

**SUBJECT: SUPPLEMENT TO ADDENDUM TO THE DETERMINATION OF THE SUITABILITY OF EXPANDED DREDGING FOOTPRINT SEDIMENTS WITHIN THE TOKELAND MARINA, WILLAPA BAY (NWS-2008-164-DO) FOR OPEN-WATER UNCONFINED DISPOSAL USING FLOW-LANE DISPOSAL IN WILLAPA BAY AS EVALUATED UNDER SECTION 404 OF THE CLEAN WATER ACT.**

1. The purpose of this supplement to the 2 March 2009 (SDM addendum: [http://www.nws.usace.army.mil/PublicMenu/documents/DMMO/Tokepoint\\_Entrance-Tokeland\\_marina-sdm-addendum.pdf](http://www.nws.usace.army.mil/PublicMenu/documents/DMMO/Tokepoint_Entrance-Tokeland_marina-sdm-addendum.pdf)), which supplemented the 24 January 2007 suitability determination (SDM: [http://www.nws.usace.army.mil/PublicMenu/documents/DMMO/Tokepoint\\_Entrance-Tokeland\\_marina-sdm.pdf](http://www.nws.usace.army.mil/PublicMenu/documents/DMMO/Tokepoint_Entrance-Tokeland_marina-sdm.pdf)) is to evaluate the suitability of a relatively minor alternation in the existing dredging footprint within the Marina and reflects the consensus determination of the Agencies that comprise the regional Dredged Material Management Program (DMMP) for the State of Washington. The agencies include the Corps of Engineers, Department of Ecology, Department of Natural Resources, and the Environmental Protection Agency.
  
2. Relevant dates for regulatory tracking purposed are included in Table 1.

**Table 1. Regulatory Tracking Information and Dates**

FEDERAL PUBLIC NOTICE	<b>CENWS-TS-NS-28</b>
SAP submittal date:	May 10,2006
SAP Approval letter date:	June 8, 2006
Sampling date(s):	August 16, 2006 October 17, 2006 (Willapa Bay reference station WBS7-A)
Data characterization report submittal date:	January 16, 2007
Initial suitability determination	January 24, 2007
Addendum to suitability determination	March 2, 2009 (Flowlane Disposal)
DAIS Tracking Number	<b>TPETM-1-B-F-235</b>
<b>Recency Determination Date:</b> <b>Low (Tokepoint Entrance) = 7 years</b> <b>Low-Moderate (Tokeland Marina) = 7 years</b>	August 2013

3. This alteration is deemed necessary by the dredging applicant (Port of Willapa) in letter dated December 9, 2009 (**Attachment 1**) to provide access to the boat launching ramp and adjacent dock in the southwesterly corner of the marina and the commercial dock at the northeasterly corner of the marina. These areas have been dredged in the past, but were not included in the most recent permit. The modification to the dredging footprint will not increase the total dredged volume (~65,000 cy). The estimated dredging footprint modification area totals approximately one-quarter acre, and would add 4500 cy of dredged sediments (**Figures 1-2**). The applicant proposes to offset the increased volume of the larger footprint by eliminating the 2-foot of allowable overdepth authorized within the Federal Entrance Channel, thereby maintaining the Federal Channel at -15 feet rather than to -17 feet MLLW

4. The small expansion in dredging footprint will increase the volume to be dredged within the Tokeland Marina from 47,654 cy to 52,113 cy (**Table 2**). The volume and footprint expansion is deemed acceptable by the DMMP agencies using Best-Professional-Judgment (**BPJ**) after reviewing results of previous DMMP testing conducted in 1998 and in 2007, which included 2 dredged material management units (DMMUs) within the low-moderate ranked Marina during the most recent testing cycle. There have been no detected SL exceedences for any COCs in material from the Marina during previous testing. DMMP testing requirements specifies a volume up to 40,000 cy per DMMU for Low-Moderate ranked areas, and testing conducted would allow a maximum volume up to 80,000 cy for the two DMMUs. The net volume of 52,113 cy is well below the 80,000 cy threshold.

**Table 2. Dredged Material Volumes from each Dredging Subarea**

Suitability Determination	Tokeland Marina (cy)	Tokepoint Entrance (cy)	Total Volume (cy)
January 24, 2007	45,500 cy (2 DMMUs)	17,400 cy (1 DMMU)	62,900
March 2, 2009	45,500 + 2,154 = 47,654	17,400	65,054
This Supplemental SDM	47,654 + 4,459 = 52,113	17,400 – 5,360 = 12,040	64,153

5. This memorandum documents the suitability of proposed adjustments to the dredging footprint within the Tokeland Marina and Tokepoint Entrance Channel for disposal at the “flow lane disposal” site, or at the designated beneficial use site adjacent to the Marina. However, this suitability determination does not constitute final agency approval of the project. A dredging plan for this project must be completed as part of the final project approval process. A final decision will be made after full consideration of agency input, and after an alternatives analysis is done under Section 404(b)(1) of the Clean Water Act.

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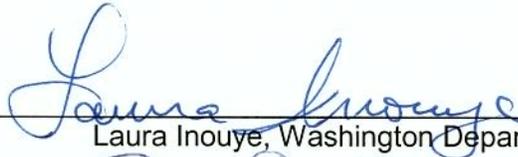
Concur:

14 January 2010  
Date



David Kendall, Ph.D., Seattle District Corps of Engineers

Jan 14, 2010  
Date



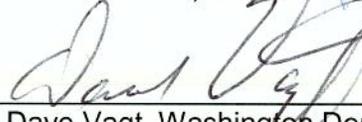
Laura Inouye, Washington Department of Ecology

1/14/2010  
Date



Erika Hoffman, Environmental Protection Agency, Region 10

1/14/2010  
Date



Dave Vagt, Washington Department of Natural Resources

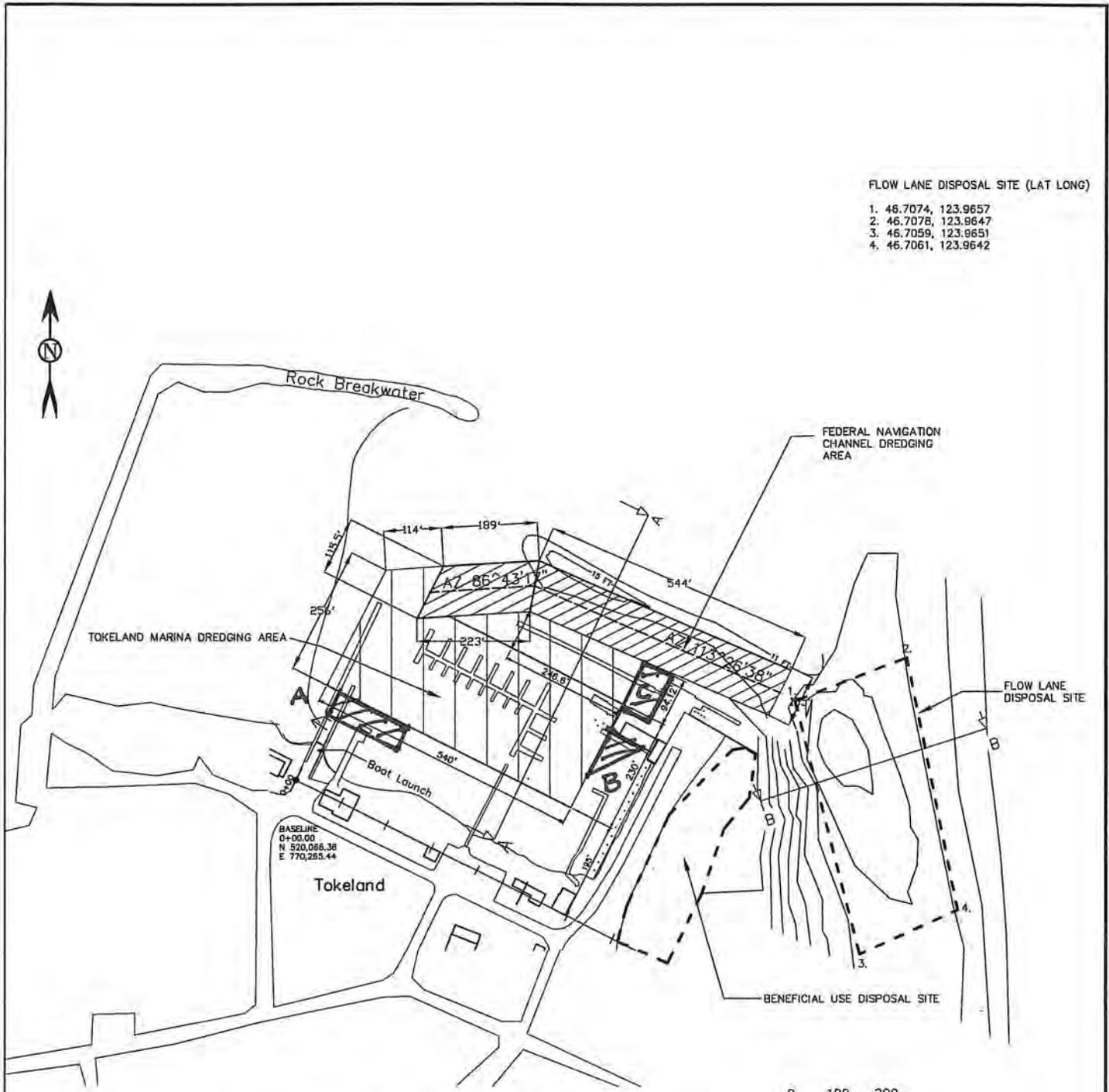
**Copies Furnished:**

Ron Wilcox, Regulatory Project Manager  
Hiram Arden, Federal Project Manager  
Ms. Rebecca Chaffee, Toke Point Marina Manager  
Erika Hoffman, EPA  
Laura Inouye, Ecology  
Helen Pressley, Ecology  
Dave Vagt, DNR  
DMMO File



FLOW LANE DISPOSAL SITE (LAT LONG)

1. 46.7074, 123.9657
2. 46.7076, 123.9647
3. 46.7059, 123.9651
4. 46.7061, 123.9642



*Area A, B, C: Expanded Dredging Footprint*

BASELINE  
 O+00.00  
 N 520,086.36  
 E 770,255.44

**PURPOSE:** NAVIGATION CHANNEL & MARINA DREDGING & DISPOSAL  
**DATUM:** MLLW  
**ADJACENT PROPERTY OWNERS:**  
 PORT OF WILLAPA HARBOR  
 WA DEPARTMENT OF NATURAL RESOURCES

**TOKELAND  
 MAINTENANCE  
 DREDGING  
 PLAN VIEW**

APPLICATION BY: PORT OF WILLAPA HARBOR

**PROPOSED:** PROPOSED MAINTENANCE DREDGING  
**IN:** WILLAPA BAY  
**AT:** TOKELAND  
**COUNTY:** PACIFIC COUNTY

SHEET 1 OF 3      **DATE:** 12/07/07

**Figure 1.**

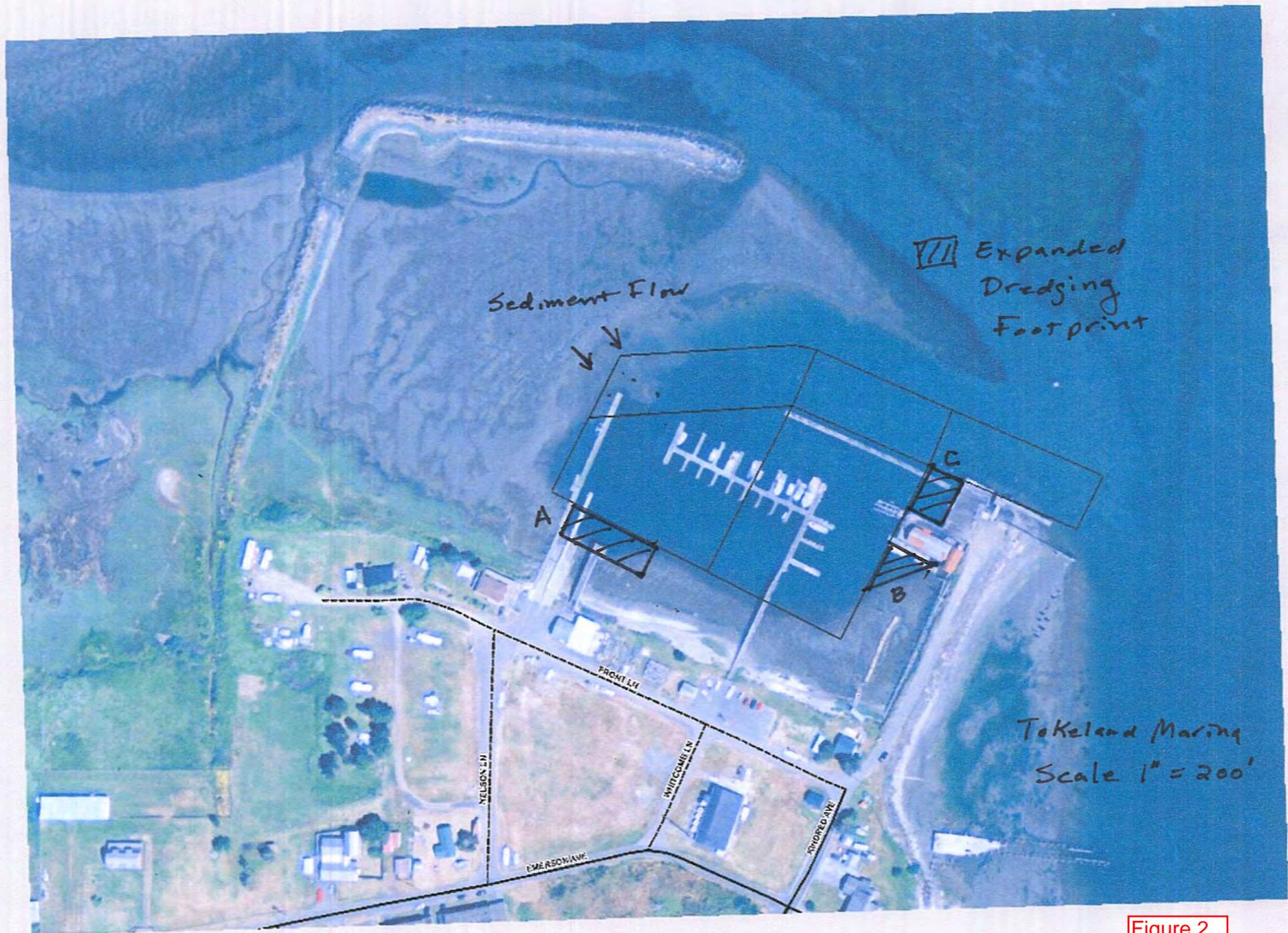
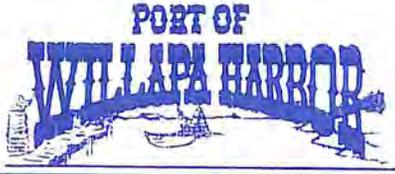


Figure 2.



1725 Ocean Avenue • Raymond, Washington 98577 U.S.A.

COMMISSIONERS

Timothy A. Bond  
Patricia L. Lignoski  
Larry D. Topping

Rebecca Chaffee, Manager

December 9, 2009

Ron Wilcox  
U.S. Army Corps of Engineers  
Seattle District  
P.O. Box 3755  
Seattle, WA 98124-3755

DEC 11 2009

RE: Port of Willapa Harbor  
Tokeland Marina and Entrance Channel  
Maintenance Dredging  
NWS-2008-164-SO

Dear Mr. Wilcox:

The Port of Willapa Harbor is requesting that the permit to perform maintenance dredging of the Tokeland Marina and Entrance Channel, Reference NWS-2008-164-SO dated August 7, 2009 be modified to extend the dredging footprint to provide access to the boat launching ramp and adjacent dock in the southwesterly corner of the marina and the commercial dock at the northeasterly corner of the marina. These areas have been dredged in the past, but were not included in previous permits. These docks and ramp are primary marina facilities and require regular dredging to maintain access.

This modification will not increase the total dredged volume. We estimate that this extended footprint totals approximately one-quarter acre with an additional 4500 cy of dredged sediment. We propose to offset the increased volume of the larger footprint with the elimination of the permitted 2-foot over depth within the Federal Entrance Channel. Eliminating this dredging would reduce sediment discharge by 5400 cy plus the volume caused by sloughing due to this over depth. Thus the Federal Channel depth would be maintained at -15 feet rather than the permitted -17 feet MLLW.

Additionally, during our recent dredging operations we have determined that much of the sedimentation in the marina and channel is caused by the mobility of the sediment adjacent to cut areas to the north and west, rather than deposition from the water column (vertically) as assumed. The attached figure shows an aerial photograph superimposed with the boundaries of the permitted dredging area. The arrows indicate the direction of predominant movement of sediment into the marina. It is likely that the expanded areas within the marina are not impacted as strongly with this sediment flow.

INDUSTRIAL SITES ON U.S. HWY. 101 • UTILITIES AND GENERAL CARGO DOCK  
AIRPORT, COMMERCIAL FISHING AND RECREATIONAL BOAT BASINS

PHONE (360) 942-3422

E-MAIL [portofwh@willapabay.org](mailto:portofwh@willapabay.org)

FAX (360) 942-5865

Visit our website at: [www.portofwillapaharbor.com](http://www.portofwillapaharbor.com)

Enclosed for your information are:

- Permit drawing of the Tokeland Marina and Channel with the expanded areas marked.
- Aerial photograph of marina showing expanded areas and lateral sediment movement.
- Table with areas and estimated dredging volumes within the expanded footprints.

Crab season is now in progress and the use of both docks is critical. We are currently dredging along the southerly edge of the marina and could complete this additional dredging now without repositioning and backtracking.

If you have questions or need further information, please contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rebecca Chaffee".

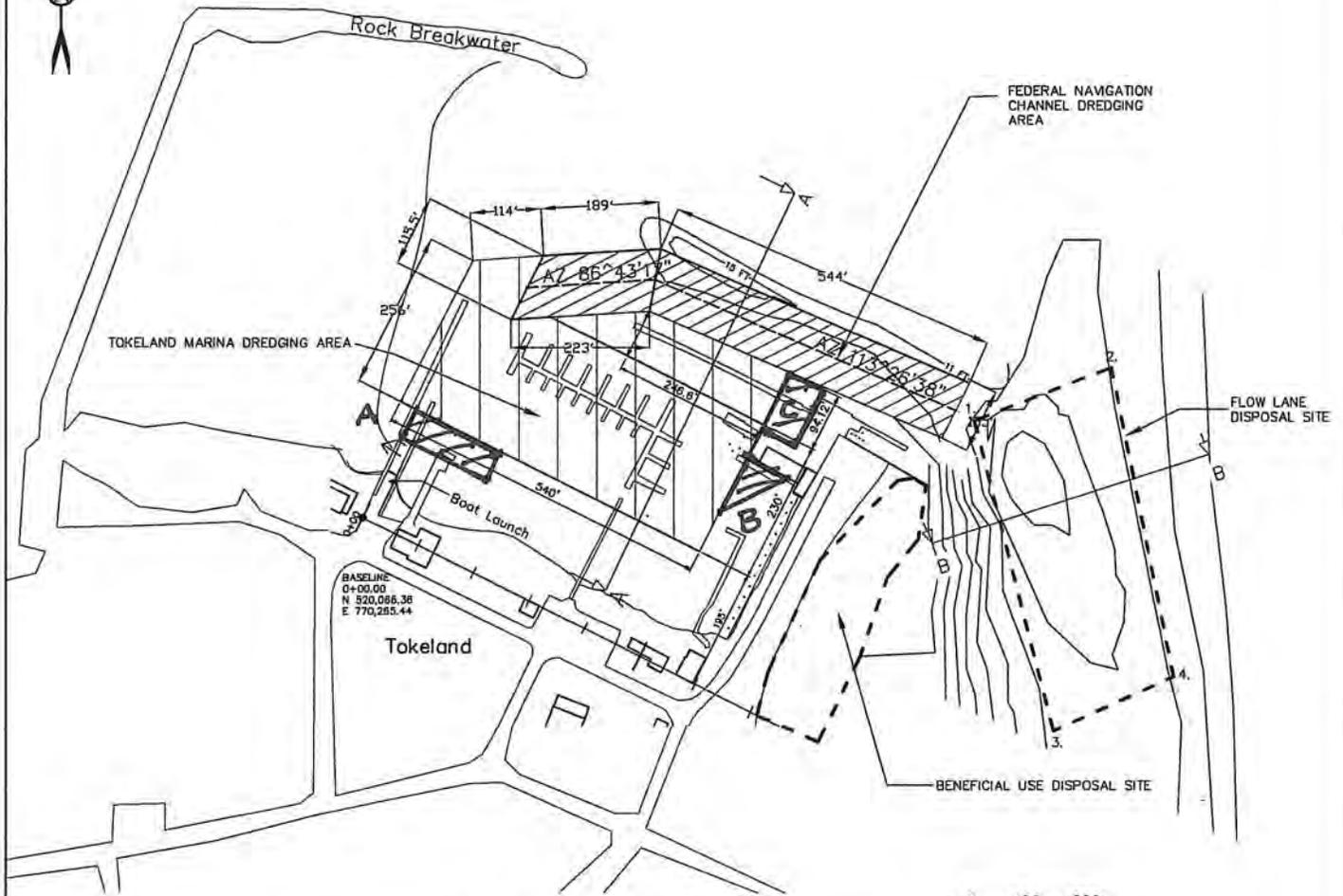
Rebecca Chaffee, Manager  
Port of Willapa Harbor

Enclosures

cc: File

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4. 46.7061, 123.9642



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0 100 200  
SCALE IN FEET

**PURPOSE:** NAVIGATION CHANNEL & MARINA DREDGING & DISPOSAL

**DATUM:** MLLW

**ADJACENT PROPERTY OWNERS:**  
PORT OF WILLAPA HARBOR  
WA DEPARTMENT OF NATURAL RESOURCES

TOKELAND  
MAINTENANCE  
DREDGING  
PLAN VIEW

APPLICATION BY: PORT OF WILLAPA HARBOR

**PROPOSED:** PROPOSED MAINTENANCE DREDGING

**IN:** WILLAPA BAY

**AT:** TOKELAND

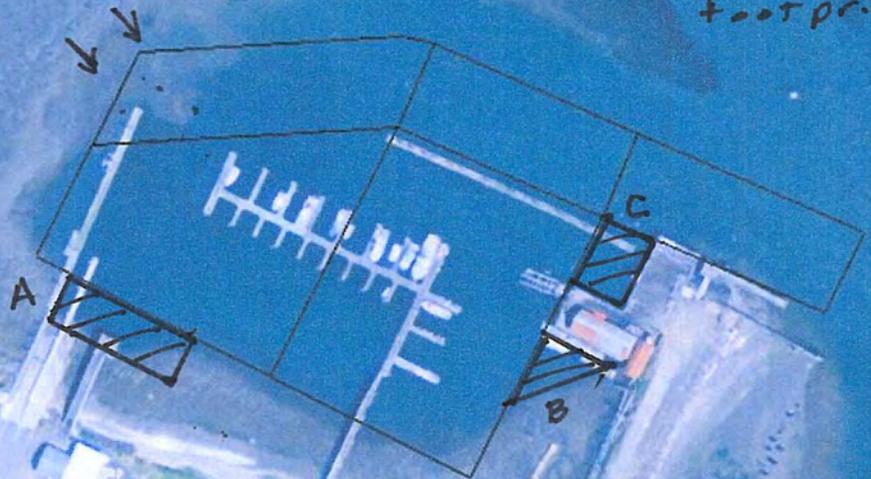
**COUNTY:** PACIFIC COUNTY

SHEET 1 OF 3

**DATE:** 12/07/07

Sediment Flow

Expanded  
Dredging  
Footprint



Takelana Marina  
Scale 1" = 200'

**Tokeland Marina and Entrance Channel  
Expanded Dredging Footprint  
Areas/Sediment Volumes**

<b>Area:</b>	<b>Dimensions (Ft):</b>	<b>Average Sediment Depth (Ft):</b>	<b>Volume Removed (cy):</b>
A	50 x 140	8	2074
B	40 x 100	8	1185
C	60 x 90	6	1200
<b>TOTAL:</b>	<b>11,400 sf</b>	<b>-----</b>	<b>4459</b>
<i>Federal Channel</i>	<i>760 x 100</i>	<i>2 (over depth)</i>	<i>5360</i>