

Project Narrative (Revised)

Glacier Northwest, Inc. (Glacier), is a CalPortland Company. Glacier is proposing the Kenmore Berth Maintenance Dredging Project (Project) at their ready-mix plant and aggregate yard located near the north end of Lake Washington at 6423 Northeast 175th Street in Kenmore, Washington. The Project includes removing approximately 800 cubic yards of material within the previously maintained approximately 16,000-square-foot berth area.

The Project is proposed to provide safe access for vessels and barges to the terminal by removing sand, gravel, and minor amounts of sediment from the berthing area through maintenance dredging. The sand and gravel proposed for removal is clean construction aggregate that was historically released during offloading of barges at the facility. Nearly all of the material was deposited after maintenance dredging was last completed in 2004 and prior to 2010 when the hopper and conveyor used to offload barges were replaced with a system designed to minimize material spillage.

In addition to the changes to the offloading equipment, Glacier has implemented a variety of operational best management practices (BMPs) to minimize spillage including equipment maintenance, employee training, barge housekeeping programs, and a spill inspection and reporting program. These BMPs are effective at avoiding or minimizing spillage of aggregate material during operations.

The prior, similar maintenance dredging action was permitted and occurred in 2004. Loaded barges typically draft at approximately 15 feet of water. Water levels in Lake Washington vary by approximately 2 feet, ranging from approximately +20 feet (U.S. Army Corps of Engineers [USACE] Kenmore Datum) in winter to approximately +22 feet (USACE Kenmore Datum) in summer. Therefore, dredging is proposed to a depth of +4.47 feet (USACE Kenmore Datum) to allow berthing of loaded barges under normal conditions.

Maintenance dredging activities will occur entirely within the existing berth area and will be designed to avoid damaging the existing toe protection armoring, which is composed of quarry spall material that extends up to +4.47 feet (USACE Kenmore Datum). The toe protection feature was installed in the 2000 to protect the adjacent bulkhead.

Before the toe protection was placed maintenance dredging had been performed to maintain the berth to an elevation of +2 feet (USACE Kenmore Datum) with allowance for an additional 1-foot of over-dredge. The public has expressed concern that sediment containing legacy contaminants could potentially be present in the vicinity of the dredge prism. In order to address this concern, the portion of the dredge area outside of the toe protection will be dredge to an elevation of +3.47. A grab sample of the newly exposed sediment surface will be collected for analysis and the area will be backfilled with a 1-foot layer clean sand to prevent any potential contaminants that may be present in the newly exposed sediment from remaining exposed to the water column.

Until maintenance dredging of the Kenmore channel was completed recently by the USACE, the draft of barges, and therefore the load capacity of barges, that could service the Kenmore Concrete Plant was limited by shallow depths in the navigation channel. Barges were light-loaded to accommodate the shallow depths. Now that the navigation channel has been maintained, Glacier wishes to restore the Kenmore Berth to its previously maintained depth to again accept barges loaded at their design capacity.

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Material dredged from the berth will be transferred to a bunker surrounded by a sand berm to filter water that drains from the dredged material onto the upland property owned by Glacier. Water will be collected treated and discharged with site process water to the sanitary sewer. The dredged material will be transported by truck and disposed of at an appropriate upland disposal site.

More information and a detailed descriptions of the project are included in the State Environmental Policy Act (SEPA) Checklist and Joint Aquatic Resources Permit Application (JARPA) submitted with the application. An owner authorization from Lake Pointe Inc. is also included in the JARPA.