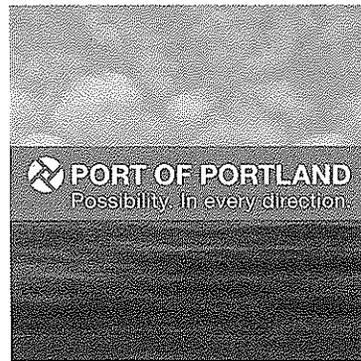

APPENDIX T

REGULATED NAVIGATION AREA REQUEST MEMORANDUM



March 31, 2009

Rear Admiral John P. Currier
13th Coast Guard District Commander
915 Second Avenue
Suite 3590
Seattle, WA 98174

**Subject: Port of Portland Terminal 4
Request for Establishment of Regulated Navigation Areas**

Dear Rear Admiral Currier:

This memorandum is to request the establishment of regulated navigation areas (RNAs) in Terminal 4 (T4) of the Port of Portland (Port), Willamette River, Portland, Oregon. This request is pursuant to the Code of Federal Regulations (CFR) Title 33, Part 165. The proposed RNAs are to be used to preserve the integrity of sediment caps placed within Slip 3 and Wheeler Bay as part of a Removal Action within the Portland Harbor Superfund Site. This memorandum requests to prohibit activities that would remove or displace the cap material overlying contaminated sediments or shoreline soils, unless the intent is to completely remove the underlying contaminated materials or otherwise manage the contaminated materials consistent with environmental regulations. The caps placed at T4 were designed to be compatible with activities common to a working Port terminal. The remainder of this memorandum provides background for this request, the purpose of this request, and information required for proposing RNAs.

Background and Purpose

T4 is part of the Portland Harbor Superfund Site and is located between River Miles (RMs) 4.1 and 4.5 on the Lower Willamette River. The T4 Phase I Removal Action project was completed in October 2008 and included dredging and capping activities within portions of Slip 3 and Wheeler Bay (Figure 1). The cap placed at the head of Slip 3 consists of base cap material (sand and gravel mixed with organoclay) below armor material (Oregon Department of Transportation Type 100 (E) riprap). The extent of the top of the upland portion of the cap ranges from elevations 14 to 25 feet (National Geodetic Vertical Datum [NGVD] 29-47). The extent of the bottom of the in-water portion of the cap ranges approximately from elevations -16 to -24 feet NGVD.

The cap in Wheeler Bay between elevations 10 and -15 feet NGVD consists of select fill (4-inch minus sandy gravel); below armor material (100-pound rock); below habitat cover (2-inch minus sandy round rock). Habitat logs (natural conifer logs minimum 12-inch diameter by 21 feet long with root wads; anchored) and large woody debris (natural wood materials salvaged from existing beach above elevation 10 feet) were installed between elevation 10 feet and elevation 15 feet. The cap in Wheeler Bay between elevations 15 to 30 feet consists of topsoil (loam-

mulch mix) below mulch (ground fir or hemlock bark). The entire Wheeler Bay cap covers approximately 1.44 acres of shoreline and sediment; the Slip 3 cap covers approximately 0.24 acres of shoreline and sediment (Figure 1).

To comply with Section IX (Access/Institutional Controls) of the Port of Portland Terminal 4 Administrative Order on Consent for Removal Action, the Port must maintain the integrity of these capped areas in perpetuity or until the underlying contaminated sediment is completely removed. Therefore, the Port is requesting that RNAs prohibiting activities that could potentially remove cap material, unless the intent of the activity is to completely remove the underlying contaminated sediment or otherwise manage the contaminated sediment consistent with environmental regulations, be established within the capped areas in Slip 3 and Wheeler Bay.

Required Information

Specific details, as requested in CFR Title 33, Part 165.5, related to this request are provided below:

- (1) Name of the person submitting the request:** Nicole LaFranchise, Port of Portland T4 Removal Action Project Manager.
- (2) The location and boundaries of the RNAs:** Location information (northing and easting; coordinates in Oregon State Plane North Zone [NAD 83, International feet] latitude and longitude) is provided on Figure 1 (attached).
- (3) Date, Time, and Duration that the RNAs should be established:** The RNAs should be established as soon as possible and last in perpetuity, or until the underlying contaminated sediment is completely removed or otherwise managed consistent with environmental regulations.
- (4) Description of the activities planned for the RNAs:** As described above, the proposed RNAs are areas where a cap consisting of a combination of sand, gravel, and riprap was placed during the T4 Phase I Removal Action project. Planned activities in the cap areas are consistent with ongoing Port terminal uses as described below.

Slip 3, including the cap area, is currently used by the Port as berth for "Panamax" size, deep-draft Bulk Carrier ships. These vessels are assisted in and out of their berthing areas by large tractor tugs. In addition to maneuvering within Slip 3, the tugs may also operate in Wheeler Bay while on standby. Occasionally, Wheeler Bay is also used for other service craft.

The cap areas were designed to be compatible with the activities described above that are associated with a working Port terminal. The material used for the cap was chosen to be able to contain underlying sediment without restricting the functionality of the main purpose and use of the Port terminal.

Rear Admiral John P. Currier
March 31, 2009
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(5) Nature of the restrictions desired: The Port requests that the following restrictions be placed on the caps:

- Head of Slip 3: Prohibit activities such as anchoring, dragging, trawling, or other activities that may disrupt the function or affect the integrity of the cap. The Slip 3 cap is able to withstand regular site-specific activities common to the current use of the area (e.g., propwash) without compromising its function.
- Wheeler Bay: Prohibit activities such as anchoring, dragging, trawling, or other activities that may disrupt the function or affect the integrity of the cap. In addition, prohibit vessel transit over cap areas (realistically only applicable during flood stage).

(6) Reason why the restrictions are desired: The RNAs are desired to comply with Section IX (Access/Institutional Controls) of the Port of Portland Terminal 4 Administrative Order on Consent for Removal Action. The Port is required by the US Environmental Protection Agency to maintain the structural integrity of the cap areas in perpetuity or until the underlying contaminated sediment is completely removed or otherwise managed consistent with environmental regulations.

Please provide documentation that this memorandum has been received and a status update of the rule-making process to establish the RNAs. If you need additional information, please feel free to contact me at (503) 944-7323 or via email at Nicole.LaFranchise@portofportland.com.

Sincerely,



Nicole LaFranchise
Environmental Project Manager

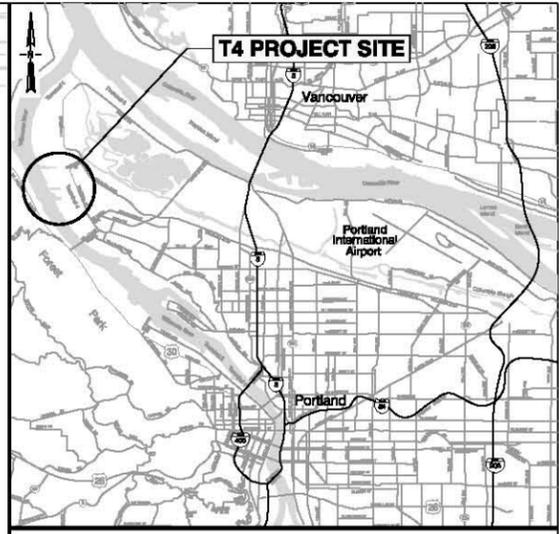
Enclosure: Figure 1 – Summary of Regulated Navigation Area Request

c: Sean Sheldrake, EPA
Ken Fellows, Parametrix
Suzanne Barthelmess, Port
Sebastian Degens, Port
Krista Koehl, Port
Jeff Krug, Port
Elizabeth Appy, Anchor QEA
Ben Hung, Anchor QEA
Tom Schadt, Anchor QEA
John Verduin, Anchor QEA
LWP File

Mar 18, 2009 10:18am tgriga K:\jobs\050332-PORT OF PORTLAND\05033201 TERMINAL 4 Phase I\RNA FIG 1.dwg RNA FIG 1



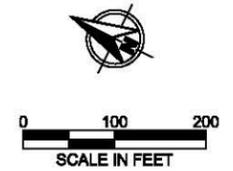
POINT	NAD 83 OR SP-N (INT. FEET)			
	LATITUDE	LONGITUDE	NORTHING	EASTING
01	45 38.1772405	122 48.8509271	714140.53	7819277.13
02	45 38.1711444	122 48.6109931	714089.86	7819412.26
03	45 38.1671182	122 48.6008316	714073.02	7819489.00
04	45 38.1820320	122 48.5888818	714088.38	7819820.95
06	45 38.1670881	122 48.5619890	714008.22	7819896.83
06	45 38.1493826	122 48.5388296	713967.17	7819783.12
07	45 38.1442242	122 48.5280120	713925.20	7819795.58
08	45 38.1366116	122 48.6223663	713877.87	7819818.38
08	45 38.1314404	122 48.5211508	713846.72	7819822.85
10	45 38.1252758	122 48.5172980	713806.81	7819838.03
11	45 38.1206878	122 48.5177739	713780.39	7819836.19
12	45 38.1173835	122 48.5195780	713760.37	7819843.57
13	45 38.116158	122 48.5184453	713725.73	7819839.32
14	45 38.1084815	122 48.5208628	713707.22	7819819.99
15	45 38.1083438	122 48.5282854	713676.54	7819800.21
16	45 38.1013547	122 48.5301838	713685.05	7819778.94
17	45 38.1091619	122 48.5383989	713713.10	7819768.09
18	45 38.1161712	122 48.5315835	713755.22	7819775.55
19	45 38.1185298	122 48.5311298	713775.58	7819778.06
20	45 38.1313987	122 48.5388990	713848.49	7819748.24
21	45 38.1394972	122 48.5487789	713898.98	7819706.23
22	45 38.1462525	122 48.5947883	713941.84	7819839.08
23	45 38.1620206	122 48.5889447	713979.88	7819637.10
24	45 38.1588777	122 48.6027702	713992.58	7819478.46
25	45 38.1573805	122 48.6283144	714017.17	7819385.88
26	45 38.1844129	122 48.6686100	714083.62	7819242.80
27	45 38.1788900	122 48.6578108	714119.79	7819247.17
30	45 38.0310222	122 48.3499107	713218.17	7820636.86
31	45 38.0242423	122 48.3481189	713174.77	7820542.14
32	45 38.0185571	122 48.3452292	713127.74	7820553.14
33	45 38.0120913	122 48.3487134	713101.03	7820637.62
34	45 38.0121871	122 48.3543843	713102.29	7820513.44
35	45 38.0118740	122 48.3937158	713101.51	7820473.51
36	45 38.0206019	122 48.3874699	713164.37	7820469.02
37	45 38.0275183	122 48.3884671	713187.22	7820451.86
38	45 38.0280714	122 48.3728984	713201.00	7820437.26
39	45 38.0312185	122 48.3717238	713219.98	7820442.87
40	45 38.0344235	122 48.3633159	713238.44	7820478.07
41	45 38.0331443	122 48.3595738	713230.22	7820494.81
42	45 38.0279229	122 48.3580508	713188.32	7820500.41
43	45 38.0298218	122 48.3573617	713210.38	7820508.98



LEGEND:

- STABILIZATION AREA (WHEELER BAY)
- THICK CAP AREA (SLIP 3)
- BERTH 411 "PLUS" DREDGING
- SAND LAYER
- BERTH 410 DREDGING
- REMOVAL ACTION AREA BOUNDARY
- DSL PROPERTY LINE
- 04 ● COORDINATE LOCATION AND ID (SEE COORDINATE TABLE)

- NOTES:**
- SURVEY HORIZONTAL DATUM: PORT OF PORTLAND LOCAL PROJECTION (INTERNATIONAL FEET)
VERTICAL DATUM: NGVD 29-47
CONTOUR INTERVAL = 1FT
 - BATHYMETRIC SURVEY BY PORT OF PORTLAND DATED MAY, 2007



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OR APPROVED BY USEPA AND ITS FEDERAL,
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Figure 1
Summary of Regulated Navigation Area Request
Terminal 4 Phase I Removal Action
Portland, Oregon