Washington State Department of Transportation

Local Programs Division

Local Agency Name: **Kitsap County** Contact Person(s): **Tammy Dillinger** Title: **Grant Analyst/KCPW Roads** Street Address: **614 Division Street, MS 26** City, State, Zip: **Port Orchard, WA 98366** Phone: **360-337-5777** Email: **tdilling@kitsap.gov**	**Name of Metropolitan or Regional Planning Organization: Puget Sound Regional Council** **State Legislative District #(s): 26** **Congressional District #(s): 6** See: http://app.leg.wa.gov/DistrictFinder/Home/

Roadway Name: Colchester Drive East

Barrier Name if applicable: Duncan Creek Pipe System

WSDOT Region assigned to the jurisdiction: See http://www.wsdot.wa.gov/LocalPrograms/regional.htm for more information.

Eastern ☐ North Central ☐ Northwest **x** Olympic ☐ South Central ☐ Southwest

If any projects in this application involve roadways owned or managed by another jurisdiction, such as a City, County, Indian Tribe, or WSDOT, list the roadways: **Not applicable.**

Comments/Coordination: **Not applicable.**

Attachment: The following item must be included with the application.

- Detailed vicinity map, with clearly marked project limits, that shows the project's location in .pdf format. **See attached Worksite Maps.**

General Project Information:

- Sponsor will submit their project application, supporting documentation including the requested information in this section that follows and the answers to the project evaluation questions below, electronically as a PDF 292KB document, via email (paper or storage media will not be accepted). Project proposals must be sent by email to hlpgrants@wsdot.wa.gov and must be received by 11:59:59pm, February 16, 2024.
- Project proposals should include the following: **See attached Proposal Summary sheet.**
  - Title and brief scope of the project
  - Confirmation the project(s) is/are federally Title 23 FHWA eligible.
  - Date the sponsor anticipates they will be ready to have the funding obligated to their project (NEPA Complete & Right of Way Certified)
  - Include completed table below - Project Cost, Amount, and Requested Funding
  - Projects must be publicly owned.
  - Applications will be compiled and forwarded to the Brian Abbott Fish Barrier Removal Board for scoring and prioritization.

Roadway Data

Road Name	Colchester Drive
Number of Lanes	2
Speed Limit	25
ADT	2,180

Anticipated Project Schedule (enter dates as Mo./Yr.)

Project Milestone	***Estimated Date***
Project added to the Statewide Transportation Improvement Program (STIP)	07/24
Project agreement signed with WSDOT Local Programs	08/24
Begin PE (PE phase authorized by FHWA through WSDOT Local Programs)	08/24
Community/stakeholder engagement complete	03/26
Environmental documents approved by WSDOT Local Programs (required for every project)	12/25
Begin right-of-way (RW phase authorized by FHWA through WSDOT Local Programs)	NA
Railroad contract	NA
Contract advertised for roadway work (if required)	12/26
Contract awarded (must occur within two years of selection)	02/27
Open to traffic	10/27
Construction complete	12/27

Phase	**Total Cost**	**Other Funding**	**Program Funds Requested**
Preliminary Engineering (PE)	$613,000	$123,000	$490,000
Right of Way (RW)	$ 0	$0	$0
Construction	$2,869,000	$574,000	$2,295,000
Total	**$3,482,000**	**$697,000**	**$2,785,000**

Round all numbers to the nearest thousand dollars (do not include decimals).
Refer to attached Preliminary Design Technical Memorandum for cost detail.

Does this project align with all the evaluation criteria in the Federal Notice of Funding Opportunities please explain:
Yes. The project will expedite the removal of a barrier to anadromous fish that is the result of a local road. The road is designated a Minor Arterial and is eligible for federal aid. The barrier is defined as 0% passable by WDFW pursuant to the *2019 Fish Passage Barrier and Surface Water Diversion Screening Assessment and Prioritization Manual.* The project will meet the required fish passage design criteria in Washington Administrative Code 220-660, the WDFW *Water Crossing Design Guidelines* (2013), and the expectations of the FBRB grant program. There is not a total (or partial) barrier downstream of the project, and there is documented current and historic anadromous fish species use at the project location.

Project Evaluation Questions:

1. Is the site currently listed as a barrier in the Fish Passage map app (Fish Passage and Diversion Screening Inventory database) and what is the WDFW Site ID?
   Yes, the site is listed as a barrier. Site ID: 15.0191 0.06

   a. What is the barrier status, as indicated in the Fish Passage map app (Fish Passage and Diversion Screening Inventory database)? If the barrier status is currently listed as not a barrier (100% passable) or unknown, this project is not eligible for this current opportunity.
   The site is listed as a barrier due to slope.

b. What is the passability of the barrier site, as indicated in the Fish Passage map app (Fish Passage and Diversion Screening Inventory database)? **0% passable**

c. What is the WDFW Fish Barrier database Site ID? **Site ID: 15.0191 0.06**

2. Using the online WDFW Fish Passage map app (Fish Passage and Diversion Screening Inventory database), field confirmations using the barrier assessment protocols found in the WDFW's 2019 Fish Passage Inventory, Assessment, and Prioritization Manual, and other methods, have you confirmed there are no 0% passable culverts located downstream? How many partial barriers are located downstream?

   a. Are there any 0% passable culverts located downstream? **No 0% or partial barriers are located downstream. See attached worksite Figure 2.**

   b. How many partial barriers are located downstream? **None.**

3. Is the proposed project included in a Salmon Recovery Funding Board lead entity's workplan, Planned Project Forecast list, or other lead entity-based prioritization. If yes, provide link to source, and provide a page number & report excerpt or screen shot showing where proposed project is prioritized. Provide a letter of support from the local Lead Entity if not already in a list mentioned above.

   - Specifically called out in lead entity work plan or Planned Project Forecast list? **Pending.**
   - Specifically called out in another non-ESA salmon recovery related plan (e.g. local planning)? **No.**
   - Project located in a watershed where fish passage is an identified priority in a Lead Entity approved plan? **Yes. See attached Lead Entity letter of support.**
   - Letter of support provided? **Yes, see attached Lead Entity letter of support.**

4. How many miles of anadromous salmonid habitat will be made accessible upstream of the targeted fish passage barrier? **Approximately 0.53 miles of upstream habitat will be made available based on the WDFW Culvert Assessment Report.**

5. Please provide information on the quality of the habitat that will be made accessible once the barrier is corrected. Briefly provide information on the following topics:
   a. Describe existing in-stream and riparian habitat conditions at the site, upstream, and downstream of the project.
   The stream reach immediately upstream of the site generally consists of a 6 to 8-ft wide bank full channel within a disturbed riparian corridor that reflects the impact of the roadway embankment and redirection of the stream to the comingled storm system. Upstream of the disturbed reach, the bankfull width is 8 to 12-ft., the stream is moderately sloped, with pool-riffle morphology, good spawning gravel and mature forest riparian buffer. The 350-ft long stream reach immediately downstream of the culvert site consists of an 8-ft BFW channel, transitioning to a tidally influenced 20-ft wide channel near the discharge to Puget Sound. Habitat is moderately disturbed in the lower reach from existing development and historic vegetation disturbance.

b. Describe the location and condition of spawning habitat/gravels? If the habitat is rearing dominant, state that and describe further, below.
Spawning gravels start approximately 150-ft upstream of Colchester Drive and extend upstream in a discontinuous patchwork for approximately 0.5 miles. The WDFW Culvert Assessment Report shows 686 square meters (sq m) of spawning habitat will be made available by the project.

c. Describe the rearing habitat that will be made accessible (e.g. food source, refuge/cover habitat, water temperature, low flow channel).
Rearing habitat made accessible by the project consists of a base flow channel of 6' to 4' width, with pool-riffle morphology, frequent LWM and overhanging vegetation that provides refuge and forage opportunity. A mature riparian forest buffer that provides shading, LWM and organic matter is typically 150'+ wide on each side of the stream and is present along the full length of the upstream reach that will be made accessible by the project. The WDFW Culvert Assessment Report shows 472 square meters (sq m) of rearing habitat will be made available by the project.

d. What is the surrounding land use? Is water quality a concern for the site, and if so, are improvements anticipated and/or planned (e.g. stormwater filtration, riparian plantings, sediment and material transport)?
Surrounding land use outside of buffer areas (see attached Worksite Maps) typically consists of moderate density residential development. Water quality is a concern at the site due to development and high ADT roads. Existing stormwater treatment is provided for the majority of the upper basin, which is served by a total of 7 existing stormwater ponds that provide a combination of water quality treatment and flow control. In combination, these ponds help mitigate stormwater impacts for most of the upper watershed. A new stormwater treatment system will be necessary as part of the project due to the existing co-mingled stream and stormwater system that creates the fish passage barrier. This new stormwater system will ensure that runoff from Colchester Drive is treated and discharged into marine water instead of untreated discharge directly into Duncan Creek as exists under current conditions. Preliminary design of the new stormwater collection, conveyance and treatment system has been completed. Refer to attached Design Memorandum for additional information.

e. Describe how this project will improve the habitat and overall stream structure and function post-construction. Describe any additional barrier corrections or restoration activities that have occurred or are planned upstream and/or downstream of the project site.
The new culvert will provide fish passage where none currently exists. Degraded channel segments upstream and downstream of the new culvert will be restored with a re-constructed channel, streambed aggregate, LWM and riparian plantings. Stormwater that currently discharges untreated from the adjacent arterial road will be removed, treated and discharged to a new marine outfall. These actions in combination will provide full restoration of the existing barrier and degraded stream, as well as sustainable stormwater management that prevents pre-spawn mortality, which is critical due to the project location at the base of the watershed.

6. Provide targeted salmon or steelhead species identified to benefit from this project, is presence documented or presumed? (Please identify source of information, e.g. Fish Distribution Layer on Fish Passage map app, spawner survey data or other field observations). These species may include Chinook, Sockeye, Pink, Coho, Steelhead, or Chum. Chinook receive more points due to their importance to Southern Resident killer whales.

Species information is shown in the following table:

Species	Presence (Presumed, Modeled, or Documented)	Data Source	ESA Listing
Puget Sound steelhead	Presumed	WDFW 2024	Threatened, Puget Sound ESU
Coho salmon	Documented	WDFW 2024	Species of Concern, Puget Sound
Fall chum	Presumed	WDFW 2024	Not warranted
Searun cutthroat trout	Presumed	WDFW 2024	Not warranted
Resident trout	Documented	WDFW 2024	Not warranted

7. What is your proposed barrier correction method? See the WDFW Water Crossing Design Guidelines and the Washington Administrative Code 220-660 for Hydraulic Code Rules.

   The proposed correction method will replace the existing stream pipeline system with new 3-sided bottomless box culvert designed pursuant to Stream Simulation guidelines of the WDFW *Water Crossing Design Guidelines* (2013).

   a. Provide information on any constraints that have been identified for the proposed site and any information that will help the reviewer to understand the site.
      No significant constraints have been identified.

   b. Indicate whether you plan to abandon the crossing, construct a bridge at the crossing, or install a stream simulation culvert at the crossing? If no, then you are planning an alternative design, please answer the next bullet.
      The project will install a new stream simulation culvert.

   c. If you are planning an alternative design, please provide a description of what is planned, including justification for why one of the above correction methods could not be attained and why the proposed design is the best alternative.
      Not applicable.

   d. Please provide:
      i. The bankfull width; and
         Bankfull width (BFW) measurements by Kitsap County, WDFW and the Suquamish Tribe range from 6-ft to 12-ft. A final BFW has not been determined and confirmed with the co-managers. A 9-ft BFW has been assumed for preliminary design. The BFW will be finalized as part of future design. Refer to the Preliminary Design Memorandum for additional information.

      ii. the minimum opening through the structure, or for abandonment, discuss bed and bank restoration goals through the road prism.
         Minimum hydraulic opening is proposed as 14-ft. Refer to attached Preliminary Design Memorandum for additional details.

8. Describe how the project addresses the anticipated effects of climate change by answering the following:
   a. Using the WDFW Culverts and Climate Change web app, is there a projected increase in bankfull width?
      The hydraulic opening was sized using WDFW climate change adjustment factor. Refer to attached Preliminary Design Memorandum for additional detail.

   b. Was the structure size increased as the result of that projected bankfull width, if so, by how much?
      Yes. The increase was approximately 1.5-ft.

c. If another method for addressing climate change was used, please explain.
Not applicable.

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Title VI Notice to Public

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