

News Flash from Lagoon Point

March 1, 2009

Dredging Update – Aaron Lowin

Progress! Our dredge engineering consultant, after meetings on site with several dredge contractors, has devised for us some eleven alternatives along with cost estimates for dredging our central basin and disposing of the dredge sediment.

We have a huge practical problem: Our narrow and shallow inlet channel greatly limits what dredge equipment and barges can come and go thru the channel. We are especially limited in how we can remove dredged sediment. What methods we can use are very costly. This difficulty was confirmed at the on-site meetings with dredge contractors and again with the consultant's more thorough review done subsequently. (Besides the eleven, other strategies were initially considered as well, but were dropped along the way either because they could not be permitted or because they were impractical or even more expensive.)

Our eleven options consist of combinations of one of two dredging strategies: mechanical (clamshell) dredging or hydraulic dredging, and one of four sediment disposal strategies: barging the sediment to an approved open water site out in Admiralty Inlet, disposing upland by truck, leaving the sediment in a pit dug on our parking lot (very limited dredge volume), or using the sediment to rebuild lot owners' eroded beaches south of our jetties.

The LPCA Board and Div 234 Architectural Committee will be studying the technical and cost analyses over the next two months to decide what course to take to dredge-and-dispose, what permitting and execution risks we'd be taking on, the likelihoods of success given each risk, and of course costs. Because of our inlet channel restrictions the costs would be very high, whichever methods we choose. The LPCA board and AC will have to decide whether funds on hand and anticipated would be sufficient to carry out the preferred work strategy.