



**Comments**

State Route 167  
Extension  
from  
Puyallup to  
State Route 509  
(Fife)  
  
Fife  
Open House

*It is very hard to be in Limbo while  
The decisions are made - we don't  
know whether we will be living next to  
a freeway construction zone or ~~not~~ be bought out  
Right now it makes it impossible to  
make decisions about moving, improving  
our home, etc. Please make a decision!*

C21-001

**TRANSCRIBED COMMENT C21-001**

It is very hard to be in limbo while the decisions are made – we don't know whether we will be living next to a freeway construction zone or be bought out. Right now it makes it impossible to make decisions about moving, improving our home, etc. Please make a decision!

**RESPONSE C21-001**

If it is necessary to acquire your property for the SR 167 Extension project, then the property purchase will occur in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970. Currently, WSDOT is using a prioritization process for determining which properties to purchase for the SR 167 Extension project because we do not have enough funding at this time to buy all of the property needed for the project. We are concentrating most of our property acquisition in and around those areas that will need to be constructed first according to our staging strategy for the project. We are currently buying undeveloped and non-businesses properties from willing sellers following our prioritized list. We will continue to purchase property using this prioritization process until existing allocated funds are exhausted. The Legislature has appropriated funding for this project through June 2009. When the Record of Decision (ROD) for the Final EIS is approved by FHWA (currently scheduled for early 2007), the acquisition process should remain the same for all practical purposes, however, WSDOT will then have the authority to condemn property under eminent domain law.



**Comments**

State Route 167  
Extension  
from  
Puyallup to  
State Route 509  
(Five)

Five  
Open House

I work at Puyallup Mini-Storage. None of the three options will work.

I rent trucks and storage units.

Currently I tell customers to make a right into our driveway after the bridge.

Most of the time people are on cell phones. Now I would have to give such complicated directions they would just go elsewhere.

We like to make it simple.

I won't get commissions and will be out of a job.

Alice Zimmerman  
1401 N. Meridian  
Puyallup 98371

C22-001

**TRANSCRIBED COMMENT C22-001**

I work at Puyallup Mini-Storage. None of the three options will work. I rent trucks and storage units. Currently, I tell customers to make a right into our driveway after the bridge. Most of the time people are on cell phones. Now I would have to give such complicated directions they would just go elsewhere. We like to make it simple. I won't get commissions and will be out of a job.

**RESPONSE C22-001**

Several options were studied with various levels of impact to the Mini-storage property. With the replacement of the Puyallup River Bridge steel structure, access to the property will need to be modified because of changes involving the North Meridian roadway profile. A relocated access will be provided and the storage property will not be land-locked. The Mini-storage business would be able to continue operation similar to the way it has in the past. We will continue to communicate with the property owner regarding any access issues for the property.

By Pierce County Drainage District Number 21

Thank you for a copy of the EIS. It greatly aided us in making our comments.

It appears that you have looked in detail to the impacts of storm water and the drainage of the area. Our lifetime familiarity with the actual conditions and systems gives us some concerns that may not appear in your modeling.

We feel that the two drainage systems in our district, Wapato Creek, and the Firwood ditch, (you refer to it as the old Ox bow ditch) may not have the capacity under heavy and continuous rains to handle the runoff from your project without additional storm water facilities and down stream enhancements. We suggest you do complete downstream analysis of both systems in a continuous rain event and see what additional impact your system adds.

There are some culverts in Wapato creek that need replacement as well as a culvert bottleneck on the west side of 70<sup>th</sup> in the Firwood Ditch.

From a perspective of storm water run off and environmental impacts **we strongly urge you to utilize the Freeman road option on the Valley Ave. Interchange.** The benefits of the culvert replacements and narrow bridge removals will improve drainage.

We are concerned about the cumulative effect of SR 167 combined with the Meridian widening. Our district handles a great deal of water from Edgewood and the situation will only get worse with time and the compounding of these two projects. Pierce County in their SFM studies of the area proposed building a big retention pond adjacent to Wapato creek between Freeman and Valley. This was without factoring in SR 167 and Meridian. Please consider doing this on the land you will have on the west side of Freeman between the exit and the creek. We also suggest you look at obtaining the land on the south side of Wapato creek ( West of Freeman) and adding additional retention pond there.. This could serve as local wetland and wildlife mitigation as well.

We would appreciate it if you would add us to your notification and material send out list.

Thank you for your efforts on this project and we all hope to see it come to fruition.

Sincerely,  
  
John A. Dekeyser Senior Commissioner  
Pierce County Drainage District # 21  
7901 48<sup>th</sup> street East  
Fife, WA 98424  
253-922-9961

## RESPONSE C23-001

The project has conducted stormwater, drainage and flood plain analyses including hydrologic modeling of the Hylebos sub-basin (MGS et al. 2004). This comprehensive study analyzed the project's effects on hydrology, channel hydraulics, and geomorphology to assure that we address the impacts of the project on the watershed. Water resources and wetlands impacts were analyzed per sub-basin, and sections 3.2 and 3.3 of the FEIS were updated to include this information. We have developed a Conceptual Mitigation Plan that describes compensatory mitigation measures, and includes preliminary monitoring information. In addition to the RRP for Hylebos Creek and Surprise Lake Drain in the SR 167/I-5 interchange area, we will also include Riparian Restoration for Wapato Creek as stormwater flow control. The project will incorporate approximately 73 acres of riparian habitat surrounding Wapato Creek in the vicinity of Freeman Road. A number of culverts have been also identified for removal or replacement in the Wapato Basin and are described in subsections 3.2.7 & 3.2.9 Water Resources of the FEIS.

## RESPONSE C23-002

The Valley Avenue Interchange Option is the environmentally preferred option with the least amount of impact to adjacent properties.

## RESPONSE C23-003

The project will incorporate approximately 73 acres of riparian habitat surrounding Wapato Creek in the vicinity of Freeman Road for stormwater flow control. The Riparian Restoration Proposal (RRP) will help address flooding in this area. Although additional water quality and quantity treatment will need to be developed at this interchange location, we currently believe additional treatment facilities can be located within the SR 167 footprint. Please see section 3.2 Water Resources for the revised information concerning Wapato Creek.

C23-001

C23-002

C23-003



Comments

State Route 167 Extension from Puyallup to State Route 509 (Fife)

THE SOONER THE BETTER! TOO MANY TRAFFIC PROBLEMS. THERE'S NOT ENOUGH FARM LAND LEFT ANYWAY.

C24-001

TRANSCRIBED COMMENT C24-001

The sooner the better! Too may traffic problems. There's not enough farmland left anyway.

RESPONSE C24-001

Thank you for your support.



Comments

State Route 167 Extension from Puyallup to State Route 509 (Fife) Open House

I will start by saying that of all the options of the three that are in my area, the Valley Ave. Option I feel is the one if this must go through is the one that will impact the fewest people and the wildlife in the area with the Wapato Creek. The other two being the Freeman Road and the Valley Ave. Realignment are taking a lot of homes of many people not wanting this. The Valley Ave. Realignment of course is the one I most do not like as it would go directly through my home! I have lived there only since 1984 when it was the lord that after a divorce of 10 1/2 years, he gave me my two children and the home at 4022 84th Ave Ct E to be our home and to raise my children and now my grand children, we have the creek in our back yard and the birds ducks and so much more, this is not some thing I want to have taken from me and my children or any of the other people in that area.

C25-001

TRANSCRIBED COMMENT C25-001

I will start by saying that of all of the options of the three that are in my area, the Valley Avenue Option I feel is the one if this must go through is the one that will impact the fewest people and the wildlife in the area with the Wapato Creek. The other two being the Freeman Road and the Valley Ave. Realignment are taking a lot of homes of many people not wanting this. The Valley Ave. Realignment of course is the one I most do not like, as it would go directly through my home! I have lived there only since 1984 when it was the lord that after a divorce of 10 1/2 years, he gave me my two children and the home at 4022 84th Ave Ct E to be our home and to raise my children and now my grand children. We have the creek in our backyard and the birds, ducks and so much more, this is not something I want to have taken from me and my children or any of the other people in that area.

RESPONSE C25-001

The Valley Avenue Interchange Option is the environmentally preferred option with the least amount of impact to adjacent properties.

Or send comments to:

Neal Campbell WSDOT Design Project Engineer 6639 Capitol Blvd S, Suite 302 Tumwater, WA 98501 360-570-6602 Fax 360-570-6630 e-mail: campben@wsdot.wa.gov



### Comments

State Route 167  
Extension  
from  
Puyallup to  
State Route 509  
(Fife)  
  
Fife  
Open House

Mini-storage survive + flourish by 'drive-by' business.

Not one of the three options sited for Puyallup Mini-storage meet this criteria.

All options have access only by a road that dead-ends at the facility.

There is no drive-by business, hence relegating us to a business which will become defunct in short order.

Del Pemberton  
401 North Mevedax  
Puyallup, Washington 98371

C26-001

Or send comments to:  
  
Neal Campbell  
WSDOT Design Project

### TRANSCRIBED COMMENT C26-001

Mini-storages survive and flourish by 'drive-by' business. Not one of the three options sited for Puyallup Mini-Storage meet this criteria. All options have access only by a road that dead-ends at the facility. There is no drive-by business hence relegating us to a business which will become defunct in short order.

### RESPONSE C26-001

Several options were studied with various levels of impact to the Mini-storage property. With the replacement of the Puyallup River Bridge steel structure, access to the property will need to be modified because of changes involving the North Meridian roadway profile. A relocated access will be provided and the storage property will not be land-locked. The Mini-storage business would be able to continue operation similar to the way it has in the past. We will continue to communicate with the property owner regarding any access issues for the property.



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I LOOK FORWARD TO A CONNECTION TO FINALLY BE MADE! HOPEFULLY WE WILL "GET REAL" AND STEP UP & FUND IT.  
  
THANK YOU FOR YOUR EFFORTS.

C27-001

### TRANSCRIBED COMMENT C27-001

I look forward to a connection to finally be made! Hopefully we will "get real" and step up and FUND IT. Thank you for your efforts.

### RESPONSE C27-001

Thank you for your support.



State Route 167  
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State Route 509  
(Fife)

Fife  
Open House

## Comments

3/18/2003

THE ROUTE PRESENTLY BEING SHOWN IS  
TOO EXPENSIVE AND IS NOT THE BEST ROUTE.  
WHERE IS THE BEST ROUTE? ALONG THE  
RIVER AND CONNECTING TO PORT OF TACOMA ROAD.

I'VE BEEN TOLD THAT THE EPA HAS NIXED  
THAT ROUTE, MAYBE IT'S TIME TO ELIMINATE  
THE EPA.

THE RIVER ROUTE COULD PROBABLY BE  
FUNDED, BUT THE PRESENT ROUTE WILL  
NEVER BE FUNDED, QUIT WASTING TIME  
AND MONEY TRYING TO CONVINCE US THAT THE  
PRESENT ROUTE CAN BE JUSTIFIED.

ROBERT V NELSON  
P.O. Box 1827  
MILTON, WA 98354

C28-001

### TRANSCRIBED COMMENT C28-001

The route presently being shown is too expensive and is not the best route. Where is the best route? Along the river and connecting to Port of Tacoma Road. I've been told that the EPA has nixed that route, maybe it's time to eliminate the EPA. The river route could probably be funded, but the present route will never be funded. Quit wasting time and money trying to convince us that the present route can be justified.

### RESPONSE C28-001

The preferred corridor alternative was determined with regulatory agency and tribal support in 1999. Alternative 2 from the Tier I EIS was the environmentally preferred corridor with the least amount of impact to adjacent properties (please see the SR 167 Tier I FEIS and Record of Decision). As the environmentally preferred alternative, it will meet the objectives of the regulatory agencies to minimize impacts to the environment and consequently will be easier to construct and obtain funding.



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## Comments

You have spent \$7,000,000 and  
all you have is pictures of  
dreams and still you are studying!

When will you have more than pictures?

We don't have anything to show except  
we're down \$7,000,000 for just pictures.

C29-001

Or send comments to:

Neal Campbell  
WSDOT Design Project  
Engineer  
6639 Capitol Blvd S,  
Suite 302  
Tumwater, WA 98501

360-570-6602  
Fax 360-570-6630

e-mail:  
campben@wsdot.wa.gov

*William Worde*

### TRANSCRIBED COMMENT C29-001

You have spent \$7,000,000 and all you have is pictures of dreams and still you are studying! When will you have more than pictures? We don't have anything to show except we're down \$7,000,000 for just pictures.

### RESPONSE C29-001

This FEIS represents a significant milestone in the process to reach a formal decision about proceeding with final design and construction of the project. We anticipate that the FEIS process will be complete in the fall of 2006.