

**SR 520 Evergreen Point
Floating Bridge and Landings Project**

**Environmental Compliance Plan
Volume III**

**Appendix E
Fugitive Dust Prevention and
Control Plan**

REVISION 2

Released for Construction

**SR 520 Evergreen Point
Floating Bridge and Landings Project**

Environmental Compliance Plan

**Appendix E
Fugitive Dust Prevention and
Control Plan**

Prepared for Submittal to
Washington State Department of Transportation

Prepared by
Floyd|Snider

On behalf of
Kiewit/General/Manson, A Joint Venture



October 5, 2012

REVISION 2
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List of Abbreviations/Acronyms

Abbreviation/ Acronym	Definition
BMP	Best Management Practice
CTC Facility	Concrete Technology Corporation Pontoon Casting Facility
KGM ECI	KGM Environmental Compliance Inspector
ECP	Environmental Compliance Plan
FDPCP	Fugitive Dust Protection and Control Plan
Kenmore Yard	Kenmore Construction and Support Yard
KGM	Kiewit/General/Manson, A Joint Venture
RFP	Request for Proposal
SR 520 FBL Project	State Route 520 Evergreen Point Floating Bridge and Landings Project
SR 520 FBL Site	Floating Bridge and Landings Site
UST	Underground Storage Tank
WSDOT	Washington State Department of Transportation



1.0 Introduction

This Fugitive Dust Prevention and Control Plan (FDPCP) was prepared in accordance with the Memorandum of Agreement (Attachment E.1) between the Washington State Department of Transportation (WSDOT) and the Puget Sound Clean Air Agency (PSCAA) for controlling fugitive dust, and the Project Environmental Commitments List (Request For Proposal [RFP] Appendix C1; WSDOT 2010), and as identified in the Air Quality Environmental Commitments (Attachment E.2). The purpose of the plan is to reduce short-term impacts to air quality during the mobilization, construction, and demolition activities needed to support the final design and construction of the State Route 520 Evergreen Point Floating Bridge and Landings Project (SR 520 FBL Project). The SR 520 FBL Project includes work activities at three locations: the Kenmore Construction Support Yard (Kenmore Yard); the Concrete Technology Corporation Pontoon Casting Facility (CTC Facility) and the adjacent Port of Tacoma property; and the Floating Bridge and Landings Site (SR 520 FBL Site) that includes both upland areas within the City of Medina and over-water areas within Lake Washington in both Medina and Seattle jurisdictions. Additionally, pontoons will be outfitted at three remote outfitting locations that are existing deep berth locations where KGM will lease space. These remote outfitting locations include the Port of Tacoma EB-1 Wharf on the Blair Waterway in Tacoma, the Port of Seattle Terminal 18 wharf on Harbor Island in Seattle, and Vigor Shipyards on Harbor Island in Seattle. No soil or groundwater disturbing activities will be conducted at these remote outfitting locations.

For any work performed by Kiewit/General/Manson, A Joint Venture (KGM) that may generate fugitive dust during construction activities within any these locations, KGM will implement this plan. This FDPCP is submitted to WSDOT as Appendix E of the SR 520 FBL Project Environmental Compliance Plan (ECP).

Fugitive dust is not emitted from a definable point source, but is emitted from several sources and escapes beyond the property boundary, right-of-way, or easement. In the case of the SR 520 FBL Project, fugitive dust may be emitted from the roadway, material storage piles, and other construction activities, including demolition and demobilization activities. Other possible sources of fugitive dust and the associated dust control methods are summarized in Attachment E.3, Fugitive Dust Control Plan Matrix.

This FDPCP is a tool to help prevent, reduce, control, and manage the production of fugitive dust in the project area during construction. The project areas are shown in Figure E.1, Kenmore Yard Site Layout, Figure E.2, CTC Facility Layout, Figure E.3, Floating Bridge and Landings Site Layout, and Figure E.4, Medina Site Layout. An environmental representative for KGM will implement this FDPCP. This representative will be a member of the KGM Environmental Team listed in Table E.1. The inspection and monitoring requirements within the FDPCP are expected to fall under the responsibilities of the KGM Environmental Compliance Inspector (KGM ECI), or designated representative, on fugitive dust control relative to specific work activities.

The KGM Team recognizes that periodic review of construction activities and conditions are important to the success of implementing this plan and remaining in compliance with the Air Quality Environmental Commitments provided in Attachment E.2. The commitments included in Attachment E.2 are draft air-quality-related environmental commitments provided in Appendix C-1 of the RFP that are subject to negotiation pending final permit approval and actual permit requirements. It is recognized that fugitive dust can be a nuisance that interferes with the



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enjoyment of life and property, and can be a safety hazard and harmful to human health or the environment. Procedures to address these issues are provided below.



2.0 Requirements for Dust Control

2.1 SITE INSPECTIONS, ASSESSMENTS, AND RECORDKEEPING

KGM staff will conduct weekly erosion control inspections (or more often as necessary, depending on rainfall) and dust control issues will be included as part of those inspections. Any observation of substantial fugitive dust will be noted as part of the regular inspections and recorded on the Fugitive Dust Control Monitoring Log (Attachment E.4). This log will also be used by the KGM ECI and/or Kenmore Yard and CTC Facility Superintendants, as environmental site leads, to document other occurrences of fugitive dust witnessed outside of the regular inspections and any occurrences of fugitive dust reported by other construction personnel. In addition, the KGM Environmental Manager (KGM EM), KGM ECI, or Site Superintendants, will conduct monthly effectiveness assessments of the project site, including all erosion and fugitive dust control issues.

2.2 PERSONNEL TRAINING

All project employees (including subcontractors) will be trained on the contents of this FDPCP, including potential dust sources and fugitive dust control measures, as summarized in the Fugitive Dust Control Plan Matrix (Attachment E.3). This training will occur at the start of the project. For any new subcontractors or new KGM employees that are hired, training will occur prior to starting work on-site. All on-site construction crews (KGM employees and subcontractors) will also participate in regular toolbox meetings that are led by the site foremen.

2.3 GENERAL RESPONSIBILITIES FOR ON-SITE PERSONNEL

All project personnel have responsibility for fugitive dust control. Any KGM employee or subcontractor who notices fugitive dust will respond as appropriate based on their training. They will implement a defensive strategy by ceasing the activities generating the fugitive dust and immediately notify their supervisor who will respond based on his or her capabilities and who will notify the responsible Site Superintendent. The Site Superintendent will notify the KGM ECI to complete the Self-Inspection Checklist: Fugitive Dust Control Monitoring Log (Attachment E.4), as required, to document the fugitive dust occurrence.

2.4 RESPONSIBILITIES OF THE CONSTRUCTION MANAGER

The designated person responsible for assessing fugitive dust and implementing this FDPCP at the Kenmore Yard is the Kenmore Superintendent (Environmental Lead) with KGM, and the CTC Facility Superintendent (Environmental Lead) with KGM, at the CTC Facility. The alternate is the KGM ECI with KGM, who will primarily be located at the SR 520 FBL Site.

Incidents involving fugitive dust emissions shall be reported to the KGM ECI (Table E.1).

2.5 GENERAL REQUIREMENTS

KGM is required to provide dust control measures for all areas disturbed by construction. The measures listed below will be required, as necessary, to control fugitive dust. Dust issues



located outside of the project limits but identified as originating from the project will be handled similarly.

Dust control will be implemented as appropriate by KGM within the project limits, regardless of whether active construction is occurring or not. Dust control is required any time dust is substantially visible in the air.

Dust control will be achieved primarily through application of water, and by covering soils, stockpiled materials, and debris. The source of water may be from stormwater and/or fire hydrants near the work area (as permits allow), supplied by a contracted sweeping/cleaning service, or other approved means.

2.6 ON-SITE DUST CONTROL ON UNPAVED ROADS

During mobilization, construction, operation, maintenance, and demobilization of the project, KGM will suppress dust by applying water. KGM will apply water to the active construction work area as needed and if applicable to the work site, without creating unnecessary muddy areas and problems with track-out. KGM will also construct stabilized construction entrances for ingress and egress points, such as Evergreen Point Road, to prevent tracking of mud and soil onto paved roads.

Use of process waters to control fugitive dust is strictly prohibited.

2.7 DUST CONTROL ON PAVED ROADS

KGM will implement the following requirements on paved roads:

- Construction entrances and exits will be established for all construction-related traffic in order to prevent tracking of mud and soil onto paved roads from the use of unstabilized ingress or egress points.
- Procedures for removing dirt from wheels and truck exteriors will be used, and will include a wheel wash at the entrance/exit from the site to Evergreen Point Road if necessary. Dirt, dust, and debris will be removed from this area on a regular basis to prevent and minimize the transport of soils or dirt off-site.
- Spills of transported material onto public roads will be cleaned up immediately.

2.8 ON-SITE DUST CONTROL ON DISTURBED AREAS

During construction, operation, and maintenance of the project, KGM will suppress dust by applying water. KGM will apply water to active construction work areas, as needed, to control fugitive dust without creating unnecessary muddy areas and problems with track-out.

Stabilization best management practices (BMPs; as listed in Attachment E.3) to be used for disturbed areas not supporting construction traffic or active work may also include vegetation, plastic covering, erosion control fabrics and matting, and the early application of a gravel base on areas to be paved.



During grading, excavation, and other construction activities, water sprays will be used to keep the soil damp to minimize fugitive dust.

Any trucks leaving the site locations with soils or materials that could result in fugitive dust will be covered with a tarpaulin to ensure that there are no emissions during transit.

If materials are at any time stockpiled, they may be dampened by water sprays to minimize fugitive dust, if necessary.

During concrete grinding activities that will be required for construction of the floating bridge, all concrete slurry and grinding residue will be removed from the bridge roadway on a continuous basis immediately behind the grinding operations. Water will be used to minimize and control grinding-generated dust and residues. All grinding waters will be removed via vacuum from the bridge roadway on a continuous basis immediately behind the grinding operations and transported for off-site disposal.

2.9 DUST CONTROL DURING DEMOLITION AND DEMOBILIZATION ACTIVITIES

Demolition and demobilization activities for the site locations will be limited to demolition and removal of site infrastructure improvements, such as casting slabs and associated temporary roof structures at the Kenmore Yard, and activities related to the demolition and removal of sections of the existing SR 520 bridge and landings.

Dust control methods during demolition activities include the same methods described above including general dust control methods, methods for disturbed areas, and unpaved roads. Additional BMPs may include the following, if necessary, to meet the general requirements listed above:

- Use of shop vacuums.
- During demolition, water will be used to dampen the area that is being demolished prior to starting the demolition. During the demolition process a water spray will be used to minimize the fugitive dust. The ground will be sprayed with water either by water truck or some type of water spray to minimize fugitive particulate emissions from haul trucks and demolition equipment.
- Implement stockpile controls. Refer to the Collection, Containment, and Disposal Plan for specific handling and disposal requirements for stockpiling concrete (Appendix D of the ECP).
- During the loading of the trucks with demolition debris a water spray will be used to minimize fugitive particulate matter emissions. The trucks will have tarpaulins installed to cover their loads prior to leaving the site to ensure that there are no emissions while the trucks are in transit.

2.10 CONTROL OF OTHER AIR EMISSIONS

Other emission-generating activities related to operations and maintenance may include sandblasting or other abrasives, painting, and coating in contained areas shrouded either with plastic or fabric, and general operation of diesel equipment. The following BMPs may be implemented to limit unnecessary generation of air pollutants:



- Appropriate emission-control devices on equipment powered by gasoline or diesel fuel can reduce CO and NOx emissions in vehicular exhaust. Low-sulfur diesel will be used when possible.
- Sandblasting materials will be stored inside a building.
- Non-slag (inert) sandblasting abrasives will be used when feasible.
- Sandblasting will be conducted on days when the wind will not transport the material off-site or in a confined area to limit emissions.
- Spent material will be immediately contained and disposed of at an appropriate facility.
- Lids will be kept on all containers of paints and coatings.
- Methods will be implemented for efficient paint application to reduce overspraying, including proper training for painters.
- When possible, paint types such as waterborne paints, powder coatings, ultraviolet light or electron beam curable coatings, or higher solids paints will be used.
- When possible, cleaners with low hazardous air pollutant and volatile organic compound content such as water-based, alkaline, or microbial cleaners may be used.



3.0 References

Washington State Department of Transportation (WSDOT). 2010. *SR 520 Evergreen Point Floating Bridge and Landings Project Request for Proposal*. Olympia, Washington. 6 December.

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**Appendix E
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Tables

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**Table E.1
KGM Environmental Compliance Team Duties and Responsibilities**

Team Member	Environmental Compliance Team Duties and Responsibilities
KGM Environmental Manager	
Robert Brenner Phone Number: 425-576-7138	<ul style="list-style-type: none"> • Coordinates with KGM ECI, KGM Project Director, and Construction/Demolition Manager • Has stop-work authority • Oversees job-specific environmental compliance program • Provides environmental compliance training and work plan reviews • Develops permit matrix with KGM ECI • Ensures permit compliance and fulfillment of project environmental commitments¹ • Leads the ETF in conjunction with the KGM ECI • Agency liaison¹ • Specialized Training: CESCL, HAZWOPER
KGM Environmental Compliance Inspector	
Andrew Kinkade Phone Number: 925-570-1260	<ul style="list-style-type: none"> • Environmental Compliance Inspections • Coordinate with WSDOT Archaeological Monitors (UDP) • Reports to the KGM Project Director • Has stop-work authority • KGM EM primary Point-of-Contact • Responsible for project's environmental compliance, compliance reporting, and documentation • Ensures implementation of environmental requirements, permit compliance, and fulfillment of Project Environmental Commitments • Verifies regulatory compliance • Manages/updates environmental plans on-site and maintains Environmental Compliance Notebooks (Land-Based and In-Water) • Document internal, WSDOT, and external communications regarding environmental compliance issues • Oversight and coordination for initial noise monitoring and receiving/handling noise complaints • Develops and implements permit matrix • Leads the ETF in conjunction with the KGM EM • Day-to-day reporting to agencies • Ensures NPDES Permit requirements, as well as other permit requirements



**Table E.1
KGM Environmental Compliance Team Duties and Responsibilities**

Team Member	Environmental Compliance Team Duties and Responsibilities
Andrew Kinkade Phone Number: 925-570-1260	<ul style="list-style-type: none"> • Implements and monitors TЕСP BMPs and requirements • Implements Land-Based Water Quality Monitoring requirements • Noxious Weed Control per the CTC Weed Control Plan and the Floating Bridge and Landings Site RFP requirements (Section 2.29.3.3.3; WSDOT 2010b) • Fugitive Dust Prevention and Control Plan requirements • Specialized Training: CESCL, HAZWOPER
Kenmore Yard and CTC Facility Superintendants—Environmental Leads	
Ron Wika—Kenmore Yard Phone Number: 425-429-0053 Rich Spratt—CTC Phone Number: 206-255-5240	<ul style="list-style-type: none"> • Stop-work authority • Reports to the KGM Project Director • Coordinates with the KGM EM and KGM ECI • Ensures implementation of environmental requirements • Verifies and documents regulatory compliance • CESCL—Refer to CESCL-Certified Personnel Pool below • Responsible for quality assurance/quality control
SPCC and Waste Management Lead	
Ron Wika—Kenmore Yard Phone Number: 425-429-0053 Rich Spratt—CTC Phone Number: 206-255-5240 HAZWOPER/Spill: Robert Brenner Phone Number: 425-577-2939 Andrew Kinkade Phone Number: 925-570-1260	<ul style="list-style-type: none"> • SPCC BMPs and requirements • Land-Based Spill Response or coordinate with subcontracted response team if warranted • Collection Containment and Disposal Plan BMPs and requirements • Soil and Groundwater Management Plan BMPs and requirements • Specialized Training: HAZWOPER, spill response
Field Engineer	
Andrew Cowart Phone Number: 916-919-3972	<ul style="list-style-type: none"> • Noise monitoring • Safety and OSHA requirements
Deck Engineer(s) for Each Project Site Location	
Eric Edwards—All Locations Phone Number: 425-576-7081	<ul style="list-style-type: none"> • Shipboard SPCC BMPs and requirements (SOPEP)



**Table E.1
KGM Environmental Compliance Team Duties and Responsibilities**

Team Member	Environmental Compliance Team Duties and Responsibilities
Robert Brenner Phone Number: 425-577-2939 Andrew Kinkade Phone Number: 925-570-1260	<ul style="list-style-type: none"> • In-Water Spill Response Lead, coordinate with subcontracted spill response if enlisted • Construction Water Quality Monitoring (CWQMPP) for FBL work • Coordination with WSDOT Biologists for fish handling observations and documentation at the CTC Facility, if necessary • Oversight for underwater sound monitoring contractor at the SR 520 FBL Site • Specialized Training: Training In-Water Spill Response
Barge Crew	
Variable—Dependent upon activity taking place	<ul style="list-style-type: none"> • Shipboard SPCC BMPs and requirements • Visual observations for turbidity • Concrete wharf to barge BMPs
CESCL-Certified Personnel Pool	
All Sites	<ul style="list-style-type: none"> • Robert Brenner 425-577-2939 • Andrew Kinkade 925-570-1260 • • Ilias Sgourides 425-576-7123 • Dirk Van Ulden 714-274-4646 • Casey Shaw 425-576-7144

Note:

- 1 For KGM-led permits, as identified in the RFP, KGM is the main point of contact for agency coordination and is responsible for external notification and reporting requirements, including those associated with non-compliance events.

Abbreviations:

- BMP Best Management Practice
- CESCL Certified Erosion and Sediment Control Lead
- CTC Concrete Technology Corporation
- CTC Facility Concrete Technology Corporation Pontoon Casting Facility
- CWQMPP Construction Water Quality Monitoring and Protection Plan
- ETF Environmental Task Force
- FBL Floating Bridge and Landings
- HAZWOPER Hazardous Waste Operations and Emergency Response, 40-Hour
- Kenmore Yard Kenmore Construction Support Yard
- KGM Kiewit/General/Manson, A Joint Venture
- KGM ECI KGM Environmental Compliance Inspector
- KGM EM KGM Environmental Manager
- NPDES National Pollutant Discharge Elimination System
- OSHA Occupational Safety and Health Administration
- RFP Request for Proposal
- SOPEP Shipboard Oil Pollution Emergency Procedures
- SPCC Spill Prevention, Control, and Countermeasures
- SR State Route
- TESCP Temporary Erosion and Sediment Control Plan
- UDP Unanticipated Discovery Plan
- WSDOT Washington State Department of Transportation

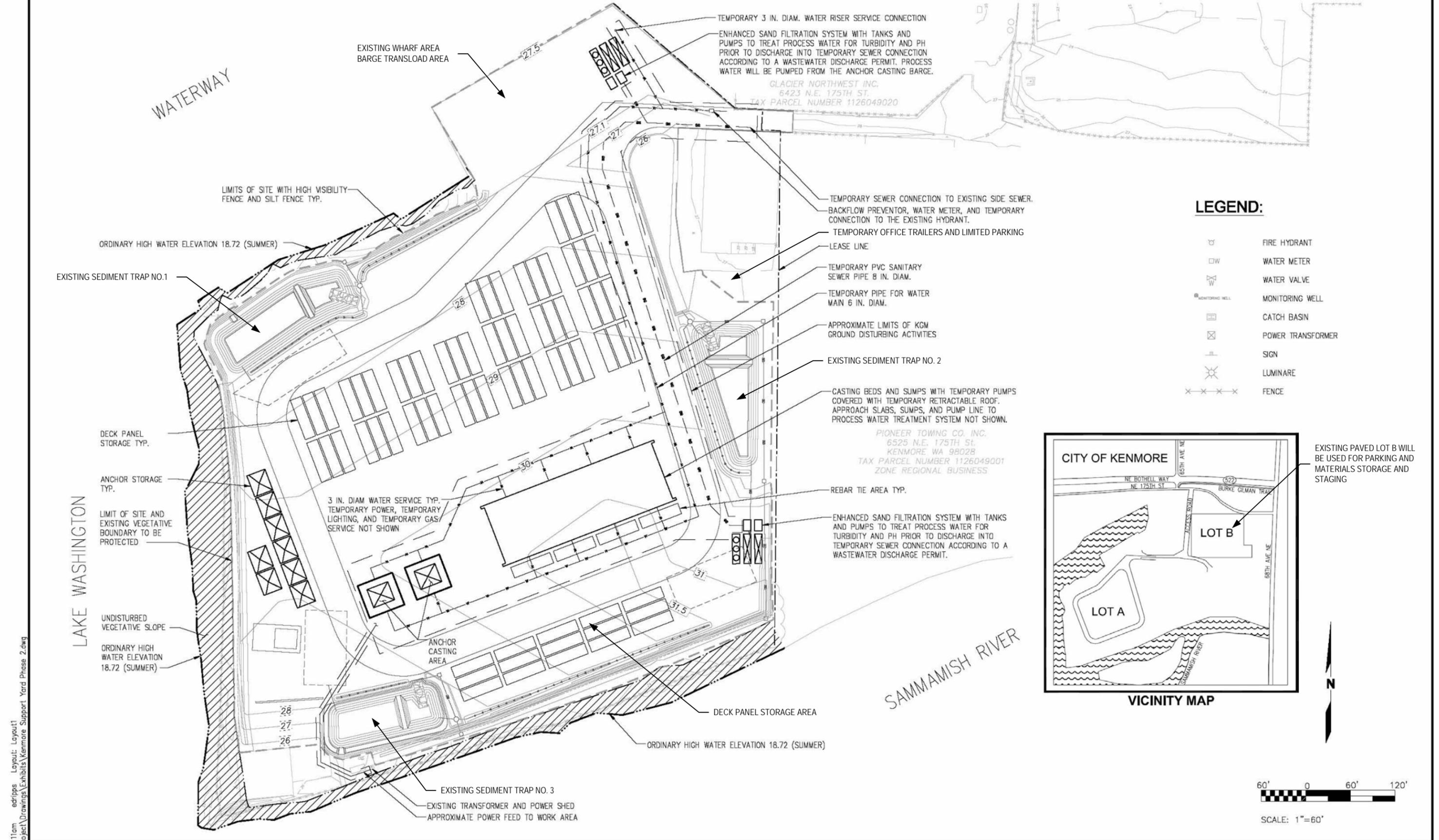
**SR 520 Evergreen Point
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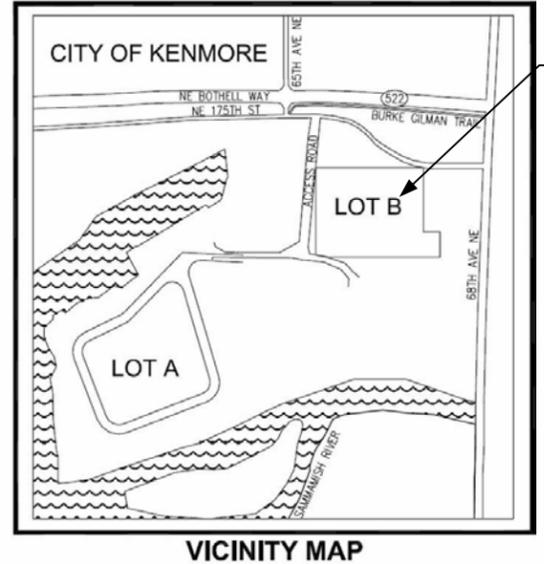
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- LEGEND:**
- FIRE HYDRANT
 - WATER METER
 - WATER VALVE
 - MONITORING WELL
 - CATCH BASIN
 - POWER TRANSFORMER
 - SIGN
 - LUMINAIRE
 - FENCE



EXISTING PAVED LOT B WILL BE USED FOR PARKING AND MATERIALS STORAGE AND STAGING

Plotted: Oct 12, 2011 - 10:11am edripps Layout: Layout1
 W:\2011\111081_Kemmore Project\Drawings\Exhibits\Kenmore Support_Yard Phase 2.dwg

kpff Consulting Engineers
 101 Stewart Street, Suite 400
 Seattle, Washington 98101
 (206) 382-0600 Fax (206) 382-0500

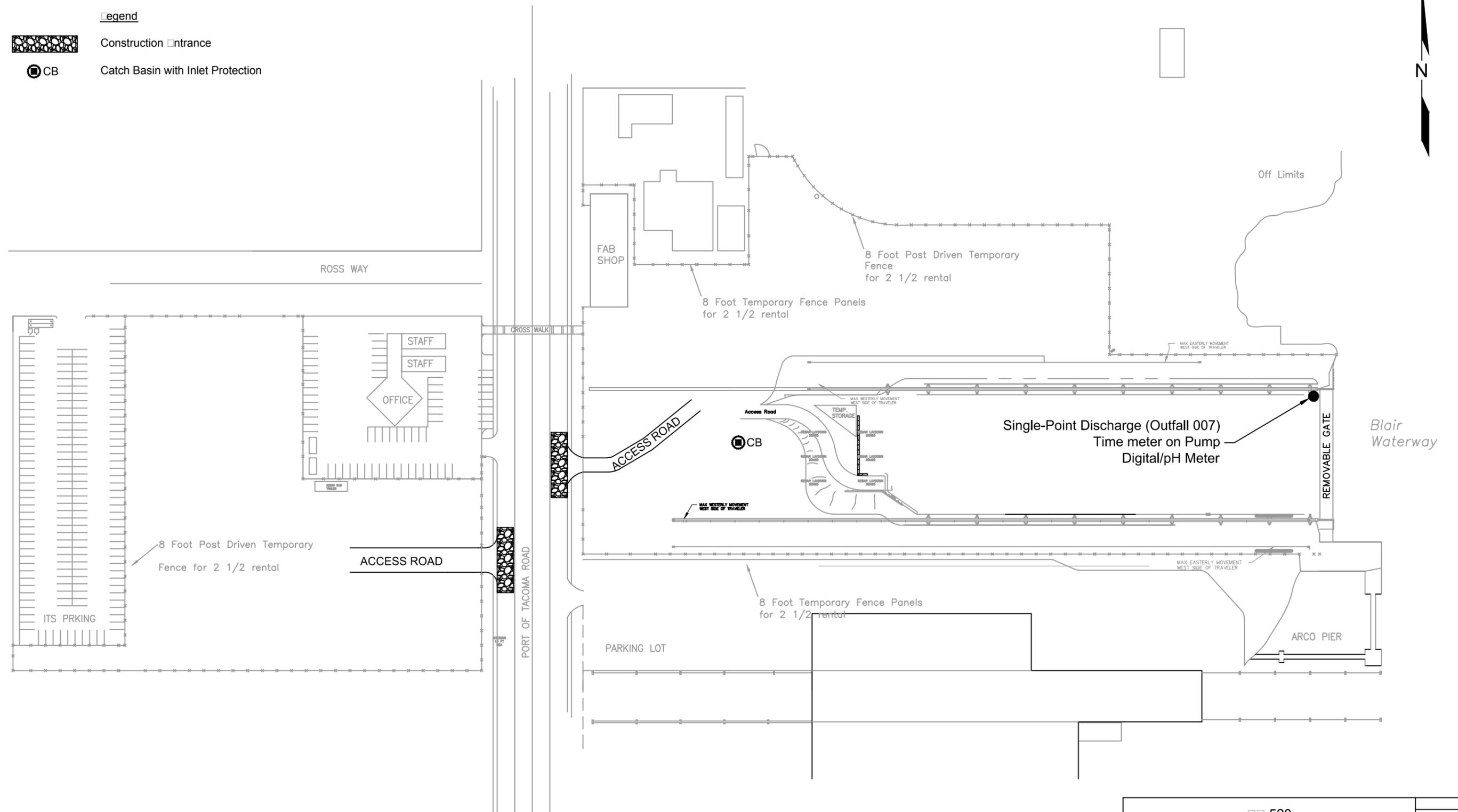
NO.	DATE	BY	REVISION

**SR 520 EVERGREEN POINT FBL PROJECT
 ENVIRONMENTAL COMPLIANCE PLAN
 APPENDIX E: FDP**

KENMORE YARD SITE LAYOUT

DRAWN: EV	PROJECT NO.: 111081
DESIGN: ED	SCALE: 60
CHECKED: JR	DATE: OCT 10, 2011
DRAWING NO.	E.1
SHEET NO.	1 OF 1

- Legend**
-  Construction Entrance
 -  Catch Basin with Inlet Protection

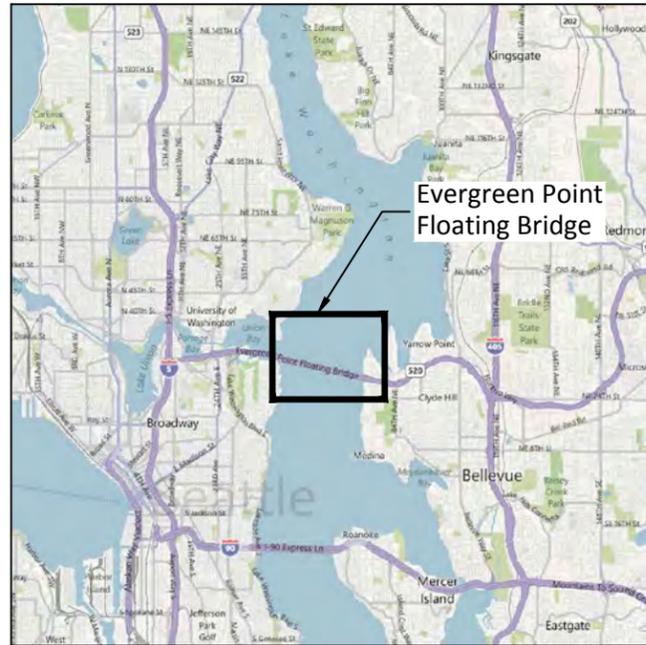


Plot Date: 10/2/11 - 2:22 pm. Plotted by: swp
 Drawing Path: \\project\clients\lloyd and mcinder\CTC\drawing Name: CTC001.dwg

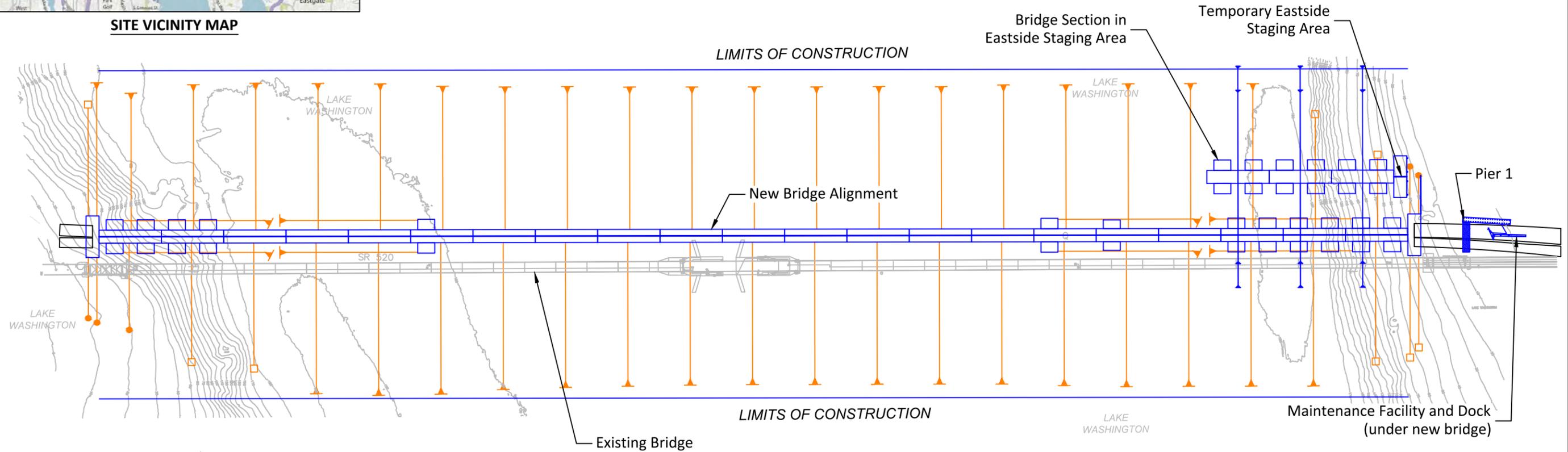
Note:
 Port of Tacoma properties will be used for parking, construction office placement, construction and fabrication support, and construction material storage and staging. See Port of Tacoma lease agreement Premises Figure in Appendix.



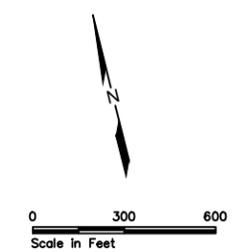
520 PORT OF TACOMA CONSTRUCTION PROJECT APPENDIX: CP		0.2 0.0 0.0
CTC FACILITY REPORT		



SITE VICINITY MAP



- Legend**
- ▲ Fluke Anchor
 - Gravity Anchor
 - Drilled Shaft Anchor



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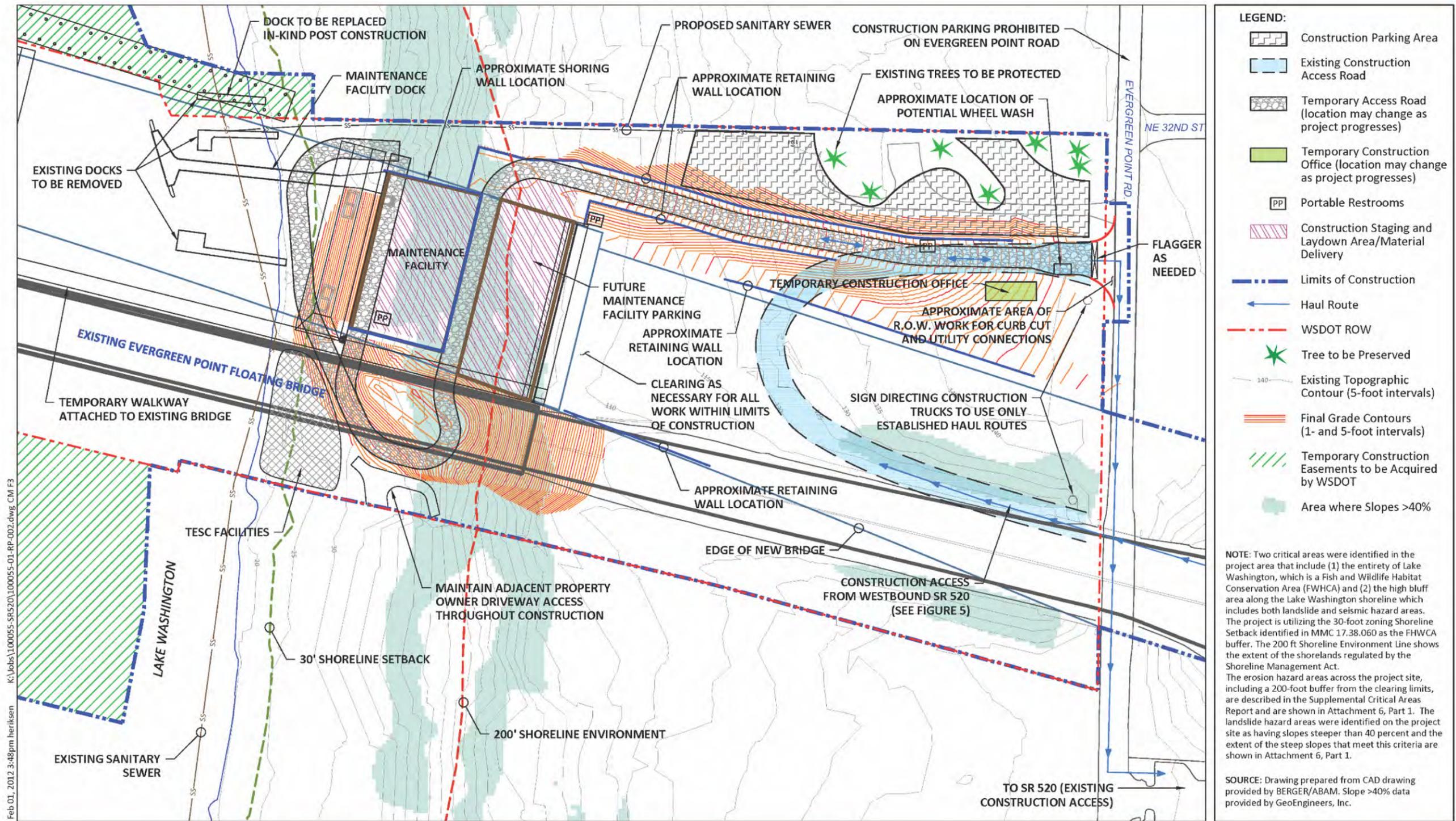


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**SR 520 EVERGREEN POINT
FLOATING BRIDGE AND LANDINGS
ENVIRONMENTAL COMPLIANCE PLAN
APPENDIX E: FDP**

FLOATING BRIDGE AND LANDINGS SITE LAYOUT

DRAWN: BTS	PROJECT NO.:
DESIGN: TS	SCALE: AS SHOWN
CHECKED: JM	DATE: JAN. 16, 2012
DRAWING NO. Figure E.3	



Note:
Taken from Figure 3, Mitigation Site Plan, of the Medina Construction Mitigation Plan.



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Figure E.4
Medina Site Layout

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**Attachment E.1
Memorandum of Agreement
Fugitive Dust**

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Memorandum of Agreement – Fugitive Dust

This Memorandum of Agreement (MOA) is entered into by and between the Puget Sound Clean Air Agency (The "Clean Air Agency") and the Washington State Department of Transportation (WSDOT). The Clean Air Agency and WSDOT recognize that fugitive dust from construction projects can become an air pollution problem. Both organizations share a common goal of controlling fugitive dust. Therefore, this MOA establishes a cooperative process to minimize fugitive dust emissions from WSDOT project sites.

1. ROLES AND RESPONSIBILITIES

The Clean Air Agency will:

- 1.1 Designate the "Clean Air Agency" primary and secondary staff persons to act as a liaison to WSDOT.
- 1.2 Upon request by WSDOT, participate in pre-construction meetings between WSDOT and the project contractors.
- 1.3 Coordinate and provide training, including the training materials, for WSDOT employees and WSDOT contractors on fugitive dust prevention.
- 1.4 Refer complaints and inspectors' site observations about a project to the WSDOT project engineer or other person in charge of the project site. WSDOT will respond in writing to the Clean Air Agency with the disposition of any complaint or inspector observation, including a description of any corrective action taken.

WSDOT will:

- 1.5 Designate WSDOT primary and secondary staff person to act as a liaison to The Clean Air Agency.
- 1.6 Include a description of Best Management Practices (BMP) for fugitive dust control in WSDOT's environmental procedures manual and require the appropriate use of BMP on all WSDOT projects. The BMP to be included are found in the Associated General Contractors of Washington (AGC) publication, Guide to Handling Fugitive Dust From Construction Projects.
- 1.7 Evaluate the construction plans and specifications for each WSDOT project to identify possible fugitive dust producing activities.
- 1.8 Ensure that the duties of WSDOT project engineers or other persons in charge of project sites include observing and reporting potential fugitive dust problems during the course of their work. They shall also insure implementation of BMPs in accordance with the contract.

2. DEADLINES FOR DELIVERABLES

- 2.1 Training provided by The Clean Air Agency regarding BMP for fugitive dust control will begin August 10, 1999, and will continue as needed.
- 2.2 On or before December 30, 1999, WSDOT will provide to The Clean Air Agency a copy of the environmental procedures manual containing the AGC BMP implementation description.

3. COMMITMENT OF RESOURCES

- 3.1 The Clean Air Agency staff person assigned as a liaison to WSDOT shall remain a Clean Air Agency employee at all times.

- 3.2 The WSDOT project engineers and staff person assigned as a liaison to The Clean Air Agency shall remain WSDOT employees at all times.
- 3.3 The Clean Air Agency will provide funding for the training courses and materials.
- 3.4 WSDOT is responsible for preparing, printing and distributing the WSDOT environmental procedures manual containing the BMP for fugitive dust control language.

4. TERMINATION OF MOA

Either party may terminate this MOA at any time with or without cause by giving thirty (30) days' written notice to the other party of the intent to terminate.

5. AMENDMENTS TO MOA

This MOA may be modified by mutual agreement of the parties. All modifications shall be in writing.

6. GOVERNING LAW

This MOA shall be governed by the laws of the State of Washington. The parties acknowledge the jurisdiction of the courts of the State of Washington in this matter.

7. SEVERABILITY

If any provision of this MOA or any provision of any document incorporated by reference shall be held invalid, such invalidity shall not affect the other provision of this MOA which can be given effect without the invalid provision, and to this end the provisions of this MOA are declared to be severable.

8. CONTENT AND UNDERSTANDING

This MOA is a complete and integrated agreement of the parties.

9. RESERVATION OF AUTHORITY

Nothing in this MOA affects or alters the legal authority of either party.

10. PREVIOUS AGREEMENTS SUPERCEDED

This MOA supercedes any and all previous agreements between the parties on this issue, including but not limited to the Agreed Stipulation RE: Order of Dismissal, dated January 24, 1991.

DATED this 14th day of October, 1999.

PUGET SOUND
CLEAN AIR AGENCY

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION

By: _____ (signed original on file)

By: _____ (signed original on file)

Margaret Pageler, Chair
Board of Directors

Sid Morrison

Date: _____ 10/14/99

Date: _____ 12/27/99

Attest:

By: _____ (signed original on file)

Dennis J. McLerran

Executive Director

Date: 10/14/99

Approved as to form:

By: (signed original on file)

Laurie S. Halvorson
General Counsel

Date: _____

Washington State Department of Transportation

Primary Liaison: Mia Waters
Air Quality Program Manager
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watersy@wsdot.wa.gov

Puget Sound Clean Air Agency

Primary Liaison: Mike Schultz
Communication and Education
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Seattle, WA 98101-2038

206-689-4060 or 1-800-552-3565
Fax 206-343-7522
commedu@psapca.org

Secondary Liaison: Rick Hess
Senior Inspector
Northwest Region
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**SR 520 Evergreen Point
Floating Bridge and Landings Project**

**Environmental Compliance Plan
Volume III**

**Appendix E
Fugitive Dust Prevention and
Control Plan**

**Attachment E.2
Air Quality Environmental Commitments**

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**Attachment E.2
Air Quality Environmental Commitments**

Commitment Number	Topic	Requirement
ESA-1	Erosion; TESCP Requirements; Fugitive Dust Control	The Design-Builder shall develop a TESCP to reduce transport of material from disturbed ground to nearby water bodies.
ESA-16	Air Quality; Energy and Natural Resources; Equipment Provisions; Training and Awareness	Equipment shall be turned off by the Design-Builder when not in use.
ESA-17	Air Quality; Energy and Natural Resources; Equipment Provisions	The Design-Builder shall ensure only well-maintained and properly functioning equipment and vehicles be used.
ESA-19	Air Quality; Erosion Control; Excavation; Fugitive Dust Control; TESCP Requirements	The Design-Builder shall wet down and/or cover exposed soils when not in use to minimize fugitive dust and erosion due to wind.
ESA-25	Air Quality; Fugitive Dust Control	Exposed materials shall be enclosed during transport to minimize fugitive dust and to prevent any loss of sediment or pollution to the surrounding environment.
401-1	Air Quality; Clearing and Grading; Excavation; Fugitive Dust Control	From October 1 through April 30, the Design-Builder shall ensure no soils remain exposed and un-worked for more than 2 days. From May 1 to September 30, the Design-Builder shall ensure no soils remain exposed and un-worked for more than 7 days.
401-16	Air Quality; Delineation and Fencing; Erosion Control; Fugitive Dust Control	Soil and sediments that are determined to be contaminated or the object of a cleanup, shall be fully contained by the Design-Builder in a lined facility. Where such sediments need to be stockpiled, the Design-Builder shall use the appropriate controls to prevent runoff of contaminated de-watering water (for dredged materials), contaminated stormwater or leachate, and to prevent windblown dusts from leaving the stockpile.
401-21	Access Road Provisions; Air Quality; Fugitive Dust Control	The Design-Builder shall ensure that all vehicles transporting uplands soils or dredged material be suitably equipped to prevent spillage of slurry water or soils while in route to the permitted disposal site.



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Air Quality Environmental Commitments**

Commitment Number	Topic	Requirement
401-37	Access Road Provisions; Air Quality; Fugitive Dust Control	During the transport of concrete from a batch plant of other sources, the Design-Builder shall ensure all concrete transport vehicles are self-contained, so as to not allow any water, soils, sediments, or material to leak from the vehicles during transport.
FEIS-1/PA-6	Access Road Provisions; Air Quality; Fugitive Dust Control; Maintenance of Traffic	Consistent with the Programmatic Agreement, when accessing the construction area from the west side of Lake Washington the Design-Builder shall limit haul routes to I-5 and SR 520. The Design-Builder shall notify WSDOT if access on local streets is required. Additional coordination and analysis may be required for the use of local streets.
FEIS-5	Air Quality; Fugitive Dust Control	Mufflers shall be installed on all engine-powered equipment and maintained in good working order.

Abbreviations:

- ESA Endangered Species Act
- SR State Route
- TESCP Temporary Erosion and Sediment Control Plan
- WSDOT Washington State Department of Transportation

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**Attachment E.3
Fugitive Dust Control Plan Matrix**

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**Attachment E.3
Fugitive Dust Control Plan Matrix**

Potential Source	Applicable Dust Control Methods	Schedule/Rate of Application	Backup Plan
Temporary Construction Haul Road (work site only)	<ul style="list-style-type: none"> • Water haul roads • Control haul routes • Control haul road speed 	<ul style="list-style-type: none"> • As needed • Follow the Work Plan 	<ul style="list-style-type: none"> • Chemical dust suppressants or surfacing haul roads • Schedule construction trucks
Sandblasting	<ul style="list-style-type: none"> • Sandblasting materials stored inside a building • Sandblasting conducted on days when wind will not transport the material off-site • Spent material is immediately contained 	<ul style="list-style-type: none"> • As needed • Weather dependent • Always contain spent abrasives and dispose of properly 	<ul style="list-style-type: none"> • Use sweeper truck or vacuum truck
Tracking	<ul style="list-style-type: none"> • Tire wash (drive-through, if needed) • Stabilized construction entrances • Sweep roads 	<ul style="list-style-type: none"> • Wash prior to leaving site • Place per plan and adjust and maintain as necessary • Sweep daily or as needed 	<ul style="list-style-type: none"> • Wash road with water in compliance with TESCP (i.e., only after sediment is removed)
Concrete Demolition and Rock Crushing	<ul style="list-style-type: none"> • Water spray concrete • Avoid working in high winds 	<ul style="list-style-type: none"> • Spray prior to demo and during, as needed • Weather-dependent 	<ul style="list-style-type: none"> • Cover disturbed areas
Stockpiles	<ul style="list-style-type: none"> • Cover piles • Water stockpiles 	<ul style="list-style-type: none"> • As needed 	<ul style="list-style-type: none"> • Wet stockpiles during active work
Sawing/Grinding	<ul style="list-style-type: none"> • Use water assisted saws and grinders 	<ul style="list-style-type: none"> • As needed 	<ul style="list-style-type: none"> • Use sweeper truck
Haul Trucks	<ul style="list-style-type: none"> • Ensure adequate truck bed freeboard while on haul roads, including local public roads 	<ul style="list-style-type: none"> • Always 	<ul style="list-style-type: none"> • Cover loads on scheduled construction trucks



**Attachment E.3
Fugitive Dust Control Plan Matrix**

Potential Source	Applicable Dust Control Methods	Schedule/Rate of Application	Backup Plan
Grading Activities	<ul style="list-style-type: none"> • Pre-wet soils before excavation • Avoid activity during high winds • Minimize time frames between operations • Minimize areas of clearing and grubbing to manageable sizes 	<ul style="list-style-type: none"> • As needed • As weather dictates 	<ul style="list-style-type: none"> • Post-wetting
Rain/Wind	<ul style="list-style-type: none"> • Keep cleared areas covered for major rain/wind events • During dry weather, spray exposed soil with water 	<ul style="list-style-type: none"> • Prevent the mud-to-dust scenario 	<ul style="list-style-type: none"> • Use sweeper truck
Exposed Soils	<ul style="list-style-type: none"> • Apply BMPs such as: plastic covering, erosion control fabrics and matting, and the early application of a gravel base on areas to be paved 	<ul style="list-style-type: none"> • For all areas not being worked and that contain erodible soils 	N/A

Abbreviations:

- BMP Best Management Practice
- N/A Not Applicable
- TESCP Temporary Erosion and Sediment Control Plan

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**Attachment E.4
Self-Inspection Checklist:
Fugitive Dust Control Monitoring Log**

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