



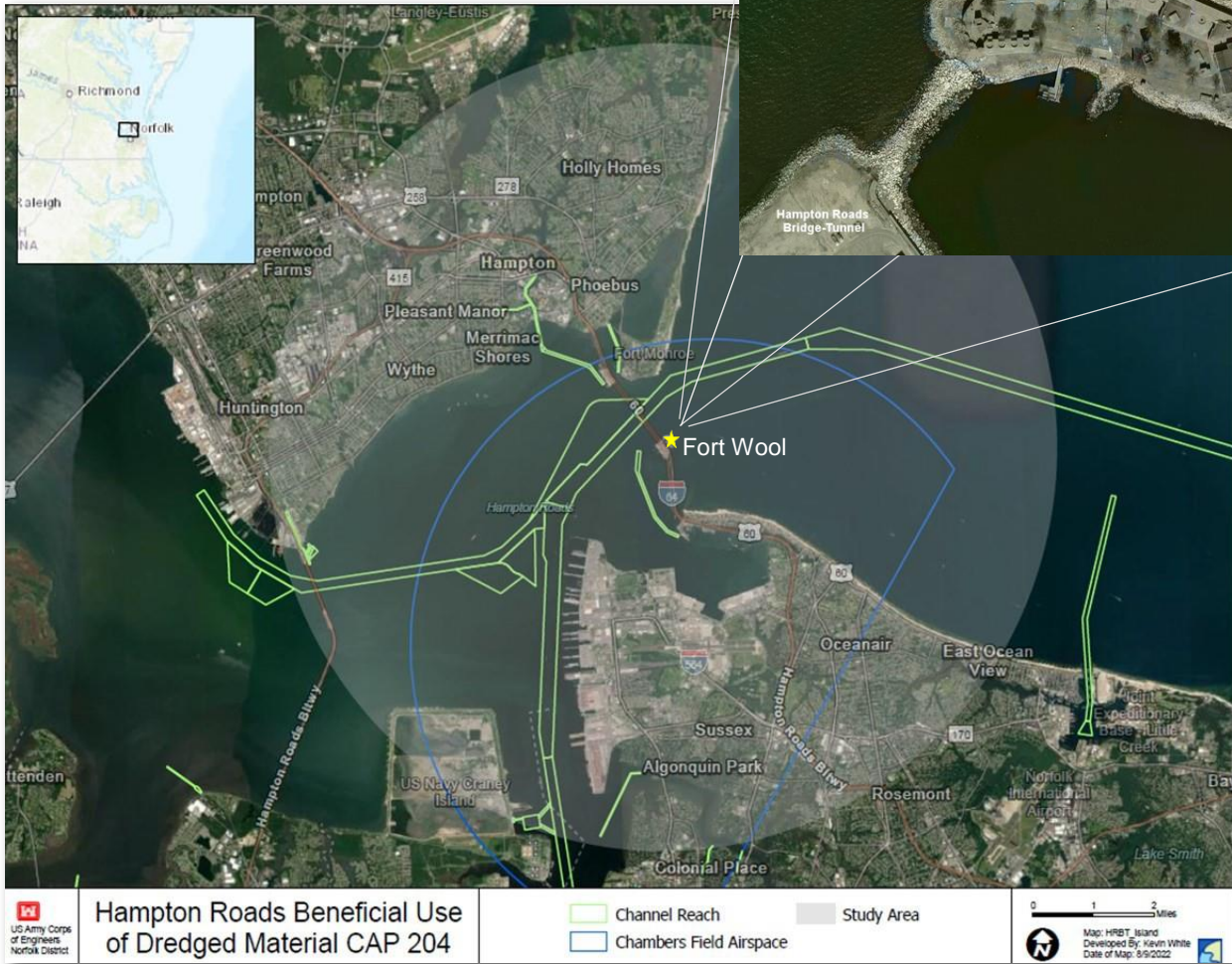
US Army Corps
of Engineers
Norfolk District

HAMPTON ROADS BENEFICIAL USE OF DREDGED MATERIAL

Continuing Authorities Program, Section 204



Study Location



Project Authority

Continuing Authorities Program (Section 204) provides authority for the USACE to beneficially use material dredged from authorized federal navigation channels for the protection, restoration, and creation of aquatic and related habitats.

Sponsor

Virginia Department of Wildlife Resources (VDWR)

Purpose and Need

A 25,000-member seabird colony was displaced and temporarily relocated to Fort Wool by the VDWR. The temporary habitat is insufficient in size and location for the colony's permanent needs. This study evaluates creating safe, suitable, and resilient habitat for the colony that will also improve the risk of aircraft and vehicular bird strike.



The project is located within Norfolk Harbor, midway on the Atlantic Seaboard at the southern end of the Chesapeake Bay. The project area has multiple federal channels (in green) in its vicinity for use as source material.



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What is a Seabird Colony?

Seabirds are birds that are adapted to life within the marine environment. Seabird colonies are composed of different species with a dependence on social nesting to breed, nest and rear their young successfully. Colonies often return to the same location (known as site fidelity) due to predictable resources and protections.



Royal Terns



Sandwich Terns



Common Terns



Black Skimmers



Gull-Billed Terns



Laughing Gulls



Herring Gulls



Great Black-Backed Gulls

Photo Credit: Virginia Department of Wildlife Resources

Study Background & Information

- Over the past 30 years, a large and diverse colony of colonial seabirds foraged, sheltered, nested and reared their young at South Island adjacent to the Hampton Roads Bridge Tunnel (HRBT) for six months each year.
- Initiation of construction for the HRBT expansion in 2019 displaced the South Island colony, and VDWR moved the colony to Fort Wool.
- Fort Wool (Rip Raps Island) temporarily provides 1.5 acres of nesting habitat for the seabird colony and 1 acre of barges at a cost of \$2.6M/year.
- Temporary habitat is insufficient in size, financially unsustainable, and continues the safety hazards associated with bird strike with vehicles and aircraft.

The Future Without a Permanent Habitat

- Seabirds may attempt nesting at locations not well suited for nesting in urban areas, creating public nuisances and hazards.
- Seabirds may attempt to nest on Rip Raps Island & South Island which are not permanent solution to reducing the risk of bird strike with aircraft and vehicles.
- The additional ecosystem components (i.e. oyster habitat and increased productivity) will not occur without new habitat.
- Potential decrease in chick survival rates could occur with fragmented colony.
- Continuing use of historic Fort Wool as habitat conflicts with public use of the historic resource.



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National Environmental Policy Act (NEPA)

What is NEPA?

National Environmental Policy Act (NEPA) 1969 as amended:

- Requires federal agencies to consider and disclose the environmental effects of their proposed actions and **consider public input during the NEPA process.**
- The NEPA process includes both a decision-making and public involvement process.
- During the NEPA process, we determined that the project's environmental impacts are not significant, and an Environmental Assessment was prepared.
- The NEPA process must be completed before any decision is made by a federal agency that may affect the human environment.



NEPA Process

Impact evaluations conducted during preparation of the Environmental Assessment have determined that no **significant impacts would result from implementation of the Tentatively Selected Plan:**

- Aesthetics
- Air Quality
- Bathymetry, Hydrology, and Tidal Processes
- Benthic Fauna
- Climate Change, Greenhouse Gas Emissions, and Rise
- Cultural Resources
- Fishery Resources and Essential Fish Habitat
- Floodplains
- Geology, Physiography, and Topography
- Hazardous, Toxic, and Radioactive Waste
- Noise
- Occupational Health and Safety
- Recreation
- Socioeconomics
- Special Status Species
- Transportation
- Vegetation, Wetlands, and SAV
- Water Quality
- Wildlife
- Environmental Justice

**Submit
comments by
December 13,
2024**

How Can I Provide Comments?

You may fill out a written comment today and drop it in the comment box. You may also provide comments by email or standard mail.

Contact Information

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Study Website

<https://www.nao.usace.army.mil/About/Projects/H-R-Beneficial-Use-of-Dredged-Material/>



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CAP Process



Feasibility Phase



We are here

Study Schedule

Upcoming Milestones	Date
Draft Report Release	November 13, 2024
Public Review Comment Period (30 days)	November 13 – December 13, 2024
Final Report Submittal	March 26, 2025
Final Report Approval	July 25, 2025
Surveys & Design	2026-2027
Project Construction	2027; Estimated 15-month timeline

The public has 30 days from Draft Report Release to provide input/comments





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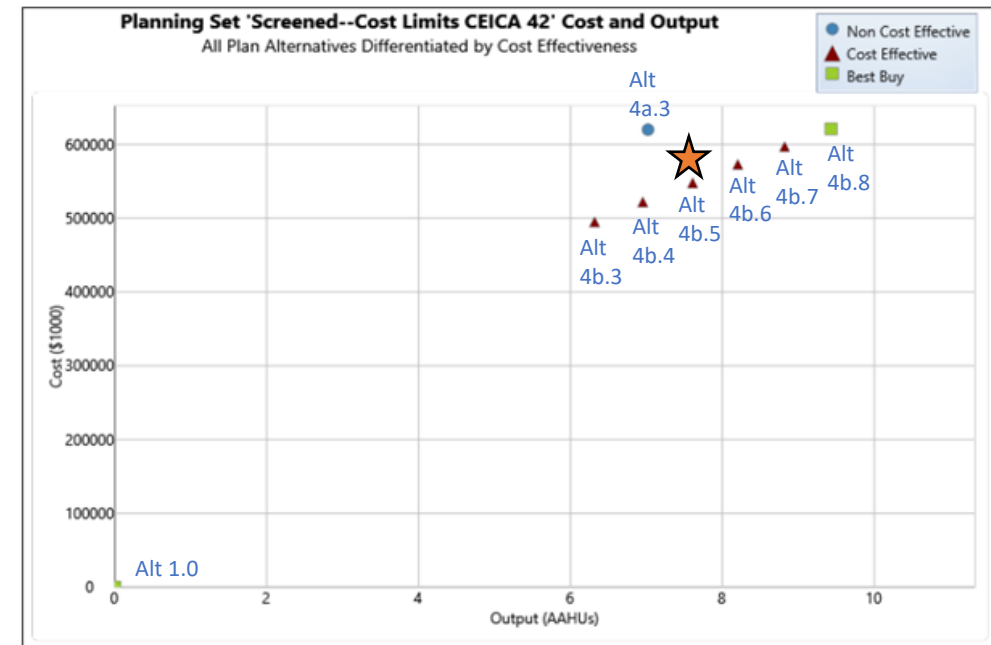


Alternative Analysis

Alt.	Description
1.0	No Action
4a.3	Creates 4.0-acre seabird nesting habitat on 10.1 acres of submerged footprint at West of Hampton Flats.
4b.3	Creates 4.0-acre seabird nesting habitat and 0.49 acres of oyster habitat on 8.2 acres of submerged footprint at Hampton Bar.
4b.4	Creates 4.5-acre seabird nesting habitat and 0.5 acres of oyster habitat on 8.9 acres of submerged footprint at Hampton Bar.
4b.5	Creates 5.0-acre seabird nesting habitat and 0.53 acres of oyster habitat on 9.7 acres of submerged footprint at Hampton Bar.
4b.6	Creates 5.5-acre seabird nesting habitat and 0.56 acres of oyster habitat on 10.4 acres of submerged footprint at Hampton Bar.
4b.7	Creates 6.0-acre seabird nesting habitat and 0.58 acres of oyster habitat on 11.1 acres of submerged footprint at Hampton Bar.
4b.8	Creates 6.5-acre seabird nesting habitat and 0.6 acres of oyster habitat on 11.8 acres of submerged footprint at Hampton Bar.

Alt	Seabird Habitat (acres)	Total Footprint (acres)	Location	AAC - Construction w/ IDC (\$)	AA O&M (\$)	Total AAC (\$)	Net Annual Benefit (\$)	Cost (\$)
1	0	0	No Action (FWOP)	0	2,580,013	2,580,013	0	0
4a.3	4.0	10.1	West of Hampton Flats	620,379	66,932	687,311	1,892,702	\$14,543,053
4b.3	4.0	8.2	Hampton Bar	494,869	66,932	561,801	2,018,212	\$11,592,099
4b.4	4.5	8.9	Hampton Bar	522,249	68,158	590,407	1,989,607	\$12,235,690
4b.5	5.0	9.7	Hampton Bar	548,282	69,383	617,665	1,962,349	\$12,847,599
4b.6	5.5	10.4	Hampton Bar	573,463	70,608	644,071	1,935,942	\$13,439,479
4b.7	6.0	11.1	Hampton Bar	597,438	71,834	669,272	1,910,741	\$14,003,008
4b.8	6.5	11.8	Hampton Bar	620,871	73,059	693,930	1,886,083	\$14,553,775

- Screened Array results in only one best buy plan, the plan that produces the highest level of AAB, but within the CAP Federal Cost Limit.
- Should the currently identified Best Buy Plan result in costs over the CAP Limit, the next lower plan would by default then be the Best Buy Plan based on comparison of this set of alternatives

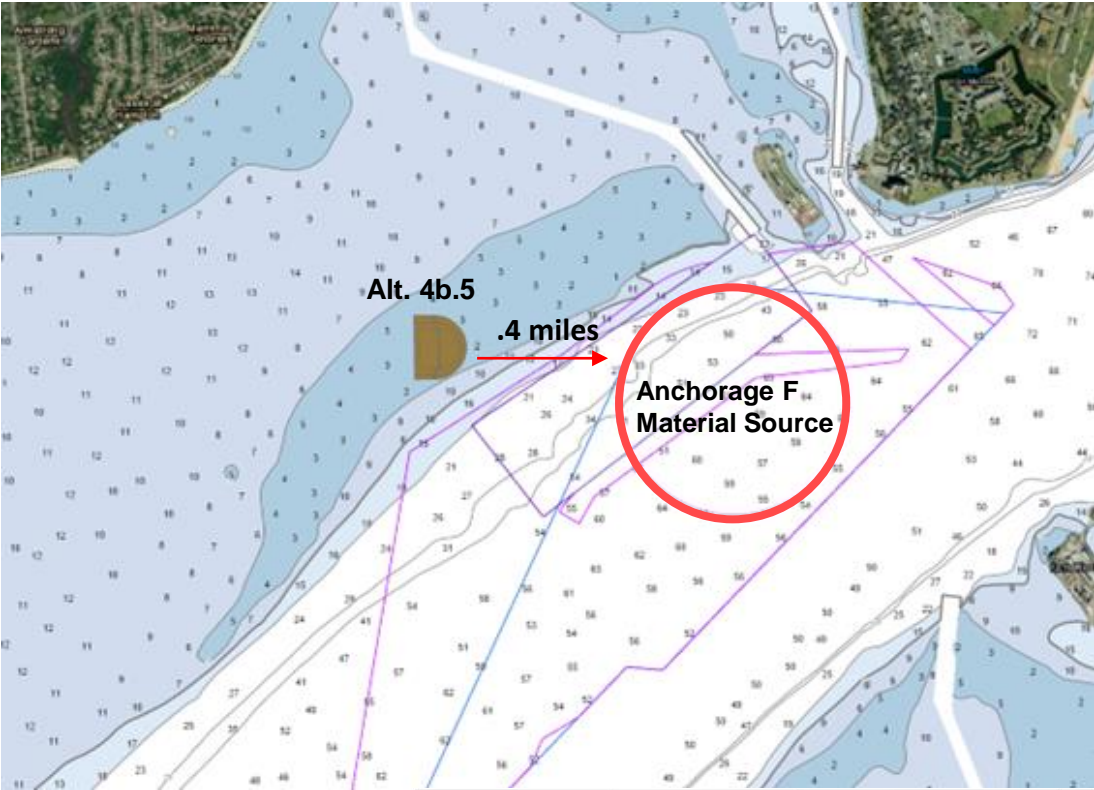




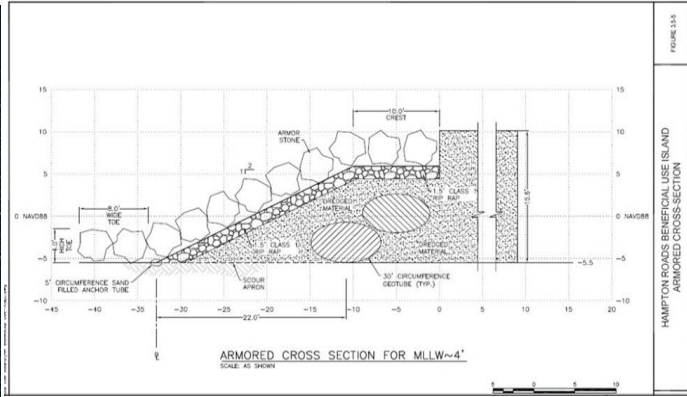
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Tentatively Selected Plan (TSP)



Based on Tomkins Island
Seabird Sanctuary in South
Carolina



Habitat Design Features

The TSP includes:

- Creation of a 5.0-acre seabird nesting habitat at Hampton Bar with a 9.7-acre horseshoe footprint on submerged lands with partial stabilization of up to 518,100 yd³ of dredged material using geotubes, armor stone, riprap and bedding stone.
- Adaptive Management and Monitoring of the habitat for up to ten years to meet the biological requirements of the colony, ensure ecological benefits for fishery species and maintain habitat features.

Plan Component	Estimated Quantity
Seabird Habitat Area (acres)	5.0
Footprint (acres)	9.7
Crest Height (feet above NAVD88)	9.96
Water Depth (ft NAVD88)	5.6
Sand Volume (CY)	172,711 - 518,100 yd ³
Scour Apron (Area ft ²)	42,280
Geotube Length (ft)	3,130
Class I Rip Rap Weight (tons)	4,304
Aarmor Stone Weight (tons)	15,449
Class III Rip Rap Weight (tons)	2,681
Fully Funded Cost	\$12,072,000*





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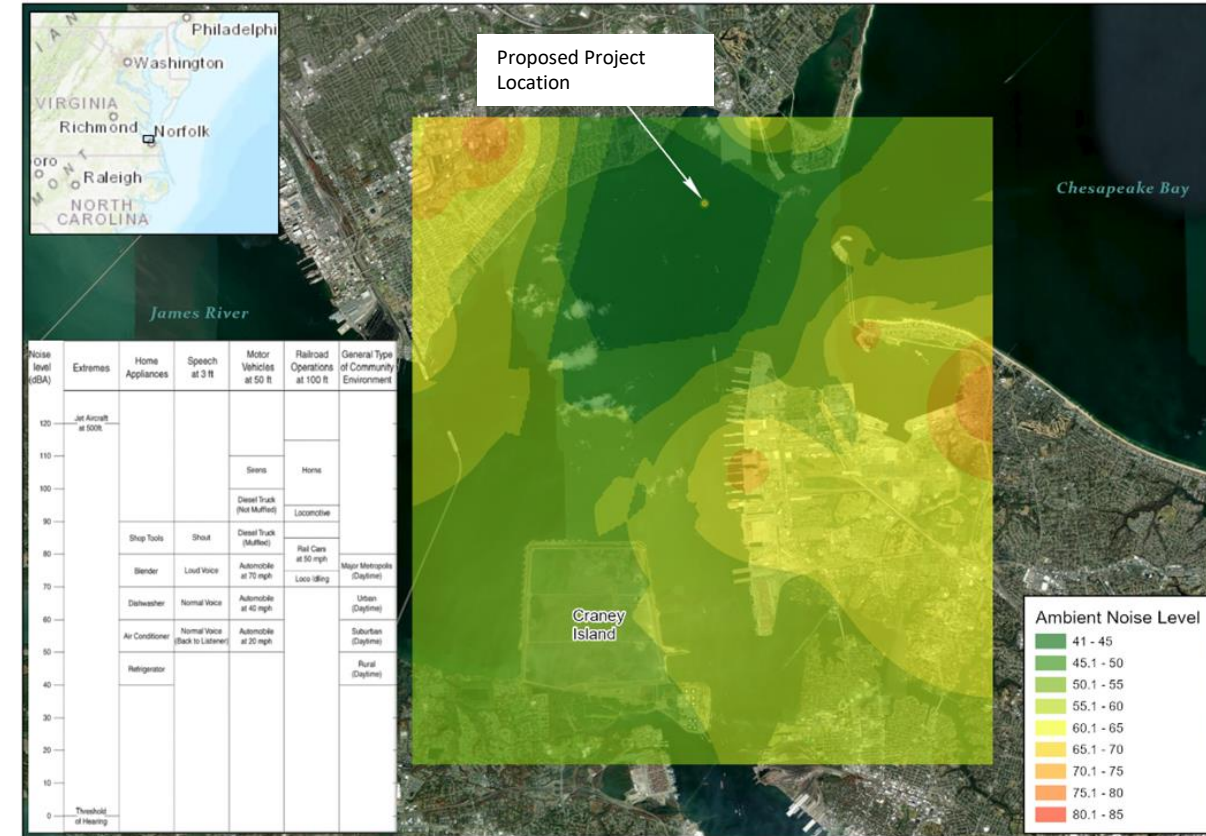
Naval Station Norfolk Aircraft Noise Levels & Flight Paths



Hampton Roads Beneficial Use of Dredged Material CAP 204
Aircraft Noise Levels

Ambient Noise Levels in Area

- At 1,200 ft distance from birds, noise level range 35 – 53 dB, similar to sound from air conditioning



Hampton Roads Beneficial Use of Dredged Material CAP 204
Ambient Noise Level with Project





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Environmental & Cultural Resources Compliance

Regulation/	Status
National Environmental Policy Act	In progress
Endangered Species Act	Complete
Fish and Wildlife Coordination Act	In progress
Magnuson-Stevens Fishery Conservation and Management Act	In progress
Clean Water Act	In progress
National Historic Preservation Act	In progress
Coastal Zone Management Act	In progress
Inland Testing Manual	Formal dredged material testing will be conducted during Design/Implementation phase

Highlights:

- Federally listed species with Not Likely to Adversely Affect (NLAA) determination:
 - Atlantic Sturgeon
 - Shortnose Sturgeon
 - Sea Turtles
- No impacts to Submerged Aquatic Vegetation (SAV) anticipated
- Benefit expected to fisheries resources from potential oyster reef habitat
- Permanent impacts to benthic resources from material placement

Cultural and Archeologic Resources:

- Programmatic Agreement for potential impacts to historic resources
- Cultural surveys planned for Design/Implementation Phase

