



**STATE OF WASHINGTON**  
**DEPARTMENT OF ECOLOGY**

PO Box 47600, Olympia, WA 98504-7600 • 360-407-6000

July 22, 2024

The Department of the Navy  
Naval Base Kitsap  
ATTN: Nick Weatherly  
120 South Dewey Street  
Bremerton, WA 98314-5020

Re: Coastal Zone Management Federal Consistency Decision for Naval Base Kitsap Culvert Replacement – Tributary to Cranberry Creek, Shelton, Mason County Washington

Dear Nick Weatherly:

On May 8, 2024, the Department of the Navy (Navy) submitted a Consistency Determination with the Washington State Coastal Zone Management Program (CZMP). On June 24, 2024, Ecology requested a 15-day extension pursuant to 15 CFR Part 930.41(b), extending the CZM decision deadline to July 22, 2024. Ecology issued a 21-day public notice on June 5, 2024. At Ecology's request, the Navy supplied additional information on June 25, 2024.

The Navy proposes to replace an existing culvert on the Navy-owned railroad, with a culvert that is specifically designed to improve fish passage. The existing culvert is located at Railroad Milepost (RM) 8.2 in Mason County, WA. A 36-inch, 118-foot-long concrete culvert currently conveys waters of an unnamed tributary to Cranberry Creek and has been assessed as total barrier (GeoEngineers and Reid Middleton 2015). The proposed culvert as currently designed will be a 14-foot wide by 7-foot 3-inches tall, bottomless steel arched culvert on concrete footings. The new structure will be located approximately 50 feet to the east of the existing concrete culvert which will be filled with Controlled Density Fill (CDF) and abandoned in-place, after completing construction of the new culvert.

The replacement culvert adheres to the Washington Department of Fish and Wildlife's (WDFW) Water Crossing Design Guidelines. The new culvert will be installed utilizing either an open-cut (cut and cover) excavation method or by constructing a tunnel and will be located to the east of the existing culvert. The existing track rail will be cut and removed along with wood ties, fasteners and ballast material under the cut and cover method. The existing track will not be demolished if a tunneling method is used. Existing trees will be removed to construct site

access routes and laydown areas for either method. A much larger excavation footprint would be necessary under the cut and cover method as well as the possible construction of a temporary bridge to maintain rail service during the project.

A coffer dam would be installed to the north (inlet) of the railroad bed and the site would be dewatered via screened pumps and bypassed through the existing culvert during construction. Pump screens will be designed to meet the criteria outlined in the Anadromous Salmonid Passage Design Manual (NMFS 2023). A Directing Fish Biologist will be on-site during construction. During site dewatering fish removal and exclusion measures will be implemented (if necessary). Fish would be relocated to a suitable location downstream, as determined by the Directing Fish Biologist. Fish removal and exclusion will follow the 2023 Washington State Department of Transportation, Fish Exclusion - Protocol and Standards (WSDOT 2023a).

#### Terrestrial Actions

Under the tunneling method the approximate area of disturbance (clearing and grading) would be 0.6-acres; the cut and cover method would result in slightly greater area of disturbance, 0.66-acres. The disturbance area for either method would only change in the upland and the footprint of temporary and permanent impacts to areas below the ordinary highwater mark would remain the same. Post-construction of the new culvert temporary access roads and all other disturbed areas will be regraded, restored and planted - per the planting schedule and restoration plan.

#### In-Water Actions

The new culvert will be a 14-foot wide by 7-foot 3-inches tall bottomless metal arch pipe on pre-cast concrete footings, with headwalls/wingwalls at the inlet and outlet and will be countersunk 36-inches to prevent exposure of footings during scouring events. The culvert design is based on the stream simulation method detailed in Chapter 7, Water Crossing, of the 2023 Washington Department of Transportation (WSDOT) Hydraulics Manual (WSDOT 2023b) to meet fish passage requirements. The new culvert will be set at an elevation to maintain upstream ponding and habitat features. A new channel will be constructed on the downstream end of the culvert to bridge the gap between the outlet and the existing stream channel. Meander bars will be installed within the culvert to provide complexity to the channel system, for additional scour protection and for fish passage enhancement. Meander bars will consist of 18-inch to 28-inch boulders set into WSDOT-specified cobble and streambed sediment, with small woody debris at the head of the bars. This project also includes the placement of large woody debris (with root-wads attached) anchored into the banks of the new stream channel to support channel complexity and provide bank protection on the new channel downstream of the culvert outlet.

The project will occur entirely on lands owned by the Department of the Navy. The project is located in the Tributary to Cranberry Creek, near Shelton, Mason County, Washington; Section 25/26, Township 21 North, Range 3 West; WRIA 14, Kennedy-Goldsborough Watershed.

Pursuant to Section 307(c)(3) of the Coastal Zone Management Act of 1972 as amended, Ecology concurs with the Navy's determination that the proposed work is consistent with Washington's CZMP.

If you have any questions regarding Ecology's decision, please contact Teresa Pucylowski at [teressa.pucylowski@ecy.wa.gov](mailto:teressa.pucylowski@ecy.wa.gov).

## Your right to appeal

You have a right to appeal this decision to the Pollution Control Hearings Board (PCHB) within 30 days of the date of receipt. The appeal process is governed by Chapter 43.21B RCW and Chapter 371-08 WAC. "Date of receipt" is defined in RCW 43.21B.001(2).

To appeal, you must do all of the following within 30 days of the date of receipt of this decision:

- File your notice of appeal and a copy of this decision with the PCHB (see filing information below). "Filing" means actual receipt by the PCHB during regular business hours as defined in WAC 371-08-305 and -335. "Notice of appeal" is defined in WAC 371-08-340.
- Serve a copy of your notice of appeal and this decision on the Department of Ecology mail, in person, or by email (see addresses below).

You must also comply with other applicable requirements in Chapter 43.21B RCW and Chapter 371-08 WAC.

## Filing an appeal

### Filing with the PCHB

For the most current information regarding filing with the PCHB, visit: <https://eluh.wa.gov/> or call: 360-664-9160.

### Service on Ecology

#### Street Addresses:

Department of Ecology  
Attn: Appeals Processing Desk  
300 Desmond Drive SE  
Lacey, WA 98503

#### Mailing Addresses:

Department of Ecology

Naval Base Kitsap Culvert Replacement – Tributary to Cranberry Creek

Aquatics ID No. 143752

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Attn: Appeals Processing Desk

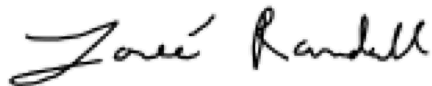
PO Box 47608

Olympia, WA 98504-7608

**E-Mail Address:**

[ecologyappeals@ecy.wa.gov](mailto:ecologyappeals@ecy.wa.gov)

Sincerely,

A handwritten signature in black ink that reads "Loree' Randall". The signature is written in a cursive style with a large initial "L".

Loree' Randall, Section Manager

Aquatic Permitting & Protection Section

Shorelands and Environmental Assistance Program

Sent via e-mail: [nicholas.s.weatherly.civ@us.navy.mil](mailto:nicholas.s.weatherly.civ@us.navy.mil)

E-cc: Brody Garner, U.S. Army Corps of Engineers

Marla Powers, Port Gamble S'Klallam Tribe

Teresa Pucylowski, Ecology

[fedconsistency@ecy.wa.gov](mailto:fedconsistency@ecy.wa.gov)