



# NO-RISE REPORT FOR REMOVAL OF STRUCTURES ALONG CAMAS SLOUGH

IN-WATER AND OVERWATER REMOVALS PROJECT  
CAMAS MILL, CAMAS, WASHINGTON

Prepared for:

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GEORGIA-PACIFIC  
CONSUMER OPERATIONS LLC

Camas, Washington

FEBRUARY 23, 2023



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## IN-WATER AND OVERWATER REMOVALS PROJECT CAMAS MILL, CAMAS, WASHINGTON

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**February 23, 2023**

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## ENGINEERING CERTIFICATION

### NO-RISE REPORT FOR REMOVAL OF STRUCTURES ALONG CAMAS SLOUGH IN-WATER AND OVERWATER REMOVALS PROJECT

#### CAMAS MILL, CAMAS, WASHINGTON GEORGIA-PACIFIC CONSUMER OPERATIONS LLC

February 23, 2023

I certify that I am a duly qualified registered professional engineer licensed to practice in the State of Washington. The attached report supports the finding that the proposed demolition of piles and other structures and associated changes to ground surface along Camas Slough, a side channel of the Columbia River, as proposed by Georgia-Pacific Consumer Operations LLC (GP), if constructed in substantial accordance with the horizontal and vertical alignments shown on the design drawings dated November 2, 2022 July, prepared by Tetra Tech, Inc., will not increase the 100-year regulatory flood elevations on Camas Slough, and thus on the Washougal River or Columbia River. The Flood Insurance Study (FIS) for Clark County, Washington, by the Federal Emergency Management Agency (FEMA) maps Camas Slough as a detail-study area with regulatory floodway and base flood elevations; however, those were interpolations from the Columbia River main channel. Camas Slough was not studied in detail for the FIS. The FIS was dated January 19, 2018, with some maps dated September 5, 2012. This report dated January 30, 2023, supports this finding. In addition to this report, its attachments, and referenced documents, a hydraulic model and work map files were provided in support of these findings.

This certification was prepared exclusively for GP by WSP. The quality of information, conclusions, and estimates contained herein is consistent with the level of effort involved in WSP services and based on: i) information available at the time of preparation, ii) data supplied by outside sources, and iii) the assumptions, conditions, and qualifications set forth in this report. This No-Rise Certification is intended to be used by GP for this demolition project only, subject to the terms and conditions of its contract with WSP. Any other use of, or reliance on, this report by any third party is at that party's sole risk.

While this report was prepared in accordance with standard engineering practice by qualified engineering professionals, GP should understand that this report evaluated a specific storm recurrence interval and assumes free-flowing hydraulic conditions. It is reasonable to assume that a storm event of greater magnitude or that changes in waterway conveyance capacity might cause higher stages than estimated for this assignment.

#### Engineering Certification by:

WSP USA Environment & Infrastructure Inc.



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## LIST OF ACRONYMS

BFE	Base Flood Elevation (100-year flood)
cfs	cubic feet per second
CRD	Columbia River Datum
DNR	Washington Department of Natural Resources
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map (part of FEMA FIS)
FIS	Flood Insurance Study (by FEMA)
GP	Georgia-Pacific Consumer Operations LLC
LA	lease area
NAVD88	North American Vertical Datum of 1988
NOAA	National Oceanic and Atmospheric Administration
SFHA	Special Flood Hazard Area
SR	State Route
USACE	U.S. Army Corps of Engineers
WS	water surface

# 1 INTRODUCTION

Georgia-Pacific Consumer Operations LLC (GP) plans to abate and demolish structures located in-water and/or overwater at the Camas Mill along the Columbia River and Camas Slough in the City of Camas and unincorporated Clark County, Washington. The demolition will result in small areas of net cut and fill within the Camas Slough, a side channel of the Columbia River. This no-rise report and certification documents that the project will meet the requirements of the City of Camas Code 16.57 E 1:

*Development in Floodways. New Development Requires Certification by an Engineer. Encroachments, including new construction, substantial improvements, fill, and other development, are prohibited within designated floodways unless certified by a registered professional engineer. Such certification shall demonstrate through hydrologic and hydraulic analyses, performed in accordance with standard engineering practice that the proposed encroachment will not result in any increase in flood levels during the occurrence of the base flood discharge. ...*

The requirement for this study and certification was triggered because fill is being placed in areas inside the regulatory floodway. Other than these small areas of fill, the proposed project consists entirely of demolition and removal of existing man-made encroachments consisting of piles, piers, dolphins, and structures that would not require a study.

The finding presented herein is based on a hydrologic and hydraulic study of Camas Slough that compared existing to proposed conditions and found no rise in 100-year flood elevations. This study included preparation of a hydraulic model, which should be submitted to the City along with this report.

A detailed hydraulic model for existing conditions was prepared for the full length of Camas Slough using 69 cross-sections to model base flood elevations. Encroachment by fields of piles and by other structures were modeled as increases in channel roughness and as solid obstructions to flow, respectively. The Federal Emergency Management Agency (FEMA) profile for the Columbia River was used for the downstream and upstream base flood elevations (BFEs, commonly called 100-year flood elevations), and the flow in the slough was set so the upstream modeled elevation was an acceptable match to the FEMA profile.

The model of proposed conditions (following demolition) for Camas Slough removed these encroachments and updated the ground elevations of those cross-sections where cut or fill would occur. The model was otherwise unchanged, with the same flow and the same cross-section locations. Comparison of BFEs between the two models for existing conditions versus proposed conditions showed that BFEs would either drop or stay unchanged but not rise.

The existing conditions and proposed conditions models were revised to find that the no-rise finding also would apply to the Washougal River, which flows into the slough near its upstream end. Four upstream cross-sections on the slough near the State Route (SR) 14 bridge were replaced with three cross-sections on the Washougal River. The FEMA base flow for the Washougal River at its mouth was used, and the downstream flood elevation was set to the 10-year FEMA profile on the Columbia River. Comparison showed that BFEs on the Washougal River would also either drop or stay unchanged but not rise.

## 2 BACKGROUND

The following sections describe the study approach, project activity, and its context within regulatory flood mapping. **Appendix A** presents site plans for the proposed demolition in relation to key regulatory flood mapping information followed by proposed demolition plans from GP dated November 2, 2022.

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### 2.1 REGULATORY FLOODPLAIN MAPPING

The area of proposed activity lies in the Special Flood Hazard Area (SFHA) and floodway on the north bank of the Columbia River including Camas Slough, which is treated as part of the Columbia River in the FEMA Flood

Insurance Study (FIS). This reach has been studied in detail by the FEMA as part of the FIS for Clark County, Washington, and Incorporated Areas dated June 19, 2018 (FEMA, 2018) and the accompanying Flood Insurance Rate Maps (FIRMs).

The proposed demolitions would be in an area that lies in FIRM Panels 529 (downstream of Lady Island), 533 (most of the island and Camas Slough), and 534 (the eastern portion of Lady Island and areas upstream) published by FEMA dated effective September 5, 2012 (panels 529 and 533), and January 19, 2018 (panel 534).

The area includes the north bank of the Columbia River and both banks of Camas Slough upstream of FEMA cross-section “AB” (BFE 34.2 feet relative to the North American Vertical Datum of 1988 [NAVD88]), downstream of section “AD” (34.9 feet NAVD88) and including section “AC” (34.6 feet NAVD88, for the Columbia River not Camas Slough).

All structures to be removed are in the City of Camas (FEMA community ID 530026) except for one dolphin that is located about 2,200 feet downstream of section “AB” and 65 feet downstream of the city-county boundary, and just inside the jurisdiction of unincorporated Clark County (community ID 530024). A separate certification of no-rise is being made to Clark County for this single dolphin.

The cross-section labels and BFEs are from the FEMA national flood hazard map layer (accessed July 2020) and the FEMA Flood Insurance Study report (two volumes, dated effective January 19, 2018).

**Appendix B** includes the following information from the FIS:

- FIRM panels 529, 533, and 534; the proposed activities begin at the city boundary near river mile 117.5 (measured at the profile baseline near the river centerline) and extend upstream to about river mile 120.4;
- Floodway Data Table (FIS Report Table 9) highlighting lettered cross-sections AB through AD, which include the reach of the proposed activities;
- Flood Profile 22P of the Columbia River from river mile 117.0 to 122.2, which encompasses the reach of the proposed activity;
- FEMA map cross-sections AB, AC, and AD on the Columbia River; and
- Table of flood flows (peak discharges) showing the base flood flow for the Washougal River at its mouth (FIS Table 6).

The site plans in **Appendix A** present the proposed demolition along with this same information from the FIS for reference, followed by demolition plans from GP dated November 2, 2022. Areas of net cut and net fill are also shown (**Appendix A, Figure 5**).

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## 2.2 PROJECT DESCRIPTION

GP is planning to remove and/or demolish several structures associated with GP’s prior operations at the Camas Mill in the City of Camas, Washington. The structures to be removed are located in-water and/or overwater on the Columbia River and Camas Slough and are located within the City of Camas or Clark County Shoreline Management Zones. The structures to be removed and/or demolished are no longer supporting GP operations.

The structures to be removed include approximately 3,000 piles and dolphins, one building-like industrial structure, five docks/piers including the Tug Dock, an aboveground storage tank and its pumps, and a conveyor housing. Where piles, dolphins, and structures are to be removed, the riverbank will not be changed, except at two locations:

- In the area of the PECO Dock, the bank will be graded back to a more gradual slope than currently existing.
- At the large concrete foundation of the former Berger Crane, the concrete will be removed to well below water surface, and the riverbank will be regraded to bury the remaining obstruction, resulting in net fill in the floodway.

The drawings in **Appendix A** show in detail the locations of the structures to be removed in relation to the SFHA, the floodway boundary, lettered FIS cross-sections AB and AC, and cross-section locations from the hydraulic model developed for this study. These are followed by demolition plans from GP dated November 2, 2022.

No development or fill will occur in the Columbia River, and almost no ground elevations will change in the channel and floodplain (SFHA) of Camas Slough, except small areas of net fill (and other areas of net cut) will occur within the floodway mapped for Camas Slough and result from the demolition. This fill triggers the requirement that this no-rise certification and hydrologic and hydraulic analysis be completed for Camas Slough.

The project footprint extends along approximately 3 miles of shoreline near the Camas Mill, including area along the shoreline within the Camas Mill site and at several other locations in Camas Slough.

**Figure 1** shows a map of Camas Slough, including the FEMA SFHA, floodway, model cross-sections (described later), and major features of the demolition project.

The proposed project will require work below the ordinary high water (OHW) elevation. Some of the structures to be removed are located on state-owned land currently leased by GP through the Washington Department of Natural Resources (DNR).

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## 2.3 STUDY APPROACH

This study involved creating and comparing two hydraulic models—one of existing, pre-project conditions and the other of proposed, post-project conditions. The no-rise finding resulted when the water surface elevations modeled for the proposed condition were the same or lower than the elevations modeled for the existing condition at each cross-section. WSP developed the hydraulic models of Camas Slough for this study, including existing bathymetry, encroachments, and obstructions. The new models were required because no previous detailed model for the slough was available.

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### 2.3.1 PREVIOUSLY EXISTING MODELS

WSP identified two existing hydraulic models for the project area, but neither was suitable for this evaluation.

The existing FIS hydraulic model for the Columbia River does not explicitly model Camas Slough. Its floodway boundary was apparently estimated (for example based on base flood depth) but not modeled explicitly, and flood elevations were interpolated from the Columbia River between FIS cross-sections AB and AD. The FIRMs show that cross-section AC stops on Lady Island and does not include Camas Slough.

WSP obtained data on the regulatory hydraulic model of the Columbia River from the FEMA Map Library. However, data were only provided as scans of microfiche records that were nearly illegible. In addition, the regulatory model dates from the 1970s and is almost 50 years old.

A second model was obtained for the Columbia River-Willamette River system that was developed by the U.S. Army Corps of Engineers (USACE). That model dates from about 2010 and is considered the best available model for the Columbia River.

Neither model of the Columbia River could be used for this study of Camas Slough because the slough is not explicitly included in either model, and the slough could not be added because another side channel diverges from the Columbia River across from Lady Island. The “braided” geometry that would result from including both side channels cannot be modeled using normal one-dimension software from USACE (either HEC-RAS or the previous standard HEC-2 computer programs). Instead, Camas Slough was modeled separately and matched to the Columbia River profile at the upstream and downstream confluences.

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### 2.3.2 OVERVIEW OF MODELING APPROACH

A detailed hydraulic model was prepared for the full length of Camas Slough to model BFEs for existing conditions. A second model of existing conditions was developed to check the no-rise condition on the Washougal River, because the river flows into the slough near its upstream end. Effects of the proposed demolition activities



were evaluated by constructing a second set of models identical to the existing condition models but with features slated for demolition removed from the models and with proposed changes to bathymetry incorporated into the models. The difference in model output between the models of existing conditions versus the proposed conditions was used to assess the effects of the demolition on future flood conditions.

Version 6.3.1 of the HEC-RAS computer program (USACE, 2022) was used for hydraulic modeling. **Appendix C** summarizes output data for all model runs.

## 2.4 VERTICAL DATUM

All elevations in this study are measured in feet above the North American Vertical Datum of 1988 (NAVD88), consistent with published FEMA elevations. Values expressed above NAVD88 are 6.95 feet greater than those above the USACE's Columbia River Datum (CRD) in this vicinity, which are used for the proposed design drawings. For example, an elevation of 20 feet CRD on the proposed design drawings corresponds to 26.95 feet NAVD88 (SWLS, 2020).

Note that the CRD is not “flat” relative to NAVD88 but increases upstream on the Columbia River, approximately following the low-water profile of the river.

# 3 EXISTING BASE FLOOD ELEVATION ANALYSIS

A detailed hydraulic model was prepared for the full length of Camas Slough to model BFEs for existing conditions. Version 6.3.1 of the HEC-RAS computer program (USACE, 2022) was used for hydraulic modeling.

The model represented the slough using 69 cross-sections (plus 2 internal cross-sections at each bridge used for constructing their input). The locations of these cross-sections are shown on **Figure 1** along with the FEMA floodplain (red hatching) and floodway (thick red line), lease areas (labeled “LA-number”), structures to be demolished, and areas of proposed regrading that would result in net cut or fill. **Figure 2** shows a schematic diagram of the cross-section alignments in the hydraulic model. **Appendix D** presents the model output for the existing conditions model.

The existing model was built using best available ground and bathymetric elevations. The default source was the Lower Columbia River Digital Terrain Model (USACE, 2010) that combined LiDAR elevations above water with bathymetric surveys from the National Oceanic and Atmospheric Administration (NOAA) and dredge surveys from the USACE. The data were supplemented by bathymetry and survey points collected for the design.

Channel and floodplain hydraulic roughness was modeled using Manning's  $n$ -values. The channel was modeled with a uniform  $n$ -value of 0.025. Floodplain  $n$ -values varied by land cover type, including 0.040 for grass and 0.120 for forest or dense brush.

The existing conditions model included the following features:

- Two bridges are present where SR14 crosses the slough—the West Bridge (oriented north-south, state file number SR14/25) and the East Bridge (oriented east-west, number SR14/27N-S). Only the bridge piers and highway embankments can affect hydraulics; the bridge deck structures cannot affect flood elevations because they are many feet above the base flood. The model input includes the structure and the structure obstruction. Cross-sections of the bridges are shown on **Figure 3** (East Bridge; model ID 12168 [feet above cross-section AB]) and **Figure 4** (West Bridge; model ID 6428).

- Areas with dense numbers of piles (totaling about 3,000 piles) were modeled as increased channel roughness (Manning  $n$ -value) of 0.055 versus the normal value of 0.025. This value is conservatively low to underestimate the benefit provided by demolition and removal of these piles. **Figure 5** shows an example at cross-section 8982, which includes two such areas: LA-19 on the left (south) and LA-17 on the right (north) portion of the channel. These areas affect multiple cross-sections, as shown in the plots in **Appendix D**. Other areas modeled with higher  $n$ -values include LA-3 and LA-12, downstream of the west bridge.
- Concrete or steel supports for the Berger Crane foundation or the piers east of the PECO Dock were modeled as part of the areas with many piles and higher  $n$ -values, as illustrated on **Figure 5**.
- Buildings on the mill site, including the PECO Dock, were modeled as obstructions. **Figure 6** shows an example in cross-section 9198. Many other cross-sections have building obstructions.
- Dolphins (clusters of piles) were modeled as 6-foot-diameter obstructions. **Figure 7** shows an example for LA-14 in cross-section 7220. Many other cross-sections have dolphins.
- Dense accumulation of floating wood, including a wooden walkway, were modeled as a floating obstruction in three downstream cross-sections. **Figure 9** shows an example for cross-section 1589. Sections 1265 and 975 have similar floating obstructions. The elevations of the structures are fixed in the model; they do not actually “float.” (Their elevations must be changed manually to model other flood elevations.)

The model was forced to match the FEMA regulatory flood profile for the Columbia River. Its downstream flood elevation was set to the 39.2-foot BFE, which was interpolated at the mouth of the slough 552 feet upstream of FEMA cross-section AB. The upstream BFE was set to 39.7 feet, interpolated to where the slough diverges 4,121 feet downstream of cross-section AD.

FEMA had not defined flows for Camas Slough, so this study “solved” for a base flow by modeling a range of flows to find that 35,000 cubic feet per second (cfs) matched the FEMA BFE profile at the upstream end of the slough model, 39.7 feet. The modeled elevation was slightly less than the FEMA profile elevation to allow for expected loss from the bifurcation and sudden change in flow direction from west in the river to north into the slough. **Figure 9** shows the water surface profiles for a range of flows and highlights the base flow of 35,000 cfs identified by this study.

**Appendix D** provides the following model outputs for the hydraulic model developed for existing conditions on the Camas Slough:

- Schematic layout of hydraulic model cross-sections;
- Profile plots of the flood profile for existing and proposed conditions; and
- Plots of model outputs for individual cross-sections.

A second model of existing conditions was developed to check the no-rise condition on the Washougal River, because the river flows into the slough near its upstream end. Four upstream cross-sections on the slough near the SR14 bridge were replaced with three cross-sections on the Washougal River. **Figure 1** shows the locations of the cross-sections added for the Washougal River.

The watershed areas for the Columbia River and Washougal River are very different, so a concurrent base flood on both rivers would be inappropriate. Instead, the FEMA base (100-year) flow of 56,672 cfs for the Washougal River at its mouth was used. The downstream flood elevation was set to a lower elevation corresponding to the 10-year FEMA profile on the Columbia River of 27.9 feet. The downstream elevation was lower, so the modeled obstruction was also lowered in the three affected downstream cross-sections. **Appendix B** provides additional FIS data used for this model.

**Appendix C** summarizes output data for all model runs. **Appendix E** shows the following outputs for the hydraulic model developed for the Washougal River and downstream Camas Slough under existing conditions:

- Schematic layout of hydraulic model cross-sections (including the three sections added for the Washougal River);



- Plots of the flood profile for existing and proposed conditions; and
- Plots of model outputs for individual cross-sections.

## 4 PROPOSED FLOOD ELEVATION ANALYSIS

The model of proposed conditions in Camas Slough following demolition was constructed by modifying the existing-condition model to remove features that would be demolished. The model was otherwise identical to the existing model described above, including locations of and distances between cross-sections, downstream starting water surface elevation, flow, bridges, and hydraulic surface roughness (Manning  $n$ -values).

The proposed conditions model included the following changes:

- Removed buildings: These obstructions were removed from affected cross-sections.
- Areas with removed dense numbers of piles: The greater roughness value (Manning  $n$ -value) of 0.055 was restored to 0.025 for affected cross-sections to match the rest of the channel.
- Removed dolphins (clusters of piles): The obstructions were removed from affected cross-sections.
- Removed dense accumulation of floating wood downstream: The horizontal obstruction used to model floating wood was removed from cross-sections 1589, 1265, and 975.
- Changes to grade (cut and fill) near the PECO dock and Berger Crane foundation demolition areas: Ground and bathymetric elevations were changed in 13 cross-sections. **Appendix F** presents plots comparing existing to proposed cross-sections for these cross-sections. **Figure 10** shows an example for cross-section 9099.

**Appendix C** summarizes output data for all model runs.

**Appendix F** presents the following model outputs for the proposed-condition hydraulic model developed for Camas Slough:

- Plots comparing 13 cross-sections with cut or fill; and
- Plots of all cross-sections (including those unchanged from the existing model).

The cross-section layout and profiles in **Appendix D** show the existing-condition data.

A second proposed model was developed to check the no-rise condition on the Washougal River. This model was prepared like the existing-conditions model that included the river and was described above. The same four upstream cross-sections were replaced with the same three cross-sections on the lower Washougal River. Those cross-sections are the same for the existing and proposed conditions. The same flow (56,672 cfs) and downstream starting water surface elevation (27.9 feet NAVD88) were used. No change occurred for the three downstream cross-sections with the horizontal obstruction because it had been removed for the proposed-condition model.

**Appendix C** summarizes output data for all model runs. No separate appendix is provided for the Washougal River proposed-conditions scenario because the cross-section layout is in **Appendix E** and the cross-sections for this model are the same (the upstream three cross-sections are the same for existing and proposed models) or **Appendix F** (proposed cross-sections on Camas Slough downstream of the east bridge).

## 5 CONCLUSION AND FINDING OF NO-RISE

Based on the detailed analysis described above, the proposed demolition of structures associated with prior operations that are located in-water and/or overwater on Camas Slough meet hydraulic performance standards of no-rise set by the City of Camas.

The models of existing versus proposed conditions were compared to find that no rise in base flood elevations would result on Camas Slough or the studied reach of the Washougal River. The lack of any rise on the slough or the lower Washougal River also meant that no rise would be physically possible upstream on the Columbia River or the Washougal River.

**Table 1** summarizes the flood elevations modeled for existing and proposed conditions in Camas Slough. The results show that no increase in water surface elevation occurs. In the table, River Station (RS) is the model cross-section identifier and corresponds to feet upstream of FEMA cross-section AB; “WS” is the water surface elevation in feet above NAVD88, and “Rise” is the proposed WS minus existing (base) WS.

**Table 2** summarizes similar information for the models of the Washougal River and downstream Camas Slough and shows that no increase in water surface elevation occurs. In the table, the three upstream cross-sections with (\*) are the new sections added on the Washougal River.

Hydraulic energy grades were also compared for both models. These results are summarized in **Appendix C** for both the Camas Slough and Washougal River models.

**Table 1. No-Rise Analysis for Camas Slough Model**

River Station	Bottom Elev (ft)	Base WS (ft) (Plan P01)	Proposed WS (ft) (Plan P02)	Rise (ft)
13120	6.27	34.69	34.58	-0.11
12625	3.58	34.66	34.55	-0.11
12222	-4.99	34.37	34.25	-0.12
12168		<b>East Bridge (SR-14/27N-S)</b>		
11974	-0.22	34.25	34.22	-0.03
11507	-1.19	34.36	34.33	-0.03
11240	6.94	34.35	34.33	-0.02
11204	-2.00	34.35	34.32	-0.03
11153	0.49	34.35	34.32	-0.03
11078	0.07	34.35	34.32	-0.03
10998	0.61	34.34	34.32	-0.02
10651	-1.34	34.34	34.31	-0.03
10312	0.67	34.33	34.30	-0.03
10251	-2.15	34.33	34.30	-0.03
10231	-0.94	34.33	34.30	-0.03
10201	-1.29	34.32	34.30	-0.02
10119	-2.39	34.32	34.30	-0.02
9857	-3.94	34.32	34.29	-0.03
9798	-7.83	34.32	34.29	-0.03
9760	-7.17	34.32	34.29	-0.03
9716	-6.84	34.32	34.30	-0.02
9622	-8.14	34.32	34.30	-0.02
9494	-9.49	34.31	34.30	-0.01
9319	-13.13	34.31	34.30	-0.01
9198	-14.95	34.31	34.29	-0.02
9099	-12.43	34.30	34.28	-0.02
8982	-10.92	34.28	34.27	-0.01
8876	-7.24	34.29	34.28	-0.01
8708	-6.84	34.29	34.28	-0.01
8557	-7.77	34.29	34.28	-0.01
8486	-8.48	34.29	34.28	-0.01
8428	-9.02	34.29	34.27	-0.02
8363	-9.05	34.28	34.27	-0.01
8279	-8.81	34.28	34.27	-0.01
8060	-10.14	34.27	34.26	-0.01
7881	-12.00	34.26	34.25	-0.01
7804	-12.29	34.26	34.25	-0.01
7728	-12.48	34.25	34.25	0
7637	-14.15	34.25	34.25	0
7570	-15.32	34.25	34.25	0
7281	-22.16	34.24	34.23	-0.01
7220	-22.28	34.24	34.23	-0.01
7151	-21.65	34.24	34.23	-0.01
6864	-18.39	34.25	34.24	-0.01
6440	-15.13	34.24	34.24	0
6428		<b>West Bridge (SR-14/25)</b>		
6343	-14.63	34.24	34.23	-0.01
6148	-14.90	34.23	34.23	0
5580	-16.11	34.23	34.23	0
5008	-19.62	34.22	34.22	0
4887	-19.87	34.22	34.22	0
4834	-19.86	34.22	34.22	0
4784	-20.06	34.22	34.22	0
4710	-19.46	34.22	34.22	0
4632	-19.40	34.22	34.22	0
4580	-19.08	34.22	34.22	0
4017	-21.17	34.22	34.22	0
3962	-21.47	34.22	34.22	0
3890	-21.09	34.22	34.22	0
3467	-18.81	34.22	34.22	0
2856	-13.11	34.22	34.22	0
2287	-16.77	34.22	34.22	0
1911	-18.58	34.22	34.22	0
1782	-29.48	34.22	34.22	0
1670	-40.87	34.23	34.22	-0.01
1589	1.75	34.22	34.22	0
1265	-10.40	34.22	34.22	0
975	0.89	34.22	34.22	0
689	-14.95	34.20	34.20	0
612	-20.24	34.19	34.19	0
552	-24.96	34.20	34.20	0

Table 2. No-Rise Analysis for Washougal River-Camas Slough Model

River Station	Bottom Elev (ft)	Base WS (ft) (Plan P11)	Proposed WS (ft) (Plan P12)	Rise (ft)
13159 (*)	9.39	28.68	28.56	-0.12
12653 (*)	8.61	28.55	28.43	-0.12
12111 (*)	5.98	28.55	28.43	-0.12
11507	-1.19	28.61	28.49	-0.12
11240	6.94	28.57	28.45	-0.12
11204	-2.00	28.56	28.44	-0.12
11153	0.49	28.56	28.44	-0.12
11078	0.07	28.56	28.44	-0.12
10998	0.61	28.54	28.42	-0.12
10651	-1.34	28.52	28.4	-0.12
10312	0.67	28.47	28.35	-0.12
10251	-2.15	28.47	28.36	-0.11
10231	-0.94	28.47	28.35	-0.12
10201	-1.29	28.45	28.34	-0.11
10119	-2.39	28.44	28.32	-0.12
9857	-3.94	28.41	28.3	-0.11
9798	-7.83	28.42	28.3	-0.12
9760	-7.17	28.41	28.3	-0.11
9716	-6.84	28.42	28.31	-0.11
9622	-8.14	28.45	28.34	-0.11
9494	-9.49	28.41	28.33	-0.08
9319	-13.13	28.41	28.33	-0.08
9198	-14.95	28.38	28.31	-0.07
9099	-12.43	28.35	28.28	-0.07
8982	-10.92	28.27	28.22	-0.05
8876	-7.24	28.29	28.25	-0.04
8708	-6.84	28.3	28.26	-0.04
8557	-7.77	28.29	28.25	-0.04
8486	-8.48	28.28	28.24	-0.04
8428	-9.02	28.27	28.22	-0.05
8363	-9.05	28.27	28.22	-0.05
8279	-8.81	28.26	28.22	-0.04
8060	-10.14	28.21	28.18	-0.03
7881	-12.00	28.15	28.12	-0.03
7804	-12.29	28.15	28.13	-0.02
7728	-12.48	28.13	28.1	-0.03
7637	-14.15	28.13	28.11	-0.02
7570	-15.32	28.14	28.11	-0.03
7281	-22.16	28.07	28.05	-0.02
7220	-22.28	28.08	28.05	-0.03
7151	-21.65	28.09	28.06	-0.03
6864	-18.39	28.11	28.08	-0.03
6440	-15.13	28.1	28.07	-0.03
6428	West Bridge (SR-14/25)			
6343	-14.63	28.08	28.06	-0.02
6148	-14.90	28.06	28.04	-0.02
5580	-16.11	28.04	28.03	-0.01
5008	-19.62	28.01	28	-0.01
4887	-19.87	28.01	28	-0.01
4834	-19.86	28.01	28	-0.01
4784	-20.06	28.01	28	-0.01
4710	-19.46	28.01	28	-0.01
4632	-19.40	28.01	28.01	0
4580	-19.08	28	28	0
4017	-21.17	28	27.99	-0.01
3962	-21.47	27.99	27.99	0
3890	-21.09	27.99	27.99	0
3467	-18.81	27.99	27.98	-0.01
2856	-13.11	27.99	27.99	0
2287	-16.77	27.99	27.99	0
1911	-18.58	27.99	27.98	-0.01
1782	-29.48	27.99	27.98	-0.01
1670	-40.87	28	28	0
1589	1.75	28	27.99	-0.01
1265	-10.40	27.98	27.98	0
975	0.89	27.97	27.97	0
689	-14.95	27.89	27.89	0
612	-20.24	27.87	27.87	0
552	-24.96	27.9	27.9	0

## 6 LIMITATIONS

This report was prepared exclusively for Georgia-Pacific Consumer Operations LLC by WSP. The quality of information, conclusions, and estimates contained herein is consistent with the level of effort involved in WSP's services and is based on: i) information available at the time of preparation, ii) data supplied by outside sources, and iii) the assumptions, conditions, and qualifications set forth in this report. This No-Rise Certification is intended to be used by GP for this demolition project only, subject to the terms and conditions of its contract with WSP. Any other use of, or reliance on, this report by any third party is at that party's sole risk.

While this report was prepared in accordance with standard engineering practice by qualified engineering professionals, GP should understand that this report evaluated a specific storm recurrence interval and assumes free-flowing hydraulic conditions. It is reasonable to assume that a storm event of greater magnitude or changes in waterway conveyance capacity might cause higher stages than estimated for this assignment.

The report was prepared by WSP at the instruction of, and for use by, our client named on the front of the report. It does not in any way constitute advice to any third party who is able to access it by any means. WSP excludes to the fullest extent lawfully permitted all liability whatsoever for any loss or damage howsoever arising from reliance on the contents of this report. We do not however exclude our liability (if any) for personal injury or death resulting from our negligence, for fraud, or any other matter in relation to which we cannot legally exclude liability.

## 7 REFERENCES

Federal Emergency Management Agency (FEMA), 2018, Flood Insurance Study, Clark County, Washington, and Incorporated Areas, June 19.

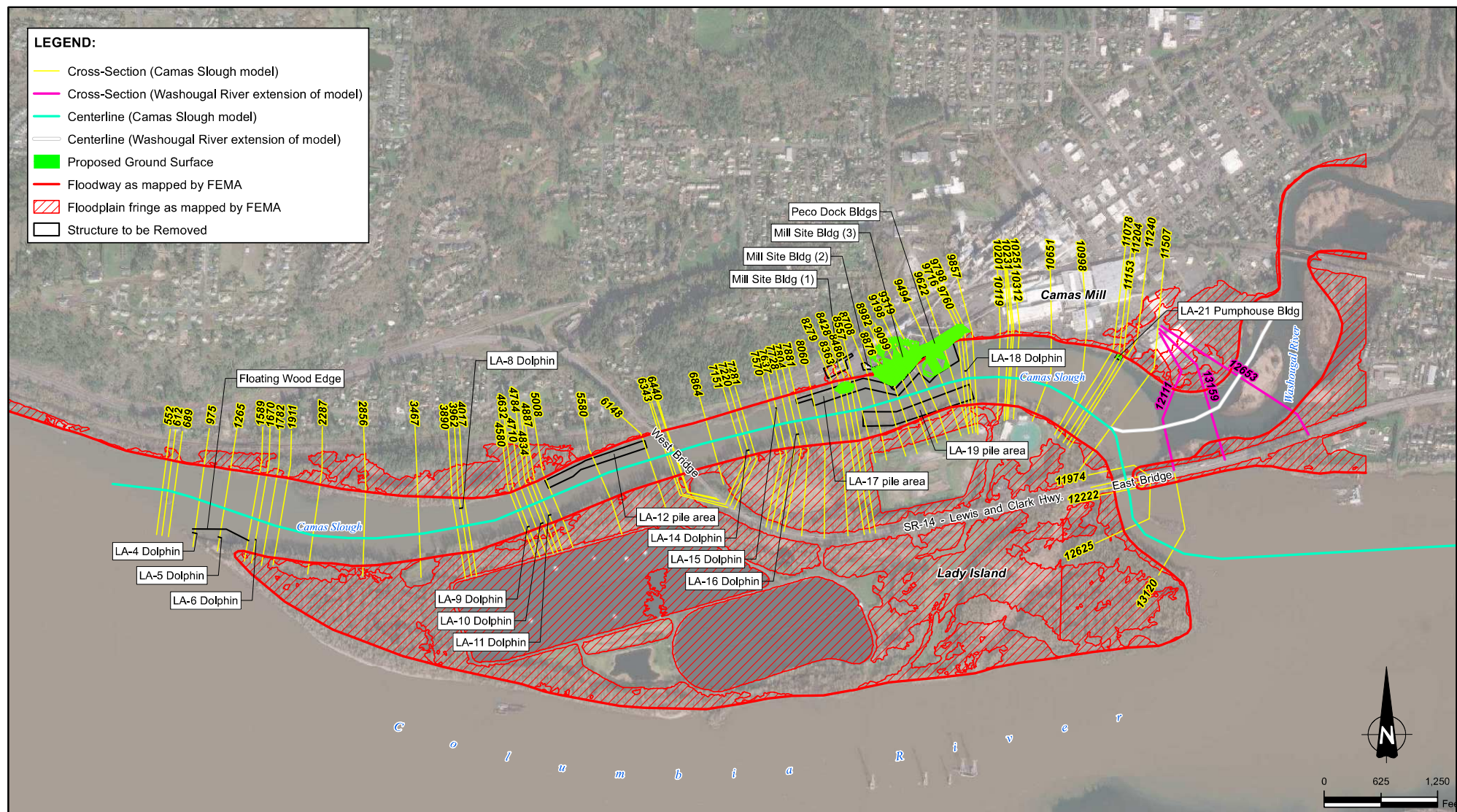
SWLS, 2020. Draft Memorandum: Vertical and Hydraulic Definitions, Statewide Land Surveying, June 10.

U.S. Army Corps of Engineers (USACE), 2010, Lower Columbia River Digital Elevation Model. Downloaded from: <https://www.estuarypartnership.org/lower-columbia-digital-elevation-model-2010>. U.S. Army Corps of Engineers Portland District. Accessed August 2020.

———, 2022, HEC-RAS River Analysis System Version 6.3.1 Computer Program. U.S. Army Corps of Engineers (USACE) Hydraulic Engineering Center, September.

# FIGURES






DRAWN BY: [REDACTED] CHECKED BY: [REDACTED]	GEORGIA-PACIFIC CONSUMER OPERATIONS, LLC			NO RISE REPORT		DATE JANUARY 2023			
	WSP USA Environment & Infrastructure Inc. 4020 Lake Washington Blvd NE, Suite 200 Kirkland, Washington 98033			STUDY AREA MAP		SCALE 1" = 1,000'			
								PROJECT NO. 7650191188	
								FIGURE 1	

Figure 3. Model Cross-Section of East Bridge: SR 14/27 N-S (ID 12168)



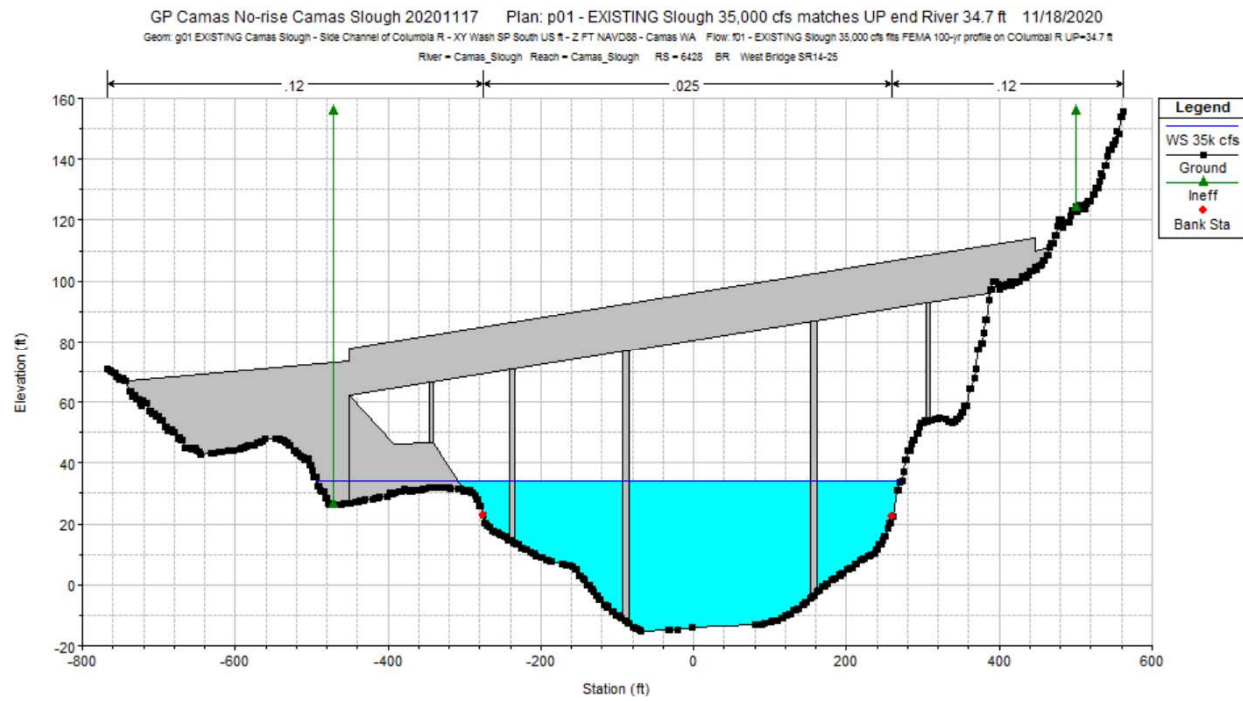


Figure 4. Model Cross-Section of West Bridge: SR 14/25 (ID 6428)

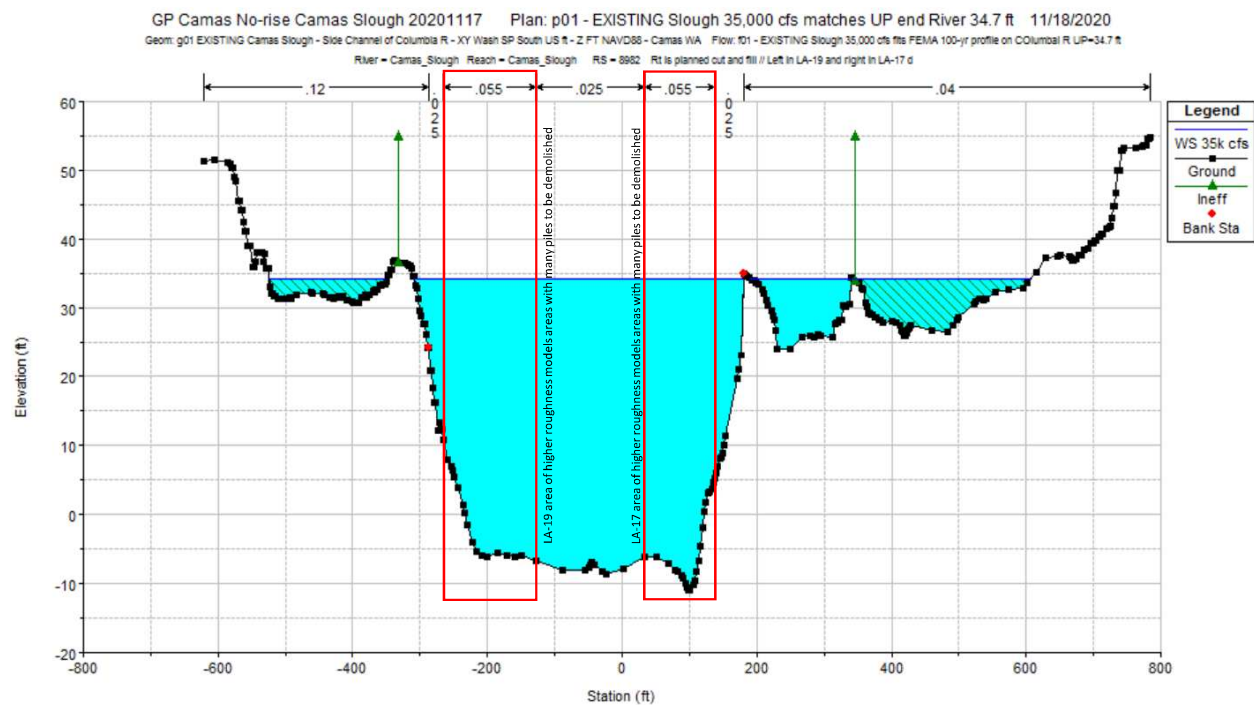


Figure 5. Model Cross-Section with Pile Areas (ID 8982)

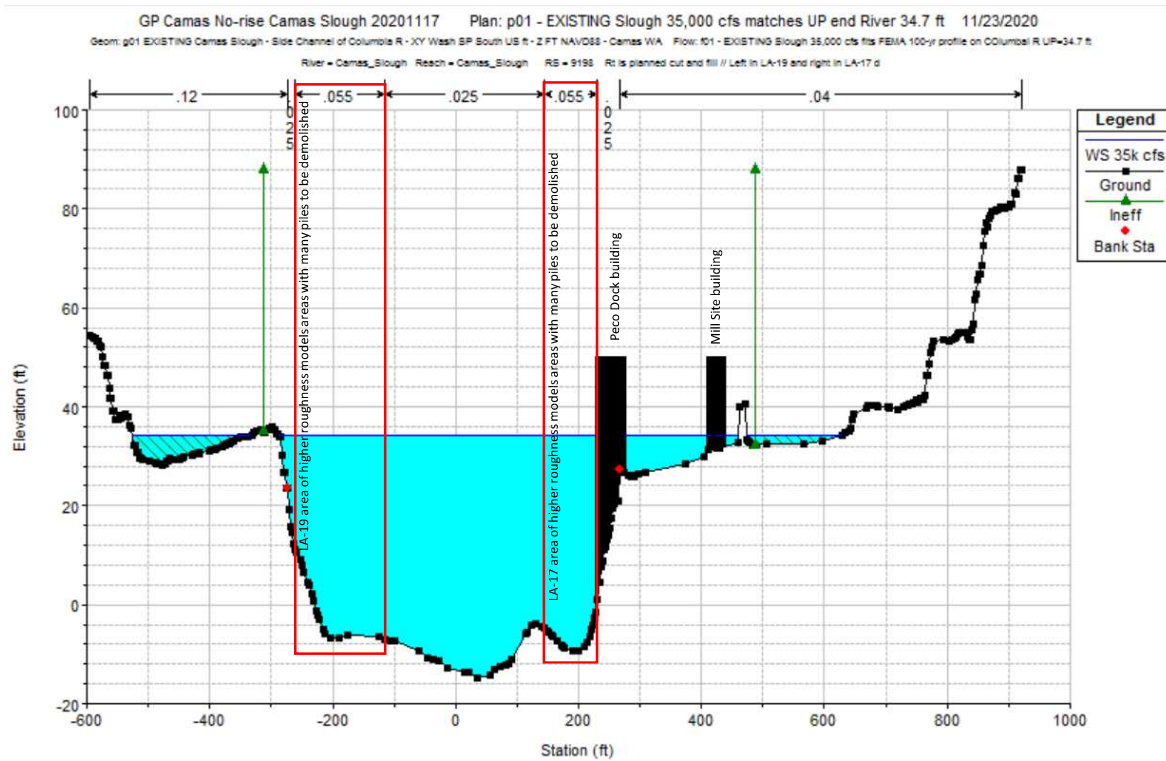


Figure 6. Model Cross-Section with PECO dock and mill site buildings (ID 9198)

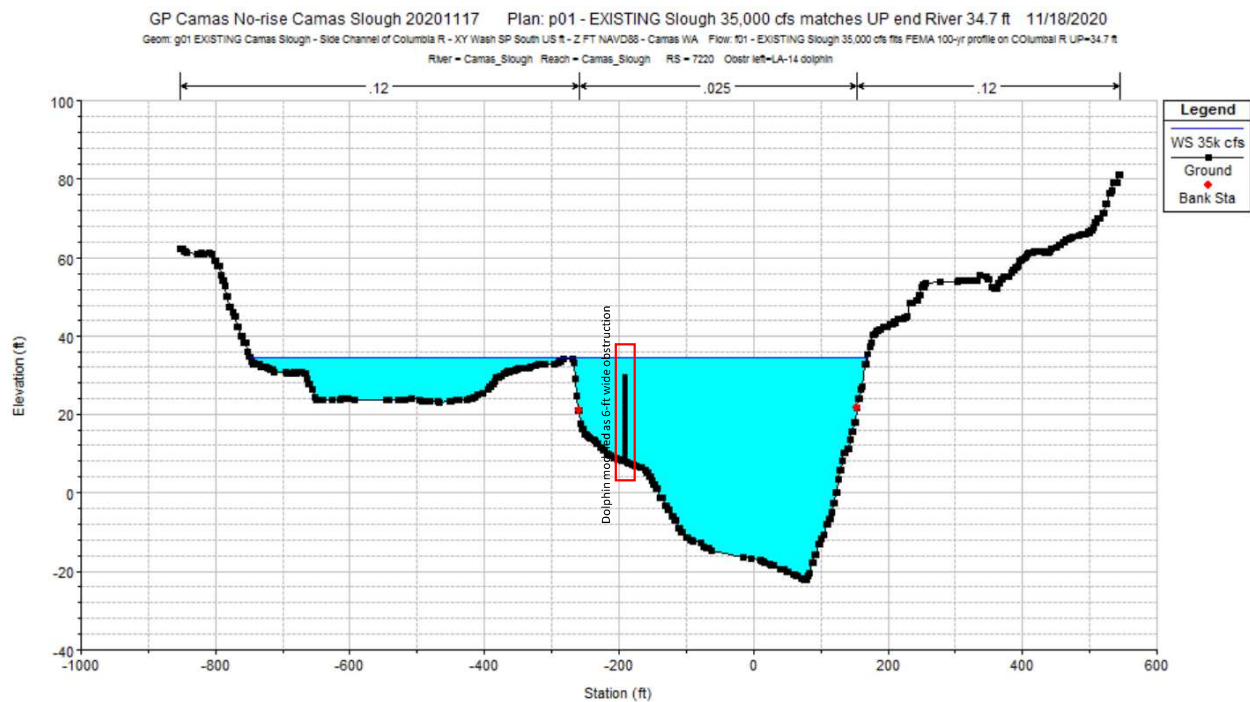


Figure 7. Model Cross-Section with Dolphin (ID 7220)

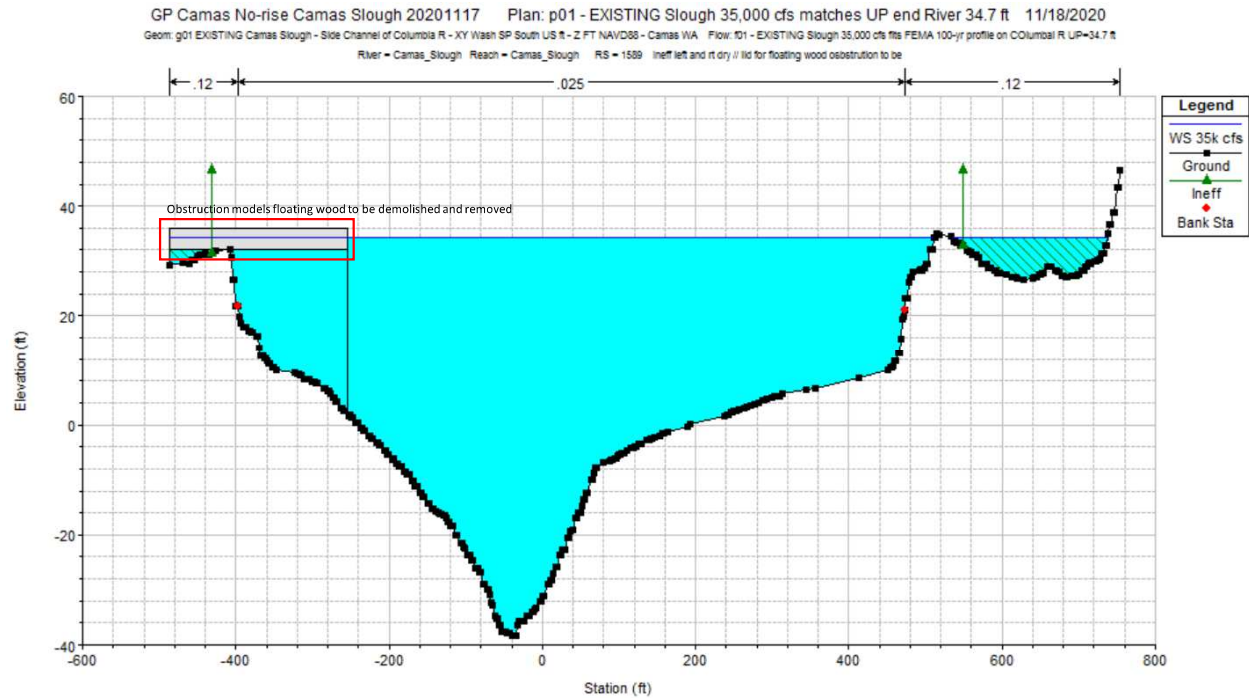


Figure 8. Model Cross-Section with Horizontal Obstruction (ID 1589)

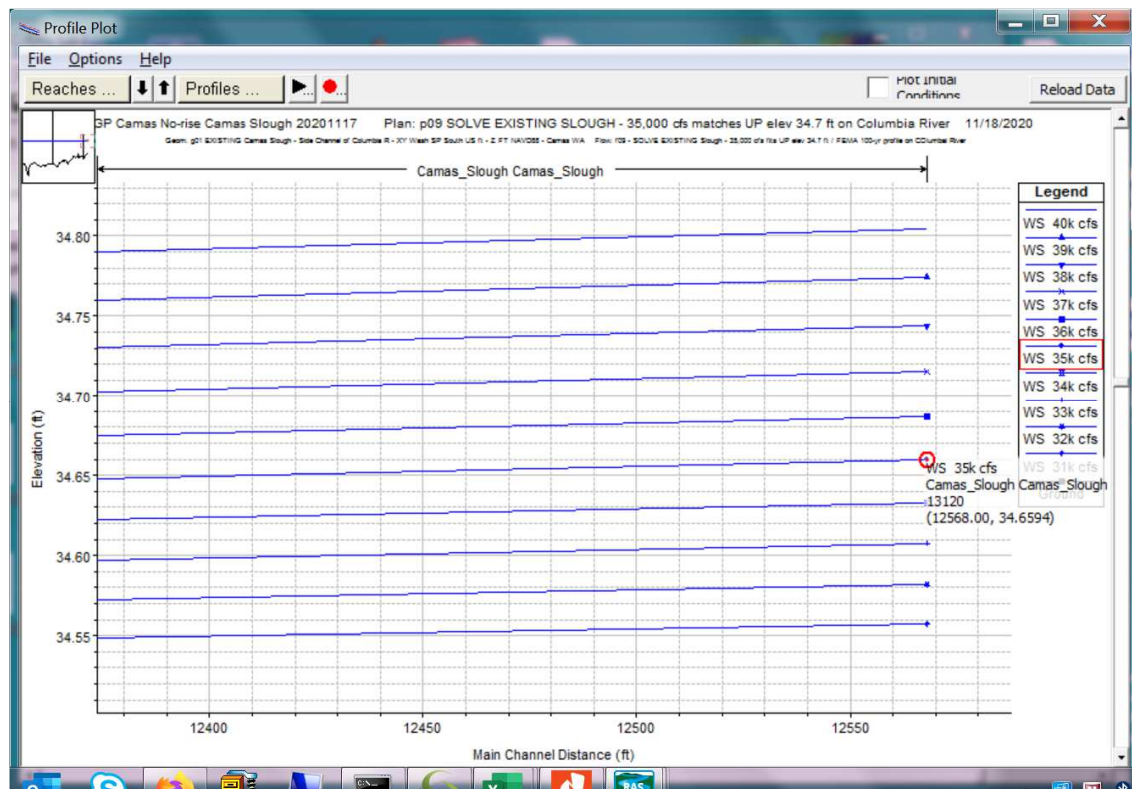


Figure 9. Profiles of Multiple Flows Finding 35,000 cfs Base Flow

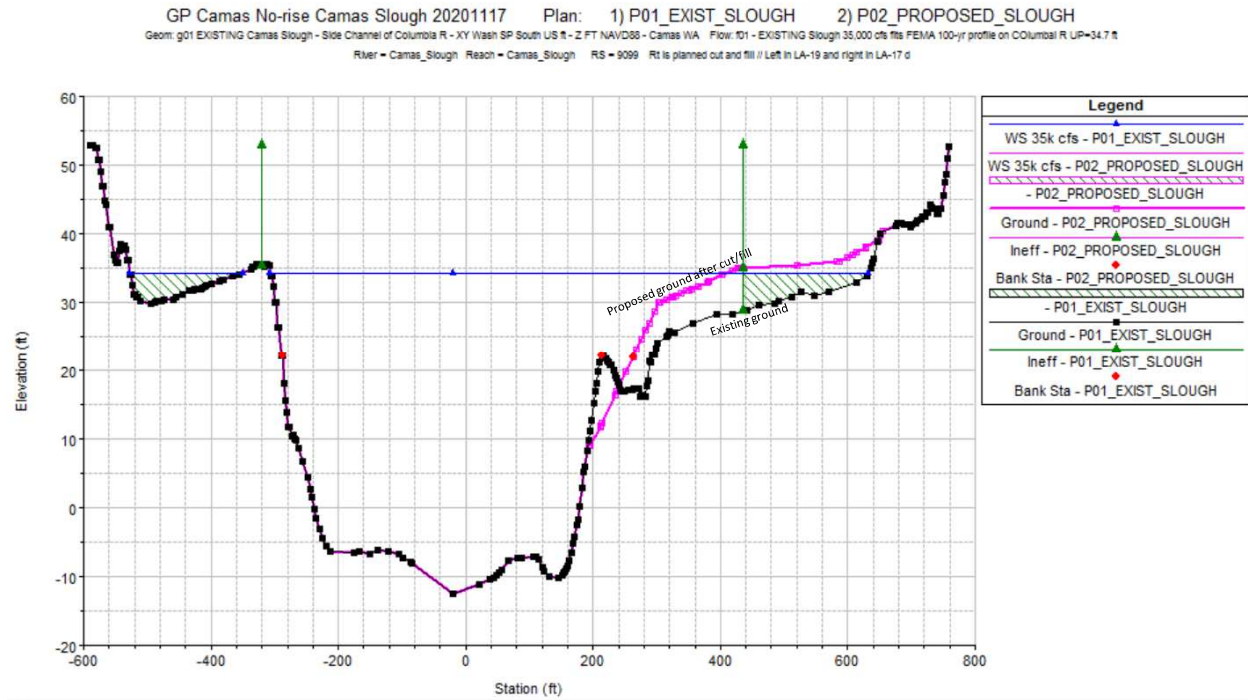
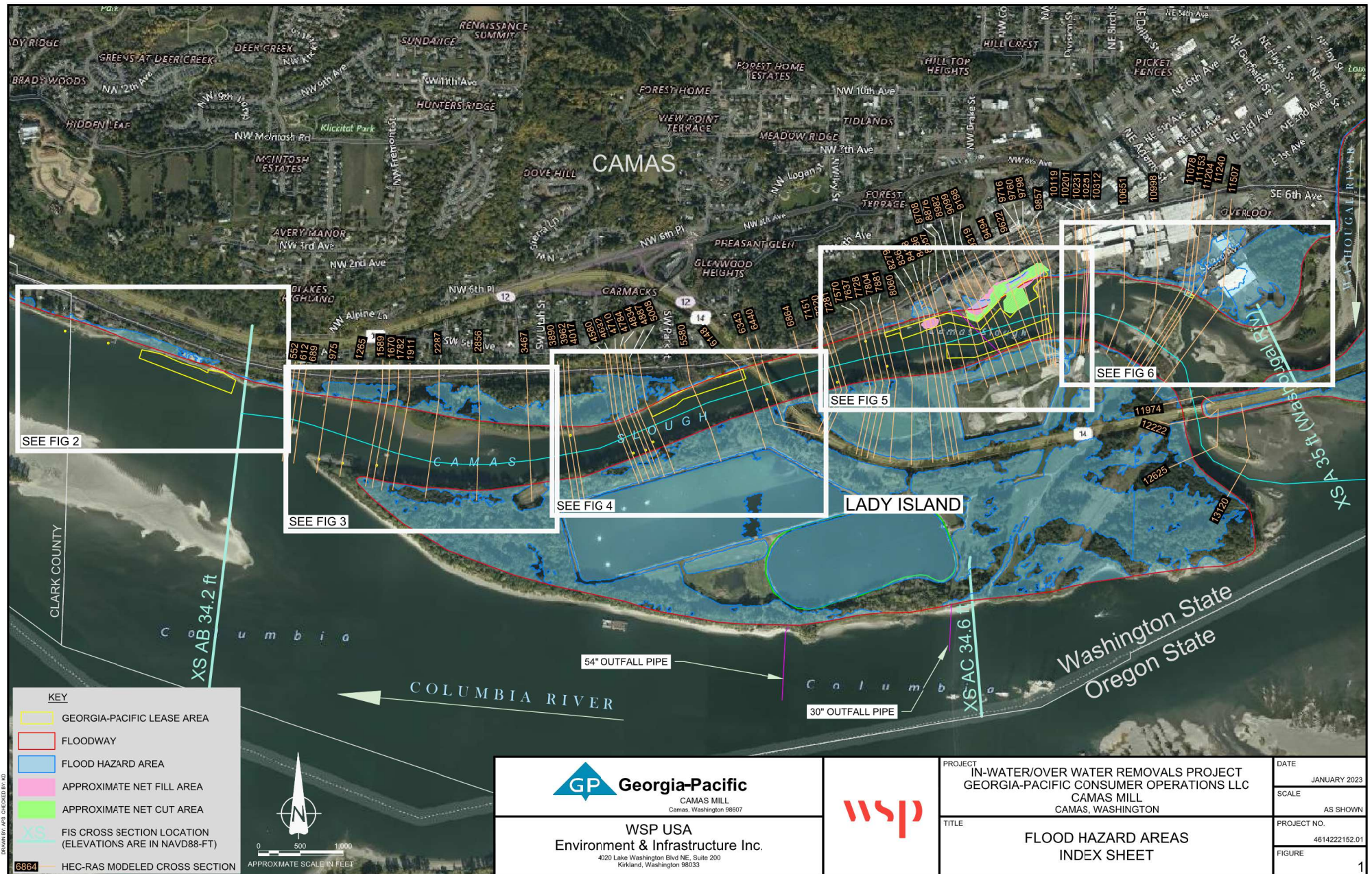


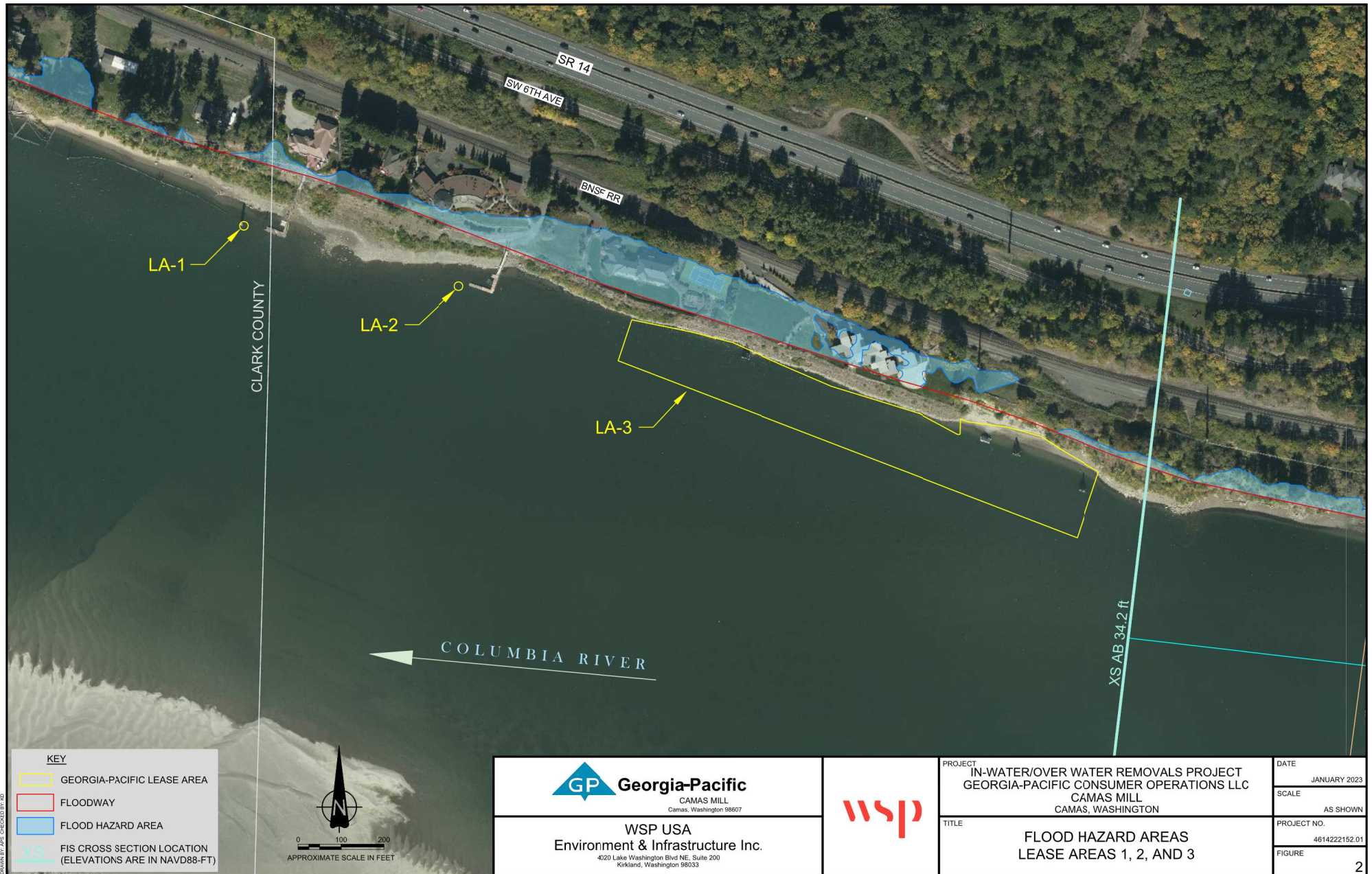
Figure 10. Model Cross-Section with Cut/Fill Changes (ID 9099)

**APPENDIX A:  
PROPOSED DEMOLITION  
PLANS DATED  
NOVEMBER 2, 2022**





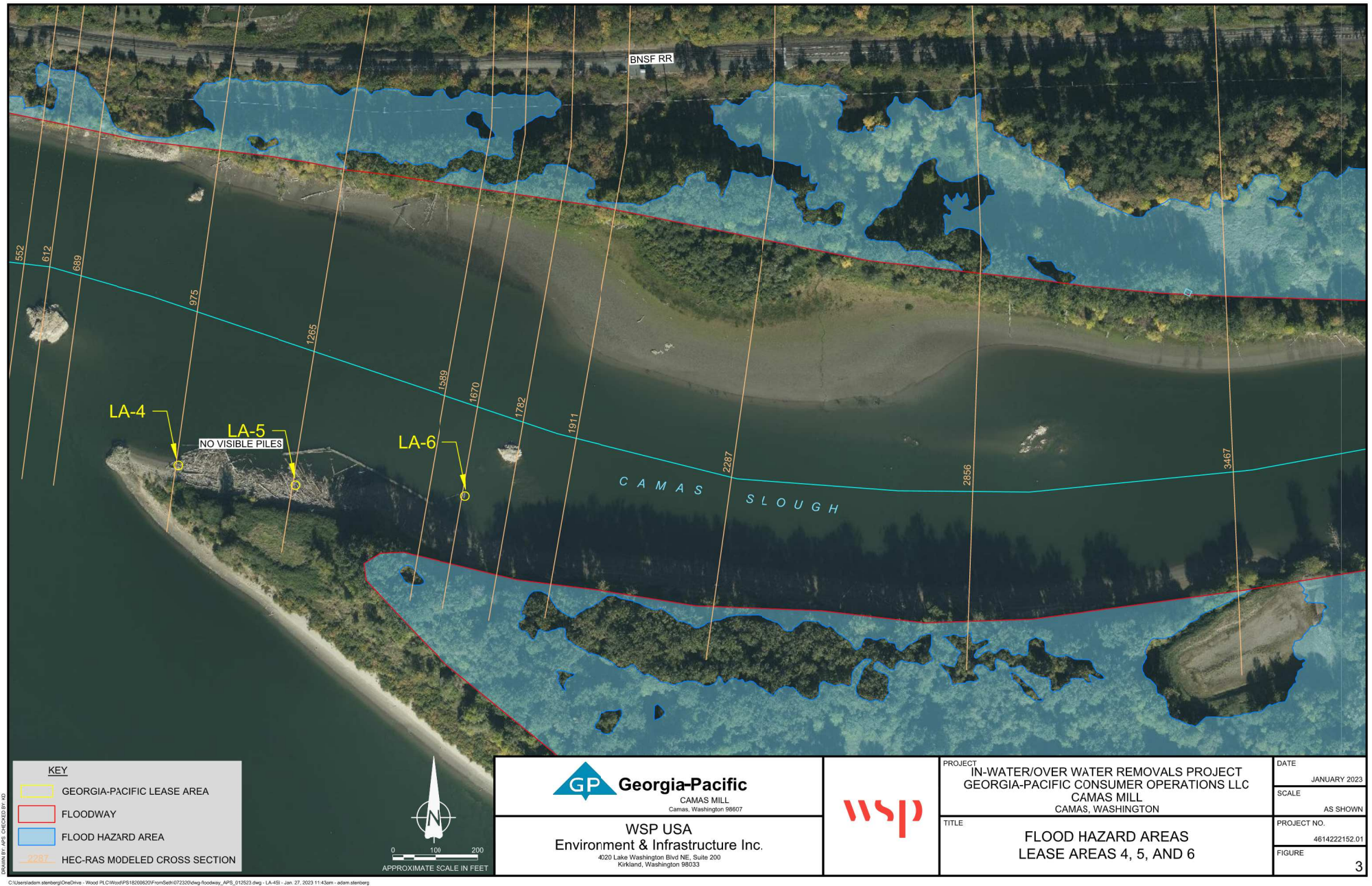




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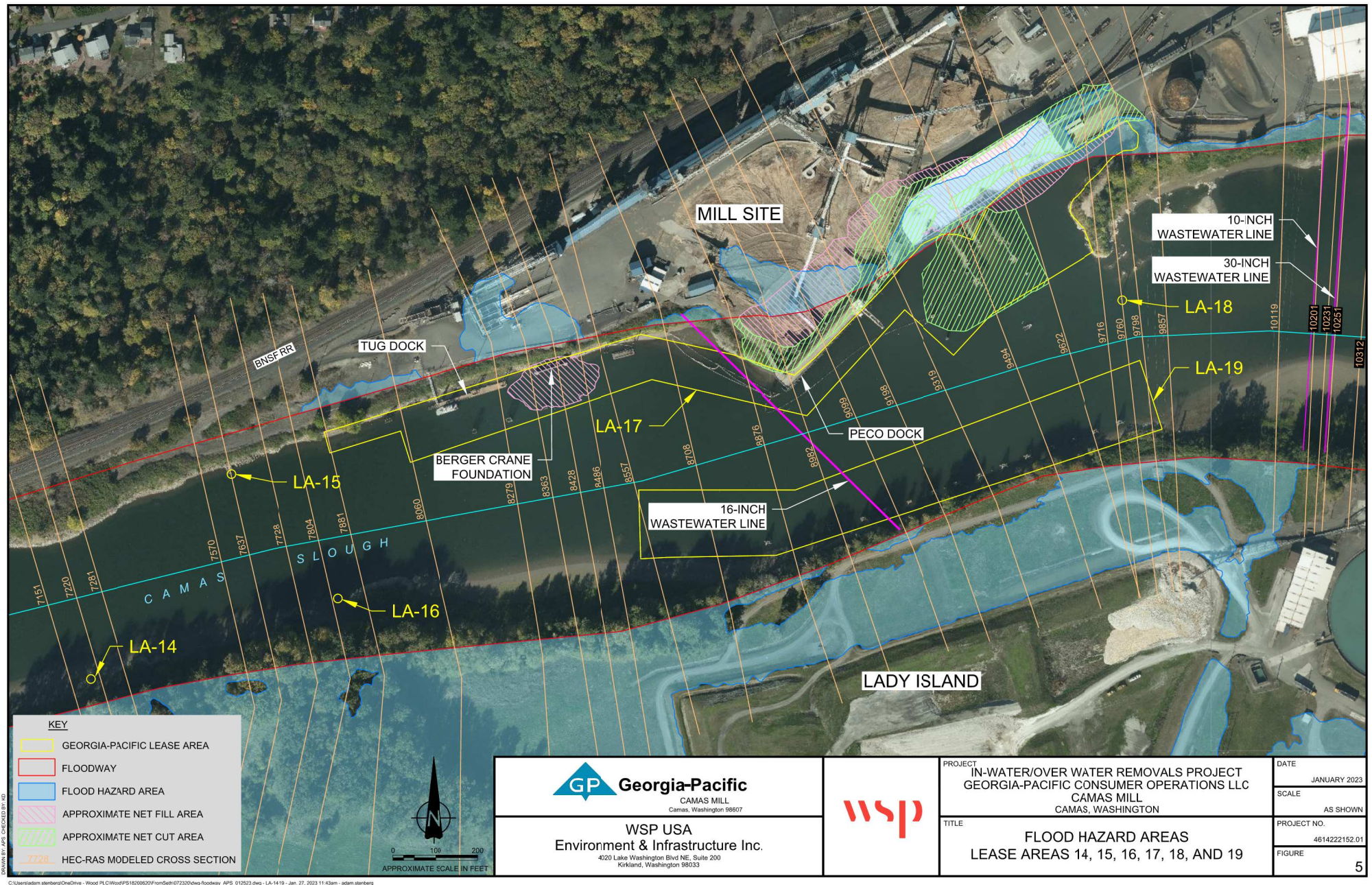




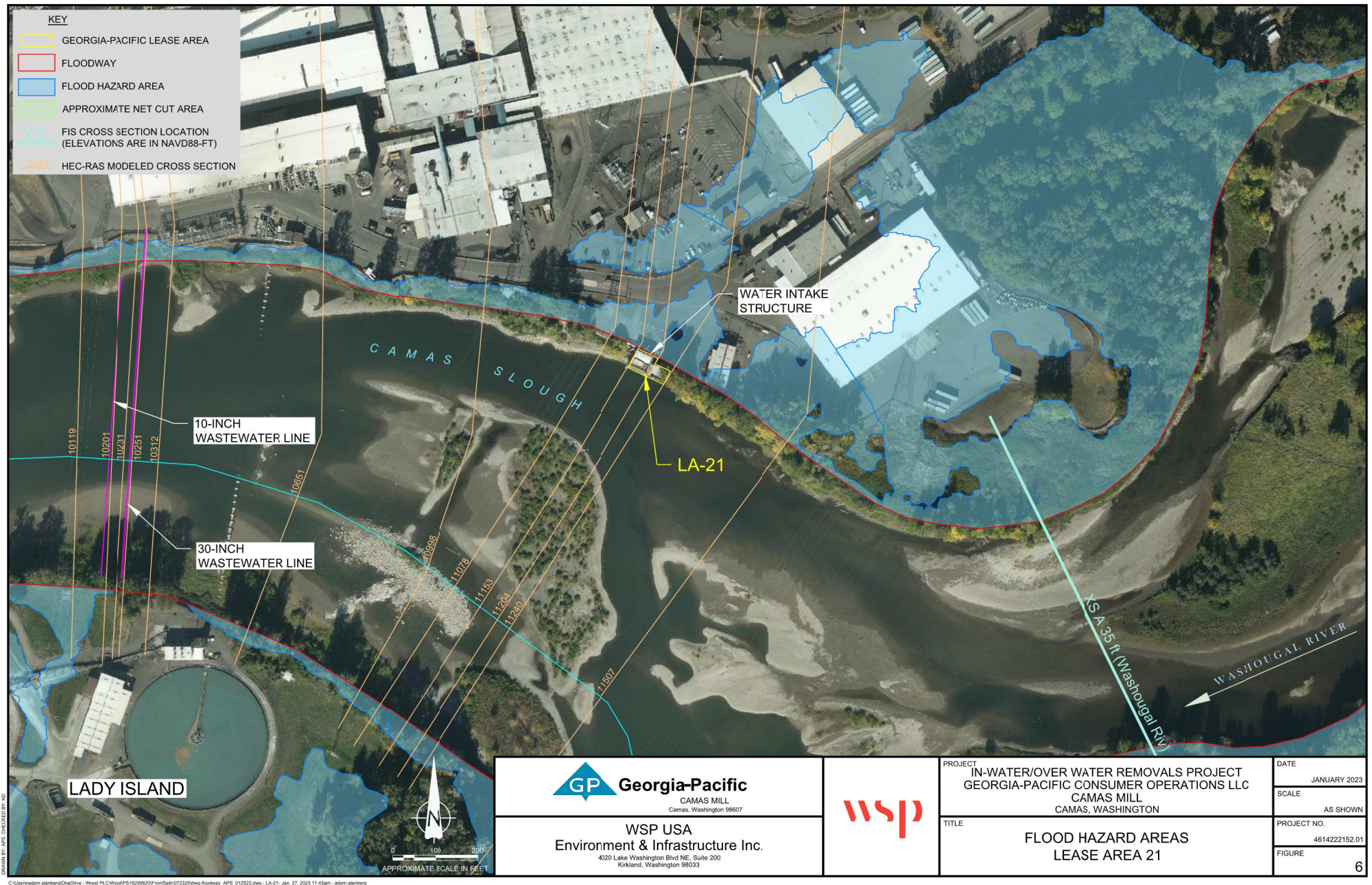












# **APPENDIX B: FEMA FLOOD INSURANCE STUDY (FIS) INFORMATION**



# NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations (BFEs)** and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Floodway Data contained within the Flood Insurance Study (FIS) Report. The FIS Report also contains the Flood Insurance Study (FIS) Report. The FIS Report also contains the Flood Insurance Study (FIS) Report. The FIS Report also contains the Flood Insurance Study (FIS) Report.

**Coastal Base Flood Elevation** shown on this map apply only to areas of 0.01 North American Vertical Datum of 1988 (NAVD 88). Users of the FIS should be aware that coastal base flood elevations are also provided in the Summary of Floodway Data and/or Summary of Floodway Data contained within the Flood Insurance Study (FIS) Report. The FIS Report also contains the Flood Insurance Study (FIS) Report.

**Floodway** boundaries were computed at cross sections and interrelated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and/or other pertinent floodway data are provided in the Flood Insurance Study Report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 24 Flood Protection Measures of the Flood Insurance Study Report for information on flood control structures within this jurisdiction.

The projection used in the preparation of this map was Universal Transverse Mercator (UTM) zone 10. The horizontal datum was NAD 83. BFEs 1988 referenced to datum, contour, projection or UTM zone used in the production of FISs for adjacent jurisdictions may result in slight potential differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIS.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. Flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov> or contact the National Geodetic Survey at the following address:

NGS Information Services  
NOAA NGS212  
National Geodetic Survey  
SSMCC #0102  
1115 East-West Highway  
Silver Spring, Maryland 20910-3282  
(301) 713-3242

To obtain current elevation, descriptor, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-1242 or visit its website at <http://www.ngs.noaa.gov>.

**Base Map** information shown on this FIS was derived from the U.S.D.A. Farm Service Agency National Agriculture Inventory Program (NAIP) produced at a scale of 1:11,000 from photography dated 2008.

The **profile baselines** depicted on this map represent the hydraulic modeling baseline for the flood profile in the FIS report. As a result, the profile baselines are not necessarily the same as the ground surface. They may differ significantly from the ground surface or appear outside the SFHA.

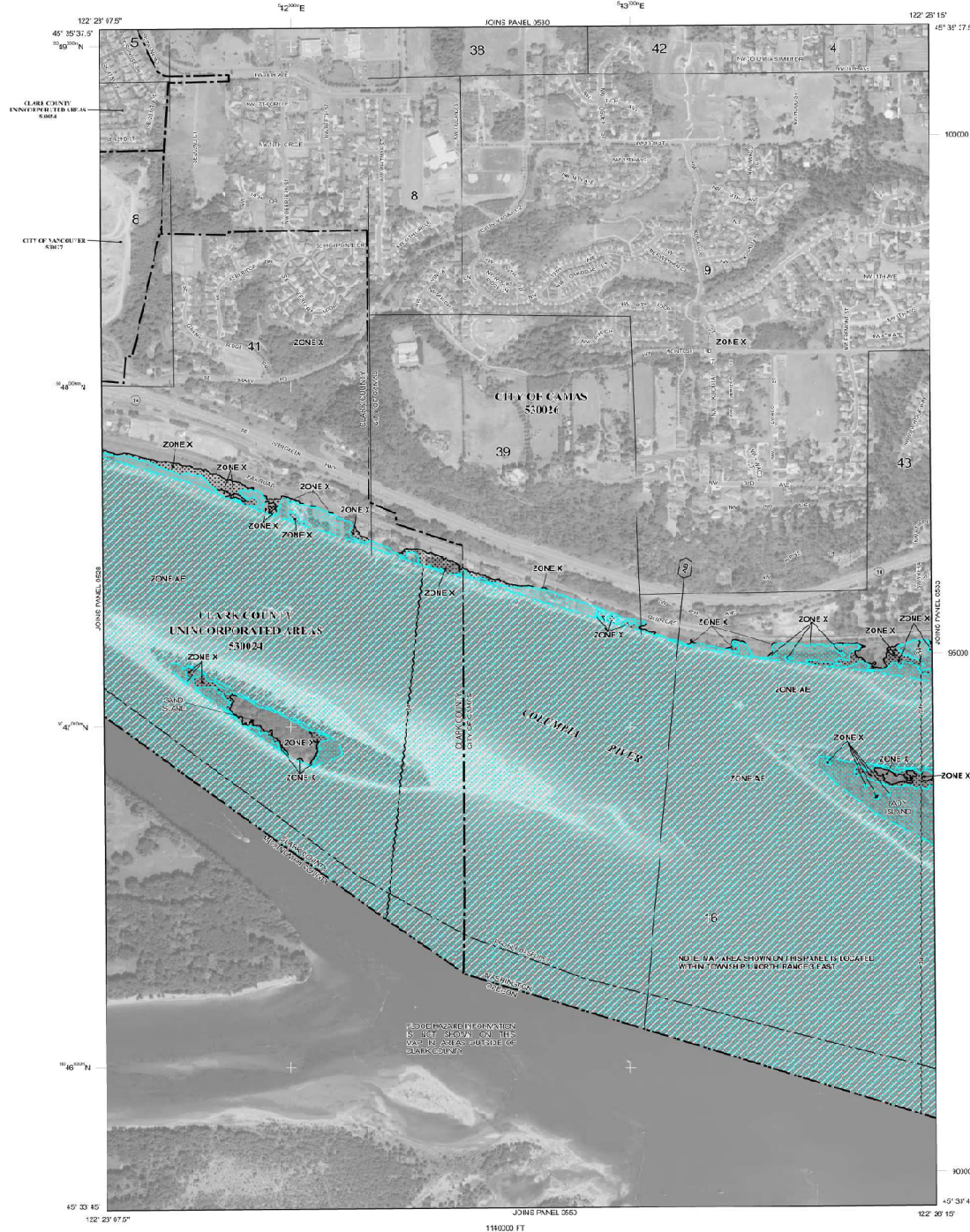
This map reflects unincorporated and adjacent **stream channel configurations** that have shown on the previous FIS for this jurisdiction. The floodways and floodways that were transferred from the previous FIS may have been adjusted to conform to those new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables for multiple systems in the Flood Insurance Study Report (which contain authoritative hydrologic data) may reflect stream channel features that differ from what is shown on this map.

**Corporate limits** shown on this map are based on the best data available at the time of publication. Because changes due to incorporations or de-incorporations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a listing of communities with existing National Flood Insurance Program data for each community as well as a listing of the panels on which each community is located.

For information on available products associated with this FIS, visit the **Map Service Center (MSC)** website at <http://www.fema.gov>. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the MSC website.

If you have **questions about this map**, how to order products, or the National Flood Insurance Program in general, please call the **FEMA Map Information Center** (FIMIC) at 1-877-FEMA-Map (1-877-362-527) or visit the FEMA website at <http://www.fema.gov/businessinfo>.



## LEGEND

**SPECIAL FLOOD HAZARD AREAS (SFHA) SUBJECT TO FLOODING BY THE 1% ANNUAL CHANCE FLOOD**  
The 1% annual chance flood (100-year flood) is the flood that has a 1% chance of being equaled or exceeded in any given year. The flood elevations shown on this map are based on the 1% annual chance flood. Areas of Special Flood Hazard (SFHA) are shown on this map. The flood elevations shown on this map are based on the 1% annual chance flood.

- ZONE A** No Base Flood Elevation determined.
- ZONE AE** Areas of flood insurance coverage determined.
- ZONE AH** Flood depths of 1 to 2 feet usually areas of ponding; Base Flood Elevation determined.
- ZONE AD** Flood depths of 1 to 2 feet usually areas of ponding; Base Flood Elevation determined.
- ZONE AR** Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently modified, or a flood control system that was subsequently modified, or a flood control system that was subsequently modified, or a flood control system that was subsequently modified.
- ZONE AF** Areas of flood insurance coverage determined.
- ZONE Y** Coastal flood zones with respect to flood wave activity; Base Flood Elevation determined.
- ZONE VE** Coastal flood zones with respect to flood wave activity; Base Flood Elevation determined.
- LOODWAY AREAS IN ZONE VE**

The floodways shown on this map are adjacent floodways that are subject to flood wave activity; Base Flood Elevation determined.

**OTHER FLOOD AREAS**

**ZONE I** Areas of 1.2% annual chance flood, areas of 1% annual chance flood will average depths of 1 to 2 feet with critical areas less than 1 square mile; flood depths of 1 to 2 feet with critical areas less than 1 square mile.

**OTHER AREAS**

**ZONE I** Areas determined to be outside the 0.2% annual chance flood.

**ZONE II** Areas in which flood hazard are unincorporated, but possible.

**COASTAL BARRIER RESILIENCE SYSTEM (CBRS) AREAS**

**OTHERWISE PROTECTED AREAS (OPA)**

OPA areas and other areas not included within or adjacent to Special Flood Hazard Areas.

1% Annual Chance Floodplain Boundary

0.2% Annual Chance Floodplain Boundary

Floodway boundary

Zone boundary

CBRS and OPA boundary

Boundary of Special Flood Hazard Areas; Zone AE and Zone Y

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Zone AE and Zone Y boundary of Special Flood Hazard Areas; Zone AE and Zone Y







FLOODING SOURCE		FLOODWAY			1-PERCENT ANNUAL CHANCE FLOOD WATER SURFACE ELEVATION			
CROSS SECTION	DISTANCE <sup>1</sup>	WIDTH (FT.)	SECTION AREA (SQ. FT.)	MEAN VELOCITY (F. P. S.)	REGULATORY (NAVD88)	WITHOUT FLOODWAY (NAVD88)	WITH FLOODWAY (NAVD88)	INCREASE
COLUMBIA RIVER								
AA	116.10	4,773 / 1,206 <sup>2</sup>	178,406	3.2	33.7	33.2	34.1	0.9
AB	118.06	6,731 / 3,745 <sup>2</sup>	210,779	2.7	34.2	33.6	34.4	0.8
AC	119.88	2,280 / 1,367 <sup>2</sup>	127,035	4.4	34.6	33.9	35.0	0.9
AD	121.37	4,250 / 1,101 <sup>2</sup>	157,277	3.6	34.9	34.3	35.1	0.8
AE	122.86	5,500 / 1,856 <sup>2</sup>	189,310	2.9	35.1	34.7	35.5	0.8
AF	123.43	5,700 / 2,039 <sup>2</sup>	197,499	2.8	35.3	34.8	35.7	0.9
AG	123.98	5,800 / 2,475 <sup>2</sup>	206,916	2.7	35.4	34.8	35.7	0.9
AH	125.53	6,950 / 4,728 <sup>2</sup>	198,505	2.8	35.6	35.1	36.0	0.9
AI	126.58	5,900 / 5,498 <sup>2</sup>	173,646	3.2	35.8	35.2	36.1	0.9

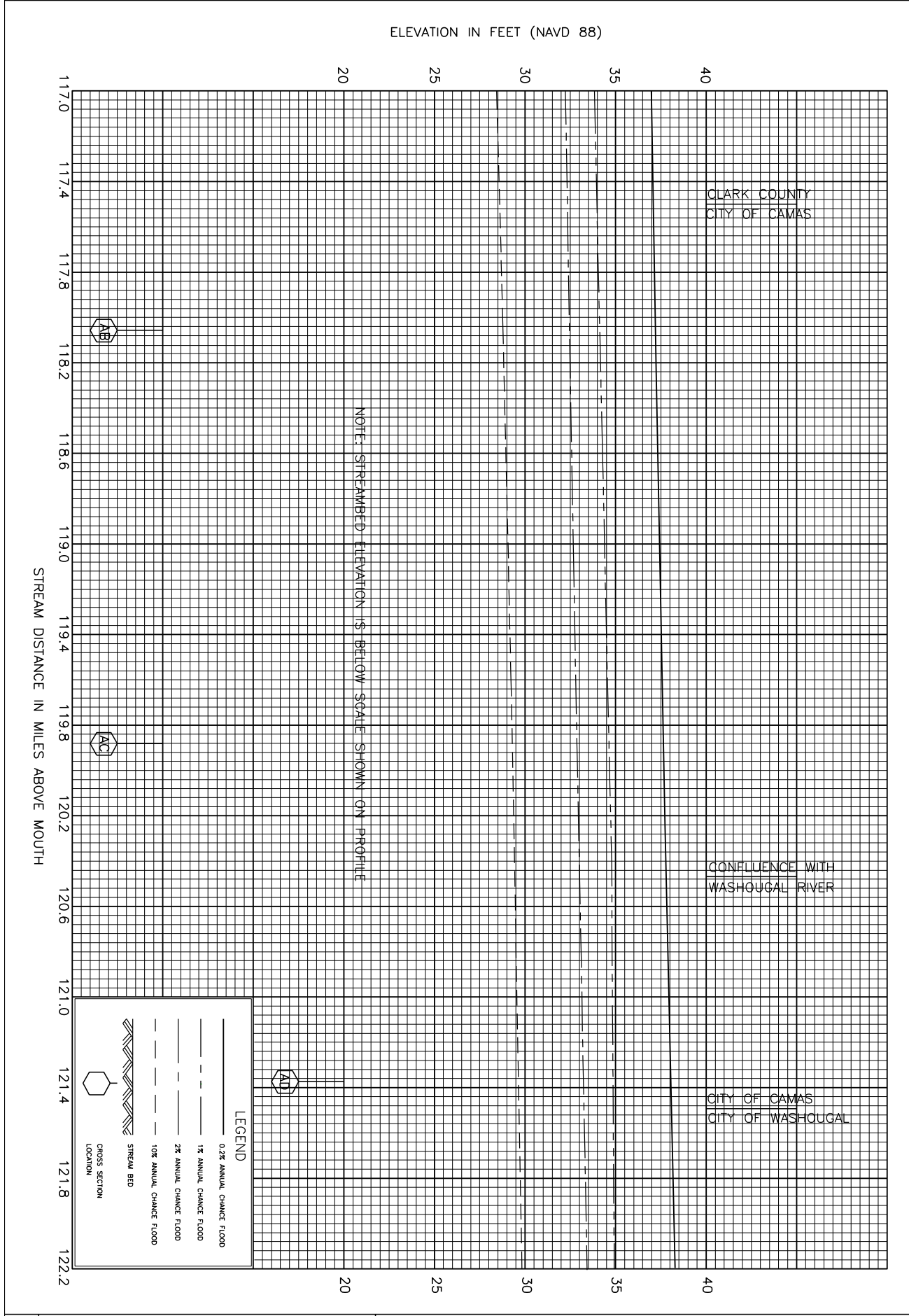
<sup>(1)</sup>Stream distance in miles above mouth<sup>(4)</sup>Width/width within county limits<sup>(2)</sup>Elevations computed without consideration of backwater from Columbia River<sup>(5)</sup>Width excluding island/right channel width looking downstream/width of right channel within corporate limits<sup>(3)</sup>Elevations based on HEC-2 hydraulic model

TABLE 9

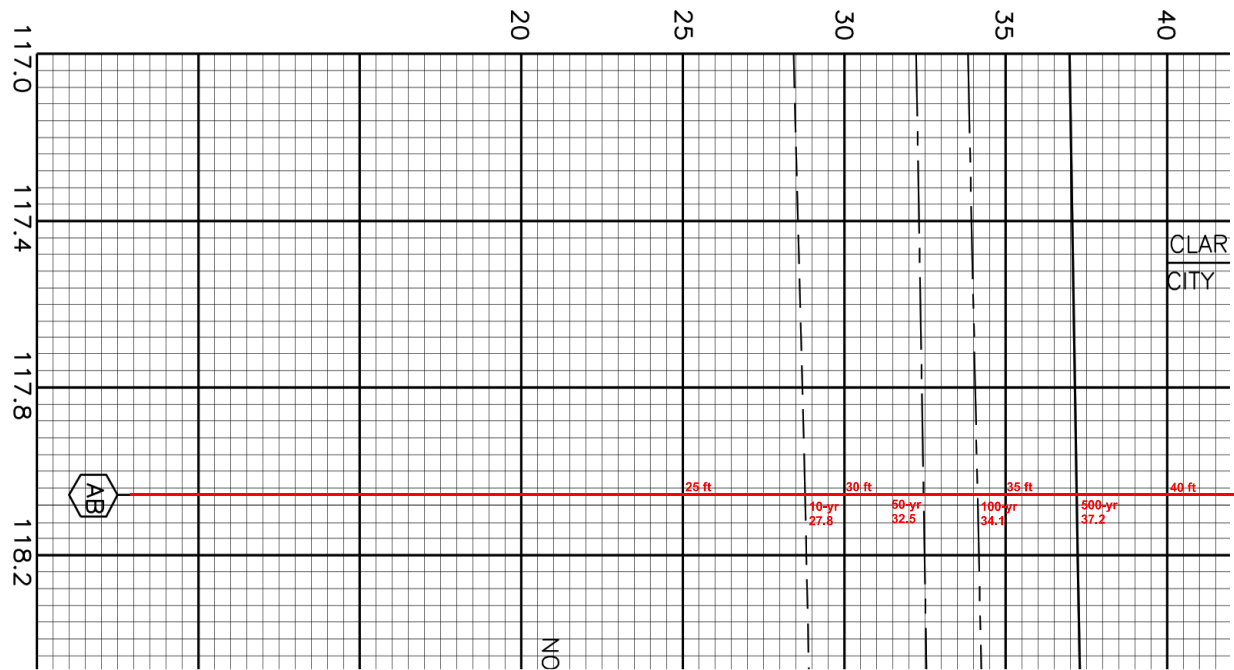
FEDERAL EMERGENCY MANAGEMENT AGENCY  
**CLARK COUNTY, WASHINGTON**  
 AND INCORPORATED AREAS

**FLOODWAY DATA****COLUMBIA RIVER**

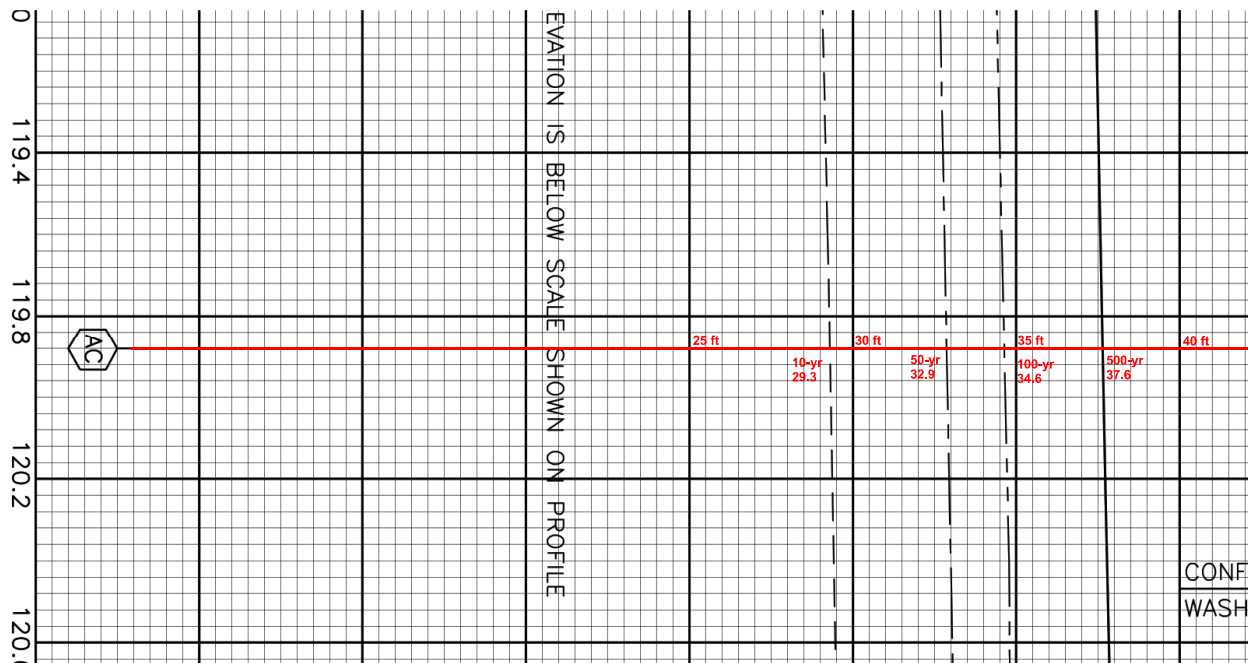




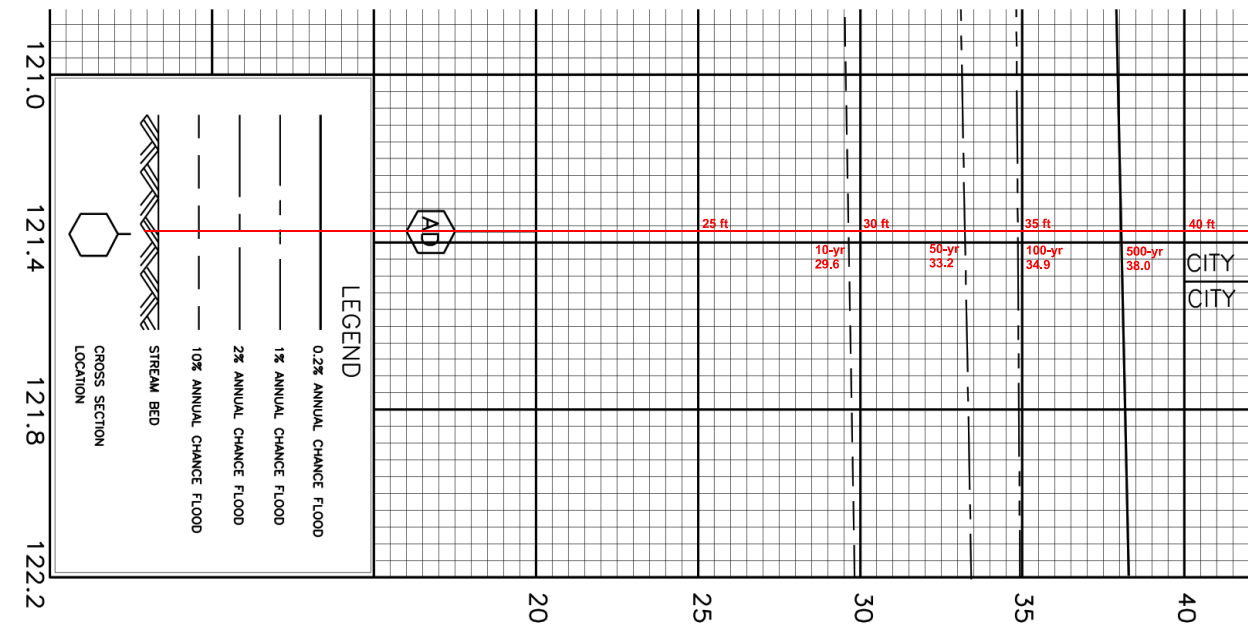
## Appendix B. FEMA Flood Profiles near Camas Slough



FIRM Cross-Section AB on Columbia River Downstream of Camas Slough: 100-Year Water Level 34.1 ft



FIRM Cross-Section AC on Columbia River South of Lady Island: 100-Year Water Level 34.6 ft



FIRM Cross-Section AD on Columbia River Upstream of Camas Slough: 100-Year Water Level 34.9 ft

Cross-Section Location	River Mile	Feet	Water Surface Elevations (ft)	
			100-yr	10-yr
FEMA "AB"	118.06	0	34.2	27.8
Model "522" (Downstream)	n/a	522	34.2	27.9
FEMA "AC"	119.88	9610	34.6	29.3
Model "13120" (Upstream)	n/a	13356	34.7	n/a
FEMA "AD"	121.37	17477	34.9	n/a

Interpolation of Downstream and Upstream Elevations for Camas Slough Model

*Notes: River Mile from the Floodway Data Table (miles above mouth)*

*Feet are calculated upstream of FEMA "AB".*

*100-yr Water Elevations from Floodway Data Table (34.2 ft); Others from FEMA Profiles.*

*10-yr water elevations used for the downstream boundary of the model with Washougal River.*

*Upstream model cross-section (ID 13120) is 4121 ft downstream of FEMA "AD".*

*Elevations are feet above the North American Vertical Datum of 1988 (NAVD88).*

Table 6 – Summary of Discharges (Continued)  
PEAK DISCHARGES (cfs)

<u>FLOODING SOURCE AND LOCATION</u>	<u>DRAINAGE AREA (SQ. MILES)</u>	<u>10%- ANNUAL- CHANCE</u>	<u>2%- ANNUAL- CHANCE</u>	<u>1%- ANNUAL- CHANCE</u>	<u>0.2%- ANNUAL- CHANCE</u>
Below Mill Creek	72.0	2,710	3,730	4,210	5,430
Downstream of Confluence with Curtin Creek	60.0	2,330	3,250	3,700	4,860
Salmon Creek (Continued)					
At County Gage SMN045, NE 156th Street	45.0	1,960	2,740	3,110	4,090
Downstream of Confluence with Morgan Creek	31.0	1,290	1,920	2,240	3,140
At County Gage S- 01, Battle Ground, WA	18.0	1,130	1,770	2,110	3,120
Spring Branch Creek					
At mouth	2.0	105	140	155	190
Unnamed Tributary to Gee Creek					
At mouth	2.0	85	100	105	125
Washougal River					
At Mouth	211	39,522	51,453	56,672	68,976
At Camas	146	28,063	36,534	40,241	48,977
At 3rd Street	146	27,971	36,416	40,110	48,818
At Route 140	144	27,703	36,066	39,725	48,350
Just Upstream of Little Washougal River	117	22,838	29,733	32,749	39,859
At Gage	107	21,017	27,362	30,138	36,681
Upstream of					

Flows for Washougal River at Mouth: 100-Year Flow 56,672 cfs

# **APPENDIX C: MODEL OUTPUT TABLES**

Table C-1. Camas Slough Output		EXISTING CAMAS SLOUGH - 100 YR / 35k cfs			PROPOSED CAMAS SLOUGH - DEMO OF PIERS / ETC			Rise in Elevations	
		Existing / Base Flood Model - Plan "p01"			Proposed Flood Model - Plan "p02"			(proposed minus base)	
River Station	Bottom Elev (ft)	Base WS Elev (ft)	Base Vel CH (ft/s)	Base EG (ft)	Proposed WS Elev (ft)	Proposed Vel CH (ft/s)	Proposed EG (ft)	WS Rise (ft)	EG Rise (ft)
13120	6.27	34.69	1.34	34.71	34.58	1.34	34.6	-0.11	-0.11
12625	3.58	34.66	1.84	34.71	34.55	1.85	34.6	-0.11	-0.11
12222	-4.99	34.37	4.15	34.63	34.25	4.16	34.52	-0.12	-0.11
12168		East Bridge (SR-14/27N-S)							
11974	-0.22	34.25	4.04	34.5	34.22	4.04	34.48	-0.03	-0.02
11507	-1.19	34.36	1.16	34.38	34.33	1.16	34.35	-0.03	-0.03
11240	6.94	34.35	1.23	34.38	34.33	1.23	34.35	-0.02	-0.03
11204	-2	34.35	1.36	34.38	34.32	1.36	34.35	-0.03	-0.03
11153	0.49	34.35	1.36	34.38	34.32	1.36	34.35	-0.03	-0.03
11078	0.07	34.35	1.33	34.38	34.32	1.33	34.35	-0.03	-0.03
10998	0.61	34.34	1.4	34.37	34.32	1.4	34.35	-0.02	-0.02
10651	-1.34	34.34	1.45	34.37	34.31	1.45	34.35	-0.03	-0.02
10312	0.67	34.33	1.6	34.37	34.3	1.6	34.34	-0.03	-0.03
10251	-2.15	34.33	1.57	34.37	34.3	1.57	34.34	-0.03	-0.03
10231	-0.94	34.33	1.59	34.37	34.3	1.59	34.34	-0.03	-0.03
10201	-1.29	34.32	1.64	34.37	34.3	1.64	34.34	-0.02	-0.03
10119	-2.39	34.32	1.68	34.37	34.3	1.68	34.34	-0.02	-0.03
9857	-3.94	34.32	1.75	34.36	34.29	1.75	34.34	-0.03	-0.02
9798	-7.83	34.32	1.67	34.36	34.29	1.67	34.34	-0.03	-0.02
9760	-7.17	34.32	1.67	34.36	34.29	1.68	34.34	-0.03	-0.02
9716	-6.84	34.32	1.57	34.36	34.3	1.67	34.33	-0.02	-0.03
9622	-8.14	34.32	1.4	34.35	34.3	1.42	34.33	-0.02	-0.02
9494	-9.49	34.31	1.53	34.35	34.3	1.44	34.33	-0.01	-0.02
9319	-13.13	34.31	1.51	34.35	34.3	1.44	34.33	-0.01	-0.02
9198	-14.95	34.31	1.6	34.35	34.29	1.55	34.33	-0.02	-0.02
9099	-12.43	34.3	1.69	34.34	34.28	1.68	34.33	-0.02	-0.01
8982	-10.92	34.28	1.98	34.34	34.27	1.87	34.33	-0.01	-0.01
8876	-7.24	34.29	1.77	34.33	34.28	1.64	34.32	-0.01	-0.01
8708	-6.84	34.29	1.55	34.33	34.28	1.55	34.32	-0.01	-0.01
8557	-7.77	34.29	1.56	34.33	34.28	1.56	34.32	-0.01	-0.01
8486	-8.48	34.29	1.58	34.33	34.28	1.6	34.32	-0.01	-0.01
8428	-9.02	34.29	1.59	34.32	34.27	1.64	34.32	-0.02	0
8363	-9.05	34.28	1.61	34.32	34.27	1.65	34.32	-0.01	0
8279	-8.81	34.28	1.6	34.32	34.27	1.61	34.31	-0.01	-0.01
8060	-10.14	34.27	1.75	34.32	34.26	1.76	34.31	-0.01	-0.01
7881	-12	34.26	1.99	34.32	34.25	1.99	34.31	-0.01	-0.01
7804	-12.29	34.26	1.96	34.31	34.25	1.95	34.31	-0.01	0
7728	-12.48	34.25	2	34.31	34.25	2	34.31	0	0
7637	-14.15	34.25	1.96	34.31	34.25	1.94	34.3	0	-0.01
7570	-15.32	34.25	1.92	34.31	34.25	1.92	34.3	0	-0.01
7281	-22.16	34.24	2.13	34.31	34.23	2.13	34.3	-0.01	-0.01
7220	-22.28	34.24	2.1	34.3	34.23	2.09	34.3	-0.01	0



Table C-1. Camas Slough Output (Continued)		EXISTING CAMAS SLOUGH - 100 YR / 35k cfs Existing / Base Flood Model - Plan "p01"			PROPOSED CAMAS SLOUGH - DEMO OF PIERS / ETC Proposed Flood Model - Plan "p02"			Rise in Elevations (proposed minus base)	
River Station	Bottom Elev (ft)	Base WS Elev (ft)	Base Vel CH (ft/s)	Base EG (ft)	Proposed WS Elev (ft)	Proposed Vel CH (ft/s)	Proposed EG (ft)	WS Rise (ft)	EG Rise (ft)
7151	-21.65	34.24	2.04	34.3	34.23	2.04	34.3	-0.01	0
6864	-18.39	34.25	1.8	34.3	34.24	1.8	34.29	-0.01	-0.01
6440	-15.13	34.24	1.78	34.29	34.24	1.78	34.29	0	0
6428		West Bridge (SR-14/25)							
6343	-14.63	34.24	1.71	34.29	34.23	1.71	34.28	-0.01	-0.01
6148	-14.9	34.23	1.77	34.28	34.23	1.77	34.28	0	0
5580	-16.11	34.23	1.72	34.28	34.23	1.72	34.27	0	-0.01
5008	-19.62	34.22	1.76	34.27	34.22	1.76	34.27	0	0
4887	-19.87	34.22	1.73	34.27	34.22	1.72	34.27	0	0
4834	-19.86	34.22	1.72	34.27	34.22	1.72	34.27	0	0
4784	-20.06	34.22	1.72	34.27	34.22	1.71	34.27	0	0
4710	-19.46	34.22	1.68	34.27	34.22	1.68	34.27	0	0
4632	-19.4	34.22	1.67	34.27	34.22	1.66	34.26	0	-0.01
4580	-19.08	34.22	1.69	34.27	34.22	1.69	34.26	0	-0.01
4017	-21.17	34.22	1.63	34.26	34.22	1.63	34.26	0	0
3962	-21.47	34.22	1.64	34.26	34.22	1.63	34.26	0	0
3890	-21.09	34.22	1.59	34.26	34.22	1.59	34.26	0	0
3467	-18.81	34.22	1.56	34.26	34.22	1.56	34.26	0	0
2856	-13.11	34.22	1.33	34.25	34.22	1.33	34.25	0	0
2287	-16.77	34.22	1.23	34.25	34.22	1.23	34.25	0	0
1911	-18.58	34.22	1.2	34.25	34.22	1.2	34.24	0	-0.01
1782	-29.48	34.22	1.21	34.24	34.22	1.21	34.24	0	0
1670	-40.87	34.23	1.04	34.24	34.22	1.04	34.24	-0.01	0
1589	-38.32	34.22	1.06	34.24	34.22	1.05	34.24	0	0
1265	-21.1	34.22	1.16	34.24	34.22	1.15	34.24	0	0
975	-15.93	34.22	1.17	34.24	34.22	1.16	34.24	0	0
689	-14.95	34.2	1.64	34.24	34.2	1.64	34.24	0	0
612	-20.24	34.19	1.74	34.24	34.19	1.74	34.24	0	0
552	-24.96	34.2	1.48	34.23	34.2	1.48	34.23	0	0

WS (ft) - Water surface elevation (ft NAVD88)

Vel CH (ft/s) - Velocity of flow in channel (ft/second)

EG (ft) - Energy grade (ft NAVD88)

**Table C-2. Washougal River /  
Camas Slough Output**

		<b>EXISTING WASHOUGAL / CAMAS SLOUGH - 100 YR</b>			<b>PROPOSED WASHOUGAL / CAMAS SLOUGH - DEMO OF PIERS / ETC</b>			<b>Rise in Elevations</b>	
		Existing / Base Flood Model - Plan "p11" - 56672 cfs			Proposed Flood Model - Plan "p12"			(proposed minus base)	
River Station	Bottom Elev (ft)	Base WS Elev (ft)	Base Vel CH (ft/s)	Base EG (ft)	Proposed WS Elev (ft)	Proposed Vel CH (ft/s)	Proposed EG (ft)	WS Rise (ft)	EG Rise (ft)
13159 (*)	9.39	28.68	4.07	28.91	28.56	4.1	28.8	-0.12	-0.11
12653 (*)	8.61	28.55	4.47	28.85	28.43	4.5	28.73	-0.12	-0.12
12111 (*)	5.98	28.55	3.74	28.77	28.43	3.76	28.65	-0.12	-0.12
11507	-1.19	28.61	2.41	28.7	28.49	2.43	28.59	-0.12	-0.11
11240	6.94	28.57	2.54	28.69	28.45	2.55	28.57	-0.12	-0.12
11204	-2	28.56	2.84	28.69	28.44	2.86	28.57	-0.12	-0.12
11153	0.49	28.56	2.83	28.68	28.44	2.85	28.57	-0.12	-0.11
11078	0.07	28.56	2.78	28.68	28.44	2.8	28.56	-0.12	-0.12
10998	0.61	28.54	2.94	28.67	28.42	2.95	28.56	-0.12	-0.11
10651	-1.34	28.52	2.98	28.66	28.4	3	28.54	-0.12	-0.12
10312	0.67	28.47	3.29	28.64	28.35	3.3	28.52	-0.12	-0.12
10251	-2.15	28.47	3.21	28.63	28.36	3.23	28.52	-0.11	-0.11
10231	-0.94	28.47	3.25	28.63	28.35	3.27	28.52	-0.12	-0.11
10201	-1.29	28.45	3.37	28.63	28.34	3.39	28.51	-0.11	-0.12
10119	-2.39	28.44	3.44	28.63	28.32	3.46	28.51	-0.12	-0.12
9857	-3.94	28.41	3.55	28.61	28.3	3.57	28.49	-0.11	-0.12
9798	-7.83	28.42	3.47	28.6	28.3	3.49	28.49	-0.12	-0.11
9760	-7.17	28.41	3.51	28.6	28.3	3.53	28.48	-0.11	-0.12
9716	-6.84	28.42	3.26	28.58	28.31	3.46	28.48	-0.11	-0.1
9622	-8.14	28.45	2.74	28.56	28.34	2.79	28.46	-0.11	-0.1
9494	-9.49	28.41	3.02	28.55	28.33	2.8	28.46	-0.08	-0.09
9319	-13.13	28.41	2.88	28.54	28.33	2.77	28.45	-0.08	-0.09
9198	-14.95	28.38	3.07	28.53	28.31	2.98	28.45	-0.07	-0.08
9099	-12.43	28.35	3.32	28.52	28.28	3.25	28.44	-0.07	-0.08
8982	-10.92	28.27	3.89	28.5	28.22	3.67	28.43	-0.05	-0.07
8876	-7.24	28.29	3.5	28.48	28.25	3.26	28.41	-0.04	-0.07
8708	-6.84	28.3	3.04	28.45	28.26	3.04	28.4	-0.04	-0.05
8557	-7.77	28.29	3.07	28.44	28.25	3.07	28.4	-0.04	-0.04
8486	-8.48	28.28	3.12	28.43	28.24	3.18	28.39	-0.04	-0.04
8428	-9.02	28.27	3.15	28.43	28.22	3.28	28.39	-0.05	-0.04
8363	-9.05	28.27	3.19	28.42	28.22	3.29	28.39	-0.05	-0.03
8279	-8.81	28.26	3.18	28.42	28.22	3.19	28.38	-0.04	-0.04
8060	-10.14	28.21	3.5	28.4	28.18	3.5	28.37	-0.03	-0.03
7881	-12	28.15	3.94	28.39	28.12	3.94	28.36	-0.03	-0.03
7804	-12.29	28.15	3.84	28.38	28.13	3.82	28.35	-0.02	-0.03
7728	-12.48	28.13	3.96	28.37	28.1	3.96	28.34	-0.03	-0.03
7637	-14.15	28.13	3.88	28.37	28.11	3.84	28.34	-0.02	-0.03
7570	-15.32	28.14	3.79	28.36	28.11	3.8	28.33	-0.03	-0.03
7281	-22.16	28.07	4.15	28.34	28.05	4.15	28.31	-0.02	-0.03
7220	-22.28	28.08	4.07	28.33	28.05	4.04	28.31	-0.03	-0.02

Table C-2. Washougal River / Camas Slough Output (continued)		EXISTING WASHOUGAL / CAMAS SLOUGH - 100 YR Existing / Base Flood Model - Plan "p11"			PROPOSED WASHOUGAL / CAMAS SLOUGH - DEMO OF PIERS / ETC Proposed Flood Model - Plan "p12"			Rise in Elevations (proposed minus base)	
River Station	Bottom Elev (ft)	Base WS Elev (ft)	Base Vel CH (ft/s)	Base EG (ft)	Proposed WS Elev (ft)	Proposed Vel CH (ft/s)	Proposed EG (ft)	WS Rise (ft)	EG Rise (ft)
7151	-21.65	28.09	3.94	28.33	28.06	3.94	28.3	-0.03	-0.03
6864	-18.39	28.11	3.48	28.3	28.08	3.48	28.27	-0.03	-0.03
6440	-15.13	28.1	3.46	28.28	28.07	3.46	28.26	-0.03	-0.02
6428		<b>West Bridge (SR-14/25)</b>							
6343	-14.63	28.08	3.36	28.26	28.06	3.37	28.23	-0.02	-0.03
6148	-14.9	28.06	3.45	28.25	28.04	3.46	28.22	-0.02	-0.03
5580	-16.11	28.04	3.34	28.22	28.03	3.35	28.2	-0.01	-0.02
5008	-19.62	28.01	3.4	28.19	28	3.4	28.18	-0.01	-0.01
4887	-19.87	28.01	3.34	28.18	28	3.31	28.17	-0.01	-0.01
4834	-19.86	28.01	3.32	28.18	28	3.32	28.17	-0.01	-0.01
4784	-20.06	28.01	3.3	28.18	28	3.28	28.17	-0.01	-0.01
4710	-19.46	28.01	3.24	28.17	28	3.24	28.17	-0.01	0
4632	-19.4	28.01	3.21	28.17	28.01	3.19	28.16	0	-0.01
4580	-19.08	28	3.25	28.17	28	3.25	28.16	0	-0.01
4017	-21.17	28	3.13	28.15	27.99	3.13	28.14	-0.01	-0.01
3962	-21.47	27.99	3.17	28.15	27.99	3.15	28.14	0	-0.01
3890	-21.09	27.99	3.08	28.14	27.99	3.08	28.14	0	0
3467	-18.81	27.99	3.01	28.13	27.98	3.01	28.12	-0.01	-0.01
2856	-13.11	27.99	2.66	28.1	27.99	2.66	28.1	0	0
2287	-16.77	27.99	2.49	28.09	27.99	2.49	28.08	0	-0.01
1911	-18.58	27.99	2.39	28.08	27.98	2.39	28.07	-0.01	-0.01
1782	-29.48	27.99	2.43	28.07	27.98	2.43	28.07	-0.01	0
1670	-40.87	28	2.03	28.06	28	2.01	28.06	0	0
1589	-38.32	28	2.06	28.06	27.99	2.04	28.06	-0.01	0
1265	-21.1	27.98	2.25	28.06	27.98	2.21	28.05	0	-0.01
975	-15.93	27.97	2.29	28.05	27.97	2.26	28.05	0	0
689	-14.95	27.89	3.19	28.04	27.89	3.19	28.04	0	0
612	-20.24	27.87	3.38	28.03	27.87	3.38	28.03	0	0
552	-24.96	27.9	2.83	28.02	27.9	2.83	28.02	0	0

WS (ft) - Water surface elevation (ft NAVD88)

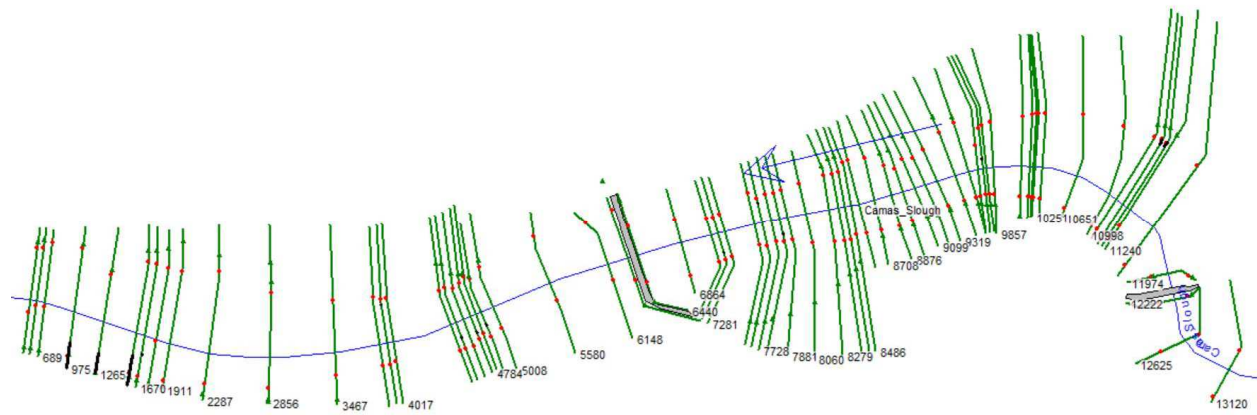
Vel CH (ft/s) - Velocity of flow in channel (ft/second)

EG (ft) - Energy grade (ft NAVD88)

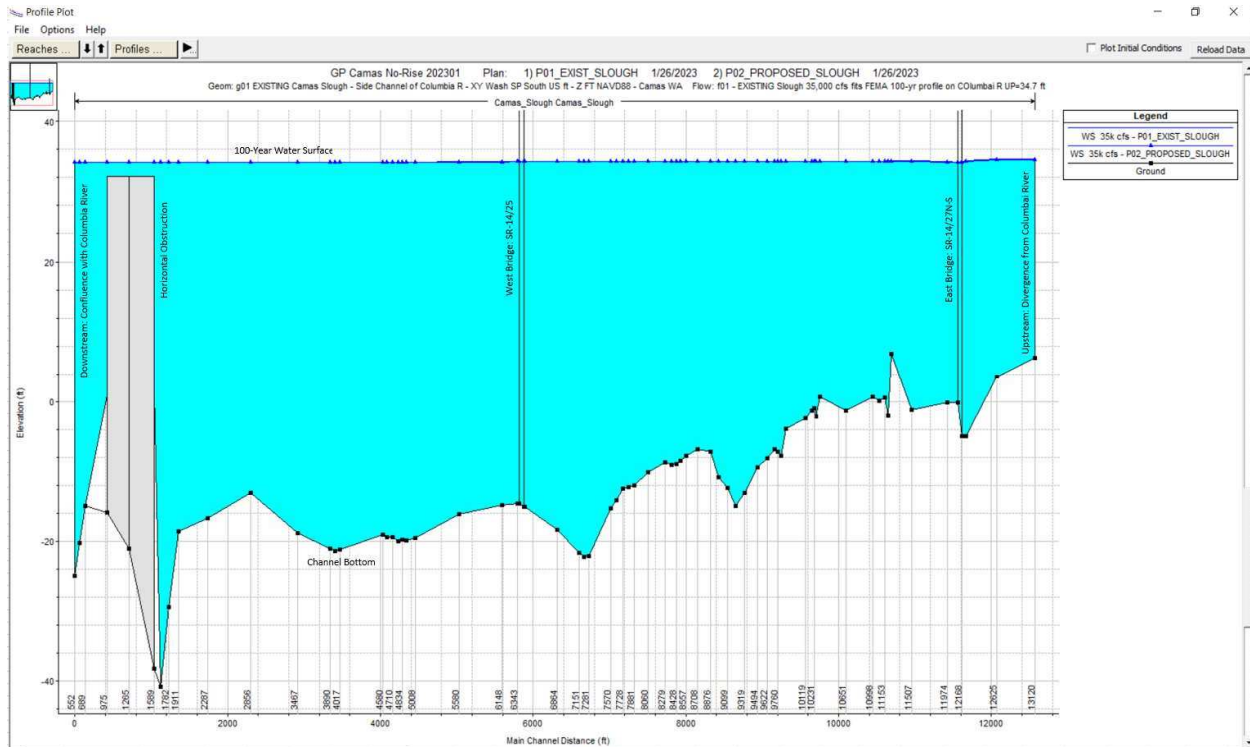
(\*) Three cross-sections added for Washougal River above Camas Slough

# **APPENDIX D: EXISTING-CONDITION DATA FOR CAMAS SLOUGH MODEL**

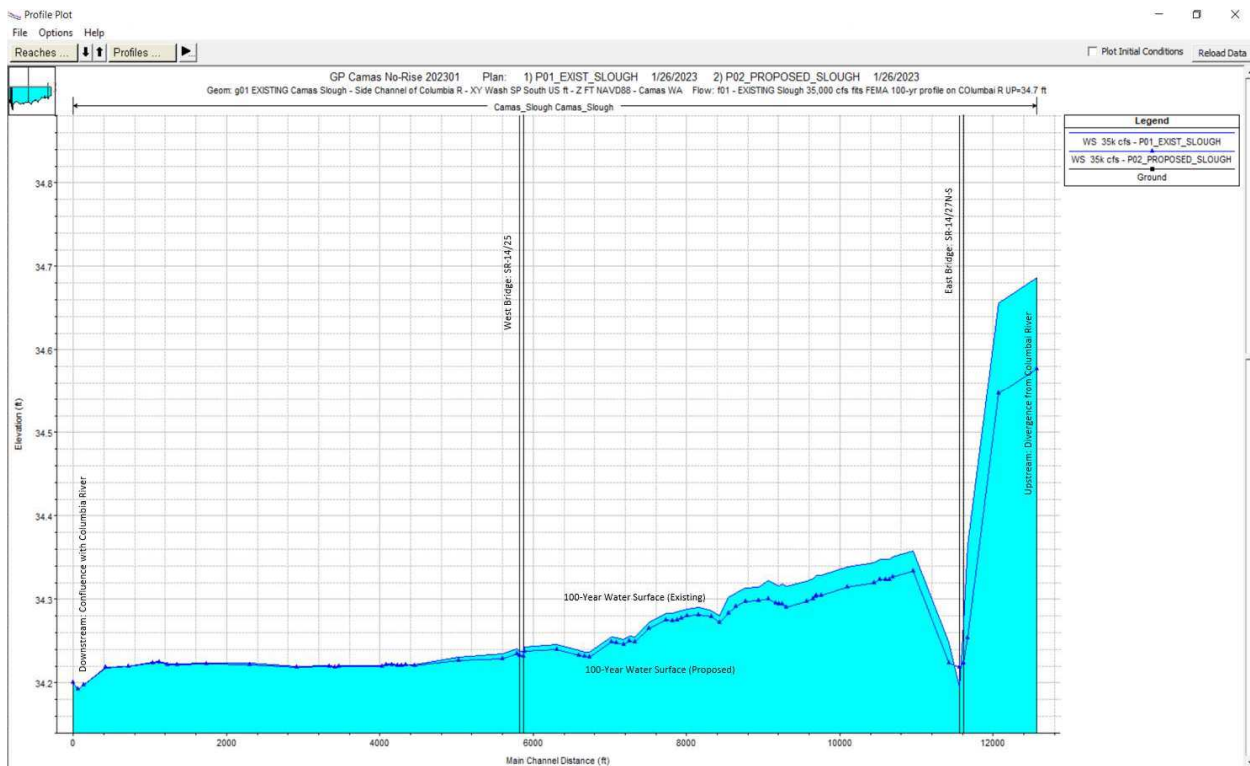
## Appendix D. HEC-RAS Hydraulic Model Data for Existing Conditions



Schematic of Camas Slough Model Cross-Section Locations

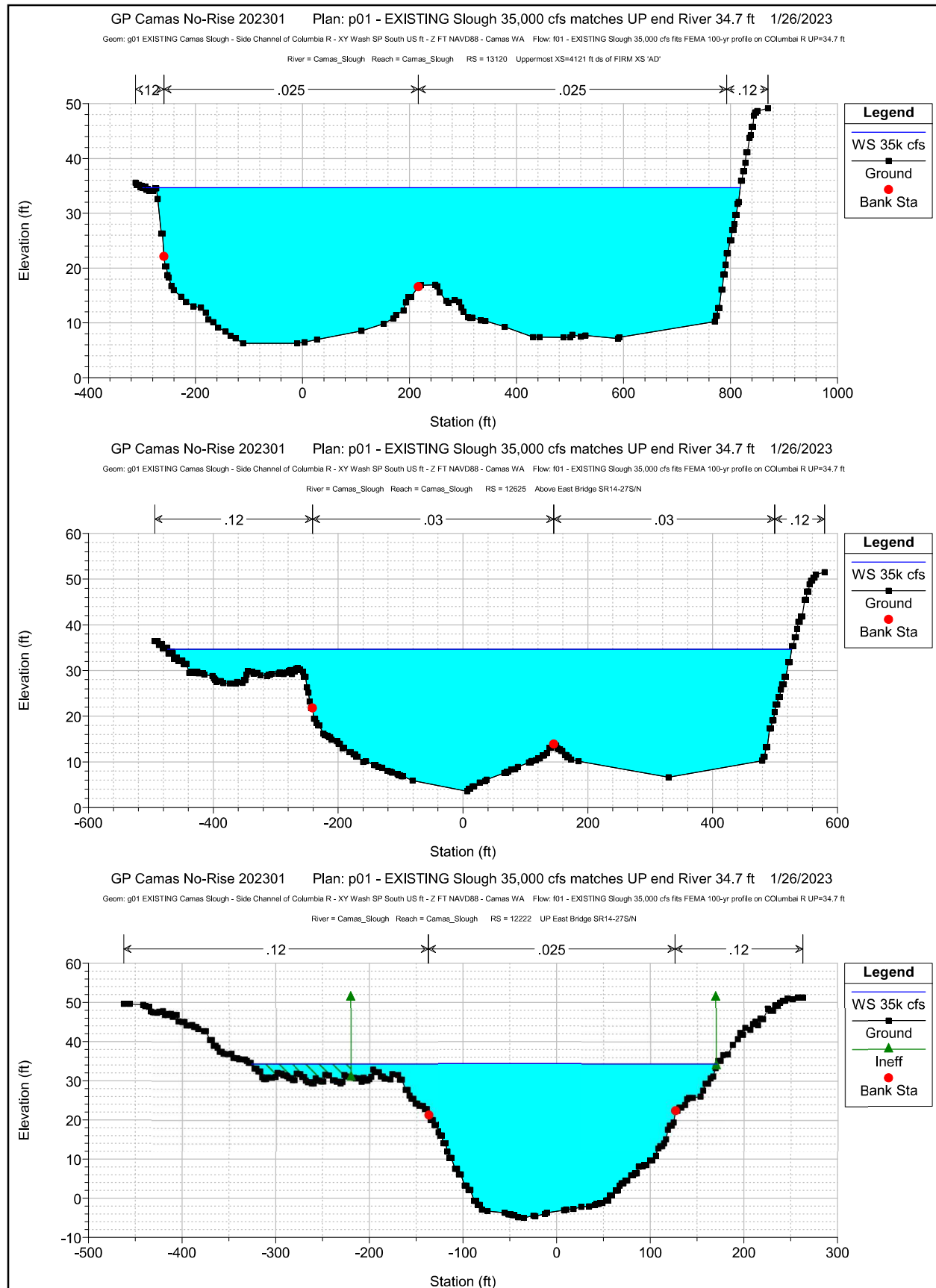


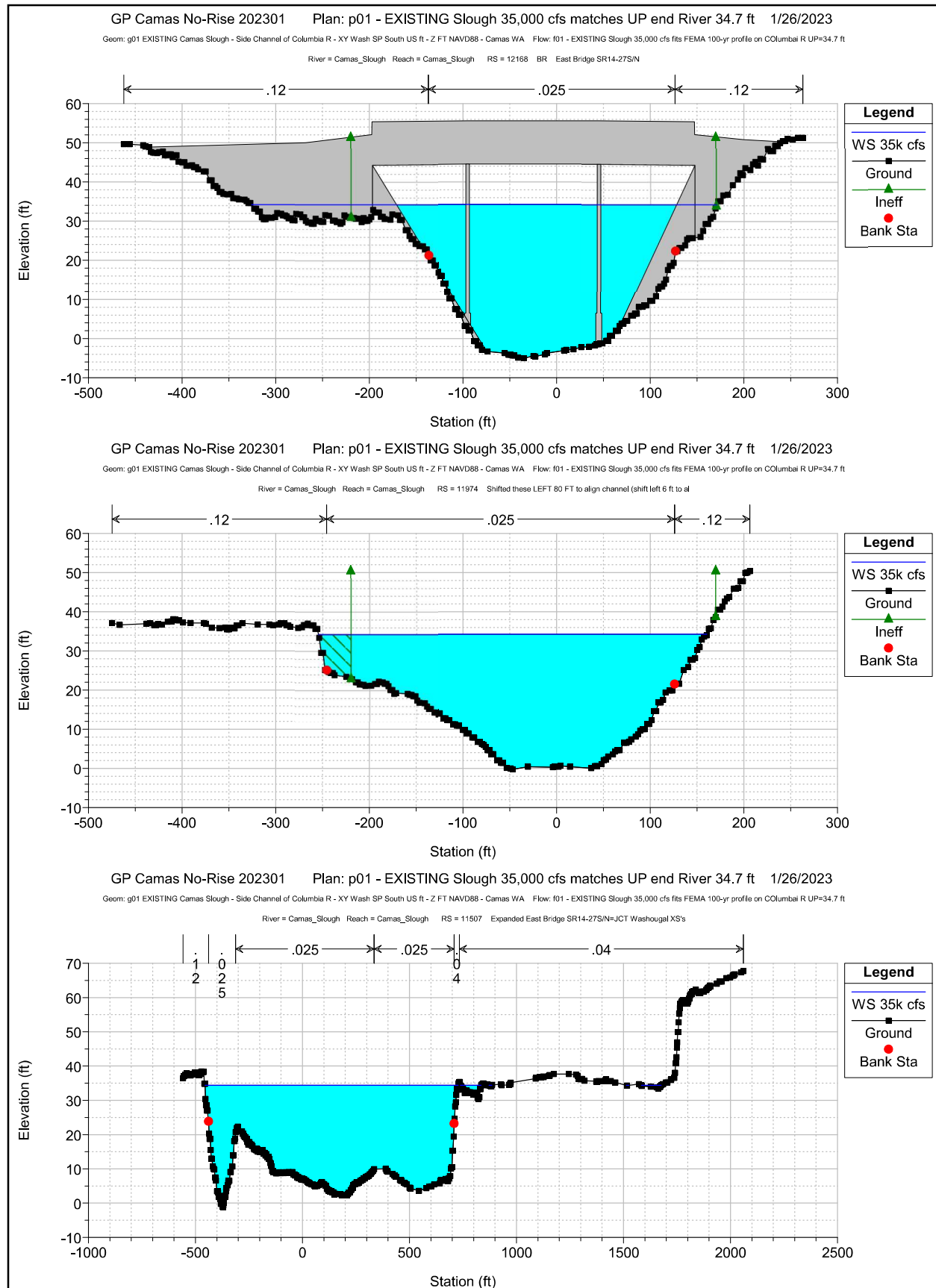
Profile of Camas Slough Model (Full-Scale; Cross-Sections Labeled)

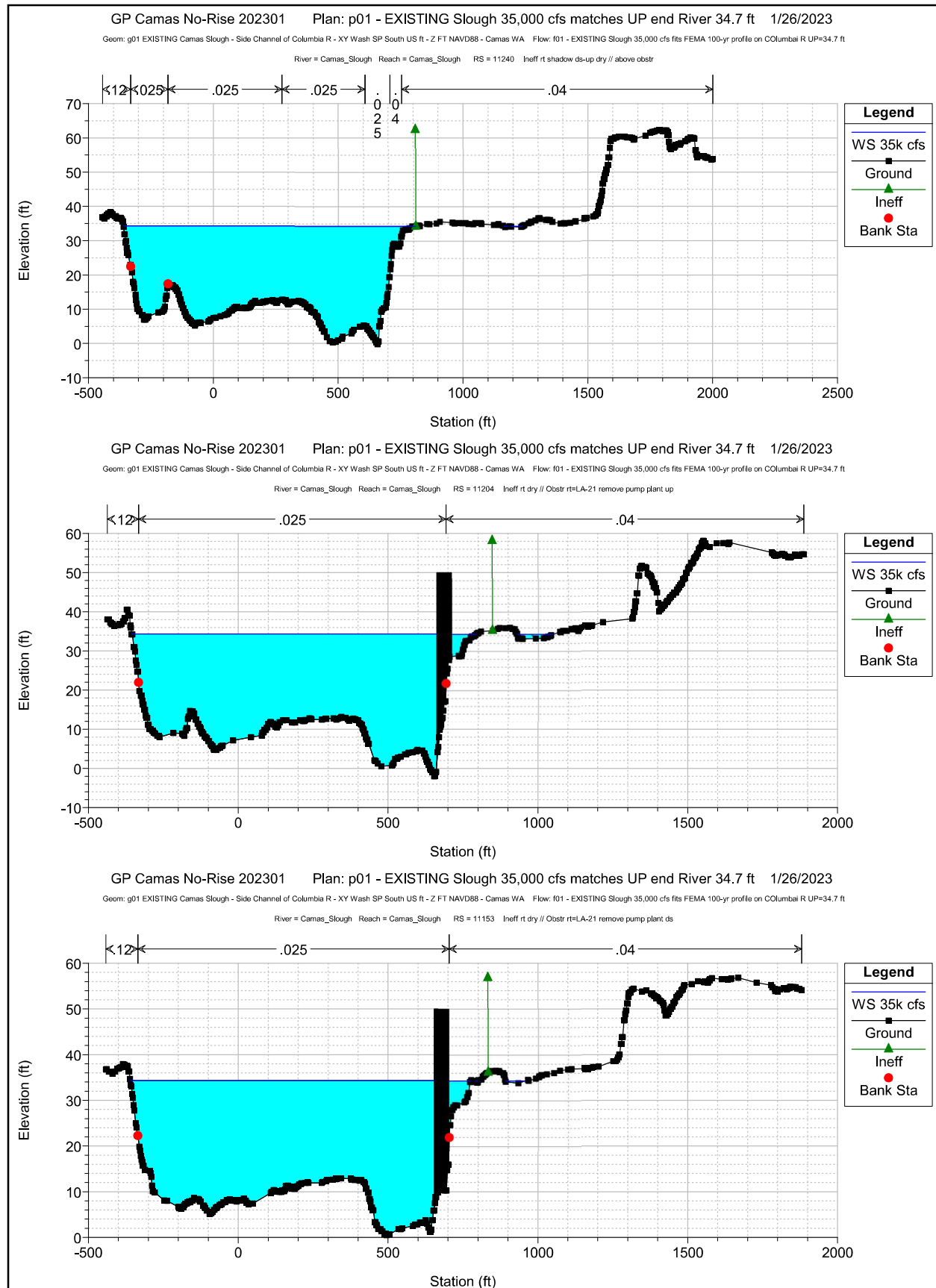


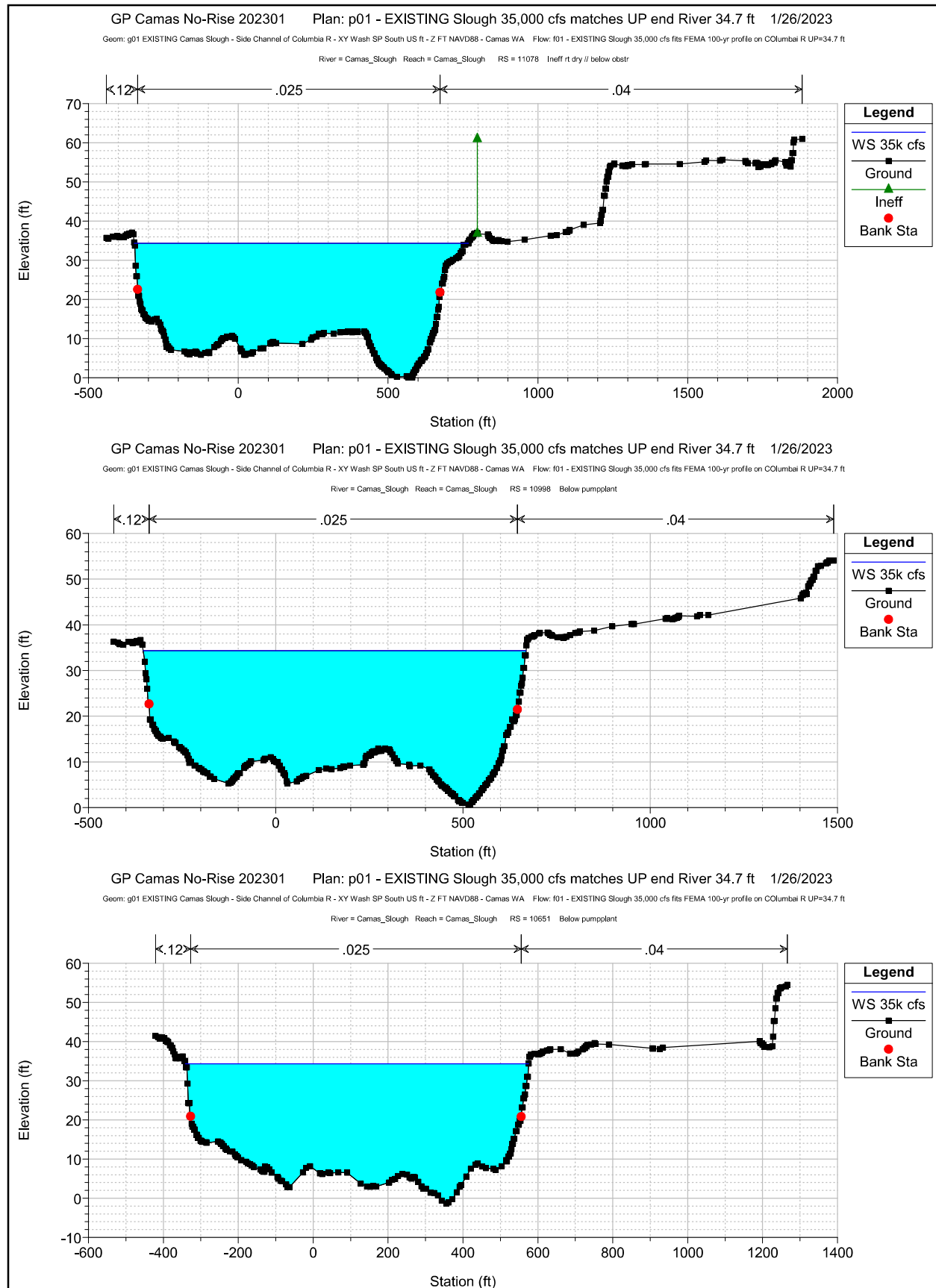
Profile of Camas Slough Model (Expanded Scale)



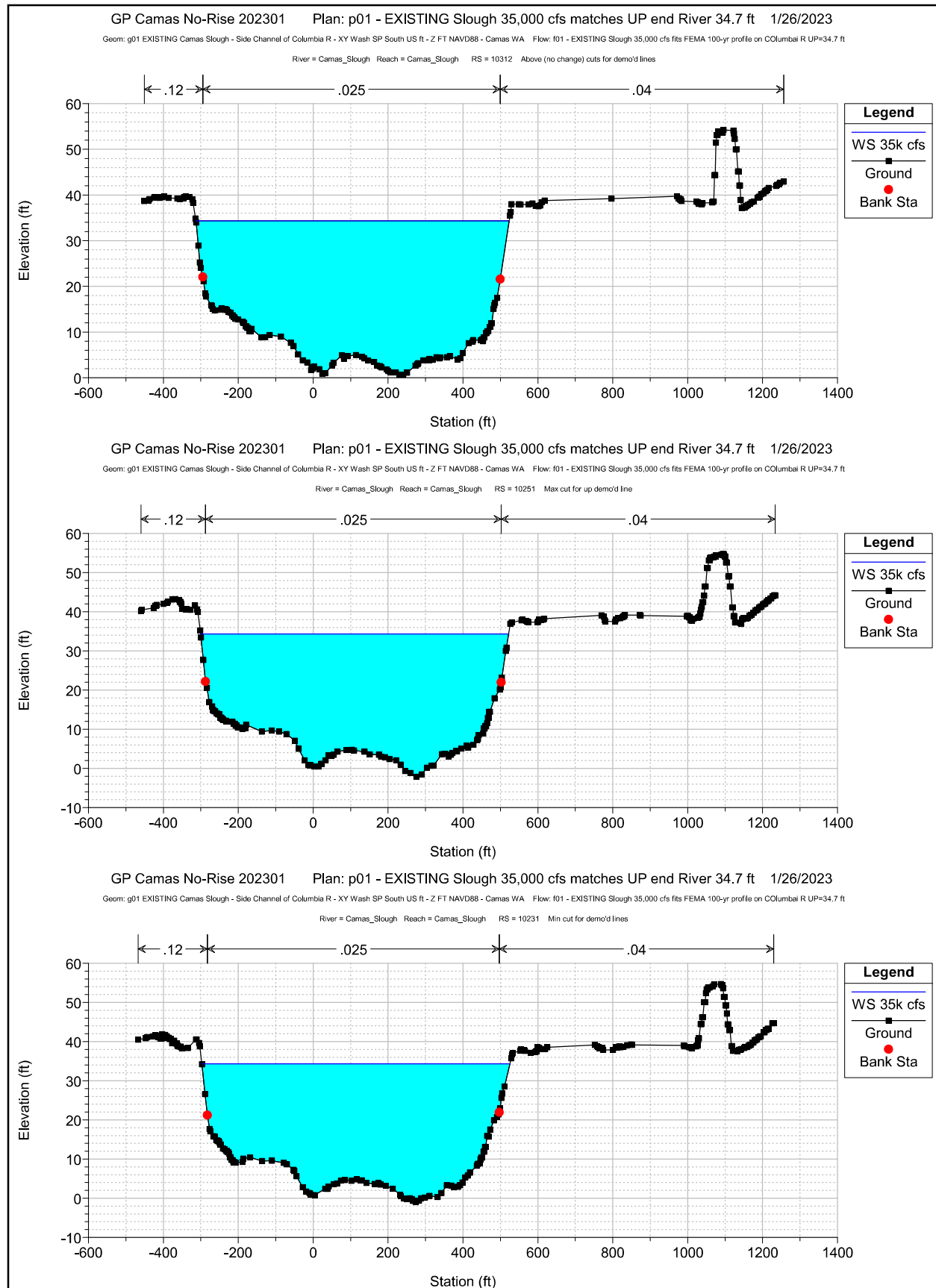


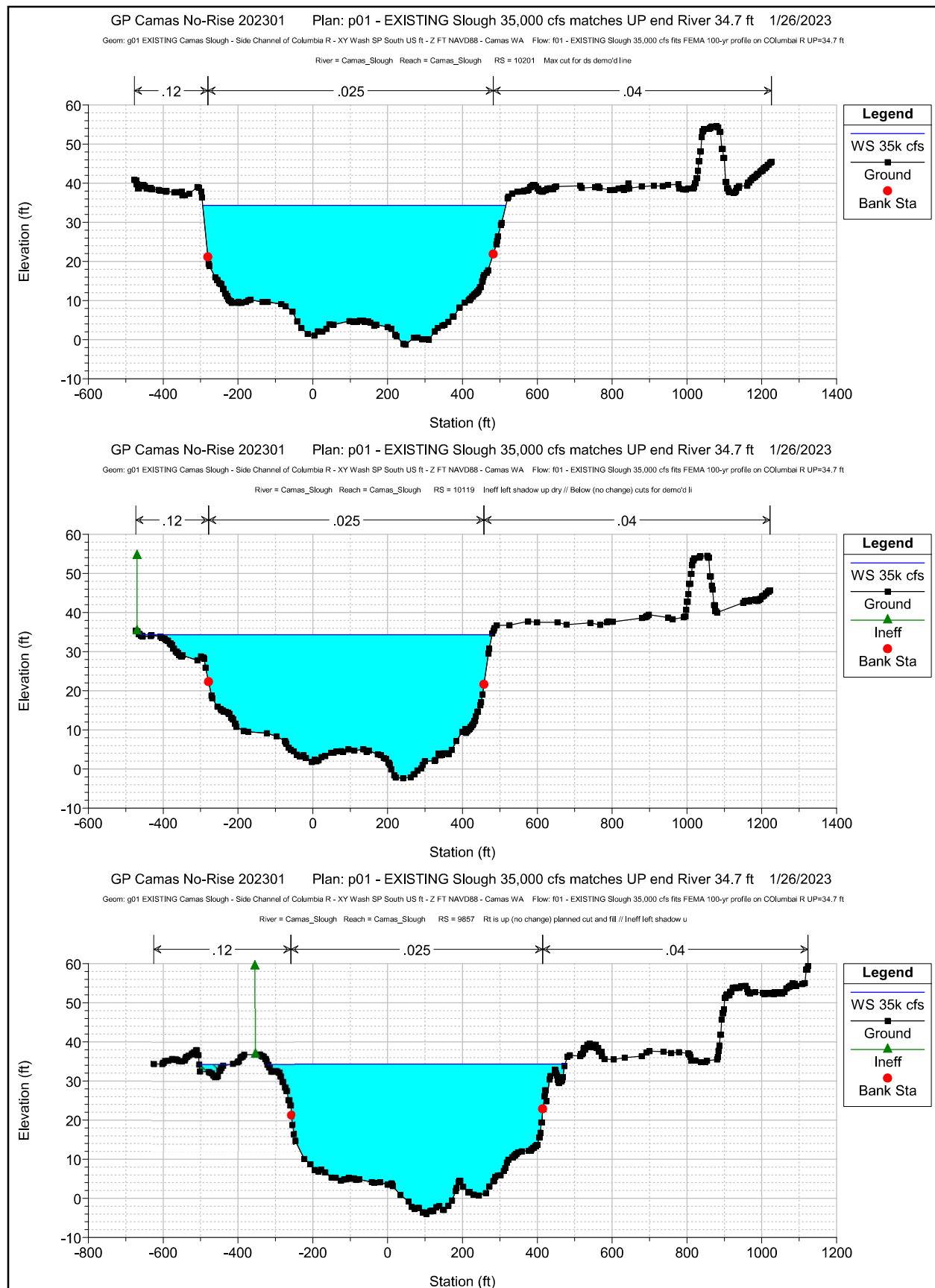


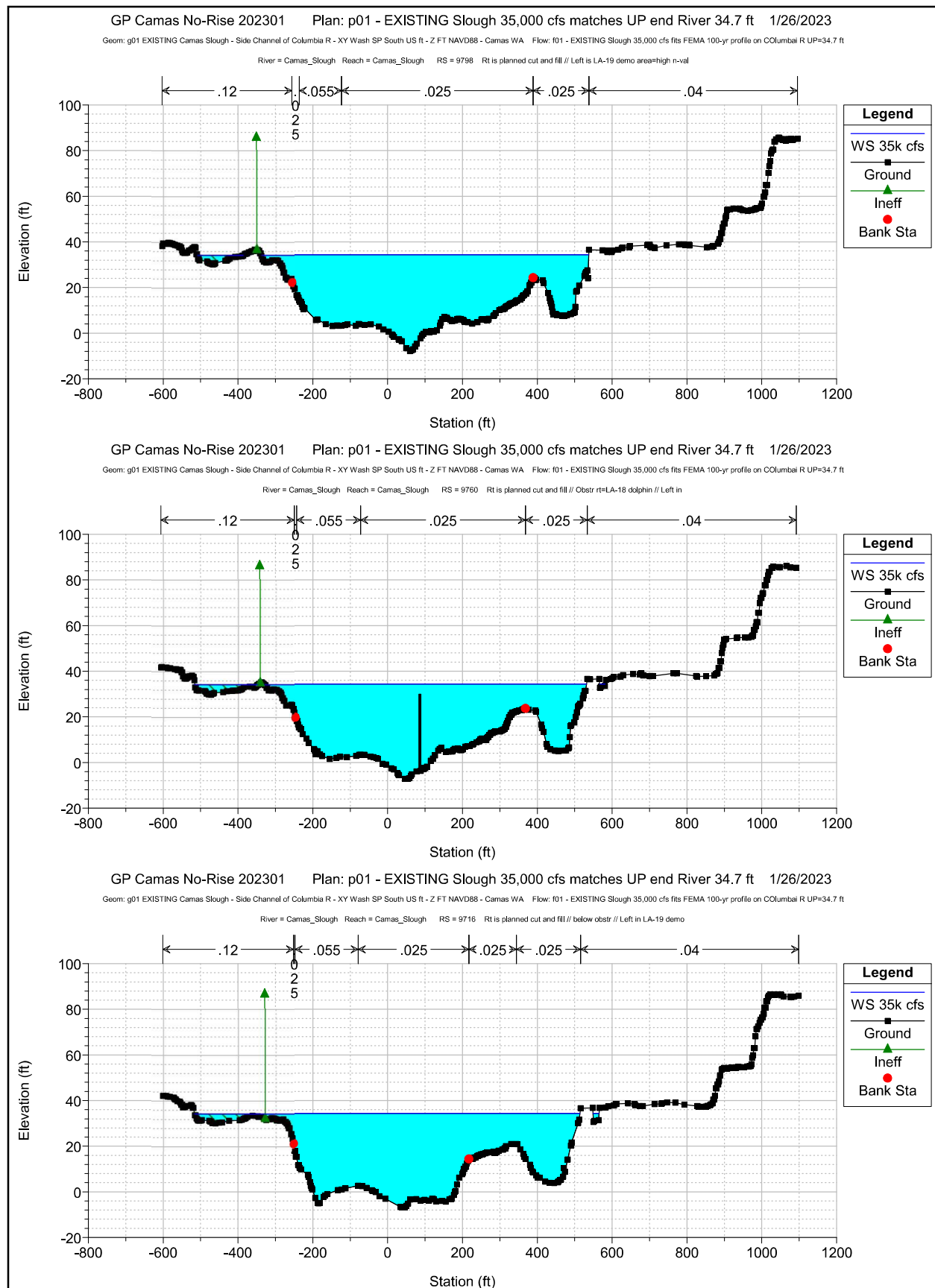


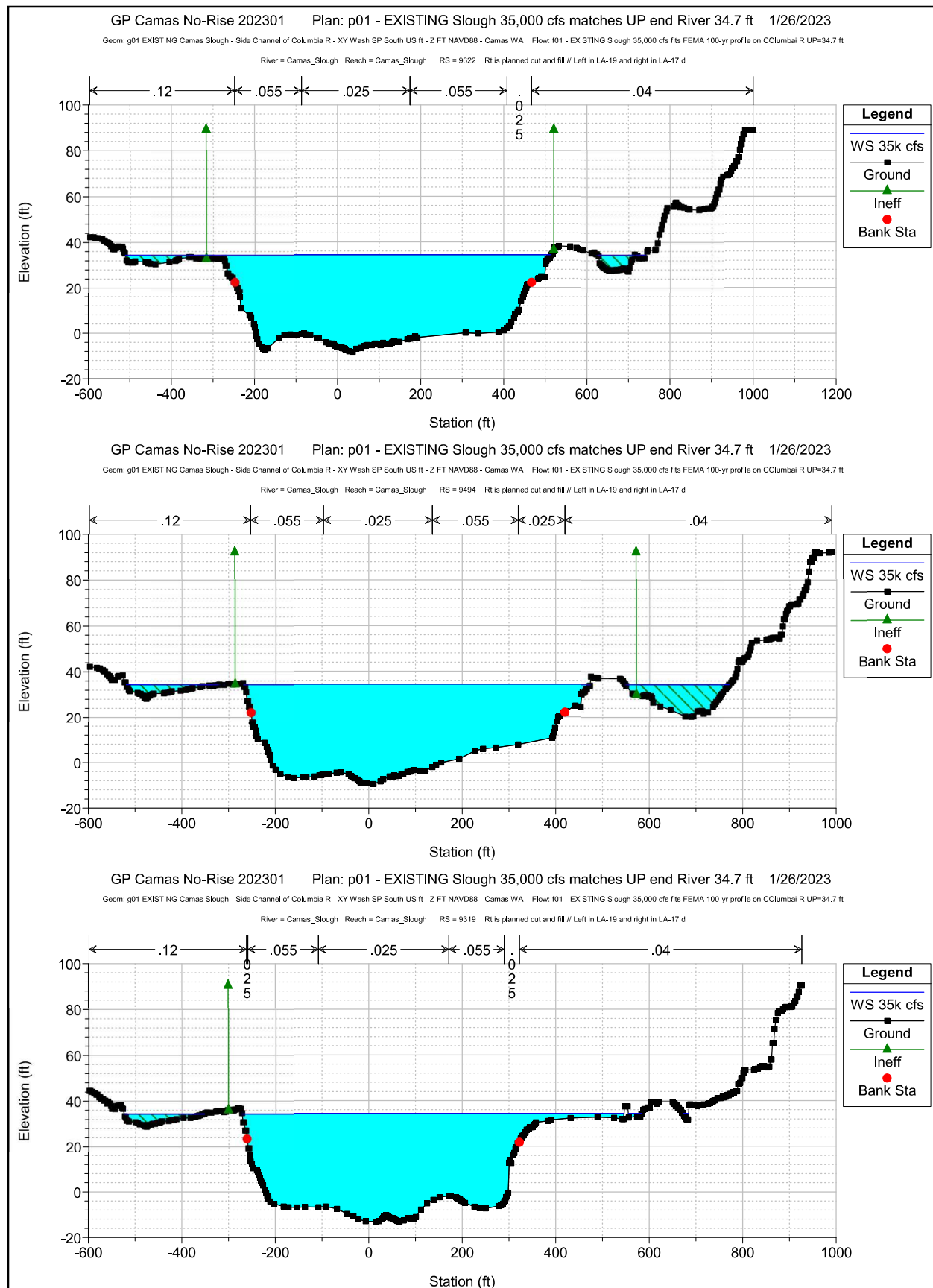


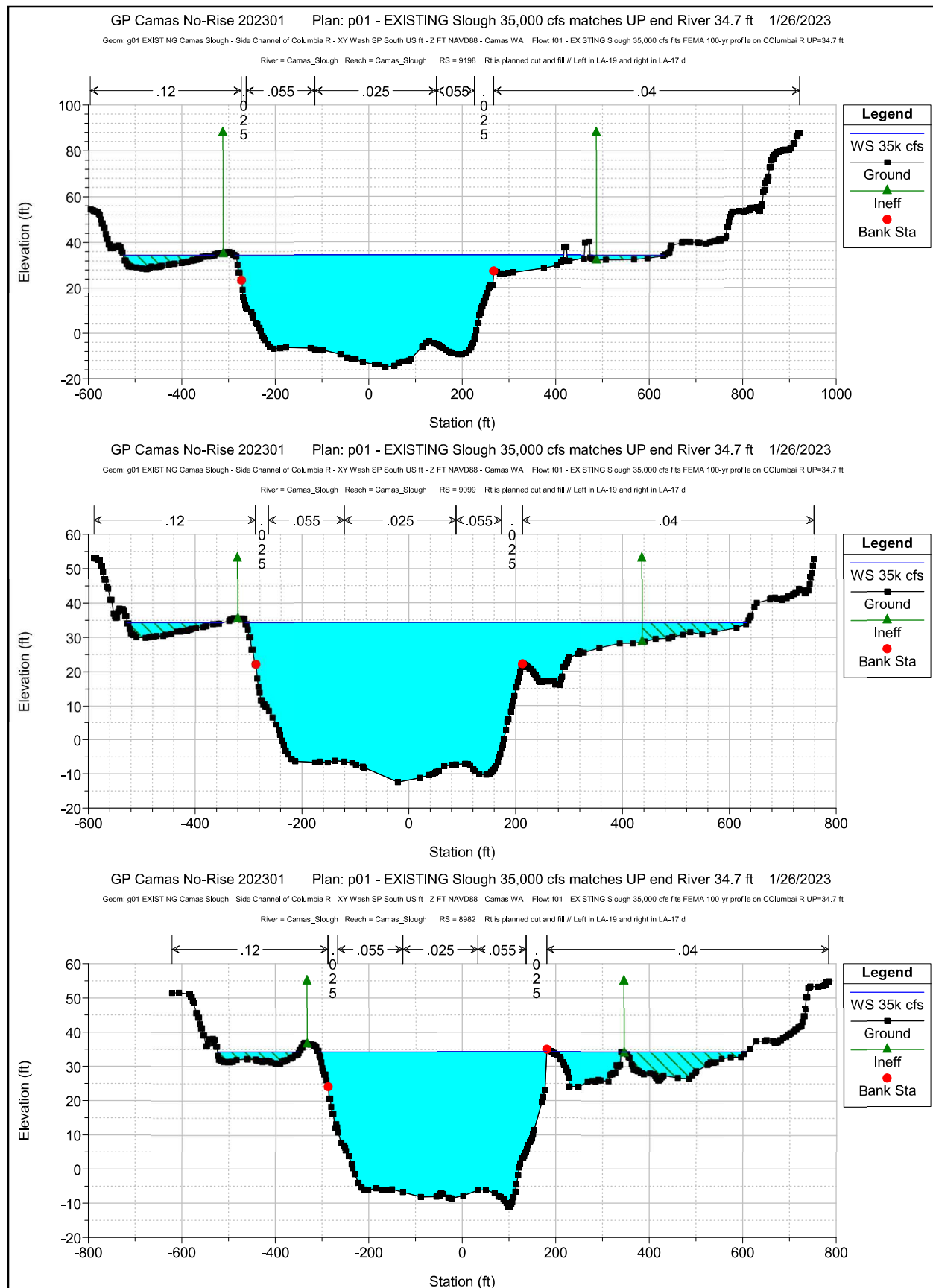




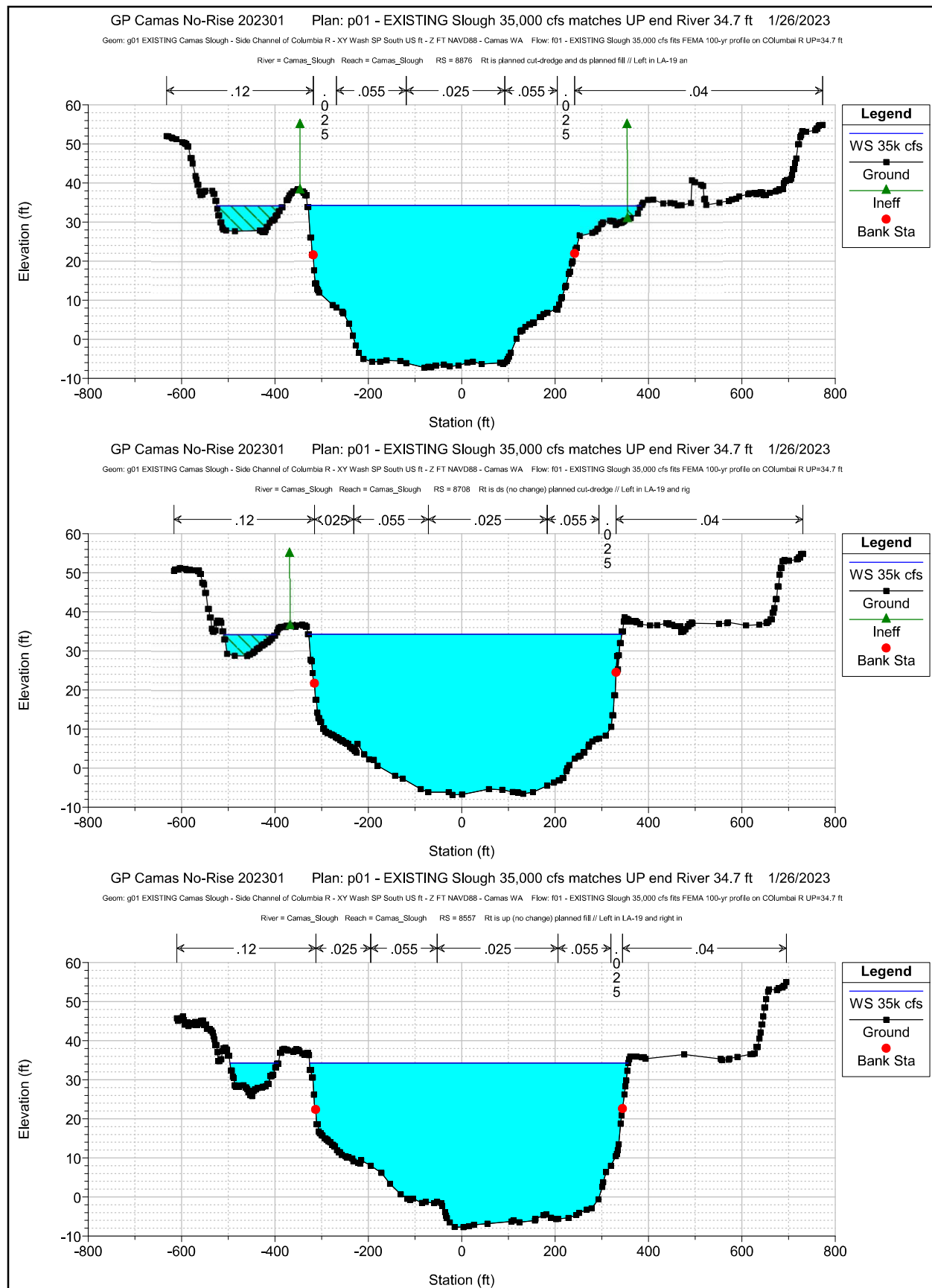


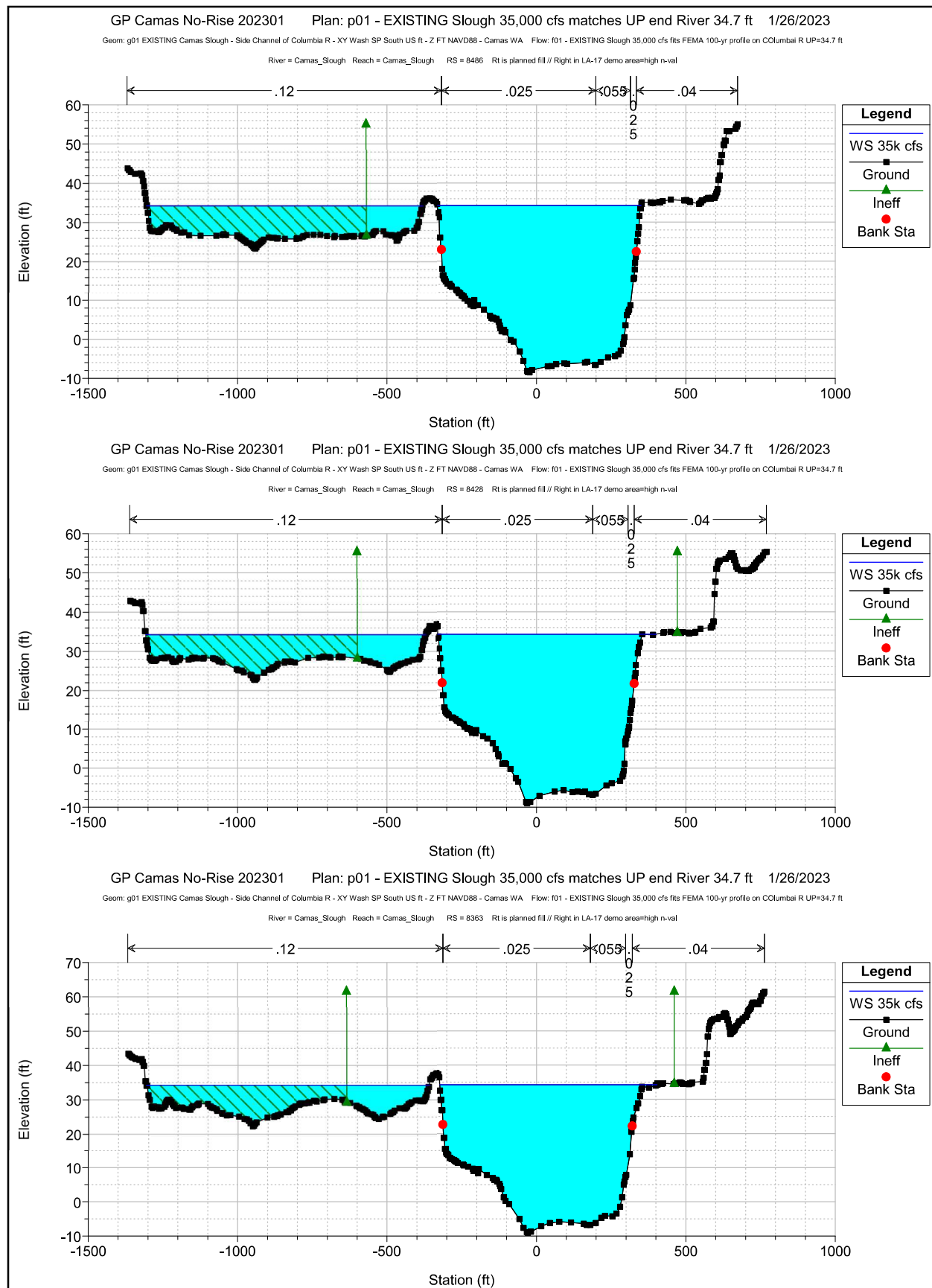


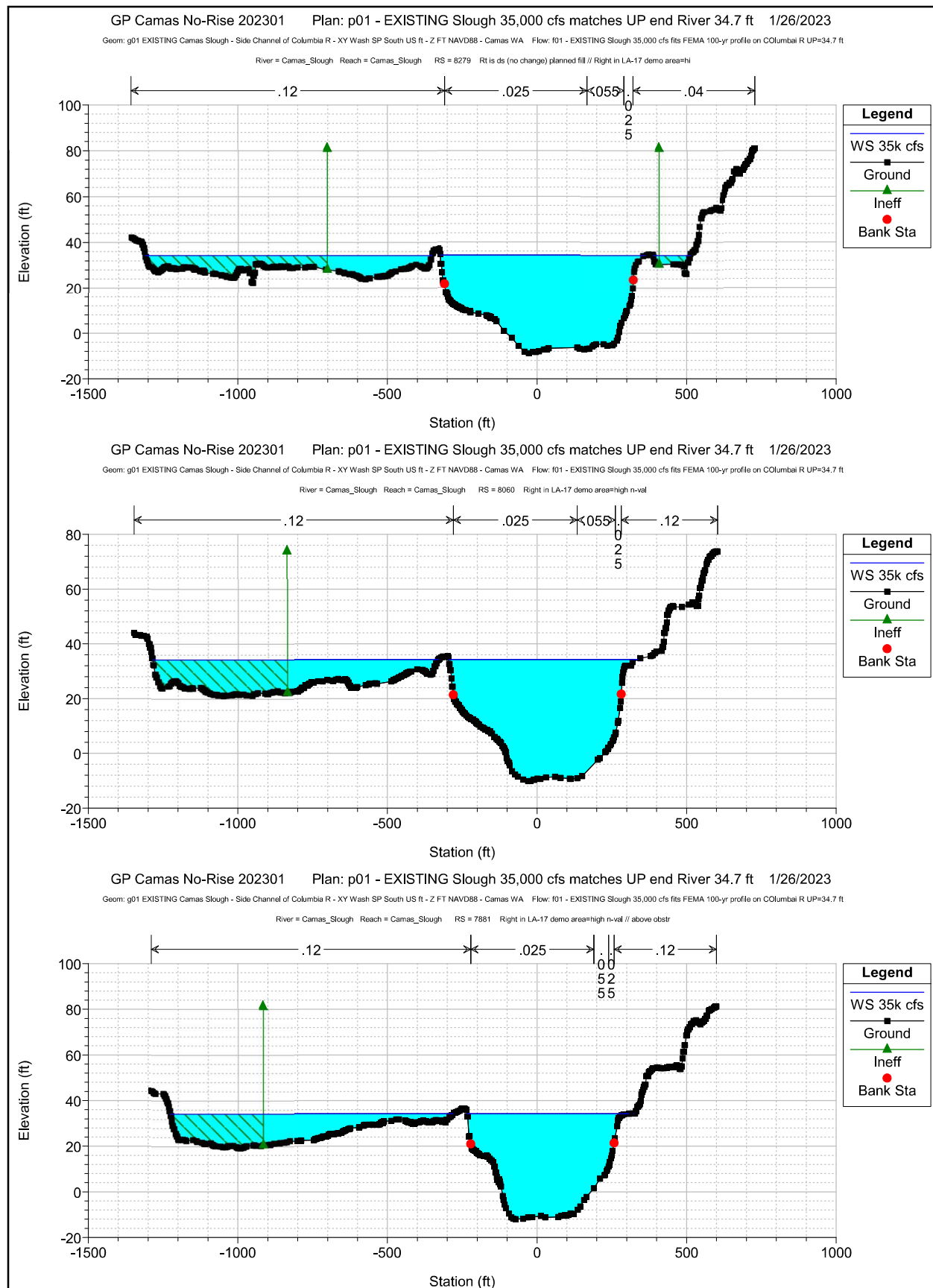


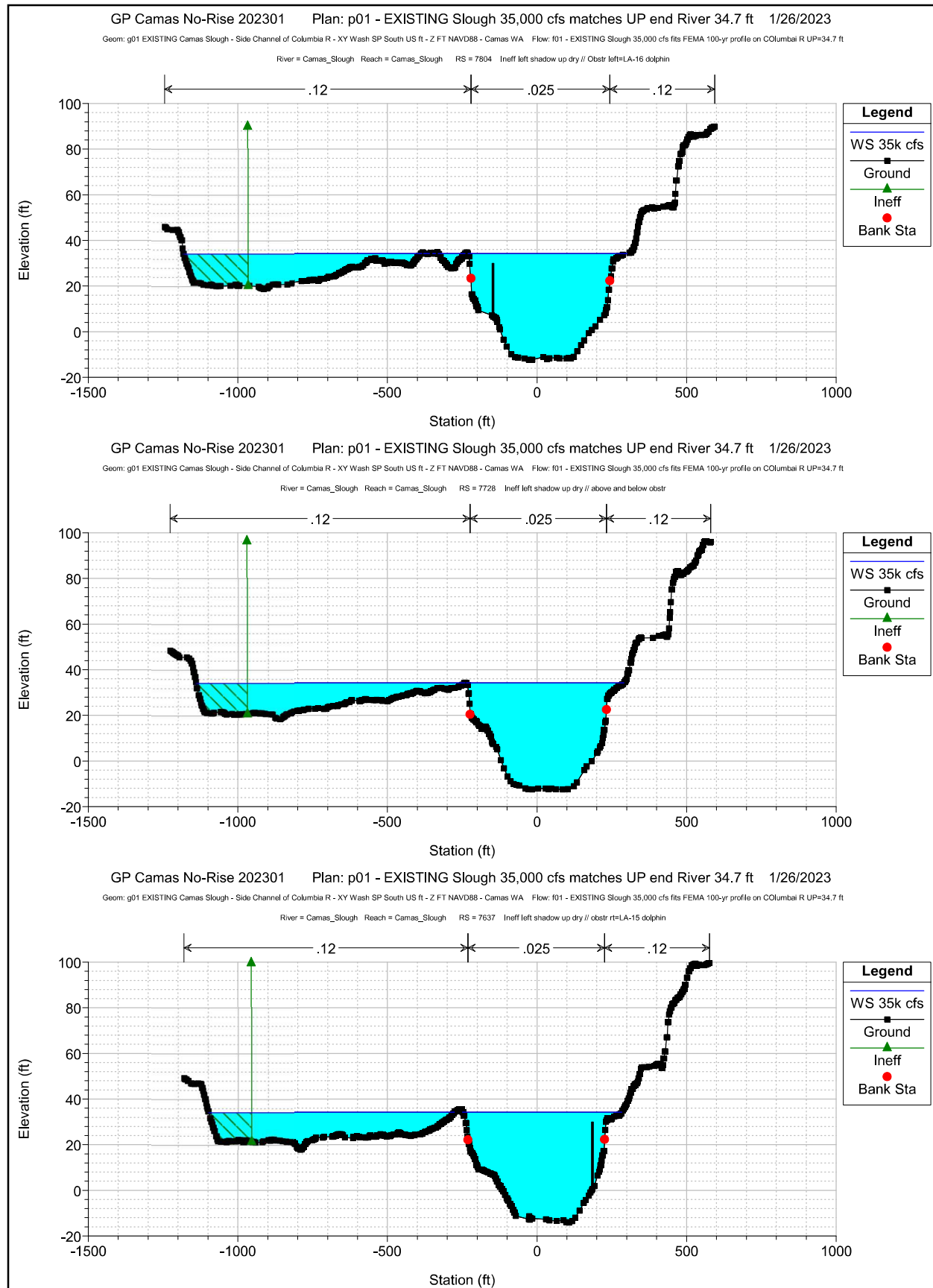


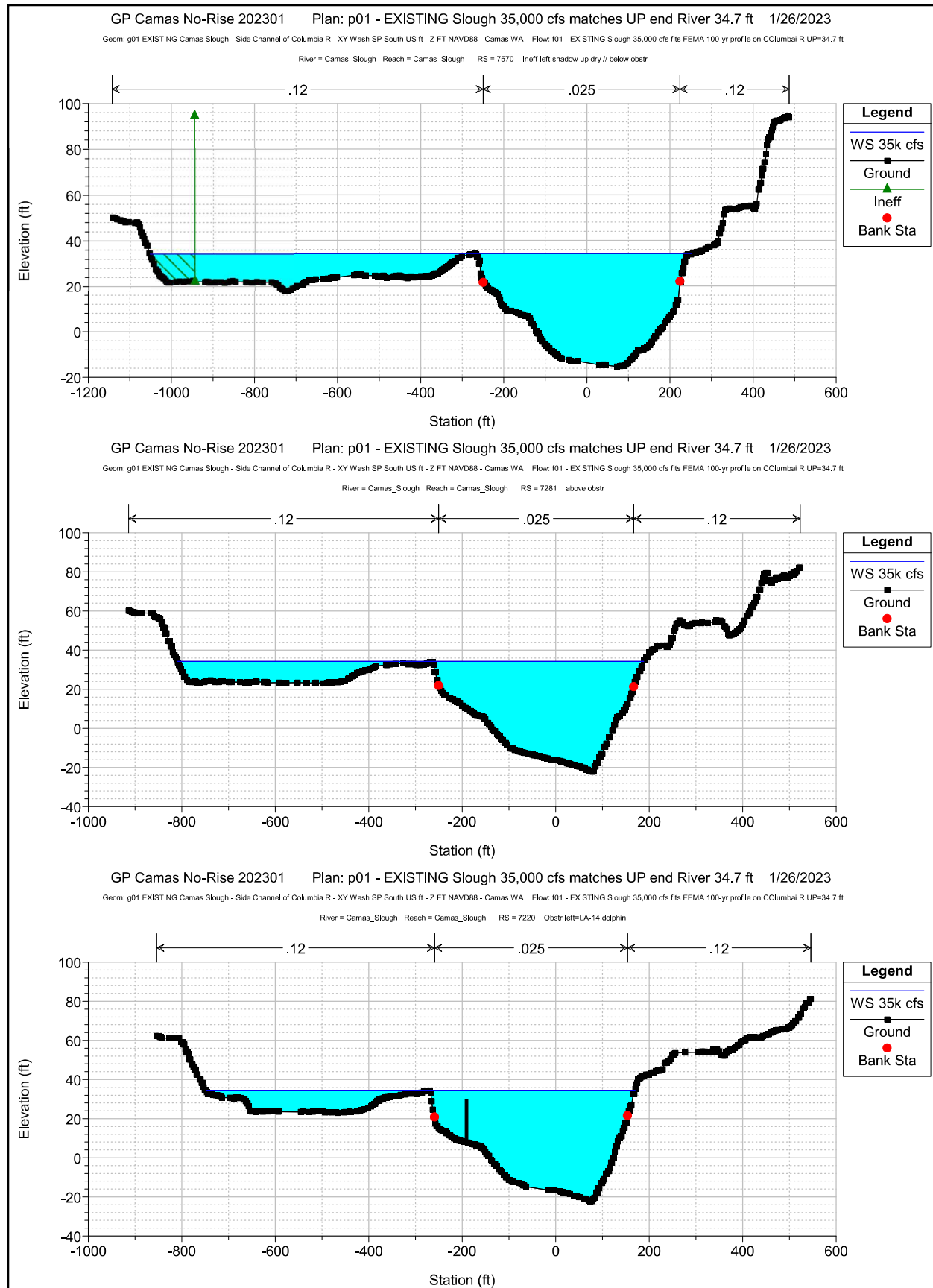




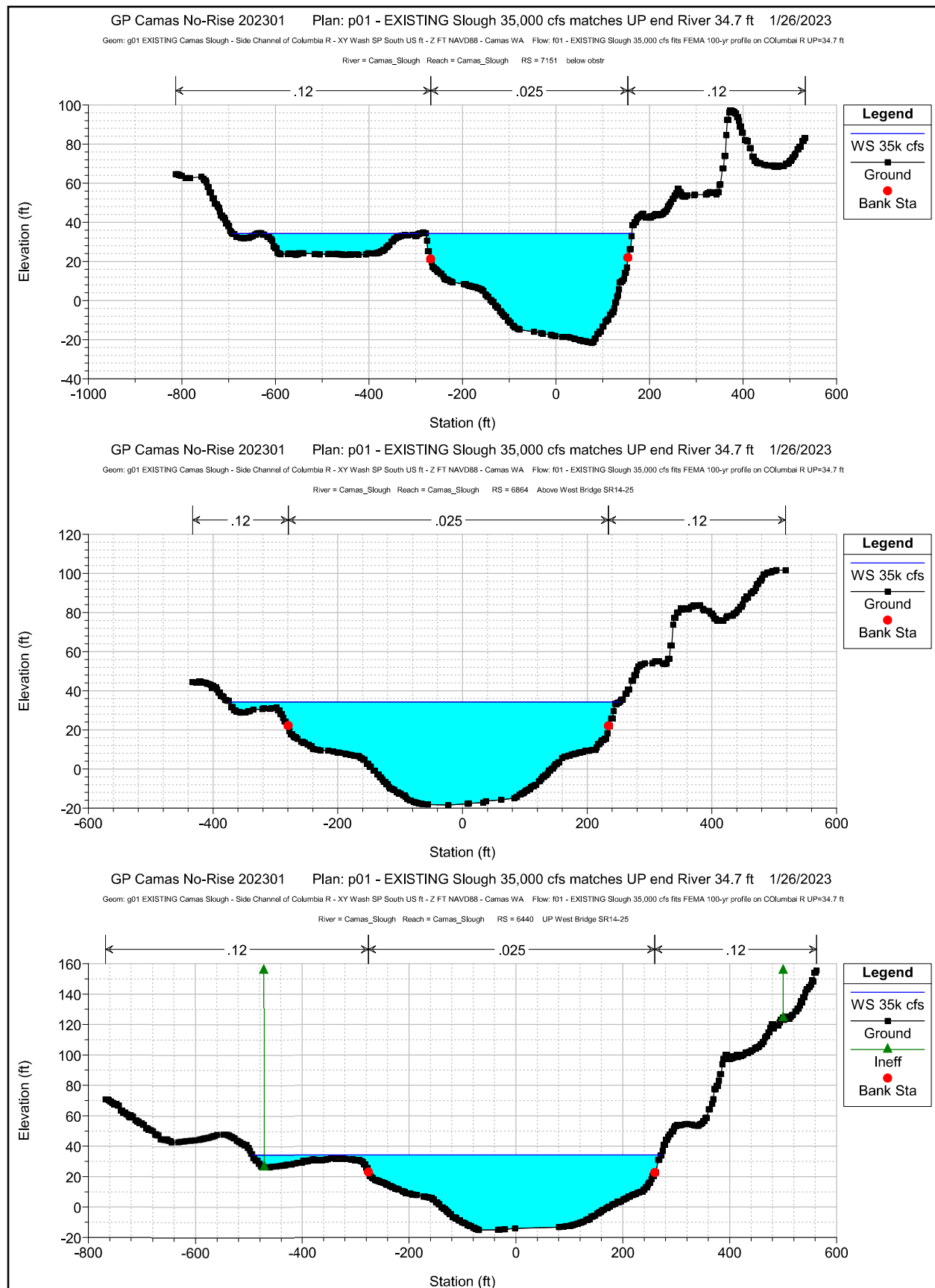


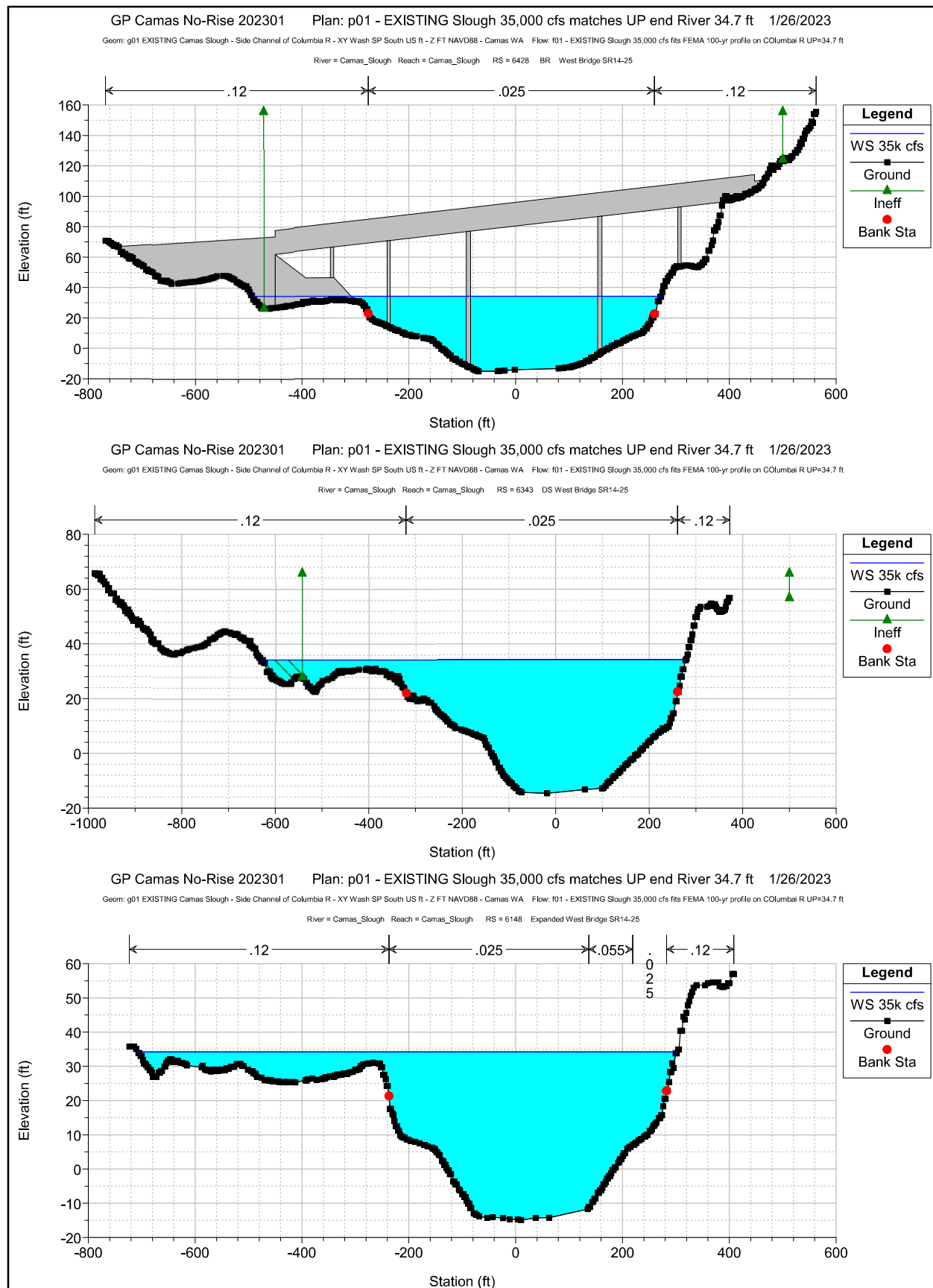


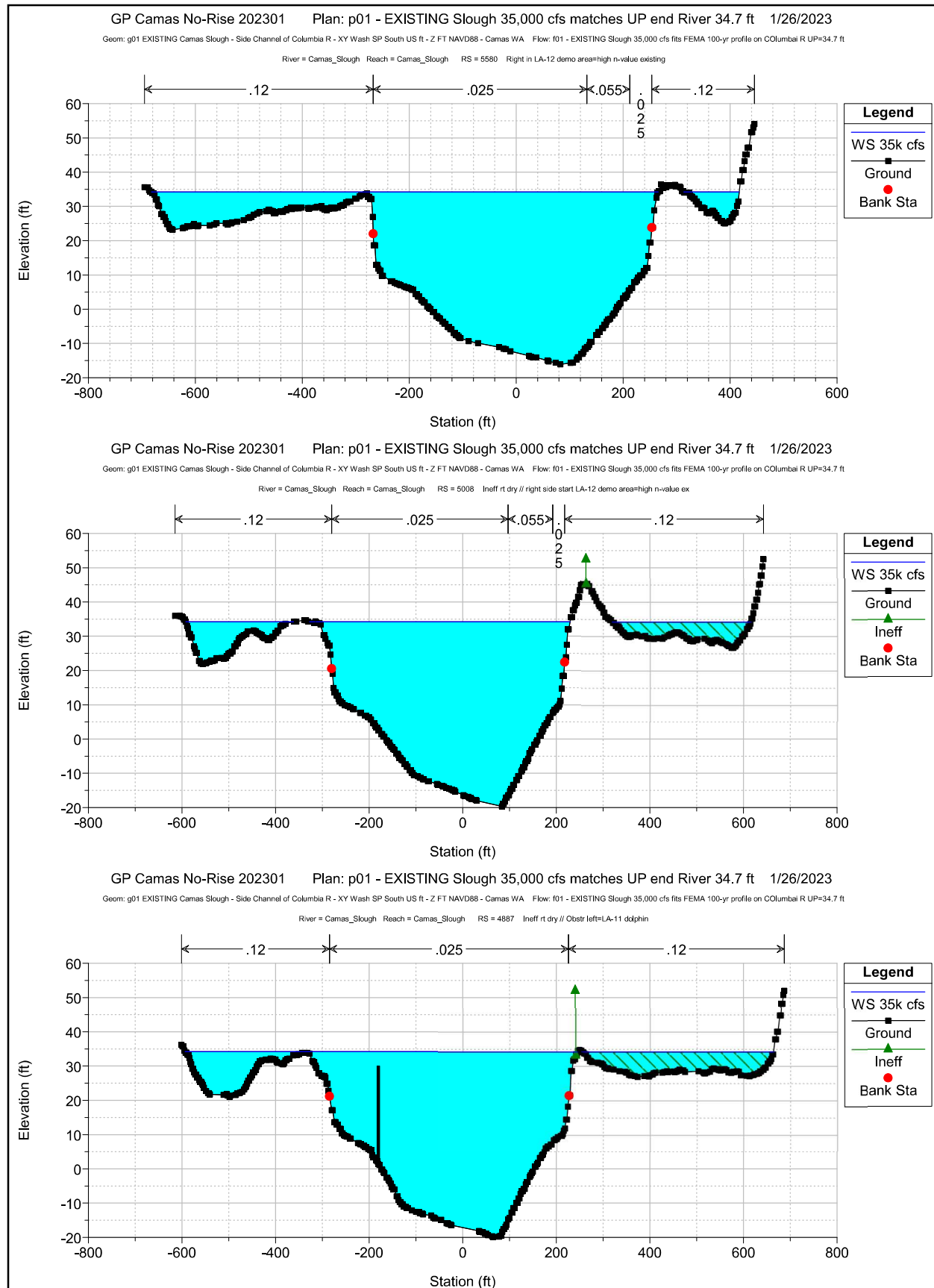


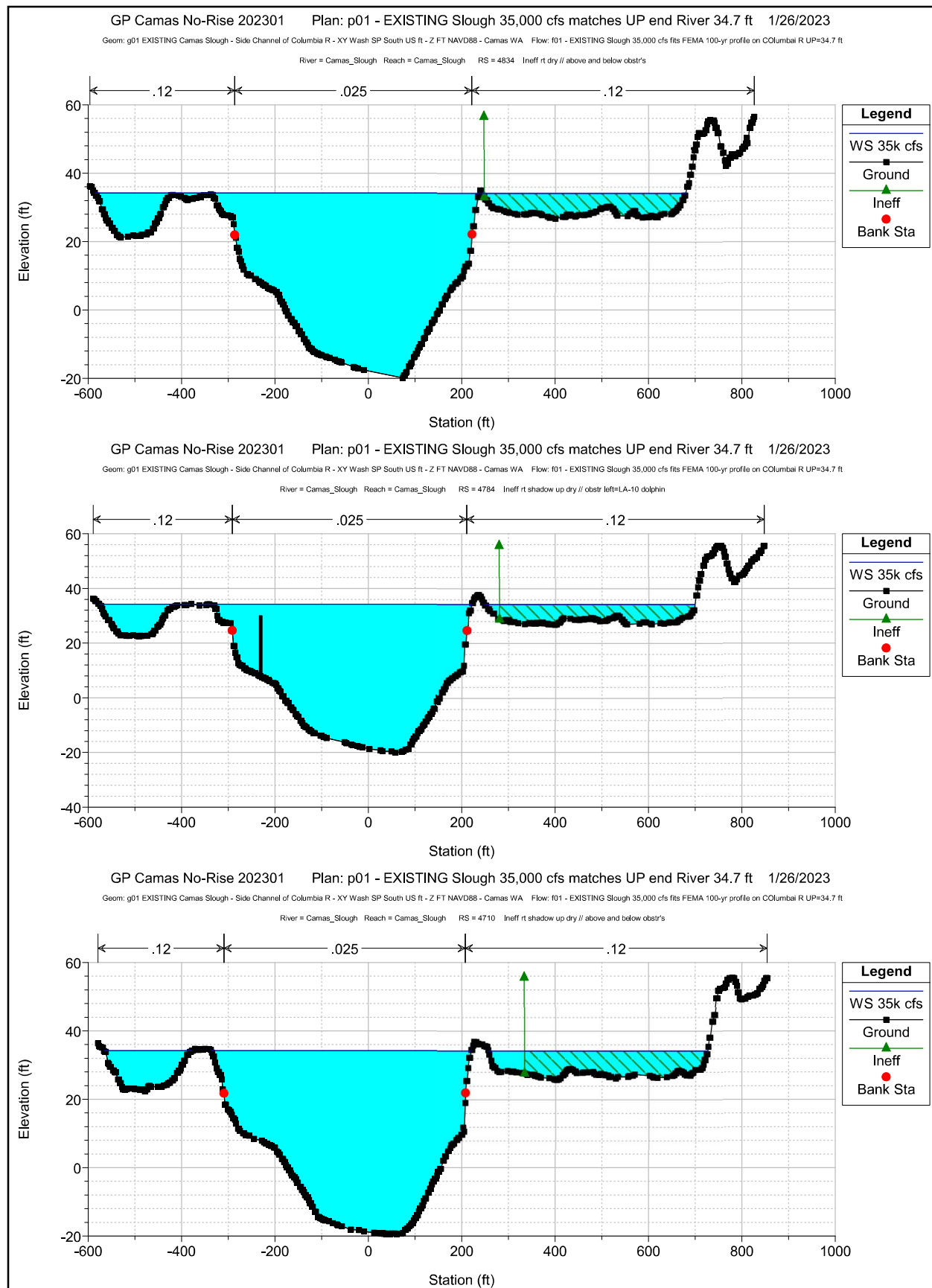




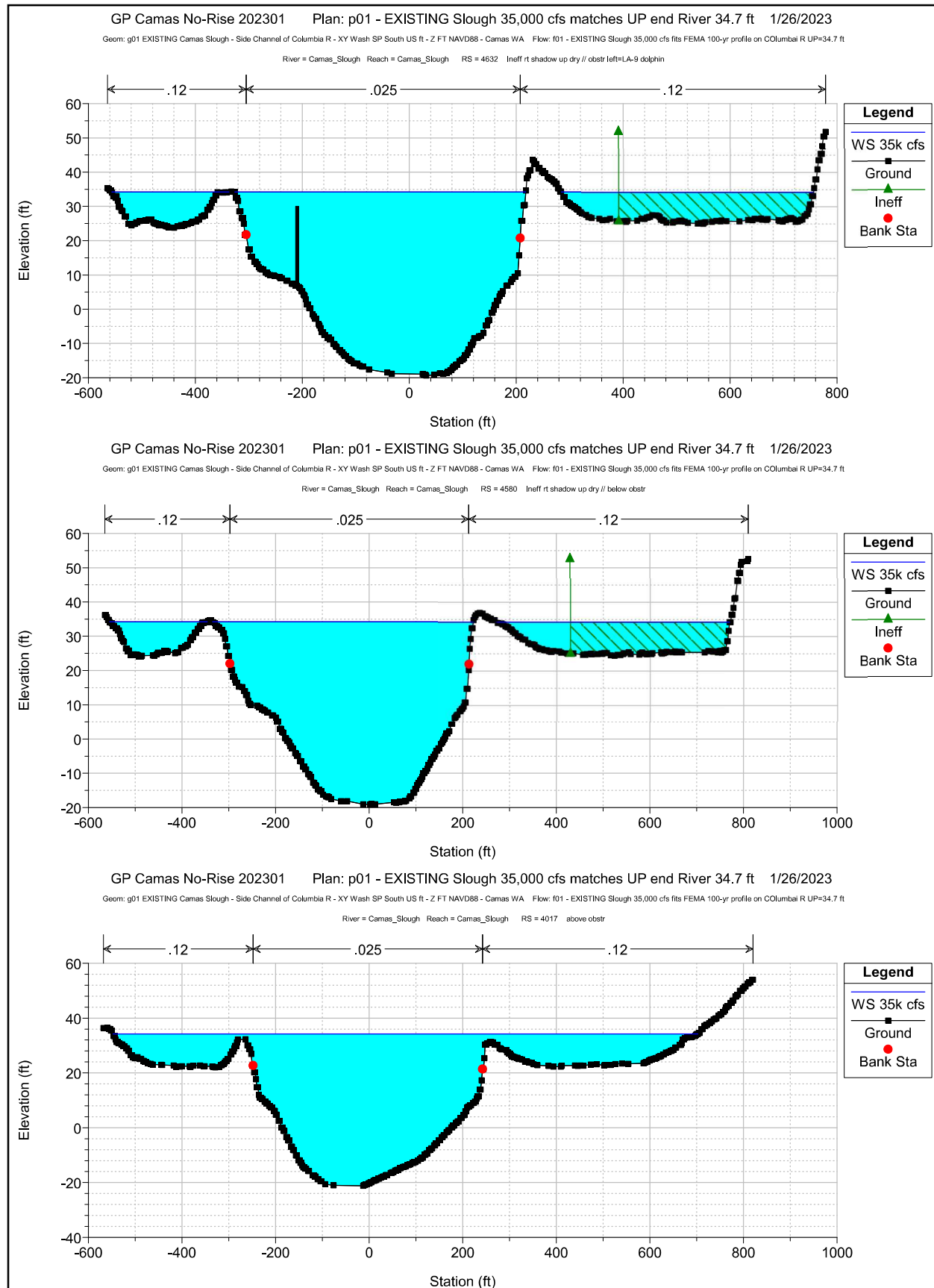


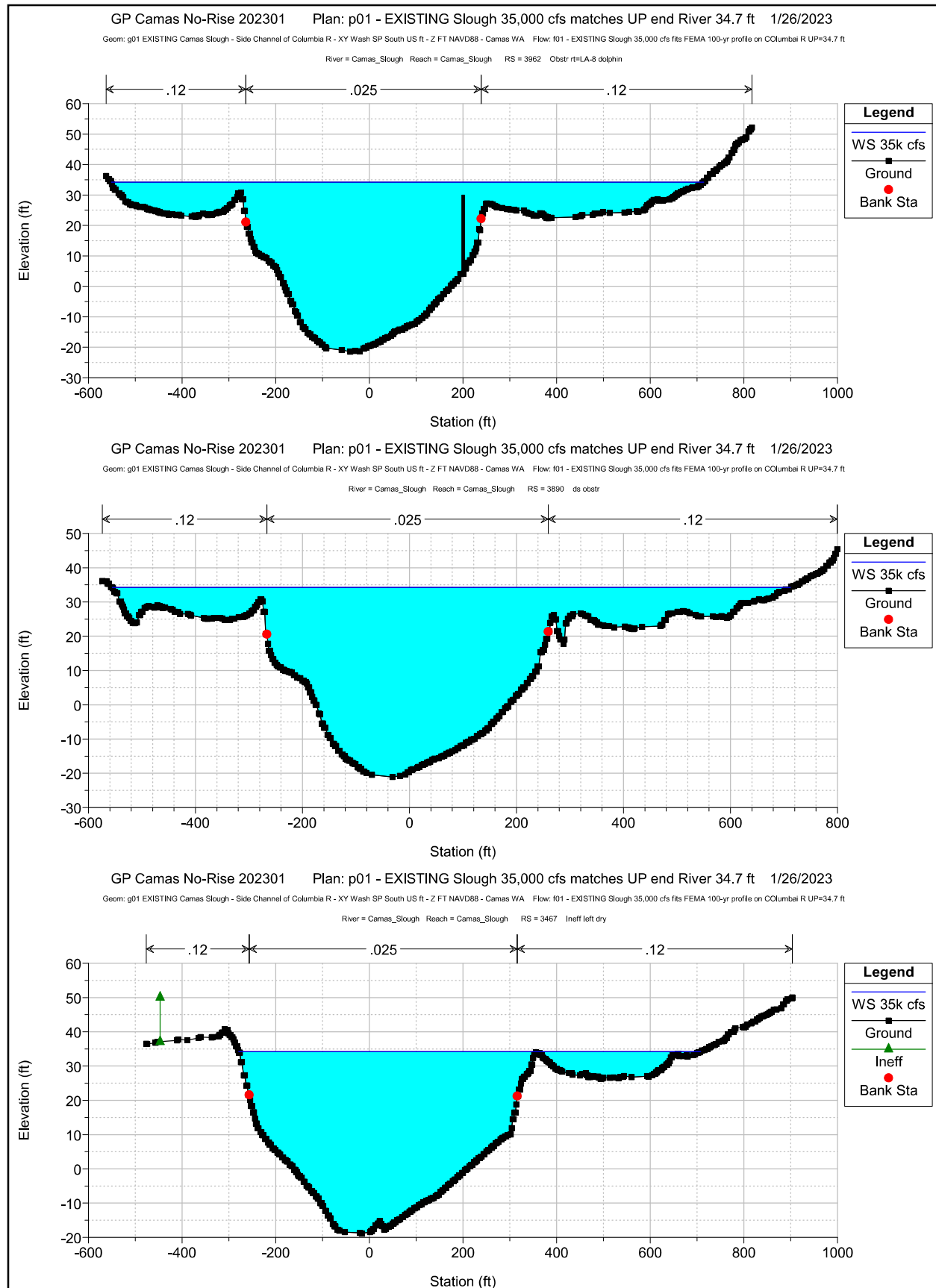


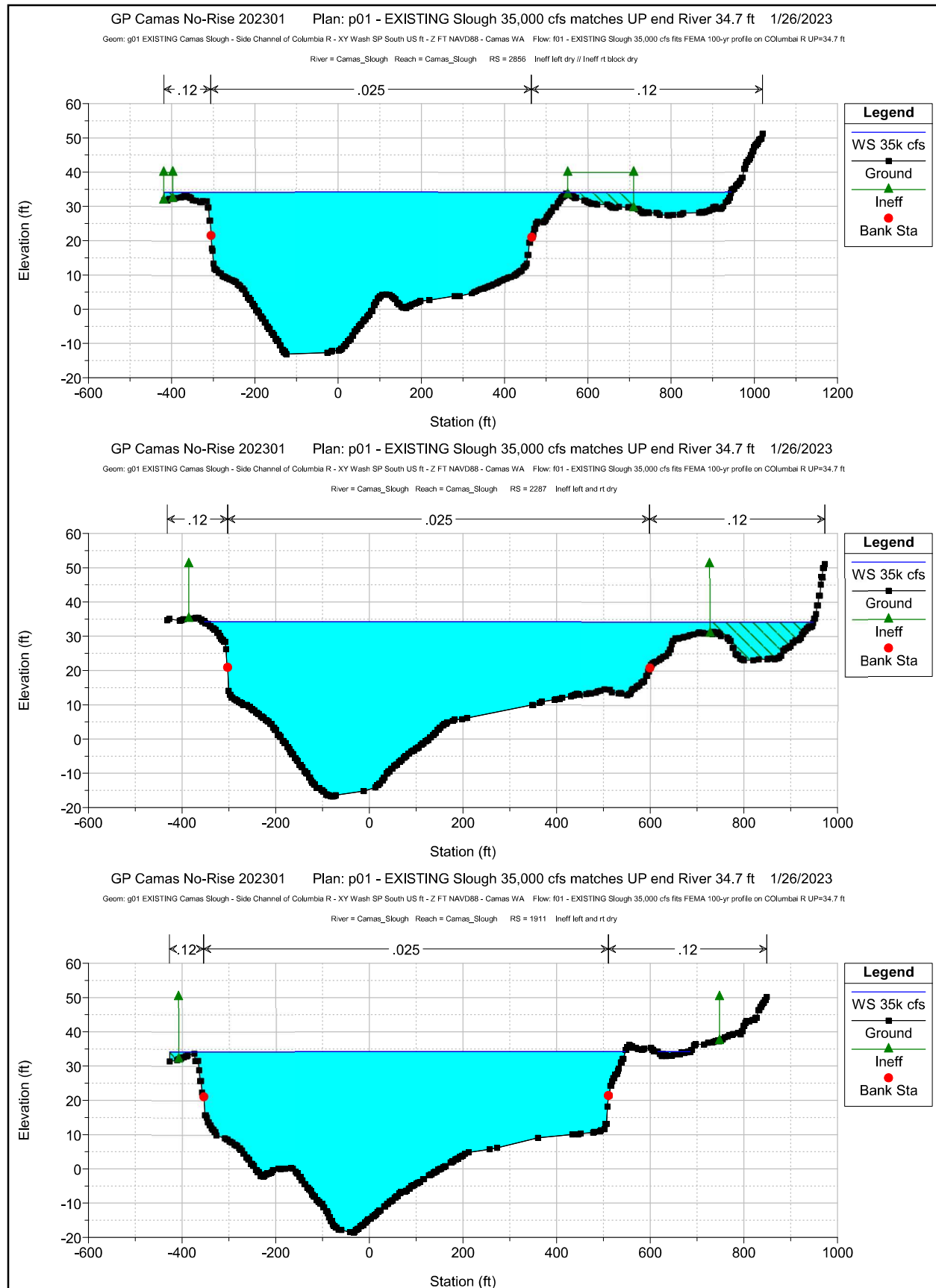


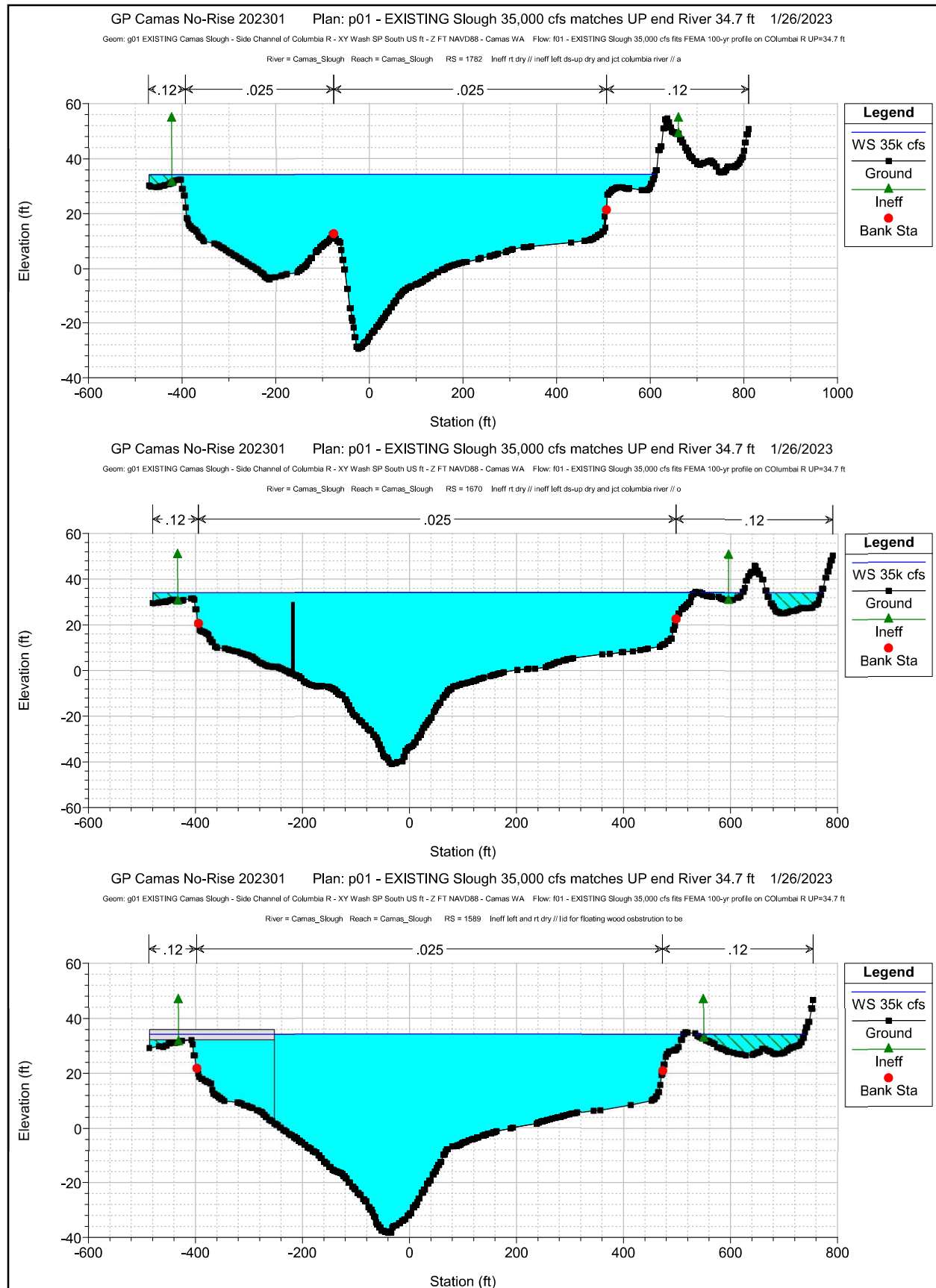






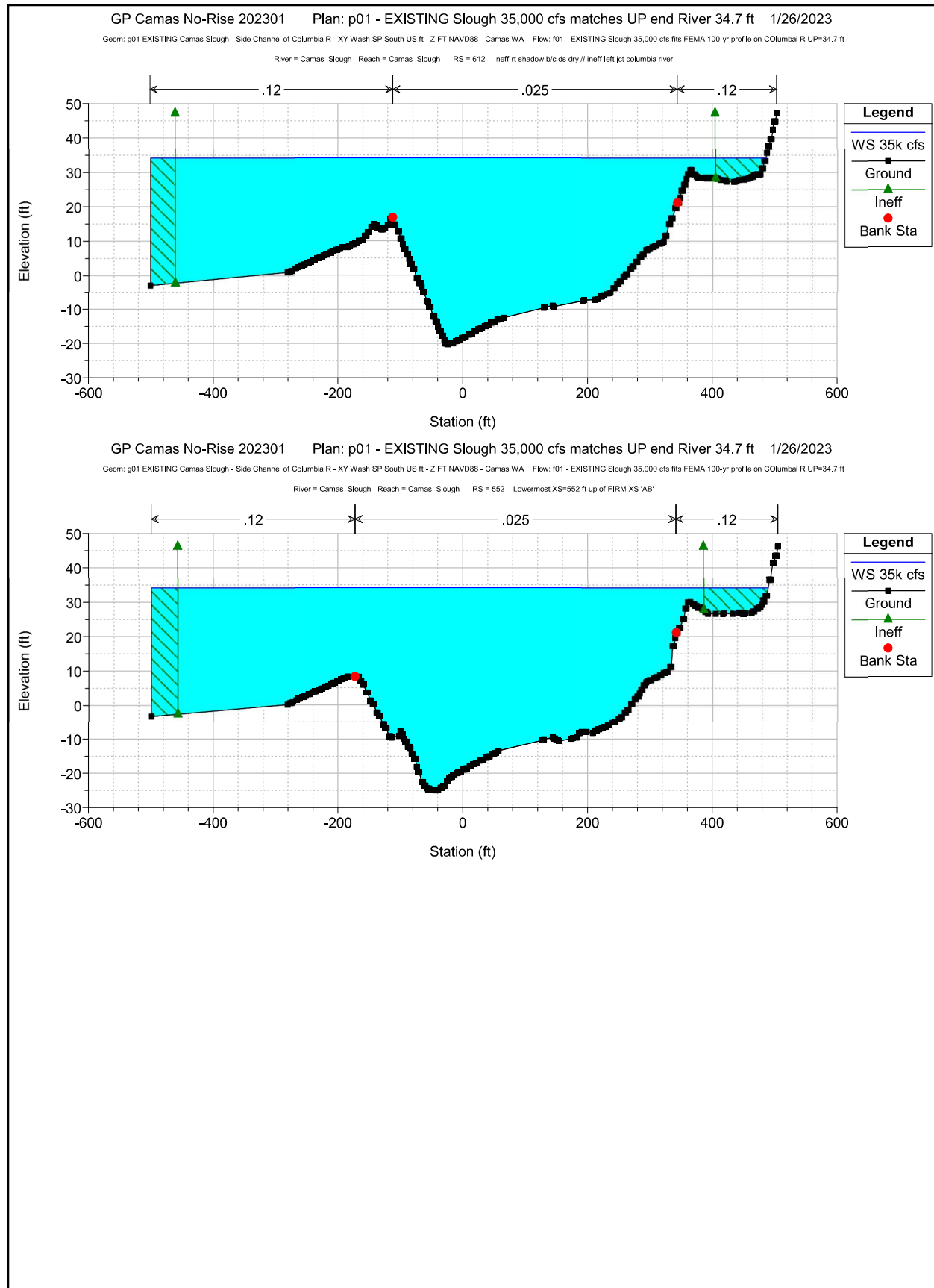






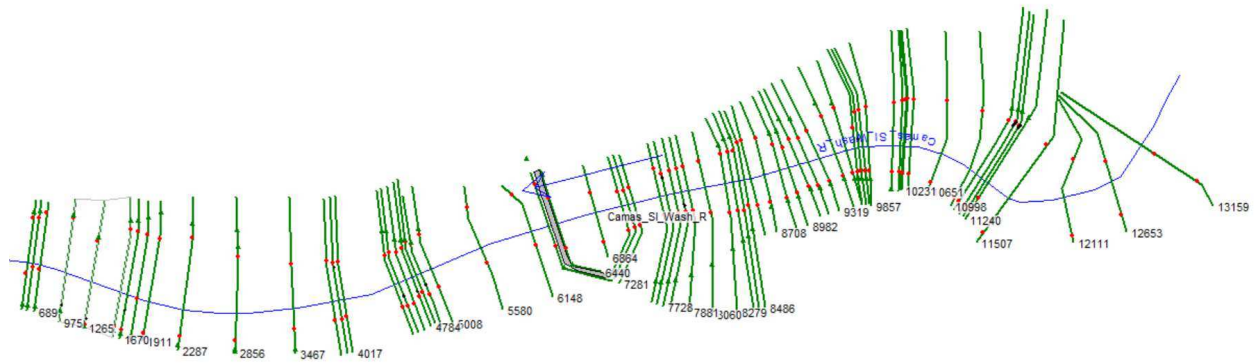






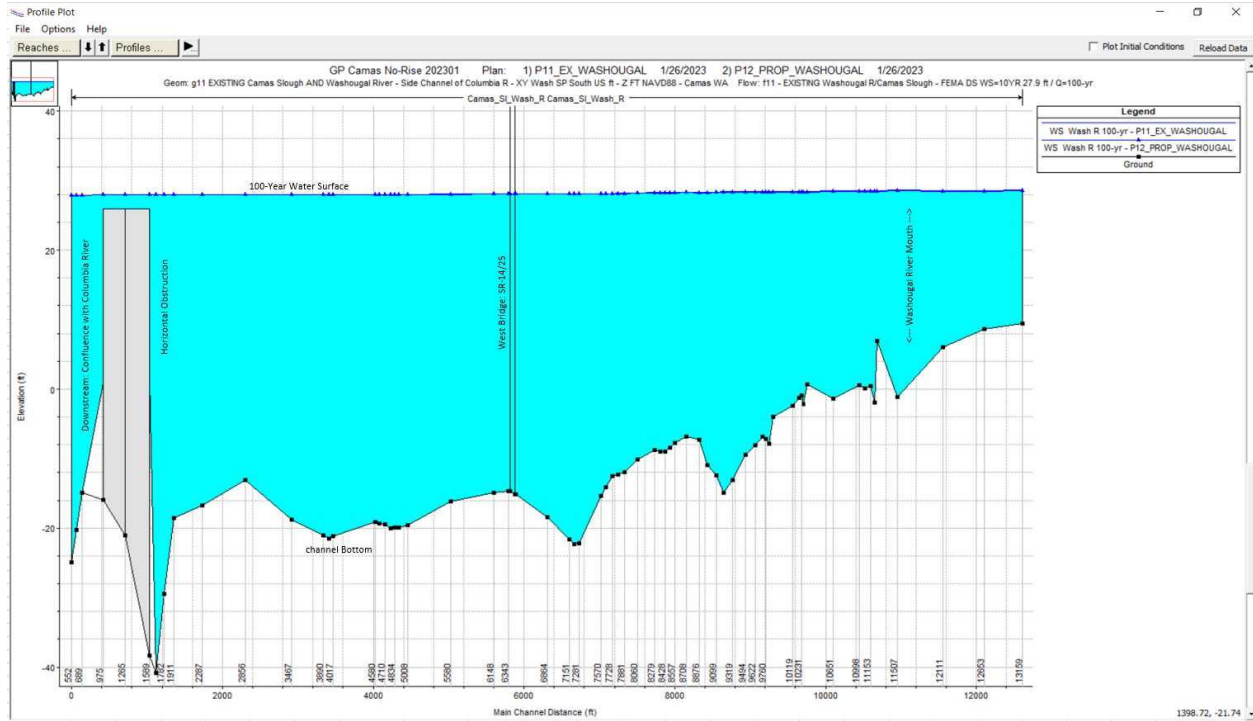
**APPENDIX E:  
EXISTING-CONDITION  
DATA FOR WASHOUGAL  
RIVER WITH CAMAS  
SLOUGH MODEL**

## Appendix E. HEC-RAS Hydraulic Model Data for Washougal River/ Camas Slough Existing Conditions

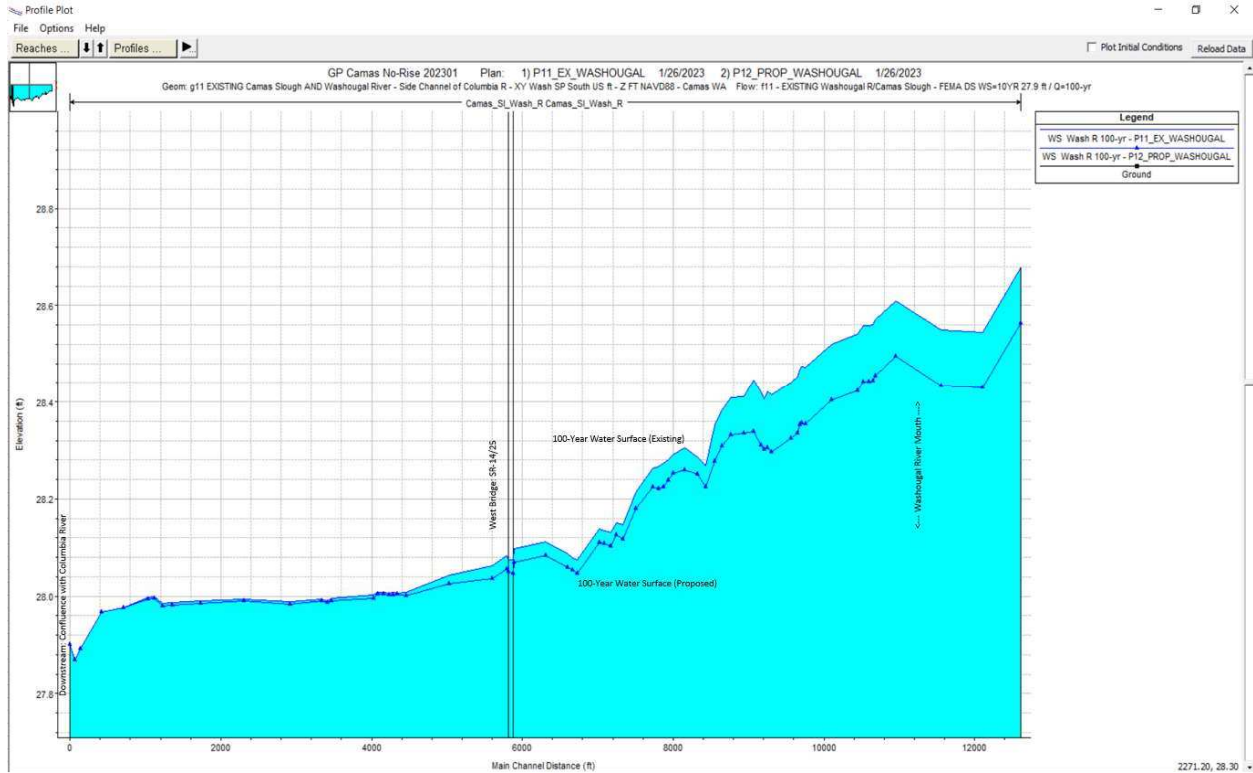


Schematic of Washougal River/ Camas Slough Model Cross-Section Locations

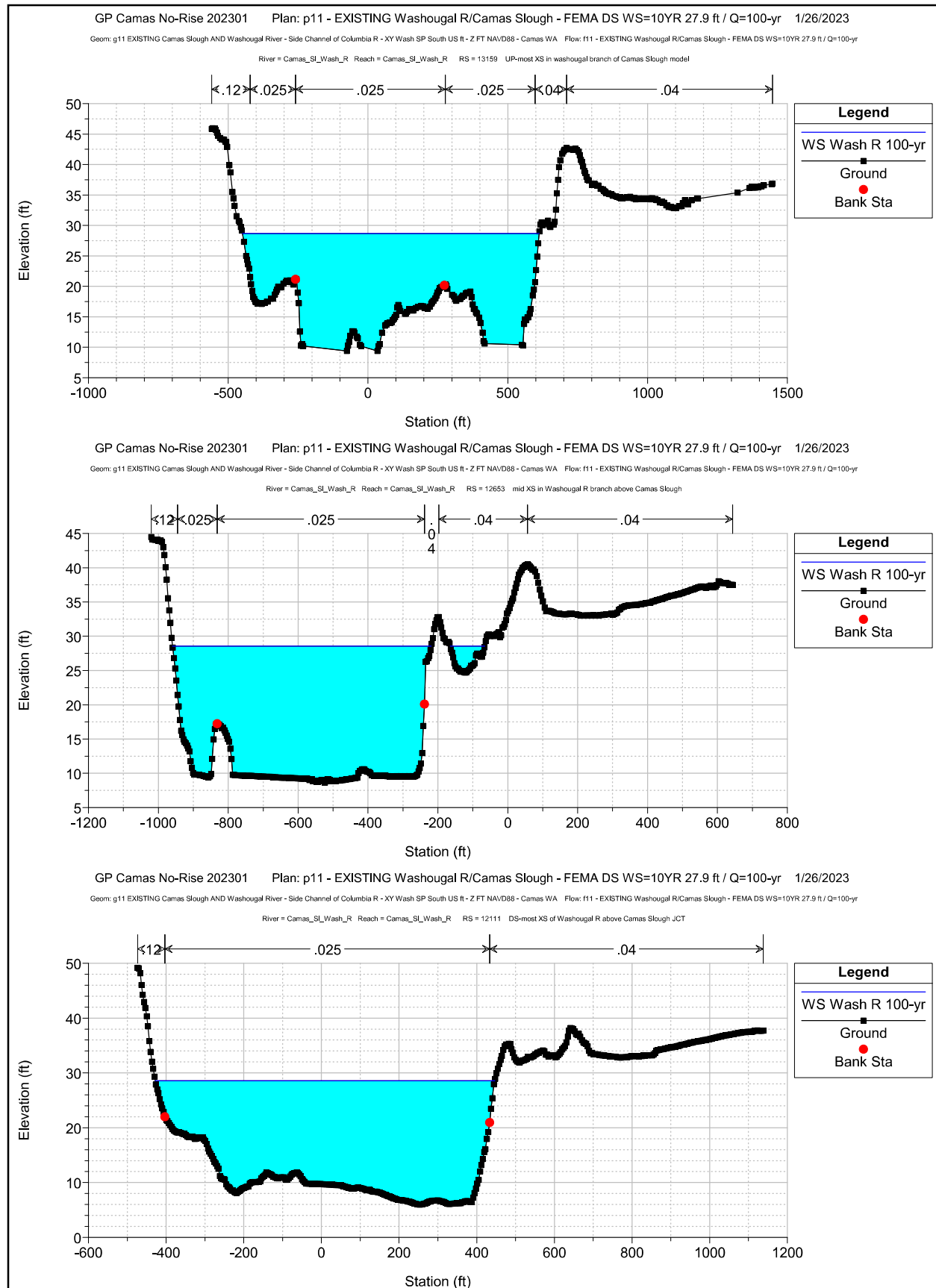


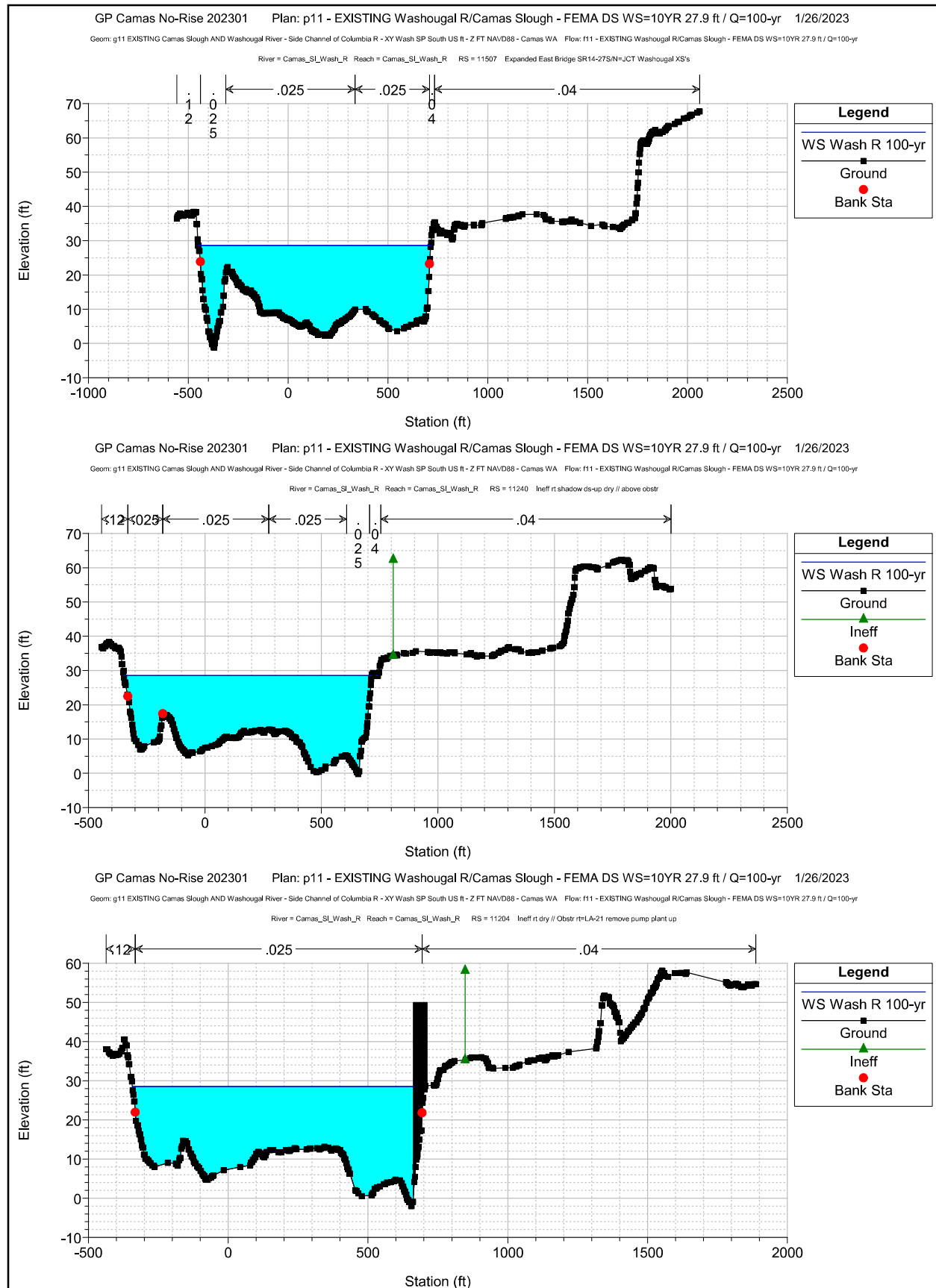


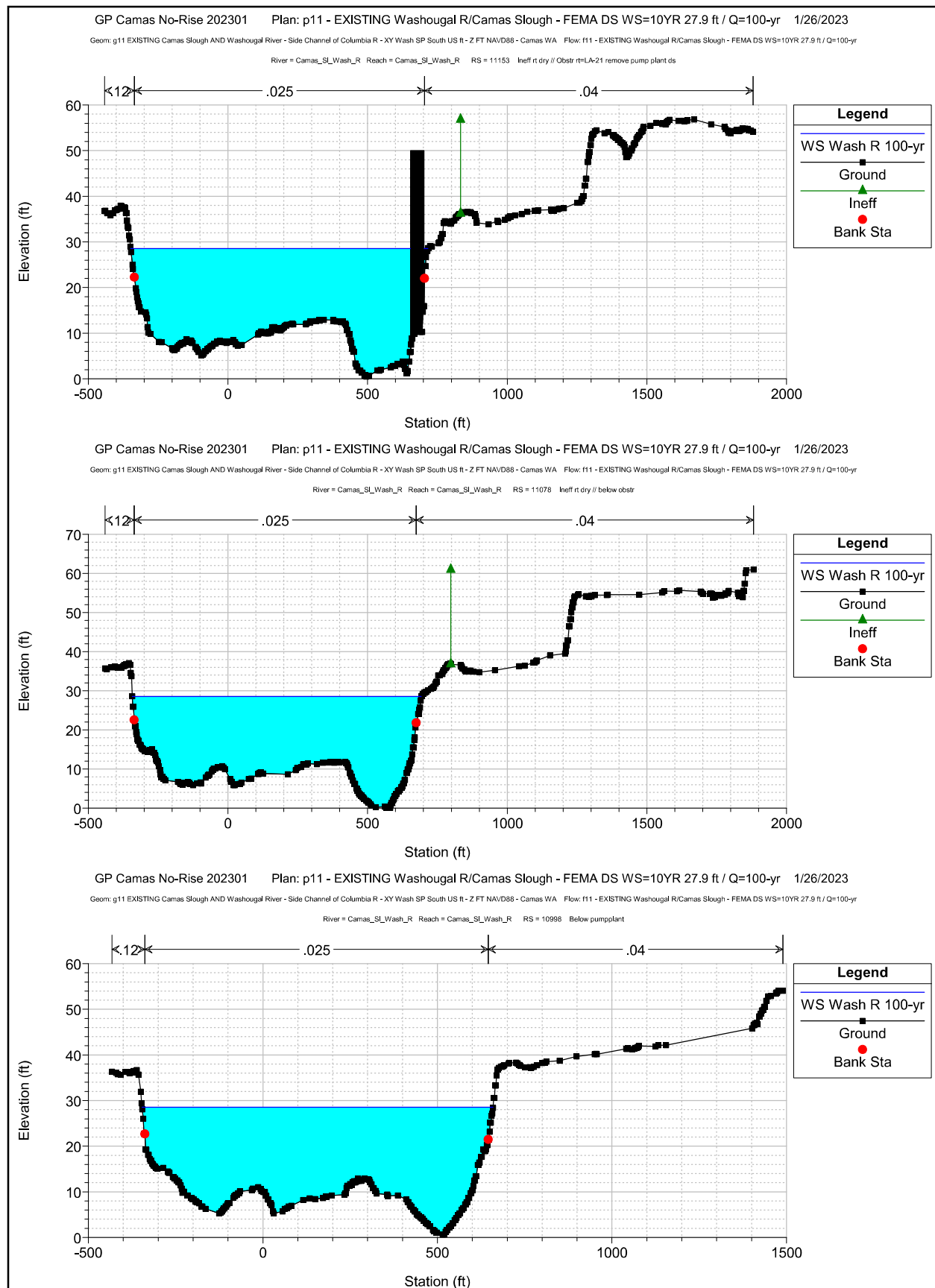
Profile of Washougal River/ Camas Slough Model (Full-Scale; Cross-Sections Labeled)



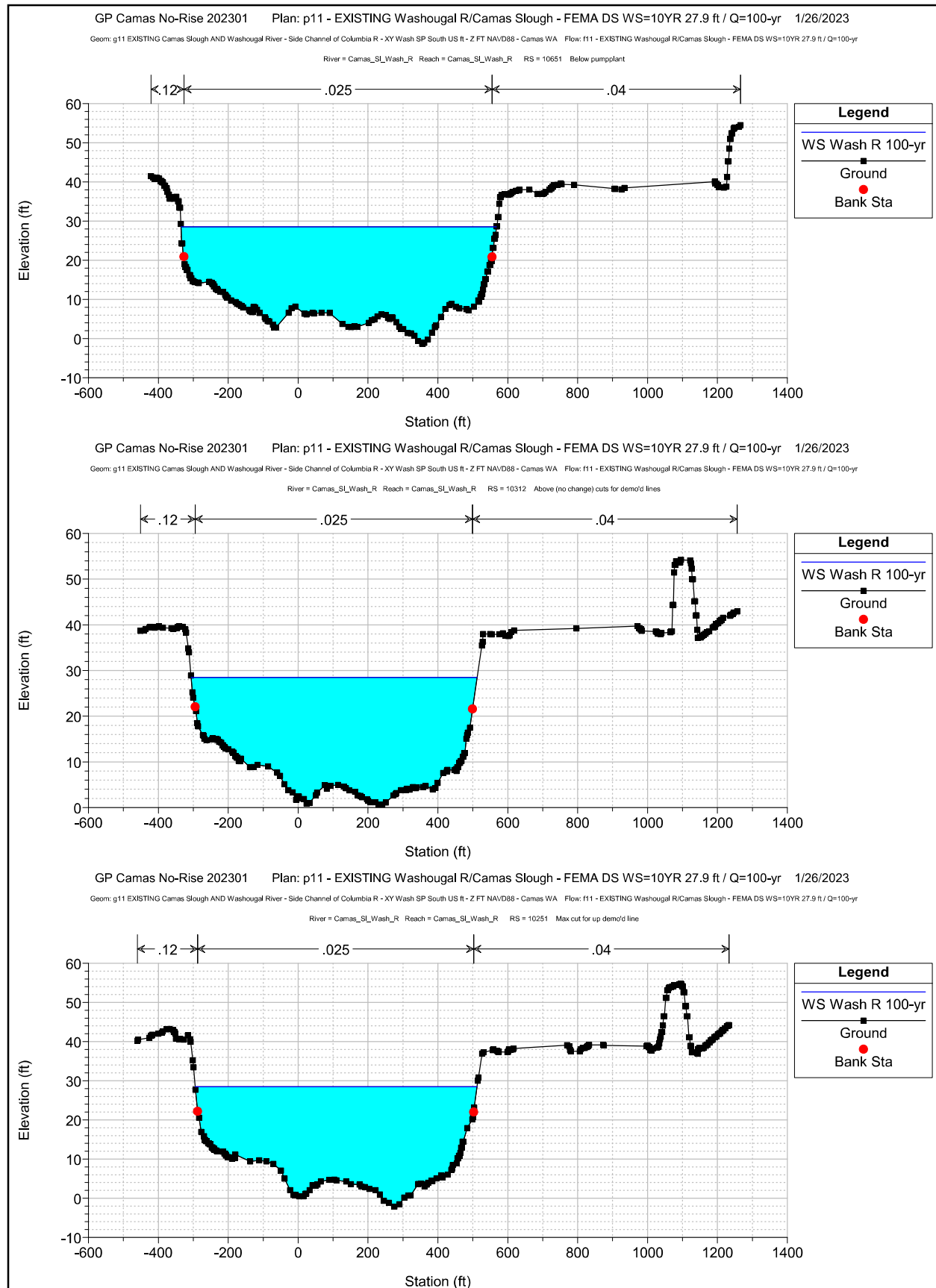
Profile of Washougal River/ Camas Slough Model (Expanded Scale)

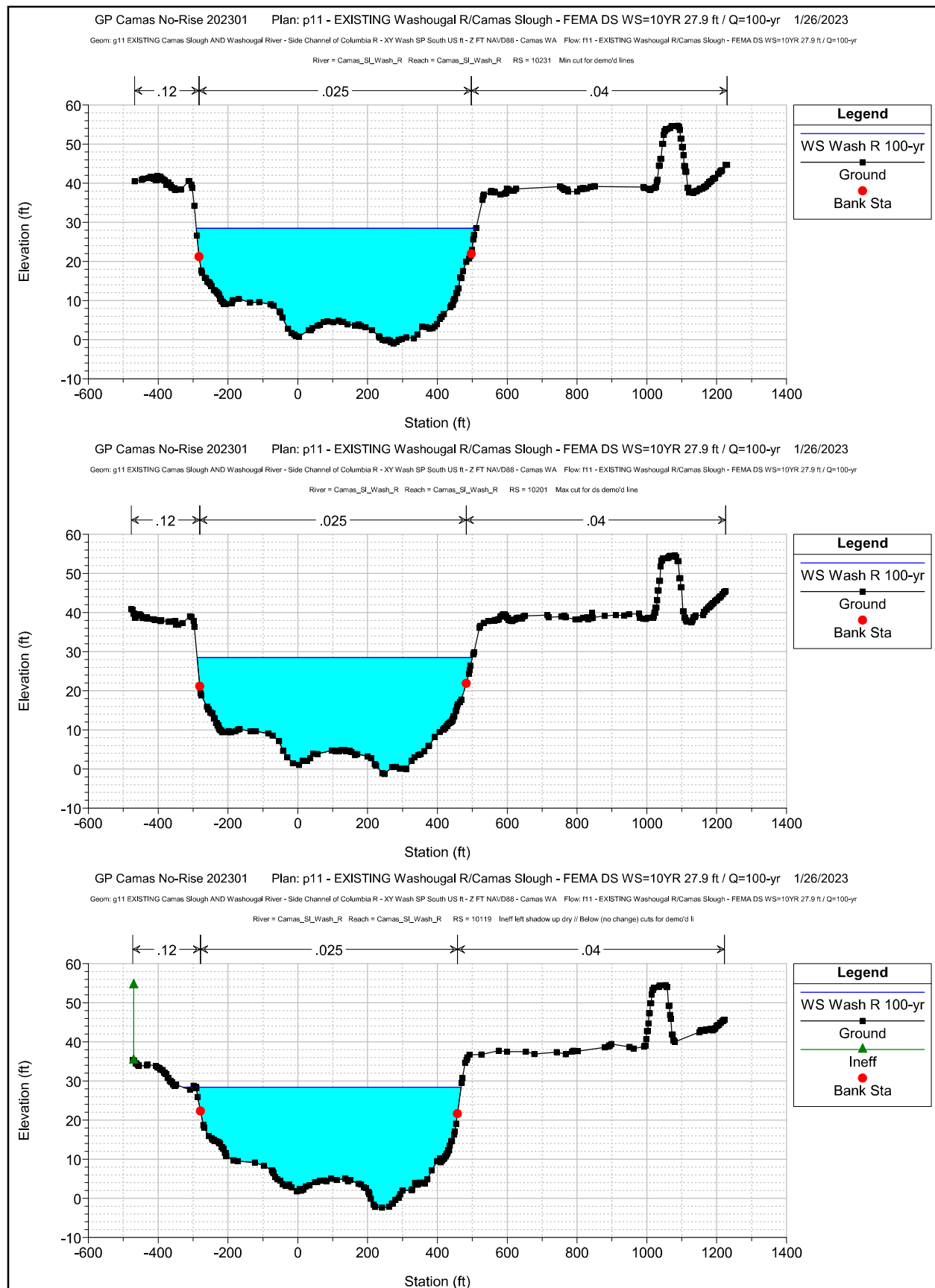


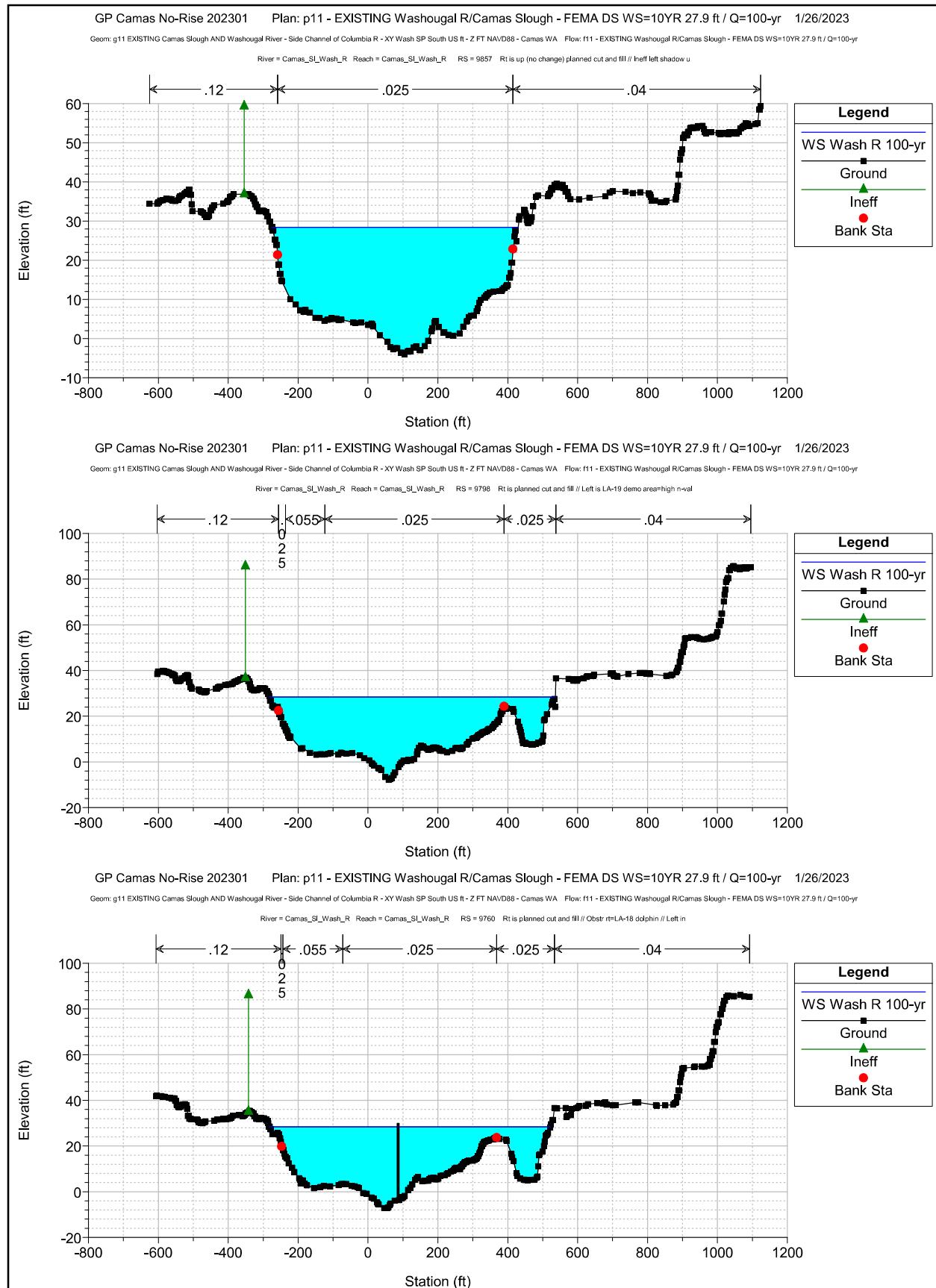


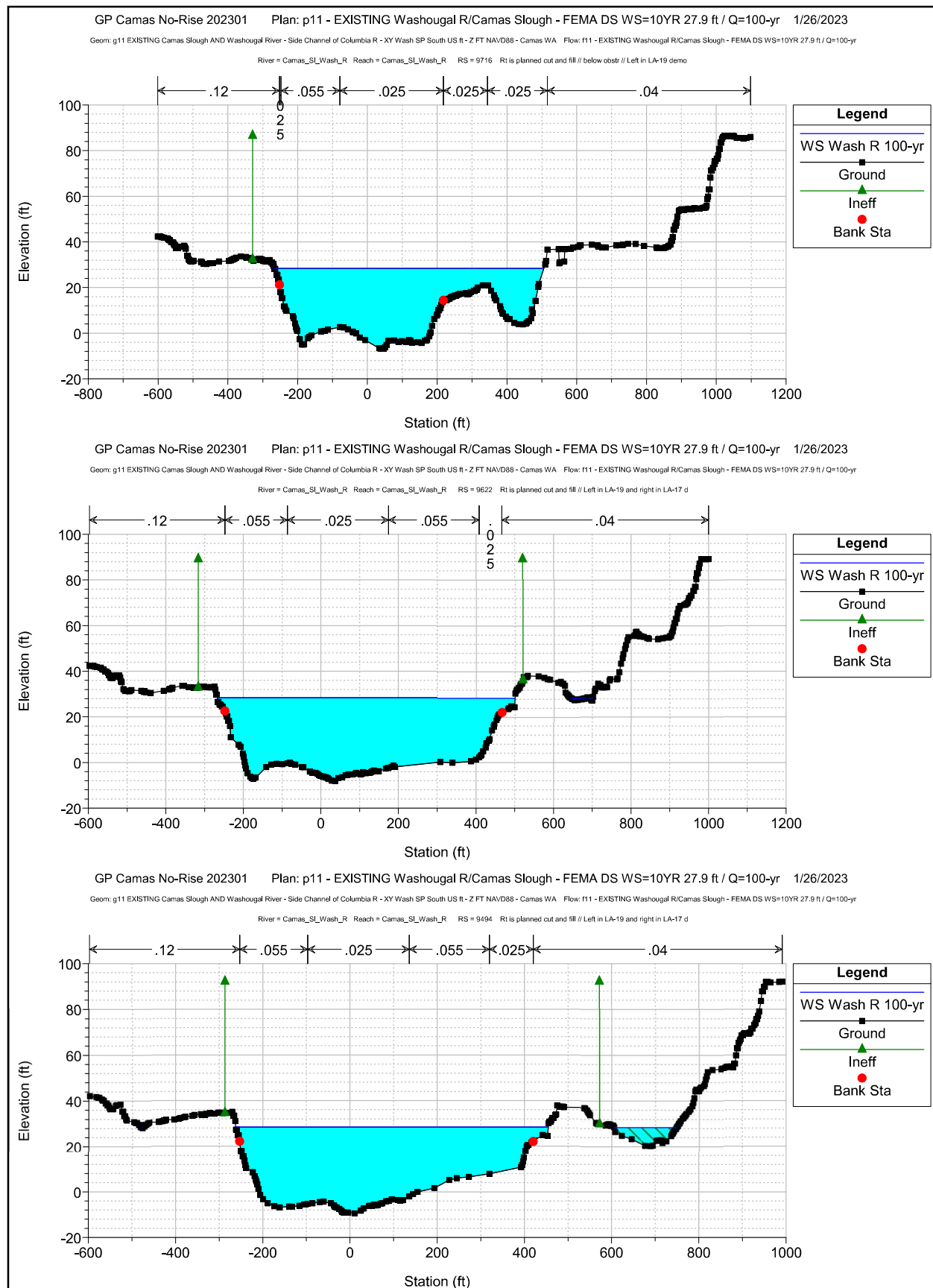


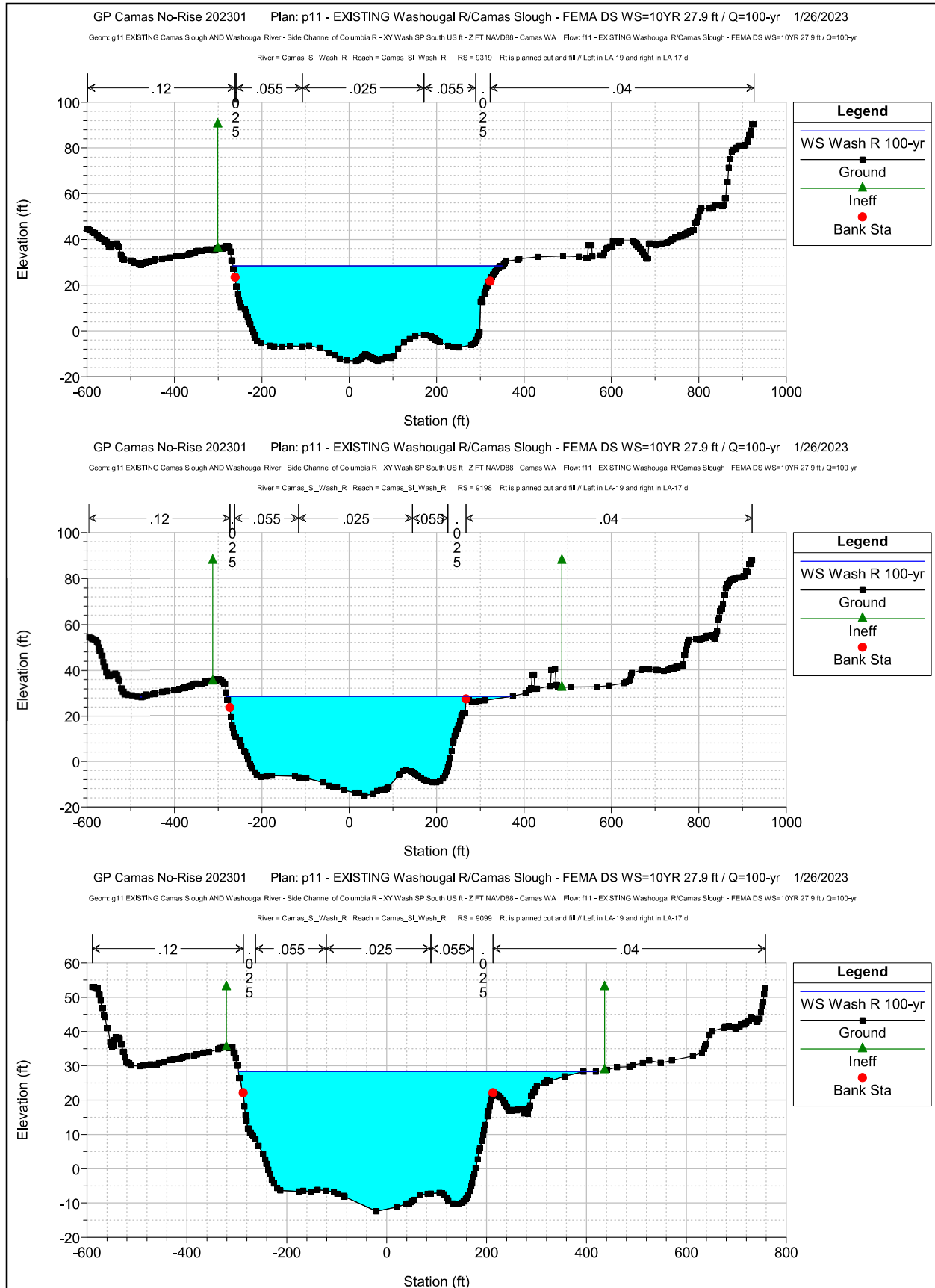




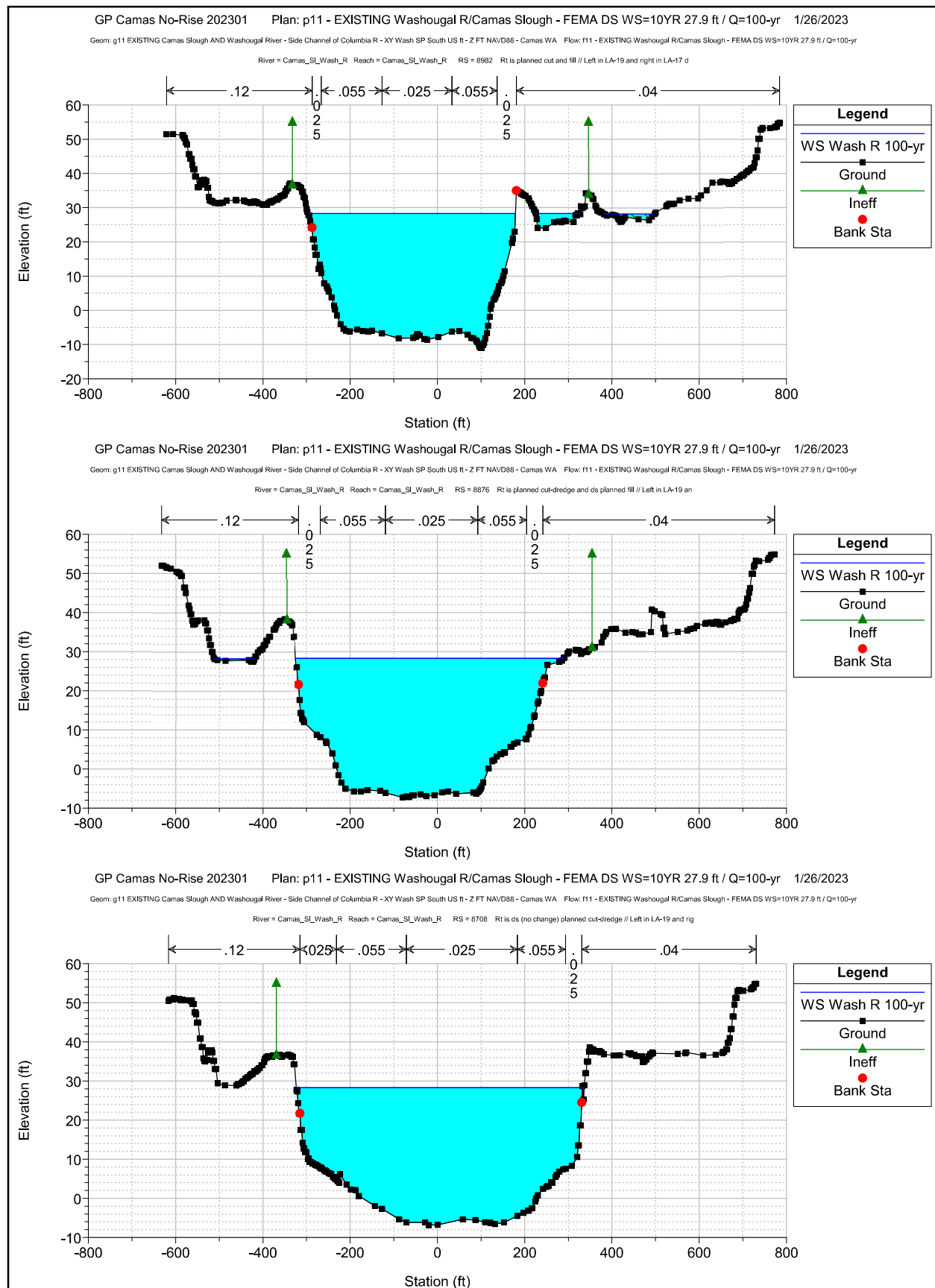


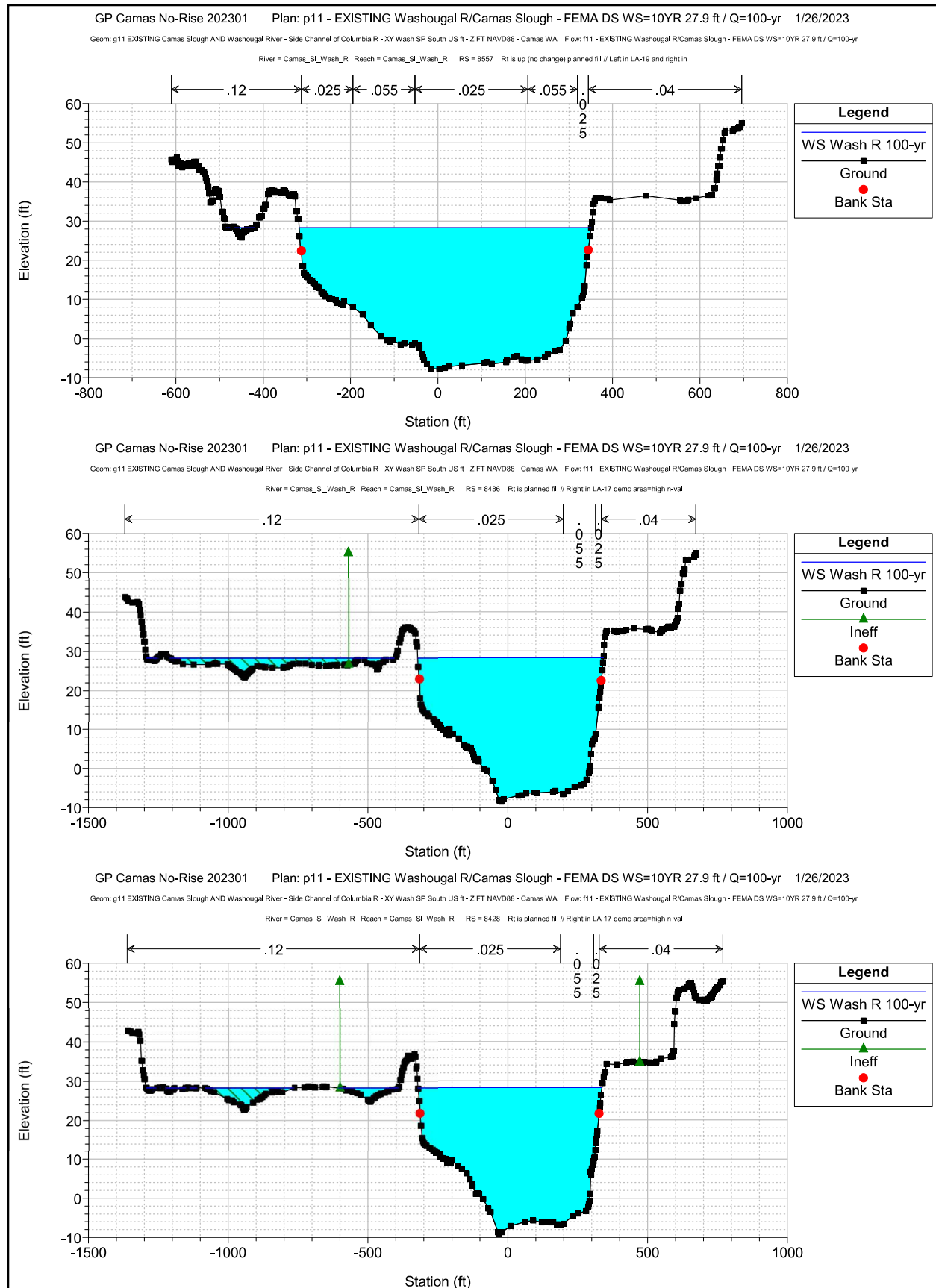


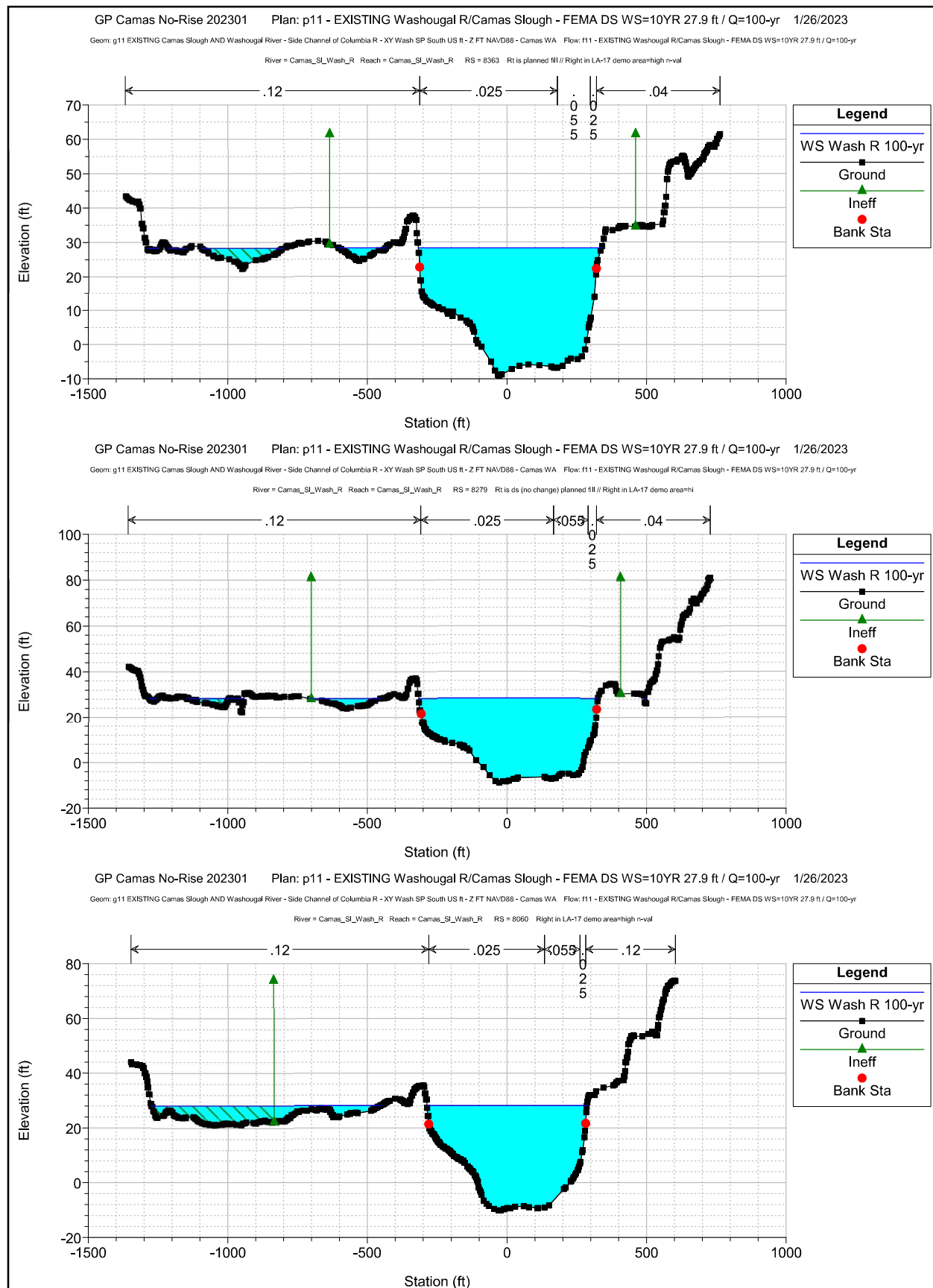


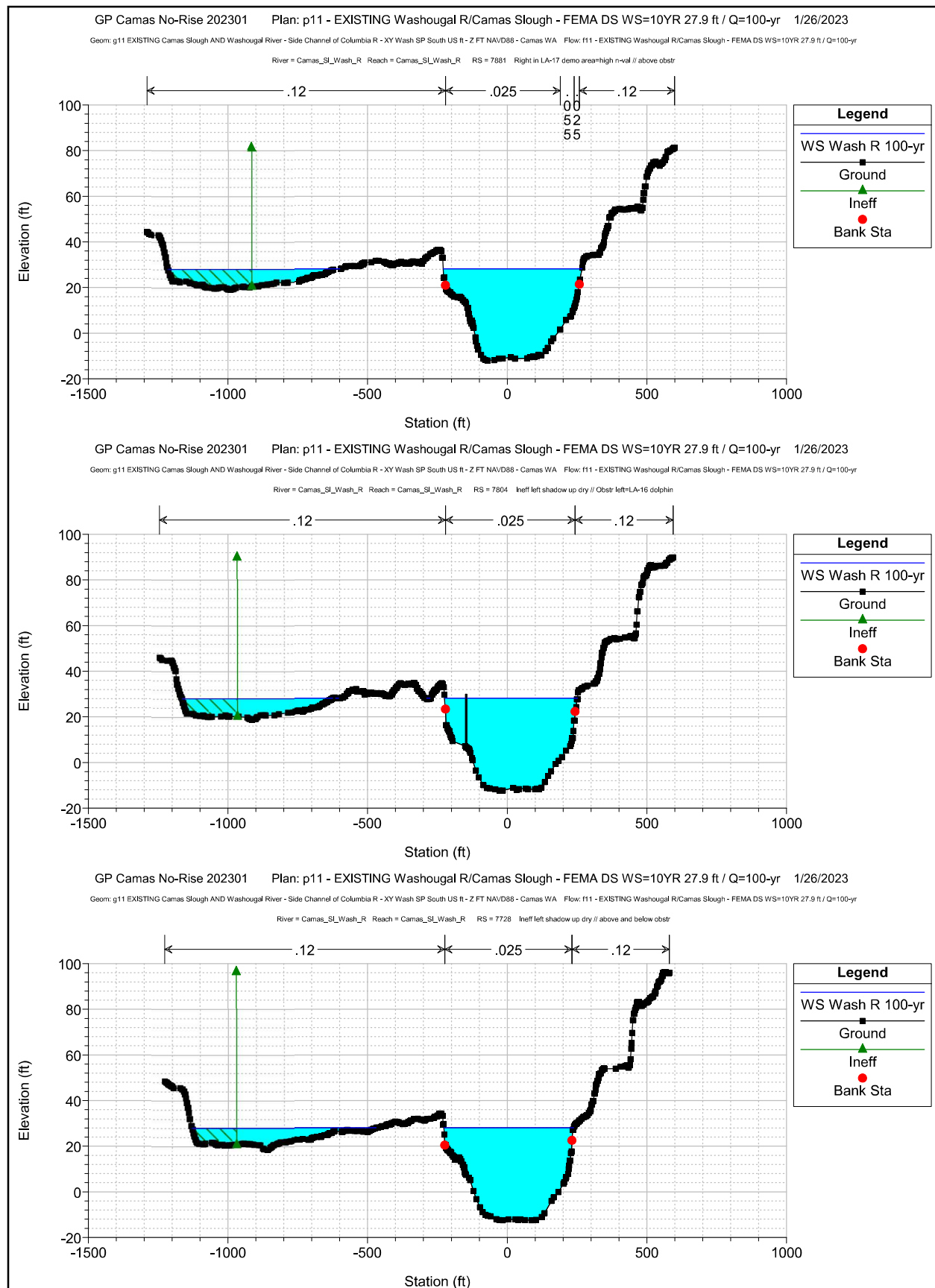


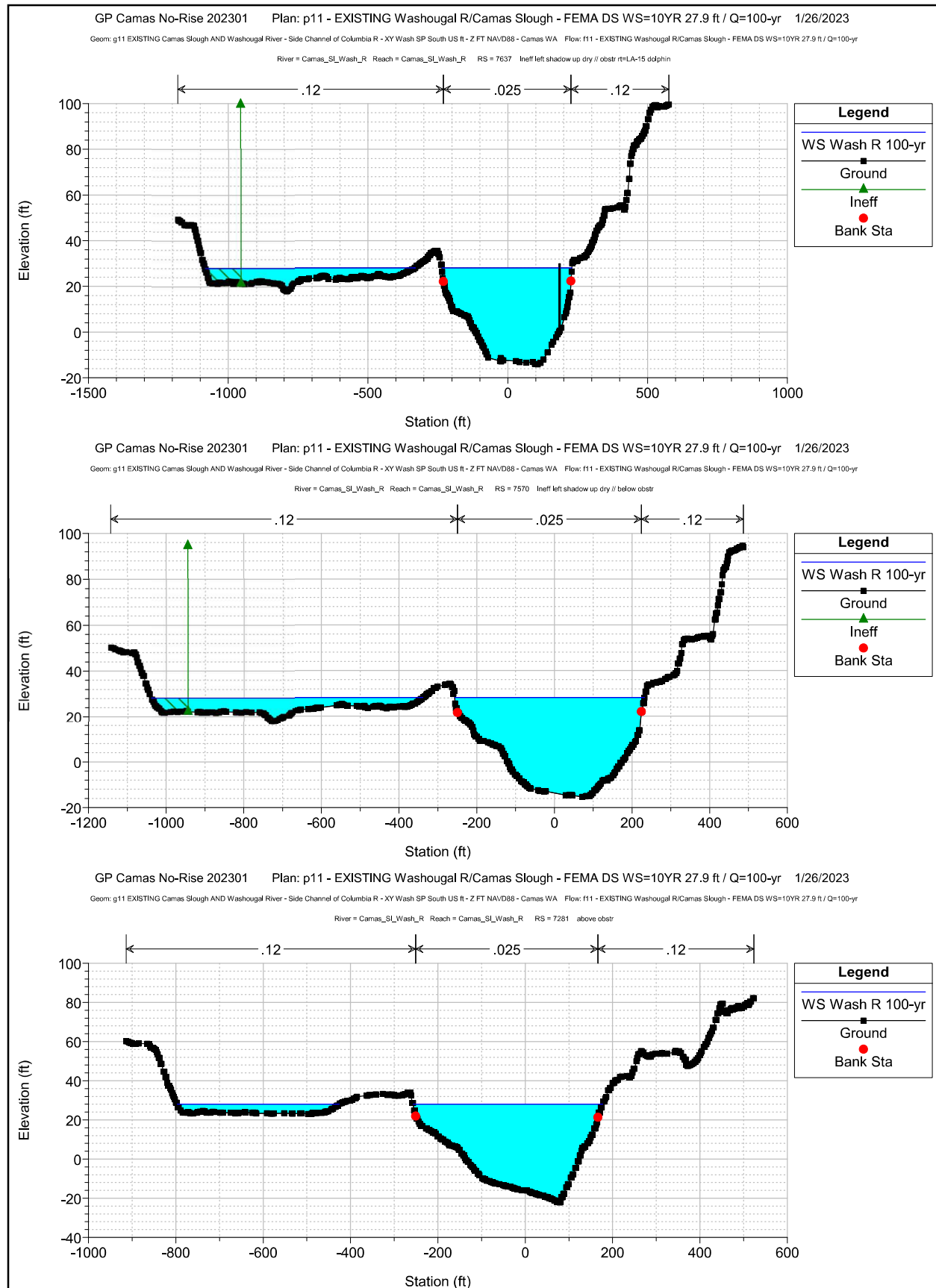




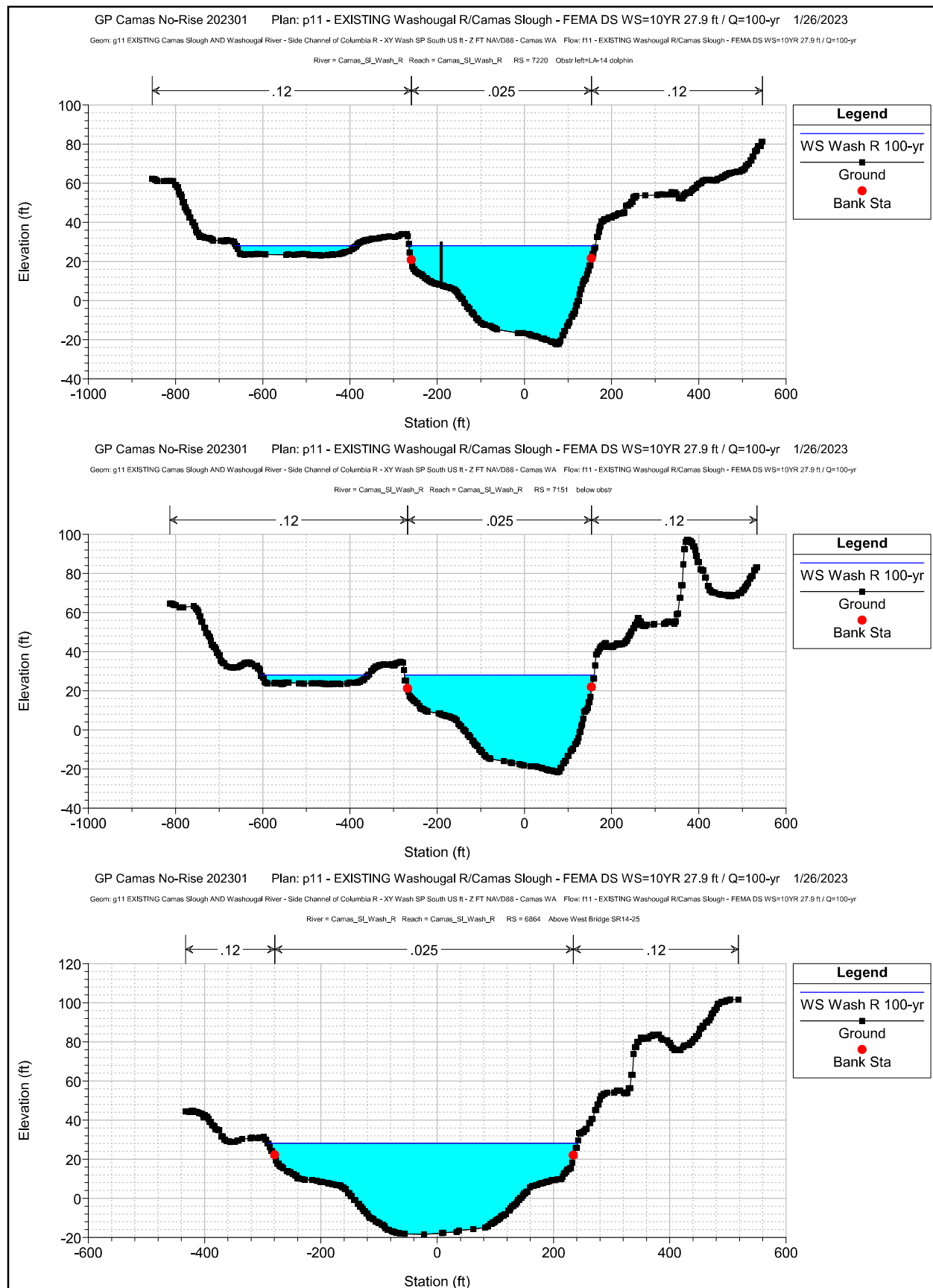


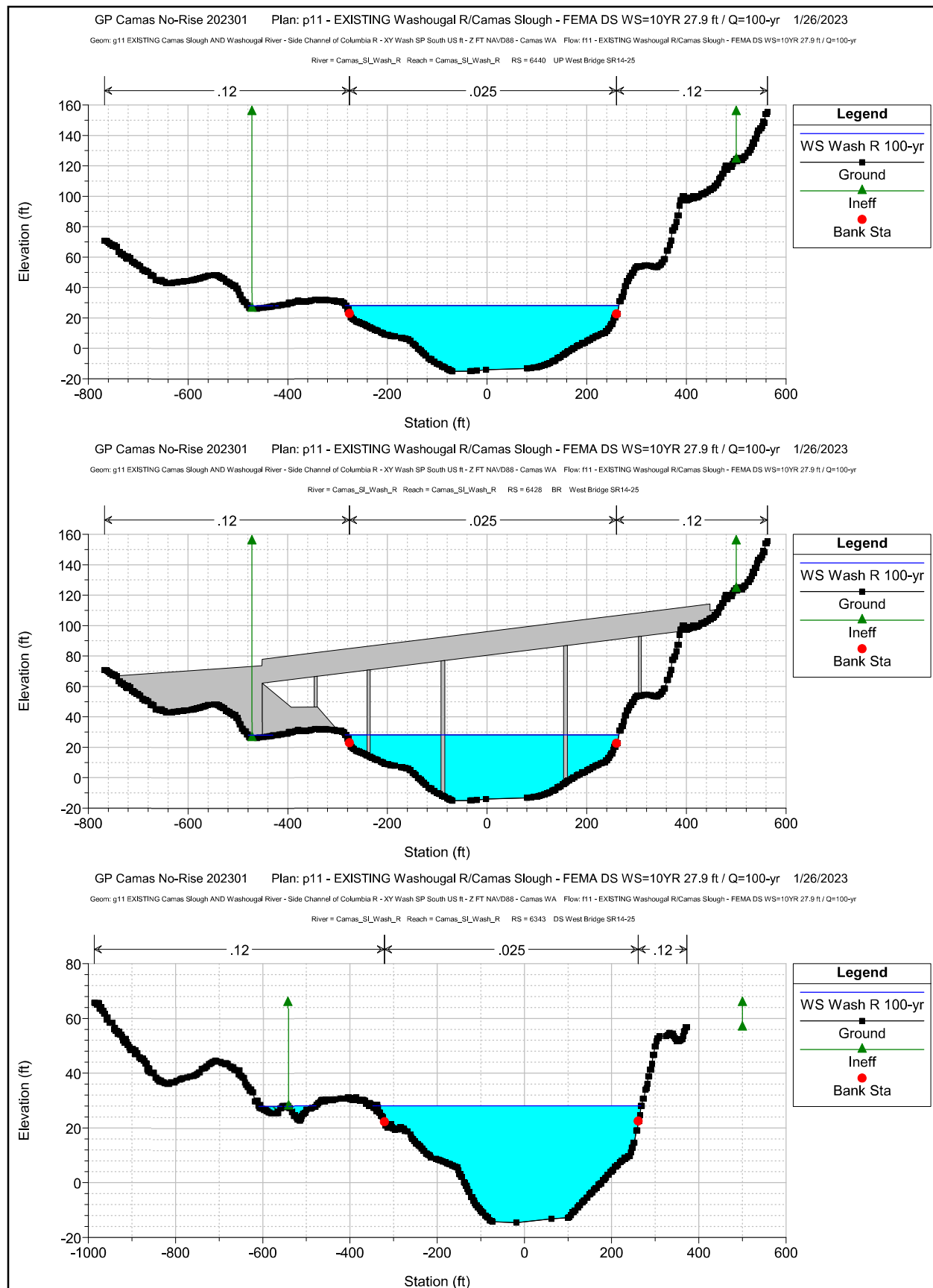


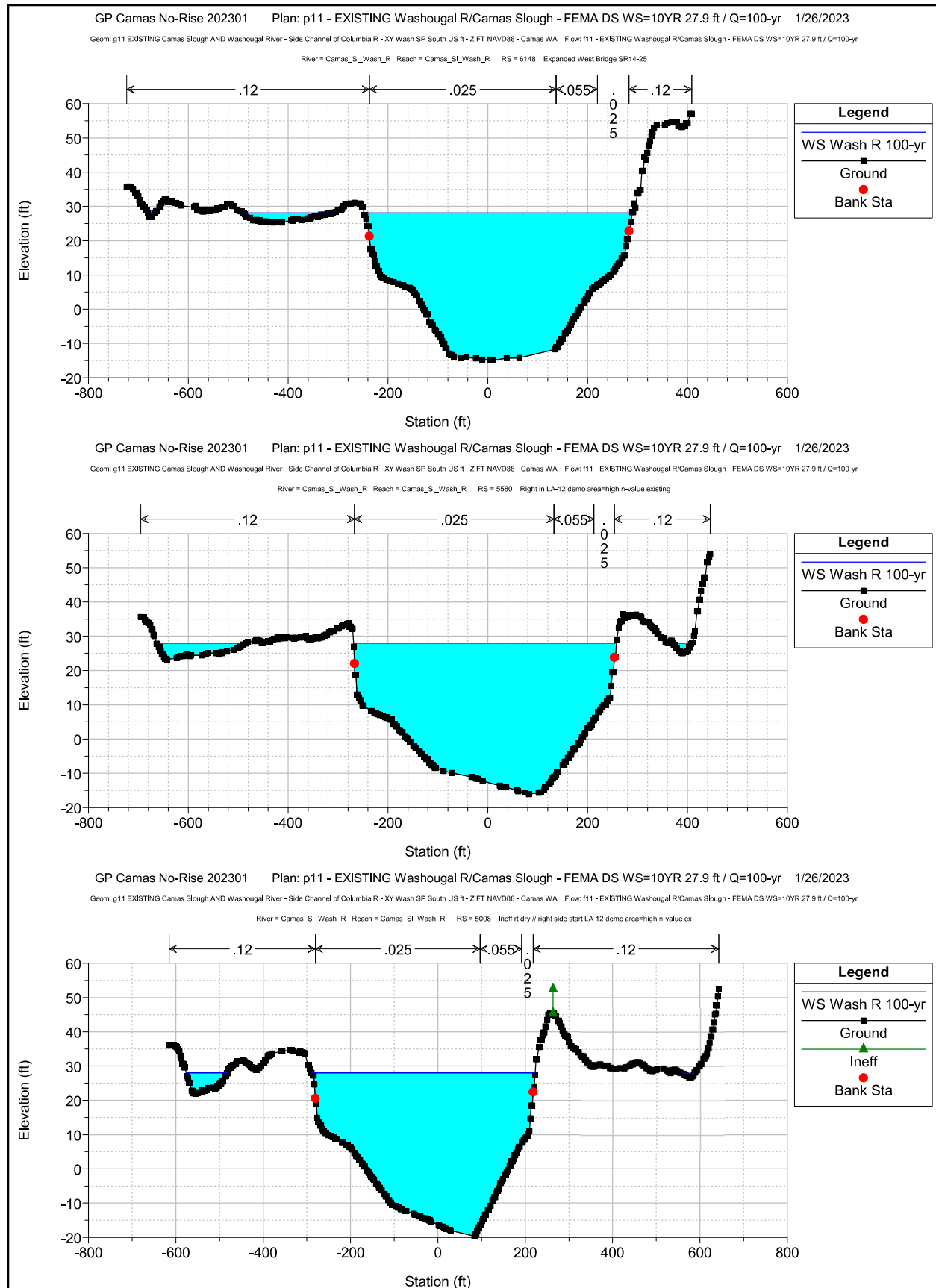


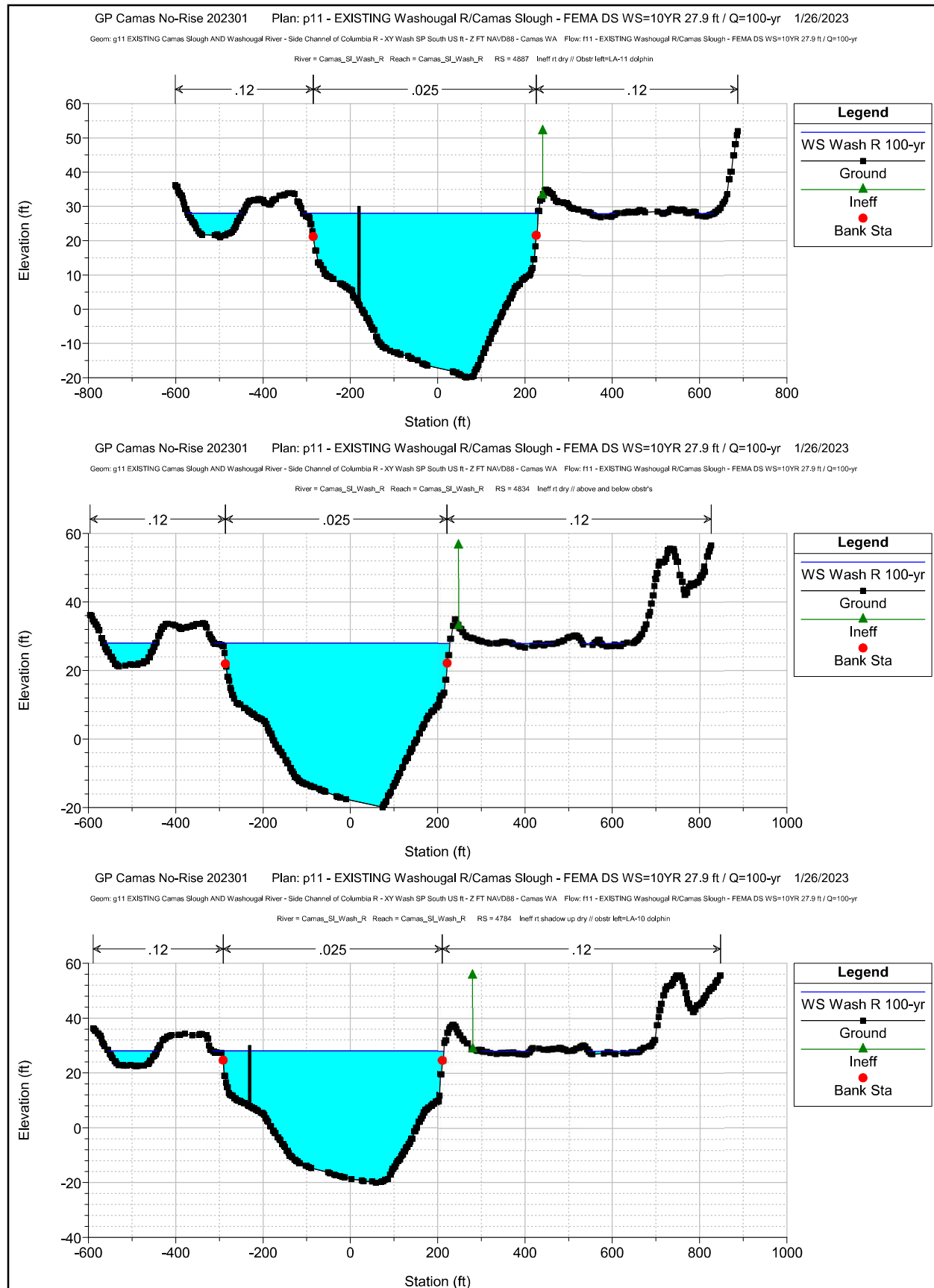


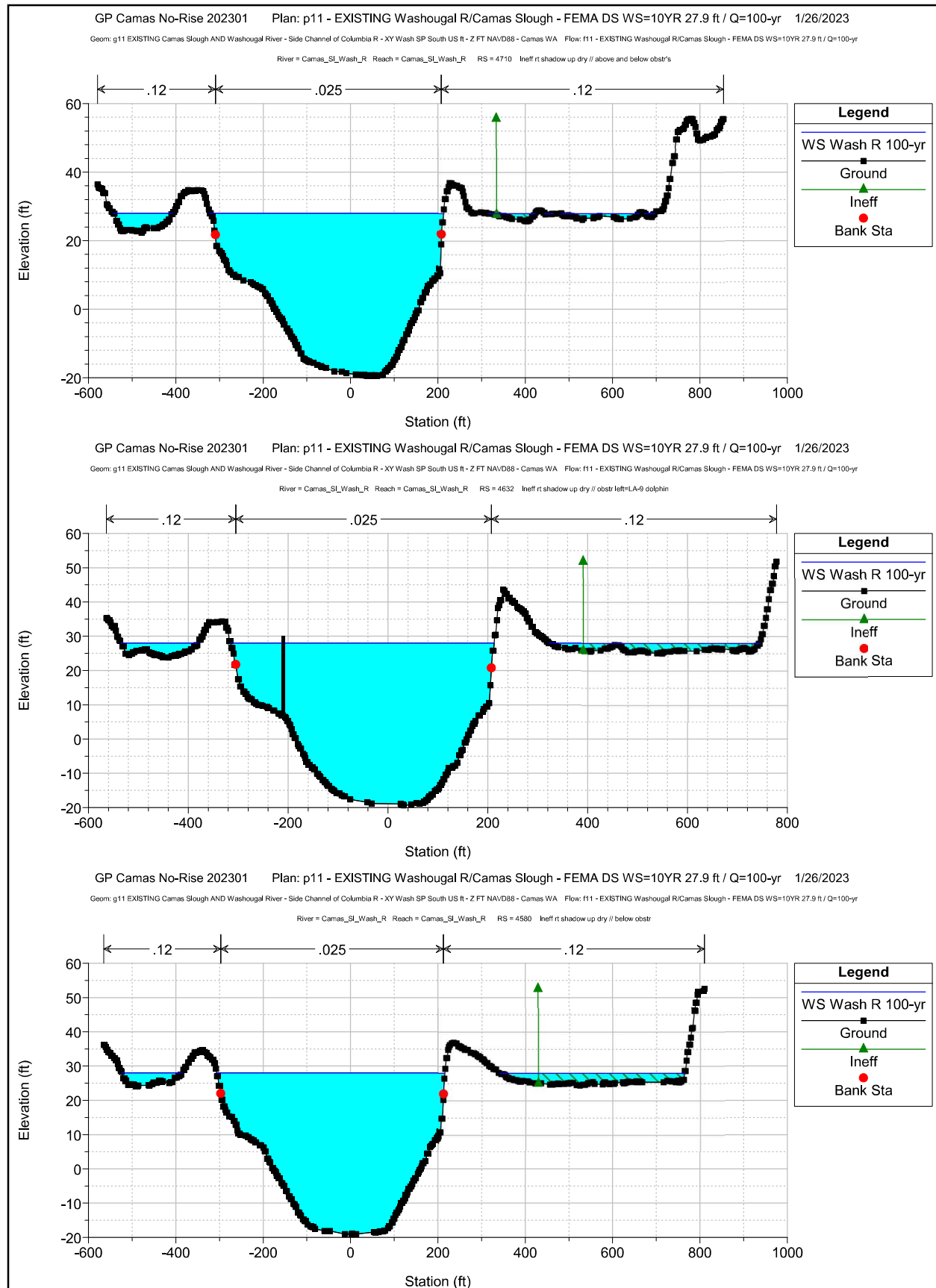




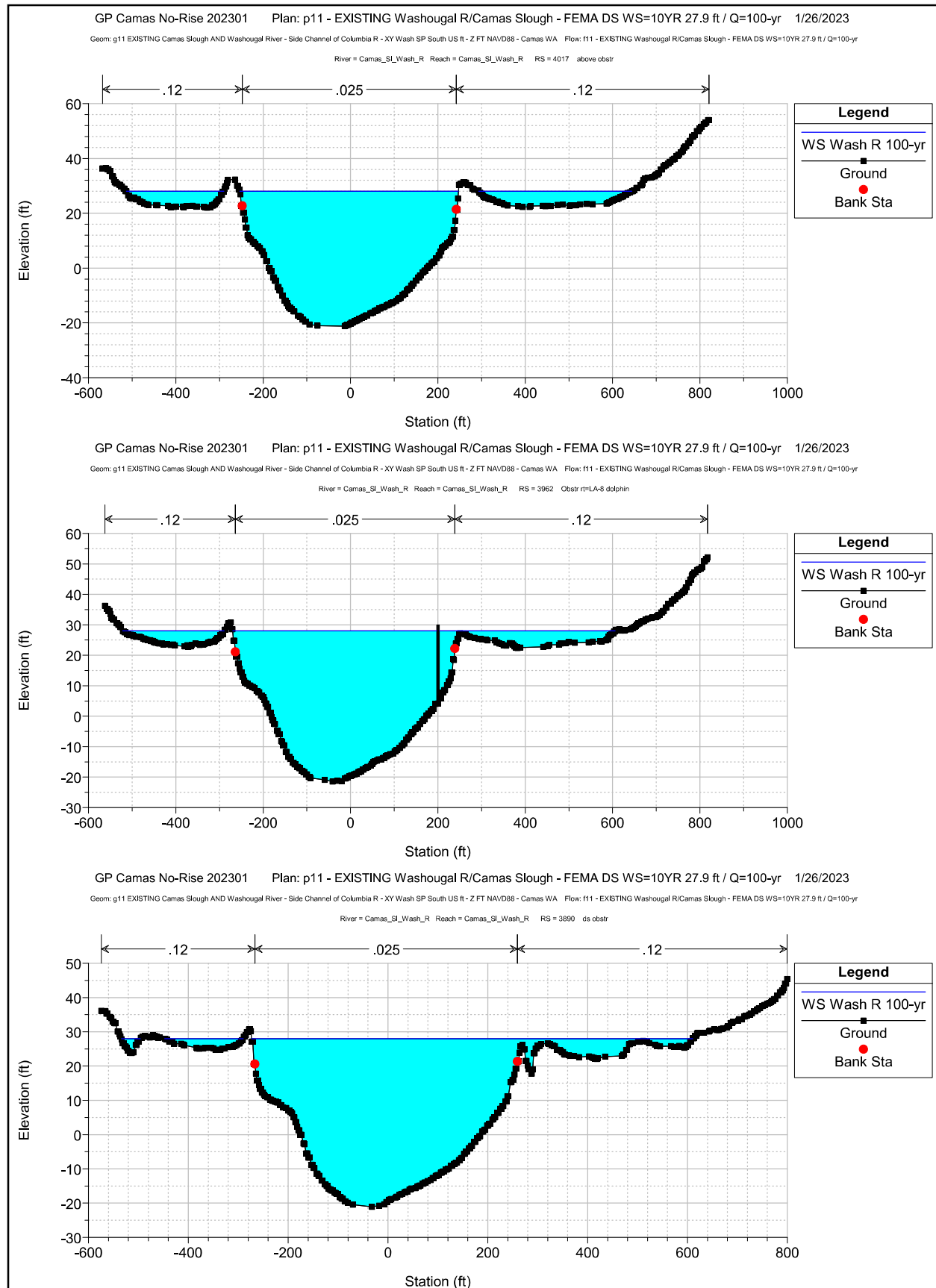


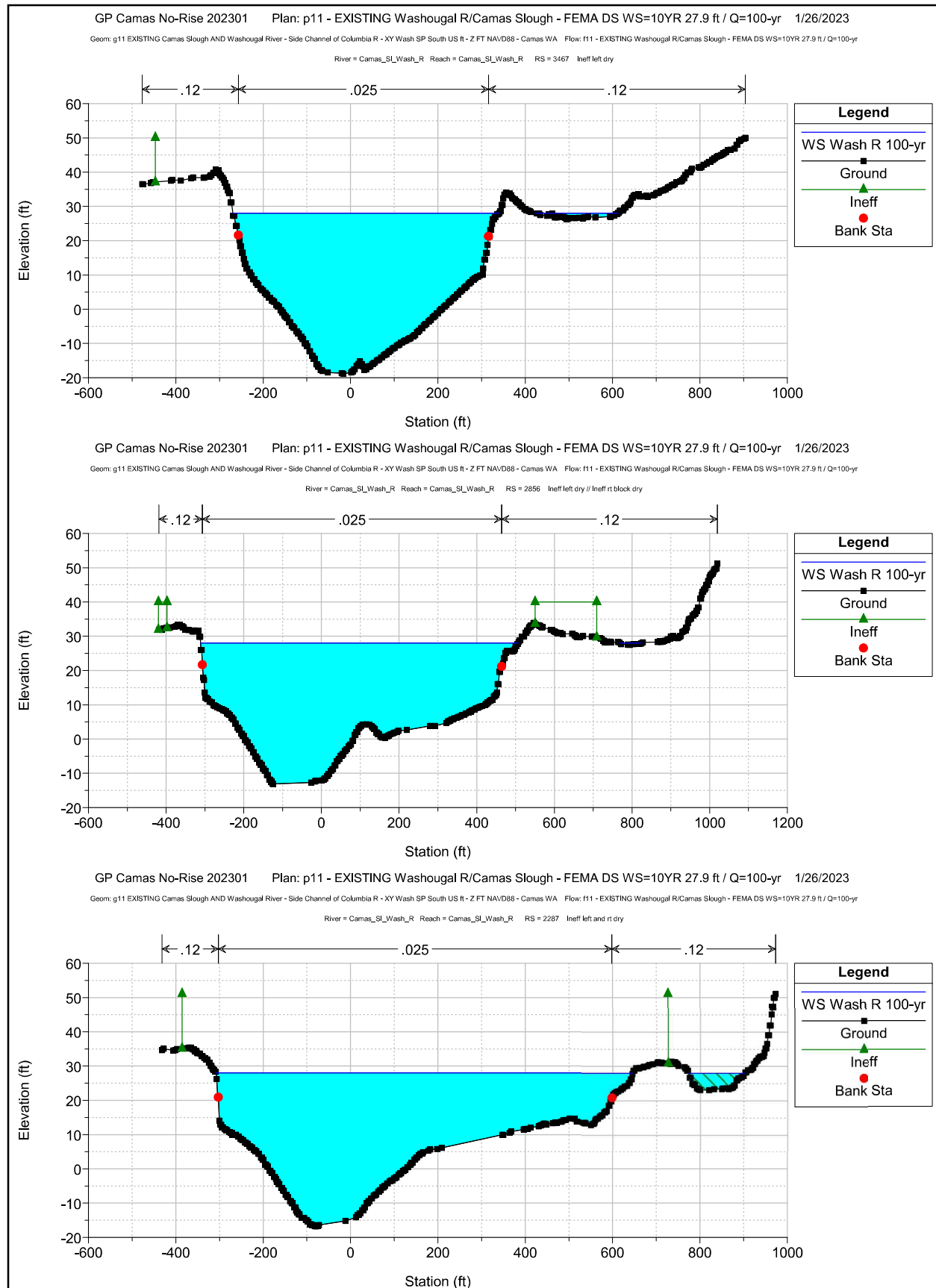


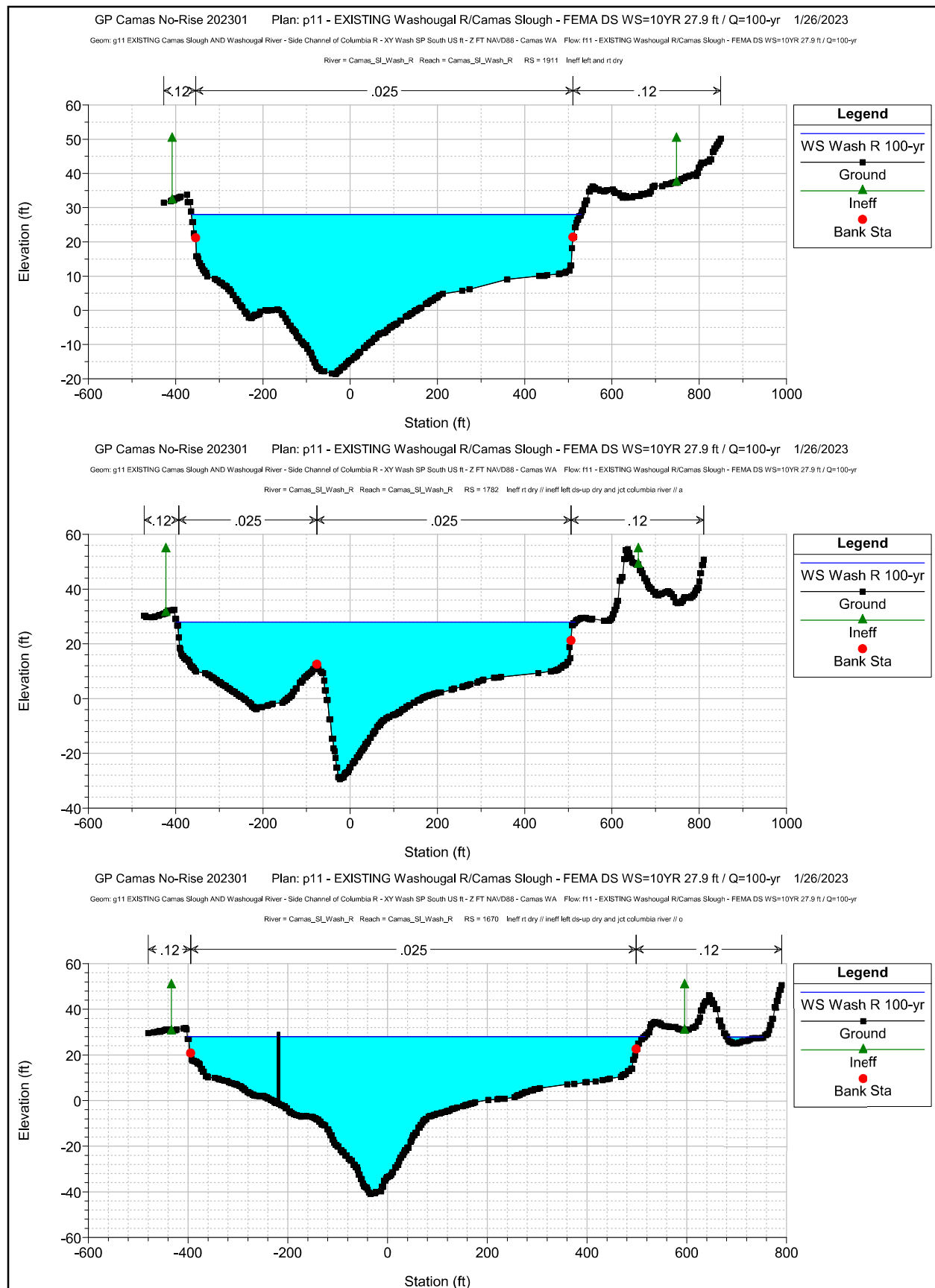


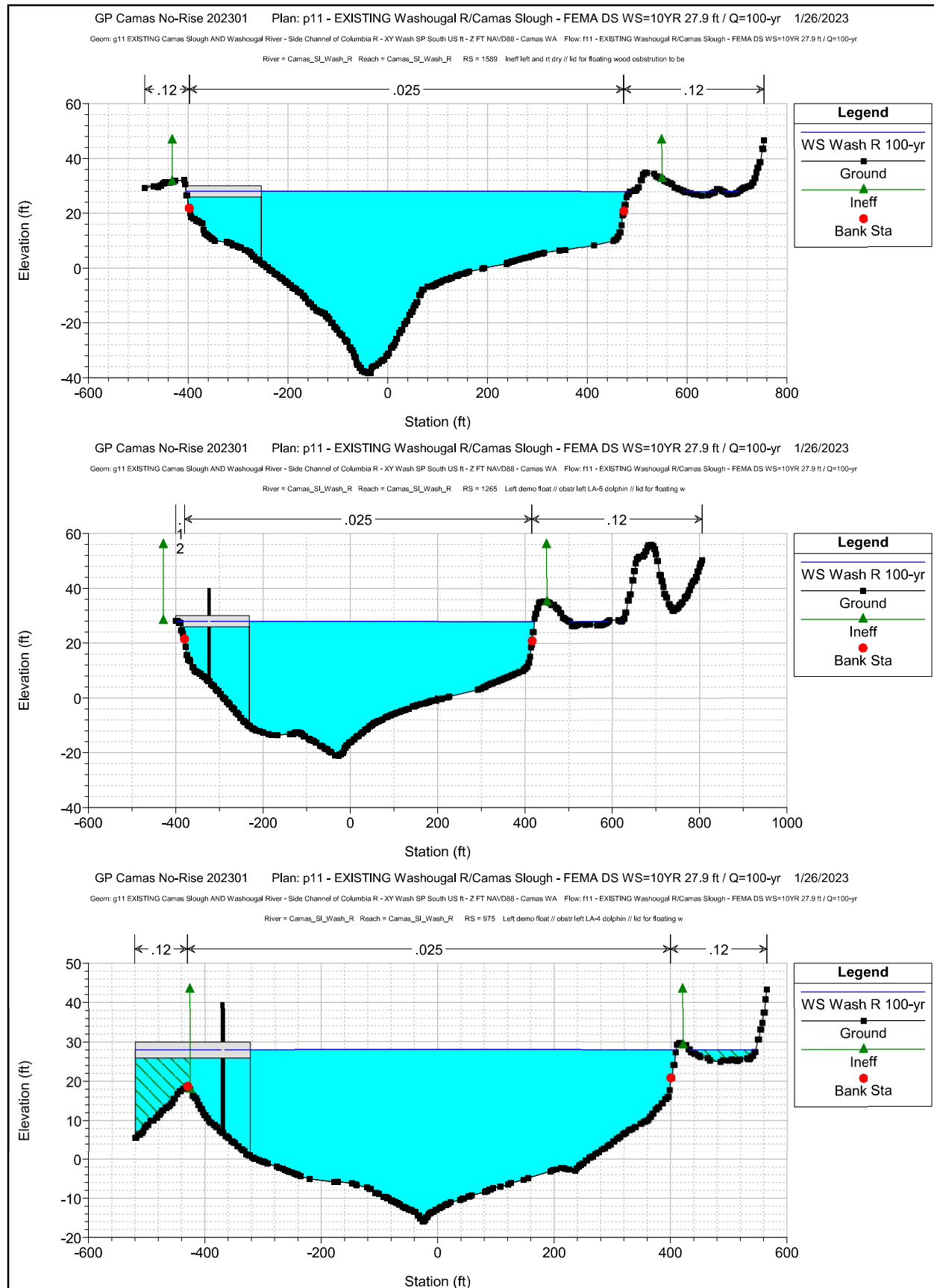


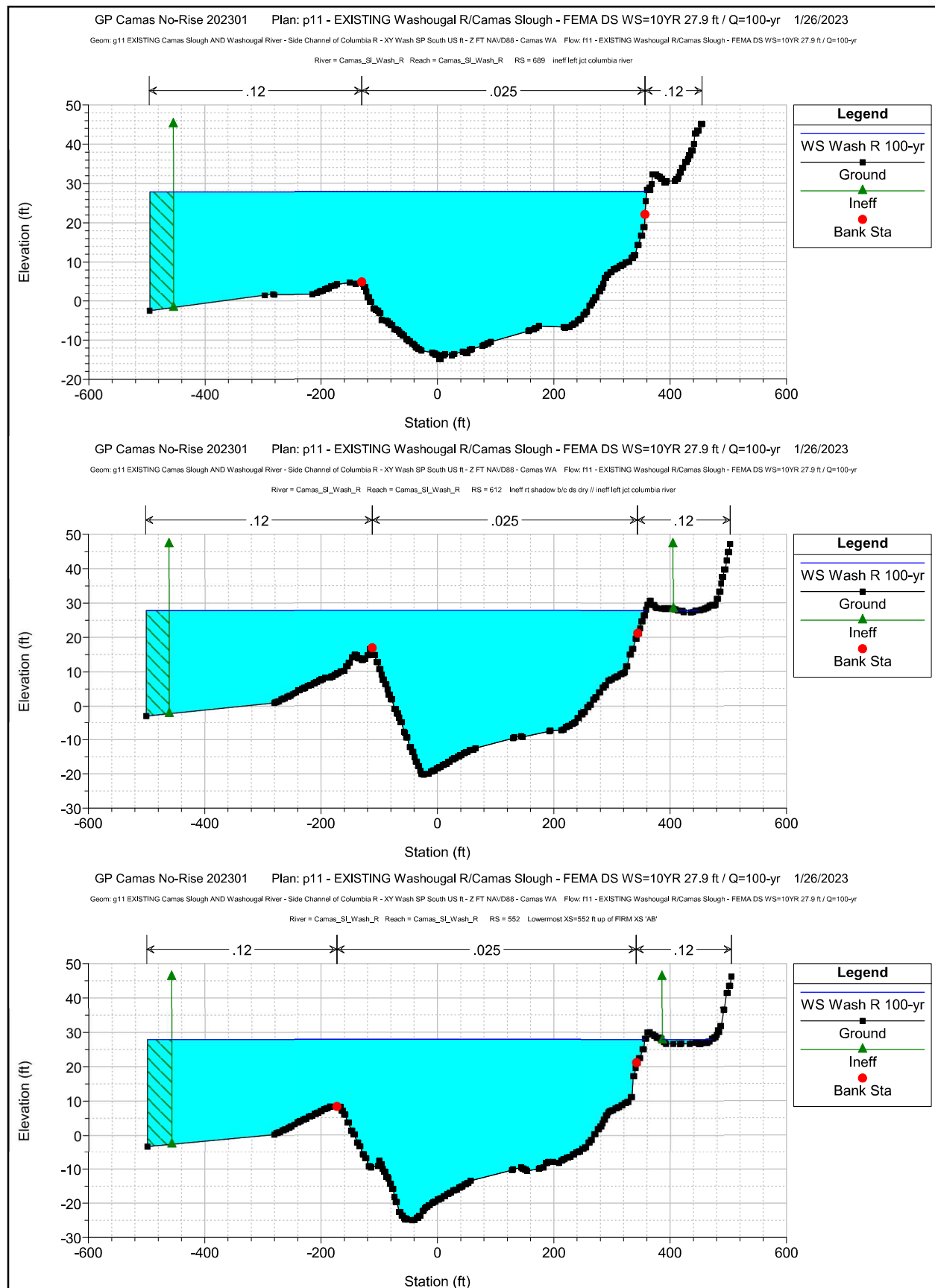














# **APPENDIX F: PROPOSED-CONDITION CROSS-SECTION DATA FOR BOTH MODELS**

