Lilliwaup Creek is a relatively large stream system on the western side of Hood Canal. The upper reaches contain significant wetlands and lakes as well as Lilliwaup Falls, while the lower reaches provide important salt marsh and estuary habitat for salmon. The lower floodplain contains extensive gravel and sediment due to large upper watershed landslide events. The Highway 101 bridge constrains tidal flow in the estuary. The restoration would construct a longer bridge to span the entire estuary mouth and allow unrestricted flow of fresh and tidal waters. The gravel and sediment would be removed from the estuary to restore habitat for salmon and tidal channels would be excavated where they were once historically present.

Processes Restored

- Natural erosion and accretion of beaches.
- Natural formation of tidal channels in estuaries.
- Unrestricted flow of freshwater rivers and streams into estuaries.
- Unrestricted movement of saltwater through tidal channels in estuaries.
- Accumulation and retention of organic material from plants and aquatic animals.
- Unrestricted movement and migration of fish and wildlife.

Conditions Improved

- Re-established historic tidal flat habitats that are important foraging and resting areas for large flocks of shorebirds, such as Dunlin, as well as other marine birds like Great Blue Heron.
- Restored coastal embayment that provides valuable nursery habitat for threatened species of juvenile salmon such as Chinook, increasing their survival and supporting population recovery in Puget Sound.
- Improved connectivity between nearshore and adjacent uplands.
- Improved resiliency of the shoreline to respond to changes in the environment such as rising sea levels and increasing storm events.
Key Design Elements

The **full restoration** alternative would replace the 150-foot-long bridge over the estuary mouth with a 600-foot-long bridge. The new bridge would be located adjacent to the existing bridge so that traffic on Highway 101 would be unrestricted during construction. Concrete bulkheads and fill associated with the existing bridge would be removed and the historic beach on the western shore would be restored downstream of the new bridge. Upstream of the bridge, the accumulated gravel and sediment would be removed and excavation would restore historic marshes and tidal channels. Further upstream, Lilliwaup Creek would be planted with native species to improve the riparian corridor.

The **partial restoration** alternative would replace the existing bridge with a slightly shorter bridge than the full restoration (500 feet), which would not require acquisition of properties and structures on the western shore downstream of the crossing. The accumulated gravel and sediment would be removed from the tidal channels but not the entire area. Under both alternatives, Lilliwaup Street would be rebuilt to meet the new bridge alignment and beach nourishment would be added to the western shore.