PROJECT: 22-1089 REST, RACE LAGOON PASSAGE - CULVERTS #1893 & 1894

Sponsor: Skagit Fish Enhancement Group Program: Salmon State Projects Status: Application Submitted

Parties to the Agreement

PRIMARY SPONSOR

Skagit Fisheries Enhancement Group
Address PO Box 2497
City Mount Vernon **State** WA **Zip** 98273
Org Type Non-Gov-Reg Fisheries Enhance Group
Vendor # SWV0015097-00
UBI 601296455
Date Org created
Org Notes

link to Organization profile
☐ Org data updated

SECONDARY SPONSORS

No records to display

LEAD ENTITY

Island County LE

QUESTIONS

#1: List project partners and their role and contribution to the project.

SFEG has been partnering with Island County Public Works and tribes to complete phase two of an Island County fish passage barrier inventory project since 2019. In 2021, SFEG used capacity funds from Island County Salmon Recovery funds to hire a Conservation District engineer to complete fish barrier correction alternatives and alternatives were discussed with Island County Public Works. SFEG will partner with Island Co to design and construct fish passable structures at these two sites.

External Systems

SPONSOR ASSIGNED INFO

Sponsor-Assigned Project Number

Sponsor-Assigned Regions

EXTERNAL SYSTEM REFERENCE

Source	Project Number	Submitter
HWS	22-1089	APlumb

Project Contacts

Contact Name Primary Org	Project Role	Work Phone	Work Email
Bridget Kaminski Rec. and Conserv. Office	Project Manager	(360) 867-8195	bridget.kaminski@rco.wa.gov
Kristin Murray Skagit Fish Enhancement Group	Project Contact	(360) 853-5893	kmurray@skagitfisheries.org
Alison Studley Skagit Fish Enhancement Group	Alt Project Contact	(360) 336-0172 300	astudley@skagitfisheries.org
Erin Matthews Skagit Fish Enhancement Group	Alt Project Contact	(360) 770-3177	ematthews@skagitfisheries.org
Alexandra Plumb Island County LE	Lead Entity Contact	(360) 678-7916	AC.Plumb@islandcountywa.gov
Melody Meyers Skagit Fish Enhancement Group	Billing	(360) 336-0172 Ext 303	accounting@skagitfisheries.org

Worksites & Properties

#	Worksite Name
#1	Race Lagoon

Restoration	Property Name
✓	Race Rd-culverts #1893 & 1894

Worksite Map & Description

Worksite #1: Race Lagoon

WORKSITE ADDRESS

Street Address 512 Race Rd (1893) and 516 Race Rd (
City, State, Zip Coupeville WA 98239

Worksite Details

Worksite #1: Race Lagoon

SITE ACCESS DIRECTIONS

Site is located on Whidbey Island near Coupeville, WA. From Highway 20, travelling either north or south, turn east on West Welcher Road, travel 1.3 miles and take a sharp right onto Race Road, the first culvert crossing, 1893, is approximately 0.43 miles and the second culvert crossing, 1894, is approximately 400 feet south.

TARGETED ESU SPECIES

Species by ESU	Egg Present	Juvenile Present	Adult Present	Population Trend
Chinook-Puget Sound, Threatened		✓		Declining
Coho-Puget Sound/Strait of Georgia, Species of Concern		✓		Unknown
Pink-Odd Year, Not Warranted		✓		Stable
Chum-Puget Sound/Strait of Georgia, Not Warranted		✓		Stable

Reference or source used

WDFW salmonscape cites Coho, Pink, and Chum ESUs in the project area. Fish sampling conducted by tribes confirmed the presence of juvenile Chinook (Age 0 and 1), chum (Age 0), pink salmon (Age 0) in Race Lagoon. A Chinook salmon smolt was found by SFEG in the stream above culvert #1893 while doing a habitat assessment above the culvert.

TARGETED NON-ESU SPECIES

Species by Non-ESU	Notes
Searun Cutthroat	Stream is accessible to searun cutthroat trout and cutthroat trout were found in by tribes in Race Lagoon

Questions

#1: Give street address or road name and mile post for this worksite if available.

Culvert #1893 flows under Race Rd near 512 Race Road and Culvert #1894 flows under Race Road near 516 Race Road, Coupeville, WA 98239.

Project Location

RELATED PROJECTS

Projects in PRISM

PRISM Number	Project Name	Current Status	Relationship Type	Notes
No related project selected				

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Related Project Notes

Questions

#1: Project location. Describe the geographic location, water bodies, and the location of the project in the watershed, i.e. nearshore, tributary, main-stem, off-channel, etc.

The proposed barrier removal projects are located on central Whidbey Island just east of Coupeville, WA. on two unnamed tributary streams that flow directly into nearby estuary habitat, Race Lagoon. Both culvert barriers are located on Race Road in approximately 400 feet apart and limit fish access to rearing habitat in coastal tributary streams that flow into Race Lagoon. Culverts are also located less than 200 feet from the lagoon.

#2: How does this project fit within your regional recovery plan and/or local lead entity's strategy to restore or protect salmonid habitat? Cite section and page number.

Island County nearshore has been determined to be critical rearing habitat for out-migrating juvenile salmon from the Skagit River and other Puget Sound Rivers (Beamer et al, 2000; Beamer et al, 2005). The amount of rearing habitat for juvenile salmonids is limited in WRIA 6 and removal of fish passage barriers in the nearshore is critical for population recovery of Puget Sound salmon populations. The central location of WRIA 6 in the Salish Sea, at the junction of Puget Sound, the Strait of Juan de Fuca and Georgia Strait, means that most Puget Sound juvenile and adult salmon and trout populations utilize WRIA 6 marine and nearshore waters to some extent (WRIA 6 Technical Advisory Group, 2005).

One of the goals of the WRIA 6 Multi-species Salmon Recovery Plan is to "Over the long term, achieve a net increase in salmon habitat through protection, enhancement, and restoration of naturally-functioning ecosystems that support self-sustaining salmon populations and the species that depend on salmon." One of the objectives included in this goal is to "restore/enhance critical rearing habitats for forage fish and juvenile salmon." Estuaries are one of those habitat types. This project falls within Geographic priority area 2, priority area 1 is the most use by juvenile salmonids but juvenile rearing usage has been documented all over priority area 2, especially in pocket estuaries. The WRIA 6 recovery plan explicitly identifies connectivity modifications, streamflow modifications, and undersized culverts as pressures/limiting factors which need to be addressed by restoration entities. "Removing fish passage barriers to benefit anadromous fish," and "reconnecting creek mouths, backshore areas, and estuaries" are both explicitly listed as tier 1 recovery strategy priorities in the 2019 recover plan. In this same plan, "providing adequate streamflow" is listed as a tier 2 recovery strategy priority. This project meets these goals and objectives and is in line with the most up to date research and recovery plans. Lack of rearing habitat is a limiting factor in Chinook recovery. Lack of rearing habitat is a limiting factor in Chinook recovery. Research by Skagit River System Cooperative (SRSC) and others indicates that small, non-natal estuaries (pocket estuaries) within Whidbey Basin are preferred 20 to 1 by endangered Chinook salmon for nearshore rearing during the early stages of their out-migration.

#3: Is this project part of a larger overall project?

No

#4: Is the project on State Owned Aquatic Lands? Please contact the Washington State Department of Natural Resources to make a determination. **Aquatic Districts and Managers**

No

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Property Details

Property: Race Rd-culverts #1893 & 1894 (Worksite #1: Race Lagoon)

✓ **Restoration**

LANDOWNER

Name	Island County Public Works
Address	PO Box 5000
City	Coupeville
State	WA Zip 98239
Type	Local

CONTROL & TENURE

Instrument Type	Landowner Agreement
Timing	Proposed
Term Length	Fixed # of years
# Yrs	10
Expiration Date	
Note	

Project Proposal

Project Description

Skagit Fisheries Enhancement Group and Island County Public Works are working to replace two fish barrier culverts, culvert 1893 and 1894, under Race Road near Coupeville, WA. Removal of these fish passage barriers will open up critical rearing habitat for juvenile salmonids including ESA-listed Threatened Chinook, pink, coho, and chum salmon. These two coastal streams drain to Race Lagoon which has been identified as important pocket estuary habitat for outmigrating salmon from the Skagit, Stillaguamish, and Snohomish Rivers. Pocket estuaries and small coastal streams such as these provide important feeding, resting, and and refuge habitat as juvenile salmon transition from freshwater to saltwater habitat. These culverts were identified in the Culvert Prioritization Inventory conducted by SFEG and Island County during which time Chinook smolts were found in the stream above culvert #1893. In addition, SFEG has been working with local landowners who are open to additional wetland and riparian restoration upstream of these culverts. This grant would fund the design and construction of two fish passable structures at culverts 1893 and 1894, respectively. Fish passage barrier removal is one of the most rapid and cost-effective ways of increasing the amount of accessible habitat for salmon.

Project Questions

#1: Problem statement. What are the problems your project seeks to address? Include the source and scale of each problem. Describe the site, reach, and watershed conditions. Describe how those conditions impact salmon populations. Include current and historic factors important to understand the problems.

Pacific salmon rely on estuaries to rear. A lack of estuary habitat for rearing is known to be one of the limiting factors in threatened Puget Sound Chinook salmon recovery. Estuary habitat restoration is a vital component of salmon recovery. Multiple studies, including one research project completed by tribal biologists in 2013, demonstrated 1) Skagit, Samish, and Stillaguamish juvenile salmon use pocket estuaries and coastal streams on Whidbey Island to rear in, even when those streams do not host spawning adults and, 2) shoreline culverts on these streams and pocket estuaries are detrimental to rearing juvenile salmon. Undersized culverts limit access to usable habitat in streams, interfere with natural tidal exchange, and cause fatal stranding during the normal tidal cycle. The amount of rearing habitat for juvenile salmonids is limited in WRIA 6 and removal of fish passage barriers in the nearshore including these two barriers along Race Lagoon is critical for population recovery of Puget Sound salmon populations.

SFEG has been partnering with Island County public works and several tribes to complete phase two of an island county fish passage barrier inventory project since 2019 to the present. SFEG used current (2019) WDFW inventory methods for tidally influenced culverts to identify fish passage barriers. SFEG met with Island County Public Works, Island County Salmon Recovery Lead Entity staff, and Tribal biologists to identify the best projects out of the list of known barriers. These two on Race Road along Race Lagoon were identified as priority culverts as they are both within 200 feet of important pocket estuary habitat in Race Lagoon. Culvert 1893 is currently only 33% passible according to a WDFW Level A Assessment (to adult fish, there are no criteria to access juvenile however juveniles are poorer swimmers than adults) and 1894 is a 100% barrier even for adult fish according to a WDFW Level B assessment due to excessive water velocities.

#2: Describe the limiting factors, and/or ecological concerns, and limiting life stages (by fish species) that your project expects to address.

Limiting factors for Puget Sound salmon recovery include a lack of rearing habitat including loss of pocket estuary and coastal stream habitat. Impassable culverts on coastal streams such as these prevent access to important nearshore resources including food and shelter for out-migrating juvenile salmon. SFEG found a Chinook salmon smolt in peril above culvert #1893 as the tide receded and left the salmon stranded and in too shallow water. This project aims to provide coastal stream juvenile Chinook rearing habitat accessible from the Race Lagoon pocket estuary. The project will also substantially benefit Coho, chum and pink juvenile salmon, and sea-run cutthroat trout.

#3: What are the project goals? The goal of the project should be to solve identified problems by addressing the root causes. Then clearly state the desired future condition. Include which species and life stages will benefit from the outcome, and the time of year the benefits will be realized. **Example Goals and Objectives**

The goal of this project is to improve access to limited quality rearing habitat for Chinook salmon within these two coastal streams associated with the Race Lagoon pocket estuary. This will be accomplished by removing two fish passage barriers and replacing them with larger fish passable culverts. This will also improve natural flow and sediment transport processes in these streams.

#4: What are the project objectives? Objectives support and refine biological goals, breaking them down into smaller steps. Objectives are specific, quantifiable actions the project will complete to achieve the stated goal. Each objective should be SMART (Specific, Measurable, Achievable, Relevant, and Time-bound). **Example Goals and Objectives**

Upon implementation of the designs, the project will provide unimpeded fish access for juvenile salmon to 1.35 miles of coastal stream habitat and restore natural flows under Race Road to Race Lagoon.

#5: Scope of work and deliverables. Provide a detailed description of each project task/element. With each task/element, identify who will be responsible for each, what the deliverables will be, and the schedule for completion.

For the 1893 and 1894 barrier replacement project, Skagit Fisheries Enhancement Group will be responsible for: Preliminary design report and drawings, permit applications, final design reports and drawings, technical specifications, construction quantities and costs, permits, cultural resources compliance, and as built documents. Island County Public Works will be responsible for: Landownership certification form, design review comments, bidding documents, and control & tenure documents. Island County would provide construction oversight with assistance from SFEG for fish exclusion and planting of disturbed areas.
Cultural resource assessment and culvert design would start September 2022 and with final designs completed January 2023. Permitting would begin December of 2022 with permit level design with permits expected by August 2023. Construction contract documentation would be prepared September 2023-January 2024 with the project going to bid in early February of 2024. Construction would occur June to September of 2024.

#6: What are the assumptions and physical constraints that could impact whether you achieve your objectives? Assumptions and constrains are external conditions that are not under the direct control of the project, but directly impact the outcome of the project. These may include ecological and geomorphic factors, land use constraints, public acceptance of the project, delays, or other factors. How will you address these issues if they arise?

Both culverts are located on a publicly owned two-lane road that is the access for local residences. The project construction may need to be phased to keep one lane open or a temporary detour around the project may need to be constructed. Any temporary construction impacts would be restored. SFEG has been conducting landowner outreach while conducting habitat surveys of these two streams with positive feedback from the community and willingness to look at larger restoration of wetland and stream buffers upstream of the culverts.
Immediately downstream of crossing #1894 is an undersized culvert for a lawnmower crossing which SFEG would like to upgrade to a fish passable footbridge. SFEG has been working with this landowner who is open to getting his crossing upgraded and has offered to help pay for some materials.

#7: How have lessons learned from completed projects or monitoring studies informed this project?

SFEGs experience on other projects has been that the best approach to restoration projects is to first engage and get to know landowners. For this project we have the support of the current property owner, Island County, as well as the support of private landowners along these two streams. To date, SFEG has successfully completed over 67 salmon passage barrier removal projects.

#8: Describe the alternatives considered and why the preferred was chosen.

A correction analysis form was completed for both culverts, #1893 and #1894. The preferred alternatives were chosen based on input from Island County. At culvert 1893, a 66'x13'x7' 3-sided concrete box culvert is the preferred alternative based on meeting fish passage and longevity (concrete) in the tidal environment. Similarly, at #1894, a 66'x7'x4.5' concrete box culvert is preferred alternative based on meeting fish passage criteria and longevity in the tidal environment.

#9: How were stakeholders consulted in the development of this project? Identify the stakeholders, their concerns or feedback, and how those concerns were addressed.

Stakeholders for this project include Island County, adjacent landowners, and neighbors. SFEG only works with interested landowners and signed landowner acknowledgment forms and a letter of support from Island County. SFEG has done outreach and worked with landowners along these streams to conduct habitat assessments. Adjacent landowners have expressed interest in riparian and wetland restoration along these streams. Neighbors are aware of this proposed project and have raised no concerns.

#10: Does your project address or accommodate the anticipated effects of climate change?

Yes

#10a: How will your project be climate resilient given future conditions?

Climate change models predict increased temperature and increased rainfall. In WRIA 06, climate changes impacts include coastal flooding (sea level rise and exaggerated storm surge events) and potentially altered hydrology (higher temperatures and flashier stream flows). Culverts that are somewhat passible today can become complete barriers due to these expected climate change effects. The designs for 1893 and 1894 will consider future conditions, including the expected sea level rise and tidal storm surges and will incorporate WDFW's climate change guidance per their water crossing design manual.

#10b: How will your project increase habitat and species adaptability?

This project will provide critical coastal stream rearing habitat for out-migrating juvenile salmon known to utilize Race Lagoon. This project will provide additional habitat areas for feeding, resting, and sheltering from predators that is lacking and critical for the recovery of declining salmon populations in the Puget Sound.

#11: Describe the sponsor's experience managing this type of project. Describe other projects where the sponsor has successfully used a similar approach.

SFEG is one of 14 Regional Fisheries Enhancement Groups in Washington. We have been managing & implementing restoration projects in the Skagit basin since 1990. SFEG has a long history of fish passage restoration projects in the Skagit basin; we have completed over 67 fish passage barrier removal projects since 1991. SFEG has completed fish passage improvement projects funded by the SRFB, USFWS, FFFPP, and other grant programs over the past 10 years. SFEG has 7 fish passage projects planned for construction in 2022.

#12: Will veterans (including the veterans conservation corps) be involved in the project? If yes, please describe.

No

Restoration Supplemental

#1: What level of design (per Appendix D) have you completed? Please attach.
Conceptual

#1a: What level of design will be produced prior to construction?
Final

#2: Will (or did) a licensed professional engineer design the project?
Yes

#3: Does the project include measures to stabilize an eroding stream bank?
No

#4: Is the primary activity of the project invasive species removal?
No

#5: Is the primary activity of the project riparian planting?
No

#6: Describe the steps you will take to minimize the introduction of invasive species during construction and restoration. Consider how you will use un-infested materials and clean equipment entering and leaving the project area.

SFEG and their contractors will utilize protocols for the prevention of invasive species spread as outlined in the "WDFW Invasive Species Management Protocols" (February 2016). Specifically SFEG will follow those procedures outlined in Part I. Protocols for Field Work in Terrestrial Areas and Part II. Protocols for Field Work on all Waters (A. Decontamination Protocols–Basic Precautions). SFEG will: 1)Survey site for any invasive species of concern prior to work, if found species will be demarcated to prevent spread by contractor or field staff during dirt moving activities. 2)Contractor will be required to clean equipment prior to doing work on site, if invasive species present in work area contractor will also clean equipment prior to leaving site. 3) Crews will clean work boots, clothes and equipment of possible invasive seed sources prior to working on site and after leaving site, if invasive species are present. Vehicle will also be cleaned if in contact with invasives.

#7: Describe the long-term stewardship and maintenance obligations for the project.

SFEG monitors project sites for the first flood season after construction. Beyond that the bridge becomes the property of the landowners and they become responsible for all maintenance.

Restoration Metrics

Worksite: Race Lagoon (#1)

Miles of Stream and/or Shoreline Treated or Protected (C.0.b)	0.02
Project Identified In a Plan or Watershed Assessment (C.0.c)	The WRIA 06 Multispecies Salmon Recovery Plan Update identifies Race Lagoon as important outmigration rearing habitat for juvenile salmon including Chinook, chum, pink, salmon and cutthroat trout. Access to the coastal stream habitat at the mouth of pocket estuaries is critical for resting, feeding, and refuge for migrating salmon (WRIA 06 MSSRP 2019; pages 16-17)
Priority in Recovery Plan	Removing barriers to benefit anadromous fish use is designated a Tier 1 strategy (WRIA 06 MSSRP, page 21)
Type Of Monitoring (C.0.d.1)	Implementation Monitoring
Monitoring Location (C.0.d.2)	Onsite

FISH PASSAGE IMPROVEMENT

Miles Of Stream Made Accessible (SRFB) (C.2.b.1)	1.35
Habitat made accessible (2489)	A total of 0.84 miles of rearing habitat will be made accessible above culvert #1893 and 0.51 miles of rearing habitat above culvert #1894
Additional barriers (2490)	There are 3 unnatural fish passage barriers upstream of #1893. The first one is 67% passable the second one is 33% passable and the 3rd is 0% passable to adult salmon according to a Level A analysis. There is one barrier culvert downstream of #1894 on private property. It is a barrier due to slope. It is a foot crossing and the landowner is open to a replacement bridge. 0.2miles upstream of #1894 are a cluster of 4 private driveway culverts that are all 100% barriers
Type Of Barrier (C.2.b.3)	Culvert
Number of blockages / impediments / barriers impeding passage (C.2.b.4)	2
Describe the current barrier (2486)	Culvert 1893 is a round corrugated steel pipe with a 0.85 meter span and is 18.63 meters in length and a 3.0*% slope. It is 33% passible. It is slightly crushed at the top and the bottom is rusting out. **Note:** Culvert 1894 is a round corrugated steel pipe with a 0.50 meter span and is 23.14 meters in length and a 0.97% slope. The Qfp water Outlet velocity during the fish migration period is 1.368m/s. Velocities above 1.22m/s are considered 0% fish passible.
Passage problem (2487)	Velocity Slope **Note:** 1893 is a slope barrier and 1894 is a velocity barrier
Passability (2488)	33% (Partial) **Note:** 1893 is currently only 33% passible according to a WDFW Level A Assessment (to adult fish, there are no criteria to access juvenile however juveniles are poorer swimmers than adults). 1894 is a 100% barrier even for adult fish according to a WDFW Level B assessment due to excessive water velocities.

Culvert installed or improved (C.2.f.1)

Total cost for Culvert installed or improved	$1,027,093
Number of culverts (C.2.f.2)	2
Miles of stream made accessible by culvert installation/repair (C.2.f.3)	1.35 **Note:** 0.84 miles of habitat will be made accessible upstream of 1893

	0.51 miles of habitat will be made accessible upstream of 1894
Correction option (2491)	Stream simulation No slope **Note:** Conceptual design for 1893 used the stream simulation option Conceptual design for 1894 used the no slope option

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Overall Project Metrics

COMPLETION DATE	
Projected date of completion	12/31/2024

Restoration Cost Estimates

Worksite #1: Race Lagoon

Category	Work Type	Estimated Cost	Note
Fish Passage Improvement	Culvert installed or improved (C.2.f.1)	$1,027,093	
	Subtotal:	$1,027,093	
	Total Estimate For Worksite:	$1,027,093	

Summary

Total Estimated Costs:	$1,027,093
Total Estimated Restoration Costs:	$1,027,093

Cost Summary

	Estimated Cost	Project %	Admin/AA&E %
Restoration Costs			
Restoration	$1,027,093		
SUBTOTAL	$1,027,093	100.00 %	
Total Cost Estimate	$1,027,093	100.00 %	

Funding Request and Match

FUNDING PROGRAM

Salmon State Projects	$873,029	85.00 %

SPONSOR MATCH

Other Monetary Funding	Appropriation - Local			
Amount				$154,064.00
Funding Organization				Island County
	Match Total:	$154,064	15.00 %	
	Total Funding Request (Funding + Match):	$1,027,093	100.00 %	

Questions

#1: Explain how you determined the cost estimates

> Cost estimate was based on CAF provided by the Conservation District engineer and previous SFEG fish passage projects.

Cultural Resources

Worksite #1: Race Lagoon

#1: Provide a description of the project actions at this worksite (acquisition, development and/or restoration activities that will occur as a part of this project)

> Restoration work will involve removing existing culverts and fill from the stream channel at both sites and replacing them with a larger culvert.

#2: Describe all ground disturbing activities (length, width and depth of disturbance and equipment utilized) that will take place in the Area of Potential Effect (APE). Include the location of any construction staging or access roads

associated with your project that will involve ground disturbance.

Activities that will disturb the ground include:
1. Removal of fill from the existing road PRISM
2. Excavation within the current road ROW below the existing fill

#3: Describe any planned ground disturbing pre-construction/restoration work. This includes geo-technical investigation, fencing, demolition, decommissioning roads, etc.

Geo-technical investigation will be needed during the design phase of the project.

#4: Describe the existing project area conditions. The description should include existing conditions, current and historic land uses and previous excavation/fill (if depths and extent is known, please describe).

Both culverts are located under a two-lane paved road. The road prism is approximately 42 wide. Depth of fill is estimated to be 10 feet. Excavation below the native soil for culvert placement is expected.

#5: Will a federal permit be required to complete the scope of work on the project areas located within this worksite?

Yes

#5a: List the agency that will be issuing the permit and the date you anticipate applying for and receiving the permit. Will the federal permit cover ALL proposed ground disturbing activities included in the project?

Project will be conducted under a USACE Nationwide 27 permit which will cover all ground disturbing activities. We anticipate applying in December of 2022.

#6: Are you utilizing Federal Funding to complete the scope of work? This includes funds that are being shown as match or not.

No

#7: Do you have knowledge of any previous cultural resource review within the project boundaries during the past 10 years?

Unknown

#8: Is the worksite located within an existing park, wildlife refuge, natural area preserve, or other recreation or habitat site?

No

#9: Are there any structures over 45 years of age within this worksite? This includes structures such as buildings, tidegates, dikes, residential structures, bridges, rail grades, park infrastructure, etc.

Unknown

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Project Permits

Permits and Reviews	Issuing Organization	Applied Date	Received Date	Expiration Date	Permit #
Archeological & Cultural Resoures (EO 05-05)	DAHP				
Cultural Assessment [Section 106]	DAHP				
Endangered Species Act Compliance [ESA]	US Fish & Wildlife				
Hydraulics Project Approval [HPA]	Dept of Fish & Wildlife				
Nationwide Permit	Army Corps of Eng.				

Permit Questions

#1: Are you planning on using the federal permit streamlining process? **Limit 8**
Yes

Attachments

Required Attachments	6 out of 6 done
Applicant Resolution/Authorizations	✓
Cost Estimate	✓
Landowner acknowledgement form	✓
Map: Restoration Worksite	✓
Photo	✓
RCO Fiscal Data Collection Sheet	✓

PHOTOS (JPG, GIF)

Photos (JPG, GIF)

500186 # 500187 # 500188 # 500189

PROJECT DOCUMENTS AND PHOTOS

Project Documents and Photos

File Type	Attach Date	Attachment Type	Title	Person	File Name, Number Associations	Shared
	02/14/2022	Preliminary design report	Culvert 1894 conceptual plans 20210924.pdf	KristinM	Culvert 1894 conceptual plans 20210924.pdf, 500582	✓
	02/14/2022	Preliminary design report	Culvert 1893 conceptual plans 20210924.pdf	KristinM	Culvert 1893 conceptual plans 20210924.pdf, 500581	✓
	02/14/2022	Correction Analysis Form	Culvert 1894 Correction Analysis Form.docx	KristinM	Culvert 1894 Correction Analysis Form.docx, 500564	✓
	02/14/2022	Correction Analysis Form	Culvert 1893 Correction Analysis Form.docx	KristinM	Culvert 1893 Correction Analysis Form.docx, 500563	✓
	02/14/2022	Correction Analysis Form	19-1343 Culvert 1894 CAF Box Culvert Cost Estimate.xlsx	KristinM	19-1343 Culvert 1894 CAF Box Culvert Cost Estimate.xlsx, 500561	✓
	02/14/2022	Correction Analysis Form	19-1343 Culvert 1893 CAF Box Culvert Cost Estimate.xlsx	KristinM	19-1343 Culvert 1893 CAF Box Culvert Cost Estimate.xlsx, 500560	✓
	02/14/2022	Map: Restoration Worksite	RaceRoad Culverts.pdf	KristinM	RaceRoad Culverts.pdf, 500555	✓
	02/14/2022	Applicant Resolution/Authorizations	ApplicantAuthorizationResolution.pdf	KristinM	ApplicantAuthorizationResolution.pdf, 500544	✓
	02/14/2022	RCO Fiscal Data Collection Sheet	FiscalDataCollectionSheet_SFEG_02.202	AlisonS	FiscalDataCollectionSheet_SFEG_02.… 500495	
	02/11/2022	Letters of Support	Letter of support Race Rd.pdf	KristinM	Letter of support Race Rd.pdf, 500258	✓
	02/10/2022	WDFW barrier & screening forms	1894 Survey.pdf	KristinM	1894 Survey.pdf, 500191	✓
	02/10/2022	WDFW barrier & screening forms	1893 Survey.pdf	KristinM	1893 Survey.pdf, 500190	✓
	02/10/2022	Photo	1894 US Inlet (2).jpg	KristinM	1894 US Inlet (2).jpg, 500189	✓
	02/10/2022	Photo	1893 Race Lagoon Estuary (2).jpg	KristinM	1893 Race Lagoon Estuary (2).jpg, 500188	✓
	02/10/2022	Photo	1893 DS Outlet (2).jpg	KristinM	1893 DS Outlet (2).jpg, 500187	✓
	02/10/2022	Photo	1893 US Inlet.jpg	KristinM	1893 US Inlet.jpg, 500186	✓
	02/10/2022	Landowner acknowledgement form	Scenic Heights Acknowledgement form.pdf	KristinM	Scenic Heights Acknowledgement form.pdf, 500184	
	02/10/2022	Landowner acknowledgement form	Race Rd Landowner Form.pdf	KristinM	Race Rd Landowner Form.pdf, 500183	
	02/10/2022	Cost Estimate	SRFB_format_RaceLagoon-1893&1894budget.xlsx	KristinM	SRFB_format_RaceLagoon-1893&1894budget.xlsx, 500182	✓
	02/07/2022	Project Review Comments	Project Review Comments Report, 22-1089R (02/07/22 11:18:39)	BridgetK	Project Review Comments Report - 22-1089 (02-07-2022_11-18-39).pdf, 499614	✓
	02/07/2022	Project Application Report	Project Application Report, 22-1089R (02/07/22 11:18:38)	BridgetK	Project Application Report - 22-1089 (02-07-2022_11-18-38).pdf, 499613	✓

Application Status

Application Due Date: 06/27/2022

Status Name	Status Date	Submitted By	Submission Notes
Application Submitted	02/14/2022	Kristin Murray	
Preapplication	01/21/2022		

I certify that to the best of my knowledge, the information in this application is true and correct. Further, all application requirements due on the application due date have been fully completed to the best of my ability. I understand that if this application is found to be incomplete, it will be rejected by RCO. I understand that I may be required to submit additional documents before evaluation or approval of this project and I agree to provide them. (Kristin Murray, 02/14/2022)

Date of last change: 02/14/2022