CENWS-OD-TS-NR-DMMO

MEMORANDUM FOR RECORD **June 25, 2014**

SUBJECT: APPLICABILITY OF THE PSET SUITABILITY DETERMINATION FOR THE WAHKIAKUM FERRY AND WESTPORT SLOUGH SIDE CHANNEL PROJECTS DATED MARCH 5, 2014 TO THE BERTHING AREA AT THE WAHKIAKUM COUNTY FERRY TERMINAL, PUGET ISLAND, WAHKIAKUM COUNTY, WASHINGTON.

1. **Introduction**. This memorandum reflects the consensus determination of the Dredged Material Management Program (DMMP) agencies (U.S. Army Corps of Engineers, Washington Departments of Ecology and Natural Resources, and the Environmental Protection Agency) regarding the applicability of the suitability determination issued by the Portland Sediment Evaluation Team (PSET) for the Wahkiakum Ferry and Westport Slough Side Channel projects to the berthing area at the Wahkiakum County ferry terminal on Puget Island (Figure 1).

2. **Wahkiakum County Ferry Terminal Berthing Area Dredging Project.** Wahkiakum County proposes to dredge approximately 2,750 cubic yards of sediment from the berthing area of its ferry terminal on Puget Island (Figure 2). A Joint Aquatic Resources Permit Application was submitted to the SW Field Office of the Seattle District Regulatory Branch on May 1, 2014 for this dredging.

3. **Wahkiakum Ferry and Westport Slough Side Channel Projects.** The Corps of Engineers' Portland District is responsible for maintenance of the Wahkiakum Ferry and Westport Slough side channels, which provide access to the Wahkiakum County ferry terminal on Puget Island in Washington State and to the Westport ferry terminal in Oregon. Portland District conducted sediment characterization for the side channels in 2013 (CENWP, 2014) and PSET found the characterized dredged material suitable for Columbia River flow-lane disposal (PSET, 2014).

4. **Applicability of the PSET Suitability Determination to the Berthing Area at the Wahkiakum County Ferry Terminal.** The DMMP agencies evaluated the sampling locations used by Portland District for characterization of the Wahkiakum Ferry side channel (Figure 3). One of the three samples composited for analysis was taken at the boundary between the side channel and berthing area. A second sample was taken approximately 75 feet from the boundary. The third sample was taken approximately 325 feet from the boundary. The composite was analyzed for grain size and total organic carbon (TOC) and was found to be comprised of over 95% sand, with a TOC content of 0.7%. Metals were also analyzed and all were below the 2006 Sediment Evaluation Framework (SEF 2006) freshwater screening levels. Based on the proximity of the samples to the berthing area and the results of the sediment characterization, the DMMP agencies concluded that the sampling and testing conducted for the Wahkiakum Ferry side channel are sufficiently representative of the berthing area and no additional sampling or testing will be required. The material proposed for dredging from the Wahkiakum Terminal berthing area is suitable for Columbia River flow-lane disposal.

5. References.

CENWP, 2014. *Wahkiakum Ferry Channel Realignment – Westport Slough Dredging Project: Sediment Quality Evaluation Report.* U.S. Army Corps of Engineers, Portland District. February 3, 2014.

PSET, 2014. *Portland Sediment Sediment Evaluation Team (PSET) Level 2 Dredged Material Suitability Determination for Maintenance Dredging at the Wahkiakum Ferry and Westport Slough Side Channel Projects*. Memorandum for Record prepared by James McMillan, Portland District, March 5, 2014.

SEF, 2006. *Northwest Regional Sediment Evaluation Framework for the Pacific Northwest – Interim Final*. Prepared by the Northwest Regional Sediment Evaluation Team (RSET), September 2006.

6. Agency Signatures.

Concur: signed copy on file in DMMO - Seattle District 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
Pete Ringen, Wahkiakum County
Danette Guy, CENWS-OD-RG
James McMillan, CENWP-EC-HR

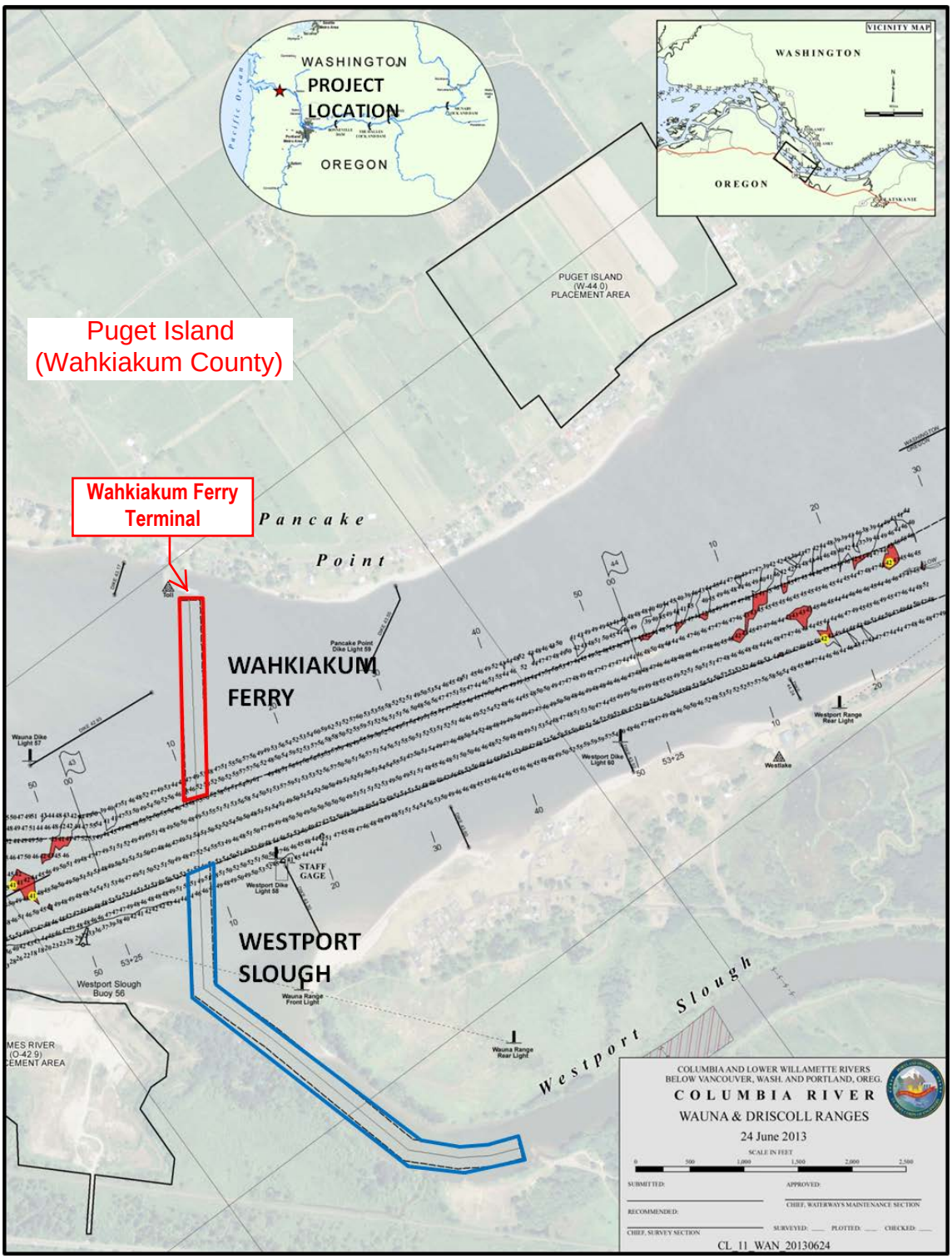
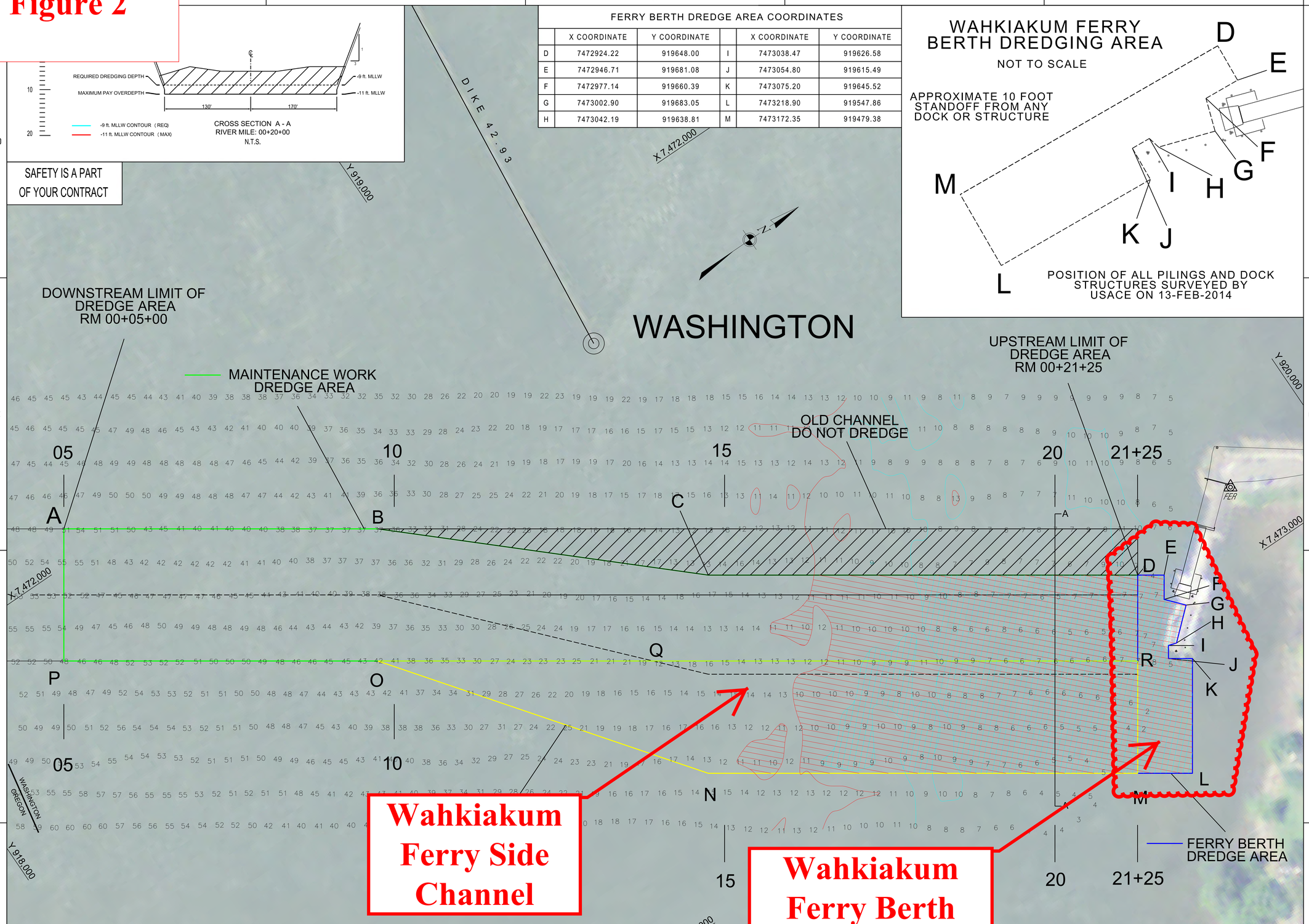


Figure 1 - Wahkiakum Ferry (WA) – Westport Slough (OR) Location

Figure 2



FERRY BERTH DREDGE AREA COORDINATES

	X COORDINATE	Y COORDINATE		X COORDINATE	Y COORDINATE
D	7472924.22	919648.00	I	7473038.47	919626.58
E	7472946.71	919681.08	J	7473054.80	919615.49
F	7472977.14	919660.39	K	7473075.20	919645.52
G	7473002.90	919683.05	L	7473218.90	919547.86
H	7473042.19	919638.81	M	7473172.35	919479.38

MAINTENANCE WORK DREDGE AREA COORDINATES

	X COORDINATE	Y COORDINATE
A	7471952.84	918343.08
B	7472219.96	918736.17
C	7472558.89	919110.38
D	7472924.22	919648.00
R	7473031.74	919574.93
P	7472118.26	918230.67

NEW WORK DREDGE AREA COORDINATES

	X COORDINATE	Y COORDINATE
O	7472385.38	918623.76
Q	7472619.57	918968.39
R	7473031.74	919574.93
M	7473172.35	919479.38
N	7472807.02	918941.76

PLACEMENT AREA W-40.9-IW COORDINATES

	X COORDINATE	Y COORDINATE
S	7463369.01	927576.84
T	7464329.29	926424.51
U	7464022.00	926168.31
V	7463061.72	927320.76

PLACEMENT AREA W-40.9-IW RM 40+38+00 TO 40+53+00 N.T.S.

DISTANCE FROM CENTROID OF DREDGE AREA TO CENTROID OF PLACEMENT SITE APPROXIMATELY 14,114 FEET

SURVEY DATE 18-SEP-2013

SCALE IN FEET

50' 0 50' 100' 150' 200'

LEGEND

Primary Control Point
Coordinated Survey Points
Uncoordinated Survey Points
Dredging Ranges
River Mileage from Mouth
Flow Arrows
Harbor Lines
State Boundary
Benchmarks
Gages
Staff
Recording
Front
Rear
Straight
Tidal
Aids to Navigation
Lighthouses
Lights
Lighted Ranges
Lighted Buoys
Unlighted Buoys
Daybeacons
Seasonal Lights and Lighted Dredging Ranges

NOTES

Control is by USACE and NOS-C&GS.
Horizontal coordinates are based on the Lambert Projection for Oregon, North Zone (NAD 83, U.S. Survey Feet).
Vertical datum is Columbia River Datum. CRD is 1.40 feet above North American Vertical Datum of 1988 (NAVD 88 Geoid 09) at Columbia River Mile 36.6, 1.43 feet above at River Mile 38.2, 1.45 feet above at River Mile 40.3.
Soundings are shown in feet and indicate depths below CRD.
Elevations are shown thus: +2, indicating height in feet above CRD.
The project depth curve is shown thus:
Reference is Navigation Chart No. 18523.
2012 Aerial Photography data source: USDA, Service Center Agencies.
River mileage conforms to the River Mile Index of the Hydrology and Hydraulics Committee, Pacific Northwest River Basin Commission, July 1972.
The information depicted on this map represents the results of surveys made on the dates indicated and can only be considered as indicating the general condition existing at that time.

STAFF GAGE AT LIGHT 57: Northing: 919332 Easting: 7470901

US ARMY CORPS OF ENGINEERS PORTLAND DISTRICT

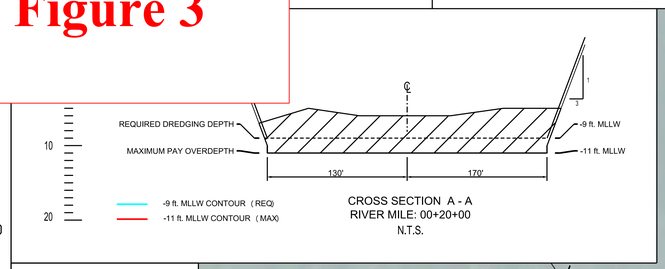
U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
PORTLAND, OREGON

DESIGNED BY: TMH
CHECKED BY: CLJ
DRAWN BY: TMH
AWARD DATE:
PLOT SCALE: 1" : 50'
PLOT DATE: 15-APR-14
DESIGN FILE NAME: LCR-WFC-000.DGN
SUBMITTED BY: KARLA G. ELLIS
SOLICITATION NO. W9127N-14-B-0007

LCR SIDE CHANNELS
CLAMSHELL DREDGING 2014
WAHKIAKUM FERRY CHANNEL/BERTHING
RM 00+05+00 TO 00+21+25
PLANNING LAYOUT DRAWING

FILE NAME LCR-WFC-000
DWG 7 OF 7

Figure 3



SAFETY IS A PART OF YOUR CONTRACT

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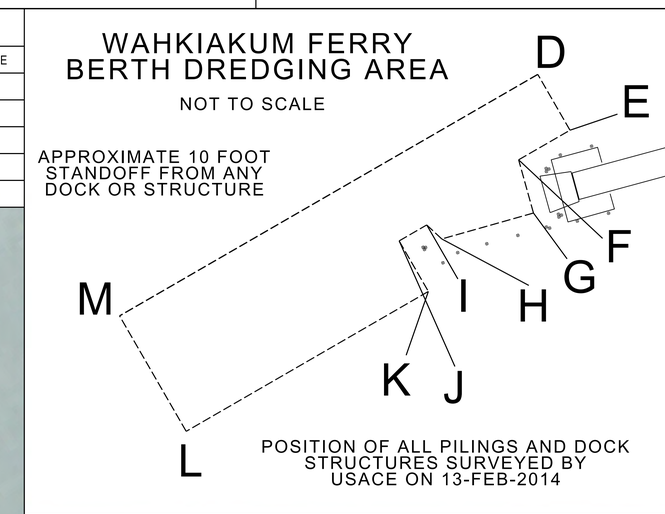

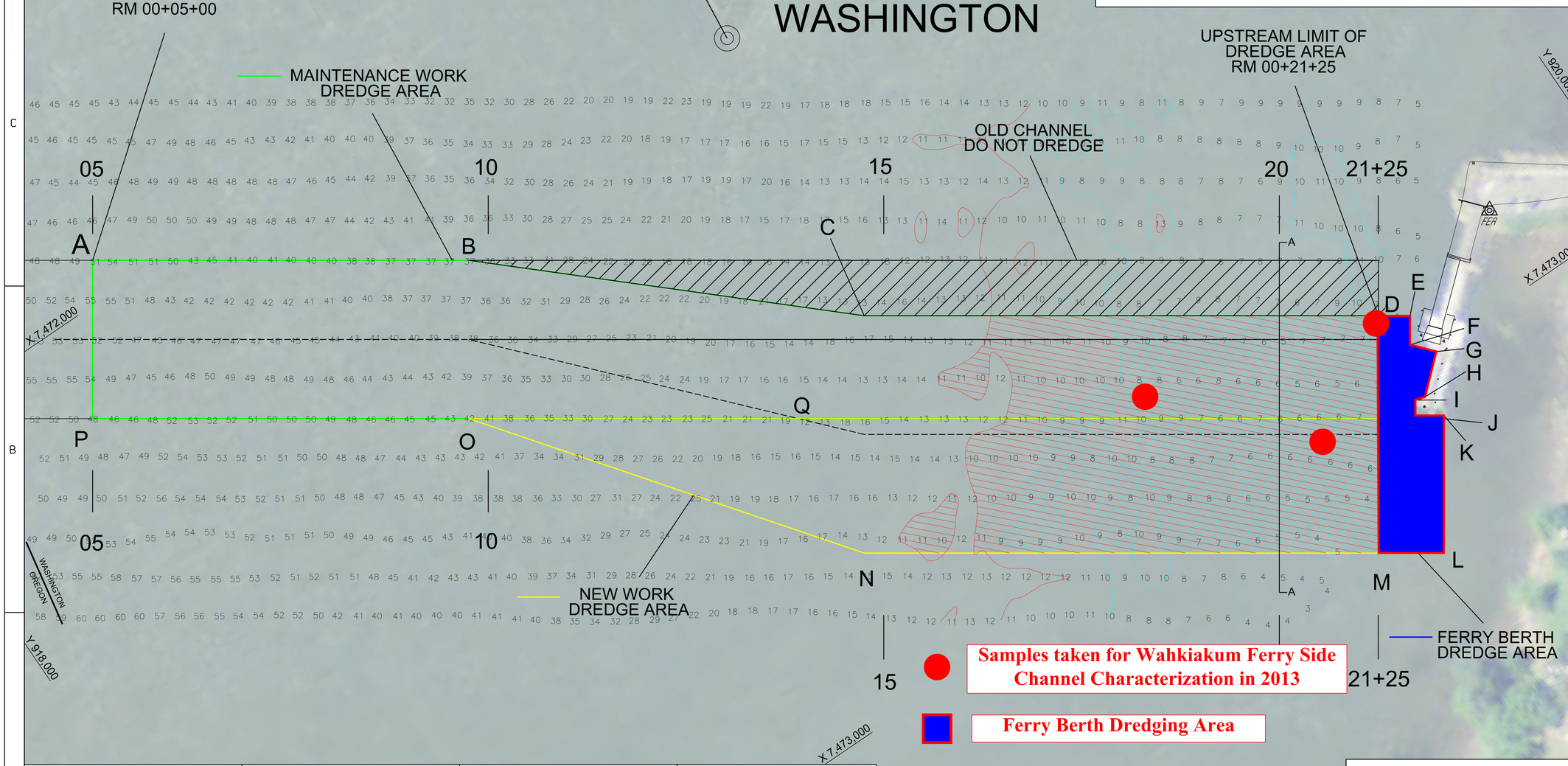

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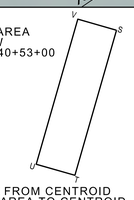

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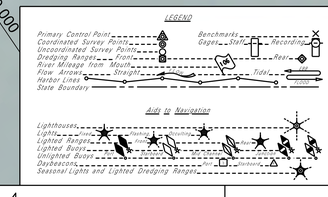

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