

Harper Estuary Restoration Project



Boat Landing
discussion

Current landing site off Olympiad Drive



Southworth Drive landing site across from Harper Park



Sebring Drive Road End



Boat Access Design Considerations

- Proposed Use
- Tide range
- Exposure to wind, waves, currents, debris
- Accessibility from road
- Orientation to shoreline
- Design vehicle dimensions
- Turning radius
- Water depth at end of ramp
- Slope of ramp (12 – 15%)
- Surfacing of ramp
- Ramp width
- Siltation rates
- Parking
- Environmental impacts (mitigation)
- User safety
- Potential maintenance needs

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Phase 2

Olympiad Drive Culvert Replacement



Tina Nelson – KCDPW, Senior Program Manager

Olympiad Drive Culvert Replacement

Type, Size, and Location Report (T&L)

GOAL: ... to provide scientific and engineering analysis to determine the size of roadway opening and type of structure that will provide the greatest environmental benefits within project resource constraints.

The completed project shall provide full tidal exchange and restore impacted intertidal area within the right of way to maximum extent practical.

Olympiad Drive Culvert Replacement

Type, Size, and Location Report (TS&L) Alternatives Analysis

- Bridge Alternatives (Length, Type)
- Coastal Analysis
- Stream Assessment
- Stream Hydraulics and Scour Analysis
- Geotechnical Investigation
- Storm Drainage
- Permitting Strategy

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Community Involvement

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Next Steps

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