

MEMORANDUM FOR: RECORD

May 2, 2013

SUBJECT: APPLICABILITY OF THE DMMP SUITABILITY DETERMINATION FOR THE GRAYS HARBOR NAVIGATION IMPROVEMENT PROJECT, DATED FEBRUARY 5, 2013, TO THE REALIGNED FEDERAL NAVIGATION CHANNEL.

- A. **Introduction.** This memorandum reflects the consensus determination of the Dredged Material Management Program (DMMP) agencies (U.S. Army Corps of Engineers, Washington Departments of Ecology and Natural Resources, and the Environmental Protection Agency) regarding the applicability of the suitability determination for the Grays Harbor Navigation Improvement Project to the realigned federal navigation channel.
- B. **Grays Harbor Navigation Improvement Project (GHNIP).** The Corps of Engineers is in the process of evaluating the economic costs and benefits associated with deepening the inner harbor reaches from the current maintenance depth of -36 feet mean lower low water (MLLW) to the full authorized depth of -38 feet (plus 2 feet of advanced maintenance and two feet of overdepth for a maximum dredging depth of -42 feet MLLW). The inner harbor reaches covered by the study include South Reach, Crossover Reach, North Channel, Hoquiam Channel and Cow Point Reach. As part of the study, the sediment that would be dredged in deepening these reaches was fully characterized under the Dredged Material Management Program. The DMMP suitability determination for the deepening project was finalized on February 5, 2013 (DMMP, 2013).
- C. **Realignment of the Federal Navigation Channel.** Independent of the GHNIP, the Corps evaluated the benefits of realigning the federal navigation channel to take advantage of deeper water along portions of the waterway (USACE, 2013). Realignment would reduce the annual maintenance costs for the channel by reducing the volume of material requiring dredging. The reaches affected by the realignment include South Reach, Crossover Reach and North Channel.
- D. **Applicability of the GHNIP Suitability Determination to the Realigned Channel.** The DMMP agencies evaluated potential impacts of the proposed channel realignment on the GHNIP suitability determination by reviewing an overlay of the realigned channel on the boundaries of the GHNIP dredged material management units (DMMUs) and associated sampling locations (see attached figures). The agencies concluded that the sampling conducted for the GHNIP is sufficiently representative of the realigned channel and no additional sampling or testing will be required. The following factors were considered in reaching this conclusion:
- The changes to the channel alignment are relatively minor. There is no reason to believe that the sediment within the realigned channels is any different than that in the present channel.
 - Less material will need to be dredged to deepen the realigned channel so the sampling requirements calculated for the original alignment are more than adequate to cover this lesser volume.

- At least one of the GHNIP sampling stations in each DMMU falls within the realigned channel.
- All the DMMUs falling within the area of realignment were found suitable for open-water disposal. The only GHNIP material found unsuitable for open-water disposal is located in Cow Point Reach, which is not affected by the realignment.

E. References.

DMMP, 2013. *Determination Regarding the Suitability of Dredged Material from the Grays Harbor Navigation Improvement Project, Evaluated under Section 404 of the Clean Water Act, for Open-Water Disposal at the South Jetty or Point Chehalis Dispersive Sites, or for Beneficial Use.* Prepared by David Fox (Corps) for the DMMP agencies. February 5, 2013.

USACE, 2013. *Conceptual Design for Federal Deep Draft Channel Realignment in South Reach to Hoquiam Reach, Grays Harbor, Washington.* Memorandum for Record prepared by David Michalsen, P.E., March 3, 2013.

Coordination with regard to this determination was coordinated with Laura Inouye (Ecology), Erika Hoffman (EPA) and Celia Barton (DNR) by the undersigned.

The signed document is on file in the Dredged Material Management Office.

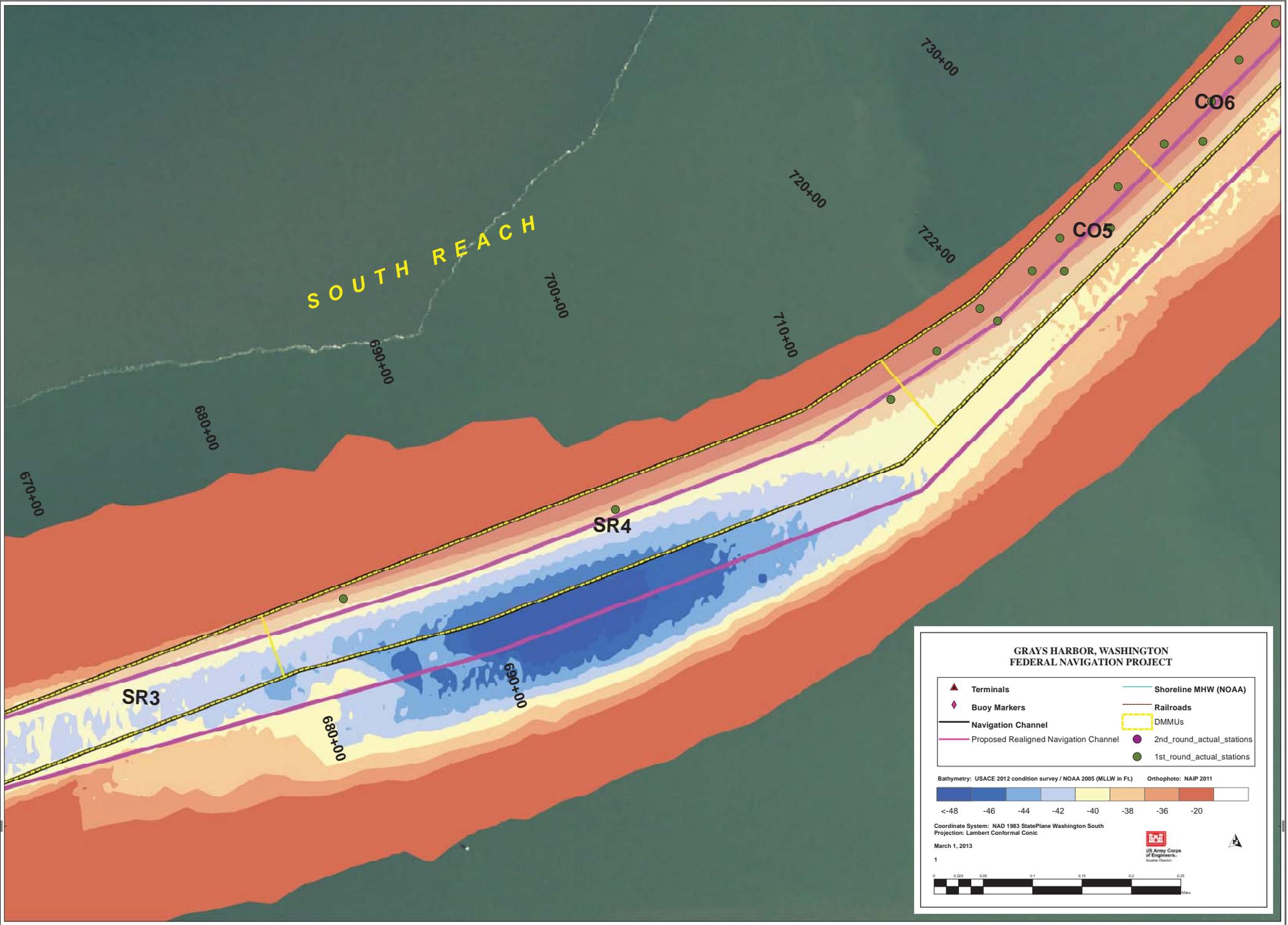
Date

David Fox, P.E. - Seattle District Corps of Engineers

Copies furnished:

Erika Hoffman, EPA
 Laura Inouye, Ecology
 Celia Barton, DNR
 Marc Horton, Port of Grays Harbor
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 John Hicks, CENWS-OD-TS

Grays Harbor Navigation Channel - Proposed Channel Realignment



**GRAYS HARBOR, WASHINGTON
FEDERAL NAVIGATION PROJECT**

▲ Terminals	— Shoreline MHW (NOAA)
◆ Buoy Markers	— Railroads
— Navigation Channel	□ DMMUs
— Proposed Realigned Navigation Channel	● 2nd_round_actual_stations
	● 1st_round_actual_stations

Bathymetry: USACE 2012 condition survey / NOAA 2005 (MLW in Ft) Orthophoto: NAIP 2011

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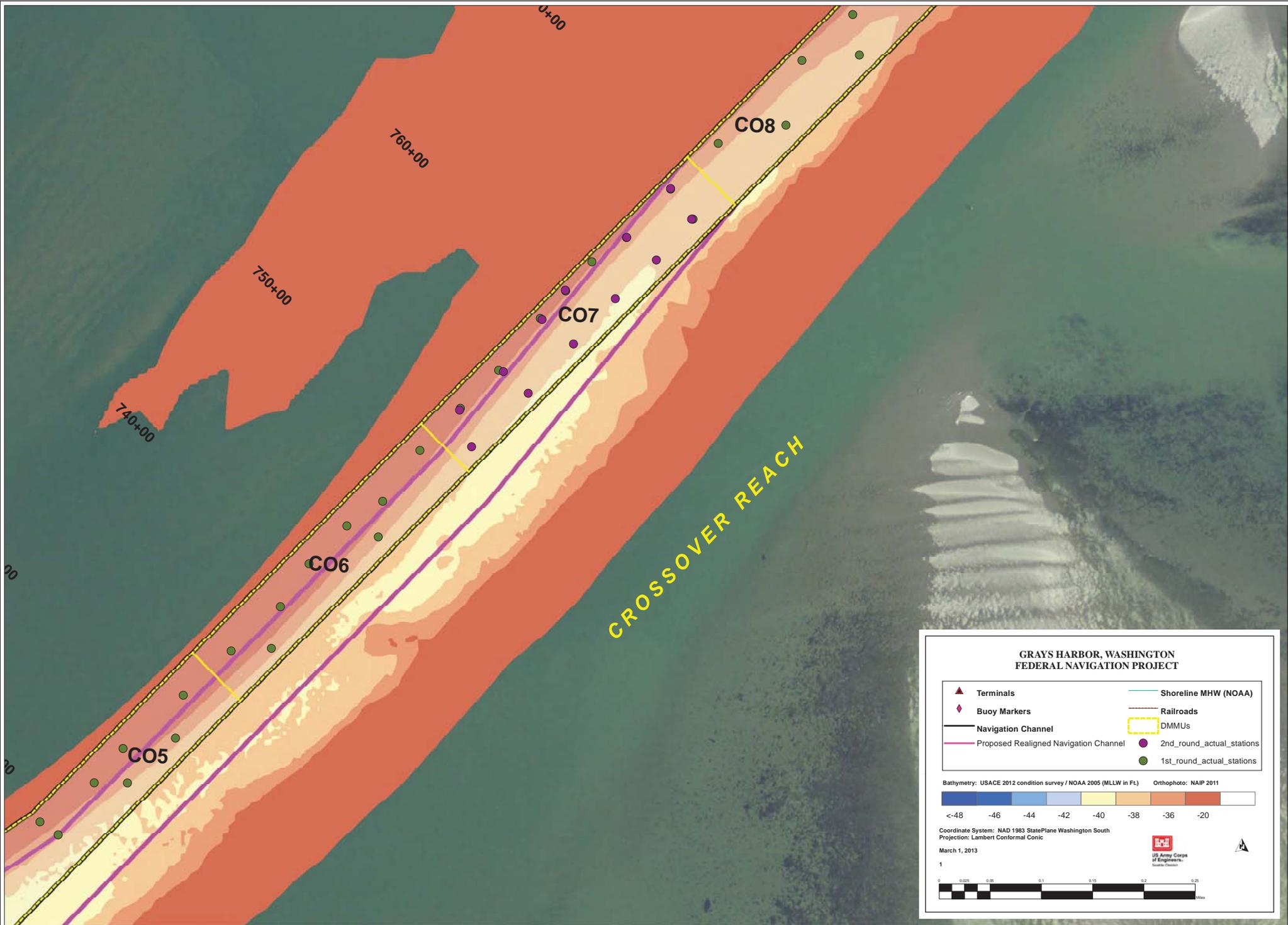
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Projection: Lambert Conformal Conic

March 1, 2013

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US Army Corps of Engineers
Seattle District

Grays Harbor Navigation Channel - Proposed Channel Realignment



GRAYS HARBOR, WASHINGTON FEDERAL NAVIGATION PROJECT

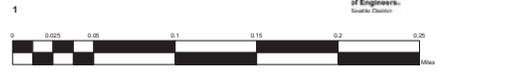
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| | ● 1st_round_actual_stations |

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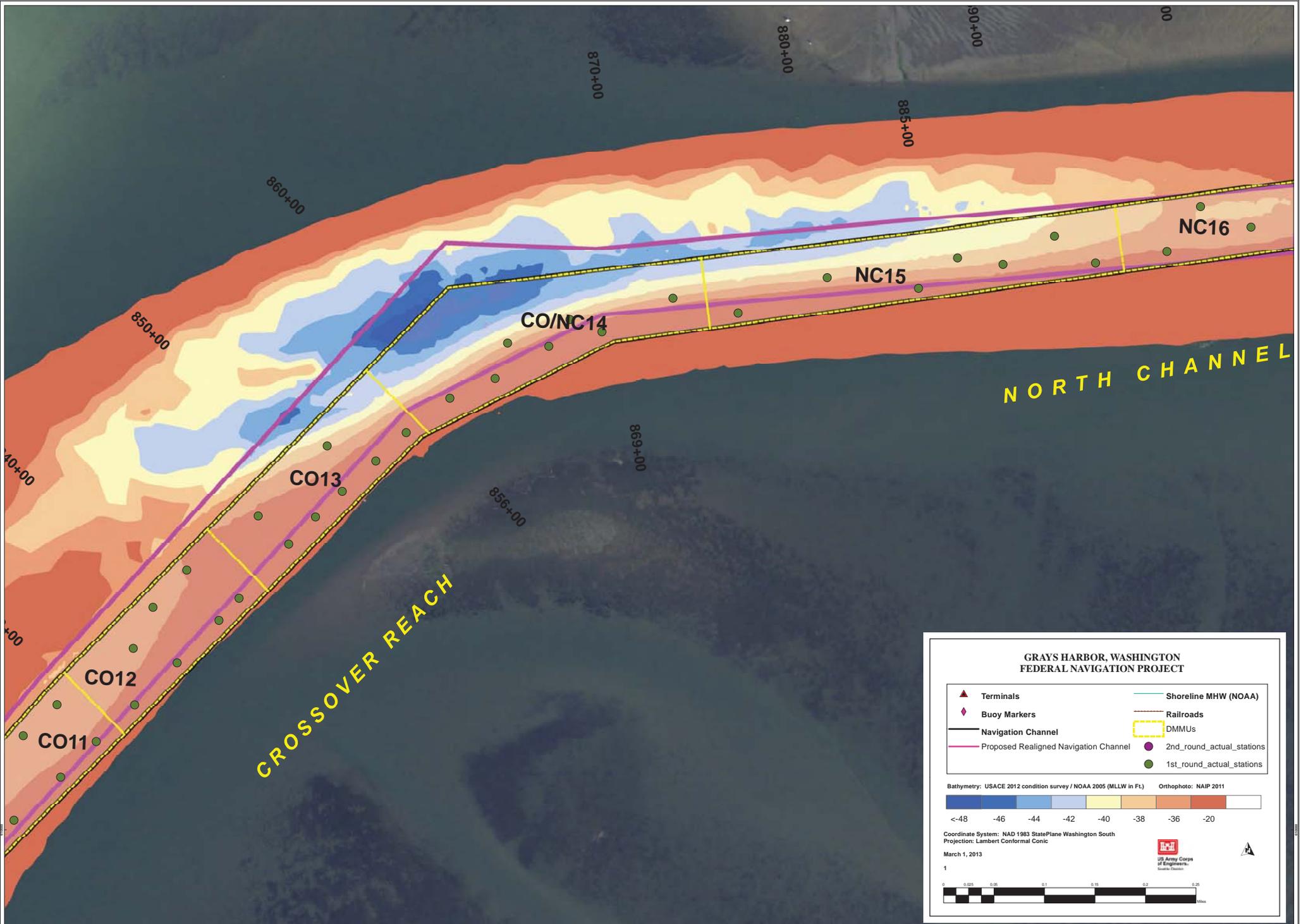


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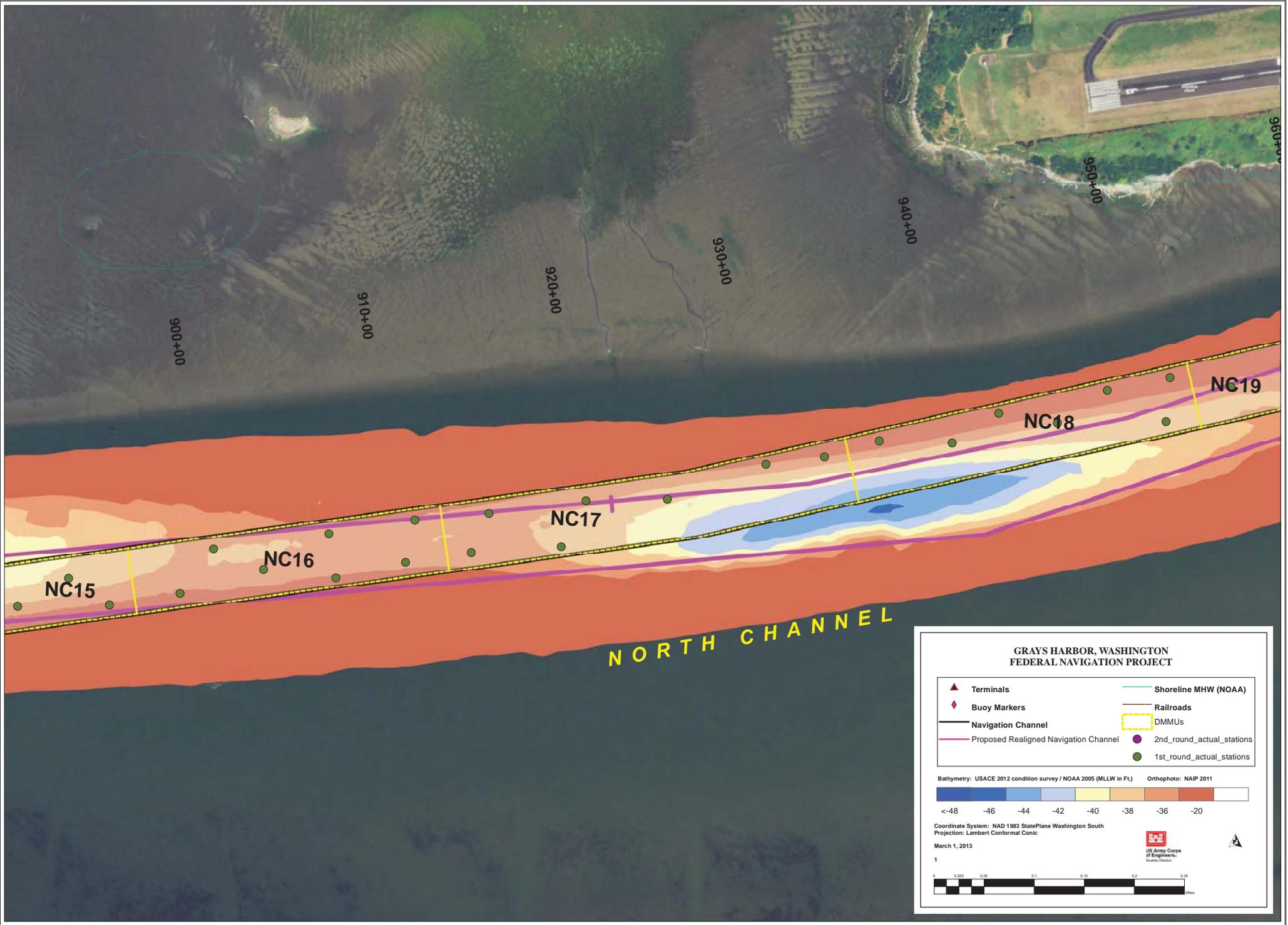
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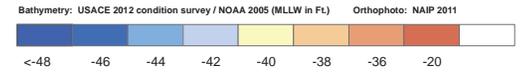
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Grays Harbor Navigation Channel - Proposed Channel Realignment



GRAYS HARBOR, WASHINGTON FEDERAL NAVIGATION PROJECT

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Grays Harbor Navigation Channel - Proposed Channel Realignment

