

Attachment Q
Joint Aquatic Resources Permit
Application



WASHINGTON STATE

Joint Aquatic Resources Permit Application (JARPA) Form^{1,2} [\[help\]](#)

USE BLACK OR BLUE INK TO ENTER ANSWERS IN THE WHITE SPACES BELOW.



US Army Corps
of Engineers®
Seattle District

AGENCY USE ONLY

Date received: _____

Agency reference #: _____

Tax Parcel #(s): _____

Part 1–Project Identification

1. Project Name (A name for your project that you create. Examples: Smith’s Dock or Seabrook Lane Development) [\[help\]](#)

Port of Grays Harbor – Terminal 4 Expansion and Redevelopment Project (NWS-2022-944)

Part 2–Applicant

The person and/or organization responsible for the project. [\[help\]](#)

2a. Name (Last, First, Middle)

Nelson, Gary G., Executive Director

2b. Organization (If applicable)

Port of Grays Harbor

2c. Mailing Address (Street or PO Box)

P.O. Box 660

2d. City, State, Zip

Aberdeen, WA 98520

2e. Phone (1)

360-533-9528

2f. Phone (2)

2g. Fax

360-533-9505

2h. E-mail

gnelson@portgrays.org

¹Additional forms may be required for the following permits:

- If your project may qualify for Department of the Army authorization through a Regional General Permit (RGP), contact the U.S. Army Corps of Engineers for application information (206) 764-3495.
- Not all cities and counties accept the JARPA for their local Shoreline permits. If you need a Shoreline permit, contact the appropriate city or county government to make sure they accept the JARPA.

²To access an online JARPA form with [\[help\]](#) screens, go to

http://www.epermitting.wa.gov/site/alias__resourcecenter/jarpa_jarpa_form/9984/jarpa_form.aspx.

For other help, contact the Governor’s Office for Regulatory Innovation and Assistance at (800) 917-0043 or help@oria.wa.gov.

Part 3—Authorized Agent or Contact

Person authorized to represent the applicant about the project. (Note: Authorized agent(s) must sign 11b of this application.) [\[help\]](#)

3a. Name (Last, First, Middle)			
Lewis, Randy – Director of Health, Safety and the Environment			
3b. Organization (If applicable)			
Port of Grays Harbor			
3c. Mailing Address (Street or PO Box)			
P.O. Box 660			
3d. City, State, Zip			
Aberdeen, WA 98520			
3e. Phone (1)	3f. Phone (2)	3g. Fax	3h. E-mail
360-533-9513		360-533-9505	rlewis@portgrays.org

Part 4—Property Owner(s)

Contact information for people or organizations owning the property(ies) where the project will occur. Consider both **upland and aquatic** ownership because the upland owners may not own the adjacent aquatic land. [\[help\]](#)

- Same as applicant. (Skip to Part 5.)
- Repair or maintenance activities on existing rights-of-way or easements. (Skip to Part 5.)
- There are multiple upland property owners. Complete the section below and fill out [JARPA Attachment A](#) for each additional property owner.
- Your project is on Department of Natural Resources (DNR)-managed aquatic lands. If you don't know, contact the DNR at (360) 902-1100 to determine aquatic land ownership. If yes, complete [JARPA Attachment E](#) to apply for the Aquatic Use Authorization.

4a. Name (Last, First, Middle)			
4b. Organization (If applicable)			
4c. Mailing Address (Street or PO Box)			
4d. City, State, Zip			
4e. Phone (1)	4f. Phone (2)	4g. Fax	4h. E-mail

Part 5–Project Location(s)

Identifying information about the property or properties where the project will occur. [\[help\]](#)

- There are multiple project locations (e.g. linear projects). Complete the section below and use [JARPA Attachment B](#) for each additional project location.

5a. Indicate the type of ownership of the property. (Check all that apply.) [help]			
<input type="checkbox"/> Private <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Publicly owned (state, county, city, special districts like schools, ports, etc.) <input type="checkbox"/> Tribal <input type="checkbox"/> Department of Natural Resources (DNR) – managed aquatic lands (Complete JARPA Attachment E)			
5b. Street Address (Cannot be a PO Box. If there is no address, provide other location information in 5p.) [help]			
111 South Wooding Street, Aberdeen, WA 98520			
5c. City, State, Zip (If the project is not in a city or town, provide the name of the nearest city or town.) [help]			
Hoquiam, WA 98550 (Terminals 1 and 2) and Aberdeen, WA 98520 (Terminal 4 – including former WSDOT pontoon casting basin site) See Sheets 1 through 33.			
5d. County [help]			
Grays Harbor			
5e. Provide the section, township, and range for the project location. [help]			
¼ Section	Section	Township	Range
NW	17	17N/18N	09W
5f. Provide the latitude and longitude of the project location. [help]			
<ul style="list-style-type: none"> Example: 47.03922 N lat. / -122.89142 W long. (Use decimal degrees - NAD 83) 			
Terminals 1/2– 46.968693 N lat./-123.8584952 W long.			
Terminal 4 - 46.96083 N lat./-123.83973 W long.			
Former WSDOT Pontoon Casting Basin Site – 46.965956 N lat./-123.833776 W long.			
5g. List the tax parcel number(s) for the project location. [help]			
<ul style="list-style-type: none"> The local county assessor’s office can provide this information. 			
Terminal 1/2: 052209400001 and 056402300000			
Terminal 4: 029902000200			
Former WSDOT Pontoon Casting Basin Site (location of proposed relocation/expansion of Terminal 4A): 029902000101, 029902000103, 317090834004 and 317090834001 ³			
See Sheet 3			

³ There are no tax parcels associated with rail work east of Heron Street along the railroad ROW. PSAP Railroad is providing rail to the edge of Port property.

5h. Contact information for all adjoining property owners. (If you need more space, use [JARPA Attachment C.](#)) [\[help\]](#)

Name	Mailing Address	Tax Parcel # (if known)
Port of Grays Harbor	P.O. Box 660, Aberdeen, WA 98520	018605100000 018605100101 018605200000 018605301001 014200700900 317090833001 029901800401 052207900000
200 Myrtle Street LLC	P.O. Box 43, Aberdeen, WA 98520	018604900101
Oregon Wash R/R & Navigation Co	1416 Dodge St., Omaha, NE 68179	018604800101 018605900102 018604600701 018605200000 018605301001 018605301001 018605600201 029902000301
City of Aberdeen	200 East Market St., Aberdeen, WA 98520	317090834002 029901800405 014201700100 014200700500 018605600100 018605500901 018605300101 018604500900 018604600901 018604600400 018604700100 018603601600
Kenneth and Jocelle Strom	7015 Bryrwood Dr., Aberdeen, WA 98520	014201700201 014201700301 014201700401
Josephine Gannon	1321 Hood St., Aberdeen, WA 08520	014201700402
Jennifer and Robert Ullerich	5905 Ryans Bluff Rd, North Charleston, SC 29418	014201501000 014201501100
Grays Harbor Mini Storage LLC	P.O. Box 244 Montesano, WA 98563	014201500900 014201500700
Early Tire Company	P.O. Box 64, Aberdeen, WA 98520	014201600701 014201600500 014201900000
Jerry and Cheryl Thompson	P.O. Box 626, Montesano, WA 98563	014201000700
Rhonda Steinman Et Al	955 N Resler Dr. #104-282, El Paso TX, 79912	014200900700
Jay Dotson	10235 Whitecap Dr. NW, Olympia, WA 98502	014200900500
Dusty Wambolt	240 W Wishkah Rd, Aberdeen, WA 98520	014201800000
Carla Johnson	2100 W 1 st St., Aberdeen, WA 98520	018605501101

Jordan Favro	2192 W 1 st St, Aberdeen, WA 98520	018605501001
Ron and Cheryl Clark	734 Judith Ct, Aberdeen, WA 98520	018605500901
Catherine and Duane Callos	2217 Morgan St., Aberdeen, WA 98520	018605400500
Margaret Steinhauer	208 N Maple, Aberdeen, WA 98520	018604500800
Patrick Gilroy	208 N Maple, Aberdeen, WA 98520	018604500700
Douglas and Carol Wilson	304 Oak St., Aberdeen, WA 98520	018603800700
Aragorn Cole	301 Oak St., Aberdeen, WA 98520	018603701200
William and Bonnie Sell	P.O. Box 559, Aberdeen, WA 98520	018603700700
Bi Mart Corporation	P.O. Box 2310, Eugene, OR 97402	018603600100
Petrocard, Inc. ATTN: Andrew Rewolinski	730 Central Ave S., Kent, WA 98032	052209301300
John and Kelley Spencer	2707 Judd St. SE, Lacey, WA 98503	052209300700
GH Transit Authority	705 30 th St., Hoquiam, WA 98550	052208000600
Michael Istvan	1649 Aspen Dr. Camano Island, WA 98282	052207801800
Laura Tate	2928 Pacific Ave, Hoquiam, WA 98550	052207801600
Elizabeth Deemer	530 Emerson Ave, Apt 105, Hoquiam, WA 98550	052207801500
Aaron Shumate	2915 Bay Ave, Hoquiam, WA 98550	052207801400 052207801300
Jeffry Tuengel	594 Ocean Beach Rd, Hoquiam, WA 98550	052207801200
Claude and Cynthia Ouellette	2305 Simpson Ave, Aberdeen, WA 98520	052207801100 052207801000
John Karnas Co	711 28 th St., Hoquiam, WA 98550	052206601400 052206600800
City of Hoquiam	609 8 th St., Hoquiam, WA 98550	055206000001 055206400001
Rayonier Properties LLC	1301 Riverplace Blvd, Suite 2300, Jacksonville, FL, 32207	055206000002 055206400002

5i. List all wetlands on or adjacent to the project location. [\[help\]](#)

There are five wetlands present on the Project site as summarized below. Wetlands in the vicinity of the Project are shown on Sheets 23 through 26.

Table 1. Wetlands Summary

Project Site Wetland Name	Area within Project Footprint (acre) ^a	Category ^b	Hydrogeomorphic (HGM) Classification ^c	Cowardin Classification ^d
Wetland 1	0.13	Category II	Estuarine	EEM
Wetland 3	0.02	Category III ^e	Depressional	PEM/PAB
Wetland 4	0.02	Category III	Depressional	PEM
Wetland 8	0.06	Category III	Depressional	PEM
Wetland 9	0.20	Category III	Depressional	PEM

^a Wetland size is estimated based on wetland boundaries delineated during field investigations.

^b Wetland ratings are based on Washington State Wetland Rating System for Western Washington (Hruby 2014).

^c HGM classification is based on A Hydrogeomorphic Classification for Wetlands (Brinson 1993).

^d Classification of Wetlands and Deepwater Habitats of the United States (Cowardin et al. 1979; FGDC 2013). E2EM = Estuarine Intertidal Emergent. PSS = Palustrine Scrub-Shrub.

^e Wetland 3 is located outside of the study area. Therefore a formal wetland rating was not completed. The wetland rating and required buffer width are estimated based on similar nearby wetlands

5j. List all waterbodies (other than wetlands) on or adjacent to the project location. [\[help\]](#)

The project is located within and adjacent to the marine waters of Inner Grays Harbor.

5k. Is any part of the project area within a 100-year floodplain? [\[help\]](#)

Yes No Don't know

5l. Briefly describe the vegetation and habitat conditions on the property. [\[help\]](#)

Grays Harbor is an estuary for six rivers (Chehalis, Hoquiam, Humptulips, Wishkah, Johns, and Elk) and several smaller creeks and tributaries within the Chehalis River Basin. The harbor is approximately 15 miles long and 13 miles wide. The Chehalis River Basin drains about 2,170 square miles and includes portions of Lewis and Thurston counties; limited areas of Pacific, Cowlitz, Mason, Wahkiakum, and Jefferson counties; and most of Grays Harbor County.

The project site is located at Terminals 1, 2, and 4, and on adjacent industrial property north and east east of Rennie Island near the mouth of the Chehalis River as it enters the Grays Harbor estuary (also known as “Inner Grays Harbor”). The site and vicinity are shown on Sheets 1 and 2. Terminal 4 is located in a busy port industrial area and aquatic habitat may be limited. The water depth within the vicinity of the proposed project is -41 feet mean lower low water (MLLW). Eelgrass typically occurs at depths of 0 to -13 feet MLLW and would therefore not be anticipated to occur within the vicinity of the project.

Rennie Island is located west of the Terminal 4 pier and separates the river into the north and south channels. This undeveloped island is approximately 3/4 of a mile in length and 300 yards wide at high tide. Washington Department of Fish and Wildlife (WDFW) Priority Habitat Species (PHS) data referenced for the project indicates the presence of two great blue heron (*Ardea herodias*) rookeries at the west end of the island..

Vegetation and habitat conditions are limited at the site. The shoreline along the entire length of the site is armored with riprap with sparse low-growing vegetation amongst the rocks. There is no habitat for any terrestrial wildlife species at Terminal 4, nor is there any functioning riparian habitat.

Streams, ditches, and wetlands within and near the project site are discussed in detail below. A waterways technical memorandum is included as an attachment to this application and provides a great level of detail (Anchor QEA 2023). A wetland delineation was conducted by HDR, is included as an appendix to the waterways report and is referenced below.

Streams and Ditches

Fry Creek is a tributary to Grays Harbor that flows roughly north to south through the west end of the City of Aberdeen and enters the harbor just east of the Hoquiam River (Sheet 26). Fry Creek originates in the forested hills north of the city. Within the city limits, it flows through a narrow and heavily developed riparian corridor and passes through a series of culverts under city streets and railroad tracks to a pump station on the north side of Port Industrial Road. During storms, that pump station discharges to the section of Fry Creek located in the study area. That section of the creek extends from the south side of Port Industrial Road to Grays Harbor, passing under a culverted railroad crossing and a pedestrian footbridge at its downstream end. The section of Fry Creek in the study area is channelized and has been heavily altered by surrounding industrial development and the placement of riprap on its bed and banks. In addition to discharge from the pump station, the downstream section of Fry Creek within the study area is also fed by tidal flows from Grays Harbor. The section of Fry Creek within the study area is considered a shoreline of the state (Type S water) and is also likely to be regulated as waters of the United States. The channel is low-gradient, uniform, and the banks are topped with grasses and shrubs, but a functional riparian corridor is lacking. The portion of Fry Creek within the study area has a direct surface connection to Grays Harbor and could therefore potentially be used by Chinook Salmon (*Oncorhynchus tshawytscha*), Coho Salmon, Chum Salmon (*Oncorhynchus keta*), and steelhead trout (*Oncorhynchus mykiss*). Use of the channel by these species would be limited to juveniles moving up from Grays Harbor to use it for off-channel rearing.

East Terminal Way Ditch is a mostly tidal channel that flows south through the study area between Terminal 4 and the former casting basin site to the marine waters of Grays Harbor (Sheets 23 and 24). The reach of East Terminal Way Ditch that extends south of the rail crossing to Grays Harbor is tidally influenced. As such, it is considered a shoreline of the state (Type S water), as well as a water of the United States. That section of the ditch is straight and confined in a steep banked excavated channel that is approximately 5 to 6 feet wide in most places. A portion of Wetland 1 (discussed below) occurs in the channel just south of the rail crossing (Sheet 24). The section of East Terminal Way Ditch upstream of the railroad crossing curves toward the east and includes another portion of Wetland 1 and Wetland 3 (Sheet 24). That section of the ditch has very little flow, includes a thick layer of silty substrate, and is partially choked with wetland vegetation. The existing rail culverts are undersized and prevent normal tidal exchange; the upstream portion of East Terminal Way Ditch is not tidally influenced and is unlikely to be regulated as a shoreline of the state, although it would likely be considered a water of the United States. The downstream portion of East Terminal Way Ditch receives surface water discharge from a series of stormwater retention ponds formerly used during casting operations and from a perimeter ditch system located around the material stockpile in the southwest corner of the casting basin site (Sheet 24). The upstream portion of East Terminal Way Ditch receives runoff from surrounding uplands, including flows from Ditches 2, 3, 5, 6, and 7 and other off-site ditches. East Terminal Way Ditch is identified as an “open channel” segment of the City of Aberdeen’s stormwater system (City of Aberdeen 2023).

Ditch 1 is an isolated short ditch located in the northwest portion of the study area (Sheet 26). It includes two arms: one that extends east to west along the south side of Henderson Street and another that extends from northeast to southwest along an existing rail line. Each arm of the ditch conveys flow toward its center where it is collected by a culvert and conveyed under the rail line and 28th Street to Ditch 4. Ditch 1 is unvegetated with no hydric soil development and appears to have been excavated from uplands.

Ditch 2 is an isolated short drainage ditch located to the north of the former casting basin that collects flow from Ditch 3 and several other ditches located to the east along the Port’s rail corridor and the Puget Sound and Pacific (PSAP) rail line (including Ditches 5, 6, and 7) and conveys it into East Terminal Way Ditch via a culvert under the rail corridor (Sheets 24 and 25). Ditch 2 has limited vegetation and no soil development but does show signs of ponding and water flow. The western portion of Ditch 2 was initially called out as a wetland by HDR due to ponding and some sparse vegetation but was later reclassified as a ditch by Moffatt & Nichol and Anchor QEA based on its excavated condition and lack of definitive wetland characteristics. Ditch 2 is identified as an “open channel” segment of the City of Aberdeen’s stormwater system (City of Aberdeen 2023).

Ditch 3 is a short drainage ditch located between the rail corridor and former casting basin retention ponds (Sheet 24). It conveys flow from the adjacent rail embankment in two directions: into Ditch 2 from the eastern portion of Ditch 3 and into East Terminal Way Ditch and Wetland 1 from the western portion of Ditch 3. The ditch has no vegetation or hydric soil development. It exhibits ponded water and has a substrate consisting of gravel

and cobble. Ditch 3 is in close proximity to Wetland 1 but has no fish habitat or surface water connection due to a 5-foot drop where it enters the wetland tidal channel. Ditch 3 is identified as an “open channel” segment of the City of Aberdeen’s stormwater system (City of Aberdeen 2023).

Ditch 4 is a tidal channel that flows north to south to Grays Harbor along the western boundary of the study area (Sheet 26). Ditch 4 was not identified by HDR but is included here because it is in the vicinity of rail improvement activities proposed in that portion of the study area. Ditch 4 is a ditch with moderately sloped banks that is approximately 25 to 30 feet wide and has no in-channel vegetation but does show signs of ponding and water flow. Ditch 4 was the former outlet channel for the Grays Harbor Paper water treatment facility, which has since been demolished.

Ditch 5 is an excavated roadside ditch located adjacent to an existing railroad berm at the eastern end of the study area (Sheet 25). Ditch 5 receives runoff from adjacent uplands and conveys flow through a culvert under S Washington Street and into Ditch 6 through another culvert under the rail berm. Flow from Ditch 5 is eventually discharged to the upstream end of East Terminal Way Ditch via Ditch 2. Ditch 5 was initially identified as a wetland by HDR but was later reclassified as a ditch by Moffatt & Nichol and Anchor QEA based on its excavated condition and lack of definitive wetland characteristics.

Ditch 6 is an excavated roadside ditch located between an existing railroad berm and W River Street at the eastern end of the study area (Sheet 25). Ditch 6 receives runoff from adjacent uplands and conveys flow toward the west into Ditch 7 through a culvert under S Monroe Street. Flow from Ditch 6 is eventually discharged to the upstream end of East Terminal Way Ditch via Ditch 2. Ditch 6 was initially identified as a wetland by HDR but was later reclassified as a ditch by Moffatt & Nichol and Anchor QEA based on its excavated condition and lack of definitive wetland characteristics.

Ditch 7 is an excavated roadside ditch located between an existing railroad berm and a gravel access road at the eastern end of the study area (Sheet 25). Ditch 7 receives runoff from adjacent uplands and conveys flow toward the west into Ditch 2 through a culvert under S Monroe Street. Flow from Ditch 7 is eventually discharged to the upstream end of East Terminal Way Ditch via Ditch 2. Ditch 7 is identified as part of the City of Aberdeen’s stormwater conveyance infrastructure; it is classified as an “open channel” by the city (City of Aberdeen 2023). Ditch 7 was initially identified as a wetland by HDR but was later reclassified as a ditch by Moffatt & Nichol and Anchor QEA based on its excavated condition and lack of definitive wetland characteristics.

Wetlands

There are four wetlands within or adjacent to the project area as noted in Section 5i above. A brief description of each wetland is provided below. Wetlands on or near the site generally consist of small, channelized features that provide only limited habitat functions.

Wetland 1 is an estuarine intertidal emergent wetland, and portions of the wetland are located below the high tide line (HTL). The wetland is collocated with East Terminal Way Ditch and occurs on both sides of the existing culverted rail crossing (Sheet 24). Wetland 1 is rated Category II based on special characteristics because it is an estuarine wetland not located within a national wildlife reserve, national park, natural estuary reserve, natural area preserves, state park, or other educational environmental or scientific reserve and has been subject to disturbance and lacks features including tidal channels, depressions, and contiguous freshwater wetlands. Wetland 1 is afforded a required 150-foot-wide buffer width by AMC. Only the portions of Wetland 1 to the south of the rail crossing and a short section on the north side of the crossing were delineated in the field. The remainder of that wetland (which extends outside of the proposed disturbance area to the north was approximated using aerial photography and Light Detection and Ranging (LiDAR)). Wetland 1 occurs within an area of the City of Aberdeen’s stormwater system that is identified as an “open channel” (City of Aberdeen 2023).

Wetland 3 is a palustrine emergent and aquatic bed wetland and is located in a narrow swale northwest of an existing railroad track and outside of the study area (Sheet 24). Wetland 3 is rated Category III and is afforded a required 80-foot-wide buffer width by AMC. HDR did not provide an assessment of the wetland water quality, hydrological and habitat functions. Only a small section of Wetland 3 was delineated in the field. The remainder of that wetland (which extends outside of the proposed disturbance area to the northwest was approximated

using aerial photography and LiDAR). Wetland 3 occurs within an area of the City of Aberdeen's stormwater system that is identified as an "open channel" (City of Aberdeen 2023).

Wetland 4 is a palustrine emergent wetland and is located in a narrow swale between an existing set of railroad tracks and off-site development at the east side of the study area (Sheet 24). Wetland 4 is rated Category III with moderate water quality functions, moderate hydrologic functions, and low habitat functions and is afforded a required 80-foot-wide buffer width by AMC. Wetland 4 occurs within an area of the City of Aberdeen's stormwater system that is identified as an "open channel" (City of Aberdeen 2023).

Wetland 8 is a palustrine emergent wetland located in a narrow swale between a gravel access road and existing development at the east side of the study area (Sheets 24 and 25). It drains to the pumphouse of the City of Aberdeen's wastewater treatment plant. Wetland 8 is rated Category III with moderate water quality functions, moderate hydrologic functions, and low habitat functions, and is afforded a required 80-foot-wide buffer width by AMC. Wetland 8 is identified as part of the City of Aberdeen's stormwater conveyance infrastructure; is classified as an "open channel" by the city (City of Aberdeen 2023).

Wetland 9 is a palustrine emergent wetland and is located in a steep-sided ditch adjacent to an existing railroad berm at the west side of the study area (Sheet 26). Wetland 9 is rated Category III with moderate water quality functions, moderate hydrologic functions, and low habitat functions, and is afforded a required 80-foot-wide buffer width by HMC.

5m. Describe how the property is currently used. [\[help\]](#)

Terminal 1 is a liquid bulk terminal with adjacent upland storage areas. Terminal 1 tenants include Chevron (formerly Renewable Energy Group [REG]) and BWC Terminals. Chevron (formerly REG) produces up to 100 million gallons of biodiesel per year that can be loaded onto trucks, rail, barge, and deep-water vessels. BWC operations focus primarily on bulk liquid storage and handling of methanol and magnesium oxide.

Rail access to Terminal 1 is provided by the PSAP rail line that spans from Centralia to Hoquiam.

Only upland work is proposed at Terminal 1. No in-water work is proposed at Terminal 1 and the project does not include alteration/modification or work on/at the Terminal 1 pier.

Terminal 2 is occupied by Ag Processing Inc. (AGP), an agribusiness engaged in procuring, processing, and transporting of oilseeds, grains, soymeal and related products.

This terminal is designed to handle mainly agricultural products, with soybean meal as the primary commodity. Other related products that can be or have been handled at T2 include whole grains (e.g., yellow soybeans and yellow corn), distillers' dried grains with solubles, beet pulp pellets, corn gluten meal, and other processed grain products. AGP's current operations at T2 include receiving, loading, and exporting processed meal products, oilseeds, grains, and related products. AGP has been exporting soybean meal and related products through the T2 export terminal for over 18 years and is approaching its capacity leading up to record volumes in 2021. The T2 facility receives product by unit train (100 to 110 railcars per train) and by manifest and single-car loads. Once product is received at T2, it is either directly loaded onto a ship or into storage silos at the site. Product from the silos can be reclaimed and transferred to ship. Product is weighed and sampled to verify quality as it is conveyed to the ship.

Only upland work is proposed at Terminal 2. No in-water work is proposed at Terminal 2 and the project does not include alteration/modification or work on/at the Terminal 2 pier.

Terminal 4 is the Port's main general cargo terminal. It supports a variety of cargos depending on markets and the flow of goods. T4 is primarily used to move forest products, RORO cargo (primarily cars), breakbulk cargo (primarily logs), oversized cargo, and project cargo. T4 handles both import and export cargo, although most shipments are export. Export cargo typically arrives at the Port by truck or by rail. Logs typically arrive at the Port by truck via U.S. Route 101 (U.S. 101) and U.S. Route 12 (U.S. 12), and roll-on/roll-off cargo typically arrives by rail via the PSAP Railroad. Oversized cargo and project cargo can arrive by either truck or rail depending on the location of origin and volume of cargo. Cargos are typically loaded and unloaded using a ship's cranes or driven to and from the dock via a ship's ramp when possible, such as for roll-on/roll-off cargo shipments.

Under existing conditions, T4 upland contains Transit Sheds T4-A, T4-B, and T4-C, over 100,000 square feet of warehouse space, two rail loops with on-dock rail access, additional ladder tracks, and 120 acres of paved cargo

yard . The existing dock fender system at T4 is a timber-piled fender system that is at the end of its useful life. The existing T4 dock has a lighting system consisting of a line of pole-mounted overhead lights along the back (landward) side of the dock that generally point downward and towards ships at berth.

The former WSDOT pontoon casting basin site⁴ has been vacant since 2015 and contains stormwater ponds, swales and tide preventers which are inspected and maintained by the Port who purchased the property in 2018.

5n. Describe how the adjacent properties are currently used. [\[help\]](#)

The project site is located on the north shore of inner Grays Harbor and is bounded by 28th street on the west, Port Industrial Road on the north which terminates at East Terminal Way on the eastern portion of the site. The eastern portion of the project site is bounded by rail to the north and a wastewater treatment plant to the east.

The site immediately downstream from the project site is the former location of a pulp mill on a parcel owned by Rayonier, Inc. The former mill site is currently vacant industrial property.

The northern adjacent upland tax parcels are currently occupied by mixed commercial and residential properties.

5o. Describe the structures (above and below ground) on the property, including their purpose(s) and current condition. [\[help\]](#)

Project Site Rail

The Port has two rail loops that run through the existing marine terminals complex. Both of these rail loops serve Terminal 2, which does not have on-dock rail. One of the rail loops provides on-dock rail access at Terminal 4.

Terminal 1 Upland structures

BWC's facility at Terminal 1 includes four aboveground methanol storage tanks each with a holding capacity of 3.4 million gallons, for a total storage capacity of 13.6 million gallons.

Renewable Energy Group's operates a biorefinery at Terminal 1 that includes eight aboveground storage tanks at Terminal 1.

Two rail tracks cross over Fry Creek within the Project Area and another two rail tracks cross over Fry Creek outside of the Project Area. Fry Creek runs through a 110-foot-long culvert that is 11.5 feet in diameter, which allows the railroad tracks to cross Fry Creek, near its confluence with the Chehalis River. The 28th Street Boat Launch and a public viewing tower is directly next to Fry Creek. Port-owned Warehouse H is adjacent to the two existing rail tracks near Fry Creek.

Terminal 1 Pier

The pier at Terminal 1 is supported by concrete and steel piling and is accessed by a single approach. The main structure is 50 feet wide and spans approximately 480 feet in a northwest-southeast direction along the north shoreline of Inner Grays Harbor. The pier is constructed of concrete and steel decking. There are two breasting dolphins accessible by catwalks to the east and west of the pier. Two mooring dolphins are located downstream of the main pier and three mooring dolphins are located upstream of the pier. Piping and other infrastructure associated with bulk liquid transportation are located on top of the pier structure. The structures at Terminal 1 are in good condition and are currently operational.

Only upland work is proposed at Terminal 1. No in-water work is proposed at Terminal 1 and the project does not include alteration/modification or work on/at the Terminal 1 pier.

Terminal 2 Upland structures

The AGP soymeal facility includes enclosed conveyors that transport product to vessels from the receiving building, and storage silos for 64,000 metric tons of product.

There are two existing receiving buildings at Terminal 2; receiving building No.1 is a single-track, two-car building located closest to the dock/water, and receiving building No.2 is a single-track, two-car building adjacent to the storage silos.

⁴ Location of proposed relocation/expansion of Terminal 4A.

Terminal 2 Pier

The pier at Terminal 2 is supported by concrete and steel piling and is accessed by two approaches. The main pier structure is 100 feet wide and 600 feet long with associated mooring dolphins and is located along the north shore of the Chehalis River. The pier is constructed of concrete decking. The pier is occupied by infrastructure associated with dry and liquid bulk commodity transport. The structures at Terminal 2 are in good condition and are currently operational.

Only upland work is proposed at Terminal 2. No in-water work is proposed at Terminal 2 and the project does not include alteration/modification or work on/at the Terminal 2 pier.

Terminal 4 Upland structures

Terminal 4 contains Transit Sheds T4-A, T4-B, and T4-C. These were constructed in the 1990s to accommodate diversified cargo movement through Terminal 4. The shed construction included connections to road, rail, and marine traffic. The sheds provided shelter for weather-sensitive breakbulk cargo moving through T4 such as steel coils, copper cathodes, aluminum ingots, aluminum tees, plywood, lumber, automobiles, oversize equipment, granite blocks, pulp rolls, and pulp bales.

There are two culverts on the eastern border of the Terminal 4 tax parcel that drain the "East Terminal Way Ditch".

Terminal 4 Pier

The pier at Terminal 4 is supported by concrete and steel piling and is accessed by three approaches. The main pier structure is 100 feet wide and spans approximately 1,400 feet in the east-west direction along the northern shoreline of inner Grays Harbor. There are two berths at Terminal 4 known as Berth A (upstream) and Berth B (downstream).

The structure was originally constructed in the mid-1960s as a 600-foot-long concrete pier that is known as Berth A. Berth A is accessed by a single trestle that extends perpendicularly from a bulkhead along the shoreline. The structure was subsequently extended 800 feet to the west (downstream) with the addition of Berth B in the early 1970s. Berth B is accessed by two pile-supported access trestles.

Berths A and B consist of pile-supported, cast-in-place concrete superstructures. The berths are supported on a combination of steel pipe piles, concrete-encased steel H-piles, and concrete piles. Both berths have concrete decking.

A hydraulic jet array system was installed on both berths between 1986 and 1988. The jet array system spans below the full length of Terminal 4 along the outboard portion of the structure. The jet array consists of a series of submerged water jets that are connected to a 20-inch-diameter manifold pipe. The jets are powered by two water pumps supported by a steel H-beam framework. The jet water discharge resuspends newly deposited flocculated silt particles and is activated during maximum ebb tidal flow. The resuspended sediment is carried away from the pier in its natural transport pathway, reducing sediment accumulation and maintenance dredging needs.

The existing Terminal 4 dock surface includes steel crane rails, steel railroad rails, and treated timber ties embedded into the ballasted deck (gravel covered by asphalt topping) above the concrete deck.

Former SR 520 Pontoon Construction site (location of proposed relocation/expansion of T4A)

The former SR 520 pontoon construction site contains stormwater ponds, swales and tide preventers and is bifurcated by the casting basin footprint, which is approximately 6 acres in size and 25 feet deep.

The casting basin is currently inactive but has an existing stormwater system including sumps, stormwater ponds, conveyance ditches, and biofiltration swales. While active this site operated under a sand and gravel permit with a corresponding stormwater system that collected and treated runoff. Under existing conditions the stormwater systems are maintained by the Port.

Stormwater at the casting basin is collected into a sump and then conveyed by pumps to the four northern stormwater ponds. The water is then treated in the stormwater ponds and discharged to the ditch on the west side of the casting basin. This biofiltration swale and ditch then discharges water into a stormwater sediment

treatment cell in the southwest corner of the casting basin. From there, stormwater is discharged into the Chehalis River.

On the eastern side of the casting basin, there are several biofiltration swales that collect runoff and discharge to the ponds in the southeastern corner of the casting basin. To the east and west of the parking area there are conveyance ditches, The ditches on the western side of the parking area convey stormwater to the same pond in the southeastern corner of the casting basin. The ditch on the eastern side of the parking area discharges into the Chehalis River.

5p. Provide driving directions from the closest highway to the project location, and attach a map. [\[help\]](#)

From Olympia To the Port of Grays Harbor Administrative Offices, north and west of Terminal 4:

- Merge onto U.S. 101 N
- Continue straight onto SR 8
- Continue onto U.S. 12 W/Olympic Highway and continue to follow Olympic Highway
- Continue onto West Wishkah Street
- Slight right to stay on West Wishkah Street
- Continue onto Port Industrial Road
- Turn right onto South Wooding Street
- Arrive at the Port of Grays Harbor Administrative Offices⁵

Part 6–Project Description

6a. Briefly summarize the overall project. You can provide more detail in 6b. [\[help\]](#)

The Terminal 4 Expansion and Redevelopment Project consists of the following: 1) rail upgrades and site improvements; 2) T4A cargo yard relocation and expansion; 3) T4 dock upgrades and stormwater upgrades; and 4) new export terminal at T4B to accommodate an increase in exports through the Port. Sheet 4 presents and overview of the configuration of all elements of the Proposed Project.

At the time of writing this application, the information provided herein is the most up to date information available. Additional refinements may occur as design progresses but are not expected to result in substantive changes. Any major differences in the Proposed Project would be re-evaluated as appropriate. The information provided in this permit application includes a conservative evaluation of project elements that would be designed and constructed as a part of the proposed project based on existing applicant needs. The Port and AGP may also construct project elements in phases (depending on funding availability).

6b. Describe the purpose of the project and why you want or need to perform it. [\[help\]](#)

Purpose and Need

The purpose of the Proposed Project is to strive toward the Port’s mission: “To best utilize our resources to facilitate, enhance and stimulate international trade, economic development and tourism for the betterment of the region” (Port of Grays Harbor 2023). The Proposed Project will support the Port’s mission by upgrading the Port’s terminal and rail infrastructure, including increasing the capacity of the current rail loop, upgrading the existing T4 dock with new dock fenders and a shiploader, and replacing backland cargo storage capacity lost to the expanded rail footprint by redeveloping the vacant 55-acre industrial site to the east of T4 by filling the casting basin site and returning the property to a viable industrial site to support the marine activities at T4A.

The Terminal 4 facility currently is underutilized following a decision by Chrysler Automotive in late 2019 to move their export shipping location from Grays Harbor to Portland, Oregon. The loss of this customer along with the Port’s 2018 purchase of the adjacent 55-acre Washington State Department of Transportation pontoon site provides the Port the opportunity to redevelop the area that was previously used to support the auto exports and the pre-casting of bridge pontoons into a robust multimodal terminal for agricultural products, breakbulk, logs, and other cargos needing a coastal marine terminal.

⁵ The Project site is within a secure area under Department of Homeland Security and requires access approval.

The Port needs these improvements for economic resiliency and to increase the Port's operational capacity and efficiency to support increased growth, job creation and retention, and economic opportunities related to multimodal port operations, including the expansion of AGP's agricultural export facilities, ship loading productivity, storage capacity, and the efficient movement of goods through the Port (Port of Grays Harbor 2022b).

The Proposed Project will provide a key transportation link to international markets for thousands of U.S. soybean farmers, while creating jobs and economic benefits for the local community, the Port, and 28 current Port tenants in this Historically Disadvantaged Community of Washington State (U.S. Department of Transportation 2023). These investments will provide AGP the infrastructure to accommodate increased throughput of soybean meal and other bulk commodities to meet global market demand.

The Proposed Project will advance economic growth in the region and provide a link between the U.S. and Asian markets to meet demand for high-quality U.S. soybean meal. The increase of export capacity at the Port of Grays Harbor is also important to support the increased soybean meal production that will be generated at new Midwest soybean processing plants that will be opening in 2025 to meet the increased demand for alternative fuels such as biodiesel.

Proposed Project Elements

1) Rail Upgrades

The rail upgrades will increase the efficiency of the movement of goods through the Port. The rail upgrades will increase efficiency of unit train offloading, railcar storage, and unit train assembly. The rail upgrades will also increase capacity for all port users and will ensure that each terminal can operate unimpeded by unit trains on neighboring loops. The proposed new rail and rail upgrades are shown on Sheets 5 through 8.

The rail upgrades involve construction of 50,245 linear feet of new rail at the Port's existing loop track facility.

The rail and associated upgrades include the following:

- **New Lead Track Through Terminal:** A new Port-owned rail loop route through the site would be built, consisting of sections of single and double track with connections to the PSAP.
- **New Storage Tracks:** Four new storage tracks will be constructed with connections to the Port-owned lead tracks and the PSAP.
- **Modification of Existing Storage Tracks:** Nine existing storage tracks will be extended and aligned with the four new storage tracks, with connections to both Port- and PSAP-owned lead tracks.
- **New Fencing and Security Guard Station:** A new fence will be installed along the northern boundary of the Project site to separate the PSAP mainline from Port property and tracks. A security guard station will be built at the easternmost point of entry.
- **Rail crossing modifications:** There would be five at-grade crossings modified as part of the Project.
- **Access roads and secure site access:** Unpaved access roads will be paved. Secured site access and roadway improvements will be constructed for the safe, secure, and efficient flow of vehicles into and through the project site.
- **Stormwater improvements:** Stormwater drainage systems will be constructed to accommodate rail upgrades and new construction. The proposed stormwater improvements may include an additional outfall to the waters of Grays Harbor to be managed under the Port's National Pollutant Discharge Elimination System (NPDES) and Industrial Stormwater permits.

The proposed surfaces of the rail and site improvements project will consist primarily of ballasted railway tracks and gravel access roads. It is anticipated that most rainfall over the ballasted area and inspection roads between tracks will pass through the voids of the ballast and reach native subgrade or groundwater due to the open-graded nature of the rock used throughout the rail track bed and access road sections.

A series of track subdrains will be constructed under the ballast surface to collect and convey stormwater that does not infiltrate into the native subgrade or groundwater. These subdrains will

convey stormwater away from the track subgrade and discharge into existing stormwater ditches and piped conveyance systems which are located throughout the site.

Runoff from new and replaced pollution generating impervious surfaces (access roads and vehicle circulation areas) will be collected and conveyed using surface flow, catch basins, and piping to water quality features which will provide basic water quality treatment for 91% of the total runoff as required by the Stormwater Management Manual for Western Washington (SWMMWW).

The proposed onsite stormwater drainage system will include catch basins, pipes, culverts, ditches, gravel filled trench drains, and thickened-edge pavement installed around the areas that are affected by the new rail alignments to intercept, collect, and convey surface flows from the existing development away from the proposed track subgrade. Existing stormwater conveyance and treatment appurtenances affected by the proposed rail design will be altered or replaced in kind such that the existing conveyance and treatment functions are maintained upon project completion.

It is expected that almost all stormwater within the project area will be infiltrated or naturally dispersed through track ballast, therefore no impact to any receiving waterbody is anticipated. The receiving water for stormwater from the site is Grays Harbor which is a Flow Control Exempt Receiving Water as indicated in the SWMMWW. Stormwater that is not dispersed or infiltrated will be conveyed to the Chehalis River by a conveyance system that is comprised entirely of manmade conveyance elements, making these stormwater discharges exempt from Flow Control requirements of the SWMMWW.

2) Terminal 4 Cargo Yard Relocation and Expansion (former WSDOT Ponton Casting Basin Site)

The 50-acre former casting basin will be repurposed into a cargo yard where breakbulk and RORO cargos from the existing T4 cargo laydown area will be relocated (See Sheet 11).

The work to be performed at the site includes filling the former casting basin and upgrading surface treatments and drainage as necessary to create a cargo laydown yard with a combination of paved and gravel surfaces. The site will be suitable for breakbulk and RORO cargo storage after the improvements are made.

Filling the casting basin will require up to 290,000 cubic yards (cy) of material to return the basin to a flat topographic relief. It is anticipated that the existing stockpile material will constitute approximately 200,000 cy of the required fill material specified above. The on-site stockpile material (that was removed to construct the original casting basin) is generally of relatively poor geotechnical quality. It is anticipated that the stockpiled material will be used in lower sections of the proposed fill, with higher-quality import fill material placed closer to the surface and used for the closure berm. The remainder of the required fill material will be imported to the site by truck.

The existing tide gate consists of three 50-ton gate pieces. Each section is 110 feet long, 10 feet tall, and 10 feet thick. This tide gate was designed to withstand water loading from the outside, but not soil loading from the inside. As such, a new soil berm or mechanically stabilized earth (MSE) wall will be developed just inside of the existing tide gate to allow filling of the majority of the casting basin. Constructing this berm will not place new loads on the existing tide gate and will not require the tide gate to remain watertight. The outside face of the closure berm will be designed to allow full exposure to the river/marine environment. This facing of the closure berm may consist of armor rock or concrete facia. The work to construct the closure berm will be completed within the existing casting basin and will not require in-water work. For the purposes of this Project the tide gate would remain in place after construction of the MSE wall and filling of the casting basin. The tide gate could be removed at a future date, however, that work would be evaluated and completed as a separate action.

Initial work is also anticipated to include demolition and decommissioning of existing drainage infrastructure that will need to be relocated such as the proposed rail tracks that will require removal of existing drainage features. The proposed project will utilize the existing stormwater infrastructure, including existing infiltration facilities/stormwater management ponds on the south and east sides of the facility, to the maximum extent practical.

There is a small swale that runs along the north side of the casting basin to Heron Street and a small ditch along the west between the ponds and entrance road. These areas that drain into the northern ponds to be

demolished will need to have new drainage infrastructure developed to convey that water to the West Ditch or to existing outfalls to the river.

The existing outfalls will be maintained, as all water will either infiltrate or drain to either the East or West Ditch or to Grays Harbor to the south. The existing north stormwater management ponds (to be demolished) currently drain into the West Ditch. If additional stormwater management ponds are required, it is anticipated that they will discharge to existing outfalls to Grays Harbor or to the West Ditch.

It is anticipated that following construction completion, stormwater management for cargo storage operations will be covered under the City of Aberdeen Municipal Stormwater National Pollutant Discharge Elimination System Permit.

3) Terminal 4 Dock Upgrades and Stormwater Upgrades⁶

3a) Terminal 4 Dock

The existing timber-piled fender system at Berth A will be replaced with a pile-supported fender panel system and a suspended fender panel system at Berth B. Terminal 4's Berths A and B have distinctly different structural systems, necessitating piles to support the fender system at Berth A but not at Berth B. Sheets 12 through 16 provide details of existing conditions and the proposed fender system at Berths A and B.

The new fender system will consist of a series of steel fender panels, each supported by one or more steel pipe piles at each fender panel location along Berth A and supported by the existing deck only along Berth B.

Lateral support will be provided by the existing deck for the fender panels at both berths. Existing fender piles located at or near proposed locations for the steel fender panels/steel support piles will be removed, with the remaining fender piles left in place and attached to the existing concrete deck (Berth A and B) and new steel pipe fender piles installed between panels at the three new shiploader tower foundation locations (at Berth B - project elements related to the new shiploader foundation are discussed in more detail below under "New AGP Export Terminal").

Portions of the existing fender system will be removed along the entire 1,400-foot length of Terminal 4 to accommodate the new fender system and new shiploader foundations.

New steel fender panels with rubber fenders will be placed at a maximum spacing of 40 feet along the dock, with tighter spacing (20 feet maximum) at multiple locations along the dock. Existing fender piles that occur in locations that do not conflict with the new fender system and/or ship loader foundations will remain in place to provide continued protection to the pier. New steel pipe fender piles will also be added between the fender panels at the three ship loader foundations to maintain protection to the existing jet array system from debris in the river. Existing fender piles that project the jet array system and are not in conflict with proposed new project elements will also be left in place to provide continued protection of the jet array system against damage from debris.

Horizontal treated timber elements of the existing fender system (continuous timber walers and chocks between fender piles) and rubber fender elements will be modified and removed in some locations.

The rails and ties will be removed from the dock surface. Existing asphaltic concrete paving will also be removed, and the gravel ballasted deck will be regraded and selectively removed before repaving with asphaltic concrete.

3b) Terminal 4 Stormwater Upgrades

The Port proposes to install a stormwater treatment and conveyance system at the Terminal 4 dock and portions of the upland drainage area (Sheets 17 through 19). The goal of proposed system is to provide stormwater runoff treatment meeting the pollutant benchmark values established under the Industrial Stormwater General Permit (ISGP), part of the National Pollutant Discharge Elimination System (NPDES) administered by the Washington Department of Ecology (Ecology). The site will have coverage under the

⁶ The planned upgrades to the T4 dock fender and stormwater system will not result in a net change in the area of overwater structures.

ISGP and is proactively installing stormwater treatment to meet permit requirements. Stormwater from Terminal 4 currently discharges to the Chehalis River via dock drains on Terminal 4 and catch basins in the adjacent upland area with corresponding outfalls.

Specific project elements include (See attached Figures):

1. Construct new upland stormwater conveyance system adjacent to Terminal 4B.
2. Demo and regrade Terminal 4A & Terminal 4B dock surfaces and construct new gravity conveyance pipe and drain system attached to face of dock.
3. Construct stormwater treatment facility near Terminal 4B.

4) New AGP Export Terminal

The AGP Project at Terminal 4B involves the construction of facilities to support a new commodity transload facility. These facilities will be integrated with the Port's planned infrastructure improvements to maximize AGP's operational efficiency. The main components of the new AGP export terminal include rail receiving facilities, track modifications, and a new shiploader. Installation of the shiploader will require additional improvements to the Terminal 4B dock. Details of the new AGP Export Terminal are shown on Sheets 20 through 22.

The new AGP Export Terminal includes the following:

- **Rail Receiving Facility:** A new rail receiving building with two receiving pits will be constructed. An optional Soybean meal storage structure (silo) is also being considered and is proposed as part of this application narrative.
- **Shiploader:** A new three-tower shiploader with three spouts at the Terminal 4B dock will be constructed and will require related dock upgrades.
- **Support Structures:** Several support structures will be constructed, including a landside motor control center, dock side motor control center buildings, and a bulk scale tower.
- **Utilities:** Water, sewer, and electrical system upgrades will be completed.
- **Lighting:** On-site lighting will be modified.

The new AGP Export Terminal includes a dual-track commodity transload facility to receive product via railcar and load this product directly to ship. The rail receiving building consists of two receiving tracks, each equipped with a receiving pit and dedicated conveyance for transfer to the ship. The two lead tracks into the building will hold up to 55 railcars. The rail receiving building will also include bypass tracks on the north and south sides to allow railcars to bypass the rail receiving building.

Adding the surge silo will add Operational flexibility to the rail receiving and ship loading functions. Surge silo would limit possible delays and provide an operational buffer, if delays are encountered during rail receiving from weather, ship portage, or equipment breakdowns. The buffer would also potentially be utilized to finish receiving an in-progress unit train after a ship is loaded. Silo storage area would be located operationally between the rail receiving and ship loading functions. Silo will have an approximate diameter of 72' to 75' and a height of approximately 133' to 135'. Conveyance structures would add additional height estimated to be in the range of 170-190' above grade. Silo will provide a minimum storage capacity for 7,500 metric tons and a maximum of 8,500 metric tons of soybean meal storage.

Existing lighting will be maintained along Terminal 4A. At Terminal 4B, the new shiploader's overhead structure will block the path of light from several of the existing light poles. New lighting will be included as part of the shiploader design to provide safe conditions for ship crews, longshoremen, and supporting staff.

Steel structures for the rail receiving building, Bulk Scale Tower, and Shiploader will be constructed upon driven pile systems. Pile and foundation systems will be installed utilizing driven pipe pile and reinforced concrete. Construction of the piling and foundation systems for constructed structures will last approximately 18 months.

AGP will install a new three-tower shiploader with three loading spouts on the Terminal 4B dock. Conveyor systems will be installed to convey product from the rail receiving building dump pits to the shiploader.

The existing dock structure lacks both the vertical load capacity and the lateral load capacity to support weight demands from the three towers for the new shiploader and a tower for the conveyor system proposed for the ship loading facility. To address this issue, AGP will support the vertical weight of each shiploader tower with four vertical legs, exceeding the vertical load-carrying capacity of the existing dock structure at each tower location.

In addition, the existing dock was designed for lateral seismic forces based on a mass equal to 5% of the self-weight of the dock, using 1960s vintage building codes, and does not include the design live loads or equipment loads (such as the shiploader towers and conveyor system) on the dock as part of the mass. Current design codes and standards require designing for lateral seismic forces at least an order of magnitude larger than the 1960s vintage building codes and inclusion of equipment loads, such the shiploader towers. It is not feasible to attach the new tower foundations to the existing structure as this would require a structural upgrade of the entire dock structure to include the towers and their foundations. Instead, the shiploader tower foundations and the conveyor system foundation will be isolated from the existing dock structure.

One conveyor system foundation is also proposed within the existing dock structure. At this location, only local removal of gravel ballast and asphalt concrete paving will occur, followed by sawcutting the existing prestressed concrete deck panels. Approximately 200 square feet of deck system will be removed at this location. Gravel ballast and asphalt concrete paving above the concrete deck will be removed along with the deck elements.

6c. Indicate the project category. (Check all that apply) [\[help\]](#)

- Commercial
 Residential
 Institutional
 Transportation
 Recreational
 Maintenance
 Environmental Enhancement

6d. Indicate the major elements of your project. (Check all that apply) [\[help\]](#)

- | | | | |
|-----------------------------------------------|-----------------------------------------------|----------------------------------------------------|---------------------------------------------------------|
| <input type="checkbox"/> Aquaculture | <input checked="" type="checkbox"/> Culvert | <input type="checkbox"/> Float | <input type="checkbox"/> Retaining Wall (upland) |
| <input type="checkbox"/> Bank Stabilization | <input type="checkbox"/> Dam / Weir | <input type="checkbox"/> Floating Home | <input type="checkbox"/> Road |
| <input type="checkbox"/> Boat House | <input type="checkbox"/> Dike / Levee / Jetty | <input type="checkbox"/> Geotechnical Survey | <input type="checkbox"/> Scientific Measurement Device |
| <input type="checkbox"/> Boat Launch | <input type="checkbox"/> Ditch | <input type="checkbox"/> Land Clearing | <input type="checkbox"/> Stairs |
| <input type="checkbox"/> Boat Lift | <input type="checkbox"/> Dock / Pier | <input type="checkbox"/> Marina / Moorage | <input checked="" type="checkbox"/> Stormwater facility |
| <input type="checkbox"/> Bridge | <input type="checkbox"/> Dredging | <input type="checkbox"/> Mining | <input type="checkbox"/> Swimming Pool |
| <input type="checkbox"/> Bulkhead | <input type="checkbox"/> Fence | <input type="checkbox"/> Outfall Structure | <input type="checkbox"/> Utility Line |
| <input type="checkbox"/> Buoy | <input type="checkbox"/> Ferry Terminal | <input checked="" type="checkbox"/> Piling/Dolphin | |
| <input type="checkbox"/> Channel Modification | <input type="checkbox"/> Fishway | <input type="checkbox"/> Raft | |

Other: Pier Fender System, Rail, Transload Facility/Shiploader

6e. Describe how you plan to construct each project element checked in 6d. Include specific construction methods and equipment to be used. [\[help\]](#)

- Identify where each element will occur in relation to the nearest waterbody.
- Indicate which activities are within the 100-year floodplain.

The information provided below is based on current design and construction/operational assumptions. Construction means, methods, and phasing provided below is subject to change as project design progresses. Actual construction mean, methods, and phasing will be based in large part on the contractor's approach to the work.

1) Rail Upgrades and Site Improvements

The main goal during the construction of the rail upgrades described above will be minimizing the impacts to the existing Port operations. Generally, as much of the new track as possible will be constructed without affecting the existing tracks. Several cutovers are anticipated to complete the phased construction.⁷

The track naming convention refers to the side (direction) of the track as related to the receiving building it serves. For example, West Lead 2 is the track that is west of the existing receiving building No.2.

The components of each phase of the construction are as follows, subject to refinement as design progresses:

Phase 1: Grading and Drainage

- Retrofit Warehouse H building by removing a portion of the building to provide clearance for construction of new rail.
- Remove and replace pedestrian bridge at T1.
- Remove and replace pipe bridge at T1.
- Remove existing pavement. Maintain all at-grade crossings until surrounding areas are restored.
- Reconstruct at-grade crossings over weekend closures to minimize impacts to public traffic.
- Construct drainage improvements including new stormwater pipes, catch basins, and manholes.
- Construct subgrade and ditches, then place subballast.
- Construct new track and turnouts not in conflict with existing tracks.

Phase 2: PIR

- Remove existing track and turnouts to team tracks near PIR.
- Construct subgrade, grading, and ditching on each side of PIR.
- Install subballast.
- Construct tracks and turnouts on each side of PIR.
- During a weekend, close PIR and construct the new at-grade crossing including tracks, pavement restoration, and modifications to the existing signal system.

Phase 3: East Port Lead

- Construct subgrade, grading, and subballast for the East Port Lead track.
- Construct the East Port Lead track, including all turnouts and tracks.
- Do not construct tracks through existing the at-grade crossings at John Stevens Way, and Henderson, South Division, South Washington, South Monroe, and West Heron Streets.

Phase 5: John Stevens Way, Henderson Street, South Division Street, West Heron Street, South Monroe Street, and South Washington Street

- Repeat the process for Phase 3 at John Stevens Way, and Henderson, South Division Washington, South Monroe, and West Heron Streets and connect to new East Port Lead track.

Phase 6: East End Connections

- Remove existing turnouts from PSAP main line.
- Connect/cutover new storage track connections to East Port Lead.

Phase 7: Storage Track Connections

- Cutover storage track connections to new/existing storage tracks east of existing rail

2) T4 Cargo Yard Relocation and Expansion (former WSDOT Ponton Casting Basin Site)

The first step of the T4A cargo yard relocation and expansion involves filling the former casting basin by utilizing the entirety of the existing material stockpiled on the southwest corner of the T4A site during casting basing construction. The intent is to maintain the majority of the existing asphalt and concrete surfaces from the former casting basin facility (previously used for material laydown and vehicle parking). New crushed rock gravel fill will be placed over the casting basin footprint, as well as at the former stockpile footprint.

⁷ A cutover describes where new tracks are connected to existing tracks allowing operations to begin on the new tracks.

The work will focus on filling the casting basin, which first requires constructing the new soil berm or MSE wall just inside of the existing tide gate. All work will be upland of the gate. No work is proposed in the water below the high tide line. The intent is to maintain most of the existing asphalt and concrete surfaces from the former casting basin facility. These asphalt and concrete surfaces were previously used for material laydown and vehicle parking during pontoon construction activities.

Preparation work will include some initial demolition within the existing casting basin, including concrete crane rail beams on each side of the basin. There may also be minor structural preparation and demolition required at the interface between the existing concrete basin floor slab and the proposed closure berm. The existing waterside marine structures associated with the casting basin (sea walls, bulkheads, and jamb structures along the perimeter of the existing tide gate) will remain in place. The casting basin fill will require demolition of the concrete crane rail beams running along the east and west sides of the existing basin (including the concrete tie beams between the crane rails). The riprap side slopes between the raised concrete beams will remain within the existing casting basin and will be buried when the casting basin is filled. Typical upland earthwork construction methods will be utilized to place fill behind the closure berm. This will involve placing material from the on-site stockpile within the casting basin, as well as placing imported material for the top portion of the fill. New crushed rock gravel fill will be placed over the casting basin footprint, as well as at the former stockpile footprint, as a new surface for storage of breakbulk and RORO cargo. It is anticipated that the footprint of the casting basin will be filled above the existing ground surface to allow for some settlement of the fill material. It is anticipated this area will be finished with a top surface of crushed rock gravel and crowned slightly to ensure that rainwater drains to an appropriate stormwater management system.

Filling of the casting basin is anticipated to take place in the summer dry months to minimize impacts of moisture with the placement of the existing on-site stockpile material. It is anticipated that the work will start in May and run through September or October to minimize saturation levels of the existing soils.

Most of the construction work and permanent disturbance will be within the footprints of the existing casting basin and stockpile. The bottom of the existing casting basin slab is located approximately 27 feet below existing grade (to approximately elevation -9 feet mean lower low water [MLLW]) and covers approximately 306,000 square feet of total footprint area. The existing stockpile is currently located at grade at an approximate elevation of +18 feet MLLW and extends a maximum of 20 feet above existing grade. The stockpile area covers approximately 300,000 square feet of total area.

It is anticipated that most of the material (over two-thirds of the total quantity) used to fill the existing casting basin will come from the existing stockpile located on site and that material will be used first (deeper in the fill). Equipment details are as follows:

- On-Site Trucks: The transport/hauling of that on-site material will potentially involve larger-capacity off-road trucks (potentially 20 to 25 cy of capacity each). It is anticipated that up to eight of these on-site trucks will circulate between the stockpile and the basin within the site.
- Excavators: There will likely be up to six excavators to load the stockpiled material onto the trucks, with another excavator or two located within the basin.
- Bulldozers: There will likely be up to four bulldozers/graders located within the basin to spread the material.
- Rollers/Compaction Equipment: There will also likely be compaction equipment for the upper layers of the fill, so it is anticipated that up to two rollers will be used.

Similarly, bulldozers and compactors may be required to finish the former stockpile footprint area with gravel following removal of the material into the basin.

The off-site import material, including structural fill, base course, and/or quarry spalls (up to 90,000 cy), will be brought to the site with on-road trucks towing a trailer (capable of transporting 28 cy per truck) using the public roadway system and accessing the site via Heron Street.

The construction of the Terminal 4A expansion area will not require in-water work as all work will be conducted behind (upland of) the existing tide gate as described previously. Additionally, construction will implement traditional construction stormwater management BMPs to minimize impact to the river, West Ditch, or other existing riparian vegetated areas located on-site. The specific requirements for these BMPs will be documented in the Construction Stormwater General Permit Stormwater Pollution Prevention Plan (SWPPP) associated with this work. The construction will only reconfigure drainage infrastructure in areas where

existing infrastructure needs to be relocated based on other proposed program construction (i.e., rail lines being built over the existing north ponds).

3) Dock Fender and Stormwater Upgrades

Construction activities for the T4 dock fender and stormwater upgrades will have different timelines, durations, and start dates. Additional information for each of these project elements is provided below.

Fender System:

Work for the fender system must be coordinated with construction of the new foundations for the AGP shiploader and associated towers to be installed at Terminal 4B. Portions of the dock and pre-stressed concrete support piles will be removed to provide space for the three new shiploader foundations⁸ along the dock, and pre-stressed concrete support piles will be removed. The waterside face of each foundation will be in line with the waterside face of the existing dock. The fender system upgrades will be installed along the existing dock including the waterside face of each new foundation, providing a continuous fender system along Terminal 4. It is anticipated that a minimum of three stages of construction will be required as follows:

Stage 1: Preparatory work, including removal of the fender system at the three proposed shiploader tower foundation locations

Stage 2: Removal of portions of the remaining fender system along the portion of T4 Berth B used by AGP and installation of a new fender system along the entire AGP portion

Stage 3: Removal and installation of a new fender system along the remaining portion of T4 Berth B and the entire T4 Berth A

Piles will be installed with a combination of vibratory hammer(s) to set the piles and for initial driving and diesel impact hammer(s) for final driving to design tip elevations and required pile capacities. The vibratory hammer will be powered by a nominal 1,000-horsepower power unit, and the impact hammer will be driven by fuel combustion producing variable energy ranging from approximately 80,000- to 210,000-foot pounds.

Stormwater:

Element 1: Construct new upland stormwater conveyance system adjacent to Terminal 4A (T4A) and Terminal 4B (T4B):

Using an excavator and appropriate shoring (Trench Box/Temp Sheet Pile Wall) stormwater pipe, manholes, catch basins, lift stations and a new outfall will be installed. The depths of the excavations will range between 0.90 and +9.90 MLLW. The excavation will be dewatered as required utilizing a sump or trash pump.

Dewatering water will be managed or disposed in accordance with applicable regulations.

T4B will have a new outfall discharging stormwater to the Chehalis River. The new T4B3 outfall will have an invert elevation of +7.8' MLLW. Installation of the new T4B 15" diameter outfall will be performed with an upland based excavator. Tidal datum and water level elevations at T4 are as follows: MLLW elevation is 0, NAVD88 elevation is +1.87', MHW elevation is +9.47', and MHHW elevation is +10.16'. The T4A lift station will include an overflow to the existing drainage system.

The procedure for installing each outfall will be performed generally as described below. Minor adjustments may be necessary as design efforts continue.

The existing rip-rap in the immediate area of the proposed outfall will be neatly removed and set aside for reuse.

- A trench will be excavated along the alignment of the proposed outfall.
- The rip-rap removal and trench excavation limits will be minimized. The trench will not be over-excavated and will only be as deep and wide as necessary to install temporary shoring and properly execute the work.
- A 6-inch minimum pipe bedding zone consisting of sand or other equivalent material will be installed around the outfall. The pipe bedding material will be brought to grade along the entire length of the outfall to fully support and encase the pipe, except for a minor portion at the end of the pipe where the outfall is exposed.
- Prior to installing the outfall pipe, a coating system will be applied to the pipe to protect it against exposure to weathering elements.

⁸ The shiploader foundations are part of the "New Export Terminal" portion of the project.

- Minimal dewatering is anticipated to be necessary, since the outfall installation and pipe bedding work will be performed above MHW and anticipated groundwater. Regardless, the contractor will be required to perform all work associated with the outfall installation in the dry and keep the excavation free of water.
- After installation of the pipe and pipe bedding material, engineered backfill material will be installed up to the bottom of the final rip-rap layer.
- The rip-rap previously removed will be neatly replaced along the water's edge providing sufficient weight to secure the outfall pipe in place. The rip-rap already below the outfall will provide energy dissipation for stormwater discharges.
- Pipe anchors and/or headwalls are not anticipated to be necessary.

Element 2: Demo and regrade Terminal 4A & Terminal 4B dock surfaces and construct new gravity conveyance pipe and drain system attached to the dock face.

The existing pavement, rails and ties will be removed from the dock surface using an excavator or similar equipment. Existing dock surface drains will be plugged. Existing subgrade and ballast will be salvaged to the extent feasible, regraded and repaved to slope towards new dock drains located along the inland bull rail. From the dock or a working skiff, 6" to 10" pipe will be attached to the landward side of the dock using stainless steel straps and routed to the upland conveyance system.

Element 3: Construct stormwater treatment facility near Terminal 4B:

Using an excavator and appropriate shoring (Trench Box/Temp Sheet Pile Wall) cast-in-place stormwater treatment basins, conveyance piping and internal components will be installed on the western side of the T4B approach. The depths of the excavation will be between +3.90' and 7.90' MLLW. The excavation will be dewatered as required utilizing a sump or trash pump. Dewatering water will then be managed or disposed of in accordance with applicable regulations.

4) New AGP Export Terminal

The new AGP Export Terminal at Terminal 4B involves the construction of facilities to support a new commodity transload facility. These facilities will be integrated with the Port's planned infrastructure improvements to maximize AGP's operational efficiency at T4B. The main components of the AGP Project include rail receiving facilities, track modifications, and a new shiploader. The New AGP Export Terminal is shown on Sheet 20. A representative concept of the new shiploader is provided on Sheet 21.

Upland Components

Upland work associated with the AGP Project includes construction of the rail receiving buildings, silo, and conveyor system. Construction of the receiving building will require subgrade excavation and backfill.

Steel structures for the rail receiving building, Bulk Scale Tower, and Shiploader will be constructed upon driven pile systems. Pile and foundation systems will be installed utilizing driven pipe pile and reinforced concrete.

Construction of the silo would consist of a steel and reinforced concrete pile supported foundation system and pile cap structure. Silo walls would consist of reinforced concrete wall approximately 1' thick and would be placed utilizing concrete slip forming techniques. Silo roofing system would consist of steel joists and metal deck with a concrete slab surface.

In-Water Components

It is assumed there will be one floating derrick barge and up to two material barges accompanied by one ocean-going tug. The derrick barge will vary from 60 to 90 feet in width and from 200 to 300 feet in length and will include a fixed revolving crane or crawler crane. The crane will have a capacity that could exceed 1,000,000 pounds depending on the crane and boom configurations and the boom radius from the center of crane to lifted load.

Material barges, which will transport in-water piling and other construction materials, will vary in size from 40 to 50 feet in width and 150 to 200 feet in length. During construction, the derrick will be temporarily held in position typically by a combination of up to three "spuds," consisting of a closed steel shape extended down

from the deck level into and below the mudline, and mooring lines to temporary anchors set at locations on the bottom away from the derrick barge.

AGP's proposed dock upgrades will require the following construction steps:

- Demolish and replace portions of the existing dock at four locations (three shiploader towers and one conveyor support) in T4 Berth B with new pile-supported foundations.
- Construct a new pile support foundation for the conveyor system immediately adjacent to the downstream approach trestle to the T4 dock.
- Add two pairs of steel pipe batter piles to the existing dock structure to replace existing prestressed concrete batter piles that are removed when portions of the existing dock are demolished to allow construction of the new pile-supported foundations. Adding these pairs of batter piles will result in no net loss of lateral force capacity for the existing dock.

Table 2. AGP Proposed Landward Pile Installation

Location	Pile Type and Size	Installation Method and Pile Orientation	Number of Piles
Indexer and bag house foundations	New 18-inch diameter steel pipe sections	Vibratory and impact hammers, plumb orientation	76
Rail receiving building – at railroad tracks	New 18-inch diameter steel pipe sections	Vibratory and impact hammers, plumb orientation	324
Upland Motor Control Center building	New 18-inch diameter steel pipe sections	Vibratory and impact hammers, plumb orientation	12
Tunnel from rail receiving building to scale tower	New 18-inch diameter steel pipe sections	Vibratory and impact hammers, plumb orientation	60
Scale tower	New 18-inch diameter steel pipe sections	Vibratory and impact hammers, plumb and batter orientation	22

The existing jet array system located below the soffit of the concrete deck includes a continuous waterline running along the dock. Located just inside of the face of the dock, the waterline pipe is supported on a continuous steel platform surrounded by a protective steel fabric fencing. The fencing along with the existing fender piles along the face of the dock protect the waterline and mechanical connections from damage caused by debris in the river.

The first step in the demolition of the existing dock at the shiploader tower foundation locations will involve shutting down the jet array system and removing portions of that system (including pipe, steel platform and steel pile support system, and delivery system at discrete locations along the waterside face of dock). At a minimum, portions of the existing timber pile-supported fender system will also need to be removed at each proposed tower foundation location.

Dock demolition at each of the three shiploader tower foundation locations will occur at the waterside face of the dock. Demolition at each location will be approximately 36 feet wide (parallel to the face of dock) and 45 feet long (transverse to the face of dock). Gravel ballast (nominally 15 inches thick) and asphalt concrete paving (thickness varies) will be locally removed at each tower foundation location, following by sawcutting and removing the concrete deck system (prestressed concrete deck panels and cast-in-place reinforced concrete pile caps). Existing prestressed concrete plumb and batter piles will be separated from the deck system by the pile cap removal. These piles will be broken off below mudline and removed. Approximately 1,600 square feet of concrete deck system will be removed at each location, supported by seven 16.5-inch octagonal prestressed concrete piles (plumb and batter piles, varies by tower location). Gravel ballast and asphalt concrete paving above the concrete deck system will be removed along with the deck elements and piles.

A pile-supported concrete tower foundation to support the shiploader with three individual towers and three individual spouts will be constructed at three locations within the footprint of the existing dock. Each foundation will be cast-in-place reinforced concrete, approximately 5 feet thick by 32 feet wide by 42.5 feet long and supported by fifteen 36-inch-diameter steel pipe piles (plumb and battered). Two additional sections of existing concrete dock will be removed within the interior of the dock. Each section will contain

approximately 30 square feet of concrete dock and will include removal of gravel ballast and asphaltic concrete paving above the concrete deck along with the deck elements.

A pile-supported concrete foundation will also be constructed within the existing dock at one location to support the conveyor system. This foundation will consist of a cast-in-place reinforced concrete pile cap approximately 5 feet thick with maximum plan dimensions of 20 feet by 26 feet and supported by four 36-inch-diameter steel pipe piles. Local strengthening of the remaining concrete dock will be required around the perimeter of the existing deck demolition, consisting of reinforced concrete elements constructed below the existing deck soffit.

An additional pile-supported concrete foundation for the conveyor system support will also be provided immediately west of the downstream trestle at T4 Berth B. This foundation will consist of a cast-in-place reinforced concrete pile cap approximately 3 feet thick with maximum plan dimensions of 10 feet by 23 feet and supported by eight 24-inch-diameter steel pipe piles.

Two 24-inch-diameter battered steel pipe piles will be installed at two locations within the existing Berth B concrete deck system. At each location these piles will be attached to the existing deck with a cast-in-place reinforced concrete element approximately 5 feet thick by 4 feet wide by 8 feet long.

Table 2 presents information about landward pile installation that would be part of the AGP Project. All landward piles would be permanent. Landward piles would be transported to the site by truck and it is assumed that landward work has no restrictions regarding time of year that work may be performed.

Tables 3 and 4 below provide additional details related to impacts to water resources, will require associated permit approvals, and will include work window restrictions in regulated waterbodies. Table 3 provides an overview of proposed wetland resource impacts and Table 4 presents additional details about in-water pile installation and removal associated with AGP's proposed dock upgrades.

6f. What are the anticipated start and end dates for project construction? (Month/Year) [\[help\]](#)

- If the project will be constructed in phases or stages, use [JARPA Attachment D](#) to list the start and end dates of each phase or stage.

Start Date: Work will not commence until all permits are obtained – the anticipated start date for the in-water work is the July 2024 in-water work window⁹ End Date: February 2028 See JARPA Attachment D

6g. Fair market value of the project, including materials, labor, machine rentals, etc. [\[help\]](#)

\$180,000,000.00

6h. Will any portion of the project receive federal funding? [\[help\]](#)

- If yes, list each agency providing funds.

Yes No Don't know

Part 7–Wetlands: Impacts and Mitigation

- Check here if there are wetlands or wetland buffers on or adjacent to the project area.
(If there are none, skip to Part 8.) [\[help\]](#)

7a. Describe how the project has been designed to avoid and minimize adverse impacts to wetlands. [\[help\]](#)

Not applicable

The upland portion of the site is an existing industrial site that provides only limited habitat function. Upland habitat is confined to narrow, generally linear areas along the eastern and western portion of the site and are situated adjacent to channelized stormwater swales and disturbed wetlands. Vegetated areas along the

⁹ Upland work will begin as soon as applicable permits and approvals are received to allow work to begin

eastern portion of the site consist of vegetated swales, stormwater ditches, channelized wetlands, and East Terminal Way ditch. Fry creek and the adjacent upland corridor are situated on the western end of the Project site. Fry Creek is highly channelized throughout this reach and lacks a substantial riparian corridor or significant habitat complexity. Additional details related to habitat conditions are provided in section 5l above.

The project design has avoided and minimized impacts to wetlands, buffers, shoreline buffers, aquatic habitats, and other environmentally sensitive habitats to the extent practicable while still accommodating the necessary features to meet the project purpose and need. Most project elements have been located in developed portions of the site and would not result in impacts to wetlands. Impacts to wetlands are those minimally necessary to accommodate the proposed rail upgrades which could not be situated elsewhere.

To avoid and minimize adverse impacts to the environment (including wetlands and non-wetland waters) the following BMPs will be implemented during construction:

- All in-water work will occur within the approved in-water work window for the Proposed Project (July 16 through February 15 for marine waters of Grays Harbor – Tidal Reference Area 16).
- The contractor will be required to retrieve any floating debris generated during construction using a skiff and a net. Excess or waste materials will not be disposed of or abandoned waterward of the ordinary high water mark or allowed to enter waters of the United States or State.
- The construction contractor will inspect fuel hoses, oil or fuel transfer valves, and fittings on a regular basis for drips or leaks in order to prevent spills into surface water.
- The contractor will be responsible for the preparation of a spill prevention, control, and countermeasure (SPCC) plan to be used for the duration of the Proposed Project to safeguard against an unintentional release of fuel, lubricants, or hydraulic fluid from construction equipment. The contractor will be required to maintain at the job site oil-absorbent materials for use in the event of a spill or if any oil product is observed in the water. The plan shall be submitted to the project engineer prior to the commencement of any construction activities. A copy of the plan with any updates would be maintained at the work site by the contractor.
 - The SPCC plan will outline BMPs, responsive actions in the event of a spill or release, and notification and reporting procedures. The SPCC plan shall also outline contractor management elements such as personnel responsibilities, Project site security, site inspections, and training.
 - The SPCC plan will outline what measures shall be taken by the contractor to prevent the release or spread of hazardous materials, either found on site and encountered during construction but not identified in contract documents, or any hazardous materials that the contractor stores, uses, or generates on the construction site during construction activities. These items include, but are not limited to, gasoline, oils, and chemicals.
 - The contractor will maintain, at the job site, the applicable spill response equipment and material designated in the SPCC plan.
 - The contractor will regularly check fuel hoses, oil drums, oil or fuel transfer valves, and fittings for leaks, and shall maintain and store materials properly to prevent spills.
 - No petroleum products, fresh cement, lime, concrete, chemicals, or other toxic or deleterious materials will be allowed to enter surface waters.
 - There will be no discharge of oil, fuels, cleaning solvents or chemicals to surface waters, or onto land where there is a potential for reentry into surface waters.
- Construction of the Proposed Project will comply with water quality restrictions imposed by the Washington State Department of Ecology (Ecology), which state that turbidity in marine waters exceeding state water quality standards will not extend beyond a 150-foot mixing zone radius during construction (Washington Administrative Code 173-201A-210(1)(e)(i)(D)).
- In addition, the following should be regularly employed:
 - A stock of spill-absorbent pads, booms, and socks adequate to contain spills of product would be maintained. When using booms in a drainage channel, the boom should be situated perpendicular to the water flow through the drainage channel and should be securely attached to either side of the channel using rope.
 - Employees would be trained on the proper handling and rapid response of materials that could affect stormwater runoff.
 - As a matter of routine practice, all barrels containing significant materials should be covered and provision for spill control provided.

- During the rainy season, stormwater outfalls would be regularly inspected and cleaned, when necessary.
- Perform daily operating inspections of areas where potential spills of significant materials or production activities could impact stormwater.
- Perform monthly inspections of stormwater control measures, structures, catch basins, and stormwater weirs.
- Clean, maintain, or repair all materials handling and storage areas and all stormwater control measures, structures, catch basins, and stormwater weirs as needed upon discovery. Cleaning, maintenance, and repair of such systems must be performed in such a manner as to prevent the discharge of pollution.
- Perform an annual inspection of the stormwater control facilities and drainage systems prior to the wet weather period.
- Develop a plan to remove material accumulated in settling ponds, stormwater weirs, and similar facilities at least annually and to store the material in a location that will prevent erosion or discharge to surface waters.
- Pile removal BMPs adapted from the Washington State Department of Natural Resources (WDNR; 2017) will be employed for removal of the piles as follows:
 - Piles will be removed using vibratory extraction methods as much as possible. If a pile is broken or breaks during vibratory extraction, the contractor will use a chain to attempt to entirely remove it. If the entire pile cannot be removed, the pile will be cut below the mudline following WDNR protocol.
 - The contractor will initially vibrate the pile to break the friction bond between pile and soil.
 - To help minimize turbidity, the contractor will engage the vibrator to the minimum extent required to initiate vertical pile movement and will disengage the vibrator once the pile has been mobilized and is moving upward.
 - The contractor will monitor pile removal for visible turbidity and adjust the rate and duration of vibration to minimize in-water turbidity. The contractor will pause work if a visible plume is observed
 - Upon removal from the substrate, the piles will be moved expeditiously from the water to a barge and then offloaded for disposal or recycling if possible. All creosote-treated timber will be properly disposed of at an approved upland facility and will not be reused.
- Pile installation BMPs
 - A standard bubble curtain will be used during impact hammer pile driving to attenuate underwater noise and provide a 5 dB noise reduction.
 - Impact pile driving, which will cause the highest noise levels during construction, will not occur between 10:00 p.m. and 7:00 a.m.
 - The contractor will monitor pile installation for visible turbidity and adjust the rate of impacts to minimize in-water turbidity. The contractor may pause work if a visible plume is observed.
 - A pile block will be used during impact pile driving to reduce noise levels.
- Barge grounding will not be permitted.
- Work surfaces in upland areas, docks, and on barges will have a containment berm for all treated materials removed. Creosote will not be allowed to re-enter the water.
- Nighttime construction will be minimized as much as possible.
- Construction equipment will be required to have manufacturer-approved noise muffling equipment in good working order.
- Equipment idling will be minimized.
- Perform an annual evaluation of areas that can be revegetated to minimize the size of the disturbed areas. Revegetation must take place prior to the onset of rain. Mulching or other stormwater management practices must be implemented to minimize erosion of vegetated areas until the vegetation is established.

7b. Will the project impact wetlands? [\[help\]](#)

Yes No Don't know

7c. Will the project impact wetland buffers? [\[help\]](#)

Yes No Don't know

7d. Has a wetland delineation report been prepared? [\[help\]](#)

- **If Yes**, submit the report, including data sheets, with the JARPA package.

Yes No

7e. Have the wetlands been rated using the Western Washington or Eastern Washington Wetland Rating System? [\[help\]](#)

- **If Yes**, submit the wetland rating forms and figures with the JARPA package.

Yes No Don't know

7f. Have you prepared a mitigation plan to compensate for any adverse impacts to wetlands? [\[help\]](#)

- **If Yes**, submit the plan with the JARPA package and answer 7g.
- **If No, or Not applicable**, explain below why a mitigation plan should not be required.

Yes No Don't know

A comprehensive wetland mitigation plan is currently being developed. Mitigation will include creation and re-establishment of estuarian wetlands. The mitigation plan will be developed to address and identify specific mitigation actions (such as where and how wetland re-establishment, rehabilitation, or enhancement would occur), mitigation ratios for each of the mitigation actions, a mitigation implementation schedule, and mitigation monitoring and performance standards, where necessary. Mitigation for wetlands, streams, and their buffers will be permitted and comply with current guidance provided by Ecology, USACE, and local jurisdictions.

Wetland and Buffer Impacts

The extent and nature of these impacts have been minimized and avoided to the extent possible through the implementation of best management practices (BMPs) described in Section 7a. While wetland impacts have been avoided and minimized to the extent practicable, the project will result in permanent direct impacts (fill) to on-site wetlands and ditches. These impacts are primarily associated with construction of portions of the rail improvement components of the proposed project.

The layout and configuration of the rail loop is dictated by the necessity to locate the proposed rail improvements adjacent to the existing rail corridor that provides access to and from the project site and it is not possible for the rail corridor to completely avoid wetland impacts.

Permanent Direct Wetland Impacts

The project will result in a total of approximately 0.23 acre of direct permanent impacts to wetlands. Existing wetlands areas are shown on Sheets 24 through 26, proposed wetland and wetland buffer impacts areas are identified on Sheets 28 through 30. Wetlands that would be impacted by the proposed project (Wetlands 1, 8, and 9) provide limited functional habitat value. These areas are small channelized swales with little habitat availability or structural complexity. Wetland 1 is tidally influenced and hydrologically connected to the Chehalis River but does not represent off-channel habitat due to the presence of fish barriers (culverts) downstream on East Terminal Way Ditch. Wetlands 8 and 9 are channelized linear features situated between fill prisms for adjacent road and railway infrastructure and upland developments. Functions provided by all of these wetlands include stormwater conveyance and limited infiltration/water quality improvements.

It should be noted that Wetland 8 does not occur within the proposed limits of grading, however, a widened access corridor was assumed around rail turnouts and because Wetland 8 is in close proximity to the project footprint, some wetland disturbance has been assumed as a result of the widened access. Unnecessary impacts to Wetland 8 will be avoided to the extent feasible during construction.

The project will also result in approximately 0.44 acre of impacts to ditches on site. Ditches on the site consist of channelized swales excavated in uplands or situated between fill prisms for upland infrastructure (road and rail fill prisms). These areas do not provide any significant habitat value. Functions provided by these features are limited to stormwater conveyance.

Permanent Indirect Wetland Impacts

The project will also result in indirect impacts to wetlands associated with reduction in buffer for those wetland areas that the project has avoided. Indirect wetland impacts will not result in a net loss of wetland acreage but may potentially reduce wetland function. The project will result in a total of 0.17 acre of permanent indirect

impacts to wetlands at the project site. Ditches at the site are already artificial structures excavated into upland fill material at the site and provides limited function, and as such will not be indirectly affected.

Temporary Wetland Impacts

Temporary wetland impacts may occur as the result of construction at the wetland mitigation site. The mitigation site has limited access for construction equipment and it may be necessary for equipment to move through and temporarily disturb existing wetlands adjacent to those areas proposed for mitigation activities. Any areas temporarily disturbed as the result of the construction activities at the mitigation site would be restored to their original conditions and would be monitored as part of mitigation monitoring requirements for areas within the mitigation site.

Wetland Buffer Impacts

Both the City of Aberdeen and Hoquiam’s codes provide provision that wetland buffer widths do not include areas that are disconnected functionally and effectively from the wetland by a road or other substantially developed surface of sufficient width and with use characteristics such that buffer functions are not provided. The functional portion of the buffers extend only from the wetland boundary to the toe of the existing fill or development that establishes the upland portion of site. The project will impact approximately 0.88 acre of existing wetland buffer at the project site.

Table 3. Wetland Impacts Summary

Impact Type	Impacted Resource	Area (acre)
Permanent Direct (Wetlands)	Wetland 1	0.10
	Wetland 3	0
	Wetland 4	0
	Wetland 8	0.01
	Wetland 9	0.12
	Total	0.23
Permanent Direct (Ditches)	Ditches	0.44
	Total	0.44
Permanent Indirect (Wetlands)	Wetland 1	0.03
	Wetland 3	0
	Wetland 4	0
	Wetland 8	0.06
	Wetland 9	0.08
	Total	0.17
Wetland Buffer Impact		0.88
	Total	0.88

7g. Summarize what the mitigation plan is meant to accomplish, and describe how a watershed approach was used to design the plan. [\[help\]](#)

A mitigation sequencing process has been applied throughout the design of the project, consistent with federal, state, and local regulatory guidance. This mitigation sequencing process consists of a sequence of steps that begins with avoiding impacts to the extent practicable, minimizing and/or rectifying impacts, and finally providing compensatory mitigation for wetland and aquatic impacts. The project has been designed to avoid and minimize impacts to aquatic resources and other sensitive habitat features to the greatest extent practicable.

The mitigation site is situated within the same HUC 8 watershed unit as the Project site. Newly created and reestablished wetlands will support water quality, infiltration, and flood control functions in the same watershed that proposed impacts would occur. It will also provide improved habitat quality and availability for species supported by the Chehalis River, including off channel habitat for juvenile salmon, steelhead, and bull trout.

The Port and AGP’s approach to mitigation will take a watershed approach to replace lost habitat functions with similar habitat functions as close as feasible to areas that would be impacted by construction and operation of the elements. The selection of the proposed mitigation site also considered how each action aligns with ecological priorities for the Chehalis Basin. Understanding project impacts was key to selecting the

appropriate area within which mitigation can be effectively implemented to serve the same populations and ecological communities that are affected by the proposed action. The geographic focus area for mitigation site selection considered the immediate project impact area as well as other nearby ecoregions that provide opportunities to replace like functions.

Conceptual Compensatory Mitigation Summary

A comprehensive compensatory wetland mitigation project will be constructed on an area of land that has been previously developed but is currently vacant and consists of a combination of uplands, wetlands, and tidally influence freshwater habitat. It is a Port-owned property on the south shore of Grays Harbor and is referred to herein as the “South Aberdeen” site (shown on Sheet 32). The South Aberdeen site is approximately 9 acres in size and is located on the south shore of inner Grays Harbor. It is bordered by undeveloped parcels to the north and south, the Chehalis River to the west, and the Chehalis River pedestrian trail/Southwest Front Street to the east.

Topography at the site is generally flat and drains toward the Chehalis River. A portion of the southern extent of the site consist of sandy fill material. This area is approximately 1- to 1.5-feet higher in elevation than the surrounding area. Placement of this fill material has created conditions that have allowed upland vegetation to become well established. Most of the remaining portions of the site consist of freshwater and tidally influence wetlands. The northwestern boundary of the site consists of mudflat habitat.

Mitigation will include creation and re-establishment of estuarian wetlands. The proposed mitigation site is located approximately 0.5 mile southeast of the project site on the south shore of the Grays Harbor. It is a Port-owned site that consists of a combination of existing wetlands and upland/fill. Mitigation will consist of removing imported fill material, lowering the elevation of upland “high spots” where upland vegetation has become established, removing invasive upland species, and planting/reestablishing wetland and aquatic vegetation.

The proposed mitigation would reestablish and enhance approximately 0.56 acre of wetland at the mitigation site to off-set impacts to approximately 0.23 acre of wetland impacts at the Project site. The proposed native plantings will provide a biologically productive habitat that will be a source of insect and invertebrate fauna, leaf litter, detritus, and woody debris to the associated aquatic system. The establishment of native vegetation will improve habitat suitability for native birds and other terrestrial species that rely on these habitats. The net gain in wetland acreage at the mitigation site will increase water quality and hydrologic function, particularly in areas where previously filled areas are restored to wetland habitats.

7h. Use the table below to list the type and rating of each wetland impacted, the extent and duration of the impact, and the type and amount of mitigation proposed. Or if you are submitting a mitigation plan with a similar table, you can state (below) where we can find this information in the plan. [\[help\]](#)

Activity (fill, drain, excavate, flood, etc.)	Wetland Name ¹	Wetland type and rating category ²	Impact area (sq. ft. or Acres)	Duration of impact ³	Proposed mitigation type ⁴	Wetland mitigation area (sq. ft. or acres)
Fill	Wetland 1	Category II	0.10 acre	Permanent	Creation/ Re-establishment	0.30 ac
Fill	Wetland 9	Category III	0.12 acre	Permanent	Creation/ Re-establishment	0.24 ac
Fill	Wetland 8	Category III	0.01 acre	Permanent	Creation/ Reestablishment	0.02

¹ If no official name for the wetland exists, create a unique name (such as “Wetland 1”). The name should be consistent with other project documents, such as a wetland delineation report.

² Ecology wetland category based on current Western Washington or Eastern Washington Wetland Rating System. Provide the wetland rating forms with the JARPA package.

³ Indicate the days, months or years the wetland will be measurably impacted by the activity. Enter “permanent” if applicable.

⁴ Creation (C), Re-establishment/Rehabilitation (R), Enhancement (E), Preservation (P), Mitigation Bank/In-lieu fee (B)

Page number(s) for similar information in the mitigation plan, if available: _____

7i. For all filling activities identified in 7h, describe the source and nature of the fill material, the amount in cubic yards that will be used, and how and where it will be placed into the wetland. [\[help\]](#)

The project will require the installation of approximately 55,779 cy of commercially sourced fill, ballast, and sub-ballast at the site with approximately 2,594 cy placed within wetlands to accommodate construction (including rail). It will be placed using standard construction equipment, such as excavators, loaders, and dump trucks and similar equipment. Material will be placed in such a manner that areas not proposed for disturbance will be protected and will not be inadvertently filled or impacted.

7j. For all excavating activities identified in 7h, describe the excavation method, type and amount of material in cubic yards you will remove, and where the material will be disposed. [\[help\]](#)

Impacts to wetlands will generally be limited to placement of fill material to accommodate construction (including rail). It has been assuming that approximately 1-foot of stripping/grading will be required to remove organics within the footprint of wetlands that would be impacted by the project. The project construction will require the excavation of a total of approximately 329 cy of material will be excavated from wetlands areas to remove organic material prior to placement of fill material. Total project earthwork (including upland areas outside of wetlands) includes approximately 53,180 cy of excavation)

Excavation will be conducted with standard construction equipment, such as excavators and similar equipment, but hand tools may also be required. Excavation will occur in such a manner that areas not proposed for disturbance will be protected and will not be inadvertently excavated or impacted.

Part 8–Waterbodies (other than wetlands): Impacts and Mitigation

In Part 8, “waterbodies” refers to non-wetland waterbodies. (See Part 7 for information related to wetlands.) [\[help\]](#)

Check here if there are waterbodies on or adjacent to the project area. (If there are none, skip to Part 9.)

8a. Describe how the project is designed to avoid and minimize adverse impacts to the aquatic environment. [\[help\]](#)

Not applicable

BMPs will be implemented during construction to avoid inadvertent impacts to wetlands and waterways. See section 7a. for a list of proposed BMPs.

The size and configuration of the marine terminal structures have also been kept to the minimum necessary to support their needed functions. The proposed new shiploader foundations designs include incorporating the new foundations into the existing pier structure. This design strategy accommodates the purpose and need for the new shiploaders, limits the need for new in-water structures, and avoids new over-water coverage. The proposed new shiploader foundations and fender system would be sited in deep water which minimizes the potential for effects to aquatic habitats. Structures in and over deeper water habitats have less impact to function than those in shallow water areas because they have less effect on primary productivity. Deeper water habitats are of less critical importance to sensitive species than shallower waters.

The project design was also reconfigured to avoid unnecessary impacts to areas below the ordinary high water mark (OHWM)/HTL related to the cargo yard expansion and redevelopment and the AGP transload facility as follows:

- The T4A cargo yard expansion and redevelopment includes filling the existing casting basin. The tide gate was designed to withstand water loading from the outside, but not soil loading from the inside. Design alternatives to reinforce the tide gate originally considered structural support mechanisms implemented on the waterward side of the tide gate and would have required fill below the OHWM/HTL of Grays Harbor. The current design avoids these impacts entirely by reinforcing the tide gate via a new soil berm or MSE wall will be developed just inside of the existing tide gate.
- The foundation of the proposed bulk scale tower was originally designed to be situated below the OHWM/HTL. However, the foundation was relocated to an elevation above the OHWM/HTL to avoid unnecessary impacts below the OHWM/HTL.

8b. Will your project impact a waterbody or the area around a waterbody? [\[help\]](#)

Yes No

8c. Have you prepared a mitigation plan to compensate for the project’s adverse impacts to non-wetland waterbodies? [\[help\]](#)

- **If Yes**, submit the plan with the JARPA package and answer 8d.
- **If No, or Not applicable**, explain below why a mitigation plan should not be required.

Yes No Don't know

Construction of the Proposed Project would result in direct and indirect effects on the aquatic and terrestrial environment. Impacts to non-wetland waterbodies is primarily related to proposed pile installation for the new shiploader foundations and pile-supported fender system. Proposed pile counts for these project elements are provided in the following tables.

Table 4. Planned In-water Pile Removal and Installation for Terminals 4 Berth A and Berth B Fender System

Location	Pile Type and Size	Activity	Removal or Installation Method	Number of Piles
Terminal 4A and 4B	Up to 18-inch timber piles	Removal	Vibratory hammer, direct pull, and/or cut at mudline	Up to 50
Terminal 4B	18-inch steel pipe pile	Installation	Vibratory hammer	Up to 15
Terminal 4A	Up to 30-inch steel pipe pile	Installation	Vibratory hammer	Up to 24

Table 5. Summary of In-water Pile Removal and Installation for AGP New Transload Facility and New Ship Loader

Location	Pile Type and Size	Activity	Installation or Removal Method	Number of Piles
Permanent Piles				
Terminal 4B	12-inch steel H-sections	Removal	Vibratory hammer or direct pull	Up to 6
Terminal 4B	16.5-inch concrete octagonal pile	Removal	Vibratory hammer, direct pull, and/or cut at mudline	Up to 27
Terminal 4B	36-inch-diameter steel pipe pile	Installation	Vibratory and impact hammer	Up to 50
Terminal 4B	24-inch steel pipe pile	Installation	Vibratory and impact hammer	Up to 24
Terminal 4B	12-inch steel H-piles	Installation	Vibratory hammer	Up to 6
Temporary Piles				
Terminal 4B	24-inch steel pipe pile	Installation	Vibratory hammer	Up to 24
Terminal 4B	24-inch steel pipe pile	Removal	Vibratory hammer	Up to 24

Proposed Mitigation

The following provides a conceptual framework for mitigation to be provided by the applicant:

- The mitigation will be designed and implemented using a watershed approach to replace lost habitat functions with similar habitat functions as close as feasible to areas that would be impacted by construction and operation of the elements. The selection of mitigation sites has also considered how each action aligns with ecological priorities for the Chehalis Basin. Understanding project impacts is key to selecting the appropriate area within which mitigation can be effectively implemented to serve the same populations and ecological communities that are affected by the proposed action. The geographic focus area for mitigation site selection has considered the immediate project impact area as well as other nearby ecoregions that provide opportunities to replace like functions.
- The Port and AGP propose a pile removal strategy to off-set impacts related to pile installation required to construct various project elements. The Port/AGP propose an overall pile removal ratio of 1:1 at minimum, meaning that the number of piles installed as part of the proposed project will be equal to the number of piles removed. Project construction will require pile removal to accommodate the new shiploader foundations and portions of the proposed fender system. It is anticipated that proposed new piles will out-number those proposed for removal. As such, the Port/AGP propose removal of additional derelict creosote-treated piles so that the total piles installed and removed are equal, at minimum. Derelict creosote-treated piles proposed for removal are situated on the north shore of Grays Harbor immediately adjacent to the project site just south of the proposed cargo yard relocation and expansion area (See Sheet 33). All pile removal will occur either by vibratory extraction or by direct pulling. The contractor will dispose of all creosote-treated material, pile stubs, and associated sediments (if any) in a landfill approved to accept those types of materials.

Overwater Coverage Summary

The planned upgrades to the Terminal 4 dock fender and stormwater system would not result in a net change in the area of overwater structures. The new export facility and improvements would not result in a net change in the area of overwater structures.

8d. Summarize what the mitigation plan is meant to accomplish. Describe how a watershed approach was used to design the plan.

- If you already completed 7g you do not need to restate your answer here. [\[help\]](#)

Please refer to response to Section 7g for this summary.

8e. Summarize impact(s) to each waterbody in the table below. [\[help\]](#)

Activity (clear, dredge, fill, pile drive, etc.)	Waterbody name ¹	Impact location ²	Duration of impact ³	Amount of material (cubic yards) to be placed in or removed from waterbody	Area (sq. ft. or linear ft.) of waterbody directly affected
Permanent Piles	Grays Harbor	In Water	Permanent	Not applicable	1,400 lf

¹ If no official name for the waterbody exists, create a unique name (such as "Stream 1") The name should be consistent with other documents provided.

² Indicate whether the impact will occur in or adjacent to the waterbody. If adjacent, provide the distance between the impact and the waterbody and indicate whether the impact will occur within the 100-year flood plain.

³ Indicate the days, months or years the waterbody will be measurably impacted by the work. Enter "permanent" if applicable.

⁴ The Port does not anticipate needing to increase their total permitted dredge volume (currently 1.34 million cubic yards) or their permitted Terminal 2 annual dredge volume (currently 80,000 cubic yards/year) to accommodate the additional dredge volume from the advanced maintenance dredging.

8f. For all activities identified in 8e, describe the source and nature of the fill material, amount (in cubic yards) you will use, and how and where it will be placed into the waterbody. [\[help\]](#)

There will be no fill material placed into waters of Grays Harbor.

8g. For all excavating or dredging activities identified in 8e, describe the method for excavating or dredging, type and amount of material you will remove, and where the material will be disposed. [\[help\]](#)

Not applicable.

Part 9—Additional Information

Any additional information you can provide helps the reviewer(s) understand your project. Complete as much of this section as you can. It is ok if you cannot answer a question.

9a. If you have already worked with any government agencies on this project, list them below. [\[help\]](#)

Agency Name	Contact Name	Phone	Most Recent Date of Contact
U.S. Army Corps of Engineers	Brad Johnson	503-278-1845	3/1/23
Washington Department of Ecology	Zach Meyer	360-481-9885	3/1/23
U.S. Department of Fish and Wildlife Service	Ryan McReynolds	360-480-2336	3/1/23
Washington Department of Fish and Wildlife	Megan Tuttle	360-819-6451	3/1/23
National Marine Fisheries Service	Jayvoni Francis	360-753-9530	3/1/23
City of Hoquiam	Brian Shay	360-538-3983	3/1/23
City of Aberdeen	Lisa Scott	360-537-3238	3/1/23

9b. Are any of the wetlands or waterbodies identified in Part 7 or Part 8 of this JARPA on the Washington Department of Ecology's 303(d) List? [\[help\]](#)

- If **Yes**, list the parameter(s) below.
- If you don't know, use Washington Department of Ecology's Water Quality Assessment tools at: <https://ecology.wa.gov/Water-Shorelines/Water-quality/Water-improvement/Assessment-of-state-waters-303d>.

Yes No

9c. What U.S. Geological Survey Hydrological Unit Code (HUC) is the project in? [\[help\]](#)

- Go to <http://cfpub.epa.gov/surf/locate/index.cfm> to help identify the HUC.

17100105 – Grays Harbor

9d. What Water Resource Inventory Area Number (WRIA #) is the project in? [\[help\]](#)

- Go to <https://ecology.wa.gov/Water-Shorelines/Water-supply/Water-availability/Watershed-look-up> to find the WRIA #.

WRIA # 22, Lower Chehalis

9e. Will the in-water construction work comply with the State of Washington water quality standards for turbidity? [\[help\]](#)

- Go to <https://ecology.wa.gov/Water-Shorelines/Water-quality/Freshwater/Surface-water-quality-standards/Criteria> for the standards.

Yes No Not applicable

9f. If the project is within the jurisdiction of the Shoreline Management Act, what is the local shoreline environment designation? [\[help\]](#)

- If you don't know, contact the local planning department.
- For more information, go to: <https://ecology.wa.gov/Water-Shorelines/Shoreline-coastal-management/Shoreline-coastal-planning/Shoreline-laws-rules-and-cases>.

Urban Natural Aquatic Conservancy Other: High Intensity

9g. What is the Washington Department of Natural Resources Water Type? [\[help\]](#)

- Go to <http://www.dnr.wa.gov/forest-practices-water-typing> for the Forest Practices Water Typing System.

Shoreline Fish Non-Fish Perennial Non-Fish Seasonal

9h. Will this project be designed to meet the Washington Department of Ecology's most current stormwater manual? [\[help\]](#)

- **If No**, provide the name of the manual your project is designed to meet.

Yes No

Name of manual: 2019 Stormwater Management Manual for Western Washington

9i. Does the project site have known contaminated sediment? [\[help\]](#)

- **If Yes**, please describe below.

Yes No

Sediment characterization was completed for maintenance dredging at the Terminal 4 berth in October 2021. The characterization was completed in general accordance with a Dredged Material Management Program (DMMP) approved project sampling and analysis plan. Contaminants of concern either were not detected or were detected at concentrations less than the DMMP criteria. The dredged material from the Terminal 4 berth is suitable for in-water placement, upland placement, and/or beneficial use based on the chemical analytical results.

9j. If you know what the property was used for in the past, describe below. [\[help\]](#)

Terminal 1 historically operated as a shipping terminal since 1922. It has historically been used for cargo, timber (wood products and wood chips) and fuel shipping. It is currently used for bulk liquid products.

Terminal 2 started operation shortly after 1922 and has historically operated as shipping terminals for cargo, timber and fuel shipping.

Terminal 4 has been used as a roll-on/roll-off and breakbulk cargo terminal since it was constructed.

Former WSDOT Pontoon Casting Basin Site (location of proposed relocation/expansion of Terminal 4A): is a former log yard. The site was used from 2011 to 2015 by the Washington State Department of Transportation (WSDOT) for fabrication of concrete pontoons for the SR 520 floating bridge in Seattle. In 2020, portions of the site were used for terminal laydown space in support of military operations.

9k. Has a cultural resource (archaeological) survey been performed on the project area? [\[help\]](#)

- **If Yes**, attach it to your JARPA package.

Yes No

Section 106 consultation has been completed and concurrence has been received. A copy of the Cultural Resources Report, Inadvertent Discovery Plan, and copies of correspondence with DAHP and the Quinault Indian Nation, including concurrence letters, are attached to this application.

9l. Name each species listed under the federal Endangered Species Act that occurs in the vicinity of the project area or might be affected by the proposed work. [\[help\]](#)

The following species could potentially be present within the vicinity of the project.

Table 6. ESA-Listed Species

Common Name	Scientific Name	ESU/DPS	ESA Listing Status
Chinook Salmon	<i>Oncorhynchus tshawytscha</i>	Lower Columbia River ESU*	Threatened (NMFS)
		Upper Willamette River ESU	Threatened (NMFS)
Chum Salmon	<i>Oncorhynchus keta</i>	Columbia River ESU	Threatened (NMFS)
Bull trout	<i>Salvelinus confluentus</i>	Coastal-Puget Sound DPS*	Threatened (USFWS)
North American Green Sturgeon	<i>Acipenser medirostris</i>	Southern DPS*	Threatened (USFWS)
Pacific Eulachon	<i>Thaleichthys pacificus</i>	Southern DPS*	Threatened (NMFS)
Killer Whale	<i>(Orcinus orca)</i>	Southern Resident DPS	Endangered (NMFS)
Marbled Murrelet	<i>Brachyramphus marmoratus</i>	N/A	Threatened (USFWS)
Streaked Horned Lark	<i>Eremophila alpestris strigata</i>	N/A	Threatened (USFWS)
Western Snowy Plover	<i>Charadrius nivosus nivosus</i>	N/A	Threatened (USFWS)

9m. Name each species or habitat on the Washington Department of Fish and Wildlife’s Priority Habitats and Species List that might be affected by the proposed work. [\[help\]](#)

The following priority habitats and species are included in the vicinity of the project area on WDFW’s mapping application PHS on the Web (Accessed 21 April 2023).

Table 7. Priority Species and Habitat

Occurrence Name	Priority Area/Type
Cutthroat (<i>Oncorhynchus clarki</i>)	Occurrence/Migration
Resident Coastal Cutthroat (<i>Oncorhynchus clarki</i>)	Occurrence/Migration
Fall Chum (<i>Oncorhynchus keta</i>)	Occurrence/Migration
Summer Chinook Salmon (<i>Oncorhynchus tshawytscha</i>)	Occurrence/Migration
Spring Chinook Salmon (<i>Oncorhynchus tshawytscha</i>)	Occurrence/Migration
Fall Chinook Salmon (<i>Oncorhynchus tshawytscha</i>)	Occurrence/Migration
Coho Salmon (<i>Oncorhynchus kisutch</i>)	Occurrence/Migration
Rainbow Trout (<i>Oncorhynchus mykiss</i>)	Occurrence/Migration
Summer Steelhead (<i>Oncorhynchus mykiss</i>)	Occurrence/Migration
Fall Steelhead (<i>Oncorhynchus mykiss</i>)	Occurrence/Migration
Winter Steelhead (<i>Oncorhynchus mykiss</i>)	Occurrence/Migration
Fall Chum Salmon (<i>Oncorhynchus keta</i>)	Occurrence/Migration
Wetlands/Streams	Aquatic Habitat

Part 10–SEPA Compliance and Permits

Use the resources and checklist below to identify the permits you are applying for.

- Online Project Questionnaire at <http://apps.oria.wa.gov/opas/>.

- Governor's Office for Regulatory Innovation and Assistance at (800) 917-0043 or help@oria.wa.gov.
- For a list of addresses to send your JARPA to, click on [agency addresses for completed JARPA](#).

<p>10a. Compliance with the State Environmental Policy Act (SEPA). (Check all that apply.) [help]</p> <ul style="list-style-type: none"> • For more information about SEPA, go to https://ecology.wa.gov/regulations-permits/SEPA-environmental-review. <p><input type="checkbox"/> A copy of the SEPA determination or letter of exemption is included with this application.</p> <p><input checked="" type="checkbox"/> A SEPA determination is pending with <u>Port of Grays Harbor</u> (lead agency). The expected decision date is <u>August 2023</u>.</p> <p><input type="checkbox"/> I am applying for a Fish Habitat Enhancement Exemption. (Check the box below in 10b.) [help]</p> <p><input type="checkbox"/> This project is exempt (choose type of exemption below).</p> <p><input type="checkbox"/> Categorical Exemption. <input type="checkbox"/> Other: _____</p> <p><input type="checkbox"/> SEPA is pre-empted by federal law.</p>
<p>10b. Indicate the permits you are applying for. (Check all that apply.) [help]</p>
LOCAL GOVERNMENT
<p>Local Government Shoreline permits:</p> <p><input checked="" type="checkbox"/> Substantial Development <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Variance</p> <p><input type="checkbox"/> Shoreline Exemption:</p>
<p>Other City/County permits:</p> <p><input checked="" type="checkbox"/> Floodplain Development Permit <input checked="" type="checkbox"/> Critical Areas Ordinance</p>
STATE GOVERNMENT
<p>Washington Department of Fish and Wildlife:</p> <p><input checked="" type="checkbox"/> Hydraulic Project Approval (HPA) <input type="checkbox"/> Fish Habitat Enhancement Exemption – Attach Exemption Form</p>
<p>Washington Department of Natural Resources:</p> <p><input checked="" type="checkbox"/> Aquatic Use Authorization</p> <p>Complete JARPA Attachment E and submit a check for \$25 payable to the Washington Department of Natural Resources. <u>Do not send cash.</u></p>
<p>Washington Department of Ecology:</p> <p><input checked="" type="checkbox"/> Section 401 Water Quality Certification <input type="checkbox"/> Non-Federally Regulated Waters</p>
FEDERAL AND TRIBAL GOVERNMENT
<p>United States Department of the Army (U.S. Army Corps of Engineers):</p> <p><input checked="" type="checkbox"/> Section 404 (discharges into waters of the U.S.) <input checked="" type="checkbox"/> Section 10 (work in navigable waters)</p>
<p>United States Coast Guard:</p> <p>For projects or bridges over waters of the United States, contact the U.S. Coast Guard at: d13-pf-d13bridges@uscg.mil</p> <p><input type="checkbox"/> Bridge Permit <input type="checkbox"/> Private Aids to Navigation (or other non-bridge permits)</p>

United States Environmental Protection Agency:

Section 401 Water Quality Certification (discharges into waters of the U.S.) on tribal lands where tribes do not have treatment as a state (TAS)

Tribal Permits: (Check with the tribe to see if there are other tribal permits, e.g., Tribal Environmental Protection Act, Shoreline Permits, Hydraulic Project Permits, or other in addition to CWA Section 401 WQC)

Section 401 Water Quality Certification (discharges into waters of the U.S.) where the tribe has treatment as a state (TAS).

Attachments:

Sheets 1 through 33

JARPA Attachment E

OHWM/HTL Determination Memorandum

Wetland Delineation

Biological Assessment

Section 106 Compliance Documentation (Cultural Resources Report, Inadvertent Discovery Plan, and copies of correspondence with DAHP and the Quinault Indian Nation)

Bibliography

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Part 11—Authorizing Signatures

Signatures are required before submitting the JARPA package. The JARPA package includes the JARPA form, project plans, photos, etc. [\[help\]](#)

11a. Applicant Signature (required) [\[help\]](#)

I certify that to the best of my knowledge and belief, the information provided in this application is true, complete, and accurate. I also certify that I have the authority to carry out the proposed activities, and I agree to start work only after I have received all necessary permits.

I hereby authorize the agent named in Part 3 of this application to act on my behalf in matters related to this application. GA (initial)

By initialing here, I state that I have the authority to grant access to the property. I also give my consent to the permitting agencies entering the property where the project is located to inspect the project site or any work related to the project. GA (initial)

Gary G. NELSON Applicant Printed Name Gary G. Nelson Applicant Signature 6-16-23 Date

11b. Authorized Agent Signature [\[help\]](#)

I certify that to the best of my knowledge and belief, the information provided in this application is true, complete, and accurate. I also certify that I have the authority to carry out the proposed activities and I agree to start work only after all necessary permits have been issued.

Randy Lewis Authorized Agent Printed Name Randy Lewis Authorized Agent Signature 6/16/2023 Date

11c. Property Owner Signature (if not applicant) [\[help\]](#)

Not required if project is on existing rights-of-way or easements (provide copy of easement with JARPA).

I consent to the permitting agencies entering the property where the project is located to inspect the project site or any work. These inspections shall occur at reasonable times and, if practical, with prior notice to the landowner.

Property Owner Printed Name Property Owner Signature Date

18 U.S.C §1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious, or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious, or fraudulent statement or entry, shall be fined not more than \$10,000 or imprisoned not more than 5 years or both.

If you require this document in another format, contact the Governor's Office for Regulatory Innovation and Assistance (ORIA) at (800) 917-0043. People with hearing loss can call 711 for Washington Relay Service. People with a speech disability can call (877) 833-6341. ORIA publication number: ORIA-16-011 rev. 09/2018

ATTACHMENT A: SHEETS 1 THROUGH 31



USACE REFERENCE #: NWS-2022-944

APPLICATION BY: PORT OF GRAYS HARBOR AND AGP

GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM: MLLW = 0.0 ft
 NAVD88 = 1.87 ft
 OHWM = 10.11ft
 MHW = 9.47 ft
 MHHW = 10.16 ft
 HTL = 12.22 ft

**PORT OF GRAYS HARBOR TERMINAL 4
 EXPANSION AND REDEVELOPMENT
 PROJECT**

VICINITY MAP

PROPOSED: RAIL UPGRADES, T4A CARGO YARD
 RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND
 STORMWATER UPGRADES. NEW EXPORT TERMINAL AT
 T4B

IN: COLUMBIA RIVER

AT: HOQUIAM AND ABERDEEN

COUNTY: GRAYS HARBOR

STATE: WASHINGTON

SHEET 1 OF 31

DATE: 5/25/2023



USACE REFERENCE #: NWS-2022-944

APPLICATION BY: PORT OF GRAYS HARBOR AND AGP

GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM: HTL +12.22 ft
 MHHW +10.16 ft
 OHWM +10.11 ft
 MHW +9.47 ft
 NAVD88 +1.87 ft
 MLLW +0.0 ft

**PORT OF GRAYS HARBOR TERMINAL 4
 EXPANSION AND REDEVELOPMENT
 PROJECT**

SITE AERIAL

PROPOSED: RAIL UPGRADES, T4A CARGO YARD
 RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND
 STORMWATER UPGRADES. NEW EXPORT TERMINAL AT
 T4B

IN: COLUMBIA RIVER

AT: HOQUIAM AND ABERDEEN

COUNTY: GRAYS HARBOR

STATE: WASHINGTON

SHEET 2 OF 31

DATE: 5/25/2023



USACE REFERENCE #: NWS-2022-944

APPLICATION BY: PORT OF GRAYS HARBOR AND AGP

GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM: HTL +12.22 ft
 MHHW +10.16 ft
 OHWM +10.11 ft
 MHW +9.47 ft
 NAVD88 +1.87 ft
 MLLW +0.0 ft

**PORT OF GRAYS HARBOR TERMINAL 4
 EXPANSION AND REDEVELOPMENT
 PROJECT**

TAX PARCEL MAP

PROPOSED: RAIL UPGRADES, T4A CARGO YARD
 RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND
 STORMWATER UPGRADES. NEW EXPORT TERMINAL AT
 T4B

IN: COLUMBIA RIVER

AT: HOQUIAM AND ABERDEEN

COUNTY: GRAYS HARBOR

STATE: WASHINGTON

SHEET 3 OF 31

DATE: 5/25/2023



USACE REFERENCE #: NWS-2022-944
APPLICATION BY: PORT OF GRAYS HARBOR AND AGP
GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM:

HTL	+12.22 ft
MHHW	+10.16 ft
OHWM	+10.11 ft
MHW	+9.47 ft
NAVD88	+1.87 ft
MLLW	+0.0 ft

**PORT OF GRAYS HARBOR TERMINAL 4
 EXPANSION AND REDEVELOPMENT
 PROJECT**

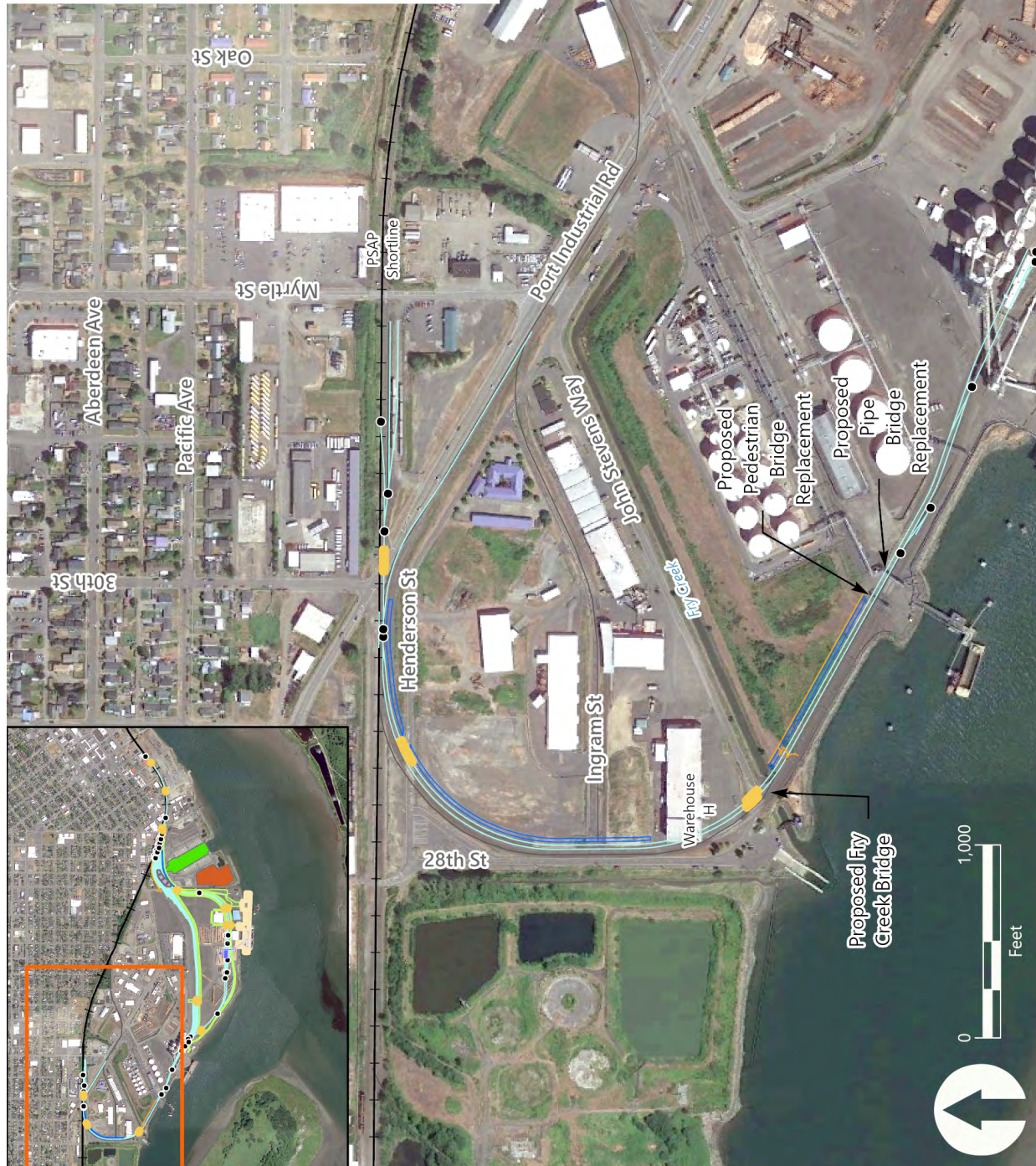
PROJECT ELEMENTS

PROPOSED: RAIL UPGRADES, T4A CARGO YARD RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND STORMWATER UPGRADES. NEW EXPORT TERMINAL AT T4B
IN: COLUMBIA RIVER
AT: HOQUIAM AND ABERDEEN
COUNTY: GRAYS HARBOR **STATE:** WASHINGTON
SHEET 4 OF 31 **DATE:** 5/25/2023

Legend

Existing Features

- Existing Rail Line
- T4A Cargo Yard Relocation and Expansion
- Fill Material Stockpile
- Casting Basin Fill Area
- Casting Basin Retention Ponds
- Dock Fender and Stormwater Upgrades
- Proposed Dock Fender Upgrades
- Rail Upgrades and Site Improvements
- Proposed Railway Switch
- Proposed Rail Line
- Proposed Access Road
- Proposed Gravel Road
- Proposed Fence
- Proposed Rail Crossing
- AGP Project
- Proposed AGP Project Components



USACE REFERENCE #: NWS-2022-944

APPLICATION BY: PORT OF GRAYS HARBOR AND AGP

GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM:	HTL	+12.22 ft
	MHHW	+10.16 ft
	OHWM	+10.11 ft
	MHW	+9.47 ft
	NAVD88	+1.87 ft
	MLLW	+0.0 ft

**PORT OF GRAYS HARBOR TERMINAL 4
EXPANSION AND REDEVELOPMENT
PROJECT**

PROPOSED RAIL UPGRADES

PROPOSED: RAIL UPGRADES, T4A CARGO YARD
RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND
STORMWATER UPGRADES. NEW EXPORT TERMINAL AT
T4B

IN: COLUMBIA RIVER

AT: HOQUIAM AND ABERDEEN

COUNTY: GRAYS HARBOR

STATE: WASHINGTON

SHEET 5 OF 31

DATE: 5/25/2023



Legend

- | | |
|-----------------------------------------|--------------------------------------------|
| Existing Features | Rail Upgrades and Site Improvements |
| Existing Rail Line | Proposed Railway Switch |
| T4A Cargo Yard Relocation and Expansion | Proposed Rail Line |
| Fill Material Stockpile | Proposed Access Road |
| Casting Basin Fill Area | Proposed Gravel Road |
| Casting Basin Retention Ponds | Proposed Fence |
| Dock Fender and Stormwater Upgrades | Proposed Rail Crossing Modifications |
| Proposed Dock Fender Upgrades | AGP Project |
| | Proposed AGP Project Components |

USACE REFERENCE #: NWS-2022-944
APPLICATION BY: PORT OF GRAYS HARBOR AND AGP
GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM:	HTL	+12.22 ft
	MHHW	+10.16 ft
	OHWM	+10.11 ft
	MHW	+9.47 ft
	NAVD88	+1.87 ft
	MLLW	+0.0 ft

**PORT OF GRAYS HARBOR TERMINAL 4
 EXPANSION AND REDEVELOPMENT
 PROJECT**

PROPOSED RAIL UPGRADES

PROPOSED: RAIL UPGRADES, T4A CARGO YARD RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND STORMWATER UPGRADES. NEW EXPORT TERMINAL AT T4B
IN: COLUMBIA RIVER
AT: HOQUIAM AND ABERDEEN
COUNTY: GRAYS HARBOR **STATE:** WASHINGTON
SHEET 6 OF 31 **DATE:** 5/25/2023

File: Q:\SEA\221760-00\CADD_Active\JARRPA\221760-Sheet-5B ; Plotted: 5/4/2023 3:09 by GIANMARINO, RICARDO ; Saved: 5/4/2023 3:03 by GIANMARINO



Legend

- Existing Features**
- Existing Rail Line
 - T4A Cargo Yard Relocation and Expansion
 - Fill Material Stockpile
 - Casting Basin Fill Area
 - Casting Basin Retention Ponds
 - Dock Fender and Stormwater Upgrades
 - Proposed Dock Fender Upgrades

- Rail Upgrades and Site Improvements**
- Proposed Railway Switch
 - Proposed Rail Line
 - Proposed Access Road
 - Proposed Gravel Road
 - Proposed Fence
 - Proposed Rail Crossing Modifications
 - AGP Project
 - Proposed AGP Project Components



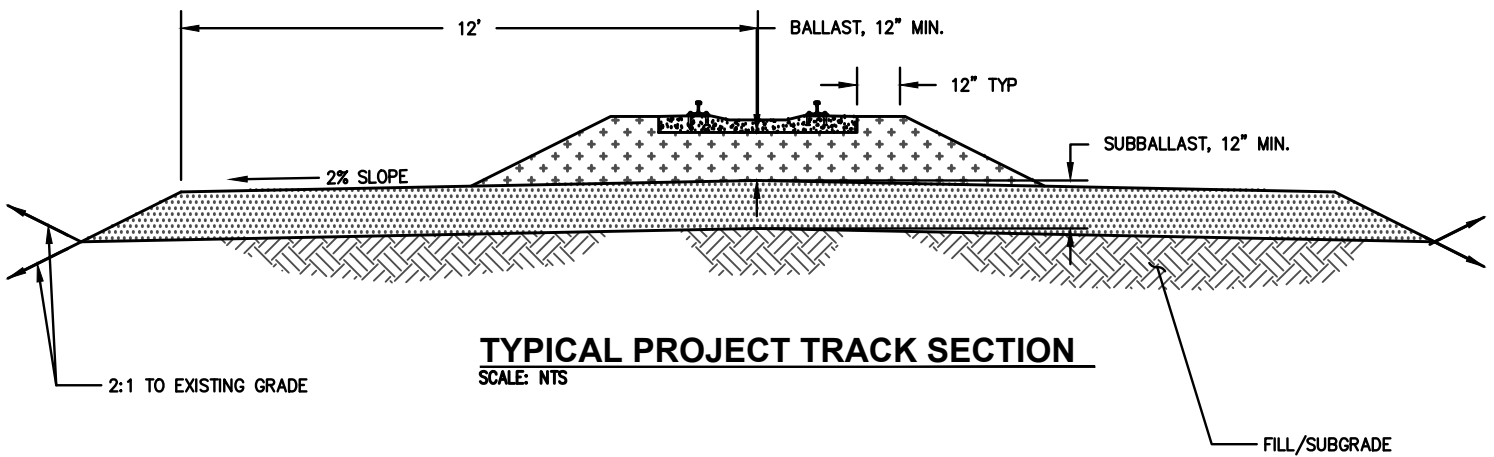
USACE REFERENCE #: NWS-2022-944
APPLICATION BY: PORT OF GRAYS HARBOR AND AGP
GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM:	HTL	+12.22 ft
	MHHW	+10.16 ft
	OHWM	+10.11 ft
	MHW	+9.47 ft
	NAVD88	+1.87 ft
	MLLW	+0.0 ft

**PORT OF GRAYS HARBOR TERMINAL 4
 EXPANSION AND REDEVELOPMENT
 PROJECT**

PROPOSED RAIL UPGRADES

PROPOSED: RAIL UPGRADES, T4A CARGO YARD RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND STORMWATER UPGRADES. NEW EXPORT TERMINAL AT T4B
IN: COLUMBIA RIVER
AT: HOQUIAM AND ABERDEEN
COUNTY: GRAYS HARBOR **STATE:** WASHINGTON
SHEET 7 OF 31 **DATE:** 5/25/2023



USACE REFERENCE #: NWS-2022-944

APPLICATION BY: PORT OF GRAYS HARBOR AND AGP

GENERAL LOCATION: FRY CREEK

DATUM: +0.00' MLLW, HTL = +12.22'

**PORT OF GRAYS HARBOR TERMINAL 4
EXPANSION AND REDEVELOPMENT
PROJECT**

TYPICAL SECTIONS

PROPOSED: RAIL UPGRADES, T4A CARGO YARD
RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND
STORMWATER UPGRADES. NEW EXPORT TERMINAL AT
T4B

IN: GRAYS HARBOR

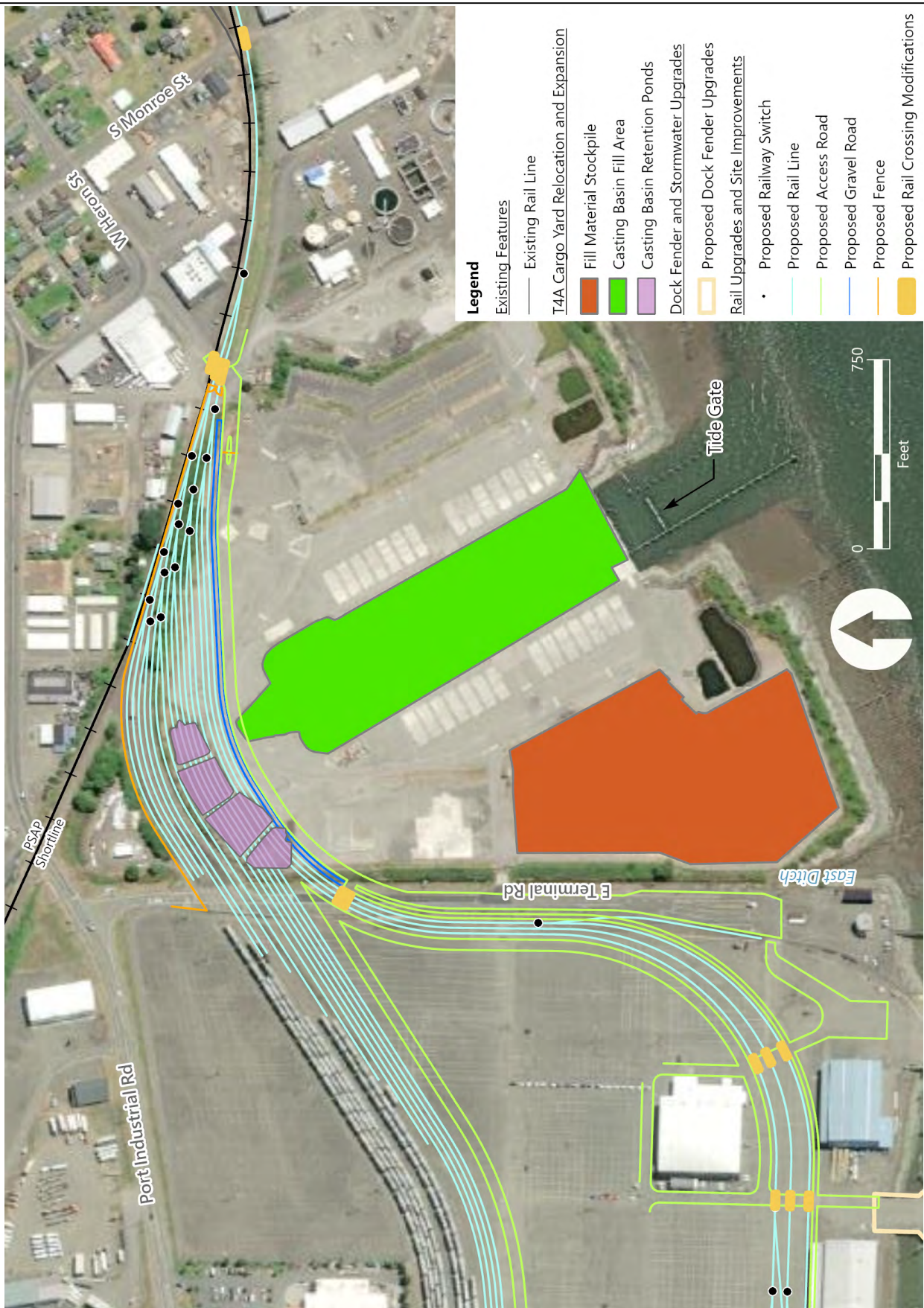
AT: HOQUIAM AND ABERDEEN

COUNTY: GRAYS HARBOR

STATE: WASHINGTON

SHEET 8 OF 31

DATE: 7/10/2023



Legend

Existing Features

— Existing Rail Line

T4A Cargo Yard Relocation and Expansion

■ Fill Material Stockpile

■ Casting Basin Fill Area

■ Casting Basin Retention Ponds

Dock Fender and Stormwater Upgrades

■ Proposed Dock Fender Upgrades

● Rail Upgrades and Site Improvements

● Proposed Railway Switch

— Proposed Rail Line

— Proposed Access Road

— Proposed Gravel Road

— Proposed Fence

■ Proposed Rail Crossing Modifications

USACE REFERENCE #: NWS-2022-944

APPLICATION BY: PORT OF GRAYS HARBOR AND AGP

GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM:	HTL	+12.22 ft
	MHHW	+10.16 ft
	OHWM	+10.11 ft
	MHW	+9.47 ft
	NAVD88	+1.87 ft
	MLLW	+0.0 ft

**PORT OF GRAYS HARBOR TERMINAL 4
EXPANSION AND REDEVELOPMENT
PROJECT**

T4 CARGO YARD RELOCATION

PROPOSED: RAIL UPGRADES, T4A CARGO YARD RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND STORMWATER UPGRADES. NEW EXPORT TERMINAL AT T4B

IN: COLUMBIA RIVER

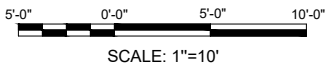
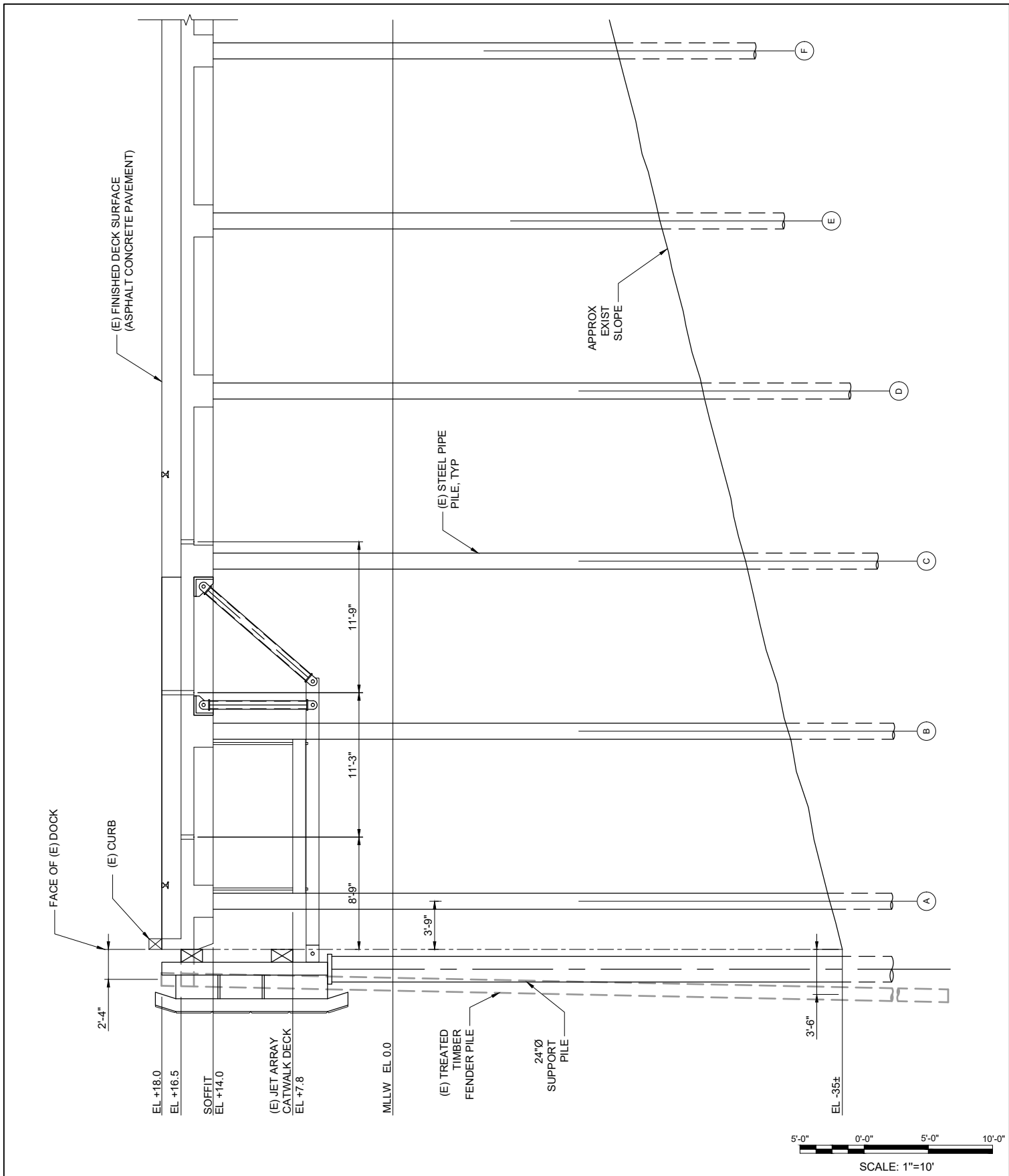
AT: HOQUIAM AND ABERDEEN

COUNTY: GRAYS HARBOR

STATE: WASHINGTON

SHEET 9 OF 31

DATE: 5/25/2023



USACE REFERENCE #: NWS-2022-944

APPLICATION BY: PORT OF GRAYS HARBOR AND AGP

GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM:

HTL	+12.22 ft
MHHW	+10.16 ft
OHWM	+10.11 ft
MHW	+9.47 ft
NAVD88	+1.87 ft
MLLW	+0.0 ft

PORT OF GRAYS HARBOR TERMINAL 4
EXPANSION AND REDEVELOPMENT
PROJECT

**BERTH A - EXISTING T4 DOCK
FENDER CROSS SECTION**

PROPOSED: RAIL UPGRADES, T4A CARGO YARD RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND STORMWATER UPGRADES. NEW EXPORT TERMINAL AT T4B

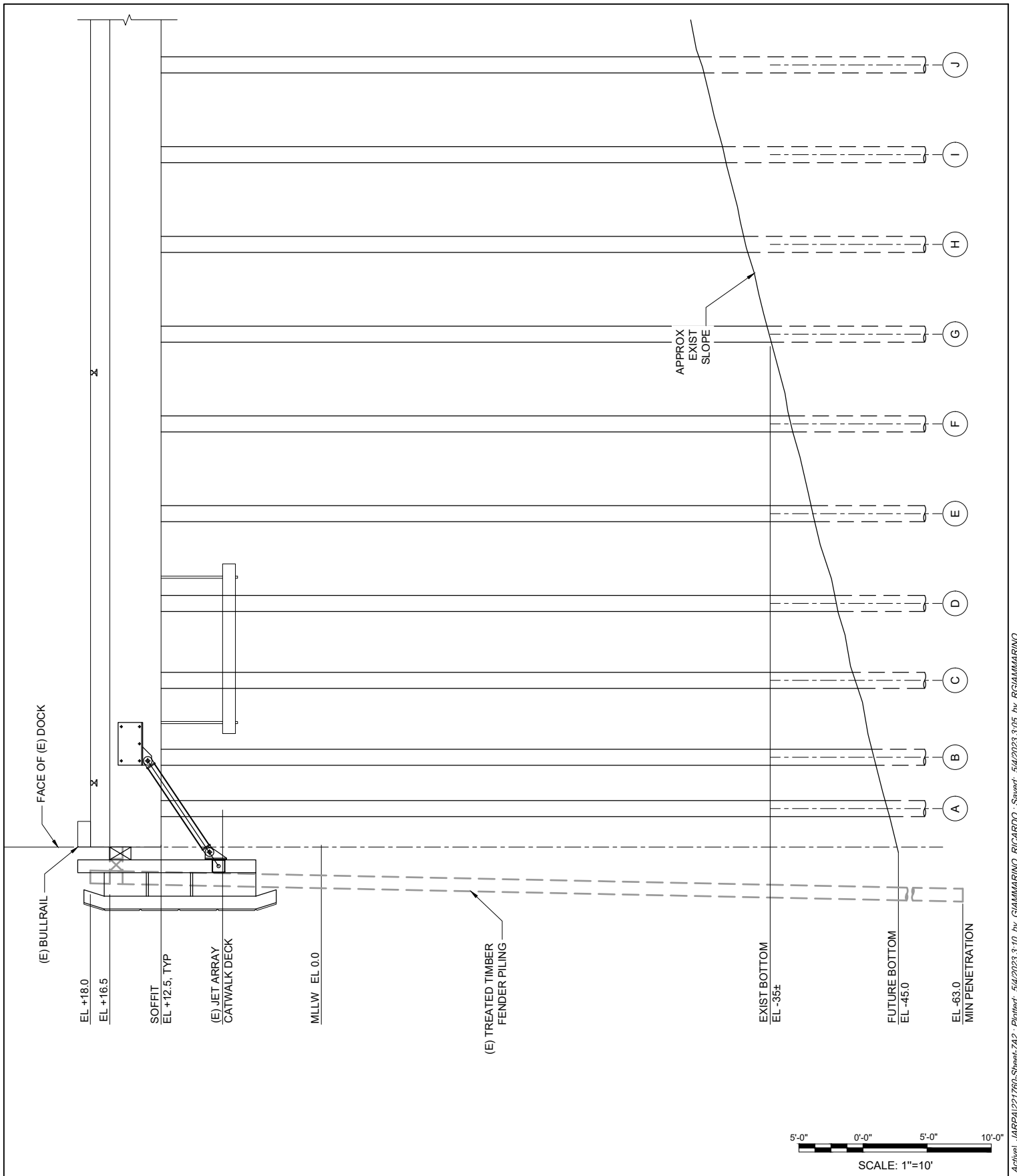
IN: COLUMBIA RIVER

AT: HOQUIAM AND ABERDEEN

COUNTY: GRAYS HARBOR STATE: WASHINGTON

SHEET 10 OF 31 DATE: 5/25/2023

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USACE REFERENCE #: NWS-2022-944

APPLICATION BY: PORT OF GRAYS HARBOR AND AGP

GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM:	HTL	+12.22 ft
	MHHW	+10.16 ft
	OHWM	+10.11 ft
	MHW	+9.47 ft
	NAVD88	+1.87 ft
	MLLW	+0.0 ft

**PORT OF GRAYS HARBOR TERMINAL 4
EXPANSION AND REDEVELOPMENT
PROJECT**

**BERTH B - EXISTING T4 DOCK
FENDER CROSS SECTION**

PROPOSED: RAIL UPGRADES, T4A CARGO YARD
RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND
STORMWATER UPGRADES. NEW EXPORT TERMINAL AT
T4B

IN: COLUMBIA RIVER

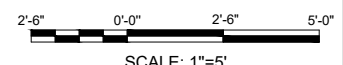
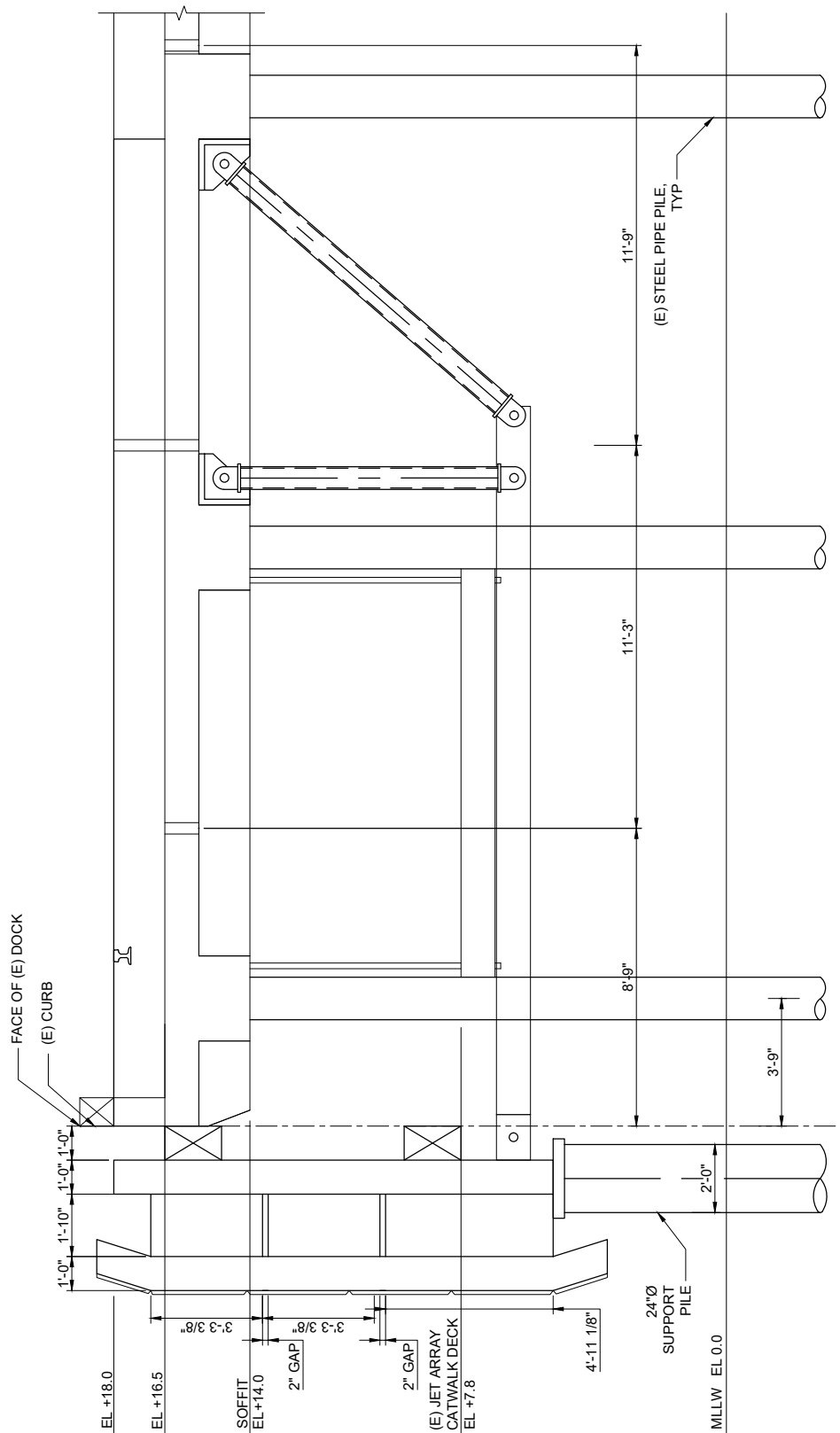
AT: HOQUIAM AND ABERDEEN

COUNTY: GRAYS HARBOR

STATE: WASHINGTON

SHEET 11 OF 31

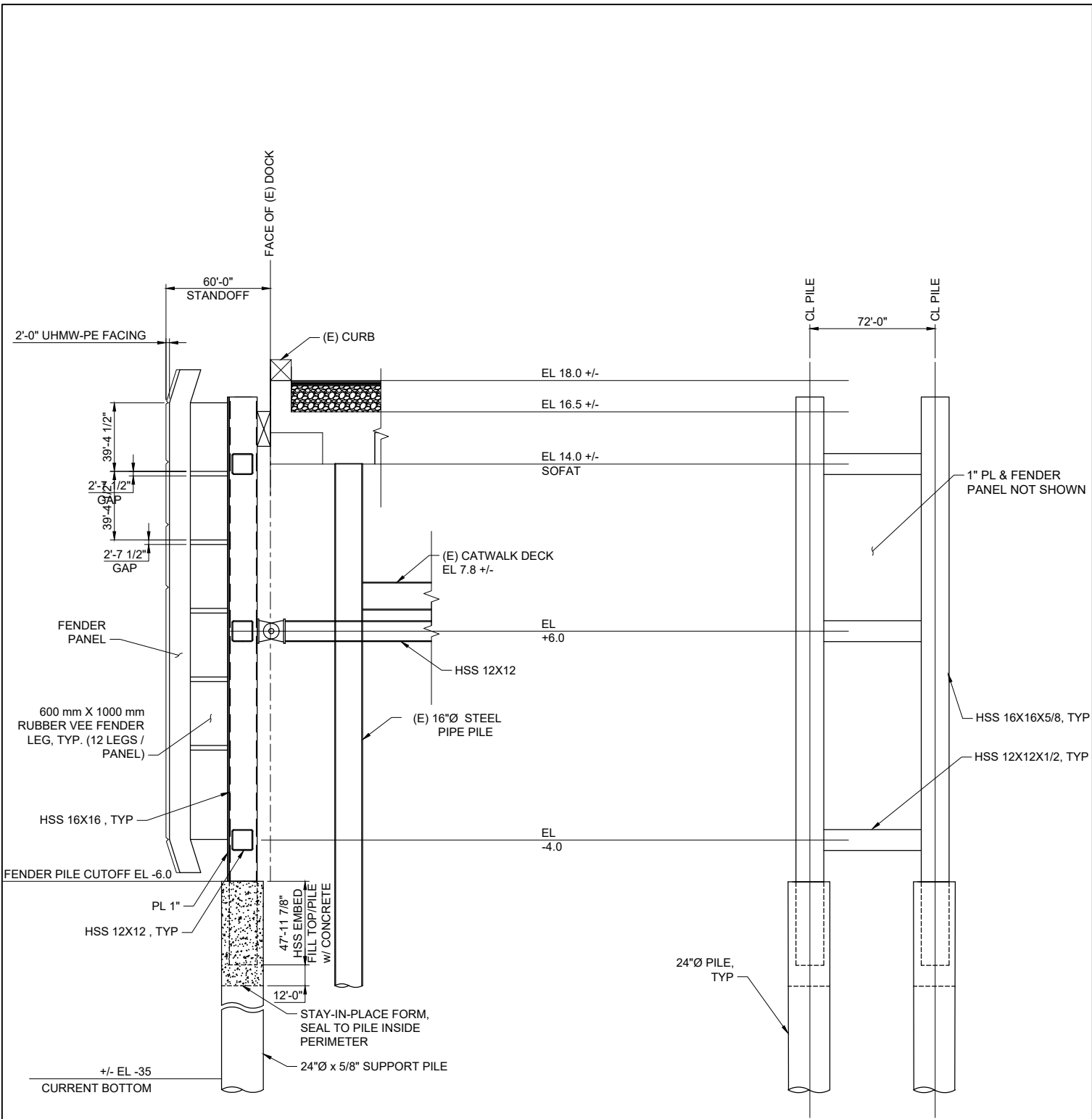
DATE: 5/25/2023



USACE REFERENCE #: NWS-2022-944
 APPLICATION BY: PORT OF GRAYS HARBOR AND AGP
 GENERAL LOCATION: Port of Grays Harbor Terminal 4
 DATUM: HTL +12.22 ft
 MHHW +10.16 ft
 OHWM +10.11 ft
 MHW +9.47 ft
 NAVD88 +1.87 ft
 MLLW +0.0 ft

PORT OF GRAYS HARBOR TERMINAL 4
 EXPANSION AND REDEVELOPMENT
 PROJECT
 BERTH A - PROPOSED T4 DOCK
 FENDER CROSS SECTION

PROPOSED: RAIL UPGRADES, T4A CARGO YARD
 RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND
 STORMWATER UPGRADES. NEW EXPORT TERMINAL AT
 T4B
 IN: COLUMBIA RIVER
 AT: HOQUIAM AND ABERDEEN
 COUNTY: GRAYS HARBOR STATE: WASHINGTON
 SHEET 12 OF 31 DATE: 5/25/2023



A1 ELEVATION - BERTH A BARGE FENDER SYSTEM
 S-304 SCALE: 1" = 80'-0"

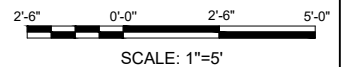
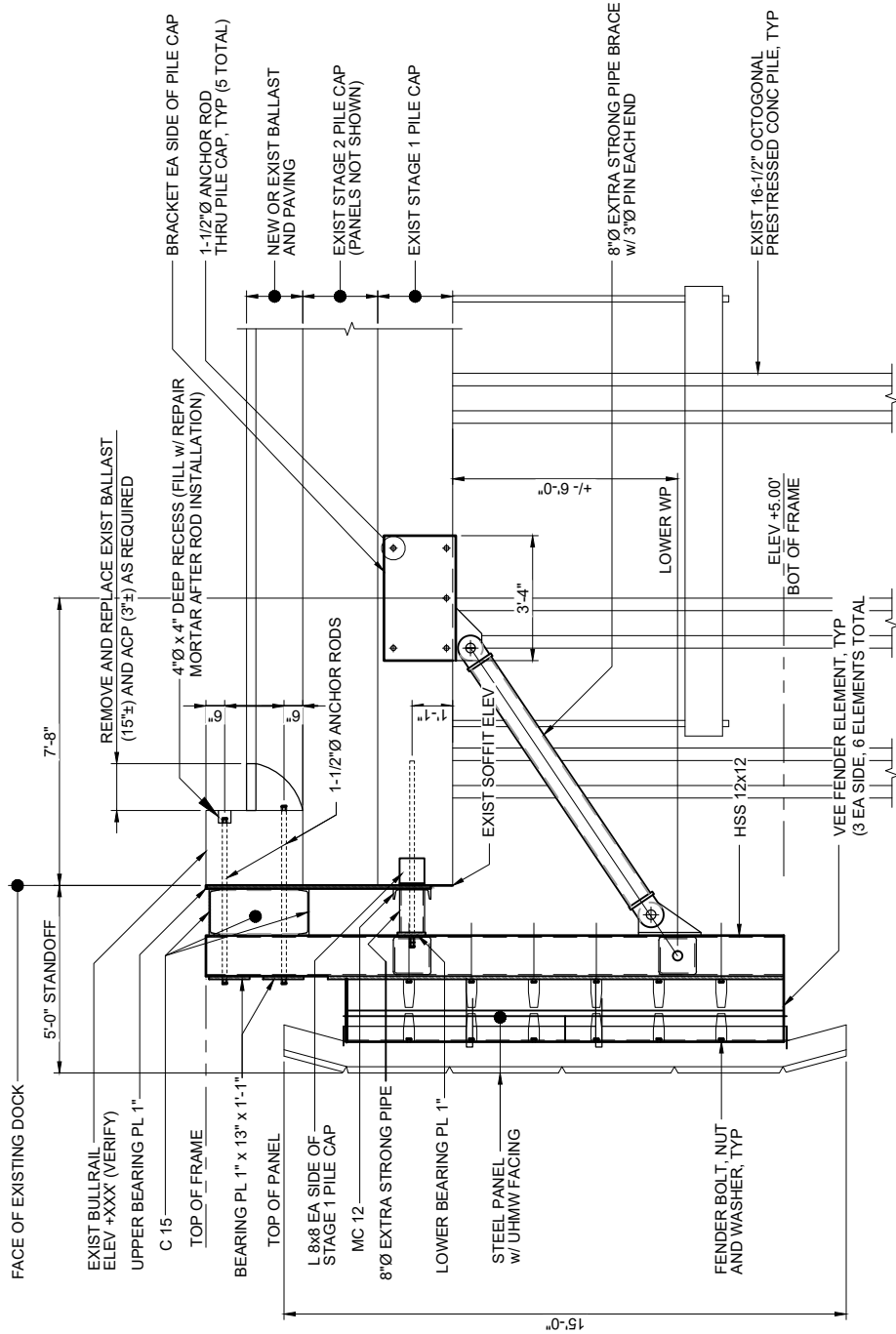
A4 ELEVATION - BARGE FENDER PANEL FRAME
 S-304 SCALE: 1" = 80'-0"

USACE REFERENCE #: NWS-2022-944
 APPLICATION BY: PORT OF GRAYS HARBOR AND AGP
 GENERAL LOCATION: Port of Grays Harbor Terminal 4
 DATUM: HTL +12.22 ft
 MHHW +10.16 ft
 OHWM +10.11 ft
 MHW +9.47 ft
 NAVD88 +1.87 ft
 MLLW +0.0 ft

PORT OF GRAYS HARBOR TERMINAL 4
 EXPANSION AND REDEVELOPMENT
 PROJECT
 BERTH A - PROPOSED T4 DOCK
 BARGE FENDER CROSS SECTION

PROPOSED: RAIL UPGRADES, T4A CARGO YARD
 RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND
 STORMWATER UPGRADES. NEW WXPOR TERMINAL AT
 T4B
 IN: COLUMBIA RIVER
 AT: HOQUIAM AND ABERDEEN
 COUNTY: GRAYS HARBOR STATE: WASHINGTON
 SHEET 13 OF 31 DATE: 5/25/2023

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USACE REFERENCE #: NWS-2022-944

APPLICATION BY: PORT OF GRAYS HARBOR AND AGP

GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM:

HTL	+12.22 ft
MHHW	+10.16 ft
OHWM	+10.11 ft
MHW	+9.47 ft
NAVD88	+1.87 ft
MLLW	+0.0 ft

PORT OF GRAYS HARBOR TERMINAL 4
EXPANSION AND REDEVELOPMENT
PROJECT

BERTH B - PROPOSED T4 DOCK
FENDER CROSS SECTION

PROPOSED: RAIL UPGRADES, T4A CARGO YARD
RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND
STORMWATER UPGRADES. NEW EXPORT TERMINAL AT
T4B

IN: COLUMBIA RIVER

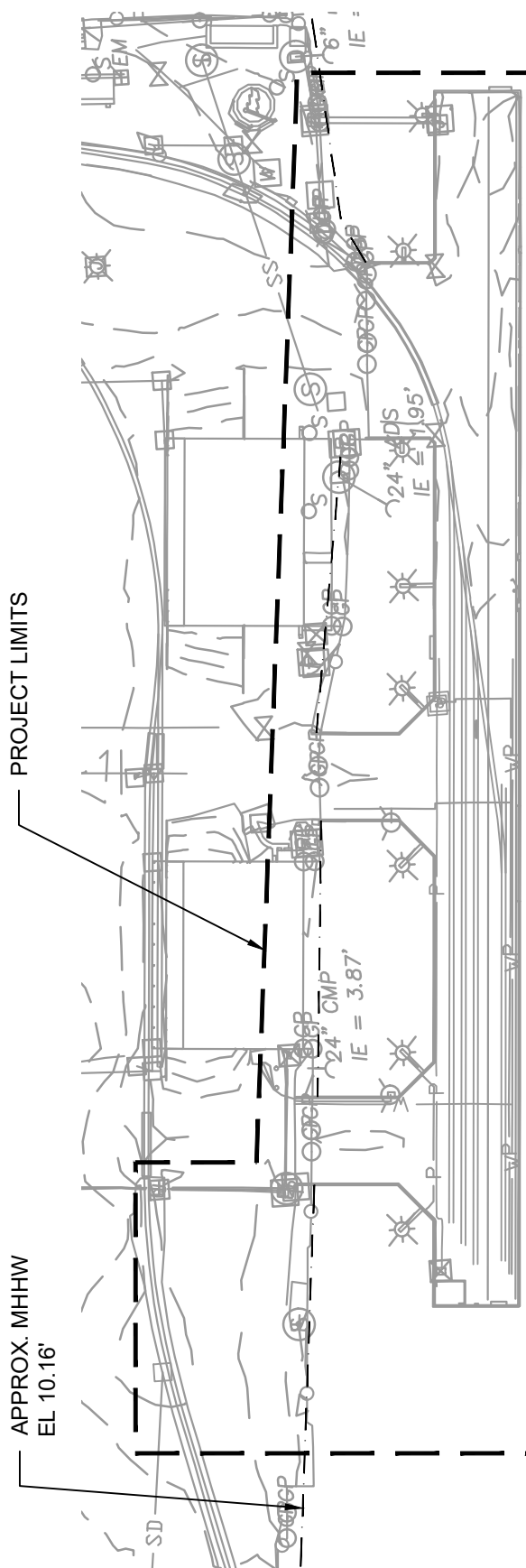
AT: HOQUIAM AND ABERDEEN

COUNTY: GRAYS HARBOR

STATE: WASHINGTON

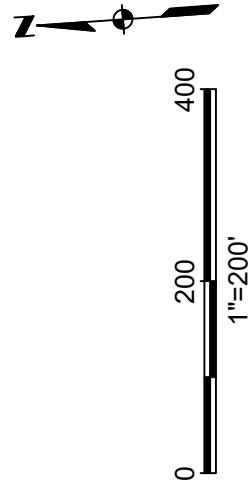
SHEET 14 OF 31

DATE: 5/25/2023



CHEHALIS RIVER

MHHW: EL 10.16'
 MHW: EL 9.47'



USACE REFERENCE #: NWS-2022-944

APPLICATION BY: PORT OF GRAYS HARBOR AND AGP

GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM:	HTL	+12.22 ft
	MHHW	+10.16 ft
	OHWM	+10.11 ft
	MHW	+9.47 ft
	NAVD88	+1.87 ft
	MLLW	+0.0 ft

PORT OF GRAYS HARBOR TERMINAL 4
 EXPANSION AND REDEVELOPMENT
 PROJECT

PLAN VIEW
 EXISTING CONDITIONS

PROPOSED: RAIL UPGRADES, T4A CARGO YARD
 RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND
 STORMWATER UPGRADES. NEW EXPORT TERMINAL AT
 T4B

IN: COLUMBIA RIVER

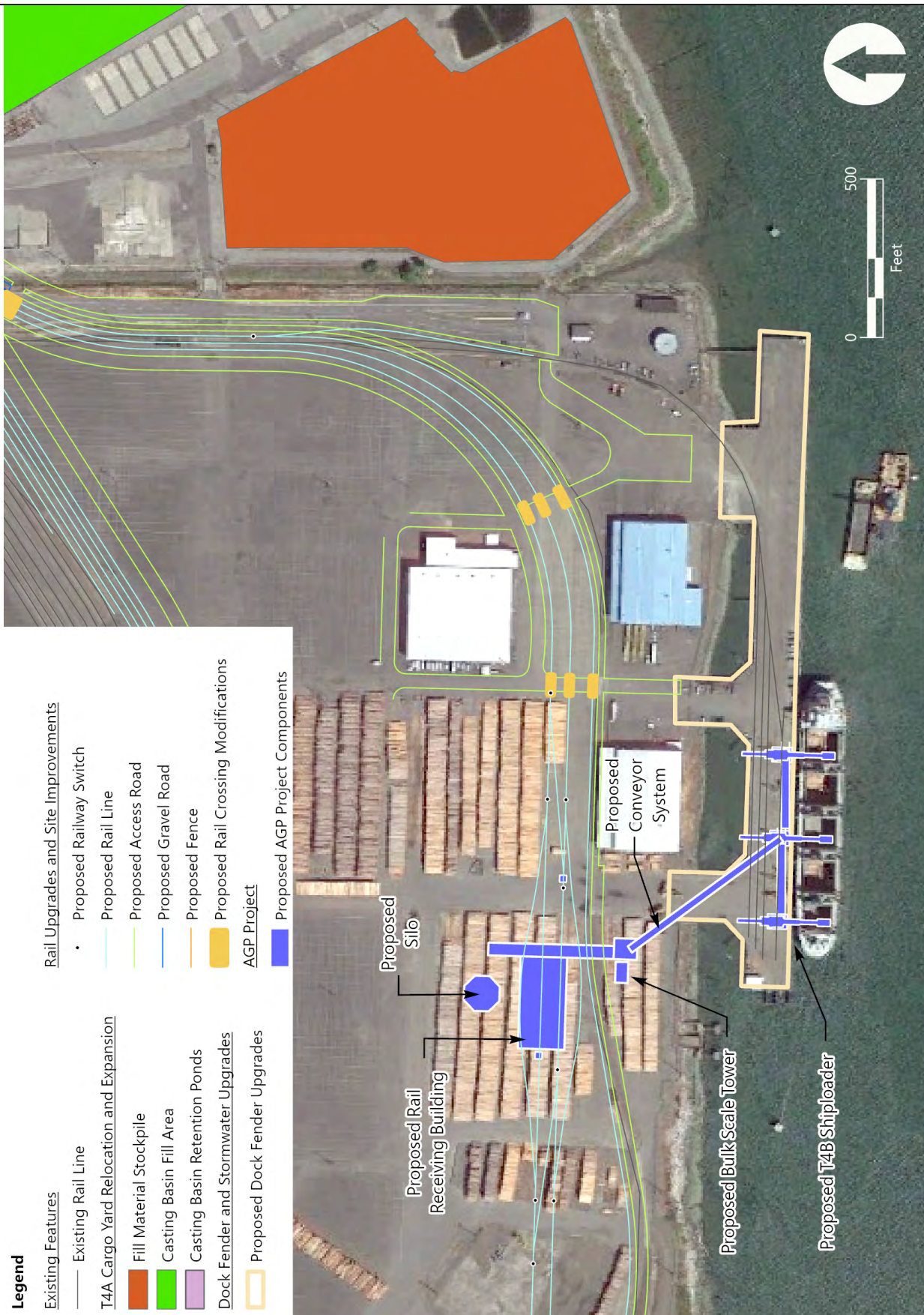
AT: HOQUIAM AND ABERDEEN

COUNTY: GRAYS HARBOR

STATE: WASHINGTON

SHEET 15 OF 31

DATE: 5/25/2023



- Legend**
- Existing Features
- Existing Rail Line
 - T4A Cargo Yard Relocation and Expansion
 - Fill Material Stockpile
 - Casting Basin Fill Area
 - Casting Basin Retention Ponds
 - Dock Fender and Stormwater Upgrades
 - Proposed Dock Fender Upgrades
- Rail Upgrades and Site Improvements
- Proposed Railway Switch
 - Proposed Rail Line
 - Proposed Access Road
 - Proposed Gravel Road
 - Proposed Fence
 - Proposed Rail Crossing Modifications
 - AGP Project
 - Proposed AGP Project Components

USACE REFERENCE #: NWS-2022-944

APPLICATION BY: PORT OF GRAYS HARBOR AND AGP

GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM:

HTL	+12.22 ft
MHHW	+10.16 ft
OHWM	+10.11 ft
MHW	+9.47 ft
NAVD88	+1.87 ft
MLLW	+0.0 ft

**PORT OF GRAYS HARBOR TERMINAL 4
EXPANSION AND REDEVELOPMENT
PROJECT**

**T4 DOCK FENDER AND
STORMWATER UPGRADES**

PROPOSED: RAIL UPGRADES, T4A CARGO YARD RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND STORMWATER UPGRADES. NEW EXPORT TERMINAL AT T4B

IN: COLUMBIA RIVER

AT: HOQUIAM AND ABERDEEN

COUNTY: GRAYS HARBOR STATE: WASHINGTON

SHEET 18 OF 31 DATE: 5/25/2023



USACE REFERENCE #: NWS-2022-944

APPLICATION BY: PORT OF GRAYS HARBOR AND AGP

GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM:

HTL	+12.22 ft
MHHW	+10.16 ft
OHWM	+10.11 ft
MHW	+9.47 ft
NAVD88	+1.87 ft
MLLW	+0.0 ft

**PORT OF GRAYS HARBOR TERMINAL 4
EXPANSION AND REDEVELOPMENT
PROJECT**

NEW AGP EXPORT TERMINAL

PROPOSED: RAIL UPGRADES, T4A CARGO YARD RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND STORMWATER UPGRADES. NEW EXPORT TERMINAL AT T4B

IN: COLUMBIA RIVER

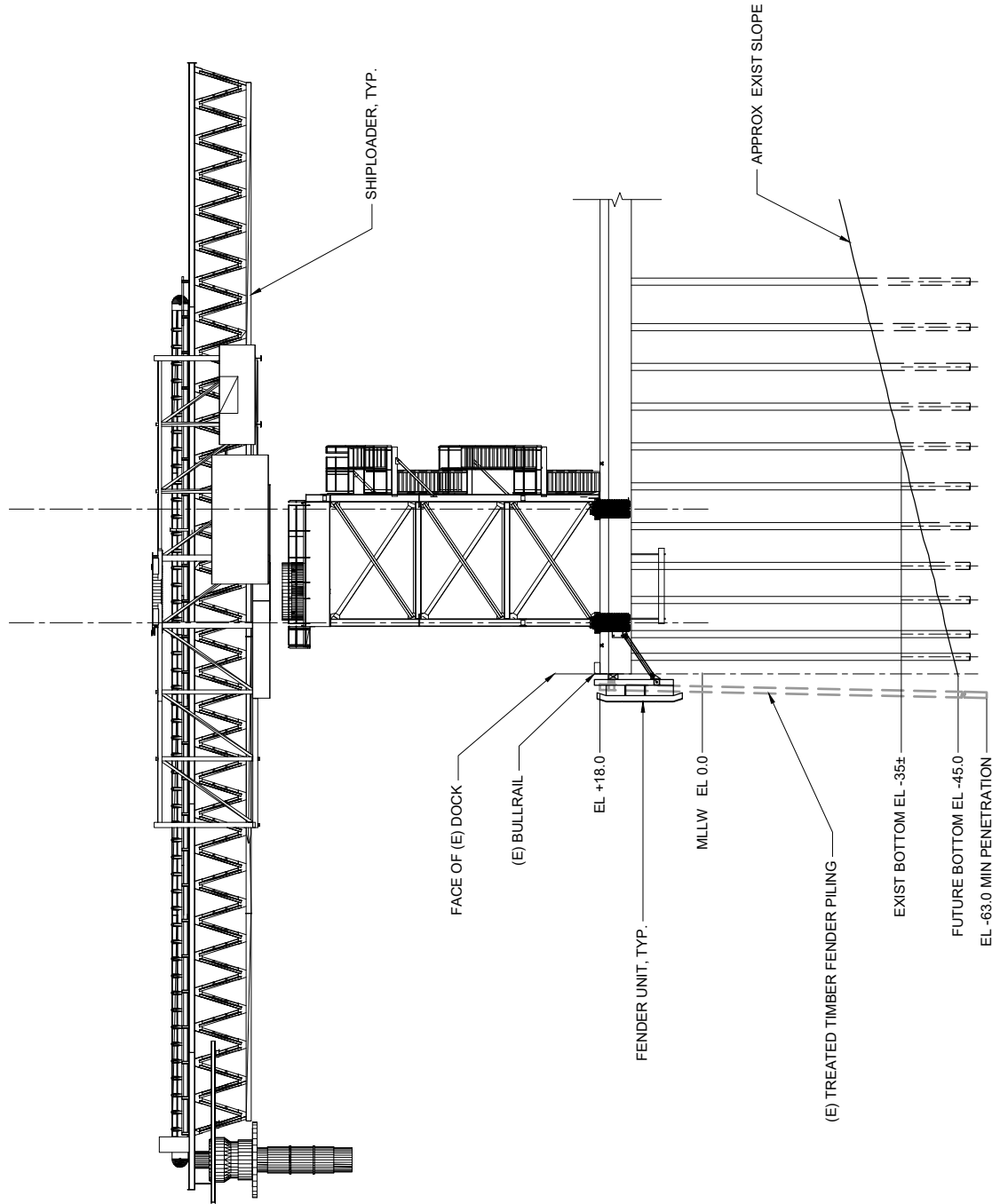
AT: HOQUIAM AND ABERDEEN

COUNTY: GRAYS HARBOR

STATE: WASHINGTON

SHEET 19 OF 31

DATE: 5/25/2023



SCALE: 1"=30'

USACE REFERENCE #: NWS-2022-944

APPLICATION BY: PORT OF GRAYS HARBOR AND AGP

GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM:

HTL	+12.22 ft
MHHW	+10.16 ft
OHWM	+10.11 ft
MHW	+9.47 ft
NAVD88	+1.87 ft
MLLW	+0.0 ft

PORT OF GRAYS HARBOR TERMINAL 4
EXPANSION AND REDEVELOPMENT
PROJECT

NEW AGP EXPORT TERMINAL
CROSS SECTION

PROPOSED: RAIL UPGRADES, T4A CARGO YARD
RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND
STORMWATER UPGRADES. NEW EXPORT TERMINAL AT
T4B

IN: COLUMBIA RIVER

AT: HOQUIAM AND ABERDEEN

COUNTY: GRAYS HARBOR

STATE: WASHINGTON

SHEET 20 OF 31

DATE: 5/25/2023



USACE REFERENCE #: NWS-2022-944

APPLICATION BY: PORT OF GRAYS HARBOR AND AGP

GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM: HTL +12.22 ft
 MHHW +10.16 ft
 OHWM +10.11 ft
 MHW +9.47 ft
 NAVD88 +1.87 ft
 MLLW +0.0 ft

PORT OF GRAYS HARBOR TERMINAL 4 EXPANSION AND REDEVELOPMENT PROJECT

PROJECT SITE WETLAND DELINEATION

PROPOSED: RAIL UPGRADES, T4A CARGO YARD
 RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND
 STORMWATER UPGRADES. NEW EXPORT TERMINAL AT
 T4B

IN: COLUMBIA RIVER

AT: HOQUIAM AND ABERDEEN

COUNTY: GRAYS HARBOR

STATE: WASHINGTON

SHEET 21 OF 31

DATE: 5/25/2023



Legend

- | | | | |
|--|----------------------------------|--|----------------------------------|
| | On-Site Project Area | | Existing Features |
| | Water Resources | | Rail Line |
| | Study Area - On-Site | | Culverts |
| | Potential Wetland | | High Tide Line |
| | Potential Buffer | | Stormwater Ditch/
Swale |
| | Direction of Flow | | Estimated Wetland
Boundary |
| | Estimated Wetland
Boundary | | East Terminal Way
Ditch |
| | East Terminal Way
Ditch | | Casting Basin
Retention Ponds |
| | Casting Basin
Retention Ponds | | Casting Basin Fill Area |

USACE REFERENCE #: NWS-2022-944

APPLICATION BY: PORT OF GRAYS HARBOR AND AGP

GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM:

HTL	+12.22 ft
MHHW	+10.16 ft
OHWM	+10.11 ft
MHW	+9.47 ft
NAVD88	+1.87 ft
MLLW	+0.0 ft

**PORT OF GRAYS HARBOR TERMINAL 4
EXPANSION AND REDEVELOPMENT
PROJECT**

**PROJECT SITE WETLAND
DELINEATION**

PROPOSED: RAIL UPGRADES, T4A CARGO YARD
RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND
STORMWATER UPGRADES. NEW EXPORT TERMINAL AT
T4B

IN: COLUMBIA RIVER

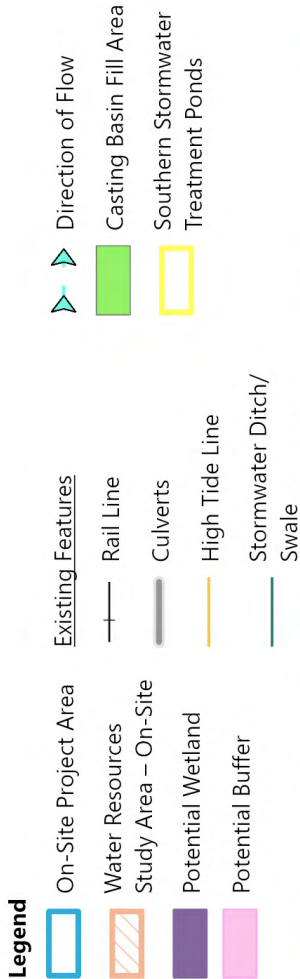
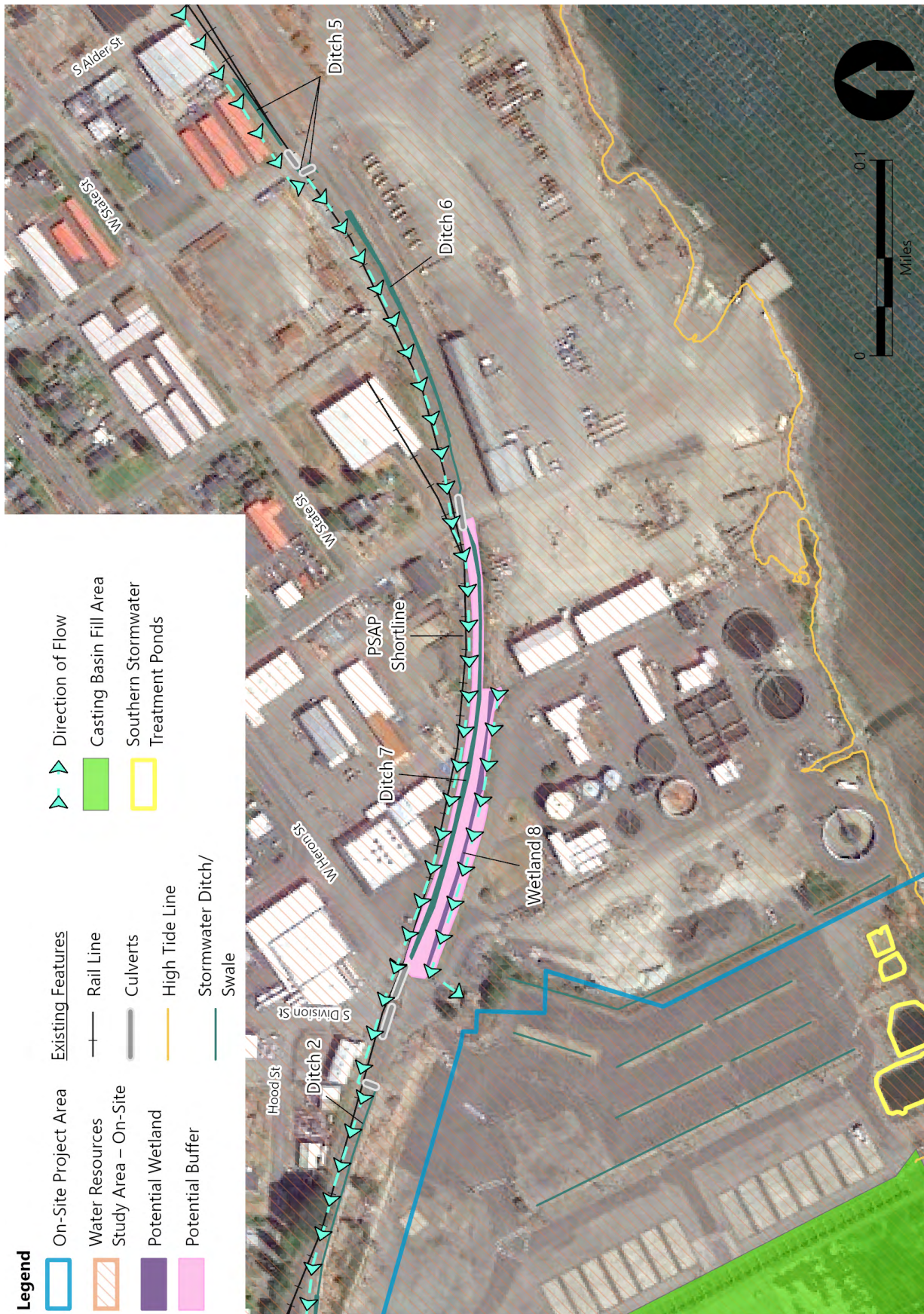
AT: HOQUIAM AND ABERDEEN

COUNTY: GRAYS HARBOR

STATE: WASHINGTON

SHEET 22 OF 31

DATE: 5/25/2023



USACE REFERENCE #: NWS-2022-944

APPLICATION BY: PORT OF GRAYS HARBOR AND AGP

GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM: HTL +12.22 ft
 MHHW +10.16 ft
 OHWM +10.11 ft
 MHW +9.47 ft
 NAVD88 +1.87 ft
 MLLW +0.0 ft

PORT OF GRAYS HARBOR TERMINAL 4
 EXPANSION AND REDEVELOPMENT
 PROJECT

PROJECT SITE WETLAND
 DELINEATION

PROPOSED: RAIL UPGRADES, T4A CARGO YARD
 RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND
 STORMWATER UPGRADES. NEW EXPORT TERMINAL AT
 T4B

IN: COLUMBIA RIVER

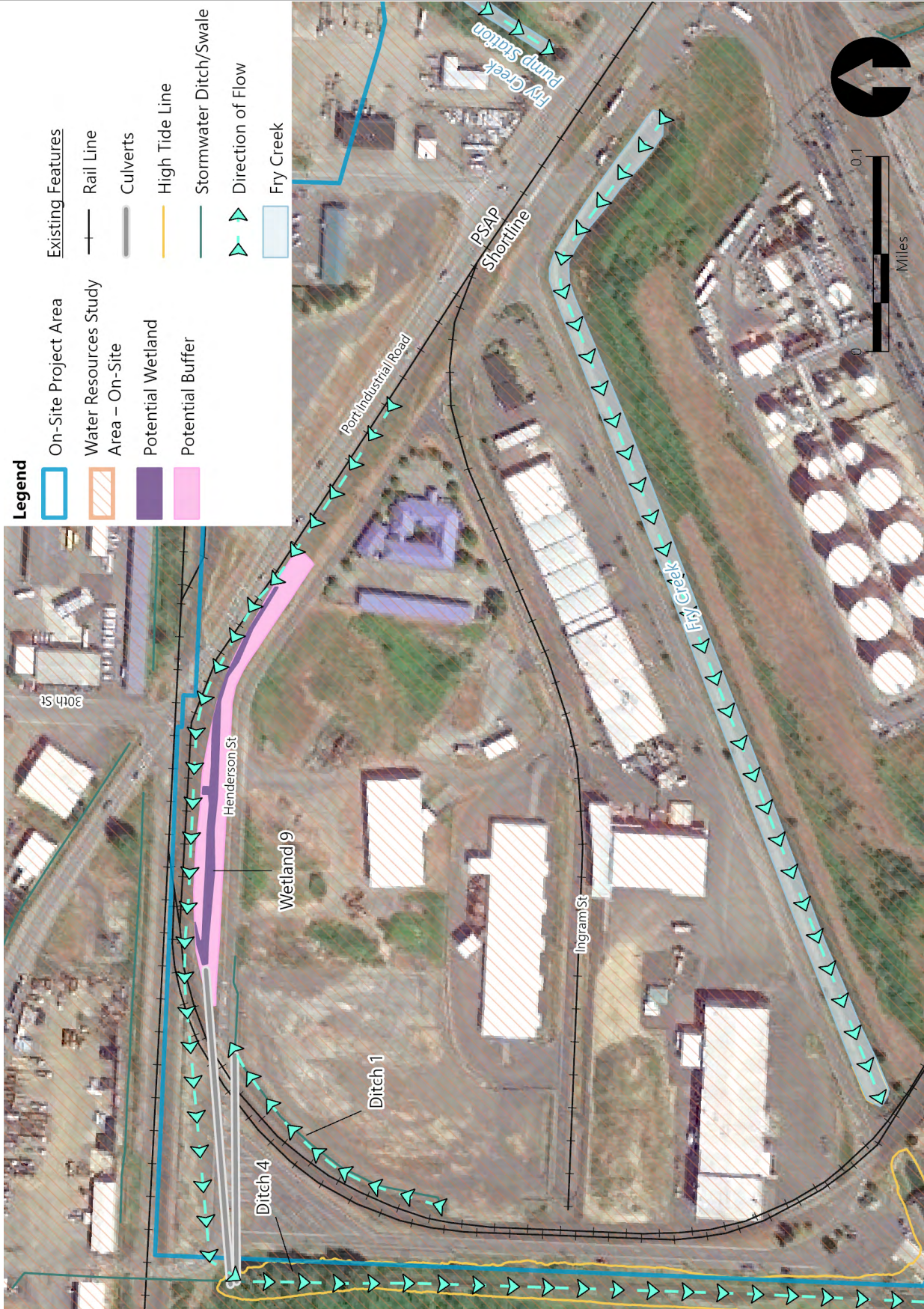
AT: HOQUIAM AND ABERDEEN

COUNTY: GRAYS HARBOR

STATE: WASHINGTON

SHEET 23 OF 31

DATE: 5/25/2023



USACE REFERENCE #: NWS-2022-944

APPLICATION BY: PORT OF GRAYS HARBOR AND AGP

GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM:

HTL	+12.22 ft
MHHW	+10.16 ft
OHWM	+10.11 ft
MHW	+9.47 ft
NAVD88	+1.87 ft
MLLW	+0.0 ft

**PORT OF GRAYS HARBOR TERMINAL 4
EXPANSION AND REDEVELOPMENT
PROJECT**

**PROJECT SITE WETLAND
DELINEATION**

PROPOSED: RAIL UPGRADES, T4A CARGO YARD
RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND
STORMWATER UPGRADES. NEW EXPORT TERMINAL AT
T4B

IN: COLUMBIA RIVER

AT: HOQUIAM AND ABERDEEN

COUNTY: GRAYS HARBOR

STATE: WASHINGTON

SHEET 24 OF 31

DATE: 5/25/2023



Legend	
	On-Site Project Area
	Water Resources
	Study Area - On-Site
Existing Features	
	Rail Line
	Culverts
	High Tide Line
	Stormwater Ditch/Swale
	Direction of Flow
	Casting Basin Fill Area
	Fill Material Stockpile
	East Terminal Way
	Ditch
	Southern Stormwater Treatment Ponds

USACE REFERENCE #: NWS-2022-944

APPLICATION BY: PORT OF GRAYS HARBOR AND AGP

GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM: HTL +12.22 ft
 MHHW +10.16 ft
 OHWM +10.11 ft
 MHW +9.47 ft
 NAVD88 +1.87 ft
 MLLW +0.0 ft

PORT OF GRAYS HARBOR TERMINAL 4
 EXPANSION AND REDEVELOPMENT
 PROJECT

PROJECT SITE WETLAND
 DELINEATION

PROPOSED: RAIL UPGRADES, T4A CARGO YARD
 RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND
 STORMWATER UPGRADES. NEW EXPORT TERMINAL AT
 T4B

IN: COLUMBIA RIVER

AT: HOQUIAM AND ABERDEEN

COUNTY: GRAYS HARBOR

STATE: WASHINGTON

SHEET 25 OF 31

DATE: 5/25/2023



Legend

- | | |
|-------------------------------|-------------------------------|
| On-Site Project Area | Existing Features |
| Water Resources | Rail Line |
| Study Area – On-Site | Culverts |
| Proposed Impact | High Tide Line |
| Potential Wetland | Stormwater Ditch/Swale |
| Potential Buffer | |
| Direction of Flow | Estimated Wetland Boundary |
| East Terminal Way | Ditch |
| Casting Basin Retention Ponds | Casting Basin Retention Ponds |
| Casting Basin Fill Area | Casting Basin Fill Area |

USACE REFERENCE #: NWS-2022-944

APPLICATION BY: PORT OF GRAYS HARBOR AND AGP

GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM:

HTL	+12.22 ft
MHHW	+10.16 ft
OHWM	+10.11 ft
MHW	+9.47 ft
NAVD88	+1.87 ft
MLLW	+0.0 ft

**PORT OF GRAYS HARBOR TERMINAL 4
EXPANSION AND REDEVELOPMENT
PROJECT**

**PROJECT SITE WETLAND AND
BUFFER IMPACTS**

PROPOSED: RAIL UPGRADES, T4A CARGO YARD
RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND
STORMWATER UPGRADES. NEW EXPORT TERMINAL AT
T4B

IN: COLUMBIA RIVER

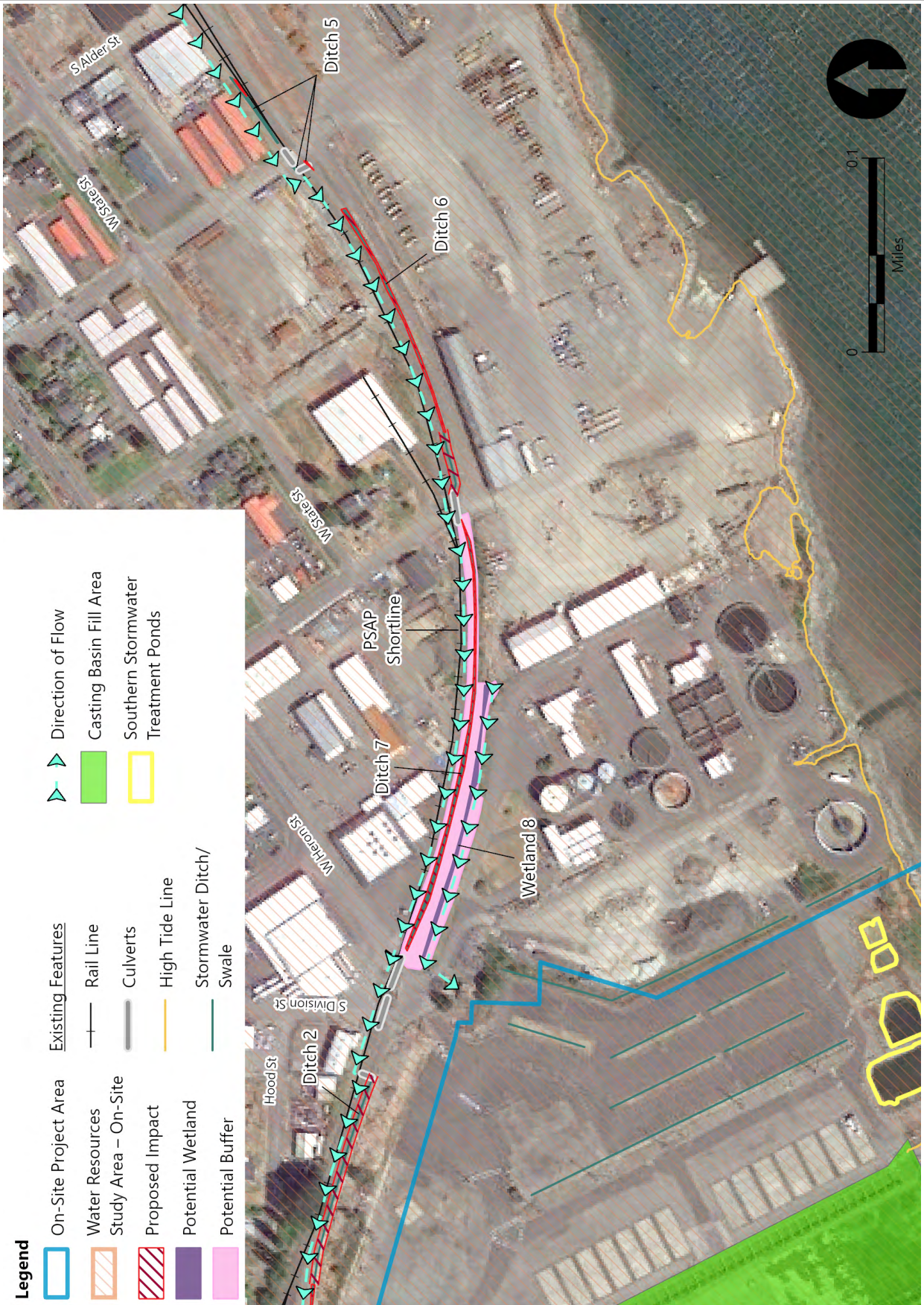
AT: HOQUIAM AND ABERDEEN

COUNTY: GRAYS HARBOR

STATE: WASHINGTON

SHEET 26 OF 31

DATE: 5/25/2023



Legend

- | | | | |
|--|-------------------------------------|--|----------------------------|
| | On-Site Project Area | | Existing Features |
| | Water Resources | | Rail Line |
| | Study Area – On-Site | | Culverts |
| | Proposed Impact | | High Tide Line |
| | Potential Wetland | | Stormwater Ditch/
Swale |
| | Direction of Flow | | Casting Basin Fill Area |
| | Southern Stormwater Treatment Ponds | | |

USACE REFERENCE #: NWS-2022-944

APPLICATION BY: PORT OF GRAYS HARBOR AND AGP

GENERAL LOCATION: Port of Grays Harbor Terminal 4

DATUM: HTL +12.22 ft
 MHHW +10.16 ft
 OHWM +10.11 ft
 MHW +9.47 ft
 NAVD88 +1.87 ft
 MLLW +0.0 ft

**PORT OF GRAYS HARBOR TERMINAL 4
 EXPANSION AND REDEVELOPMENT
 PROJECT**

**PROJECT SITE WETLAND AND
 BUFFER IMPACTS**

PROPOSED: RAIL UPGRADES, T4A CARGO YARD
 RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND
 STORMWATER UPGRADES. NEW EXPORT TERMINAL AT
 T4B

IN: COLUMBIA RIVER

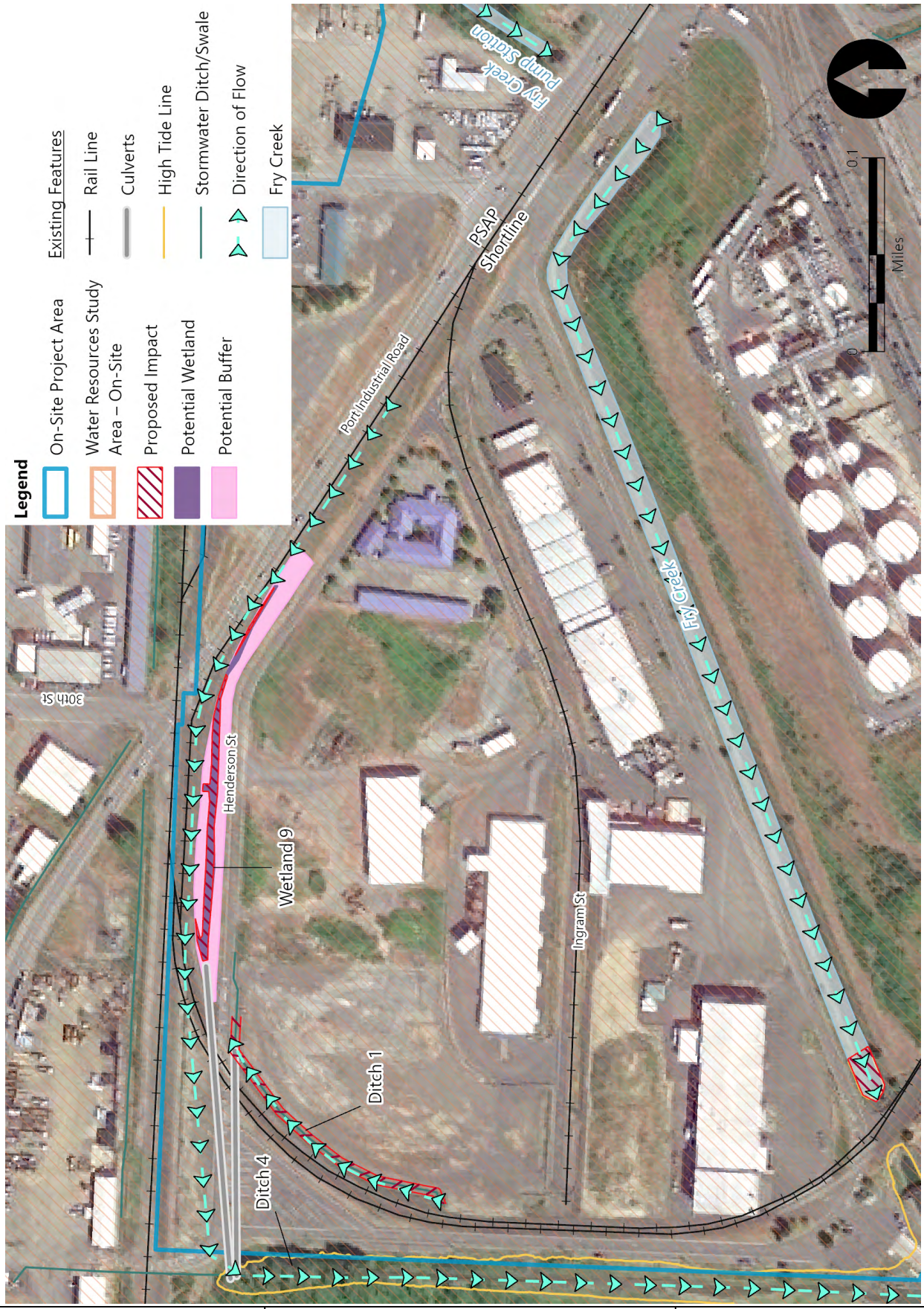
AT: HOQUIAM AND ABERDEEN

COUNTY: GRAYS HARBOR

STATE: WASHINGTON

SHEET 27 OF 31

DATE: 5/25/2023



- Legend**
- On-Site Project Area
 - Water Resources Study Area - On-Site
 - Proposed Impact
 - Potential Wetland
 - Potential Buffer

- Existing Features**
- Rail Line
 - Culverts
 - High Tide Line
 - Stormwater Ditch/Swale
 - Direction of Flow
 - Fry Creek



USACE REFERENCE #: NWS-2022-944
APPLICATION BY: PORT OF GRAYS HARBOR AND AGP
GENERAL LOCATION: Port of Grays Harbor Terminal 4
DATUM:
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**PORT OF GRAYS HARBOR TERMINAL 4
 EXPANSION AND REDEVELOPMENT
 PROJECT**

**PROJECT SITE WETLAND AND
 BUFFER IMPACTS**

PROPOSED: RAIL UPGRADES, T4A CARGO YARD RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND STORMWATER UPGRADES. NEW EXPORT TERMINAL AT T4B
IN: COLUMBIA RIVER
AT: HOQUIAM AND ABERDEEN
COUNTY: GRAYS HARBOR **STATE:** WASHINGTON
SHEET 28 OF 31 **DATE:** 5/25/2023



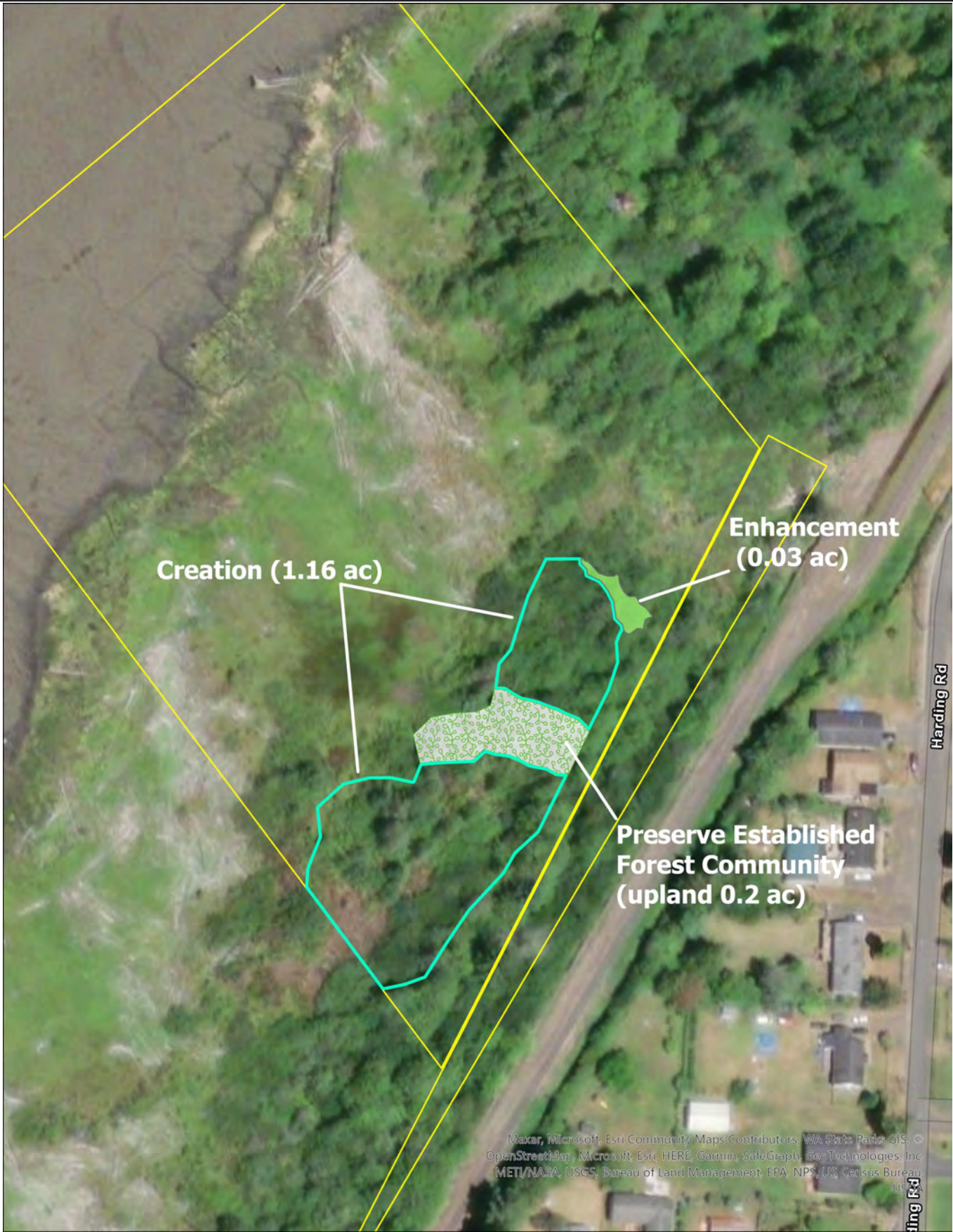
- Legend**
- On-Site Project Area
 - Water Resources
 - Study Area – On-Site
 - Proposed Impact
 - Existing Features**
 - Rail Line
 - Culverts
 - High Tide Line
 - Stormwater Ditch/
Swale
 - Direction of Flow
 - Casting Basin Fill Area
 - Fill Material Stockpile
 - East Terminal Way
 - Ditch
 - Southern Stormwater
Treatment Ponds

USACE REFERENCE #: NWS-2022-944
APPLICATION BY: PORT OF GRAYS HARBOR AND AGP
GENERAL LOCATION: Port of Grays Harbor Terminal 4
DATUM:
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 MHHW +10.16 ft
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 MHW +9.47 ft
 NAVD88 +1.87 ft
 MLLW +0.0 ft

**PORT OF GRAYS HARBOR TERMINAL 4
 EXPANSION AND REDEVELOPMENT
 PROJECT**

**PROJECT SITE WETLAND AND
 BUFFER IMPACTS**

PROPOSED: RAIL UPGRADES, T4A CARGO YARD
 RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND
 STORMWATER UPGRADES. NEW EXPORT TERMINAL AT
 T4B
IN: COLUMBIA RIVER
AT: HOQUIAM AND ABERDEEN
COUNTY: GRAYS HARBOR **STATE:** WASHINGTON
SHEET 29 OF 31 **DATE:** 5/25/2023



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 MLLW +0.0 ft

**PORT OF GRAYS HARBOR TERMINAL 4
 EXPANSION AND REDEVELOPMENT
 PROJECT**

CONCEPTUAL MITIGATION PLAN

PROPOSED: RAIL UPGRADES, T4A CARGO YARD RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND STORMWATER UPGRADES. NEW EXPORT TERMINAL AT T4B
IN: COLUMBIA RIVER
AT: HOQUIAM AND ABERDEEN
COUNTY: GRAYS HARBOR **STATE:** WASHINGTON
SHEET 30 OF 31 **DATE:** 5/25/2023



USACE REFERENCE #: NWS-2022-944
 APPLICATION BY: PORT OF GRAYS HARBOR AND AGP
 GENERAL LOCATION: Port of Grays Harbor Terminal 4
 DATUM: HTL +12.22 ft
 MHHW +10.16 ft
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 MLLW +0.0 ft

**PORT OF GRAYS HARBOR TERMINAL 4
 EXPANSION AND REDEVELOPMENT
 PROJECT**

SITE AERIAL - PILE REMOVAL

PROPOSED: RAIL UPGRADES, T4A CARGO YARD
 RELOCATION AND EXPANSION, T4 DOCK UPGRADES AND
 STORMWATER UPGRADES. NEW EXPORT TERMINAL AT
 T4B
 IN: COLUMBIA RIVER
 AT: HOQUIAM AND ABERDEEN
 COUNTY: GRAYS HARBOR STATE: WASHINGTON
 SHEET 31 OF 31 DATE: 5/25/2023