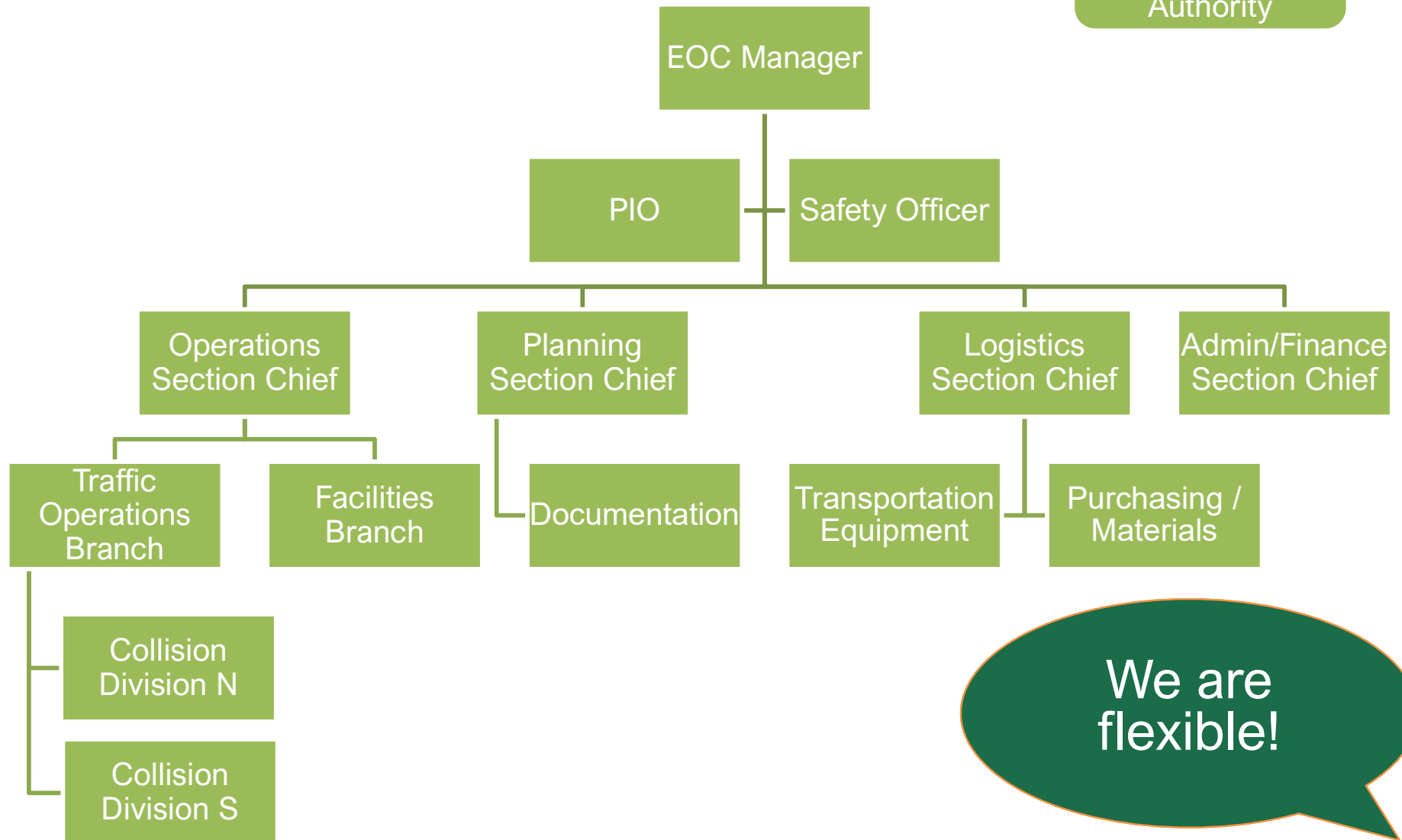
Level 2 or 3 Activation Example



WSDOT EOC Structure

Level 1 Activation Example

Policy Group:
Direction &
Authority



We are flexible!

The Region Support Plan

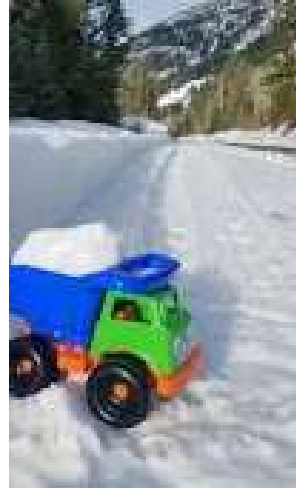
Every incident should have an action plan!

The Region Support Plan:

- Specifies the EOC objectives
- Provides executive guidance
- Shows the assigned staff
- Provides a common operating picture
- Complements SitRep and WebEOC



Washington State Department of Transportation Olympic Region		WSDOT EMERGENCY MANAGEMENT	
Region Support Plan – COVID-19 Response			
Incident Name: 20-2065 Novel CoV		Publish Date: April 30, 2021	
Region EOC Activation Level: Full / Activated March 16, 2020	Operational Period # 29	RSP Start: 12:01 am / 05.01.2021 RSP End: 12:00 midnight / 05.31.2021	
Incident Summary: WSDOT is supporting the statewide response to the COVID-19 Pandemic			
General Situational Awareness WSDOT requires staff to comply with Centers for Disease Control and Prevention (CDC) and Washington State Department of Health (DOH) guidance, including hand-washing, masking, and 6-foot physical distancing. All counties have re-opened businesses and schools under Governor Inslee's "Health Washington – Roadmap to Recovery" plan. All Washington residents age 16 and over become eligible for COVID-19 vaccinations on April 16, 2021.			
WSDOT Situation Summary Of the 101 Olympic Region employees who reported having been exposed to COVID-19, 18 have tested positive, 57 tested negative, 1 is awaiting test results, and 24 have not tested. Two WSDOT employees have succumbed to COVID-19 (one each from Megaprograms and State Ferries).			
		Region EOC Staffing	
		Region Administrator	John Wynands
		Region Executive	MaryLou Nebergall
Command			
		EOC Manager	Marlisa Adams
		Deputy Manager	Lit Dudley
		Safety Officer	Steve Rockwell
		Public Information Officer	Doug Adamson
General Staff			
		Operations Section Chief	Ken Wilhelm
		Planning Section Chief	Matt Pahs
		Logistics Section Chief	Beth Woodard
		Finance & Admin Sec Chief	Mark Flynn



Emergency Repairs

Washington State Department of Transportation

Work Order Number: DMC255

Supplement No: N12

MP: 11.4 To: 11.9

Work Order Title: State/Slip Repair

Work Description: Subgrade Repair, Pavement repair, ditch restoration, detour

Group	01 Work Done By Contractor	02 Work Under Agreement
Previous Authorization Totals		
Temporary Emergency Repair		
Incidental Repair		
Permanent Restoration		
Intelligence phone items		
This Request Amount		
New Authorization Totals		

Work Done Agreement

Payable Agreement Number: _____ Vendor Name: _____

Additional Project Information

Notes to Accounting

Email to: WSDOT HQ Acad Admin, WSDOT C/POM Project Financial Specialist

DOT Form 130-001, Revised 12/2017



FHWA announces \$1 billion emergency relief for bridge repairs

Washington State Department of Transportation

Declaration of Emergency

For the purpose of documenting the use of alternative bidding procedures under RCW 47.28.170 and estimating the costs of using State Forces for emergency work under RCW 47.28.030.

1. Date of Emergency: January 17, 2021

2. SR: SR 109

3. MP Location/Limits: MP 3.3

4. County: Grays Harbor County

5. Preliminary Estimate: Up to \$100,000* Over \$100,000** Over \$700,000***

6. Work Order No. (if known): DM-C272

7. Cause and Description:

On January 17, 2021, a large slide deposited debris and rock across SR 109 at MP 3.3 that blocked the highway and continued into the bay. Weather and rain have inundated the region; however the cause of the slide has not been determined.

WSDOT Maintenance crews did an emergency road closure and detoured the traveling public with an alternate route around the slide. The detour route is 12 miles in length.

The size of the slide and debris field is 325 feet in length, 80-90 feet in depth, and 90 feet wide. There is a head scarp 240 feet in length on the backside of the slide. The slope has 30+ large-diameter trees with leans toward the roadway.

8. Maintenance Superintendent/Project Engineer
 Director, Regional Administrator or Designee

9. Signature: John Wynands

10. Date: 2021.01.20

Digitally signed by John Wynands
 Date: 2021.01.20 13:40:52 -08'00'

* Projects for up to \$100,000 or less can be authorized by the Maintenance Superintendent or Project Engineer.
 ** Projects over \$100,000 require authorization by the Regional Administrator.
 *** Projects over \$700,000 require review by the Secretary of Transportation or designee.



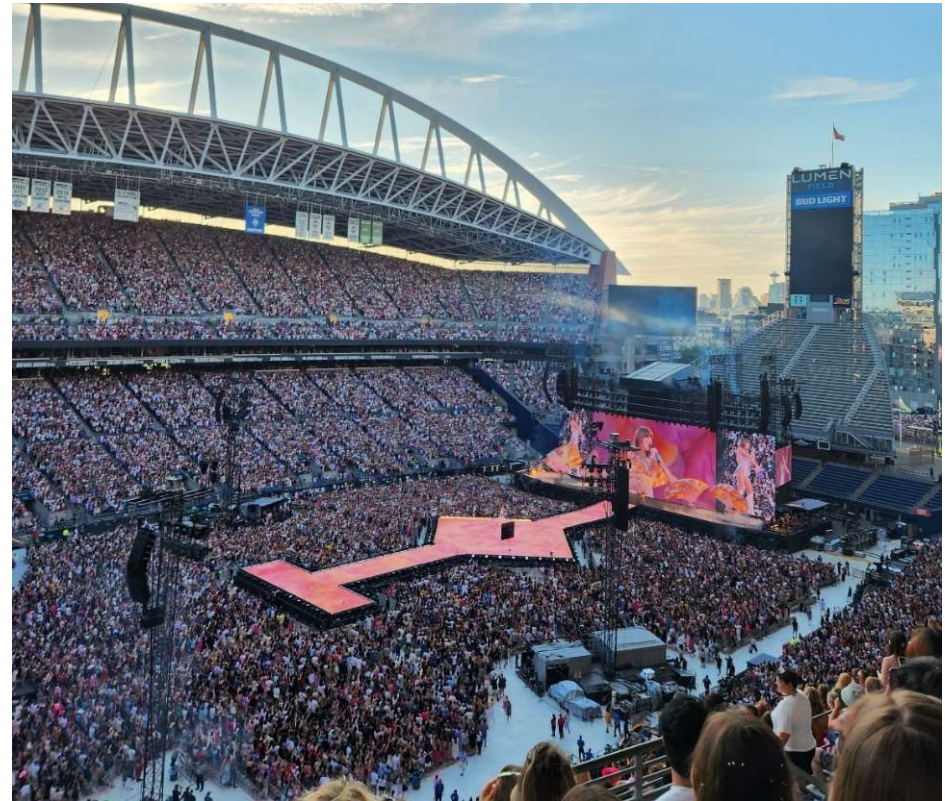
Emergency Closures



Construction Projects



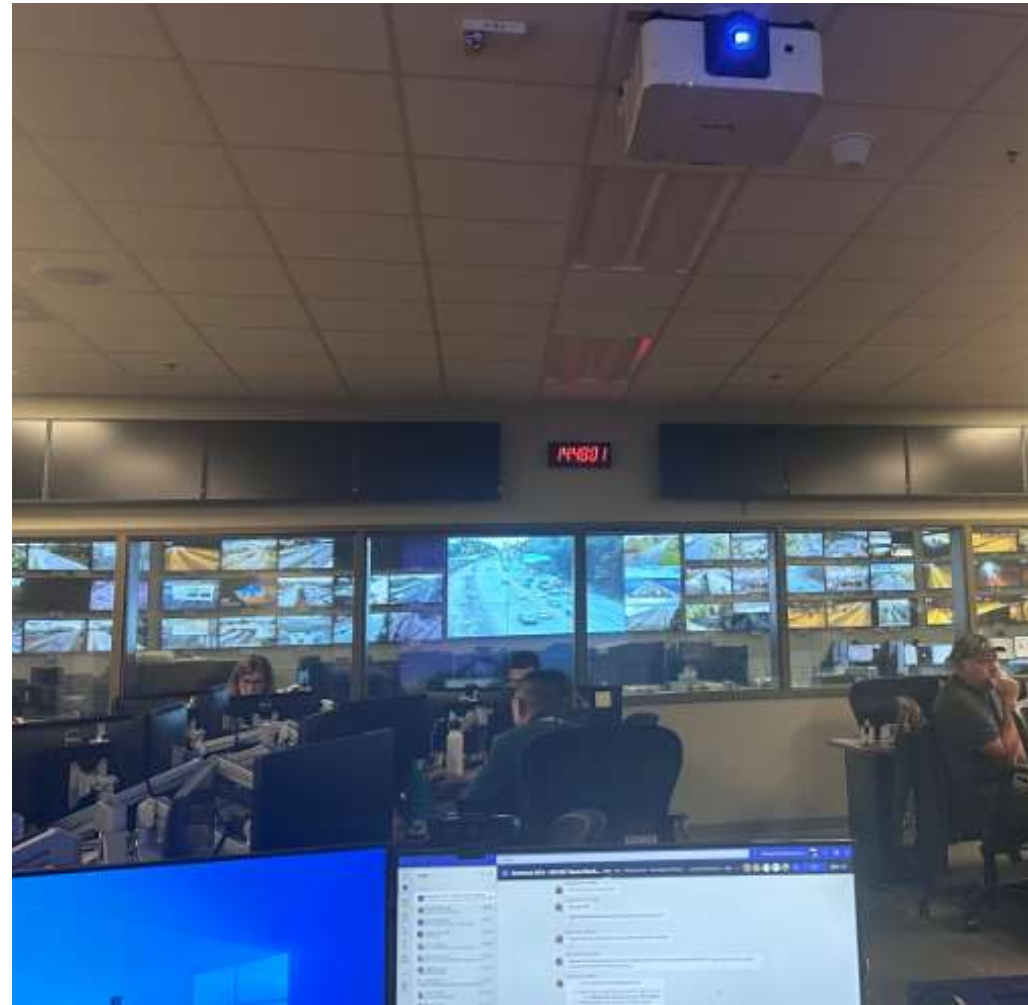
Special Events and Visits



EOC Activations

Cascadia Rising 2016
(Olympia, full activation)

Great Shakeout 2023
(Shoreline, partial activation)



Closing and Questions

It's all about partnership!



WSDOT SR 539
WISER LAKE RD

