Joint Public Notice

Application for a Department of the Army Permit, an Environmental Protection Agency and Puyallup Tribe of Indians Water Quality Certification, and Washington Department of Ecology Coastal Zone Management Act Consistency Concurrence

US Army Corps of Engineers
Regulatory Branch
Post Office Box 3755
Seattle, WA 98124-3755
Telephone (206) 407-6912
Attn: Sandra Manning,
Project Manager

U.S. Environmental Protection Agency, Region 10
1200 Sixth Avenue
Mail Stop 14-D12
Seattle, WA 98101-3140
Telephone (206) 437-2293
Attn: Linda Storm

WA Department of Ecology
SEA Program
Post Office Box 47600
Olympia, WA 98504-7600
Telephone (360) 407-6076
Attn: SEA Program,
Federal Permit Coordinator

Puyallup Tribe of Indians
3009 East Portland Avenue
Tacoma, WA 98404
Telephone (253) 680-5520
Attn: Char Naylor

Public Notice Date: October 6, 2020
Expiration Date: November 5, 2020
Reference No.: NWS-2020-864-DOT
Name: Washington State Dept. of Transportation; SR 167/I-5 to SR 509-New Expressway (Stage 1b)

Interested parties are hereby notified that the U.S. Army Corps of Engineers (Corps), the Environmental Protection Agency (EPA), the Puyallup Tribe of Indians (PTOI), have received an application to perform work in waters of the United States as described below and shown on the enclosed drawings.

The Corps will review the work in accordance with Section 404 of the Clean Water Act (CWA). The EPA and the PTOI will review the work pursuant to Section 401 of the CWA, with applicable provisions of State and Tribal water pollution control laws. The Washington State Department of Ecology (Ecology) will review the proposed project for consistency with the approved Washington Coastal Zone Management Program enforceable policies pursuant to the Coastal Zone Management Act.

APPLICANT: Washington State Dept. of Transportation
P.O. Box 47440
Olympia, Washington 98504-7440
Attn: Steve Fuchs
Telephone: (360) 357-2623
E-mail: fuchss@wsdot.wa.gov
LOCATION: In wetlands, Surprise Lake Tributary (Stream 01), Hylebos Creek (Stream 02), and four Unnamed Tributaries to Surprise Lake Tributary Streams 03, 05, 11 and 12 to construct a new State Route (SR) 509 Spur alignment between SR 509 and Interstate 5 (I-5) in the Cities of Tacoma, Fife, Milton, and Edgewood in Pierce County, Washington. Work will also occur in the buffers of Wapato Creek, Fife Ditch, and other unnamed tributaries to Hylebos Creek.

WORK: The Washington State Department of Transportation (WSDOT) proposes to construct the second of three stages (Stage 1b) of the SR 167 Completion Project’s Phase 1 Improvements (6-mile corridor) which includes constructing a new SR 509, 2-mile long Spur alignment between SR 509 and I-5 and a new portion of SR 167 alignment between I-5 and 20th Street East. The project also includes construction of the Riparian Restoration Program (RRP) which is part of the aquatic mitigation proposed for the project in the Hylebos Creek and Surprise Lake Tributary area (see mitigation section below for details) for this Stage 1b work and for future projects proposed by WSDOT. The Stage 1a project (70th Avenue East Bridge Replacement) is currently under construction.

The project listed below will result in permanent direct impacts to 15.504 acres, and indirect impacts to 2.468 acres of Category (Cat) I – IV wetlands, long-term temporary impacts to 1.630 and short term temporary impacts to 2.407 acres of wetland. There will also be permanent (17.770 acre) and temporary (6.707 acres) of impacts to wetland buffers. Permanent work below the plane of Ordinary High Water (OHW) of streams includes 1.031 acres, and temporary impacts of 0.264 acre of streams. All temporary impact areas will be replanted upon project completion. Project specific work includes but is not limited to the following:

**Land Clearing**
- Clear and grub the project site within project boundaries to remove vegetation to allow for construction activities and to remove invasive plants

**Transportation and Roadway**
- Constructing a new approximately 2-mile-long SR 509 Spur alignment between SR 509 and I-5 supported on embankments
- Constructing a new portion of SR 167 alignment between I-5 and 20th Street East
- Multiple local and State Route improvements including a new roundabout, interchange at 54th Avenue East, new diverging diamond interchange at I-5, and realignment, and widening on the SR 509, North Frontage Road and South Frontage Road (of SR 509) between approximately Taylor Way and Alexander Avenue East, and Port of Tacoma Road
- Constructing two toll points in the vicinity of 8th Street East

**Bridges**
- Constructing a six-lane structure over I-5 (Bridge No. 1)
- Constructing a five-lane structure over SR 99 (Bridge No. 3)
- Constructing a four-lane structure over 12th Street East (Bridge No. 4)
- Constructing a two-lane structure over 54th Avenue East, not associated with a stream, impacting Wetland (W) 51 and W66 (Bridge No. 7)
- Constructing a two-lane bridge over Fife Ditch (Bridge No. 11)
• Constructing a one-lane structure over SR 509 (Bridge No. 8)
• Constructing a two-lane structure over 70th Avenue East, filling Stream 03 and W4/48/50 (Bridge No. 19)
• Constructing a one-lane structure over 70th Avenue East, filling Stream 03 and W4/48/50 (Bridge No. 20)
• Constructing shared-use path bridges over Fife Ditch (Bridge No. 16 and 17)
• Constructing bridge along 20th Street East over new Surprise Lake Tributary alignment for RRP, impacting W23 and adjacent to W4/48/50 (Bridge No. 14)
• Constructing shared use path bridges for Interurban Trail over new Surprise Lake Tributary alignment for the RRP, adjacent to W17/65 and W4/48/50 (Bridge No. 15)
• Constructing bridge along Northbound (NB) I-5 over new Hylebos Creek alignment for RRP, impacting W17/65 (Bridge No. 9)
• Constructing bridge along Southbound (SB) I-5 over new Hylebos Creek alignment for RRP, near W6 (Bridge No. 10)
• Widening the existing I-5 bridges over Hylebos Creek to allow for wildlife corridor, filling W17/65 and adjacent to W6 (Bridge No. 5/462E and Bridge No. 5/462W, WDFW ID 921128)
• Constructing bridge along SR 99 over new Hylebos Creek alignment for RRP, impacting W23 (Bridge No. 13 to replace the existing SR 99 bridge over Hylebos Creek [Bridge No. 99/422, WDFW ID 921131] which will be removed)
• Constructing a two-lane bridge along 12th Street East over the new alignment of Hylebos Creek for RRP, adjacent to W32 (Bridge No. 5)
• Constructing a bridge along 8th Street East over Hylebos Creek, to be converted to a shared use path, impacting W29 and adjacent to W28 (Bridge No. 6, to replace WDFW culvert 921134)
• Constructing a temporary bridge for northbound I-5 over the existing Hylebos Creek channel; fewer than 24 months in place
• Constructing a temporary bridge for SR 99 over the existing Hylebos Creek channel; fewer than 24 months in place
• Removing the existing 70th Avenue East structure over I-5 (Bridge No. 5/461)
• Removing the existing bridge on Parcel 0420053076 over Hylebos Creek (WDFW ID 921137)
• Removing the existing 70th Avenue East bridge over Hylebos Creek (Bridge No. 5/461A-WDFW ID 921130)
• Removing the existing bridge on Parcel 0420064062 over Hylebos Creek (WDFW ID Unknown)
• Removing the existing 67th Avenue East bridge over Hylebos Creek (WDFW ID 921132)
• Removing the existing 62nd Avenue East bridge over Hylebos Creek (WDFW ID 921133)

Culverts

• Constructing a fish passable box culvert across Juniper Street to convey flows into the RRP
• Constructing 36-inch-diameter culvert to convey Stream 03 under new shared use path and roadway embankment associated with DDI. This structure will not be fish-passable. This design approach for Stream 03 flow conveyance is based on input WSDOT received during pre-consultation and coordination meetings with the Washington Department of Fish and Wildlife (WDFW).
• Constructing a temporary culvert extension for 12th Street East for the existing Hylebos Creek channel; less than 24 months in place
• Replace former Surprise Lake Tributary open channel under the proposed I-5 SB off-ramp with a 36-inch culvert to convey stormwater flows (Surprise Lake Tributary will be routed away from this area
• Constructing a temporary culvert under the re-routed SR 99 to temporarily convey Surprise Lake Tributary; less than 24 months in place
• WDFW culvert 996866 for the former Surprise Lake Tributary crossing of I-5 will remain to convey stormwater flows (Surprise Lake Tributary will be routed away from this area into the RRP)
• Abandoning and filling the existing WDFW culvert 105 R121616a where Hylebos Creek flows under 12th Street East (see note above for Bridge No. 5 that will be constructed over new Hylebos Creek alignment)
• Abandoning and filling the existing WDFW culvert 105 S012016a where Surprise Lake Tributary flows under 20th Street East (see note above for Bridge No. 14 that will be constructed over Surprise Lake Tributary alignment)
• Removing the existing box culvert under 8th Street East at Hylebos Creek (WDFW culvert 921134) – To be replaced with a bridge for Hylebos Creek crossing under 8th Street East (Bridge No. 6)
• Several culverts will be removed (listed below) and streams will be rerouted through the RRP to either no longer pass through a culvert or to pass through a different fish passable culvert/bridge structure at a different location:
  o WDFW culvert 921588 at Stream 03
  o WDFW culvert 935093 at Surprise Lake Tributary
  o WDFW culvert 935153 at Surprise Lake Tributary
  o WDFW culvert 935157 at Surprise Lake Tributary
  o WDFW culvert 935158 at Surprise Lake Tributary
  o WDFW culvert 935159 at Surprise Lake Tributary
  o WDFW culvert 935160 at Stream 03
  o WDFW culvert 935162 at Stream 08

**Sidewalks and Shared Use Paths**

• Constructing sidewalks, including streetscape landscaping, along both sides of 12th Street East between 62nd Avenue East and the existing Hylebos Creek
• Constructing sidewalks, including streetscape landscaping, along both sides of SR 99 from the east side of the new Stage 1a roundabout to approximately 200 feet north of the existing 70th Avenue East, including improvements at the intersection of existing 70th Avenue East and SR 99
• Constructing portions of the Interurban Trail, a shared-use path from SR 99 to Alexander Avenue East, and associated pedestrian and bicycle facilities
• Constructing pedestrian enhancements, including streetscape landscaping, at the 54th Avenue East and SR 509 Spur roundabout
• Trail locations will generally parallel new roadway construction

**Stormwater Facility, Outfall Structures, and Ditches**

• Constructing enhanced water quality treatment facilities, flow control facilities, drainage collection and conveyance system, and naturalized stormwater outfall channels to manage stormwater runoff prior to discharge to existing storm drainage systems, Fife Ditch, Wapato Creek, and the RRP.
• Constructing stormwater wetland ponds located in the median of SR 509 and adjacent to I-5.

**Temporary Fill and Structures**

• Constructing temporary construction detours and temporary structures for maintenance of traffic on the following roadways (temporary structures will be in place fewer than 24 months):
Environmental Enhancement, Channel Modification, and the Riparian Restoration Program

- Roadside restoration, including removal of invasive species and native plant establishment
- Realigning Hylebos Creek and building fish-passable crossings where the creek flows under I-5 (Bridge No. 9 and 10), SR 99 (Bridge No. 13), 12th Street East (Bridge No. 5), and 8th Street East (Bridge No. 6)
- Realigning Surprise Lake Tributary and building fish-passable crossings where the creek flows under 20th Street East (Bridge No. 14) and the Interurban Trail (Bridge No. 15)
- Offsite flows conveyed in an existing storm drain pipe will be rerouted away from an existing unnamed stream (Stream 03) to discharge into a created drainage ditch and storm drain pipe that will reconnect to the realigned Surprise Lake Tributary. The pipe conveying flows into Stream 03 extends from south of the project area through the project area along the east side of 70th Avenue East beginning at the intersection with 20th Street East.
- Constructing wetland mitigation sites as described below.

PURPOSE: To improve regional mobility, efficiency and safety of the transportation system to serve multimodal local and port freight movement, reduce congestion, and improve safety on the arterial roads and intersections in the project area. In addition, the project will include construction of the RRP for mitigation for this proposed Stage 1b, and include excess mitigation area for future use by WSDOT.

ADDITIONAL INFORMATION: Copies of this public notice which have been mailed or otherwise physically distributed feature project drawings in black and white. The electronic version features those drawings in color, which we think more accurately communicates the scope of project impacts. To access the electronic version of this public notice, go to the Seattle District’s web page at http://www.nws.usace.army.mil/ and scroll down the alphabetical listing of District elements, and click on “Regulatory” and then “Regulatory – Permits” for the Seattle District’s Regulatory homepage. Select the prominently displayed “Public Notices” heading and a list of recently-issued public notices will appear, in chronological order of the date of issuance. Select and view the listing for this project.

The wetland boundaries shown on the project drawings have not yet been verified by the Corps. If the Corps determines the boundaries of the wetland/waters are substantially inaccurate a new public notice may be published.

MITIGATION: The proposed mitigation is under review and has not been approved by the Corps, EPA, Puyallup Tribe or Ecology. To offset impacts to wetlands, WSDOT is proposing to use the remaining available credits from the Spring Valley Advance Mitigation Site to mitigate for the Cat I and a portion of the Cat II impacts. The Spring Valley Advance Mitigation Site is a 25.26-acre mitigation site in the upper Hylebos Creek watershed that is owned and managed by WSDOT and located within King County. The mitigation site was constructed between 2007 and 2009 and mitigation credits at the site have matured. Spring Valley is protected in perpetuity in compliance with the Corps and EPA rule on Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and
332/40 CFR Part 230) and Section 404 and 401 of the Clean Water Act. The site was authorized by the Corps and Ecology on July 19, 2006 (Corps Ref. No. 200600839). Additional mitigation for Stage 1b impacts (the remaining Cat II, and the Cat III and IV impacts), will be mitigated by restoring and rehabilitating wetlands and streams through establishment of the Riparian Restoration Program (RRP). The RRP uses a watershed approach to include a suite of aquatic and riparian improvements on approximately 149 acres within the Hylebos Creek/Surprise Lake Tributary basin that will enhance ecological functions throughout the 2-mile long corridor. The RRP will restore, realign, and create approximately 19,519 linear feet of Hylebos Creek and Surprise Lake Tributary channels and associated tributaries, and create or rehabilitate over 121 acres of wetlands. The RRP will also be establishing additional mitigation area for future Stages of the SR 167 Completion Project, or for other future WSDOT projects.

Once construction is complete, temporary project impacts on wetlands, streams and their buffers will be mitigated on site. Ground surface contours will be restored to maintain hydrologic inputs and affected wetlands, streams and buffers will be enhanced through removal of invasive species and revegetation with appropriate native plants and seed mixes.

ENDANGERED SPECIES: The Endangered Species Act (ESA) requires federal agencies to consult with the National Marine Fisheries Service (NMFS) and the U.S. Fish and Wildlife Service (USFWS) pursuant to Section 7 of ESA on all actions that may affect a species listed (or proposed for listing) under the ESA as threatened or endangered or any designated critical habitat.

The Federal Highway Administration (FHWA) as the lead agency has consulted with the NMFS and the USFWS under Section 7 of the ESA. The consultation covered all phases of the project including the new SR 167 Spur (I-5 to SR 509) Project; SR 167 Stage 1b. FHWA determined that the project will have an adverse effect on some proposed and listed species and their designated critical habitat. FHWA determined the project will have an adverse effect, but is not likely to jeopardize Puget Sound (PS) Chinook salmon, PS Steelhead, and will not likely result in the destruction or adverse modification of designated critical habitat for PS Chinook salmon. The overall project may affect but is not likely to adversely affect PS steelhead critical habitat in the Puyallup River. A Biological Opinion (BO) was issued by NMFS on September 17, 2007 with a re-initiation concurrence dated October 1, 2018, and the USFWS on May 31, 2007. ESA updates were provided to NMFS and USFWS on September 15, 2020 pertaining to the specific activities associated with the Stage 1b project. The Stage 1b updates do not affect listed species or critical habitat in a way not previously considered. No new species or critical habitats are affected by the Stage 1b design changes. The design changes did not change the amount and extent of take beyond what was approved in previous consultation document. The Corps will accept the ESA consultation previously conducted by FHWA and the Services for purposes of the Corps permit.

ESSENTIAL FISH HABITAT: The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). The proposed action would impact EFH in the project area.

FHWA, as the lead agency for the project made a determination regarding EFH for the entire SR 167 Completion Project’s Phase 1 Improvements, and has consulted with NMFS. FHWA has determined that the project is likely to adversely affect EFH species. NMFS provided conservation recommendations within the BO, and in the Re-initiation Concurrence Letter dated October 1, 2018, to offset potential adverse effects on EFH. The Corps will accept the EFH consultation previously conducted by FHWA and NMFS for purposes of the Corps permit.

CULTURAL RESOURCES: The FHWA, as the federal lead agency for determining compliance with Section 106 of the National Historic Preservation Act, has consulted with the Washington Department of Archaeology and Historic Preservation (DAHP). FHWA made a determination that the project will have an adverse effect on National Register eligible resources, and the Corps supported that determination. A Memorandum of Agreement and Amendment have been prepared and signed by the Corps, FHWA, and WSDOT and approved by the State
Historic Preservation Office (SHPO). The PTOI signed the original MOA as a consulting party. Signatures on the original agreement are dated November 2006, with signed amendments in December 2009, May 2013, and August 2018. An additional update specific to Stage 1b work was sent to the SHPO in August 2020 with concurrence being received on August 26, 2020.

This public notice initiates consultation under Section 106 of the National Historic Preservation Act with any Tribe that has information or concerns with historic properties in the proposed permit area that have not been addressed in the MOA and associated Amendments.

PUBLIC HEARING: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

EVALUATION – CORPS - The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people.

The Corps is soliciting comments from the public; Native American Nations or tribal governments; Federal, State, and local agencies and officials; and other interested parties in order to consider and evaluate the impacts of this activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition or deny a permit for the work. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the activity.

The described discharge will be evaluated for compliance with guidelines promulgated by the Environmental Protection Agency under authority of Section 404(b)(1) of the CWA. These guidelines require an alternatives analysis for any proposed discharge of dredged or fill material into waters of the United States.

SOURCE OF FILL MATERIAL: Fill material will be from an approved WSDOT site, though the applicant has not yet identified the exact source of the fill material. Should a permit be issued, the Corps will evaluate the fill material source prior to the start of construction.

EVALUATION – ECOLOGY: Ecology is soliciting comments from the public; Federal, Native American Nations or tribal governments, State, and local agencies and officials; and other interested parties in order to consider and evaluate the impacts of this activity pursuant to Washington’s approved Coastal Zone Management (CZM) Program. All comments will be taken into consideration to determine whether to issue a CZM federal consistency determination.

EVALUATION – ENVIRONMENTAL PROTECTION AGENCY (EPA): The EPA is soliciting comments from the public; Federal, Native American Nations or tribal governments, State, and local agencies and officials; and other interested parties in order to consider and evaluate the impacts of this activity. If the EPA has an action to take under Section 401, they will be considering all comments to determine whether to certify, certify with conditions or deny certification for the proposed project and will consider comments for review of compliance with the Section 404(b)1 Guidelines as well.
EVALUATION – PTOI: The PTOI is soliciting comments from the public; Federal, Native American Nations or tribal governments, State, and local agencies and officials; and other interested parties in order to consider and evaluate the impacts of this activity. If the PTOI has an action to take under Section 401, they will be considering all comments to determine whether to certify, certify with conditions or deny certification for the proposed project if there is an area in the project footprint that requires PTOI approval.

ADDITIONAL EVALUATION: This proposal is the subject of Shorelines Substantial Development and Critical Areas Ordinance Permits, being processed by the Cities of Fife, Milton, Tacoma; and Pierce County. Additionally, a Tribal Development Permit will be required by the PTOI.

COMMENT AND REVIEW PERIOD: Conventional mail or e-mail comments on this public notice will be accepted and made part of the record and will be considered in determining whether authorizing the work would not be contrary to the public interest. In order to be accepted, e-mail comments must originate from the author’s e-mail account and must include on the subject line of the e-mail message the permit applicant’s name and reference number as shown below. Either conventional mail or e-mail comments must include the permit applicant’s name and reference number, as shown below, and the commenter’s name, address, and phone number. All comments whether conventional mail or e-mail must reach this office, no later than the expiration date of this public notice to ensure consideration.

Copies of this public notice which have been mailed or otherwise physically distributed feature project drawings in black and white. The electronic version features those drawings in color, which we think more accurately communicates the scope of project impacts. To access the electronic version of this public notice, go to the Seattle District’s web page at http://www.nws.usace.army.mil/ and under the heading Open Public Comment Periods select Regulatory Public Notices. Recently-issued public notices are listed in chronological order of the date of issuance. Select and view the listing for this project.

CORPS COMMENTS: All e-mail comments should be sent to Sandra.L.Manning@usace.army.mil. Conventional mail comments should be sent to: U.S. Army Corps of Engineers, Regulatory Branch, Attention: Sandra Manning, P.O. Box 3755, Seattle, Washington 98124-3755. All comments received will become part of the administrative record and are subject to public release under the Freedom of Information Act including any personally identifiable information such as names, phone numbers, and addresses.

ECOLOGY COMMENTS: Any person desiring to present views on the project pertaining to Ecology’s Coastal Zone Management consistency concurrence, may do so by submitting written comments to the following e-mail to ecyrefedpermits@ecy.wa.gov.

EPA COMMENTS: Any person desiring to provide comments on the project pertaining to water quality under Section 401 of the CWA, may do so by submitting written comments to the following address: U.S. Environmental Protection Agency, Region 10, Attn: Linda Storm, by e-mail to Storm.Linda@epa.gov and R10-401-Certs@epa.gov by the expiration date of this PN.

PTOI COMMENTS: Any person desiring to provide comments on the project pertaining to water quality under Section 401 of the CWA, may do so by submitting written comments to the following: Puyallup Tribe of Indians, Attn: Char Naylor, by e-mail to Char.Naylor@PuyallupTribe-nsn.gov by the expiration date of this PN.

To ensure proper consideration of all comments, responders must include the following name and reference number in the text of their comments: WA St Dept of Transportation; SR 167/I-5 to SR 509 New Expressway Project (Stage 1b); NWS-2020-864-DOT

Encl: Figures (94)
## STAGE 1b KEY MAP

### Legend
- **Stage 1b Ground Disturbance Limits**
- **Existing Features**
- **New Roadway Features**
- **New Stream Centerline**
- **New RRP Mitigation Area**

### Project Details
- **Project Name:** SR 167, I-5 to SR 509 - New Expressway (Stage 1b)
- **Purpose:** New Corridor Construction
- **Proposed:** Roadway, Bridges, Trail, RRP, Stormwater
- **Location:** Cities of Fife, Milton, Edgewood, Tacoma
- **Date:** September 2020
- **Datum:** NAD83, NAVD88
- **Adjacent Property Owners:** Varies
- **Water Body:** Hylebos, Surprise Lake Trib.

### Infrastructure Items
- **New Bridge #6** Included in Project
- **New Bridge #4** Included in Project
- **New Bridge #5** Included in Project
- **Bridge 5-462W** Included in Project
- **New Bridge #13** Included in Project
- **New Bridge #3** Included in Project
- **New Bridge #19** Included in Project
- **New Bridge #1** Included in Project
- **New Bridge #20** Included in Project
- **New Bridge #2** Included in Project
- **New Bridge #10** Included in Project
- **New Bridge #9** Included in Project
- **New Bridge #15** Included in Project
- **New Bridge #14** Included in Project

### Other Notes
- **Tribal Trust**
- **Wapato, Fife Ditch**
- **Pierce County**
- **Puget Sound Gateway Program**

### Delimitation
- **SCALE IN FEET**
- **0 600 1200**
- **Near:** Wapato, Fife Ditch
<table>
<thead>
<tr>
<th>WETLAND NAME OR #</th>
<th>WETLAND CATEGORY (ECOLOGY 2014)</th>
<th>WETLAND SIZE (ACRE)</th>
<th>PERMANENT DIRECT WETLAND IMPACT (ACRE)</th>
<th>PERMANENT INDIRECT WETLAND IMPACT: HABITAT (ACRE)</th>
<th>PERMANENT INDIRECT WETLAND IMPACT: ISOLATION (ACRE)</th>
<th>LONG-TERM TEMPORARY WETLAND IMPACT (ACRE)</th>
<th>SHORT-TERM TEMPORARY WETLAND IMPACT (ACRE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>WETLAND 2</td>
<td>II</td>
<td>8.995</td>
<td>0.470</td>
<td>0.273</td>
<td>0.000</td>
<td>0.009</td>
<td>0.195</td>
</tr>
<tr>
<td>WETLAND 3</td>
<td>II</td>
<td>0.632</td>
<td>0.130</td>
<td>0.000</td>
<td>0.002</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 4/48/50</td>
<td>III</td>
<td>50.093</td>
<td>7.968</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.021</td>
</tr>
<tr>
<td>WETLAND 5</td>
<td>III</td>
<td>0.147</td>
<td>0.002</td>
<td>0.000</td>
<td>0.000</td>
<td>0.045</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 9</td>
<td>III</td>
<td>0.668</td>
<td>0.066</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 11</td>
<td>III</td>
<td>0.068</td>
<td>0.068</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 13</td>
<td>III</td>
<td>0.004</td>
<td>0.004</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 14</td>
<td>III</td>
<td>0.010</td>
<td>0.010</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 15</td>
<td>III</td>
<td>0.613</td>
<td>0.083</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.016</td>
</tr>
<tr>
<td>WETLAND 17/65</td>
<td>I</td>
<td>71.793</td>
<td>1.681</td>
<td>0.031</td>
<td>1.426</td>
<td>1.777</td>
<td></td>
</tr>
<tr>
<td>WETLAND 18</td>
<td>III</td>
<td>0.017</td>
<td>0.017</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 20</td>
<td>III</td>
<td>0.044</td>
<td>0.044</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 22</td>
<td>III</td>
<td>0.018</td>
<td>0.018</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 23</td>
<td>III</td>
<td>0.316</td>
<td>0.008</td>
<td>0.000</td>
<td>0.000</td>
<td>0.027</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 25</td>
<td>III</td>
<td>0.013</td>
<td>0.011</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 27</td>
<td>III</td>
<td>0.787</td>
<td>0.003</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 28</td>
<td>II</td>
<td>0.057</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.014</td>
</tr>
<tr>
<td>WETLAND 29</td>
<td>III</td>
<td>0.010</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.002</td>
</tr>
<tr>
<td>WETLAND 32</td>
<td>II</td>
<td>1.373</td>
<td>0.082</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.267</td>
</tr>
<tr>
<td>WETLAND 33</td>
<td>III</td>
<td>0.019</td>
<td>0.019</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 39</td>
<td>III</td>
<td>0.007</td>
<td>0.007</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 44</td>
<td>III</td>
<td>0.038</td>
<td>0.038</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 46</td>
<td>II</td>
<td>4.729</td>
<td>2.340</td>
<td>0.852</td>
<td>0.007</td>
<td>0.006</td>
<td>0.005</td>
</tr>
<tr>
<td>WETLAND 49</td>
<td>III</td>
<td>2.479</td>
<td>1.507</td>
<td>0.386</td>
<td>0.056</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 51</td>
<td>III</td>
<td>1.010</td>
<td>0.595</td>
<td>0.398</td>
<td>0.000</td>
<td>0.067</td>
<td>0.006</td>
</tr>
<tr>
<td>WETLAND 52</td>
<td>II</td>
<td>12.600</td>
<td>0.000</td>
<td>0.424</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 53</td>
<td>III</td>
<td>9.553</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.056</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 57</td>
<td>III</td>
<td>0.027</td>
<td>0.003</td>
<td>0.023</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 59</td>
<td>IV</td>
<td>0.010</td>
<td>0.010</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 60</td>
<td>III</td>
<td>0.015</td>
<td>0.015</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 66</td>
<td>III</td>
<td>0.272</td>
<td>0.272</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>WETLAND 69</td>
<td>IV</td>
<td>0.048</td>
<td>0.033</td>
<td>0.000</td>
<td>0.015</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>165.773</strong></td>
<td><strong>15.504</strong></td>
<td><strong>2.356</strong></td>
<td><strong>0.112</strong></td>
<td><strong>1.630</strong></td>
<td><strong>2.407</strong></td>
</tr>
</tbody>
</table>
### STREAM IMPACTS WITHIN THE PROJECT AREA

<table>
<thead>
<tr>
<th>STREAM #</th>
<th>PERMANENT STREAM IMPACT (ACRE)</th>
<th>PERMANENT STREAM IMPACT LENGTH (LINEAR FT)</th>
<th>TEMPORARY STREAM IMPACT (ACRE)</th>
<th>TEMPORARY STREAM IMPACT LENGTH (LINEAR FT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>STREAM 1</td>
<td>0.188</td>
<td>868</td>
<td>0.017</td>
<td>52</td>
</tr>
<tr>
<td>STREAM 2</td>
<td>0.554</td>
<td>1545</td>
<td>0.152</td>
<td>392</td>
</tr>
<tr>
<td>STREAM 3</td>
<td>0.101</td>
<td>765</td>
<td>0.001</td>
<td>7</td>
</tr>
<tr>
<td>STREAM 5</td>
<td>0.007</td>
<td>36</td>
<td>0.000</td>
<td>0</td>
</tr>
<tr>
<td>STREAM 11</td>
<td>0.036</td>
<td>239</td>
<td>0.000</td>
<td>0</td>
</tr>
<tr>
<td>STREAM 12</td>
<td>0.145</td>
<td>397</td>
<td>0.094</td>
<td>288</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1.031</td>
<td>3,850</td>
<td>0.264</td>
<td>739</td>
</tr>
</tbody>
</table>

### STREAMS AND ASSOCIATED MITIGATION WITHIN THE RIPARIAN RESTORATION AREA (RRP)

<table>
<thead>
<tr>
<th>STREAM #</th>
<th>EXISTING STREAM AREA IN RRP (ACRE)</th>
<th>EXISTING STREAM LENGTH IN RRP (LINEAR FT)</th>
<th>CONVERTED STREAM AREA (ACRE)</th>
<th>CONVERTED STREAM LENGTH (LINEAR FT)</th>
<th>CREATED/RESTORED STREAM AREA (ACRE)</th>
<th>CREATED/RESTORED STREAM LENGTH (LINEAR FT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>STREAM 1</td>
<td>1.540</td>
<td>3,648</td>
<td>1.454</td>
<td>3,320</td>
<td>3.638</td>
<td>6,534</td>
</tr>
<tr>
<td>STREAM 2</td>
<td>3.146</td>
<td>4,579</td>
<td>1.523</td>
<td>4,061</td>
<td>8.647</td>
<td>9,729</td>
</tr>
<tr>
<td>&quot;ALL OTHER TRIBUTARIES&quot;</td>
<td>0.511</td>
<td>2,656</td>
<td>0.165</td>
<td>1,906</td>
<td>0.885</td>
<td>3,256</td>
</tr>
<tr>
<td>TOTAL</td>
<td>5.197</td>
<td>10,883</td>
<td>3.142</td>
<td>9,287</td>
<td>13.170</td>
<td>19,519</td>
</tr>
</tbody>
</table>

### BUFFER IMPACTS WITHIN THE PROJECT AREA

<table>
<thead>
<tr>
<th>TOTAL PERMANENT BUFFER IMPACT (ACRE)</th>
<th>TOTAL TEMPORARY BUFFER IMPACT (ACRE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>17.770</td>
<td>6.707</td>
</tr>
</tbody>
</table>
WETLAND 52
STREAM 2 CHANNEL FROM RRP TO JOIN WITH EXISTING STREAM

WETLAND 57
SECTION H-H
509-S MP 0.36 (129.00' LT)
509-S 17+62.00
WETLAND 60

PROJECT NAME: SR 167/I-5 TO SR 509 – NEW EXPRESSWAY (STAGE 1b)
PURPOSE: NEW Corridor Construction
PROPOSED: ROADWAY, BRIDGES, TRAIL, RIP, STORMWATER
LOCATION: CITY OF FIFE, MILTON, EDGECWOOD, TACOMA
DATUM: NAD83, NAVD88
ADJACENT PROPERTY OWNERS: Varies
REFERENCE: NWS-2020-864-DOT
APPLICANT: PUGET SOUND GATEWAY PROGRAM
COUNTY: PIERCE
NEAR: WAPATO, FIFE DITCH
WATER BODY: HYLEBOS, SURPRISE LAKE TRIB.
DATE: SEPTEMBER 2020
SHEET: 55 OF: 94
SECTION J1-J1
509 MP 0.43 (244.77' RT)
54TH 11+55.00
WETLAND S1
SECTION KK-KK
SR-99 MP 1.11
SR99 150+50.00
STREAM 2, HYLEBOS CREEK
SECTION SS-SS
509-S MP 1.64 (106.00' LT)
NTNS 12+00.00
WETLAND 13, 14
STREAM 5

PROJECT NAME: SR 167/L-5 TO SR 509 - HIGHWAY (STAGE 1b)
PURPOSE: NEW CORRIDOR CONSTRUCTION
PROPOSED: ROADWAY, BRIDGES, TRAFFIC, RRP, STORMWATER
LOCATION: CITY OF FIFE, MILTON, EDGECOMBE, TACOMA
DATUM: NAD83, NAVD88
ADJACENT PROPERTY OWNERS: VARIOUS
WATER BODY: HYLEBOS, SURPRISE LAKE TRIB.
DATE: SEPTEMBER 2020

REFERENCE: NWS-2020-864-DOT
APPLICANT: WAPATO, WAPATO DITCH
COUNTY: PIERCE
NEAR: WAPATO, WAPATO DITCH
SHEET: 88 OF: 94