

West Sound Basin

The West Sound Basin occupies the western side of Puget Sound from the Strait almost to Olympia. The eastern half is interlaced with saltwater waterways and islands. In the western portion, the Olympic Mountains rise abruptly from Hood Canal. Stream and glacial action have worn the sharply folded sandstone and slate formations into a series of rugged peaks and steep-walled valleys. In the east, this glacial action has formed many lakes and ponds. About 87 percent of the basin is forested. The climate is mild throughout the year. Annual precipitation varies from about 17 inches near Port Townsend to more than 200 inches in the Olympic Mountains.

Hammersley Inlet

Completed Navigation Project (Seattle District) Hammersley Inlet is a long, winding channel between Pickering Passage and Oakland Bay in southwest Puget Sound. All water traffic must use the inlet to reach the town of Shelton. A 13-foot-deep channel from Pickering Passage to Shelton was completed in 1912, except for one shoal with a controlling depth of 10 feet. Dredging of the shoal in May 1937 failed to increase the depth because the dredge was unable to remove the hardpan. This uncompleted portion of the project was deauthorized in 1978. Federal funds expended through September 1998 include \$9,000 for new work and \$10,683 for maintenance. Commerce in 1997 totaled 633,000 tons.

Kingston Harbor

Completed Navigation Project (Seattle District) Kingston Harbor is in northern Appletree Cove, on the western shore of Puget Sound. A small-boat basin in the harbor handles about 329 pleasure and fishing craft. The Port of Kingston dredged a 10-acre mooring area and constructed piers, moorage facilities, utilities, a boat launching ramp, parking areas, and marinas. The basin is protected by a rock breakwater 20 feet high and 1,040 feet long constructed by the Corps in 1967. Cost of the project through September 1998 was \$265,570 federal funds and \$390,753 contributed funds.

Mats Mats Bay Entrance Channel

Completed Small Navigation Project, Section 107 (Seattle District) Mats Mats Bay is about 12 miles southwest of Port Townsend. The Corps dredged an entrance channel 100 feet wide and 6 feet deep at mean lower low water from Admiralty Inlet to the Bay. It provides safe passage for recreational and commercial fishing vessels at most tidal levels. Construction was completed in January 1970. The Port of Port Townsend has constructed a marina at Mats Mats Bay. Federal cost of the project was \$146,679. Contributed funds for new work amounted to \$28,288.

Port Gamble Harbor

Completed Navigation Project (Seattle District) Port Gamble, in Kitsap County, sits by a large bay inside the entrance to Hood Canal. In 1920 the Corps completed a channel 28 feet deep to accommodate deep-draft traffic. It extends from deep water in Port Gamble Bay to the harbor. In 1935 channel widening and deepening to 30 feet was authorized. It was never constructed, however, and was deauthorized in 1977. Federal costs through September 1998 were \$11,911 for new work and \$13,337 for maintenance. In addition, \$21,260 in contributed funds was expended, for new work. Commerce in 1997 totaled 38,000 tons.

Port Orchard Bay

Completed Navigation Project (Seattle District) The Puget Sound Naval Shipyard, located at Bremerton, is a source of considerable water traffic. In addition, fishing boats and recreational craft use Port Orchard Bay. In 1928 a shoal was removed near Point Flover in Rich Passage to a depth of 40 feet to provide better access to Bremerton. The work was completed at a federal cost of \$42,804.

Port Townsend

Completed Navigation Project (Seattle District) Port Townsend is on the northeastern tip of the Olympic Peninsula. The Corps project consists of a small-boat mooring basin protected by a gravel and rockfill breakwater 1,946 feet long. The basin covers 12.5 acres with depths of 10 to 12 feet below mean lower low water. Work was completed in November 1964. The Corps of Engineers is responsible for maintenance of the entrance channel and breakwater. Federal costs through September 1998 included \$480,899 for new work and \$78,787 for maintenance. A total of \$92,423 was expended for new work from contributed funds. Additional non-federal costs for lands and damages, a retaining dike, and mooring and terminal facilities are estimated at \$294,000. The Port of Port Townsend has requested federal assistance in expansion of the present marina for commercial fishing boats and other commercial vessels. A reconnaissance study was initiated in February 1989. Environmental agencies objected to impacts on eelgrass habitat requiring advance mitigation testing before project approval. The study was terminated in March 1991 due to lack of funding for the Section 107 small navigation program. A new study was initiated in January 1999.

Goldsborough Creek Restoration Project

Aquatic Restoration Project, Section 206 (Seattle District). In partnership with the Washington State Department of Fish and Wildlife (WDFW) under Section 206 of the

Continuing Authorities Program, the Corps removed a 30 ft dam structure on Goldsborough Creek and restored the creek to a more natural gradient for fish passage and other critical habitat needs. The Corps completed the work in September 2001. Removal of the structure and restoration of the streambed provides improved access for anadromous fish spawning and rearing to approximately 13 miles of mainstem and 20 miles of tributary stream length - over ten times that available before the removal of the dam. In addition to blocking fish passage, the dam structure contributed to severe downstream scouring and head cutting. Simpson Timber Company was a silent partner to the project working through WDFW.

Port Townsend and Oak Bay Connecting Waterway

Completed Navigation Project (Seattle District) The waterway is an improved natural passage 75 feet wide and 15 feet deep between Indian Island and the northeasterly shore of the Olympic Peninsula. The canal provides sheltered passage for pleasure craft, fishing boats and towboats which otherwise would have to navigate the exposed waters of Admiralty Inlet. The project was completed in 1916. Federal costs through September 1998 were \$73,322 for new work and \$378,753 for maintenance. Commerce in 1995 totaled 269,000 tons.

Shelton Creek at Shelton

Completed Small Flood Control Project (Section 205) (Seattle District) City of Shelton officials requested a study of the town's flooding problems caused by Shelton Creek. A flood control urban drainage project was completed in 1978 to divert excess Shelton Creek flows to Goldsborough Creek. Project fish mitigation efforts included new gravel on a 616-foot section of the creek and taking stabilization measures at six other locations. Federal cost of the project was \$872,021. Total flood damages prevented are \$7,539,000 through September 1998.

Big Quilcene River at Quilcene

Terminated Small Flood Control Project, Section 205 (Seattle District) Officials of the Port of Port Townsend requested a study of flood problems caused by the Big Quilcene River at Quilcene. Detailed studies performed in 1972 indicated that structures were not feasible. Flood plain zoning was recommended and flood hazard information was provided.

Dosewallips River

Terminated Section 205 Small Flood Control Project (Seattle District) In February 1980, Jefferson County requested federal assistance in providing flood protection from the Dosewallips River for the unincorporated areas of Brinnon and Lazy C and the Dosewallips State Park. These areas are located near the mouth of the river before it empties into Hood Canal. Detailed project report studies, completed in November 1984, showed there is no feasible federal flood

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protection project.

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