CENWS-OD-TS-NR-DMMO

MEMORANDUM FOR RECORD 12 August 2014

SUBJECT: DMMP RECENCY EXTENSION FOR MAINTENANCE DREDGING OF TOKELAND MARINA AND ENTRANCE CHANNEL, WILLAPA BAY (NWS-2008-164-SO).

1. The most recent sampling for characterization of maintenance dredged material at Tokeland Marina and the entrance channel to the marina occurred in August 2006. A Dredged Material Management Program suitability determination based on that sampling event was issued January 24, 2007 (DMMP 2007). Tokeland Marina is ranked low-moderate and the entrance channel is ranked low. The recency period for the suitability determination expired in August 2013. Figures 1 and 2 provide vicinity and site maps respectively for the project.

2. The next cycle of dredged material characterization for the Tokeland entrance channel and marina is scheduled to begin in September 2014. A Corps of Engineers contractor will conduct the sampling and testing. A suitability determination is anticipated to be finalized in January or February 2015.

3. The entrance channel to Tokeland Marina is a federal navigation project (Figure 3) and in past years has been maintenance dredged by the Corps of Engineers. However, due to reduced levels of federal funding for small ports in recent years, the Port of Willapa has been maintaining the entrance channel itself, using a small hydraulic dredge. Flow-lane disposal of dredged material from hydraulic dredging was approved by the DMMP agencies in 2009 (DMMP 2009). Maintenance dredging at Tokeland was last conducted by the Port in 2012.

4. The Port of Willapa recently received a grant from the Washington State Recreation and Conservation Office and Community Economic Revitalization Board for a new 315-foot floating breakwater/dock ("L" Dock in Figure 4) and other marina improvements. To comply with the terms of the grant contract, the Port must complete the project by March 2016. The new float cannot be installed without dredging, because of concerns about grounding at low tide. The Port originally planned to dredge at Tokeland in 2015/2016, but due to the March 2016 construction deadline the Port now has a need to begin dredging at an earlier date. Therefore, the Port submitted a request to the Dredged Material Management Office on July 29, 2014 for an extension of the recency period for the 2007 suitability determination to allow the Port to begin dredging in October 2014.

5. The DMMP agencies evaluated the request relative to project-specific considerations:

- The Tokeland entrance channel and marina have been sampled and tested three times under the Dredged Material Management Program (1991, 1998 and 2006). In all three cases the dredged material was found suitable for open-water disposal.
- Dredging by the Port of Willapa will begin in the entrance channel and proceed inward toward the marina. The entrance channel is ranked low for risk of sediment contamination.
- The small hydraulic dredge used by the Port of Willapa has a relatively low production rate of approximately 6,000 cubic yards per month. The Corps of Engineers estimates that approximately 37,500 cubic yards of shoaled sediment currently exists in the entrance channel. The Port plans to dredge approximately half of this volume. At 6,000 cubic yards a month, it will take the Port approximately 3 months to complete the dredging in the entrance channel before moving on to dredge area "P1" where the new float/breakwater will be installed.
- Preliminary data from the sediment characterization scheduled to begin in September 2014 will be available as early as November 2014, only a month or two after dredging begins. If the chemistry results show any reason for concern, dredging will be stopped until the data has been fully evaluated.

- There have been no known spill events or changed conditions in the project area since the 2007 suitability determination was issued.

On the basis of this evaluation, the DMMP agencies are in agreement that extension of the recency period to the end of the dredging window in February 2015 is acceptable. This will provide sufficient time to finalize the new suitability determination.

6. References:

DMMP, 2007. Determination of the Suitability of Sediments Proposed to be Maintenanced Dredged from the Toke Point Entrance Channel and Tokeland Marina, Willapa Bay (CENWS-TS-NS-28) for Open-Water Unconfined Disposal at the Cape Shoalwater or Goose Point Dispersive Sites, Appropriate Beneficial Use Near Cape Shoalwater, or Upland Disposal as Evaluated under Section 404 of the Clean Water Act. Prepared by the Army Corps of Engineers for the DMMP agencies, January 24, 2007.

DMMP, 2009. Addendum to the Determination of the Suitability of Sediments Proposed to be Maintenanced Dredged from the Toke Point Entrance Channel and Tokeland Marina, Willapa Bay (NWS-2008-164-DO) for Open-Water Unconfined Disposal Using Flow-Lane Disposal in Willapa Bay as Evaluated under Section 404 of the Clean Water Act. Prepared by the Army Corps of Engineers for the DMMP agencies, March 2, 2009.

7. Agency Signatures.

Concur:

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

_____ _____
Date David Fox, P.E. - 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
Ron Wilcox, Seattle District Regulatory
Rebecca Chaffee, Port of Willapa

Figure 1—vicinity map

Figure 2—site map

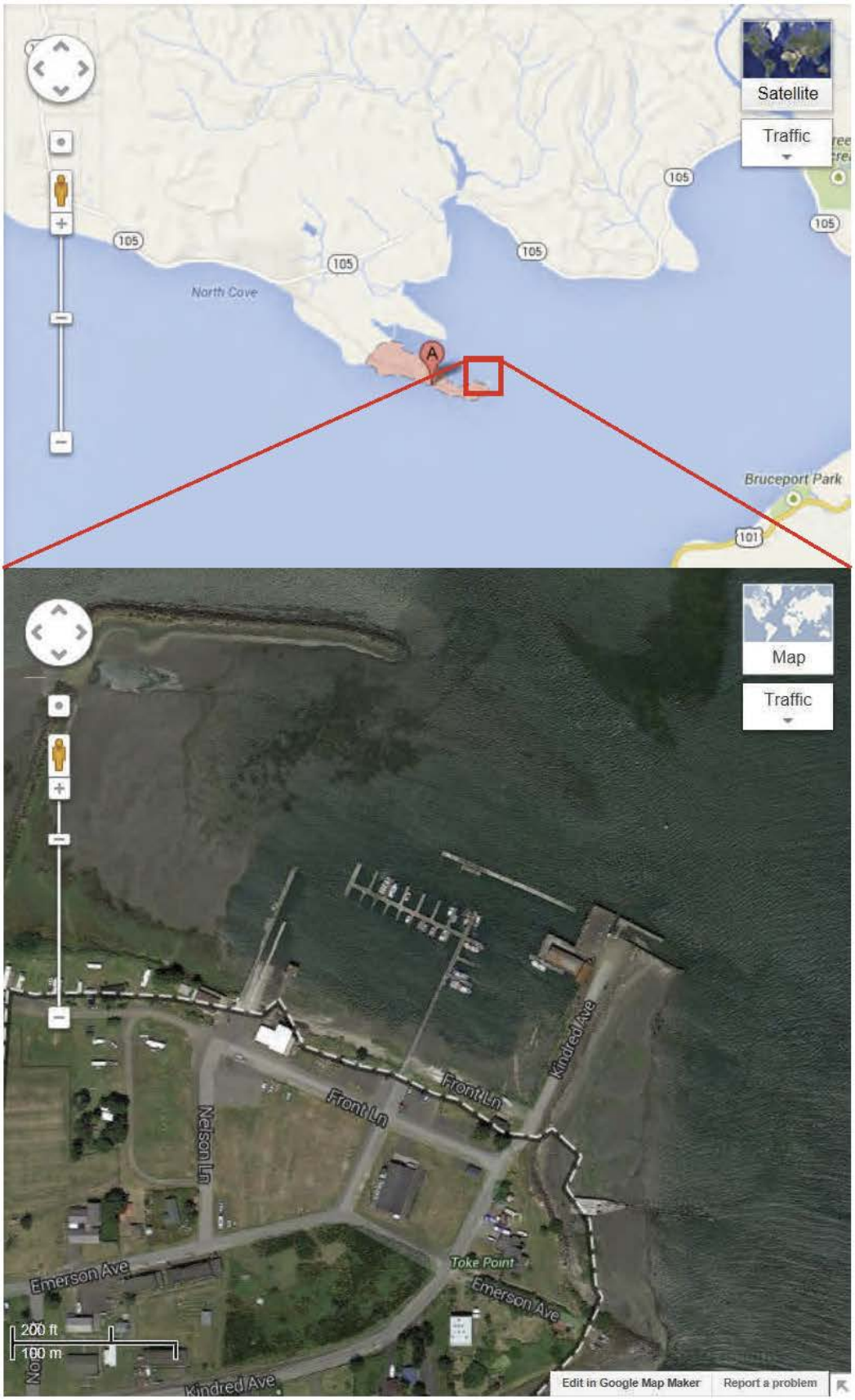
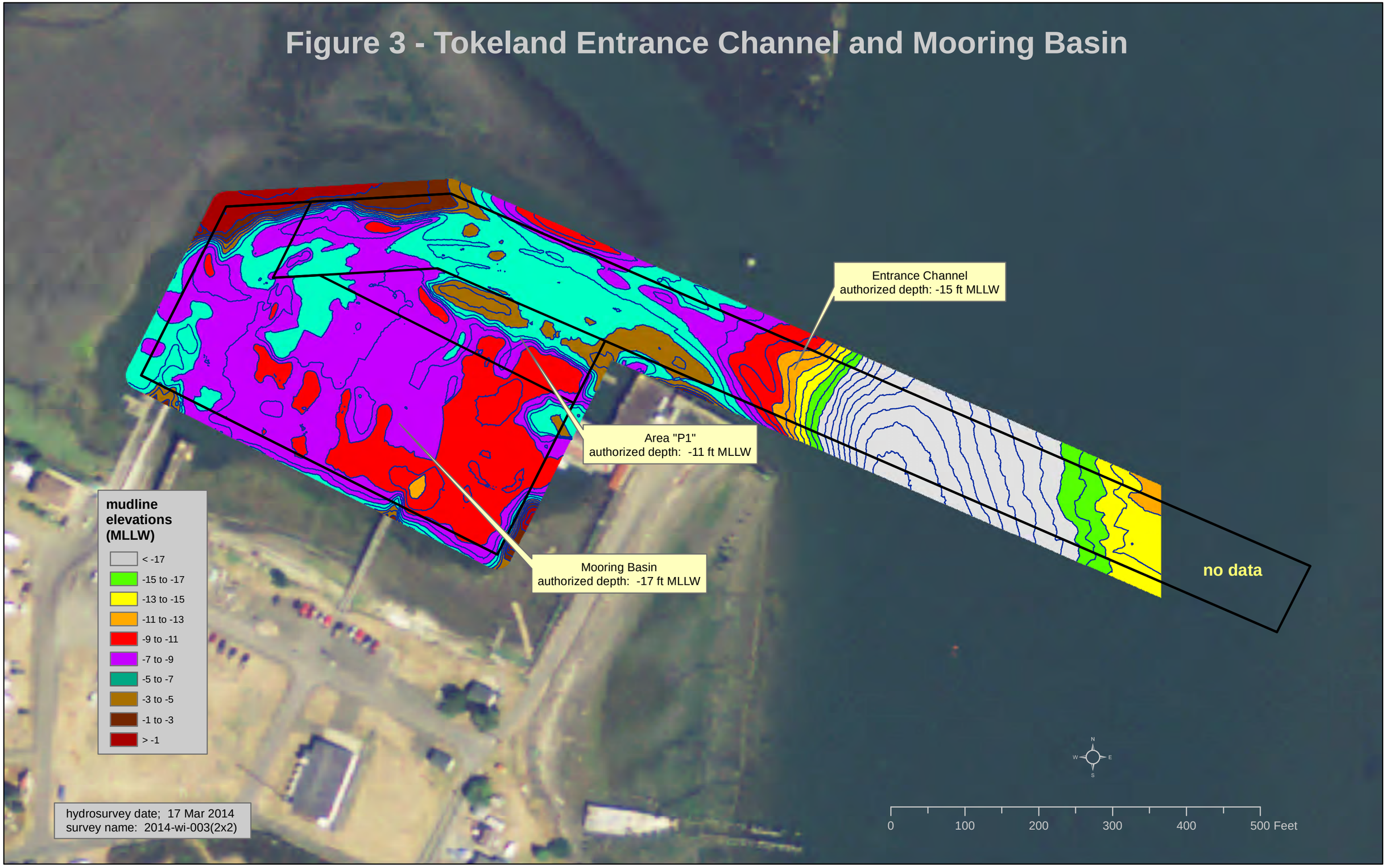
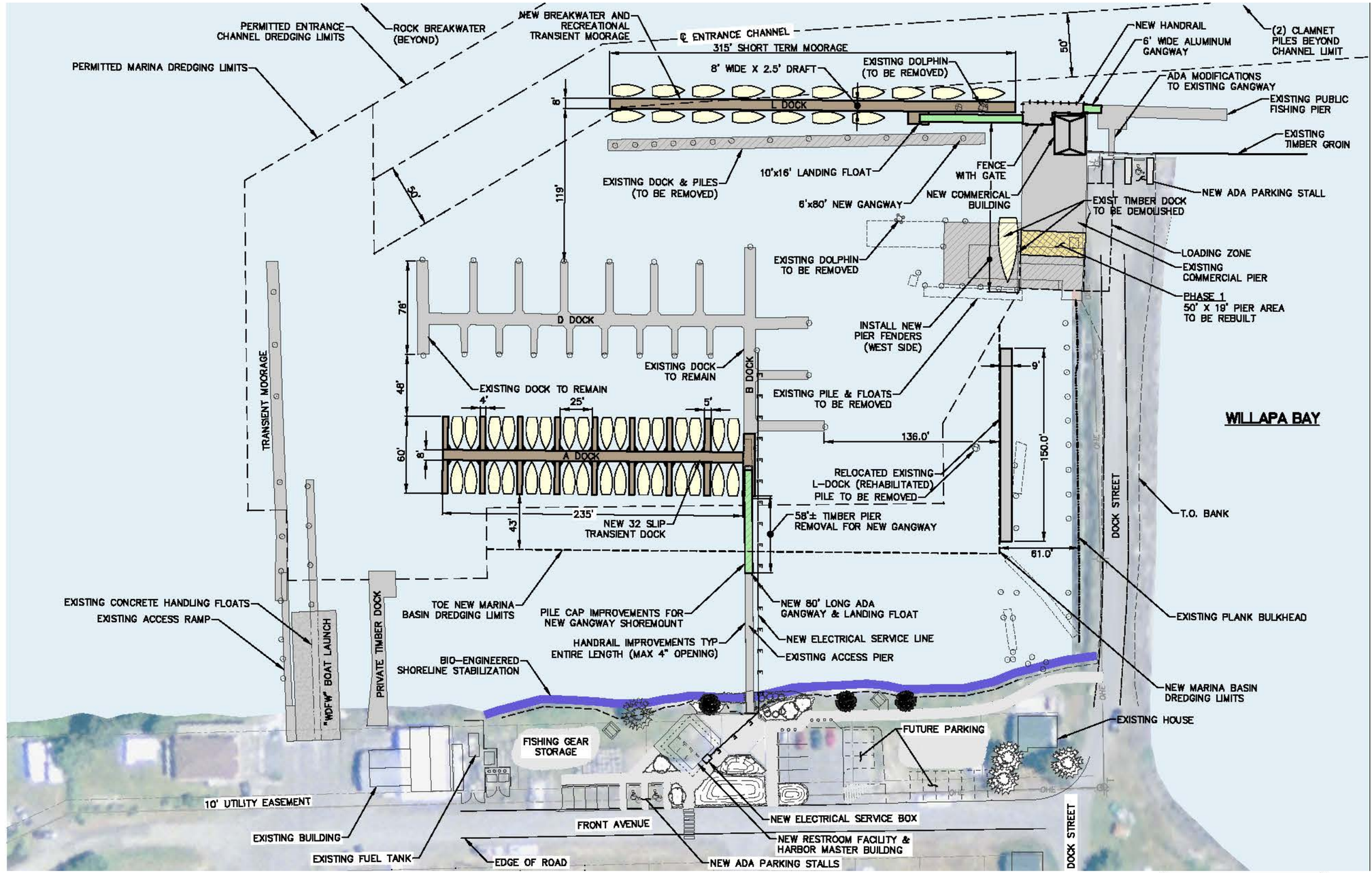


Figure 3 - Tokeland Entrance Channel and Mooring Basin





LEGEND

- EXISTING DOCK TO BE REPLACED
- EXISTING STRUCTURES TO BE REMOVED
- PIER REBUILT
- PROPOSED NEW FLOATS
- PROPOSED NEW GANGWAY
- PROPOSED BIO-ENGINEERED SHORELINE STABILIZATION
- PERMITTED MARINA BOUNDARY
- PROPOSED DREDGING BOUNDARY
- EXISTING TIMBER JETTY
- EXISTING BULKHEAD

SITE PLAN

0 40 80

SCALE IN FEET

SCHEMATIC

DESIGNED BY	KP				
ENTERED BY	TM				
CHECKED BY	SP				JOB NUMBER
PROJECT ENGINEER	JD				0805H
PROJECT MANAGER	SP	4/24/12	MASTER PLAN	SM	CONTRACT NO.
		DATE	REVISION	BY	

SCALE
HORIZ.: AS NOTED
VERT.: AS NOTED

VERIFY SCALE
BAR IS ONE INCH ON 22x36 DRAWINGS AND HALF INCH ON 11x17 DRAWINGS, IF NOT, ADJUST SCALES ACCORDINGLY
0 1"

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FAX 425-778-6883

WILLAPA Port of HARBOR

TOKELAND MARINA MASTER PLAN
PORT OF WILLAPA
MARCH 2012 MASTER PLAN UPDATE

PREFERRED PLAN

REFERENCE SHEET NUMBER

SHEET 1 OF 1 SHEETS

FILE: W:\0805C - Tokeland Marina Storm Damage Repair\7 - Design\20120418 - Tokeland Marina_PREFERRED FEASIBILITY ALT 2