

MEMORANDUM FOR: RECORD

January 3, 2014

SUBJECT: APPLICABILITY OF THE DMMP SUITABILITY DETERMINATION FOR THE GRAYS HARBOR NAVIGATION CHANNEL OPERATION AND MAINTENANCE PROJECT, DATED FEBRUARY 9, 2012, TO THE REALIGNED FEDERAL NAVIGATION CHANNEL AND POST-DEEPENING CONDITIONS.

A. Introduction. This memorandum reflects the consensus determination of the Dredged Material Management Program (DMMP) agencies (U.S. Army Corps of Engineers, Washington Departments of Ecology and Natural Resources, and the Environmental Protection Agency) regarding the applicability of the suitability determination for the Grays Harbor Navigation Channel Operation and Maintenance Project (GH O&M) to the realigned federal navigation channel and post-deepening conditions.

The GH O&M project is periodically evaluated by the DMMP agencies for sediment quality. The most recent evaluation occurred in 2011/2012 (DMMP, 2012). Twenty-eight dredged material management units from Crossover Reach, North Channel, Hoquiam Reach, Cow Point Reach, Aberdeen Reach and South Aberdeen Reach were evaluated and found suitable for open-water disposal or beneficial use.

B. Realignment of the Federal Navigation Channel. The Corps evaluated the benefits of realigning the federal navigation channel to take advantage of deeper water along portions of the waterway (USACE, 2013). Realignment would reduce the annual maintenance costs for the channel by reducing the volume of material requiring dredging. The reaches affected by the realignment include South Reach, Crossover Reach and North Channel.

C. Applicability of the 2012 GH O&M Suitability Determination to the Realigned Channel. The DMMP agencies first evaluated the applicability of the 2012 GH O&M suitability determination to the realigned channel by reviewing an overlay of the realignment on the boundaries of the 2012 GH O&M dredged material management units (DMMUs) and associated sampling locations (see attached figures). The majority of the sampling stations fall outside the realigned channel, so from a geospatial perspective would not be considered representative of the realignment. The agencies next considered other factors, including the following:

- The changes to the channel alignment are relatively minor. There is no reason to believe that the sediment now residing in the realigned channel is any different than that found in the present channel. There is also no reason to believe that sediment accreting in the future in the realigned channel will be any different than that which would accrete in the channel without realignment.
- The DMMUs falling within the area of realignment have consistently been found suitable for open-water disposal in past O&M testing cycles.
- Less material will need to be dredged to deepen the realigned channel so the sampling requirements calculated for the original alignment are more than adequate to cover this lesser volume.

After consideration of all factors, the agencies concluded that the 2012 GH O&M characterization is sufficiently representative of the realigned channel and no additional sampling or testing will be required until the expiration of the recency/frequency period for the O&M project in November 2018.

- D. **Applicability of the 2012 GH O&M Suitability Determination to a Deepened Channel.** The Corps of Engineers is in the process of evaluating the environmental impacts and economics associated with deepening the inner harbor reaches from the current maintenance depth of -36 feet mean lower low water (MLLW) to the full authorized depth of -38 feet (plus 2 feet of advanced maintenance and two feet of overdepth for a maximum dredging depth of -42 feet MLLW). The inner harbor reaches covered by the Grays Harbor Navigation Improvement Project (GHNIP) include South Reach, Crossover Reach, North Channel, Hoquiam Channel and Cow Point Reach. The sediment that would be dredged in deepening these reaches was fully characterized under the Dredged Material Management Program (DMMP, 2013). Approximately 99% of the material was found suitable for open-water placement. Only 22,400 cubic yards, in one DMMU in Cow Point Reach, was found unsuitable for open-water placement.

The DMMP agencies evaluated the applicability of the 2012 GH O&M suitability determination to the maintenance material that would be dredged in the years following deepening. As with the realignment discussed in the previous section, there is no reason to believe that sediment accreting within a slightly deeper channel would be any different than the sediment that would accrete in the absence of the deepening project. From that perspective, the 2012 GH O&M evaluation is completely applicable to post-deepening maintenance dredging.

The only concern is in regard to the unsuitable DMMU (CP32a). If CP32a were to be completely removed (with upland disposal) during the deepening project, then the agencies would have no concern about material dredged in this area during future maintenance dredging. However, since the completeness of removal will not be known until a post-deepening bathymetric survey is completed, the DMMP agencies reserve the right to require additional sampling and testing within the CP32a footprint prior to the first maintenance dredging cycle following deepening. A determination whether or not to trigger this requirement will be made by the agencies after review of the post-deepening bathymetry.

E. **References.**

DMMP, 2013. *Determination Regarding the Suitability of Dredged Material from the Grays Harbor Navigation Improvement Project, Evaluated under Section 404 of the Clean Water Act, for Open-Water Disposal at the South Jetty or Point Chehalis Dispersive Sites, or for Beneficial Use.* Prepared by David Fox (Corps) for the DMMP agencies. February 5, 2013.

USACE, 2013. *Conceptual Design for Federal Deep Draft Channel Realignment in South Reach to Hoquiam Reach, Grays Harbor, Washington.* Memorandum for Record prepared by David Michalsen, P.E., March 3, 2013.

This memorandum was coordinated with Laura Inouye (Ecology), Erika Hoffman (EPA) and Celia Barton (DNR) by the undersigned.

The signed document is on file in the Dredged Material Management Office.

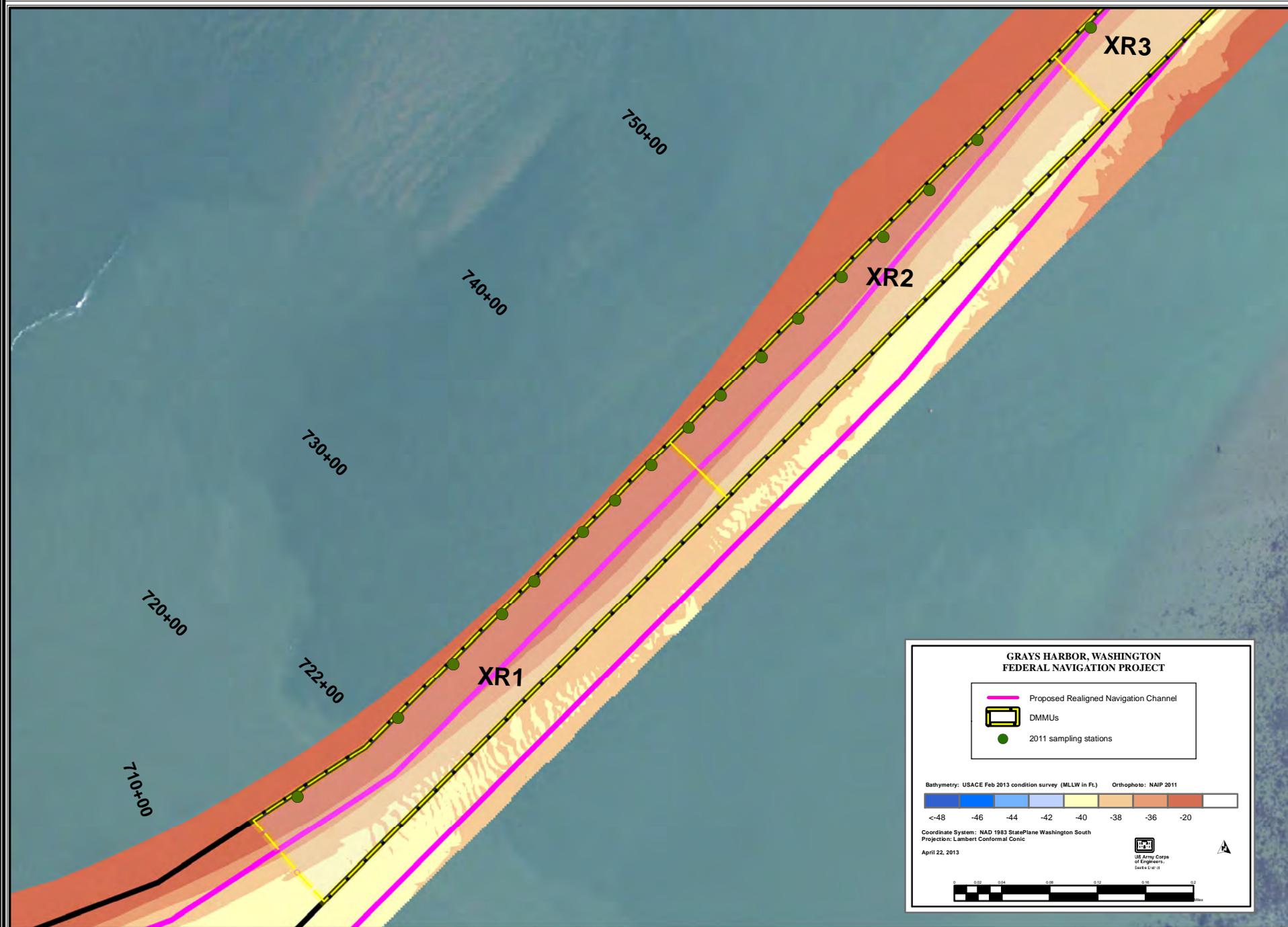
Date

David Fox, P.E. - Seattle District Corps of Engineers

Copies furnished:

Erika Hoffman, EPA
Laura Inouye, Ecology
Celia Barton, DNR
Marc Horton, Port of Grays Harbor
Craig Juckniess, CENWS-OC
Josh Jackson, CENWS-PM-CP
Dave Michalsen, CENWS-EN-HH
John Hicks, CENWS-OD-TS

Grays Harbor Navigation Channel - Proposed Channel Realignment



**GRAYS HARBOR, WASHINGTON
FEDERAL NAVIGATION PROJECT**

- Proposed Realigned Navigation Channel
- DMMUs
- 2011 sampling stations

Bathymetry: USACE Feb 2013 condition survey (MLLW in Ft.) Orthophoto: NAIP 2011

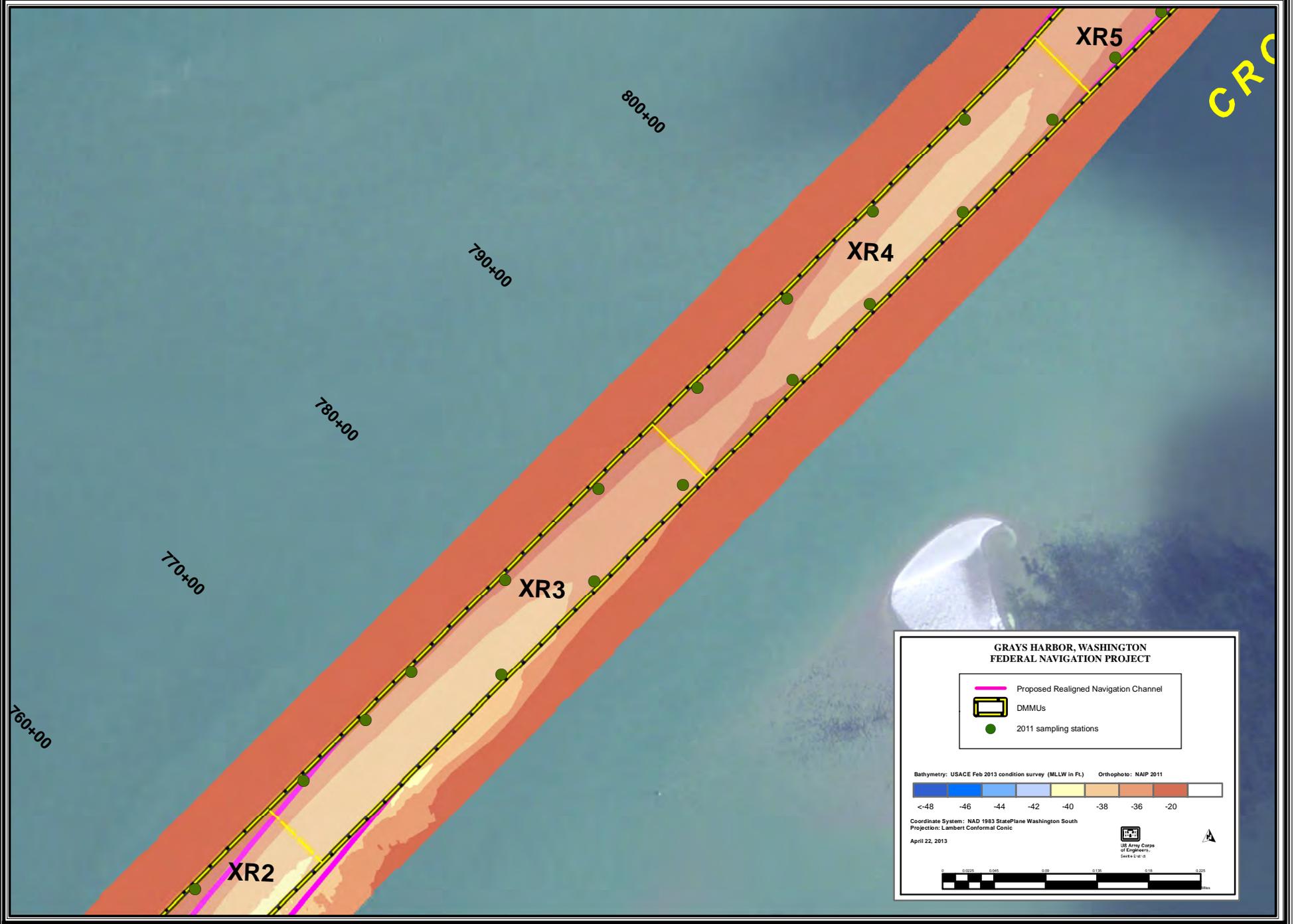
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Coordinate System: NAD 1983 StatePlane Washington South
Projection: Lambert Conformal Conic

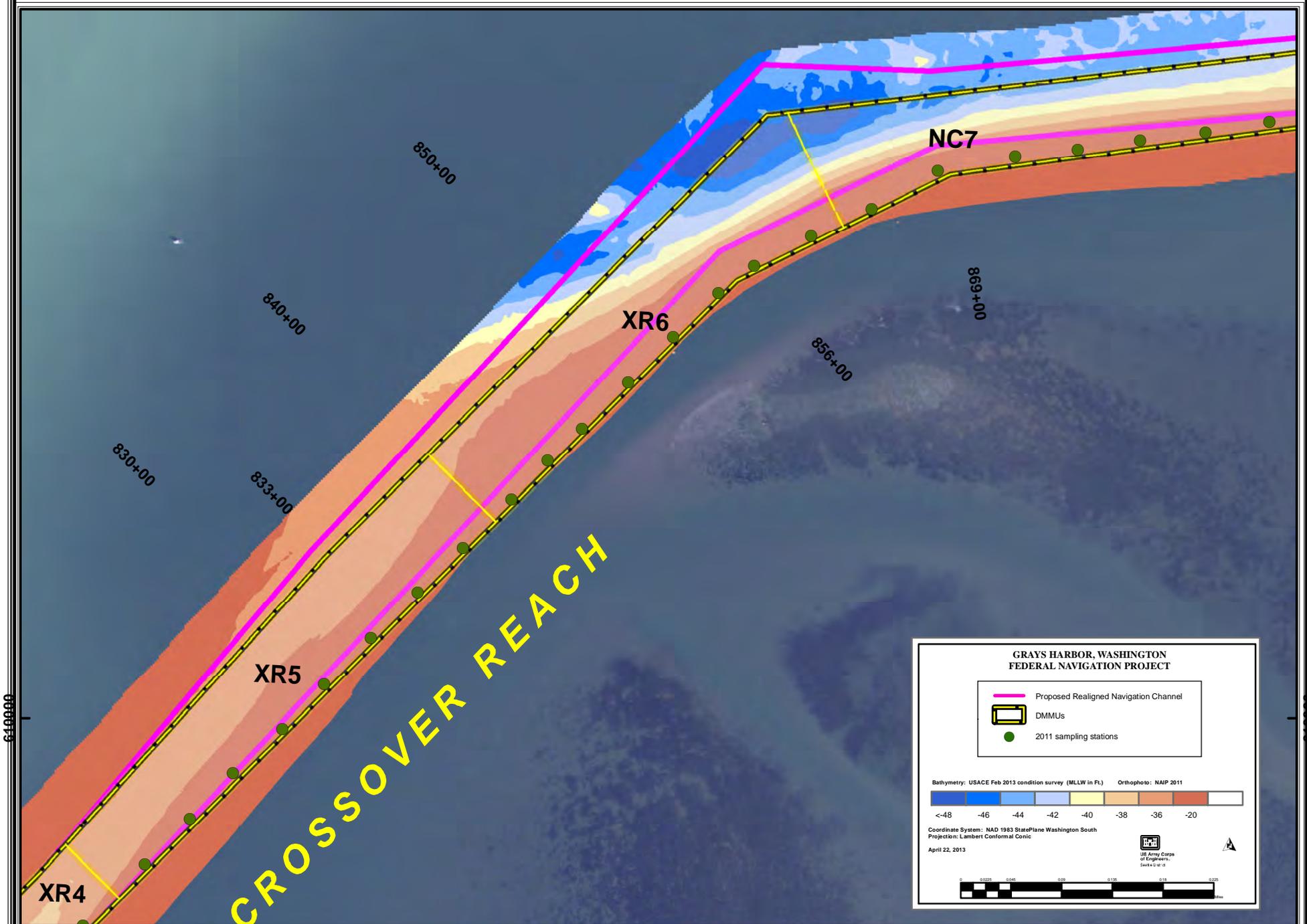
April 22, 2013

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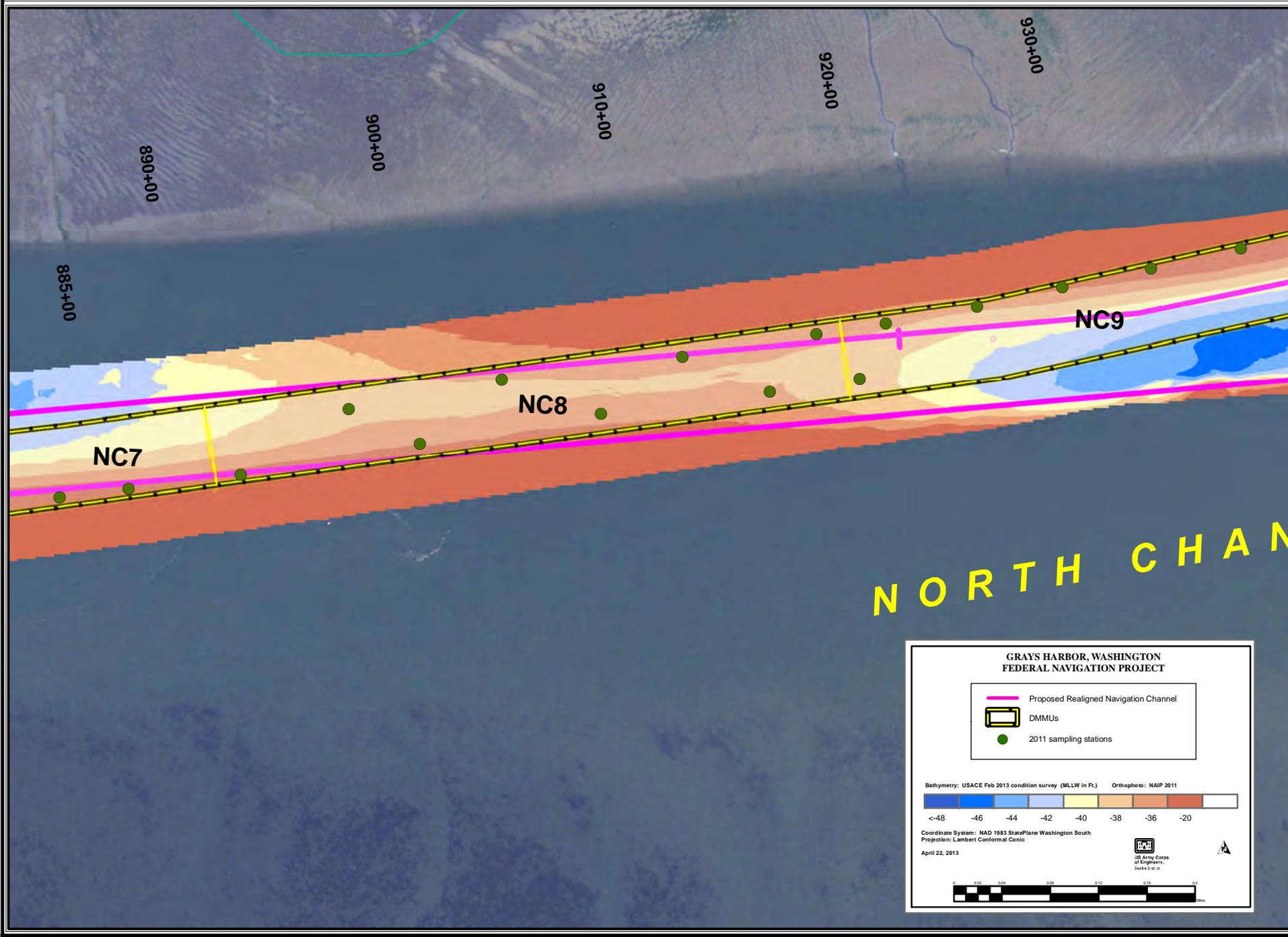
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Seattle District

Grays Harbor Navigation Channel - Proposed Channel Realignment



H A N N E L

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