WAC 197-11-960: SEPA Environmental Checklist

Purpose of checklist:
Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

A. Background

1. Name of proposed project, if applicable:
   South 360th Street at Military Road South Roundabout Project #1131235

2. Name of applicant/lead agency:
   King County Department of Local Services (DLS), Road Services Division (Roads)

3. Address and phone number of applicant and contact person:
   Contact Person:  
   Broch Bender, Communications Manager  
   206-263-1189, bbender@kingcounty.gov  
   King Street Center (Mail Stop: KSC-LS-0315)  
   201 South Jackson Street  
   Seattle, WA 98104-3856

   Project website address: Kingcounty.gov/MilitaryRoadS360th

4. Date checklist prepared: This checklist was prepared March 2022.

5. Agency requesting checklist: King County DLS, Roads

6. Proposed timing or schedule (including phasing, if applicable):
   The project’s construction schedule is dependent on acquisition of permits, approvals, and property needs. It is anticipated that construction of the project would begin in 2024 and be completed in 2025. Timing for work within critical areas will be limited to what is allowed per the project’s permit and approval conditions. Mitigation planting for unavoidable impacts to site vegetation will generally occur in the fall or winter following construction.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
   Additional right-of-way may be purchased for a second future southbound lane. This future improvement would be completed when the single lane roundabout is nearing capacity, which is anticipated to occur 20-30 years from now.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

   The following environmental information was prepared for this project:
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.

Roads is unaware of any applications pending government approval of other proposals directly affecting the property covered by this proposal.

10. List any government approvals or permits that will be needed for your proposal, if known.

The following permits, approvals, reviews, and file documentation are anticipated for the project:

Federal:
- National Environmental Policy Act (NEPA) Documented Categorical Exclusion
- U.S. Army Corps of Engineers (USACE) Clean Water Act Section 404 Nationwide Permit

Federal/State:
- National Historic Preservation Act Section 106 Concurrence by the Washington State Department of Historic Preservation and Tribes

State:
- Washington State Department of Ecology (Ecology) Construction Stormwater General Permit
- State Environmental Policy Act (SEPA):
  - Determination of Non-significance
  - Notice of Action Taken

King County:
- DLS, Permitting Division:
  - Clearing and Grading Permit
  - Critical Area Alterations Exception
- Executive:
  - Equity and Social Justice Documentation
  - Green Building Ordinance Documentation
11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. 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. (Lead agencies may modify this form to include additional specific information on project description.)

The South 360th Street at Military Road South Roundabout Project is designed to improve traffic flow and safety at this intersection for motorized and non-motorized travelers in southern King County. This intersection was identified for improvements by King County’s High Collision Location Report in 2016. Roundabouts are effective at reducing collision rates at busy intersections and provide traffic calming for local neighborhoods. The intersection is presently controlled by a two-way stop along South 360th Street. The northbound left turning traffic and eastbound left turning traffic must compete with heavy southbound traffic on Military Road South during the afternoon commute. Installation of a roundabout at this project location is intended to reduce collisions and reduce queue times for traffic turning onto Military Road South from South 360th Street.

Within the project limits, Military Road South is a two-lane principal arterial that is generally aligned north to south. The roadway consists of two 11-foot-wide asphalt concrete pavement (ACP) lanes with approximately 5-foot-wide ACP shoulders. South 360th Street is a two-lane minor arterial consisting of two 11-foot-wide lanes with ACP shoulders varying in width from 0 to 5 feet. South 360th Street is aligned east to west, connecting to Federal Way to the west and the Spider Lake community to the east.

The roundabout project design will include widened shoulders and sidewalks for non-motorized use, pedestrian splitter islands, crosswalks, signs, guardrails, and illumination. Ramps designed to Americans with Disabilities Act standards will be included at designated crossing locations. The project includes utility relocations, drainage improvements, water quality treatment (i.e., stormwater wetlands), roadside restoration, and mitigation planting for impacts to wetland buffers. Off-site mitigation for impacts to wetlands is also proposed through payment and coordination with the King County In-Lieu Fee Mitigation Program. The project is in the final design phase.

The project will occur within King County right-of-way, as well as on portions of adjacent private parcels: 3751604040, 3751604003, 3751603963, 3751603971, 3751604259, 3751604201, 3751604173, 3751604181, 3751604155, 3751604151, 3751604144, 3751604145, 3750600012, 3751604185, 3751604189, 3751604163, and 3751604187.

King County and the Federal Highway Administration are funding the project. The total project cost is estimated at approximately $4,150,000 with $3,125,000 estimated for construction. Construction will be performed by a contractor.

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. 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.

The South 360th Street at Military Road South Roundabout Project is located in unincorporated King County, west of the City of Algona, Washington. The project site occurs within the northeast and southeast quarters of Section 27 within Township 21N and Range 04E, Willamette Meridian. The geographic coordinates for the project site are latitude 47.659 North and longitude 121.966 West. A Project Location Map is shown on the attached Plan Sheet 1.
B. Environmental Elements

1. Earth

a. General description of the site (circle one): flat, rolling, hilly, steep slopes, mountainous, other _____________

b. What is the steepest slope on the site (approximate percent slope)?

Most of the site is relatively flat. The steepest slope on the site has a slope of approximately 20 percent along the southwestern portion of the project area.

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 agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

The general soil type found at the project site is Vashon Till (Qvt), which is a silty/sandy mix. Wetland soils were found adjacent to the roadway in the northeast and southeast corners of the site. Agricultural soils are not mapped in the vicinity nor were observed during on-site investigations. Agricultural soils will not be affected by the proposed construction.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

There are no surface indications or history of unstable soils in the immediate vicinity of the project. The project area does not occur within mapped seismic or erosion hazard critical areas.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

- The total project area, including stockpiling and staging areas, is anticipated to be approximately 203,600 square feet (4.7 acres). This total project area will be graded.
- The approximate volume of fill proposed for the total project is 2,900 cubic yards. King County’s Materials Lab will confirm fill is from approved sources.
- The approximate total volume of material that will be excavated from the site is 4,890 cubic yards. Excavated material that is not suitable for reuse on-site will be hauled off-site to an appropriate disposal site.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Erosion could occur due to vegetation removal, ground-disturbing activities, and rerouting of stormwater during construction. Seasonal weather conditions could impact the severity of erosion. Temporary erosion and sedimentation control (TESC) Best Management Practices (BMPs), as well as permanent site restoration measures, will be implemented to minimize potential erosion. Please see Section B.1.h of this checklist for specific proposed measures to reduce and control construction-related erosion.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

- The total project area is 203,600 square feet (4.7 acres).
- Existing impervious surface within the project limits is primarily paving and is estimated to be 47,013 square feet (1.1 acres), which is approximately 23 percent of the site.
- Existing impervious surface that will be replaced is estimated to be 46,486 square feet (1.1 acres).
New impervious surface is estimated to be 82,446 square feet (1.9 acres).
The percent of the site that will be covered with new plus replaced impervious surfaces after construction is 63 percent.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Construction: During construction, the area of ground disturbance will be minimized to the extent practicable to reduce the potential for erosion. TESC BMPs include, but are not limited to, the use of straw waddles, compost socks, coir logs, dust control, compost blankets, and seeding areas that are temporarily disturbed by construction. Surficial groundwater, if encountered, and stormwater will be bypassed and isolated around the construction zone. Sediment-laden water from groundwater and/or stormwater will be isolated and pumped to vegetated areas for dispersion, pumped into a Baker tank to settle sediments prior to releasing water to a stable dispersion area, or hauled off-site.

Operation: Following construction, disturbed areas that are not converted to impervious conditions will be amended or covered with topsoil, then seeded or planted.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Greenhouse Gas Emissions: Construction, operations, and maintenance of the roadway will result in the release of greenhouse gas (GHG) emissions that contribute to global warming and related climate change concerns. Life cycle GHG emissions for the project include embodied, operational, and construction emissions defined as follows:

- Embodied emissions are the emissions released during the extraction, processing, and transportation of the materials used in construction.
- Construction emissions are released during project construction and primarily come from fuel burned by the equipment used to build the project elements, such as bulldozers, pavers, and rollers.
- Operational and maintenance emissions are released by vehicles and equipment used to maintain the site and during their travel to and from the site following completion of the repairs.
- Using the attached GHG Emissions Calculator, Lifespan Emissions are estimated at 3,709 metric tons of carbon dioxide equivalent (MTCO2e).

Fugitive Dust Emissions: Demolition of asphalt concrete pavement, excavation, or placement of imported aggregates may result in sources of fugitive dust that can reduce roadway visibility, cause respiratory health problems in humans/animals, and negatively impact aquatic life, vegetation, and water quality.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No off-site sources of emissions or odors have been identified that may affect this proposal.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

During construction the contractor will implement a Fugitive Dust Control Plan. Mitigation measures for project impacts to air quality and GHG emissions during construction and maintenance of the roadway may include, but are not limited to, the following:

- Spraying water, when necessary, during construction operations to reduce emissions of fugitive dust.
- Covering dirt, gravel, and debris piles as needed to reduce fugitive dust and wind-blown debris.
• Covering open-bodied trucks in accordance with RCW 46.61.655, wetting materials in trucks, or providing adequate space from the top of the material to the top of the truck to reduce fugitive dust emissions.
• Wetting and sweeping public roadways, when necessary, to remove mud and dirt deposits.
• Using biodiesel or ultra-low-sulfur diesel fuels for vehicles and equipment to reduce diesel exhaust emissions.
• Conservation and reuse of construction materials on-site to reduce exhaust emissions and traffic delays.
• Enforcing King County’s no-idling policy for county vehicles.

3. Water

a. Surface Water:

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.

Watershed: The project is located within Water Resource Inventory Area (WRIA) 10 – Puyallup-White and within the Lower White River sub-basin.

Wetlands: Category III wetlands were delineated within and adjacent to the project area. The critical area buffer of these wetlands is 80 feet.

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.

The project requires work in, or within 200 feet, of the adjacent project waters (i.e., wetlands) described in Section 3.a.1 of this checklist. See attached plans for details.

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.

The estimated the amount of fill material that would be placed in the Category III wetland is 63 cubic yards within 1,178 square feet (0.03 acre). The source of fill material is gravel borrow for the roadway sub grade.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

The project will not require surface water withdrawals or diversions.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

The project is not within a mapped FEMA 100-year floodplain or floodway.

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 waste materials will be discharged to surface waters.
b. Groundwater:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

Groundwater will not be withdrawn from a well for drinking water or other purposes for the project. Water will not be discharged to groundwater for this project. If groundwater is encountered during ground-disturbing work, these areas will be isolated. Well points with a pump may be installed to redirect surficial groundwater from the construction site. Any turbid water in the excavation areas will be pumped to infiltration/filtration vegetated areas around the site and/or pumped into portable settling basins.

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.

No waste material will be discharged into the ground from septic tanks or other sources.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including stormwater) 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.

The source of runoff is precipitation and stormwater sheet flow from paved surfaces. The project will increase the area of impervious surfaces. Stormwater mitigation that will offset these impacts includes construction of two stormwater wetlands and two vegetated bioswales.

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

It is unlikely, but possible, that fuel, hydraulic fluid, or paving material spills could occur from construction machinery. Regional Road Maintenance Program Guidelines and King County and Ecology spill prevention BMPs will be followed to avoid such spills. King County and the contractor and are required to implement a Spill Prevention Control and Countermeasures Plan (SPCC) for the project prior to beginning construction. Equipment will be inspected daily for leaks. Heavy equipment refueling and staging will occur on the existing roadway or off-site. Secondary containment will be provided for pumps. Spill kits will be available on-site to respond to unanticipated small spills.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The project will modify drainage patterns in the vicinity of the project. To offset impacts from increased area of impervious surfaces, stormwater will be directed to two stormwater wetlands and two bioswales for water quality treatment.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Stormwater mitigation to offset impacts from runoff includes construction of two stormwater wetlands and two vegetated bioswales. During construction, depending on the weather, some work areas will be dewatered during construction to minimize impacts to groundwater and stormwater. Sediment-laden water that does not meet water-quality standards will be discharged to vegetated upland infiltration areas, depending on the volume of water. If needed, sediment-laden water will be pumped to a Baker tank, settled, and released on-site or hauled off-site.
4. Plants

a. Check the types of vegetation found on the site:
   - Deciduous tree: alder, maple, aspen, other: cascara, willow, cottonwood, white poplar
   - Evergreen tree: Douglas fir, cedar, pine, other:
   - Shrubs: vine maple, oso-berry, western hazelnut, salmonberry, hardhack, willow
   - Grass
   - Pasture
   - Crop or grain
   - Orchards, vineyards, or other permanent crops
   - Wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other: reed canarygrass
   - Water plants: waterlily, eelgrass, milfoil, other:
   - Other types of vegetation: sword fern, licorice fern, salal, longleaf mahonia, English ivy, Himalayan blackberry

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

   Vegetation that will be removed/altered consists of trees, shrubs, grasses, ferns, and weeds.

   The project will impact 13,940 square feet (0.32 acre) of wetland buffer. This area will be mitigated on-site with buffer restoration and enhancement. Permanent impacts of 1,178 square feet (0.03 acre) of Category III wetland are anticipated. The proposed mitigation for this area is through payment to the King County In-Lieu Fee Mitigation Program.

   Approximately 78 trees greater than four-inch-diameter at breast height will be felled for the project. Of these, 15 trees are in the critical area wetland buffer. Some of the felled trees may be left on-site and/or within the wetland buffer as habitat features.

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

   According to a review of online data from the Washington State Department of Natural Resources Natural Heritage Program and the Consortium of Pacific Northwest Herbaria conducted in April 2021, there are no special-status plant species known or anticipated to occur on or near the site.

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

   Clearing limits will be marked on-site prior to construction to ensure only required vegetation removal occurs. After construction, temporarily impacted areas will be seeded with a native species mix and/or planted with appropriate native trees and shrubs. Wetland buffer restoration and enhancement will include removal of non-native invasive species and planting of appropriate native species. Ditches will be seeded with a non-invasive seed mix and a mix of native and non-native trees and shrubs will be planted in the roundabout.

e. List all noxious weeds and invasive species known to be on or near the site.

   The following noxious weeds and invasive species have been observed on or near the site:
5. Animals

a. **List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include:**

   birds: hawk, heron, eagle, songbirds, other: crows
   mammals: deer, bear, elk, beaver, other: coyote, raccoons, squirrels, rabbits
   fish: bass, salmon, trout, herring, shellfish, other: amphibians

The birds and other animals underlined above are known or anticipated to be on or near the project site.

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

   According to a review of online data from the Washington State Department of Fish and Wildlife, the U.S. Fish and Wildlife Service, and the National Marine Fisheries Service conducted in April 2021, there are no special-status animal species known or anticipated to occur on or near the site.

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

   The project site is located within the Pacific Flyway, which is a major north-south route of travel for migratory birds extending from Alaska to Patagonia. Every year, migratory birds travel some or all this distance both in spring and in fall, following food sources, heading to breeding grounds, or traveling to overwintering sites.

   Except for the Pacific Flyway, the project area is otherwise not a known or mapped wildlife species corridor.

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

   Proposed measures to preserve or enhance wildlife include, but are not limited to:

   - Avoiding the impact altogether by not taking a certain action or parts of an action.
     - The project was designed to have the minimal footprint possible. Clearing limits will be marked on-site to preserve existing vegetation outside of the project limits.
     - The project will be constructed in compliance with regulations and permit provisions within authorized work windows.

   - Minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology or by taking affirmative steps to avoid or reduce impacts. The project minimizes impacts by implementing the following:
     - Appropriate TESC BMPs required by the Regional Road Maintenance Program Guidelines, King County Surface Water Design Manual, the Washington State Department of Transportation (WSDOT), and Ecology.
Groundwater BMPs: If groundwater is encountered within work areas during construction, it will be isolated and discharged to a vegetated upland area to infiltrate or will be hauled off-site. This will prevent turbid water from being discharged outside of the project limits.

- A Surface Water Pollution Prevention Plan (SWPPP).
- A Fugitive Dust Control Plan.
- An SPCC Plan.
- Staging and stockpiling on existing paved areas.

• Rectifying
  
  - Providing water quality treatment for stormwater.
  - Restoring disturbed vegetation areas and providing cover measures to minimize erosion.
  - Retaining felled trees on-site as habitat features.

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.

   Electricity will be used for roadway lighting.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

   The project will not affect the potential use of solar energy by adjacent properties.

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:

   The completed project will use energy efficient lighting. Measures to reduce energy use during construction will be encouraged (e.g., efficient scheduling, material transport, and staging; implementing the no-idling policy).

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.

   The accidental leakage of petroleum products (e.g., gasoline, diesel fuel, hydraulic fluid, grease, etc.) or other chemicals (e.g., antifreeze) from construction equipment could occur, but is not likely. These substances can be toxic to nearby aquatic systems and to humans upon prolonged exposure and can pose a fire hazard. King County inspectors will monitor the site during construction. All King County vehicles are equipped with spill kits. Spill control and cleanup kits will also be provided by the contractor and will be available on-site. Heavy equipment will be inspected daily for leaks and necessary repairs will be completed prior to commencing work. Project operations may cease under severe weather conditions that may result in inundation of the construction zone, except for efforts to minimize resource damage.

   During construction, community health could be affected by dust and vehicle exhaust. Construction activities will intermittently generate particulate matter and odors, and construction equipment will generate diesel engine exhaust. Any air-quality impacts associated with construction activities are greatest near sensitive land uses, such as schools or
parks. There are school bus stops near the project area; however, impacts will be minimized. In addition, air quality impacts will be short-term, occurring only while construction is in progress.

BMPs will be employed to reduce fugitive dust, odors, and exhaust emissions; see Section 2.c. of this checklist for more information.

1) **Describe any known or possible contamination at the site from present or past uses.**

   Based on a review of Ecology’s website, the project area falls within the predicted arsenic contamination zone, which is based on the modeled Asarco Tacoma plume. There is an active cleanup site within a half-mile radius from the project area. There are two Ecology-permitted facilities identified within a half-mile of the project area.

2) **Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

   There are no known existing hazardous chemicals/conditions at the project site that might affect project development and design.

3) **Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

   During construction, petroleum products will be used on-site to power construction equipment and as a component of asphalt pavement. At completion of the project, toxic or hazardous chemicals will not be stored, used, or produced at the project site. Herbicides may be used to control or eradicate invasive vegetation on the site. If used, these products will be applied by State of Washington licensed Commercial Applicators or Operators in accordance with the label recommendations, the Washington State Department of Ecology, local sensitive area ordinances, and Washington State Department of Agriculture laws and regulations.

4) **Describe special emergency services that might be required.**

   The need for special emergency services is not anticipated.

5) **Proposed measures to reduce or control environmental health hazards, if any:**

   King County sampled areas for contaminants in 2020 where excavation will occur, and no issues were identified that required follow-up. Worker health and safety will be addressed as required by Washington State and federal regulations. Waste material generated from construction will be properly managed and disposed of at permitted facilities.

   During construction, the project will implement a SPCC plan that provides BMPs to be used during construction to minimize the potential for hazardous spills from fuels and materials. Spill control and cleanup kits will be available on-site to be used in the rare event of a spill.

   The contractor will be required to submit a SWPPP and a Fugitive Dust Control Plan to King County for approval. The plan will provide BMPs that will be used to minimize the amount of particulate matter (i.e., dust) generated during construction.
b. Noise

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

Existing noise in the area emanates from roadway traffic and surrounding residential parcels along the roadway. The existing noise levels in the area will not affect the proposed project.

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.

Construction will create noise on a short-term basis. This noise will be generated from the various types of construction equipment and activities; for example, truck traffic hauling materials to and from the site, excavation, and material-moving equipment such as backhoes and bulldozers, mechanical soil compaction, hand-held equipment such as chain saws, and asphalt-paving operations.

Construction will occur in accordance with King County Code 12.86, which allows typical construction equipment operation between 7 a.m. and 7 p.m. weekdays and 9 a.m. and 7 p.m. on weekends. If work outside these hours is needed, a variance will be requested from the King County DLS Permitting Division.

Following construction, noise is expected to return to pre-existing conditions. The project will not generate new ongoing noise.

3) Proposed measures to reduce or control noise impacts, if any:

Standard mufflers will be used on all construction equipment. The construction crew will work during hours in accordance with the requirements of King County Code and permit conditions. If work outside normal construction hours is needed, a variance will be requested from the King County DLS Permitting Division.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The current use of the site is as King County roadway infrastructure and utility corridor. Private properties within the vicinity of the project area are lightly to moderately developed parcels. The proposal will not alter existing land uses.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

The project will not result in the conversion of agricultural or working forest lands to other uses. The project site is primarily composed of the King County right-of-way, residential parcels, and parcels zoned for neighborhood businesses, which are not working farmland or working forest lands.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?

No farm or forestry operations will be permanently affected by the proposal.
c. **Describe any structures on the site.**

Current structures within the project limits include the roadway fill prism, utility poles for overhead utility wires, and fences.

d. **Will any structures be demolished? If so, what?**

The existing paved road will be demolished and replaced with the new roundabout as part of the proposed project.

e. **What is the current zoning classification of the site?**

King County’s public road rights-of-way are not subject to zoning. The project area is located inside the urban growth boundary. Private properties within the vicinity of the project area are zoned as Neighborhood Business (NB), Residential (R) 4: allowing four dwelling units per acre, and R 12: allowing 12 dwelling units per acre. Much of the immediate surrounding area is dominated by a mix of single-family homes and second growth forest.

f. **What is the current comprehensive plan designation of the site?**

According to the *King County Comprehensive Plan (2020)*, the project is within a urban area.

g. **If applicable, what is the current shoreline master program designation of the site?**

The site is not within a Shoreline Management Act boundary.

h. **Has any part of the site been classified as a critical area by the city or county? If so, specify.**

King County delineated three Category III wetlands within and adjacent to the future project. The wetlands have an 80-foot-wide critical area buffer.

The King County iMap interactive mapping tool indicates the presence of multiple wetlands within the project vicinity, including two mapped Category II wetlands. One of these two wetlands is located approximately 400 feet northwest of the subject intersection (identified as White River 19 in the King County Wetlands Inventory); the other is located approximately 1,100 feet southwest of the subject intersection (identified as White River 3 and White River 5 in the King County Wetlands Inventory). In addition to these wetlands, the National Wetlands Inventory indicates the presence of a third wetland located on the southeast side of the White River 19 wetland. These wetlands and their buffers are not anticipated to be affected by the project.

i. **Approximately how many people would reside or work in the completed project?**

No people will reside or work in the completed project.

j. **Approximately how many people would the completed project displace?**

No people will be permanently displaced by the project.

k. **Proposed measures to avoid or reduce displacement impacts, if any:**

No measures will be implemented to avoid or reduce displaced people because no one will be displaced.
l. **Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:**

This project complies with the *King County Comprehensive Plan* (2020). The proposed project is consistent with existing and projected land uses in the areas that are potentially affected by the project. The project requires land use permits from the King County DLS Permitting Division to further ensure the project is compatible with existing and projected land uses and plans.

m. **Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:**

No long-term adverse impacts to agricultural or forest land uses in the vicinity are anticipated.

9. **Housing**

a. **Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

No housing units are being provided by the project.

b. **Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

No housing units are being eliminated by the project.

c. **Proposed measures to reduce or control housing impacts, if any:**

The project will not result in adverse impacts to housing units; therefore, no measures are proposed to reduce or control impacts.

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?**

This is a transportation infrastructure project, and no buildings are proposed.

b. **What views in the immediate vicinity would be altered or obstructed?**

The roundabout project and associated roadway improvements and lighting will provide a changed roadway view from the existing two-way stop. The proposed project will improve sightlines for the traveling public. No views in the immediate vicinity of the project will be obstructed except in regard to the central island of the roundabout. The central island within the roundabout will have strategic landscaping visible from a distance to alert the travelling public of a change in road configuration. This vegetation will also prevent headlight glare and views of oncoming traffic in order to enhance the safety and traffic flow within the roundabout.

On the west leg of South 360th Street, adjacent to a recently developed property on the south side of the roadway, a wooded area will be removed to install a stormwater facility, expanding views to and from the development.
c. **Proposed measures to reduce or control aesthetic impacts, if any:**

The project components will be standard for unincorporated King County to improve traffic flow for the surrounding area. The central island within the roundabout will enhance aesthetics through a low-maintenance landscape with vegetation that blends with surrounding native species. Splitter islands and truck aprons will have a contrasting surface treatment to emphasize the roundabout and increase safety aesthetically. Perimeter impacts will be restored with native vegetation similar to existing conditions.

Views opened up by the stormwater facility on the west leg of South 360th Street will be minimized by limiting clearing of the vegetation south and east of the stormwater facility to maintain as much visual screening as possible.

**11. Light and Glare**

a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**

The completed project will provide nighttime lighting for the roadway and roundabout to improve safety. The completed project will not produce glare.

b. **Could light or glare from the finished project be a safety hazard or interfere with views?**

The lighting proposed for the finished project will improve views of the roadway and roundabout. This will be an enhancement to safety and not a safety hazard.

c. **What existing off-site sources of light or glare may affect your proposal?**

No off-site sources of light or glare have been identified that will affect the proposed project.

d. **Proposed measures to reduce or control light and glare impacts, if any:**

Typically, modern lighting focuses light and minimizes glare, so no measures are needed to further prevent or minimize impacts.

**12. Recreation**

a. **What designated and informal recreational opportunities are in the immediate vicinity?**

There are no formal recreational areas on the existing roadway or the adjacent privately-owned parcels. Within the immediate vicinity of the project, informal recreational activities include walking and biking within the existing roadway.

b. **Would the proposed project displace any existing recreational uses? If so, describe.**

Pedestrian and vehicular access through the active construction site will be limited and controlled for public safety. No existing recreational uses will be displaced long-term by the proposed project.

c. **Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

During construction, walking/biking through the project area will be prohibited for safety reasons. The completed project will return recreational opportunities to previously existing conditions.
13. Historic and Cultural Preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.

There are no recorded, reported, or suspected cultural resources at the project location based on the cultural resources screening conducted by the Roads Archaeologist. The cultural resources screening utilized the following resources/databases:

- King County Cultural Resource Protection Project
- Department of Archaeology and Historic Preservation (DAHP)
- Washington Information System for Architectural and Archaeological Records Data

These resources/databases utilize geographic information systems, historic maps, ethno-historic accounts, and professional site records. The Roads Archaeologist recommended that an archaeological survey with screened shovel probes be undertaken within the project footprint.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

As noted in Section B.13.a of this checklist, no recorded, reported, or suspected cultural resources were identified at the project location during the cultural resources screening. The Roads Archaeologist initiated National Historic Preservation Act Section 106 procedures by requesting an exemption from the State to sample the soil using shovel probes. The project’s Area of Potential Effects (APE) was defined, and the State and Tribes were consulted. Following concurrence of the APE from the State and Tribes, a professional survey will be conducted within the project limits and a report will be produced. The survey report will include recommendations and will be sent to the State and Tribes for review/concurrence.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archaeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

See Sections B.13.a. and B.13.b. of this checklist.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

If resources are identified during construction, work in the vicinity of the identified resources will immediately cease and the Roads Archaeologist, WSDOT, the King County Historic Preservation Program, DAHP, consulting Tribes, and other appropriate agencies will be notified. Work will not resume in the vicinity of the identified resources until appropriate archaeological investigations are complete.

14. Transportation

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

South 360th Street and Military Road South serve the site. Access to these public roads will be maintained during construction. Project site plans are attached to this checklist for more information.
b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The site is not served by public transit. The nearest Pierce County Transit public bus stop is at the intersection of 28th Avenue South and South 360th Street, which is approximately 1 mile west of the project area.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The completed project will neither create nor eliminate parking spaces.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

The proposal will improve the public roadway within the immediate vicinity for vehicular and non-vehicular travel.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The project will not use water, rail, or air transportation.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

There will be no increase in typical vehicular trips per day because of the completed project.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The completed project will not negatively interfere with, affect, or be affected by the movement of agricultural and forest products on roads in the area.

h. Proposed measures to reduce or control transportation impacts, if any:

The roundabout is a traffic calming structure to improve safety at this high-accident location. Prior to construction, a wide variety of notifications will be provided to the public.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

No increased needs for public services are anticipated because of the proposed project.

b. Proposed measures to reduce or control direct impacts on public services, if any.

The roundabout is designed to minimize impacts to public services that need to pass through the area. Because there will be no direct impacts on public services, no proposed measures are needed.
16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other: cable

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.

The above-listed utilities pass through the project site. Electricity will be used to power the new street lighting. No new utilities are proposed for the project. Existing utilities that conflict with the construction project will be temporarily relocated outside of the construction zone and then restored upon site restoration.

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: __________________________       Date: 3/28/2022

Name of Signee: Wally Archuleta

Position/title: Road Design & Traffic Manager
               Road Services Division, Engineering Section

Attached:
- Project Plan Sheets
- GHG Emissions Worksheet
# Section I: Buildings

<table>
<thead>
<tr>
<th>Type (Residential) or Principal Activity (Commercial)</th>
<th># Units</th>
<th>Square Feet (in thousands of square feet)</th>
<th>Embodied</th>
<th>Energy</th>
<th>Transportation</th>
<th>Lifespan Emissions (MTCO2e)</th>
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# Section II: Pavement

| Pavement                                             | 74.71   |                                         |         |        |               | 3736                        |

Total Project Emissions: 3736
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</table>
CONSTRUCTION NOTES

1. Utility line pole to be relocated.
2. Telephone line to be relocated.
3. Water meter to be relocated.
4. Remove existing fence.
5. Re-bury existing tree, see sheet 50 for additional schedule.
6. Existing tree to be protected during construction.
7. Existing window to be relocated.
8. Existing door to be relocated.
9. Remove existing sidewalk.
10. Remove existing curbs.

LEGEND

- Limits of Control
- Roadway Excavation incl. RWA
- Pond Excavation incl. RWA

Horizontal datum: Northing State Plane North Zone 404-83'60" based upon King County Survey Control
Vertical datum: Mean Sea Level based upon King County Survey Control

Know what's below. Call before you dig.
Call before you dig.
DRIVEWAY NOTES

GENERAL NOTES:

1. All areas for construction of driveways are measured from the construction centerline (TLP).
2. Contractor shall coordinate construction activities which affect access with business and property owners.
3. For driveway plan and section, see detail this sheet and per PCRs No. 3-204 and 3-207.
4. Driveways shall be paved with SMA concrete up to the N/W line, beyond N/W shall be original surface unless otherwise noted.

Call before you dig.

Know what's below.

S 3808 ST AND MILITARY RD & ROUNDABOUT

90% DESIGN
PROGRESS COPY
03/03/22

320-93

TO BE COMPLETED AT A LATER PHASE

KING COUNTY DEPT. OF LOCAL SERVICES

District Survey

KING COUNTY DEPT. OF LOCAL SERVICES
Call before you dig.
Know what's below. Call before you dig.
Know what's below. Call before you dig.
Call before you dig.
Know what’s below. Call before you dig.
TO BE DEVELOPED AT A LATER PHASE

Know what's below. Call before you dig.
TO BE UPDATED
Call before you dig.
Know what's below. Call before you dig.

PROFILE - NE CURBLINE

PROFILE - NW CURBLINE
Call before you dig.
Know what's below. Call before you dig.
TECS NOTES:

1. Approval of the Erosion and Sediment Control Plan does not constitute an approval of the permanent Erosion and Sediment Control System. Erosion and Sediment Control System is designed and maintained by the Authorities Having Jurisdiction (AHJ). Erosion and Sediment Control System is designed and maintained by the Authorities Having Jurisdiction (AHJ).

2. The implementation of the Erosion and Sediment Control Plan must be started by the Erosion and Sediment Control Plan Design Professional.

3. The Erosion and Sediment Control Plan must be started by the Erosion and Sediment Control Plan Design Professional.

4. The Erosion and Sediment Control Plan must be started by the Erosion and Sediment Control Plan Design Professional.

5. The Erosion and Sediment Control Plan must be started by the Erosion and Sediment Control Plan Design Professional.

6. The Erosion and Sediment Control Plan must be started by the Erosion and Sediment Control Plan Design Professional.

7. The Erosion and Sediment Control Plan must be started by the Erosion and Sediment Control Plan Design Professional.

8. The Erosion and Sediment Control Plan must be started by the Erosion and Sediment Control Plan Design Professional.

9. The Erosion and Sediment Control Plan must be started by the Erosion and Sediment Control Plan Design Professional.

10. The Erosion and Sediment Control Plan must be started by the Erosion and Sediment Control Plan Design Professional.

RECOMMENDED CONSTRUCTION SEQUENCE:

1. Hold the Pre-Construction Meeting.

2. Meet with prime and the prime's owner for construction of project.


4. Obtain necessary permits and approvals.

5. Start construction.

6. Complete construction of the project.

7. Final inspection and acceptance.

8. Final payment.
Know what's below. Call before you dig.
Know what's below. Call before you dig.
Know what's below.

CALL BEFORE YOU DIG.
**PLANT MATERIAL LIST**

<table>
<thead>
<tr>
<th>COMMON NAME</th>
<th>BOTANICAL NAME</th>
<th>QUANTITY</th>
<th>SIZE</th>
<th>ROOT CONDITION</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>HEMLOCK</td>
<td>TSUGA HEMLOCK</td>
<td>100</td>
<td>4 FT. HHI</td>
<td>NO 1 CONT</td>
<td>SECTION 6-7, 40, SINGLE LEADER</td>
</tr>
<tr>
<td>CEDAR</td>
<td>TSUGA HEMLOCK</td>
<td>50</td>
<td>4 FT. HHI</td>
<td>NO 1 CONT</td>
<td>SECTION 6-7, 40, SINGLE LEADER</td>
</tr>
<tr>
<td>PINE</td>
<td>PICEA GLANDULOSA</td>
<td>100</td>
<td>4 FT. HHI</td>
<td>NO 1 CONT</td>
<td>SECTION 6-7, 40, SINGLE LEADER</td>
</tr>
<tr>
<td>ASH</td>
<td>FRAXINUS</td>
<td>100</td>
<td>4 FT. HHI</td>
<td>NO 1 CONT</td>
<td>SECTION 6-7, 40, SINGLE LEADER</td>
</tr>
<tr>
<td>MAPLE</td>
<td>ACER</td>
<td>100</td>
<td>4 FT. HHI</td>
<td>NO 1 CONT</td>
<td>SECTION 6-7, 40, SINGLE LEADER</td>
</tr>
<tr>
<td>handlers</td>
<td>ERICACEAE</td>
<td>100</td>
<td>4 FT. HHI</td>
<td>NO 1 CONT</td>
<td>SECTION 6-7, 40, SINGLE LEADER</td>
</tr>
<tr>
<td>SHRUBS</td>
<td>100</td>
<td>4 FT. HHI</td>
<td>NO 1 CONT</td>
<td>SECTION 6-7, 40, SINGLE LEADER</td>
<td></td>
</tr>
<tr>
<td>FERNS</td>
<td>100</td>
<td>4 FT. HHI</td>
<td>NO 1 CONT</td>
<td>SECTION 6-7, 40, SINGLE LEADER</td>
<td></td>
</tr>
<tr>
<td>PLANT MATERIAL SETBACK CHART</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

**PLANT MATERIAL SETBACK CHART**

The chart supplements section 832.3.7 of the standard specifications. Setbacks apply unless otherwise adjusted by the engineer during plant spacing or layout. Distances below are to the edge or trunk of the plant being installed.

<table>
<thead>
<tr>
<th>COMMON NAME</th>
<th>PLANT MATERIAL LIST</th>
</tr>
</thead>
<tbody>
<tr>
<td>HEMLOCK</td>
<td>TSUGA HEMLOCK</td>
</tr>
<tr>
<td>CEDAR</td>
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<td>SHRUBS</td>
<td></td>
</tr>
<tr>
<td>FERNS</td>
<td></td>
</tr>
</tbody>
</table>

**RESTORATION NOTES:**

1. The clearing and grading area shown on sheet 6 reflects the maximum disturbance area anticipated and identified. All proposed plants shall be planted within the cleared restoration area.
2. Contractor shall provide a list of plants approved by the engineer prior to planting.
3. Planting shall take place during the plant occupancy period (November 1st to March 31st) or as directed by the engineer.
4. In accordance with section 832.3.7, no substitution of plant material, species or variety, will be allowed unless evidence is submitted in writing within 30 calendar days of execution of the contract to the engineer that a suitable substitute cannot be determined and has been uncontaminated since the award of the contract.
PLANTING NOTES

1. Planting shall occur during the common species establishment period or permits shall be altered by the county at its own discretion. The contractor shall be held responsible for the species and quantity planted.

2. Construction soil in the planting areas or existing areas to be protected shall be removed, amended and integrated.

3. Species shall be selected in a manner that represents native woodland species at the species mandated by the planting schedule.

4. Apply a 2" layer of wood chips added to planting area.

5. Any construction work at the site and the species used for the site shall be to the specifications required by the species and quantity as specified.

6. Provide erosion control as needed for preparing the planted areas.

7. Wet and wetland existing slopes shall be sustained.

8. Surface soil shall be removed to reveal mature, prior to the construction of the site shall be as close to the site as possible, and the disturbance of soil shall be restricted.

9. Provide minimum erosion control systems are to remain in place throughout the construction and post-construction requirements.

10. Plant species are provided for construction convenience. Contractor is responsible for selecting, plant species, quantities and the planting dates. Construction shall begin plant species in accordance with the planting dates.

11. Any species selected for construction and not shown to be dependent on these plants shall be performed and staked at a minimum.