

**MEMORANDUM FOR RECORD**

**July 11, 2019**

**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. In 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. RECENCY 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 2008. *DMMP Clarification Paper: Quality of Post-Dredge Sediment Surfaces (Updated)*. Prepared by David Fox (USACE), Erika Hoffman (EPA) and Tom Gries (Ecology) for the Dredged Material Management Program, June 2008.
- DMMP 2015. *Debris Screening Requirements for Dredged Material Disposed at Open-Water Sites*. Final DMMP Clarification Paper. October 02, 2015.
- 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.
- DMMP 2018. *Dredged Material Evaluation and Disposal Procedures (User Manual)*. Dredged Material Management Program, updated December 2018.
- Ecology 2013. *Sediment Management Standards – Chapter 173-204 WAC*. Washington State Department of Ecology, February 2013.

**7. AGENCY SIGNATURES**

**SUBJECT: DMMP RECENCY EXTENSION FOR DREDGING AT THE PORT OF GRAYS 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
_____	_____
Date	Laura Inouye, Ph.D. - Washington Department of Ecology
_____	_____
Date	Abby Barnes - Washington Department of Natural Resources

*Signed copy on file in Seattle District Corps of Engineers, DMMP*

Copies furnished:

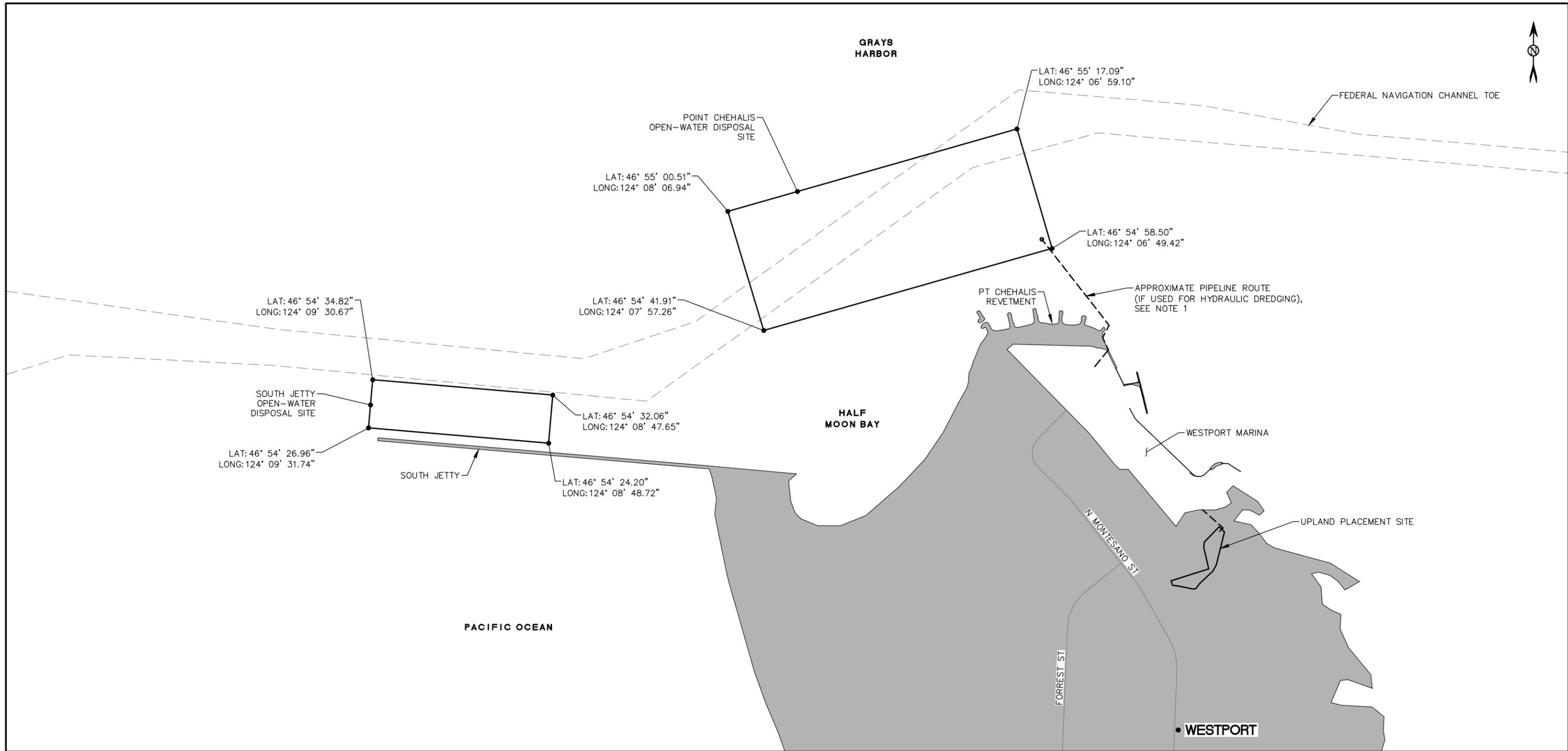
- DMMP signatories
- Bethany Nickison, Seattle District Regulatory
- Amber Roesler, WES
- Randy Lewis, Port of Grays Harbor
- Joe Schumacker, Quinault Tribe



Figure 1 - Vicinity Map

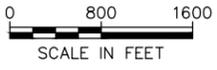
Port of Grays Harbor - Westport Marina Sediment Characterization Report





**LEGEND**

- - - - - FEDERAL NAVIGATION CHANNEL TOE
- - - - - PIPELINE



**NOTES**

1. SPECIFIC ALIGNMENT OF HYDRAULIC PIPELINE AND LOCATION OF THE DISCHARGE POINT SHALL BE DEVELOPED BY THE CONTRACTOR UPON APPROVAL BY THE PORT AND COORDINATION WITH THE PERMITTING AGENCIES.

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Client

**Port of Grays Harbor**  
On Washington's Pacific Coast

Rev	Date	Drawn	Description	Ch'k'd	App'd
1	4/15/19	CNT	For Bid		

Project Number	B/O	Total
367698	8	11

Designed	M. Gostic	Eng check	
Drawn	C. Taylor	Coordination	
Dwg check	V. Shepsis	Approved	
Scale at ANSI D	Status	Rev	Security
1"=800'			
Drawing Number			

Title

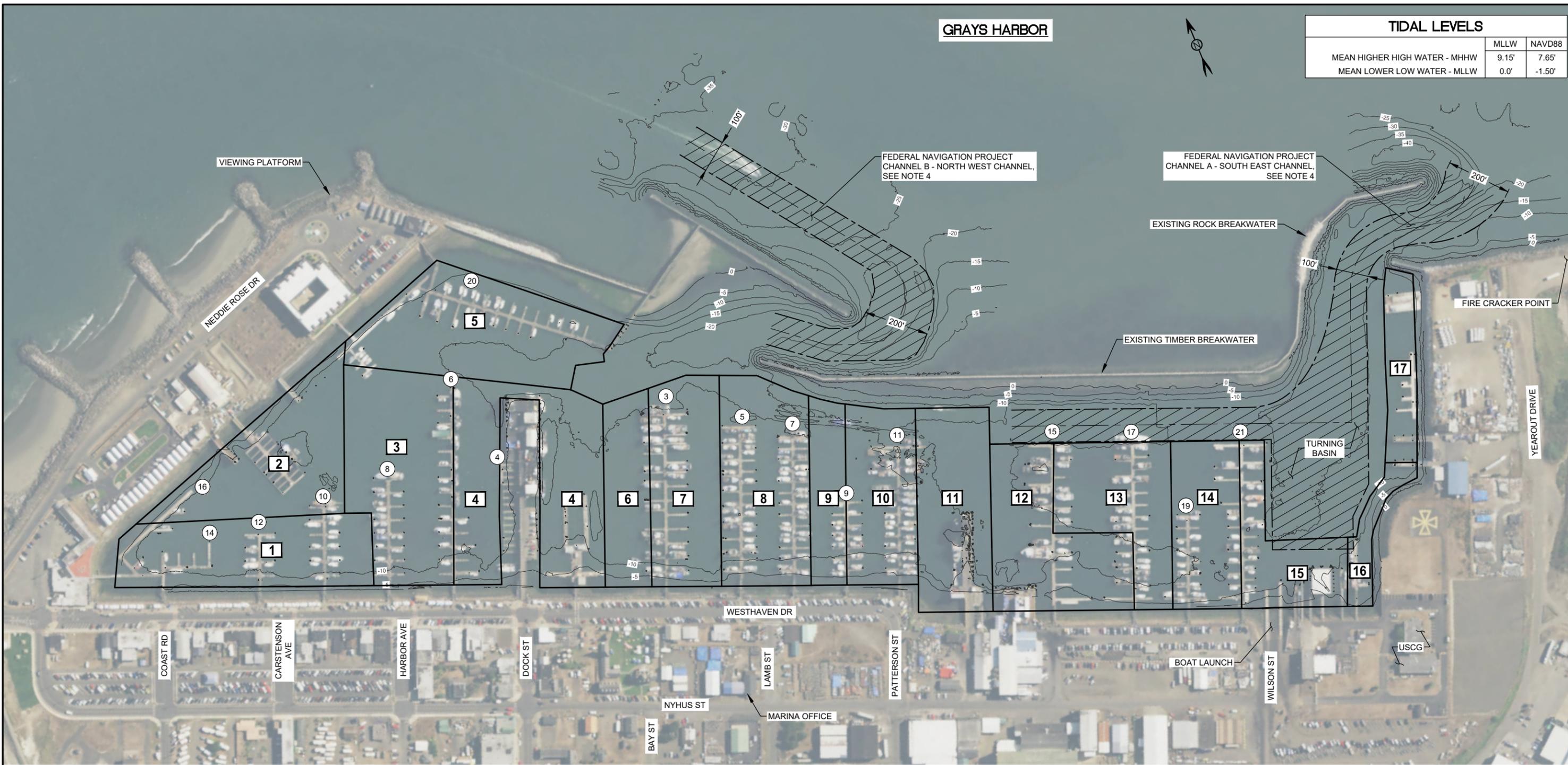
**Westport Marina  
Maintenance Dredging Project  
Final Engineering Design**

**Open-Water Disposal Sites  
And Upland Placement Site**

**GRAYS HARBOR**

**TIDAL LEVELS**

	MLLW	NAVD88
MEAN HIGHER HIGH WATER - MHHW	9.15'	7.65'
MEAN LOWER LOW WATER - MLLW	0.0'	-1.50'



**LEGEND**

- # DOCK NUMBER
- 3 DREDGE MATERIAL MANAGEMENT UNIT (DMMU) NUMBER
- 5 EXISTING CONTOURS
- FEDERAL CHANNEL TOE
- /// FEDERAL CHANNEL

**NOTES**

1. BATHYMETRY DATA IS A COMPOSITE OF TWO USACOE SURVEYS DATED JAN 7, 2017 AND AUG 20, 2018.
2. AERIAL SOURCE: NAIP 2015
3. PROJECT IS LOCATED WITHIN THE WESTPORT MARINA DISTRICT AS IDENTIFIED IN THE CITY OF WESTPORT'S COMPREHENSIVE MANAGEMENT PLAN. (ADOPTED APRIL 28, 1998, FINAL DRAFT DATED 4-29-13).
4. FEDERAL CHANNEL ALIGNMENT IS FROM 2014 USACOE DRAWING AND MAY NOT ACCURATELY INDICATE THE BOUNDARIES OF FEDERAL NAVIGATION PROJECT. FEDERAL NAVIGATION PROJECT IS NOT PART OF THE CURRENT MARINA DREDGING PROJECT.



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Drawn	C. Taylor	Coordination	
Dwg check	V. Shepsis	Approved	
Scale at ANSI D	Status	Rev	Security
1"=150'			
Drawing Number			

Title

Westport Marina  
Maintenance Dredging Project  
Final Engineering Design

Existing Site Plan -  
Marina