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# Addressing Resuspension Risks as a Decision Problem



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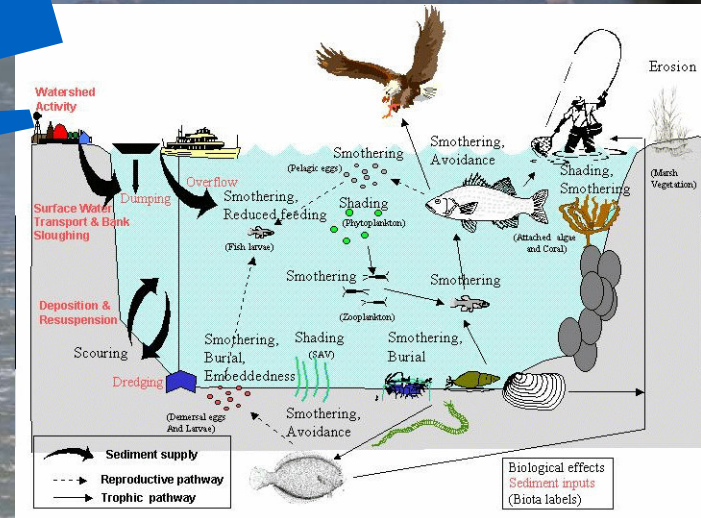
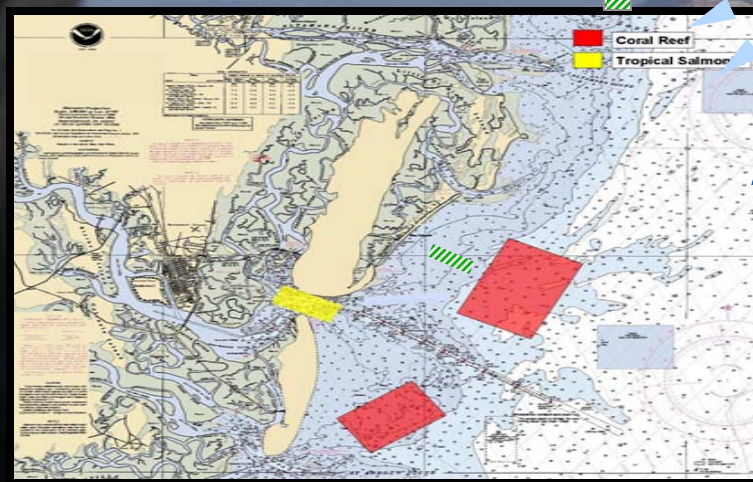
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Dredged Material Assessment and Management Seminar  
15-17 April 2008, Sacramento, CA

# 1



# The Beginning...



*How could we balance engineering/societal needs with environmental protection goals?*

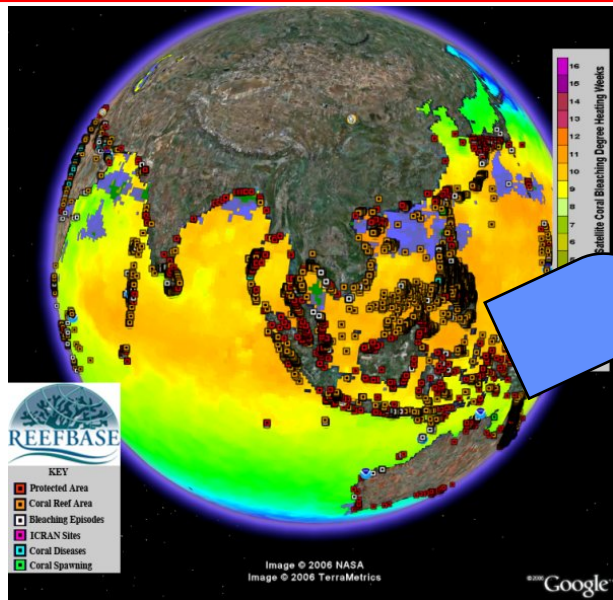
# ***Presentation -- Overview***

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- **Case Study - Introduction**
- **Approaches to Selecting Dredging Alternatives**
  - **Gut Feeling**
  - **Some numbers**
  - **Multi-criteria Decision Analysis**
- **MCDA Framework and Case Study Illustration**
  - **Problem Formulation**
  - **Risk Assessment**
  - **Decision Analysis**
- **Conclusion**
- **References**



# Hypothetical Case Study - Introduction



- **Issue:** Toddistan is planning to deepen entrance channel to coastal port
- **Regulatory Environment:** Port borrowing money from World Bank, so required to:
  - Provide environmental protection
  - Decide whether or not to dredge

- **Competing Stakeholder Concerns:**
  - Maintaining navigation
  - Protection of resources from sediment resuspension
  - Minimizing duration of project and costs



# Hypothetical Case Study - Introduction

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## Geo-physical Data:

- Diurnal flow
- Predominately tidal-dominated currents
- Deepening means clean materials, not contaminated
- Sediments 30 percent fines, 70 percent sand
- Going to -55 ft depth from -45 ft





# Hypothetical Case Study - Introduction

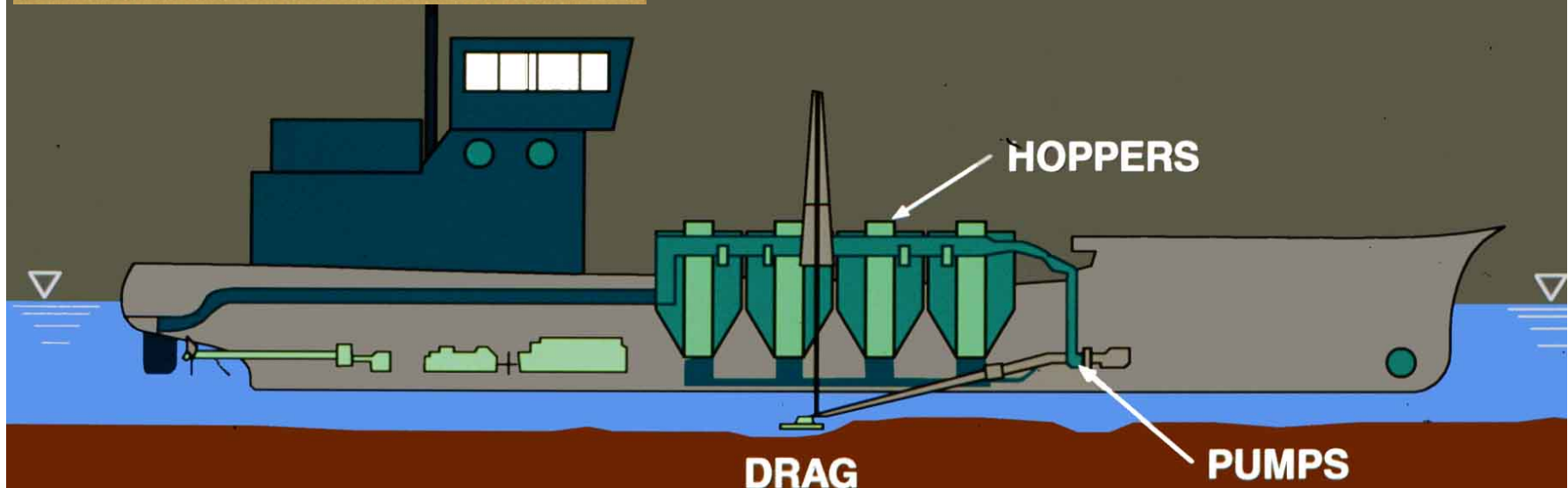
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## General Information

- Dredging reach is 900 m long, 150 m wide
- Channel is 15,000 m long
  
- Distance from dredging area to:
  - SAV = 1,200 m
  - Fish = 4,000 m
  - Coral = 4,200 m



# *Alternatives: Hopper Dredge 0, 15 and 30 min Overflow*





# Alternative 4: Environmental Window

| PROJECT             | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | 31 |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|
| ARCADIA             |     |     |     |     |     |     |     |     |     |     |     |     |    |
| CHARLEVOIX          |     |     | 31  |     |     | 1   |     |     | 31  |     |     |     | 1  |
| FRANKFORT           |     |     | 31  |     | 15  |     |     | 15  |     |     |     |     | 1  |
| GREILICKVILLE       |     |     | 31  |     |     | 1   |     |     | 15  |     |     |     | 1  |
| GRAND HAVEN (INNER) |     |     |     |     | 15  |     |     |     |     |     | 1   |     |    |
| GRAND HAVEN (OUTER) |     |     |     |     | 15  |     |     |     |     |     | 1   |     |    |
| GRAYS REEF PASSAGE  |     |     | 31  |     |     |     | 15  |     |     | 31  |     |     | 1  |
| HOLLAND (INNER)     |     |     |     |     | 15  |     |     |     |     |     | 1   |     |    |
| HOLLAND (OUTER)     |     |     |     |     | 15  |     |     |     |     |     | 1   |     |    |
| LITTLE BAY DE NOC   |     |     | 31  |     |     | 1   |     |     | 15  |     |     |     | 1  |
| LELAND              |     |     |     |     | 31  |     |     |     |     |     |     |     | 1  |
| LUDINGTON           |     |     | 31  |     | 15  |     |     | 15  |     |     |     |     | 1  |
| MANISTEE            |     |     | 31  |     |     | 1   |     | 15  |     |     |     |     | 1  |
| MANISTIQUE          |     |     | 31  |     |     | 15  |     | 31  |     |     |     |     | 1  |
| MENOMINEE           |     |     | 31  |     |     | 15  |     | 31  |     |     |     |     | 1  |
| MUSKEGON            |     |     | 31  |     |     | 1   |     | 15  |     |     |     | 15  |    |
| NEW BUFFALO         |     | 28  |     |     |     | 15  | 30  |     |     |     |     |     |    |
| PENINWATER          |     |     | 31  |     | 1   | 15  |     |     |     |     |     |     | 1  |
| PETOSKEY            |     |     | 31  |     |     | 1   |     | 31  |     |     |     |     | 1  |
| PORTAGE LAKE        |     |     | 31  |     |     | 1   |     | 15  |     |     |     |     | 1  |
| SAUGATUCK           |     |     | 31  |     |     |     | 1   | 31  |     |     |     |     | 1  |
| SOUTH HAVEN         |     | 28  |     |     |     |     | 1   | 31  |     |     | 1   |     |    |
| ST JAMES            |     |     |     |     | 15  |     |     | 1   |     |     |     |     |    |
| ST JOSEPH (INNER)   |     | 28  |     |     | 1   |     | 30  |     |     |     |     |     | 1  |
| ST JOSEPH (OUTER)   |     | 28  |     |     | 1   |     | 30  |     |     |     |     |     | 1  |
| WHITE LAKE          |     |     | 31  |     |     | 1   |     |     | 15  |     |     |     | 1  |



# Approaches to Selecting Dredging Alternative

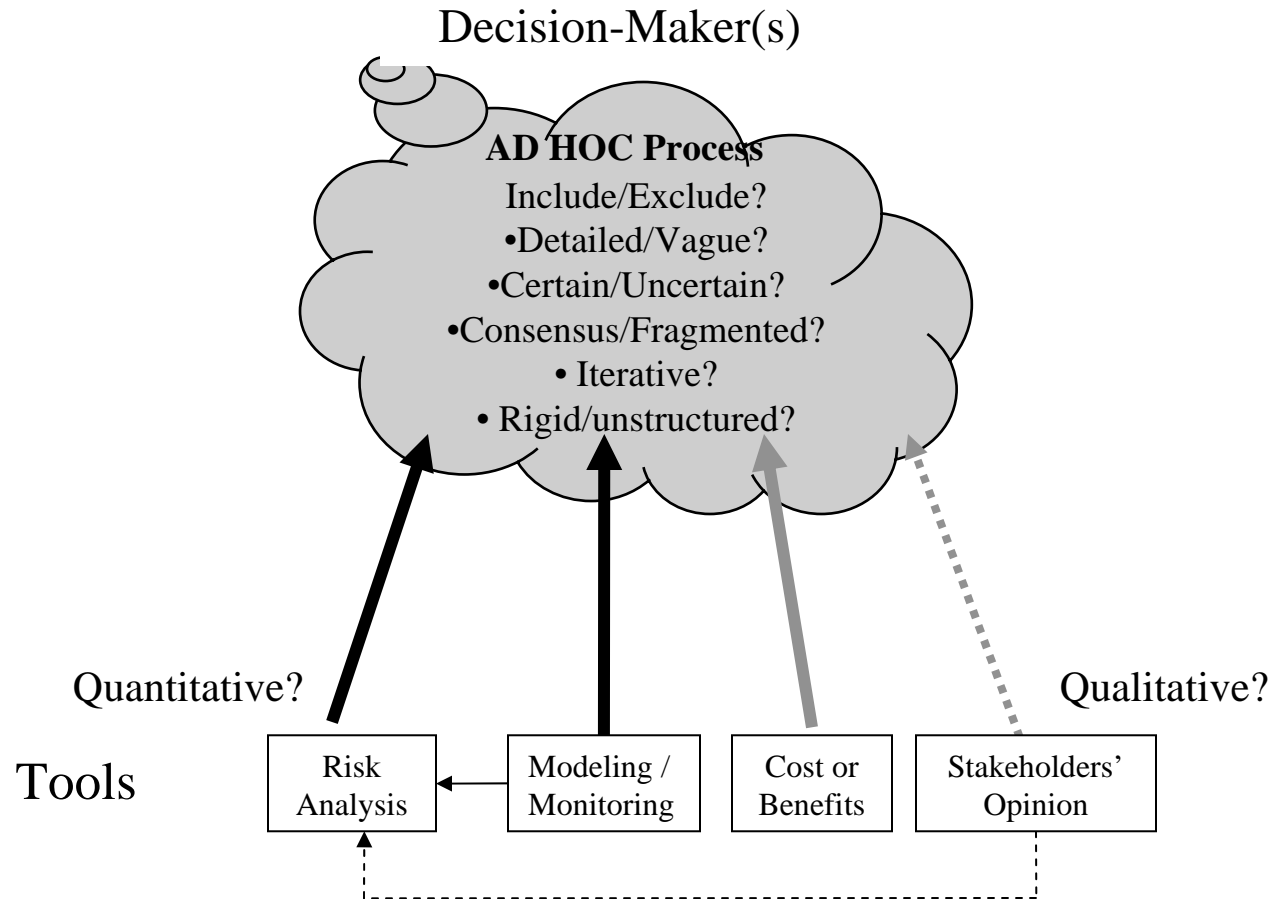
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- **Subjective (Gut Feeling)**
  - ◆ **Pros: easy to do**
  - ◆ **Cons: no rigor, potential mistakes, not transparent and not reliable**
- **Single Criteria (e.g., \$\$\$) or Two Criteria (cost-benefit)**
  - ◆ **Pros: relative ease of implementing**
  - ◆ **Cons: requires monetizing or scaling to one unit, difficult to modify/adjust for specific criteria and values**
- **Multi-Criteria Decision Analysis**
  - ◆ **Pros: transparent, state-of-the-art tool, can be tailored/modified in real time, records and visualizes differences among alternative options and stakeholder groups**
  - ◆ **Cons: relatively intense, may require specialized expertise and knowledge**



# Ad-Hoc Decision-Making Processes

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Challenge: Multiple & Uncertain Criteria



# *Risk Criteria*

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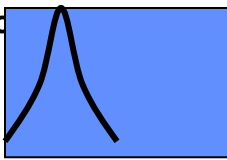
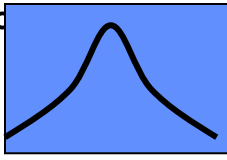
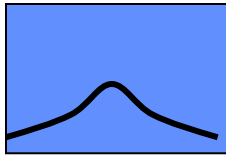
| <b>Alternative</b>              | <b>Cost</b> | <b>Survivability of Juvenile Salmonids</b><br>% | <b>Survivability of SAV</b> |
|---------------------------------|-------------|---|-----------------------------|
| <b>Hopper - No Overflow</b>     | 100         | 95  | 95                          |
| <b>Hopper – 15 Min Overflow</b> | 40          | 80  | 70                          |
| <b>Hopper – 30 Min Overflow</b> | 30          | 70  | 30                          |
| <b>Env. Window</b>              | 45          | 100   | 80                          |



# Real World

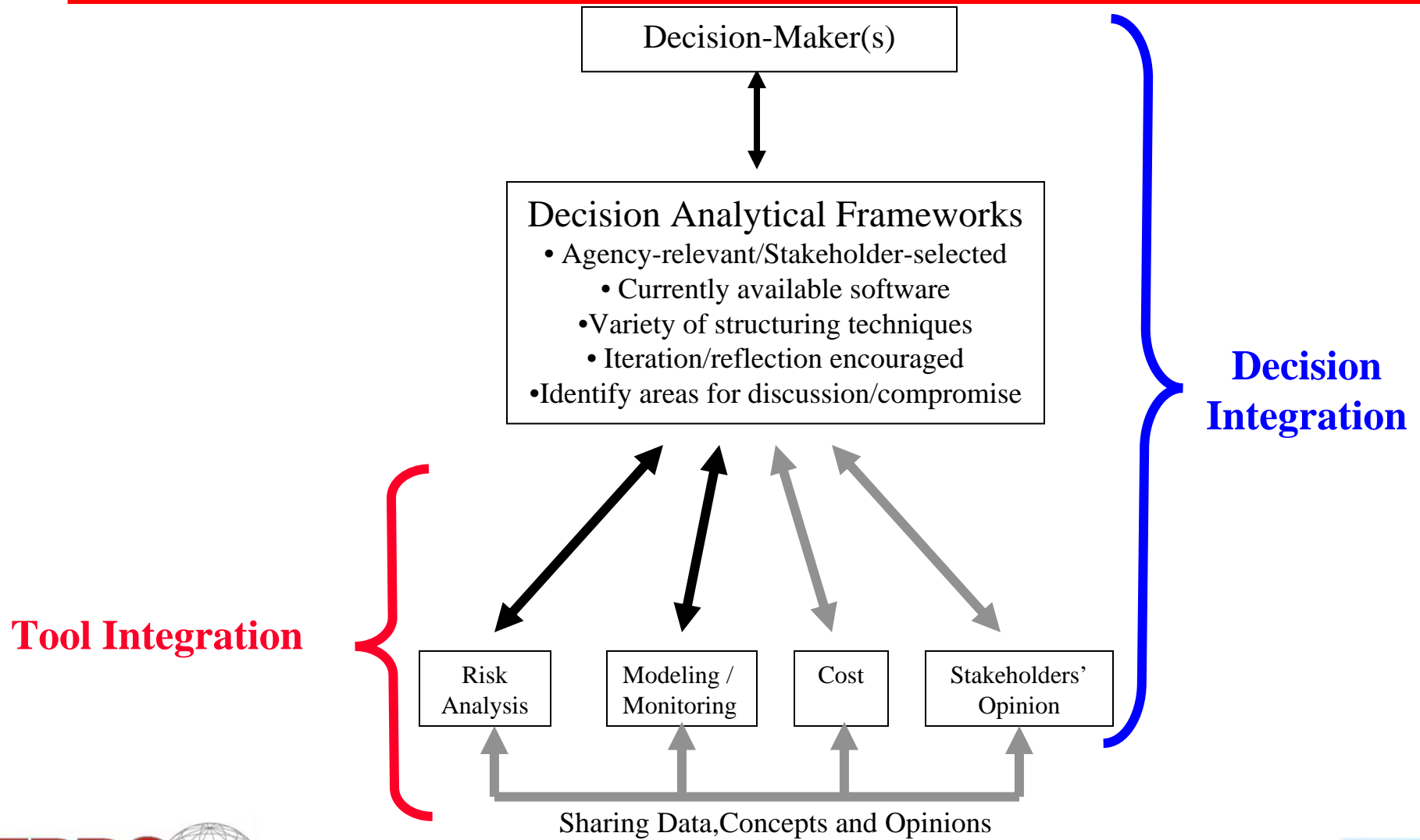
How to combine these criteria?

How to compare these alternatives?

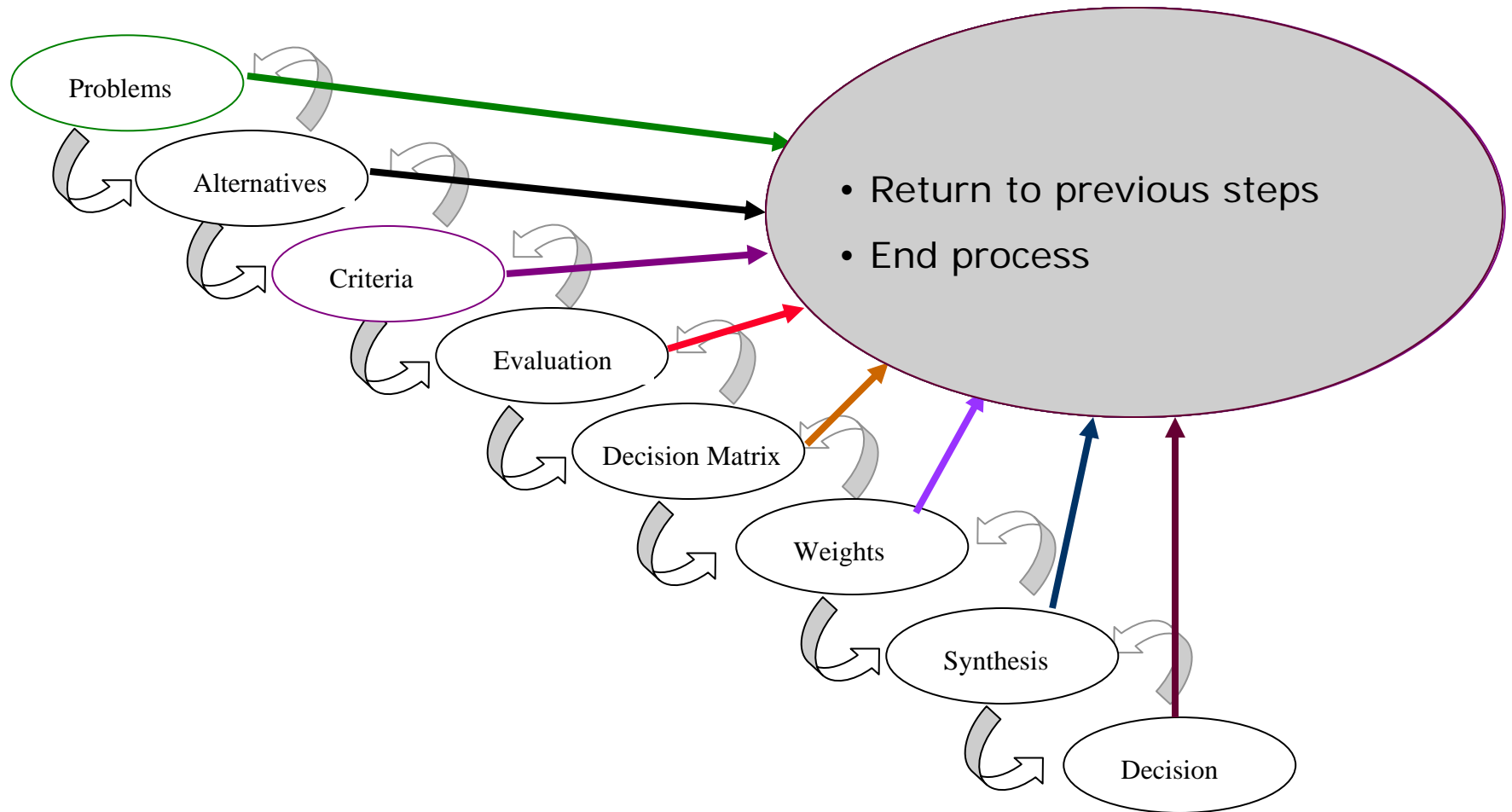
|        | Criteria 1  | Criteria 2             | Criteria 3  | Criteria 4           |
|--------|---|------------------------|---|----------------------|
| Alt. 1 | <b>How to interpret these results?</b>  |                        |   |                      |
| Alt. 2 | Monitoring Results  | Stakeholder Preference | Economic Cost   | Non-monetary benefit |
| Alt. 3 |   | Stakeholder Preference | Economic Cost   | Non-monetary benefit |
| Alt. 4 |  | Stakeholder Preference |  | Non-monetary benefit |

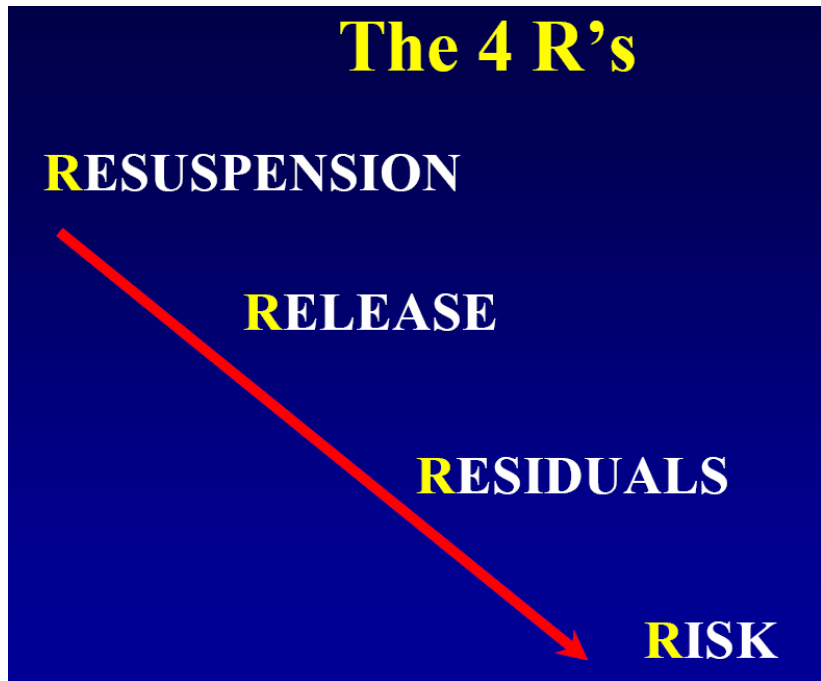
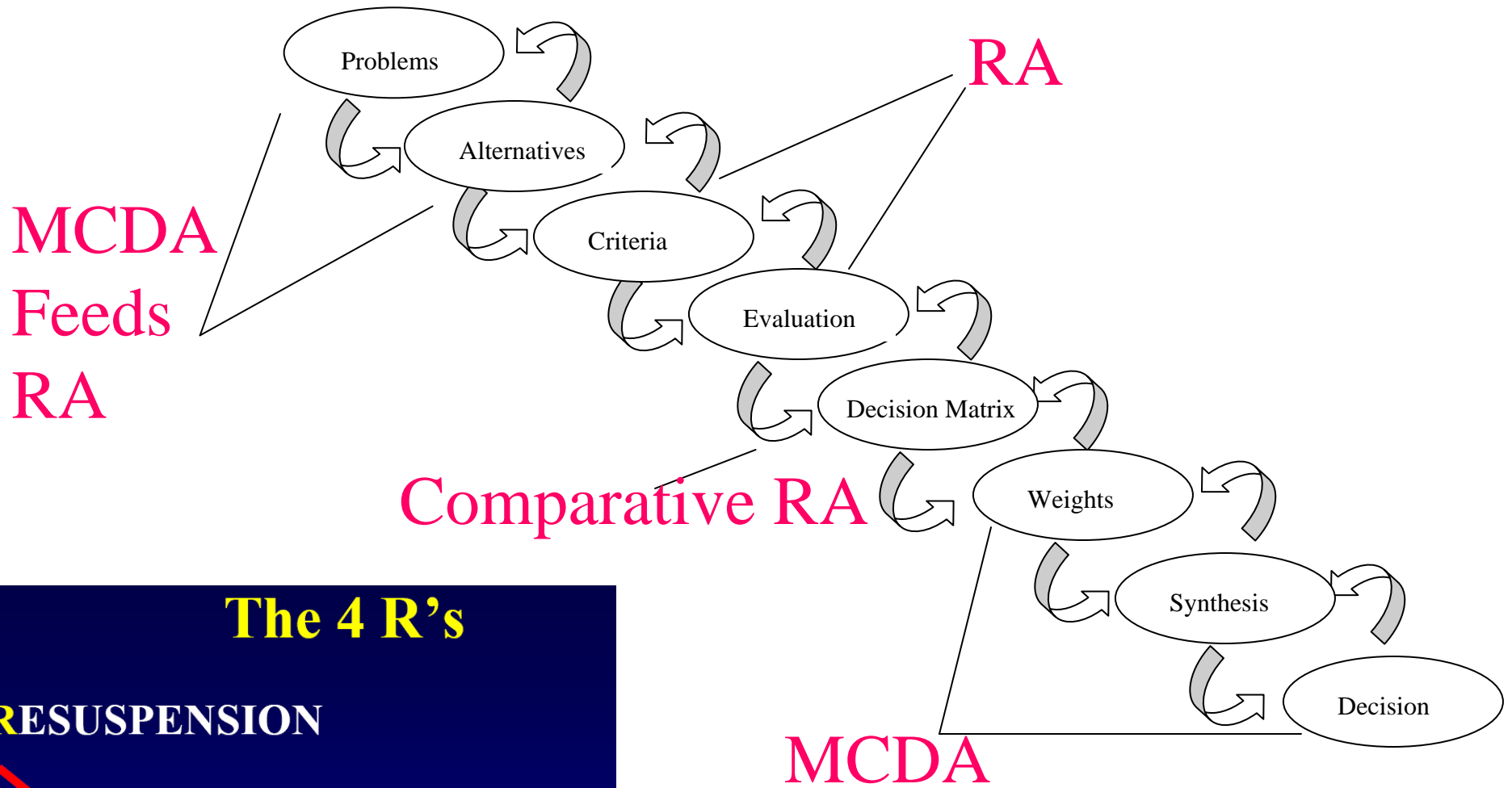


# *Evolving Decision-Making Processes*



# MCDA Framework





# Resuspension as Decision Problem



# *Framing Decision*

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- **Problem statement**
  - Select dredging alternative that maximizes benefits and minimizes risks
- **Dredging Alternatives**
  - Mechanical
  - Hopper
  - Others
- **Constraints**
  - Financial
  - Resources
  - Ecological (Protection of migrating salmonids and coral reefs)
- **Stakeholders**
  - Federal Agencies
  - State Agencies
  - Industry
  - General public



# *Requirements for Decision Criteria/Performance Measures*

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- **A coherent criteria set is: (Roy, 1985)**
  - **Exhaustive (nothing important left out)**
  - **Consistent (no secret preferences)**
  - **Non-redundant (no double counting)**
- **Effective criteria are: (Yoe, 2002)**
  - **Directional (maximum, minimum or optimum)**
  - **Concise (smallest number of measures)**
  - **Complete (no significant impact left out)**
  - **Clear (understandable to others)**
- **Criteria are often correlated but can still be acceptable**
- **Criteria should be tested throughout the decision process**



# Dredging Impact

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On spawning

On fish migration

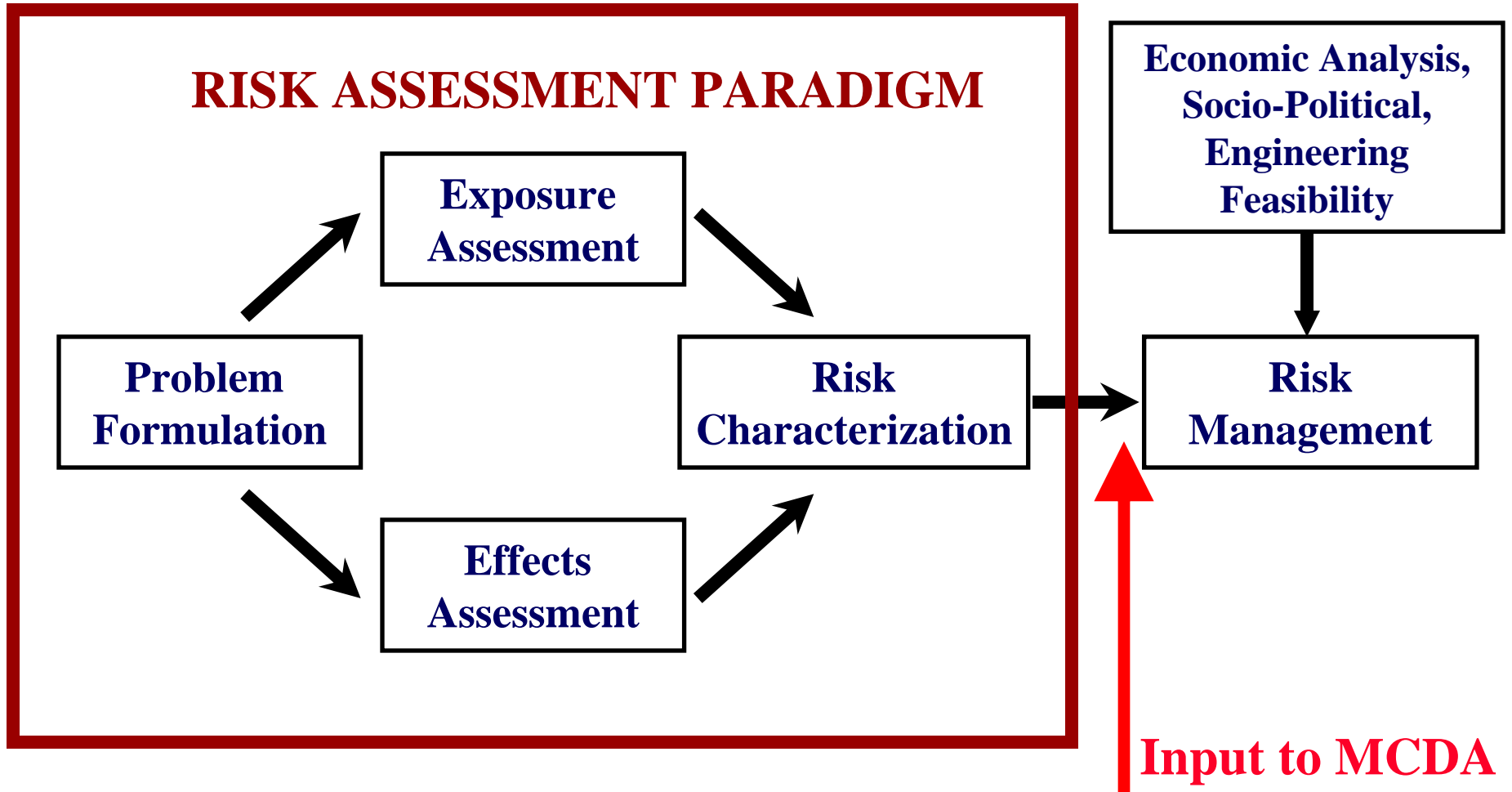
On corals

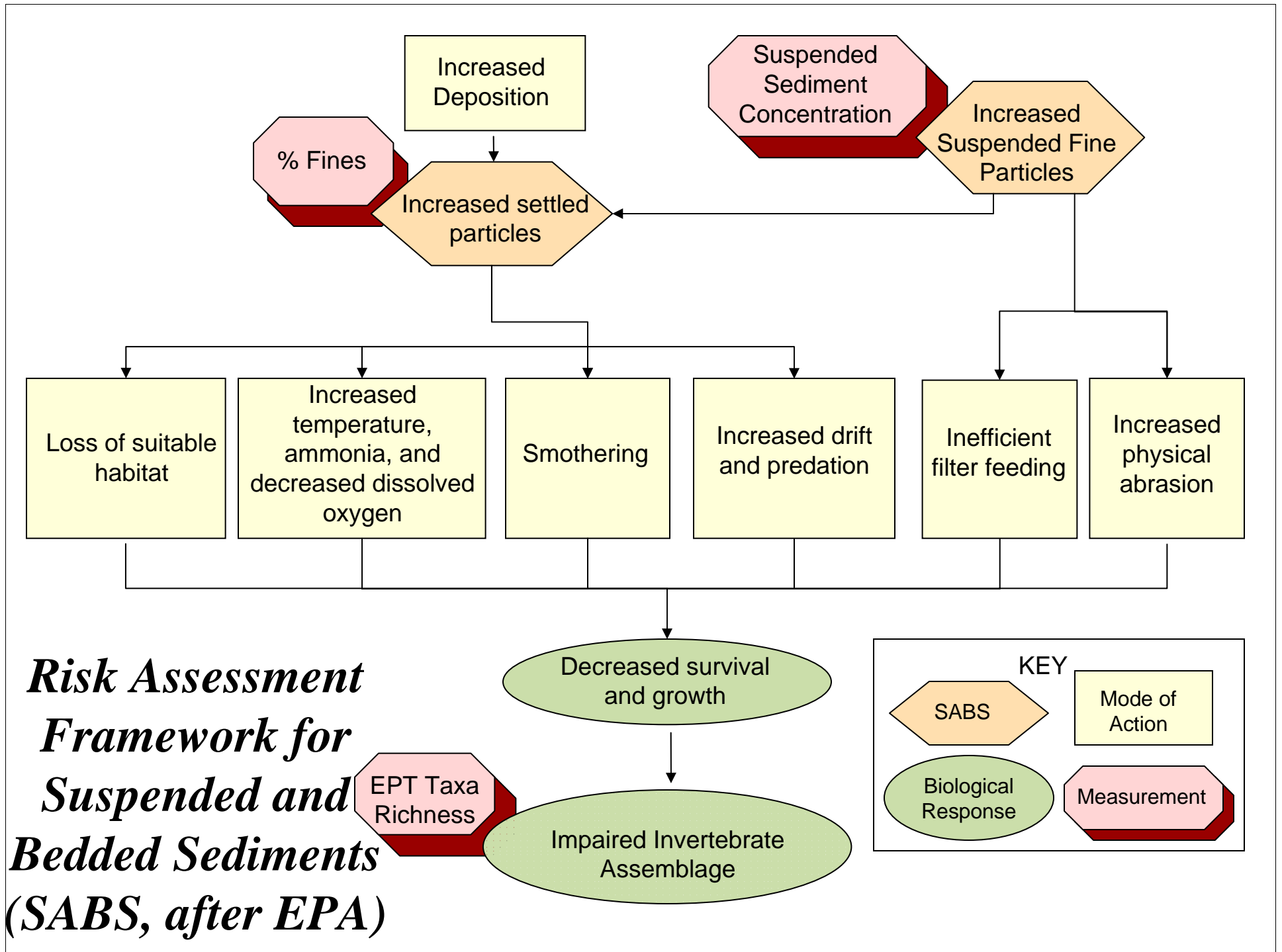
On T&E Spp.

On seagrasses



# RISK FRAMEWORK





# *Multi-Criteria Decision Analysis and Tools*

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- **Multi-Criteria Decision Analysis (MCDA) methods**
  - **Evolved as a response to the observed inability of people to effectively analyze multiple streams of dissimilar information**
  - **Many different MCDA approaches**
- **Based on different theoretical foundations (or combinations)**
  - **Optimization models**
  - **Goal aspiration**
  - **Outranking models**



# *Multi-Criteria Decision Analysis and Tools*

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- **See Yoe 2002 (Web address in Reference Section)**
- **Simplified methods**
  - **“Pros and cons”**
  - **Maximin and Maximax**
  - **Decision tree**
  - **Influence diagrams**
- **Multi-attribute utility/value theory (MAUT)**
- **Analytical Hierarchy Process (AHP)**
- **Outranking**



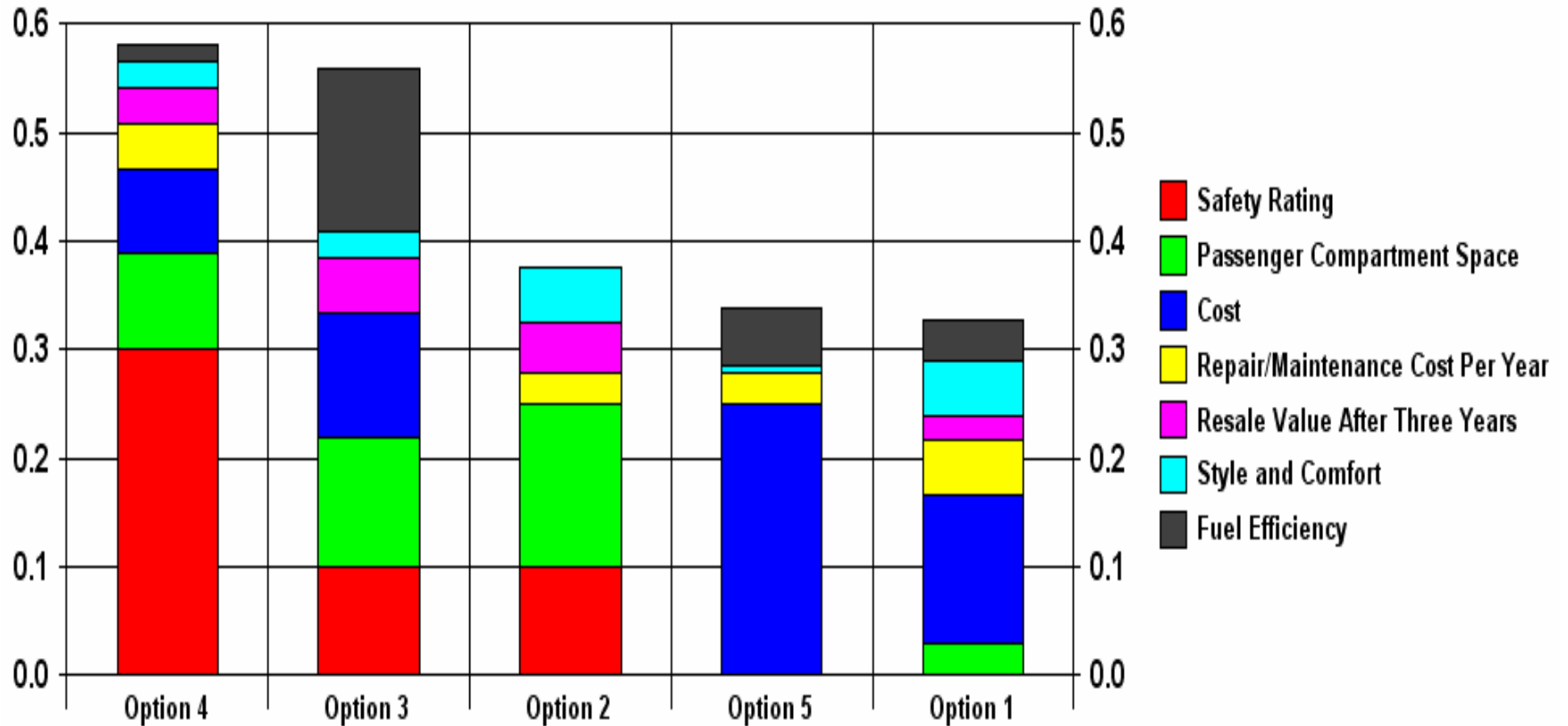
# *A Familiar Decision: Buying a Car*

| Metric (Weight)                      | Units               | Cars     |          |          |          |          |
|--------------------------------------|---------------------|----------|----------|----------|----------|----------|
|                                      |                     | Option 1 | Option 2 | Option 3 | Option 4 | Option 5 |
| Cost (25)                            | Dollars             | 27,000   | 45,000   | 30,000   | 35,000   | 12,000   |
| Resale Value After Three Years (5)   | % of Original Value | 44       | 56       | 57       | 49       | 33       |
| Repair/Maintenance Cost Per Year (5) | Dollars             | 100      | 500      | 1,000    | 250      | 500      |
| Fuel Efficiency (15)                 | MPG                 | 30       | 25       | 45       | 27       | 32       |
| Passenger Compartment Space (15)     | ft <sup>3</sup>     | 150      | 170      | 165      | 160      | 145      |
| Style and Comfort (5)                | Qualitative         | Finest   | Finest   | Average  | Average  | Poor     |
| Safety Rating (30)                   | NHTSA Safety Rating | 2        | 3        | 3        | 5        | 2        |





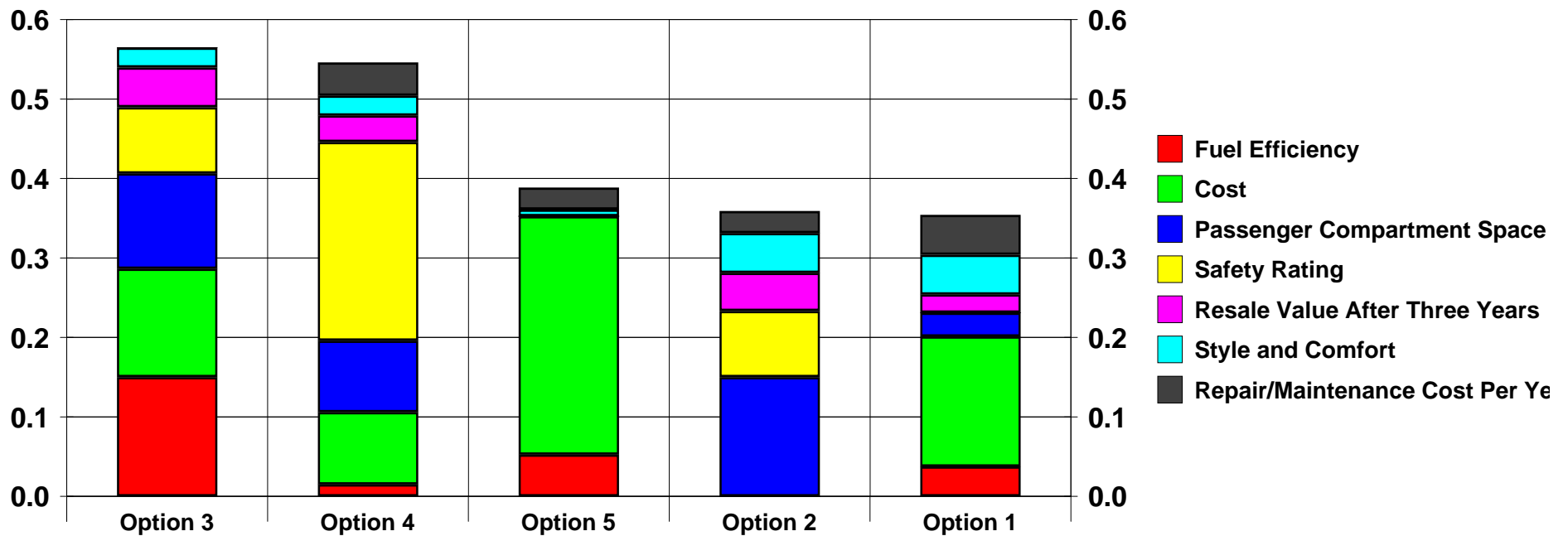
# Ranking and Contributions by Metric



# Ranking Sensitivity to Weight Allocation

Cost: 25 to 30

Safety: 30 to 25



*Summary:*  
***Why do We Need to Frame Resuspension as  
Decision Problem?***

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- **Nature of the problem at hand**
  - Goal: Select dredging alternative
  - Issues:
    - ◆ Limitation of dredging methods
    - ◆ Ecosystem Health
    - ◆ Regulatory Constraints
    - ◆ Stakeholder
  - Tradeoff are inevitable
  - Minimum Risk is not the goal, risk is just one assessment criteria



# *Why do We Need to Include Risk Assessment and Communication*

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- **Two Types of Risk Assessment**
  - **Layperson: Risk = Hazard x Perception**
  - **Expert: Risk = Hazard x Exposure x Consequence**
- **For stakeholders, the root issue is fear of becoming a victim to (uncompensated) loss; core concerns tend to be trust, control, process, information and timing**
- **Robust and defensible Risk Assessment is necessary to communicate risks and to develop credibility**



## *Main Points*

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- **Framing resuspension problems as using multi-criteria decision analysis framework allows to:**
  - **Quantify Risks and benefits associated with alternative resuspension management strategies**
  - **Integrate stakeholder value judgment**
  - **Visualize technical data uncertainty and value-driven disagreements**
- **Risk assessment is an important component that should be considered**

