CESAMOP-TN Mr. Mears/wm/690-2595/1 Dec 95

MEMORANDUM FOR RECORD

SUBJECT: Mobile Harbor Water Quality Certification.

1. The undersigned, PD representatives including Skeeter McClure, Roger Burke, Hugh McClellan, Curtis Flakes, Susan Rees, Karen McPherson and Elaine Baxter, and OC, Debbie Shoemake met with Major Davis and Les Currie to update them on subject above.

2. Curtis Flakes was the lead briefer, using the attached agenda. Summarizing the agenda items as follows:

- We feel we have addressed all of the Primary Issues listed

- We have received a memo from Joan Pope that basically states that "As good stewards of the environment, we should place the bar channel material into the littoral zone."

- We have sent ADEM the manuscript of the public hearing, and they are formulating a letter basically requesting a more environmentally beneficial disposal option. We feel this request is due to their continued fear of a lawsuit.

- The attached Fact Sheet will be used to brief Congressman Callahan on 5 Dec. I think it is a good synopsis of the situation and the District's position.

- The John Reed letter accuses some guilt as a result of the 1978 Erosion Study. Our position is that we are in compliance with NEPA, they acknowledge the historical erosion problem and that our channel contributes an insignificant amount to the problem. The 1978 report is not a NEPA document and was not approved by SAD. Key Notes: The report sent to SAD recommended that we modify our maintenance plan for disposal of the bar channel. The report only addresses the erosion on the western 2/3's of the island. We still have the legal problem that our current practice is the least cost environmentally acceptable plan.

- Elaine Baxter attended the State Erosion Task Force Meeting. The consensus is that the state will be the lead on the Task Force. They will report directly to the state legislature. Phil Krigel (ADECA) wants to go before the legislature and request funds to get at least on disposal onto the east end with a cost sharing. He said that if ADECA supported him he would need our help in backing up the cost. Scott Douglas is now including the lower bay in his concerns about erosion (ie gulf disposal is removing sediment transported to the west side of the bay). This is a definite plus to the effort, and falls into OP and ASD concept of reducing bay maintenance costs and spending some of the savings on littoral zone placement of the bar channel material.

CESAMOP-TN Mr. Mears/wm/690-2595/1 Dec 95

SUBJECT: Mobile Harbor Water Quality Certification.

- Discussed the attached Dauphin Island Foundation news letter, where they continue to discuss litigation.

- The consensus of the group is that we need to continue to work through the process with ADEM, leaving the entire Harbor WQC in the package. Skeeter will contact ADEM in Montgomery to reinforce the concerns of the District and our commitment to complete the process. We are concerned that the extension will not be timely in January due to the holidays and will request that extension now!

3. The meeting was adjourned.

WENDELL D. MEARS
Navigation Section

cf:
OP-TN
OP-T
OP-P
File Copy

DAUPHIN ISLAND EROSION UPDATE -- 1 DECEMBER 1995

- **Received Transcript -- NOVEMBER 1995**

- **Primary Issues**
  Removal of sand from littoral system
  Not placing dredged material back into the littoral system
  "This is not a public hearing"
  Did not get public notice

  Joan Pope's Memo -- NOVEMBER 1995 (as good stewards of the environment, we should place material into littoral zone.

- **Transmitted transcript to ADEM asking them to issue WQC -- 14 NOVEMBER 1995**

- **Talked to ADEM on a number of occasions most recently on 30 NOVEMBER 1995**

- **ADEM in process of formulating letter to Corps asking to place material in an area more environmentally beneficial and requesting that we provide them a work plan and costs associated with Section 22 Study. We will need to ask for third extension to WQC. Current extension expires 6 JANUARY 1996.**

- **Meeting with Sonny Callahan staff scheduled for 5 DEC**

- **John Reed Letter -- 8 NOVEMBER 1995**
  We admitted culpability in 1978 Study
  Inadequate NEPA Documents
  Preliminary determination -- We are in compliance with NEPA

- **Reed letter to ADEM 6 NOVEMBER 1995 --**
  Requesting CZM consistency documentation

- **Erosion Task Force Meeting 29 NOVEMBER 1995**
  Krigel will seek State Funding to address erosion problem

- **OP initiatives**
  Meeting with State Docks

- **Emergency Public Notice for Government Cut on Street Since 20 NOVEMBER 1995**

- **Dauphin Island Foundation Newsletter**

12/1/95
To be used to brief Callahan.

FACT SHEET
DAUPHIN ISLAND EROSION ISSUES

ISSUE: Dauphin Island, particularly the eastern end from Fort Gaines to the vicinity of the public fishing pier, has been undergoing erosion for a number of years. Although the issue has been raised a number of times in the past, the relationship between the Mobile Harbor project and the erosion came to the surface in 1991 when the facilities around the fishing pier became unsafe due to erosion and the swimming area at Fort Gaines had to be closed due to a number of drownings. The issue was raised most recently in response to a Public Notice dated 13 June 1995 announcing our request to renew State Water Quality Certification for the Mobile Harbor Federal Navigation Project as required by Section 401 of the Clean Water Act. As part of this recertification all dredged material from the bay channel and the bar channel are placed in the Mobile North Ocean Dredged Material Disposal Site, approximately 3 miles south of Dauphin Island, as directed by WRDA 86. In response to the public notice, 16 letters were received which claimed that the continued maintenance of the project was an integral component of the erosion of Dauphin Island and either requested a public hearing on the issue or that we modify our maintenance practice to include placement of sand on the island. The State water quality certification and coastal zone consistency for the Mobile Harbor project expired 3 July 1995. ADEM issued a 90-day extension of certification on 6 July and a second extension on 23 October 1995. Failure to resolve the issue to the satisfaction of ADEM could severely limit our ability to provide adequate navigation depths at Mobile.

HISTORY: Shoreline change on Dauphin Island is not new and in fact comparison of historic maps of the island indicate a general trend of erosion along the gulf shoreline and accretion on the western end. The earliest known maps indicate that around 1717 Dauphin and Petit Bois Islands were connected. At some later date, this island was breached and the two separate entities were formed. Between 1909 and 1917, Dauphin Island was breached by a hurricane and it was not until 1942 that maps indicated the breach was filled. The island was again breached by a hurricane in September 1948 and aerial photos taken in March 1950 indicate the island was rejoined. Hurricane Frederic in 1979 caused massive washover of the west end but total breaching did not occur. Studies of the shoreline change between the period 1942 and 1974 indicate gulf shore erosion rates of 6.3 feet per year. Accretion of the west end between 1917 and 1974 accounted for the addition of 1.8 miles of gulf shoreline.

The erosion/accretion of Dauphin Island is controlled in large part by geologic and physical forces. The entrance to Mobile Bay is not jettied, in contrast to many of those in Florida such as Pensacola and Panama City. A large ebb tidal shoal extends along the east side of the bar channel from Fort

Morgan along 'Dixie Bar' seaward to the vicinity of the Sand Island Lighthouse. On the west side, the shoal extends along the remnants of the Sand Island-Pelican Island complex to the vicinity of the public fishing pier. In fact, Sand and Pelican Islands are subaerial portions of the shoal. This large shoal forms a natural 'sand by-passing plant' for littoral material with a predominantly east to west drift. Material passes across the inlet at a point where the seaward flowing currents are reduced in velocity. The material is then deposited on the western shoulder of the shoal and eventually returned to the nearshore littoral drift system of Dauphin Island. All of the islands fronting the Mississippi Sound tend to migrate to the west in the direction of the predominant littoral drift. The east ends of Petit Bois and Ship Islands have in fact eroded at much higher rates than Dauphin Island, and there are no dredged channels immediately updrift of these islands. The erosion of the eastern end of Dauphin Island is probably a result of a combination of factors including waves generated from offshore as well as currents associated with the outflow of waters from Mobile Bay.

Mans' activities obviously play some role in modifying the sand transport system. In the early 1900's the eastern end of Dauphin Island was armored to prevent the erosion/destruction of Fort Gaines. This has prevented the sand resource which is the eastern end of Dauphin Island from entering the sand transport system and has artificially fixed the eastern end to a point in space. It has been estimated that one-half mile or more of the east end of the island would currently be open water had the armoring not taken place.

In addition, the maintenance of the bar channel portion of the Mobile Harbor project removes sand which would naturally be distributed along the western portion of the ebb tidal shoal and places it in water depths which are greater than that required for littoral sand transport. Although the 1902 River and Harbor Act provided for a 32-foot channel across the bar, it is believed that only limited dredging in this area was required until the channel was deepened in the late 1950's in response to the 1954 Act which provided for a 42-foot channel.

Much of the Mobile inlet is naturally deep water as evidenced by the fact that no dredging is required in the channel from just south of the Gulf Intracoastal Waterway in Mobile Bay to a point approximately one-half mile north of the Sand Island Lighthouse in the Gulf of Mexico. The maintenance requirement for the bar channel is restricted to a one and one-half mile reach at the lighthouse and southward. Approximately 420,000 cubic yards of sandy material is removed from this area every other year by hopper dredge and transported to the ocean disposal site approximately 3 miles south of Dauphin Island in water depths in excess of 30 feet. Our records indicate that since 1970 approximately 8.3 million cubic yards of maintenance material has been removed from the bar channel and 6.7 million

cubic yards of new work was removed from channel between 1988-90. The maintenance material would be that material which would have been in the littoral drift system and trapped in the channel. Movement of this material without and with the Mobile Harbor entrance channel is depicted on the attached schematic. To put these quantities in perspective, it has been estimated that the ebb tidal shoal contains approximately 1.2 billion cubic yards of sand and that the net annual littoral transport to the west is about 196,000 cubic yards/year. Although the Corps is removing the entire net annual littoral transport quantity, the significance of this activity is not known due to the large amount of material in the ebb tidal shoal and the natural variability of the coastal system.

The construction and subsequent maintenance of the Fort Gaines Channel (a man made cut through the east end of Dauphin Island) has also interrupted the transport of sandy sediments along the western side of Mobile Bay to the east end of Dauphin Island. This activity has also been interpreted by some to play a role in the erosion process. Since the late 1980's we have routinely placed the maintenance material along the southeastern shore of the island, however the quantity is very small and the dredging requirement infrequent. We are currently advertising a public notice to provide emergency dredging in the land portion of the Fort Gaines Channel (Government Cut). As a result of Hurricane Opal the disposal area along the northern side of the cut was breached with the material being deposited in the channel. We propose to repair the breach as part of the maintenance of the channel to provide protection of the channel from shoaling. To date we have received no comments on the Public Notice.

In 1978, the Mobile District completed a feasibility report entitled "Mobile County, Alabama Beach Erosion Control and Hurricane Protection". The results of this report indicated that with one exception, there were no alternatives which were either economically feasible or would be supported by the general public. The one exception was the modification of the current (at that time) practice for the maintenance of the Mobile Harbor bar channel. A number of unsupported assumptions were used to determine that the erosion of the 11 western most miles of Dauphin Island (beginning at the location of the public fishing pier) were the result of increasing sea level and the removal of sand from the littoral drift system through maintenance dredging. The conclusion of the report that the authority for this modification rested with the Chief of Engineers and that since no areas of local responsibility for the project would be affected that total responsibility for implementation and associated costs were a Federal responsibility. According to our files the report was never approved by South Atlantic Division nor was it transmitted to Congress.

In 1980, the Mobile District improved the Fort Gaines channel from the Billy Goat Hole on Dauphin Island eastward to

the main ship channel under a request from the Federal Emergency Management Agency. This channel was required to accommodate ferry service to Dauphin Island while the bridge was under construction. Approximately 500,000 cubic yards of sandy material was placed in the groin field at the eastern end of the island. In the intervening 15 years this material has been removed from this area as part of the littoral drift and distributed westward along the island and southward into Pelican Bay. The shoreline fronting property owned by the Marine Environmental Sciences Consortium (Sea Lab), the US Coast Guard, and the Audubon Bird Sanctuary are now showing loss due to the erosion of this material.

In 1986 the National Underwater Berm Demonstration Program was initiated by the Corps to investigate the feasibility and effectiveness of constructing underwater berms with dredged material for providing shore protection. In March 1987, a "feeder" berm was constructed with 656,000 cubic yards of material from the bar channel. This berm was placed in an area on the southern flank of the Sand Island shoal in 14 to 18 feet of water. The demonstration had three purposes: 1) determine the effectiveness of shallow draft split-hull hopper dredges in maintaining this channel; 2) determine the costs associated with the action; 3) determine whether placement of material in these depths of water would be beneficial in supplying sand to the littoral system. Results of the monitoring showed that over time the 'structure' melded into the Sand Island shoal so that it was no longer identifiable. Shallow draft split-hull dredges (Island Class) can perform the required activities, however there are only 2 in operation in the U.S. and they are owned by the same company. Increase in costs over that currently expended for this part of the channel would be approximately $294,000.00.

In 1992/93, the Mobile District in partnership with the Dauphin Island Park and Beach Board and the State refurbished the armor protection around Fort Gaines and placed hard protective structures around the public fishing pier under Section 14 authority. In addition to these activities, the suggestion was made to also reorient the detached offshore breakwaters parallel to the shoreline (currently they are perpendicular) in an effort to provide protection to the Sea Lab and Coast Guard property. A cost sharing partner was not forthcoming, however and this activity was not constructed. Both the Section 14 activities undertaken at this time have been successful at their intended purpose of protecting existing public facilities.

A public forum was held on Dauphin Island, 24 October 1995. Over 102 interested individuals attended the meeting which was intended as an information exchange opportunity. Of those present 22 provided written or oral statements to a court reporter. The majority of the written statements indicate that those individuals believe that the maintenance of the ship channel is the cause of the erosion on the eastern end of the island and that the Federal Government should pay for the damages

that it is causing. We do believe however, that a number of attendees left the meeting with a better understanding of the coastal processes and that the main issue is deciding how to provide protection to Dauphin Island and not trying to lay blame on the government. Many of the participants urged the Corps to place the material on the Sand Island shoals even though they understood that this would not 'fix' the erosion problems.

CURRENT STATUS: District staff have had a number of brainstorming sessions since the public forum to try to formulate a positive position. Based on these discussions and review of Corps policy and regulations, we do not believe that we can change our method of maintaining the bar channel segment of the project without additional cost sharing. The baseline for maintenance of the channel is the Federal Standard which is roughly the least costly, environmentally acceptable, engineeringly feasible alternative. The Federal Standard for Mobile Harbor is the transport of all dredged material to the ocean disposal site.

Section 933 of WRDA 86 provides that placement of dredged material on downdrift beaches is a viable alternative to the Federal Standard provided that a non-Federal entity pick up 50% of the additional costs and that the incremental increase in cost is offset by national economic development benefits. Based on the results of the feeder berm demonstration, the non-Federal entity would be responsible for approximately $147,000 per dredging cycle for the placement of material on the Sand Island shoal. This would allow the resumption of the natural transport of sand in the littoral system but would not provide immediate (or possibly even longterm) relief to the erosive areas on the eastern end of the island. What is not certain however is whether we could find NED benefits to offset the increase in costs as per our regulations. Other authorities, such as Section 111 or Section 204 are not as attractive - to either the Corps or the locals due to cost sharing or future maintenance requirements.

The obvious question which can be raised is how removal of all the sand within the net littoral drift can be considered environmentally acceptable. Man's understanding of the processes at work in this area is minimal, however it is felt that what we do is subsumed within the impacts caused by the natural processes. As an example, 600,000 cubic yards of material was removed from the bar channel during September - October 1985 as a direct result of the multiple passages of Hurricane Elena. From a natural resource management standpoint, on the other hand, it appears the wisest approach would be to place the material in an area which would allow the resumption of the natural process. Although the cost of implementing such an option is not excessive considering the Mobile Harbor project alone, if this type approach was taken at a number of coastal civil works projects the total cost to the government could be excessive. Therefore

in our discussions with interested public and agencies the District has relied on the Federal Standard and the possibility of a Section 933 activity.

A separate but equally important factor to consider it that placement of maintenance material on the Sand Island shoals is not going to solve the erosion problem on the east end of Dauphin Island, but will merely over the long term allow the resource to migrate in the littoral transport system as if the channel were not in place. As an effort to help alleviate the erosion of the east end of the island, the District has suggested to the Mayor of Dauphin and the Alabama Department of Economic and Community Affairs staff the possibility of a Section 22 study (Planning Assistance to States) as a means of determining the best alternative means of providing relief for existing eroded areas and some protection for the future.

IMPACT TO MOBILE HARBOR NAVIGATION PROJECT: As indicated in the issues paragraph the maintenance of the Mobile Harbor project is being certified by ADEM via 90-day extensions of the expired water quality certification. Although we do not believe that ADEM will deny certification, they are in a touchy position in that the coastal zone program calls for the beneficial use of dredged material wherever possible and they believe the potential of a legal challenge to the certification is increased if nothing is changed. Ultimately ADEM would like for the Corps to be able to place the bar channel dredged material on the Sand Island shoals if at all possible but also understand the regulations that we work under. We believe they would be willing to support any effort to return material to the natural sediment transport process. Discussions with the ADEM point of contact on 30 November indicated that they plan to transmit a letter to the District requesting that we place the material dredged from the bar channel in a more environmentally beneficial location and that we provide a plan of work and cost estimate for a Section 22 study.

DAUPHIN ISLAND FOUNDATION

...to preserve and promote the environmental integrity and beauty of Dauphin Island by encouraging thoughtful development of the community as a setting for family life, recreation, and commerce centered on its rich, natural, and historic assets.

Quarterly Newsletter
November 1995

❖❖Membership and Participation❖❖

Biking/Jogging Trails Ground Broken

The weather cooperated with the Town Council of Dauphin Island and the Dauphin Island Foundation on September 13, 1995, as gold-painted shovels, wielded by invited guests, broke ground for the biking/jogging trails named in honor of Taylor F. Harper.

The event took place on Bienville Boulevard at the Water Tower at a point included in the path of the trail. About 100 people witnessed the event and listened to messages delivered at the podium from William A. Muse, President of Auburn University; Mel Lucas, Mayor of the Town of Dauphin Island; Richard Compton of the Governor's office, and Robert Lunsford of ADECA. Mobil Oil Co., which contributed $60,000 to the Foundation for the Trails project, was represented by Chuck Knight, the local Mary Ann Plant Superintendent. State Senator Steve Windom participated, as did Jimmie Wilson of the Alabama Department of Transportation.

Taylor Harper received a framed Resolution recognizing his efforts on behalf of Dauphin Island. Construction of Phase I of the Taylor F. Harper Biking/Jogging Trails from Ft. Gaines west to Salt Creek is expected to be completed by April 1996.

DIF Membership Campaign Underway

We know that you, too, are concerned about preserving and promoting the environmental integrity and beauty of the Island by ensuring that as the community develops, it remains a positive setting for family life, recreation and commerce based around its rich, natural and historic assets. We invite you to consider becoming a participating member of the Dauphin Island Foundation . . .

Why become a member of the Dauphin Island Foundation?

The Foundation exists as a non-political organization that provides a forum for ongoing dialogue and mutual assistance between groups and individuals supporting the Foundation. To remind you, the Board of Directors consists of chief officers of the five governmental entities of the Island, as well as five lifetime members. The current Board is seeking to expand its number from 10 to as many as 15 to provide more rounded Island representation.

1. The Dauphin Island Foundation assists individuals and corporations to maximize the efficient use of charitable contributions. By working with the Foundation, you, as a donor, can be assured that the Directors will promote the sound investment of donations in projects that are well-conceived, satisfy recognized community needs, and are actively supported by all the major Island organizations represented on the Foundation Board. This will increase the likelihood of positive results for the community.

EROSION..

The Dauphin Island Foundation is actively involved in the effort to achieve relief from the Corps of Engineers' current methods of sand disposal from dredging of the Mobile Bay Ship Channel. SEE INSERT for the DIF position statement recently filed with the Corps and ADEM.

2. The Dauphin Island Foundation works with all contributors to determine the most suitable projects and donations. For example, as a Foundation Member, you will have opportunity to meet with the Foundation Board to review activities supported by your contributions and to discuss other community activities of interest.

Your membership will allow you to participate in focus groups to discuss and define DIF community projects receiving support through the Foundation's fund raising efforts.

3. The Dauphin Island Foundation is exempt from taxation under 501(c)3 of the Internal Revenue code and contributions are tax deductible.

...continued on page 2

As an organization which shares the goals of the DI Foundation, the Foundation can help support your organization's efforts by providing technical, communication, financial and other support.

4. A recognized partnership between the members and the Dauphin Island Foundation will demonstrate the community's commitment to the vision and future of Dauphin Island as the Foundation seeks funds "off island" and from corporate donors.

If you support the mission of the Dauphin Island Foundation, become a member of the Dauphin Island Foundation today! Your contribution will support the operating costs of the Foundation as it works for you to achieve the mission of benefitting the Dauphin Island community.

The Foundation plans to provide technical, communication, financial and other support to organizations and individuals already advancing the Foundation's mission. The Foundation will help originate and support new organizations whose goals further the Foundation's mission. Perhaps, most important, the Foundation will provide a forum for ongoing dialogue and mutual assistance *between* groups and individuals supporting the Foundation's mission. Any and all of your contributions will help sustain the activities of the Foundation.

In addition to monetary donations, your contribution of goods, services, and volunteering (see the section on volunteering) will be valuable aids in the daily goal of achieving the mission of the Foundation.

The following categories of membership are available to you:

Sustaining Member. A renewable, annual membership for individuals based on a monetary contribution or voluntary service to Foundation activities.

Sponsoring Member. A renewable, annual membership for individuals, businesses, foundations, or corporations based on a significant financial or voluntary service contribution to Foundation activities.

Corporate Member. A renewable, annual membership for corporations and businesses based upon a financial contribution.

Endowment Member. A permanent membership for individuals based on a significant trust or endowment gift to the Foundation.

Heritage Member. An honorary membership granted to individuals and organizations recognizing significant achievements or historical contributions to Dauphin Island or the Foundation.

Founding Member. An emeritus membership recognizing the founding members of the Foundation.

The DIF membership application form is located on the back page of this newsletter.

DON'T FORGET – THE DAUPHIN ISLAND FOUNDATION IS A NON-PROFIT ORGANIZATION AND YOUR CONTRIBUTIONS ARE TAX DEDUCTIBLE.

Beach Erosion Update

As was discussed in the September newsletter of the DIF, one of the objectives of the DIF, formulated from the survey of concerns of DI residents and property owners, is to explore and analyze the potential role of the DIF in addressing beach erosion of Dauphin Island. The Foundation has taken this task very seriously, especially in view of the current status of the Corps of Engineers Mobile Bay Ship Channel Project and the hurricanes that have recently brushed the Island. We have progressed as follows:

- ✔ Filed a position statement with the Corps and ADEM (See insert)
- ✔ Maintaining a-continuous dialogue with Dr. George Crozier at the Dauphin Island Sea Lab
- ✔ Submitted four grant proposals to provide a defense fund in the event that we litigate
- ✔ Communicated with State and Federal government representatives
- ✔ Contacted and consulting with the Coastal Management Program
- ✔ Contacted and holding discussions with the Environmental Defense Fund
- ✔ Investigating litigation potential through discussions with the Mobile law firm that successfully handled the recent suit brought by some Gulf Shores residents against the State in regard to dredging activity at Little Lagoon Pass.

New Management

A recent change in the leadership of the Dauphin Island Chamber of Commerce redefines the DIF Board of Directors as follows:

DAUPHIN ISLAND FOUNDATION

...to preserve and promote the environmental integrity and beauty of Dauphin Island by encouraging thoughtful development of the community as a setting for family life, recreation, and commerce centered on its rich, natural, and historic assets.

Special Insert to November 1995 Edition

The following statement was officially filed with the Corps of Engineers and the Alabama Department of Environmental Management in response to Public Notice Number FP95-MH072-2 for the Public Hearing/Workshop held at Dauphin Island Chamber of Commerce on October 24, 1995.

Dauphin Island Erosion

The primary interest of residents of Dauphin Island is to maintain an established, tranquil and cherished way of life which centers upon the physical beauty of their environment. Related to this is maintaining the integrity of the gulf shore beaches, which are enjoyed not only by the residents, but as well, by neighbors and visitors from Mobile County, and southwest Alabama and regions beyond. The change Dauphin Islanders seek is moderate growth and development conducive to family recreation and a quiet sense of well-being.

It is no surprise that the number one concern expressed in a 1991 and a 1995 survey of problems on the Island has been the worsening condition of the beaches and the serious erosion that has set in over the past three or four decades.

For centuries, these beaches have been nourished by an east to west littoral flow of sand moving along the coast lines of Florida and Alabama. While this flow of sand is affected by natural forces of wave and wind, the principal and most probable cause of interrupting this flow in the case of Dauphin Island is man-induced activity, particularly dredging.

For decades the dredging by the Corps of Engineers in the Mobile Harbor project has diverted sand from Dauphin Island, mindless of the larger cost and consequences of the project.

It is estimated by competent professionals that as much as 50 million cubic yards of sand have been permanently removed this century from the ebb tidal shoal and deposited in deeper water. Over the past several decades the rate of removal has been increased. More recently, beach erosion has destroyed the integrity of Dauphin Island's main public beach, rendering it unfit for swimming. Additionally, the erosion has destroyed many of the structural facilities which had been provided for the public.

While experts agree that there are multiple causes for erosion - shifts in wave action, the yearly impact of severe storms and other non-man-made influences, there is also general agreement that man-induced dredging and disposal are the significant contributing factors in removing sand from the natural east to west littoral flow which provides sand nourishment for Dauphin Island. Dredging and disposal have completely blocked the natural, long term sources of sand for Dauphin Island on the outer bay/Gulf of Mexico sector of the project. Scott Douglass, a civil engineering professor at the University of South Alabama who has studied this erosion problem in detail, states the cardinal point:

> "Prior to dredging, sand followed a "U" shaped path from the beaches of the Fort Morgan peninsula onto the Dixie Bar Shoals across to the Sand Island shoals to Dauphin Island. The sand's path today is the same with one exception. The dredging of the ship channel breaks the U-shaped path at the bottom of the "U." The sand is dredged from the bottom of the "U" and dumped into deep water outside the littoral system."

In fact, in 1978 a report, Beach Erosion Control . . . Mobile County, Alabama (including Dauphin Island), prepared by the Corps of Engineers (140pp) reviewed alternatives to their established practice of deep water disposal. After considering all technical information, public views, and in particular, the economic, social and social well-being impacts, the Corps took the position that the selected plan (disposal in the near-shore Sand Island shoals littoral) warranted implementation. "There

is no more appropriate alternative," the report states, "that could more meaningfully address the problems of the area at this time." The report continues:

> "204. Studies herein indicate that the only acceptable measures that would be economically feasible that would partially resolve any of the flooding or erosion problems of the area would be the Nearshore Nourishment Plan defined herein as The Selected Plan. This plan would produce net economic benefits, is considered environmentally acceptable, and subject to EPA approval of the disposal site designation, could be implemented under the authority of the Chief of Engineers for operation and maintenance of Mobile Harbor without additional authority from the Congress. Accordingly, the District Engineer recommends that the Chief of Engineers modify the present maintenance dredging practice for the entrance channel to Mobile Harbor to conform to the procedures outlined herein for the Selected Plan as soon as practical with such other modifications as he may deem appropriate."

Neither the Dauphin Island Foundation nor the residents of Dauphin Island take issue per se with the Harbor Project which undoubtedly serves the growth, development and public interest of Mobile and southwest Alabama. Dauphin Island takes pride in the growth and development of Mobile. Dauphin Island sees itself as a participating member in this regional community, utilizing its location and resources as a significant economic contributor as well as one of the principal sources of family-focused recreation. In fact, Dauphin Island sees itself in its relationship to business and commerce, and in its appeal to tourism as part of growth in the region. Dauphin Island also sees itself in the conventional configuration of a barrier island, protecting lower Mobile County and Mobile itself against the most serious ravages of hurricanes and high water.

Dredging is an accepted fact of life in the harbor project. Disposal of the sand is the contested issue and over the years, the unyielding and categoric position of the Corps that it bears no responsibility to the diversion of the littoral sand flow which nourishes the Island is not only a statement that flies in the face of scientific certitude, but is as well a callous and costly abrogation of its responsibility to serve the public interest.

Ironically, the U.S. Army Corps of Engineers numbers among its subsidiaries the Coastal Engineering Resource Center at Vicksburg, Mississippi, which is regarded as the premier agency of its kind, worldwide. The unwillingness or inability of the Mobile District to call upon the resources of CERC is clearly beyond comprehension.

The Dauphin Island Foundation, which includes on its board the leadership of all the principal public agencies on Dauphin Island, (the Mayor of the Town of Dauphin Island, the Chairman of the Dauphin Island Park and Beach Board, the President of the Dauphin Island Property Owners Association, the President of the Dauphin Island Chamber of Commerce, and the Chairman of the Dauphin Island Water and Sewer Board) is of two minds:

> First and foremost, it seeks a meaningful collaborative relationship with the Corps and its associated organizations, namely CERC, to pursue the problem of beach erosion on the Island to determine suitable corrective action. In this the Foundation does not ignore the recently formulated Erosion Task Force set forth in Alabama State legislation HJR 324. However, it realizes that processes established to "exchange information" and "investigate the feasibility of developing a statewide shoreline management plan" will be a long-term endeavor, whereas the specific Dauphin Island erosion problem requires urgent analysis and resolution.
>
> Second, lacking a collaborative effort, the Foundation will seek injunctive relief and additional support in the Federal Courts to restrain the Corps of Engineers from continuing harmful processes of disposal which contribute significantly to the damage of Island resources, harms the well-being of Island residents and, in the long term, threaten the demise of the Island itself.

Mayor, Town of Dauphin Island
Dr. Melvin A. Lucas

President, Dauphin Island Property Owners Association
Mr. Robert C. Campbell, III

President, Dauphin Island Chamber of Commerce
Mr. Jimmie Morris

Chairman, Dauphin Island Water & Sewer Authority
Mr. Fred Rounsaville

Chairman, Dauphin Island Park & Beach Board
Ms. Elizabeth A. Gebsen

Mr. Chris DeLaney
Chairman

Admiral William Stewart
Vice-Chairman

Ms. Doris Anderson
Secretary

Mr. Bill J. Edwards
Director-at-Large

Mr. James G. Hall
Director-at-Large

Ms. Marti Harding
Director-at-Large

Ms. Shirley Westfall
Director-at-Large

YOUR Participation

Up until now, the deliberations of the Foundation have been limited to the Board. In matters of overall policy, this will certainly continue, but in resolving the many issues and details of your projects, we will seek PARTICIPATION among our members. For example, as we pursue the design and detail of our community activities center, we will, most likely, organize focus groups or seek out individual counsel to determine the activities, the spaces for these activities and the programs that will best serve the residents of the Island.

For initial, early donors MEMBERSHIP and PARTICIPATION will involve a certain leap of faith and an early vote of confidence that the Foundation will find its direction and develop its "off island" momentum, in attracting support for our programs. But an important part of our "off island" appeal will be our ability to demonstrate that we enjoy active support on the Island.

DIF Volunteers Needed

In its effort to stay efficient, the DIF would really appreciate some volunteer help on a quarterly basis to fold, staple, affix address labels and sort for mailing, the DIF newsletters. These gatherings of volunteers are a great opportunity to chat and visit with other DIF volunteers and members of all ages while accomplishing a very worthwhile project. Refreshments will be provided.

If you want to help, please call Diane Wakeman at the DIF, 861-3800, or drop by the office to register as a DIF Volunteer.

Contact

This newsletter is published by the Dauphin Island Foundation. For further information about the Dauphin Island Foundation, contact:

Dr. Ross Pritchard
Executive Director
Dauphin Island Foundation
P.O. Box 946
210 LeMoyne Drive
Dauphin Island, Alabama 36528
Telephone (334) 861-3800
Facsimile (334) 861-3311

The Dauphin Island Foundation sincerely wishes you all a very happy holiday season!

Your DIF Membership Contribution works to your benefit!

Establish your partnership with the Dauphin Island Foundation for the present and future benefit of the community.

- ☐ Sustaining Member, $25 - $250/year; an annual membership for individuals
- ☐ Sponsoring Member, $251 - $1,000/year; an annual membership for individuals and businesses
- ☐ Corporate Member, $1,000+; annual membership for corporations/businesses based on a financial contribution
- ☐ Endowment Member; membership based on a significant trust or endowment gift
- ☐ Heritage Member; membership granted to individuals/organizations recognizing significant achievements or historical contributions to Dauphin Island or the Foundation

Name: _____

Mailing Address: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Phone Numbers: (____)_____ (____)_____ (____)_____

Home Business Fax

Please send your membership form and donation to: The Dauphin Island Foundation, P.O. Box 946, Dauphin Island, Alabama 36528. Phone: (334) 861-3800; Fax: (334) 861-3311.

Dauphin Island Foundation
P.O. Box 946
210 LeMoyne Drive
Dauphin Island, AL 36528

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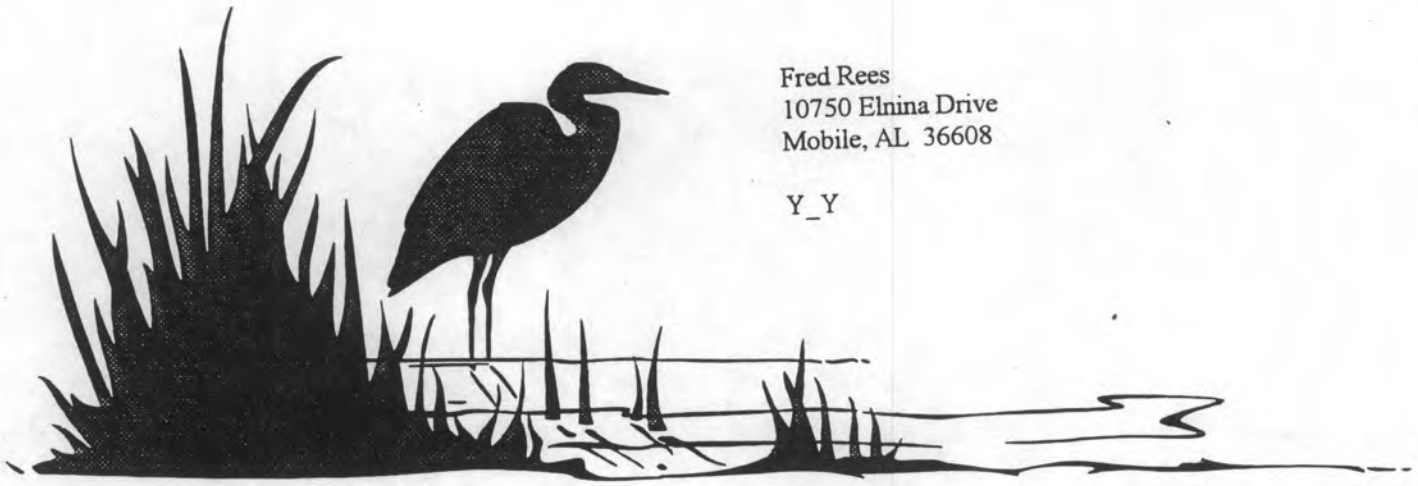

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Y_Y