

2023-2025 Budget Development Worksheet – PoGH Haul Road

Work Element

Port of Grays Harbor Haul Road Construction

Summary of 2023-2025 Work

In the winter of 2021-2022, the left bank of the Chehalis River adjacent to the Port of Grays Harbor's haul road began to erode into the road prism. This erosion threatened the utility corridor underneath the road, which contains power cables and a large water main that connect a water pump at one end of the corridor with the Port's customers at the other.

In the 2021-2023 biennium the Chehalis Basin Board funded a project to temporarily shore up the bank, reducing the immediate risk. That project did not address the underlying erosion issue, because it left the toe of the slope unprotected. The Port proposes installing log jacks along and extending into the Chehalis River to stabilize the bank over the long term by directing flow toward the center of the river, away from the erosion site.

Description of Needs

By installing the log jack structures, the Port anticipates that the erosion threat to the utility corridor at that section of the Chehalis River will be addressed in the long term. Protecting this older, but nuclear-grade, infrastructure will allow Port tenants to continue using the water it supplies.

Construction is anticipated to begin and end during the 2023 work window, which is open July and August.

If this work is not funded, the Port will likely use the already committed funding from the County, Grays Harbor Energy, the Flood Authority, and the Port itself to plan and prepare for a potential emergency intervention during the 2023-2024 high water season. It will also continue to search for other sources of funding, including a federal grant opportunity that ICF (under OCF contract) has already assisted them with.

A sufficiently high-speed erosion event during the 2023-2024 high water season could lead to loss of the utility corridor, with extremely negative consequences for the Port and its tenants.

List of Key Tasks & Assumptions

The Port has complete design work, and is preparing to go out for bid. Almost all permits have been secured, including cultural resource consultation and HPA approval.

The Port will be overseeing this work in concert with their engineering consultant.

Preliminary Cost Estimates

The total estimated cost for construction of this project is \$1,630,000. Of that, the Port has secured funding for \$330,000 from non-Strategy sources. The Flood Authority has additionally indicated a willingness to fund \$740,000 from 21-23 and 23-25 funds. The Port is asking the Board to fund the remaining \$560,000.