

7 April 1987

MEMORANDUM FOR RECORD

SUBJECT: Dauphin Island Property Owners Association Meeting

1. On April 4, 1987, Mr. Mathew Laws (Chief, PD-FC) and Mr. Jim Baxter (Chief, OP-ON) spoke to the Dauphin Island Property Owners Association at the Civic Center on Dauphin Island. The Corps was requested by Admiral Stuart, member of the Board of Directors to attend the meeting and brief those in attendance on erosion prevention at the east end and western portion of the Island. This was a regularly scheduled meeting of the Board of Directors with about 20 other property owners present.
2. Mrs. Doris Anderson, the current president, opened the meeting and welcomed each of the property owners attending. She also introduced Mr. Laws and Mr. Baxter as guests from the Corps. Following the old business portion of the meeting, under new business, the topic of erosion on the island was brought to the floor.
3. Admiral Stuart introduced Mr. Laws and Mr. Baxter and gave a brief description of their responsibilities in the District.
4. Mr. Laws thanked Admiral Stuart for the opportunity to attend the meeting and briefly described the "Mobile County, Alabama (Including Dauphin Island) Feasibility Study for Beach Erosion Control and Hurricane Protection" completed in September 1978. Mr. Laws remarks were concluded with the statement that solutions to the problem on the western 11 miles of the Island were tied to maintenance of the Mobile Ship Channel bar crossing.
5. Mr. Laws introduced Mr. Baxter who then discussed the "Feeder Berm" the Corps has constructed just off Sand Island in about 18 feet of water. Mr. Laws and Mr. Baxter held up a map of the Island and berm area, and described the purpose of the "Feeder Berm". A seabed drifter was shown to the attendees, and Mr. Baxter explained their purpose. He stressed that, when found, a good description of their location was essential in the Corps' work. Mr. Baxter also stressed that the current berm would not completely solve the erosion problems of the Island, but if monitoring of the sand movement continued to yield favorable results that the Corps would continue to provide feeder sand berms. This would be done in conjunction with maintenance dredging of the bar, and the exact location of the berm may be modified as a result of the monitoring of sand movements.
6. Admiral Stuart asked if new work material from Mobile Harbor Deepening could be used to feed Dauphin Island. He was told that most of this material would not be suitable for beach nourishment, but that some of the material from the bar crossing could be a candidate for placing in a feeder berm.

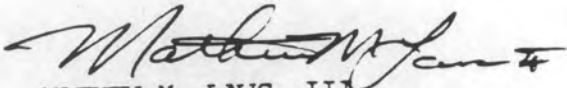
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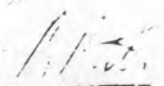
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7. Jim Baxter pointed out that in years past the hopper dredge fleet did not consist of vessels that could deposit material in the water depths now being used for feeder berms, and that pumping material with pipeline onto beaches was a very expensive undertaking. Now, thanks to the shallower draft, smaller plant available, we can more efficiently place material in places that will feed the littoral system.

8. Admiral Stuart asked if the berm would assist with erosion on the east end of the island. It was explained that the historical movement of the shoreline in this area has been very erratic dating back as early as the 1800's; and, that each time a major storm occurs new patterns of accretion or erosion develop. Jim Baxter said that in connection with the construction of the channel from Billy Goat Whole to Dauphin Island Bay, that material had to be placed to assist in replenishing the east end. Mr. Baxter further stated that when situations allowed this could be done again.

9. President Anderson and Admiral Stuart thanked the Corps for the consideration given their needs, and for taking time to come on a Saturday to discuss their problem. The overall mood of the meeting was positive, and the Corps was given a round of applause for its efforts to assist the people of Dauphin Island.


MATHEW M. LAWS, III
Chief, Coastal Section


JAMES B. BAXTER
Chief, Navigation Section

CONTINUING AUTHORITY PROJECT FACT SHEET
FORT GAINES CHANNEL (GOVERNMENT CUT) DAUPHIN ISLAND, ALABAMA
SECTION 107 PROJECT

The Detailed Project Report (DPR) for the Fort Gaines Channel study was conducted under Section 107 of the River and Harbor Act of 1960, as amended. The recommended plan consists of provision for a deeper channel beginning at the 7-foot Fort Gaines channel anchorage basin and extending upstream 4,070 feet to the intersection with the locally maintained 7-foot Dauphin Island Bay Channel. The channel would be dredged to 6 feet plus 2 feet for advanced maintenance and 1-foot for allowable overdepth. The channel will be maintained at the existing 40-foot bottom width with a 1 vertical and 3 horizontal side slope. Dredged material of about 17,258 cubic yards of sandy material will be pumped to existing disposal sites along the east side of Little Dauphin Island. The material will be placed on the beach to mimic the existing topography.

The District is currently working with the City of Dauphin Island and Mobile County to provide the non-Federal share of about \$43,200 to construct the project. The total revised project first cost is estimated at \$141,400. A letter of intent indicating a willingness to cost share in the project from the non-Federal sponsor is the first step leading to obligating continuing authority funds for deepening the channel this fiscal year.

FLORIDA POLICY OF SAND ON THE BEACHES

Florida Statutes, Section 161.142

Effective 1 July 1986

"The Legislature hereby recognizes the need for maintaining navigation inlets to promote commercial and recreational uses of our coastal waters and their resources. The Legislature further recognizes that inlets alter the natural drift of beach quality sand resources, which often results in these sand resources being deposited around shallow outer-bar areas instead of providing natural nourishment to the downdrift beaches. Therefore: (1) All construction and maintenance dredging of beach-quality sand should be placed on downdrift beaches; or, if placed elsewhere, an equivalent quality and quantity of sand from an alternate location should be placed on the downdrift beaches at no cost to the state and at a location acceptable to the Department. (2) On an average annual basis, a quantity of sand should be placed on the downdrift beaches equal to the natural net annual longshore sediment transport. This sand shall be placed at no cost to the state. The placement location and quantities based on natural net annual longshore transport shall be established by the department (Florida Department of Natural Resources) and the sand quality must be acceptable to the department."

NAVIGATION AND FEDERAL STANDARD

33 CFR 336.1(c)(1)

The maintenance of a reliable Federal navigation system is essential to the economic well-being and national defense of the country. The district engineer will give full consideration to the impact of the failure to maintain navigation channels on the national and, as appropriate, regional economy. It is the Corps' policy to regulate the discharge of dredge material from its projects to assure that dredged material disposal occurs in the least costly, environmentally acceptable manner, consistent with engineering requirements established for the project. The environmental assessment of environmental impact statement, in conjunction with the section 404(b)(1) guidelines and public notice coordination process, can be used as a guide in formulating environmentally acceptable alternatives. The least costly alternative, consistent with sound engineering practices and selected through the 404(b)(1) guidelines or ocean disposal criteria will be designated the Federal standard for the proposed project.