

SUBJECT: RECENCY EXTENSION FOR THE PORT OF ANACORTES PIER 2 MAINTENANCE DREDGING PROJECT, ANACORTES, WASHINGTON, EVALUATED UNDER SECTION 404 OF THE CLEAN WATER ACT FOR OPEN WATER DISPOSAL AT THE PORT GARDNER OR ROSARIO STRAIT DISPOSAL SITES.

1. A DMMP suitability determination was issued for the Port of Anacortes, Pier 2 and Curtis Wharf (see Figure 1) maintenance dredging project on March 7, 2013. The Curtis Wharf area was ranked moderate, with a 5 year recency expiring in November 2017. All 4,800 cubic yards (cy) of dredged material from Curtis Wharf was found suitable for open water disposal. This recency extension does not apply to the Curtis Wharf portion of the project. 8,700 cy of material was characterized from Pier 2. As a result of the elevated TBT levels found along Pier 2, the rank for this area was increased to high, with a 2 year recency expiring in November 2014. Within the Pier 2 area 3,250 cy of surface material was found to be unsuitable and failed for open water disposal. The remaining 4,450 cy of surface and subsurface material was found suitable and passed for open water disposal.

Table 1. Compositied Depths for Pier 2 Core Sampling

Core ID	Mudline elevation (ft MLLW)	Surface DMMU Design: surface to -44 ft MLLW		Subsurface DMMU Design: -44 to -45 ft MLLW	
		ft	ft. MLLW	ft.	ft. MLLW
P2-1-1	-40.6	0 – 3.5	-40.6 to -44.1	3.5 – 4.5	44.1 – 45.1
P2-1-2	-40.7	0 – 3.5	-40.7 to -44.2	3.5 – 4.5	44.2 – 45.2
P2-1-3	-39.5	0.5 – 3.5	-40 to -43.5	3.5 – 4.5	43.5 – 44.5

2. On September 18, 2013 the applicant informed the DMMP agencies that for funding reasons project construction would be delayed. The anticipated construction schedule is October 2015 through February 2016. Therefore, the applicant is seeking a 15-month recency extension through February 2016.
3. The 3,250 cy of unsuitable surface material from Pier 2 (surface to -44 ft) will remain unsuitable, and must still be disposed of at an approved upland location.
4. There are no known spills or changed conditions in the project area since the material was characterized in November 2012, although the project area is an active berth with ships regularly calling at the Port. The DMMP agencies reviewed the existing information for the project and concluded that it is unlikely that the high TBT concentrations found at the pier face will spread to the east. Therefore, the DMMP agencies agree to grant the recency extension to the end of the dredging window in February 2016, with the following conditions:
 - The suitable surface material from Pier 2 must be dredged and disposed of first, before dredging and disposing of the adjacent unsuitable material. This is to avoid any possible contamination of the suitable material from dredging of the unsuitable material.

- A minimum one foot buffer of suitable material currently underlying the unsuitable material must be included in the material disposed upland.
- 5. Due to the configuration of the DMMUs and the amount of shoaling present, the subsurface suitable DMMU was only 1 foot thick. Therefore, in the area beneath the unsuitable material, the required one foot buffer takes up the entirety of the subsurface DMMU (see Figure 2). The required buffer material from the suitable subsurface DMMU (1000 cy) will be dredged and disposed of upland along with the unsuitable surface material. This requirement accounts for the imprecision/reasonable accuracy of dredging and ensures that all unsuitable material is taken upland.
- 6. This recency extension is contingent upon there being no significant changes in known or suspected sediment quality at the project site between the date of this memorandum and the time of dredging.
- 7. A pre-dredge meeting with DNR, Ecology and the Corps of Engineers is required at least 7 days prior to dredging. A dredging quality control plan must be developed and submitted to the Regulatory Branch of the Seattle District Corps of Engineers at least 7 days prior to the pre-dredge meeting. A DNR site use authorization must also be acquired.
- 8. References.

DMMP, 2013. Determination on the Suitability of Material Tested for the Port of Anacortes Pier 2 and Curtis Wharf Maintenance Dredging Project, Anacortes, Washington (Regulatory Application # NWS-2013-00056) Evaluated Under Section 404 of the Clean Water Act for Open Water Disposal. Prepared by the Army Corps of Engineers for the DMMP Agencies, March 7, 2013.

10. Agency Signatures.

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

Concur:

Date Kelsey van der Elst - Seattle District Corps of Engineers

Date Justine Barton - Environmental Protection Agency

Date Laura Inouye, Ph.D. - Washington Department of Ecology

Date Celia Barton - Washington Department of Natural Resources

Copies furnished:

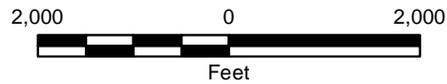
DMMP signatories

Jo Gardiner, Corps Regulatory PM

John Herzog, GeoEngineers

Becky Darden, Port of Anacortes

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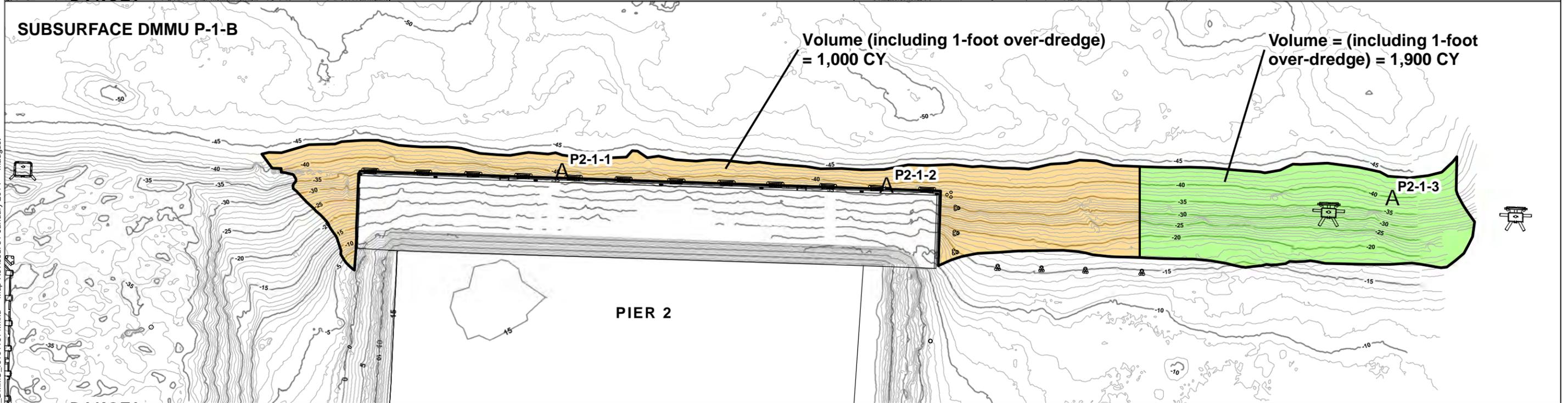
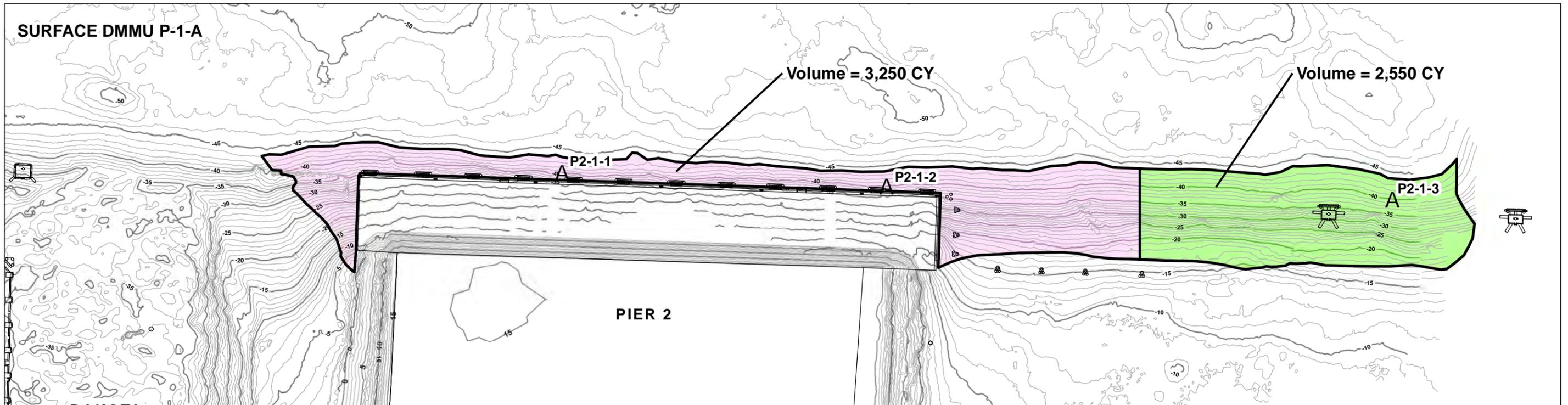


Notes:

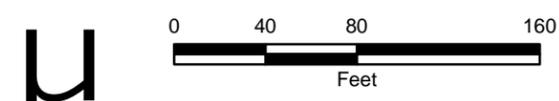
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Data Sources: ESRI Data & Maps
 Projection: NAD 1983 UTM Zone 10N

Vicinity Map	
Port of Anacortes Anacortes, Washington	
	Figure 1



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- LEGEND**
- A** SEDIMENT SAMPLE LOCATION (GEOENGINEERS, 2012)
 - EXISTING PIER FEATURES
 - EXISTING BATHYMETRY CONTOURS
 - PIER 2 DREDGING PROJECT DMMU**
 - SUITABLE FOR OPEN WATER DISPOSAL***
 - UNSUITABLE FOR OPEN WATER DISPOSAL***

SUITABLE FOR OPEN WATER THAT MAY BE DISPOSED AT LANDFILL TO MEET PERMIT REQUIREMENTS FOR REMOVAL OF OVERLYING UNSUITABLE MATERIAL

MLLW = MEAN LOWER LOW WATER
 DMMU = DREDGED MATERIAL MANAGEMENT UNIT
 DMMP = DREDGED MATERIAL MANAGEMENT PROGRAM

* Suitability determination for Pier 2 dredging project provided in CENWS-OD-TS-DM Memorandum of Record (7 March 2013).

**Pier 2 Dredging Project
Suitability Determination**

Port of Anacortes
Anacortes, Washington

GEOENGINEERS

Figure 2