

CENWS-ODS-ND

Memorandum for Record

July 6, 2017

SUBJECT: RECENCY DETERMINATION FOR THE PROPOSED 2017/2018 MAINTENANCE DREDGING OF THE QUILLAYUTE RIVER FEDERAL NAVIGATION CHANNEL AND BOAT BASIN.

1. **Introduction.** This memorandum reflects the consensus determination of the Dredged Material Management Program (DMMP) agencies (U.S. Army Corps of Engineers (USACE), U.S. Environmental Protection Agency, Washington State Department of Natural Resources, and the Washington State Department of Ecology) regarding the application of the DMMP recency guidelines to proposed Operation and Maintenance (O&M) dredging of the federal navigation channel and boat basin in La Push, Washington.

This recency determination applies to the USACE proposed plan to hydraulically dredge 54,838 cubic yards (CY) from the Quillayute River navigation channel between stations 18+00 and 35+00 and a select portion of the boat basin as shown in Figure 1. Dredging is anticipated to occur in fall 2017. Material will be transported via pipeline for placement at the Site B beneficial use placement area on the Quillayute Spit.

2. **Background.**

The Quillayute River is characterized by rapid and routine shoaling that requires frequent dredging to maintain safe navigation. The USACE routinely maintains the navigation channel at the entrance of the Quillayute River with dredging to authorized depths (-10 ft MLLW + 2 ft overdepth) and placement of the dredged material at approved beach and upland disposal sites.

The most recent dredging event occurred in 2015, at which time both the navigation channel and the boat basin were dredged. Prior to dredging the boat basin, a Remotely Operated Vehicle (ROV) study identified at least six well-defined sunken vessels or man-made items (Figure 2; USACE, 2015). Care was taken during the 2015 dredging not to disturb the sediment in those slip areas.

Upland and beneficial beach placement of maintenance dredged material from the navigation channel and boat basin was most recently approved in a DMMP suitability determination on January 6, 2011 (DMMP, 2011a). Subsequently in 2011, based on two rounds of testing results, the boat basin ranking was revised from Moderate to Low with an allowed volume increase of up to 60,000 CY from the boat basin area (DMMP, 2011b). In 2013, the DMMP agencies issued a frequency determination that extended the recency period of the October 2010 sampling through October 5, 2017.

The navigation channel and boat basin are currently ranked low. Full characterization of existing material is expected to occur in fall 2017 prior to the anticipated fall 2017 dredging. Per project environmental dredging and placement windows, dredging and placement may begin September 1, 2017, however it is likely dredging will begin after that date. If sediment characterization is not complete prior to September 1, planned dredging in the fall of 2017 may not be possible without this recency extension.

3. **Recency Evaluation.** Previously, the 2011 suitability determination evaluated samples and composites representing the navigation channel between stations 0+00 and 32+00, as well as the boat basin. For the upcoming dredging cycle, USACE is proposing to dredge the navigation channel up to station 35+00. The

reach from 32+00 to 35+00 has approximately 20,000 CY of material. The DMMP agencies agree that this additional material is low ranked in terms of contamination concerns, since all of this material is located upstream of the main marina entrance/exit, which could be a potential source. Therefore, the existing data should be representative of physical and chemical characteristics of dredged material up to station 35+00. All channel material up to station 35+00 will be included in future sediment characterizations.

Since the 2011 suitability determination, the DMMP screening level has been published or decreased for hexachlorobutadiene, aldrin, chlordane, dieldrin, and heptachlor. For all chemicals identified, no detects or non-detects from the 2010 sampling exceed the current screening levels.

Dioxin testing in 2010 reported a maximum of 0.35 ppt TEQ for the DMMU composites, which is below the current screening level criteria of 4 ppt TEQ.

A review of the Washington State Department of Ecology's Facility/Site Identification Database shows that no spills have been reported within the navigation channel and boat basin since the most recent dredging in 2015.

4. **Recency Determination.** On the basis of the existing information, the DMMP agencies are in agreement that a recency extension is acceptable with the following caveats: areas within the boat basin identified in the 2015 ROV study to contain sunken, anthropogenic items are not covered by this recency determination. This recency extension is valid through February 28, 2018. Any proposed dredging work in the boat slip area or after February 2018 will require a full characterization and suitability determination.

If a new suitability is issued prior to February 28, 2018, it will supersede this recency determination.

5. **Debris Management.** The DMMP agencies implemented a debris screening requirement following the 2015 SMARM in order to prevent the disposal of solid waste and anthropogenic debris at open-water disposal sites in Puget Sound. While this project does not propose to use Puget Sound open-water sites, debris remains an issue of concern, due to the placement of material directly into the nearshore beach of Quillayute Spit. Any improperly stored debris can easily blow into the adjacent river or ocean. Debris management and a disposal plan will be a required part of the dredging contractor's Quality Assurance Plan, or other similar documentation, and must be specifically discussed at the pre-construction meeting.

6. **References.**

DMMP, 2011a. Determination on the Suitability of Proposed Maintenance Dredged Material Tested for the Federal Quillayute O&M Navigation Dredging Project (CENWS-TS-NS-31 FY: 2010-2015) Evaluated under Section 404 of the Clean Water Act for Beach Nourishment at Designated Beneficial Use Sites. Prepared by the USACE for the DMMP Agencies, January 6, 2011.

DMMP, 2011b. Reranking and Volume Revision for the Boat Basin/Marina Portion of the Federal Quillayute O&M Navigation Dredging Project (CENWS-TS-NS-31 FY: 2010-2015) Evaluated under Section 404 of the Clean Water Act for Beach Nourishment at Designated Beneficial Use Sites. Prepared by the USACE for the DMMP Agencies, November 10, 2011.

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DMMP, 2013. Frequency Determination for the Quillayute O&M Entrance Channel and Boat Basin (CENWS-TS-NS-31 FY: 2010-2015) and CENWS-OD-TS-NS-46) Evaluated under Section 404 of the Clean Water Act for Beach Restoration Beneficial Reuse.

USACE, 2015. Remotely Operated Vehicle (ROV) Survey. Performed by the USACE for the DMMP Agencies. July 2015.

7. Signatures

signed copy on file in DMMO - Seattle District office

Date

Heather Fourie, Seattle District Corps of Engineers

Date

Celia Barton, Washington State Department of Natural Resources

Date

Justine Barton, Environmental Protection Agency

Date

Laura Inouye, Ph.D., Washington State Department of Ecology

Copies furnished:
DMMP signatories
John Pell, USACE Project Manager
DMMO File

Figure 1. USACE Quillayute 2017/2018 Proposed O&M Dredging

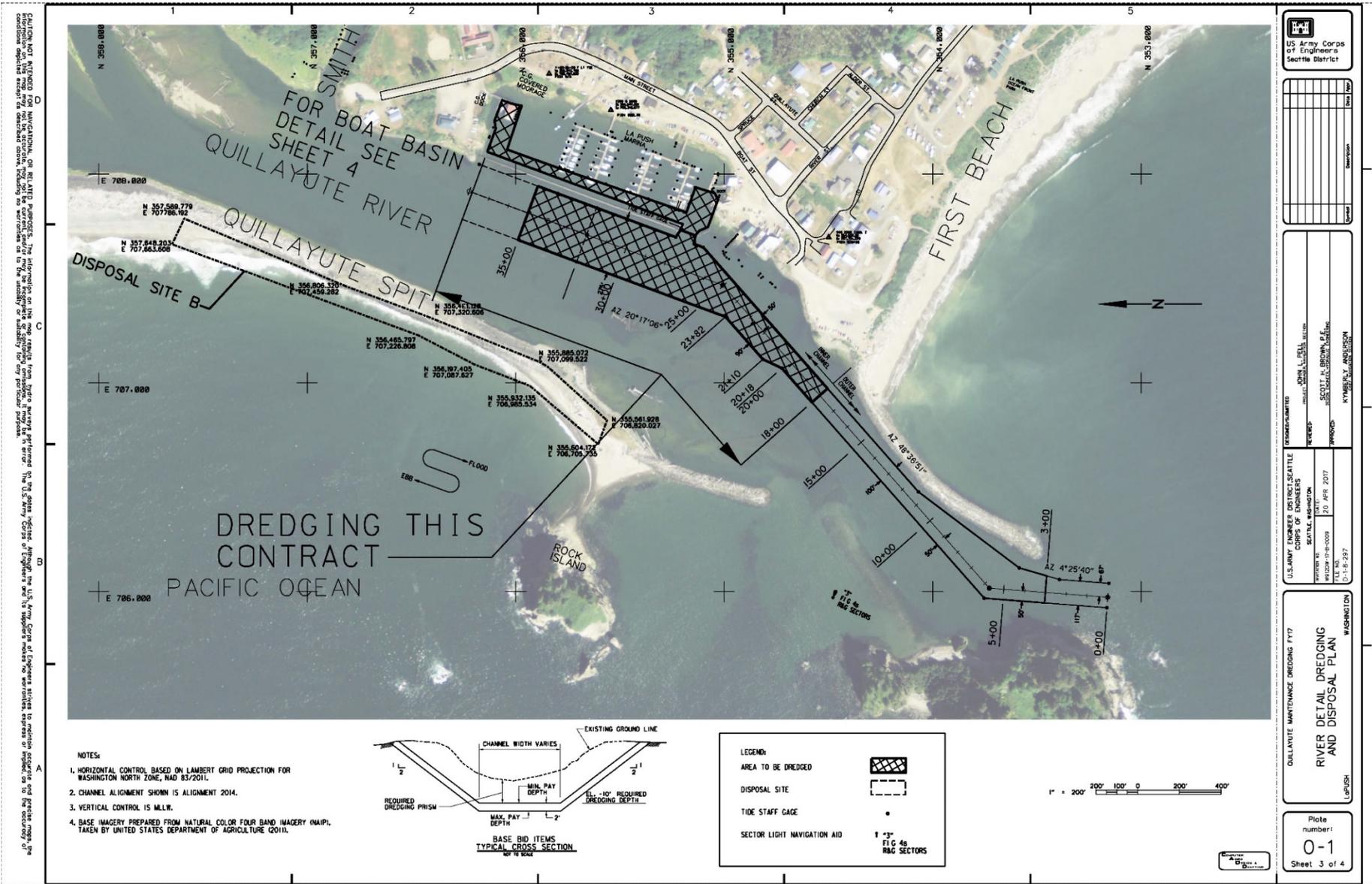


Figure 2. Locations of sunken vessel debris identified during the 2015 ROV study.

