

# MEMORANDUM

CITY/BOROUGH OF JUNEAU  
155 South Seward Street, Juneau, Alaska 99801

**DATE:** April 5, 2012

**TO:** Planning Commission

**FROM:** Teri Camery, Senior Planner  
Community Development Department

**FILE NO.:** USE2012 0003

**PROPOSAL:** Temporary asphalt batch plant at the Alaska Marine Lines yard during the DOT/PF Thane Road rehabilitation project

## GENERAL INFORMATION

**Applicant:** Secon

**Property Owner:** Jacobsen Drive Juneau LLC

**Property Address:** AML Access Road (Intersection of Mt. Roberts and Jacobsen Roads)

**Legal Description:** Alaska Juneau V Block A Lot 8

**Parcel Code Number:** 1-C11-0-K15-008-0

**Site Size:** 0.5 acres

**Zoning:** Industrial

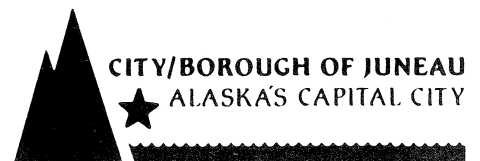
**Utilities:** CBJ Water and Sewer

**Access:** Mt. Roberts Street

**Existing Land Use:** Alaska Marine Lines storage yard

**Surrounding Land Use:**

North	-	Delta Western; Industrial
South	-	Alaska Marine Lines storage yard; Industrial
East	-	Alaska Marine Lines storage yard; Industrial
West	-	Alaska Marine Lines storage yard; Industrial



## **ATTACHMENTS**

- Attachment 1 Vicinity Map
- Attachment 2 Development Permit Application
- Attachment 3 Conditional Use Application
- Attachment 4 Project Site
- Attachment 5 Site Plan details
- Attachment 6 Project Narrative
- Attachment 7 Stormwater Pollution Prevention Plan

## **PROJECT DESCRIPTION**

The applicant, SECON, requests a Conditional Use Permit to operate a temporary asphalt plant for the Thane Road rehabilitation project in summer 2012. The plant will be located on .5 acres in a corner of the Alaska Marine Lines marine facility/storage yard at the Little Rock Dump. The parcel is zoned Industrial.

The asphalt plant will produce approximately 8,400 tons of asphalt hot mix for the Thane Road Project, and will be removed at the end of the project. The plant requires 9000 tons of aggregate to be transported from the existing aggregate crushing site located in Lemon Creek at the end of Concrete Way and stockpiled at the AML site. Trucking through the downtown area will be completed before the cruise ship season begins. Any additional material will be delivered outside of peak tourist hours.

The asphalt plant will begin operating on approximately May 5, 2012 and will continue until Thane Road has been paved. Paving may be completed as early as the end of May, however the contract with DOT allows for a final project completion date of September 12, 2012. Plant operation and paving is weather dependent. The plant will have a crew of three people for daily operations and a support crew of approximately four more for mobilization and plant set-up and take down. (Attachment 6)

## **BACKGROUND**

The Thane Road Rehabilitation Project was approved as CSP2011 0002 on May 10, 2011. The project will upgrade 4.5 miles of pavement between the intersection of Mount Roberts Street to the end of Thane Road. The project includes repaving the road surface, installing new guardrails, replacing culverts, and adding new sidewalks and shoulders.

## **ANALYSIS**

### **Project Site and Project Design -**

The project is located on a 0.5 acre site in the northwest corner of the Alaska Marine Lines storage

yard. Access is from Mt. Roberts Street. As a temporary plant, the structures and facilities are minimal and a large percentage of the site is used for stockpiling. (Attachment 5) The site is zoned Industrial and is surrounded by industrial uses. The closest residential area is approximately one half mile away, across Gastineau Channel near downtown Douglas.

During the agency review period for the project, CBJ Public Works staff had questions regarding whether the project would utilize the city wastewater system. The applicant has stated that city water will not be used; if water is needed it will be trucked to the site.

CBJ Engineering and the State of Alaska Department of Environmental Conservation stated that the applicant needed to develop Best Management Practices to treat stormwater drainage from the site. The applicant has completed a Stormwater Pollution Prevention Plan (Attachment 7) which addresses these issues. CBJ Engineering has reviewed and formally approved the measures described in this document. However a CBJ Grading Permit will still be required.

#### **Traffic, Parking, and Circulation -**

As described in the Project Description, the applicant will deliver aggregate material to the site from the Secon yard on Concrete Way. These deliveries will be completed before the tourist season begins. Additional truck deliveries will be made outside of peak tourist hours. The project will utilize between three and seven employees. The site has ample space for parking and circulation.

#### **Noise -**

The plant will operate seven days a week, from approximately 6 a.m. to 8 p.m. daily. The CBJ Noise Ordinance, 42.20.095, allows heavy construction equipment use only between 7 a.m and 10 p.m. Monday through Friday, and between 9 a.m. and 10 p.m. on weekends. The applicant will need to obtain a temporary noise permit from the CBJ Building Official for heavy equipment operation outside of these hours. Staff has emphasized this requirement as a recommended condition of approval.

The nearest residential area is approximately one half mile across Gastineau Channel, in the First Street area of downtown Douglas. Noise is known to carry and often amplify across the channel, and residents have significant noise concerns from Alaska Marine Lines operations. Though decibel readings are unavailable, the applicant acknowledges that asphalt plants are noisy. Given these factors and the applicant's need for a noise permit to operate during earlier hours, the proposed development will most certainly have a negative, though temporary, impact on Douglas residents. The applicant's contract with DOT ends on September 12, 2012, and staff has recommended an additional condition which requires the plant to be removed from the site by September 30, 2012.

According to CBJ Code 49.25.300, the plant must be located in a Rural Reserve, D-1, or Industrial Zone with an approved Conditional Use Permit. To avoid excessively high project

costs and to minimize safety impacts from heavy truck traffic, the project must be located as close as possible to Thane Road. Because of these limitations and the need for a large stockpiling area, the Alaska Marine Lines yard, which is zoned Industrial, is most likely the only suitable location for the plant. Alternative sites would be in residential zones or require multiple loaded hot asphalt trucks driving through dense tourist pedestrian traffic in the summer. Staff is unaware of a site alternative in the vicinity that would reduce noise impacts to Douglas residents while still meeting project requirements and minimizing truck traffic.

#### **Public Health or Safety -**

The Alaska Marine Lines yard is a secured, gated area surrounded by other industrial uses. Truck traffic outside of the project area will be reduced to the minimum necessary to support the road rehabilitation. No evidence indicates that the development will impact public health or safety. Placing the plant at this site will eliminate the need to drive loaded hot asphalt trucks through the busy tourist area in the summer.

#### **Habitat -**

Treatment of stormwater drainage from the site has been described and addressed in the Project Design section of this report with the Stormwater Pollution Prevention Plan. There are no wetlands or salmon streams in the vicinity and the project does not affect sensitive habitat.

#### **Property Value or Neighborhood Harmony -**

The development is located in an Industrial zone and is surrounded by industrial uses. The nearest residential area is approximately one half mile away. Though the residential area will be subjected to additional noise, the development is temporary and will end as soon as Thane Road has been repaved. Any negative impacts to neighborhood harmony will cease with the end of the project, which will be no later than September 12, 2012 but may be as soon as the end of May 2012.

#### **Conformity with Adopted Plans -**

The development complies with the 2008 CBJ Comprehensive Plan policy 3.1 as follows:

***Policy 3.1** It is the policy of the CBJ to balance availability of sufficient land within the designated urban service area boundary that is suitably located and provided with the appropriate public services and facilities to meet the community's future growth needs and the protection of natural resources, fish and wildlife habitat and scenic corridors.*

The development allows a temporary heavy industrial use to be allowed in close proximity to the project area, Thane Road, to facilitate necessary road improvements in this area.

The development also complies with Policy 8.3 regarding transportation needs, as follows:

***Policy 8.3.** It is the policy of the CBJ to respond to the special transportation needs of each subarea of the CBJ and to integrate them inot a CBJ-wide comprehensive transportation plan. This system should seek to reduce the consumption of fossil fuels by facilitating efficient routes of travel, convenient and rapid transit, and safe motorized and non-motorized travel ways.*

## **FINDINGS**

CBJ §49.15.330 (e)(1), Review of Director's Determinations, states that the Planning Commission shall review the Director's report to consider:

1. Whether the application is complete;
2. Whether the proposed use is appropriate according to the Table of Permissible Uses; and,
3. Whether the development as proposed will comply with the other requirements of this chapter.

The Commission shall adopt the Director's determination on the three items above unless it finds, by a preponderance of the evidence, that the Director's determination was in error, and states its reasoning for each finding with particularity.

CBJ §49.15.330 (f), Commission Determinations, states that even if the Commission adopts the Director's determination, it may nonetheless deny or condition the permit if it concludes, based upon its own independent review of the information submitted at the public hearing, that the development will more probably than not:

1. Materially endanger the public health or safety;
2. Substantially decrease the value of or be out of harmony with property in the neighboring area; or,
3. Not be in general conformity with the comprehensive plan, thoroughfare plan, or other officially adopted plans.

Per CBJ §49.15.330 (e) & (f), Review of Director's & Commission's Determinations, the Director makes the following findings on the proposed development:

***1. Is the application for the requested conditional use permit complete?***

**Yes.** We find the application contains the information necessary to conduct full review of the proposed operations. The application submittal by the applicant, including the appropriate fees, substantially conforms to the requirements of CBJ Chapter 49.15.

***2. Is the proposed use appropriate according to the Table of Permissible Uses?***

**Yes.** The requested permit is appropriate according to the Table of Permissible Uses. The permit is

listed at CBJ §49.25.300, Section 4.100 for the Industrial zoning district.

**3. *Will the proposed development comply with the other requirements of this chapter?***

**Yes.** The proposed development complies with the other requirements of this chapter. Public notice of this project was provided in the March 30, 2012 and April 6, 2012 issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 500 feet of the subject parcel. Moreover, a Public Notice Sign was posted on the subject parcel, visible from the public Right of Way.

**4. *Will the proposed development materially endanger the public health or safety?***

**No.** The Alaska Marine Lines yard is a secured, gated area surrounded by other industrial uses. Truck traffic outside of the project area will be reduced to the minimum necessary to support the road rehabilitation. No evidence indicates that the development will impact public health or safety.

**5. *Will the proposed development substantially decrease the value of or be out of harmony with property in the neighboring area?***

**No.** No evidence indicates that the proposed development will substantially decrease the value of or be out of harmony with property in the neighboring area. The industrial development is located in an Industrial zone and is compatible with surrounding land uses. Noise impacts to the residential area across the channel will be temporary.

**6. *Will the proposed development be in general conformity with the land use plan, thoroughfare plan, or other officially adopted plans?***

**Yes.** The proposed development conforms with the CBJ Comprehensive Plan, specifically policies 3.1 and 8.3 which address the need to suitably locate facilities to meet the community's needs for public services, such as improvement of Thane Road.

**Per CBJ §49.70.900 (b)(3), General Provisions, the Director makes the following Juneau Coastal Management Program consistency determination:**

**7. *Will the proposed development comply with the Juneau Coastal Management Program?***

**Not applicable.** The project does not affect any sensitive habitat areas and does not require fill within wetlands.

**RECOMMENDATION**

Staff recommends that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use permit. The permit would allow the development of a temporary

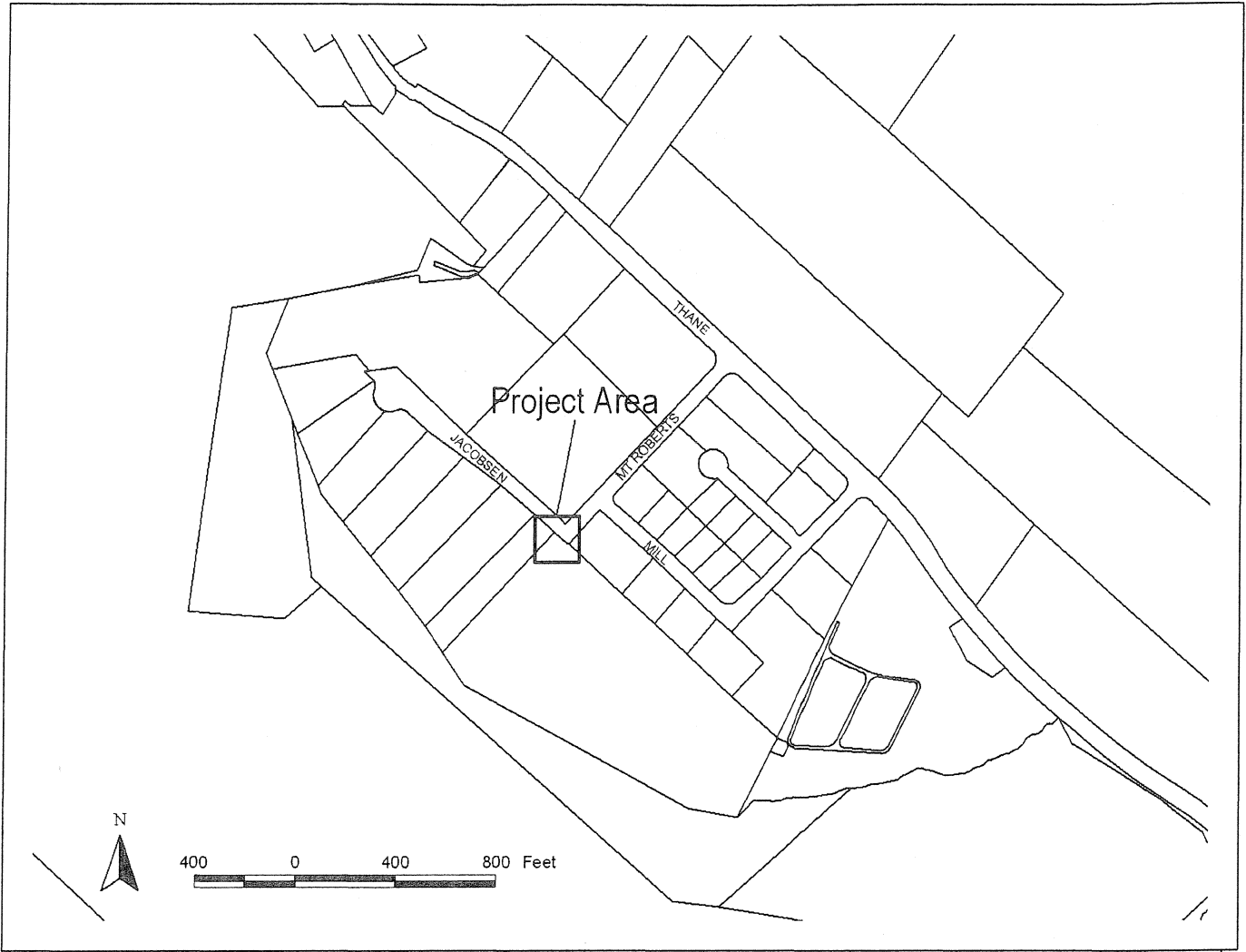
asphalt plant to support the Thane Road Rehabilitation Project. The approval is subject to the following conditions:

- 1) The asphalt plant shall cease operation no later than September 12, 2012, and shall be fully removed from the site no later than September 30, 2012.

Advisory Condition:

- 2) The applicant shall obtain a Noise Permit for construction outside of the hours of 7 a.m and 10 p.m. Monday through Friday, and between 9 a.m. and 10 p.m. on weekends, as required by CBJ 42.20.095.

# NOTICE OF PUBLIC HEARING



**PROPOSAL:** Temporary asphalt batch plant at AML yard during the DOT/PF Thane Road rehab project.

<p><b>FILE NO:</b> USE2012 0003</p> <p><b>TO:</b> Adjacent Property Owners</p> <p><b>HEARING DATE:</b> Apr 10, 2012</p> <p><b>HEARING TIME:</b> 7:00 PM</p> <p><b>PLACE:</b> <b>ASSEMBLY CHAMBERS</b> Municipal Building 155 South Seward St Juneau, Alaska 99801</p>	<p><b>APPLICANT:</b> SECON</p> <p><b>Owner(s):</b> 0 JACOBSON DRIVE JUNEAU LLC</p> <p><b>Property PCN:</b> 1-C11-0-K15-008-0</p> <p><b>Size:</b> .5 acres</p> <p><b>Zoned:</b> I</p> <p><b>Site Address:</b> 201 MOUNT ROBERTS ST</p> <p><b>Accessed via:</b> MOUNT ROBERTS ST</p>
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**PROPERTY OWNERS PLEASE NOTE:**

You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department no later than 8:30 A.M. on the Wednesday preceding the Public Hearing. Materials received by this deadline are included in the information packet given to the Planning Commission a few days before the Public Hearing. Written material received after the deadline will be provided to the Planning Commission at the Public Hearing.

If you have questions, please contact Teri Camery at 586-0755 or via email at [teri\\_camery@ci.juneau.ak.us](mailto:teri_camery@ci.juneau.ak.us)

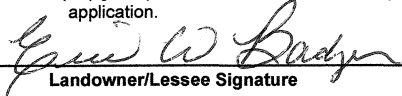
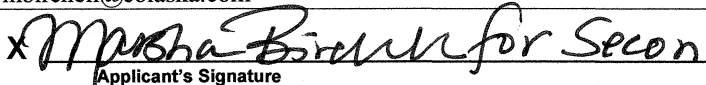
Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at [www.juneau.org/plancomm](http://www.juneau.org/plancomm).

Date notice was printed: March 28, 2012




# DEVELOPMENT PERMIT APPLICATION

<b>Project Number</b>	<b>CITY and BOROUGH of JUNEAU</b>	<b>Date Received:</b> 2/24/12
<b>Project Name</b> (City Staff to Assign Name)		

INFORMATION	<b>Project Description</b> Secon request to temporarily locate an asphalt batch plant at AML yard during the DOT/PF Thane Road Rehabilitation project.		
	<b>PROPERTY LOCATION</b>		
	<b>Street Address</b> AML Access Rd. at intersection of Mt Roberts Rd. and Jacobsen Rd.	<b>City/Zip</b> Juneau 99801	
	<b>Legal Description(s) of Parcel(s)</b> (Subdivision, Survey, Block, Tract, Lot) Block K15, Lot 0080		
	<b>Assessor's Parcel Number(s)</b> 1 C11 0 K15 008 0		
	<b>LANDOWNER/ LESSEE</b>		
	<b>Property Owner's Name</b> Jacobson Drive Juneau LLC	<b>Contact Person:</b> Eric Badger	<b>Work Phone:</b> 463-9320
	<b>Mailing Address</b> 6441 S. Airpark PL, Anchorage 99502	<b>Home Phone:</b> 523-9716	<b>Fax Number:</b> 463-3298
	<b>E-mail Address</b> ebadger@lynden.com	<b>Other Contact Phone Number(s):</b>	
	<b>LANDOWNER/ LESSEE CONSENT</b> ****Required for Planning Permits, not needed on Building/ Engineering Permits**** I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows: A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission. B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.		
X	 Landowner/Lessee Signature	02/24/12 Date	
X	_____ Landowner/Lessee Signature	_____ Date	
NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.			
<b>APPLICANT</b> If the same as OWNER, write "SAME" and sign and date at X below			
<b>Applicant's Name</b> Secon	<b>Contact Person:</b> Marsha Birchell	<b>Work Phone:</b> 780-1232	
<b>Mailing Address</b> 1836 Anka St., Juneau., AK 99801	<b>Home Phone:</b>	<b>Fax Number:</b> 780-5896	
<b>E-mail Address</b> mbirchell@colaska.com	<b>Other Contact Phone Number(s):</b> cell 321-1316		
X	 Applicant's Signature	2/24/12 Date of Application	

-----OFFICE USE ONLY BELOW THIS LINE-----

STAFF APPROVALS	<input checked="" type="checkbox"/>	<b>Permit Type</b>	***SIGN	<b>Date Received</b>	<b>Application Number(s)</b>
		Building/Grading Permit			
		City/State Project Review and City Land Action			
		Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)			
		Mining Case (Small, Large, Rural, Extraction, Exploration)			
		Sign Approval (If more than one, fill in all applicable permit #'s)			
		Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)			
	✓	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)	✓	2/24/12	USE20120003
		Variance Case (De Minimis and all other Variance case types)			
		Wetlands Permits			
	Zone Change Application				
	Other (Describe)				
***Public Notice Sign Form filled out and in the file. YES					
<b>Comments:</b> _____ _____					<b>Permit Intake Initials</b> 

NOTE: DEVELOPMENT PERMIT APPLICATION FORMS MUST ACCOMPANY ALL OTHER COMMUNITY DEVELOPMENT DEPARTMENT APPLICATIONS

IF:FORMS\2010 Applications

# ALLOWABLE/CONDITIONAL USE PERMIT APPLICATION

Project Number	Project Name (15 characters)	Case Number <u>USE20120003</u>	Date Received <u>2/24/12</u>
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**TYPE OF ALLOWABLE OR CONDITIONAL USE PERMIT REQUESTED**

- Accessory Apartment\*\*\* (AAP)     Driveway in Right-of-Way (ADW)  
 Use Listed in §49.25.300 (USE)  
 (Table of Permissible Uses)

Please list the Table of Permissible Uses Category: 4.100 Hvy. manufacturing

\*\*\*An Accessory Apartment Application will also be required.

**DESCRIBE THE PROJECT FOR WHICH AN ALLOWABLE OR CONDITIONAL USE APPROVAL IS NEEDED.**

Secon request to temporarily locate an asphalt plant at AML yard during the DOT/PF Thane Road Rehabilitation project.

**IS THIS A MODIFICATION OF AN EXISTING APPROVAL?**

- NO     YES - Case # \_\_\_\_\_

**CURRENT USE OF LAND OR BUILDING(S):**

Current industrial use as Alaska Marine Lines off load terminal storage yard.

**PROPOSED USE OF LAND OR BUILDING(S):**

Set-up and operate an asphalt batch plant. *AML terminal to remain temporary*

**UTILITIES PROPOSED:**

WATER:  Public  On Site

SEWER:  Public  On Site

**SITE AND BUILDING SPECIFICS:**

Total Area of Lot 50,000 square feet

Total Area of Existing Structure(s) 0 square feet

Total Area of Proposed Structure(s) 3674 square feet

**EXTERNAL LIGHTING:**

- Existing to remain     No     Yes - Provide fixture information, cutoff sheets, and location of lighting fixtures
- Proposed     No     Yes - Provide fixture information, cutoff sheets, and location of lighting fixtures

**PROJECT NARRATIVE AND SUBMITTAL CHECKLIST:**

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Site Plan  | <input checked="" type="checkbox"/> Existing and proposed parking areas (including dimensions) and proposed traffic circulation |
| <input checked="" type="checkbox"/> Floor Plan of proposed buildings                   | <input checked="" type="checkbox"/> Existing Physical Features of the site (drainage, habitat, hazard areas, etc.)              |
| <input checked="" type="checkbox"/> Elevation view of existing and proposed buildings  |   |
| <input checked="" type="checkbox"/> Proposed Vegetative Cover <u>(industrial site)</u> |   |

For more information regarding the permitting process and the submittals required for a complete application, please see the reverse side.

If you need any assistance filling out this form, please contact the Permit Center at 586-0770.

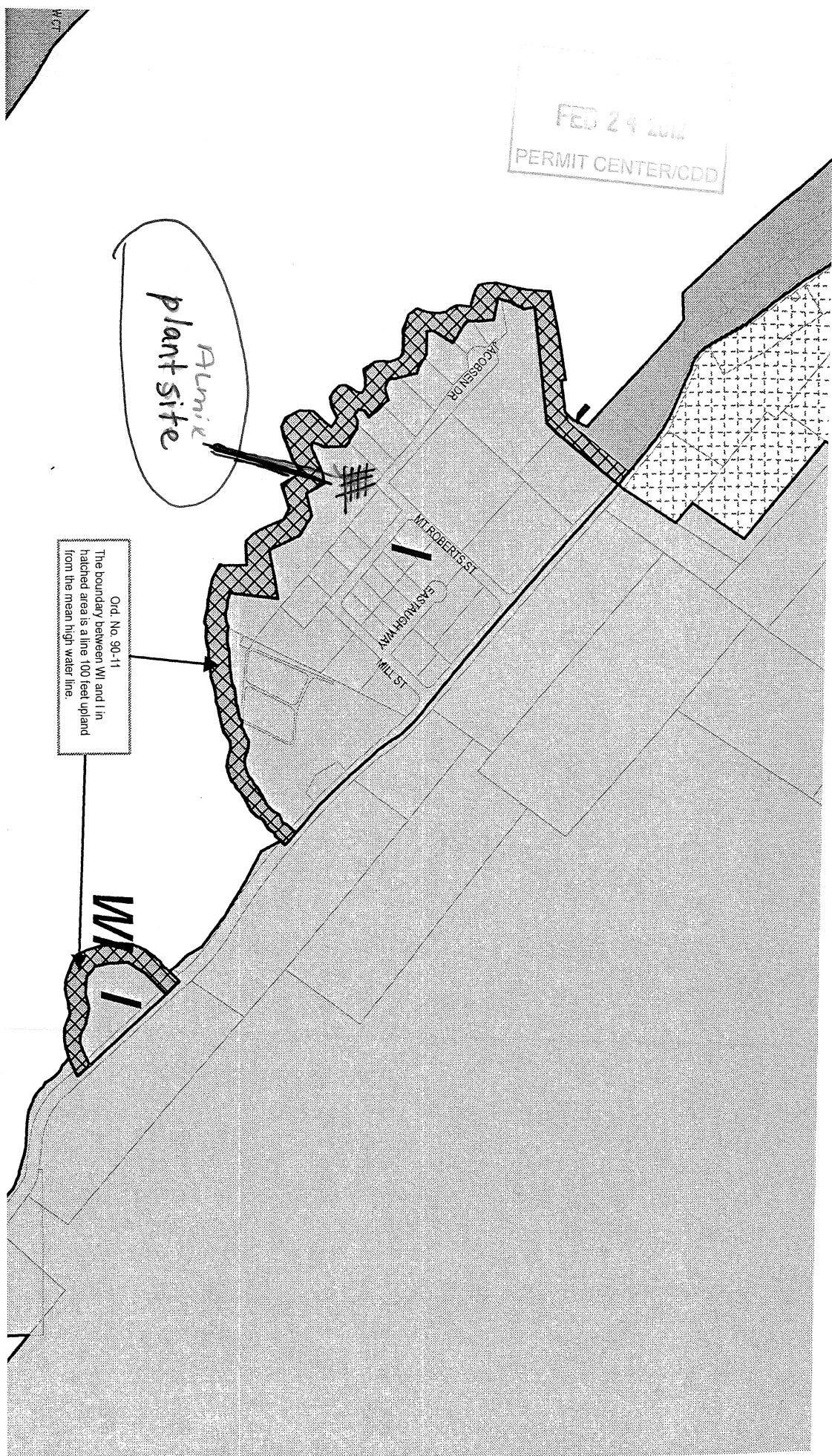
**ALLOWABLE/CONDITIONAL USE FEES**

Fees	Check No.	Receipt	Date
Application Fees <u>1000.00</u>			
Admin. of Guarantee \$ _____			
Adjustment \$ _____			
Pub. Not. Sign Fee \$ <u>500.00</u>			
Pub. Not. Sign Deposit \$ <u>100.00</u>			
Total Fee <u>1150.00</u> <del>\$650.00</del>			

**NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM**

TO BE COMPLETED BY THE APPLICANT

FEB 29 2012  
PERMIT CENTER/CDD

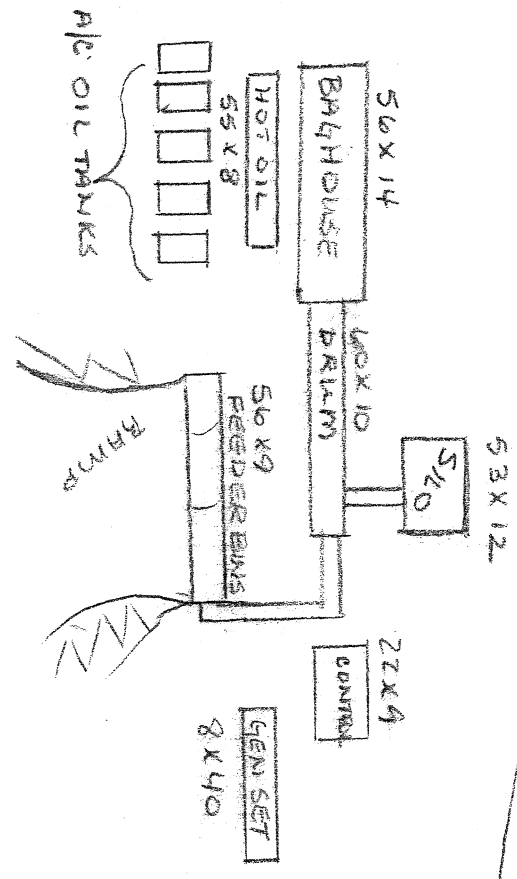


Ord. No. 90-11  
The boundary between WI and I in hatched area is a line 100 feet upland from the mean high water line.

NESBITT  
MT ROBERTS

AML ACCESS ROAD

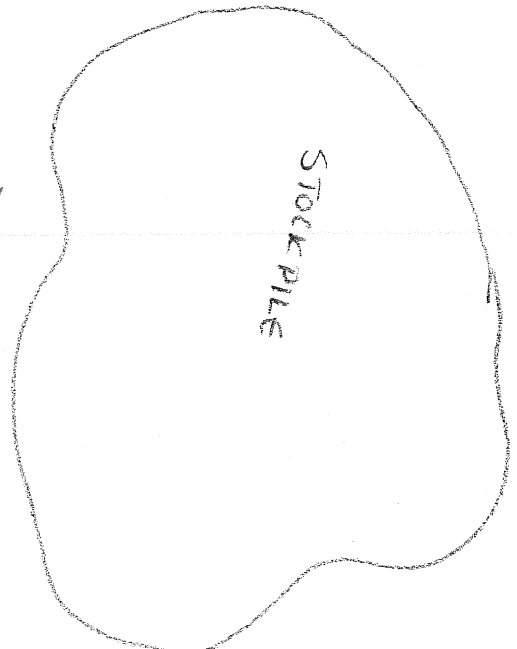
AML  
YARD



WATER  
BUFFER ZONE (100' M.I. Zone)

1" = 50'

GASTINEAU CHANNEL  
BUFFER ZONE (100' M.I. Zone)



RECEIVED  
FEB 24 2012  
PERMIT CENTER/CDD



## Project Description

### Overview and Location

Seccon proposes the temporary construction of an asphalt mix batch plant be located within the a .5 acre portion of parcel Block K15, Lot 0080, Juneau located at Mt Roberts Road in Juneau Alaska.

### Area Land Uses

Surrounding land uses are primarily industrial and tourist and cargo shipping port. The site proposed to be used is owned by Alaska Marine Lines and is presently used as staging area for shipping operations.

The City of Juneau is located approximately 1.2 miles northwest of the parcel and is accessed by Thane Rd at the intersection of Mt. Roberts Rd.

### Topography

The site is along a flat waterfront parcel that is bordered by the Gastineau Channel on the south edge of the property and the AML access road on the north. The AML used yard for barge loading and staging area runs from the north side of the AML access road to east side of the site.

### Proposed Project

The setup of the Almix asphalt batch plant will be for the production of 8,400 tons of asphalt hot mix to be produced for the DOT/PF Juneau-Thane Road Rehabilitation Project No. 69340. The asphalt batch plant use would be temporary and would be removed at the conclusion of the paving operations which are expected to occur in early May of 2012, weather dependent.

This project will use approximately 9000 tons of aggregate to be brought from existing Aggpro aggregate crushing site located in the Lemon Creek area on Concrete Way. The delivery of aggregate materials to be stockpiled at the site will require trucking through the S. Franklin area which is normally congested with traffic and foot traffic during the spring/summer cruise ship season. Trucking will be scheduled to be done before the cruise ship season begins and during off peak times if any additional material is needed.

The Almix plant is proposed to operate starting approximately May 5<sup>th</sup> 2012 until project is paved or by project completion date of Sept. 12<sup>th</sup>, 2012. Plant operation and paving is weather dependant. The Almix plant will operate 7 days per week, if necessary during paving operations approximately between the hours of 6:00 AM and 8:00 PM. The Almix plant will have a crew of 3 people for daily operations and a support crew of approximately 4 more for mobilization and plant set-up and take down.

## **Stormwater Pollution Prevention Plan for:**

Almix Asphalt Plant

Location:

Juneau, Alaska

### **Operator(s):**

Colaska Inc, DBA Secon

Almix Asphalt Plant

1836 Anka Street

Juneau, Alaska 99801

(907) 780-5145

### **SWPPP Contact(s)**

Marsha Birchell, AKCSCL, SWPPP Preparer

1836 Anka Street

Juneau, Alaska 99801

(907) 780-5415

(907) 321-1316

### **SWPPP Preparation Date**

03/23/2012

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Appendix E- Corrective Action Log

Appendix F- Amendment Log

Appendix G –Delegation of Authority Form



## Project Zone Information

Project/Site Name: Almix Asphalt Plant

Project Street/Location: Lot 0080, Mt Roberts Road

City: Juneau State: AK Zip Code: 99801

Borough or Subdivision: Juneau

Latitude/Longitude (Use **one** of three possible formats, and specify method)

Latitude:

Longitude:

1. 58 °17 157 " N (degrees, minutes, seconds)

1. 134 °23 ' 41 " W (degrees, minutes, seconds)

2. \_\_ ° \_\_ . \_\_ ' N (degrees, minutes, decimal)

2. \_\_ ° \_\_ . \_\_ ' W (degrees, minutes, decimal)

3. \_\_ . \_\_\_\_ ° N (decimal)

3. \_\_ . \_\_\_\_ ° W (decimal)

Method for determining latitude/longitude:

USGS topographic map (specify scale: \_\_\_\_\_)

EPA Web site

GPS

Other (please specify): Google Earth

## Contact Information/Responsible Parties

### Operator(s):

Colaska Inc. DBA Secon \*  
Tim Dudley, Secon General Manager  
1836 Anka Street  
Juneau, AK 99801  
(907) 780-5145  
(907) 780-5896

### Project Manager(s) or Site Supervisor(s):

Colaska Inc., DBA Secon  
Martin Brian, Secon Plant Foreman  
1836 Anka Street 907-780-5145  
Juneau, AK 99801

### SWPPP Contact(s): 24 Hr. Emergency Contact- SWPPP Manager

Colaska, Inc., DBA Secon  
\*Bryce Iverson, Secon Project Engineer, AKCSCL, SWPPP Manager  
1836 Anka St.  
Juneau, AK 99801  
907-321-2637

- Bryce Iverson will be the contact for the duration that the plant is set-up for the Thane Rd Pavement Rehabilitation Project.

### This SWPPP was Prepared by:

Colaska Inc., DBA Secon  
Marsha Birchell, AK CSECL 907-321-1316  
1836 Anka Street 907-780-5145  
Juneau, AK 99801

### Subcontractor(s):

There are no Subcontractors associated with the operation of the Almix Plant, all operations of the plant are completed by Secon employees. The Thane Road Rehabilitation Project will have Channel Construction Inc. as a subcontractor for material hauling.

## **Sequence of Construction Activity**

### **Scope of Work**

Describe the general scope of work for the project, major phases of construction, etc. Aztec asphalt plant consist of a drum mix plant with a baghouse, a batch hopper to load trucks, operator control house and stockpile area for mix aggregates and area for tanked in burner fuel.

### **Project Function**

The Almix Asphalt plant is an asphalt manufacturing plant that will produce 8400 Tons of asphalt for the Thane road project. The batch plant set-up and operation will be temporary and would be removed at the conclusion of the project.

### **Sequence and Timing of Soil-disturbing Activities**

Soil disturbance will be a minimal amount as there will not be any major excavation in the set-up of the Almix mobile asphalt plant.

## ***Receiving Waters***

Description of receiving waters: The receiving waters for the project are the Gastineau Channel.

Description of storm sewer systems and/or drainage systems: Current drainage is sheetflow and infiltration.

Description of impaired waters or waters subject to TMDLs: A search of the 2010 Alaska integrated water quality assessment found no impairment listing of TMDL's for any of the receiving waters of this project.

## **Potential Sources of Pollution**

### **Identification of all potential pollutant sources**

Potential sources of sediment to storm water runoff: Sand and gravel truck unloading of material in the stockpile area may be a potential area of sediment.

Potential pollutants and sources, other than sediment, to storm water runoff:

<b>Trade Name Material</b>	<b>Storm Water Pollutants</b>	<b>Location</b>
Asphalt cement	Asphalt cement, hydrogen sulfide, petroleum bitumen oil	Portable ISO tanks
Stone and sand	Silicon, suspended solids, turbidity	stockpiles
Diesel fuel	Saturated hydrocarbons, aromatic hydrocarbons, unsaturated hydrocarbons, Naphthalene	Portable tanks
Waste fuel	Mineral oil distillates	Burner fuel tanks

## Applicable Federal, Tribal, State or Local Programs

The Almix Asphalt Plant is under the process of Transfer of Ownership of the plant and the ADEC Air Quality Permit # AQ062MG302 from Bicknell, Inc. to Colaska Inc., DBA Secon. The transfer has been ongoing and under direction of the DEC Air Quality Department. The final requirement for the permit transfer is an Emission Source Test that is part of routine requirements of all asphalt plant permits.

The SWPPP will comply with the DOT Contract requirements regarding Historical Preservation, Endangered or Threatened Species. Documentation for the SHPO and T&E determinations can be found in Appendix C of the Thane Road Pavement Rehabilitation Project.

The SWPPP will also comply with the City and Borough of Juneau Conditional Use Permit requirements.

## Maps

Site Map can be found in Appendix A.

## Stormwater Control Measures

### Minimize Exposure

To minimize exposure of industrial activities to rain, snow, snowmelt, and runoff, refueling of the equipment's engines with diesel fuel occurs only when needed and the diesel fuel will be brought on-site at that point. Grading, berming, or curbing is implemented to prevent runoff of contaminated flows and to divert run-on from these areas. Leaky or leak-prone equipment is confined until the leak is fixed. If spills occur, these are cleaned up promptly using the best management practices to prevent discharge of pollutants. Drip pans, absorbents, and spill/overflow protection are used under equipment that is leaky or during maintenance of the equipment. Equipment is brought off-site for cleaning and major maintenance. Other best management practices (BMP), as discussed in the following sections, are implemented at this facility to eliminate or minimize the presence of pollutants in stormwater discharges. Large stockpiles will be located 50' from concentrated flows of water.

### Good Housekeeping

All exposed areas that are sources of pollutants are kept clean using such measures as keeping materials orderly and labeled and storing materials in appropriate containers. Routine inspections for leaks of all equipment on-site are performed, this includes the feeder bin as well as the excavator and front loader. All materials will be brought onsite as needed. Debris and trash will be removed and taken to waste disposal.

### Maintenance

The facility operator and/or the production manager will continuously inspect, test, maintain, and repair all industrial equipment and systems to avoid situations that may result in leaks, spills, and other releases of pollutants in stormwater discharged to receiving waters. Control measures that are used for sediment and erosion control are inspected according to the permit requirements are in effective operating condition are maintained. Nonstructural control measures are also diligently maintained (e.g., spill response supplies available, personnel appropriately trained). Major repair, maintenance and cleaning/washing of the equipment are performed off-site in a controlled environment. For oil changes of equipment performed on site, drip pans, drain boards, and drying racks to direct drips back into a fluid holding container for reuse are utilized. Oil filters, air filters, greasy rags, used oil, and other disposable items are collected and stored in labeled until they are hauled off site to be incinerated. Employees working at this site are trained on proper waste control and disposal procedures.

## Erosion and Sediment Control

To minimize stormwater runoff and in order to contain stormwater and keep runoff from reaching the nearby Gastineau Channel, berms are implemented.

**BMP Description:** Filter Berm (gravel), is designed to slow, filter sediment from and divert flow of stormwater. Filter berms are used when temporary measures are necessary to retain sediment on construction sites. Alaska SWPPP Guide Appendix B, BMP AK-17. See SWPPP Appendix D for BMP's.

<b>Installation Schedule:</b>	To be installed at site perimeter prior to set-up of plant.
<b>Maintenance and Inspection:</b>	Areas will be inspected according to the SWPPP Inspection schedule as required in Section 4 of Thane SWPPP..
<b>Responsible Staff:</b>	Secon

**BMP Description:** Fiber rolls consist of straw, or similar materials bound into a biodegradable casing material. Fiber rolls can be used in various applications that include installation along the toe, top, face and at grade breaks of exposed and erodible slopes to shorten the slope length, slow the velocity of the runoff and spread the runoff as sheet flow and provide removal of sediment from the runoff. Fiber rolls can be used as check dams in unlined ditches and installed along the perimeter of a project, also around stockpiles, and as temporary curbs to convey water to catch basins and as catch basin protection. BMP design specifications are per Alaska SWPPP Guide Appendix B, BMP-AK-8. See SWPPP Appendix B.

<b>Installation Schedule:</b>	Sediment barriers of fiber rolls will be installed before any earth disturbing activities for culvert work, pavement cold planning, shoulder excavation and guardrail removal and replacement. Fiber rolls will be installed in a shallow trench and anchored to the ground with a wooden stake dependent on the condition of the site.
<b>Maintenance and Inspection:</b>	Fiber rolls (wattles) will be inspected weekly and bi-weekly during relative continuous precipitation. Repairs will be done on split or torn rolls. Accumulated sediment will be removed when accumulation reaches one half the distance between the top of the roll and the ground surface.
<b>Responsible Staff:</b>	Installation and maintenance will by Secon.



### **Dust generation and track-out from vehicles**

The contractor will be required to remove any debris including soil and rock from the roadway. Any material tracked will be swept up.

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***BMP Description:*** Dust control on the site will be controlled by using a mobile pressure type distributor truck to apply water to disturbed areas. For design specifications see EPA NPDES BMP for Dust Control Fact Sheet, in SWPPP Appendix B.

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<b><i>Installation Schedule:</i></b>	Dust control will be implemented as needed once site grading has been initiated.
<b><i>Maintenance and Inspection:</i></b>	Spraying of water for dust control will be determined when the dryness of the soil warrants. Areas will be inspected according to the SWPPP Inspection schedule as required in Section 4 of Thane SWPPP.
<b><i>Responsible Staff:</i></b>	Dust Control maintenance will be done by Secon.

### ***Allowable Non-Stormwater Discharge Management***

#### **Allowable Non-Storm Water Discharges**

Uncontaminated excavation dewatering-ground water and some seepage should be expected in culvert excavation. While bypass systems will be installed to minimize the amount of flow entering the excavation some dewatering should be expected. Clean uncontaminated water may directly be directly discharge to receiving systems. Turbid and sediment laden flows will require treatment prior to discharge. Options include dewatering filter bags, infiltration, and dispersal for filtration into existing vegetation or during periods of dry weather the water may be used for compaction or even dust control.

Foundation or footing drains where flows are not contaminated-There may be foundation drain discharge at the retaining wall of P-1 across International Street a temporary filter bag may be necessary if the flow is turbid immediately following installation. The Fish Creek crossing repair is not expected to create or contribute footing drainage. If during the course of required inspections discharge is observed the SWPPP will need to be amended accordingly.

Uncontaminated ground or spring water- Ground or spring water will be collected and routed around the work area to avoid or conveyed through the work area in stabilized, lined conveyance appropriate for the expected volume.

Water used for dust control-Dust control activities may be necessary during grading activities. Water will be applied sparingly to avoid and minimize the potential for runoff from dust suppression activities.

Waters used to wash vehicles where detergents are not used-All equipment and vehicles will be washed prior to mobilization on the project. This will reduce the risk of any invasive species seed being inadvertently introduced to the area. By cleaning all equipment before it arrives at the project it is presumed there will no required washing on the project. If washing is necessary no detergents will be permitted and wash water will be observed for any discoloration or sheen. If sheen is observed the washing operation will cease until absorbent material can be deployed to prevent sheen from entering discharge waters.

Uncontaminated air conditioning or compressor condensate-The small amount of potential air conditioning condensate will have little impact. Vehicles will not be allowed to idle for more than 15 minutes to reduce the likelihood of puddles forming from condensate.

All allowable non-stormwater discharges must be eliminated or reduced to the extent feasible. The contractor will ensure the implementation of appropriate pollution prevention measures for the non-stormwater components of the discharge. Allowable Non-Storm Water Discharges (1.4.2; 4.2.7; 5.3.9 ACGP)

### ***Any Additional BMPs***

Additional BMP's will be determined in field and will be documented in the SWPPP at time of implementation.

## ***Spill Prevention and Control Plan***

### **Spill Prevention and Control Procedures**

**Vehicle Maintenance:** Most vehicles and equipment will be maintained off-site excluding the daily clean out of the paver. When the paver is left on-site, it shall be parked on a plastic tarp and absorbents and/or drip pans will be placed under paving equipment as needed. Non toxic substances will be used to coat the paver and transport trucks. Vehicles and equipment including subcontractor vehicles will be checked for leaking oil and fluids. Fueling will be done by a fuel/lube truck on-site only as needed. The fuel truck will maintain a supply of absorbent pads. Drip pans and absorbents will be used under equipment when fueling to prevent any oil and hazardous materials from leaking onto the ground. The spent absorbents will be disposed of per Federal and State regulations.

**Hazardous Material Storage:** Potential pollutants are listed in Section 4.5 of SWPPP. See attached Appendix for HCMP.

**Spill Kits:** Spill kits will be available at all times.

Spill Kits may include, but not be limited to:

Safety glasses, Sorbent rag bundles, Overpack drums, Contractor heavy duty trash bags, Sand bags, paper towels, rags, shovels, brooms, 5 gal buckets, Simple green, and First Aid kit.

**Spills:** All spills will be cleaned up immediately upon discovery. Spent absorbent materials and rags will be hauled off-site immediately after the spill is cleaned up for disposal per Federal and State regulations. Spills large enough to discharge to surface water will be reported to the ADEC Spill Response Team SE Alaska 465-5340 or Outside Normal Business Hours 1-800-478-9300. All equipment and manpower will be utilized as needed in the event of a spill.

Material safety data sheets, a material inventory, and emergency contact information will be maintained on site at the Secon office.

**Employee Training:** All employees will be trained, as detailed in Section 14.1.1.

The spill prevention and control procedures will be implemented at the time construction begins.

All personnel will be instructed, during tailgate training sessions, regarding the correct procedures for spill prevention and control.

**Spill Field Representative for this project:**

BRYCE IVERSON, SECON P.E., SWPPP Manager  
PHONE # 907-321-2637

## ***Hazardous Material Control Plan***

### **Hazardous Material Control Plan**

Vehicle Maintenance: Most vehicles and equipment will be maintained off-site excluding the daily clean out of the paver. When the paver is left on-site, it shall be parked on a plastic tarp and absorbents and/or drip pans will be placed under paving equipment as needed. Non toxic substances will be used to coat the paver and transport trucks. Vehicles and equipment including subcontractor vehicles will be checked for leaking oil and fluids. Fueling will be done by a fuel/lube truck on-site only as needed. The fuel truck will maintain a supply of absorbent pads. Drip pans and absorbents will be used under equipment when fueling to prevent any oil and hazardous materials from leaking onto the ground. The spent absorbents will be disposed of per Federal and State regulations.

Hazardous Material Storage: Potential pollutants are listed in Section 4.5 of SWPPP. The following hazardous materials may also be used on-site:

Diesel Fuel	1100 gallons in equipment tanks including burner fuel for asphalt plant
Hydraulic Oil	100 gallons in equipment
Lube Oil	50 gallons in equipment
Lubricant	approx. 5 tubes
Antifreeze	40 gallons in equipment
Tack	3000 gallons in tanker/distributor truck
*A/C oil	Contained in ISO tanks, they are mobile tanks that used specifically for asphalt oil.

\*Asphalt oil will cool and become a solid as soon as it comes in contact with the ground.

Spill Kits: Spill kits will be available at all times on project site.

Spill Kits may include, but not be limited to:

Safety glasses, Sorbent rag bundles, Overpack drums, Contractor heavy duty trash bags, Sand bags, paper towels, rags, shovels, brooms, 5 gal buckets, Simple green.

Spills: In the event of a spill the emergency response procedures for containment of hazardous materials will be as follows:

#### **Assess the spill**

Check for safety issues.

**DO NOT ENTER FUEL SPILL AREA IF a FIRE or EXPLOSION is POSSIBLE**

Find source of spill and safely mitigate to stop.

**Secure the area**

Stop traffic and work through the spill area  
Protect the area with barricades if needed.

**Notify Supervisor and DOT Project Engineer**

**Protect the area from water flow**

Use containment booms and absorbent pads  
Implement temporary berms if possible.  
Block ditches or inlets with straw wattles, or sand bags.  
Block culverts with absorbent booms.  
Stop or remove the water source (turn off pumps or valves)

**Spill Clean Up**

Spent absorbents, booms or contaminated soil will be removed from site.  
Place soiled rags, absorbents and booms into heavy duty trash bags.  
Place recovered liquids in barrels or lined pits.  
Clean oily equipment and vehicles.

Spent absorbent materials and rags will be hauled off-site immediately after the spill is cleaned up for will be disposed of per Federal and State regulations.

Any Spills large enough to discharge to surface water will be reported to the ADEC Spill Response Team SE Alaska 465-5340 or Outside Normal Business Hours 1-800-478-9300. All equipment and manpower will be utilized as needed in the event of a spill.

The spill prevention and control procedures will be implemented at the time construction begins.

All personnel will be instructed, during tailgate training sessions, regarding the correct procedures for spill prevention and control.

The individual who manages day-to-day site operations will be responsible for seeing that these procedures are followed.

All spills will be reported to the SWPPP Superintendent and the SWPPP Manager.

**Spill Field Representative for this project:**

BRYCE IVERSON, SECON P.E., SWPPP Manager  
PHONE # 907-321-2637

## Inspections

*Inspection frequency:* Inspection frequency: Section 6.1.3 of the ACGP states that for areas of the state where the mean annual precipitation is forty (40) inches or greater, inspect at least once every seven (7) calendar days. For periods of relatively continuous precipitation or sequential storm events inspect at least twice every seven (7) calendar days. The designated Project SWPPP Superintendent or Project SWPPP Manager will conduct inspections for the project site. Project SWPPP Superintendent will sign and certify inspections on the day of the inspection. All inspections will be coordinated with a SWPPP Inspector from DOT. Delegation of Authority and credentials for SWPPP Superintendent and SWPPP Manager may be found in Appendix I.

*Inspection Checklist:* The SWPPP Inspection forms can be found Appendix B.

## Corrective Action Procedures

**Corrective Action Procedures:** Permittee must review the design, installation, and maintenance of control measures during the inspection to determine whether the control measures need to be remedied by maintenance or installation of a new control measure, or modified.

**Corrective Action Log:** The SWPPP Corrective Action Log can be found Appendix E.

## Amendment Procedures

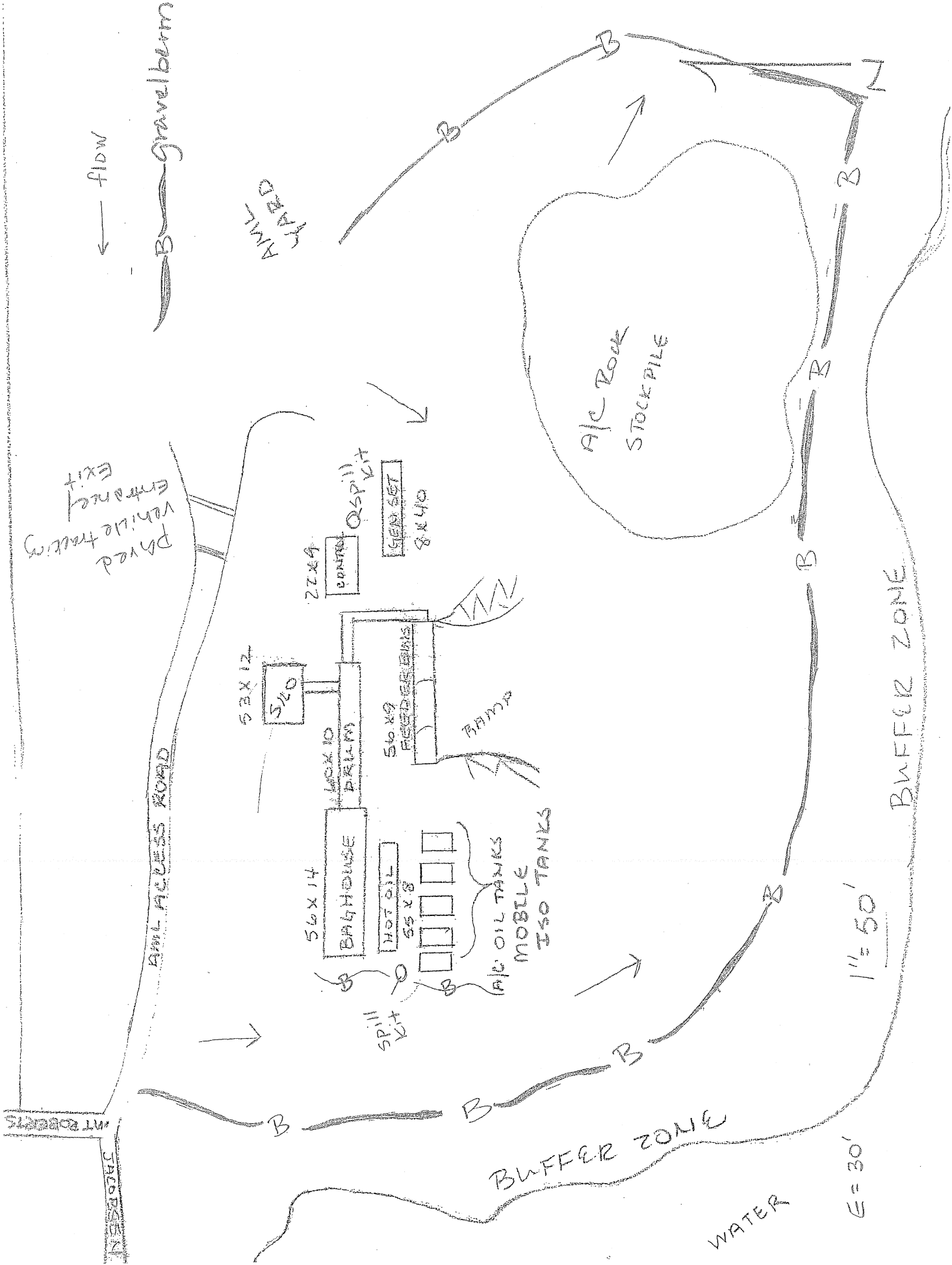
**Amendment Procedures:** A permittee must keep a log showing dates, name of person authorizing the change, and a brief summary of changes for all significant SWPPP modifications (e.g., adding new control measures, changes in project design, or significant storm events that cause replacement of control measures). A form to document SWPPP amendments can be found in Appendix F.

## RECORDKEEPING

Records of each inspection and any corrective actions taken in accordance of ACGP Part 8.0 must be maintained for a minimum period of at least three (3) years after the permit is terminated.







flow

Gravelberm

AM/L YARD

Dyed Vehicle Entry Exit

AM/L ACCESS ROAD

56x12  
5/10

56x14  
BAGHOUSE

56x10  
PELLS

56x14  
RAMP

HOT OIL  
55x8

56x14  
FISHING BEANS

AM/L OIL TANKS  
MOBILE ISO TANKS

SPILL KIT

RAMP

AM/L Rock  
STOCKPILE

WATER

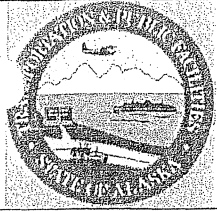
BUFFER ZONE

1" = 50'

1" = 30'

BUFFER ZONE

JACOBSEN  
MT ROBERTS



STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
**SWPPP CONSTRUCTION SITE INSPECTION REPORT**

*Detailed instructions for completing this form can be found on the Alaska Construction Forms website:  
[http://www.dot.state.ak.us/stwddes/dsconst/pop\\_constforms.shtml](http://www.dot.state.ak.us/stwddes/dsconst/pop_constforms.shtml)*

**1.0 General Information**

<b>1.1 Project Name</b>	Jnu-Thane Road Pavement Rehabilitation		
<b>1.2 AKSAS Number</b>	69340	<b>1.3 Location</b>	
<b>1.4 NOI Tracking No.</b>	<b>Contractor's:</b>	<b>DOT&amp;PF's:</b>	
<b>1.5a Date of Inspection</b>		<b>1.5b Start/End Times:</b>	
<b>1.6 Inspectors' Names</b>	<b>Contractor:</b>	<b>DOT&amp;PF:</b>	
<b>1.7 Inspectors' Titles</b>	<b>Contractor:</b>	<b>DOT&amp;PF:</b>	
<b>1.8 Inspectors' Contact Information</b>	<b>Contractor:</b>	<b>DOT&amp;PF:</b>	
<b>1.9a AK-CESCL Cert. No.</b>	<b>Contractor:</b>	<b>DOT&amp;PF:</b>	
<b>1.9b AK-CESCL Exp. Date</b>	<b>Contractor:</b>	<b>DOT&amp;PF:</b>	
<b>1.10 Describe construction activities</b>			

**1.1 Type of Inspection:**     Regular     Post-storm Event     Continuous Event     Reduced Inspection Frequency Period

**2.0 Weather Information**

**2.1 Describe the weather since the last inspection, or start of construction activities if first inspection.**

Check all appropriate boxes.

Clear     Cloudy     Rain     Sleet     Fog     Snow     High Winds     Other:

**2.2 Storm events. Complete storm event information if there were any storm events since the last inspection.**

*Storm event = rainfall event that produces  $\geq 0.5$  inches in 24 hrs. separated from last event by 3 days of dry weather*

Estimated Start Date:								
Estimated Duration								
Approximate Amount of Precipitation (in):								

**2.3 Weather at time of this inspection?**     Clear     Cloudy     Rain     Sleet     Fog     Snow     High Winds     Other:

Temperature:

### 3.0 Overall Site Issues

For complete instructions, please see instructions on Constructions Forms web page, by separate form

- **Overall Site Issue** -- These are general site issues that must be assessed during inspections.
- **Implemented?** -- If a BMP should be installed at the time of the inspection and you marked "No" in the "BMP Installed" column, then you must check "Yes" in the "BMP Action Required?" column. If there is good reason to mark "no" in the "BMP Installed" column (such as the BMP is no longer needed and was removed) then you can mark "no" in the "BMP Action Required?" column and explain in the "Comments" column.
- **Corrective Action Required?** - When maintenance or some other corrective action is required, check "Yes" in this column.
- **Corrective Action Required, Complete by Date** - When a corrective action is required, before certifying the report, fill in the date when the corrective action can reasonably be expected to be completed. When a corrective action is NOT required, leave the "Complete by Date" blank.
- **If Corrective Action is required, describe Action and Location** -- Anytime you check "Yes" in the "Corrective Action Required?" column, you must fill in the "Describe Corrective Action and Location" column as well.
- **Corrective Action Log** - When a Corrective Action is required as noted in this report, you must also enter all the information for this action in the Corrective Action Log and document on the Log the actual date of completed correction.

	Overall Site Issue	Response	Corrective Action Required?	If Corrective Action is required, describe Action and Location	Comments
3.1	Have stabilization measures been initiated on slopes and disturbed areas not actively being worked?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by Date:		
3.2	Are natural resource areas (e.g., streams, wetlands, mature trees, etc.) required by the SWPPP to be delineated in the field, identified with barriers or markings?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by Date:		
3.3	Are perimeter controls and sediment barriers adequately installed (keyed into substrate) and maintained?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by Date:		
3.4	Are storm drain inlets properly protected?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by Date:		
3.5	Are the construction exits preventing sediment from being tracked into the street?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by Date:		
3.6	Is trash/litter from work areas collected and disposed of properly?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by Date:		

	Overall Site Issue	Response	Corrective Action Required?	If Corrective Action is required, describe Action and Location	Comments
3.7	Are washout facilities (e.g., paint, concrete) available, clearly marked, and maintained?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by Date:		
3.8	Are vehicle and equipment fueling, cleaning, and maintenance areas free of spills, leaks, or any other potential pollutants?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by Date:		
3.9	Are materials that are potential stormwater contaminants stored inside or under cover?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by Date:		
3.10	Are non-stormwater discharges (e.g., wash water, dewatering) properly controlled?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by Date:		
3.11	Has Spill Response kit been used since the last inspection?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by Date:		
3.12	Are the NOI postings legible and do they contain the correct information?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by Date:		
3.13	Are any additional BMPs needed?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by Date:		
3.14	(Other)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by Date:		

**4.0 Discharge Points**

	Overall Site Issue	Response	Corrective Action Required?	If Response is No, describe Location. If Corrective Action is required, describe Action and Location	Comments
4.1	At the time of inspection, are the discharge points and receiving waters free of pollutant discharges (sediment deposits, sediment plume or oil sheen)? (See Section 4.3 for list of discharge points)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by Date:		
4.2	Since the last inspection, are the discharge points and receiving waters free of evidence that pollutants had left the project site (for example, sediment deposits, oily residue)? (See Section 4.3 for list of discharge points)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by Date:		

**4.3 Location of Discharge Points**

List the project discharge point locations	Inspected?
	Yes No
	Yes No
	Yes No
	Yes No
	Yes No
	Yes No
	Yes No
	Yes No
	Yes No
	Yes No
	Yes No
	Yes No

List the project discharge point locations	Inspected?
	Yes No

**5.0 Site-specific BMPs**

- **BMP Identifier** -- This column can be used at the inspector's option.
- **BMP and Location** - Describe and give the location of the structural and non-structural BMPs identified in your SWPPP in the BMP column below (Include areas that are required to be inspected by the CGP, such as material storage areas that are exposed to precipitation.)
- **BMP Installed?** – If a BMP should be installed at the time of the inspection and you marked “No” in the “BMP Installed” column, then you must check “Yes” in the “BMP Action Required?” column. If there is good reason to mark “no” in the “BMP Installed” column (such as the BMP is no longer needed and was removed) then you can mark “no” in the “BMP Action Required?” column and explain in the “Comments” column.
- **BMP Action Required?** - If a BMP needs repair, modification, replacement, maintenance or a new BMP is needed or a SWPPP amendment is needed, then a BMP Action is required.
- **BMP Action Required, Complete by Date** - Before certifying the report, fill in the date when the BMP Action can reasonably be expected to be completed. When a BMP Action is NOT required, leave the “Complete by Date” blank.
- **If BMP Action is required, describe Action and Location** – Anytime you check “Yes” for “BMP Action Required,” then you must also fill in the “Describe BMP Action and Location” column.
- **Corrective Action Log** - When a BMP Action is required as noted in this report, you must also enter all the information for this action in the Corrective Action Log, and document on the Log the actual date of completing correction.

BMP Identifier (optional)	BMP & Location	BMP Installed?	BMP Action Required?	If BMP Action is required, describe Action and Location	Comments
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		

BMP Identifier (optional)	BMP & Location	BMP Installed?	BMP Action Required?	If BMP Action is required, describe Action and Location	Comments
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		
		__Yes __No	__Yes __No Complete by Date:		

**6.0 Inspection Certification**

**6.1 Areas of Inspection**

Did you inspect all areas of the project that are required to be inspected by the CGP including areas disturbed by construction activity, areas used for storage of materials that are exposed to precipitation, areas where control measures are installed, areas where sediment or other pollutants have accumulated or been deposited and may have the potential for or are entering a stormwater conveyance system, locations where vehicles enter or exit the site, areas where storm water typically flows, points of discharge from the site, and portions of the site where temporary or permanent stabilization has been initiated?

- Yes  
 No

If you did not inspect any required areas, list those locations here and explain why they weren't inspected.

**6.2 Project Compliance**

- If there are incidences of non-compliance identified in this inspection report then you must summarize below the incidence(s) of non-compliance.
- If there is an Action Item described in the non-compliance box below that does not already have a "Complete by Date" assigned elsewhere in this report, then add a Complete by Date within the box.

<b>Non-Compliance</b>
Incidence(s) of Non-compliance:
Action Item(s) and Complete by Date(s):

- Check the box below if there are no incidences of non-compliance with the CGP:

I certify that on the date of this inspection, this project was found to be in compliance with the terms of the applicable Construction General Permit.

**CERTIFICATION STATEMENT**

"I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

**Contractor's Duly Authorized Representative**

**DOT&PF's Duly Authorized Representative**

Print name: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: Superintendent

Title: Project Engineer

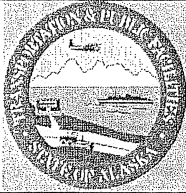
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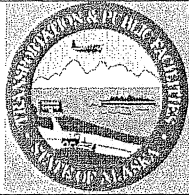




STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

**SWPPP CONSTRUCTION SITE INSPECTION REPORT (PART 2)**

	BMP & Location	BMP Installed?	BMP Action Required?	Describe BMP Action, If Needed
22		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by Date:	
23		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by Date:	
24		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by Date:	
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32		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by	



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32		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No Complete by	

Schelb, Christopher A (DOT)

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From: James\_Ray@fws.gov  
Sent: Friday, November 05, 2010 11:26 AM  
To: Schelb, Christopher A (DOT)  
Subject: T&E Consultation re Thane Rd. Pavement Rehabilitation (ADOT Project # 69340)

Chris,

This email responds to your request for information on potential impacts to threatened or endangered species under the U.S. Fish and Wildlife Service (USFWS) jurisdiction, resulting from ADOT&PF's proposed Thane Rd. Pavement Rehabilitation (Project # 69340). The project consists of grinding pavement, replacing 79 culverts, and repaving the section of Thane Rd. from the intersection of Mt. Roberts St. to the end of the road. Total project length is 4.5 miles.

Currently, there are no species listed under the Endangered Species Act as threatened or endangered within the jurisdiction of the USFWS in Southeast Alaska. However, one candidate species, Kittlitz's Murrelet, utilizes marine waters from Thomas Bay near Petersburg, north through coastal western Alaska. This species feeds near tidewater glaciers and in areas affected by glacial streams and rivers, and typically nests in rocky, recently deglaciated landscapes. We anticipate the proposed Thane Rd. pavement rehabilitation project will have no effect on this species.

The log number for this consultation is: 71440-2011-0010.

Please feel free to contact me by phone or email if you have any further questions.

Sincerely,

James

-----  
James Ray  
US Fish and Wildlife Service  
Juneau Field Office  
(907) 780-1165

**BMP AK-17**  
**Filter Berm**

*Purpose and Description*

- Can be made of loose gravel or crushed rock.<sup>1</sup>
- Designed to slow, filter sediment from, and divert flow of stormwater.<sup>1</sup>

*Applicability*

- When temporary measures are necessary to retain sediment on construction sites.

*Design and Installation*

- Use washed well-graded gravel or crushed rock ranging from about 3/4in (~2cm) to 3in (~7.5cm) in diameter containing less than 6% fines.
- Berms must be at least 1 ft in height.<sup>2</sup>
- Berms must have side-slopes of 3:1.<sup>2</sup>
- Space Berms:
  - Every 300ft on slopes less than 5%.<sup>2</sup>
  - Every 200ft on slopes between 5 and 10%.<sup>2</sup>
  - Every 100ft on slopes greater than 10%.<sup>2</sup>

*Maintenance and Inspection*

- Inspect berms regularly and after rainfall.
- It is important to make repairs to berms at the first sign of deterioration.<sup>2</sup>
- Remove and either dispose of or reincorporate into the project any sediment buildup and replace filter material when necessary.<sup>1</sup>

*References*

<sup>1</sup>USEPA (United States Environmental Protection Agency), October 2000, National Menu of Best Management Practices, Filter Berms <http://cfpub.epa.gov/npdes/stormwater/menuofbmps/index.cfm?action=browse&Rbutton=detail&bmp=37&minmeasure=4>

<sup>2</sup>Washington State Department of Ecology, February 2005, Storm Water Management Manual for Western Washington, Construction Storm Water Pollution Prevention, BMP C232: Gravel Filter Berm, <http://www.ecy.wa.gov/pubs/0510030.pdf>

**BMP AK-8**  
**Fiber Roll**

Objectives and Applications

Fiber rolls are long rolls of material such as straw, flax, rice, coconut or compost wrapped in plastic or biodegradable netting. They are placed and staked along the contour of disturbed slopes.

The purpose of a fiber roll is to shorten the slope and help to slow, filter and spread overland flows. They capture organic matter and seeds that might otherwise be washed downslope.

Fiber rolls can be applied to steep or long slopes and slopes that are susceptible to freeze/thaw activity, sheet and rill erosion or dry ravel. They can be placed along the toe, top, face and at grade-breaks on disturbed slopes. They can be placed at the perimeter of a project and around temporary stockpiles. They can be used as check dams in unlined ditches

Common Failures - Generally due to faulty installation or maintenance.

- Without being placed in a trench, runoff can flow underneath the roll and cause failure.
- Water can flow between rolls if they are not abutted tightly together.
- Rolls must be placed perpendicular to flow (parallel to the slope contour).
- Rolls will not work if the slope is slumping, creeping or sliding.

Other Considerations

- Use in areas of low shear stress.
- Avoid use on slopes that could build up ice.
- They are effective for one to two seasons.
- Fiber rolls can be staked to the ground using willow cuttings to increase the revegetation. Since the fiber roll will retain moisture, it will provide a good site for the willow.
- Rolls will be difficult to move once they are saturated.
- The quantity of sediment that a roll can capture is limited. They are typically about 8 inches in diameter.

Relationship to Other ESC Measures

Fiber rolls are best used in combination with seeding, mulch and/or erosion control blankets. They can be used to stabilize slopes until the permanent vegetation becomes established.

Alternate Sediment Control Measures

Silt fence -- the advantage of fiber rolls over silt fence is that installation is much easier, they do not have to be removed and hydroseeding can be done after their installation.

Other Names

Straw Wattle, Straw Roll

Design

**Design life:** 1 or 2 seasons

**Contributing flow drainage area:**

**Diameter:** 8 to 10 inches up to 20 inches

**Length:** 20 to 30 feet

Materials

**Fiber rolls:** The netting may be UV-degradable polypropylene, biodegradable burlap, jute or coir. The filling may be straw, flax, rice, coconut-fiber or compost.

**Stakes:** 1"x1" wooden stakes 24" long (18" if soils are rocky) or 3/8" rebar or 3/4" to 1 1/2" diameter live willow cuttings

Installation

Dig trenches across the slope (on the contour) to a depth of 3 to 5 inches. If the slope is steep or there is high rainfall, make trenches 5 to 7 inches deep. Add a slight downward angle to the trench at the ends to avoid ponding in the middle of the slope.

Start installation downslope. Determine the spacing of the rolls based on the slope gradient and soil type. Typically, place rolls 10 feet apart on 1:1 slopes, 20 feet apart on 2:1 slopes, 30 feet apart on 3:1 slopes. Space rolls closer in softer soils, farther in rocky soils.

Place the rolls in the trenches. Where two rolls meet, place the ends abutted tightly, not overlapped. At the end of the roll, turn the end upslope to prevent runoff from going around the roll end.

Stake the roll every four feet. Leave 3 inches of the stake above the roll. It may be easier to make a pilot hole through the roll and into the soil first. Fiber rolls around storm drains and inlets must be staked into the ground

#### Inspection

Ensure that the roll ends remain abutted tightly. Ensure that the rolls are in contact with the soil and thoroughly entrenched. Rolls need to be inspected after a significant rainfall. Look for scouring underneath the rolls.

#### Maintenance

Equipment cannot drive over the installed fiber rolls. If inspections reveal crushed, torn, slumping or split rolls, the damaged sections must be replaced.

Remove sediment accumulated upslope of the roll when it reaches one-half the distance between the top of the fiber roll and the ground surface.

#### Removal

Usually fiber rolls are left in place. If they are removed, the accumulated sediment must first be collected and disposed. After removal, the trenches and stake holes should be filled to blend with the slope and revegetated









STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

**SWPPP DELEGATION OF SIGNATURE AUTHORITY  
FOR CGP DOCUMENTS -- CONTRACTOR**

Project Name: **Jnu-Thane Road Pavement Rehabilitation**

I, Tim Dudley hereby designate the project superintendant assigned to Jnu-Thane Road Pavement Rehabilitation to be Secon's duly authorized representative for the purpose of overseeing compliance with the APDES Construction General Permit, at the Jnu-Thane Road Pavement Rehabilitation construction site. By signing this authorization, I confirm that I meet the requirements to make such a designation as set forth in Appendix F, Subsection 1.12.2 of ADEC's Construction General Permit (CGP), and that the designee above meets the definition of a "duly authorized representative" as set forth in Appendix F, Subsection 1.12.3.

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Name: Tim Dudley

Title: Secon, General Manager

Company: Colaska Inc., DBA Secon

Signature \_\_\_\_\_

A handwritten signature in black ink, appearing to read "Tim Dudley", written over a horizontal line.

Date 3/26/12