Stuck River Drive Revetment Repair Comment Summary Table

Commenter	Date received	Comment	Response/ Resolution	Responder	Date resolved
Muckleshoot Indian Tribe	6/25/2020	1. The 30% drawings indicate that the repair involves approximately 180 linear feet of eroded rock revetment. However, the checklist describes a repair length of 300 feet. Please explain these differences. 2. Are there original "as-built" drawings to establish the revetment footprint? How does King County know that the work proposed is in the pre-damaged footprint? 3. The project proposed 3 rows of 4-5 man sized rock below and within the Ordinary High Water Mark. Are there original "as-built" drawings to establish the revetment footprint? How does King County know that the work proposed is in the pre-damaged footprint? 4. King County needs to provide an alternative mitigation approach to address impacts to instream habitats from this repair and a plan with timeframes and funding to implement this alternative mitigation. Mitigation should occur concurrently with the levee repair to avoid temporal losses.	1. Repair is approximately 180 feet. The SEPA checklist was written to conservatively describe a repair of "up to" 300 linear feet in case further damage is found during the Spring/Summer of 2020 as water levels drop 2. No as-built drawings exist. The pre-damaged footprint in the damage location was established based on the slopes of intact, adjacent upstream/downstream revetment sections. 3. The 4-5 man rock proposed in this repair is larger than what was originally used in the construction of the revetment. The proposed repair design using 4-5 man rock will offer greater stability due to increased rock size and better construction methods 4. An in-lieu companion project to remove bank armor will occur at the TransCanada Levee and is planned for August 2020. Removal of the rock armoring along the damaged levee and removal of large angular rock from the river channel will locally reestablish more natural river processes.	Tom Bloxton	6/30/2020