



PORT PILOT

THE PORT OF PORT ANGELES

Terminal 3 Maintenance Dredging Preserves Marine Traffic

Our community will soon see some new activity down at Terminal 3.

Approximately 13,000 cubic yards of sediment will be dredged from the Terminal 3 berth area to return the berth to its previously authorized depth of – 45 feet mean lower low water (mllw).



This project will maintain the Port's ability to serve bulk cargo vessels, a critical need for many businesses across the Olympic Peninsula. It also supports the Port's Strategic Plan by assuring a sound economic return on this Port asset and preserving its value.

Terminal 3 is the Port's primary cargo loading terminal and was originally built of timber in the late 1960s. In 1985, the western portion of the terminal was re-constructed, using concrete pilings. The middle and eastern trestles, as well as the east end of the pier, are still the original 1960s timber pier.

The Terminal was last dredged in 1978. Over the last 40+ years, sediment has deposited in the berth, decreasing berth depth and creating concerns among vessel captains about touching bottom during low tides and potentially becoming unable to use our Port due to insufficient depth. Eventually, if the berth is not dredged, bulk cargo vessels will stop taking cargo from Port Angeles. To compound this issue, over the last ten years there has been a trend for larger bulk cargo vessels with deeper drafts.

The material will be dredged onto barges and then loaded onto trucks at Terminal 3. It will be placed at the east end of the former K-Ply mill site to dewater. Some of the dredge material will be used as fill in the existing depression on the site. Cement will be added to add strength to the dredged material for anticipated future loads at the site once it is developed for marine trades businesses.

The project is slated to run through September 4. These dates may shift to allow for ongoing shipping activity at the terminal. The Port will work with its customers and the contractor to accommodate summer cargo loadings. The project permits allow for the work to be accomplished any time between July 15, 2020 and February 15, 2021.

The lowest bid was submitted by Legacy Contracting, Inc. The total estimated 2020 fiscal impact of this

project will likely be \$1.275 – \$1.775 million.

This project has been through all required environmental reviews and has received the following permits:

- Dredge Materials Management Program Approval from the Washington State Departments of Ecology and Natural Resources, United States Army Corp of Engineers and United States Environmental Protection Agency
- United States Army Corp of Engineers Nationwide 35 permit – Maintenance Dredging of Existing Basins (This requires biological evaluation and consultation with the National Marine Fisheries and the United States Department of Fish and Wildlife to address potential impacts to endangered species.)
- Washington State Department of Ecology 401 Water Quality Certification and approval of dredge material management and disposal
- Washington State Department of Fish and Wildlife Hydraulic Project Approval
- City of Port Angeles Shoreline Substantial Development Exemption
- City of Port Angeles Clearing and Grading Permit

“The Terminal 3 dredging project is a strategic investment enhancing the Ports existing infrastructure,” said Chris Hartman, the Port’s Director of Engineering. “This will ensure that our community can remain a competitive gateway for cargo export/import to Pacific Rim countries.”

Changing of the Guard at Marine Terminals

Personnel roles are evolving on the waterfront as your Port continues to ramp up for the new Marine Trades Industrial Park (MTIP). Mike Nimmo (top), long-time Terminal Operations Manager, will move into client development to recruit marine trades tenants for the MTIP’s 18 acres of shipyard. Mike will be responsible for marketing these new Port Angeles waterfront facilities at the former PenPly site. He will also assist in developing clients for topside repair and terminal usage.

“Waterfront industrial property is extremely valuable because it is in short supply,” says Mike. “I am looking forward to the challenge of helping to develop tenants and jobs, while diversifying the Port’s revenue streams with new waterfront opportunities.”

Mike has extensive experience at the Port and has long been a valued support to the many businesses and services that work on the waterfront. Besides managing the marine terminals, he has also overseen log yard operations, waterfront security, the maintenance shop and periodic projects in over 20 years of service at the Port.

Chris Rasmussen (lower), the current Public Works and Operations Manager, will be adding Marine Terminal Operations to his purview. Chris started at the Port in September of 2015 as the Facilities Manager, after spending his previous 10 years as a Project Manager/Estimator for a heavy civil construction company in Bellingham, WA.

With the addition of marine terminal operations, Chris also manages the Port log yard, mechanic shop, security staff, public works/capital improvement projects and supervises a total of 23 employees. Chris is also involved in the management of Port capital improvement projects such as the Composites Recycling Technology Center, the Port Angeles Boat Haven boat ramp and laundry (done in-house for a cost savings of \$70,000), and the boat wash down facility at the developing Marine Trades Industrial Park.



Chris aids in maintaining all Port physical assets and ensuring that all operational needs are met. Says Chris: "It is exciting to be given this opportunity with the Port and build new collaborative working relationships here on the waterfront."



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