LIMITED REEVALUATION REPORT

GRAYS HARBOR NAVIGATION IMPROVEMENT PROJECT

Limited Reevaluation
The Grays Harbor Navigation Improvement Project (Project) feasibility study is a limited reevaluation, meaning it has a limited narrow scope within existing authority and provides an evaluation of a specific portion of a plan under current policies, criteria, and guidelines. In the case of the Project, Congress has already authorized two action alternatives (see Alternatives) that the U.S. Army Corps of Engineers (Corps) Project Development Team evaluated in this study and documented in the Limited Reevaluation Report (LRR) and the Supplemental Environmental Impact Statement (SEIS). We already know that the Project is technically feasible; the limited reevaluation determined whether the Project is economically justified and environmentally acceptable.

Planning Process
The purpose for the LRR prepared for this Project is to document the feasibility study conducted for the Project. The Project Development Team followed the Corps' six-step planning process in the development of the limited reevaluation.

Six -Step Planning Process		
Step One	–	**Specify Problems and Opportunities**
Step Two	–	**Inventory and Forecast Conditions**
Step Three	–	**Formulate Alternative Plans**
Step Four	–	**Evaluate Effects of Alternative Plans**
Step Five	–	**Compare Alternative Plans**
Step Six	–	**Select Recommended Plan**

Purpose and Need for the Project
The Grays Harbor navigation channel is used by deep-draft ocean-going vessels to safely reach and leave the Port of Grays Harbor (Port).

Purpose
To reduce navigation transportation costs for the existing and projected future traffic of deep-draft vessels and improve efficiency and reliability of navigation to and from Grays Harbor over the 50-year period of analysis, as feasible and economically justified, within the parameters of the navigation channel as legislatively authorized.

Need
As a result of the current channel depth of –36 feet MLLW and the narrow tidal windows, deep-draft vessels calling at Grays Harbor have to be partially loaded or experience tidal delays due to insufficient channel depth. The Port has requested that the Corps deepen the channel to the authorized depth to better accommodate current vessel traffic for existing port tenants and commodities.

Alternatives
The Project Development Team evaluated through the LRR and SEIS two action alternatives, which would deepen and subsequently maintain that deepened channel over the next 50 years, and a no-action alternative, which provides baseline conditions for comparing the potential effects of the action alternatives.

Alternative 1 (No Action): Continue Channel Maintenance of –36 Feet MLLW
Continue the current practice of maintenance dredging of the navigation channel to a depth of –36 feet MLLW within the South, Outer Cross-over, Inner Cross-over, North Channel, Hoquiam, and Cow Point Reaches and the Cow Point turning basin, and placement of the dredged materials at a variety of open-water placement sites, beneficial beach nourishment sites, and the Point Chehalis Revetment Extension mitigation site (when feasible).

Alternative 2: Deepen Channel to –37 Feet MLLW
Deepen the navigation channel by 1 foot to a depth of –37 feet MLLW. This will require the one-time removal of an additional 811,000 cubic yards of sediment to deepen the channel, and an increase in annual maintenance dredging volumes of an estimated 50,000 cubic yards.

Alternative 3: Deepen Channel to –38 Feet MLLW
Deepen the navigation channel by 2 feet to a depth of –38 feet MLLW. This will require the one-time removal of an additional 1,752,000 cubic yards of sediment to deepen the channel, and an increase in annual maintenance dredging volumes of an estimated 107,000 cubic yards.

Estimated Dredged Material Volumes (cubic yards) for the Affected Reaches (South, Outer Crossover, Inner Crossover, North Channel, Hoquiam, Cow Point Reach and turning basin) by Alternative

	Alternative 1	Alternative 2		Alternative 3	
		Construction	Operation	Construction	Operation
Navigation Channel Reach	*Estimated Annual Dredging to Maintain Channel at –36 feet MLLW*	*Estimated Additional Volume Attributable Channel Deepening to –37 feet MLLW*	*to* *Estimated Additional Annual Maintenance Attributable to Deepening to –37 feet MLLW*	*Estimated Additional Volume Attributable Channel Deepening to –38 feet MLLW*	*to* *Estimated Additional Annual Maintenance Attributable to Deepening to –38 feet MLLW*
Inner Harbor Reaches	up to 1,665,000	598,000	37,000	1,245,000	76,000
Outer Harbor Reaches	up to 425,000	213,000	13,000	507,000	31,000
Total	up to 2,090,000	811,000	50,000	1,752,000	107,000