

The background of the cover is a photograph of a river. In the foreground, two fish are captured mid-jump, their bodies arched out of the water. The water is turbulent with white foam. The background shows a rocky riverbank with some green vegetation and a dark, forested hillside under a cloudy sky.

Fish Passage Performance Report

ENVIRONMENTAL SERVICES OFFICE

June 2025

WSDOT Fish Passage Performance Report

June 2025

**Environmental Services Office
Biology Branch
Stream Restoration Program**

Cover photo: Chum salmon at Skookum Creek post construction along State Route (SR) 108. Photo courtesy of Katrina Keleher.

This report is available in a pdf format at: <https://wsdot.wa.gov/construction-planning/protecting-environment/fish-passage>

Additional data can be obtained by contacting Washington State Department of Transportation's Environmental Services Office or our Fish Passage Data Team: FishPassageTeam@wsdot.wa.gov.

Primary report authors include Katrina Keleher, Susan Kanzler, Tammy Schmidt, Erin Matthews, David Snyder, Marc Hershfield, Jenni Dykstra, and Tony Bush. Maps, figures, and photos were provided by Tammy Schmidt, David Snyder, Susan Kanzler, Katrina Keleher, Erin Matthews, Marc Hershfield, Jenni Dykstra, and Glen Kalisz.

Additional photos provided by the Washington State Department of Transportation (WSDOT) and the Washington Department of Fish and Wildlife (WDFW).

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

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR's Title VI Coordinator at (360) 705-7090.

Table of Contents

List of Figures.....	iv
Executive Summary	vii
Reference Tools.....	viii
Acronyms.....	viii
Resources.....	viii
Introduction.....	1
Background on WSDOT Fish Passage Program	1
2024 Fish Passage Projects Completed.....	2
Table 1. Fish Passage Projects Completed in 2024	3
Site ID 991126, Unnamed Tributary to Skagit River	7
Site ID CD18, Olson Creek, Tributary to Skagit River	8
Site IDs 101SA-06 and 995200, Skunk Creek & Tributary to Skunk Creek	9
Site ID 932933, Unnamed Tributary to Coal Creek.....	11
Site ID 992654, Unnamed Tributary to Juanita Creek.....	12
Site IDs 996921 and 996925, Tributary to High School Creek & High School Creek.....	13
Site IDs 935093, 935157, 935158, and 935159, Surprise Lake Creek	14
Site IDs 935160 and 921588, Unnamed Tributary to Surprise Lake Creek	16
Site ID 921131, Hylebos Creek, Tributary to Commencement Bay.....	18
Site ID 991672, Unnamed Tributary to Skookum Creek.....	19
Site ID 990278, McDonald Creek, Tributary to Skookum Creek.....	20
Site ID 997225, Kamilche Creek, Tributary to Skookum Creek	21
Site ID 997161, Griggs Creek, Tributary to Schneider Creek	22
Site IDs 15.0060 1.00 and 933460, Purdy Creek and Unnamed Tributary to Purdy Creek	23
Site ID 15.0229 0.10, Chico Creek, Tributary to Dyes Inlet	24
Site ID 991667, Discovery Creek, Tributary to Sequim Bay	26
Site ID 990075 Chicken Coop Creek, Tributary to Sequim Bay	27
Site ID 990717, Unnamed Tributary to Braden Creek.....	29
Site ID 997054, Unnamed Tributary to Hoh River	30
Site ID 991575, Dowans Creek, Tributary to Bogachiel River	31
Site ID 991507, Unnamed Tributary to Dowans Creek.....	32
Site ID 990920, Unnamed Tributary to Connor Creek	33

Site ID 997363, Unnamed Tributary to Boone Creek.....	34
Site ID 997780, Unnamed Tributary to Pacific Ocean.....	35
Site ID 991836, Unnamed Tributary to Little Hoquiam River	36
Site IDs 990932 and 935978, Unnamed Tributaries to Grass Creek.....	37
Site ID 993724, Unnamed Tributary to Wildcat Creek.....	39
Site ID 990773, Unnamed Tributary to Mox Chehalis Creek	40
Site ID 22.0349 0.70 Camp Creek, Tributary to Chehalis River.....	41
Site ID 933616, Unnamed Tributary to Wenzel Slough	42
Site ID 125 1806W34G, Unnamed Tributary to Vance Creek.....	43
Site ID 998490, Andy Creek, Tributary to Rimrock Lake, NF Tieton River	44
Site ID 990217, Johnson Creek, Tributary to Okanogan River	45
Site IDs 960240 and 960241, Johnson Creek	46
All Fish Passage Corrections	47
Table 2. WSDOT Barrier Corrections Completed	48
Fish Passage Inventory and Assessment	66
Fish Passage Inventory Updates	66
U.S. v. WA List of WSDOT Case Area Barrier Culverts	66
Fishway Inspections and Maintenance.....	67
Monitoring.....	68
Monitoring Plan.....	68
Actions Resulting from Monitoring	68
Monitoring Summary.....	69
Table 3. Monitoring Results – 2024 Inspections.....	71
Other Ecological Considerations for Fish Passage Projects	76
Stormwater.....	76
Terrestrial Wildlife Habitat Connectivity	76
Project Highlight: SR 167 Completion Project.....	78

List of Figures

Figure 1. A diagram illustrating lineal and incremental gain in a watershed	1
Figure 2. WSDOT fish passage projects completed in 2024	2
Figure 3. 991126 Before Construction.....	7
Figure 4. 991126 After Construction.....	7
Figure 5. CD18 Before Construction	8
Figure 6. CD18 After Construction	8
Figure 7. 101SA-06 Before Construction	9
Figure 8. 101SA-06 After Construction	9
Figure 9. 101SA-06 After Construction	9
Figure 10. 995200 Before Construction	10
Figure 11. 995200 After Construction	10
Figure 12. 932933 Before Construction	11
Figure 13. 932933 After Construction	11
Figure 14. 992654 Before Construction	12
Figure 15. 992654 After Construction	12
Figure 16. 936700 After Construction	12
Figure 17. 996921 Before Construction	13
Figure 18. 996921 After Construction	13
Figure 19. 996925 Before Construction	13
Figure 20. 996925 After Construction	13
Figure 21. 935093 Before Construction	14
Figure 22. 935157 Before Construction	15
Figure 23. 935157 After Construction	15
Figure 24. 935158 Before Construction	15
Figure 25. 935158 After Construction	15
Figure 26. 935159 Before Construction	15
Figure 27. 935159 After Construction	15
Figure 28. 935160 Before Construction	16
Figure 29. 921588 Before Construction	16
Figure 30. Surprise Lake Creek Project aerial imagery	17
Figure 31. 921131 Before Construction	18
Figure 32. 921131 After Construction	18
Figure 33. 991672 Before Construction	19
Figure 34. 991672 After Construction	19
Figure 35. 990278 Before Construction	20
Figure 36. 990278 After Construction	20
Figure 37. 990278 After Construction	20
Figure 38. 997225 Before Construction	21
Figure 39. 997225 After Construction	21
Figure 40. 997225 After Construction	21
Figure 41. 997161 Before Construction	22

Figure 42. 997161 After Construction	22
Figure 43. 936719 After Construction	22
Figure 44. 15.0060 1.00 Before Construction.....	23
Figure 45. 15.0060 1.00 After Construction.....	23
Figure 46. 933460 Before Construction	23
Figure 48. 933460 After Construction	23
Figure 49. 15.0229 0.10 Before Construction.....	24
Figure 50. 15.0229 0.10 After Construction.....	24
Figure 51. 15.0229 0.10 After Construction.....	25
Figure 52. 991667 Before Construction	26
Figure 53. 991667 After Construction	26
Figure 54. 990075 Before Construction	27
Figure 55. 990075 Before Construction	27
Figure 56. 990075 After Construction	28
Figure 57. 990075 After Construction	28
Figure 58. 990717 Before Construction	29
Figure 59. 990717 After Construction	29
Figure 60. 997054 Before Construction	30
Figure 61. 997054 After Construction	30
Figure 62. 991575 Before Construction	31
Figure 63. 991575 After Construction	31
Figure 64. 991507 Before Construction	32
Figure 65. 991507 After Construction	32
Figure 66. 990920 Before Construction	33
Figure 67. 990920 After Construction	33
Figure 68. 997363 Before Construction	34
Figure 69. 997363 After Construction	34
Figure 70. 997780 Before Construction	35
Figure 71. 997780 After Construction	35
Figure 72. 991836 Before Construction	36
Figure 73. 991836 After Construction	36
Figure 74. 990932 Before Construction	37
Figure 75. 990932 After Construction	37
Figure 76. 935978 Before Construction	37
Figure 77. 935978 After Construction	38
Figure 78. 993724 Before Construction	39
Figure 79. 993724 After Construction	39
Figure 80. 990773 Before Construction	40
Figure 81. 990773 After Construction	40
Figure 82. 22.0349 0.70 Before Construction.....	41
Figure 83. 22.0349 0.70 After Construction.....	41
Figure 84. 933616 Before Construction	42
Figure 85. 933616 After Construction	42

Figure 86. 125 1806W34G Before Construction.....	43
Figure 87. 125 1806W34G After Construction	43
Figure 88. 998490 Before Construction	44
Figure 89. 998490 Before Construction	44
Figure 90. 98490 After Construction.....	44
Figure 91. 990217 Before Construction	45
Figure 92. 990217 After Construction	45
Figure 93. 960240 Before Construction	46
Figure 94. 960240 After Construction	46
Figure 95. 960241 Before Construction	46
Figure 96. 960241 After Construction	46
Figure 97. WSDOT fish passage barrier corrections since 1955.	47
Figure 98. Deer using designed wildlife bench beneath a newly constructed bridge.....	77

Executive Summary

State highways cross over rivers and streams in thousands of locations throughout Washington. Some crossings can impede fish migration. Since 1991, the Washington State Department of Transportation (WSDOT) has worked to improve fish passage and foster healthy waterways by removing or restoring barriers that can limit or prevent fish and other aquatic species from moving freely to feed, migrate, and reproduce. This report summarizes WSDOT's progress in identifying and correcting fish passage barriers and other related activities completed in the last year.

WSDOT corrected 39 fish passage barriers in 2024, improving access to 95.15 miles (153.13 kilometers) of potential upstream habitat. Thirty projects corrected were Federal Court Injunction barrier culverts, improving access to 83.43 miles (134.26 kilometers) of potential upstream habitat. Additionally, WSDOT replaced four culverts that were not previously documented barriers but were either replaced with a structure meeting current fish passage design standards, removed, or abandoned as part of a larger transportation project.

Since 2013, WSDOT has worked to comply with the requirements of a U.S. District Court injunction to correct barriers to salmon and steelhead within the case area. As of June 1, 2025, WSDOT has corrected 176 injunction barrier culverts and improved access to 654.61 miles* (1053.49 kilometers) of potential habitat for salmon and steelhead. Statewide, WSDOT has completed 457 fish passage barrier corrections to date.

*The amount of habitat that was previously blocked by fish passage barriers was derived by habitat surveys or by using Geographic Information System (GIS) software for sites lacking detailed habitat surveys.

Reference Tools

Acronyms

6PPDQ – 6PPD-quinone (a tire rubber chemical compound)

Cr – Creek

EA - Eastern

EB – Eastbound

EF – East Fork

ft – Feet

GIS – Geographic Information Systems

Lk – Lake

LX – Crossroad within an interchange

m – Meter

MF – Middle Fork

mi – Mile

MP – Milepost

NB – Northbound

NC – North Central

NF – North Fork

NW - Northwest

OL - Olympic

R – River

Rd – Road

ROW – Right-of-Way

SB – Southbound

SC – South Central

SF - South Fork

SR – State Route

SW – Southwest

Trib - Tributary

UNT – Unnamed tributary

WB – Westbound

WDFW – Washington Department of Fish and Wildlife

WF – West Fork

WRIA – Water Resource Inventory Area

WSDOT – Washington State Department of Transportation

Resources

- [WSDOT Fish Passage Webpage](#)
- [WSDOT Fish Passage Project Delivery Plans](#)
- [WSDOT Fish Passage Maps & Data](#)
- [WSDOT Chronic Environmental Deficiencies](#)
- [WSDOT Habitat Connectivity](#)
- [WSDOT Fish Passage Inventory Web Map](#)

Introduction

Background on WSDOT Fish Passage Program

The Washington State Department of Transportation (WSDOT) has long recognized the importance of minimizing the environmental impacts of Washington's transportation system. As a part of that commitment to the environment, WSDOT created a dedicated program in 1991 to identify and correct barriers that restrict or completely block salmon and trout access to historic spawning and rearing habitat. That same year, WSDOT partnered with the Washington Department of Fish and Wildlife (WDFW) to assist with a comprehensive inventory and assessment of WSDOT owned water crossing structures. Under this program, WSDOT has endeavored to identify and correct high priority barriers along the state highway system.

On March 29, 2013, the U.S. District Court issued a permanent injunction requiring the State of Washington to accelerate barrier correction on salmon and steelhead streams within the area subject to the injunction. This area, commonly referred to as the "case area", is located west of the Cascade Mountains and north of the Willapa and Columbia River drainages (Figure 2).

This report summarizes WSDOT's progress in correcting fish passage barriers during the previous year and over the life of the program. It also provides the results of post-project monitoring for completed projects.

Potential habitat values listed in this report are calculated using both lineal and incremental gain (Figure 1). Lineal gain represents the length of potential fish habitat upstream of a corrected fish passage barrier to the end of fish use when no additional WSDOT barriers are documented

upstream. Incremental gain represents the length of potential fish habitat between a corrected WSDOT fish passage barrier and the next WSDOT fish passage barrier or corrected barrier upstream. Reporting incremental habitat gain instead of lineal gain in these circumstances ensures WSDOT avoids double-counting potential habitat gain when more than one WSDOT fish passage barrier correction is located within the same watershed.

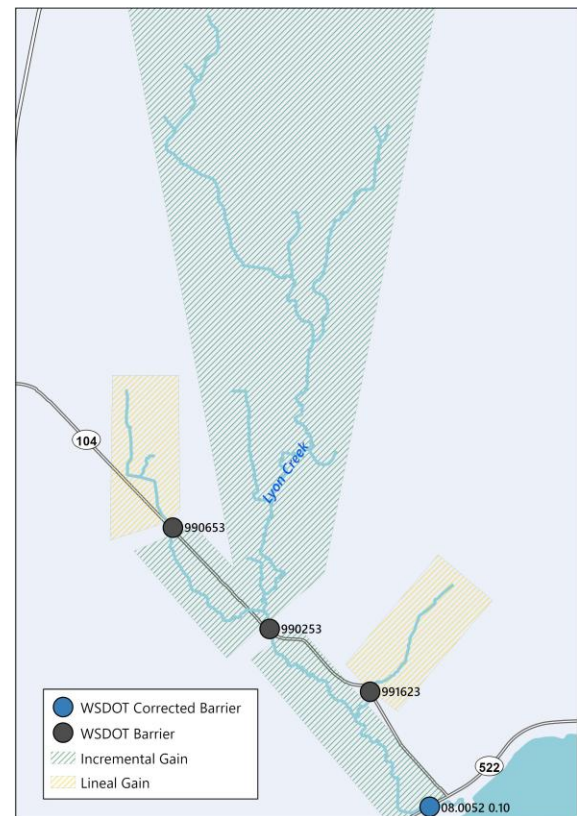


Figure 1. A diagram illustrating lineal and incremental gain in a watershed with one corrected fish passage project and three upstream barriers.

WSDOT reports injunction-specific progress to the tribes annually at the Annual Injunction Meeting. If you have questions about the Current Delivery Plan or Project Costs, contact [Kim Rydholm](#). If you have other questions about the culvert injunction or WSDOT's Fish Passage Program in general, please contact [Susan Kanzler](#).

2024 Fish Passage Projects Completed

WSDOT Completed 43 fish passage projects in 2024 (Figure 2; Table 1), improving access to an estimated 95.15 miles (153.13 kilometers) of potential upstream habitat. Of these, 39 projects were fish barrier corrections. Thirty projects were injunction relevant corrections, improving an estimated 83.43 miles (134.26 kilometers) of potential upstream habitat. Nine projects were fish barrier corrections not relevant to the injunction.

Additionally, WSDOT replaced four culverts that were not previously documented barriers but were either replaced with a structure meeting current fish passage design standards, removed, or abandoned as part of a larger transportation project.

Table 2 contains the list of fish passage barrier corrections since 1955. Figure 96 is a map of those sites.

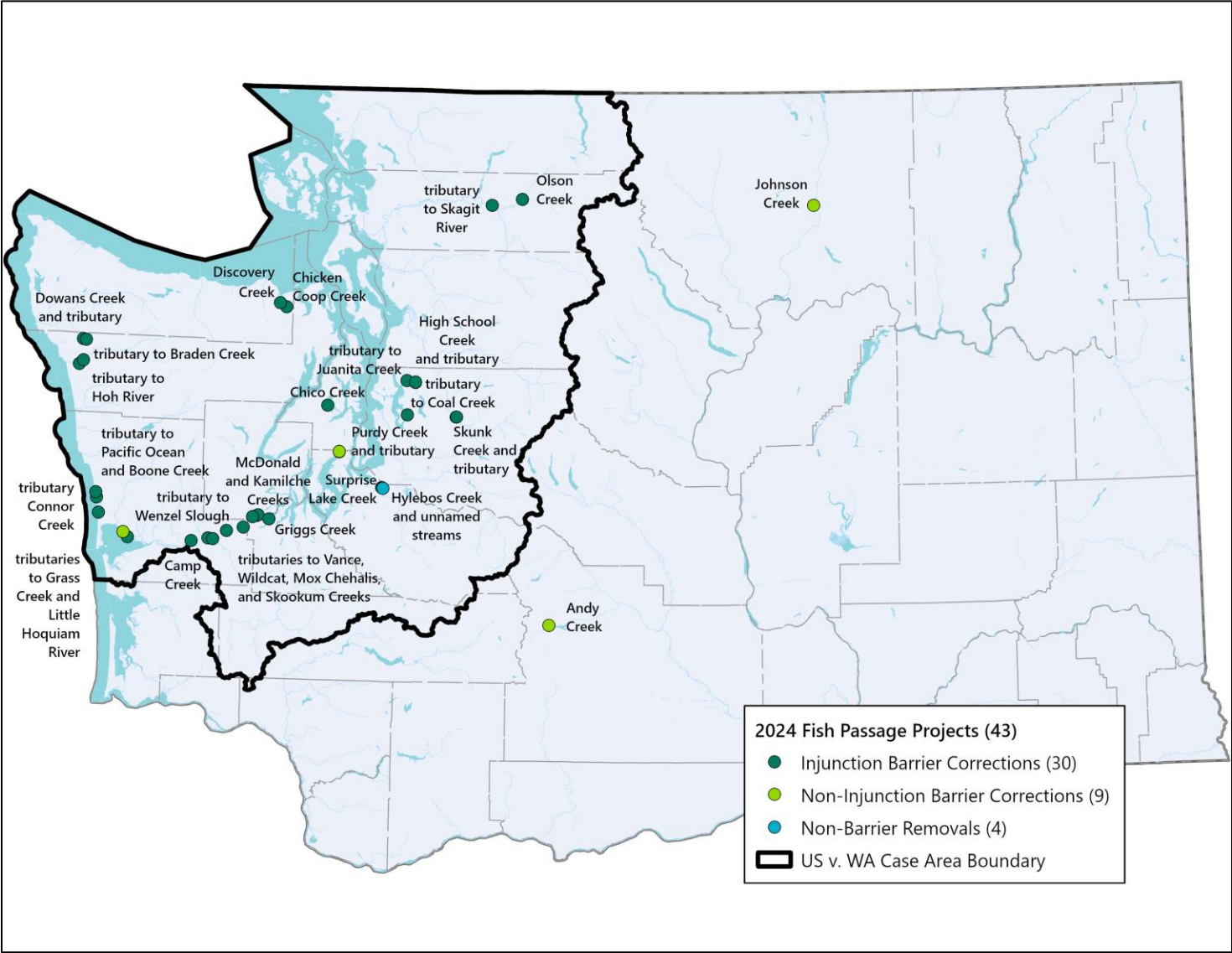


Figure 2. WSDOT fish passage projects completed in 2024.

Table 1. Fish Passage Projects Completed in 2024

Table sorted by WRIA, Road, and Milepost

Site ID	Injunction Culvert	WSDOT Region	WRIA	Road	MP	Stream	Lineal Gain ¹ (mi)	Incremental Gain ¹ (mi)	Funding	Barrier Correction	Interactive Map Link
991126	Yes	NW	4	SR 20	94.82	tributary to Skagit River	2.35	2.35	I4	Yes	991126 Map
CD18	Yes	NW	4	SR 20	105.42	Olson Creek	1.51	1.51	I4	Yes	CD18 Map
101SA-06	Yes	NW	7	SR 202	23.18	Skunk Creek	1.65	1.65	I4	Yes	101SA-06 Map
995200	Yes	NW	7	SR 202	23.22	tributary to Skunk Creek	0.23	0.23	I4	Yes	995200 Map
932933	Yes	NW	8	I-405	10.06	tributary to Coal Creek	0.15	0.15	I1	Yes	932933 Map
992654	Yes	NW	8	I-405; SB off-ramp	20.92	tributary to Juanita Creek	0.64	0.64	I1	Yes	992654 Map
996921	Yes	NW	8	SR 202	4.17	tributary to High School Creek	1.87	1.87	I4	Yes	996921 Map
996925	Yes	NW	8	SR 202	4.25	High School Creek	1.47	1.47	I4	Yes	996925 Map
935093	No	OL	10	70th Ave E; I-5	138.44	unnamed	n/a	n/a	I1	No ³	935093 Map
935157	No	OL	10	SR 167 ROW	0.32	Surprise Lake Creek	4.26	3.91	I1	Yes	935157 Map
935159	No	OL	10	SR 167; FUT	0.43	Surprise Lake Creek	n/a	n/a	I1	No ³	935159 Map
935158	No	OL	10	SR 167; ROW	0.42	Surprise Lake Creek	n/a	n/a	I1	No ³	935158 Map
935160	No	OL	10	SR 167; FUT	0.28	unnamed	0.06	0.06	I1	Yes	935160 Map
921588	No	OL	10	SR 167; FUT	0.29	unnamed	0.19	0.13	I1	Yes	921588 Map

2025 WSDOT Fish Passage Performance Report

Site ID	Injunction Culvert	WSDOT Region	WRIA	Road	MP	Stream	Lineal Gain ¹ (mi)	Incremental Gain ¹ (mi)	Funding	Barrier Correction	Interactive Map Link
921131	No	OL	10	SR 99	1.06	Hylebos Cr	n/a	n/a	I1	No ³	921131 Map
991672	Yes	OL	14	SR 108	7.61	tributary to Skookum Creek	1.44	1.44	I4	Yes	991672 Map
990278	Yes	OL	14	SR 108	8.89	McDonald Creek ²	3.67	3.67	I4	Yes	990278 Map
997225	Yes	OL	14	SR 108	9.45	Kamilche Creek	1.78	1.78	I4	Yes	997225 Map
997161	Yes	OL	14	US 101	357.4	Griggs Creek	1.06	1.06	I4	Yes	997161 Map
15.0060 1.00	Yes	OL	15	SR 16	17.62	Purdy Creek	5.67	5.67	I4	Yes	15.0060 1.00 Map
933460	No	OL	15	SR 16;ROW	17.68	tributary to Purdy Creek	0.13	0.13	I4	Yes	933460 Map
15.0229 0.10	Yes	OL	15	SR 3	40.91	Chico Creek	21.78	20.68	I4	Yes	15.0229 0.10 Map
991667	Yes	OL	17	US 101	268.54	Discovery Creek	3.23	3.23	I4	Yes	991667 Map
990075	Yes	OL	17	US 101	271.98	Chicken Coop Creek	3.79	3.79	I4	Yes	990075 Map
990717	Yes	OL	20	US 101	169.42	tributary to Braden Creek	0.98	0.98	I4	Yes	990717 Map
997054	Yes	OL	20	US 101	171.29	tributary to Hoh River	0.88	0.88	I4	Yes	997054 Map
991575	Yes	OL	20	US 101	181.2	Dowans Creek	1.05	1.05	I4	Yes	991575 Map
991507	Yes	OL	20	US 101	182.2	tributary to Dowans Creek	0.72	0.72	I4	Yes	991507 Map
990920	Yes	OL	21	SR 109	19.4	tributary to Connor Creek	1.12	1.12	I4	Yes	990920 Map
997363	Yes	OL	21	SR 109	24.56	tributary to Boone Creek	1.03	1.03	I4	Yes	997363 Map

2025 WSDOT Fish Passage Performance Report

Site ID	Injunction Culvert	WSDOT Region	WRIA	Road	MP	Stream	Lineal Gain ¹ (mi)	Incremental Gain ¹ (mi)	Funding	Barrier Correction	Interactive Map Link
997780	Yes	OL	21	SR 109	27.03	tributary to Pacific Ocean	0.70	0.70	I4	Yes	997780 Map
991836	Yes	OL	22	SR 109	4.46	tributary to Little Hoquiam River	2.08	2.08	I4	Yes	991836 Map
990932	Yes	OL	22	SR 109	6.91	tributary to Grass Creek	0.82	0.82	I4	Yes	990932 Map
935978	No	OL	22	SR 109; driveway	6.91	tributary to Grass Creek tributary	0.06	0.06	I4	Yes	935978 Map
993724	Yes	OL	22	SR 8	3.16	tributary to Wildcat Creek	1.41	1.41	I4	Yes	993724 Map
990773	Yes	OL	22	SR 8	9.1	tributary to Mox Chehalis Creek	1.54	1.54	I4	Yes	990773 Map
22.0349 0.70	Yes	OL	22	US 12	12.36	Camp Creek ²	9.89	9.89	I4	Yes	22.0349 0.70 Map
933616	Yes	OL	22	US 12	17.56	tributary to Wenzel Slough	5.47	5.47	I4	Yes	933616 Map
125 1806W 34G	Yes	OL	22	US 12	19.17	tributary to Vance Creek	4.53	4.53	I4	Yes	125 1806W34G Map
998490	No	SC	38	US 12	159.29	Andy Creek	0.53	0.53	P3	Yes	998490 Map
990217	No	NC	49	US 97	299.02	Johnson Creek	6.90	6.90	I4, grant	Yes	990217 Map
960240	No	NC	49	US 97; ROW	299.04	Johnson Creek	n/a	n/a	I4, grant	Yes	960240 Map
960241	No	NC	49	US 97; ROW	299.05	Johnson Creek	n/a	n/a	I4, grant	Yes	960241 Map

Total Potential Habitat Gain:

95.15 miles

Total Injunction Potential Habitat Gain:

83.43 miles

1 - Lineal gain represents the amount of potential fish habitat upstream of a corrected barrier. Incremental habitat gain is reported for sites having other WSDOT barriers located upstream. Incremental habitat gain is the amount of potential fish habitat upstream to the next WSDOT barrier.

2 - Previously corrected site.

3 - This site was not a fish barrier but was either replaced with a structure that meets current fish passage design standards, removed, or abandoned.

Funding Codes

I4 = Improvement

I1 = Mobility

P3 = Preservation

Site ID 991126, Unnamed Tributary to Skagit River

SR 20, MP 94.82. WRIA 4

Project location: [991126 Interactive Map](#)

This project removed a fish barrier on a large unnamed tributary to the Skagit River. The project improves access to 2.4 miles of potential spawning and rearing habitat upstream for coho, steelhead, coastal cutthroat, resident, and bull trout.

The Skagit River corridor, protected under the Wild and Scenic Rivers designation, lies west of the crossing. North of SR 20 is land managed by the Department of Natural Resources, and a large block of Mount Baker-Snoqualmie National Forest begins northeast of the site and intersects North Cascades National Park, continuing to the Canadian border.

Due to the high ecological priority rank, the structure includes 3–5 ft wide wildlife benches—dry paths adjacent to the stream—that provide safe passage for terrestrial species such as fisher, bobcat, coyote, and black bear, while also helping reduce roadway collisions.



Figure 3. 991126 Before Construction: The old crossing was a 5.74 ft round steel plated culvert measuring 322 feet long. The culvert was assessed as a barrier due to excessive water surface drop at the outlet.



Figure 4. 991126 After Construction: The new crossing is a 29 ft clear span concrete bridge.

Site ID CD18, Olson Creek, Tributary to Skagit River

SR 20, MP 105.42, WRIA 4

Project location: [CD18 Interactive Map](#)

Olson Creek, a large tributary to the Skagit River, empties into the river just 250 feet south of the SR 20 highway crossing. This project corrected the final and most downstream documented fish passage barrier within the Olson Creek watershed, and restored access to 1.5 miles of potential spawning and rearing habitat upstream for Chinook, coho, steelhead, coastal cutthroat, resident and bull trout.

Because of the site's proximity to connected habitats of many different species, including state and federally endangered gray wolf (*Canis lupus*), and directly in the vicinity of Washington State's only wolf pack west of the Cascade Mountains' crest, the Diobsud Creek Pack, state endangered fishers (*Pekania pennanti*) and federally threatened/state endangered grizzly bears (*Ursus arctos horribilis*), wildlife benches were incorporated into the bridge design to encourage terrestrial connectivity within the riparian area. This maximizes wildlife access to adjacent land directly south of the crossing that is protected under the Wild and Scenic Rivers designation.



Figure 5. CD18 Before Construction: The old crossing was a 69 ft long squash structural plate steel culvert with 12.7 ft span by 8.3 ft rise. The crossing was assessed as a barrier due to excessive slope.



Figure 6. CD18 After Construction: The new crossing is a 40 ft span concrete bridge with wildlife benches lining each side of the channel.

Site IDs 101SA-06 and 995200, Skunk Creek & Tributary to Skunk Creek SR 202, MP 23.18, WRIA 7

Project location: [101SA-06 & 995200 Interactive Map](#)

Unnamed tributary to Skunk Creek and Skunk Creek are both tributaries to the Snoqualmie River. These two fish passage barrier removal projects improve access to 1.88 miles of potential spawning and rearing habitat for coho, steelhead, bull trout, and coastal and resident cutthroat trout.

At crossing 101SA-06 on the unnamed tributary to Skunk Cr, a shallow road prism limited the height of the replacement structure. An innovative construction method was implemented to incorporate in-stream wood inside of the structure. Slash cones, consisting of bundled and partially buried small wood and slash were installed under the new bridge to add habitat complexity within the low-energy stream.

The crossing at site 995200 on Skunk Creek mainstem was completely removed and the stream channel was realigned to eliminate the need for this road crossing. This section of stream is now a natural open channel. Coho salmon have been observed upstream of both crossings by a Washington Trout field crew.



Figure 7. 101SA-06 Before Construction: The old crossing was 4 ft span by 2 ft rise concrete box culvert. It was a fish passage barrier due to excessive slope.



Figure 8. 101SA-06 After Construction: The new crossing is a 52 ft-span concrete bridge.



Figure 9. 101SA-06 After Construction: Slash cones under the new bridge.



Figure 10. 995200 Before Construction: The old crossing was a culvert that crossed under both SR 202 and Fish Hatchery Road. It was a round concrete culvert with a diameter of 2 ft and was a fish passage barrier due to excessive slope.



Figure 11. 995200 After Construction: This site is now an open channel with no road crossing.

Site ID 932933, Unnamed Tributary to Coal Creek

I-405, MP 10.06, WRIA 08

Project location: [932933 Interactive Map](#)

The unnamed tributary to Coal Creek crosses I-405 south of Bellevue and drains into lower Coal Creek, which is a tributary of Lake Washington. This barrier correction project restores access to 0.15 miles of potential habitat for coho, steelhead, resident trout and coastal cutthroat.



Figure 12. 932933 Before Construction: The old crossing consisted of two round concrete culverts. The first culvert had a diameter of 1.5 ft. The second culvert had a diameter of 2.5 ft. Each culvert was approximately 378 ft in length and extended under all lanes of I-405. Both culverts were barriers to fish passage due to excessive slopes.



Figure 13. 932933 After Construction: The project replaced the two culverts with a single 427 ft long box culvert. The box culvert has a span of 12 ft and a rise of 8.0 ft.

Site ID 992654, Unnamed Tributary to Juanita Creek

I-405, MP 20.92, WRIA 08

Project location: [992654 Interactive Map](#)

This unnamed tributary of Juanita Creek crosses under I-405 in Kirkland at the new NE 132nd Street Interchange and drains into Juanita Creek which is a tributary of Lake Washington. This barrier correction project improves access to 0.63 miles of potential habitat for coho, resident trout, and coastal cutthroat. This project was completed in partnership with the City of Kirkland. As part of this project, new fish passable culverts were installed underneath 114th Place NE, NE 132nd St and Totem Lake Blvd NE, respectively.



Figure 14. 992654 Before Construction: The old crossing was a single 4.5 ft diameter corrugated steel culvert with multiple catch basins. The approximate length of the structure was 843 ft and extended under 114th Place NE, NE 132nd St, all lanes of I-405 and Totem Lake Blvd NE. The culvert was a barrier to fish passage due to excessive slope.



Figure 15. 992654 After Construction: The new structure is a bottomless arch culvert with a length of 174 ft. The culvert has a span of 18 ft and a rise of 6 ft. In addition to the culvert, the daylighted channel underneath the I-405 overpass runs a length of 255 ft.



Figure 16. 936700 After Construction: Site 936700 is a daylighted section of channel that flows along NE 132nd St underneath the I-405 overpass directly upstream of the new WSDOT structure for the southbound off ramp. This section is walled along both banks and contains several LWM structures to add complexity to the stream.

Site IDs 996921 and 996925, Tributary to High School Creek & High School Creek

SR 202, MP 4.17 and 4.25, WRIA 8

Project location: [996921 & 996925 Interactive Map](#)

Unnamed tributary to High School Creek and High School Creek are tributaries to the Sammamish River. This project corrected two fish passage barriers and restored access to 3.34 miles of potential spawning and rearing habitat. This project included the placement of 355 pieces of large woody material into the new channel. The river is expected to backwater into this project area. The large wood will provide refuge habitat for the potential salmonid species, including sockeye, coho, steelhead, and resident cutthroat trout.

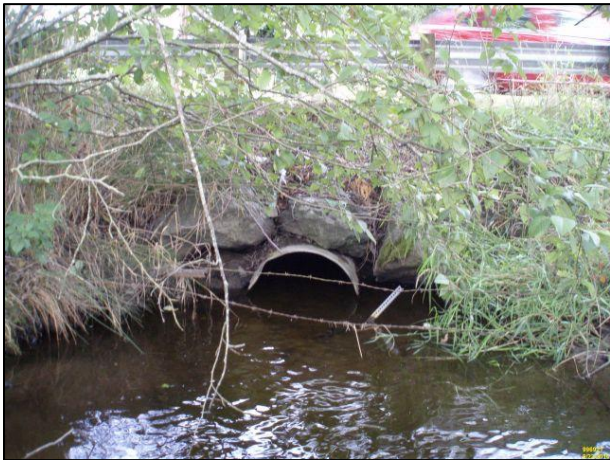


Figure 17. 996921 Before Construction: The old crossing was a 3 ft diameter aluminum culvert. This structure was a fish passage barrier due to excessive slope.



Figure 18. 996921 After Construction: The channel was relocated away from this site, eliminating the need for a stream crossing at that location.



Figure 19. 996925 Before Construction: The old crossing was a 3 ft diameter concrete culvert. This structure was a fish passage barrier due to excessive slope.



Figure 20. 996925 After Construction: The new crossing under SR 202 is a 25 ft span by 13 ft rise concrete box culvert.

Site IDs 935093, 935157, 935158, and 935159, Surprise Lake Creek

SR 167 Completion Project, WRIA 10

Project location: [935093, 935157, 935158, & 935159 Interactive Map](#)

In 2020, construction began on the SR 167 Completion Project which is part of the larger Puget Sound Gateway Program. The project goal is to extend SR 167 from Puyallup to the Port of Tacoma by creating 6 miles of new freeway. A portion of this regional project is to correct multiple existing fish passage features across the project area.

In 2024, four structures located on Surprise Lake Creek were abandoned. With the proposed new SR 167 alignment, Megaprograms determined that the best course of action would be to abandon the sites altogether and realign the stream to reduce the total number of stream crossings. In addition to abandoning sites and realigning the stream, multiple side channels and off-channel habitat areas were created to improve the overall connectivity and habitat conditions of the watershed (see Figure 30). Of the four sites that were abandoned, only one had previously been determined to be a barrier to fish passage. The removal of these four sites improves fish access to approximately 3.91 miles of habitat for chum, coho, steelhead, coastal cutthroat and resident trout species.



Figure 21. 935093 Before Construction: The crossing consisted of a 184.5 ft long squashed culvert with a span of 8.5 ft and a rise of 6 ft. During the previous site assessment, it was determined that this site was not a barrier to fish passage. The crossing was filled and abandoned in place beneath new highway infrastructure.



Figure 22. 935157 Before Construction: This crossing was a single corrugated steel squashed culvert with a span of 4 ft and a rise of 4.5 ft. The culvert length was 20 ft long and provided access to a large agricultural area. The culvert was a barrier to fish passage due to excessive slopes.



Figure 23. 935157 After Construction: The crossing was removed and channel realigned. The location of the original crossing is now associated with a backwatered side channel along the new stream alignment.



Figure 24. 935158 Before Construction: This crossing was a single corrugated steel squashed culvert with a span of 5.5 ft and a rise of 4 ft. The culvert length was 66.5 ft long and provided access to a large agricultural area. During the previous site assessment, it was determined that this site was not a barrier to fish passage.



Figure 25. 935158 After Construction: The crossing was removed and channel realigned. The location of the original crossing is now associated with one of many side channels along the new stream alignment.



Figure 26. 935159 Before Construction: This crossing was a single span bridge constructed with wood planks. An abandoned pumphouse was located on the structure. During the previous site assessment, it was determined that this site was not a barrier to fish passage.



Figure 27. 935159 After Construction: The crossing and pumphouse were removed and the channel was realigned. The location of the original crossing is now associated with one of many side channels along the new stream alignment.

Site IDs 935160 and 921588, Unnamed Tributary to Surprise Lake Creek

SR 167 Completion Project, WRIA 10

Project location: [935160 & 921588 Interactive Map](#)

In addition to the four structures that were removed along the mainstem of Surprise Lake Creek, two other crossings were abandoned along an unnamed tributary as a part of the larger SR 167 Completion Project. Both culverts were filled and abandoned in place and the tributary was realigned during the realignment of Surprise Lake Creek.



Figure 28. 935160 Before Construction: This crossing was originally a concrete culvert with a diameter of 3 ft. This culvert was 476 ft long and ran parallel to 70th Ave E and Barth Road.



Figure 29. 921588 Before Construction: This crossing was a corrugated steel culvert with a diameter of 3 ft. This culvert was 36 ft long and provided conveyance under an agricultural field access road.

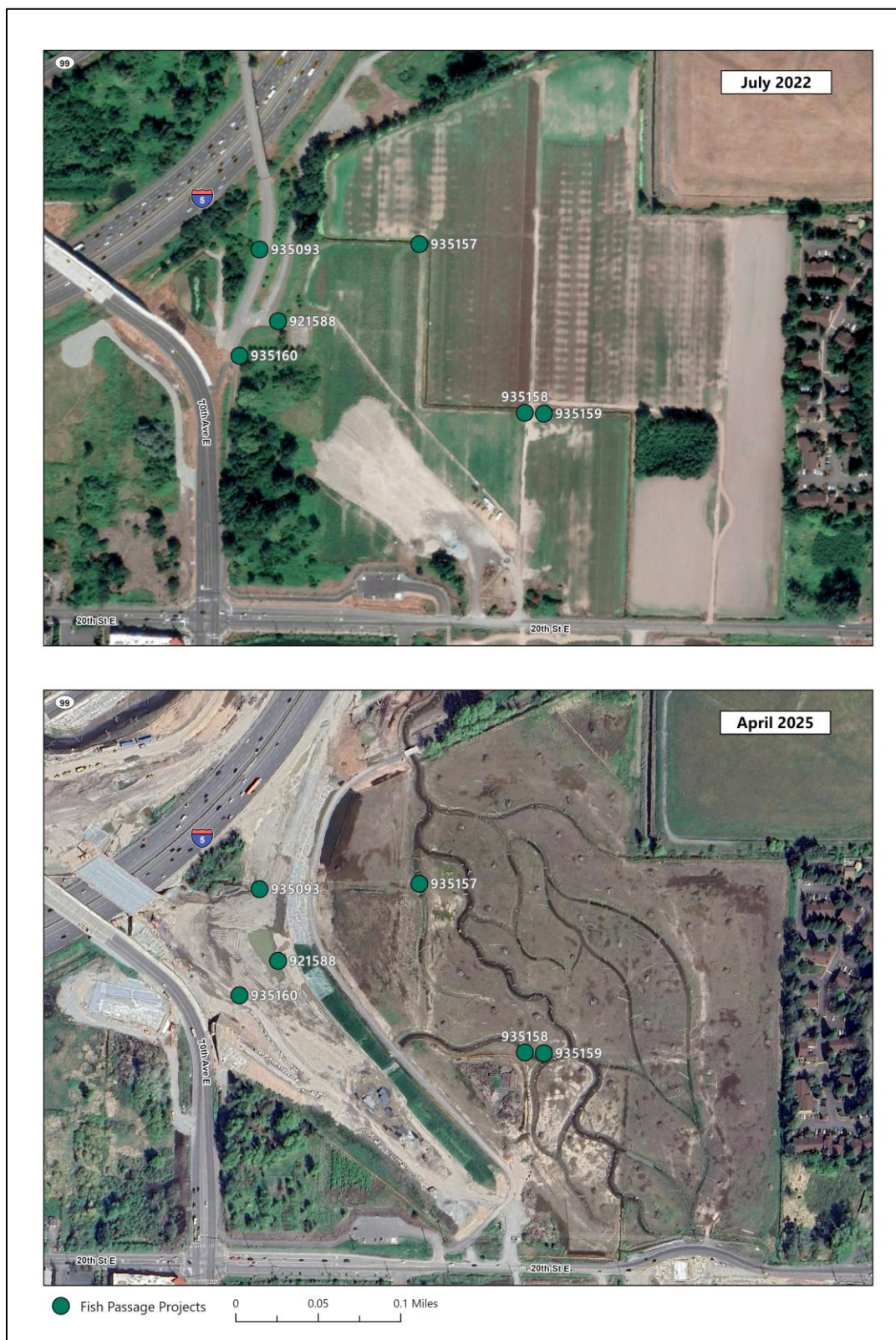


Figure 30. Surprise Lake Creek Project aerial imagery: This project realigned the stream and created multiple side channels and off-channel habitat areas to improve connectivity and habitat conditions throughout the watershed, as shown in the post-construction April 2025 imagery (bottom), with pre-construction July 2022 imagery for comparison (top).

**Site ID 921131, Hylebos Creek,
Tributary to Commencement Bay**
SR 99, MP 1.06, WRIA 10

Project location: [921131 Interactive Map](#)

Hylebos Creek crosses SR 99 in Fife before draining into Hylebos Waterway through the Port of Tacoma. This project is part of an ongoing, multi-year restoration of Hylebos Creek associated with the extension of SR 167 from Puyallup to the Port of Tacoma. The project shifted Hylebos Creek slightly from its previous alignment and the former bridge with a new bridge meeting current design standards. Adult chum salmon were observed under the bridge during the Post-Construction Inspection. Chinook, pink, chum, coho, steelhead, coastal and resident trout utilize Hylebos Creek.



Figure 31. 921131 Before Construction: The previous fish passable bridge was built in 1927 and rebuilt in 1953.



Figure 32. 921131 After Construction: The new, concrete bridge is 69 ft long and includes a wildlife bench on one side.

Site ID 991672, Unnamed Tributary to Skookum Creek

SR 108, MP 7.61, WRIA 9

Project location: [991672 Interactive Map](#)

This unnamed tributary crosses SR 108 between McCleary and Kamilche and drains into Totten Inlet via Skookum Creek. This barrier correction restores access to 1.5 miles of potential habitat for coho, steelhead, coastal cutthroat and resident trout. Prior to replacement, adult coho were observed at the base of the culvert in a small plunge pool located at the base of the outlet. Chum salmon are also known to reside throughout the Skookum Creek basin. Following completion of the project, an adult chum was observed downstream of the project limits.



Figure 33. 991672 Before Construction: The former structure was a 5 ft diameter corrugated steel culvert that ran a length of 53 ft underneath SR 108. A water surface drop of 1.5 ft at the outlet created barrier conditions that limited upstream migration.



Figure 34. 991672 After Construction: The culvert was replaced with a 34.5 ft long bridge.

Site ID 990278, McDonald Creek, Tributary to Skookum Creek

SR 108, MP 8.89, WRIA 9

Project location: [990278 Interactive Map](#)

McDonald Creek crosses SR 108 between McCleary and Kamilche and drains into Totten Inlet via Skookum Creek. This barrier correction project restores access to 3.67 miles of potential habitat for chum, coho, steelhead, coastal cutthroat and resident trout.

The McDonald Creek basin provides excellent spawning and rearing habitat that supported an abundant chum salmon run, but the undersized culvert had developed a 5-foot outfall drop. A concrete fishway was installed by WDFW in 1998 to improve passage for some species. However, large quantities of sediment continually filled the fishway, which reduced its effectiveness and required continual maintenance. Due to the repetitive maintenance and impacts to fish habitat, this site was nominated as a Chronic Environmental Deficiency (CED) in 2007.

Prior to the replacement of the WSDOT culvert, two additional crossings located upstream of SR 108 were corrected in 2005 with Family Forest Fish Passage Program (FFFPP) funding. With the completion of this project, fish now have unrestricted access to the entire watershed.



Figure 35. 990278 Before Construction: The old crossing was a 6 ft by 4 ft concrete box culvert and was retrofitted with a 9 weir-pool fish ladder to improve access upstream for migrating salmonids. Due to continued and chronic aggradation, the ladder was deemed ineffective at providing fish passage in 2015.



Figure 36. 990278 After Construction: The new structure is a concrete bottomless arch culvert with a span of 19 ft and a rise of 16.5 ft and is 47 ft long.



Figure 37. 990278 After Construction: Over the winter following installation, adult chum were observed spawning throughout the project area.

Site ID 997225, Kamilche Creek, Tributary to Skookum Creek

SR 108, MP 9.45, WRIA 9

Project location: [997225 Interactive Map](#)

Kamilche Creek crosses SR 108 between McCleary and Kamilche and drains into Totten Inlet via Skookum Creek. This barrier correction project restores access to 1.8 miles of potential habitat for chum, coho, steelhead, coastal cutthroat and resident trout. The structure was designed and installed to preserve the wetland function both upstream and downstream.

Following the completion of the project, adult chum were observed spawning throughout the project area.



Figure 38. 997225 Before Construction: The old crossing was a 72 ft long, 5 ft diameter structural plate steel culvert. The crossing was assessed as a fish barrier due to both low flow depth and high flow velocity.



Figure 39. 997225 After Construction: The new structure is a 22.5 ft long concrete bridge.



Figure 40. 997225 After Construction: Chum through the swimming upstream through the culvert.

**Site ID 997161, Griggs Creek,
Tributary to Schneider Creek**
US 101, MP 357.4, WRIA 14

Project location: [997161 Interactive Map](#)

Griggs Creek crosses US 101 between Olympia and Shelton and drains into the south end of Totten Inlet via Schneider Creek. This barrier correction project improved access to 1.06 miles of potential habitat for chum, coho, steelhead, resident and coastal cutthroat trout.



Figure 41. 997161 Before Construction: The old crossing was a 3 ft diameter concrete culvert that extended under all lanes of US 101 and was a barrier to fish passage due to slope.



Figure 42. 997161 After Construction: The project replaced the single culvert with two separate structures for NB and SB lanes. The new structure for the NB lanes (997161) is a 19 ft span by 13 ft rise bottomless arch culvert.



Figure 43. 936719 After Construction: The new structure for the SB lanes (936719) is a 19 ft span by 12.5 ft rise bottomless arch culvert and was assigned a new Site ID.

Site IDs 15.0060 1.00 and 933460, Purdy Creek and Unnamed Tributary to Purdy Creek

SR 16, MP 17.62, WRIA 15

Project location: [15.0060 1.00 & 933460](#)

[Interactive Map](#)

Purdy Creek is a large tributary to Burley Lagoon at the north end of Carr Inlet in Pierce County near the City of Gig Harbor. This project completes a multi-year effort to improve fish passage in Purdy Creek under SR 302 and SR 16. The SR 302 barrier correction was completed in 2023, and the SR 16 barrier correction was completed in 2024 and improves access to 5.67 miles of potential habitat. A culvert located in the SR 16 ROW for an unnamed tributary to Purdy Creek was removed as part of the project. Numerous adult chum were observed spawning in the project reach after completion.



Figure 44. 15.0060 1.00 Before Construction: The old crossing was 6 ft diameter metal culvert retrofitted with a fishway and was a barrier to chum, coho, steelhead, coastal and resident trout. The culvert was 544 ft long and was a barrier due to velocity.



Figure 45. 15.0060 1.00 After Construction: The new crossing consists of two 198 ft long bridges for EB and WB traffic.



Figure 46. 933460 Before Construction: The old tributary crossing was a pair of 2 ft diameter corrugated steel culverts.



Figure 47. 933460 After Construction: The abandoned tributary crossing is now open channel.

Site ID 15.0229 0.10, Chico Creek, Tributary to Dyes Inlet

SR 3, MP 40.91, WRIA 15

Project location: [15.0229 0.10 Interactive Map](#)

Chico Creek is a large tributary to Dyes Inlet located in Kitsap County between Bremerton and Silverdale. This was the final project following a multi-year effort that began in 2014 with the removal of road crossing on Kitty Hawk Drive located downstream of the WSDOT crossing. With the completion of this project, WSDOT was able to remove the last downstream barrier and restored access to nearly 22 miles of potential spawning and rearing habitat for Chinook, chum, coho, steelhead, coastal cutthroat and resident trout.

Prior to its replacement, the SR 3 crossing was classified as a CED site due to repeated occurrences of debris racking that caused issues with upstream flooding. Shortly after the completion of the new structure, Chico Creek saw a record chum run making their way upstream to spawn (Figure 50).

Chico Creek provides a great example of WSDOT's commitment to building critical partnerships with local and tribal government entities. This coordination between the Suquamish Tribe and Kitsap County has contributed to the correction of 12 fish barriers (including three other WSDOT-owned barriers) since 2012.



Figure 48. 15.0229 0.10 Before Construction: The old crossing was comprised of two concrete box culverts with a span and rise of 8 ft each and a length of 400 ft. In 2014, three baffles were installed inside one of the culverts and a single log weir was installed downstream of the outlet. Despite this effort to improve conditions, the site was determined to be a fish passage barrier in 2016.



Figure 49. 15.0229 0.10 After Construction: The new crossing is a 205.5 ft long bridge that is located south of the original crossing. A section of the original upstream channel was regraded and incorporated into a small unnamed tributary that flows into the realigned mainstem, leading under the SR 3 bridge.



Figure 50. 15.0229 0.10 After Construction: Chum salmon migrating upstream of SR 3.

**Site ID 991667, Discovery Creek,
Tributary to Sequim Bay**
US 109, MP 268.54, WRIA 17

Project location: [991667 Interactive Map](#)

Discovery Creek is located in Clallam County between Blyn and Sequim, immediately north of Sequim Bay State Park. This project improves access to 3.23 miles of potential habitat for coho, steelhead, coastal and resident trout.



Figure 51. 991667 Before Construction: The old crossing was a 4 ft diameter corrugated steel culvert cobbled to a 3 ft diameter concrete culvert. The crossing was assessed as a barrier due to slope.



Figure 52. 991667 After Construction: The new crossing is a 116 ft long concrete bridge.

Site ID 990075 Chicken Coop Creek, Tributary to Sequim Bay

US 101, MP 271.98, WRIA 17

Project location: [990075 Interactive Map](#)

Chicken Coop Creek is a tributary to Sequim Bay east of Blyn. This project improves access to 3.79 miles of potential spawning and rearing habitat upstream for coho, steelhead, coastal and resident trout.

In addition to correcting a priority injunction culvert, this project provided an opportunity to address terrestrial habitat connectivity needs at the same location. Large parcels managed by DNR and a private easement along Chicken Coop Creek upstream of US 101 made this location a priority for habitat connectivity enhancement. This area was prioritized due to ecological considerations, including proximity to state-endangered fisher (*Pekania pennanti*) range, connected networks of quality terrestrial habitat, and large blocks of protected land.

Prior to construction, wildlife camera monitoring revealed black-tailed deer were repelled from entering the former crossing structure (Figure 53 and Figure 54). After construction, dozens of successful deer crossings have been documented (Figure 55).

Chicken Coop Creek originates from a network of small drainages that originate on State DNR lands southeast of the highway crossings. The valley-bottom landscape at the crossing is likely to guide wildlife into this newly constructed crossing opportunity.



Figure 53. 990075 Before Construction: The old crossing was a concrete box culvert with a 3 ft span by 4 ft rise measuring 175 ft long and assessed as a barrier due to excessive water surface drop at the outlet.

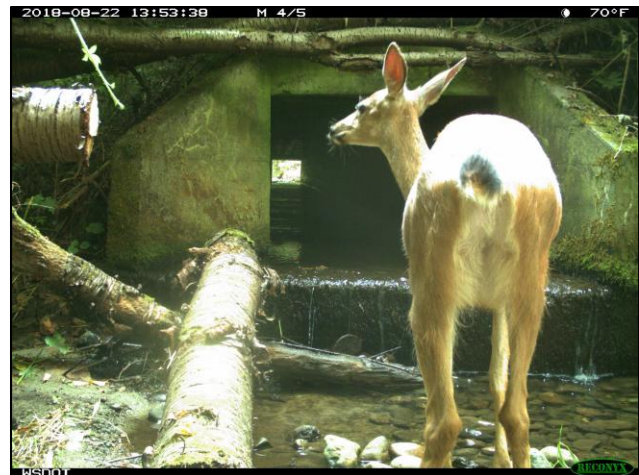


Figure 54. 990075 Before Construction: Black-tailed deer at the outlet of the structure prior to construction, unable to cross through.



Figure 55. 990075 After Construction: A doe and fawn successfully crossing beneath US 101 through the new structure post-construction.



Figure 56. 990075 After Construction: The new crossing is a 55 ft span concrete bridge that facilitates passage for both fish and terrestrial wildlife.

Site ID 990717, Unnamed Tributary to Braden Creek

US 101, MP 169.42, WRIA 20

Project location: [990717 Interactive Map](#)

This small tributary to Braden Creek is located in west Jefferson County within the lowlands of the Hoh River valley. The stream is dominated by beaver wetlands upstream and a forested stream channel downstream. This project corrected the only barrier on this tributary and restores access to 0.98 miles of potential habitat for coho, steelhead, coastal and resident trout.



Figure 57. 990717 Before Construction: The old crossing was a 3 ft span by 3 ft rise concrete box culvert and was a barrier due to slope.



Figure 58. 990717 After Construction: The new crossing is a 20 ft span by 12 ft rise concrete box culvert.

Site ID 997054, Unnamed Tributary to Hoh River

US 101, MP 171.29, WRIA 20

Project location: [997054 Interactive Map](#)

This forested wetland tributary is also located in west Jefferson County within the lowlands of the Hoh River valley. The project corrected the only remaining fish passage barrier on the tributary and restores unimpeded access from the Hoh River to 0.88 miles of potential habitat upstream of US 101 for coho, steelhead, coastal and resident trout. Two barriers downstream on private property were removed in 2012 by the Hoh River Trust with funding from the Family Forest and Fish Passage Program (FFFPP).



Figure 59. 997054 Before Construction: The old crossing was a 2 ft diameter steel culvert and was a barrier due to velocity.



Figure 60. 997054 After Construction: The new crossing is a 23 ft span by 8 ft rise concrete box culvert.

**Site ID 991575, Dowans Creek,
Tributary to Bogachiel River**
US 101, MP 181.2, WRIA 20

Project location: [991575 Interactive Map](#)

US 101 crosses Dowans Creek near its headwaters in managed forest land. The project improves access to 1.05 miles of potential habitat for coho, steelhead, coastal and resident trout.



Figure 61. 991575 Before Construction: The old crossing was a 2-cell concrete box culvert with each cell measuring 5 ft span by 5 ft rise and was a barrier due to slope.



Figure 62. 991575 After Construction: The new crossing is a 42 ft long concrete bridge.

Site ID 991507, Unnamed Tributary to Dowans Creek

US 101, MP 182.2, WRIA 20

Project location: [991507 Interactive Map](#)

This nearby tributary to Dowans Creek originates in managed forest land and crosses US 101 in the upper reaches of the watershed. The project corrected the only barrier on this tributary and restores unimpeded access to 0.72 miles of potential habitat for coho, steelhead, coastal and resident trout.



Figure 63. 991507 Before Construction: The old crossing was a 4 ft diameter concrete culvert cobbled to a 4 ft span by 3 ft concrete box culvert and was a barrier due to slope.



Figure 64. 991507 After Construction: The new crossing is a 41 ft span by 27 ft rise aluminum, bottomless arch culvert.

Site ID 990920, Unnamed Tributary to Connor Creek

SR 109, MP 19.4, WRIA 21

Project location: [990920 Interactive Map](#)

This coastal tributary crosses SR 109 between Ocean City and Copalis Beach before making its way to the Pacific Ocean via Connor Creek. The project corrected the downstream-most barrier on the tributary, restoring access from the Pacific Ocean to 1.12 miles of potential habitat upstream of SR 109 for coho, steelhead, resident and coastal trout.



Figure 65. 990920 Before Construction: The old crossing was a 3 ft diameter concrete culvert that was assessed as a slope barrier.



Figure 66. 990920 After Construction: The new crossing is a 19 ft span by 11 ft rise concrete box culvert.

Site ID 997363, Unnamed Tributary to Boone Creek

SR 109, MP 24.56, WRIA 21

Project location: [997363 Interactive Map](#)

This forested, coastal tributary is located north of Copalis Beach near Iron Springs and drains to the Pacific Ocean via Boone Creek. This project corrected the downstream-most barrier and restores access to 1.03 miles of potential habitat for coho, steelhead, coastal and resident trout. Due to the crossing's proximity to Boone Creek, this tributary may be utilized by pink, chum, and Chinook for off-channel refugia, as well.



Figure 67. 997363 Before Construction: The old crossing was a 4 ft diameter corrugated steel culvert and was a barrier due to slope.



Figure 68. 997363 After Construction: The new crossing is a 26 ft span by 10 ft rise concrete box culvert.

Site ID 997780, Unnamed Tributary to Pacific Ocean

SR 109, MP 27.03, WRIA 21

Project location: [997780 Interactive Map](#)

This intermittent, coastal tributary crosses SR 109 near unincorporated Cedar Grove, north of Iron Springs. This project corrected the downstream-most barrier on the tributary and restores access to 0.7 miles of potential habitat for coho, coastal and resident trout.



Figure 69. 997780 Before Construction: The old crossing was a 3 ft diameter concrete culvert and was a barrier due to slope.



Figure 70. 997780 After Construction: The new crossing is a 14 ft span by 9 ft rise concrete box culvert.

Site ID 991836, Unnamed Tributary to Little Hoquiam River

SR 109, MP 4.46 WRIA 22

Project location: [991836 Interactive Map](#)

This tributary originates atop Brackenridge Bluff and crosses SR 109 before entering Little Hoquiam River in rural Grays Harbor County. This project corrected the downstream-most barrier on the tributary and restores unimpeded access to 2.08 miles of potential habitat for coho, coastal and resident trout.



Figure 71. 991836 Before Construction: The old crossing was a 3 ft diameter concrete culvert and was a barrier due to velocity.



Figure 72. 991836 After Construction: The new crossing is a 26 ft span by 10.5 ft rise concrete box culvert.

**Site IDs 990932 and 935978,
Unnamed Tributaries to Grass Creek
SR 109, MP 6.91, WRIA 22**

Project location: [990932 & 935978 Interactive Map](#)

This project corrected two WSDOT barriers and one Grays Harbor County barrier in the intertidal area of the Grass Creek drainage. WSDOT replaced a barrier culvert under SR 109 on a primary tributary and removed and abandoned the crossing of a secondary tributary under a driveway within WSDOT right-of-way for the WSDOT Grass Creek Mitigation Area. Both 990932 and 935978 were barriers due to hydraulic drop.

The project restores access to 0.82 miles of potential habitat on the primary tributary and 0.06 miles of potential habitat on the secondary tributary for Chinook, coho, steelhead, coastal and resident trout. As part of the project, a county culvert under an abandoned rail line upstream of SR 109 was removed.

This project identified opportunity-based stormwater retrofits and included five vegetated filter strips. These improvements resulted in approximately 13,800 square feet of additional treated area compared to the proposed design.



Figure 73. 990932 Before Construction: The old crossing for SR 109 was a 2 ft diameter corrugated steel culvert with a log control fishway to facilitate passage.



Figure 74. 990932 After Construction: The new crossing for 990932 is a 47 ft span by 14 ft rise concrete box culvert.



Figure 75. 935978 Before Construction: The old WSDOT mitigation area driveway crossing was a 2 ft diameter corrugated steel culvert.



Figure 76. 935978 After Construction: The open channel.

Site ID 993724, Unnamed Tributary to Wildcat Creek

SR 8, MP 3.16, WRIA 22

Project location: [993724 Interactive Map](#)

This unnamed tributary meets Wildcat Creek near McCleary. This project improves access to 1.41 miles of potential spawning and rearing habitat upstream for chum, coho, steelhead, coastal and resident cutthroat trout.

Adjacent highway segments to the west and east ranked *high* and *medium* priority, respectively, for wildlife-vehicle collision indicators, a safety concern and an indication a wildlife crossing was needed. The stream originates on Green Diamond Forest land and flows west through mature forest to SR 8, which provide favorable conditions for ideal wildlife habitat.

The new crossing provides a corridor connecting it to a small patch of mature trees west of the highway, rife with game trails and wildlife tracks.

The large open structure and wildlife benches under the structure above the 2-year flood level will facilitate terrestrial wildlife passage at all regular stream flows for a wide range of species, including black-tailed deer and the state endangered fisher.



Figure 77. 993724 Before Construction: The old crossing was a round corrugated steel culvert with a 4.3 ft diameter, measuring 204 ft long. The crossing was a barrier due to the slope.



Figure 78. 993724 After Construction: The new crossings are two 84 ft-span concrete bridges on EB and WB SR 8.

Site ID 990773, Unnamed Tributary to Mox Chehalis Creek

SR 8 MP 9.19, WRIA 22

Project location: [990773 Interactive Map](#)

The unnamed tributary drains into Mox Chehalis Creek, east of the McCleary. The new bridge improves upstream access to 1.54 miles of spawning and rearing habitat for chum, coho, steelhead, coastal and resident cutthroat trout. Adult coho salmon were observed upstream of the new bridge in November 2024, and WSDOT staff saw dozens of coho fry in the same area in April 2025.



Figure 79. 990773 Before Construction: The old crossing was 4 ft span by 4 ft rise concrete box culvert measuring 140 ft long. The structure was a barrier due to water velocity.



Figure 80. 990773 After Construction: The new crossing is an 18.17 ft span concrete box culvert.

Site ID 22.0349 0.70 Camp Creek, Tributary to Chehalis River

US 12, MP 12.36, WRIA 22

Project location: [22.0349 0.70 Interactive Map](#)

Camp Creek is a tributary to the Chehalis River via the Smith Canal. This project improves access to 9.9 miles of potential spawning and rearing habitat upstream for chum, coho, steelhead, coastal and resident trout.

A new Grays Harbor County bridge project under Simmons Road was also constructed as a part of this.



Figure 81. 22.0349 0.70 Before Construction: The old crossing was a double cell concrete box culvert with each cell measuring 6 ft span by 6 ft rise and 273 ft long under 10 ft of road fill. Two downstream fishways associated with the crossing, previously installed as streambed controls, were nonfunctioning and were consequently removed.



Figure 82. 22.0349 0.70 After Construction: The new crossings are 106 ft span concrete bridges.

Site ID 933616, Unnamed Tributary to Wenzel Slough

US 12, MP 17.56, WRIA 22

Project location: [933616 Interactive Map](#)

The unnamed tributary located near the town of Elma drains into the Wenzel Slough then Vance Creek. This project improves access to 5.5 miles of potential spawning and rearing habitat upstream for coho, steelhead, coastal and resident cutthroat trout.

This project was assessed as a *high* ecological priority based on proximity to state-endangered fisher (*Pekania pennanti*) range, connected networks of wildlife habitat, and large blocks of protected land supporting a wide range of native terrestrial and semi-aquatic wildlife including, but not limited to, river otter, mink, muskrat, bobcat, black-tailed deer, raccoon and beaver. Adequate structure size coupled with wildlife benches constructed above the stream channel will facilitate safe north/south wildlife passage and habitat connectivity across US 12.



Figure 83. 933616 Before Construction: The old crossing consisted of two round corrugated steel culverts. Both 4.5 ft diameter and measuring approximately 167 ft long. The site was assessed as a barrier due to water depth.



Figure 84. 933616 After Construction: The new crossing is a 26.5 ft span concrete bridge.

Site ID 125 1806W34G, Unnamed Tributary to Vance Creek

US 12, MP 19.17, WRIA 22

Project location: [125 1806W34G Interactive Map](#)

The US 12 crossing of the unnamed tributary to Vance Creek is near the town of Elma. This project corrects the most downstream documented fish passage barrier on the tributary, restoring access to 4.5 miles of potential spawning and rearing habitat upstream for coho, coastal and resident trout.

This stretch of US 12 ranked *high* for potential benefits to ecological priorities because of its proximity to state-endangered fisher (*Pekania pennanti*) habitat range, connected networks of quality wildlife habitat, and large blocks of protected land. Therefore, the project incorporated wildlife benches above the 2-year flood level to facilitate terrestrial passage at all stream flows.

This crossing will accommodate a wide range of native terrestrial and semi-aquatic wildlife including river otter, mink, muskrat, bobcat, black-tailed deer, raccoon and beaver. The crossing will facilitate movement from an extensive scrub-shrub wetland and Vance Creek County Park to the south, to forests of the Olympic peninsula just north of town.



Figure 85. 125 1806W34G Before Construction: The old crossing was a double cell concrete culvert with each cell measuring 4 ft in diameter and 151 ft long. The old crossing was assessed as a depth barrier.



Figure 86. 125 1806W34G After Construction: The new crossing is a 26 ft span concrete bridge.

Site ID 998490, Andy Creek, Tributary to Rimrock Lake, NF Tieton River
US 12, MP 159.29, WRIA 38

Project location: [998490 Interactive Map](#)

Andy Creek crosses US 12 at a grade break on an active alluvial fan. Because of the break in slope, a large influx of sediment is frequently delivered to the crossing resulting in a braided, shallow, intermittent channel that extends 2,000 ft downstream to Rimrock Lake.

The crossing has a history of repeat maintenance dredging. It was designated a WSDOT CED in 2018 and replaced using maintenance preservation funds. The culvert was assessed as a barrier due to excessive slope and sediment accumulation.

The new structure improves access to an estimated 2,800 ft of upstream habitat for bull trout, westslope cutthroat and resident rainbow trout. It also facilitates the movement of these resident species downstream to Rimrock Lake. Prior to construction, two sub-adult bull trout and several eastern brook trout were rescued from the buried culvert indicating that listed bull trout will immediately benefit from the new structure.



Figure 87. 998490 Before Construction: Inlet in June 2018. The old crossing was a 3 ft diameter, 55 ft long, corrugated metal culvert that was almost completely filled with sediment and debris. The outlet was buried below the channel bed.



Figure 88. 998490 Before Construction: Outlet during a high flow event in 2016. The culvert was plugged with sediment and required an emergency cleaning.



Figure 89. 998490 After Construction: The new crossing is an 18 ft span, 8 ft rise precast concrete box culvert. The new channel has a short tie-in. Large wood was not installed because the focus of the project was to allow unimpeded sediment transport through the crossing. Type 2 boulders were placed in the interior to prevent entrainment in the event of scour.

**Site ID 990217, Johnson Creek,
Tributary to Okanogan River**
US 97, MP 299.02, WRIA 49

Project location: [990217 Interactive Map](#)

Johnson Creek is a large tributary to the Okanogan River located in north central Washington. This project was a seven-year, collaborative effort in partnership with Trout Unlimited, the Confederated Tribes of the Colville Reservation, U.S. Fish and Wildlife Service, Washington Department of Fish and Wildlife, City of Riverside, and the Washington Department of Transportation. The partnership replaced four undersized barrier culverts and removed two small dams on lower Johnson Creek.

WSDOT's portion of the project corrected a fish passage barrier at the US 97 crossing, which was the most downstream barrier in the Johnson Creek watershed. It restored access to 6.90 miles of potential spawning and rearing habitat for Chinook, steelhead, and resident trout.

Funding for the \$2.7 million project came from a variety of sources, including the Bipartisan Infrastructure Law, Confederated Tribes of the Colville Reservation, Mid-Columbia Habitat Conservation Tributary Committee and Brian Abbot Fish Barrier Removal Board.

Johnson Creek is crucial to the overall recovery goals in the Okanogan Basin, serving as one of the few lower Okanogan River tributaries that provide cold water refuge for steelhead and Chinook during the intense summer heat when river temperatures rise.



Figure 90. 990217 Before Construction: The old crossing was a squashed corrugated steel culvert with a 6 ft span, 4ft rise and 100 ft long. The old crossing was a barrier due to hydraulic drop.



Figure 91. 990217 After Construction: The new crossing is a concrete bottomless arch culvert measuring 24 ft span, 9 ft rise and 91 ft long.

Site IDs 960240 and 960241, Johnson Creek

US 97 MP 229.04 and 299.05 WRIA 49

Project location: [960240 & 960241 Interactive Map](#)

In conjunction with the lower US 97 crossing replacement, two other in-channel barriers were removed reconnecting prime spawning and rearing habitat.



Figure 92. 960240 Before Construction: Although not a motorized crossing, it was the lower of two dams located immediately upstream of WSDOT US 97 crossing. It was one of two remnants of the old diversion system used to exclude debris.



Figure 93. 960240 After Construction: With barrier now removed, the newly constructed downstream channel enables fish passage.



Figure 94. 960241 Before Construction: The upper of two dams located upstream of highway crossing removed during construction.



Figure 95. 960241 After Construction: The restored channel after dam removal to allow for fish passage.

All Fish Passage Corrections

Since 1955, WSDOT has completed 457 fish passage corrections statewide, improving access to more than 1,000 miles of potential upstream habitat. In the 1990's, many culverts were retrofitted with fishways as an interim solution to improve fish passage until culvert replacement could be implemented. Over time, many of these retrofitted structures became barriers again requiring repair. Many of these projects that have reverted to barriers have been or are currently being re-corrected, as noted in footnote 1 of Table 2.

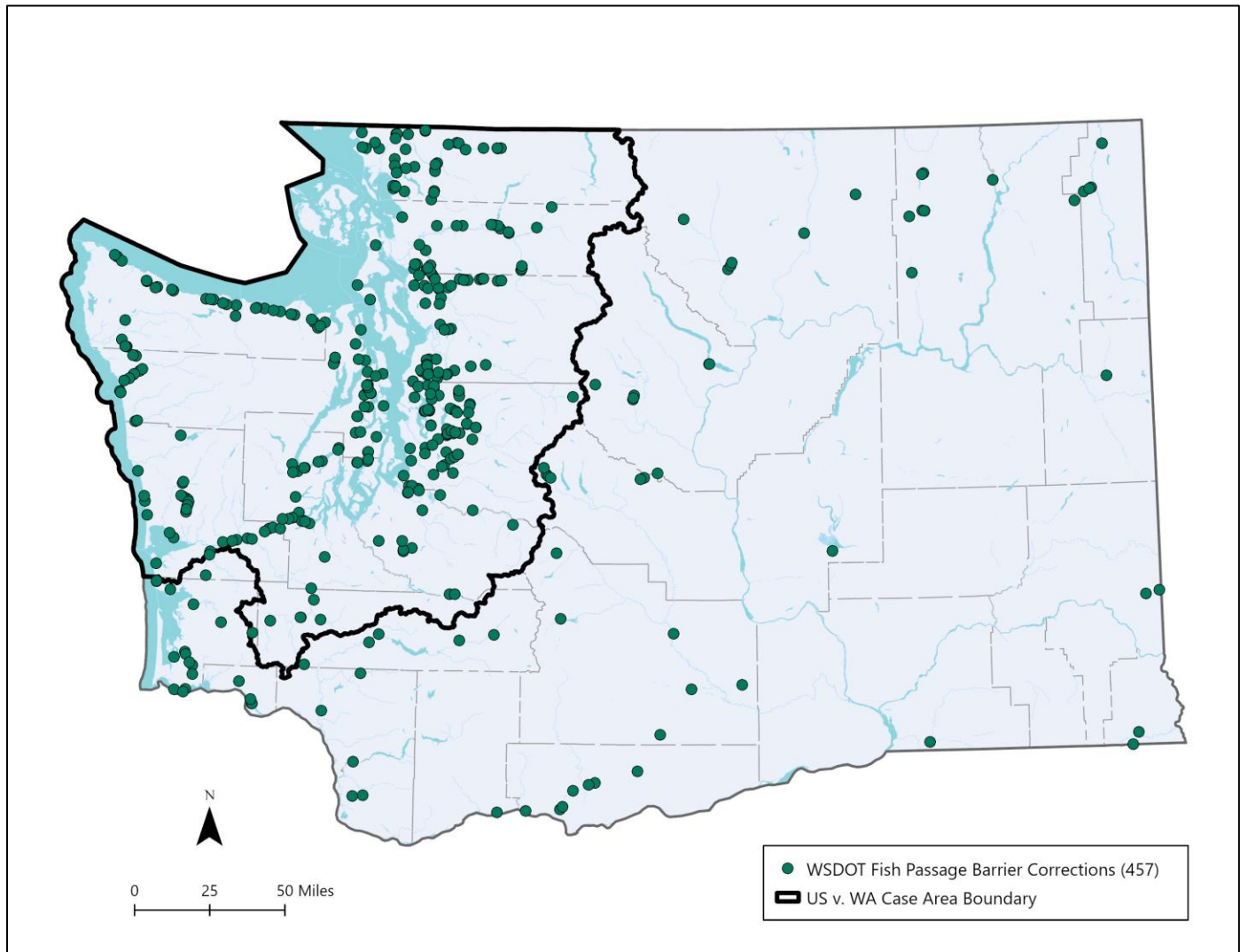


Figure 96. WSDOT fish passage barrier corrections since 1955.

Table 2. WSDOT Barrier Corrections Completed

List sorted by Year Fixed, WRIA, Road, and Milepost

Site ID	Injunction Culvert	WSDOT Region	Road	MP	Stream Name	Tributary To	Lineal Habitat Gain (mi)	Incremental Habitat Gain (mi)	WRIA	County	Year Fixed
990480	No	OL	SR 112	49.48	Whiskey Cr	Strait of Juan de Fuca	1.69	1.69	19	Clallam	1955
14.0010 0.10	No	OL	US 101	356.80	Countyline Cr	Schneider Cr	0.47	0.47	14	Mason	1985
08.0049 3.00	No	NW	I-5; NB off-ramp	177.67	McAleer Cr	Lake Washington	2.80	0.00	8	King	1986
14.0009A 0.06	No	OL	US 101	357.90	Holiday Valley Cr	Schneider Cr	1.10	0.00	14	Thurston	1986
03.0354A 0.04	No	NW	SR 20	77.70	Little Careys Cr	Careys Cr	0.53	0.00	3	Skagit	1987
996965	No	NW	I-90	20.42	unnamed	EF Issaquah Cr	1.14	1.14	8	King	1990
990448	No	OL	US 101	246.40	Tumwater Cr	Port Angeles Harbor	5.55	5.55	18	Clallam	1991
990142	No	NW	SR 202	11.96	Evans Cr	Bear Cr	5.27	5.27	8	King	1992
990323	No	OL	SR 3	33.70	Parish Cr	Gorst Cr	1.00	0.00	15	Kitsap	1992
990171	No	SW	SR 6	8.90	Green Cr	Willapa R	1.10	0.00	24	Pacific	1992
995411	No	NW	I-5	246.75	Chuckanut Cr	Puget Sound	0.71	0.71	1	Whatcom	1993
01.0626 0.35	No	NW	SR 11	18.60	Chuckanut Cr	Chuckanut Bay	5.88	4.78	1	Whatcom	1993
991712	No	NW	US 2	17.94	unnamed	Skykomish R	1.07	0.00	7	Snohomish	1993
15.0280 1.00	No	OL	SR 308	1.15	Big Scandia Cr	Liberty Bay	5.03	1.56	15	Kitsap	1993
08.0302 0.00	No	NW	SR 169	23.62	Maplewood Cr	Cedar R	1.20	0.00	8	King	1994
08.0077 0.20	No	NW	SR 527	6.55	Penny Cr	North Cr	8.36	8.36	8	Snohomish	1994
990363	No	SW	US 101	29.80	SF Nemah R	Willapa Bay	2.71	0.00	24	Pacific	1994
990189	No	SC	US 97	37.14	Highbridge Springs	Satus Cr	0.70	0.00	37	Yakima	1994
990644	No	NW	SR 530	31.01	unnamed	NF Stillaguamish R	0.89	0.89	5	Snohomish	1995
991168	No	NW	SR 530	31.90	unnamed	NF Stillaguamish R	0.00	0.00	5	Snohomish	1995
990272	No	NW	SR 104	29.65	McAleer Cr	Lake Washington	3.32	0.00	8	Snohomish	1995
08.0070A 0.01	No	NW	SR 527	4.00	Sulphur Springs Cr	North Cr	0.20	0.00	8	Snohomish	1995

2025 WSDOT Fish Passage Performance Report

Site ID	Injunction Culvert	WSDOT Region	Road	MP	Stream Name	Tributary To	Lineal Habitat Gain (mi)	Incremental Habitat Gain (mi)	WRIA	County	Year Fixed
08.0075 0.70	No	NW	SR 527	4.46	Silver Cr No2	North Cr	1.60	0.00	8	Snohomish	1995
08.0070B 0.30	No	NW	SR 527	6.32	Nickel Cr	North Cr	0.80	0.00	8	Snohomish	1995
996952	No	OL	SR 160	3.80	Curley Cr	Sinclair Inlet	0.00	0.00	15	Kitsap	1995
990219	No	OL	US 101	267.18	Johnson Cr	Sequim Bay	4.51	4.51	17	Clallam	1995
991154	No	NW	SR 530	55.07	Hatchery Cr	Sauk R	0.22	0.00	4	Skagit	1996
991153	No	NW	SR 530	55.90	unnamed	Skagit R	0.07	0.00	4	Skagit	1996
990271	No	NW	SR 530	29.63	McGovern Cr	NF Stillaquamish R	1.50	0.00	5	Snohomish	1996
991162	No	NW	SR 530	31.20	unnamed	NF Stillaguamish R	0.00	0.00	5	Snohomish	1996
991164	No	NW	SR 530	32.51	unnamed	NF Stillaguamish R	0.10	0.10	5	Snohomish	1996
991519	No	NW	SR 18	19.59	unnamed	Carey Cr	1.09	0.00	8	King	1996
990064	No	NW	SR 18	19.76	Carey Cr	Issaquah Cr	0.00	0.00	8	King	1996
990348	No	OL	SR 112	3.99	Rasmussen Cr	Strait of Juan de Fuca	0.82	0.00	19	Clallam	1996
990197	No	OL	US 101	171.70	Huelsdonk Cr	Hoh R	0.71	0.00	20	Jefferson	1996
990169	No	OL	US 101	189.40	Grader Cr	Bogachiel R	2.79	2.79	20	Clallam	1996
991155	No	NW	SR 530	54.60	Lyle Cr	Sauk R	1.30	0.00	4	Skagit	1997
990390	No	NW	SR 18	8.90	Soosette Cr	Big Soos Cr	4.71	0.00	9	King	1997
990224	No	OL	SR 3	57.10	Kinman Cr	Hood Canal	2.25	0.00	15	Kitsap	1997
990164	No	OL	US 101	186.30	Fuhrman Cr	Bogachiel R	0.00	0.00	20	Clallam	1997
990156	No	OL	US 101	186.41	unnamed	Bogachiel R	0.00	0.00	20	Clallam	1997
990716	No	OL	US 101	186.45	unnamed	Frakker Cr	0.00	0.00	20	Clallam	1997
991512	No	OL	US 101	186.70	Forgotten Marsh	Fuhrman Cr	0.00	0.00	20	Clallam	1997
991581	No	OL	US 101	104.92	unnamed	Fairchild Cr	3.39	3.39	22	Grays Harbor	1997
990143	No	OL	US 101	105.63	Fairchild Cr	Humptulips R	2.63	0.00	22	Grays Harbor	1997
992462	No	SW	US 101	28.92	Roaring Cr Sl	Naselle R	0.00	0.00	24	Pacific	1997
990350	No	EA	SR 20	388.13	Renshaw Cr	Pend Orielle R	11.33	0.00	62	Pend Oreille	1997
990351	No	EA	SR 20	389.50	Renshaw Cr	Pend Orielle R	0.73	0.00	62	Pend Oreille	1997
05.0021 4.10	No	NW	I-5	216.73	WF Church Cr	Church Cr	0.99	0.00	5	Snohomish	1998

2025 WSDOT Fish Passage Performance Report

Site ID	Injunction Culvert	WSDOT Region	Road	MP	Stream Name	Tributary To	Lineal Habitat Gain (mi)	Incremental Habitat Gain (mi)	WRIA	County	Year Fixed
07.0383A 0.50	No	NW	SR 202	13.80	Dry Cr	Patterson Cr	0.00	0.00	7	King	1998
1015-23	No	NW	SR 203	7.83	unnamed	Harris Cr	0.00	0.00	7	King	1998
994239	No	NW	SR 520; Access Rd	6.27	Yarrow Cr	Lake Washington	2.00	0.00	8	King	1998
997679	No	NW	SR 509	24.42	Miller Cr	Puget Sound	3.59	3.59	9	King	1998
991852	No	OL	SR 303	6.90	Barker Cr	Dyes Inlet	0.00	0.00	15	Kitsap	1998
990121	No	OL	SR 305	12.80	Dogfish Cr	Liberty Bay	9.30	0.00	15	Kitsap	1998
991502	No	OL	US 101	101.13	unnamed	SB Big Cr	2.37	0.00	22	Grays Harbor	1998
991532	No	OL	US 12	13.84	Metcalf Sl	Smith Canal	0.00	0.00	22	Grays Harbor	1998
990119	No	SW	SR 14	55.80	Dog Cr	Columbia R	0.08	0.00	29	Skamania	1998
990211	No	SW	SR 14	66.00	Jewett Cr	Columbia R	0.13	0.00	29	Klickitat	1998
990116	No	SW	SR 142	5.20	Dillacort Cr	Klickitat R	0.60	0.00	30	Klickitat	1998
990250	No	EA	SR 20	384.95	Lost Cr	Pend Orielle R	16.16	0.00	62	Pend Oreille	1998
990433	No	NW	SR 900	19.50	Tibbetts Cr	Lake Sammamish	1.10	0.95	8	King	1999
990249	No	OL	US 101	174.00	Lost Cr	Hoh R	0.83	0.00	20	Jefferson	1999
991270	No	OL	SR 109	36.43	unnamed	Pacific Ocean	1.91	1.91	21	Grays Harbor	1999
991690	No	OL	US 101	111.90	unnamed	Stevens Cr	0.60	0.60	22	Grays Harbor	1999
991698	No	SW	US 101	24.11	unnamed	Willapa Bay	0.41	0.00	24	Pacific	1999
990035	No	SW	SR 4	35.60	Birnie Cr	Columbia R	2.44	0.00	25	Wahkiakum	1999
992272	No	SW	I-5	42.40	unnamed	Cowlitz R	0.74	0.00	26	Cowlitz	1999
990948	No	SW	US 12	127.44	Dry Cr	Cowlitz R	0.00	0.00	26	Lewis	1999
990149	No	NC	SR 971	8.90	First Cr	Lake Chelan	0.00	0.00	47	Chelan	1999
990145	No	NC	SR 971	9.10	First Cr	Lake Chelan	0.00	0.00	47	Chelan	1999
991708	No	NW	SR 20	90.13	unnamed	Skagit R	0.00	0.00	4	Skagit	2000
990622	No	NW	I-5	211.50	Secret Cr	Pilchuck Cr	5.10	0.28	5	Snohomish	2000
990294	No	NW	SR 528	2.51	Munson Cr	Allen Cr	1.24	1.24	7	Snohomish	2000
990262	No	NW	SR 522	1.87	South Branch Thornton Cr	Thornton Cr	1.46	0.00	8	King	2000

2025 WSDOT Fish Passage Performance Report

Site ID	Injunction Culvert	WSDOT Region	Road	MP	Stream Name	Tributary To	Lineal Habitat Gain (mi)	Incremental Habitat Gain (mi)	WRIA	County	Year Fixed
105 R071916a	No	NW	SR 410	48.29	Boundary Cr	White R	0.37	0.37	10	Pierce	2000
990910	No	OL	SR 106	6.95	Dalby Cr	Hood Canal	0.53	0.00	14	Mason	2000
990466	No	OL	US 101	246.90	Valley Cr	Port Angeles Harbor	1.26	0.00	18	Clallam	2000
991295	No	OL	SR 105	31.11	unnamed	South Bay	0.22	0.22	22	Grays Harbor	2000
991684	No	SW	SR 506	2.33	unnamed	Stillwater Cr	0.80	0.00	26	Lewis	2000
990436	No	SC	US 97	57.20	Toppenish Cr	Yakima R	0.00	0.00	37	Yakima	2000
980108	No	NC	SR 153	29.27	Beaver Cr	Methow R	59.61	0.00	48	Okanogan	2000
990881	No	EA	SR 20	380.10	unnamed	Lake Thomas	0.00	0.00	59	Stevens	2000
992006	No	EA	SR 21	172.17	Lambert Cr	Curlew Cr	11.97	0.00	60	Ferry	2000
DM10	No	NW	SR 20	114.94	Damnation Cr	Skagit R	0.00	0.00	4	Skagit	2001
991797	No	OL	SR 3	25.31	Sweetwater Cr	Hood Canal	0.68	0.68	15	Mason	2001
991729	No	OL	SR 112	19.56	unnamed	Clallam R	0.13	0.00	19	Clallam	2001
991545	No	OL	SR 112	19.89	unnamed	Clallam R	0.13	0.00	19	Clallam	2001
991263	No	OL	US 101	162.15	Big Cedar Cr	Pacific Ocean	1.46	0.00	20	Jefferson	2001
990220	No	SW	SR 4	4.50	Johnson Cr	Naselle R	2.12	0.00	24	Pacific	2001
991397	No	SW	SR 4	25.91	unnamed	Skamokawa R	0.00	0.00	25	Wahkiakum	2001
990036	No	SW	SR 409	3.85	Birnie Cr	Columbia R	2.44	0.00	25	Wahkiakum	2001
991440	No	SW	SR 503	49.03	Kenyon Cr	NF Lewis R	0.89	0.00	27	Cowlitz	2001
992271	No	SW	SR 142	3.65	Knight Cr	Klickitat R	0.00	0.00	30	Klickitat	2001
990381	No	NC	US 2	87.10	Skinney Cr	Chiwaukum Cr	1.90	0.00	45	Chelan	2001
990382	No	NC	US 2	87.67	Skinney Cr	Chiwaukum Cr	2.20	0.00	45	Chelan	2001
990383	No	NC	US 2	88.03	Skinney Cr	Chiwaukum Cr	2.50	0.00	45	Chelan	2001
990312	No	EA	SR 20	309.31	O' Brien Cr	Sanpoil R	8.33	0.00	52	Ferry	2001
990299	No	EA	SR 20	309.96	NF O'Brien Cr	O'Brien Cr	1.05	0.00	52	Ferry	2001
990300	No	EA	SR 20	310.10	NF O'Brien Cr	O'Brien Cr	0.92	0.00	52	Ferry	2001
991741	No	NW	SR 534	1.20	unnamed	Bulson Cr	4.93	0.00	3	Skagit	2002
NC180	No	NW	SR 9	39.69	unnamed	Lake McMurray	0.22	0.22	3	Skagit	2002
NC170	No	NW	SR 9	39.87	unnamed	Lake McMurray	0.18	0.18	3	Skagit	2002
995398	No	NW	SR 9	69.96	unnamed	Samish R	0.22	0.22	3	Whatcom	2002

2025 WSDOT Fish Passage Performance Report

Site ID	Injunction Culvert	WSDOT Region	Road	MP	Stream Name	Tributary To	Lineal Habitat Gain (mi)	Incremental Habitat Gain (mi)	WRIA	County	Year Fixed
990291	No	NW	SR 530	44.00	Moose Cr	NF Stillaguamish R	4.15	0.00	5	Snohomish	2002
990317	No	NW	SR 530	44.27	Fink Cr	NF Stillaguamish R	4.15	0.00	5	Snohomish	2002
990344	No	NW	SR 9	28.38	Portage Cr	South Sl	0.00	0.00	5	Snohomish	2002
991166	No	NW	SR 9	32.20	Bryant Cr	Armstrong Cr	0.34	0.34	5	Snohomish	2002
LP23	No	NW	SR 9	35.46	unnamed	unnamed Pilchuck Cr trib	0.32	0.32	5	Snohomish	2002
LP27	No	NW	SR 9	35.52	unnamed	Pilchuck Cr	0.00	0.00	5	Snohomish	2002
LP28	No	NW	SR 9	35.70	unnamed	unnamed Pilchuck Cr trib	0.00	0.00	5	Snohomish	2002
990625	No	NW	SR 9	38.57	unnamed	unnamed Pilchuck Cr trib	0.00	0.00	5	Skagit	2002
LP32	No	NW	SR 9	38.69	unnamed	Pilchuck Cr	1.24	1.24	5	Skagit	2002
08.0268 0.80	No	NW	I-405	10.12	Coal Cr	Lake Washington	5.12	0.00	8	King	2002
993115	No	NW	I-405	29.67	Martha Cr	Swamp Cr	1.75	0.00	8	Snohomish	2002
08.0110 0.10	No	NW	SR 202	11.05	Rutherford Cr	Evans Cr	1.10	0.00	8	King	2002
990071	No	SW	SR 401	8.80	Cement Cr	SF Naselle R	4.02	0.00	24	Pacific	2002
990440	No	SC	SR 241	9.17	unnamed	Sulphur Cr Wstwy	0.00	0.00	37	Yakima	2002
990409	No	SC	SR 410	82.80	Wash Cr	American R	0.14	0.00	38	Yakima	2002
990202	No	NC	US 97	158.32	Iron Cr	Swauk Cr	0.00	0.00	39	Kittitas	2002
995977	No	NW	SR 20	25.77	unnamed	Penn Cove	0.00	0.00	6	Island	2003
101S-27	No	NW	SR 203	12.76	Deer Cr	Snoqualmie R	0.00	0.00	7	King	2003
08.0183 1.00	No	NW	I-90	17.00	EF Issaquah Cr	Issaquah Cr	6.20	0.00	8	King	2003
991189	No	NW	SR 527	6.99	unnamed	North Cr	0.00	0.00	8	Snohomish	2003
995981	No	NW	SR 9	0.81	Unnamed	Little Bear Cr	0.00	0.00	8	Snohomish	2003
991199	No	NW	SR 167	23.65	Upper Springbrook Cr	Springbrook Cr	0.00	0.00	9	King	2003
990208	No	NW	SR 18	12.70	Jenkins Cr	Big Soos Cr	0.00	0.00	9	King	2003
990209	No	NW	SR 18	13.80	Jenkins Cr	Big Soos Cr	0.00	0.00	9	King	2003
161180	No	OL	US 101	167.44	Fletcher Cr	Hoh R	1.36	0.00	20	Jefferson	2003
990377	No	SW	US 12	81.22	Silver Cr	Mayfield Lk	4.22	0.00	26	Lewis	2003

2025 WSDOT Fish Passage Performance Report

Site ID	Injunction Culvert	WSDOT Region	Road	MP	Stream Name	Tributary To	Lineal Habitat Gain (mi)	Incremental Habitat Gain (mi)	WRIA	County	Year Fixed
990180	No	EA	SR 21	155.06	Golden Harvest Cr	Sanpoil R	0.00	0.00	52	Ferry	2003
990434	No	NW	SR 542	15.32	unnamed	Jim Cr	0.00	0.00	1	Whatcom	2004
995578	No	NW	SR 542	44.14	unnamed	NF Nooksack R	0.00	0.00	1	Whatcom	2004
995580	No	NW	SR 542	44.34	unnamed	NF Nooksack R	0.00	0.00	1	Whatcom	2004
995584	No	NW	SR 542	45.57	Happy Valley Cr	NF Nooksack R	0.00	0.00	1	Whatcom	2004
990136	No	NW	SR 11	6.84	Edison Sl	Samish Bay	0.00	0.00	3	Skagit	2004
994411	No	NW	I-90	15.48	Tibbetts Cr	Lake Sammamish	5.86	0.00	8	King	2004
105 S012018a	No	NW	SR 509	10.71	Lakota Cr	Dumas Bay	0.00	0.00	10	King	2004
115 MC176	No	OL	SR 106	7.06	Alderbrook Cr	Hood Canal	0.13	0.00	14	Mason	2004
990370	No	OL	US 101	359.60	Schneider Cr	Totten Inlet	0.00	0.00	14	Thurston	2004
17.0285 0.20	No	OL	US 101	270.88	Jimmycomelately Cr	Sequim Bay	6.46	0.00	17	Clallam	2004
18.0234 1.10	No	OL	US 101	250.00	Ennis Cr	Strait of Juan de Fuca	5.56	5.56	18	Clallam	2004
19.0110 0.50	No	OL	SR 112	32.02	Jim Cr	Strait of Juan de Fuca	8.76	0.00	19	Clallam	2004
992311	No	SW	US 101	53.56	Old Mill Pond Cr	Willapa R	0.39	0.00	24	Pacific	2004
995582	No	NW	SR 542	45.51	Happy Valley Cr	NF Nooksack R	0.10	0.00	1	Whatcom	2005
992374	No	NW	SR 522	18.43	unnamed	Evans Cr	1.67	0.00	7	Snohomish	2005
990016	No	NW	SR 522	18.82	unnamed	unnamed Evans Cr trib	0.00	0.00	7	Snohomish	2005
991821	No	NW	SR 92	0.47	Stevens Cr	Lake Stevens	1.29	0.00	7	Snohomish	2005
991576	No	NW	SR 18	18.19	Taylor Cr	Downs Cr	2.08	0.00	8	King	2005
990426	No	NW	SR 18	18.43	Taylor Cr	Downs Cr	1.02	0.00	8	King	2005
102 N171	No	NW	SR 527	7.38	Mill Cr	North Cr	0.00	0.00	8	Snohomish	2005
993087	No	NW	SR 527	9.33	unnamed	Penny Cr	0.00	0.00	8	Snohomish	2005
991620	No	NW	SR 161	35.14	Hylebos Cr	Commencement Bay	0.00	0.00	10	King	2005
991636	No	OL	SR 706	8.02	unnamed	Nisqually R	0.00	0.00	11	Pierce	2005
991227	No	OL	SR 706	9.81	unnamed	Nisqually R	0.00	0.00	11	Pierce	2005
990384	No	OL	SR 106	0.85	Skobob Cr	Skokomish R	0.89	0.00	16	Mason	2005

2025 WSDOT Fish Passage Performance Report

Site ID	Injunction Culvert	WSDOT Region	Road	MP	Stream Name	Tributary To	Lineal Habitat Gain (mi)	Incremental Habitat Gain (mi)	WRIA	County	Year Fixed
991275	No	OL	US 101	130.60	unnamed	Ten O Clock Cr	0.00	0.00	21	Grays Harbor	2005
992058	No	NC	SR 262	13.19	Irrigation Ditch	Potholes Reservoir	0.00	0.00	41	Grant	2005
990228	No	NC	SR 20	181.37	Little Boulder Cr	Methow R	3.14	0.00	48	Okanogan	2005
370220	No	NW	SR 9	96.10	Easterbrook Cr	Bone Cr	0.00	0.00	1	Whatcom	2006
370219	No	NW	SR 9	96.60	Bone Cr	Sumas R	0.00	0.00	1	Whatcom	2006
995979	No	NW	SR 20	14.65	Crockett Lk	Keystone Harbor	1.78	0.00	6	Island	2006
990376	No	NW	I-405	19.12	Forbes Cr	Juanita Bay	2.93	2.93	8	King	2006
995980	No	NW	SR 9	0.97	unnamed	Little Bear Cr	0.00	0.00	8	Snohomish	2006
990316	No	NW	SR 9	1.16	Cutthroat Cr	Little Bear Cr	1.90	0.00	8	Snohomish	2006
15.0285 H 0.50	No	OL	7th Ave NE	12.34	SF Dogfish Cr ³	Dogfish Cr	0.00	0.00	15	Kitsap	2006
990998	No	OL	SR 305	11.62	SF Dogfish Cr	Dogfish Cr	0.96	0.00	15	Kitsap	2006
991853	No	OL	SR 305	12.10	SF Dogfish Cr	Dogfish Cr	0.00	0.00	15	Kitsap	2006
991854	No	OL	SR 305	12.29	SF Dogfish Cr	Dogfish Cr	0.00	0.00	15	Kitsap	2006
996943	No	OL	SR 305; ROW	12.16	SF Dogfish Cr	Dogfish Cr	0.00	0.00	15	Kitsap	2006
990714	No	OL	SR 112	24.91	unnamed	Pysht R	1.00	0.00	19	Clallam	2006
990713	No	OL	SR 112	54.35	Bear Cr	Salt Cr	2.32	0.00	19	Clallam	2006
992223	No	SW	SR 142	13.40	Snyder Canyon Cr	Klickitat R	3.89	0.00	30	Klickitat	2006
30.0068 0.40	No	SW	SR 142	20.20	Bowman Cr	L Klickitat R	22.79	0.00	30	Klickitat	2006
990282	No	NC	US 2	70.21	Mill Cr	Nason Cr	7.18	0.00	45	Chelan	2006
980114	No	NC	SR 20	205.83	Beaver Cr	Methow R	57.75	0.00	48	Okanogan	2006
980124	No	NC	SR 20	206.85	Frazer Cr	Beaver Cr	7.64	0.00	48	Okanogan	2006
991471	No	EA	SR 31	18.22	Three Mile Cr	Pend Orielle R	4.77	0.00	62	Pend Oreille	2006
990578	No	NW	SR 542	28.30	unnamed	Boulder Cr	0.00	0.00	1	Whatcom	2007
981788	No	NW	SR 548	6.34	Terrell Cr	Birch Bay	11.29	0.00	1	Whatcom	2007
07.0148 1.30	No	NW	SR 92	1.93	Catherine Cr	Little Pilchuck Cr	4.55	0.00	7	Snohomish	2007
995038	No	NC	US 2	57.80	unnamed	Tye R	0.00	0.00	7	King	2007
08.0059 7.00	No	NW	I-405	29.75	Swamp Cr	Sammamish R	7.08	0.00	8	Snohomish	2007

2025 WSDOT Fish Passage Performance Report

Site ID	Injunction Culvert	WSDOT Region	Road	MP	Stream Name	Tributary To	Lineal Habitat Gain (mi)	Incremental Habitat Gain (mi)	WRIA	County	Year Fixed
993090	No	NW	I-5	182.73	Swamp Cr	Sammamish R	6.69	0.00	8	Snohomish	2007
996459	No	NW	SR 524	12.93	Whistle Cr	Cutthroat Cr	0.00	0.00	8	Snohomish	2007
991566	No	OL	SR 303	5.60	Steele Cr	Crouch Cr	2.03	0.00	15	Kitsap	2007
990122	No	OL	SR 307	0.07	Dogfish Cr	Liberty Bay	9.22	0.00	15	Kitsap	2007
995837	No	EA	SR 270	4.29	unnamed	Paradise Cr	0.00	0.00	34	Whitman	2007
999625	No	EA	SR 270	9.08	unnamed	Paradise Cr	0.00	0.00	34	Whitman	2007
990988	No	SC	SR 24	1.07	Blue Sl	Yakima R	0.00	0.00	37	Yakima	2007
994035	No	NC	SR 20	278.60	Bonaparte Cr	Okanogan R	10.99	0.00	49	Okanogan	2007
991109	No	NW	SR 539	2.05	unnamed	Spring Cr	0.00	0.00	1	Whatcom	2008
990112	No	NW	SR 539	4.24	Deer Cr	Tenmile Cr	4.73	0.00	1	Whatcom	2008
FD41	No	NW	SR 20	44.74	Meadow Cr	Skagit Bay	5.62	0.00	3	Skagit	2008
991817	No	NW	SR 9	31.61	unnamed	Bryant Cr	0.00	0.00	5	Snohomish	2008
995209	No	NW	SR 96	4.07	unnamed	unnamed Snohomish R trib	0.04	0.00	7	Snohomish	2008
08.0320 1.30	No	NW	SR 18	16.94	Downs Cr	Cedar R	4.50	0.00	8	King	2008
991641	No	NW	SR 524	9.10	Filbert Cr	North Cr	0.71	0.00	8	Snohomish	2008
994652	No	SW	I-5; NB off-ramp	11.00	unnamed	Gee Cr	1.28	0.00	27	Clark	2008
999499	No	SC	US 12	319.35	Touchet R	Walla Walla R	0.00	196.00	32	Walla Walla	2008
990046	No	NW	SR 542	27.99	Bruce Cr	Nooksack R	0.00	0.00	1	Whatcom	2009
990023	No	NW	SR 542	28.73	Baptist Camp Cr	NF Nooksack R	0.32	0.00	1	Whatcom	2009
991751	No	NW	SR 531	3.80	Cougar Cr	Fish Cr	0.48	0.00	5	Snohomish	2009
991184	No	NW	SR 900	20.09	Clay Cr	Tibbetts Cr	0.12	0.00	8	King	2009
991723	No	NW	SR 900	20.34	unnamed	Tibbetts Cr	0.40	0.00	8	King	2009
998155	No	OL	SR 16	20.06	unnamed	Burley Cr	0.11	0.00	15	Kitsap	2009
993576	No	OL	SR 16	20.20	unnamed	Burley Cr	0.00	0.00	15	Kitsap	2009
991244	No	OL	SR 106	2.95	unnamed	Skokomish R	0.27	0.00	16	Mason	2009
992196	No	OL	SR 104	12.70	unnamed	Squamish Harbor	1.13	0.00	17	Jefferson	2009
994286	No	SW	I-5	74.05	Berwick Cr	Dillenbaugh Cr	7.19	0.00	23	Lewis	2009
991908	No	OL	US 101	76.48	Mosquito Cr	North R	2.21	0.00	24	Grays Harbor	2009
992234	No	SW	SR 122	4.99	unnamed	Mayfield Lk	1.15	0.00	26	Lewis	2009

2025 WSDOT Fish Passage Performance Report

Site ID	Injunction Culvert	WSDOT Region	Road	MP	Stream Name	Tributary To	Lineal Habitat Gain (mi)	Incremental Habitat Gain (mi)	WRIA	County	Year Fixed
991060	No	NW	SR 542	16.07	unnamed	Nooksack R	0.12	0.00	1	Whatcom	2010
990606	No	NW	SR 542	38.98	Chain-up Cr	NF Nooksack R	0.17	0.00	1	Whatcom	2010
990709	No	OL	SR 305	9.60	unnamed	Liberty Bay	1.74	0.00	15	Kitsap	2010
991742	No	OL	SR 305	9.86	Bjorgen Cr	Liberty Bay	0.94	0.00	15	Kitsap	2010
991252	No	OL	US 101	335.02	unnamed	Hood Canal	0.13	0.00	16	Mason	2010
931450	No	SW	SR 105	24.26	unnamed	Seastrand Cr	0.00	0.00	24	Pacific	2010
993139	No	SW	SR 105	24.42	unnamed	Seastrand Cr	0.00	0.00	24	Pacific	2010
992821	No	SW	US 101	3.30	unnamed	Columbia R	0.87	0.00	24	Pacific	2010
997498	No	EA	US 2	296.35	Deadman Cr	Little Spokane R	0.00	0.00	55	Spokane	2010
990429	No	NW	SR 548	4.69	Terrell Cr	Birch Bay	7.03	0.00	1	Whatcom	2011
AR11	No	NW	SR 20	75.75	Red Cabin Cr	Skagit R	0.00	0.00	3	Skagit	2011
07.0939 0.40	No	NW	US 2	23.09	Wagleys Cr	Skykomish R	9.39	0.00	7	Snohomish	2011
994459	No	NW	SR 520	4.48	Fairweather Cr	Lake Washington	1.49	0.00	8	King	2011
998987	No	NW	SR 520	4.81	unnamed	Cozy Cove	0.00	0.00	8	King	2011
994119	No	NW	SR 520	5.81	unnamed	Yarrow Cr	0.32	0.00	8	King	2011
990729	No	OL	US 101	100.92	unnamed	SB Big Cr	0.75	0.00	22	Grays Harbor	2011
990032	No	OL	US 101	102.14	unnamed	SB Big Cr	4.89	0.00	22	Grays Harbor	2011
999532	No	OL	I-5	85.81	unnamed	Dry Cr	0.00	0.00	23	Thurston	2011
990307	No	SW	SR 105	16.57	Norris Sl	Willapa R	0.00	0.00	24	Pacific	2011
992493	No	OL	US 101	68.99	unnamed	Lower Salmon Cr	2.86	0.00	24	Grays Harbor	2011
990151	No	NW	SR 530	42.99	Fortson Cr	NF Stillaguamish R	0.64	0.64	5	Snohomish	2012
08.0183 1.60	No	NW	Pipeline Crossing	18.83	EF Issaquah Cr	Issaquah	8.02	8.02	8	King	2012
996930	No	NW	SR 202; ROW	1.03	unnamed	Sammamish R	0.03	0.03	8	King	2012
991736	No	NW	SR 520	6.04	Yarrow Cr	Lake Washington	3.47	0.12	8	King	2012
994227	No	NW	SR 520; WB on-ramp	5.95	Yarrow Cr	Lake Washington	3.51	0.04	8	King	2012

2025 WSDOT Fish Passage Performance Report

Site ID	Injunction Culvert	WSDOT Region	Road	MP	Stream Name	Tributary To	Lineal Habitat Gain (mi)	Incremental Habitat Gain (mi)	WRIA	County	Year Fixed
994234	No	NW	SR 520; WB on-ramp	5.95	Yarrow Cr	Lake Washington	3.99	0.47	8	King	2012
931684	No	NW	SR 9	2.87	unnamed	Great Dane Cr	0.00	0.33	8	Snohomish	2012
991486	No	NW	SR 167	25.65	Panther Cr ¹	Springbrook Cr	0.00	1.43	9	King	2012
991730	No	OL	SR 112	25.60	unnamed	Pysht R	2.08	2.08	19	Clallam	2012
990304	No	OL	SR 112	47.10	Nelson Cr	Lyre R	2.91	2.91	19	Clallam	2012
994301	No	SW	I-5	81.77	China Cr	Chehalis R	5.15	5.15	23	Lewis	2012
990052	No	SW	US 97	21.35	Butler Cr	E Prong Little Klickitat R	13.71	13.71	30	Klickitat	2012
990096	No	EA	SR 21	172.85	Curlew Cr	Kettle R	0.00	0.00	60	Ferry	2012
991448	Yes	NW	SR 9	67.39	NP Cr	Samish R	1.31	1.31	3	Whatcom	2013
994705	Yes	NW	SR 520	6.44	unnamed	Yarrow Cr	0.44	0.44	8	King	2013
994449	Yes	NW	SR 520; EB off-ramp	6.03	Yarrow Cr	Lake Washington	3.35	0.49	8	King	2013
994704	Yes	NW	SR 520; Maint Yard	6.40	unnamed	Yarrow Cr	0.61	0.17	8	King	2013
991215	Yes	OL	SR 162	4.82	Ball Cr	Puyallup R	1.54	1.54	10	Pierce	2013
990297	Yes	OL	SR 7	41.13	Muck Cr	Nisqually R	5.21	5.21	11	Pierce	2013
991246	Yes	OL	SR 106	13.50	Twanoh Falls Cr	Hood Canal	0.00	2.81	14	Mason	2013
990092	Yes	OL	SR 112	57.61	Coville Cr	Strait of Juan de Fuca	9.76	9.76	19	Clallam	2013
993138	No	SW	SR 105	24.39	Seastrand Cr	Drainage Ditch #1	0.00	0.00	24	Pacific	2013
993048	No	OL	SR 107; ROW	0.76	unnamed	Little North R	0.00	0.01	24	Grays Harbor	2013
992228	No	SW	US 12	115.29	unnamed	Cowlitz R	0.55	0.55	26	Lewis	2013
932550	No	SW	SR 142	23.62	unnamed	Little Klickitat R	1.16	0.00	30	Klickitat	2013
992942	No	SC	I-90; WB	56.81	Rocky Run Cr	Keechelus Lk	0.16	0.00	39	Kittitas	2013
991849	No	NC	US 2	88.54	Skinney Cr	Chiwaukum Cr	0.00	0.56	45	Chelan	2013
990362	No	EA	SR 21	133.60	S Nanamkin Cr	Sanpoil R	0.00	0.00	52	Ferry	2013
991036	Yes	NW	I-5	255.40	Squalicum Cr	Bellingham Bay	21.64	17.70	1	Whatcom	2014
994389	Yes	NW	SR 11	20.42	Padden Cr	Bellingham Bay	7.20	1.84	1	Whatcom	2014

2025 WSDOT Fish Passage Performance Report

Site ID	Injunction Culvert	WSDOT Region	Road	MP	Stream Name	Tributary To	Lineal Habitat Gain (mi)	Incremental Habitat Gain (mi)	WRIA	County	Year Fixed
995404	Yes	NW	SR 530	36.83	unnamed	NF Stillaguamish R	0.04	0.04	5	Snohomish	2014
991169	Yes	NW	SR 530	36.90	unnamed	NF Stillaguamish R	0.00	2.17	5	Snohomish	2014
991170	Yes	NW	SR 530	37.58	unnamed	NF Stillaguamish R	0.00	0.12	5	Snohomish	2014
990359	No	NW	SR 530	37.81	Rowan II Cr	NF Stillaguamish R	0.00	0.61	5	Snohomish	2014
991171	No	NW	SR 530	37.95	unnamed	NF Stillaguamish R	0.00	0.15	5	Snohomish	2014
995405	No	NW	SR 530	38.14	unnamed	NF Stillaguamish R	0.00	0.25	5	Snohomish	2014
994128	Yes	NW	SR 522	21.95	unnamed	Skykomish R	0.90	0.90	7	Snohomish	2014
994125	Yes	NW	SR 522	21.97	unnamed	Skykomish R	0.07	0.07	7	Snohomish	2014
994236	Yes	NW	SR 520	6.19	Yarrow Cr	Lake Washington	2.87	0.02	8	King	2014
994237	Yes	NW	SR 520; LX	6.26	Yarrow Cr	Lake Washington	2.84	0.15	8	King	2014
994238	Yes	NW	SR 520; WB off-ramp	6.27	Yarrow Cr	Lake Washington	2.08	0.84	8	King	2014
932370	No	NW	SR 410	31.08	Scatter Cr	White R	0.00	16.71	10	King	2014
990555	Yes	OL	US 101	259.79	Owl Cr	Matriotti Cr	2.23	2.23	18	Clallam	2014
01.0228 4.80	Yes	NW	SR 542	6.55	Anderson Cr ¹	Nooksack R	13.61	13.61	1	Whatcom	2015
991120	Yes	NW	SR 9	42.33	Lake Cr	Big Lk	10.22	6.43	3	Skagit	2015
991718	Yes	NW	SR 203	14.55	Coe Clemons Cr	Snoqualmie R	1.45	1.45	7	King	2015
08.0052 0.10	Yes	NW	SR 522	5.76	Lyon Cr	Lake Washington	9.51	1.82	8	King	2015
991210	Yes	NW	SR 99	6.86	WF Hylebos Cr ¹	Hylebos Cr	2.09	2.09	10	King	2015
991374	No	SW	SR 4	3.10	Petes Cr	Naselle R	0.00	7.09	24	Pacific	2015
931100	No	SW	SR 4	33.94	unnamed	Elochoman Sl	0.00	0.19	25	Wahkiakum	2015
990818	No	SW	SR 4	34.10	unnamed	Elochoman Sl	1.68	1.68	25	Wahkiakum	2015
990283	No	SW	SR 502	3.68	Mill Cr	Salmon Cr	0.00	2.79	28	Clark	2015
995878	No	SC	SR 129	5.78	Rattlesnake Cr	Grande Ronde R	8.97	8.97	35	Asotin	2015
991621	Yes	NW	SR 542	24.90	High Cr	Kendall Cr	2.41	2.41	1	Whatcom	2016
996155	Yes	NW	SR 548	11.19	unnamed	Drayton Harbor	2.02	2.02	1	Whatcom	2016

2025 WSDOT Fish Passage Performance Report

Site ID	Injunction Culvert	WSDOT Region	Road	MP	Stream Name	Tributary To	Lineal Habitat Gain (mi)	Incremental Habitat Gain (mi)	WRIA	County	Year Fixed
990624	Yes	NW	SR 532	9.75	Secret Cr	Pilchuck Cr	2.84	1.44	5	Snohomish	2016
996928	Yes	NW	SR 522	9.66	Horse Cr	Sammamish R	1.64	1.64	8	King	2016
105 R050320a	Yes	OL	SR 167	10.80	Jovita Cr ¹	Milwaukee Canal	2.53	2.53	10	Pierce	2016
930179	Yes	NW	SR 167; ROW	11.43	unnamed	Milwaukee Canal	1.38	1.38	10	King	2016
990972	Yes	OL	SR 161	12.85	South Cr	Muck Cr	23.83	23.83	11	Pierce	2016
991049	Yes	OL	SR 507	36.35	Lacamas Cr	Muck Cr	15.09	15.09	11	Pierce	2016
14.0021 0.30	Yes	OL	SR 108	11.90	Little Skookum Cr	Skookum Cr	3.37	3.37	14	Mason	2016
992205	Yes	OL	SR 104	22.47	Grovers Cr	Miller Bay	3.23	3.23	15	Kitsap	2016
996753	Yes	OL	SR 16; EB	28.10	Anderson Cr	Sinclair Inlet	5.78	5.77	15	Kitsap	2016
990017	Yes	OL	SR 16; WB	28.10	Anderson Cr	Sinclair Inlet	5.78	0.00	15	Kitsap	2016
990123	Yes	OL	SR 307	0.49	Dogfish Cr	Liberty Bay	4.90	4.90	15	Kitsap	2016
992002	Yes	OL	SR 307	4.62	Gamble Cr	Port Gamble	6.22	5.63	15	Kitsap	2016
990205	Yes	OL	SR 112	5.17	Jansen Cr	Strait of Juan de Fuca	3.55	3.55	19	Clallam	2016
990214	Yes	OL	SR 112	33.21	Joe Cr	Strait of Juan de Fuca	4.45	4.45	19	Clallam	2016
990144	Yes	OL	SR 112	48.49	Field Cr ¹	Strait of Juan de Fuca	5.55	5.55	19	Clallam	2016
20.0312 0.60	Yes	OL	US 101	197.10	Swanson Cr	Sol Duc R	4.13	4.13	20	Clallam	2016
990962	Yes	OL	SR 121	4.04	Blooms Ditch	Black R	3.07	3.07	23	Thurston	2016
343040	Yes	OL	SR 121	4.10	unnamed	Blooms Ditch	0.04	0.04	23	Thurston	2016
03.0181 0.50	Yes	NW	I-5	219.51	Fisher Cr ¹	Carpenter Cr	17.11	17.11	3	Skagit	2017
05.0018 2.00	Yes	NW	SR 532	6.14	Church Cr ¹	Stillaguamish R	18.20	15.70	5	Snohomish	2017
995181	Yes	NW	SR 203	14.10	Thayer Cr	Snoqualmie R	0.78	0.78	7	King	2017
991058	Yes	NW	SR 531	8.64	unnamed	Edgecomb Cr	1.82	0.06	7	Snohomish	2017
991059	Yes	NW	SR 531	8.71	unnamed ¹	Edgecomb Cr	1.76	1.76	7	Snohomish	2017
996475	Yes	NW	I-90; LX	17.00	unnamed	NF Issaquah Cr	0.00	0.22	8	King	2017
996963	Yes	NW	I-90; LX	17.11	NF Issaquah Cr	Issaquah Cr	0.86	0.86	8	King	2017

2025 WSDOT Fish Passage Performance Report

Site ID	Injunction Culvert	WSDOT Region	Road	MP	Stream Name	Tributary To	Lineal Habitat Gain (mi)	Incremental Habitat Gain (mi)	WRIA	County	Year Fixed
934151	Yes	NW	I-90; WB off-ramp	17.10	unnamed	NF Issaquah Cr	0.09	0.09	8	King	2017
991842	Yes	NW	SR 900	15.86	Green Cr	May Cr	1.34	1.34	8	King	2017
996735	Yes	OL	SR 3	26.00	unnamed	Mindy Cr	0.81	0.81	15	Mason	2017
18.0021 5.40	Yes	OL	US 101	260.93	Matriotti Cr ¹	Dungeness R	5.02	5.02	18	Clallam	2017
991660	Yes	OL	SR 112	52.90	Nordstrom Cr	Salt Cr	3.02	3.02	19	Clallam	2017
991409	No	SW	SR 401	0.84	Megler Cr ²	Columbia R	0.80	0.80	24	Pacific	2017
999342	No	SC	I-90	59.48	Resort Cr	Keechelus Lk	0.00	0.84	39	Kittitas	2017
990267	No	EA	US 395	249.98	Matsen Cr	Kettle R	0.90	0.90	60	Ferry	2017
990187	Yes	NW	SR 542	32.00	Hedrick Cr	Nooksack R	0.34	0.34	1	Whatcom	2018
991122	Yes	NW	SR 9	48.01	Gribble Cr ¹	WF Nookachamps Cr	2.67	2.67	3	Skagit	2018
991717	Yes	NW	SR 203	4.91	Historic Langlois Cr	Snoqualmie R	5.54	5.54	7	King	2018
990233	Yes	NW	SR 92	2.69	Little Pilchuck Cr	Pilchuck R	28.93	28.45	7	Snohomish	2018
102 L062	Yes	NW	SR 202	0.14	Little Bear Cr	Sammamish R	28.69	19.88	8	King	2018
102 L020	Yes	NW	SR 524	12.46	Great Dane Cr	Little Bear Cr	4.60	4.60	8	Snohomish	2018
991739	Yes	OL	SR 112	7.35	Olsen Cr	Strait of Juan de Fuca	3.62	3.62	19	Clallam	2018
22.0507 0.10	Yes	OL	SR 8	5.00	MF Wildcat Cr	EF Wildcat Cr	18.64	18.64	22	Grays Harbor	2018
990133	Yes	OL	SR 8	6.30	EF Wildcat Cr	Wildcat Cr	13.62	13.62	22	Grays Harbor	2018
994791	Yes	OL	US 12	9.06	unnamed	Wynoochee R	1.65	1.65	22	Grays Harbor	2018
991634	No	SW	SR 504	17.02	Wooster Cr	NF Toutle R	1.76	1.76	26	Cowlitz	2018
992948	No	SC	I-90	60.60	Townsend Cr	Keechelus Lk	1.63	1.63	39	Kittitas	2018
992950	No	SC	I-90	61.35	Price Cr	Yakima R	1.04	1.04	39	Kittitas	2018
990413	No	NC	US 97	159.24	Swauk Cr	Yakima R	8.00	1.08	39	Kittitas	2018
992763	No	NC	US 97	165.54	unnamed	Tronsen Cr	0.00	0.43	45	Chelan	2018
992349	Yes	NW	SR 9	77.36	unnamed	Tawes Cr	0.59	0.59	1	Whatcom	2019
992350	Yes	NW	SR 9	77.43	unnamed	unnamed Tawes Cr trib	3.14	3.14	1	Whatcom	2019

2025 WSDOT Fish Passage Performance Report

Site ID	Injunction Culvert	WSDOT Region	Road	MP	Stream Name	Tributary To	Lineal Habitat Gain (mi)	Incremental Habitat Gain (mi)	WRIA	County	Year Fixed
992356	Yes	NW	SR 9	77.94	Tawes Cr	SF Nooksack R	2.19	2.19	1	Whatcom	2019
991160	Yes	NW	SR 530	25.94	Schoolyard Cr ¹	NF Stillaguamish R	3.53	3.53	5	Snohomish	2019
990735	Yes	SW	SR 6	22.64	Salmon Cr	Rock Cr	3.56	3.56	23	Pacific	2019
990744	Yes	SW	SR 6	31.06	SB Fronia Cr	Fronia Cr	3.48	3.48	23	Lewis	2019
990746	Yes	SW	SR 6	31.08	Fronia Cr	Chehalis R	3.48	0.00	23	Lewis	2019
990048	No	SC	SR 129	0.90	Buford Cr ²	Grande Ronde R	3.96	3.96	35	Asotin	2019
995715	Yes	NW	I-5; NB	268.64	unnamed	California Cr	3.20	3.20	1	Whatcom	2020
990581	Yes	NW	SR 11	18.65	Hoags Cr	Chuckanut Cr	0.71	0.71	1	Whatcom	2020
996003	Yes	NW	SR 548	0.29	unnamed	California Cr	3.30	3.30	1	Whatcom	2020
991159	Yes	NW	SR 530	24.65	Trafton Cr	NF Stillaguamish R	2.81	2.81	5	Snohomish	2020
990325	Yes	NW	SR 202	13.24	Patterson Cr	Snoqualmie R	3.21	3.21	7	King	2020
991174	Yes	NW	SR 202	19.69	unnamed	Patterson Cr	2.58	2.58	7	King	2020
991173	Yes	NW	SR 202	19.77	unnamed	Patterson Cr	5.47	5.47	7	King	2020
991716	Yes	NW	SR 203	13.60	Loutsis Cr	Snoqualmie R	3.14	3.14	7	King	2020
115 MC093	Yes	OL	US 101	346.95	Coffee Cr	Goldsborough Cr	13.32	13.32	14	Mason	2020
990943	Yes	OL	SR 116	4.67	Kilisut Harbor ²	Oak Harbor	0.00	1.49	17	Jefferson	2020
991647	Yes	OL	US 101	175.45	unnamed	Hoh R	1.89	1.89	20	Jefferson	2020
990178	Yes	OL	US 101	146.85	Harlow Cr ¹	Queets R	10.49	9.56	21	Jefferson	2020
990148	Yes	OL	US 101	147.49	Fisher Cr	Queets R	3.19	3.19	21	Jefferson	2020
991412	No	SW	SR 401	2.03	unnamed ²	Columbia R	0.00	0.42	24	Pacific	2020
994386	Yes	NW	SR 11	21.08	Padden Cr	Bellingham Bay	5.35	0.41	1	Whatcom	2021
NC129	Yes	NW	SR 538	2.18	Logan Cr	Nookachamps Cr	1.61	1.61	3	Skagit	2021
991106	Yes	NW	SR 9	70.60	unnamed	Landingstrip Cr	1.34	1.34	3	Whatcom	2021
GR9	Yes	NW	SR 20	87.70	Fish Cr	Lorenzan Cr	1.46	1.46	4	Skagit	2021
GR23	Yes	NW	SR 20	88.83	Lorenzan Cr	Skagit R	0.98	0.98	4	Skagit	2021
LP19	Yes	NW	SR 9	37.26	unnamed	unnamed Pilchuck Cr trib	0.02	0.02	5	Snohomish	2021
996492	Yes	NW	SR 169	17.92	unnamed ²	Cedar R	0.14	0.14	8	King	2021
105 R042117a	Yes	NW	SR 164	8.24	Pussyfoot Cr ¹	White R	9.33	9.33	10	King	2021

2025 WSDOT Fish Passage Performance Report

Site ID	Injunction Culvert	WSDOT Region	Road	MP	Stream Name	Tributary To	Lineal Habitat Gain (mi)	Incremental Habitat Gain (mi)	WRIA	County	Year Fixed
990286	Yes	OL	SR 302	11.30	Minter Cr	Henderson Bay	29.27	25.48	15	Pierce	2021
990021	Yes	OL	US 101	253.85	Bagley Cr ¹	Strait of Juan de Fuca	6.49	6.49	18	Clallam	2021
18.0173 2.40	Yes	OL	US 101	256.10	Siebert Cr	Strait of Juan de Fuca	33.99	33.99	18	Clallam	2021
934250	Yes	OL	US 101; ROW	253.84	unnamed	Bagley Cr	1.90	1.90	18	Clallam	2021
991544	Yes	SW	SR 6	46.39	unnamed	Chehalis R	7.92	7.92	23	Lewis	2021
991757	Yes	SW	SR 6	46.50	unnamed	Chehalis R	8.11	0.19	23	Lewis	2021
990414	No	NC	US 97	159.67	Swauk Cr	Yakima R	6.92	6.92	39	Kittitas	2021
994233	Yes	NW	I-5	250.55	Padden Cr	Bellingham Bay	4.95	4.95	1	Whatcom	2022
931144	Yes	NW	SR 546	0.17	Duffner Ditch	Bertrand Cr	0.64	0.64	1	Whatcom	2022
990510	Yes	NW	SR 546	0.46	Double Ditch	Fishtrap Cr	7.32	7.32	1	Whatcom	2022
996161	Yes	NW	SR 546	0.47	Pepin Cr	Fishtrap Cr	7.32	0.00	1	Whatcom	2022
990223	Yes	NW	SR 546	4.21	Kamm Ditch	Nooksack R	1.16	1.16	1	Whatcom	2022
990641	Yes	NW	SR 9	40.08	Lake Cr	Lake McMurray	1.54	1.54	3	Skagit	2022
990091	Yes	NW	SR 9	41.04	Norway Park Cr	Lake McMurray	1.05	1.05	3	Skagit	2022
JK2	Yes	NW	SR 20	91.30	unnamed	Skagit R	0.81	0.81	4	Skagit	2022
997695	Yes	NW	SR 169	9.95	Ravensdale Cr	Lake Sawyer	2.33	2.33	9	King	2022
996794	Yes	OL	Chico Way; SR 3 ROW	41.08	unnamed	Chico Cr	0.79	0.79	15	Kitsap	2022
996795	Yes	OL	SR 3; SB on-ramp	40.99	unnamed	Chico Cr	0.92	0.12	15	Kitsap	2022
15.0051 0.10	Yes	OL	SR 302	11.44	Little Minter Cr ¹	Minter Cr	3.79	0.10	15	Pierce	2022
15.0051 0.20	Yes	OL	SR 302	11.50	Little Minter Cr ¹	Minter Cr	3.69	3.69	15	Pierce	2022
990400	Yes	OL	US 101	162.60	Steamboat Cr ¹	Pacific Ocean	4.62	4.62	20	Jefferson	2022
991473	Yes	NW	SR 539	11.10	Duffner Ditch	Bertrand Cr	6.07	5.43	1	Whatcom	2023
990014	Yes	NW	SR 542	3.45	Squalicum Cr ¹	Bellingham Bay	2.95	2.95	1	Whatcom	2023
996168	Yes	NW	SR 544	3.51	unnamed	Four Mile Cr	0.65	0.65	1	Whatcom	2023
991142	Yes	NW	SR 20	69.08	unnamed	Red Cr	1.00	1.00	3	Skagit	2023
CR2	Yes	NW	SR 534	0.53	unnamed	Carpenter Cr	1.56	0.11	3	Skagit	2023
995265	Yes	NW	SR 534; ROW	0.60	unnamed	unnamed Carpenter Cr trib	1.45	1.45	3	Skagit	2023

2025 WSDOT Fish Passage Performance Report

Site ID	Injunction Culvert	WSDOT Region	Road	MP	Stream Name	Tributary To	Lineal Habitat Gain (mi)	Incremental Habitat Gain (mi)	WRIA	County	Year Fixed
994308	Yes	NW	SR 20	94.47	unnamed	Skagit R	0.75	0.75	4	Skagit	2023
990236	Yes	NW	SR 18	27.57	Lake Cr	Raging R	1.35	1.35	7	King	2023
995167	Yes	NW	SR 203	7.26	unnamed	Horseshoe Lk	0.90	0.90	7	King	2023
102 N183	Yes	NW	SR 96	0.47	North Cr	Sammamish R	2.47	2.15	8	Snohomish	2023
991191	Yes	NW	SR 516	0.43	Barnes Cr	Massey Cr	1.11	1.11	9	King	2023
991225	Yes	OL	SR 7	37.50	unnamed	South Cr	3.48	3.48	11	Pierce	2023
990688	Yes	OL	SR 7	38.12	unnamed	South Cr	1.48	1.48	11	Pierce	2023
990450	Yes	OL	SR 106	12.30	Twanoh Cr	Hood Canal	1.90	1.90	14	Mason	2023
991237	Yes	OL	SR 108	5.50	unnamed	Skookum Cr	1.75	1.75	14	Mason	2023
990385	Yes	OL	SR 108	5.54	Skookum Cr	Little Skookum Inlet	0.30	0.30	14	Mason	2023
990345	Yes	OL	spur rd; SR 302	15.80	Purdy Cr	Burley Lagoon	6.49	0.82	15	Pierce	2023
991907	Yes	OL	SR 3; access rd	40.97	unnamed	Chico Cr	1.14	0.18	15	Kitsap	2023
994325	Yes	OL	SR 305	2.44	Murden Cr	Murden Cove	1.47	1.47	15	Kitsap	2023
990375	Yes	OL	SR 104	10.36	Shine Cr	Hood Canal	2.76	2.76	17	Jefferson	2023
990711	Yes	OL	SR 19	4.30	Swansonville Cr	EF Chimacum Cr	2.33	2.33	17	Jefferson	2023
990134	Yes	OL	US 101	274.25	Eagle Cr	Strait of Juan de Fuca	2.54	2.54	17	Clallam	2023
990896	Yes	OL	US 101	290.35	unnamed	Leland Cr	2.30	2.30	17	Jefferson	2023
995502	Yes	OL	US 101	291.79	unnamed	Leland Cr	1.28	1.28	17	Jefferson	2023
990241	Yes	OL	US 101	292.52	Leland Cr	Little Quilcene R	14.33	10.52	17	Jefferson	2023
18.0283 2.00	Yes	OL	US 101	238.39	Indian Cr	Elwha R	10.63	9.64	18	Clallam	2023
993702	Yes	OL	US 101	98.47	unnamed	WF Hoquiam R	0.64	0.64	22	Grays Harbor	2023
993704	Yes	OL	US 101	99.45	unnamed	WF Hoquiam R	0.62	0.62	22	Grays Harbor	2023
990730	Yes	OL	US 101	100.70	unnamed	unnamed SB Big Cr trib	1.08	1.08	22	Grays Harbor	2023
990033	Yes	OL	US 101	102.97	unnamed	Big Cr	1.58	1.58	22	Grays Harbor	2023
991501	Yes	OL	US 101	103.65	unnamed ¹	Big Cr	2.13	2.13	22	Grays Harbor	2023

2025 WSDOT Fish Passage Performance Report

Site ID	Injunction Culvert	WSDOT Region	Road	MP	Stream Name	Tributary To	Lineal Habitat Gain (mi)	Incremental Habitat Gain (mi)	WRIA	County	Year Fixed
990731	Yes	OL	US 101	111.34	unnamed	Stevens Cr	0.72	0.72	22	Grays Harbor	2023
991126	Yes	NW	SR 20	94.82	unnamed	Skagit R	2.35	2.35	4	Skagit	2024
CD18	Yes	NW	SR 20	105.42	Olson Cr	Skagit R	1.51	1.51	4	Skagit	2024
101SA-06	Yes	NW	SR 202	23.18	Skunk Cr	Snoqualmie R	1.65	1.65	7	King	2024
995200	Yes	NW	SR 202	23.22	N/A	N/A	0.23	0.23	7	King	2024
932933	Yes	NW	I-405	10.06	unnamed	Coal Cr	0.15	0.15	8	King	2024
992654	Yes	NW	I-405; SB off-ramp	20.92	unnamed	Juanita Cr	0.64	0.64	8	King	2024
996921	Yes	NW	SR 202	4.17	unnamed	High School Cr	1.87	1.87	8	King	2024
996925	Yes	NW	SR 202	4.25	High School Cr	Sammamish R	1.47	1.47	8	King	2024
935157	No	OL	SR 167; ROW	0.32	Surprise Lake Cr	Hylebos Cr	4.26	3.91	10	Pierce	2024
935160	No	OL	SR 167;FUT	0.28	N/A	N/A	0.00	0.00	10	Pierce	2024
921588	No	OL	SR 167;FUT	0.29	N/A	N/A	0.00	0.00	10	Pierce	2024
991672	Yes	OL	SR 108	7.61	unnamed	Skookum Cr	1.44	1.44	14	Mason	2024
990278	Yes	OL	SR 108	8.89	McDonald Cr ¹	Skookum Cr	3.67	3.67	14	Mason	2024
997225	Yes	OL	SR 108	9.45	Kamilche Cr	Skookum Cr	1.78	1.78	14	Mason	2024
997161	Yes	OL	US 101	357.40	Griggs Cr	Schneider Cr	1.06	1.06	14	Thurston	2024
15.0060 1.00	Yes	OL	SR 16	17.62	Purdy Cr	Burley Lagoon	5.67	5.67	15	Pierce	2024
933460	No	OL	SR 16;ROW	17.68	unnamed	Purdy Cr	0.00	0.13	15	Pierce	2024
15.0229 0.10	Yes	OL	SR 3	40.91	Chico Cr	Dyes Inlet	21.78	20.68	15	Kitsap	2024
991667	Yes	OL	US 101	268.54	Discovery Cr	Sequim Bay	3.23	3.23	17	Clallam	2024
990075	Yes	OL	US 101	271.98	Chicken Coop Cr	Sequim Bay	3.79	3.79	17	Clallam	2024
990717	Yes	OL	US 101	169.42	unnamed	Braden Cr	0.98	0.98	20	Jefferson	2024
997054	Yes	OL	US 101	171.29	unnamed	Hoh R	0.88	0.88	20	Jefferson	2024
991575	Yes	OL	US 101	181.20	Dowans Cr	Bogachiel R	1.05	1.05	20	Jefferson	2024
991507	Yes	OL	US 101	182.20	unnamed	Dowans Cr	0.72	0.72	20	Jefferson	2024
990920	Yes	OL	SR 109	19.40	unnamed	Connor Cr	1.12	1.12	21	Grays Harbor	2024

2025 WSDOT Fish Passage Performance Report

Site ID	Injunction Culvert	WSDOT Region	Road	MP	Stream Name	Tributary To	Lineal Habitat Gain (mi)	Incremental Habitat Gain (mi)	WRIA	County	Year Fixed
997363	Yes	OL	SR 109	24.56	unnamed	Boone Cr	1.03	1.03	21	Grays Harbor	2024
997780	Yes	OL	SR 109	27.03	unnamed	Pacific Ocean	0.70	0.70	21	Grays Harbor	2024
991836	Yes	OL	SR 109	4.46	unnamed	Little Hoquiam R	2.08	2.08	22	Grays Harbor	2024
990932	Yes	OL	SR 109	6.91	unnamed	Grass Cr	0.82	0.82	22	Grays Harbor	2024
935978	No	OL	SR 109; driveway	6.91	unnamed	unnamed Grass Cr trib	0.00	0.06	22	Grays Harbor	2024
993724	Yes	OL	SR 8	3.16	unnamed	Wildcat Cr	1.41	1.41	22	Grays Harbor	2024
990773	Yes	OL	SR 8	9.10	unnamed	Mox Chehalis Cr	1.54	1.54	22	Grays Harbor	2024
22.0349 0.70	Yes	OL	US 12	12.36	Camp Cr ¹	Chehalis R	9.89	9.89	22	Grays Harbor	2024
933616	Yes	OL	US 12	17.56	unnamed	Wenzel Sl	5.47	5.47	22	Grays Harbor	2024
125 1806W34 G	Yes	OL	US 12	19.17	unnamed	Vance Cr	4.53	4.53	22	Grays Harbor	2024
998490	No	SC	US 12	159.29	Andy Cr	Rimrock Lk	0.00	0.53	38	Yakima	2024
990217	No	NC	US 97	299.02	Johnson Cr	Okanogan R	6.90	6.90	49	Okanogan	2024
960240	No	NC	US 97; ROW	299.04	Johnson Cr	Okanogan R	n/a	n/a	49	Okanogan	2024
960241	No	NC	US 97; ROW	299.05	Johnson Cr	Okanogan R	n/a	n/a	49	Okanogan	2024

Total Injunction Potential Habitat Gain: 654.61 miles

Shaded - Injunction Barrier Corrections

- 1 - Previous correction reverted to a barrier; barrier re-corrected.
- 2 - Partnership.
- 3 - Site 15.0285 H 0.50, SF Dogfish Creek, is now owned by the city of Poulsbo.

Fish Passage Inventory and Assessment

Fish Passage Inventory Updates

WDFW has inspected over 7,000 water crossings along Washington state highways. Over 2,000 of these crossings are barriers to fish. To view the locations of current WSDOT barriers, view the [WSDOT Fish Passage Inventory Web Map](#).

Culvert conditions can change over time and reassessment of barriers and non-barriers is an ongoing effort. One example is WSDOT's reassessment of injunction-relevant non-barrier culverts every 10 years. In 2024, WDFW reassessed 38 injunction-relevant non-barrier culvert and determined:

- 11 had no change in barrier status,
- 0 changed to an unknown barrier status,
- 2 were non-fishbearing,
- 0 were resident trout only,
- 14 were barriers,
- 11 crossings with an unknown barrier status were determined to be passable.

U.S. v. WA List of WSDOT Case Area Barrier Culverts

In 2024, WSDOT corrected 30 injunction barriers, improving access to 83.43 miles of salmon and steelhead habitat. A list of culverts blocking salmon or steelhead passage within the case area was filed on September 27, 2013, containing 1,014 barriers, including 847 with a significant habitat gain and 167 with a limited habitat gain. As of June 2025, WSDOT has 974 culvert barriers relevant to the U.S. v. WA case - 774 with significant habitat upstream (≥ 200 meters), 190 with a limited habitat gain (< 200 meters), and 10 with unknown habitat gain.

The List of WSDOT Case Area Barrier Culverts (Case 2:01-sp-00001-RSM Document 779-1) is updated as WSDOT learns new information about culverts within the case area and the disposition of culverts may change. The injunction requires the state to re-evaluate non-barrier culverts once every ten years to determine whether they remain passable. Newly identified barriers are discovered as part of this re-inventory work, as culvert conditions can change over time and become barriers. To learn more about the injunction, view our [Federal court injunction for fish passage webpage](#).

Updates to the WSDOT Culvert Injunction List since September 2013:

- 176 barriers have been corrected and are no longer barriers,
- 44 culverts were on resident-fish streams, not containing steelhead or salmon,
- 21 barriers were on streams determined to be non-fish bearing,
- 4 barriers were equipped with tide gates,
- 2 barriers were duplicate records in WDFW's database,
- 44 barriers were re-evaluated as fish passable,
- 15 barriers were incorrectly assigned to WSDOT ownership,
- 2 barriers were not a culvert under a roadway as defined by the federal injunction,
- 269 new injunction relevant barrier culverts were identified,
- 1 barrier corrected prior to 2013.

Fishway Inspections and Maintenance

WDFW's 2013 Water Crossing Design Guidelines defines a fishway as "A system specifically designed for passage of fish over, around or through an obstruction. Such systems include hydraulic-control devices, special attraction devices, collection and transportation channels, fish ladders, a series of weirs designed for fish passage, and culvert retrofit systems.

Many highway culvert crossings were retrofitted with fishways during the early to mid-1990's as an interim method to provide fish passage until long-term solutions (e.g. culvert replacement) could be implemented. The expected lifespan of fishway structures is approximately twenty-five years. Many of those fishways are deteriorating and are becoming fish barriers requiring repair. WSDOT no longer constructs fishways because they do not meet current fish passage design standards nor the terms of the federal culvert injunction.

WSDOT currently maintains 133 fishways, down from 138 fishways reported last year. Last summer, five barrier fishway culverts were replaced with fish passable water crossing structures, including McDonald Creek (ID 990278, SR 108 MP 8.89), Purdy Creek (ID 15.0060 1.00, SR 16 MP 17.8), Chico Creek (ID 15.0229 0.10, SR 3 MP 40.96), UNT Grass Creek (ID 990932, SR 109 MP 6.91), and Camp Creek (ID 22.0349 0.70, US 12 MP 12.36).

Regular inspections and maintenance are essential for the continued successful operation of fishways. Fishways are typically inspected during the spring and any maintenance needs or fish passage deficiencies are documented. Although they are not fish passage barriers, some of the fishways require frequent maintenance to ensure fish passage. Follow-up inspections of deficient sites are normally conducted in the fall to ensure that fish passage deficiencies were corrected and maintenance needs were met.

Of the remaining 133 fishways, 81 require annual inspections to ensure they continue to function as designed. Six sites are in remote locations and are inspected on an ad hoc basis; these were not inspected in spring 2025. There are 46 sites that are not routinely inspected, as they have deteriorated to the point where maintenance will not improve fish passage. For these sites, the culverts must be replaced with structures that allow passage without the need for a fishway.

In Spring of 2025, a WDFW biologist inspected 81 fishways. Six of those fishways required maintenance to ensure continued fish passage. Three fishways required general preventative maintenance. Most maintenance involves removing logs and repairing leaking weir boards. While small debris is cleared during inspections, larger logs may require chainsaw removal to prevent further debris accumulation and maintain fish passage.

When fishways reach the end of their useful life and can no longer provide fish passage, they are put on the barrier list to be evaluated by biologists and engineers for a repair solution. Like fish passage barrier culverts, barrier fishways are included in the scoping and prioritization process that will ultimately lead to repair or replacement. Seventeen fishways currently require major repairs or replacement. Some of these replacements are currently under construction or are in the planning stages. The remaining 61 out of 87 fishways inspected remain fish passable and do not currently require any maintenance.

Monitoring

Monitoring Plan

In accordance with the U.S. v. WA Culvert Injunction, representatives from tribal nations and state agencies subject to the injunction agreed upon and finalized the Monitoring Implementation Guidelines in September 2015, which are the basis of [WSDOT's Fish Passage Monitoring Plan](#). The WSDOT Fish Passage Barrier Correction Monitoring Plan can be found on the [Fish Passage maps & data webpage](#). The Monitoring Plan provides a protocol that can be broadly applied to ensure a consistent and efficient post-project monitoring process for all WSDOT fish passage projects and satisfies all state and federal permit requirements. Fish passage barrier corrections are monitored at the following time periods:

Post-Construction Compliance Inspection

WSDOT evaluates all fish passage projects immediately upon completion of construction to ensure they conform to construction permits and design plans. Sites are also evaluated for their ability to pass fish using WDFW's barrier assessment methods.

Over-Winter Inspection

WSDOT inspects corrected water crossing structures within the first year following construction after peak winter flows subside to evaluate the impact of high and low seasonal flows on fish passage at the new structure.

Long-Term Evaluations

Water crossing structures corrected are evaluated at Year 5 and Year 10 after construction to determine if they continue to provide fish passage and to evaluate if the structures conform to the design standards under which they were constructed.

Actions Resulting from Monitoring

Resulting actions are determined on a case-by-case basis and involve one of the following:

- **No Action Needed**
The structure is providing fish passage and stream function. The responses to the monitoring standards are within the expected norms.
- **Increased Monitoring**
The structure is providing fish passage and stream function. Some of the responses to the monitoring standards are outside the expected norms. This action is taken when stream function may naturally correct the substandard responses.
- **Repair**
The structure is in danger of losing fish passage or stream function but can be restored within the scope of maintenance. Any repair will be monitored to ensure that it functions as intended.
- **Modifications**
The structure has lost fish passage and stream function but can be restored with a modification to the project site. Modifications are beyond maintenance as they change a portion of the original design elements. Any modification will be monitored to ensure that it functions as designed.

- **Add to newly identified barrier list and replace**

The structure has lost fish passage and stream function and can only be repaired through complete replacement of the structure.

Monitoring Summary

Summarized monitoring results by site for 2024 can be found in Table 3. Individual monitoring reports can be generated on the [WSDOT Fish Passage Inventory Web Map](#) by entering the unique WDFW Site ID in the Search bar. The monitoring effort reported here reflects statewide activities during 2024, including injunction relevant and non-injunction locations. WSDOT conducted 119 monitoring assessments, including:

- 43 - Post-Construction Inspections,
- 31 - Over-Winter Assessments,
- 8 - Year 5 Evaluations, and
- 12 - Year 10 Evaluations.

Plus, the following evaluations and assessments:

- 10 - Additional Monitoring Evaluations under Action #2 (Increased Monitoring),
- 5 - Assessments under Actions #3/4 (Repair/Modify), and
- 10 - Assessments under the condition of our Fish Passage Design Build Warranty.

Of the 43 Post-Construction Inspections, 38 were within acceptable monitoring parameters. Two were flagged for Increased Monitoring due to intermittent sub-surface flow conditions and bank erosion due to stormwater, respectively. One was flagged for Repair, because the channel construction and habitat complexity features did not match the design to the extent that the channel would be unable to recover without intervention. One was flagged for Modification after a site revisit, because a barrier water surface drop developed over a channel spanning log. One was flagged as Barrier Status Unknown due to a flow restrictor plate installed over the inlet to prevent downstream impacts. The assessment cannot be completed until the plate is removed.

Of the 31 Over-Winter Assessments, 6 require Increased Monitoring and 1 was proposed for Repair. Increased Monitoring site visits are tailored to the specific condition observed at each individual project and is conducted at a frequency and duration until a determination of whether further action is warranted.

Of the 8 projects receiving Year 5 Evaluations, 7 projects met performance standards, and 1 was flagged for Increased Monitoring due to a buildup of invasive grass in the channel that is beginning to aggrade material in the culvert. Discussion regarding removal of that vegetative material is ongoing.

Of the 12 projects receiving Year 10 Evaluations, all met the performance standards.

Of the 10 Increased Monitoring Evaluations, 2 projects no longer pose a concern and reverted to the regular monitoring schedule, 7 will remain on an annual monitoring schedule, and 1 was proposed for Repair due to an emergency bank stabilization action that occurred since the last evaluation.

Performance Management

WSDOT Monitoring is tracking pending performance management actions at 13 recently constructed projects to maintain or restore fish passage and/or stream function per Actions #3 and #4 of the Monitoring Plan.

Projects pending future actions as of the end of 2024 include:

- SR 3 Mindy Creek tributary (seasonal subsurface flow, hydraulic drop),
- US 101 Matriotti Creek (seasonal subsurface flow),
- US 101 Fisher Creek (subsurface flow),
- US 101 Bagley Creek tributary (hydraulic drop, plane bed),
- US 101 Hoh River tributary (subsurface flow),
- SR 11 Hoag's Creek (continued subsurface flow),
- SR 522 Horse Creek (scour at outlet, plane bed),
- SR 202 Little Bear Creek (low depth of flow),
- SR 203 Thayer Creek (subsurface flow),
- SR 900 Green Creek (low depth of flow, channel continuity),
- SR 20 Fish Creek (plane bed, low depth of flow upstream of culvert),
- SR 524 Great Dane Creek (aggradation, plane bed),
- I-90 NF Issaquah Creek (low depth of flow).

In addition, 2 projects are pending actions to address risk to infrastructure unrelated to fish passage:

- US 101 Harlow Creek (bank erosion/abutment scour),
- SR 8 MF Wildcat Creek (bank erosion/abutment scour).

In 2024, WSDOT Monitoring proposed actions take place at 3 additional projects:

- SR 302 Little Minter Creek – upper (remove emergency bank stabilization measures),
- SR 9 Landingstrip Creek tributary (channel shape) (action completed),
- SR 96 North Creek (plane bed, entrainment, wood wracking) (action completed).

Effectiveness monitoring was conducted at 5 projects where performance management actions took place in 2024. All 5 projects will continue to be monitored to ensure the success of the performance management action:

- SR 532 Secret Creek (entrainment, channel continuity),
- SR 522 Evans Creek tributary (low depth of flow),
- SR 11 Padden Creek (subsurface flow),
- SR 9 Landingstrip Creek tributary (channel shape),
- SR 96 North Creek (plane bed, entrainment, wood wracking).

Lastly, WSDOT along with WDFW conducted compliance inspections at 10 WSDOT-adjacent projects as a condition of a Design Build Fish Passage Warranty. All 10 locations passed inspection and will be reassessed at the end of the warranty period.

Table 3. Monitoring Results – 2024 Inspections

Table sorted by WRIA, Road, and Milepost

WRIA	Region	Site ID	Road	MP	Stream Name	Monitoring Type	Date	Injunction	Comments	Result
1	NW	991106	9	70.6	Landingstrip Cr trib	Increased Monitoring	5/7/2024 and 7/24/2024	yes	Potential subsurface flow, recheck again during summer	Continue Increased Monitoring
1	NW	992349	9	77.36	Tawes Cr trib	Year 5	5/7/2024	yes		Passed
1	NW	992350	9	77.43	UNT Tawes Cr trib	Year 5	5/7/2024	yes		Passed
1	NW	992356	9	77.94	Tawes Cr	Year 5	5/7/2024	yes		Increased Monitoring
1	NW	994386	11	21.08	Padden Cr	Repair/Modify	9/23/2024	yes	PMA completed; monitor PMA effectiveness	Increased Monitoring
1	NW	991473	539	11.1	Duffner Ditch	Over-Winter	5/7/2024	yes		Passed
1	NW	990014	542	3.45	Squalicum Cr	Over-Winter	5/7/2024	yes		Passed
1	NW	996168	544	3.51	Four Mile Cr trib	Over-Winter	5/7/2024	yes		Passed
3	NW	990091	9	41.04	Norway Park Cr	Increased Monitoring	5/8/2024	yes	Recheck channel shape/flow	Continue Increased Monitoring
3	NW	991106	9	70.6	Landingstrip Cr trib	Repair/Modify	8/20/2024	yes	PMA completed; monitor PMA effectiveness	Increased Monitoring
3	NW	991142	20	69.08	Red Cr trib	Over-Winter	5/8/2024	yes		Passed
3	NW	CR2	534	0.53	Carpenter Cr trib	Over-Winter	5/8/2024	yes		Passed
4	NW	994308	20	94.47	Skagit R trib	Over-Winter	5/8/2024	yes		Passed
4	NW	991126	20	94.82	Skagit R trib	Post-Construction	10/27/2024	yes		Passed
4	NW	CD18	20	105.42	Olson Cr	Post-Construction	10/27/2024	yes		Passed
5	NW	994128	522	21.97	Skykomish R trib	Year 10	6/25/2024	yes		Passed
5	NW	995404	530	36.83	NF Stillaguamish trib	Year 10	6/3/2024	yes		Passed
5	NW	991169	530	36.9	NF Stillaguamish trib	Year 10	6/3/2024	yes		Passed
5	NW	991170	530	37.58	NF Stillaguamish trib	Year 10	6/3/2024	yes		Passed
5	NW	990359	530	37.95	Rowan II Cr	Year 10	6/4/2024	no		Passed
5	NW	991171	530	37.96	NF Stillaguamish trib	Year 10	6/4/2024	no		Passed
5	NW	995405	530	38.13	NF Stillaguamish trib	Year 10	6/4/2024	no		Passed
5	NW	990624	532	9.75	Secret Cr	Repair/Modify	9/23/2024	yes	PMA completed; monitor PMA effectiveness	Increased Monitoring
7	NW	935067	9	13.79	Centennial Cr	Increased Monitoring	12/4/2024	no	Recheck WSD over steps for returning adults	Passed/Resume Schedule

2025 WSDOT Fish Passage Performance Report

WRIA	Region	Site ID	Road	MP	Stream Name	Monitoring Type	Date	Injunction	Comments	Result
7	NW	990236	18	27.57	Lake Cr	Over-Winter	7/10/2024	yes		Passed
7	NW	101SA-06	202	23.18	Skunk Cr	Post-Construction	10/30/2024	yes		Passed
7	NW	995200	202	23.22	Skunk Cr trib	Post-Construction	10/30/2024	yes		Passed
7	NW	995167	203	7.26	Horseshoe Lk trib	Over-Winter	5/28/2024	yes		Passed
7	NW	992374	522	18.43	Evans Cr trib	Repair/Modify	9/23/2024	yes	PMA completed; monitor PMA effectiveness	Increased Monitoring
7	NW	991159	530	24.65	Trafton Cr	Increased Monitoring	6/18/2024	yes	Recheck effectiveness of repair	Continue Increased Monitoring
7	NW	991160	530	25.94	Schoolyard Cr	Year 5	6/18/2024	yes		Passed
7	NW	936722	n/a	n/a	Skunk Cr	DB Compliance start	10/30/2024	no	Fish Hatchery Rd	Passed
8	NW	102 N183	96	0.47	North Cr	Over-Winter	5/8/2024	yes		Proposed for Repair
8	NW	102 N183	96	0.47	North Cr	Repair/Modify	9/3/2024	yes	PMA completed; monitor PMA effectiveness	Increased Monitoring
8	NW	996921	202	4.17	High School Cr trib	Post-Construction	10/30/2024	yes		Passed
8	NW	996925	202	4.25	High School Cr	Post-Construction	10/30/2024	yes		Passed
8	NW	998971	405	7.83	Lake WA trib	Post-Construction	11/18/2024	yes	Restrictor plate on inlet	Barrier Status Unknown
8	NW	932933	405	10.06	Coal Cr trib	Post-Construction	11/18/2024	yes		Passed
8	NW	992654	405	20.92	Juanita Cr trib	Post-Construction	8/21/2024	yes		Passed
8	NW	994236	520	6.19	Yarrow Cr	Year 10	6/12/2024	yes		Passed
8	NW	994238	520	6.27	Yarrow Cr	Year 10	6/12/2024	yes		Passed
8	NW	936701	n/a	n/a	Juanita Cr trib	DB Compliance start	8/21/2024	no	NE 132nd St	Passed
8	NW	936702	n/a	n/a	Juanita Cr trib	DB Compliance start	8/21/2024	no	Totem Lake Blvd	Passed
9	NW	991191	516	0.43	Barnes Cr	Over-Winter	5/8/2024	yes		Increased Monitoring
10	NW	932370	410	31.12	Scatter Cr	Year 10	5/28/2024	no		Passed
10	OL	921137	I-5	138.56	Hylebos Cr	Post-Construction	8/20/2024	no	100% passable bridge remove/abandon	Passed
10	OL	921132	n/a	n/a	Hylebos Cr	DB Compliance start	8/20/2024	no	67th Ave E bridge removed; no replacement structure	Passed
10	OL	921133	n/a	n/a	Hylebos Cr	DB Compliance start	8/20/2024	no	62nd Ave E bridge removed; no replacement structure	Passed
10	OL	921134	n/a	n/a	Hylebos Cr	DB Compliance start	11/20/2024	no	8th St E culvert replaced with a footbridge; road abandoned	Passed

2025 WSDOT Fish Passage Performance Report

WRIA	Region	Site ID	Road	MP	Stream Name	Monitoring Type	Date	Injunction	Comments	Result
10	OL	935093	n/a	n/a	Surprise Lake Cr	DB Compliance start	11/20/2024	no	70th St E culvert removed; no replacement structure	Passed
10	OL	935159	n/a	n/a	Surprise Lake Cr	DB Compliance start	11/20/2024	no	20th St E culvert removed; no replacement structure	Passed
10	OL	936721	n/a	n/a	Surprise Lake Cr	DB Compliance start	11/20/2024	no	Interurban Trail	Passed
10	OL	105 R121616a	n/a	n/a	Hylebos Cr	DB Compliance start	8/20/2024	no	12th St E; stream realigned and new bridge installed to north	Passed
10	OL	935160	SR 167 FUT	0.28	Ardena Rd Cr	Post-Construction	11/20/2024	no	Converted to NFB stormwater; trib realigned to north	Passed
10	OL	921588	SR 167 FUT	0.29	Ardena Rd Cr	Post-Construction	11/20/2024	no	Converted to NFB stormwater; trib realigned to north	Passed
10	OL	935157	SR 167 FUT	0.32	Surprise Lake Cr	Post-Construction	11/20/2024	no	Barrier culvert remove/abandon	Passed
10	OL	935158	SR 167 FUT	0.42	Surprise Lake Cr	Post-Construction	11/20/2024	no	Nonbarrier culvert remove/abandon	Passed
10	OL	921131	SR 99	1.06	Hylebos Cr	Post-Construction	11/20/2024	no	100% passable bridge replaced with a bridge	Passed
11	OL	991225	7	37.5	South Cr trib	Over-Winter	5/29/2024	yes		Increased Monitoring
11	OL	990688	7	38.12	South Cr trib	Over-Winter	5/29/2024	yes		Passed
14	OL	115 MC093	101	346.95	Coffee Cr	Increased Monitoring	8/7/2024	yes	August low flow Year 4	Continue Increased Monitoring
14	OL	990450	106	12.3	Twanoh Cr	Over-Winter	5/21/2024	yes		Passed
14	OL	991237	108	5.5	Skookum Cr trib	Over-Winter	5/1/2024	yes		Passed
14	OL	990385	108	5.54	Skookum Cr	Over-Winter	5/1/2024	yes		Increased Monitoring
14	OL	991672	108	7.62	Skookum Cr trib	Post-Construction	10/7/2024	yes		Passed
14	OL	990278	108	8.89	McDonald Cr	Post-Construction	10/7/2024	yes		Passed
14	OL	997225	108	9.47	Kamilche Cr	Post-Construction	10/7/2024	yes		Passed
14	OL	14.0021 0.30	108	11.9	Little Skookum Cr	Increased Monitoring	5/1/2024 and 7/31/2024	yes	Conduct Level B and summer low flow recheck	Continue Increased Monitoring
14	OL	997161	101 NB	357.4	Griggs Cr	Post-Construction	10/7/2024	yes		Passed
14	OL	936719	101 SB	357.4	Griggs Cr	Post-Construction	10/7/2024	yes	New site ID for SB lanes	Passed
15	OL	15.0229 0.10	3	40.96	Chico Cr	Post-Construction	8/20/2024	yes		Passed
15	OL	15.0060 1.00	16	17.8	Purdy Cr	Post-Construction	9/25/2024	yes		Passed
15	OL	15.0051	302	11.44	Little Minter Cr	Increased Monitoring	3/6/2024	yes	Recheck 2023 repair	Passed/Resume

2025 WSDOT Fish Passage Performance Report

WRIA	Region	Site ID	Road	MP	Stream Name	Monitoring Type	Date	Injunction	Comments	Result
		0.10								Schedule
15	OL	15.0051 0.20	302	11.5	Little Minter Cr	Increased Monitoring	3/6/2024	yes	Recheck 2023 repair	Proposed for Repair
15	OL	994325	305	3.44	Murden Cr	Over-Winter	4/2/2024	yes		Passed
15	OL	991907	3 SB ramp	41.08	Chico Cr trib	Over-Winter	5/21/2024	yes		Passed
15	OL	996794	3; Chico Way	41.08	Chico Cr trib	Increased Monitoring	4/2/2024	yes	Recheck channel regrade	Continue Increased Monitoring
15	OL	990345	302 Spur	15.8	Purdy Cr	Over-Winter	5/21/2024	yes		Passed
17	OL	990711	19	4.3	Swansonville Cr	Over-Winter	5/21/2024 and 7/29/2024	yes	Recheck summer low flow conditions	Increased Monitoring
17	OL	991667	101	268.54	Discovery Cr	Post-Construction	10/15/2024	yes		Proposed for Repair
17	OL	990075	101	271.98	Chicken Coop Cr	Post-Construction	10/15/2024	yes		Proposed for Modification
17	OL	990134	101	274.25	Eagle Cr	Over-Winter	7/15/2024	yes		Increased Monitoring
17	OL	990896	101	290.35	Leland Cr trib	Over-Winter	6/17/2024	yes		Passed
17	OL	995502	101	291.79	Leland Cr trib	Over-Winter	6/17/2024	yes		Passed
17	OL	990241	101	292.52	Leland Cr	Over-Winter	6/17/2024	yes		Passed
17	OL	990375	104	10.36	Shine Cr	Over-Winter	5/21/2024 and 7/29/2024	yes	Recheck summer low flow conditions	Passed
17	OL	933460	16 ROW	17.56	Purdy Dr trib	Post-Construction	9/25/2024	no	Removal/abandonment	Passed
18	OL	18.0283 2.00	101	238.35	Indian Cr	Over-Winter	7/22/2024	yes		Passed
18	OL	990555	101	259.79	Owl Cr	Year 10	7/15/2024	yes		Passed
19	OL	990214	112	33.21	Joe Cr	Increased Monitoring	7/22/2024	yes	Recheck channel shape/flow - removed from PMA list	Continue Increased Monitoring
20	OL	990717	101	169.42	Braden Cr trib	Post-Construction	11/7/2024	yes		Passed
20	OL	997054	101	171.29	Hoh R trib	Post-Construction	11/7/2024	yes		Passed
20	OL	991575	101	181.2	Dowans Cr trib	Post-Construction	11/7/2024	yes		Passed
20	OL	991507	101	182.2	Dowans Cr trib	Post-Construction	11/7/2024	yes		Passed
21	OL	990920	109	19.4	Connor Cr trib	Post-Construction	10/2/2024	yes		Passed
21	OL	997363	109	24.56	Boone Cr trib	Post-Construction	10/2/2024	yes		Passed
21	OL	997780	109	27.05	Pacific Ocean trib	Post-Construction	10/2/2024	yes		Passed
22	OL	993724	8	3.16	Wildcat Cr trib	Post-Construction	10/21/2024	yes		Increased Monitoring
22	OL	990773	8	9.1	Mox Chehalis trib	Post-Construction	9/18/2024	yes		Increased Monitoring

2025 WSDOT Fish Passage Performance Report

WRIA	Region	Site ID	Road	MP	Stream Name	Monitoring Type	Date	Injunction	Comments	Result
22	OL	22.0349 0.70	12	12.36	Camp Cr	Post-Construction	8/12/2024	yes		Passed
22	OL	933616	12	17.56	Wenzel Slough trib	Post-Construction	10/21/2024	yes		Passed
22	OL	125 1806W34G	12	19.17	Vance Cr trib	Post-Construction	11/13/2024	yes		Passed
22	OL	993702	101	98.47	WF Hoquiam R trib	Over-Winter	5/15/2024	yes		Passed
22	OL	993704	101	99.45	WF Hoquiam R trib	Over-Winter	5/15/2024	yes		Passed
22	OL	990730	101	100.7	UNT to SB Big Cr trib	Over-Winter	5/15/2024	yes		Passed
22	OL	990033	101	102.97	Big Cr trib	Over-Winter	5/15/2024	yes		Passed
22	OL	991501	101	103.65	Big Cr trib	Over-Winter	5/15/2024	yes		Increased Monitoring
22	OL	990731	101	111.34	Stevens Cr trib	Over-Winter	5/15/2024	yes		Passed
22	OL	991836	109	4.46	Little Hoquiam R trib	Post-Construction	10/2/2024	yes		Passed
22	OL	990932	109	6.91	Grass Cr trib	Post-Construction	10/2/2024	yes		Passed
22	OL	935978	109 ROW	6.91	UNT Grass Cr trib	Post-Construction	10/2/2024	no		Passed
23	SW	990735	6	22.64	Salmon Cr	Year 5	5/22/2024	yes		Passed
23	SW	990744	6	31.06	SB Fronia Cr	Year 5	5/22/2024	yes		Passed
23	SW	990746	6	31.08	Fronia Cr	Year 5	5/22/2024	yes		Passed
35	SC	990048	129	0.9	Buford Cr	Year 5	6/12/2024	no		Passed
38	SC	998490	12	159.29	Andy Cr	Post-Construction	11/13/2024	no		Passed
49	NC	990217	97	299.02	Johnson Cr	Post-Construction	9/4/2024	no		Passed
49	NC	960240/96 0241	97 ROW	299.04	Johnson Cr	Post-Construction	9/4/2024	no	dams removed as part of barrier correction for 990217	Passed
52	EA	990362	21	133.6	S. Nanamkin Cr	Year 10	9/3/2024	no		Passed

Other Ecological Considerations for Fish Passage Projects

WSDOT's work to remove highway-related barriers to salmon and steelhead migration provides important opportunities to assess and implement additional ecological improvements. Two of these areas are stormwater management and terrestrial habitat connectivity.

Stormwater

Most of Washington's state highways were constructed before the federal Clean Water Act and the Washington Water Pollution Control Act, and many highway segments still don't have adequate facilities to treat stormwater runoff. WSDOT focuses on these highway segments for investments that minimize or mitigate the harmful effects of contaminants in stormwater, including from a newly identified pollutant in 2020 as 6PPD-quinone (6PPDQ), a byproduct of the tire additive 6PPD. 6PPDQ was recently identified as a major cause of urban runoff mortality syndrome resulting in harm or death of fish, particularly in their early life stages. Studies show that 6PPDQ is most deadly to coho salmon, and emerging science indicates harmful effects to other species including rainbow trout and brook trout.

All WSDOT projects treat stormwater when adding new pavement or resurfacing roads to meet current stormwater treatment standards and regulations. WSDOT also addresses stormwater impacts from existing transportation infrastructure through standalone stormwater retrofits. Each WSDOT fish passage project undergoes a stormwater retrofit assessment to identify opportunities to ensure that fish return to higher quality habitat after a barrier is removed.

Terrestrial Wildlife Habitat Connectivity

Like culverts and other highway-related barriers to fish passage, Washington's extensive network of roadways have, in some areas, impeded the degree that terrestrial species like elk, cougar, and other animals can move freely through and between habitats. From an ecological perspective, a functional network of connected habitats is essential to the continued existence of Washington's diverse species and natural communities. Improving terrestrial wildlife connectivity along key segments of our state highway network is crucial for improving highway safety and addressing habitat loss and fragmentation.

Riparian corridors, where aquatic and terrestrial environments meet, comprise small portions of the overall landscape but still provide critical ecosystem functions. These areas are commonly utilized by wildlife to travel between patches of suitable habitat, and in highly fragmented urban landscapes, represent some of the last remaining travel routes available. WSDOT's fish barrier removal work presents opportunities to assess habitat connectivity co-benefits at locations that are also identified by habitat biologists as having high priority terrestrial wildlife connectivity needs. In most cases, simultaneously addressing high priority terrestrial wildlife connectivity needs as part of fish passage projects can be accomplished without substantial changes to the fish passage structure design and at little to no additional cost. When possible, addressing terrestrial wildlife habitat connectivity at the same time as fish barrier removal work leads to engineering efficiencies and overall cost-savings.



Figure 97. Deer using designed wildlife bench beneath a newly constructed bridge, captured by a motion-activated camera.

Project Highlight: SR 167 Completion Project

The SR 167 Completion Project builds 6 miles of new tolled expressway between Puyallup and the Port of Tacoma. The new expressway will be completed in stages. The second stage of work (1b) builds the expressway portion between I-5 and the Port of Tacoma and is scheduled to open in 2026. Stage 1b construction and mitigation implementation – phased over four years - is making significant progress in aquatic ecosystem restoration by constructing eleven fully fish-passable structures and removing eight existing structures, seven of which were fish passage barriers. This construction effort aligns with the broader mitigation strategy under the Hylebos Creek Restoration Program, which aims to revitalize stream, riparian, and wetland functionality throughout the lower Hylebos basin. Central to this approach is the widening and realignment of both the Surprise Lake Tributary and Hylebos Creek to form naturally meandering channels that reconnect with the adjacent floodplain. Floodplain wetlands will be restored, native plant diversity reestablished, and compensation provided for wetland losses or degradation caused by project-related impacts.

Overall, the project will create or restore approximately 3.9 miles of stream channel and re-establish nearly 2.8 hectares of wetlands. Additionally, approximately 28.1 hectares of existing wetlands will be rehabilitated, with enhancements made to an additional 1.3 hectares. The project will also improve wetland functions (hydrology and habitat), local water quality, preserve and enhance more than 2.5 hectares of upland vegetation, and create nearly 20.2 hectares of functional buffer—together forming a comprehensive strategy to enrich and sustain the region's ecological health.

To learn more about the project, visit the [SR 167 Completion Project webpage](#).