WASHINGTON STATE
Joint Aquatic Resources Permit

Application (JARPA) Form[1,2] [help]

use black or blue ink to enter answers in the white spaces below.

US Army Corps of Engineers ®
Seattle District

AGENCY USE ONLY

Date received: 3/24/2022 edoc Verified Section 401

Agency reference #: _

Tax Parcel #(s): _____

Part 1–Project Identification

1. Project Name (A name for your project that you create. Examples: Smith's Dock or Seabrook Lane Development) [help]
SR 509/24th Avenue South to South 188th Street – New Expressway (SR 509 Stage 2) Project

Part 2–Applicant

The person and/or organization responsible for the project. [help]

2a. Name (Last, First, Middle)			
Amiri, Ali, P.E., SR 509 Stage 2 Project Manager			
2b. Organization (If applicable)			
Washington State Department of Transportation (WSDOT), SR 167/509 Puget Sound Gateway Program			
2c. Mailing Address (Street or PO Box)			
999 3rd Avenue, Suite 2100			
2d. City, State, Zip			
Seattle, Washington 98104			
2e. Phone (1)	**2f.** Phone (2)	**2g.** Fax	**2h.** E-mail
206-805-5313			AmiriA@wsdot.wa.gov

[1]Additional forms may be required for the following permits:

- If your project may qualify for Department of the Army authorization through a Regional General Permit (RGP), contact the U.S. Army Corps of Engineers for application information (206) 764-3495.
- Not all cities and counties accept the JARPA for their local Shoreline permits. If you need a Shoreline permit, contact the appropriate city or county government to make sure they accept the JARPA.

[2] To access an online JARPA form with [help] screens, go to http://www.epermitting.wa.gov/site/alias__resourcecenter/jarpa_jarpa_form/9984/jarpa_form.aspx.

For other help, contact the Governor's Office for Regulatory Innovation and Assistance at (800) 917-0043 or help@oria.wa.gov.

Part 3–Authorized Agent or Contact

Person authorized to represent the applicant about the project. (Note: Authorized agent(s) must sign 11b of this application.) [help]

3a. Name (Last, First, Middle)			
Toney, Alicia			
3b. Organization (If applicable)			
WSDOT SR 167/509 Gateway Program			
3c. Mailing Address (Street or PO Box)			
999 3rd Avenue, Suite 2100			
3d. City, State, Zip			
Bellevue, WA 98004			
3e. Phone (1)	**3f.** Phone (2)	**3g.** Fax	**3h.** E-mail
(425) 456-8596			toneya@consultant.wsdot.wa.gov

Part 4–Property Owner(s)

Contact information for people or organizations owning the property(ies) where the project will occur. Consider both **upland and aquatic** ownership because the upland owners may not own the adjacent aquatic land. [help]

☒ Same as applicant. (Skip to Part 5.)

☐ Repair or maintenance activities on existing rights-of-way or easements. (Skip to Part 5.)

☐ There are multiple upland property owners. Complete the section below and fill out JARPA Attachment A for each additional property owner.

☐ Your project is on Department of Natural Resources (DNR)-managed aquatic lands. If you don't know, contact the DNR at (360) 902-1100 to determine aquatic land ownership. If yes, complete JARPA Attachment E to apply for the Aquatic Use Authorization.

4a. Name (Last, First, Middle)			
The SR 509 Stage 2 Project is within property owned by WSDOT or acquired by WSDOT through temporary construction easements. Refer to Part 2 for WSDOT contact information.			
4b. Organization (If applicable)			
4c. Mailing Address (Street or PO Box)			
4d. City, State, Zip			
4e. Phone (1)	**4f.** Phone (2)	**4g.** Fax	**4h.** E-mail

Part 5–Project Location(s)

Identifying information about the property or properties where the project will occur. [help]

☐ There are multiple project locations (e.g. linear projects). Complete the section below and use JARPA Attachment B for each additional project location.

5a. Indicate the type of ownership of the property. (Check all that apply.) [help]

☐ Private

☐ Federal

☒ Publicly owned (state, county, city, special districts like schools, ports, etc.)

☐ Tribal

☐ Department of Natural Resources (DNR) – managed aquatic lands (Complete JARPA Attachment E)

5b. Street Address (Cannot be a PO Box. If there is no address, provide other location information in 5p.) [help]

The northern limit of the SR 509 Stage 2 Project occurs at the SR 509/South 160th Street interchange, and the southern limit occurs at the intersection of the proposed segment of SR 509 and 24th Avenue South.

5c. City, State, Zip (If the project is not in a city or town, provide the name of the nearest city or town.) [help]

Burien (98148), Des Moines (98198), and SeaTac (98198), Washington

5d. County [help]

King

5e. Provide the section, township, and range for the project location. [help]

¼ Section	Section	Township	Range
NW	29	N 23	04 E
SW	20	N 23	04 E
SE	29	N 23	04 E
NE	32	N 23	04 E
SE	32	N 23	04 E
NE	05	N 22	04 E
NW	04	N 22	04 E
SW	04	N 22	04 E
SE	04	N 22	04 E

5f. Provide the latitude and longitude of the project location. [help]

- Example: 47.03922 N lat. / -122.89142 W long. (Use decimal degrees - NAD 83)

SR 509 Stage 2 Project, from north to southeast, runs from 47.4193 N lat./122.3012 W long. (milepost 24.99 on SR 509) to 47.4619 N lat./122.3307 W long. (milepost 21.5 on 24th Avenue South).

5g. List the tax parcel number(s) for the project location. [help]

- The local county assessor's office can provide this information.

State of Washington roadway right-of-way does not have tax parcel numbers. WSDOT parcel numbers for properties that WSDOT will be acquiring prior to construction to accommodate the SR 509 Stage 2 Project are listed in the following table.

Parcel Number	Property Owner	Property Address	Acquisition Type
1-16807	City of SeaTac	4800 S. 188th St. SeaTac WA, 98188	Exchange
1-16811	AMB Institutional Alliance Fund	835 South 192nd St. SeaTac, WA 98148	Temporary Construction Easement + Partial
1-16833	PP Tango	2301 – 2383 South 200th St. SeaTac, WA 98188	Temporary Construction Easement + Partial
1-16887	Ali, Marian Apartments	19277 – 11th Pl. South #2 SeaTac, WA 98148–2271	Partial
1-16888	Singh, Kamleshwar & Lalita (5-unit HUB apartments)	19275 – 11th Pl. South SeaTac, WA 98148–2272	Partial
1-16889	Singh, Kamleshwar & Lalita (private road access)	19275 – 11th Pl. South SeaTac, WA 98148–2272	Partial
1-16890	Flechsig, Zachary	19280 – 11th Pl. South, SeaTac, WA 98148–2273	Full
1-16891	Yagi Koichi Apartments	19278 – 11th Pl. South SeaTac, WA 98148–2268	Full
1-16894	Singh (6-unit / Singh Apartments)	19276 – 11th Pl. South SeaTac, WA 98148	Full
1-16895	S & M Machine Shop	1122 S. 194th St. SeaTac, WA 98148	Full

5h. Contact information for all adjoining property owners. (If you need more space, use JARPA Attachment C.) [help]

Name	Mailing Address	Tax Parcel # (if known)
Information provided in JARPA Attachment C, (Adjoining Property Owners).		

5i. List all wetlands on or adjacent to the project location. [help]

Eight wetlands were identified within the project footprint. The area is highly urbanized; thus, the identified wetlands provide generally high functions for water quality improvement and flow attenuation during peak runoff events. The urban setting severely limits the wetlands' surrounding habitat; therefore, habitat functions are generally low. The wetlands are listed in the table below.

For additional details, see pages 14 through 27 in the Wetland and Stream Assessment Report included as part of the JARPA submittal package.

Wetland[a]	Wetland Classification			Local Jurisdiction	Delineated Wetland Size/Total Wetland Size (acres)
	Cowardin[b]	HGM	Ecology[c]		
WL23.05	PFO, PSS	Depressional	II	SeaTac	9.28
WL22.65	PFO, PSS	Depressional	III	SeaTac	0.56
WL22.55	PFO, PEM	Depressional	III	Des Moines	0.77
WL22.43	PEM	Slope	IV	SeaTac	0.02
WL22.42	PEM	Depressional	IV	SeaTac	0.05
WL22.40	PFO, PSS, PEM	Depressional	II	SeaTac	23.92

WL21.75	PFO, PSS	Depressional	III	SeaTac	12.90
WL21.65	PFO	Depressional	III	SeaTac	0.29

[a] Wetland identifier

[b] National Wetlands Inventory Class based on vegetation: PFO = palustrine forested, PSS = palustrine scrub-shrub, PEM = palustrine emergent (Cowardin et al. 1979)

[c] Washington State Department of Ecology rating (Hruby 2014)

5j. List all waterbodies (other than wetlands) on or adjacent to the project location. [help]

There are three waterbodies in the project area. West Fork Des Moines Creek flows through the project area from west to east, south of the SR 509/Des Moines Memorial Drive (DMMD South/South 188th Street interchange. An unnamed tributary (UNT) to West Fork Des Moines Creek crosses the project area south to north at South 194th Street. UNT to West Fork Des Moines Creek has limited suitable habitat for fish; lacks substrates, pools, riffles, and woody debris; and eventually drains into West Fork Des Moines Creek, east of DMMD South. West Fork Des Moines Creek flows into Wetland 23.05 in the project area and loses channel definition in the wetland. Des Moines Creek is a fish-bearing stream; it flows through Des Moines Creek Park, south of South 200th Street. Several habitat improvement projects, including invasive species removal, native plant establishment, and installation of large woody materials and boulders, have been completed along Des Moines Creek downstream of South 200th Street to improve habitat conditions of the stream.

Stream Name	WDFW Fish Use Potential	DNR Water Type[a]	Local Stream Rating[b]	Buffer Width[c] (feet)
UNT to West Fork Des Moines Creek	Yes	Type Np	Des Moines: Type Np SeaTac: Class 2; No Salmonids Present	Des Moines: 65 SeaTac: 50
West Fork Des Moines Creek	Yes	Type F	Class 3	N/A
Des Moines Creek	Yes	Type F	Class 2; Salmonids Present	Sea Tac: 100

UNT = unnamed tributary

[a] Washington State Department of Natural Resources Water Types: Type F = fish bearing or with physical criteria to support potential fish use, Type Np = non-fish bearing perennial, Type Ns = non-fish bearing seasonal (DNR 2020)

[b] City of Burien, City of SeaTac, and City of Des Moines stream classifications (Burien 2015; Des Moines 2017; SeaTac 2018)

[c] City of Burien, City of SeaTac, and City of Des Moines stream buffer widths based on local stream rating

5k. Is any part of the project area within a 100-year floodplain? [help]

☐ Yes ☒ No ☐ Don't know

5l. Briefly describe the vegetation and habitat conditions on the property. [help]

Vegetation adjacent to the existing highways is dominated by mowed grasses and invasive species, primarily Himalayan blackberry (*Rubus armeniacus*). Along the proposed segment of SR 509, fragmented stands of mixed deciduous and coniferous forest are present within the project area. Prevalent vegetation includes Douglas-fir (*Pseudotsuga menziesii*), western hemlock (*Tsuga heterophylla*), red alder (*Alnus rubra*), black cottonwood (*Populus balsamifera*), and Himalayan blackberry.

5m. Describe how the property is currently used. [help]

The properties within the existing right-of-way where the SR 509 Stage 2 Project will be constructed are either currently vacant or are being leased out to local businesses. Des Moines Creek Park and a stormwater facility owned by the City of SeaTac are at the southern end of the SR 509 Stage 2 Project.

5n. Describe how the adjacent properties are currently used. [help]

Adjacent properties are currently used for commercial, residential, industrial, parks, and mixed-use.

5o. Describe the structures (above and below ground) on the property, including their purpose(s) and current condition. [help]

Above-ground structures on the property are related to the existing transportation infrastructure at the SR 509/South 160th Street interchange and at the SR 509/DMMD South/South 188th Street interchange as well as the local roadways. Underground structures include utility conduits for electric and gas lines, and storm drains, water, and sewer pipes.

5p. Provide driving directions from the closest highway to the project location, and attach a map. [help]

The location of the SR 509 Stage 2 Project can be accessed from Interstate 5 from the south (Military Road South exit) or from the north (South 200th Street exit). The project location is shown on Sheet 1 of the JARPA Drawings.

Part 6–Project Description

6a. Briefly summarize the overall project. You can provide more detail in 6b. [help]

The SR 509 Stage 2 Project will construct a new 2-mile-long, four-lane freeway between the existing SR 509/DMMD South/South 188th Street interchange and 24th Avenue South.

The following project elements will occur in water:

- A new roadway will be constructed and will affect wetlands in the project area. The roadway will have four traffic lanes and paved shoulders. The roadway bed will be between 76 and 84 feet wide. Work elements associated with new roadway construction include:
    - Clearing
    - Grading
    - Retaining walls
    - Structural fill material placement
    - Culvert replacement and construction
- Wetland and wetland buffer enhancements will occur at the Barnes Creek mitigation site
- Three new bridges, approximately 80 feet wide and 30 to 50 feet high, will be constructed and will affect wetlands. One bridge will be two spans and 175 feet long; one bridge will be two spans and 218 feet long; and one bridge will be seven spans and 1,407 feet long. The bridges will be supported by abutments, piers, and columns. Two of the bridges will be constructed from temporary work trestles.
- Nineteen jurisdictional ditches will be relocated.

The following project elements will occur outside of water:

- Improvements at the SR 509/South 160th Street interchange and at the SR 509/DMMD South/South 188th Street interchange
- Construction of two new overpass bridges
- Construction of stormwater treatment facilities
- Utility relocations

6b. Describe the purpose of the project and why you want or need to perform it. [help]

The purpose of the SR 509 Stage 2 Project is to improve regional highway connections to serve current and future transportation needs in southwest King County, to improve freight mobility, and to enhance southern access to Seattle-Tacoma International Airport. The proposed project is needed to:

- Create system linkages
- Accommodate travel demand and capacity needs
- Improve intermodal relationships

The SR 509 freeway now terminates at South 188th Street and does not connect to the regional transportation highway system; this leaves a major gap in the system. As a result, local streets and major transportation

routes like Interstate 5 are at or over capacity given current travel demand. This situation is expected to worsen as travel demand increases for Seattle-Tacoma International Airport and major roadways.

6c. Indicate the project category. (Check all that apply) [help]

☐ Commercial ☐ Residential ☐ Institutional ☒ Transportation ☐ Recreational

☐ Maintenance ☐ Environmental Enhancement

6d. Indicate the major elements of your project. (Check all that apply) [help]

☐ Aquaculture	☒ Culvert	☐ Float	☒ Retaining Wall (upland)
☐ Bank Stabilization	☐ Dam / Weir	☐ Floating Home	☒ Road
☐ Boat House	☐ Dike / Levee / Jetty	☐ Geotechnical Survey	☐ Scientific Measurement Device
☐ Boat Launch	☒ Ditch	☒ Land Clearing	☐ Stairs
☐ Boat Lift	☐ Dock / Pier	☐ Marina / Moorage	☒ Stormwater facility
☒ Bridge	☐ Dredging	☐ Mining	☐ Swimming Pool
☐ Bulkhead	☐ Fence	☐ Outfall Structure	☒ Utility Line
☐ Buoy	☐ Ferry Terminal	☐ Piling/Dolphin	
☐ Channel Modification	☐ Fishway	☐ Raft	

☐ Other:

6e. Describe how you plan to construct each project element checked in 6d. Include specific construction methods and equipment to be used. [help]

- Identify where each element will occur in relation to the nearest waterbody.
- Indicate which activities are within the 100-year floodplain.

The SR 509 Stage 2 Project will be constructed as follows.

WORK WITHIN WATERS

Roadway Construction

Constructing the new roadway prism will include land clearing, grubbing, and grading for the roadway surface along with the construction of fill slopes, cut slopes, and retaining walls. Roadway construction will partially excavate and/or fill Wetlands 23.05 and 22.55 and will entirely fill Wetlands 22.43, 22.42, and 21.65.

Methods and Equipment

Clearing will entail the removal of trees, shrubs, and bushes. High visibility fencing will be used to clearly identify clearing limits and sensitive areas. Bulldozers or similar equipment will be used to knock down trees. Other equipment may include mowers or hand tools to cut shrubby vegetation to ground level.

Land grubbing, grading, and earthwork will occur within the limits of the cut/fill lines and retaining walls as shown on the JARPA drawings (shown as the impact area line). Grubbing will occur once the land is cleared and will entail the removal of any roots of trees, shrubs, and bushes. Excavation vehicles will be used to remove unwanted tree stumps, rocks, and stones while protecting from harm all trees, bushes, shrubs, or other objects selected to remain. Grading and earthwork will occur in areas where the roadway will be constructed, including in areas that require a fill slope or deep excavations. Bulldozers, excavators, and graders will be used to place materials or to remove the ground surface to achieve the depth and width necessary to achieve a desired grade and slope for the roadway or structure. Diggers, excavation plant machinery, and bulldozers will be used to construct embankments to stabilize slopes and to create a solid foundation for the road subgrade and surface. Once there is a solid foundation, the storm drainpipes will be placed and the road subgrade constructed. An aggregate base made of crushed stone will be placed and

graded on top of the subgrade. Asphalt will then be placed on top of the crushed stone where it will be compacted and smoothed using a roller truck.

Retaining walls will typically be concrete and may be cast-in-place or pre-cast structural blocks. Backfill will be placed behind the wall facing and compacted. Soil reinforcement will be installed in the backfill and may consist of steel or geosynthetic materials. Equipment used to construct the retaining walls may include but is not limited to backhoes, excavators, loaders, graders, rollers, dump trucks, and concrete trucks. Retaining walls will be built in multiple locations, both within and outside of waters; those to occur in waters are listed in the table below.

Proposed Retaining Walls

Wetland Impacted[a]	Total Area of Wall	Area of Wall Within Wetland Boundary	Type of Wall	Retaining Wall Number
23.05	4,266 sq. ft.	4,266 sq. ft.	Concrete Retaining Wall	6090RT
23.05	33,479 sq. ft.	20,553 sq. ft.	Concrete Retaining Wall	6100LT
22.55	7,579 sq. ft.	3,714 sq. ft.	Concrete Retaining Wall	6014LT
22.55	1,754 sq. ft.	282 sq. ft.	Concrete Retaining Wall	6017RT

Retaining walls will be placed within Wetland 21.65, but that entire wetland (0.29 acre) will be permanently filled; therefore, the wall impacts are not included in this table.

Earthwork for the project includes soil removal (including over-excavation) and placement of structural fill and soil for embankments. Over-excavation and placement of structural sub-grade fill material will occur in Wetlands 23.05, 22.55, and 21.65 by using heavy construction equipment such as trucks, loaders, and bulldozers or similar equipment. Fill will be contained within a sheet-pile wall on the west side of each wetland. Earthwork during construction will be contained within a series of sheet piles/cofferdams. The sheet piles/cofferdams will keep water from entering the areas to be excavated and will keep material from entering the remaining wetland areas. The sheet piles will be placed 5 feet outside the pavement limit.

Construction methods and techniques to reduce water quality impacts will be guided by a Water Quality Monitoring Plan (WQMP) or a Water Quality Monitoring and Protection Plan (WQMPP). Water quality impacts from in-water work will be minimized by following the WQMP or WQMPP. If required, the design-build contractor will submit a final WQMPP to the Washington State Department of Ecology (Ecology) for approval prior to starting ground-disturbing activities. WSDOT will require its design-build contractor to prepare a Stormwater Pollution Prevention Plan (SWPPP) and a Temporary Erosion and Sediment Control (TESC) Plan in accordance with the requirements contained in Ecology's National Pollutant Discharge Elimination System (NPDES) and State Waste Discharge General Permit for Stormwater Discharges Associated with Construction Activity. The SWPPP will include control measures for preventing spills and minimizing hazards, a spill response plan, and procedures for conducting inspections and monitoring. The TESC Plan will include specific measures and sequencing to be used on the construction site to control sediment and erosion during and after construction. Best management practices (BMPs) will be implemented to minimize erosion potential and will be modified as field conditions change.

Culvert Replacement and Construction

The removal of two existing culverts and construction of two new culverts will affect portions of UNT to West Fork Des Moines Creek (see Sheet 24 of the JARPA Drawings). Currently, a portion of UNT to West Fork Des Moines Creek is piped through a 24-inch-diameter, 255-foot-long culvert and a 24-inch-diameter, 47-foot-long culvert. The piped portion of the stream will be relocated into two new culverts (one 36 inches in diameter and195 feet long; one 36 inches in diameter and 251 feet long) west of its existing location. Also, an open channel segment (approximately 120 feet long) of UNT to West Fork Des Moines Creek will be filled, and the stream will be realigned into the two new 36-inch diameter culverts. A detailed breakdown of each activity causing an impact, the waterbody affected, and the impacts, (including duration, location, and amount) is provided in Section 8e.

Methods and Equipment

The new culverts will be constructed outside of the ordinary high water mark and in the dry, using a trenching technique. The work area will be isolated using a sheet pile caisson or other means to keep water from entering the areas to be excavated. The trench will measure approximately 6 feet wide. The trench will be 2 to 3 feet deep at the upstream and downstream ends and will be approximately 17 feet deep at South 194th Street. Once the new culverts are in place, the trenches will be backfilled.

Once the new culverts are in place, the inlet location will be excavated to connect the existing stream into the new culverts. During excavation, a sheet pile caisson or equivalent isolation materials will be maintained between the inlet and the existing stream. When the inlet excavation is complete, the isolation material will be carefully and slowly removed, and the stream will be slowly and carefully diverted into the new culverts. Once the stream has been diverted into the new culverts, the 120-foot-long channel will be filled (see Sheet 24 of the JARPA Drawings) and the existing culverts will be removed or abandoned in place.

Equipment to be used includes but is not limited to backhoes, excavators, vacuum trucks, mobile cranes, scrappers, front-end loaders, bulldozers, cranes with clamshell buckets, trucks, and hand tools.

The crossing of UNT to West Fork Des Moines Creek will be maintained as a hydraulic crossing; the existing fish barrier at the crossing (WDFW Culvert ID 935212) will not be corrected. WSDOT will pursue off-site fish barrier correction for UNT to West Fork Des Moines Creek in coordination with the Puyallup Tribe of Indians.

Bridge Construction

Three new bridges will be constructed over portions of Wetland 23.05, Wetland 22.55, and Wetland 21.75 and will span over West Fork Des Moines Creek and Des Moines Creek. Each bridge will be supported by one or more sets of piers and attached to a northern and southern abutment.

Temporary work trestles will be built and used to construct the bridge over Wetland 23.05 and the bridge over Wetland 21.75 (see below). The bridge over Wetland 22.55 will be constructed from staging areas located outside of sensitive areas.

Methods and Equipment

Temporary Work Trestles

Temporary work trestles will be constructed parallel to and adjacent to the areas where the new permanent bridges will be built over portions of Wetland 23.05 and Wetland 21.75. Each work trestle will provide a staging platform to support the large-scale construction equipment that will be used to construct the bridge pier foundations and bridge columns and to haul and place girders for the bridge spans and bridge deck. Each work trestle will be approximately 32 feet wide and approximately 5 to 10 feet above the existing ground elevation and will be built on piles installed using a combination of vibratory and impact pile-driving. All trees will be removed from underneath the proposed temporary work trestles prior to their construction. BMPs to protect sensitive areas underneath and adjacent to the temporary work trestles will include drip cloths and netting.

Permanent Bridge Structures

The bridge pier foundations will be constructed as reinforced-concrete, drilled shaft foundations that are between 6 feet and 12 feet in diameter. For the larger-diameter shafts, a shaft casing will first be installed by an oscillating drill rig. After the casing is installed, a crane will lower an auger and drill into the soil, stopping and lifting the auger periodically to pull the soil out of the casing and deposit it on the work trestle or access road. For small-diameter drilled shafts, the auger will start drilling the shaft and will periodically stop to push a casing in the shaft to line the excavation. After the shaft excavation is completed, a prefabricated reinforcing steel shaft cage will be lowered into the excavation and concrete for the foundations and columns will be pumped into the casing, displacing any water or slurry. During the concrete placement, the casing pipe may be gradually extracted. The concrete columns will extend from the top of the drilled shaft and will connect the girders for the bridge spans to the foundation.

The work trestles will be used to haul 190- to 200-foot-long girders for the construction of a permanent bridge. The girders will be rolled in and will rest on piers. The work trestle will remain in place between 18 and 24 months. Girders for the bridge spans will be lifted into place by a crane located on the temporary work

trestle. The bridge deck forms (roadway) will then be constructed on top of the girders. Reinforcing steel and fresh concrete will be used to construct the roadway deck. After the roadway concrete has cured and achieved adequate strength, the bridge deck forms will be removed. The temporary work trestle or access road will be removed, and the area will be restored. Any piles used to support the work trestle will be extracted or cut below the soil level.

Possible equipment to be used for bridge construction includes: vibratory pile-driving hammer, crane-mounted rotator/oscillator, crane-mounted drill auger, crane-mounted rock drill, excavator grab bucket, front-end loader, concrete tremie, concrete pump truck, ready-mix concrete trucks, and concrete vibrators. Water quality impacts from in-water work will be minimized by following the draft WQMPP. The design-build contractor will submit a final WQMPP for Ecology approval prior to starting ground-disturbing activities.

Relocation of Jurisdictional Ditches

Nineteen jurisdictional ditches will be relocated (see Sheets 26 through 29 of the JARPA Drawings).

Methods and Equipment

Equipment to be used to relocate jurisdictional ditches includes but is not limited to backhoes, excavators, vacuum trucks, mobile cranes, scrappers, front-end loaders, bulldozers, cranes with clamshell buckets, trucks, and hand tools. Imported soils will be inspected and tested to ensure conformance with material standards. Excavated soils will be taken to a WSDOT-approved disposal site or may be reused on the site. No in-water work within streams or work within the 100-year floodplain will be required for relocation of the ditches.

Barnes Creek Mitigation Site

Approximately 2.25 acres of existing wetlands and surrounding upland areas will be enhanced and/or preserved by removing invasive species and infilling with native vegetation where invasive species are predominant.

Methods and Equipment

Mechanical clearing and grubbing may occur using light construction equipment of no more than 5 pounds per square inch.

WORK OUTSIDE WATERS

Overpass Bridges

Two overpass bridges outside of waters will be constructed using heavy equipment that may include excavators, bulldozers, dump trucks, and concrete trucks.

Interchange Improvements

Interchange improvements at the SR 509/South 160th Street interchange and at the SR 509/DMMD South/South 188th Street interchange will be constructed using heavy equipment that may include excavators, bulldozers, dump trucks, concrete trucks.

Removal and Relocation of Utilities

Existing overhead and underground utilities that conflict with the new roadway grading will be removed and relocated. Equipment would include trenchers, excavators, and similar heavy machinery.

6f. What are the anticipated start and end dates for project construction? (Month/Year) [help]

- If the project will be constructed in phases or stages, use JARPA Attachment D to list the start and end dates of each phase or stage.

Start Date: 2024 End Date: 2029 ☒ See JARPA Attachment D

6g. Fair market value of the project, including materials, labor, machine rentals, etc. [help]

$400,000,000

6h. Will any portion of the project receive federal funding? [help]

- **If yes**, list each agency providing funds.

☒ Yes ☐ No ☐ Don't know

Federal Highway Administration (FHWA)

Part 7–Wetlands: Impacts and Mitigation

☒ Check here if there are wetlands or wetland buffers on or adjacent to the project area.
(If there are none, skip to Part 8.) [help]

7a. Describe how the project has been designed to avoid and minimize adverse impacts to wetlands. [help]

☐ Not applicable

Avoidance and Minimization During Design

WSDOT avoided and minimized wetland impacts to the greatest extent feasible in the preliminary design; however, the design-build contractor may identify further minimization measures through final design and construction of the SR 509 Stage 2 Project. The preliminary design incorporates several avoidance and minimization measures, including:

- Adjusting the horizontal and vertical alignment during early planning phases thereby minimizing impacts on wetlands.
- Spanning higher quality wetlands and locating bridge piers outside of wetlands to avoid direct impacts to the greatest extent practicable.
- Incorporating retaining walls wherever feasible to minimize impacts.
- Locating stormwater treatment ponds, vaults, and drains outside of wetlands to avoid direct impacts. Whenever feasible, WSDOT selected stormwater facility types with the smallest areas of physical disturbance.
- Installing media filter drains in select locations, which in some cases limits the use of over-steepened slopes.

Table 17 of the Wetland and Stream Mitigation Report summarizes specific avoidance and minimization measures incorporated into the design. The table also indicates where minimization and avoidance were not possible because of highway safety standards, design guidelines, or other physical constraints.

Avoidance and Minimization During Construction

To minimize potential impacts on wetlands during construction, WSDOT will require its design-build contractor to implement and monitor BMPs that protect waters in the project area. These BMPs include but are not limited to:

- A TESC plan to comply with all project permit requirements and local, state, and federal water quality requirements.
- A WQMP or WQMPP that will provide specific information on activities that will be performed within and/or over waters of the State in accordance with the project's Water Quality Certification.
- A spill prevention, control, and countermeasures plan to address potential hazardous spills and how they will be prevented and/or controlled.

To augment BMPs supplied by the design-build contractor, WSDOT will employ an active construction environmental compliance program as a resource to provide technical assistance to construction projects. This practice will help ensure the project remains in compliance with its environmental permits and within allowable state water quality standards.

7b. Will the project impact wetlands? [help]

☒ Yes ☐ No ☐ Don't know

7c. Will the project impact wetland buffers? [help]

☒ Yes ☐ No ☐ Don't know

7d. Has a wetland delineation report been prepared? [help]

- **If Yes**, submit the report, including data sheets, with the JARPA package.

☒ Yes ☐ No

The Wetland and Stream Assessment Report is included as part of the JARPA submittal package.

7e. Have the wetlands been rated using the Western Washington or Eastern Washington Wetland Rating System? [help]

- **If Yes**, submit the wetland rating forms and figures with the JARPA package.

☒ Yes ☐ No ☐ Don't know

Wetland rating forms are included as Appendix C of the Wetland and Stream Assessment Report.

7f. Have you prepared a mitigation plan to compensate for any adverse impacts to wetlands? [help]

- **If Yes**, submit the plan with the JARPA package and answer 7g.
- **If No, or Not applicable**, explain below why a mitigation plan should not be required.

☒ Yes ☐ No ☐ Don't know

The Wetland and Stream Mitigation Report is included as part of the JARPA submittal package.

The SR 509 Stage 2 Project will use credits from the established SR 509 Freight Congestion Relief Mitigation Site (AMB advance mitigation site) and the Barnes Creek mitigation site to compensate for unavoidable impacts. Available credits at the AMB advance mitigation site will be used to compensate for all direct permanent wetland impacts, some long-term temporary wetland impacts, and some wetland conversion impacts. Mitigation credits from the Barnes Creek mitigation site will be used to compensate for some wetland conversion and some long-term temporary impacts, and permanent buffer impacts.

For additional details on how many credits will be required from each site, see the Wetland and Stream Mitigation Report.

7g. Summarize what the mitigation plan is meant to accomplish and describe how a watershed approach was used to design the plan. [help]

The mitigation plan is intended to compensate for unavoidable impacts on wetlands and wetland buffers from the SR 509 Stage 2 Project to ensure no net loss of wetland acreage and function. A watershed approach was used to understand ecological processes and functions in the drainage basins where impacts occur, to determine the extent of impacts, and to identify areas where the impacted processes and functions can be effectively restored or need to be protected. Use of a watershed approach is consistent with the Final Rule of Compensatory Mitigation for Losses of Aquatic Resources (2008 Federal Mitigation Rule, 22 CFR Parts 325 and 332) and draft joint guidance from Ecology, U.S. Army Corps of Engineers, and U.S. Environmental Protection Agency.

- The AMB advance mitigation site is in the upper Des Moines Creek watershed, adjacent to the SR 509 Stage 2 Project, and provides advance mitigation credits for wetland reestablishment, wetland enhancement, and wetland preservation.
- The Barnes Creek mitigation site provides mitigation credits for wetland enhancement and/or preservation and upland buffer preservation.

7h. Use the table below to list the type and rating of each wetland impacted, the extent and duration of the impact, and the type and amount of mitigation proposed. Or if you are submitting a mitigation plan with a similar table, you can state (below) where we can find this information in the plan. [help]

Activity (fill, drain, excavate, flood, etc.)	Wetland Name[a]	Wetland Type and Rating Category[b]	Impact Area (acres)	Duration of Impact[c]	Proposed Mitigation Type	Wetland Mitigation Area (sq. ft. or acres)
Land clearing, excavation, and backfill for road, retaining wall, bridge piers, and bridge abutment	Wetland 23.05[d]	Rating: II PFO/PSS	1.02	Permanent	Wetland reestablishment at AMB advance mitigation site	1.122
Land clearing for bridge			0.30	Permanent Conversion	Wetland preservation at AMB advance mitigation site	0.655
					Wetland preservation at Barnes Creek mitigation site	0.684
Temporary land clearing for construction access			0.34	Long-term Temporary	Restored to pre-construction contours and replanted with native vegetation	0.34
					Wetland enhancement at AMB advance mitigation site	0.187
Land clearing and backfill for roadway, retaining wall, bridge piers, and bridge abutment	Wetland 22.55	Rating: III PFO/PEM	0.13	Permanent	Wetland reestablishment at AMB advance mitigation site	0.134
Temporary land clearing for construction access			0.03	Long-term Temporary	Restored to pre-construction contours and replanted with native vegetation	0.03
					Wetland enhancement at AMB advance mitigation site	0.013
Land clearing for bridge			0.10	Permanent Conversion	Wetland Preservation at Barnes Creek mitigation site	0.380
Land clearing, grading and backfill for road	Wetland 22.43	Rating: IV PEM	0.02	Permanent	Wetland enhancement at AMB advance mitigation site	0.024
Fill for road embankment	Wetland 22.42	Rating: IV PEM	0.01	Permanent	Wetland enhancement at AMB advance mitigation site	0.018
Temporary land clearing for construction access			0.02	Long-term Temporary	Restored to pre-construction contours and replanted with native vegetation	0.02
					Wetland preservation at AMB advance mitigation site	0.05
Fill for bridge piers	Wetland 21.75	Rating: II PFO/PSS	0.02	Permanent	Wetland reestablishment at AMB advance mitigation site	0.016
Land clearing for bridge			0.30	Permanent Conversion	Wetland preservation at Barnes Creek mitigation site	1.188

Temporary land clearing for construction access			0.17	Long-term Temporary	Restored to pre-construction contours and replanted with native vegetation	0.17
					Wetland enhancement at AMB advance mitigation site	0.076
					Wetland preservation at AMB advance mitigation site	0.035
Fill for road foundation and embankment	Wetland 21.65	Rating: III PFO/PSS	0.29	Permanent	Wetland reestablishment at AMB advance mitigation site	0.287
					Wetland enhancement at AMB advance mitigation site	0.012

[a] If no official name for the wetland exists, create a unique name (such as "Wetland 1"). The name should be consistent with other project documents, such as a wetland delineation report.

[b] Ecology wetland category based on current Western Washington or Eastern Washington Wetland Rating System. Provide the wetland rating forms with the JARPA package.

[c] Indicate the days, months or years the wetland will be measurably impacted by the activity. Enter "permanent" if applicable.

[d] Wetland 23.05 is in WSDOT right-of-way established prior to 1990. Per SeaTac Municipal Code 15.700.040.D, construction and improvements of unimproved public rights-of-way in existence prior to November 27, 1990, are exempt from the provisions of the City's critical areas code. The wetlands and associated buffer areas are, therefore, unregulated by the City of SeaTac. The wetlands are still subject to state and federal regulations.

Page number(s) for similar information in the mitigation plan: pages 25 through 43 (wetland impacts) and pages 50 through 55 (mitigation strategy) in the Wetland and Stream Mitigation Plan

7i. For all filling activities identified in 7h, describe the source and nature of the fill material, the amount in cubic yards that will be used, and how and where it will be placed into the wetland. [help]

All roadway fill materials will meet or exceed WSDOT's material quality assurance standards to ensure the soil meets environmental and structural quality standards. Work in Wetlands 23.05 and 22.55 will remove and replace some existing soil from the wetland (i.e., over-excavation and placement structural fill). Materials used for roadway construction will consist of naturally-occurring mineral soils with varied particle sizes and the strength to support the roadway. To conserve resources, excavated or cut soil, or recycled concrete materials from the project area may be used to provide a base for the roadway. The table below lists the cubic yards of material to be placed in wetlands.

Approximate Amount of Fill to be Placed in Wetlands

Wetland	Fill Amount (cubic yards)
Wetland 23.05	83,150
Wetland 22.55	8,360
Wetland 22.43	580
Wetland 22.42	80
Wetland 21.75	1,440
Wetland 21.65	23,550

7j. For all excavating activities identified in 7h, describe the excavation method, type and amount of material in cubic yards you will remove, and where the material will be disposed. [help]

Construction equipment such as cranes, dump trucks, excavators, and dozers will be used to excavate mostly naturally-occurring mineral and organic soils from Wetland 23.05, Wetland 22.55, and Wetland 21.65. WSDOT will require its design-build contractor to dispose of excavated soil in an approved disposal facility and to adhere to all laws and permits. The following table lists the cubic yards of material to be removed from wetlands.

Amount of Material to be Removed from Wetlands

Wetland	Excavation Amount (cubic yards)
Wetland 23.05	14,990
Wetland 22.55	2,170
Wetland 22.43	0
Wetland 22.42	0
Wetland 21.75	0
Wetland 21.65	4,920

Part 8–Waterbodies (other than wetlands): Impacts and Mitigation

In Part 8, "waterbodies" refers to non-wetland waterbodies. (See Part 7 for information related to wetlands.) [help]

☒ Check here if there are waterbodies on or adjacent to the project area. (If there are none, skip to Part 9.)

8a. Describe how the project is designed to avoid and minimize adverse impacts to the aquatic environment. [help]

☐ Not applicable

Project avoided impacts:

WSDOT entirely avoided impacts on Des Moines Creek and West Fork Des Moines Creek by spanning the bridges over the streams.

WSDOT avoided and minimized impacts on stream buffers to the greatest extent feasible. Complete avoidance of impacting UNT to West Fork Des Moines Creek was not possible because of roadway design guidelines and physical constraints at the site. See section 8e for a description of impacts.

8b. Will your project impact a waterbody or the area around a waterbody? [help]

☒ Yes ☐ No

8c. Have you prepared a mitigation plan to compensate for the project's adverse impacts to non-wetland waterbodies? [help]

- **If Yes**, submit the plan with the JARPA package and answer 8d.
- **If No, or Not applicable,** explain below why a mitigation plan should not be required.

☐ Yes ☒ No ☐ Don't know

WSDOT proposes that the mitigation for the impacts on UNT to West Fork Des Moines Creek has been provided through the major capital improvement projects and habitat restoration projects along Des Moines Creek that WSDOT helped fund. In 2006, WSDOT took a holistic approach for addressing stream impacts in the area by participating in the Des Moines Creek Basin Plan and contributing $9 million to the basin planning efforts. In doing so, WSDOT helped finance the following projects that were constructed between 2006 and 2012:

- Marine View Drive fish passage barrier correction (WDFW Site ID #990115). Removal of the existing culvert to restore fish passage to approximately 12,647 linear feet (3,855 linear meters) of upstream

habitat by replacing the 225-foot-long box culvert with a bridge. The project was completed in 2007 and addressed local hydrology, erosion, and water quality issues.

- Regional Detention Facility in the upper Des Moines Creek watershed to reduce peak storm flow and to limit erosion and sedimentation downstream. Habitat enhancements included reconstruction of approximately 2,160 feet of the existing channel with instream roughness.
- High-flow Bypass Pipeline along the existing Des Moines Creek to divert high flow around the sensitive portion of the stream channel to minimize channel erosion and create a more fish-friendly flow regime. The project constructed a new diversion pipe from the regional detention facility to South 200th Street and then connected to the abandoned sanitary sewer pipeline that was already in place near South 200th Street to Puget Sound.
- Habitat Restoration. As part of the Des Moines Creek Basin Plan, King County completed a series of habitat restoration projects along Des Moines Creek between Marine View Drive and the Midway Sewer Treatment Plant between 2007 and 2011. Specific work included placing over logs or wood structures, boulders, and other stream enhancement elements; removing invasive plants; and installing native vegetation within the stream buffer. King County also removed invasive species and planted native vegetation below Marine View Drive. Overall, King County placed over 80 logs or wood structures, removed over 12 acres of invasive weeds and planted over 17 acres of native plants along Des Moines Creek between South 200th Street and Des Moines Creek Beach Park

For additional details on project and mitigation history, see the Wetland and Stream Mitigation Report.

8d. Summarize what the mitigation plan is meant to accomplish. Describe how a watershed approach was used to design the plan.

If you already completed 7g you do not need to restate your answer here. [help]

Please see Section 7g and the Wetland and Stream Mitigation Report

8e. Summarize impact(s) to each waterbody in the table below. [help]

Activity (clear, dredge, fill, pile drive, etc.)	Waterbody Name[a]	Impact Location[b]	Duration of Impact[c]	Amount of Material (cubic yards) to be Placed in or Removed from Waterbody	Area (sq. ft. or linear ft.) of Waterbody Directly Affected
Realign approximately 120 linear feet of stream into a 36-inch-diameter, 195-foot-long culvert and a 36-inch-diameter, 251-foot-long culvert	UNT to West Fork Des Moines Creek	In Waterbody	Permanent	46 cubic yards of fill to be placed in waterbody (including 6 cubic yards of quarry spalls for inlet and outlet protection pads)	400 sq. ft. (120 linear ft.)
Roadway Fill	JD 24.86	N/A	Permanent	N/A	548 sq. ft.
	JD 24.72				2,768 sq. ft.
	JD 24.71				1,479 sq. ft.
	JD 23.42				646 sq. ft.
	JD 23.36				2,031 sq. ft.
	JD 23.34				7,741 sq. ft.
	JD 23.33				3,960 sq. ft.
	JD 23.28				3,816 sq. ft.
	JD 23.26				10,488 sq. ft.

	JD 23.23				2,202 sq. ft.
	JD 23.22				506 sq. ft.
	JD 23.24				634 sq. ft.
	JD 22.78				684 sq. ft.
	JD 22.43				750 sq. ft.
	JD 21.87				58 sq. ft.
	JD 21.65				555 sq. ft.
	JD 21.60				743 sq. ft.
	JD 21.54				678 sq. ft.
	JD 21.53				878 sq. ft.

The locations of new ditches are shown on Sheets 26 through 29 of the JARPA Drawings.

[a] If no official name for the waterbody exists, create a unique name (such as “Stream 1”) The name should be consistent with other documents provided.

[b] Indicate whether the impact will occur in or adjacent to the waterbody. If adjacent, provide the distance between the impact and the waterbody and indicate whether the impact will occur within the 100-year flood plain.

[c] Indicate the days, months, or years the waterbody will be measurably impacted by the work. Enter “permanent” if applicable.

8f. For all activities identified in 8e, describe the source and nature of the fill material, amount (in cubic yards) you will use, and how and where it will be placed into the waterbody. [help]

Approximately 46 cubic yards of material will be placed in UNT to West Fork Des Moines Creek using construction equipment such as cranes, dump trucks, excavators, and dozers. The fill soil and rock base course will come from a source approved by Ecology and will meet WSDOT standard specifications for roadway construction material. Soils used for roadway construction generally consist of naturally-occurring mineral soils with varied particle sizes and the strength to support the roadway and associated roadway facilities. Recycled concrete may also be used as fill material in locations where it would not degrade water quality. All fill materials will meet or exceed WSDOT’s material quality assurance standards to ensure the fill soil meets environmental and structural quality standards.

8g. For all excavating or dredging activities identified in 8e, describe the method for excavating or dredging, type and amount of material you will remove, and where the material will be disposed. [help]

Excavation will occur below the existing channel to install the new culverts and inlet/outlet protection pads. Construction equipment such as excavators and backhoes will be used for excavation. If the excavated native soils are determined to be suitable, they may be used for base for the new roadway construction. Otherwise, the excavated material will be loaded to dump trucks and hauled to and disposed of at a WSDOT-approved disposal site. It is estimated that approximately 6 cubic yards of native material will be excavated and removed from the existing channel to construct the new inlet and outlet protection pads. The rest of the excavation for the new culverts will be outside of the existing channel.

Part 9–Additional Information

Any additional information you can provide helps the reviewer(s) understand your project. Complete as much of this section as you can. It is ok if you cannot answer a question.

9a. If you have already worked with any government agencies on this project, list them below. [help]

Agency Name	Contact Name	Phone	Most Recent Date of Contact
U.S. Army Corps of Engineers	Sandra Manning	360-407-6912	December 2021
Washington State Department of Ecology	Caroline Corcoran	425-649-7004	August 2021

Washington State Department of Ecology	Penny Kelley	360-407-7455	March 2022
Washington Department of Fish and Wildlife	Stewart Reinbold	360-753-9440	March 2022
City of Burien	David Johanson	206-248-5510	December 2021
City of Des Moines	Andrew Merges	206-870-7576	December 2021
City of Kent	Erin George	253-856-5454	December 2021
City of SeaTac	David Tomporowski	206-973-4844	December 2021
Puyallup Tribe of Indians	Char Naylor	253-680-5520	March 2022
Puyallup Tribe of Indians	Russ Ladley	253-680-5568	March 2022
Muckleshoot Indian Tribe Fisheries Department	Martin Fox	253-876-3116	March 2022

9b. Are any of the wetlands or waterbodies identified in Part 7 or Part 8 of this JARPA on the Washington Department of Ecology's 303(d) List? [help]

If Yes, list the parameter(s) below.

If you don't know, use Washington Department of Ecology's Water Quality Assessment tools at: https://ecology.wa.gov/Water-Shorelines/Water-quality/Water-improvement/Assessment-of-state-waters-303d.

☒ Yes ☐ No

Des Moines Creek is listed for bacteria – fecal coliform (listing ID 12568), temperature (listing ID 10832), dissolved oxygen (listing ID 42310), copper (listing ID 42309), ammonia-N (listing ID 10831), and zinc (listing ID 42308).

9c. What U.S. Geological Survey Hydrological Unit Code (HUC) is the project in? [help]

Go to http://cfpub.epa.gov/surf/locate/index.cfm to help identify the HUC.

HUC 171100190204

9d. What Water Resource Inventory Area Number (WRIA #) is the project in? [help]

Go to https://ecology.wa.gov/Water-Shorelines/Water-supply/Water-availability/Watershed-look-up to find the WRIA #.

Duwamish-Green watershed, WRIA 9

9e. Will the in-water construction work comply with the State of Washington water quality standards for turbidity? [help]

Go to https://ecology.wa.gov/Water-Shorelines/Water-quality/Freshwater/Surface-water-quality-standards/Criteria for the standards.

☒ Yes ☐ No ☐ Not applicable

9f. If the project is within the jurisdiction of the Shoreline Management Act, what is the local shoreline environment designation? [help]

If you don't know, contact the local planning department.

For more information, go to: https://ecology.wa.gov/Water-Shorelines/Shoreline-coastal-management/Shoreline-coastal-planning/Shoreline-laws-rules-and-cases.

☐ Urban ☐ Natural ☐ Aquatic ☐ Conservancy ☒ Other:
N/A. There are no shorelines within the project area.

9g. What is the Washington Department of Natural Resources Water Type? [help]

Go to http://www.dnr.wa.gov/forest-practices-water-typing for the Forest Practices Water Typing System.

☐ Shoreline ☒ Fish ☒ Non-Fish Perennial ☐ Non-Fish Seasonal

See Part 5j for water type details by stream.

9h. Will this project be designed to meet the Washington Department of Ecology's most current stormwater manual? [help]

If No, provide the name of the manual your project is designed to meet.

☒ Yes ☐ No

Name of manual: WSDOT 2021 Highway Runoff Manual

9i. Does the project site have known contaminated sediment? [help]

- **If Yes**, please describe below.

☒ Yes ☐ No

WSDOT identified two sites with known contaminated sediment that have since been evaluated in Phase II Environmental Site Assessments. Based on the results of the Phase II Environmental Site Assessment for the A-1 Towing site, a No Further Action determination should be requested from Ecology. Based on the results of the Phase II Environmental Site Assessment for the S&M Machine Shop,(1122 South 194th Street, SeaTac, Washington 98148), additional sampling will occur in Spring 2022. These contamination risks will be covered under a Section 402 NPDES Permit.

9j. If you know what the property was used for in the past, describe below. [help]

The undeveloped roadway right-of-way between South 188th Street and South 192nd Street was purchased in the 1960s for the new highway and has been vacant. This area was historically designated for agricultural use. The roadway right-of-way between South 192nd Street and 24th Avenue/28th Avenue South was purchased more recently and is property that once contained single-family and multi-family residences and a small number of parcels that contained commercial buildings.

9k. Has a cultural resource (archaeological) survey been performed on the project area? [help]

- **If Yes**, attach it to your JARPA package.

☒ Yes ☐ No

A cultural resources survey was completed for the SR 509 Stage 2 Project and was submitted to the Washington State Department of Archaeology and Historic Preservation (DAHP) in November 2021. The survey did not identify any cultural resources within the project footprint, but some locations were recommended either for further survey, if future field conditions allow, or for archaeological monitoring during construction. DAHP concurred on November 15, 2021, that the project will have "no adverse effects" on historic properties, though DAHP staff disagreed on the eligibility recommendations for four buildings within the Area of Potential Effects. WSDOT concurred with DAHP's stated opinions and submitted a revised report on December 15, 2021, with no further comments from DAHP. A copy of the final cultural resources survey and a copy of the DAHP concurrence letters are included as part of the JARPA submittal package.

9l. Name each species listed under the federal Endangered Species Act that occurs in the vicinity of the project area or might be affected by the proposed work. [help]

Aquatic and terrestrial species listed under the federal Endangered Species Act (ESA) are not likely present within the project area due to a lack of suitable habitat. No waterbodies within the project area contain ESA-listed fish, and there is no designated critical habitat for ESA-listed fish species in the project area. There are no designated critical habitats in or around the project area.

The ESA – No Effect Document for the SR 509 Stage 2 Project is included as part of the JARPA submittal package.

9m. Name each species or habitat on the Washington Department of Fish and Wildlife's Priority Habitats and Species List that might be affected by the proposed work. [help]

The Washington Department of Fish and Wildlife online Priority Habitat and Species map shows the following Priority Habitats and Species occurring in the project area:

- Biodiversity and Corridor
- Residential Coastal Cutthroat *(Oncorhynchus clarki)*
- Aquatic habitat (Des Moines Creek Wetlands)

Part 10–SEPA Compliance and Permits

Use the resources and checklist below to identify the permits you are applying for.

- Online Project Questionnaire at http://apps.oria.wa.gov/opas/.
- Governor's Office for Regulatory Innovation and Assistance at (800) 917-0043 or help@oria.wa.gov.
- For a list of addresses to send your JARPA to, click on agency addresses for completed JARPA.

10a. Compliance with the State Environmental Policy Act (SEPA). (Check all that apply.) [help]

- For more information about SEPA, go to https://ecology.wa.gov/regulations-permits/SEPA-environmental-review.

☒ A copy of the SEPA determination or letter of exemption is included with this application.

A SEPA determination was issued and published in the Ecology SEPA Register: 200601160 - WA Department of Transportation.

☐ A SEPA determination is pending with _____ (lead agency). The expected decision date is _____

☐ I am applying for a Fish Habitat Enhancement Exemption. (Check the box below in 10b.) [help]

☐ This project is exempt (choose type of exemption below).

☐ Categorical Exemption. Under what section of the SEPA administrative code (WAC) is it exempt?

_____

☐ Other: _____

☐ SEPA is pre-empted by federal law.

10b. Indicate the permits you are applying for. (Check all that apply.) [help]

Local Government

Local Government Shoreline permits:

☐ Substantial Development ☐ Conditional Use ☐ Variance

☐ Shoreline Exemption Type (explain): _____

Other City/County permits:

☐ Floodplain Development Permit ☐ Critical Areas Ordinance

State Government

Washington Department of Fish and Wildlife:

☒ Hydraulic Project Approval (HPA) ☐ Fish Habitat Enhancement Exemption – Attach Exemption Form

Washington Department of Natural Resources:

☐ Aquatic Use Authorization

Complete JARPA Attachment E and submit a check for $25 payable to the Washington Department of Natural Resources.

Do not send cash.

Washington Department of Ecology:

☒ Section 401 Water Quality Certification ☐ Non-Federally Regulated Waters

Federal and Tribal Government

United States Department of the Army (U.S. Army Corps of Engineers):

☒ Section 404 (discharges into waters of the U.S.) ☐ Section 10 (work in navigable waters)

United States Coast Guard:

For projects or bridges over waters of the United States, contact the U.S. Coast Guard at: d13-pf-d13bridges@uscg.mil

☐ Bridge Permit ☐ Private Aids to Navigation (or other non-bridge permits)

United States Environmental Protection Agency:

☐ Section 401 Water Quality Certification (discharges into waters of the U.S.) on tribal lands where tribes do not have treatment as a state (TAS)

Tribal Permits: (Check with the tribe to see if there are other tribal permits, e.g., Tribal Environmental Protection Act, Shoreline Permits, Hydraulic Project Permits**,** or other in addition to CWA Section 401 WQC)

☐ Section 401 Water Quality Certification (discharges into waters of the U.S.) where the tribe has treatment as a state (TAS).

Part 11–Authorizing Signatures

Signatures are required before submitting the JARPA package. The JARPA package includes the JARPA form, project plans, photos, etc. [help]

11a. Applicant Signature (required) [help]

I certify that to the best of my knowledge and belief, the information provided in this application is true, complete, and accurate. I also certify that I have the authority to carry out the proposed activities, and I agree to start work only after I have received all necessary permits.

I hereby authorize the agent named in Part 3 of this application to act on my behalf in matters related to this application. AA (initial)

By initialing here, I state that I have the authority to grant access to the property. I also give my consent to the permitting agencies entering the property where the project is located to inspect the project site or any work related to the project. AA (initial)

Ali Amiri	Ali Amiri	March 24, 2022
Applicant Printed Name	Applicant Signature	Date

11b. Authorized Agent Signature [help]

I certify that to the best of my knowledge and belief, the information provided in this application is true, complete, and accurate. I also certify that I have the authority to carry out the proposed activities and I agree to start work only after all necessary permits have been issued.

Alicia Toney	Alicia Toney	March 24, 2022
Authorized Agent Printed Name	Authorized Agent Signature	Date

11c. Property Owner Signature (if not applicant) [help]

Not required if project is on existing rights-of-way or easements (provide copy of easement with JARPA).

I consent to the permitting agencies entering the property where the project is located to inspect the project site or any work. These inspections shall occur at reasonable times and, if practical, with prior notice to the landowner.

Property Owner Printed Name	Property Owner Signature	Date

18 U.S.C §1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious, or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious, or fraudulent statement or entry, shall be fined not more than $10,000 or imprisoned not more than 5 years or both.

If you require this document in another format, contact the Governor's Office for Regulatory Innovation and Assistance (ORIA) at (800) 917-0043. People with hearing loss can call 711 for Washington Relay Service. People with a speech disability can call (877) 833-6341. ORIA publication number: ORIA-16-011 rev. 09/2018

References Cited

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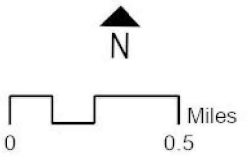
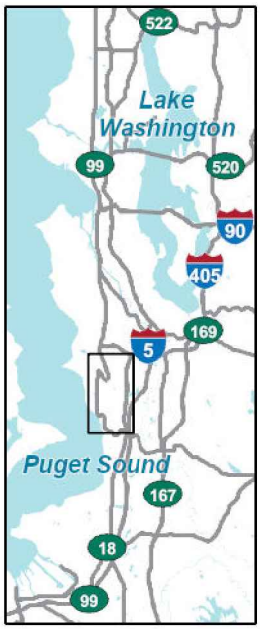
SeaTac, City of. 2018. SeaTac Municipal Code. Chapter 15.700, Critical Areas [cited August 28, 2020]. Available: https://www.codepublishing.com/WA/SeaTac/#!/SeaTac15/SeaTac15700.html#15.700.

SR 509/24th Avenue South to South 188th Street - New Expressway (SR 509 Stage 2) Project





PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

OVERALL SITE PLAN AND VICINITY MAP

APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022

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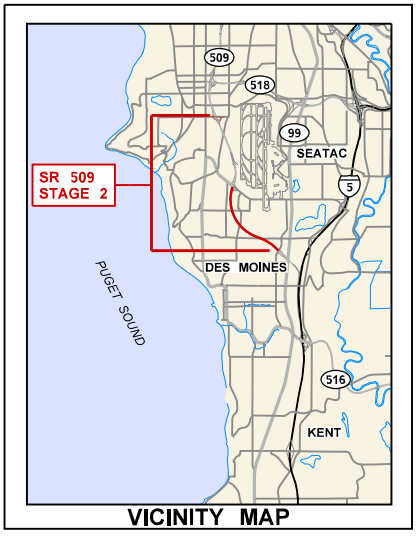
SR 509/24th Avenue South to South 188th Street - New Expressway (SR 509 Stage 2) Project

LEGEND

- STREAM
- WATER
- WETLAND
- MUNICIPALITY BOUNDARY
- AMB ADVANCED MITIGATION SITE
- LAKE TO SOUND TRAIL
- SHEET LOCATION
- STAGE 2 ROADWAY
- STAGE 2 BRIDGE



VICINITY MAP

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

WETLANDS AND STREAMS PLAN AND SHEET INDEX

APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022

SHEET: 2 of 29

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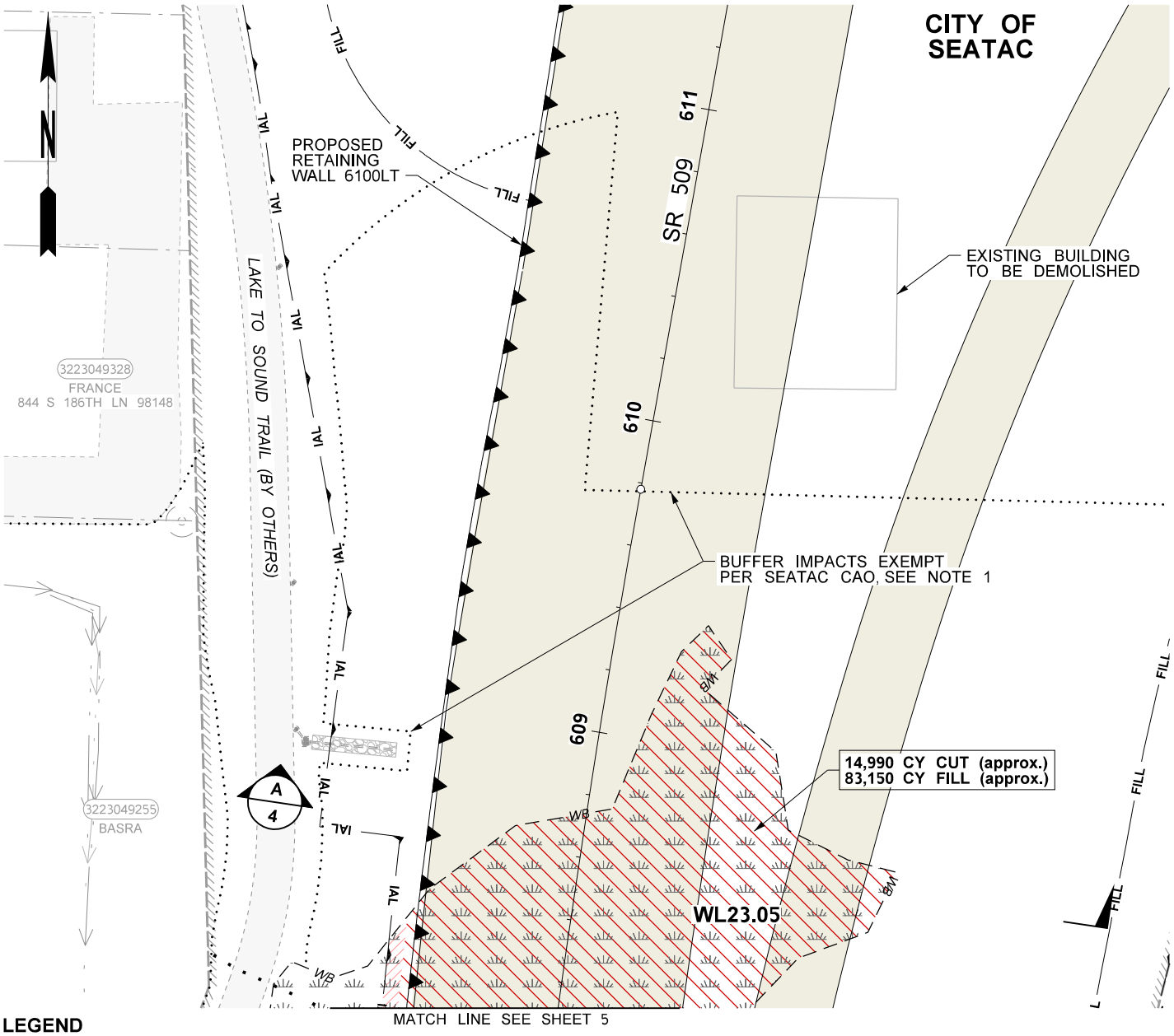

LEGEND

- WSDOT RIGHT OF WAY
- CITY RIGHT OF WAY
- PROPERTY LINE
- EXISTING DITCH
- PROPOSED DITCH
- EXISTING CULVERT
- PROPOSED CULVERT
- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- EXISTING RETAINING WALL
- PROPOSED RETAINING WALL
- 465 ALIGNMENT & STATION
- PROPOSED BRIDGE
- CUT CUT LINE
- FILL FILL LINE
- IAL IMPACT AREA LINE
- WB WETLAND BOUNDARY
- WETLAND
- WETLAND BUFFER
- OHW STREAM BOUNDARY (ORDINARY HIGH WATER)
- STREAM BUFFER

WETLAND 23.05	SQ. FT.	ACRES
WETLAND AREA	404,438	9.28
PERM WETLAND IMPACT	44,414	1.02
TEMP WETLAND IMPACT	14,830	0.34

NOTE 1:
PER CITY OF SEATAC MUNICIPAL CODE SMC 15.700.040.E, "CONSTRUCTION AND IMPROVEMENTS OF UNIMPROVED PUBLIC RIGHTS-OF-WAY IN EXISTENCE PRIOR TO NOVEMBER 27, 1990" FALL UNDER COMPLETE EXEMPTION FROM THE CITY'S CRITICAL AREAS REGULATIONS. WETLAND IMPACTS ARE ILLUSTRATED, CONSISTENT WITH SECTION 404 OF THE CLEAN WATER ACT, HOWEVER BUFFER IMPACTS FOR WETLANDS 23.05 AND 22.65 ARE COMPLETELY EXEMPTED FROM MITIGATION AND ARE THEREFORE NOT ILLUSTRATED.

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

IMPACT PLAN

0 50
SCALE: 1" = 50'

APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022

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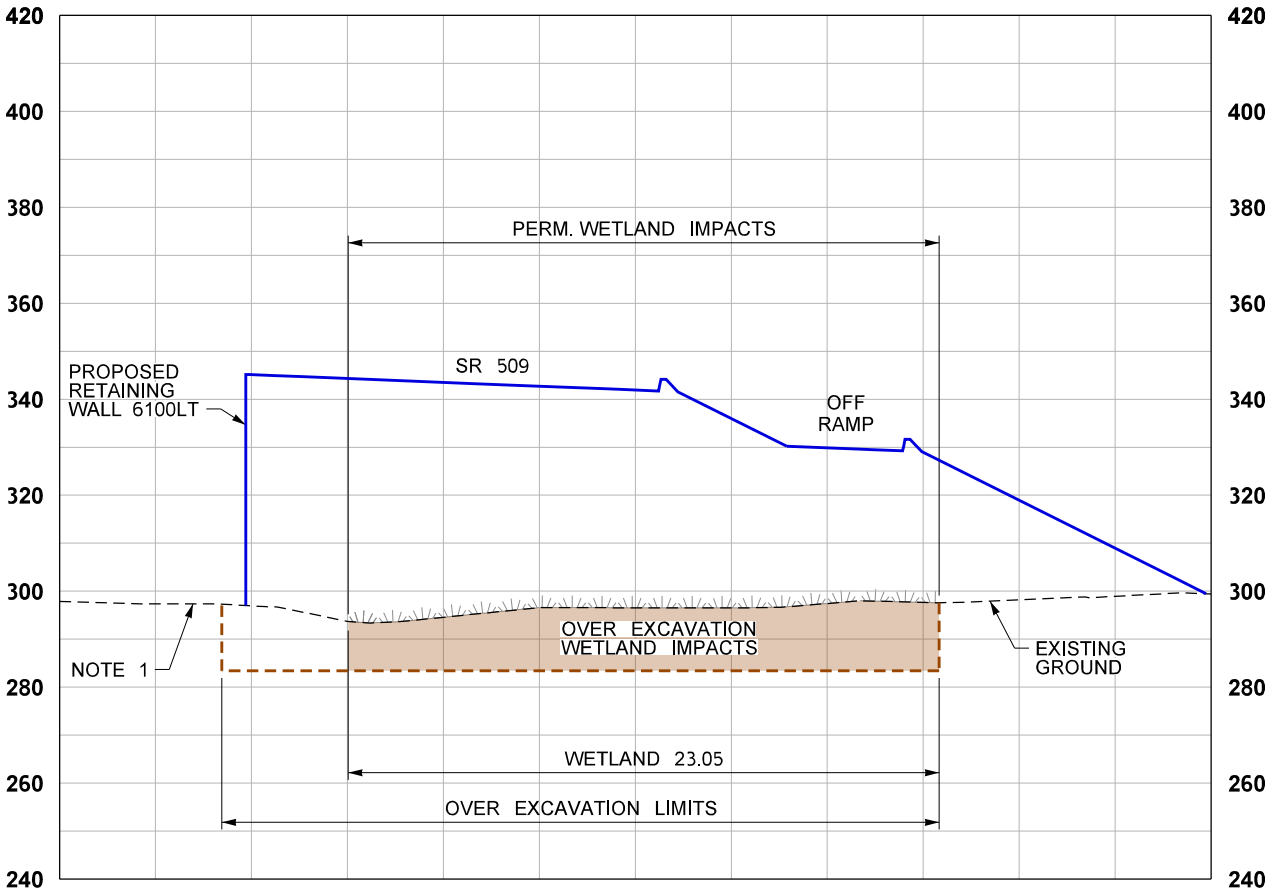


SECTION A

HORIZ. 1"=40'
VERT: 1"=40'

WETLAND 23.05

NOTE 1:
PER CITY OF SEATAC MUNICIPAL CODE SMC 15.700.040.E, "CONSTRUCTION AND IMPROVEMENTS OF UNIMPROVED PUBLIC RIGHTS-OF-WAY IN EXISTENCE PRIOR TO NOVEMBER 27, 1990" FALL UNDER COMPLETE EXEMPTION FROM THE CITY'S CRITICAL AREAS REGULATIONS. WETLAND IMPACTS ARE ILLUSTRATED, CONSISTENT WITH SECTION 404 OF THE CLEAN WATER ACT, HOWEVER BUFFER IMPACTS FOR WETLANDS 23.05 AND 22.65 ARE COMPLETELY EXEMPTED FROM MITIGATION AND ARE THEREFORE NOT ILLUSTRATED.

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT
PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE
BASIN:
DES MOINES CREEK
ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C
REFERENCE NUMBER:

IMPACT SECTION

0 40
SCALE: 1" = 40'

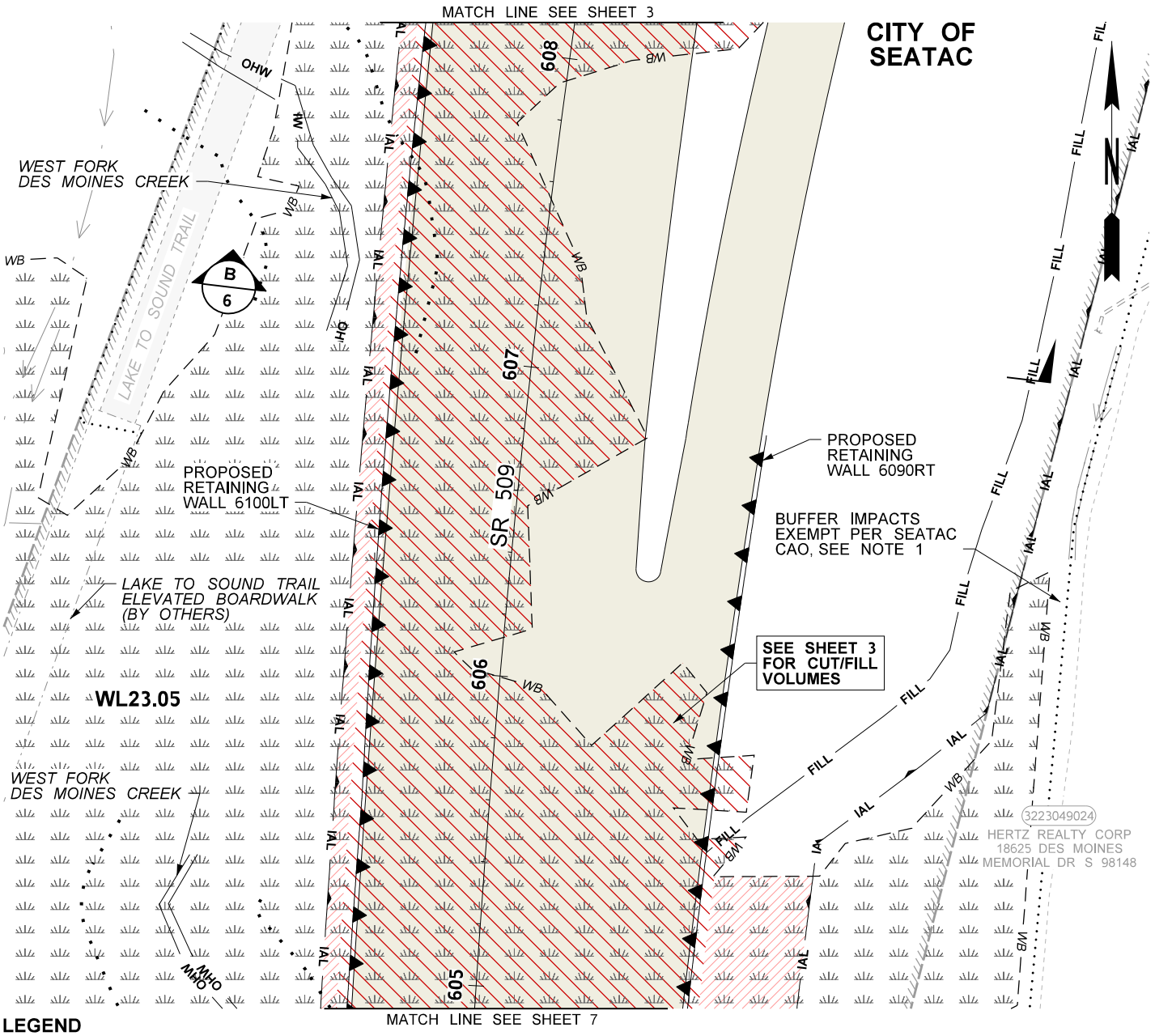
APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022



LEGEND

- WSDOT RIGHT OF WAY
- CITY RIGHT OF WAY
- PROPERTY LINE
- EXISTING DITCH
- PROPOSED DITCH
- EXISTING CULVERT
- PROPOSED CULVERT
- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- EXISTING RETAINING WALL
- PROPOSED RETAINING WALL
- 465 — ALIGNMENT & STATION
- PROPOSED BRIDGE
- CUT — CUT LINE
- FILL — FILL LINE
- IAL — IMPACT AREA LINE
- WB — WETLAND BOUNDARY
- WETLAND
- WETLAND BUFFER
- OHW — STREAM BOUNDARY (ORDINARY HIGH WATER)
- STREAM BUFFER

WETLAND 23.05	SQ. FT.	ACRES
WETLAND AREA	SHEET 3	SHEET 3
PERM WETLAND IMPACT	SHEET 3	SHEET 3
TEMP WETLAND IMPACT	SHEET 3	SHEET 3

NOTE 1:
PER CITY OF SEATAC MUNICIPAL CODE SMC 15.700.040.E, "CONSTRUCTION AND IMPROVEMENTS OF UNIMPROVED PUBLIC RIGHTS-OF-WAY IN EXISTENCE PRIOR TO NOVEMBER 27, 1990" FALL UNDER COMPLETE EXEMPTION FROM THE CITY'S CRITICAL AREAS REGULATIONS. WETLAND IMPACTS ARE ILLUSTRATED, CONSISTENT WITH SECTION 404 OF THE CLEAN WATER ACT, HOWEVER BUFFER IMPACTS FOR WETLANDS 23.05 AND 22.65 ARE COMPLETELY EXEMPTED FROM MITIGATION AND ARE THEREFORE NOT ILLUSTRATED.

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

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PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

IMPACT PLAN

0 50
SCALE: 1" = 50'

APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
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NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022

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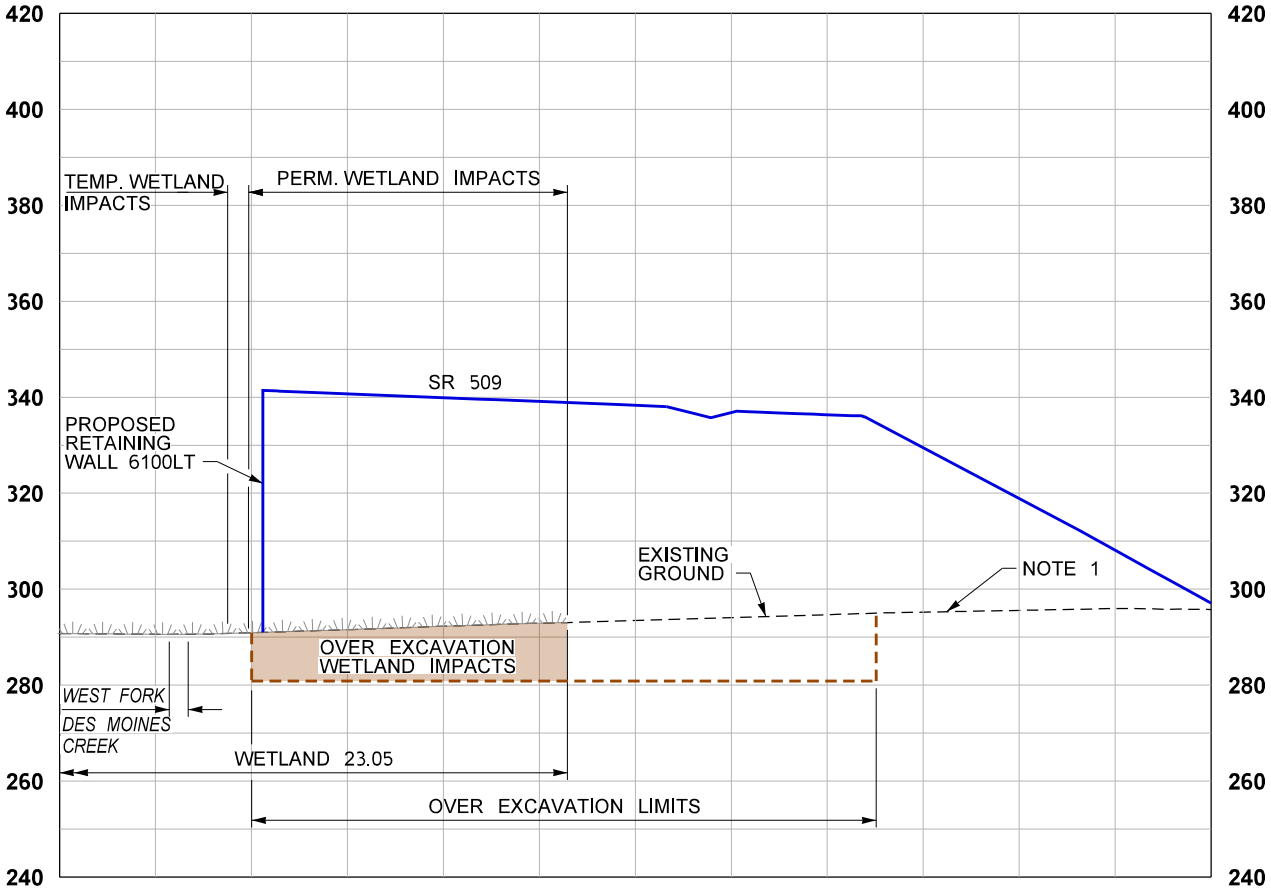

SECTION B

HORIZ. 1"=40'
VERT: 1"=40'

WETLAND 23.05

NOTE 1:
PER CITY OF SEATAC MUNICIPAL CODE SMC 15.700.040.E, "CONSTRUCTION AND IMPROVEMENTS OF UNIMPROVED PUBLIC RIGHTS-OF-WAY IN EXISTENCE PRIOR TO NOVEMBER 27, 1990" FALL UNDER COMPLETE EXEMPTION FROM THE CITY'S CRITICAL AREAS REGULATIONS. WETLAND IMPACTS ARE ILLUSTRATED, CONSISTENT WITH SECTION 404 OF THE CLEAN WATER ACT, HOWEVER BUFFER IMPACTS FOR WETLANDS 23.05 AND 22.65 ARE COMPLETELY EXEMPTED FROM MITIGATION AND ARE THEREFORE NOT ILLUSTRATED.

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT
PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE
BASIN:
DES MOINES CREEK
ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C
REFERENCE NUMBER:

IMPACT SECTION

0 40
SCALE: 1" = 40'

APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022 **SHEET:** 6 of 29

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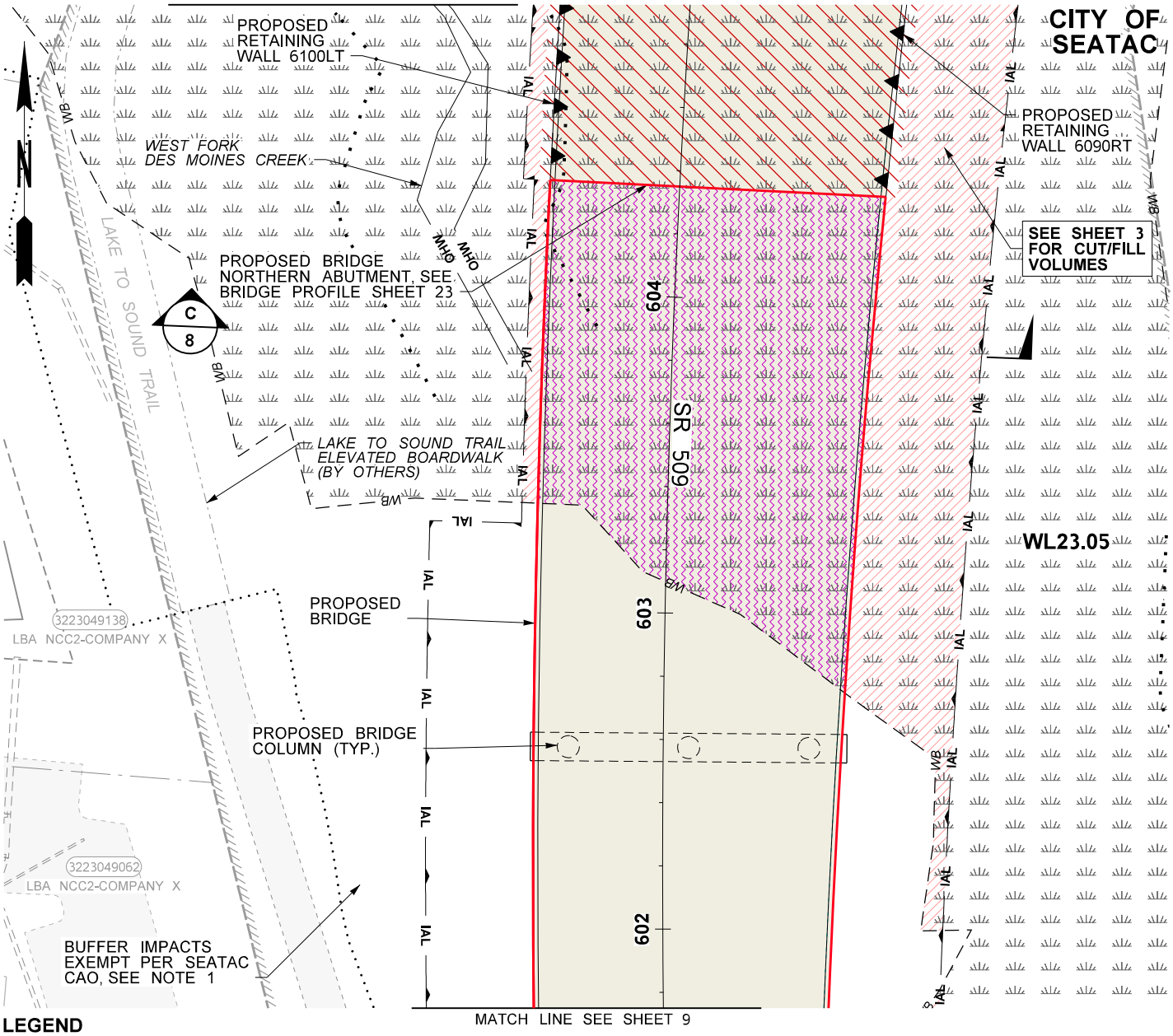

LEGEND

- WSDOT RIGHT OF WAY
- CITY RIGHT OF WAY
- PROPERTY LINE
- EXISTING DITCH
- PROPOSED DITCH
- EXISTING CULVERT
- PROPOSED CULVERT
- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- EXISTING RETAINING WALL
- PROPOSED RETAINING WALL
- 465 — ALIGNMENT & STATION
- PROPOSED BRIDGE
- CUT — CUT LINE
- FILL — FILL LINE
- IAL — IMPACT AREA LINE
- WB — WETLAND BOUNDARY
- WETLAND
- WETLAND BUFFER
- OHW — STREAM BOUNDARY (ORDINARY HIGH WATER)
- STREAM BUFFER

WETLAND 23.05	SQ. FT.	ACRES
WETLAND AREA	SHEET 3	SHEET 3
PERM WETLAND IMPACT	SHEET 3	SHEET 3
TEMP WETLAND IMPACT	SHEET 3	SHEET 3
PERM WETLAND CONVERSION IMPACT	13,136	0.30

NOTE 1:
PER CITY OF SEATAC MUNICIPAL CODE SMC 15.700.040.E, "CONSTRUCTION AND IMPROVEMENTS OF UNIMPROVED PUBLIC RIGHTS-OF-WAY IN EXISTENCE PRIOR TO NOVEMBER 27, 1990" FALL UNDER COMPLETE EXEMPTION FROM THE CITY'S CRITICAL AREAS REGULATIONS. WETLAND IMPACTS ARE ILLUSTRATED, CONSISTENT WITH SECTION 404 OF THE CLEAN WATER ACT, HOWEVER BUFFER IMPACTS FOR WETLANDS 23.05 AND 22.65 ARE COMPLETELY EXEMPTED FROM MITIGATION AND ARE THEREFORE NOT ILLUSTRATED.

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

IMPACT PLAN

0 50
SCALE: 1" = 50'

APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022

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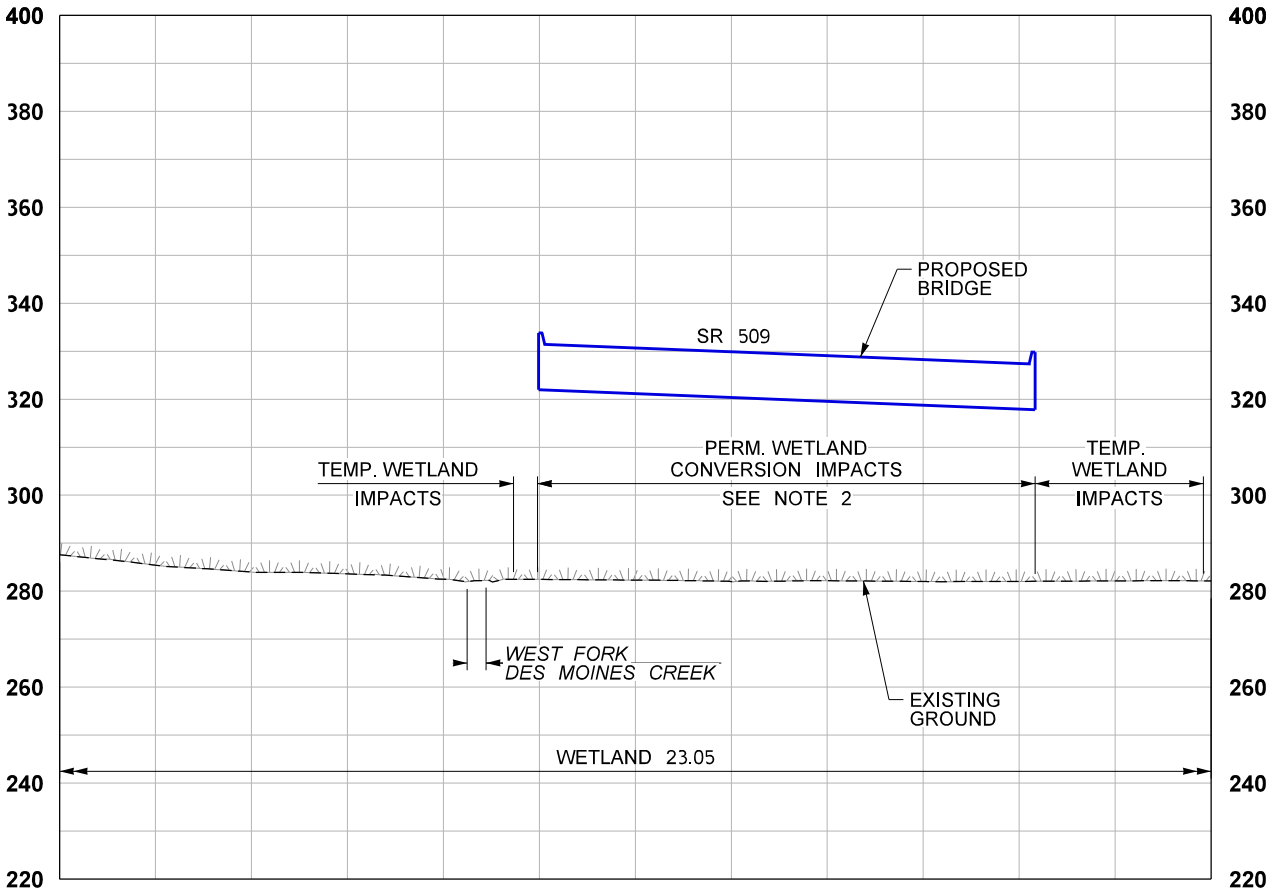

SECTION C

HORIZ. 1"=40'
VERT: 1"=40'

WETLAND 23.05

NOTES:

1. PER CITY OF SEATAC MUNICIPAL CODE SMC 15.700.040.E, "CONSTRUCTION AND IMPROVEMENTS OF UNIMPROVED PUBLIC RIGHTS-OF-WAY IN EXISTENCE PRIOR TO NOVEMBER 27, 1990" FALL UNDER COMPLETE EXEMPTION FROM THE CITY'S CRITICAL AREAS REGULATIONS. WETLAND IMPACTS ARE ILLUSTRATED, CONSISTENT WITH SECTION 404 OF THE CLEAN WATER ACT, HOWEVER BUFFER IMPACTS FOR WETLANDS 23.05 AND 22.65 ARE COMPLETELY EXEMPTED FROM MITIGATION AND ARE THEREFORE NOT ILLUSTRATED.
2. CONVERSION FROM FOREST-DOMINATED WETLAND TO A SCRUB-SHRUB DOMINATED WETLAND
3. SEE SHEET 23 FOR FULL BRIDGE PROFILE.

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT
PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE
BASIN:
DES MOINES CREEK
ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C
REFERENCE NUMBER:

IMPACT SECTION

0 40
SCALE: 1" = 40'

APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
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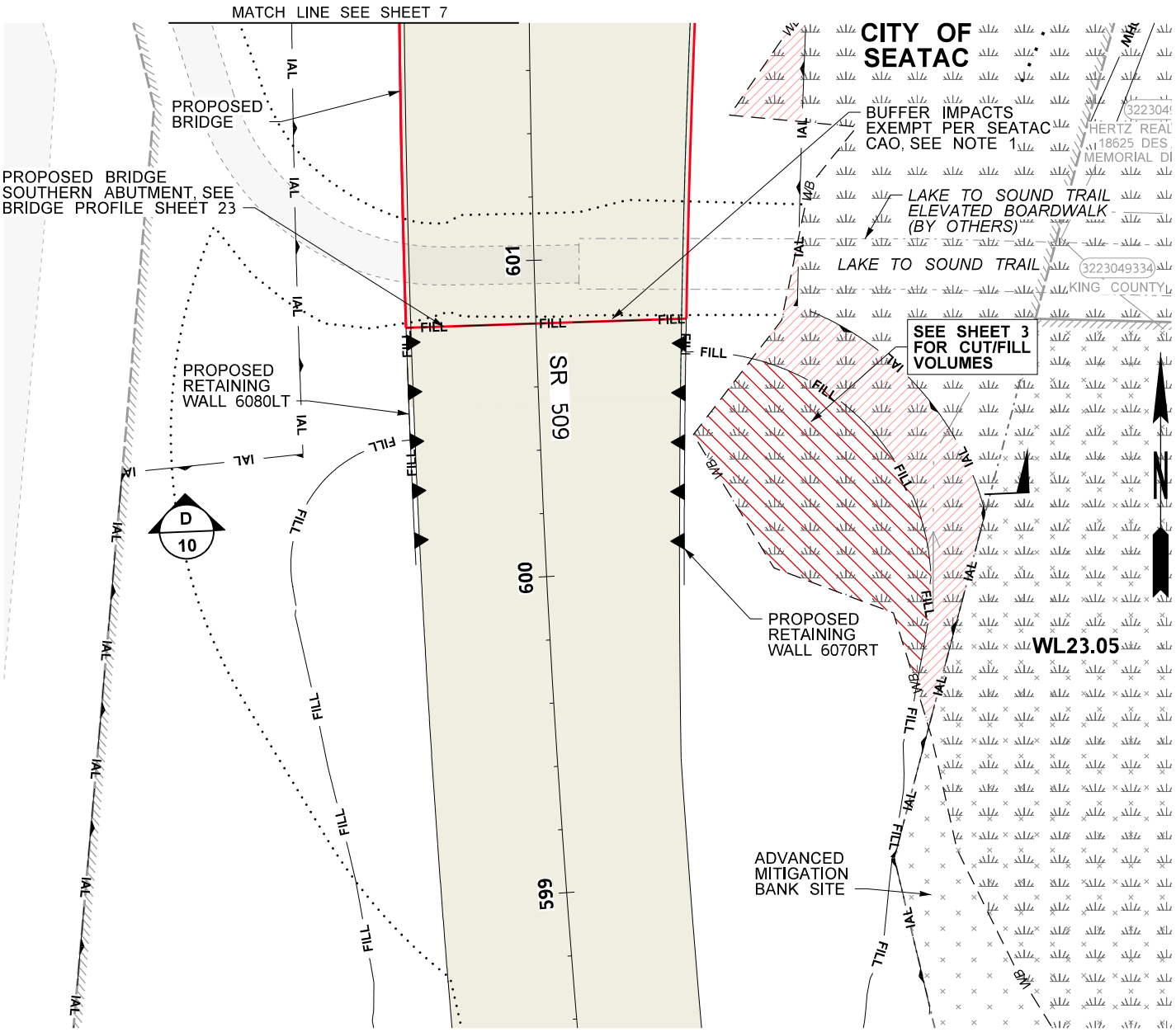
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022



LEGEND

- WSDOT RIGHT OF WAY
- CITY RIGHT OF WAY
- PROPERTY LINE
- EXISTING DITCH
- PROPOSED DITCH
- EXISTING CULVERT
- PROPOSED CULVERT
- EXISTING PAVEMENT
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- CUT — CUT LINE
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- IAL — IMPACT AREA LINE
- WB — WETLAND BOUNDARY
- WETLAND
- WETLAND BUFFER
- OHW — STREAM BOUNDARY (ORDINARY HIGH WATER)
- STREAM BUFFER

WETLAND 23.05	SQ. FT.	ACRES
WETLAND AREA	SHEET 3	SHEET 3
PERM WETLAND IMPACT	SHEET 3	SHEET 3
TEMP WETLAND IMPACT	SHEET 3	SHEET 3

NOTE 1:
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PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

PROJECT PURPOSE:
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IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

IMPACT PLAN

0 50
SCALE: 1" = 50'

APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
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NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022

SHEET: 9 of 29

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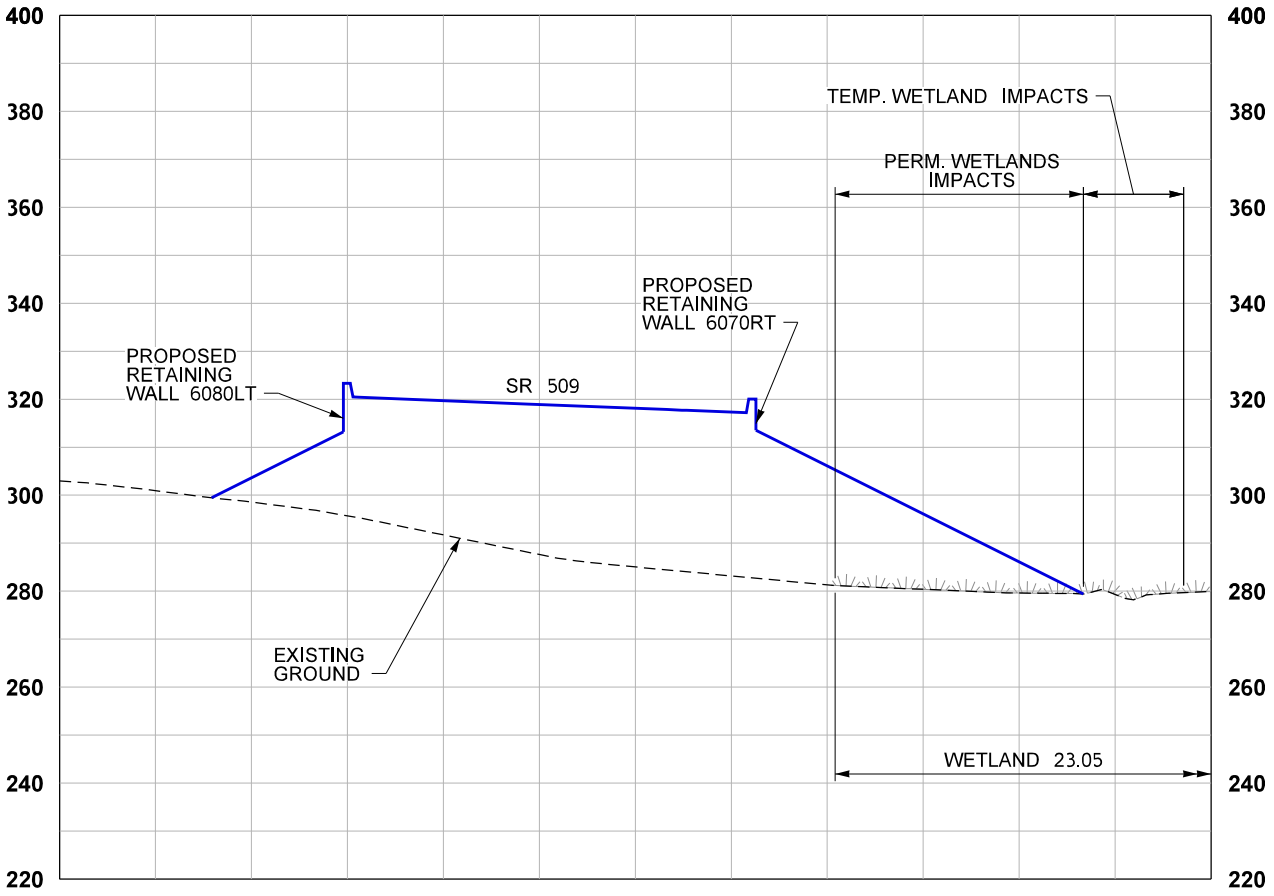

SECTION D

HORIZ. 1"=40'
VERT: 1"=40'

WETLAND 23.05

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

IMPACT SECTION

0 40
SCALE: 1" = 40'

APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
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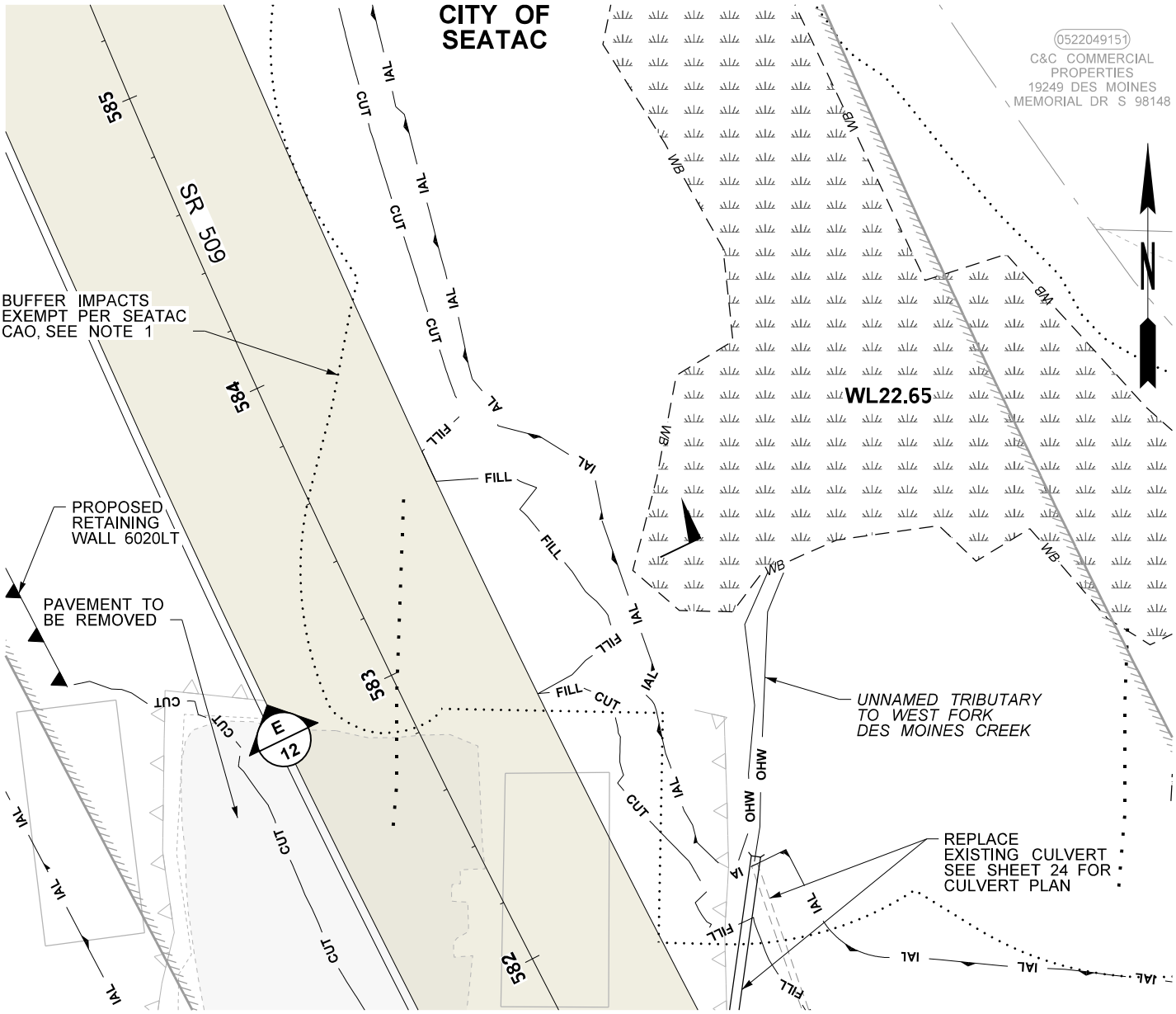
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022



LEGEND

- WSDOT RIGHT OF WAY
- CITY RIGHT OF WAY
- PROPERTY LINE
- EXISTING DITCH
- PROPOSED DITCH
- EXISTING CULVERT
- PROPOSED CULVERT
- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- EXISTING RETAINING WALL
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- 465 ALIGNMENT & STATION
- PROPOSED BRIDGE
- CUT CUT LINE
- FILL FILL LINE
- IAL IMPACT AREA LINE
- WB WETLAND BOUNDARY
- WETLAND
- WETLAND BUFFER
- OHW STREAM BOUNDARY (ORDINARY HIGH WATER)
- STREAM BUFFER

WETLAND 22.65	SQ. FT.	ACRES
WETLAND AREA	24,518	0.56
NO IMPACTS		

NOTE 1:
PER CITY OF SEATAC MUNICIPAL CODE SMC 15.700.040.E, "CONSTRUCTION AND IMPROVEMENTS OF UNIMPROVED PUBLIC RIGHTS-OF-WAY IN EXISTENCE PRIOR TO NOVEMBER 27, 1990" FALL UNDER COMPLETE EXEMPTION FROM THE CITY'S CRITICAL AREAS REGULATIONS. WETLAND IMPACTS ARE ILLUSTRATED, CONSISTENT WITH SECTION 404 OF THE CLEAN WATER ACT, HOWEVER BUFFER IMPACTS FOR WETLANDS 23.05 AND 22.65 ARE COMPLETELY EXEMPTED FROM MITIGATION AND ARE THEREFORE NOT ILLUSTRATED.

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PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

IMPACT PLAN

0 50
SCALE: 1" = 50'

APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
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DATE: MARCH 16, 2022

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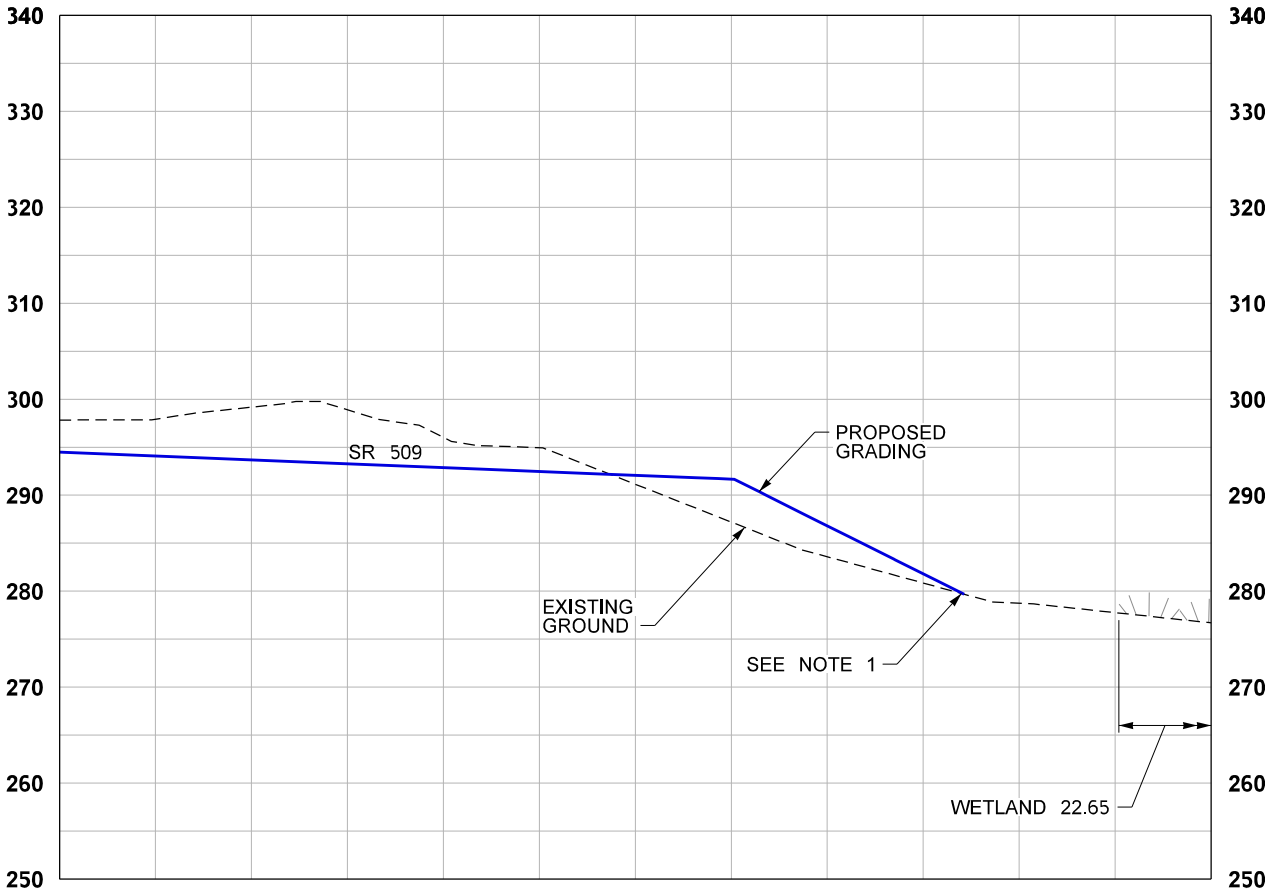


SECTION E

HORIZ. 1"=20'
VERT: 1"=20'

WETLAND 22.65

NOTE 1:
PER CITY OF SEATAC MUNICIPAL CODE SMC 15.700.040.E, "CONSTRUCTION AND IMPROVEMENTS OF UNIMPROVED PUBLIC RIGHTS-OF-WAY IN EXISTENCE PRIOR TO NOVEMBER 27, 1990" FALL UNDER COMPLETE EXEMPTION FROM THE CITY'S CRITICAL AREAS REGULATIONS. WETLAND IMPACTS ARE ILLUSTRATED, CONSISTENT WITH SECTION 404 OF THE CLEAN WATER ACT, HOWEVER BUFFER IMPACTS FOR WETLANDS 23.05 AND 22.65 ARE COMPLETELY EXEMPTED FROM MITIGATION AND ARE THEREFORE NOT ILLUSTRATED.

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT
PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE
BASIN:
DES MOINES CREEK
ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C
REFERENCE NUMBER:

IMPACT SECTION

0 20
SCALE: 1" = 20'

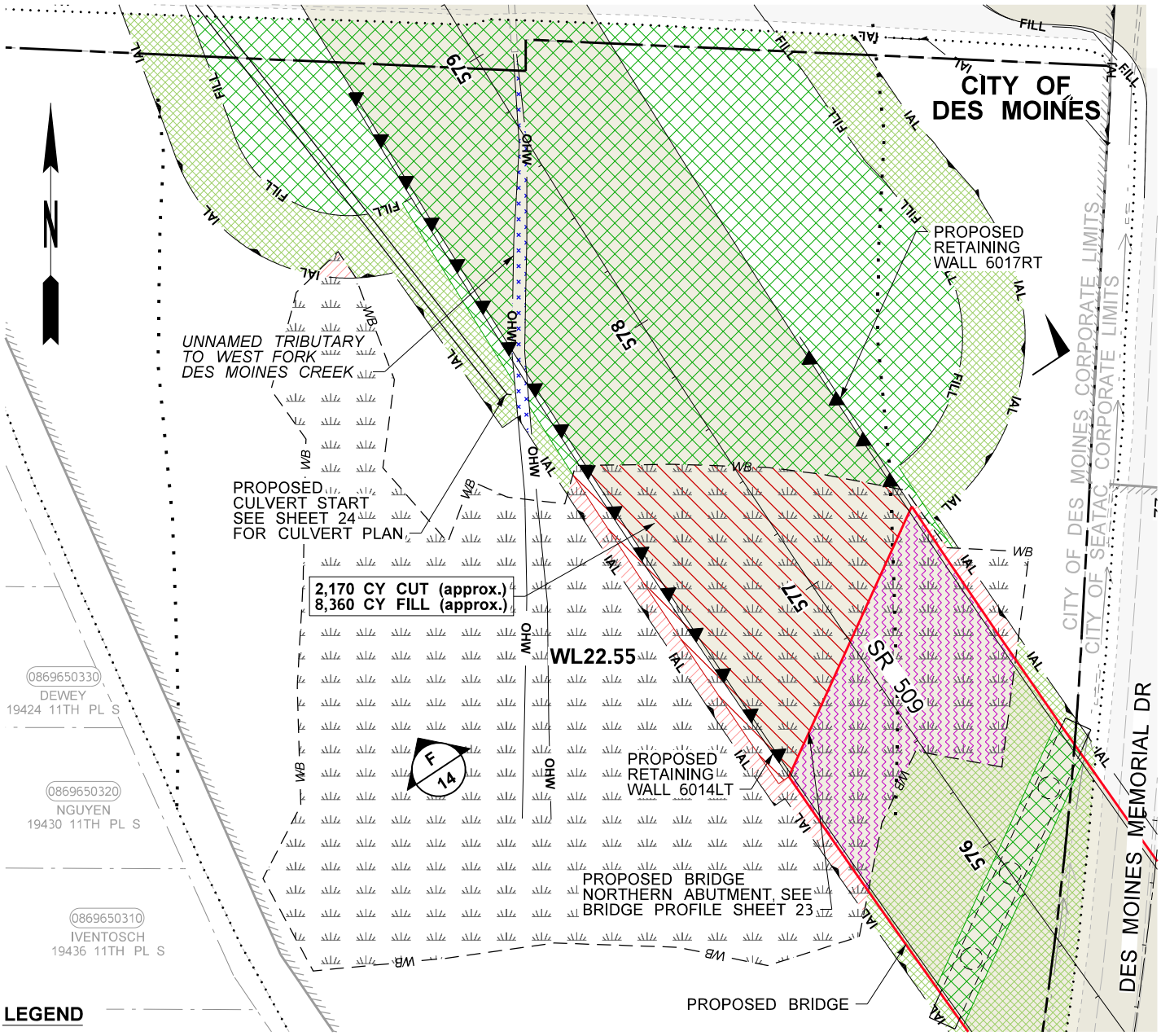
APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022



LEGEND

- WSDOT RIGHT OF WAY
- CITY RIGHT OF WAY
- PROPERTY LINE
- EXISTING DITCH
- PROPOSED DITCH
- EXISTING CULVERT
- PROPOSED CULVERT
- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- EXISTING RETAINING WALL
- PROPOSED RETAINING WALL
- 465 ALIGNMENT & STATION
- PROPOSED BRIDGE
- CUT CUT LINE
- FILL FILL LINE
- IAL IMPACT AREA LINE
- WB WETLAND BOUNDARY
- WETLAND
- WETLAND BUFFER
- OHW STREAM BOUNDARY (ORDINARY HIGH WATER)
- STREAM BUFFER

WETLAND 22.55	SQ. FT.	ACRES
WETLAND AREA	33,416	0.77
PERM WETLAND IMPACT	5,834	0.13
TEMP WETLAND IMPACT	1,117	0.03
PERM WETLAND CONVERSION IMPACT	4,125	0.10
PERM WETLAND BUFFER IMPACT	24,662	0.57
TEMP WETLAND BUFFER IMPACT	12,291	0.28

UNT WEST FORK DES MOINES CREEK	SQ. FT.	ACRES
PERM. STREAM IMPACT 120 LF	400	0.01

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

IMPACT PLAN

0 50
SCALE: 1" = 50'

APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022

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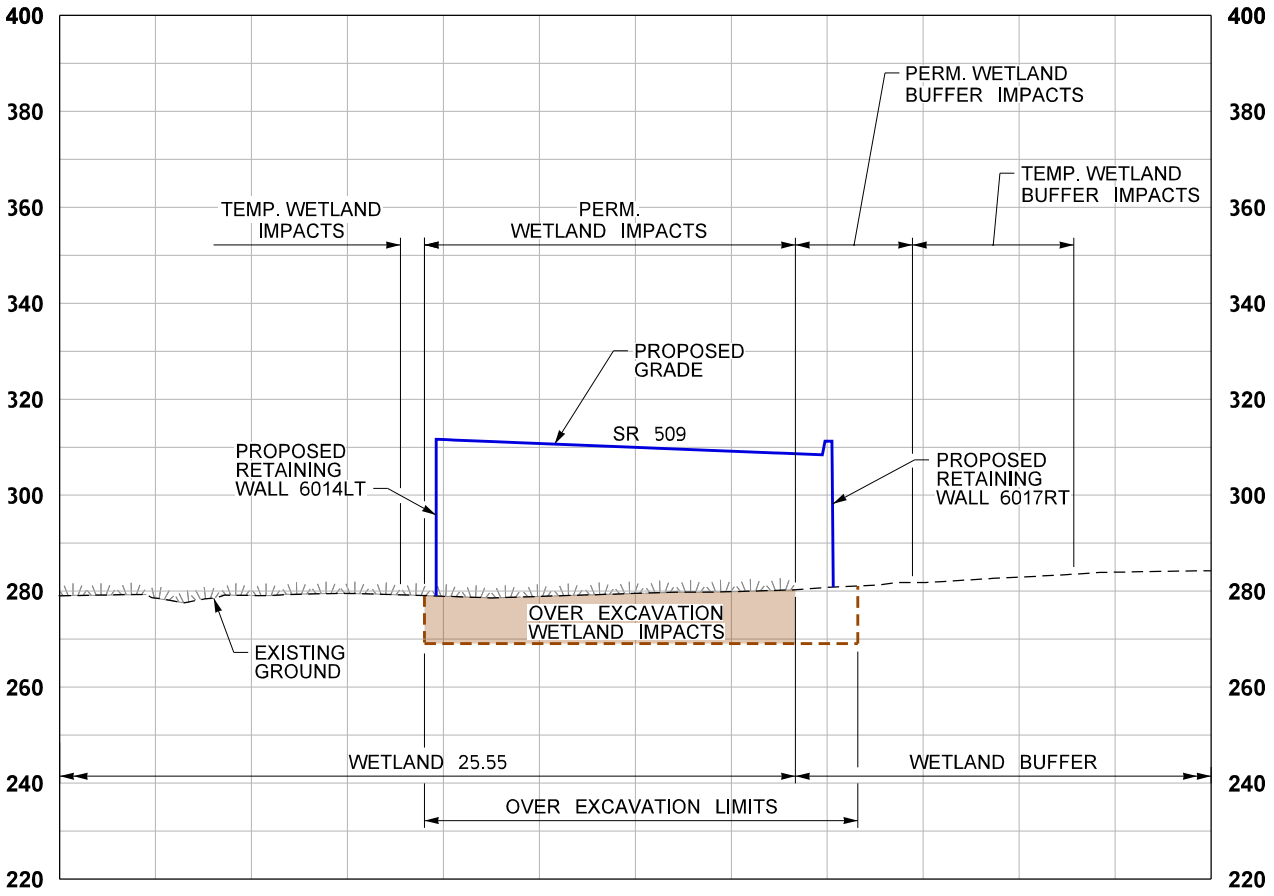


SECTION F

HORIZ. 1"=40'
VERT: 1"=40'

WETLAND 22.55

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

IMPACT SECTION

0 40
SCALE: 1" = 40'

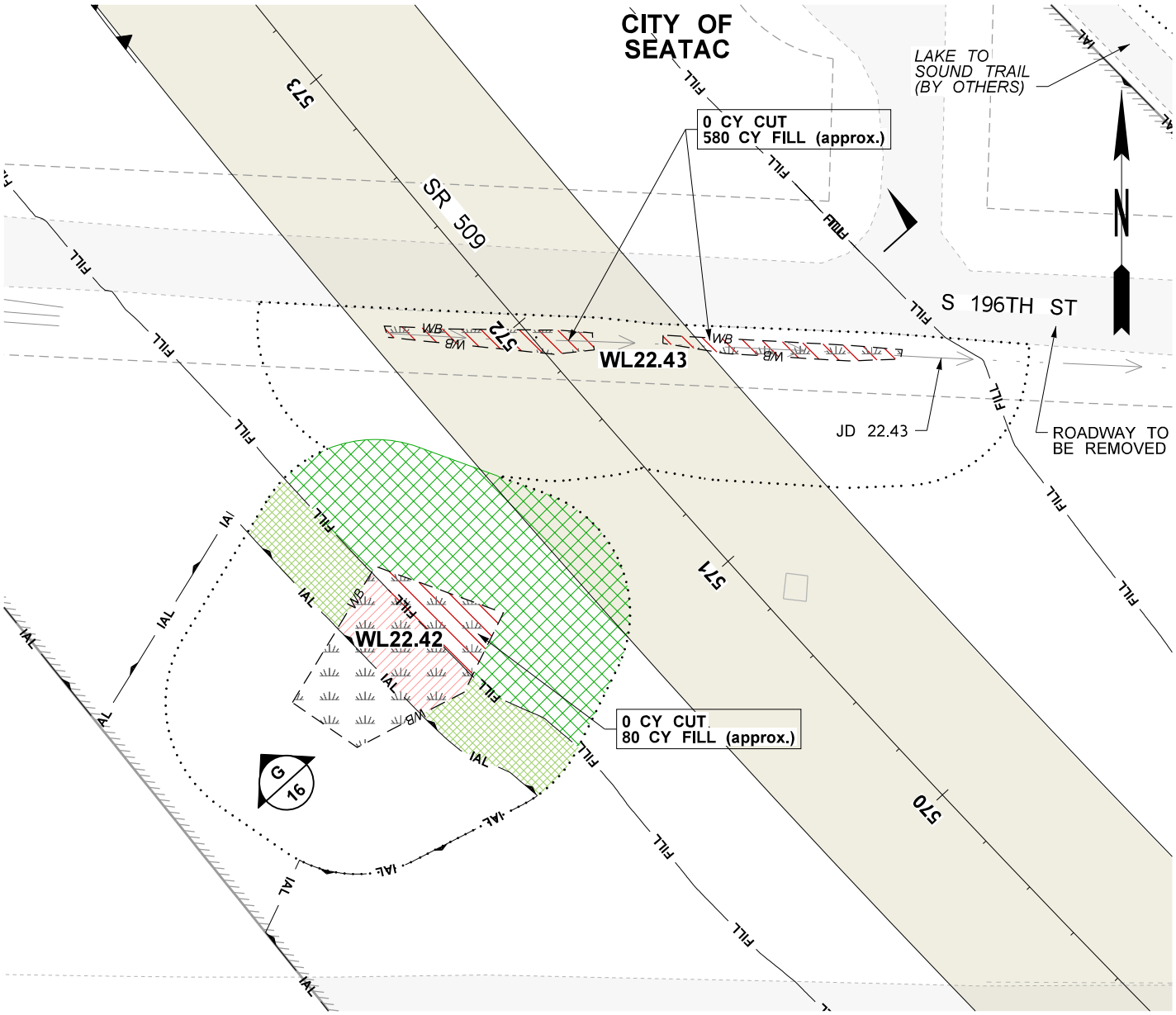
APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022



LEGEND

- WSDOT RIGHT OF WAY
- CITY RIGHT OF WAY
- PROPERTY LINE
- EXISTING DITCH
- PROPOSED DITCH
- EXISTING CULVERT
- PROPOSED CULVERT
- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- EXISTING RETAINING WALL
- PROPOSED RETAINING WALL
- 465 — ALIGNMENT & STATION
- PROPOSED BRIDGE
- CUT — CUT LINE
- FILL — FILL LINE
- IAL — IMPACT AREA LINE
- WB — WETLAND BOUNDARY
- WETLAND
- WETLAND BUFFER
- OHW — STREAM BOUNDARY (ORDINARY HIGH WATER)
- STREAM BUFFER

WETLAND 22.43	SQ. FT.	ACRES
WETLAND AREA	687	0.02
PERM WETLAND IMPACT	687	0.02

WETLAND 22.42	SQ. FT.	ACRES
WETLAND AREA	2,133	0.05
PERM WETLAND IMPACT	525	0.01
TEMP WETLAND IMPACT	860	0.02
PERM WETLAND BUFFER IMPACT	5,021	0.12
TEMP WETLAND BUFFER IMPACT	1,680	0.04

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
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IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

IMPACT PLAN

0 50
SCALE: 1" = 50'

APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022

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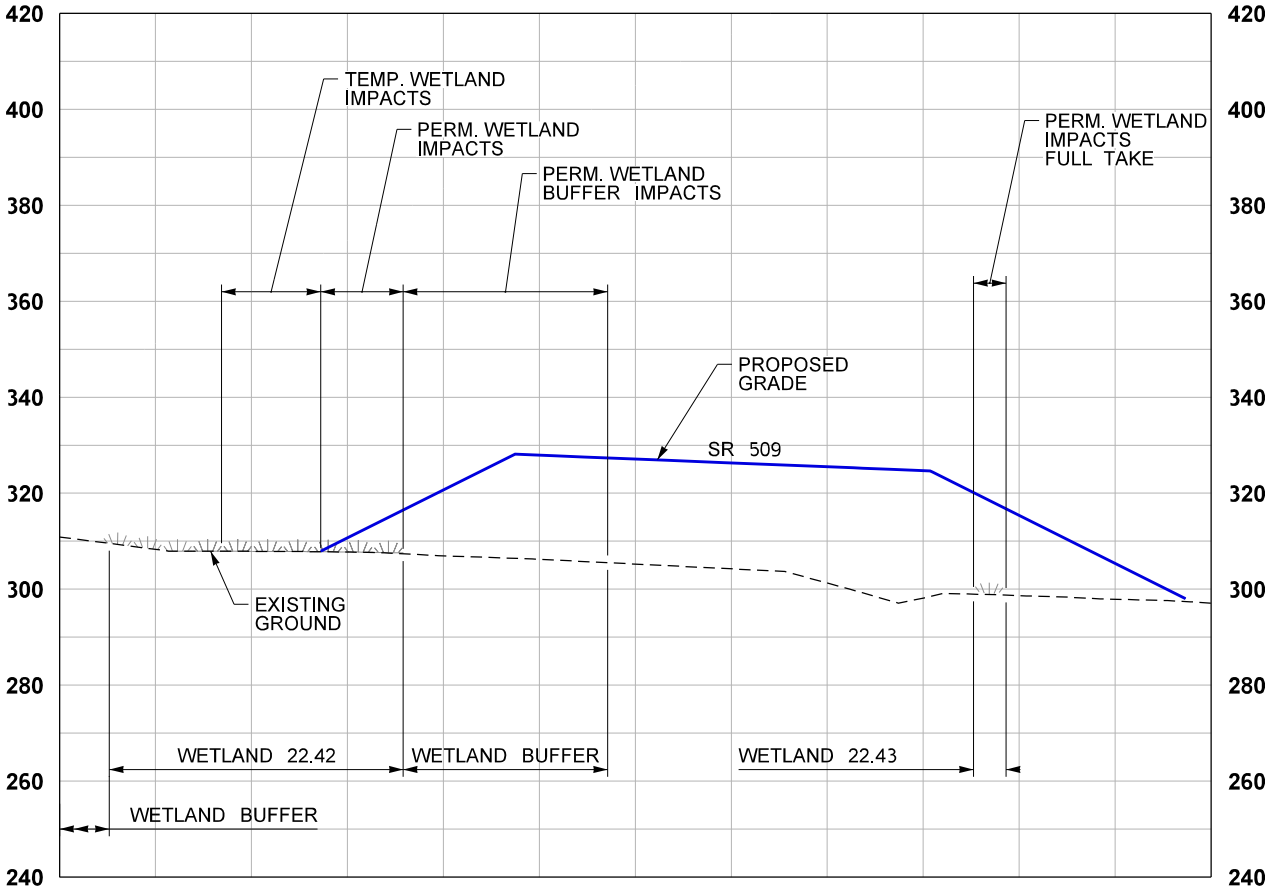


SECTION G

HORIZ. 1"=40'
VERT: 1"=40'

WETLANDS 22.42 & 22.43

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

IMPACT SECTION

0 40
SCALE: 1" = 40'

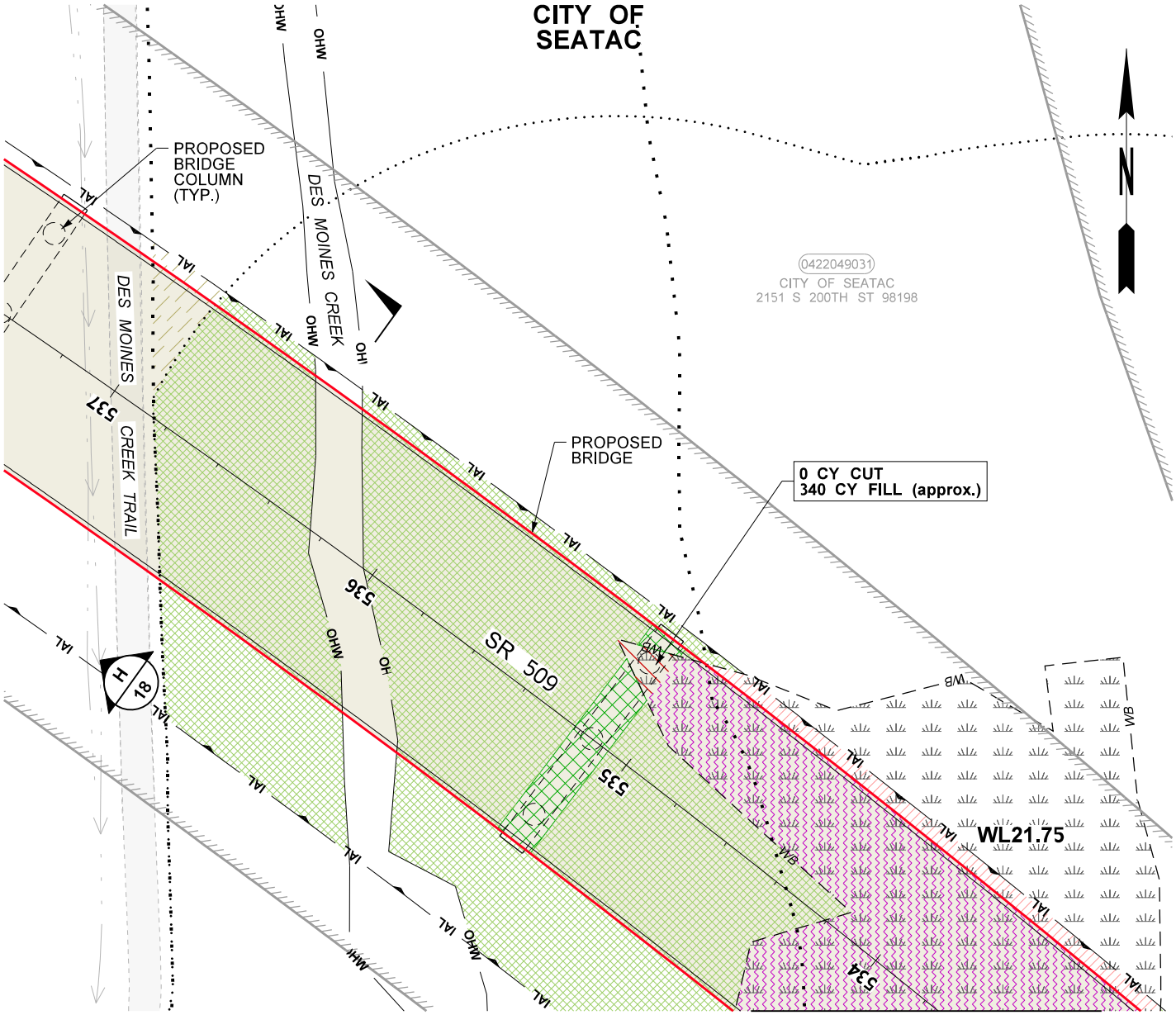
APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022



LEGEND

- WSDOT RIGHT OF WAY
- CITY RIGHT OF WAY
- PROPERTY LINE
- EXISTING DITCH
- PROPOSED DITCH
- EXISTING CULVERT
- PROPOSED CULVERT
- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- EXISTING RETAINING WALL
- PROPOSED RETAINING WALL
- 465 ALIGNMENT & STATION
- PROPOSED BRIDGE
- CUT CUT LINE
- FILL FILL LINE
- IAL IMPACT AREA LINE
- WB WETLAND BOUNDARY
- WETLAND
- WETLAND BUFFER
- OHW STREAM BOUNDARY (ORDINARY HIGH WATER)
- STREAM BUFFER

WETLAND 21.75	SQ. FT.	ACRES
WETLAND AREA	562,059	12.90
PERM WETLAND IMPACT	715	0.02
TEMP WETLAND IMPACT	7,252	0.17
PERM WETLAND CONVERSION IMPACT	12,928	0.30
PERM WETLAND BUFFER IMPACT	6,133	0.14
TEMP WETLAND BUFFER IMPACT	34,740	0.80

DES MOINES CREEK	SQ. FT.	ACRES
TEMP STREAM BUFFER IMPACT	534	0.01

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

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PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

IMPACT PLAN

0 50
SCALE: 1" = 50'

APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022

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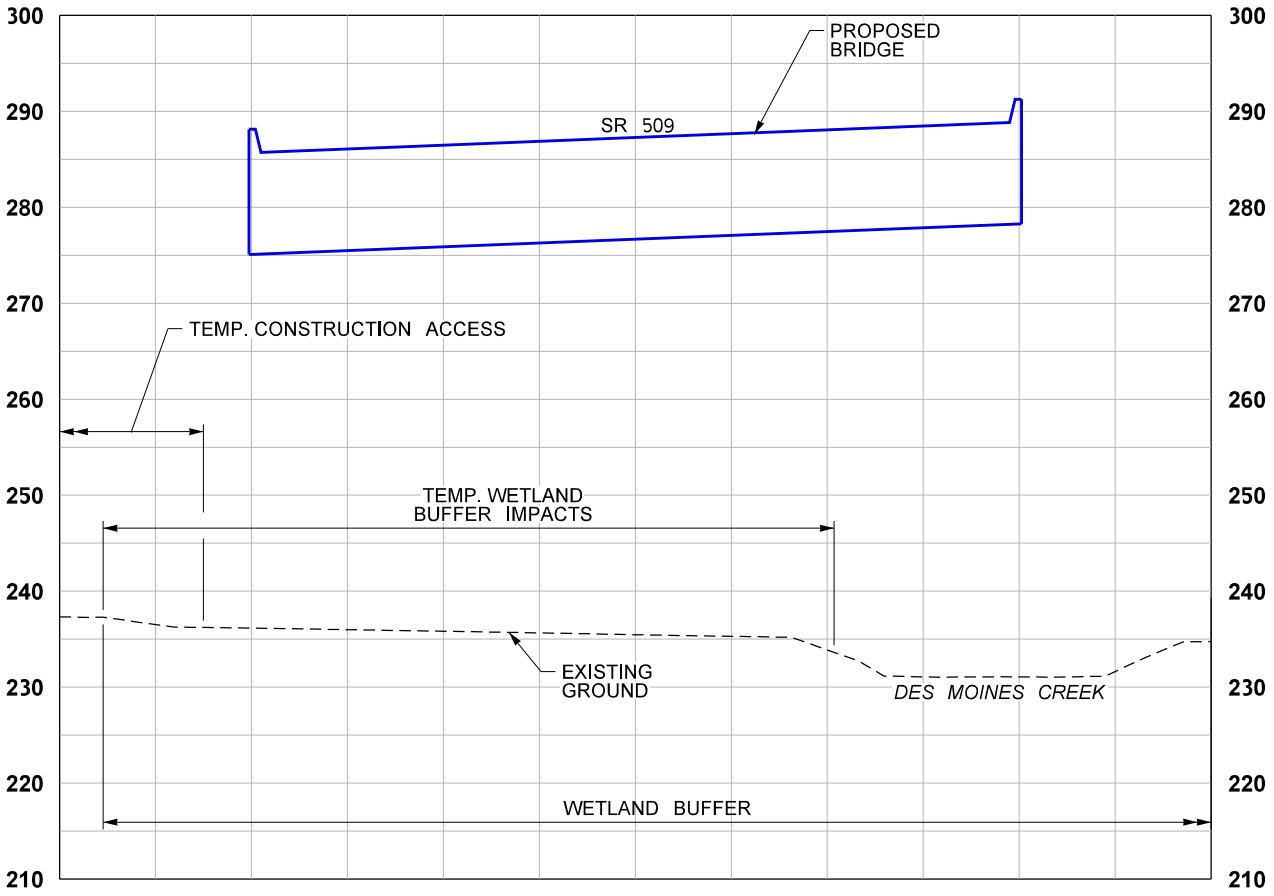


SECTION H

HORIZ. 1"=20'
VERT: 1"=20'

WETLAND 21.75

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

IMPACT SECTION

0 20
SCALE: 1" = 20'

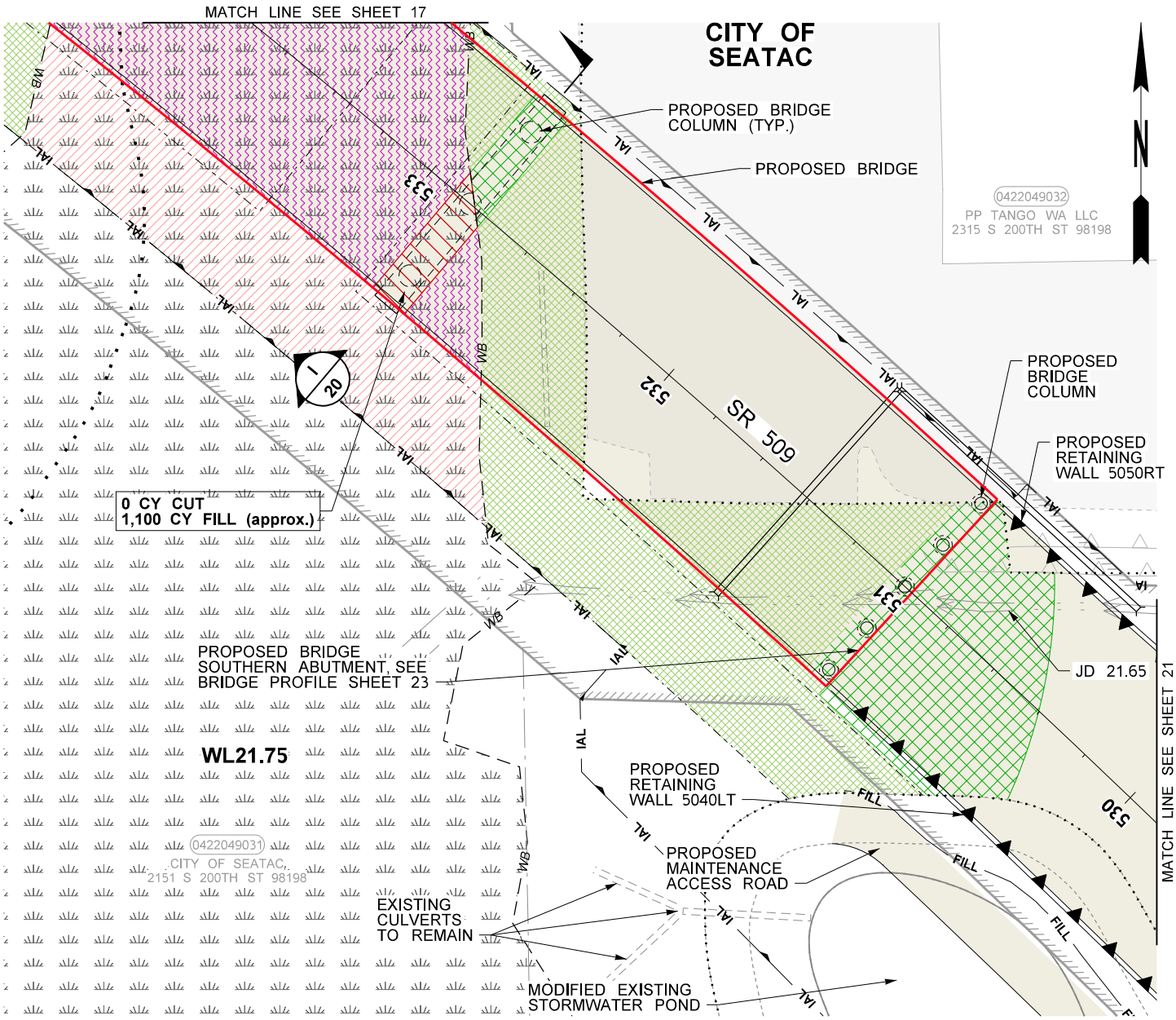
APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022



LEGEND

- WSDOT RIGHT OF WAY
- CITY RIGHT OF WAY
- PROPERTY LINE
- EXISTING DITCH
- PROPOSED DITCH
- EXISTING CULVERT
- PROPOSED CULVERT
- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- EXISTING RETAINING WALL
- PROPOSED RETAINING WALL
- 465 ALIGNMENT & STATION
- PROPOSED BRIDGE
- CUT CUT LINE
- FILL FILL LINE
- IAL IMPACT AREA LINE
- WB WETLAND BOUNDARY
- WETLAND
- WETLAND BUFFER
- OHW STREAM BOUNDARY (ORDINARY HIGH WATER)
- STREAM BUFFER

WETLAND 21.75	SQ. FT.	ACRES
WETLAND AREA	SHEET 17	SHEET 17
PERM WETLAND IMPACT	SHEET 17	SHEET 17
TEMP WETLAND IMPACT	SHEET 17	SHEET 17
PERM WETLAND CONVERSION IMPACT	SHEET 17	SHEET 17
PERM WETLAND BUFFER IMPACT	SHEET 17	SHEET 17
TEMP WETLAND BUFFER IMPACT	SHEET 17	SHEET 17

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

IMPACT PLAN

0 50
SCALE: 1" = 50'

APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022

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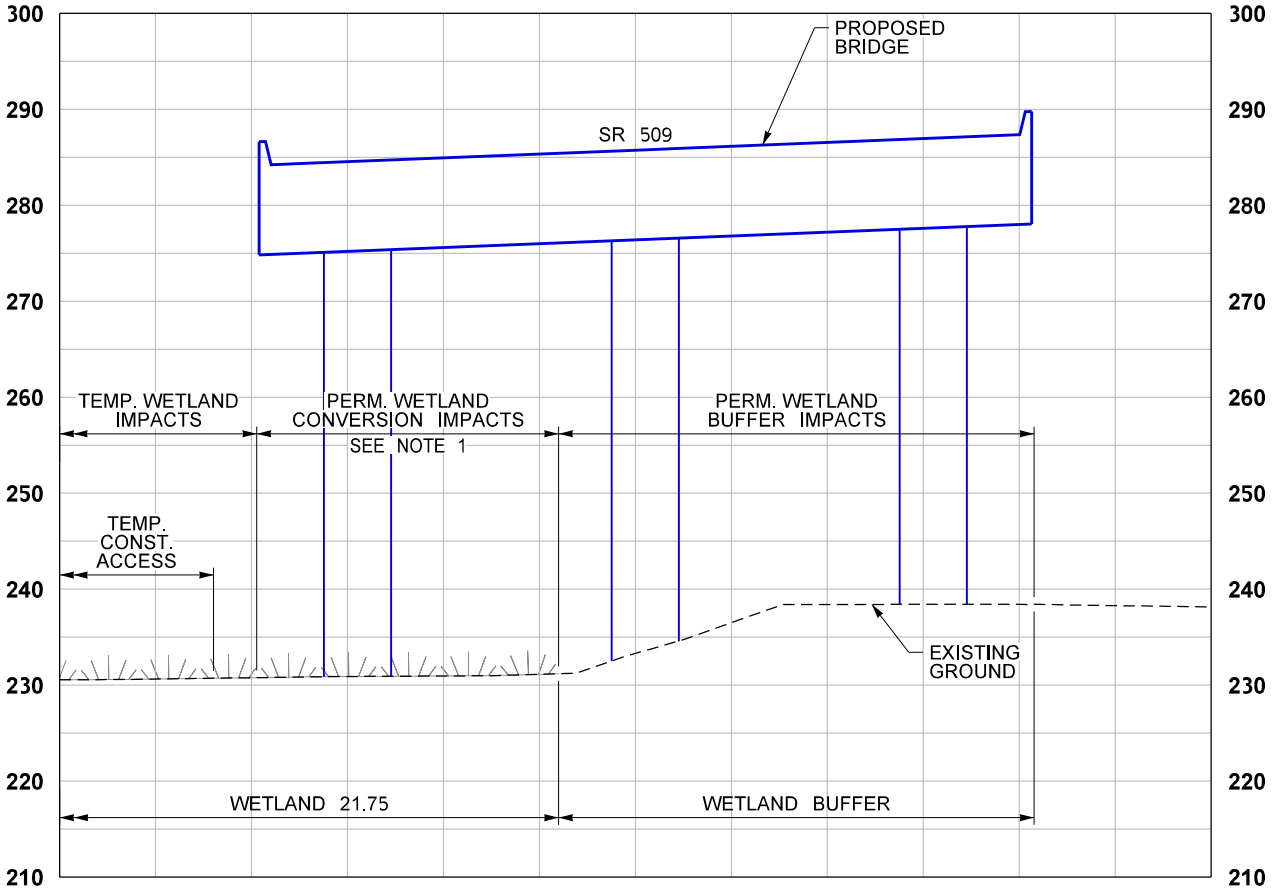

SECTION I

HORIZ. 1"=20'
VERT: 1"=20'

WETLAND 21.75

NOTE 1:
CONVERSION FROM FOREST-DOMINATED WETLAND TO A SCRUB-SHRUB DOMINATED WETLAND

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT
PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO PORT OF SEATTLE
BASIN:
DES MOINES CREEK
ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C
REFERENCE NUMBER:

IMPACT SECTION

0 20
SCALE: 1" = 20'

APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
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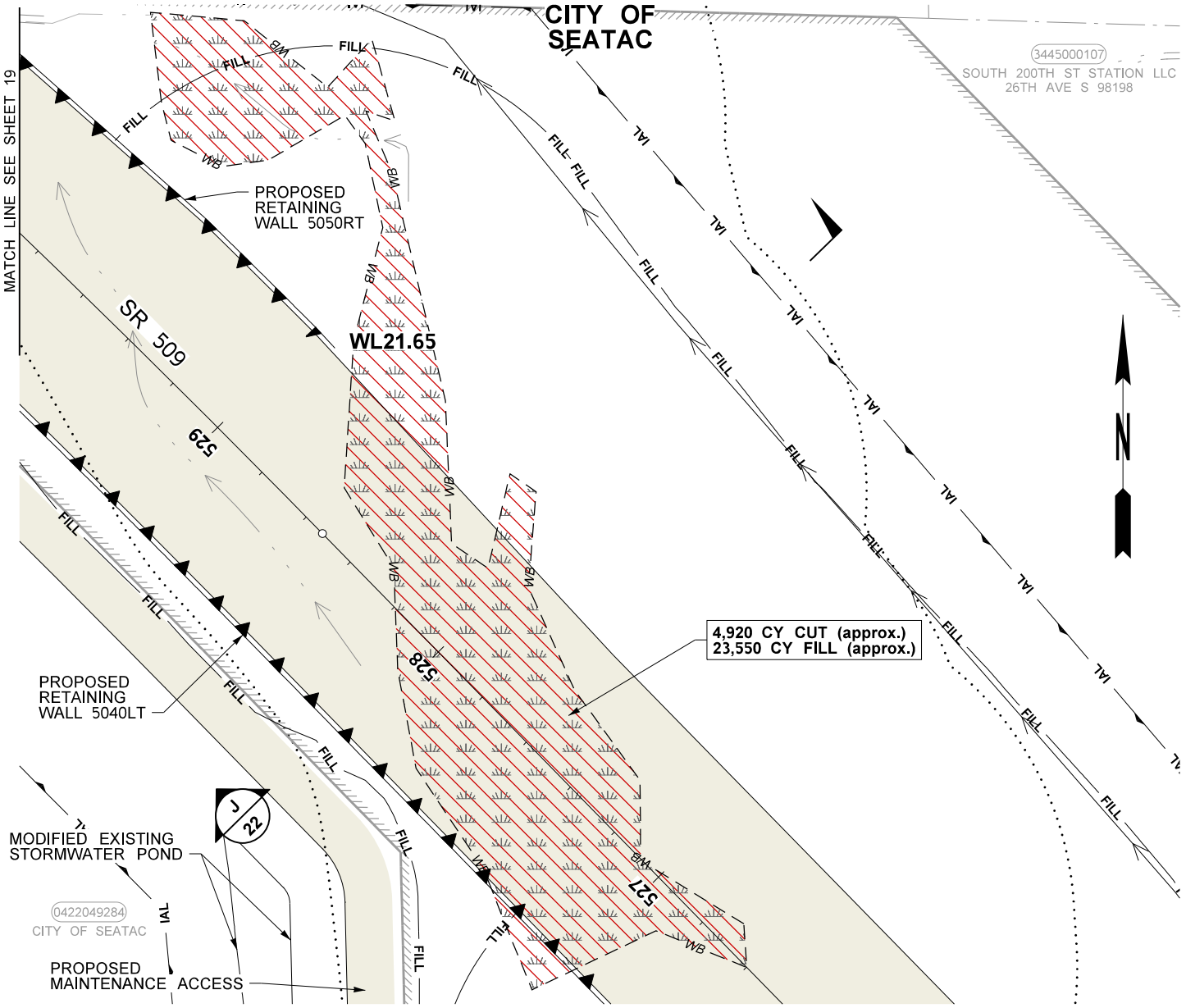
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022



LEGEND

- WSDOT RIGHT OF WAY
- CITY RIGHT OF WAY
- PROPERTY LINE
- EXISTING DITCH
- PROPOSED DITCH
- EXISTING CULVERT
- PROPOSED CULVERT
- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- EXISTING RETAINING WALL
- PROPOSED RETAINING WALL
- 465 ALIGNMENT & STATION
- PROPOSED BRIDGE
- CUT CUT LINE
- FILL FILL LINE
- IAL IMPACT AREA LINE
- WB WETLAND BOUNDARY
- WETLAND
- WETLAND BUFFER
- OHW STREAM BOUNDARY (ORDINARY HIGH WATER)
- STREAM BUFFER

WETLAND 21.65	SQ. FT.	ACRES
WETLAND AREA	12,755	0.29
PERM WETLAND IMPACT	12,755	0.29

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

IMPACT PLAN

0 50
SCALE: 1" = 50'

APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
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NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022

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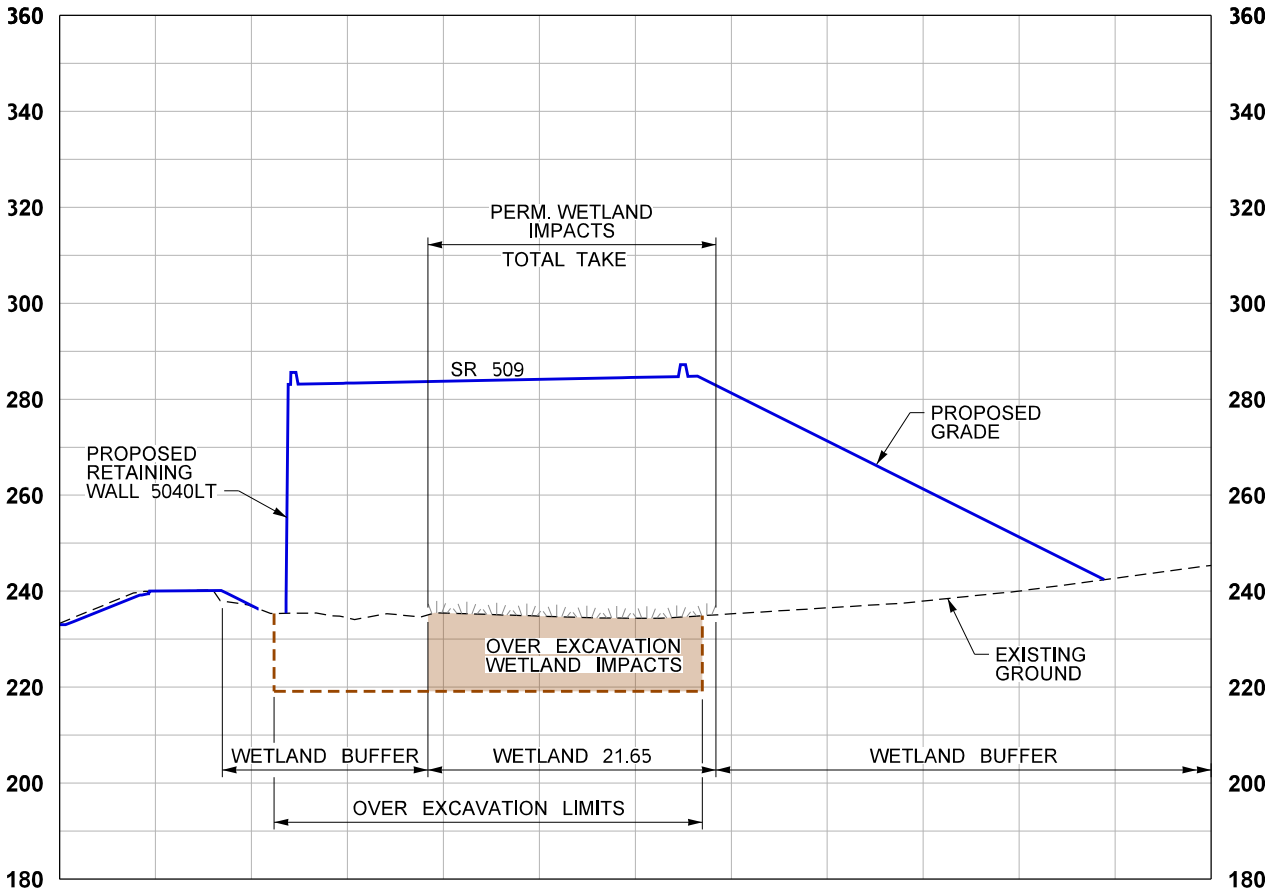


SECTION J

HORIZ. 1"=40'
VERT: 1"=40'

WETLAND 21.65

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

IMPACT SECTION

0 40
SCALE: 1" = 40'

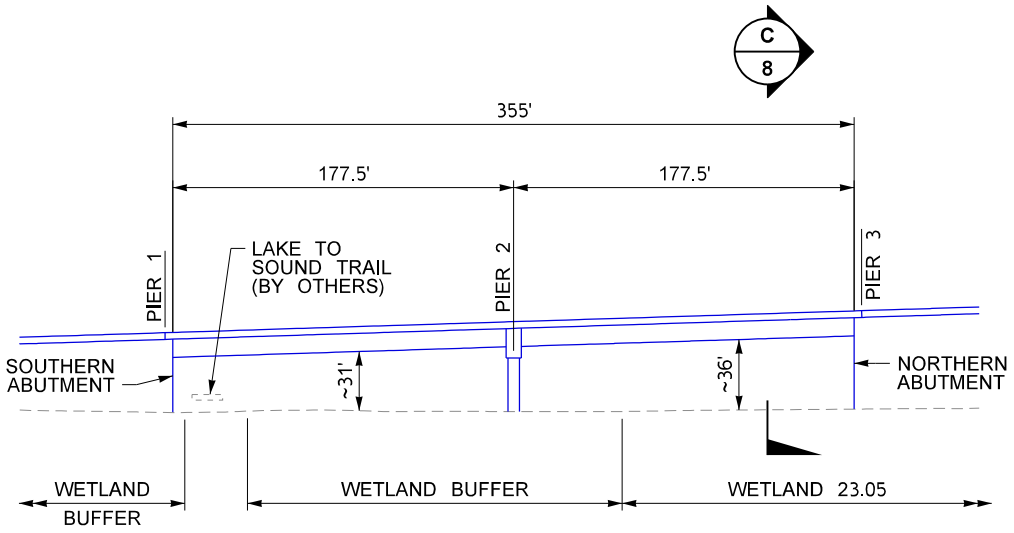
APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

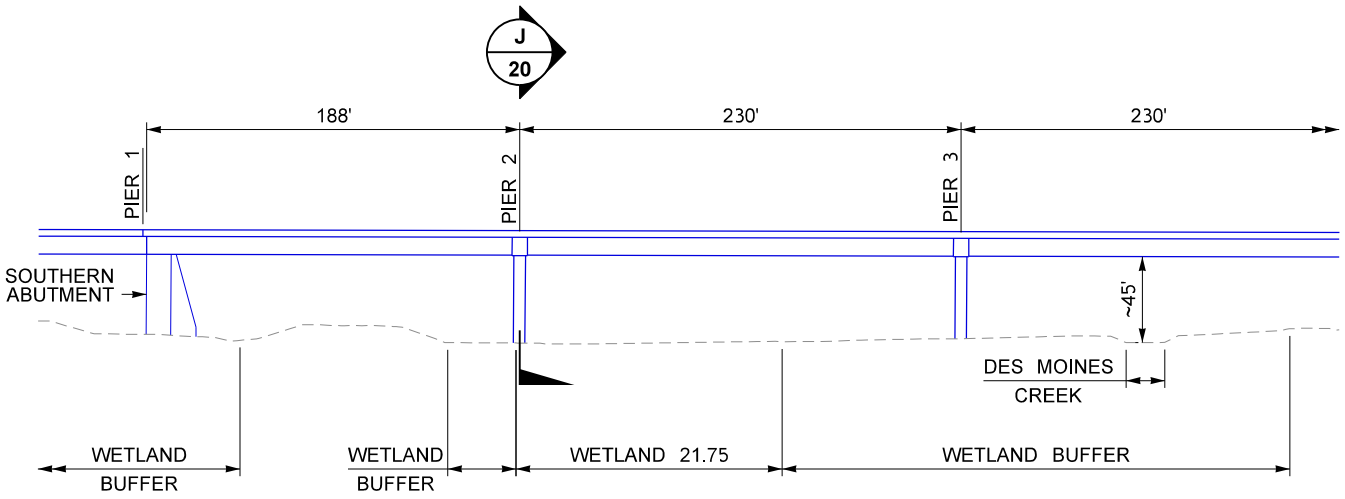
DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022



WETLAND 23.05 BRIDGE PROFILE



WETLAND 21.75 BRIDGE PROFILE

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT
PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE
BASIN:
DES MOINES CREEK
ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C
REFERENCE NUMBER:

BRIDGE PROFILES

0 100
SCALE: 1" = 100'

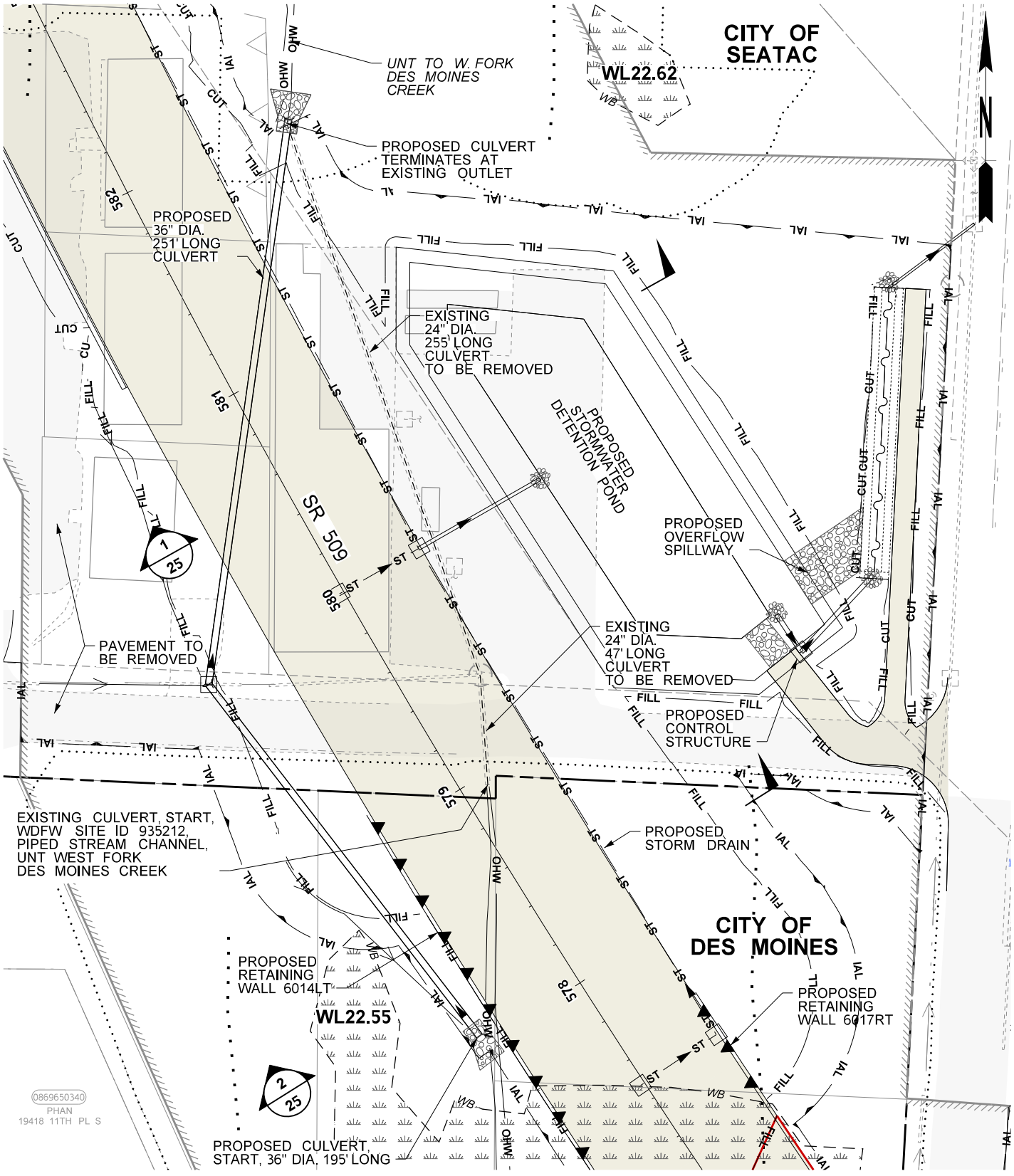
APPLICANT:
Washington State
Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022



PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

CULVERT PLAN

0 60

SCALE: 1" = 60'

APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022

SHEET: 24 of 29

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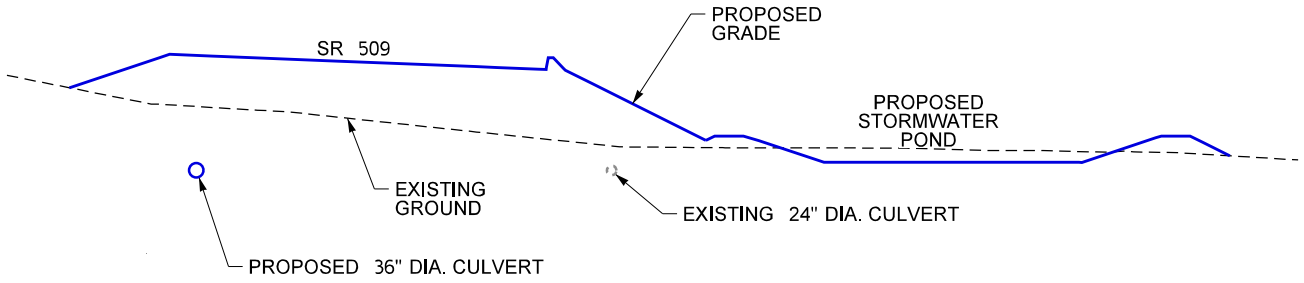
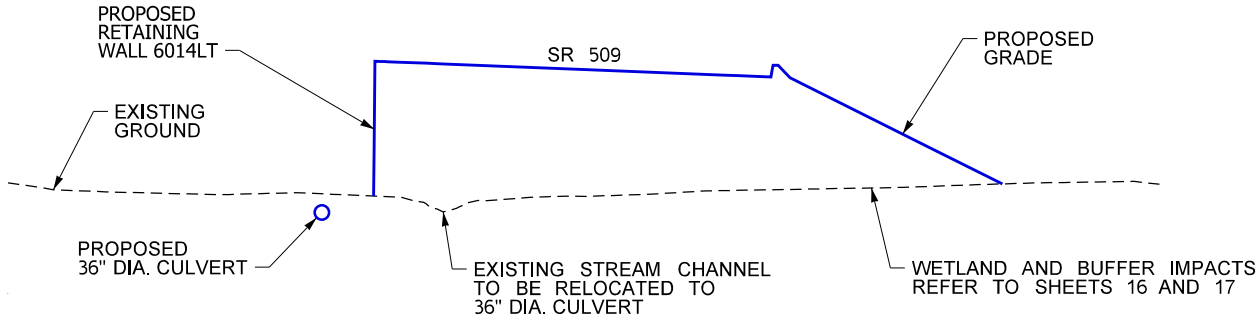


SECTION 1

HORIZ. 1"=40'
VERT: 1"=40'



SECTION 2

HORIZ. 1"=40'
VERT: 1"=40'

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

DRAINAGE SECTION

0 40
SCALE: 1" = 40'

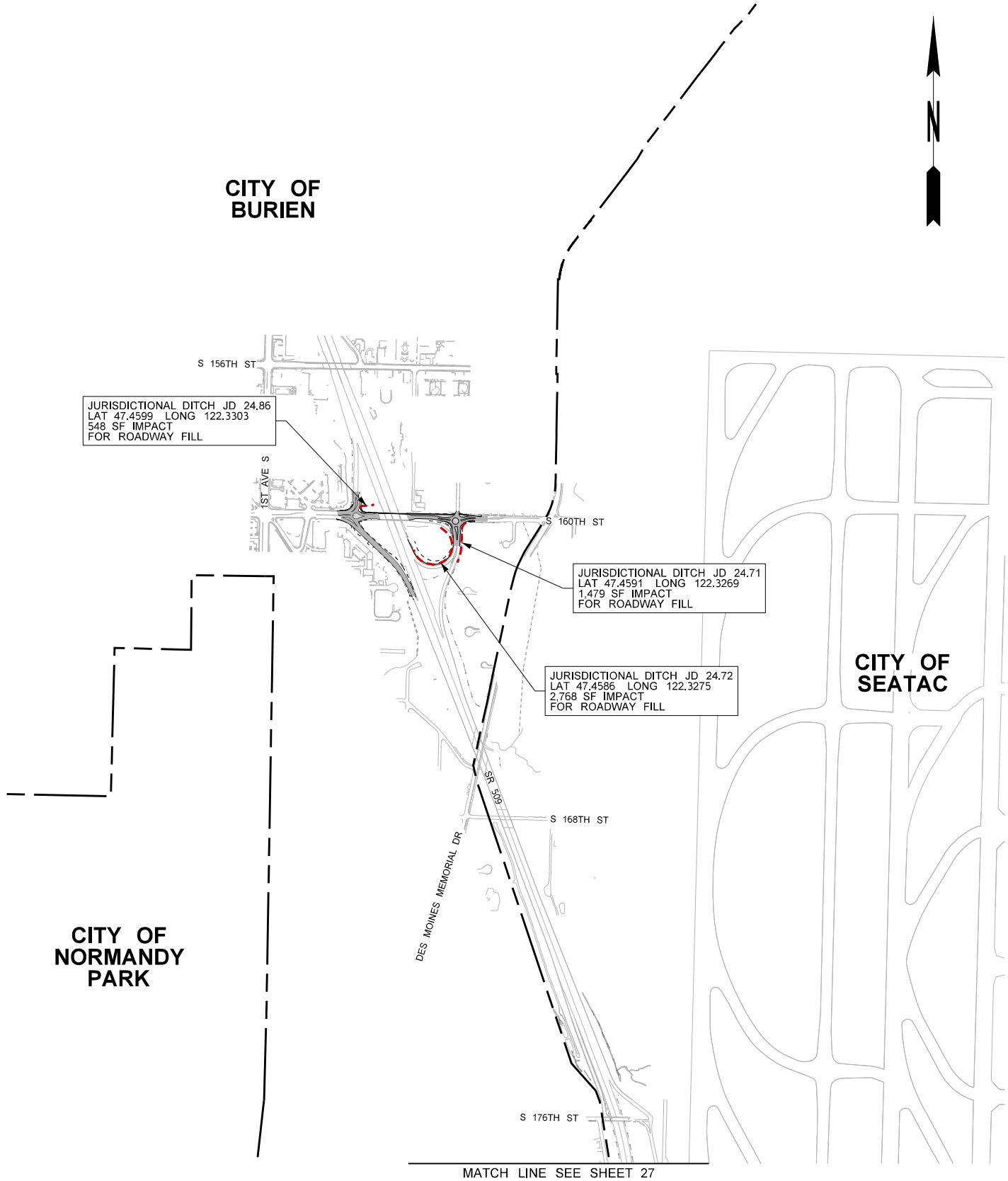
APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022



PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

DITCHES IMPACT

0 1200

SCALE: 1" = 1200'

APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022

SHEET: 26 of 29

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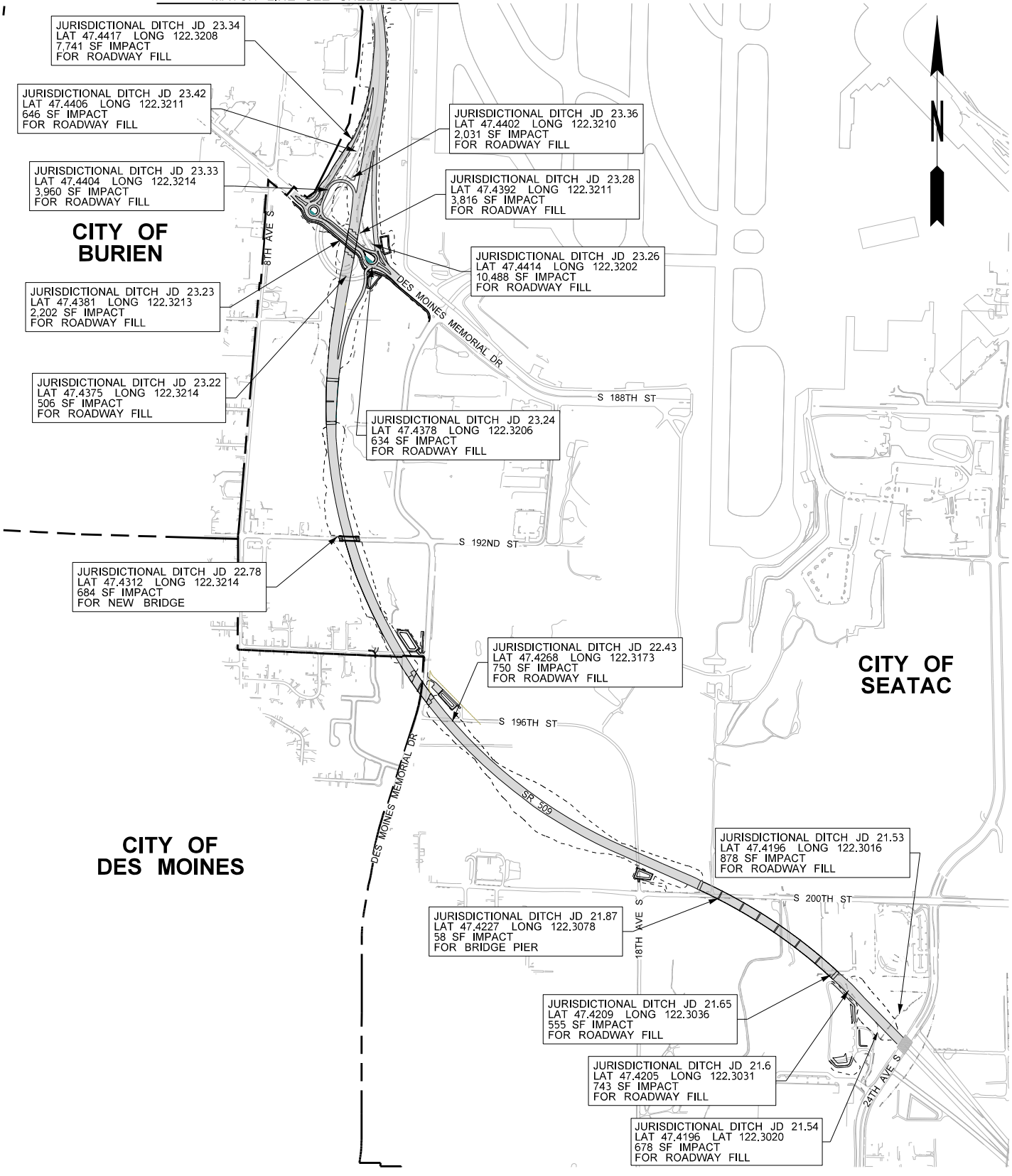

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

DITCHES IMPACT

0 1200

SCALE: 1" = 1200'

APPLICANT:
Washington State Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
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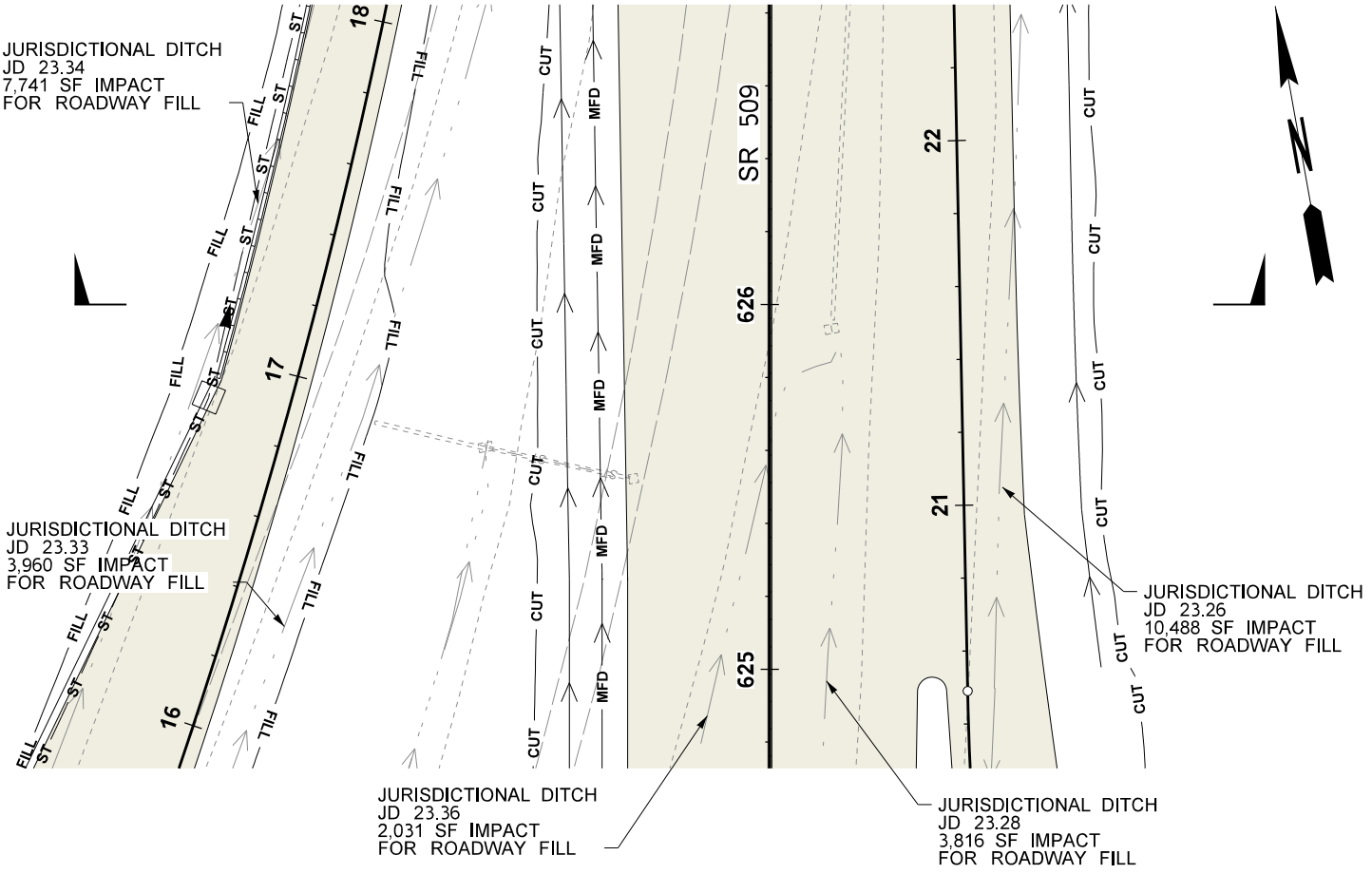
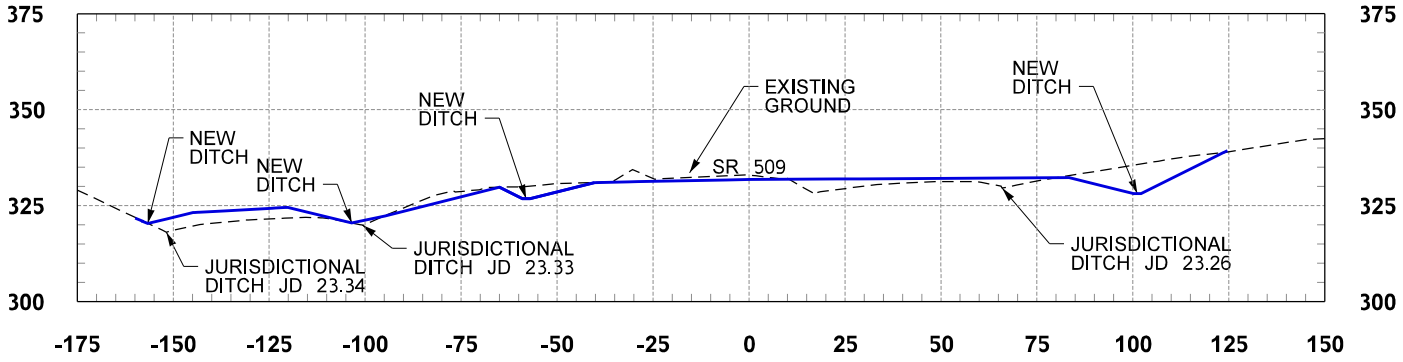
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022





JURISDICTIONAL DITCHES
SR 509 626+00

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

DITCH SECTIONS

0 50
SCALE: 1" = 50'

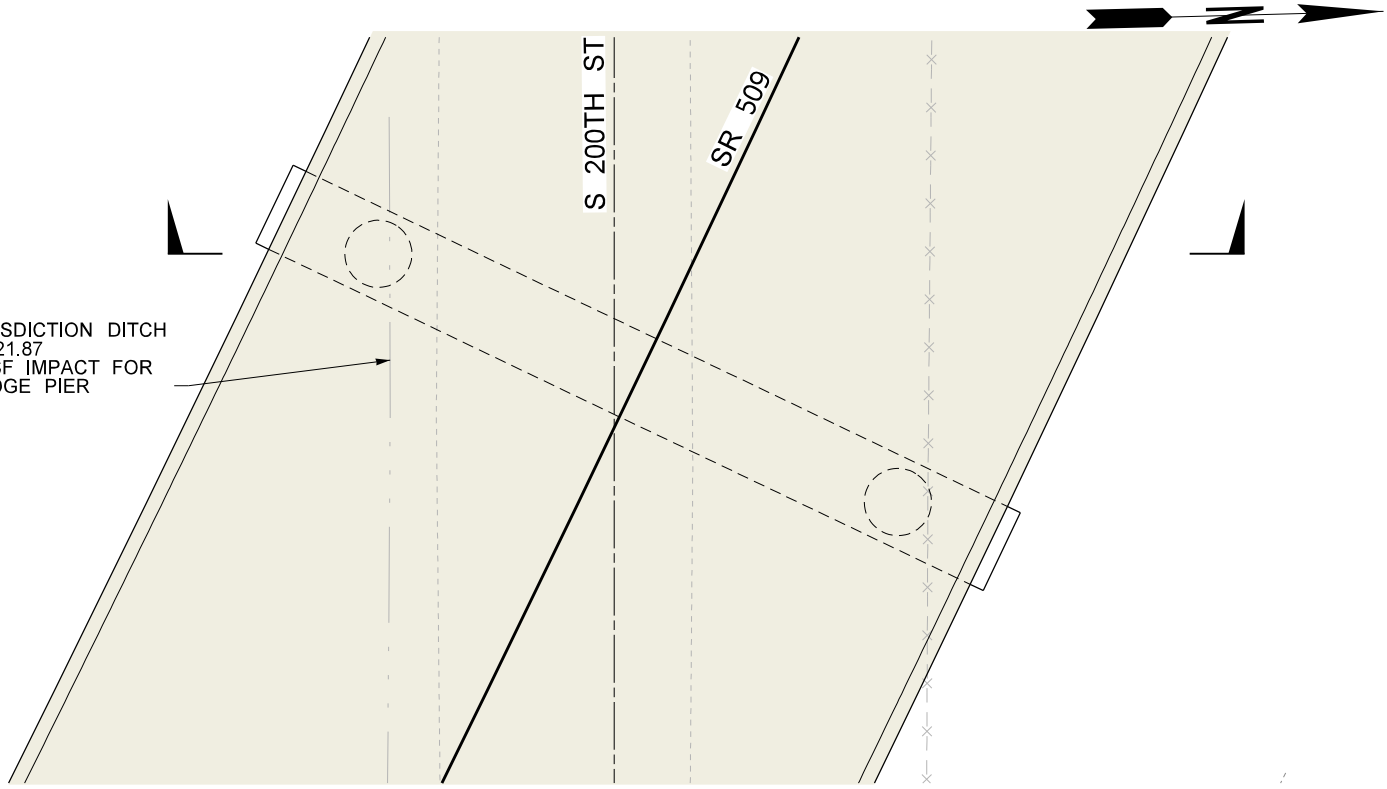
APPLICANT:
Washington State Department of Transportation

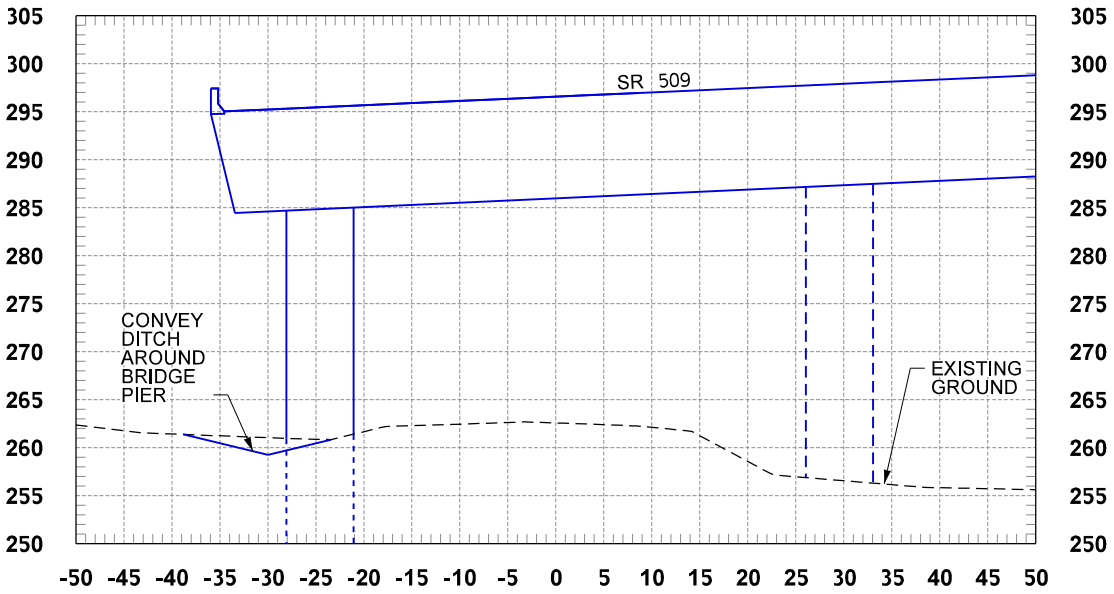
DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022





JURISDICTIONAL DITCH
S 200TH ST

PROJECT NAME:
SR 509/24TH AVE. S. TO S. 188TH ST.
NEW EXPRESSWAY PROJECT

PROJECT PURPOSE:
PROVIDE ALTERNATIVE TO I-5 IN S. KING CO.
IMPROVE FREIGHT CONNECTIONS TO
PORT OF SEATTLE

BASIN:
DES MOINES CREEK

ADJACENT PROPERTY OWNERS:
SEE ATTACHMENT C

REFERENCE NUMBER:

DITCH SECTIONS

0 20

SCALE: 1" = 20'

APPLICANT:
Washington State
Department of Transportation

DATUM: HORIZ: NAD 83/91
VERT: NAVD 88

DRAFT

LOCATION:
KING COUNTY, WA IN CITIES OF
SEATAC, BURIEN AND DES MOINES
LAT/LONG:
SOUTHERN TERMINUS OF PROJECT: 47.4193, 122.3012
NORTHERN TERMINUS OF PROJECT: 47.4619, 122.3307
T.22N. & T.23N R.4E. W.M.

DATE: MARCH 16, 2022

SHEET: 29 of 29

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