

Table II-1. CORPS OF ENGINEERS POST-AUTHORIZATION PROJECTS (1)

| Project | Authorized | Constructed | Not yet constructed |
|---|---|---|---|
| Atlantic Ocean Channel | <ul style="list-style-type: none"> • 57' depth; 1,000' width; 11.1-mile length in Atlantic Ocean off Virginia Beach. Subsequently, advanced engineering and design recommended 60' depth; 1,300' width; 11.1-mile length. | <ul style="list-style-type: none"> (• Naturally over 50' depth over its 11.1-mile length; channel marked with 1,300' width.) | <ul style="list-style-type: none"> • 60' depth; 1,300' width; 11.1-mile length. |
| Thimble Shoal Channel | <ul style="list-style-type: none"> • 55' depth; 1,000' width; 13.4-mile length from entrance to Chesapeake Bay at Cape Henry westward to a point near Old Point Comfort. | <ul style="list-style-type: none"> • Outbound element: 50' depth; 650' width. • Remaining 350' width maintained at 45' depth. | <ul style="list-style-type: none"> • Inbound element: 50' depth; 350' width. (2) • 55' depth; 1,000' width. |
| <u>Norfolk Harbor Project:</u> <ul style="list-style-type: none"> • Norfolk Harbor Channel | <ul style="list-style-type: none"> • Entrance Reach: 55' depth; 1,500' width; 2.0-mile length from I-64 Bridge-Tunnel westward to junction with Channel to Newport News. Subsequently, advanced engineering and design recommended 1,000' width. | <ul style="list-style-type: none"> • 50' depth; 1,000' width. | <ul style="list-style-type: none"> • 55' depth; 1,000' width. |

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(Cont'd)

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| <ul style="list-style-type: none"> • Norfolk Harbor Channel (cont'd) | <ul style="list-style-type: none"> • Norfolk Harbor Reach: 55' depth; 1,500' width; 4.3-mile length from junction with Channel to Newport News southward to Norfolk International Terminal. Subsequently, advanced engineering and design recommended 1,000' width. • Craney Island Reach: 55' depth; 800' width; 2.6-mile length from Norfolk International Terminal southward to Lamberts Point. | <ul style="list-style-type: none"> • Outbound element: 50' depth; 650' width. • Remaining 350' width maintained at 45' depth; additional 250' width maintained at 45' depth under previous authorization. Total 600' width. • First 4,000' downstream from Lamberts Point 50' depth; full 800' width to provide maneuvering area. • Remaining portion of outbound element: 50' depth; 650' width; remaining 150' width maintained at 45' depth. | <ul style="list-style-type: none"> • Inbound element: 50' depth; 350' width. (2) • 55' depth; 1,000' width. • Remaining portion of full-width channel: 50' depth; 150' width. • 55' depth; 800' width. |
| <ul style="list-style-type: none"> • Elizabeth River Channel | <ul style="list-style-type: none"> • Port Norfolk Reach and Town Point Reach: 45' depth; 750' width; 3.0-mile length from Lamberts Point to junction of Eastern Branch Channel and Southern Branch Channel. | <ul style="list-style-type: none"> • 40' depth; 750' width. | <ul style="list-style-type: none"> • 45' depth; 750' width. |

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|--|---|--|--|
| <ul style="list-style-type: none"> • Southern Branch of Elizabeth River | <ul style="list-style-type: none"> • Lower Reach: 45' depth; 450' width; 2.0-mile length from junction with Eastern Branch Channel to Norfolk and Portsmouth Belt Line Railroad bridge. • Middle Reach: 45' depth; 375' width; 1.0-mile length from Norfolk and Portsmouth Belt Line Railroad bridge upstream to Norfolk Southern Railroad bridge. • <u>Upper Reach:</u> <ul style="list-style-type: none"> • 40' depth; 250' to 500' width; 2.4-mile length from Norfolk Southern Railroad bridge upstream to Gilmerton Bridge. • 35' depth; 300' width; 0.6-mile length from Gilmerton Bridge upstream. Thence 250' width; 1.5-mile length upstream to end of project at a point 0.8 mile above I-64 highway bridge. Total 2.1-mile length. | <ul style="list-style-type: none"> • 40' depth; 450' width. • 40' depth; 375' width. • 35' depth; 250' to 500' width. • Authorized project constructed; however, upsteammost portion of channel with 250' width will be maintained at 25' depth. | <ul style="list-style-type: none"> • 45' depth; 450' width. • 45' depth; 375' width. • 40' depth; 250' to 500' width. |

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| <ul style="list-style-type: none"> Southern Branch of Elizabeth River (cont'd) | <ul style="list-style-type: none"> Approach and turning basin opposite Norfolk Naval Shipyard, just downstream of Norfolk and Portsmouth Belt Line Railroad bridge; 45' depth; 450' to 830' width; 2,900' length. Turning basin at mouth of St. Julians Creek; 40' depth; 800' width; 400' to 600' length. Turning basin at mouth of Milldam Creek, just downstream of Gilmerton Bridge; 40' depth; 800' square. Turning basin at mouth of Newton Creek; 35' depth; 600' square. Turning basin at mouth of Mains Creek near upstream end of project; 35' depth; 800' square. | <ul style="list-style-type: none"> 40' depth; 450' to 830' width; 2,900' length. 35' depth; 800' width; 400' to 600' length. Authorized project constructed. Authorized project constructed; will be maintained at 25' depth. | <ul style="list-style-type: none"> 45' depth; 450' to 830' width; 2,900' length. 40' depth; 800' width; 400' to 600' length. 40' depth; 800' square. |
| <ul style="list-style-type: none"> Eastern Branch of Elizabeth River | <ul style="list-style-type: none"> 25' depth; 500' width; 1.1-mile length from junction with Southern Branch Channel to Norfolk Southern Railroad bridge. | <ul style="list-style-type: none"> Authorized project constructed. | |

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(Cont'd)

| Project | Authorized | Constructed | Not yet constructed |
|--|---|--|---------------------|
| <ul style="list-style-type: none"> Eastern Branch of Elizabeth River (cont'd) | <ul style="list-style-type: none"> 25' depth; 300' width; 0.5-mile length from Norfolk Southern Railroad bridge upstream to Campostella Bridge. 25' depth; 200' width; 0.9-mile length from Campostella Bridge upstream to end of project at second Norfolk Southern Railroad bridge. Turning basin near upstream end of project; 25' depth; 5.5 acres in area. | <ul style="list-style-type: none"> Authorized project constructed. Authorized project constructed; however, it is no longer maintained. Authorized project constructed. | |
| <ul style="list-style-type: none"> Western Branch of Elizabeth River | <ul style="list-style-type: none"> 24' depth; 300' width; 0.8-mile length connecting from main Elizabeth River Channel. Thence 200' width; 0.4-mile length to a point downstream of West Norfolk Bridge. Total 1.2-mile length. 18' depth; 150' width; 0.6 mile length from a point downstream of West Norfolk Bridge upstream to end of project at a point 0.3 mile upstream of West Norfolk Bridge. | <ul style="list-style-type: none"> Authorized project constructed; however, an 18' depth is now maintained. Authorized project constructed. | |
| <ul style="list-style-type: none"> Scotts Creek | <ul style="list-style-type: none"> 12' depth; 100' width; 0.7-mile length connecting from main Elizabeth River Channel into creek. | <ul style="list-style-type: none"> Authorized project constructed; however, it is no longer maintained. | |

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|--|--|---|---|
| <ul style="list-style-type: none"> • Anchorages | <ul style="list-style-type: none"> • 3 fixed mooring anchorages just west of I-64 Bridge-Tunnel; 55' depth. Subsequently, advanced engineering and design recommended one anchorage (F); 55' depth; 1,500' swinging radius. (3) • 2 anchorages opposite Sewells Point; 45' depth; easternmost (K-1) 1,200' swinging radius and westernmost (K-2) 1,200' swinging radius. Subsequently, advanced engineering and design recommended enlarging the K-1 anchorage to 45' depth; 1,500' swinging radius. (3) • 3 anchorages opposite Lamberts Point in 173-acre area (P) on west side of 55' depth channel; 38' depth and 1,500' square; 35' depth and 1,500' square; 20' depth, 1,000' width, 3,000' length. (3) • 45-acre anchorage near Pinners Point (R); 12' depth. (3) | <ul style="list-style-type: none"> • Anchorage F: 50' depth; 1,500' swinging radius. • Easternmost anchorage: 45' depth; 1,200' swinging radius. • Westernmost anchorage: 40' depth; 1,200' swinging radius. • Authorized project constructed; however, it is no longer maintained. • Authorized project constructed; however, it is no longer maintained. | <ul style="list-style-type: none"> • 55' depth; 1,500' swinging radius. • Easternmost anchorage: 45' depth; 1,500' swinging radius. • Westernmost anchorage: 45' depth; 1,200' swinging radius; however, construction has been deferred. |

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|--|--|--|--|
| <ul style="list-style-type: none"> • Craney Island Dredged Material Area | <ul style="list-style-type: none"> • 2,500-acre diked dredged material placement area located in Portsmouth; rehandling basin with approach and exit channels connecting rehandling basin to Craney Island Reach of Norfolk Harbor Channel. | <ul style="list-style-type: none"> • Authorized project constructed; currently being intensively managed under authority of Section 148 of Water Resources Development Act of 1976 (Public Law 94-587). | |
| Channel to Newport News | <ul style="list-style-type: none"> • 55' depth; 800' width; 6.0-mile length connecting from Norfolk Harbor Channel to coal terminals in Newport News. • 2 anchorages (I-1 and I-2); 45' depth; 1,200' swinging radius each. (3) | <ul style="list-style-type: none"> • 50' depth; 800' width. • 40' depth; 1,200' swinging radius each. | <ul style="list-style-type: none"> • 55' depth; 800' width. • 45' depth; 1,200' swinging radius each; however, construction has been deferred. |
| <u>Atlantic Intracoastal Waterway:</u> <ul style="list-style-type: none"> • General | <ul style="list-style-type: none"> • Extends from Massachusetts to Florida; coming south, it passes through Hampton Roads and down Southern Branch of Elizabeth River and splits into two routes. | | |

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|--|---|--|---------------------|
| <ul style="list-style-type: none"> Albemarle and Chesapeake Canal Route | <ul style="list-style-type: none"> 12' depth; 90' width in land cuts and 125' to 250' width in rivers; tidal guard lock at Great Bridge. | <ul style="list-style-type: none"> Authorized project constructed. | |
| <ul style="list-style-type: none"> Dismal Swamp Canal Route | <ul style="list-style-type: none"> 10' depth; 100' width in Deep Creek; tidal guard lock at Deep Creek. | <ul style="list-style-type: none"> Authorized project constructed; however, a 6' depth project is now maintained. | |
| <p>Lynnhaven Inlet</p> | <ul style="list-style-type: none"> 10' depth; 150' width; 1.0-mile length from Chesapeake Bay into inlet to Lesner Bridge. Mooring area and turning basin just upstream from Lesner Bridge; 10' depth; 700' width; 1,250' length. 9' depth; 90' width; 2.0-mile length from turning basin to Broad Bay via Long Creek-Broad Bay canal. 6' depth; 90' width; 0.5-mile length through The Narrows connecting Broad and Linkhorn Bays. | <ul style="list-style-type: none"> Authorized project constructed. Authorized project constructed. Authorized project constructed. Authorized project constructed. | |

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| Project | Authorized | Constructed | Not yet constructed |
|--|--|--|---------------------|
| Lynnhaven Inlet (cont'd) | <ul style="list-style-type: none"> • 8' depth; 100' width; 0.3-mile length side channel connecting into Long Creek. | <ul style="list-style-type: none"> • Authorized project constructed. | |
| Little River (Creek) | <ul style="list-style-type: none"> • 20' depth; 400' width; 1.4-mile length from Chesapeake Bay into inlet to basin. • Turning basin adjacent to railroad terminals; 20' depth; 400' to 1,240' width; 1,160' length. | <ul style="list-style-type: none"> • Authorized project constructed; however, it is maintained by the Navy. • Authorized project constructed; however, it is maintained by the Navy. | |
| Willoughby Channel | <ul style="list-style-type: none"> • 10' depth; 300' width; 1.5-mile length from Hampton Roads to a point near tip of Willoughby Spit in Willoughby Bay. | <ul style="list-style-type: none"> • Authorized project constructed; however, a 6' depth; 200' width project is now maintained. | |
| <u>Lafayette River:</u> | | | |
| <ul style="list-style-type: none"> • Main channel | <ul style="list-style-type: none"> • 8' depth; 100' width; 1.7-mile length from Hampton Roads to Hampton Boulevard Bridge. | <ul style="list-style-type: none"> • Authorized project constructed. | |

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(Cont'd)

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| <ul style="list-style-type: none"> Main channel (cont'd) | <ul style="list-style-type: none"> 6' depth; 100' width; 2.3-mile length from Hampton Boulevard Bridge upstream to a point opposite East Haven Creek. | <ul style="list-style-type: none"> Authorized project constructed. | |
| <ul style="list-style-type: none"> Knitting Mill Creek | <ul style="list-style-type: none"> 6' depth; 40' to 80' width; 0.6-mile length connecting from Lafayette River Channel into creek to settling basin (8' depth; 50' width; 100' length) at upstream end of creek. | <ul style="list-style-type: none"> Authorized project constructed. | |
| <ul style="list-style-type: none"> East Haven Creek | <ul style="list-style-type: none"> 6' depth; 50' width; 0.3-mile length connecting from Lafayette River Channel into creek to settling basin (8' depth; 50' width; 100' length) at upstream end of creek. | <ul style="list-style-type: none"> Authorized project constructed. | |
| Channel to Nansemond Ordnance Depot | <ul style="list-style-type: none"> 12' depth; 100' width; 0.5-mile length from Hampton Roads shoreward. | <ul style="list-style-type: none"> Authorized project constructed; however, project no longer required and maintenance has been discontinued. | |

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| Project | Authorized | Constructed | Not yet constructed |
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| Channel to Nansemond Ordnance Depot (cont'd) | <ul style="list-style-type: none"> • Turning basin at shoreward end of channel; 12' depth; 100' to 300' width; 300' length. • Construction of timber wharf; 650' length. | <ul style="list-style-type: none"> • Authorized project constructed; however, project no longer required and maintenance has been discontinued. • Authorized project constructed; however, project no longer required and maintenance has been discontinued. | |
| Bennetts Creek | <ul style="list-style-type: none"> • 6' depth; 60' width; 2.4-mile length from Nansemond River into creek to city boat ramp at Bennetts Creek Park. | <ul style="list-style-type: none"> • Authorized project constructed. | |
| Nansemond River | <ul style="list-style-type: none"> • 12' depth; 100' width; 18.2-mile length from Hampton Roads into river to Business Route 460 highway bridge in Suffolk. • 10' depth; 80' width; 2.0-mile length side channel connecting from main channel into Western Branch to Reids Ferry. | <ul style="list-style-type: none"> • Authorized project constructed; however, maintenance is no longer required. • Authorized project constructed; however, a 6' depth is now maintained. | |

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| Nansemond River (cont'd) | <ul style="list-style-type: none"> • Turning basin at upstream end of project in Suffolk; 12' depth; 200' square. | <ul style="list-style-type: none"> • Authorized project constructed; however, maintenance is no longer required. | |
| Newport News Creek | <ul style="list-style-type: none"> • <u>Dual, overlapping, entrance channel:</u> <ul style="list-style-type: none"> • 16' depth; 125' width; 0.2-mile length from Hampton Roads into wave screen area. • 12' depth; 90' to 150' width; 0.9-mile length from Hampton Roads upstream to turning basin. • North access channel: 16' depth; 150' width; 0.2-mile length; located within wave screen. • South access channel: 16' depth; 200' width; 0.2-mile length; located within wave screen. • Barge fleeting area: 16' depth; 100' to 500' width; 1,100' to 1,140' long; located within wave screen. | <ul style="list-style-type: none"> • Authorized project constructed. | |

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| Newport News Creek (cont'd) | <ul style="list-style-type: none"> • Turning basin/anchorage area/municipal boat harbor at upstream terminus of creek; 12' depth; 188' to 214' width; 500' length. | <ul style="list-style-type: none"> • Authorized project constructed. | |
| Hampton Creek | <ul style="list-style-type: none"> • 12' depth; 150' to 200' width; 2.5-mile length from Hampton Roads into creek to Queen Street bridge. • 12' depth; 80' to 100' width; 0.6-mile length side channel connecting from main channel into Herberts (Sunset) Creek to Kecoughtan Road. | <ul style="list-style-type: none"> • Authorized project constructed. • Authorized project constructed. | |
| Channel from Phoebus | <ul style="list-style-type: none"> • 12' depth; 150' width; 0.8-mile length from Hampton Roads to Phoebus waterfront. | <ul style="list-style-type: none"> • Authorized project constructed. | |
| Collection and Removal of Drift | <ul style="list-style-type: none"> • Collection and removal of floating debris in harbor. | <ul style="list-style-type: none"> • No construction facilities involved; maintenance activities only. | |
| Prevention of Obstructive and Injurious Deposits | <ul style="list-style-type: none"> • Prevention, detection, and prosecution of the deposit of waste, refuse, and other injurious materials into navigable waters. | <ul style="list-style-type: none"> • No construction facilities involved; maintenance activities only. | |

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| <u>Related Projects:</u> • General | • In addition to Craney Island Dredged Material Area, the Corps of Engineers may place suitable dredged material in the following two open ocean sites; these sites have been approved by the Environmental Protection Agency. | | |
| • Dam Neck Dredged Material Area | • 10-square-mile area located about 3 miles east of Virginia Beach. | | |
| • Norfolk Dredged Material Area | • 50-square-mile area located about 17 miles east of mouth of Chesapeake Bay; unlimited useful life. | | |

- (1) All depths refer to mean lower low water.
- (2) The 350-foot width is based on the design for the 55-foot channel in General Design Memorandum 1, Norfolk Harbor and Channels, Virginia dated June 1986. The width needed for the inbound element will be determined during the Preconstruction Engineering and Design phase of the 50-foot inbound element, based on current requirements for inbound traffic.
- (3) Please see anchorage designations for (F), (K-1), (K-2), etc., on National Ocean Service Nautical Charts (Appendix B, Table B-1).