SR 167: Puyallup to SR 509 Tier II FEIS
Figure 3.4-10
Wildlife Habitat Impact SR 161/
SR 167 Interchange Low Diamond Option
Washington State Department of Transportation
Valley Ave
Meridian
River Rd
Developed
Agricultural
Grass/Shrub
Forested
Fill Impact
Shading Impact
Date: Aerial Photo 2003
N
0
500
1,000 Feet

SR 167: Puyallup to SR 509 Tier II FEIS
Figure 3.4-11
Wildlife Habitat Impact SR 161/
SR 167 Interchange Medium Diamond
Option
Washington State
Department of Transportation
Valley Ave
Meridian
River Rd
Date: Aerial Photo 2003
Developed
Agricultural
Grass/Shrub
Forested
Fill Impact
Shading Impact
N
0
500
1,000 Feet

Vegetation will be removed and replaced with new impervious surface, cut and fill slopes, and stormwater detention ponds, resulting in reduced habitat value for wildlife and permanent loss of wildlife habitat. The corridor includes approximately 216 acres of agricultural lands and 441 acres of developed property. As with the forested areas, construction in these areas will reduce the available habitat for wildlife species. No bald eagle nesting or roosting habitat is known to exist within the study area boundary. Trees growing along the Puyallup River are limited to young, less than 12-inch-diameter at breast height red alder and black cottonwoods, which lack the large limbs typical of ideal perch trees. No impacts to wintering bald eagles would be anticipated under any build option since eagle use is expected to be low, and limited to birds that are accustomed to human disturbance.

The project will permanently impact approximately 30.4 acres of primarily disturbed and hydrologically isolated scrub-shrub, emergent, and forested wetlands. The *Wetlands Discipline Report* (2005b) identified only limited wildlife habitat function for amphibians on less than 10 percent of the impacted wetlands, although at least a portion of the impacted wetlands likely receive use by mammals, waterfowl, and other bird species. Proposed wetland mitigation will offset impacts to on-site wetlands.

Construction activities and increased vehicle traffic associated with construction would be expected to cause displacement of birds, including migratory birds, and mammals using habitats adjacent to the project corridor.

Wildlife, MBTA species, and otherwise could be displaced or harmed by construction activities. Displaced individuals would be expected to leave disturbed habitats in the project area and move to similar habitats elsewhere; increased competition for limited resources in the new habitat would result in wildlife losses. Many wildlife species are nocturnal and are relatively inactive during daylight hours. They typically retreat to burrows and other resting areas, and generally would not be affected by construction activities that occur during daylight hours. Noise effects on wildlife would be temporary. Artificial lighting during nighttime construction could temporarily disrupt the foraging activities of nocturnal wildlife. Illumination at interchanges could have similar impacts on wildlife in the long-term. The project area is partially in an existing developed area with high traffic volumes. Wildlife currently existing in developed areas are expected to continue using the area after the construction is completed. Due to the large scale of the project, impacts to wildlife related to construction could extend over a long period of time.

In the spring and summer months of construction, nesting and rearing activities would be precluded for many birds, including migratory birds that would have occurred in the project area in the absence of project activities. Some birds could attempt to nest within the study area, but nesting may fail due to increased disturbance. Since no rare or unique habitat types (e.g. prairies, bogs, old growth forest, and estuaries) would be affected during construction, temporary disturbances would be expected to only have a minimal impact to wintering migratory bird (MBTA) populations in the study area. They would be displaced from the project area and could return after construction is completed.

Table 3.4-3: Wildlife Habitat Impacts of Projects and Options (acres)

Project/Option		Developed	Agricultural	Grass/Shrub	Forest
MAINLINE SEGMENT					
SR 509	**Fill**	40.8	2.3	9.18	1.91
	Shading	5.53		1.23	0.04
	Total	46.33	2.3	10.41	1.95
I-5	**Fill**	93.29	38.34	14.33	5.79
	Shading	5.75	1.59	5.57	
	Total	99.04	39.93	19.9	5.79
Valley Avenue	**Fill**	8.39	20.43	6.85	0.97
	Shading	1.8	11.46	0.38	
	Total	10.19	31.89	7.23	0.97
SR 161	**Fill**	26.98	41.64	24.74	8.93
	Shading	0.74		0.12	
	Total	27.72	41.64	24.86	8.93
Mainline Total		**183.28**	**115.76**	**62.4**	**17.64**
INTERCHANGE					
54th Avenue					
Loop Ramp	**Fill**	4.38		1.62	
	Shading				
	Total	**4.38**	**0**	**1.62**	**0**
Half Diamond	**Fill**	1.25	0.8	1.07	
	Shading	0.01		0.01	
	Total	**1.26**	**0.8**	**1.08**	**0**
Valley Avenue					
Freeman Road	**Fill**	7.23	12.79	3.31	0.19
	Shading	0.71	0.22		
	Total	**7.94**	**13.01**	**3.31**	**0.19**
Valley Ave.	**Fill**	1.69	15.69	3.22	0
	Shading		0.02	0.4	0
	Total	**1.69**	**15.71**	**3.62**	**0**
Valley Ave. Realignment	**Fill**	6.7	6.44	5.32	
	Shading	0.13	0.66		
	Total	**6.83**	**7.1**	**5.32**	**0**
SR 161					
Urban	**Fill**	6.13		0.7	0.14
	Shading	0.95			
	Total	**7.08**	**0**	**0.7**	**0.14**
Low Diamond	**Fill**	5.17	0.01	0.38	0.93
	Shading	0.98			
	Total	**6.15**	**0.01**	**0.38**	**0.93**
Medium Diamond	**Fill**	5.4	0.01	0.38	0.93
	Shading	0.98			
	Total	**6.38**	**0.01**	**0.38**	**0.93**

Total (minimum)		**192.38**	**122.86**	**67.17**	**17.78**
Total (maximum)		**202.68**	**132.28**	**70.04**	**18.76**

Table 3.4-4: Temporary Habitat Impact (acres)

Project/Option		Developed	Agriculture	Grass/Shrub	Forest
MAINLINE SEGMENT					
SR 509	**temporary**	25.88	1.54	7.49	1.43
I-5	**temporary**	29.21	13.49	13.26	1.04
Valley Avenue	**temporary**	4.09	16.15	4.85	0.4
SR 161	**temporary**	14.93	11.69	2.22	0.77
Mainline Total		**74.11**	**42.87**	**27.82**	**3.64**
INTERCHANGE					
54th Avenue East					
Loop Ramp	**temporary**	5.42	0	1.67	0
Half Diamond	**temporary**	1.69	0.69	1	0
Valley Avenue					
Freeman Road	**temporary**	5.63	8.09	4.34	0.14
Valley Ave.	**temporary**	1.09	6.97	2.06	0.13
Valley Ave. Realignment	**temporary**	5.86	7.44	4.85	0.35
SR 161					
Urban	**temporary**	5.04	0.11	1.97	0.76
Low Diamond	**temporary**	11.49	0.99	2.1	1.16
Medium Diamond	**temporary**	11.87	0.99	2.11	1.16
Total (minimum)		**81.93**	**49.95**	**32.85**	**4.53**
Total (maximum)		**97.23**	**52.64**	**36.45**	**5.15**

The riparian restoration proposal (RRP) (described in Section 3.2, Water Resources) has the potential for both positive and negative impacts to wildlife species. The most notable positive benefit of the proposal would be the protection and restoration of a fairly large contiguous block of land (189 acres) in an urbanized setting. The restoration of the property would benefit small and moderate sized mammals and bird species that require less fragmented habitat than currently exists in this vicinity. Undersized culverts removals or replacements will improve impeded corridors. The proposal will have minor potential to benefit larger mammals that require very large home ranges to support them. The RRP would link fragmented upland habitats that extend well beyond the project limits (Figure 3.4-12).

During construction of the proposal, the impacts to wildlife during the removal of the fill encroachments, structures, road, etc. include mortality of wildlife unable to relocate to alternative habitats. Wildlife that are able to move to alternative habitats would increase the competition for resources in those areas, which could result in some wildlife loss.