

**Response to Comments on SEPA Checklist**

SR 202 Sammamish River Bridge and Road Improvement Project, City of Woodinville

Agency	Comment	Response
Woodinville Police Department	Request for ample notice of street closures as police response to calls will be greatly affected.	<b>SEPA Checklist, Section B, 15. PUBLIC SERVICES (b):</b> Added the following language: "Emergency and police service response to calls could be affected during occasional single lane and road closures that may be required at night to for certain elements of the project, such as unloading the new bridge girders. The City or its contractor will coordinate with all potentially affected public service providers, including police agencies, regarding plans for traffic control during construction and will provide notice of lane or street closures a minimum of 10 calander days in advance of planned closure in accordance with WSDOT Standard Specifications."
Woodinville Building Department	The project impacts the rail corridor - I do not see notification docs to the Port.	The City initially provided the SEPA Checklist and associated project information to the Port of Seattle for review and comment on January 24, 2012. The Port subsequently requested copies of certain environmental documents listed in the Notice of Application, which the City provided, and also requested additional time to review the SEPA Checklist and associated documents. The City granted the Port a one week extension on the comment deadline. <b>No revisions have been made to the SEPA Checklist in response to this comment.</b>
Olympic Pipeline Company	Olympic Pipeline has two high pressure pipelines just west of where NE 175th St turns into Woodinville-Redmond Road. This project should be no conflict as long as you are not within 100 feet of the Olympic Pipelines.	The City or its contractor will coordinate with Olympic Pipeline Company regarding project work within 100 feet of the two high pressure pipelines located in the area described in this comment. Because the proposed project does not include any ground disturbance in the area described no impacts to Olympic's pipelines are anticipated. <b>No revisions have been made to the SEPA Checklist in response to this comment.</b>

EXHIBIT 12  
PAGE 1 OF 28

RECEIVED

AUG 07 2012

CITY OF WOODINVILLE  
DEVELOPMENT SERVICES

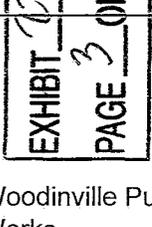
**Response to Comments on SEPA Checklist**

SR 202 Sammamish River Bridge and Road Improvement Project, City of Woodinville

Agency	Comment	Response
<div data-bbox="107 245 262 477" style="border: 1px solid black; padding: 5px; width: fit-content;">                     EXHIBIT <u>  02  </u>                      PAGE <u>  2  </u> OF <u>  28  </u> </div> <p data-bbox="96 623 331 683">Stillaguamish Tribe of Indians</p>	<p data-bbox="338 488 877 818">Surveys in 2007 and 2008 by Northwest Archaeological Associates have shown extensive cultural resources and damage incurred by development within 500 feet of the project APE. The Stillaguamish Tribe would request a plan including archaeological survey, monitoring, and UDP protocol to protect cultural resources that could be disturbed with this project. We look forward to discussing this with you further.</p>	<p data-bbox="884 423 1999 850"><b>SEPA Checklist, Section B, 13. HISTORICAL AND CULTURAL PRESERVATION (a &amp; b):</b> Added the following language See : "Western Shore Heritage Services conducted a cultural resources study for the proposed project in 2007 (see Section A. 8 of the SEPA Checklist). The cultural resources study included an archaeological survey to identify any previously unrecorded archeological deposits that could potentially be present in the project are of potential effect (APE). The cultural resources study found that no cultural resources are present within the project APE. The State Department of Archaeology and Historic Preservation (DAHP) concurred with the findings of the 2007 cultural resources study in a letter dated August 27, 2007 and more recently, continued to concur with the findings in a letter dated June 23, 2011 (see Attachment H)" <b>SEPA Checklist Section B, 13. HISTORICAL AND CULTURAL PRESERVATION (c):</b> Added the following language: "The cultural resources study found that no cultural resources are present within the project APE, and the City has conducted archeological monitoring of other projects in the area surrounding</p>
<p data-bbox="96 1159 331 1219">Woodinville Public Works</p>	<p data-bbox="338 1094 877 1287">1. Item 11. - Description of Proposal, 4th paragraph: "At the intersection of 131st Avenue NE, an additional through lane will be added to the existing configuration." Recommend adding direction of the added lane.</p>	<p data-bbox="884 1159 1999 1219"><b>Added per recommendation. Revised language:</b> "At the intersection of 131st Avenue NE, an additional through <b>west-bound</b> lane will be added to the existing configuration."</p>

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Agency	Comment	Response
Woodinville Public Works 	2. Item 7. - ENVIRONMENTAL HEALTH, Section b. NOISE, no. 2: Assuming some night work on a limited basis for certain construction work. Project is near a few residential complexes. Recommend obtaining a variance/exemption pertaining to the City's Noise Ordinance.	<b>SEPA Checklist, Section B, 7. ENVIRONMENTAL HEALTH (b)(2):</b> Added the following after the first paragraph: "Because some night time construction work is anticipated to occur on a limited basis for certain elements of the project, the project may require a variance/exemption from the City's Noise Ordinance (Chapter 8.08 <i>Noise Regulation</i> of the City of Woodinville Municipal Code)." <b>SEPA Checklist, Section A, 10. Government approvals or permits required.</b> Added "Variance/Exemption from City of Woodinville Noise Ordinance"
Woodinville Public Works 	3. Item 14. - TRANSPORTATION, section b: Address the following - will bus stops be relocated during construction and/or permanently.	<b>SEPA Checklist, Section B, 14. TRANSPORTATION (b):</b> Added the following language: "The proposed project would not require the permanent relocation of any of the existing public transit bus stops in the project vicinity. The City or its contractor will coordinate with public transit agencies serving the project area prior to construction to address any needs for temporary relocation of nearby bus stops during construction. This issue will also be addressed in Construction Traffic Control Plans developed for the project."
Woodinville Public Works	4. Item 16 - UTILITIES, Section b. Recommend distinguishing what agency is performing specific relocation work for each utility and the timeline. Unclear if the City is performing the relocating of utilities or if the utilities are performing relocation work.	<b>SEPA Checklist, Section B, 16. UTILITIES (b):</b> Added the following language: "Each utility company will be responsible for the relocation of their own infrastructure. Coordination with utility owners/operators that have infrastructure within the project corridor has been ongoing and will continue. All utility infrastructure relocations are planned to occur prior to construction of the proposed project."
Woodinville Public Works	5. Geotechnical Engineering Report, Embankment Fill Effects on Existing and Proposed Foundations, Section 7.2.2, page 9 & 10: How is this being handled? Could not located in plans on how to address fill around existing timber piles?	Please see Attachment G (Geotechnical Effects Memo) of the revised SEPA Checklist, which was recently prepared to address questions on this issue raised by the Port of Seattle. No revisions have been made to the SEPA Checklist in response to this comment. No revisions have been made to the SEPA Checklist in response to this comment. <b>No revisions have been made to the SEPA Checklist in response to this comment.</b>
Woodinville Public Works	6. Geotechnical Engineering Report, Retaining Walls, Section 7.5, page 13 (Concrete Retaining Walls): Did not located any wall designs in the plans, are retaining walls part of the project?	Yes. The project will include one retaining wall. Retaining wall design details will be addressed in the final Geotechnical Engineering Report and included in the 90% Design Submittal. No revisions have been made to the SEPA Checklist in response to this comment. <b>No revisions have been made to the SEPA Checklist in response to this comment.</b>

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Agency	Comment	Response
<div data-bbox="94 219 241 430" style="border: 1px solid black; padding: 2px; width: fit-content;">                     EXHIBIT 22 PAGE 4 OF 28                 </div> <p data-bbox="94 479 273 511">Port of Seattle</p>	<p data-bbox="336 235 877 755">Email dated February 27, 2012 from Traci M. Goodwin, Senior Port Counsel to Erin Martindale, City of Woodinville: Thank you for your phone call this morning about the additional documents that the Port of Seattle would like to review in preparation for submitting its comment letter concerning the Sammamish River Bridge and Road Project. It is my understanding that you will be mailing me copies of the environmental documents listed on the "notice of application." It is also my understanding that you have granted the Port a one week extension of the February 29th comment deadline, which would mean that the new deadline for the Port's comment letter is March 7, 2012.</p>	<p data-bbox="888 414 1997 576">The requested documents were provided to the Port of Seattle and they were granted a one week extension by the City to review and comment on the project and the SEPA Checklist. The Port submitted a comment letter to the City dated March 7, 2012. The City responded to the Port's comments separately and made revisions to several sections of the SEPA Checklist to address substantive comments.</p>
<p data-bbox="94 1031 325 1079">Muckleshoot Indian Tribe</p>	<p data-bbox="336 812 877 1307">The Conceptual Mitigation Plan describes a currently vegetated impact area within the 150 foot regulated buffer for the Sammamish River that will be impacted by the project. This impact area includes a portion of the left bank (facing downstream) that was planted as part of a 2003 WSDOT mitigation project for putting fill into the river to protect the existing bridge piles. Will the project affect the entire 2003 WSDOT mitigation site? What is the size of the tree and shrub species that will be impacted? The mitigation for this project should include comparable sized species to avoid creating a temporal impact to the existing vegetation.</p>	<p data-bbox="888 844 1997 1274">Although the exact boundary of the 2003 WSDOT mitigation site is not known, we do anticipate that the proposed project will affect a majority of the site due the location of the new bridge. No detailed field measurements of shrubs and trees size on the site were conducted; however, we estimate roughly that shrubs range from 4-6 feet tall and trees range from 7-15 feet tall and 4-6 inches in diameter at breast height (dbh). We revised <b>2nd paragraph in Section B, 4. Plants (d)</b> to clarify the proposed planting plan for the on-site mitigation, including adding the plan sheet illustrating the proposed planting plan for this location. The revised language is: "In accordance with anticipated WDFW HPA provisions, on-site mitigation will include the removal of non-native invasive species along the banks of the Sammamish River beneath the new bridge and planting with natives shrubs and ferns. Attachment I illustrates the proposed planting plan for the on-site mitigation in this location. Because the new bridge will span this area, no trees will be installed as part of the proposed mitigation in this location. Attachment I illustrates the proposed planting plan for the on-site mit</p>

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SR 202 Sammamish River Bridge and Road Improvement Project, City of Woodinville

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<div data-bbox="107 261 254 488" style="border: 1px solid black; padding: 5px; width: fit-content;">                     EXHIBIT 22                      PAGE 5 OF 18                 </div> <p>Muckleshoot Indian Tribe</p>	<p>The proposal to mitigate for impacts to the Sammamish River's stream buffer off-site on Little Bear Creek needs more discussion, including mitigation alternatives along the Sammamish River. Are there no areas within the City of Woodinville where invasive vegetation could be removed and native trees and shrubs planted along the Sammamish River? The aerial photo on the cover of the Conceptual Mitigation Plan shows areas where there may be opportunities both up and downstream of the bridge crossing. The 2002 Sammamish River Corridor Action Plan specifically listed the restoration of riparian areas throughout the river corridor as a primary action to take. Further, the Sammamish River exceeds the State water temperature standards regularly in several places adversely affecting returning adult salmon, including near the project site; therefore, riparian restoration opportunities along the Sammamish River should be pursued first before considering offsite locations.</p>	<p>While the project includes on-site mitigation beneath the new bridge for shading impacts, additional mitigation area is necessary to compensate for buffer impacts from the project. The City pursued identification of suitable mitigation sites along the banks of the Sammamish River up- and down-stream of the project site. However, property ownership and site constraints, such as existing land uses, limited the availability of suitable sites, leading the City to consider alternatives. Little Bear Creek is the nearest tributary to the project site and had previously been identified as a potential riparian habitat restoration site. Section 5.2 of the Conceptual Mitigation Plan discusses the primary reasons for selection of Little Bear Creek for this mitigation project. <b>No revisions have been made to the SEPA Checklist in response to this comment.</b></p>
<p>Muckleshoot Indian Tribe</p>	<p>The checklist notes that WDFW will likely require that 2,400 square feet of area be eradicated of invasive species and planted with native species underneath the new bridge to mitigate for overwater coverage. A planted plan should be provided that includes these details.</p>	<p>We revised the <b>2nd paragraph in Section B, 4. Plants (d)</b> to clarify the proposed planting plan for the on-site mitigation, including adding the plan sheet illustrating the proposed planting plan for this location. The revised language is: "In accordance with anticipated WDFW HPA provisions, on-site mitigation will include the removal of non-native invasive species along the banks of the Sammamish River beneath the new bridge and planting with natives shrubs and ferns. Attachment I illustrates the proposed planting plan for the on-site mitigation in this location. Because the new bridge will span this area, no trees will be installed as part of the proposed mitigation in this location. Attachment I illustrates the proposed planting plan for the on-site mitigation in this location."</p>

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Agency	Comment	Response
<p>The Muckleshoot Indian Tribe reviewed the City's responses to comments above, and submitted the following additional comments to the City via email on July 27, 2012.</p>		
<p>Muckleshoot Indian Tribe</p> <div data-bbox="136 324 283 552" style="border: 1px solid black; padding: 2px; width: fit-content;"> <p>EXHIBIT 22 PAGE 6 OF 26</p> </div>	<p>1. Per the City's responses, the project will affect the majority of the 2003 WSDOT mitigation site. If this is the case, then the City should verify that this will be allowed under any Corps permit issued for the WSDOT project and that the propose mitigation is sufficient.</p>	<p>Thank you for the comment. We investigated this issue by contacting John Maas, WSDOT's Northwest Region Environmental Compliance Manager for information about the 2003 mitigation project and any related permits and conditions. John provided us with the attached Planting Plan from their plan sheets for the <i>2003 Sammamish River Bridges 203/35 and 202/38 Scour Project</i> which shows the boundaries of their mitigation project at the site, the plant species installed, and quantities. Our project will affect that portion of the 2003 WSDOT mitigation site located upstream (south) of the existing bridge on the west side river (labeled as S1 and T3 in the attached 2003 WSDOT Planting Plan).</p>
<p>Muckleshoot Indian Tribe</p>	<p>Based on the City's responses, it appears that existing trees will be removed and replaced with shrubs and ground vegetation which will cause a functional loss of riparian function at this location. Again, we strongly encourage the City to look at other areas along the Sammamish River to mitigate for the riparian functional losses.</p>	<p>The proposed project will require the removal of approximately 3-5 sapling big leaf maple and red alder, and approximately 5-7 young Douglas fir located at the top of the bank in the area depicted as T3 in the attached WSDOT planting plan. The Douglas fir were apparently planted as part of the 2003 WSDOT mitigation. While the planting plan WSDOT provided us indicates that Pacific and Sitka Willow live stakes were installed along the edge of the ordinary high water line of the river (in areas depicted S1 and S2 on the WSDOT planting plan), these species currently appear to be completely absent along the edge of water on the upstream (south side) of the bridge on the west side of the river. There are currently no trees or large shrubs on the lower portion of the west bank overhanging the water and providing shade. At this point in time, trees on the site at the top of bank that would be impacted provide only a minor contribution to riparian function; however, that would increase over time as their size increases. It may be possible to preserve some of the Douglas fir trees. This will be evaluated during preparation of the final engineering and landscape design for the pro</p>

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<div data-bbox="157 251 304 479" style="border: 1px solid black; padding: 5px; width: fit-content;"> <p style="text-align: center;">EXHIBIT <span style="font-size: 2em;">2</span></p> <p style="text-align: center;">PAGE <span style="font-size: 2em;">7</span> OF <span style="font-size: 2em;">28</span></p> </div> <p>Muckleshoot Indian Tribe</p>	<p>2. We would like more information regarding the potential mitigation sites along the Sammamish River. The City's response is vague on page 5. For example, how far up and down river did the City look for mitigation sites? Did the City discuss potential easements or planting opportunities with private property owners?</p>	<p>The City initially considered mitigation along the Sammamish River within the existing and proposed right-of-way extents of the project. However, in addition to the limited space available within the proposed right-of-way extent of the project, the proposed bridge structure, existing railroad trestle, and overhead power lines all require clearances further limiting the type (tree heights, proximity to structures) and acreage of mitigation that can be accomplished on site. Additionally, an existing wetland and established willows are already present adjacent to the vegetated area (and trees described above) that will be impacted. The City next looked for potential mitigation sites on city-owned property nearby that had sufficient area available, subsequently identifying the proposed Little Bear Creek mitigation site. Since the City already owns the proposed mitigation site property, Little Bear Creek was previously identified as an important riparian corridor in the Sammamish River watershed that could benefit from restoration and enhancement activities, and the property is large enough to allow for the necessary mitigation acreage, the City did not look further for potenti</p>

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Agency	Comment	Response
<div data-bbox="107 228 258 451" style="border: 1px solid black; padding: 2px; display: inline-block;">                     EXHIBIT <u>22</u>                      PAGE <u>8</u> OF <u>88</u> </div> Muckleshoot Indian Tribe	The Sammamish River has an Action Plan from 2002 , as well as, the City's SMA required restoration plan that has river riparian restoration has one of its high priority actions. I think that the Sammamish River Corridor Action Plan pre-dates any plans for Little Bear Creek and is a higher priority in the WRIA 8 Chinook recovery plan.	Your comment is correct that riparian restoration is a high priority for under the City's SMA, and the 2002 Sammamish River Corridor Action Plan identifies shade trees as a restoration priority in the river reach the project is located in (Reach 3). In keeping with this, the City will revisit mitigation options and will look for areas along the Sammamish River up- and downstream of the project to restore/enhance riparian function by planting trees. The City owns right-of-way just downstream (north) of the existing bridge which may have potential. The river banks in the City's right-of-way in this area were also part of the 2003 WSDOT Mitigation Site (see the attached WSDOT planting plan) and were planted with trees and shrubs, but like the areas upstream of the bridge, these plantings appear to be completely overgrown with Himalayan blackberry. There may be potential to remove the invasive blackberry and enhance the river banks with additional tree (such as willow) plantings along the edge of water as well as potential to install some trees at the top of banks. The City will also look at areas along the Sammamish River corridor within King County ownership that m
Muckleshoot Indian Tribe	3. Where is the planting plan for the mitigation work under the new bridge? The City's responses reference an Attachment 1, but I couldn't find it in the materials you sent.	The City will re-send the planting plan, included as SEPA attachment "I", to the Tribe.



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EXHIBIT 22  
PAGE 10 OF 28



EXHIBIT 22  
PAGE 11 OF 28

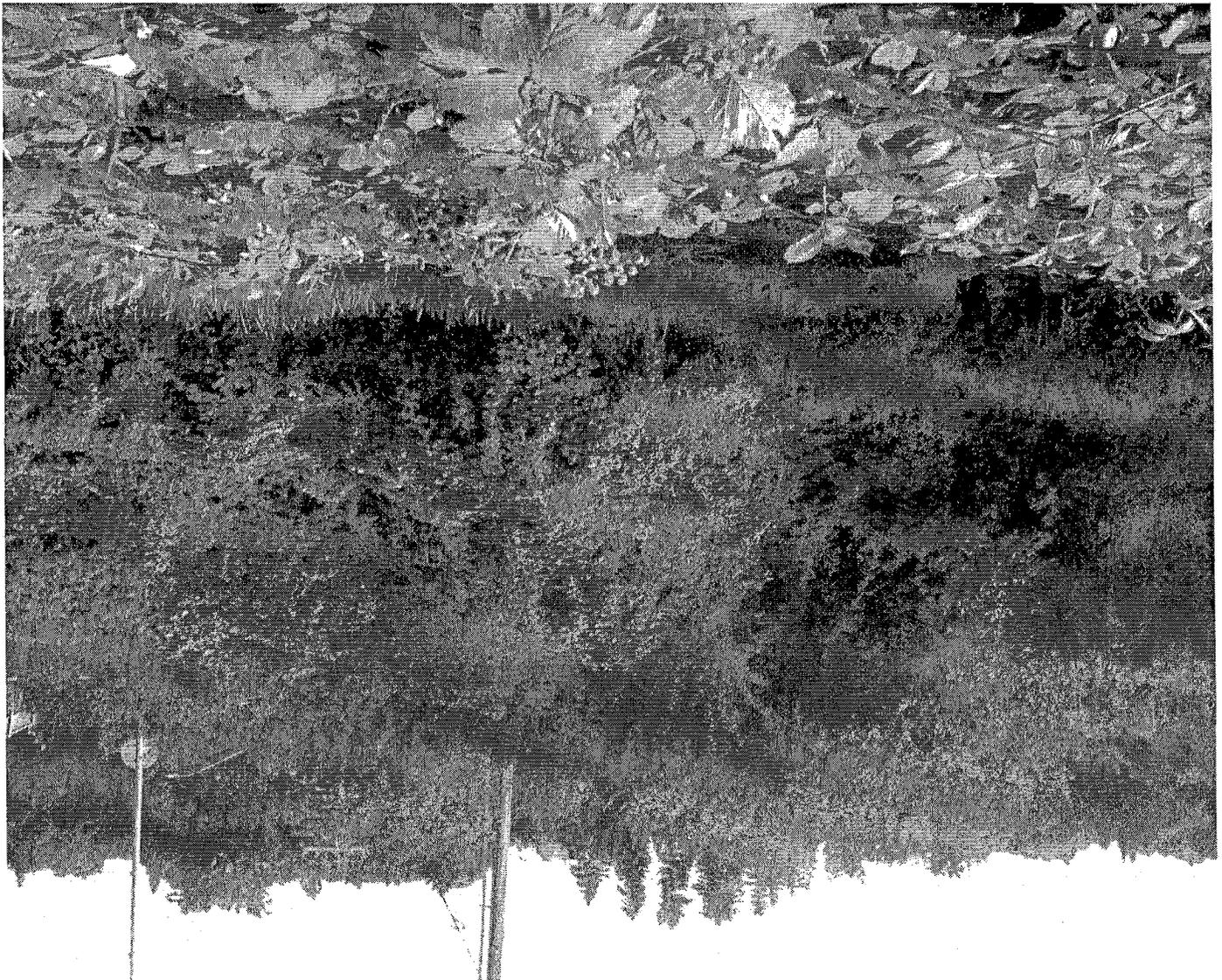
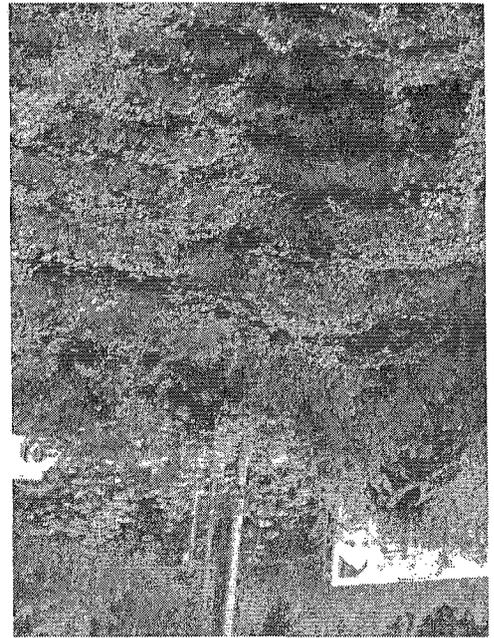


EXHIBIT 22  
PAGE 12 OF 28

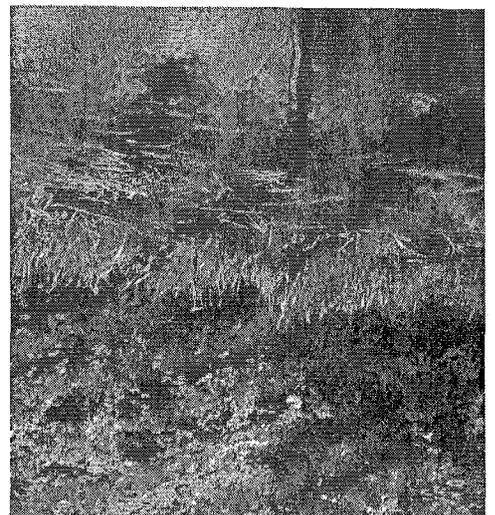


EXHIBIT 22  
PAGE 13 OF 26



T.26N. R.5E. W.M.

EXHIBIT 22  
PAGE 4 OF 28



F.A. NO. BH-0202(035)  
PROJECT VICINITY  
SR 202, MP 0.44  
BRIDGE 202/35

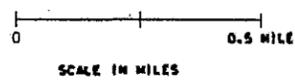
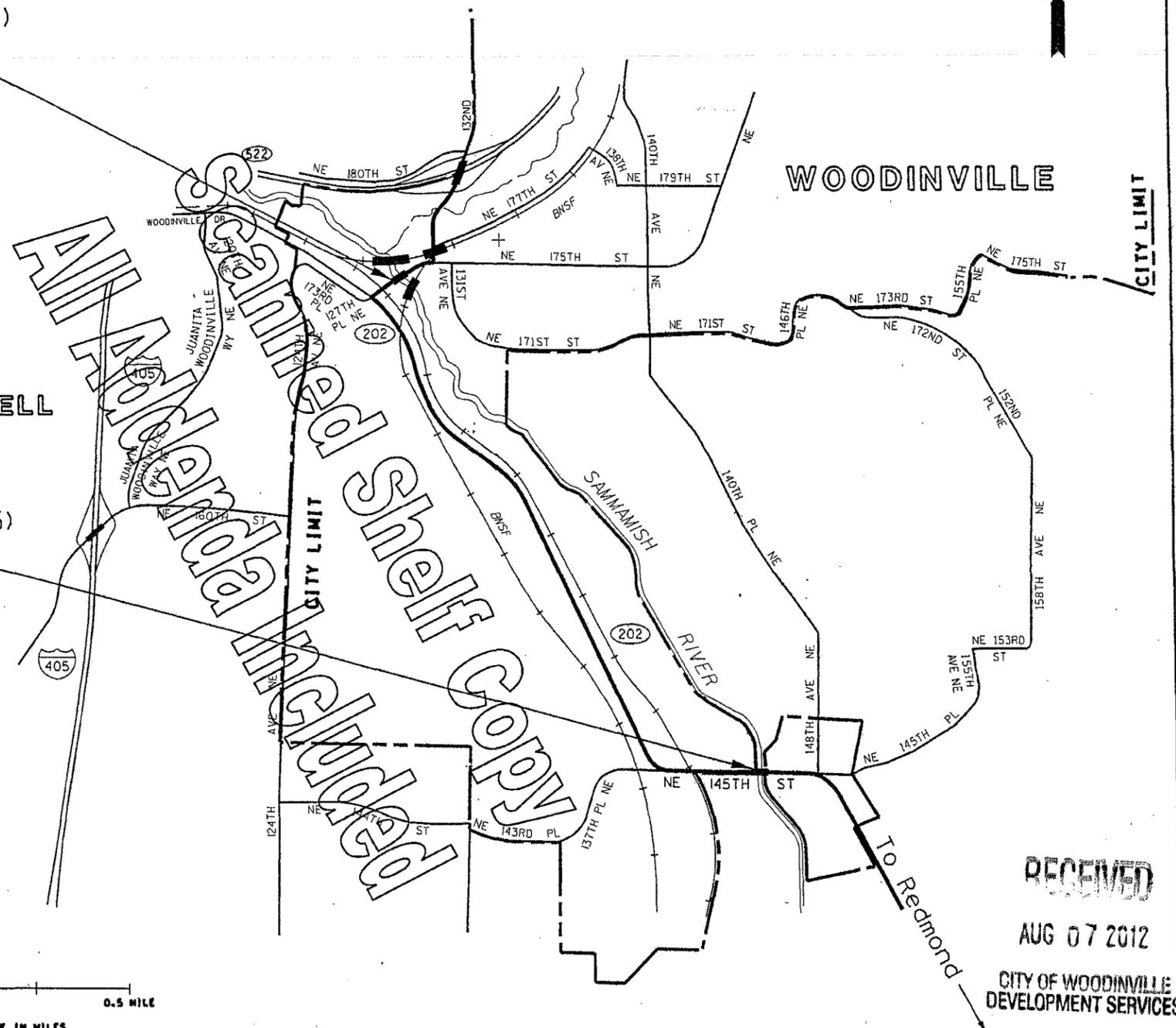
# INDEX

SHEET NO.	PLAN REFERENCE NO.	TITLE
1	VI1	VICINITY MAP & INDEX
2	SO1	SUMMARY OF QUANTITIES
3	AL1	ALIGNMENT - BRIDGE 202/35
4	AL2	ALIGNMENT - BRIDGE 202/38
5	SP1	SITE PREP. - BR. 202/35
6	SP2	SITE PREP. - BR. 202/38
7	PR1	PROFILE - BRIDGE 202/35
8	PR2	PROFILE - BRIDGE 202/38
9	SRD1	SCOUR REPAIR DETAILS
10	TESC1	TESC DETAILS
11	PL1	PLANTING PLAN - BRIDGE 202/35
12	PL2	PLANTING PLAN - BRIDGE 202/38
13	PL3	PLANTING DETAILS
14	TNS1	TEMPORARY NOISE SHIELDS
15	TTCP1	TEMPORARY TRAFFIC CONTROL PLAN

F.A. NO. BH-0202(035)  
PROJECT VICINITY  
SR 202, MP 2.50  
BRIDGE 202/38

BOTHELL

WOODINVILLE



FILE NAME I:\Team\Projects\SR202_Sammamish River Bridges35 & 38 Scour Repair\Sr202Cad0ct\1\OU-SP.dgn		REGION NO. STATE		FED. AID PROJ. NO.		Washington State Department of Transportation		SR 202 SAMMAMISH RIVER BRIDGES SCOUR REPAIR		PLOTS	
TIME 02:49:00 PM		10 WASH		BH-0202(035)		VICINITY MAP & INDEX		VI1		SHEET 1 OF 15 SHEETS	
DATE 04/07/2003		JOB NUMBER 03A010		LOCATION NO.		P.E. STAMP BOX		P.E. STAMP BOX			
DESIGNED BY W. YEUNG		CHECKED BY A. KARAMI		PROJ. ENGR. J. LAVASSAR		REGIONAL ADM. L. ENG		REVISION		DATE BY	

# SUMMARY OF QUANTITIES

DOT\_RGG900

4/8/2003

EXHIBIT 27  
PAGE 15 OF 28

ITEM NO	TOTAL QUANTITY	SUB-TOTAL * SECTION 1-07.2(1) OF STANDARD SPECS	SUB-TOTAL ** SECTION 1-07.2(2) OF STANDARD SPECS	STD. ITEM NO.	UNIT	ITEM	GROUP 1	GROUP 1	GROUP 2																								
							BRIDGE 202/35	BRIDGE 202/38	THIRD PARTY DAMAGES																								
<b>PREPARATION</b>																																	
1	LUMP SUM	LUMP SUM		0001	L.S.	MOBILIZATION	L.S.	L.S.																									
2	0.30	0.30		0025	ACRE	CLEARING AND GRUBBING	0.15	0.15																									
<b>DRAINAGE</b>																																	
3	240.00	240.00		1086	TON	QUARRY SPALLS	120.00	120.00																									
4	10.00	10.00			L.F.	"V" NOTCH LEVEL SPREADER		10.00																									
<b>EROSION CONTROL AND PLANTING</b>																																	
5	30.00	30.00		6403	DAY	ESC LEAD	15.00	15.00																									
6	29.00	29.00		6443	C.Y.	COMPOST TYPE 2	18.00	11.00																									
7	290.00	290.00		6454	S.Y.	EROSION CONTROL BLANKET	145.00	145.00																									
8	585.00	585.00			L.F.	COMPOST WATTLE	350.00	235.00																									
9	5000.00	5000.00		6490	DOL	EROSION/WATER POLLUTION CONTROL	2,500.00	2,500.00																									
10	380.00	380.00			L.F.	TURBIDITY CURTAIN	190.00	190.00																									
11	85.00	85.00		6552	EACH	PSIPE SITKA WILLOW, 36" HT. LIVE STAKES	56.00	29.00																									
12	91.00	91.00		6552	EACH	PSIPE RED ELDERBERRY, 18" HT., #1 CONT.	50.00	41.00																									
13	278.00	278.00		6552	EACH	PSIPE NOOTKA ROSE, 12" HT., #1CONT.	174.00	104.00																									
14	234.00	234.00		6552	EACH	PSIPE SNOWBERRY, 12" HT., #1 CONT.	139.00	95.00																									
15	222.00	222.00		6552	EACH	PSIPE SALMONBERRY, 12" HT. #1 CONT.	139.00	83.00																									
16	85.00	85.00		6552	EACH	PSIPE PACIFIC WILLOW, 36"HT. LIVE STAKES	56.00	29.00																									
17	40.00	40.00		6552	EACH	PSIPE DOUGLAS FIR, 24" HT., #2 CONT.	35.00	5.00																									
18	223.00	223.00		6552	EACH	PSIPE OCEANSPRAY, 12" HT., #1CONT.	140.00	83.00																									
19	5500.00	5500.00		6606	DOL	PLANT ESTABLISHMENT - SECOND YEAR	3,500.00	2,000.00																									
20	4500.00	4500.00		6608	DOL	PLANT ESTABLISHMENT - THIRD YEAR	2,500.00	2,000.00																									
21	90.00	90.00		6580	C.Y.	BARK OR WOOD CHIP MULCH	58.00	34.00																									
22	120.00	120.00		6555	S.Y.	SOD INSTALLATION		120.00																									
<b>TRAFFIC</b>																																	
23	2.00	2.00		6994	EACH	PORTABLE CHANGEABLE MESSAGE SIGN	1.00	1.00																									
24	200.00	200.00		6995	HOURL	OPERATION OF PORTABLE CHANGEABLE MESSAGE SIGN	100.00	100.00																									
25	LUMP SUM	LUMP SUM		6964	L.S.	TEMPORARY TRAFFIC CONTROL DEVICES	L.S.	L.S.																									
26	320.00	320.00		6979	HOURL	TRAFFIC CONTROL LABOR	160.00	160.00																									
27	20.00	20.00		6968	DAY	TRAFFIC CONTROL VEHICLE	10.00	10.00																									
28	160.00	160.00		6972	HOURL	TRAFFIC CONTROL SUPERVISOR	80.00	80.00																									
29	300.00	300.00		6982	S.F.	CONSTRUCTION SIGNS CLASS A	150.00	150.00																									
<b>OTHER ITEMS</b>																																	
30	54.00	54.00			L.F.	REMOVING AND RESETTING THE TRAIL RAIL	54.00																										
31	5000.00	5000.00		7715	DOL	FORCE ACCOUNT ROADSIDE CLEANUP	2,500.00	2,500.00																									
32	5.00	5.00		7725	DOL	REIMBURSEMENT FOR THIRD PARTY DAMAGE						5.00																					
33	-2.00	-2.00		7728	DOL	MINOR CHANGE	-1.00	-1.00																									
34	LUMP SUM	LUMP SUM		7736	L.S.	SPCC PLAN	L.S.	L.S.																									

GROUP NUMBER	SR	CONTROL SECTION	TAX SCHEDULE	FUND PARTICIPANTS
1	202	171001	*	FEDERAL, STATE
2	202	171001	*	STATE

		REGION	STATE	FEDERAL AID PROJECT NO. BH-0202(035)	Washington State Department of Transportation	SR 202 SAMMAMISH RIVER BRIDGES SCOUR REPAIR	SQ1 SHEET 2 OF 15 SHEETS
		10	WA				
		JOB NUMBER 03A010/1					
		CONTRACT NO 000000					
DATE	REVISION	BY				SUMMARY OF QUANTITIES	

THE BASIS OF BEARINGS AND DISTANCES FOR THIS PROJECT ARE DETERMINED FROM THE WASHINGTON STATE COORDINATE SYSTEM, NORTH ZONE (NAD 83/91).

THE NORTHINGS (N) AND EASTINGS (E) SHOWN ARE US FOOT PROJECT DATUM.

THE DISTANCES SHOWN ARE GROUND DISTANCES.

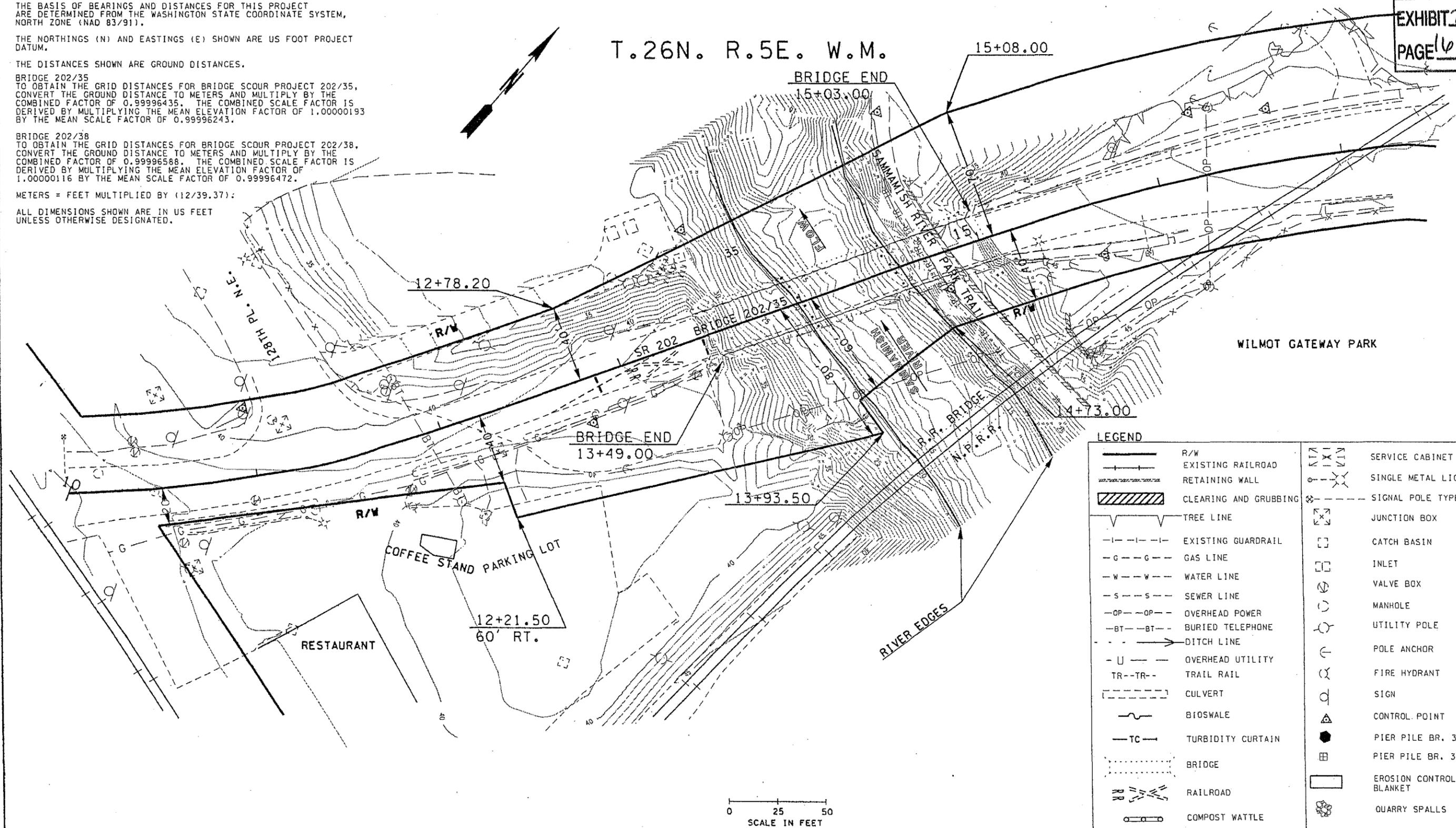
BRIDGE 202/35  
TO OBTAIN THE GRID DISTANCES FOR BRIDGE SCOUR PROJECT 202/35, CONVERT THE GROUND DISTANCE TO METERS AND MULTIPLY BY THE COMBINED FACTOR OF 0.99996435. THE COMBINED SCALE FACTOR IS DERIVED BY MULTIPLYING THE MEAN ELEVATION FACTOR OF 1.00000193 BY THE MEAN SCALE FACTOR OF 0.99996243.

BRIDGE 202/38  
TO OBTAIN THE GRID DISTANCES FOR BRIDGE SCOUR PROJECT 202/38, CONVERT THE GROUND DISTANCE TO METERS AND MULTIPLY BY THE COMBINED FACTOR OF 0.99996588. THE COMBINED SCALE FACTOR IS DERIVED BY MULTIPLYING THE MEAN ELEVATION FACTOR OF 1.00000116 BY THE MEAN SCALE FACTOR OF 0.99996472.

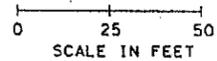
METERS = FEET MULTIPLIED BY (12/39.37):

ALL DIMENSIONS SHOWN ARE IN US FEET UNLESS OTHERWISE DESIGNATED.

T.26N. R.5E. W.M.



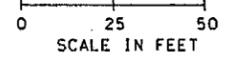
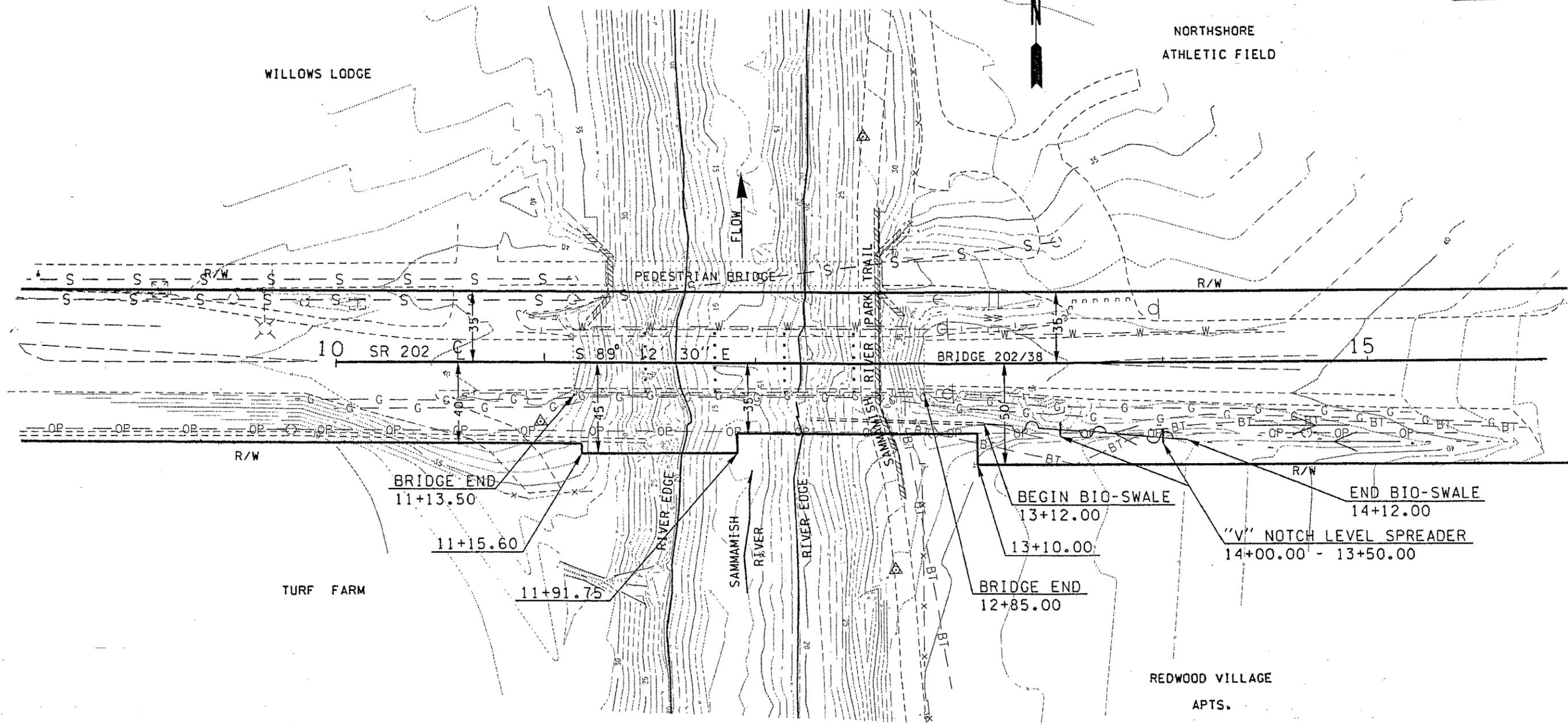
LEGEND	
	R/W
	EXISTING RAILROAD
	RETAINING WALL
	CLEARING AND GRUBBING
	TREE LINE
	EXISTING GUARDRAIL
	GAS LINE
	WATER LINE
	SEWER LINE
	OVERHEAD POWER
	BURIED TELEPHONE
	DITCH LINE
	OVERHEAD UTILITY
	TRAIL RAIL
	CULVERT
	BIOSWALE
	TURBIDITY CURTAIN
	BRIDGE
	RAILROAD
	COMPOST WATTLE
	SERVICE CABINET
	SINGLE METAL LIGHT
	SIGNAL POLE TYPE 2
	JUNCTION BOX
	CATCH BASIN
	INLET
	VALVE BOX
	MANHOLE
	UTILITY POLE
	POLE ANCHOR
	FIRE HYDRANT
	SIGN
	CONTROL POINT
	PIER PILE BR. 35
	PIER PILE BR. 38
	EROSION CONTROL BLANKET
	QUARRY SPALLS



FILE NAME: I:\Team\Projects\SR202, Sammamish River Bridges 35 & 38 Scour Repair\sr202\cad\0c1\NOU-SP.dgn				PLOT 11	
TIME: 02:49:08 PM	DATE: 04/07/2003	REGION NO.: 10	STATE: WASH	FED.AID PROJ.NO.	AL 1
DESIGNED BY: W. YEUNG	ENTERED BY: A. GHADAMSI	CHECKED BY: A. KARAMI	PROJ. ENGR.: J. LAVASSAR	REGIONAL ADM.: L. ENG	SHEET 3 OF 15 SHEETS
REVISION	DATE	BY	CONTRACT NO.: 03A010	LOCATION NO.	ALIGNMENT - BRIDGE 202/35

T.26N. R.5E. W.M.

EXHIBIT 22  
PAGE 17 OF 28

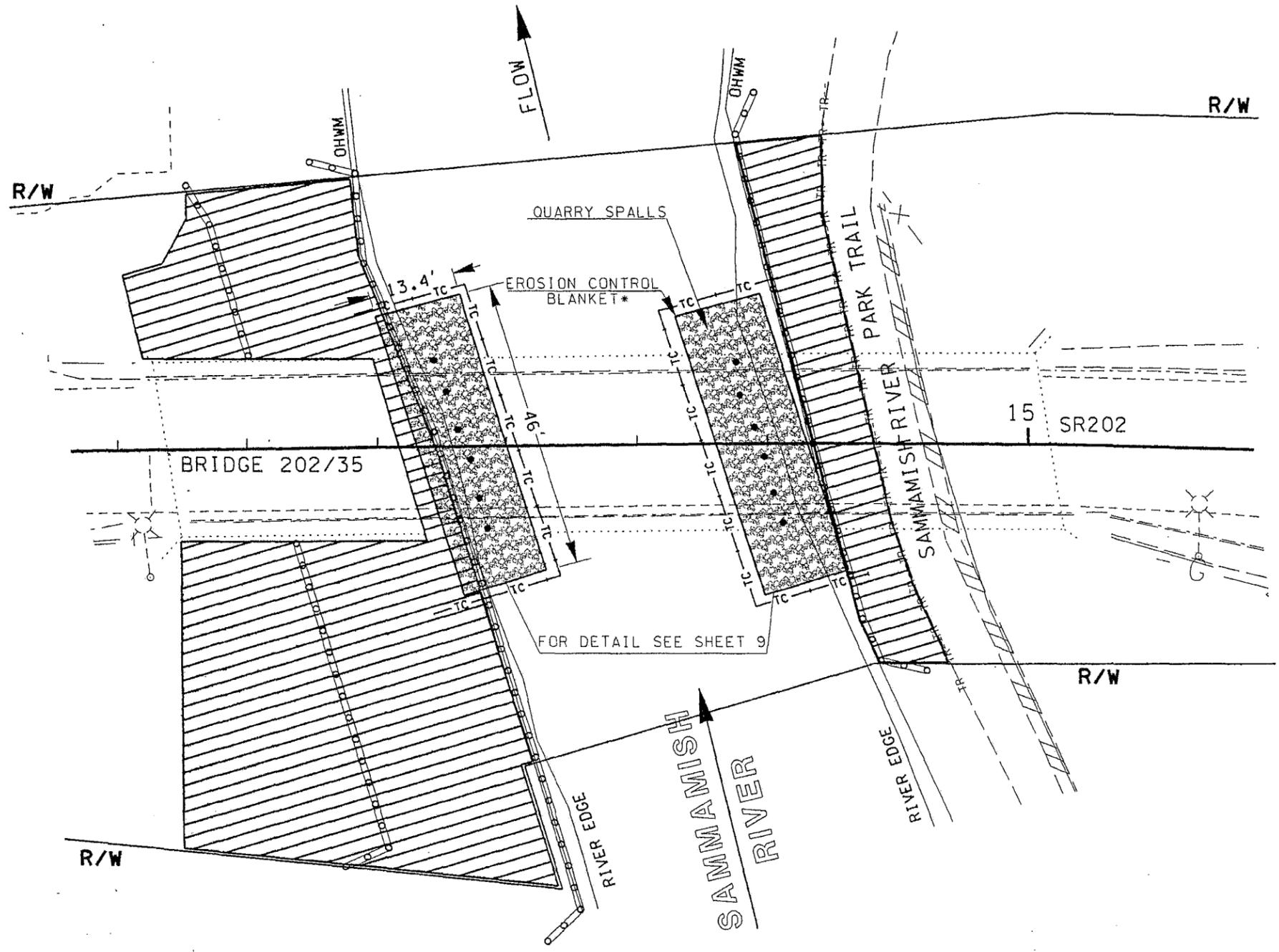


FOR LEGEND SEE SHEET NO. 3

FILE NAME I:\Team\Projects\SR202_Sammamish River Bridges\35 & 38 Scour Repair\SR202Cad0c1\NOU-SP.dgn		REGION NO. STATE		FED.AID PROJ.NO.				SR 202 SAMMAMISH RIVER BRIDGES SCOUR REPAIR	PLOT1
TIME 02:48:49 PM	DATE 04/07/2003	10	WASH						AL2
DESIGNED BY W. YEUNG	ENTERED BY A. GHADAMSI	CHECKED BY A. KARAMI	PROJ. ENGR. J. LAVASSAR	REGIONAL ADM. L. ENG	REVISION	DATE	BY	ALIGNMENT - BRIDGE 202/38	SHEET 4 OF 15 SHEETS

T.26N. R.5E. W.M.

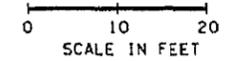
EXHIBIT 27  
PAGE 18 OF 18



- CONSTRUCTION NOTES**
- 1 - ALL WORK WITHIN THE RIVER SHALL BE BY MANUAL LABORERS.
  - 2 - ALL CLEARING AREAS ARE WITHIN WSDOT R/W, THE END OF THE BRIDGE, SAMMAMISH RIVER PARK TRAIL EDGE, AND THREE FEET FROM THE ORDINARY HIGH WATER MARK.
  - 3 - ALL CLEARING AREAS ARE TO BE IDENTICAL TO THE PLANTING AREAS. CLEARING AREAS ARE FOR CONSTRUCTION ACCESS AND PLANTING.
  - 4 - FOR COMPOST WATTLE AND TURBIDITY CURTAIN DETAILS, SEE SHEET 10.
  - 5 - CLEARING AREAS WILL BE STAKED BY THE ENGINEER.
  - 6 - QUARRY SPALLS SHALL BE A MINIMUM OF 5.7 FEET UPSTREAM AND DOWNSTREAM OF THE COLUMNS.

MATERIAL	QUANTITY
EROSION CONTROL BLANKET*	145 S.Y.
QUARRY SPALLS	120 TON
COMPOST WATTLES	350 L.F.
CLEARING AND GRUBBING	0.15 ACRE
TURBIDITY CURTAIN	190 L.F.

\* COCONUT FIBER BLANKET

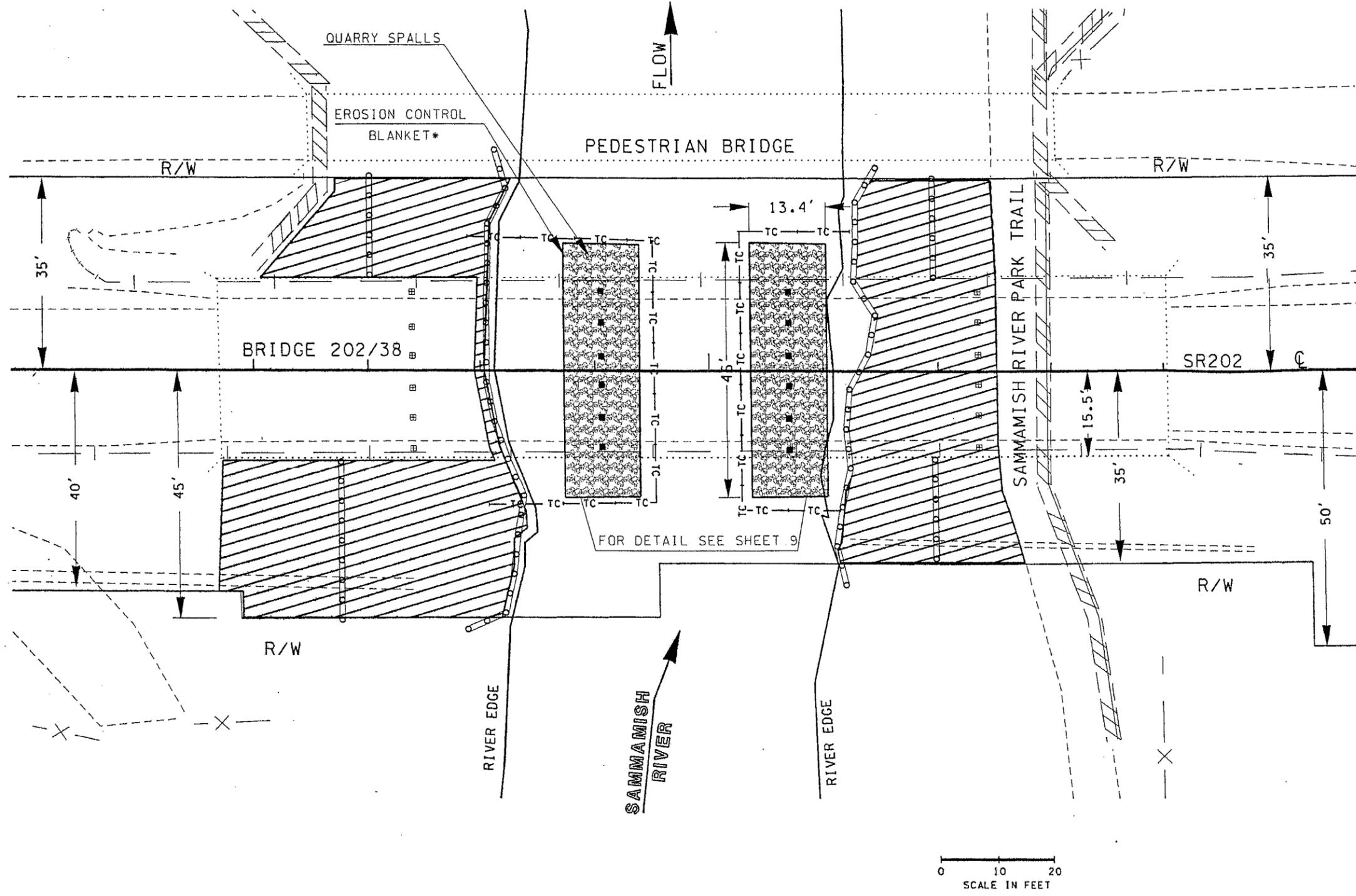


FOR LEGEND SEE SHEET NO. 3

FILE NAME I:\Team\Projects\SR202, Sammamish River Bridges 35 & 38 Scour Repair\SR202Cad0ct\QU-SP.dgn		REGION NO. 10	STATE WASH	FED. AID PROJ. NO.			SR 202 SAMMAMISH RIVER BRIDGES SCOUR REPAIR	PLOT13 SP1 SHEET 5 OF 15 SHEETS
TIME 07:04:50 AM	DATE 04/09/2003	JOB NUMBER 03A010	CONTRACT NO.	LOCATION NO.				
DESIGNED BY W. YEUNG	ENTERED BY A. GHADAMI	CHECKED BY A. KARAMI	PROJ. ENGR. J. LAVASSAR	REGIONAL ADM. L. ENG	REVISION	DATE	BY	

T.26N. R.5E. W.M.

EXHIBIT 22  
PAGE 9 OF 28



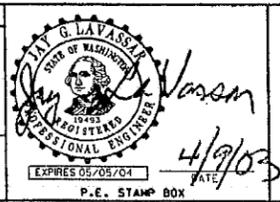
- CONSTRUCTION NOTES**
- 1 - ALL WORK WITHIN THE RIVER SHALL BE BY MANUAL LABORERS.
  - 2 - ALL CLEARING AREAS ARE WITHIN WSDOT R/W, THE END OF THE BRIDGE, SAMMAMISH RIVER PARK TRAIL EDGE, AND THREE FEET FROM THE ORDINARY HIGH WATER MARK.
  - 3 - ALL CLEARING AREAS ARE TO BE IDENTICAL TO THE PLANTING AREAS. CLEARING AREAS ARE FOR CONSTRUCTION ACCESS AND PLANTING.
  - 4 - FOR COMPOST WATTLE AND TURBIDITY CURTAIN DETAILS, SEE SHEET 10.
  - 5 - CLEARING AREAS WILL BE STAKED BY THE ENGINEER.
  - 6 - QUARRY SPALLS SHALL BE A MINIMUM OF 5.7 FEET UPSTREAM AND DOWNSTREAM OF THE COLUMNS.

MATERIAL	QUANTITY
EROSION CONTROL BLANKET*	145 S.Y.
QUARRY SPALLS	120 TON
COMPOST WATTLES	235 L.F.
CLEARING AND GRUBBING	0.15 ACRE
TURBIDITY CURTAIN	190 L.F.

\* COCONUT FIBER BLANKET

FOR LEGEND SEE SHEET NO. 3

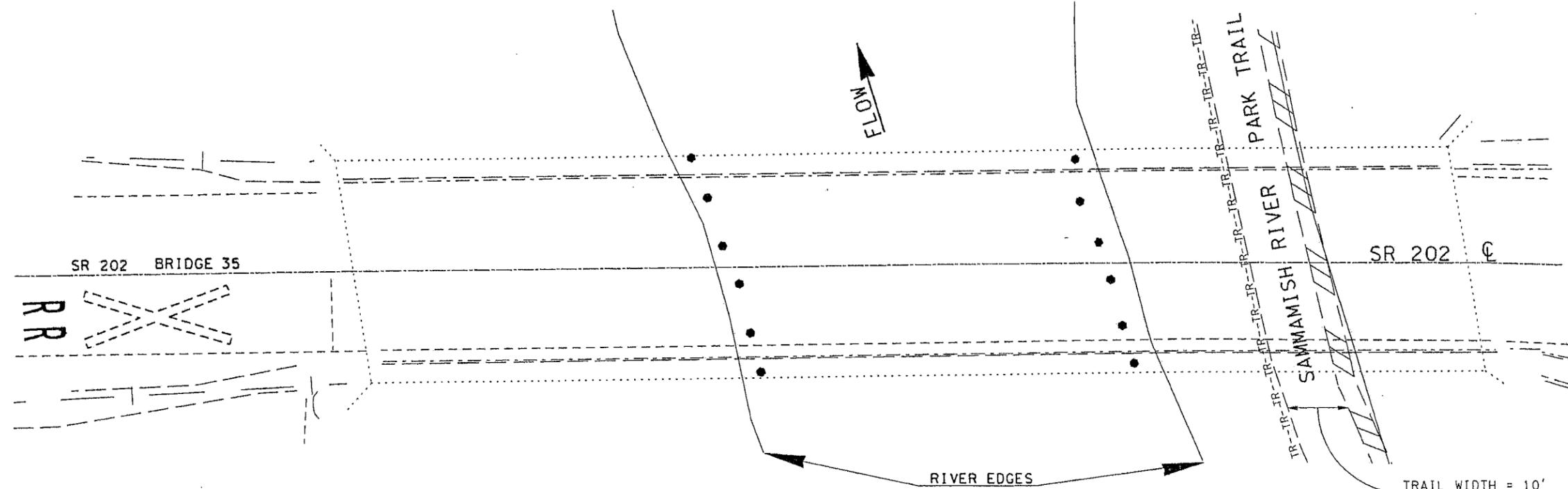
FILE NAME I:\Team\Projects\SR202, Sammamish River Bridges\35 & 38 Scour Repair\Sr202Cad0ct1\0U-SP.dgn		REGION NO.	STATE	FED.AID PROJ.NO.
TIME 07:04:44 AM		10	WASH	
DATE 04/09/2003		JOB NUMBER		
		03A010		
DESIGNED BY W. YEUNG		CONTRACT NO.		LOCATION NO.
ENTERED BY A. GHADAMSI				
CHECKED BY A. KARAMI				
PROJ. ENGR. J. LAVASSAR				
REGIONAL ADM. L. ENG	REVISION	DATE	BY	



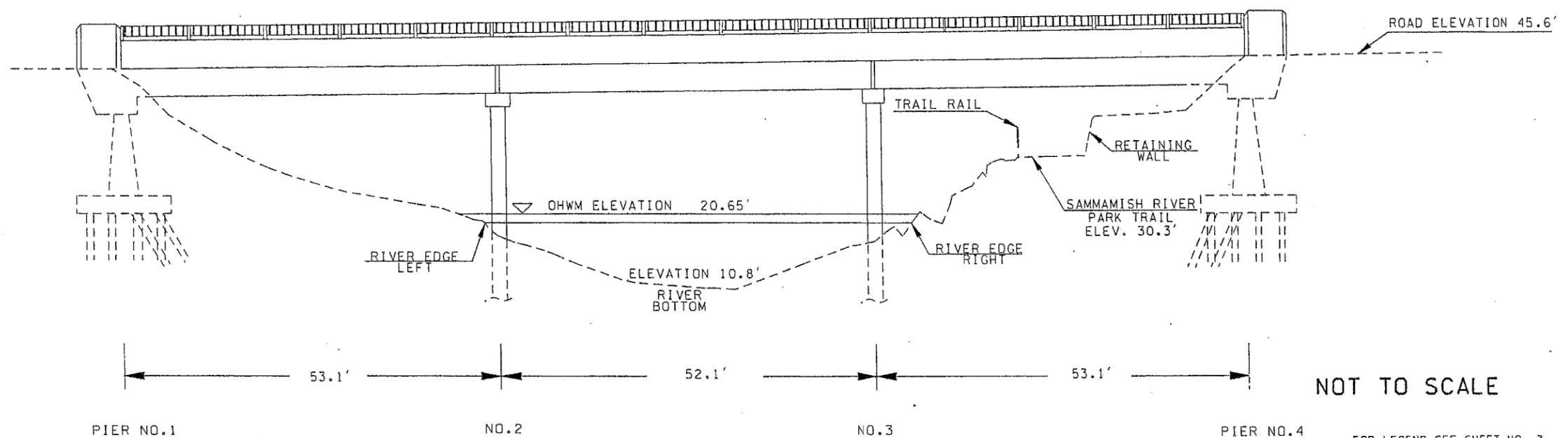
SR 202  
SAMMAMISH RIVER BRIDGES  
SCOUR REPAIR  
SITE PREP. - BRIDGE 202/38

PLOT3  
SP2  
SHEET 6 OF 15 SHEETS

T.26N. R.5E. W.M.



PLAN



ELEVATION AT CENTER LINE

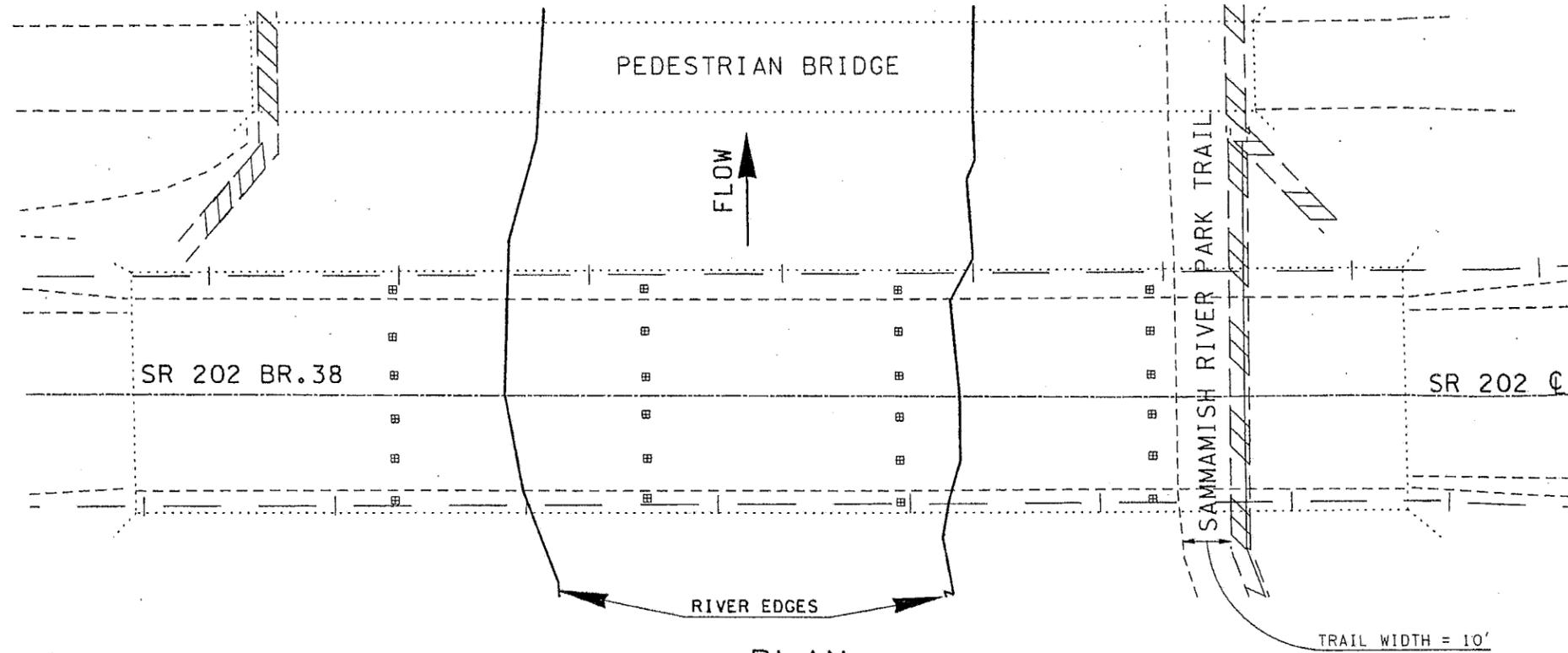
NOT TO SCALE

FOR LEGEND SEE SHEET NO. 3  
OHWM = ORDINARY HIGH WATER MARK

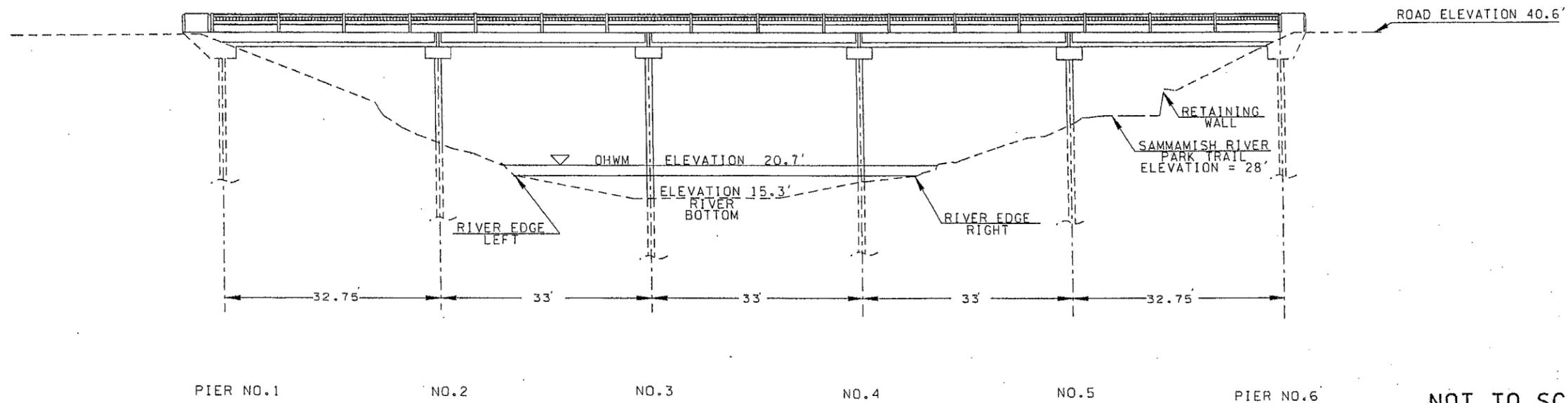


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TIME 02:49:10 PM	DATE 04/07/2003	JOB NUMBER 03A010		CONTRACT NO.		LOCATION NO.								SHEET 7 OF 15 SHEETS	
DESIGNED BY W. YEUNG	ENTERED BY A. GHADAMSI	CHECKED BY A. KARAMI		PROJ. ENGR. J. LAVASSAR		REGIONAL ADM. L. ENG		REVISION		DATE		BY		P.E. STAMP BOX	

T.26N. R.5E. W.M.



PLAN



ELEVATION AT CENTER LINE

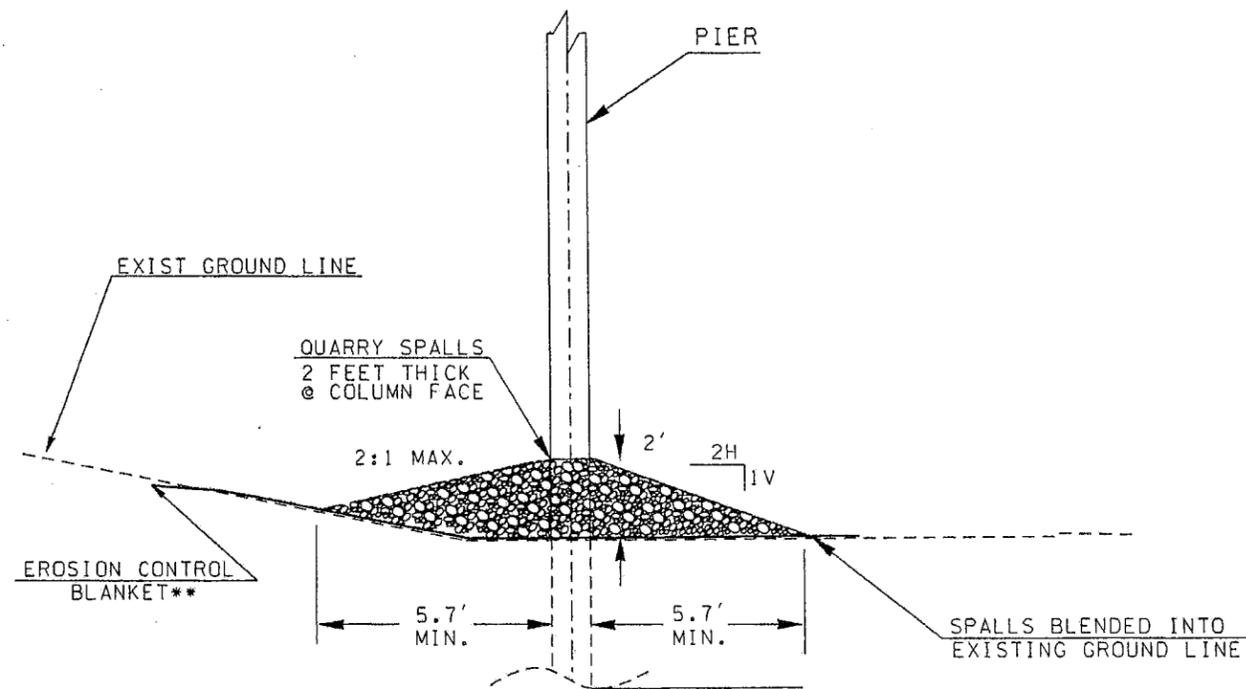
NOT TO SCALE

FOR LEGEND SEE SHEET NO. 3  
OHWM = ORDINARY HIGH WATER MARK

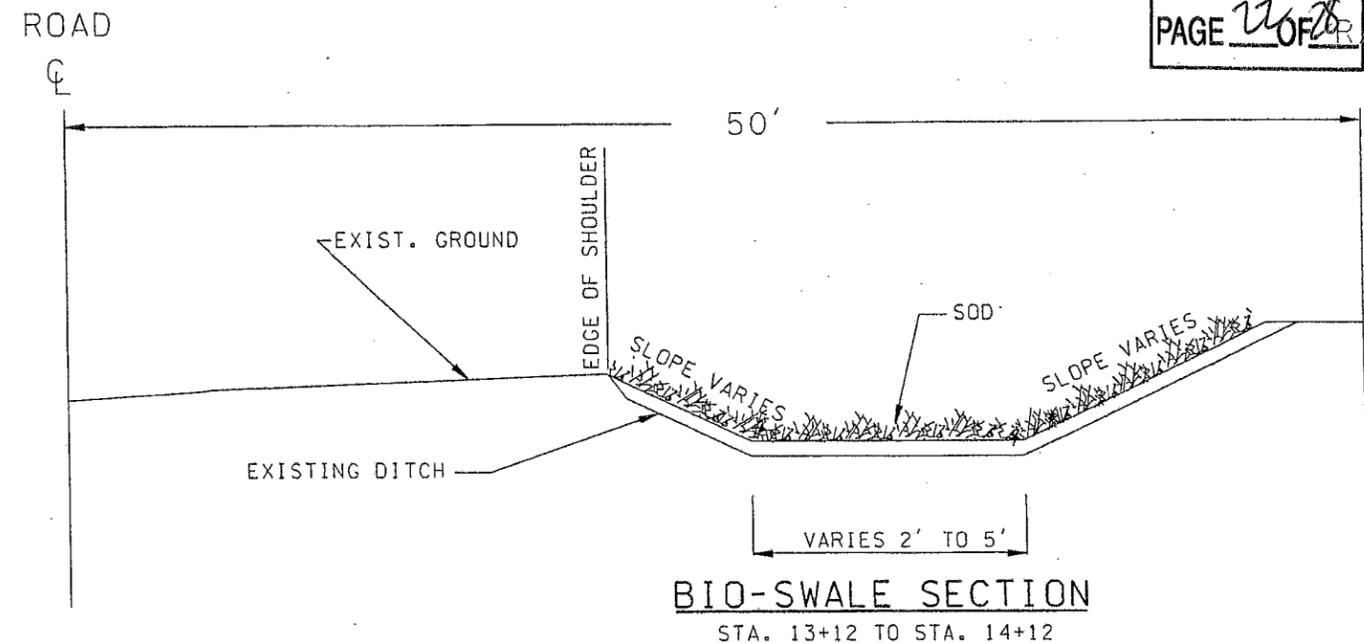


(NAVD) 88

FILE NAME I:\Team\Projects\SR202_Sammamish River Bridges35 & 38 Scour Repair\SR202Cad0ct\YOU-SP.dgn		REGION NO. STATE		FED.AID PROJ.NO.		Washington State Department of Transportation		SR 202 SAMMAMISH RIVER BRIDGES SCOUR REPAIR		PLOT2 PR2	
TIME 02:48:52 PM		10 WASH				Professional Engineer				SHEET 8 OF 15 SHEETS	
DATE 04/07/2003		JOB NUMBER 03A010		LOCATION NO.		4/7/03		PROFILE - BRIDGE 202/38			
DESIGNED BY W. YEUNG		CONTRACT NO.		DATE		P.E. STAMP BOX					
ENTERED BY A. GHADAMSI		BY		DATE		DATE					
CHECKED BY A. KARAMI											
PROJ. ENGR. J. LAVASSAR											
REGIONAL ADM. L. ENG											

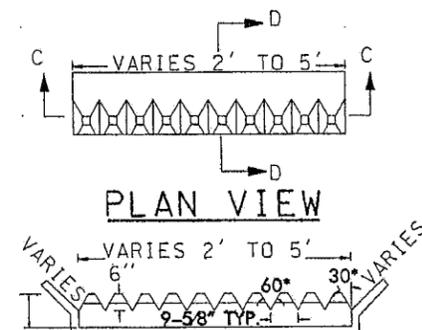


TYPICAL PIER SIDE VIEW BRIDGE 202/35 AND 202/38 [WEST]

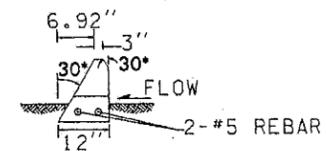


CONSTRUCTION NOTES

1. SOD SHALL BE INSTALLED IN THE EXISTING DITCH.
2. A MINIMUM OF 6" OF SOIL, BENEATH THE NEW SOD, SHALL BE LOOSENEED PRIOR TO INSTALLATION.

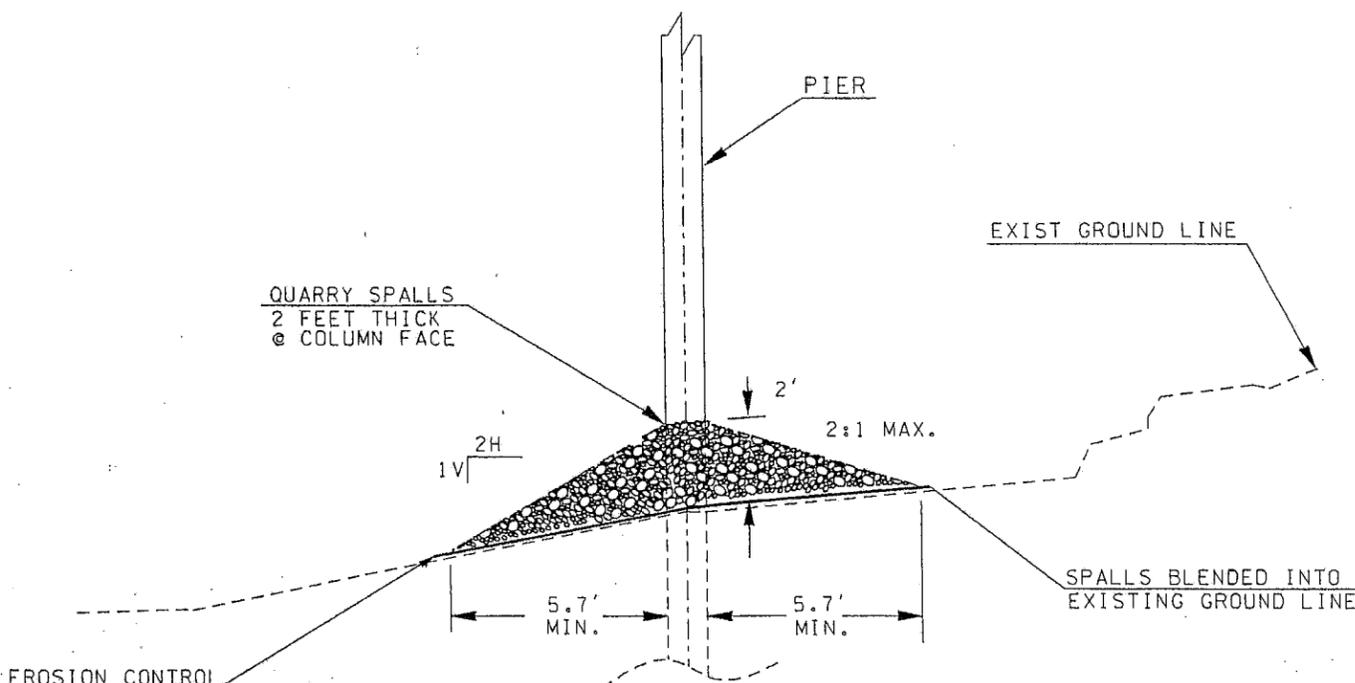


SECTION C-C



SECTION D-D

"V" NOTCH LEVEL SPREADER



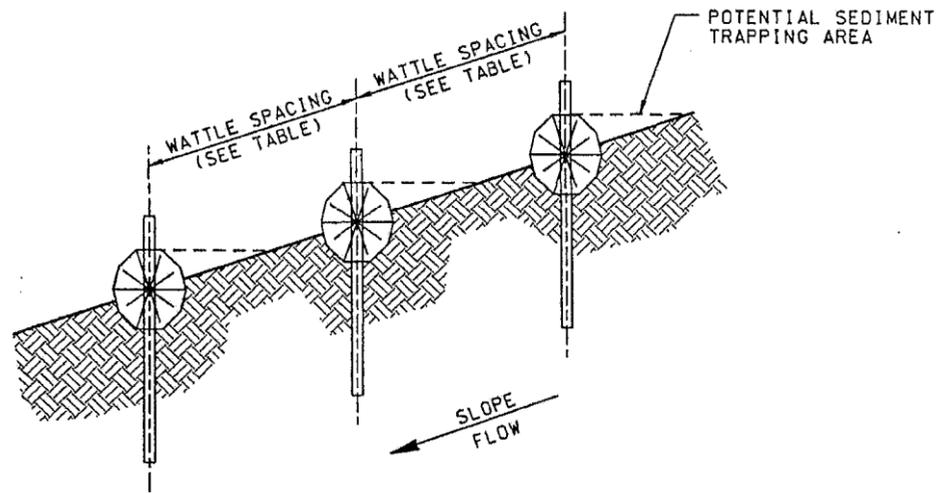
TYPICAL PIER SIDE VIEW BRIDGE 202/35 AND 202/38 [EAST]

\*\* COCONUT FIBER BLANKET

NOT TO SCALE

FOR LEGEND SEE SHEET NO. 3

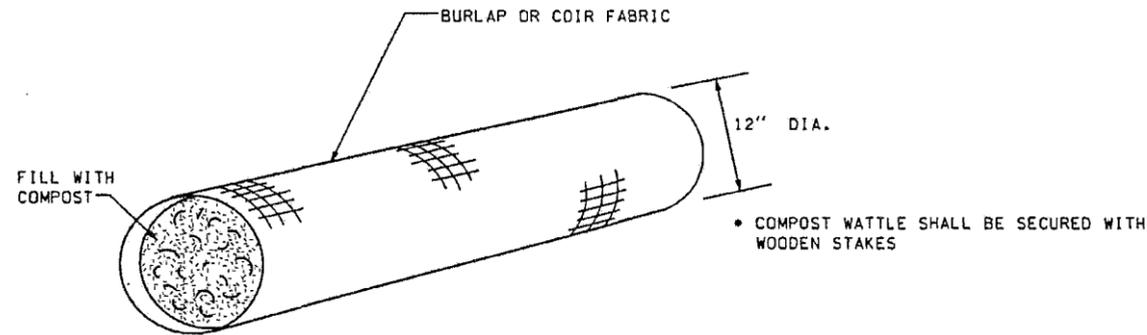
FILE NAME I:\Team\Projects\SR202, Sammamish River Bridges35 & 38 Scour Repair\SR202Cad00t\QU-SP.dgn		REGION NO. STATE		FED.AID PROJ.NO.		Washington State Department of Transportation		SR 202 SAMMAMISH RIVER BRIDGES SCOUR REPAIR		PLOT4 SRD1	
TIME 07:04:47 AM		10	WASH							SHEET 9 OF 15 SHEETS	
DATE 04/09/2003		JOB NUMBER 03A010		LOCATION NO.							
DESIGNED BY W. YEUNG		CONTRACT NO.				DATE		SCOUR REPAIR DETAILS			
ENTERED BY A. GHADAMSI						P.E. STAMP BOX					
CHECKED BY A. KARAMI						DATE					
PROJ. ENGR. J. LAVASSAR						DATE					
REGIONAL ADM. L. ENG		REVISION		DATE	BY	DATE					



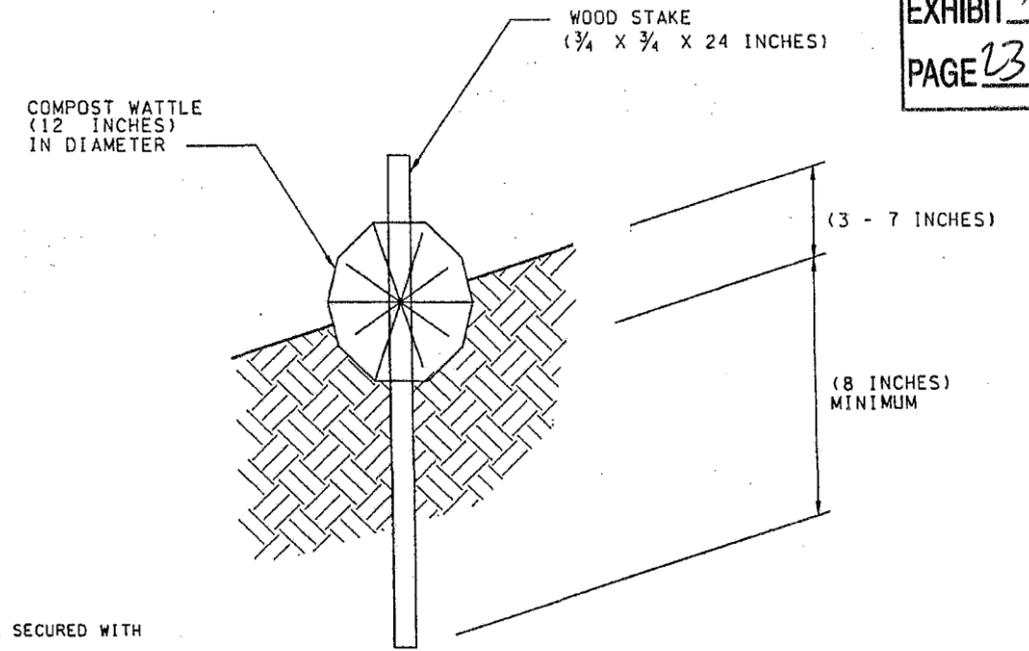
SECTION A-A

COMPOST WATTLE SPACING  
FOR GENERAL APPLICATION  
INSTALL ALONG CONTOURS AS FOLLOWS

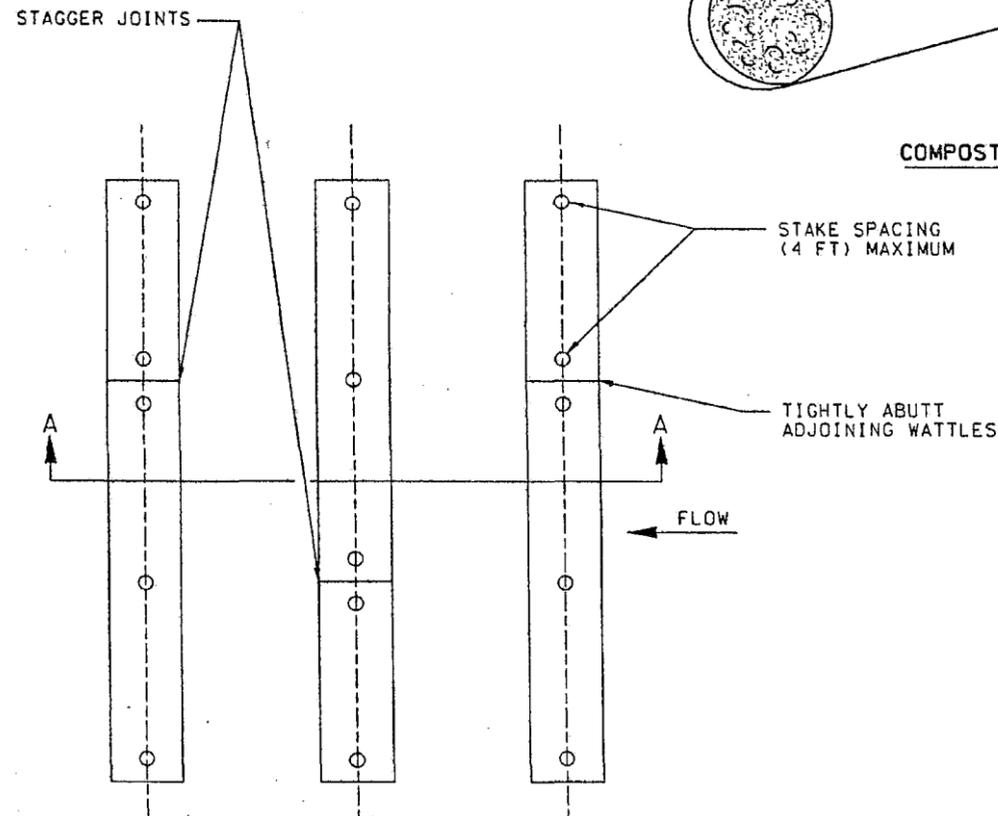
SLOPE RATIO 1:X	MAXIMUM SPACING ON SLOPE
$X \geq 100$	(30 FT)
$100 > X \geq 50$	(25 FT)
$50 > X \geq 30$	(16 FT)
$30 > X \geq 20$	(10 FT)
$20 > X$	(3 FT)



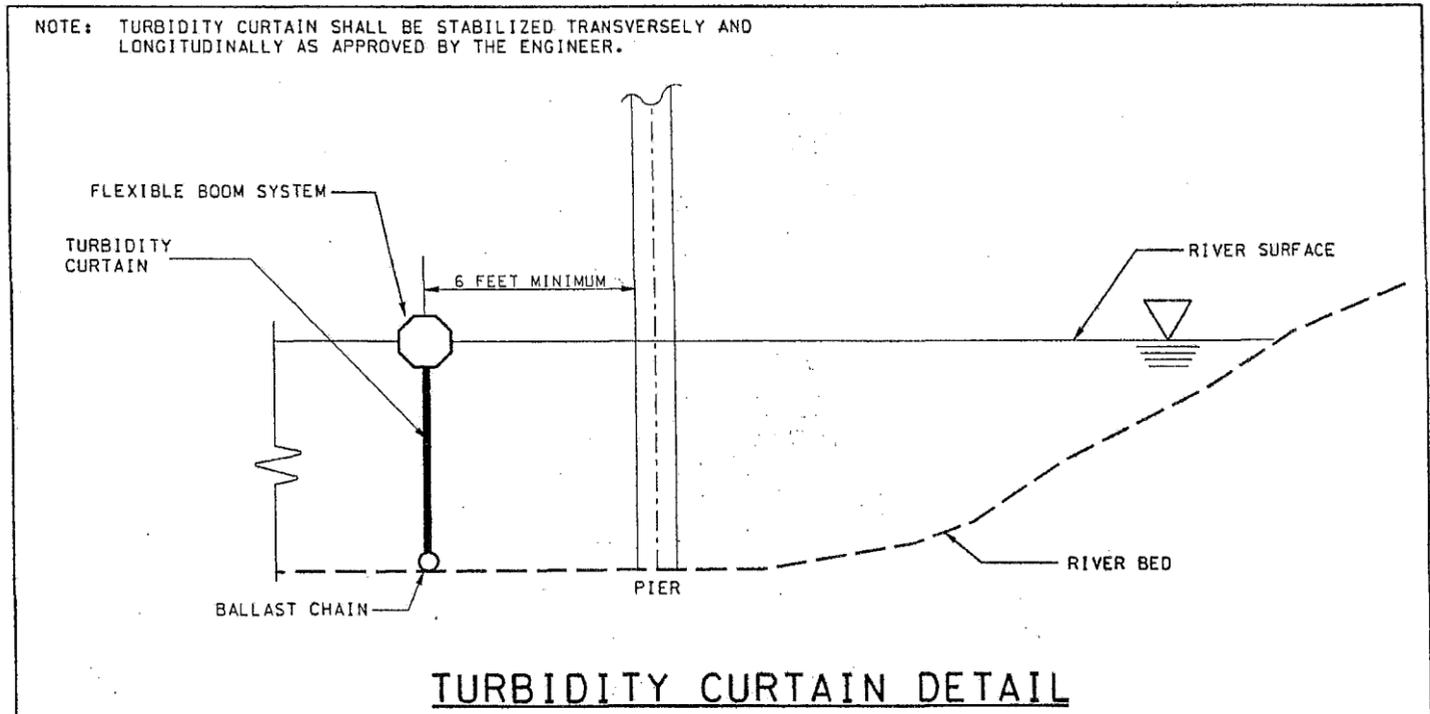
COMPOST WATTLE



DETAIL

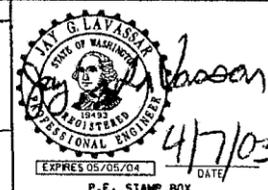


PLAN VIEW  
NTS



TURBIDITY CURTAIN DETAIL

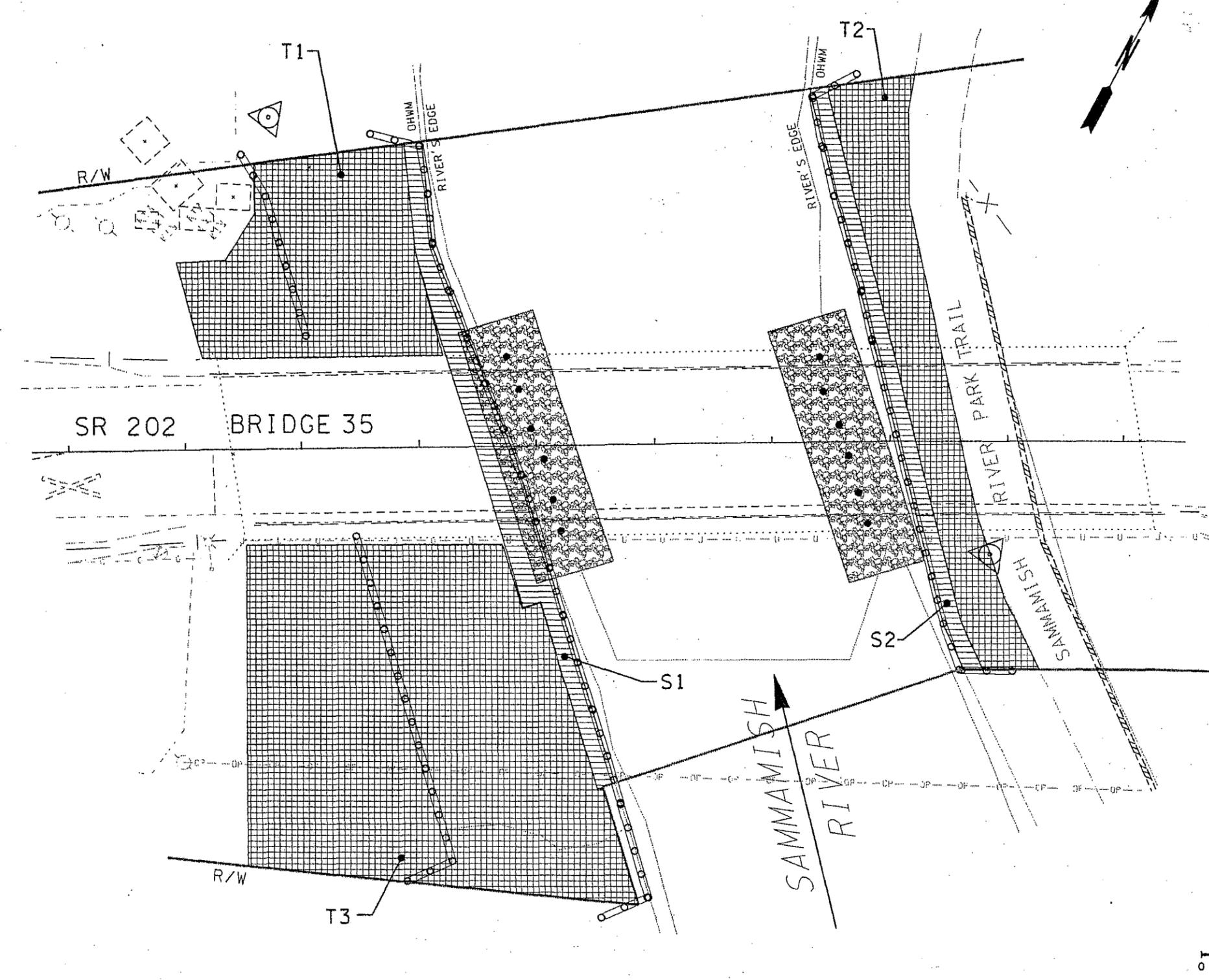
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TIME	02:49:19 PM		
DATE	04/07/2003		
DESIGNED BY	W. YEUNG	REGION NO.	10
ENTERED BY	A. GHADAMSI	STATE	WASH
CHECKED BY	A. KARAMI	FED. AID PROJ. NO.	
PROJ. ENGR.	J. LAVASSAR	JOB NUMBER	03A010
REGIONAL ADM.	L. ENG	CONTRACT NO.	
REVISION		LOCATION NO.	
DATE		BY	



SR 202  
SAMMAMISH RIVER BRIDGES  
SCOUR REPAIR

TESC DETAILS

PLOT15  
TESC1  
SHEET  
10  
OF  
15  
SHEETS

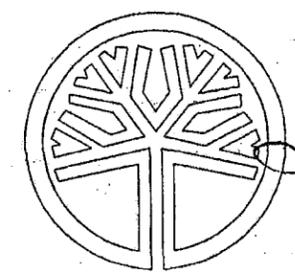


QUANTITY TABS - THIS SHEET ONLY						
SYMBOL	ITEM	QUANTITIES				
		S1	S2	T1	T2	T3
PLANT SPACING - 3 FEET O.C.						
	PACIFIC WILLOW (LIVE STAKE)	32	24			
	SITKA WILLOW (LIVE STAKE)	32	24			
PLANT SPACING - 3 FEET O.C.						
	DOUGLAS FIR *			5	3	27
	NOOTKA ROSE			38	36	100
	OCEANSPRAY			30	29	81
	RED ELDERBERRY			15	14	20
	SALMONBERRY			30	29	80
	SNOWBERRY			30	29	80
	COMPOST TYPE			4	4	10
	BARK OR WOOD CHIP MULCH			12	12	32

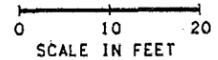
\*NOTE: TREES SHALL BE PLANTED AT 9 FEET O.C. AND SET BACK A MINIMUM OF 20 FEET FROM BRIDGES.

EXHIBIT 22  
PAGE 24 OF 28

LEGEND	
	BRIDGE
	BRIDGE COLUMNS
	QUARRY SPALLS
	SERVICE CABINET
	COMPOST WATTLE



STATE OF WASHINGTON  
REGISTERED LANDSCAPE ARCHITECT  
SALLY A. ANDERSON  
CERTIFICATE NO. 372  
DATE: 4-7-03



FILE NAME	st\412006\XLI499\OU-SP.dgn	REGION NO.	10	STATE	WASH	FED.AID PROJ.NO.	BH-0202(035)	Washington State Department of Transportation	SAMMAMISH RIVER BRIDGES 202/35 & 202/38 SCOUR	PL1	
TIME	03:18:45 PM	JOB NUMBER	03A010	CONTRACT NO.		LOCATION NO.					
DATE	04/07/2003	DESIGNED BY	I. ARLENE	ENTERED BY	A. STYERS	CHECKED BY	B. MacLAREN	PROJ. ENGR.	J. LAVASSAR	REGIONAL ADM.	L. ENG
REVISION		DATE		BY		P.E. STAMP BOX					

PLANTING PLAN - BRIDGE 202/35

PLOT24  
SHEET 11 OF 15 SHEETS

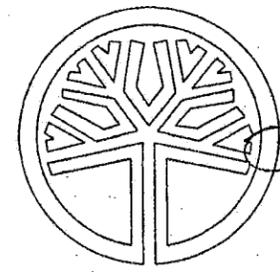
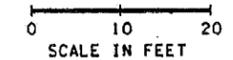
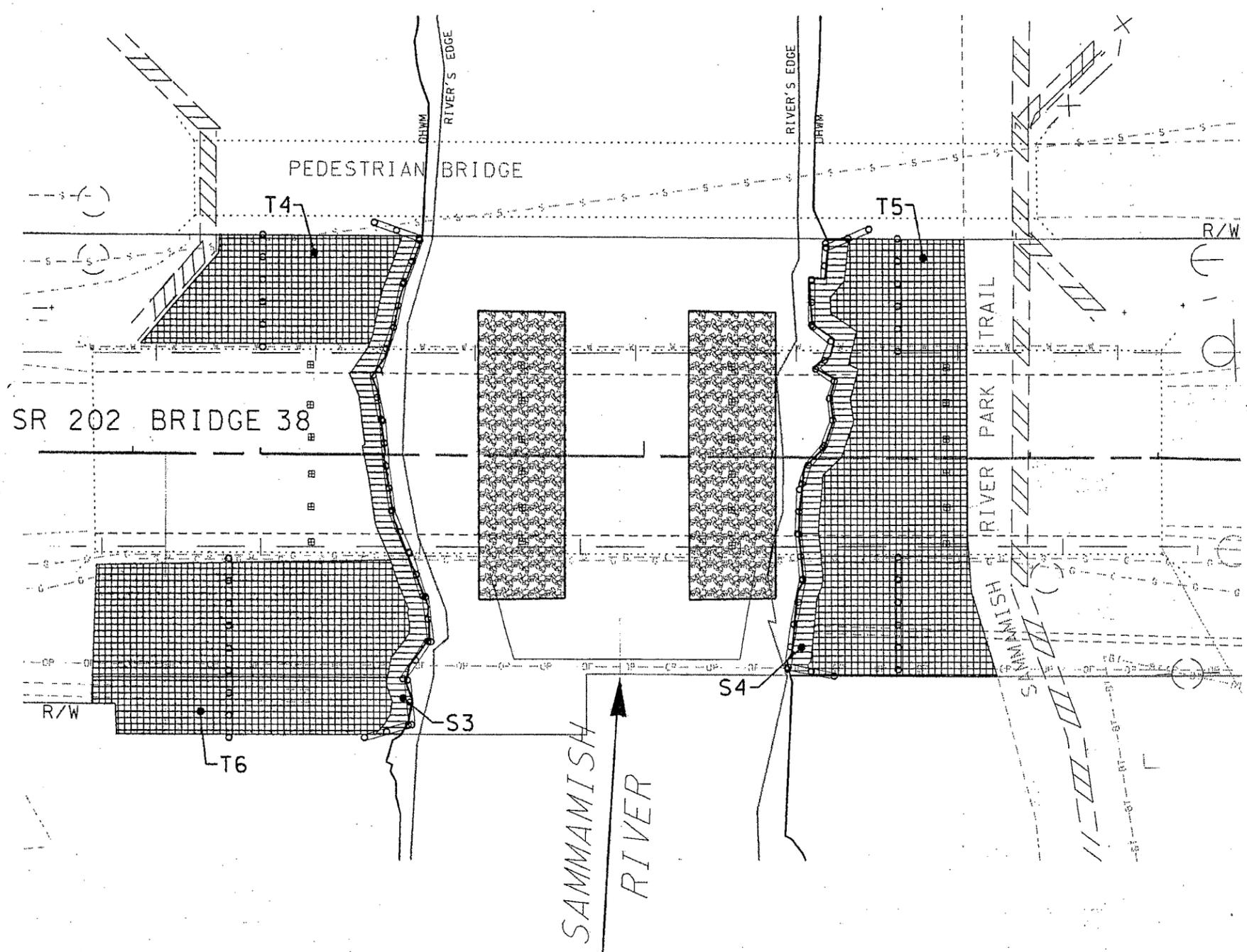
QUANTITY TABS - THIS SHEET ONLY						
SYMBOL	ITEM	QUANTITIES				
		S3	S4	T4	T5	T6
PLANT SPACING - 3 FEET O.C.						
	PACIFIC WILLOW (LIVE STAKE)	15	14			
	SITKA WILLOW (LIVE STAKE)	15	14			
PLANT SPACING - 3 FEET O.C.						
	DOUGLAS FIR *			0	0	5
	NOOKA ROSE			17	45	42
	OCEANSPRAY			14	36	33
	RED ELDERBERRY			7	18	17
	SALMONBERRY			14	36	33
	SNOWBERRY			17	45	33
	COMPOST TYPE			2	5	4
	BARK OR WOOD CHIP MULCH			6	15	13

\*NOTE: TREES SHALL BE PLANTED AT 9 FEET O.C. AND SET BACK A MINIMUM OF 20 FEET FROM BRIDGES.

EXHIBIT 22  
PAGE 25 OF 28

LEGEND

- BRIDGE
- BRIDGE COLUMNS
- QUARRY SPALLS
- SERVICE CABINET
- COMPOST WATTLE



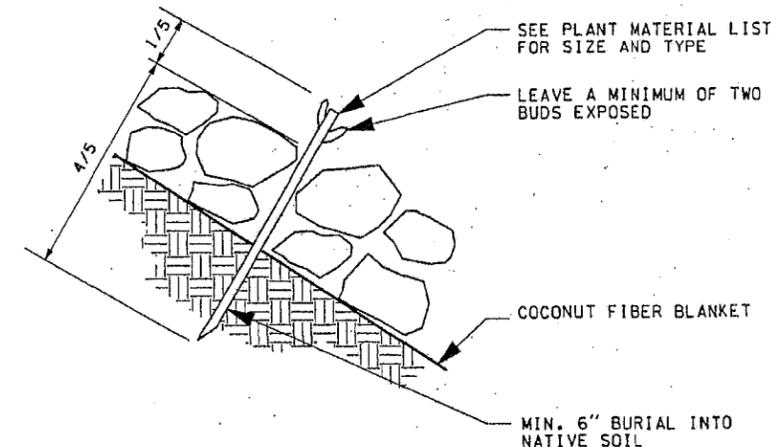
STATE OF WASHINGTON  
REGISTERED  
LANDSCAPE ARCHITECT  
*Sally A. Anderson*  
SALLY A. ANDERSON  
CERTIFICATE NO. 372  
DATE: 4-7-03

FILE NAME	s:\42006\XLI499\OU-SP.dgn			REGION NO.	STATE	FED. AID PROJ. NO.	BH-0202(035)	Washington State Department of Transportation	SAMMAMISH RIVER BRIDGES 20235 & 20238 SCOUR	PLANTING PLAN - BRIDGE 20238	PLOT25 PL2 SHEET 12 OF 15 SHEETS
TIME	03:18:53 PM			10	WASH						
DATE	04/07/2003			JOB NUMBER		LOCATION NO.					
DESIGNED BY	I. ARLENE			CONTRACT NO.							
ENTERED BY	A. STYERS										
CHECKED BY	B. MacLAREN										
PROJ. ENGR.	J. LAVASSAR										
REGIONAL ADM.	L. ENG			REVISION	DATE	BY					

PLANT MATERIAL LIST

COMMON NAME	BOTANICAL NAME	QUANTITY	SIZE	ROOT CONDITION	REMARKS
<b>TREES</b>					
DOUGLAS FIR	PSUEDOTSUGA MENZIESII	40	24" HT.	# 2 CONT.	CENTRAL LEADER, NO SHEARED TREES
<b>SHRUBS</b>					
NOOKTA ROSE	ROSA NUTKANA	278	12" HT.	#1 CONT.	MINIMUM 3 CANES
OCEAN SPRAY	HOLODISCUS DISCOLOR	223	12" HT.	#1 CONT.	MINIMUM 3 CANES
RED ELDERBERRY	SAMBUCUS RACEMOSA	91	18" HT.	#1 CONT.	MINIMUM 3 CANES
SALMONBERRY	RUBUS SPECTABILIS	222	12" HT.	#1 CONT.	MINIMUM 3 CANES
SNOWBERRY	SYMPHORICARPOS ALBUS	234	12" HT.	#1 CONT.	MINIMUM 3 CANES
<b>LIVE STAKES</b>					
PACIFIC WILLOW	SALIX LASIANDRA	85	36"	LIVE STAKES	
SITKA WILLOW	SALIX SITCHENSIS	85	36"	LIVE STAKES	

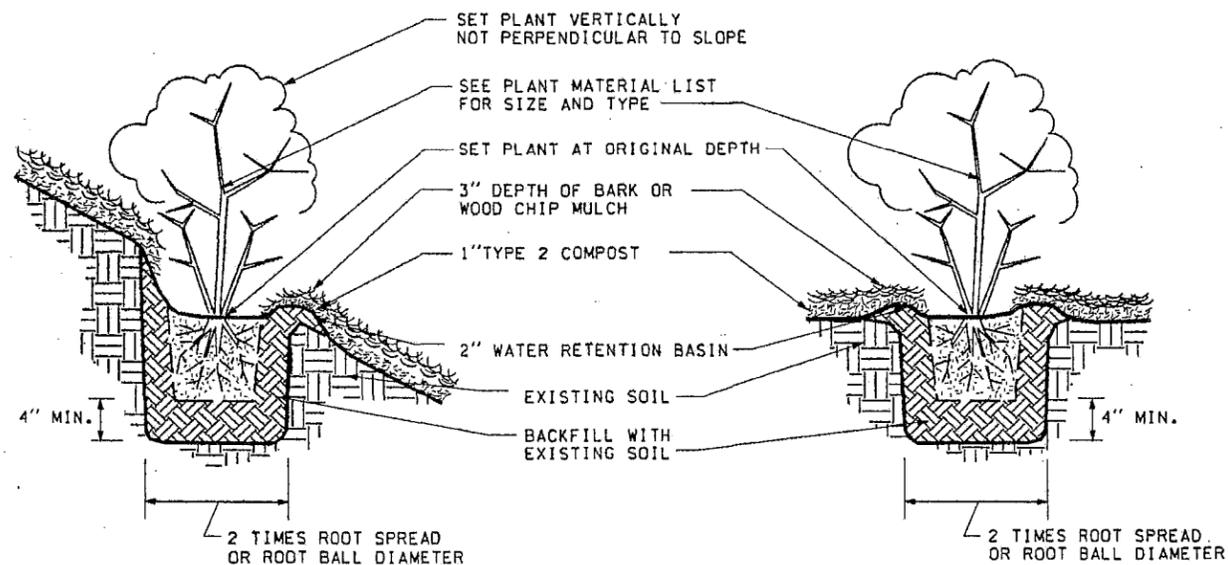
NOTES:  
1. SPECIFICATIONS FOR SIZE AND CONDITION ARE MINIMUM.



NOTE: AVOID STRIPPING THE BARK OR BRUISING OF STAKES DURING INSTALLATION. DO NOT USE AXE OR SLEDGE FOR DRIVING STAKES. IN HARD GROUND USE AN IRON BAR OR STAR DRILL TO PREPARE HOLES FOR THE STAKES.

LIVE STAKE IN QUARRY SPALLS

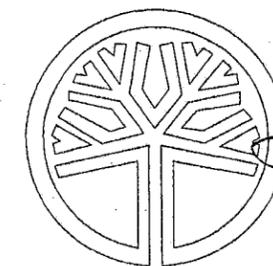
NOT TO SCALE



\*NOTE: SEE SPECIAL PROVISIONS REGARDING SEQUENCE OF WORK

TREE & SHRUB PLANTING ON SLOPE  
BARE ROOT AND CONTAINER NOT TO SCALE

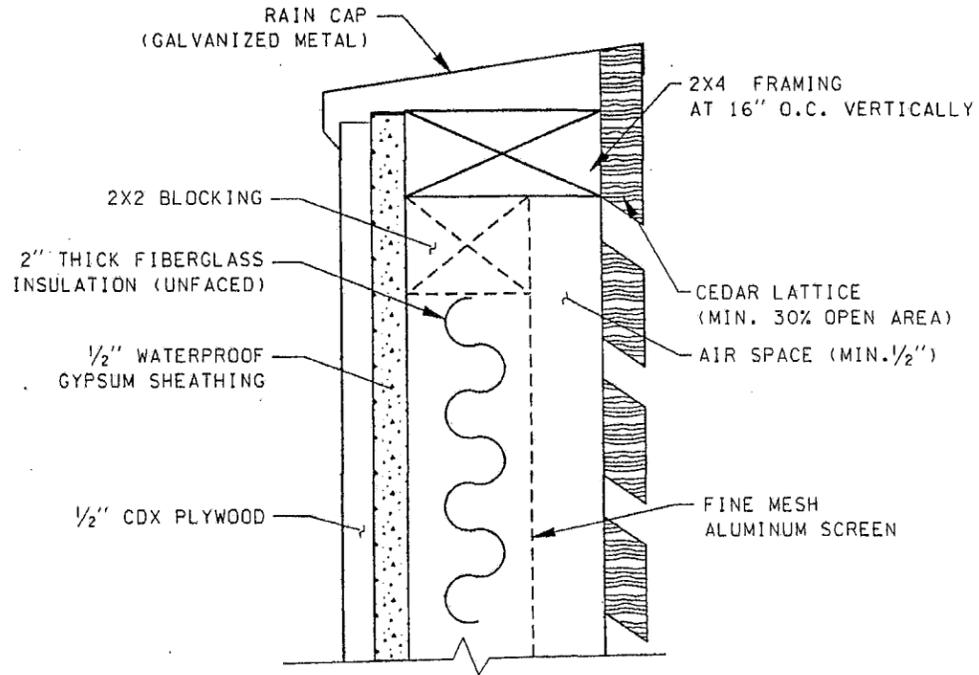
TREE & SHRUB PLANTING  
BARE ROOT AND CONTAINER NOT TO SCALE



STATE OF WASHINGTON  
REGISTERED  
LANDSCAPE ARCHITECT

*Sally A. Anderson*  
SALLY A. ANDERSON  
CERTIFICATE NO. 372  
DATE: 4-7-03

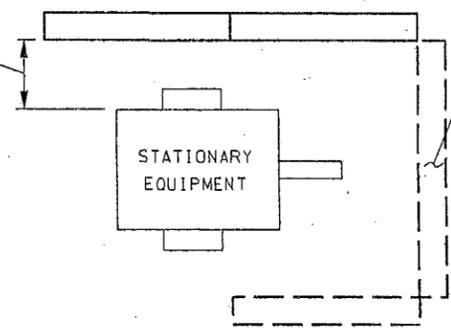
FILE NAME	st\412006\XLI499\OU-SP.dgn	REGION NO.	10	STATE	WASH	FED.AID PROJ.NO.	BH-0202(035)	Washington State Department of Transportation	SAMMAMISH RIVER BRIDGES 20235 & 20238 SCOUR	PL26
TIME	03:08:36 PM	JOB NUMBER	03A010	PLANTING DETAILS						PL3
DATE	04/07/2003	CONTRACT NO.								SHEET 13 OF 15 SHEETS
DESIGNED BY	I. ARLENE	LOCATION NO.								
ENTERED BY	A. STYERS									
CHECKED BY	B. MacLAREN									
PROJ. ENGR.	J. LAVASSAR									
REGIONAL ADM.	L. ENG									
REVISION		DATE	BY							



PORTABLE NOISE SHIELD 8' X 8'  
(NTS)

LOCATE NOISE BARRIER AS CLOSE AS POSSIBLE TO OPERATING EQUIPMENT

USE MULTIPLE BARRIERS AS REQUIRED



PLAN VIEW  
(NTS)

NOTES

1. FACE ALL GRATING TOWARD NOISE SOURCE.
2. BEVEL CEDAR GRATING AT 45 DEGREE ANGLE.
3. NOISE SHIELD SHOULD BE CONSTRUCTED IN 8 ft. X 8 ft. UNITS. AT THE DISCRETION OF THE ENGINEER, IF THE NOISE SHIELD'S ABILITY TO ATTENUATE EQUIPMENT NOISE IS NOT COMPROMISED, THESE UNITS MAY BE ALTERED TO SUIT VARYING CONDITIONS AND/OR EQUIPMENT.
4. NOISE SHIELDS SHALL BE PLACED AS CLOSE TO THE NOISE SOURCE AS FEASIBLE. PLACEMENT SHALL INTERCEPT LINE OF SIGHT BETWEEN NOISE SOURCE AND RECEIVER OR AS DIRECTED BY ENGINEER.

8 in. BLACK LETTERS

WHITE BACKGROUND

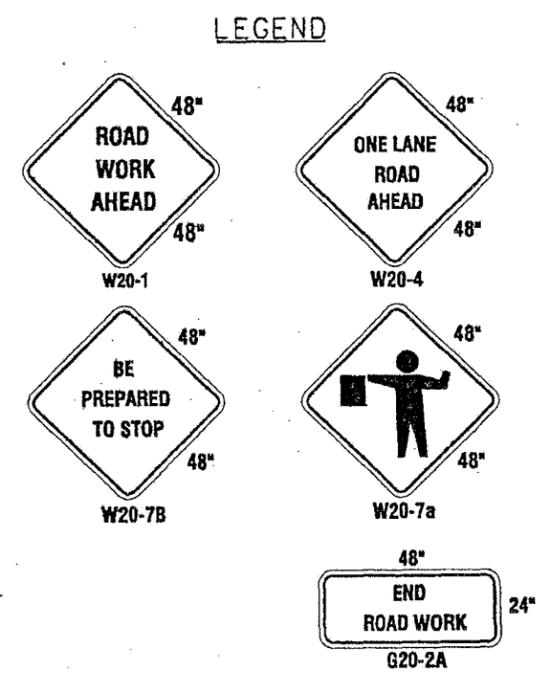
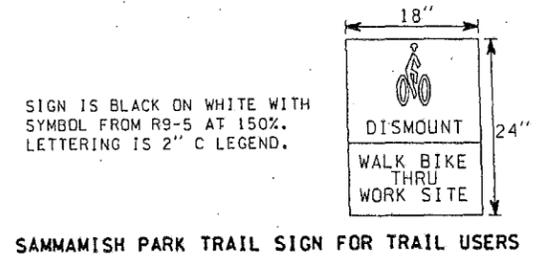
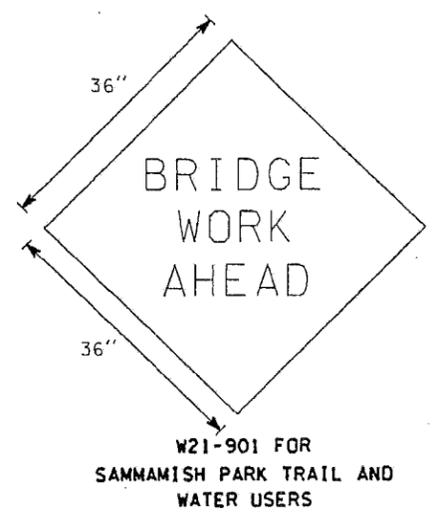
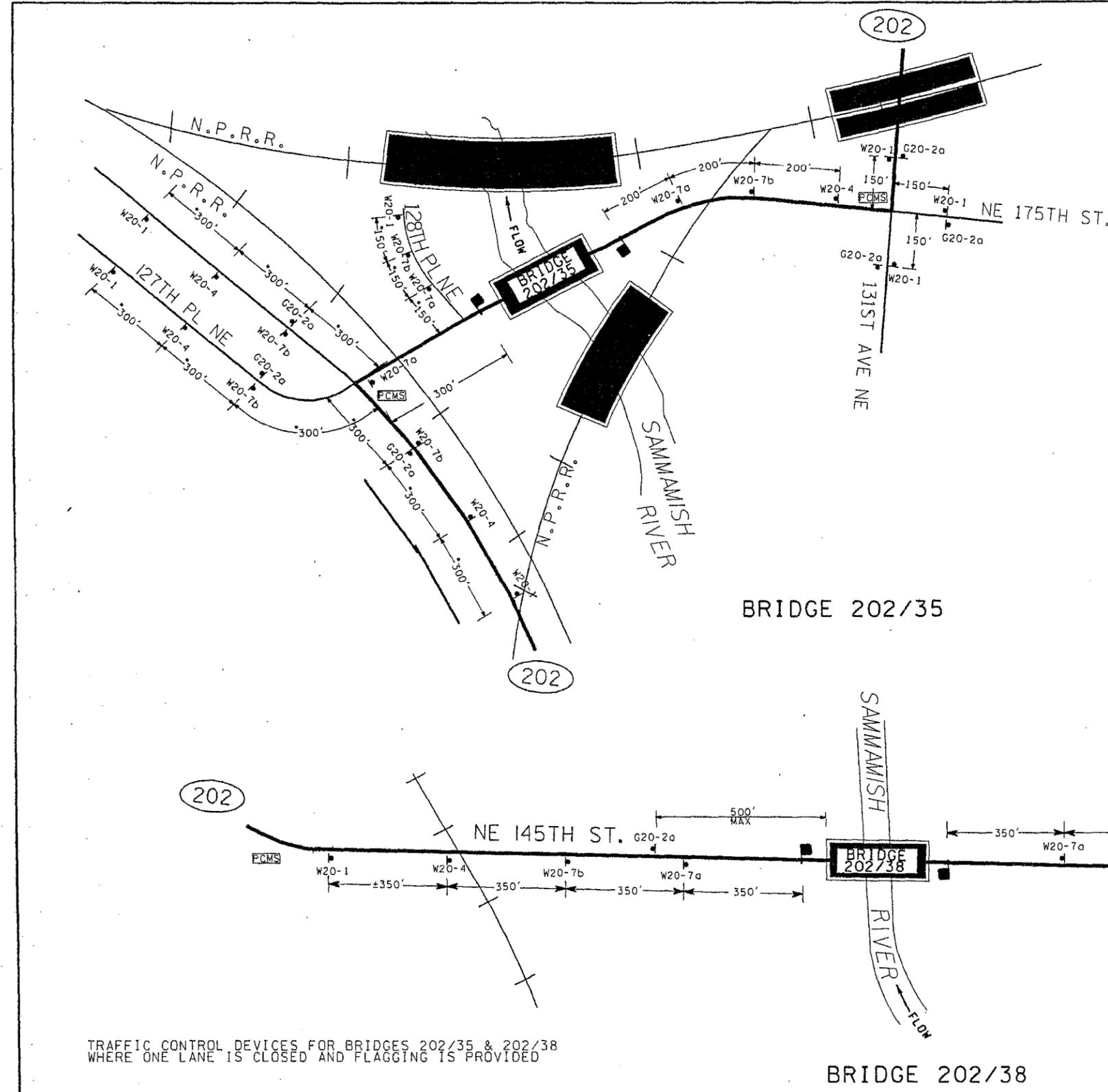
SOUND BARRIER

FOOTING BRACES AS NEEDED

NOISE BARRIER UNIT  
(NTS)

FILE NAME I:\Team\Projects\SR202, Sammamish River Bridges\35 & 38 Scour Repair\Sr202\Cad0c+1\0U-SP.dgn		REGION NO.	STATE	FED. AID PROJ. NO.			SR 202 SAMMAMISH RIVER BRIDGES SCOUR REPAIR  TEMPORARY NOISE SHIELDS	PLOT#
TIME	02:49:05 PM	10	WASH					TNS1
DATE	04/07/2003	JOB NUMBER	03A010	LOCATION NO.				SHEET 14 OF 15 SHEETS
DESIGNED BY	L. MAGNONI	CONTRACT NO.						
ENTERED BY	L. MAGNONI	REVISION		DATE	BY			
CHECKED BY	J. MAAS							
PROJ. ENGR.	J. LAVASSAR							
REGIONAL ADM.	L. ENG							

- NOTES
1. One flagger and signing will be required in each direction.
  2. Either reverse cone taper or sign G20-2a may be used to show end of work area.
  3. Steady burning warning lights (Type C, MUTCD) shall be used to mark channelizing devices at night as needed.
  4. Floodlights shall be provided to mark flagger stations at night.
  5. Sammamish Park Trail for Trail Users Sign and W21-901 shall be used a minimum of 300 ft. upstream and downstream of the Sammamish River Park Trail and installed between the trail and the Sammamish River.
- \* = The construction sign shall be placed as shown or as space permits.



Flagger Portable Changeable Message Sign

TRAFFIC CONTROL DEVICES FOR BRIDGES 202/35 & 202/38 WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED

BRIDGE 202/38

NOT TO SCALE

FILE NAME: I:\Team\Projects\SR202, Sammamish River Bridges 35 & 38 Scour Repair\SR202CadOct\QU-SP.dgn				PLOT17	
TIME: 02:49:24 PM	FED. AID PROJ. NO.			TTCP1	
DATE: 04/07/2003	REGION NO.: 10	STATE: WASH			
DESIGNED BY: W. YEUNG	JOB NUMBER: 03A010				
ENTERED BY: A. GHADAMSI	CONTRACT NO.	LOCATION NO.			
CHECKED BY: A. KARAMI					
PROJ. ENGR.: J. LAVASSAR					
REGIONAL ADM.: L. ENG	REVISION	DATE	BY	DATE	DATE



SR 202  
SAMMAMISH RIVER BRIDGES  
SCOUR REPAIR  
TEMPORARY TRAFFIC CONTROL PLAN

SHEET 15 OF 15 SHEETS