



Federal Aid Project Number: HLP-STP-0164(015)	Date: 8/12/2015	Intent of Submittal: <input type="checkbox"/> Preliminary <input checked="" type="checkbox"/> Final <input type="checkbox"/> Re-Evaluate
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Agency: City of Auburn	Project Title: Auburn Way South Corridor Safety Improvements Project, Muckleshoot Plaza to Dogwood St SE – Project CP1218
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County:  
King

Beginning MP: <u>1.7</u>	Township(s): <u>21N</u>
Ending MP: <u>2.4</u>	Range(s): <u>5E</u>
Miles: <u>0.7</u>	Section(s): <u>20</u>

**Part 1 - Project Description**

Project improves access management, provides u-turns, upgrades transit stops and street lighting, widens roadway to accommodate turn lanes and pedestrians and bicycles, constructs pervious concrete sidewalks, upgrades pavement markings, installs pedestrian signals and audible pedestrian push buttons, and upgrades traffic signals to change phasing and to improve the visibility of the signal heads. See attached Project Description (Attachment A, Project Description) for additional information.

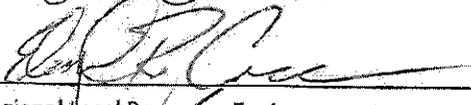
**Part 2 – Categorical Exclusion**

Select one CE from 23 CFR 771.117 (CE Guidebook - Appendix A) that fits the entire project 23

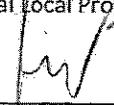
**NEPA Approval Signatures**

  
Local Agency Approving Authority

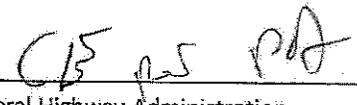
8/13/2015  
Date

  
Regional Local Programs Engineer

8/27/15  
Date

  
Local Programs Environmental Engineer

9/18/15  
Date

  
Federal Highway Administration

9/18/15  
Date

Completed by (Print Official's Name):	Telephone (include area code):	E-mail address:
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**Part 3 - Permits, Approvals & Right of Way (ROW)**

Yes	No	Permit or Approval	Yes	No	Permit or Approval
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Corps of Engineers <input type="checkbox"/> Sec. 10 <input type="checkbox"/> Sec. 404 <input type="checkbox"/> Nationwide Type _____ <input type="checkbox"/> Individual Permit No. _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Water Rights Permit
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Water Quality Certification – Section 401 Issued by _____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Coastal Zone Management Certification	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Tribal Permit(s) (if any) _____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Critical Areas Ordinance (CAO) Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Other Permits (List) _____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Forest Practices Act Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ROW acquisition required? If yes, amount needed: 0.4 acre (17,425 square feet).
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Hydraulic Project Approval	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Is relocation required?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Local Building or Site Development Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Has ROW already been acquired for this project? If yes, attach responses to Appendix F in the CE Guidebook.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Local Clearing and Grading Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Has an offer been made or have negotiations begun to acquire ROW for this project? If yes, attach responses to Appendix F in the CE Guidebook.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	National Pollutant Discharge Elimination System (NPDES) Baseline General for Construction.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Is a detour required? If yes, please attach detour information.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Shoreline Permit			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	State Waste Discharge Permit			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	TESC Plans Completed			
<p><b>Other Federal Agencies</b> - Does the project involve any federal properties, approvals or funding from other/additional federal agencies? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, please describe.</p>					

**Part 4 - Environmental Considerations**

**Will the project involve work in or affect any of the following? Identify proposed mitigation.  
Attach additional pages or supplemental information if necessary.**

**1. Air Quality** - Identify any anticipated air quality issues.

- Is the project exempt from Air Quality conformity requirements?  Yes  No  
If Yes, identify exemption – please refer to Appendix G in the CE Guidebook for a list of exemptions.
- Is the project included in the Metropolitan Transportation Plan?  Yes  No  
If Yes, date Metropolitan Transportation Plan was adopted January 2015
- Is the project located in an Air Quality Non-Attainment Area or Maintenance Area for carbon monoxide, ozone or PM 10?  Yes  No

The project does not add new signals to previously unsignalized intersections and the new lane to the south leg of Riverwalk Drive SE is a left turn lane and does not continue through the intersection. Based on the Hot Spot analysis done for the intersection of Auburn Way South/Riverwalk Drive SE there are no air quality issues. Refer to Attachment B, Air Quality, for information.

**2. Critical and Sensitive Areas**

- Is this project within a sole source aquifer  Yes  No  
If located within a sole source aquifer, is the project exempt from EPA approval?  
If Yes, please list exemption: \_\_\_\_\_  
If No, date of EPA approval: \_\_\_\_\_
- Will this project impact Species/Habitat other than ESA listed species?  Yes  No Explain your answer.  
  
Is this project within one mile of a Bald Eagle nesting territory, winter concentration area or communal roost?  
 Yes  No

- Are wetlands present within the project area?  Yes  No If Yes, estimate the impact in acres: \_\_\_\_\_  
Please attach a copy of the proposed mitigation plan.

**3. Cultural Resources/Historic Structures** – Identify any historic, archaeological or cultural resources present within the project's Area of Potential Effects.

Does the project fit into any of the exempt types of projects listed in Appendix J of the CE Guidebook?  
 Yes  No If Yes, note exemptions below.

If No: Date of DAHP concurrence: July 7, 2015  
Date of Tribal consultation(s) (if applicable): March 31, 2015  
Adverse effects on cultural/historic resources?  Yes  No  
If Yes, date of approved Section 106 MOA: \_\_\_\_\_

**4. Floodplains and Floodways**

- Is the project located in a 100-year floodplain?  Yes  No
- If Yes, is the project located within a 100-year floodway?  Yes  No
- Will the project impact a 100-year floodplain?  Yes  No If Yes, describe impacts.

**5. Hazardous and Problem Waste** – Identify potential sources and type(s).

- a) Does the project require excavation below the existing ground surface?  Yes  No
- b) Will groundwater be encountered?  Yes  No
- c) Will any properties be acquired as part of this project?  Yes  No
- d) Is this site located in an undeveloped area (i.e. no buildings, parking, storage areas or agriculture)?  Yes  No
- e) Is the project located within a one-mile radius of a known Superfund Site?  Yes  No
- f) Is this project located within a 1/2-mile radius of a site or sites listed on any of the following Department of Ecology databases?  Yes  No If Yes, check the appropriate boxes below.
  - Voluntary Cleanup Program (VCP), State Cleanup Site (SCS), or Independent Cleanup Program (ICP)
  - Underground Storage Tank (UST)
  - Leaking Underground Storage Tank (LUST)
  - Confirmed and Suspected Contaminated Sites List (CSCSL)
- g) Has site reconnaissance (windshield survey) been performed?  Yes  No (Please identify any properties not identified in the Ecology or ERS database search as an attachment – name, address and property use).
- h) Based on the information above and project specific activities, is there a potential for the project to generate, acquire or encounter contaminated soils, groundwater or surface water?  Yes  No

**Please explain:**

The database search did not identify any sites that could result in the project generating contaminated soils or groundwater. The nearest site is about 400 feet east of the project and currently undergoing cleanup. Project excavations would be within areas that have been previously disturbed.

If you responded Yes to any of the following questions (5A – 5C, 5F and 5H), contact your Region LPE for assistance as a "Right-Sized" HazMat Analysis Report/Memorandum most likely will be required.

Part 4 - Environmental Considerations (continued)

6. Noise

Does the project involve constructing a new roadway?  Yes  No

Is there a change in the vertical or horizontal alignment of the existing roadway?  Yes  No

Does the project increase the number of through traffic lanes on an existing roadway?  Yes  No

Is there a change in the topography?  Yes  No

Are there auxiliary lanes extending 1-½ miles or longer being constructed as part of this project?  Yes  No

If you answered Yes to any of the preceding questions, identify and describe any potential noise receptors within the project area and subsequent impacts to those noise receptors. Please attach a copy of the noise analysis if required.

Any widening of Auburn Way South does not shift the roadway closer to any sensitive receptors. The existing curb lanes are widened to 14 feet to allow for shared use and widening also accommodates up to 10 foot sidewalks. The additional lane added to the southern leg of Riverwalk Drive SE does not go through the intersection and the widening does not halve the distance to a sensitive receiver.

If impacts are identified, describe proposed mitigation measures.

7. 4(f)/6(f) Resources: parks, recreation areas, wildlife refuges, historic properties, wild & scenic rivers, scenic byways

a. Please identify any 4(f) properties within the project limits and the areas of impacts.

None.

b. Please identify any properties within the project limits that used funds from the Land & Water Conservation Fund Act.

None.

c. Please list any Wild and Scenic Rivers and Scenic Byways within the project limits.

None.

8. Agricultural Lands – Are there agricultural lands within 300 feet of the project limits?  Yes  No

If Yes, describe impacts:

Are impacted lands considered to be unique and prime farmland?  Yes  No

If Yes, date of project review by Natural Resource Conservation Service (NRCS): \_\_\_\_\_

9. Rivers, Streams (continuous or intermittent) or Tidal Waters

a. Identify all waterbodies within 300 feet of the project limits or that will otherwise be impacted.

None.

b. Identify stream crossing structures by type.

No stream crossings.

**Part 4 - Environmental Considerations (continued)**

**10. Tribal Lands** – Identify whether the project will impact any Tribal lands, including reservation, trust and fee lands. Please do not list usual and accustomed area.  
 The project is located within Muckleshoot Reservation land and property acquisition may be required on lands within the reservation and owned by others. The area to be acquired is minor and is needed to implement the safety improvements. Attachment C, Letter of Support, includes a letter of support from the Muckleshoot Tribe.

**11. Water Quality/Stormwater**

Will this project's proposed stormwater treatment facility be consistent with the guidelines provided by either WSDOT's HRM, DOE's stormwater management manual for eastern/western Washington or a local agency equivalent manual?  Yes  No

If No, explain proposed water quality/quantity treatment for the new and any existing impervious surface associated with the proposed project.

Amount of existing impervious surface within the project limits: 213,783 square feet

Net new impervious surface to be created as a result of this project: -11,208 square feet

**12. Previous Environmental Commitments**

Describe previous environmental commitments that may affect or be affected by the project – if any.  
 None.

**13. Environmental Justice**

Does the project meet any of the exemptions noted in Appendix L of the CE Documentation Guidebook?  Yes  No

If Yes, please note the exemption and appropriate justification in the space below.

If No, are minority or low-income populations located within the limits of the project's potential impacts?

Yes  No If No, attach appropriate data to support findings. If Yes, describe impacts and attach appropriate supporting documentation. Findings should be confirmed using at least two information sources. Please refer to the CE Guidebook for more information.

The project does not result in any adverse impacts during construction or operation that would result in any disproportionately high and adverse impacts to environmental justice populations. The project includes benefits to the surrounding populations by providing safety improvements in the corridor. Refer to attached Environmental Justice Technical Memorandum, Attachment D, prepared for the project for information.

**Part 5 - Biological Assessments and EFH Evaluations**

1. Do any listed species potentially occur in the project's action area and/or is any designated critical habitat present within the project's action area?  Yes  No Attach species listings.

Affected ESA Listed Species	2. Will any construction work occur within 0.5 mile of any of the following?	3. Does the project involve blasting, pile driving, concrete sawing, rock-drilling or rock-scaling activity within one mile of any of the following?
Oregon Spotted Frog proposed critical habitat or suitable habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Yellow-billed Cuckoo suitable habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Spotted Owl management areas, designated critical habitat or suitable habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Marbled Murrelet nest or occupied stand, designated critical habitat or suitable habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Western Snowy Plover designated critical habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the project within 0.5 mile of marine waters? If Yes explain potential effects on Killer Whales and on Marbled Murrelet foraging areas.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Killer Whale designated critical habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Grizzly Bear suitable habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Gray Wolf suitable habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Canada Lynx habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Columbia White-tailed Deer suitable habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Woodland Caribou habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Streaked Horned Lark designated critical habitat or suitable habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Taylor's Checkerspot designated critical habitat or suitable habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Mazama Pocket Gopher designated critical habitat or suitable habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Eulachon designated critical habitat or suitable habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Rockfish proposed critical habitat or suitable habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
A mature coniferous or mixed forest stand?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
4. Will the project involve any in-water work?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
5. Will any construction work occur within 300 feet of any perennial or intermittent waterbody that either supports or drains to waterbody supporting listed fish?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
6. Will any construction work occur within 300 feet of any wetland, pond or lake that is connected to any permanent or intermittent waterbody?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
7. Does the action have the potential to directly or indirectly impact designated critical habitat for salmonids (including adjacent riparian zones)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
8. Will the project discharge treated or untreated stormwater runoff or utilize water from a waterbody that supports or drains into a listed-fish supporting waterbody?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
9. Will construction occur outside the existing pavement? If Yes go to 9a.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
9a. Will construction activities occurring outside the existing pavement involve clearing, grading, filling or modification of vegetation or tree-cutting?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
10. Are there any Federally listed Threatened or Endangered plant species located within the project limits? If Yes, please attach a list of these plant species within the action area.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
11. Does a mature coniferous or mixed forest stand occur within 200' of the project site?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<p><b>Analysis for No Effects Determination</b> – If there are any Yes answers to questions in Part 5, additional analysis is required. Attach additional sheets if needed.</p> <p>The area to be acquired outside of the existing right-of-way primarily consists of impervious surfaces, but there are areas where some vegetation would be removed including select trees. The area does not provide habitat for any species.</p>		

**Analysis for RRMP ESA 4(d) determination for NMFS – A local agency must be certified by the Regional Road Maintenance Forum to utilize 4(d).**

Maintenance Category (check all that apply)

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> 1. Roadway Surface                    | <input type="checkbox"/> 6 Stream Crossings         | <input type="checkbox"/> 11. Emergency Slide/Washout Repair |
| <input type="checkbox"/> 2. Enclosed Drainage Systems          | <input type="checkbox"/> 7. Gravel Shoulders        | <input type="checkbox"/> 12. Concrete                       |
| <input type="checkbox"/> 3. Cleaning Enclosed Drainage Systems | <input type="checkbox"/> 8. Street Surface Cleaning | <input type="checkbox"/> 13. Sewer Systems                  |
| <input type="checkbox"/> 4. Open Drainage Systems              | <input type="checkbox"/> 9. Bridge Maintenance      | <input type="checkbox"/> 14. Water Systems                  |
| <input type="checkbox"/> 5. Watercourses and Streams           | <input type="checkbox"/> 10. Snow and Ice Control   | <input type="checkbox"/> 15. Vegetation                     |

Describe how the project fits in the RRMP 4(d) Program:

**Effect Determinations for ESA and EFH**

If each of the questions in the preceding section resulted in a "No" response or if any of the questions were checked "Yes," but adequate justification can be provided to support a "no effect" determination, then check "No Effect" below. If this checklist cannot be used for Section 7 compliance (i.e., adequate justification cannot be provided or a "may effect" determination is anticipated), a separate biological assessment document is required.

- |   |                        |                         |   |
|---|------------------------|-------------------------|---|
| <input checked="" type="checkbox"/> No Effect             | NMFS<br><u>9/18/15</u> | USEWS<br><u>9/18/15</u> | <b>EFH Determination</b>  |
| <input type="checkbox"/> NLTA - Date of Concurrence _____ | _____                  | _____                   | <input type="checkbox"/> No Adverse Effect                                  |
| <input type="checkbox"/> LTAA - Date BO Issued _____      | _____                  | _____                   | <input type="checkbox"/> Adverse Effect - Date of NMFS<br>concurrence _____ |
| <input type="checkbox"/> RRMP 4(d) _____                  | _____                  | _____                   |   |

**Part 6 - FHWA Comments**

# Attachment A – Project Description

City of Auburn  
Auburn Way South Corridor Safety Improvements Project  
Muckleshoot Plaza to Dogwood St SE – CP1218

Project Description

The Auburn Way South Corridor Safety Improvements Project (Project) is located in Auburn, King County, Washington and incorporates an area within Township 21N, Range 05E, Section 20, Willamette Meridian. The purpose of the project is to improve access management and safety along Auburn Way South (SR 164).

Project improvements would occur along an approximate 0.7 mile/3,700 foot section of Auburn Way South and also includes improvements at three intersections – Muckleshoot Plaza SE, Riverwalk Drive SE, and Dogwood Street SE. Project improvements are located primarily within existing right-of-way, but property acquisition will be required to construct the project.

The project includes the following improvements:

- Access management improvements along the corridor including the consolidation of driveways and accesses, replacement of raised median curbing, installation of a vegetated landscaped median, elimination of left turn movements, provision of u-turn movements at signalized intersections, and transit pullout areas.
- Installation of new traffic signals including installation of auxiliary mainline signal heads, and updates to existing signal operations including flashing yellow arrow for mainline and side street left turn phases.
- Undergrounding of existing overhead utilities into a joint utility trench on the north side of Auburn Way South, and the removing of existing utility poles.
- Replacement of existing street lighting to improve safety.
- Widening of a portion of Auburn Way South between Muckleshoot Plaza SE and Dogwood St SE to accommodate 14 foot curb lanes and sidewalks up to 10 feet wide. Widening the southern leg of Riverwalk Drive SE to include three northbound lanes (one for each travel movement: left turn, through movement, right turn).
- Installation of new countdown pedestrian signal heads and upgrading push buttons to improve pedestrian safety and meet ADA requirements.
- Installation of new traffic monitoring cameras at intersections.

In addition, to minimize future roadway impacts related to a master meter project by the City of Auburn, the Project includes connections to the existing water main, pipe, valves, and shutoffs within the project area as needed.

## Attachment B – Air Quality Analysis

# Project CP1218 - Auburn Way South (SR 164) and Riverwalk Drive SE Hot Spot Analysis

**PREPARED FOR:** Rob Rodland/SEA  
**COPY TO:** John, Frohning/SEA  
**PREPARED BY:** Megan Karl/SEA  
**DATE:** August 13, 2015  
**PROJECT NUMBER:** 662241.AA.05  
**APPROVED BY:** John, Frohning/SEA

The intersection of Auburn Way South (SR164) and Riverwalk Drive SE is located in Auburn, WA. Project improvements associated with Project CP1218 include modifying traffic signals at the Auburn Way South and Riverwalk Drive SE intersection. The Washington State Department of Transportation (WSDOT) guidelines (WSDOT, 2015) states that any project within an area designated as maintenance for carbon monoxide (CO) which modifies traffic flow, increases vehicle capacity, adds lanes, or adds signals would be required to conduct a quantitative CO project-level analysis. EPA guidance (USEPA, 1992) indicates that intersections with a level of service (LOS) of A, B, or C would not likely cause an exceedance of the National Ambient Air Quality Standards (NAAQS) for CO. If the intersection has a LOS of D, E or F and a traffic signal, the project would be required to conduct an air dispersion modeling analysis to demonstrate compliance with the NAAQS for CO.

The intersection described above was screened to identify if it has an overall LOS of D, E, or F and a traffic signal. The intersection has an LOS of D and both the no build and build design include traffic signals. Also, the intersection is located in the King County-Puget Sound CO Maintenance Area. Therefore, the Washington State Intersection Screening Tool (WASIST) Version 3.0 was used to model both the 1-hour CO and 8-hour CO concentrations. WASIST was used to model the intersection for existing conditions, opening year no build (2017), opening year design build (2017), no-build 2040, and design build 2040. 2040 was chosen as it is the current long range plan for the Puget Sound region. Each run included a background concentration of 3.0 parts per a million (ppm). The proposed intersection was described as a 4x2 intersection with 4 left turn lanes with smooth intersection surroundings. Table 1 summarizes the predicted maximum hourly traffic volumes.

**Table 1. Maximum Hourly Traffic Volumes (Vehicles per Hour)**

Movement	Current Conditions	Opening Year		2040*	
		No Build	Build	No Build	Build
A to B (EBT)	1,035	970	1,098	1,523	1,709
A to D (EBL)	270	360	287	587	401
A to C (EBR)	50	50	53	74	74
B to A (WBT)	755	790	801	1233	1226
B to C (WBL)	375	390	398	602	609

B to D (WBR)	5	5	5	7	7
C to D (NBT)	55	55	58	82	82
C to A (NBL)	35	35	37	52	52
C to B (NBR)	360	375	382	587	587
D to C (SBT)	40	40	42	59	59
D to B (SBL)	5	5	5	7	7
D to A (SBR)	70	70	74	104	104

\*2020 volumes were extrapolated to 2040 using a growth factor of 2%

A: Auburn Way South heading eastbound

B: Auburn Way South heading westbound

C: Riverwalk Dr SE heading northbound

D: Riverwalk Dr SE heading southbound

The average approach speeds for Auburn Way South and Riverwalk Drive SE are assumed to be 35 miles per hour and 15 miles per hour, respectively. These speeds reflect the posted speed limits and WASIST User's Manual recommended speed of 15 miles per hour for local roadways.

Table 2 summarizes the predicted cycle lengths. When exact red light times are unknown, the Quick and Easy option in WASIST was used. This option automatically fills in the other signal input boxes with red times which would represent worst case values and would rarely be observed at an intersection. In most cases, using these conservative values would result in the model greatly overestimating CO concentrations.

**Table 2. Cycle Lengths (Seconds)**

Movement	Current Conditions	Opening Year		2040	
		No Build	Build	No Build	Build
TOTAL CYCLE	80	100	80	100	100
THROUGH LEG A	61	61	53	61	61
THROUGH LEG B	54	49	61	49	53
THROUGH LEG C	53	43	54	43	51
THROUGH LEG D	61	61	61	61	61
LEFT LEG A	68*	76	68*	76	85*
LEFT LEG B	61	56	61	56	63
LEFT LEG C	63	62	63	62	64
LEFT LEG D	68*	76	68*	76	85*

\* SYNCRO files do not include this information and therefore worst case WASIST Quick and Easy values were used

Receptors were placed at a distance of ten feet from each roadway. The height of each receptor was automatically set to an average breathing height of 5.9 feet.

The results of the 1-hr CO and 8-hr CO predicted concentrations using WASIST are summarized in Table 3 and Table 4, respectively.

**Table 3. Maximum 1-hr CO Concentrations at Hot Spot Intersection**

Scenario	Concentration (ppm)				
	Current Conditions	Opening Year No Build	Opening Year Build	2040 No Build	2040 Build
Results	4.5	3.9	4.2	4.3	3.5
NAAQS Limit	35.0	35.0	35.0	35.0	35.0
Pass/Fail	PASS	PASS	PASS	PASS	PASS

Source: WASIST Model Results. All concentrations include a background concentration of 3.0 ppm

**Table 4. Maximum 8-hr CO Concentrations at Hot Spot Intersection**

Scenario	Concentration (ppm)				
	Current Conditions	Opening Year No Build	Opening Year Build	2040 No Build	2040 Build
Results	4.0	3.6	3.8	3.9	3.4
NAAQS Limit	9.0	9.0	9.0	9.0	9.0
Pass/Fail	PASS	PASS	PASS	PASS	PASS

Source: WASIST Model Results. All concentrations include a background concentration of 3.0 ppm

As seen in Table 3 and Table 4, the CO modeled concentrations were below the NAAQS. Therefore, the proposed intersection improvement would not cause or contribute to a modeled exceedance of the NAAQS.

## References

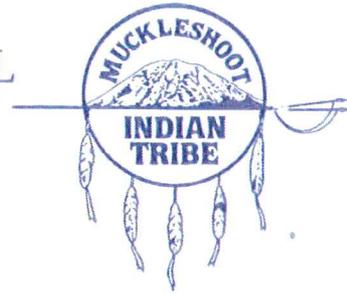
- Peters, Scott. 2009. *Washington State Intersection Screening Tool (WASIST), Version 2.0*.  
<ftp://ftp.wsdot.wa.gov/incoming/WASIST3/>. Accessed August 10, 2015.
- United States Environmental Protection Agency. 1992. *Guideline for Modeling Carbon Monoxide from Roadway Intersections*. November 1992: 3-1 – 3-3.
- Washington State Department of Transportation. 2015. *Environment – Air Quality*.  
<http://www.wsdot.wa.gov/Environment/Air/AirQuality.htm>. Accessed August 10, 2015.

## Attachment C – Muckleshoot Letter



## MUCKLESHOOT TRIBAL COUNCIL

39015 172nd Avenue S.E. • Auburn, Washington 98092-9763  
(253) 939-3311 • Fax (253) 931-8570



October 20, 2011

Matthew Enders, PE  
WSDOT Highways & Local Programs Division  
PO Box 47390  
310 Maple Park Avenue SE  
Olympia, WA 98504-7390

Dear Matthew:

The Muckleshoot Indian Tribal (MIT) Council is pleased to be a supporter and partner in the City Safety program grant application with the City of Auburn. The Auburn Way South SR-164 (AWS) Corridor Safety proposal includes vital safety improvements that complement ongoing construction projects and complete the safety improvement planning for AWS between Muckleshoot Plaza and Hemlock St SE.

The City of Auburn and the Muckleshoot Indian Tribe have worked cooperatively with WSDOT over the past couple years to develop a comprehensive corridor improvement plan that will greatly enhance the safety of this high accident route. Currently, the City and MIT are partnering in the design and construction of two other segments of this corridor and we are hopeful that with the award of this grant the final segment of this planning effort can be realized.

Thank you in advance for your time and consideration.

Sincerely,

Virginia Cross  
Muckleshoot Tribal Chair

## Attachment D – Environmental Justice

# Auburn Way South Corridor Safety Improvements Project

PREPARED FOR: WSDOT Highway and Local Programs  
COPY TO: Matthew Larson, City of Auburn  
PREPARED BY: Rob Rodland  
DATE: August 13, 2015

The Auburn Way South Corridor Safety Improvements Project environmental justice study analysis was prepared in compliance with Presidential Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (EO 12898), dated February 11, 1994. The purpose of this analysis is to determine whether the proposed project would result in disproportionately high and adverse human health or environmental effects on minority and/or low-income populations.

## Methodology

The environmental justice analysis consisted of a review of the demographic data from the latest U.S. Census Bureau data and the Auburn School District and of the environmental documentation prepared to determine if any of the impacts would be adverse, and if there were any adverse impacts, then who, demographically would be affected. The analysis also includes information provided by the Muckleshoot Tribe and their support of the project.

The study area for this analysis was defined as the area adjacent to the proposed project and generally within one-quarter (0.25) mile of the project limits (Figure 1). This boundary was chosen because of the type of project, the linear nature of the proposed project, and because most of the construction and operation effects would occur in the area of project construction. U.S. Census data was used for demographic data including 2010 Census data and 2009-2013 American Community Survey data. Data from the 33 census blocks and 3 census block groups that are either fully or mostly within the study area were used in the analysis. Demographic data was also obtained from elementary schools located within the Auburn School District and have attendance boundaries that overlap the study area as a secondary source of demographic data.

## Project Description

The Auburn Way South Corridor Safety Improvements Project (Project) is located in Auburn, King County, Washington (Figure 1) and incorporates an area within Township 21N, Range 05E, Section 20, Willamette Meridian. The purpose of the project is to improve access management and safety along Auburn Way South (SR 164).

Project improvements would occur along an approximate 0.70 mile/3,700 foot section of Auburn Way South and also includes improvements at three intersections – Muckleshoot Plaza SE, Riverwalk Drive SE, and Dogwood Street SE. Project improvements are located primarily within existing right-of-way, but property acquisition will be required to construct the project.

The project includes the following improvements:

- Access management improvements along the corridor including the consolidation of driveways and accesses, replacement of raised median curbing, installation of a vegetated landscaped median, elimination of left turn movements, provision of u-turn movements at signalized intersections, and transit pullout areas.
- Installation of new traffic signals including installation of auxiliary mainline signal heads, and updates to existing signal operations including flashing yellow arrow for mainline and side street left turn phases.

- Undergrounding of existing overhead utilities into a joint utility trench on the north side of Auburn Way South, and the removing of existing utility poles.
- Replacement of existing street lighting to improve safety.
- Widening of a portion of Auburn Way South between Muckleshoot Plaza SE and Dogwood St SE to accommodate 14 foot curb lanes and sidewalks up to 10 feet wide. Widening the southern leg of Riverwalk Drive SE to include three northbound lanes (one for each travel movement: left turn, through movement, right turn).
- Sidewalk extension on Riverwalk Drive SE to connect existing sidewalks on Auburn Way South to existing sidewalks at the Muckleshoot Child Development Center.
- Installation of new countdown pedestrian signal heads and upgrading push buttons to improve pedestrian safety and meet ADA requirements.
- Installation of new traffic monitoring cameras at intersections.

### Existing Conditions

This section provides characteristics of the neighborhood within the study area and describes the populations in the study area considered for the environmental justice analysis using minority, low-income, disabled, elderly, and households with no vehicle demographic information.

**Neighborhood Characteristics.** The proposed project is located in the southeastern area of the City of Auburn in King County, Washington. Within the study area Auburn Way South (SR 164) is the primary arterial and the proposed improvements would occur primarily within the existing Auburn Way South right-of-way between Muckleshoot Plaza and Dogwood Street SE a distance of about 3,700 feet. A majority of the study area is located within the Muckleshoot Reservation boundary.

As illustrated in Figure 1, the study area is comprised primarily of development related to the Muckleshoot Casino, the Muckleshoot Bingo with no population in the western portion of the study area and vacant land including an area west of the Muckleshoot Casino that is used for the sale and lighting of fireworks when allowed. There are other commercial developments adjacent to Auburn Way South including a pawn shop and gas stations with mini-marts and areas of vacant land north and south of Auburn Way South. Residential development is set back from Auburn Way South and consists primarily of single family residences in the eastern portion of the study area with some multi-family residential.

**Demographic Characteristics.** Table 1 provides information on the study area and compares the demographic data for the study area to the City of Auburn. There is no population immediately north of the proposed project and this area is comprised of both existing commercial developments and vacant land. South of the proposed project the area west of Riverwalk Drive has no population immediately south and is comprised of commercial development and vacant land.

As shown in Table 1, compared to the City of Auburn, the study area has a higher percentage of minority population and the population below poverty is the same. Of the minority population in the study area the greatest percentage is defined as American Indian or Alaska Native which represents about 13 percent of the total population in the study area. The high percentage is likely due to the study area being within the Muckleshoot Tribe reservation boundary and a number of tribal members residing within. In addition to the minority and low-income demographic characteristics, the study area has a greater percentage of the population over 65, higher median household income level.



**Legend**

- Project Limits
- 0.25-mile Project Limits Buffer



**Figure 1**  
**Environmental Justice Study Area**

Auburn Way South CP1218  
King County, WA

Data Sources: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community U.S. Census Bureau 2014 Blocks, 2013 Block Groups; King County; WSDOT

TABLE 1  
Demographic Information

Demographic Category	Study Area	City of Auburn
Total Population	2,199	70,180
Minority Population (%)	44.0%	34.5%
Population below poverty level <sup>1</sup> (%)	14.2%	14.1%
Median Household Income <sup>1</sup>	\$61,563	\$54,613
Population 65 and Over (%)	16.5%	5.8%

<sup>1</sup> Information is based upon Census Block Group data using 2009-2013 American Community Survey data. Source: U.S. Census Bureau 2010

Public school data was reviewed as a secondary source of data in addition to the most recent Census data (Table 2). There are two elementary schools, Chinook Elementary and Gildo Rey Elementary, whose attendance boundaries overlap those of the study area.

Compared to the Census data in Table 1, the elementary school demographic data for minority population is similar to the City of Auburn. The percentage of students who participate in the free or reduce lunch program can be indication of low-income households in the project area, but does not allow for a similar comparison with Census data on those populations below poverty level.

TABLE 2  
Elementary School Demographic Data

Demographic Category	Students	Minority	Percent Minority	Percent Participated Free/Reduced Lunch Program
Study Area Elementary Schools	947	727	76.7%	79.5%

<sup>a</sup> Elementary schools include Chinook Elementary and Gildo Rey Elementary in the Auburn School District Source: Auburn School District 2013-2014 School Year a, b, c

## Environmental Consequences

Based upon the information in the Environmental Classification Summary prepared for the NEPA Documented Categorical Exclusion (DCE), no adverse impacts were identified during construction or operation of the project. As noted in the project description none of the right-of-way required for construction and operation results in the displacement and/or relocation of any residential or commercial properties. The right-of-way requirements are needed to allow u-turn movements.

### Construction

Effects during construction are considered short-term in duration when compared with the life-span of the completed project. Construction of the project is expected to last between 10 and 12 months. The expected construction activities would cause temporary increases in construction-related noise and dust, potential releases of contaminants to the environment resulting from ground disturbances, and temporary visual effects resulting from construction activities and debris generation, but there are no residences in close proximity and as shown in Figure 1 and described above under Neighborhood Characteristics there are large areas of vacant property adjacent and large commercial operation associated with the Muckleshoot Casino and Muckleshoot Bingo. Auburn Way South would remain open to vehicular and non-motorized traffic, thereby minimizing some of the access effects to adjacent businesses and maintaining a connections.

Mitigation measures would be implemented to further reduce construction effects. Measures shall be incorporated into project plans and specifications to minimize construction period noise, including equipment

muffler requirements. Additionally, construction effects would be temporary and would comply with local policies and regulations.

### **Operation**

Operation of the project results in beneficial effects for residents in the study area by providing improved safety movements for both vehicles and pedestrians. There are no adverse impacts associated with operation of the proposed project.

### **Determination and Conclusion**

As discussed, the project is located within the Muckleshoot Tribe reservation boundary and tribal members reside in the study area. The Muckleshoot Tribe has provided a letter of support for the project (Appendix A). The letter discusses the work that has been done with the City of Auburn, Muckleshoot Tribe, and WSDOT on the SR 164 Corridor Plan and the benefits associated with the proposed project related to safety improvements and the support the tribe has for the project moving forward.

The Auburn Way South Corridor Safety Improvements project does not result in any impacts that would be adverse during construction or operation. Because there are no adverse impacts there are no adverse impacts predominately borne by a minority or low-income population including any adverse impacts that would be suffered by the minority population and/or low-income population that would be appreciably more severe or greater in magnitude. There are also benefits for the public including ADA improvements to sidewalks and vehicle and pedestrian safety improvements. These benefits would be the same for all populations in the study area.

## References

Auburn School District. 2013-2014a. Chinook Elementary School – School Report Card.

<http://reportcard.ospi.k12.wa.us/summary.aspx?groupLevel=District&schoolId=1402&reportLevel=School&orgLinkId=111&yrs=2013-14&year=2013-14> . Accessed March 2015.

Auburn School District. 2013-2014b. Gildo Rey Elementary School – School Report Card.

<http://reportcard.ospi.k12.wa.us/summary.aspx?groupLevel=District&schoolId=1404&reportLevel=School&orgLinkId=111&yrs=2013-14&year=2013-14> . Accessed March 2015.

U.S. Census Bureau. 2010. Decennial Census – 2010 Census Summary File 1. Available at

<http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>. Accessed February 2015. Washington, DC.

U.S. Census Bureau. 2014. 2009-2013 ACS 5-Year Estimate. Available at <https://www.census.gov/geo/maps-data/data/tiger-data.html> . Accessed February 2015. Washington, DC.

**Appendix A - Matrix**

SOCIAL & COMMUNITY IMPACTS DECISION MATRIX

The following decision matrix is a step-wise approach that uses a series of questions with Yes/No answers to provide direction on when additional analysis and documentation is appropriate for a proposed project. If additional documentation is necessary, consider all potential sources of impacts to protected populations in the analysis.

- 1) Are any protected populations present within the proposed limits of the project’s impacts?

Yes – Proceed to question 2.

No – Document findings on ECS and include demographics data; findings should be confirmed by using at least two information sources. No further analysis is required.

- 2) Does the proposed project:

- a) Require any right of way acquisition or relocations?  Yes  No
- b) Require any traffic detours during construction?  Yes  No
- c) Result in any noise impacts to surrounding sensitive receptors, specific to affected populations present?  Yes  No
- d) Result in any air quality impacts?  Yes  No
- e) Result in changes to the access of the existing roadway, adjacent residences, or businesses?  Yes  No
- f) Divide the community, restrict access to services, or affect the overall cohesion of the community?  Yes  No
- g) Result in or increase exposure to hazardous materials or other health effects?  Yes  No

If you answered Yes to any of the previous questions, documentation is required. The local agency must describe and analyze the proposed project’s potential to result in impacts to protected populations. Consider all potential sources of impacts to protected populations in the analysis.

If you answered No to all of questions 2a through 2g, proceed to question 3.

- 3) Will the proposed project result in any other impacts to any known protected populations?

Yes – Describe and analyze the proposed project’s potential to result in impacts to protected populations. Consider all potential sources of impacts to protected populations in the analysis. Also consider any offsetting benefits received specific to the affected population.

No – Document findings in the appropriate section of the Environmental Classification Summary. No further analysis or documentation is required.

## Appendix B – Muckleshoot Letter of Support



## MUCKLESHOOT TRIBAL COUNCIL

39015 172nd Avenue S.E. • Auburn, Washington 98092-9763  
(253) 939-3311 • Fax (253) 931-8570



RECEIVED

October 19, 2012

OCT 29 2012

Phil Segami  
WSDOT Northwest Region  
PO Box 330310  
15700 Dayton Avenue North; MS 121  
Seattle, WA 98133-9710

City of Auburn  
Public Works DEPARTMENT

Re: Letter of Support  
Auburn Way South Pedestrian Improvements, Dogwood St SE to Fir St SE, Project No. CP1118

Dear Mr. Segami:

The Muckleshoot Indian Tribal (MIT) Council is pleased to be a supporter of the City of Auburn's Auburn Way South Pedestrian Improvements, Dogwood St SE to Fir St SE project, Project No. CP1118. This project received a state funding grant of \$740,830 from the 2011 Pedestrian & Bicycle Safety Program, under the project name "SR 164 Auburn Way South Corridor Improvement Plan". The project also received a federal funding grant of \$100,000 to support the 2011 Pedestrian & Bicycle Safety Program project, under the project name "Auburn Way South Pedestrian Improvement Plan".

The City of Auburn and the Muckleshoot Indian Tribe have worked cooperatively with WSDOT over the past couple years to develop a comprehensive corridor improvement plan that will greatly enhance the safety of this high accident route. The Auburn Way South Pedestrian Improvements, Dogwood St SE to Fir St SE project includes vital safety improvements including a designated mid-block crossing, new street lighting, relocating utility poles to reduce roadside hazards, a median island to eliminate multiple left turning conflicts and other safety improvements that complement the approved SR 164 Corridor Plan.

Currently, the City and MIT are partnering in the design and construction of the Auburn Way South Corridor Improvements, Fir St SE to Hemlock St SE project, located immediately east of this project. MIT is also pleased to support the Auburn Way South Corridor Safety Improvements, Muckleshoot Plaza to Dogwood St SE project, located immediately west of this project. We are excited to see the SR 164 Corridor Plan begin to be implemented.

Sincerely,

  
Virginia Cross  
Muckleshoot Tribal Chair

✓ Cc: Leah Dunsdon, City of Auburn, 25 West Main St., Auburn WA 98001

## Attachment E – Species List

U.S. Fish & Wildlife Service

# Auburn Way South - CP1218

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## *IPaC Trust Resource Report*

Generated May 04, 2015 12:48 PM MDT



# US Fish & Wildlife Service IPaC Trust Resource Report



## Project Description

NAME

Auburn Way South - CP1218

PROJECT CODE

YVYVE-VWILJ-DD7NL-CDCDQ-OOIMDQ

LOCATION

King County, Washington

DESCRIPTION

No description provided



## U.S. Fish & Wildlife Contact Information

Species in this report are managed by:

**Washington Fish And Wildlife Office**

510 Desmond Drive Se, Suite 102

Lacey, WA 98503-1263

(360) 753-9440

# Endangered Species

Proposed, candidate, threatened, and endangered species that are managed by the [Endangered Species Program](#) and should be considered as part of an effect analysis for this project.

## Birds

### Marbled Murrelet U.S.A. (CA, OR, WA)

Threatened

#### DESCRIPTION

The marbled murrelet is a small, chubby seabird that has a very short neck. During the breeding season it has dark brown to blackish upperparts and a white belly and throat that are greatly mottled. During the winter the upperparts become grey, dark marks form on the sides of the breast and a white ring develops around the eye. Males and females are similar in appearance and size. Juveniles are similar to the adult winter plumage, but with dusky mottling on the underparts. Vocalisations include ...

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B08C>

#### CRITICAL HABITAT

There is **final** critical habitat designated for this species.

### Streaked Horned Lark

Threatened

#### DESCRIPTION

The Streaked Horned Lark (*Eremophila alpestris strigata*) is a small, ground-dwelling songbird with conspicuous feather tufts, or "horns," on its head. Its back is heavily streaked with black, contrasting sharply with its deeply ruddy nape and yellow underparts.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0B3>

#### CRITICAL HABITAT

There is **final** critical habitat designated for this species.

### Yellow-billed Cuckoo Western U.S. DPS

Threatened

#### DESCRIPTION

Size: 31 cm (12 in) in length. Color: Brownish above and white below; with rusty colored flight feathers. The upper mandible of the bill is black and the lower mandible is yellow. The under side of the tail has pairs of large white spots.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B06R>

#### CRITICAL HABITAT

There is **proposed** critical habitat designated for this species.

## Conifers and Cycads

### Whitebark Pine

Candidate

#### DESCRIPTION

No description available

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=R00E>

#### CRITICAL HABITAT

**No critical habitat** has been designated for this species.

## Fishes

**Bull Trout** U.S.A., conterminous, (lower 48 states)

Threatened

### DESCRIPTION

Bull trout (*Salvelinus confluentus*) are members of the family Salmonidae and are char native Washington, Oregon, Idaho, Nevada, Montana and western Canada. Compared to other salmonids, bull trout have more specific habitat requirements that appear to influence their distribution and abundance. They need cold water to survive, so they are seldom found in waters where temperatures exceed 59 to 64 degrees (F). They also require stable stream channels, clean spawning and rearing gravel, complex and ...

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?sPCODE=E065>

### CRITICAL HABITAT

There is **final** critical habitat designated for this species.

## Flowering Plants

**Golden Paintbrush**

Threatened

### DESCRIPTION

A member of the Orabanchaceae family. Golden paintbrush was known from 11 populations at the time of listing. After years of experimentation on how best to establish the species, we now can treat an area with prescribed fire, spot spray with herbicides (only if needed), and then establish the species by seeding it into the treated site. We now have established greater than 40 new populations range wide (Oregon and Washington), with more than 15 of the populations having met the Recovery popula...

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?sPCODE=Q26U>

### CRITICAL HABITAT

**No critical habitat** has been designated for this species.

## Mammals

**Canada Lynx** U.S.A. (CO, ID, ME, MI, MN, MT, NH, NM, NY, OR, UT, VT, WA, WI, WY)

Threatened

### DESCRIPTION

The lynx is a medium-sized cat with long legs, large, well-furred paws, long tufts on the ears, and a short, black-tipped tail. The winter pelage of the lynx is dense and has a grizzled appearance with grayish-brown mixed with buff or pale brown fur on the back, and grayish-white or buff-white fur on the belly, legs and feet. Summer pelage of the lynx is more reddish to gray-brown. Adult males average 10 kilograms (22 pounds) in weight and 85 centimeters (33.5 inches) in length (head to tail)...

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=A073>

### CRITICAL HABITAT

There is **final** critical habitat designated for this species.

## Gray Wolf

Endangered

U.S.A.: All of AL, AR, CA, CO, CT, DE, FL, GA, KS, KY, LA, MA, MD, ME, MO, MS, NC, NE, NH, NJ, NV, NY, OK, PA, RI, SC, TN, TX, VA, VT and WV; and portions of AZ, IA, IN, IL, ND, NM, OH, OR, SD, UT, and WA as follows: (1) Northern AZ (that portion north of the centerline of Interstate Highway 40); (2) Southern IA, (that portion south of the centerline of Highway 80); (3) Most of IN (that portion south of the centerline of Highway 80); (4) Most of IL (that portion south of the centerline of Highway 80); (5) Western ND (that portion south and west of the Missouri River upstream to Lake Sakakawea and west of the centerline of Highway 83 from Lake Sakakawea to the Canadian border); (6) Northern NM (that portion north of the centerline of Interstate Highway 40); (7) Most of OH (that portion south of the centerline of Highway 80 and east of the Maumee River at Toledo); (8) Western OR (that portion of OR west of the centerline of Highway 395 and Highway 78 north of Burns Junction and that portion of OR west of the centerline of Highway 95 south of Burns Junction); (9) Western SD (that portion south and west of the Missouri River); (10) Most of Utah (that portion of UT south and west of the centerline of Highway 84 and that portion of UT south of Highway 80 from Echo to the UT/WY Stateline); and (11) Western WA (that portion of WA west of the centerline of Highway 97 and Highway 17 north of Mesa and that portion of WA west of the centerline of Highway 395 south of Mesa). Mexico.

### DESCRIPTION

The Gray Wolf, being a keystone predator, is an integral component of the ecosystems to which it typically belongs. The wide range of habitats in which wolves can thrive reflects their adaptability as a species, and includes temperate forests, mountains, tundra, taiga, and grasslands. Gray wolves were originally listed as subspecies or as regional populations of subspecies in the contiguous United States and Mexico. In 1978, we reclassified the gray wolf as an endangered population at the spe...

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=A00D>

### CRITICAL HABITAT

**No critical habitat** has been designated for this species.

## Gray Wolf

Proposed Endangered

Western Distinct Population Segment U.S.A. (CA, ID, MT, NV, OR, WA, WY, UT north of U.S. Highway 50, and CO north of Interstate Highway 70, except where listed as an experimental population)

### DESCRIPTION

The Gray Wolf, being a keystone predator, is an integral component of the ecosystems to which it typically belongs. The wide range of habitats in which wolves can thrive reflects their adaptability as a species, and includes temperate forests, mountains, tundra, taiga, and grasslands. Gray wolves were originally listed as subspecies or as regional populations of subspecies in the contiguous United States and Mexico. In 1978, we reclassified the gray wolf as an endangered population at the spe...

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?sPCODE=A00D>

### CRITICAL HABITAT

**No critical habitat** has been designated for this species.

## Grizzly Bear

Threatened

U.S.A., conterminous (lower 48) States, except where listed as an experimental population or delisted

### DESCRIPTION

Grizzly Bears reach weights of 180-680 kg (400-1,500 lb); the male is on average 1.8 times as heavy as the female, an example of sexual dimorphism. Their coloring ranges widely across geographic areas, from blond to deep brown or black. These differences, once attributed to subspeciation, are now thought to be primarily due to the different environments these bears inhabit, particularly with regard to diet and temperature. The Grizzly has a large hump over the shoulders which is a muscle mass...

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?sPCODE=A001>

### CRITICAL HABITAT

**No critical habitat** has been designated for this species.

## Critical Habitats

Potential effects to critical habitat(s) within the project area must be analyzed along with the endangered species themselves.

There is no critical habitat within this project area

# Migratory Birds

Birds are protected by the [Migratory Bird Treaty Act](#) and the Bald and Golden Eagle Protection Act.

Any activity which results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service (1). There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

You are responsible for complying with the appropriate regulations for the protection of birds as part of this project. This involves analyzing potential impacts and implementing appropriate conservation measures for all project activities.

## Bald Eagle

This is a **bird of conservation concern** and has the highest priority for conservation

### SEASON

Year-round

### DESCRIPTION

A large raptor, the bald eagle has a wingspread of about 7 feet. Adults have a dark brown body and wings, white head and tail, and a yellow beak. Juveniles are mostly brown with white mottling on the body, tail, and undersides of wings. Adult plumage usually is obtained by the 6th year. In flight, the bald eagle often soars or glides with the wings held at a right angle to the body.

## Black Swift

This is a **bird of conservation concern** and has the highest priority for conservation

### SEASON

Breeding

### DESCRIPTION

No description available

## Caspian Tern

This is a **bird of conservation concern** and has the highest priority for conservation

### SEASON

Breeding

### DESCRIPTION

No description available

## Cassin's Finch

This is a **bird of conservation concern** and has the highest priority for conservation

### SEASON

Year-round

### DESCRIPTION

No description available

## Fox Sparrow

This is a **bird of conservation concern** and has the highest priority for conservation

SEASON

Year-round

DESCRIPTION

No description available

## Olive-sided Flycatcher

This is a **bird of conservation concern** and has the highest priority for conservation

SEASON

Breeding

DESCRIPTION

No description available

## Peregrine Falcon

This is a **bird of conservation concern** and has the highest priority for conservation

SEASON

Breeding

DESCRIPTION

No description available

## Purple Finch

This is a **bird of conservation concern** and has the highest priority for conservation

SEASON

Year-round

DESCRIPTION

No description available

## Rufous Hummingbird

This is a **bird of conservation concern** and has the highest priority for conservation

SEASON

Breeding

DESCRIPTION

No description available

## Short-billed Dowitcher

This is a **bird of conservation concern** and has the highest priority for conservation

SEASON

Wintering

DESCRIPTION

No description available

## Short-eared Owl

This is a **bird of conservation concern** and has the highest priority for conservation

### SEASON

Year-round

### DESCRIPTION

The short-eared owl is an owl of about 0.7 to 0.8 lbs with females slightly larger in size than males. Plumage is brown, buff, white and rust colors. Patches of brown and buff occur mostly on the back side, while the underside is colored more lightly, being mostly white. Females and males have similar plumage. Some distinguishing characteristics of this owl are its gray white fascial disk, and black coloring around yellow eyes. Juveniles have similar plumage to adults, but upper parts and head a...

## Willow Flycatcher

This is a **bird of conservation concern** and has the highest priority for conservation

### SEASON

Breeding

### DESCRIPTION

No description available

## Refuges

Any activity proposed on [National Wildlife Refuge](#) lands must undergo a 'Compatibility Determination' conducted by the Refuge. If your project overlaps or otherwise impacts a Refuge, please contact that Refuge to discuss the authorization process.

There are no refuges within this project area

# Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats from your project may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes.

Project proponents should discuss the relationship of these requirements to their project with the Regulatory Program of the appropriate [U.S. Army Corps of Engineers District](#).

## DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

## DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

## DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

There are no wetlands identified in this project area