



**US Army Corps  
of Engineers®**

## PUBLIC NOTICE

Portland District  
Operations Division  
PO Box 2946  
Portland, OR 97208-2946

**PUBLIC NOTICE DATE: March 22, 2004**

**CLOSING DATE: May 6, 2004**

**REFERENCE NUMBER: NWPOP-OCT-F04-003**  
**Maintenance Dredging of Oregon Coastal Projects (South of  
Columbia River), Various Locations, Oregon**

Interested parties are hereby notified that the U.S. Army Corps of Engineers, Portland District, plans to perform work in navigable waters of this District under the Provisions of Section 103 of the Marine Protection, Research, and Sanctuaries Act of 1972 (Ocean Dumping Act), Section 401 & 404 of the Clean Water Act of 1977 and in accordance with Regulation 33 CFR parts 335-338.

**Comments:** Comments on the described work, **noting the reference number**, should reach the U.S. Army Corps of Engineers, no later than the expiration date of this Public Notice to become part of the record and to be considered in the decision. Comments should be mailed to the following address:

U.S. Army Corps of Engineers, Portland District  
ATTN: John H. Craig  
PO Box 2946  
Portland, OR 97208-2946

**Purpose:** To maintain the Oregon Coastal Projects up to their Federally authorized depths by periodically removing restricting shoals consisting of naturally occurring sedimentary material. All elevations in this public notice are in Mean Lower Low Water (MLLW). In the past, each project had a separate Public Notice. All the federal Navigations projects on the coast are being included in this Public Notice, except Columbia River, and each one has been previously authorized. This Public Notice will improve and streamline the public review process.

**Location:**

Tillamook Bay, Garibaldi, Tillamook County, Oregon  
Depoe Bay, Lincoln County, Oregon  
Yaquina Bay and Harbor Including the South Beach Marina, Yaquina Bay, Lincoln County, Oregon  
Yaquina River, Lincoln County, Oregon

Siuslaw River, Florence, Lane County, Oregon  
Umpqua River, Reedsport and Winchester Bay, Douglas County, Oregon  
Coos Bay, Coos County, Oregon  
Coquille River, Bandon, Coos County, Oregon  
Port Orford, Curry County, Oregon  
Rogue River, Gold Beach, Curry County, Oregon  
Chetco River, Brookings, Curry County, Oregon  
(See attached drawings, hatched areas represent typical shoaling)

**Sediment Evaluation:**

The Portland District began collecting sediment quality data in the late 1970's. It has utilized a tiered sediment quality evaluation framework since 1986, which was developed in the district. The 1996 regional Dredged Material Evaluation Framework (DMEF) testing manual allows for consistent design of project specific testing programs. Its main objective is to provide a method for more efficiently maintaining statutory compliance while conducting Portland District's dredging program. The DMEF minimizes tendencies for excessive testing of low-risk projects while justifying more attention to higher-risk actions.

O&M project sediment testing is typically performed on a 5-year rotational cycle for projects dredged on a regular schedule. Projects dredged less frequently are sampled, tested, and evaluated as needed prior to dredging. District staff collects most sediment samples analyzed by the Portland District, though contracts are also used in specific cases when special equipment is required to collect the sediment samples. Physical, chemical and biological analyses are conducted by private contract laboratories.

All of the projects listed in this public notice have been cleared for unconfined in-water disposal. Data collected under Portland District's sediment quality program is stored in a digital database, in raw laboratory data format, and in various prepared reports. This allows ready access to project sediment information dating back 10 to 15 years. Sediment evaluation reports, including sample locations, and physical, chemical and biological testing results are available for review by interested persons at <https://www.nwp.usace.army.mil/ec/h/hr/>

**Work:**

Tillamook Bay:

Although the authorized Federal project is Tillamook Bay and Entrance, historically, the ocean entrance needs no dredging and none is forecast at this time. The proposed work involves the redistribution of sedimentary material from the Federal Project at the Garibaldi Boat Basin access channel. The authorized project includes the Garibaldi boat basin access channel and is authorized to a depth of 12 feet. Advance maintenance dredging is generally performed to ensure that the authorized depth is available between dredging operations. If dredging is performed, up to 2 feet of advancement maintenance dredging will be accomplished for the access channel and turning basin. The typical work area is shown on the attached drawing. Clamshell or pipeline dredge operating between 1 April and 31 October, due to weather constraints, usually accomplishes the work.

Sediment from dredging at Garibaldi will be placed in an upland site provided by sponsor, or flow lane, as shown on the attached chart. Garibaldi is dredged approximately every five + years. Last dredging at Garibaldi took place in 2000, 33,000 cubic yards of sediment was removed.

Sediment to be dredged will come from the area in the vicinity of the Port of Garibaldi, and ranges in size from silty sand to sandy silt. Volatile solids can range over 30%.

### Depoe Bay:

The proposed work involves the redistribution of sedimentary material from the Depoe Bay Federal Project, within the boat basin proper, since the entrance channel is totally self-scouring. Advance maintenance dredging is generally performed to ensure that the authorized depth is maintained between dredging operations. For this action up to 2 feet of allowable advance maintenance dredging will be accomplished at the boat basin, up to 1 foot in the sediment catch basin. The authorized project includes a boat basin 8 feet deep, 750 feet long, and an average of 390 feet wide, and a sediment catch basin on South Depoe Creek.

The boat basin is dredged approximately every 5 years; the sediment catch basin approximately every 10 years. The typical work area is shown on the attached drawing. Clamshell or pipeline dredge operating between 1 April and 31 October, due to weather constraints, usually accomplishes the work.

Sediment from dredging the Boat Basin will be placed in site DP-1, shown on the attached drawing. Sediment from dredging the catch basin will be placed in an upland site provided by the sponsor. Last dredging in Depoe Bay took place in 2000: 18,300 cubic yards of sediment was removed from the main basin, and 1,540 cubic yards was removed from the sediment basin.

Sediment analysis of the material in the area to be dredged indicates that it is silty sand and has an organic content of less than 1 percent.

### Yaquina Bay and Harbor:

The proposed work involves the redistribution of sedimentary material from the Yaquina Bay and Harbor Federal Project channel and the South Beach Marina, an authorized Federal access channel. Advance maintenance dredging is generally performed to ensure that authorized depth is maintained between dredging operations. For this action up to 5 feet of allowable advance maintenance dredging will be accomplished at the entrance, up to 2 feet of advance maintenance dredging will be accomplished for the inner channel, and 1 foot of allowable advance maintenance dredging will be accomplished at the South Beach Marina channel. The typical work area is shown on the attached drawings. The work is usually accomplished by hopper, clamshell, or pipeline dredge operating between 1 April and 31 October, due to weather constraints.

The authorized entrance channel is 40 feet deep and 400 feet wide to River Mile -0-10, gradually reducing to a channel 30 feet deep by 300 feet wide at River Mile 0+00 extending to the turning basin

at River Mile 2.0, adjacent to the Deep Draft berth. The turning basin is 30 feet deep, 900 to 1,200 feet wide, and 1,400 feet long. The project also includes a channel 18 feet deep and 200 feet wide from River Mile 2.0 (turning basin) to River Mile 4.4 at Yaquina, Oregon. The material to be dredged in the main channel has an average resuspended density ranging between 1,810 and 1,969 grams/liter. Material in the turning basin has an average resuspended density on the order of 1,295 grams/liter. Sediment from dredging will be placed in an ocean site located on attached drawing. Based on a four-year average, 240,000 cubic yards of sediment is removed yearly from this project.

The Small Boat Basin channel, which provides access to the South Beach Marina, is 10 feet deep, 100 feet wide, and 2,035 feet long. The material to be dredged in the South Beach Marina channel consists of silty sand in the outer portion with an average resuspended density between 1,325 and 1,549 grams/liter. The inner channel is sandy silt with up to 55 percent fines. Sediment from dredging will be placed in an upland site provided by the sponsor, or hauled to the ocean site. Dredging in this location is done on average every five years, depending upon the degree that sand is washed or blown over the breakwater.

### Yaquina River:

The proposed work involves the redistribution of sedimentary material from Yaquina River, an authorized Federal project channel upstream of Newport to Toledo. Advance maintenance dredging is generally performed to ensure that the authorized depth is maintained between dredging operations. For this action up to 2 feet of allowable advance maintenance dredging will be accomplished. The authorized channel is 10 feet deep, 150 feet wide, and approximately 10 miles long. At Toledo, the channel is 200 feet wide and extends 1,800 feet into Depot Slough. A turning basin at river mile 14, 350 feet wide and 500 feet long completes the project. The work is usually accomplished by hopper, clamshell, or pipeline dredge operating between 1 April and 31 October, due to weather constraints. The typical work area is shown on the attached drawing.

Sediment from dredging will be placed either in an upland site provided by the sponsor or in the ocean sites.

The material to be dredged was sampled and evaluated for suitability for ocean disposal. The material from River Mile 6 to River Mile 11 is clean, fine-grained sandy sediment with low organic content. The material from Depot Slough is organic silty sand to sandy silt.

### Siuslaw River:

The proposed work involves the redistribution of sedimentary material from the Siuslaw River, an authorized Federal project channel. The authorized entrance channel is 18 feet deep, and 300 feet wide extending to River Mile 0.2. From there the channel is 16 feet deep and 200 feet wide to Florence at River Mile 5. There is a turning basin at River Mile 5, which is 16 feet deep, 400 feet long, and 600 feet long. There is an unmaintained, authorized channel 12 feet deep by 150 feet wide from Florence to River Mile 16.5 with a turning basin at River Mile 15.8, which is 300 feet wide by 500 feet long. The typical work area is shown on the attached drawing. Up to 5 feet of advanced maintenance dredging at the entrance and 2 feet in the river channel is performed to

ensure that the authorized depth is maintained between dredging operations. Sediment from dredging will be placed in an approved ocean site shown on attached drawing. Work up to river mile 1.0 is usually done every year. Hopper or clamshell dredge operating between 1 April and 31 October, due to weather constraints, usually accomplishes the work. Based on a five-year average, 74,000 cubic yards of sediment is removed yearly from this project.

Sediment analysis of the material in the area to be dredged indicates that it is sand and has an organic content of less than one percent.

### Umpqua River:

The proposed work involves the redistribution of sedimentary material from the Umpqua River, an authorized Federal project channel, and side channels at Gardiner and the east and west boat basins at Winchester Bay (Salmon Harbor). The authorized entrance channel in the Umpqua River is 26 feet deep, and 400 feet wide. The authorized river channel is 22 feet deep and 200 feet wide to river mile 11+40 at Reedsport. Up to 5 feet of advanced maintenance dredging at the entrance and 2 feet in the river channel is performed to ensure that the authorized depth is maintained between dredging operations.

The channel to Gardiner is authorized to 22 feet deep and 200 feet wide with a turning basin 22 feet deep, 500 feet wide and 800 feet long. This channel is currently being maintained to a depth of 18 feet. Current users require only 18 feet. The turning basin is not being maintained at this time.

The Winchester Bay project includes access channels 16 feet deep and 100 feet wide in both the east and west boat basins, with the exception of the southern 950 feet of the east basin, which is authorized to 12 feet deep and 75 feet wide. Up to two feet of advanced maintenance dredging is performed to ensure that the authorized depth is maintained between dredging operations.

The material to be dredged from the main channel is classified as sand with an average in-place density of 2,000 grams/liter at the entrance and from 1,900 to 1,600 grams/liter in the inside channel between River Mile 1 and 11+40. The material to be dredged from the entrances to Winchester Bay (to approximately River Mile 0+20 in each channel) is characterized as poorly graded sand with 1.09 to 2.5 percent organic content. The material from the inner channels at Winchester Bay consists of predominantly fines (65-95%) with an organic content ranging from 10.3 to 18.7 percent.

The work is usually accomplished by hopper, pipeline, or clamshell dredge operating between 1 June and 31 October, due to weather constraints. Sediment from dredging will be placed in an approved ocean site shown on attached drawing. There are also three in-water placement sites; one is located at river mile 0+40 (0.8 IW); one at river mile 7+00 (6.8 IW); and one at river mile 8+50 (8.9 IW). Site 0.8 IW will be used when the entrance is unsafe to cross, or by pipeline or clamshell dredge when working Winchester Bay Boat Basin. Sites 6.8 IW and 8.9 IW will be used, in a limited capacity, when working upstream of those sites. Based on a five-year average, 170,000 cubic yards of sediment is removed yearly from this project.

## Coos Bay:

The proposed work involves the redistribution of sedimentary material from Coos Bay, an authorized Federal project channel. The authorized channel is 47 feet deep and 700 feet wide across the entrance bar with dimensions reducing gradually to 37 feet and 300 feet wide at River Mile 1.0 extending to River Mile 9.0. There the channel widens to 400 feet and continues at a depth of 37 feet to River Mile 15.0. Turning basins at Coal Bank Slough and the City of North Bend are 37 feet deep, 650 feet wide, and 1,000 feet long. An access channel, 17 feet deep and 150 feet wide, runs from deep water in Coos Bay, at approximately river mile 2 on the main Coos Bay channel, to the mooring basin at Charleston. The Charleston mooring basin is 17 feet deep, 500 feet wide, and 900 feet long. From there the channel is 16 feet deep, 150 feet wide, up to the highway bridge. The work area is shown on the attached drawing.

Up to 5 feet of advanced maintenance dredging at the entrance and 2 feet in the river channel and Charleston Channel is performed to ensure that the authorized depths are maintained between dredging operations. Advance maintenance dredging of up to 50 feet outside the channel, up to river mile 12, will take place in locations where there is a historical problem with infill. Sediment from dredging Coos Bay will be placed in approved ocean sites or in-water sites shown on attached drawing. Sediment from the entrance to river mile 12 will be placed in either site E or F. Site F is the preferred site, site E will be used when it is unsafe to use F. Sediment from dredging above river mile 12 will be placed in ocean site H or occasionally in site CB 8.4IW as noted below. There are also two in-water placement sites; one is located at river mile 1+10 (AREA G); and the other at river mile 8+30 (CB 8.4 IW). Site AREA G will be used when the bar is unsafe to cross, or by pipeline dredge. Site CB 8.4 IW will be used, in a limited capacity, when working upstream of the site. It will also be used, in a limited capacity, for material above river mile 12 when it is not economically feasible to use ocean site H. Based on a five-year average, 1,140,000 cubic yards of sediment is removed yearly from the Coos Bay project.

The work is usually accomplished by clamshell, hopper, or pipeline dredge operating between 1 April and 15 November, due to weather constraints. Sediment analysis of the material to be dredged downstream of River Mile 12.0 indicates that it is clean sand. The sediment has an average in-place density of 1,980 grams/liter, a medium grain size of 0.2 to 0.3 mm and a volatile solids content between 0.1 and 2.0 percent. Sediment analysis of the material between River Mile 12.0 and River Mile 15.0 indicates that it ranges from sand to sandy silt to organic silt, getting progressively finer moving upstream. The in-place density ranges from about 1,600 grams/liter at River Mile 12 to 1,325 grams/liter upstream of River Mile 14. Median grain size between River Mile 12 and 14 varies between 0.2 and 0.02 mm and volatile solids content between 2 to 10 percent. Above River Mile 14, median grain size varies from 0.006 to 0.02 mm and the volatile solids content ranges from 6 to 20 percent.

## Coquille River:

The proposed work involves the redistribution of sedimentary material from the Coquille River Entrance, and Bandon Small Boat Basin, both are authorized Federal project channels. The authorized entrance channel is 13 feet deep, and of suitable width extending to river mile 1.3. Up to 4 feet of advanced maintenance dredging at the entrance is performed to ensure that the authorized depths are maintained between dredging operations. The Small Boat Basin channel is 13 feet deep, with the entrance being 300 feet long and 100 feet wide, and the access channel being 500 feet long and 50 feet wide. Advance maintenance dredging in the Small Boat Basin is 2 feet. The last time the Small Boat Basin was dredged, material from a pipeline dredge was placed in a flow lane shown on the attached drawing.

The typical work areas are shown on the attached drawing. The work is usually accomplished by hopper, pipeline, or clamshell dredge operating between 1 April and 31 October, due to weather constraints. Sediment from channel maintenance is placed in an ocean site shown on attached drawing. Based on a five-year average, 25,000 cubic yards of sediment is removed yearly from this project.

Sediment analysis of the material from the entrance to RM 1.3 is predominantly sand with some gravel and has an organic content between 0.59 and 1.79 percent. Material from the small boat basin are “elastic silt with sand” to “silt with sand” with an organic content of 9.2 to 10.1 percent.

### Port Orford:

The proposed work involves the redistribution of sedimentary material from the Port Orford navigation channel, an authorized Federal project channel. The work done on this project will be done in both the summer and winter months. The authorized channel is 16 feet deep, 90 feet wide, and 750 feet long.

In the summer, the channel is generally dredged to –20 feet (the authorized depth plus four feet of advanced maintenance) to ensure that the authorized depth is maintained between dredging operations. The typical work area is shown on the attached drawing. A clamshell dredge or pipeline dredge, operating between 1 April and 31 October due to weather constraints, will accomplish the work. Sediment from summer dredging will be placed in an area approximately 400 feet by 400 feet, located approximately 200 feet off the edge of the breakwater (shown on attached drawing). This area has been used in the past. Based on dredging last year, it is anticipated 25,000 cubic yards of sediment will be removed yearly from this project during the summer.

In the winter, the dredging area along the dock is 305 feet long, 30 feet wide, dredged to a depth of –10 feet to provide access to the hoists. The slope in this area will be 3:1. This is the minimum depth and area required to allow removal of boats and their catch (products) from the water to the safety of the dock. The winter contract is designed around weather constraints to allow the minimum needed to use the dock facility. Up to two feet of overdepth dredging is generally performed to ensure that the required depth is maintained between dredging operations. An estimated 500 to 7,000 cubic yards per year will be removed by hydraulic dredging (submersible pump) or by mechanical dredge (bucket). Dredging will normally occur in 2-5 increments between 1 November and 15 April, and may

extend into the summer depending on funding levels. The frequency of dredging will depend on how long adequate depths remain below the hoists. The typical work area is shown on the attached drawing. Sediment from winter dredging will be discharged off the breakwater ("Breakwater Placement Area"), as close to the outer end as possible, to avoid the natural rocky intertidal habitat at the shoreward end of the breakwater. Discharge will occur no less than 300 feet south of station "LEAD", shown on attached drawing. The discharge pipe will be at or above the water level.

Sediment analysis of the material in the area to be dredged indicates that it is sand with an average in-place density of 1,910 grams/liter.

### Rogue River:

The proposed work involves the redistribution of sedimentary material from the Rogue River entrance channel and boat basin access channel, both authorized Federal project channels. The authorized channel entrance is 13 feet deep by 300 feet wide from the ocean approximately 3,500 feet upstream to the boat basin access channel. The authorized boat basin access channel is 10 feet deep by 100 feet wide and approximately 2,500 feet long. Up to 4 feet of advanced maintenance dredging at the entrance and 2 feet in the boat basin channel will be performed to ensure that the authorized depths are maintained between dredging operations. Sediment from dredging the entrance will be placed in an approved ocean site shown on attached drawing. Sediment from dredging the boat basin channel will be placed in either approved ocean site, a rehandle area RO-02, or in the surf zone along the south beach, as shown on the attached drawing. The work is usually accomplished by hopper, pipeline, or clamshell dredge operating between 1 April and 31 October, due to weather constraints. Based on a four-year average, 46,000 cubic yards of sediment is removed yearly from the entrance.

Sediment analysis of the material in the area to be dredged indicates that it is sand and gravel except for a small area of silt with 4% to 6% volatile solids near the Port docks.

### Chetco River:

The proposed work involves the redistribution of sedimentary material from the Chetco River, an authorized Federal project channel. The authorized project includes an entrance channel 14 feet deep and 120 feet wide, a turning basin 14 feet deep, 250 feet wide by 650 feet long, and a commercial boat access channel 14 feet deep by 200 feet long by 100 feet wide. Up to 4 feet of advanced maintenance dredging at the entrance and 2 feet in the turning basin and commercial access channel will be performed to ensure that the authorized depth is maintained between dredging operations. The typical work area is shown on the attached drawing. Sediment from dredging the project will be placed in approved ocean sites shown on the attached drawing. The work is usually accomplished by hopper, clamshell, or pipeline dredge operating between 1 April and 31 October, due to weather constraints. Based on a five-year average, 37,000 cubic yards of sediment is removed yearly from this project.

Sediment analysis of the material in the area to be dredged indicates that it is sand with some gravel. The average in-place density is 2,100 grams/liter.

## **Changes From Previous Public Notices:**

There are some minor changes at the following projects.

**Tillamook Bay:** The Tillamook Entrance is not included in this public notice. Frequency of material removal does not warrant inclusion.

**Coos Bay:** The use of In-water placement site 8.4. This previously authorized site will be used for the placement of a limited amount of material from above river mile 12 when it is not economically feasible to use site H.

**Port Orford:** In order to minimize impacts to the rock reef environment, the Near Shore placement site is now 400 feet x 400 feet.

Historically, portions of these projects have been maintained by Corps of Engineers owned channel agitation equipment. It is not likely that the Corps' agitation equipment (Channel Flusher SANDWICK) will be used again at these projects, however, some situations may warrant future use. Any future uses of such equipment will be coordinated with representatives of the listed resources agencies to ensure use occurs in an environmentally protective manner. These projects include a turning basin at Siuslaw, river mile 4+45; Winchester Bay Boat Basin; Charleston Channel; Port Orford; Rogue Entrance and Boat Basin; and Chetco Entrance and Commercial Basin.

**Other Related Dredging:** Most of the project sponsors maintain permits to dredge their own facilities.

**Coos Bay:** The Oregon International Port of Coos Bay maintains a unified dredging permit for all the docks in the bay. These docks use the disposal sites listed in the Port's permit.

**Work by Others:** Other individuals/corporations may mine the main channel under this maintenance public notice at the discretion of the Corps of Engineers, Portland District. Mining of Federal channels to their maintenance depths is a beneficial use of dredged material. Those mining in the channel will be subject to the same conditions and restrictions for channel dimensions, over-depth allowances, safety considerations, and environmental concerns as the Corps' dredges and contractors. Persons wishing to dredge under a maintenance permit must first contact the Corps of Engineers at the address listed on the front page of this notice. After meeting the requirements of the Corps, and the Oregon Division of State Lands, the requestor will be issued a limited duration license for specified river reaches. Stockpiling and sale of the material are subject to the leasing and royalty requirements of the Oregon Department of State Lands and may be subject to other Federal requirements. It is the requestor's responsibility to meet all other requirements.

**Project Sponsors:** The local sponsors for the projects are listed below. Local sponsors for this project are responsible for obtaining Federally required lands, easements and rights-of-way for disposal areas and for diking of upland sites, when necessary.

Project Location

Tillamook Bay  
Depoe Bay  
Yaquina Bay and Harbor Including the South Beach Marina  
Yaquina River  
Siuslaw River  
Umpqua River  
Coos Bay  
Coquille River  
Port Orford  
Rogue River  
Chetco River

Local Sponsor

Port of Garibaldi  
City of Depoe Bay  
Port of Newport  
Port of Toledo  
Port of Siuslaw  
Port of Umpqua  
Port of Coos Bay  
Port of Bandon  
Port of Port Orford  
Port of Gold Beach  
Port of Brookings Harbor

**Clean Water Act Compliance:** A Section 404 (b)(1) Evaluation has been or will be updated for individual projects to address the proposed discharge of dredged material into a water of the United States and will be available for review at the Portland District. State Water Quality certification will also be obtained as required under Section 401 of the Act. The above requirement shall not be construed as affecting or impairing the authority of the Secretary of the Army to maintain navigation.

**Marine Protection, Research, and Sanctuaries Act of 1972, as Amended:** All ocean dredged material disposal sites have been evaluated and selected under the criteria established pursuant to Sections 102 and 103 of this act. EPA, Region 10 has concurred in this determination and selection. Dredge material purposed to be placed in ocean waters has been and must be evaluated to determine if the proposed placement unreasonably degrades or endangers human health, welfare, or amenities of the marine environment, ecological systems, or economic potentialities. In making this determination, the criteria established by the Administrator, EPA, pursuant to Section 102 (a) of the Marine Protection, Research, and Sanctuaries Act of 1972 is applied. In addition, a determination has been made for the need to dispose of dredging material in ocean waters after considering all other possible methods of placement and other appropriate locations. This determination is based upon an evaluation of the potential effect which the failure to utilize ocean dredged material disposal sites will have on navigation, economic, and industrial development, and foreign and domestic commerce of the United States. Site management and monitoring plans have been completed for all sites and will be reviewed periodically and updated as needed. Annual monitoring will be conducted in accordance with these plans.

**Cultural Resources:** The proposed action is the continuation of ongoing activities. The projects have been dredged to the described depths previously and the proposed Ocean Dredge Material Disposal Sites (ODMDS) have been previously used. No impacts to cultural resources from either the dredging or disposal are anticipated. Should future reviews indicate evidence of significant archaeological or historic resources, additional appropriate action will be taken.

**Federal Consistency Requirements with State’s Coastal Zone Management Program:**

The proposed projects are the maintenance of existing navigation channels and placement of dredged material at Ocean Dredge Material Disposal Sites (ODMDS), 404 sites, or upland sites. Operations will be conducted in a manner consistent, to the maximum extent practicable, with the approved state management program. In the past, all projects have been found to be consistent with the State Coastal Zone Management Act of 1972. This Public Notice will improve and streamline the public review process. The minor changes to individual projects outlined in this unified public notice do not represent a significant change in projects. The Department of Land Conservation and Development has previously determined that these federal navigation projects are consistent with Oregon’s Coastal Zone Management requirements. Mandatory enforceable policies of the Oregon Coastal Management Program include the statewide planning goals, provisions of local comprehensive plans, and requirements of state regulatory agencies such as the Department of State Lands, the Department of Environmental Quality, and the Department of Fish and Wildlife.

**Endangered Species:** The Corps has consulted with both the U. S. Fish and Wildlife Service (USFWS) and NOAA Fisheries regarding potential impacts of the proposed work to threatened and endangered species. We are in the final process of completing the biological assessment to enter into formal consultation with USFWS concerning wildlife species. We are also in the final process of completing the biological assessment for ESA listed species and marine mammals and reptiles with NOAA Fisheries. We anticipate being in formal consultation for all three biological assessments by the end of March.

**Essential Fish Habitat:** We will comply with the Magnuson-Stevens Fishery Conservation and Management Act Essential Fish Habitat for the Oregon coast maintenance dredging projects.

**Environmental Coordination:** The proposed work will be coordinated with the following Federal, State, or local agencies:

Federal

US Environmental Protection Agency  
US Fish and Wildlife Service  
NOAA Fisheries

State of Oregon

Oregon Department of Fish and Wildlife  
Oregon Department of State Lands  
Oregon Department of Environmental Quality  
Oregon Department of Land Conservation and Development  
Oregon State Historic Preservation Office

Tribes

Confederated Tribes of the Warm Springs Reservation of Oregon  
Confederated Tribes and Bands of the Yakama Nation  
Confederated Tribes of the Umatilla Indian Reservation  
Confederated Tribes of Grand Ronde  
Confederated Tribes of Siletz  
Coquille Indian Tribe  
Confederated Tribes of the Coos, Lower Umpqua, and Siuslaw Indians  
Cow Creek Band of the Umpqua  
Burns Paiute Tribe  
Cowlitz Indian Tribe  
Klamath Indian Tribes  
Nez Perce Indian Tribe  
Fort Bidwell Indian Community  
Fort McDermitt Indian Community  
Colville Confederated Tribes

**Statement of Policy for Operations and Maintenance Dredging:** The Corps of Engineers undertakes operations and maintenance activities where appropriate and environmentally acceptable. All practicable and reasonable alternatives are fully considered on an equal basis. This includes the discharge of dredged or fill materials into waters of the US or ocean waters in the least costly manner, at the least costly and most practicable location, and consistent with engineering and environmental requirements (33 CFR Part 335.4). The least costly alternative, consistent with sound engineering practices and selected through the 404(b)(1) guidelines or ocean disposal criteria, will be designated the Federal standard for the proposed project (33 CFR Part 336.1(c)(1)). Public Notices for Corps operations and maintenance activities are normally issued for an indefinite period of time and are not reissued unless changes in the disposal plan warrant re-evaluation under Section 404 of the Clean Water Act or Section 103 of the Marine Protection Research and Sanctuaries Act of 1972 (33 CFR Part 337.1 (a)). Resource agencies listed in the COORDINATION paragraph will be informed each year of specific project requirements.

**Public Interest Review:** The decision whether to perform the work will be based on an evaluation of the probable impact of the described activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit that reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered; among these are conservation, economics, aesthetics, general environmental concerns, historic values, fish and wildlife values, flood damage prevention, land use, navigation, recreation, water supply, water quality, energy needs, safety, food production, and, in general, the needs and welfare of the people.

**Public Hearing:** Any person who has an interest that may be affected by the disposal of this dredged material may request a public hearing. The request must be submitted in writing to the District Engineer within 30 days of the date of this notice and must clearly set forth the interest that may be affected and the manner in which the interest may be affected by this activity.

**EIS Determination:** A preliminary determination has been made that an environmental assessment/Finding of No Significant Impact will be sufficient for the work considered.

Comments on the described work, with the reference number, should reach this office no later than the closing date of this Public Notice to become part of the record and be considered in the decision.

**Additional Information:** Additional information may be obtained from John Craig, Channels and Harbors Project, Waterways Maintenance Section, at the above address, telephone 541-269-2556, email: John.H.Craig@nwp01.usace.army.mil.

/s/ 17-Mar-2004  
David C. Beach, P.E., P.L.S.  
Operations Manager  
Channels and Harbors Project