

SKANSKA

Construction Mitigation Plan:

Central Kitsap High School & Middle School

Replacement

CENTRAL KITSAP SCHOOL DISTRICT NO. 401

Skanska USA Building Inc.

Version 1

Date: March 2017

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Intent of the Construction Mitigation Plan (CMP)

This CMP is intended to anticipate and reduce the potential impacts from construction activities, and minimize impacts of construction activities to neighbors and businesses. Impacts addressed in this report relate to erosion control, air quality, noise, traffic and historic and cultural resources. A key component of this plan is the implementation of regular communications with the community regarding process and schedule.

Implementation of this plan is the responsibility of the Construction Contractor and its subcontractors working on the Central Kitsap High School & Middle School project.

1.1 Project Overview:

The Central Kitsap Middle School (CKMS) and Central Kitsap High School (CKHS) will be located on a combined 59 acre site in Silverdale, Washington. The plan for this project is to construct a new Middle School/High School facility in the center of the existing campus. This will allow the occupancy and operation of the existing CKHS and CKMS school buildings to remain while the new building is under construction. The site work and demolition of existing buildings and site amenities will be phased in order to maintain the operation of the existing buildings and transition to the new building. The new CKHS/MS building area is programmed at 312,000 s.f. It is anticipated that there will be an Early Sitework Permit package and a Foundations and Structural Steel Permit package released for bidding in the Spring of 2017 with construction commencing in the Summer/Fall of 2017.

Schedule Milestones:

- Estimated start date : June 2017
- Duration: 24-30 Months
- Completion date for each phase of construction
 - Site Demolition and Early Utility Work: September 2017
 - Mass Excavation: February 2018
 - Super Structure: March 2018
 - Shell and Core: September 2018
 - Middle School Architectural Completion: December 2018

- High School Architectural Completion: June 2019
- Site Hardscape and Landscaping: September 2019
- Athletic Fields: September 2019

See the Phasing Plan in the Appendix for more detail of work occurring in each phase.

1.2 Project Phases:

The project design phase is anticipated to run from Spring of 2016 through Fall of 2017. Construction on the facility will begin in the Summer of 2017 and will be completed in the Summer of 2019 for a Fall 2019 grand opening. Some construction may linger into 2020. Below is a description of the work anticipated for each phase. See the Phasing Plan for more detail.

- Description of Each Phase
 - Phase I (June 2017 – August 2017):
 - Refurbish Huey Field for use during the 2017-2018 school year.
 - Install the access road up to the temporary high school parking area.
 - Demo existing Science Kit, Alternative High School & Windy Ridge Residences.
 - Reroute the existing fiber between the High School and Middle School.
 - Install primary utility feeds (water, power and sewer) to new building pads.
 - Set up contractor staging at former Food Services warehouse.
 - Phase II (September 2017 – February 2018):
 - Replace existing Science Kit and Alternative H.S. buildings with sedimentation and erosion control ponds.
 - Grade Building Pad & Install surrounding ATB surface.
 - Start Foundation Work.
 - Phase III (March 2018 – June 2018):
 - Demo North Windy Ridge residence and flip soils onto the new High School field (assumes late turnover date for North Windy Ridge).
 - Begin CTE Bldg. Construction
 - Begin work on the new High School synthetic track.
 - Continue work on the main structure.
 - Phase IV (July 2018 – August 2018):
 - Continue work on the Main Structure and CTE Building.
 - Construct synthetic turf field and track at existing middle school (May 2018 - August 2018).

- Rework Huey Field (work to extend into September).
- Install remainder of bus loop North of the existing Middle School Gym.
- Log the area for the new Tennis Courts and complete the Tennis Courts.
- Demo & Abate Transpo Building (including UST's) and Alt. Middle School. Revamp Alt. Middle School Parking.
- Phase V (September 2018 – December 2018):
 - Complete new Middle School portion of the main building (food services to access kitchen through Middle School Commons as needed till the High School is complete).
 - Complete the CTE Building.
 - Complete surrounding parking and bus loop (top lift) as needed for Middle School opening.
- Phase VI (Jan 2019 – June 2019):
 - Relocate field offices to trailers.
 - Demo & Abate existing Middle School and Food Services Bldg.
 - Install High School Parking area and Parent Drop-off.
 - Install softball field and batting cages.
 - Complete High School, High School Gym and Auditorium.
- Phase VII (July 2019 – August 2019):
 - Demo transpo area asphalt and replace with Baseball / Soccer Field.
 - Rework asphalt access road to Baseball / Soccer Field and add parking.
 - Demo existing High School staff parking and replace with permanent sedimentation pond.

2. Construction Communication

2.1 Contact Person:

General Requirements:

- Skanska USA Building will designate an individual to fill the position of “Construction Contact” to the local community to address comments regarding ongoing operations and schedule.
- Skanska USA Building will designate an individual to fill the position of “Community Liaison” to the local community.

Specific Plans/Procedures:

- The Construction Contact (Brian Urban, Project Executive) will:

- Act as the initial point of contact for general construction information or for non-emergency concerns related to construction.
 - Attend meetings of the affected neighbors with CKSD representative.
 - Manage a construction hot line, including logging and responding to calls.
 - Prepare and distribute monthly construction bulletins describing general progress and schedule related information for distribution via email to the Construction Notification List.
- The Community Liaison (Albert Martin, Senior Project Manager) will:
 - Collect and distribute general information about the Central Kitsap H.S. & M.S. replacement project.
 - Schedule and attend meetings with neighbors and CKSD representative in advance of start of construction and as desired by neighbors during construction. Should periodic neighborhood-wide meetings be scheduled, the contractor will coordinate with the County and CKSD in advance.
 - Assemble contact names for the Construction Notification List and keep it up to date.
 - Act as a second point of contact for people seeking information about the project.
 - Maintain the Central Kitsap H.S. & M.S. Project construction media website which will include general information about the project, construction updates and periodic special updates on unusual construction activity

2.3 Communication methods: The Construction Contact will prepare monthly construction update bulletins, beginning April 2017 (assuming a June 2017 start of site preparation and start of utility work on Anderson Hill Rd.) and continue at least through completion of shell-and-core construction (estimated Fall of 2018). These bulletins will cover general construction updates, notices for street and sidewalk closures, noise and work hour variances, and other construction activities that may affect the surrounding neighborhood. Bulletins will be distributed by email and/or leaflets to the immediately surrounding neighborhoods.

2.4 Notification timing & tracking:

When	What	Status
10 weeks prior to construction	Letters to affected parties within 1-to-2 block radius introducing the project	□

6 weeks prior to construction	Provide construction information on the project website.	<input type="checkbox"/>
4 weeks prior to construction	Post flyers at nearby community gathering spaces and the immediate neighbors.	<input type="checkbox"/>
72 hours prior to construction	Place no-park signs for lane closures as needed.	<input type="checkbox"/>
Ongoing activities	Web and email updates to Notification List and others as requested.	<input type="checkbox"/>

3. Construction Noise and Sensitive Receivers

To mitigate general noise impacts during the construction phases, measures such as locating stationary equipment away from receiving properties, erecting portable noise barriers around loud stationary equipment, limiting construction hours to the appropriate Kitsap County ordinance, turning off idling construction equipment, requiring contractors to rigorously maintain all equipment, and training construction crews to avoid unnecessarily loud actions near noise-sensitive areas will be employed.

3.1 Construction Hours

- **Standard Hours of Construction (7 a.m to 5:00 p.m. on non-holiday weekdays and 9 a.m to 5 p.m. Saturdays):** The majority of construction activities will be limited to standard construction hours between 7 a.m. and 5:00 p.m. on non-holiday weekdays. Construction activities will only be performed on Sundays with prior case specific approval or to address emergency conditions. Construction workers may arrive at the site prior to standard start times; however, noisy set-up activity will be expressly prohibited prior to 7 a.m. on weekdays, 9 a.m. on Saturdays. Any necessary equipment warm-up prior to standard start times will be coordinated to mitigate disturbance to neighbors. 72-hour notification will be provided to neighbors for any planned work scheduled outside standard construction hours. Identify demolition and construction activities within permissible construction hours.

3.2 High noise-generating activities

- Early Works Utility location with vector truck extraction. June 2017
- Site & Building Demo – Starting June 2017
- Superstructure / Structural Steel Erection – September 2016 to January 2017

3.3 Noise-sensitive receivers

- Central Kitsap H.S. & M.S.: The existing Middle School and High School are located immediately North and South of the project construction site respectively. Allowable work hours will be adhered to and construction noise will be kept within the Ordinance to minimize any disruptions to the schools. For special event testing (i.e. SAT testing) the crews will alter their activities if possible within the confines of the project schedule.
- Neighborhood Residences: There are multi-family residences located to the east of the project site, and single-family residences located to the immediate East, West, and North. Allowable work hours will be used by construction crews and noise will be kept within the Ordinance to minimize any disruptions to the residence.

3.4 Construction noise management

- **Timing Restrictions:**
 - Most activities will be limited to standard construction hours, which are 7 a.m. to 5 p.m. on non-holiday weekdays.
 - Equipment that generates impact-noise, such as pavement breakers, pile drivers, jackhammers, an auger pile drilling/shaking will only be used between 8 a.m. and 5 p.m. on weekdays and 9 a.m. and 5p.m. on Saturdays.
 - Restricted use of pneumatic equipment related to demolition. This will follow noise ordinance requirements as stated within standard work shifts. Use of any impact equipment will be limited to 8 a.m. – 5 p.m. on weekdays, and 9 a.m. – 5 p.m. on Saturdays and holidays.
- **Noise Reduction Construction Technologies:**
 - Off-site recycling. The demolition contractor will break up the concrete into pieces small enough to be loaded onto trucks and moved off-site for recycling. This specific activity utilizing impact equipment will be limited to 8 a.m. – 5 p.m. on weekdays and 9 a.m. – 5 p.m. on Saturdays and holidays.
 - Mandatory use of electric welders, electric tower cranes, and electric hydraulic pumps will be required by the general contractor and the steel erection subcontractor.
- **Process Modifications:**
 - Loud talking or any miscellaneous noisy activities are prohibited before 7 a.m. and after 5 p.m. on weekdays, and before 9 a.m. and after 5 p.m. on Saturdays.

- Concrete truck staging will be done off-site and not adjacent to residential areas to minimize the impact of street-level truck traffic. The location of a staging area will depend upon forthcoming subcontractor selection. The staging location is expected to be in an industrial area and trucking routes will be coordinated with the appropriate authorities. Drive-through staging will be utilized on subjected operations if possible.
- All vehicles and equipment with backup alarms will be outfitted with Ambient Sensitive Broadband Alarms.
- Skanska USA Building will utilize any opportunities for pre-fabrication of construction assemblies at off-site locations to help minimize on-site manpower and noisy activity.
- A compliance statement for this Construction Mitigation Plan will be included in all subcontracts for this project. Skanska USA Building acknowledges responsibility to monitor and ensure that all subcontractors and vendors adhere to Kitsap County noise ordinances while performing work associated with the project.

3.5 Construction Haul Route

- **Haul Routes:**
 - A haul route control plan will be developed prior to the start of construction. Preliminary planning estimates suggest that the earthwork would generate about 2,250 truckloads (1,000 trucks in, 1,250 trucks out), primarily during two periods of construction (1 for stripping activities at the beginning of the project and 1 at the end for importing top soil). Assuming the trips are condensed to about a month each, this would correspond to about eight truck trips per day (four in, four out) and one or fewer truck trips per hour on a typical eight-hour work day. This volume of truck traffic may be noticeable to the residents living adjacent to the site, but it is not expected to result in significant impacts to noise or traffic operations in the site vicinity. There is no anticipated need for special hauling hours.

4. Construction Dust & Erosion Control Measures

4.1 Air

- Dust controls will include watering soils to prevent blowing of dust. Potential BMPs include using water sprays or other non-toxic dust control methods on unpaved roadways,

minimizing vehicle speed while traveling on unpaved surfaces, preventing the tracking out of mud onto public streets, covering soil piles when practical, and minimizing work during periods of high winds.

- Construction vehicles will be turned off when not in use to help control emissions. Construction activities and equipment will follow the appropriate regulations for controlling emissions to the air.
- Additionally, to minimize air quality and odor issues caused by tailpipe emissions, BMPs will be used. Such BMPs include maintaining engines of construction equipment, while also minimizing the idling of construction equipment.
- In addition to the above the following implementation measures may be utilized:
 - Self-contained wheel washes may be installed at each construction exit. Wheel washes will be maintained on a weekly basis and monitored by both the construction manager and the installing subcontractor.
 - During demolition the demolition piles will be periodically wetted during the demolition and haul-off procedures.
 - The surrounding streets (Anderson Hill Rd. and Frontier Rd.) will be street swept daily during the initial logging and stripping phase and weekly during the duration of the project until such time as all interior roadways are paved. The intent of the project is to not have any mass export, so the number of trucks entering and leaving the site should be minimalized.
 - During Phase IV and V the subcontractors will park in the newly constructed student and staff parking areas.
 - Contractor shall schedule delivery of materials transported by truck to and from the project area to minimize congestion during peak travel times on adjacent City streets. This will minimize secondary air quality impacts otherwise caused by traffic having to travel at reduced speeds.

4.2 Erosion Control

- During construction, a stormwater pollution plan and associated Best Management Practices (BMPs) will be implemented to manage stormwater properly. The project will comply with Erosion and Sediment Control guidelines set in Kitsap County's stormwater manual. The civil engineer will prepare a Temporary Erosion and Sediment Control Plan (TESC) and a Stormwater Pollution Prevention Plan (SWPPP) to meet the 12 Required Elements per the NPDES permit and the County's stormwater manual.
- Specific measures to reduce or control erosion include:

- Clearly marking the clearing limits with high visibility fencing and stabilizing construction entrances located off existing paved driveways.
- Stabilized construction roads and parking will also be provided onsite.
- Stormwater flow rates will be controlled through temporary sediment traps or ponds, as well as through permanent stormwater control facilities.
- Perimeter protection will be provided through silt fencing and straw wattles. Sediment controls may also include filtration or chemical treatments, if necessary.
- Temporary and permanent soil stabilization will occur through seeding/sodding, mulching, and plastic covering.
- Slopes will be protected through interceptor swales, check dams, and plastic covering. Inlet protection will be provided to prevent discharge of sediment-laden stormwater offsite.
- All existing and proposed drainage channels will be stabilized and protected through channel lining and outlet protection. All trench de-watering will be routed to appropriate sedimentation traps or ponds. The contractor will implement, inspect, and maintain all BMPs on a regular basis.
- Contractor shall ensure that its subcontractors cover the soils loaded into the trucks with tarps or other materials to prevent spillage onto the street and transport by wind.
- Contractor shall ensure that its subcontractors use tarps to cover temporary on-site storage piles.

5. Off-site Construction Worker Parking

- Construction parking management:
 - Construction workers will initially park near and around the existing Food Services building during the late spring and summer of 2017.
 - Once the existing Transportation Building is taken off-line, the construction craft will park on the surrounding asphalt area until the beginning of Phase IV.
 - During Phase IV and V the craft will parking in the newly constructed student and staff parking areas.
 - Peak number of onsite craft employees will be approximately 200 per day.

6. Environmental Health

- Typical chemicals that will be used during the construction process, include gasoline for vehicle use. No other toxic or hazardous chemicals will be stored onsite during construction.

7. Historic and Cultural Resources Preservation

- If cultural or archeological objects are found during site preparation work, the Washington State Department of Archaeology and Historic Preservation will be notified, and appropriate measures will be taken. An Inadvertent Discovery Plan has been prepared, which outlines construction phase protocols for Discovery of Archaeological Resources and Protocols for Discovery of Human Remains.
- Information from the neighbors has identified the potential for buried Time Capsules that may be unearthed during demolition or site construction. This information will be provided to the contractor and the contractor will provide any discovered Time Capsules to the District. The District will coordinate with the Central Kitsap History Club prior to building demolition to ensure that important artifacts and memorabilia are saved.