



US Army Corps
of Engineers
Seattle District

Public Notice

CENWS OD-TS-NS

February 28, 2002

Reference: CENWS OD-TS-NS-17

U.S. ARMY CORPS OF ENGINEERS, 2002 SOUTH JETTY BREACH FILL, WESTPORT, WASHINGTON

The purpose of this Public Notice is to solicit comments from interested persons, groups and agencies on proposed Corps of Engineers, Seattle District (Corps) placement of sandy dredged materials at the South Jetty breach fill. The work consists of mechanically rehandling approximately 125,000 cubic yards of sandy dredged material from the Corps' existing Half Moon Bay direct beach nourishment disposal site (upland stockpile) to the eroding breach fill area directly south of the Grays Harbor south jetty. The proposed work would occur in April and May 2002. The excavated upland stockpile area will then be refilled by hopper dredge pump off of material dredged from the Grays Harbor and Chehalis River (South Reach) navigation channel during routine maintenance in June 2002.

LOCATION

The South Jetty breach fill area is located in Westhaven State Park, adjacent to the South Jetty at the entrance to Grays Harbor, in Westport, Washington. The upland stockpile disposal site is located approximately 3,000 feet to the east, along the eastern shore of Half Moon Bay. The location of the proposed work is shown on the location map in Figure 1.

BACKGROUND

Erosion of the shoreline at the landward end of the south jetty at Grays Harbor, Washington resulted in the formation of a breach between the jetty and the adjacent South Beach shoreline during a winter storm on December 10, 1993. The breach widened rapidly, exposing the landward end of the jetty and eroding portions of Westhaven State Park. Local officials were alarmed by the formation of the breach and expressed concern about further erosion at the breach site and impacts to City of Westport public facilities, including a wastewater treatment plant, municipal well, and sewer outfall. There was also concern that the breach could adversely impact the Federal navigation project by undermining the south jetty and the impacting the entrance reach of the navigation channel, which is located on the north side of the jetty.

On March 23, 1994, the Department of the Army authorized the Corps of Engineers, Seattle District to fill the breach between the south jetty and the adjacent South Beach shoreline. In late fall 1994, the breach was filled with approximately 600,000 cubic yards of material dredged from the Federal Grays Harbor and Chehalis River navigation channel. Since that time, sand has

eroded from the breach fill site at a rate of approximately 10,000 cubic yards per year.

PROPOSED PROJECT

Approximately 125,000 cubic yards of sandy dredged material will be excavated from the Corps' existing upland stockpile disposal site (Figure 1). The material will be placed into off-road trucks with a capacity of 25 cubic yards. The trucks will exit the disposal site (Figure 3) by ramping over the buried revetment. The trucks will travel to the breach fill site via a temporary haul road immediately north of the state park access road. The haul road, located between the road and utility poles, will be approximately 16 feet wide with occasional turnouts. The haul road is in an area with a plant community dominated by European beach grass (*Ammophila arenaria*) and Scotch broom (*Cytisus scoparius*). Since the trucks have off-road capabilities, no rock will be placed along the haul road alignment. Closer to the fill site, the trucks will use the rock haul road currently in place for the South Jetty major maintenance project. All angular rock on the surface of this haul road will be removed prior to fill being placed on its surface.

The breach fill area is located directly south of the Grays Harbor south jetty (Figure 2). The area is largely unvegetated, and has been subject to widespread disturbance over the past decade. Sand will be placed over approximately 8 acres. The fill will be placed to elevations shown on attached figure 2. The fill will be minimally graded so to mimic a natural dune (Figure 3). The dunes created by the fill will be planted with dune grass beginning in November 2002. This delay is intended to increase plant survival, since planting at the beginning of the dry season would cause stress to the plants.

The proposed rehandling of dredged material would occur in April and May 2002 and the upland stockpile refilled by material dredged from the Grays Harbor and Chehalis River navigation channel during routine maintenance in June 2002.

The routine maintenance dredging and disposal of dredged material associated with this work were described in Public Notice CENWS-OD-TS-NS-12 (February 7, 2001), and *Fiscal Years 2001-2006 Maintenance Dredging and Disposal, Grays Harbor Navigation Project, Final Environmental Assessment* (April 2001).

RECREATION IMPACTS

Westhaven State Park is located in and immediately adjacent to the project site. During construction, recreation within the project limits shown on Figures 1 and 2 will be restricted for public safety reasons. Construction vehicles will access the construction site via the State Park access road, but during the rehandling operations they will travel adjacent to the State Park access road on a construction haul road. Therefore, the construction vehicles will not impede public access to, nor restrict parking at, the State Park. Pedestrian and vehicle access to the Half Moon Bay beach from the State Park parking area will be restricted during the period of construction for safety reasons. Given the short-term nature of the proposed construction activities, surfing and related offshore activities are not expected to be significantly affected by construction activities. Pedestrian access to South Beach will not be affected by construction activities.

ENVIRONMENTAL COMPLIANCE

The proposed maintenance activities will be reviewed in accordance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321-4347); the Endangered Species Act of 1973 (16 U.S.C. 668a-668cc-6, 87 Stat. 884); Section 307(c)(1) and (2) of the Coastal Zone Management Act of 1972 as amended (16 U.S.C. 1456(c)(1) and (2), 86 Stat. 1280), and the National Historic Preservation Act of 1966 (16 U.S.C. 470, 80 Stat. 915).

Since all fill work will occur above the mean higher high water depth contour (+8.90' MLLW at this location), this project does not fall under the jurisdiction of Section 404 of the Clean Water Act of 1977 (33 U.S.C. 1344).

Pursuant to the National Environmental Policy Act (NEPA), an Environmental Assessment (EA) is currently being prepared. Once complete, the EA will be posted on the Seattle District web site at: <<http://www.nws.usace.army.mil/ers/envirdocs.html>>. The EA will support the Corps determination that the proposed work will not significantly affect the quality of the human environment and, therefore, an Environmental Impact Statement is not required.

A detailed Coastal Zone Management Act consistency statement is being prepared and will be submitted to the Department of Ecology as an appendix to the NEPA EA. This statement will support the Corps determination that the proposed maintenance work is consistent to the maximum extent practicable with the enforceable policies of the State of Washington Coastal Zone Management Program.

In November 2001, in accordance with Section 7 (a)(2) of the Endangered Species Act, the Corps entered into an informal consultation with the U.S. Fish and Wildlife Service (USFWS) regarding routine maintenance dredging and disposal activities in the Federal navigation channel. At a later date, the proposed work was incorporated into this consultation. The consultation concluded with a USFWS letter dated January 16, 2002 concurring with the Corps' determination that the work may affect, but is "not likely to adversely affect" species under the jurisdiction of the USFWS. Due to the upland location of the proposed work, a determination has been made that the project would have "no effect" on species under the jurisdiction of the National Marine Fisheries Service (NMFS).

AUTHORITY

The Grays Harbor and Chehalis River Project, including maintenance of the Federal navigation channel and the South Jetty, is authorized by the River and Harbor Act of August 30, 1935 (House Document 53, 73rd Congress, 2nd Session) and the Water Resources Development Act of November 17, 1986 (Public Law 99-662). This work is intended to maintain the stability of the jetty and, therefore, is within the Grays Harbor and Chehalis River Project operations and maintenance (O&M) authority.

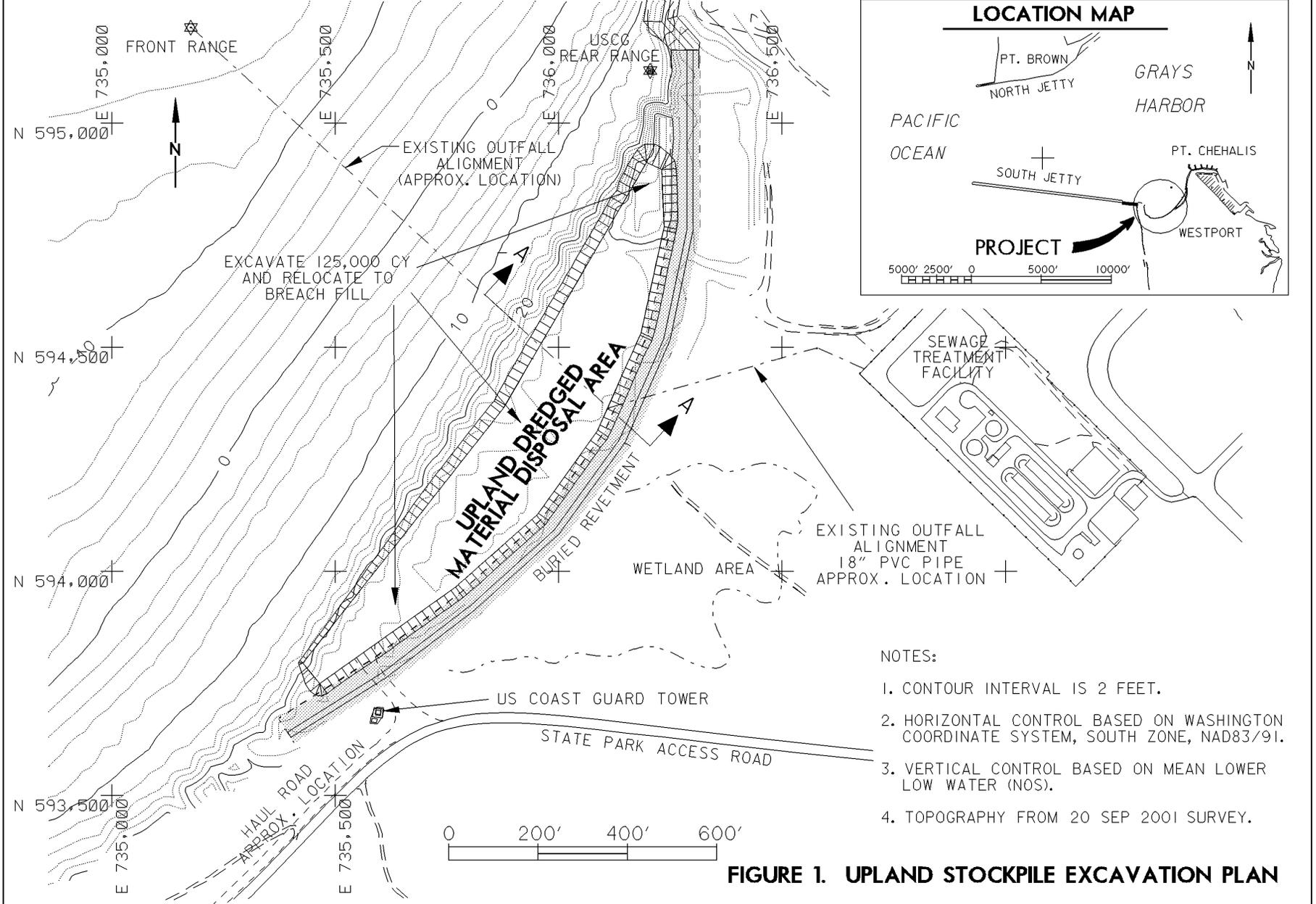
COMMENT PROCEDURE

Replies to this Public Notice should be mailed to reach the District Engineer, ATTN: CENWS-OD-TS-NS, PO Box 3755, Seattle, Washington 98124-3755, not later than March 21, 2002, to assure consideration. Requests for additional information should be directed to Hiram Arden, Project Manager, (206) 764-3401.

Any person may request, in writing and within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reason for holding a public hearing.

Hiram Arden
Project Manager
Navigation Section

SOUTH JETTY BREACH FILL



- NOTES:
1. CONTOUR INTERVAL IS 2 FEET.
 2. HORIZONTAL CONTROL BASED ON WASHINGTON COORDINATE SYSTEM, SOUTH ZONE, NAD83/91.
 3. VERTICAL CONTROL BASED ON MEAN LOWER LOW WATER (NOS).
 4. TOPOGRAPHY FROM 20 SEP 2001 SURVEY.

FIGURE 1. UPLAND STOCKPILE EXCAVATION PLAN

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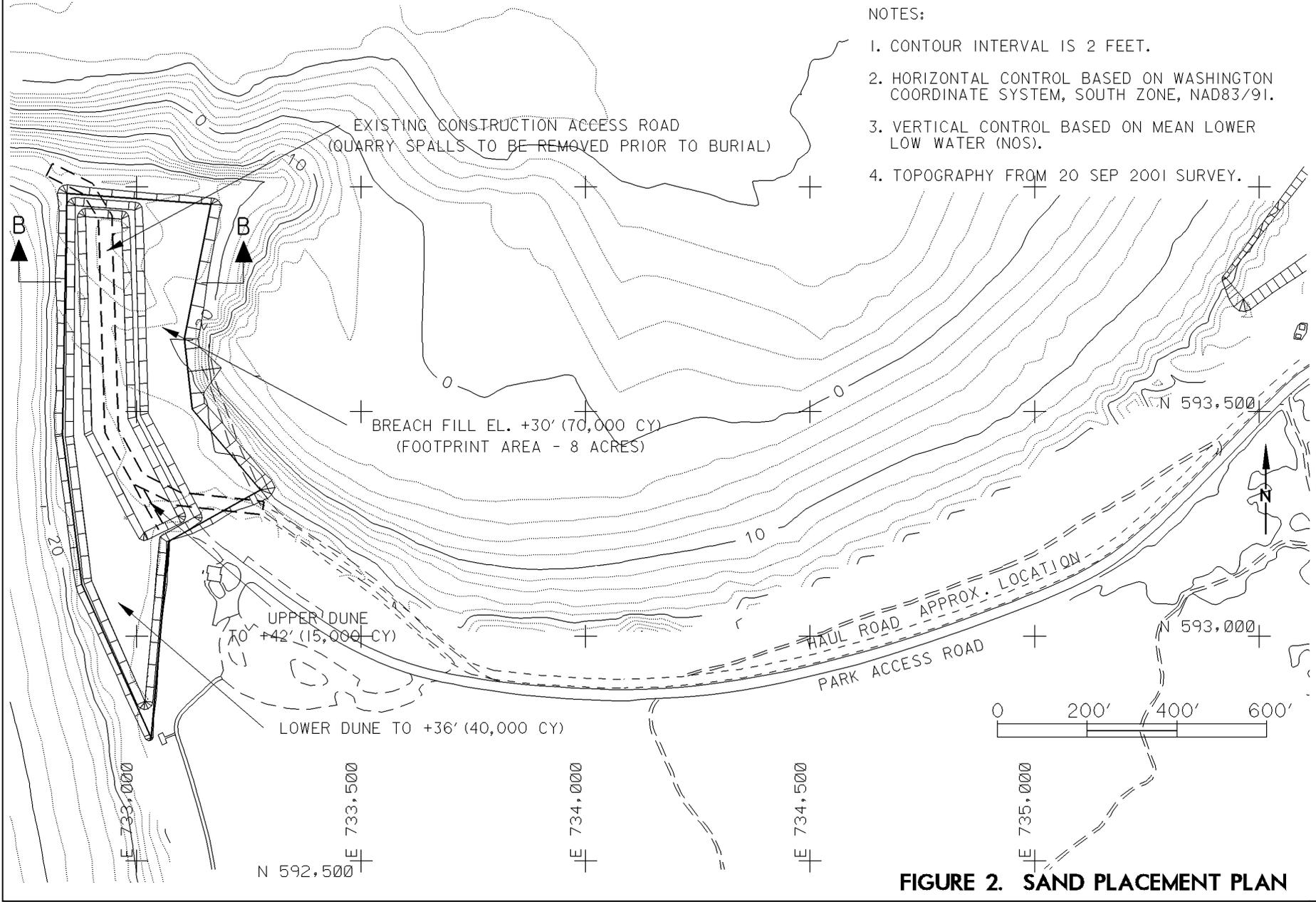


FIGURE 2. SAND PLACEMENT PLAN

SOUTH JETTY BREACH FILL

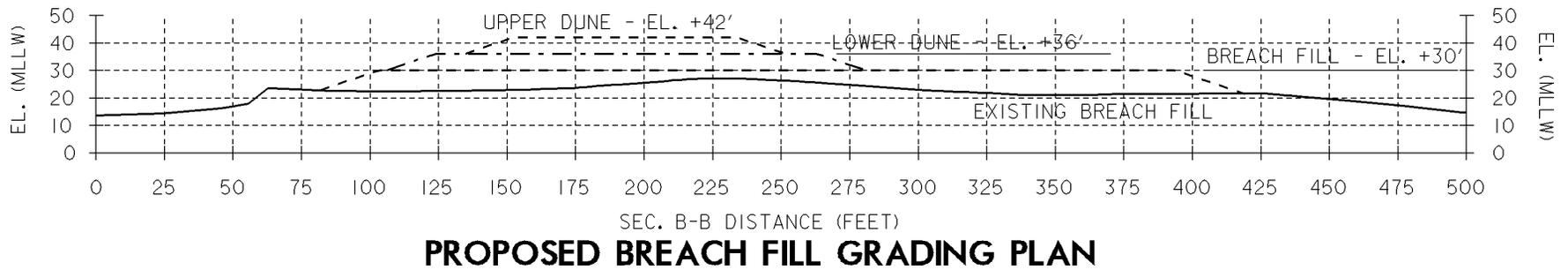
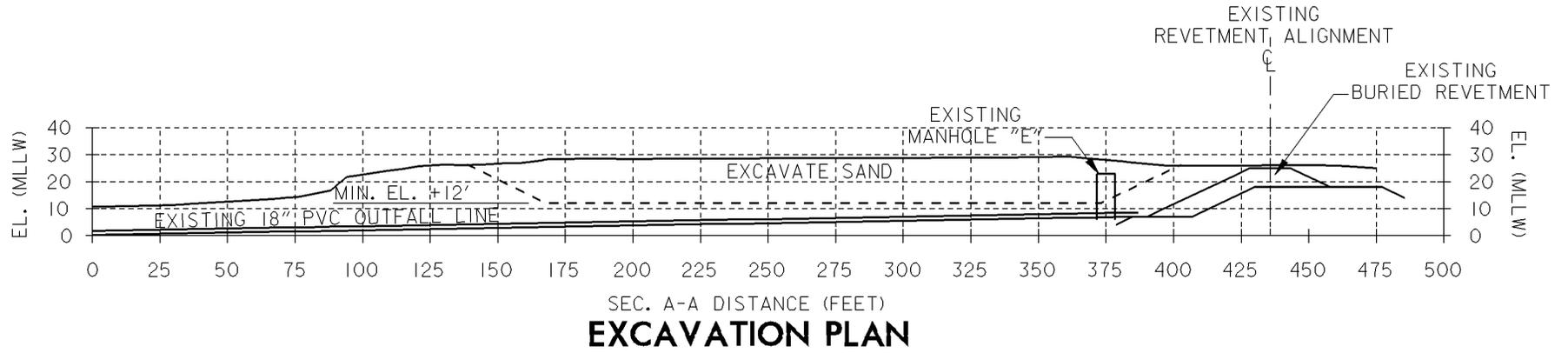


FIGURE 3. CROSS SECTIONS