SUBJECT: DMMP RECENCY EXTENSION FOR DREDGING AT THE PORT OF GRAYS HARBOR WESTPORT MARINA (NWS-2017-212) WITH BOTH OPEN-WATER AND UPLAND DISPOSAL

1. INTRODUCTION. This memorandum supplements the 5 January 2017 Suitability Determination Memorandum (DMMP 2017) and reflects the consensus determination of the Dredged Material Management Program (DMMP) agencies (U.S. Army Corps of Engineers, Environmental Protection Agency, and Washington Departments of Ecology and Natural Resources) regarding the application of the DMMP recency guidelines to proposed dredging of the Port of Westport Marina. Proposed disposal of material found suitable is at the Point Chehalis DNR dispersive open-water disposal site; disposal of unsuitable material will be at Port-owned property adjacent to the marina (Figure 2).

Identification of a suitable upland site, obtaining required permits and planning an efficient project have taken longer than expected. The Port of Grays Harbor is re-evaluating options for dredging the Westport Marina after receiving only one bid to do the project. Currently the Port is considering using a hydraulic pipeline dredge to remove unsuitable and high priority suitable material during the 2019/2020 dredge window for placement at an identified upland site. Subsequently, dredging of additional suitable material with a clamshell bucket and in-water placement via bottom-dump barge would take place during the 2020/2021 work window.

The recency for the marina expires in October 2019. The Port is requesting an extension of the suitability determination through 1 February 2021.

2. BACKGROUND. The January 2017 Suitability Determination evaluated the suitability of up to a total of 245,000 cubic yards (cy) of dredged material from the Port of Grays Harbor Westport Marina. The project was ranked moderate, and sampling was done in October 2014. For moderate-ranked projects the recency period (length of time data remain sufficient without further review or testing) is five years from the date of sampling. Is this case the recency expires in October 2019—in the middle of the proposed dredging. The Port of Grays Harbor has requested an extension of the recency period through the end of the 2020/2021 dredge window.

The original characterization resulted in a mixed determination. DMMP agencies concluded that 204,200 cy were suitable for open-water disposal at a DMMP dispersive site, while 40,800 cy were NOT suitable for in-water disposal, with suitability by DMMU as follows:

- Suitable for in-water disposal: DMMUs 1, 2, 3, 4, 5, 6, 8, 10, 11, 13, 14, 15, 16, 17
- Unsuitable for in-water disposal: DMMUs 7, 9, 12

It should be noted that the 2017 suitability determination also documented a change in ranking for this project, from “moderate” to “high.”

3. RECENCY EVALUATION. When other permitting requirements prevent a project from being dredged during the recency period, extension of the period is considered on a case-by-case basis (DMMP 2018). When considering whether existing data continue to adequately characterize sediment from a specific project, the agencies review previous characterization data, along with any new data from the
dredge site or vicinity, as well as site use. The recency guidelines do not apply when a known
"changed" condition (e.g., spills or new discharges) has occurred since the most recent samples were
obtained.

Based on the review of Ecology databases, DMMP records and Port of Grays Harbor information, the
DMMP found that, since the 2014 sampling event, the following are relevant to this evaluation:

- No revisions to the DMMP chemical screening levels have occurred.
- No new data in Ecology’s EIM database, and no additional known sediment data collected in the
  project area.
- The federal navigation channels that lead into the Westport Marina were characterized in August
  2014. All material was found suitable for open-water disposal. These channels and associated
  turning basin (shown in Figure 3) were dredged in August 2018 by clamshell bucket and disposed
  at the Point Chehalis site by bottom-dump barge. No water quality or other issues were reported
  during the project.
- There have been no significant changes at the marina, and no new outfalls or commercial users on
  or in the adjacent upland.
- In January 2019, two fishing boats sank within DMMU-12. The boats were removed after fuel tanks
  were pumped out and absorbent booms placed around them. Divers confirmed that no debris was
  left behind. Since DMMU 12 was found unsuitable for open-water disposal in the initial
  characterization, no additional testing was required. All material in DMMU 12 will be removed from
  the water and placed in the upland disposal site.
- No other spills have been reported in the marina.

For this evaluation, the DMMP also considered whether exposure of undredged parts of the prism
between seasons would violate state antidegradation guidelines. All unsuitable material will be
removed during the first dredge season, so any material remaining in place will be suitable for open-
water disposal. In addition, all suitable material also met state Sediment Management Standards
based on either chemical (all suitable DMMUs except DMMU 5) or biological criteria (DMMU 5) and
thus would meet antidegradation guidelines.

4. **RECENTY DETERMINATION.** On the basis of the existing information, the DMMP agencies agree that
a recency extension through February 1, 2021 for the Port of Grays Harbor Westport Marina project
is acceptable as long as no significant changed conditions occur which may affect the suitability of
the material. If a spill, fire, or other event that could change conditions occurs prior to dredging, additional
sediment sampling and testing (coordinated with the DMMP) may be needed to reconfirm sediment
suitability for open-water disposal at a DNR dispersive disposal site. This is especially true for any
changed conditions between dredge seasons: once all unsuitable material is removed, and before
remaining suitable material is dredged (currently planned for the following year), confirmative sampling
may be necessary should there be any indication of exposure to unexpected sources.

5. **PROJECT AND PERMITTING.** For project planning and permitting, the following should be taken into
account:
• To ensure that unsuitable material is separated from suitable material during dredging, an appropriate horizontal buffer must be added to the unsuitable portions of the dredge prism.

• All material unsuitable due to dioxin must be removed to the full anticipated design depth. If unsuitable dredged material is left exposed subsequent to dredging, post-dredge sampling may be required, and any material not meeting antidegradation guidelines may need to be either removed or covered subsequent to dredging.

• Project will be ranked “high” for the next round of testing.

• This recency determination does not constitute final agency approval of this project. A DNR site use authorization must also be acquired for disposal at a DMMP open-water disposal site.

• A pre-dredge meeting with DNR, Ecology, EPA and the Corps of Engineers is required at least 7 days prior to dredging. A dredging quality control plan (QCP) 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. Dredging, positioning, de-watering, transloading and disposal will all need to be addressed with enough detail to provide assurance to the agencies that the dredge plan will be properly implemented.

• A 12”x12” debris screen is required for clamshell dredging of all DMMUs unless information is provided to the DMMP that meet the “reason to believe” criteria laid out in DMMP 2015. The QCP must include a debris management plan, including the use of a 12”x12” debris screen if required.

6. REFERENCES


DMMP 2017. *Determination regarding the suitability of proposed dredged material from the Port of Grays Harbor, Westport Marina, Westport, Washington, for placement at the Pt. Chehalis or South Jetty dispersive open-water disposal sites, or at an approved upland site.* January 5, 2017.


7. AGENCY SIGNATURES

SUBJECT: DMMP RECENCY EXTENSION FOR DREDGING AT THE PORT OF GRAY'S HARBOR WESTPORT MARINA (NWS-2017-212) WITH BOTH OPEN-WATER AND UPLAND DISPOSAL

Concur:

______________________________
Date Lauran Cole Warner - Seattle District Corps of Engineers

______________________________
Date Justine Barton - Environmental Protection Agency

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

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Date Abby Barnes - Washington Department of Natural Resources

Copies furnished:

DMMP signatories
Bethany Nickison, Seattle District Regulatory
Amber Roesler, WES
Randy Lewis, Port of Grays Harbor
Joe Schumacker, Quinault Tribe
Westport Marina Maintenance Dredging Project
Final Engineering Design
Open-Water Disposal Sites
And Upland Placement Site

Westport Marina
Maintenance Dredging Project
Final Engineering Design
Open-Water Disposal Sites
And Upland Placement Site
2. AERIAL SOURCE: NAIP 2015
4. FEDERAL CHANNEL ALIGNMENT IS FROM 2014 USACOE DRAWINGS AND MAY NOT ACCURATELY INDICATE THE BOUNDARIES OF FEDERAL NAVIGATION PROJECT. FEDERAL NAVIGATION PROJECT IS NOT PART OF THE CURRENT MARINA DREDGING PROJECT.

EXISTING ROCK BREAKWATER
EXISTING TIMBER BREAKWATER
FEDERAL NAVIGATION PROJECT
CHANNEL A - SOUTH EAST CHANNEL, SEE NOTE 4
CHANNEL B - NORTH WEST CHANNEL, SEE NOTE 4

VIEWING PLATFORM
MARINA OFFICE
USCG
FIRE CRACKER POINT

DOCK NUMBER
EXISTING MATERIAL MANAGEMENT UNIT
EXISTING CONTOURS
FEDERAL CHANNEL TOE
FEDERAL CHANNEL

Tidal Levels:
Mean Higher High Water - MHHW
9.15'
Mean Lower Low Water - MLLW
-1.50'

Project Number: 367698
Client: Westport Marina
Existing Site Plan - Marina

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Scale in Feet
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367698-Westport Marina_Design_Site.dwg
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2. AERIAL SOURCE: NAIP 2015
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