



DEPARTMENT OF THE ARMY
CHIEF OF ENGINEERS
2600 ARMY PENTAGON
WASHINGTON, D.C. 20310-2600

DAEN-ZA

OCT 02 2020

SUBJECT: Unalaska (Dutch Harbor) Channels, Alaska – Supplemental Chief's Report

THE SECRETARY OF THE ARMY

1. I submit for transmission to Congress this supplement to the report on navigation improvements for Unalaska, Dutch Harbor, Alaska dated 7 February 2020. The purpose of this supplement is to clarify the cost sharing proposed for the project.
2. The recommendation in the February 2020 report was made subject to cost sharing, financing, and other applicable requirements of federal laws and policies, including Section 101 of the Water Resources Development Act (WRDA) of 1986, as amended (33 U.S.C. 2211). The area in and around Dutch Harbor is naturally deep. The controlling depth in the interior of the harbor is -45 feet Mean Lower Low Water (MLLW). Based on the controlling depth of -45 feet MLLW and in accordance with Section 101 of WRDA 1986, the February 2020 report stated that the total funding contribution for the non-federal sponsor would be 25 percent of the design and construction cost of the general navigation features, which is the non-federal sponsor requirement for projects dredged to a depth between -20 feet MLLW and -50 feet MLLW. The purpose of this supplement is to clarify the recommendation that the non-federal share of the cost to dredge the entrance channel to a safety-related depth of -58 feet MLLW also be 25 percent, consistent with the cost sharing for the controlling depth of the project.
3. The current depth of the entrance channel to the project is -42 feet MLLW due to a bar that runs across the channel. Based on ship simulation results and hydrodynamic modeling, an under-keel clearance of 13 feet is required at the entrance channel for vessels to safely clear that area and to be able to utilize the interior channels at the controlling depth of -45 feet MLLW. U.S. Army Corps of Engineers policy in Engineering Regulation 1105-2-100 provides that where an entrance channel is deeper than interior channels due to adverse navigation conditions within the entrance channel, cost sharing for the entrance channel is the same as the deepest reach of the more protected interior channels.
4. My recommendation is subject to the non-federal sponsor agreeing to comply with applicable federal laws and policies. This supplement to the previous report modifies the description of an item of local cooperation. Prior to implementation, the non-federal sponsor shall agree to:

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- Provide, during the periods of design and construction, funds necessary to make its total contribution for commercial navigation equal to 25 percent of the cost of design and construction of the general navigation features, based on a controlling depth between -20 feet MLLW and -50 feet MLLW, and including the cost for additional safety-related dredging in the entrance channel to a depth of -58 feet MLLW.

A handwritten signature in black ink, appearing to read "Scott A. Spellmon". The signature is fluid and cursive, with the first name "Scott" and last name "Spellmon" clearly distinguishable.

SCOTT A. SPELLMON
Lieutenant General, USA
Chief of Engineers