APPENDIX F

Essential Fish Habitat Assessment

From:	Wood, Megan A CIV USARMY CENAO (USA)
To:	"nmfs.gar.efh.consultation@noaa.gov"
Cc:	Pruhs, Robert S CIV USARMY CENAO (USA); Reinheimer, Shannon J CIV USARMY CENAO (USA); "David OBrien - NOAA Federal"
Subject:	EFH Consultation - Third Port Improvements Project (NAO-2020-00611)
Date:	Monday, July 19, 2021 4:53:00 PM
Attachments:	Third Port EFH Package 19Jul2021.pdf

Good afternoon,

Please find attached the EFH package, including the EFH worksheet, drawings, and other supporting documentation, for the Third Port Improvements Project located in Skiffes Creek at Joint Base Langley-Eustis – Fort Eustis in Newport News Virginia. A draft Environmental Assessment is being prepared for the project and is anticipated to be available for public review and comment in the fall.

Please let me know if you have any questions or require additional information.

Thanks!
Megan

Megan A. Wood, PhD
Environmental Scientist
Technical Support Section, Operations Branch
Water Resources Division, Norfolk District
757-201-7843

DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NORFOLK DISTRICT
FORT NORFOLK
803 FRONT STREET
NORFOLK VIRGINIA 23510-1096

REPLY TO
ATTENTION OF:

July 19, 2021

Operations Branch

David O'Brien
Habitat and Ecosystem Services Division
National Marine Fisheries Service – Virginia Field Office
1370 Greate Road
Gloucester Point, Virginia 23062

Dear Mr. O'Brien:

On behalf of Joint Base Langley Eustis – Fort Eustis (JBLE-Eustis), I am requesting an abbreviated Essential Fish Habitat (EFH) consultation for the Third Port Improvements Project, located at JBLE-Eustis in Skiffes Creek, Newport News, Virginia. This project includes improvements to the Third Port in anticipation of the assignment of a new class of vessel to the port, as well as improvements designed to aid the entire fleet in the training and logistics missions of the port. A full description of the work and drawings are included in this package.

In accordance with the GARFO EFH Assessment Worksheet, the USACE, Norfolk District has determined that the adverse effects on EFH due to the action are not substantial.

Should you have any questions or require further information on this submittal, please contact Dr. Megan Wood of my staff at megan.a.wood@usace.army.mil or 757-201-7843. Thank you for your assistance.

Sincerely,

Lesley Dobbins-Noble Date: 2021.07.19 15:40:41 -04'00'

Lesley Dobbins-Noble
Chief, Operations Branch

Enclosures:
GARFO EFH Worksheet
Appendix A: Project Description and Purpose
Drawings

EFH ASSESSMENT WORKSHEET

General Project Information

Date Submitted: July 19, 2021

Project/Application Number: NAO-2020-00611

Project Name: Skiffes Creek Improvements Project

Project Sponsor/Applicant: US Army 7th Transportation Brigade

Federal Action Agency (if state agency acting as delegated): USACE, Norfolk District

Fast-41 or One Federal Decision Project: ☐ Yes ☐ No

Action Agency Contact Name: Megan Wood

Contact Phone: 757-201-7843 Contact Email: megan.a.wood@usace.army.mil

Latitude: 37.169020 Longitude: -76.606290

Address, City/Town, State:

Joint Base Langley-Eustis - Fort Eustis, Newport News, Virginia

Body of Water: Skiffes Creek

Project Purpose:

See Appendix A for Project Purpose.

Project Description:

See Appendix A for Project Description.

Anticipated Duration of In-Water Work or Start/End Dates:

10/1/2022 - 10/31/2025, dependent on funding availability

Habitat Description

EFH includes the biological, chemical, and physical components of the habitat. This includes the substrate and associated biological resources (e.g., benthic organisms, submerged aquatic vegetation, shellfish beds, salt marsh wetlands), the water column, and prey species.

Is the project in designated EFH[2]? ☑ Yes ☐ No

Is the project in designated HAPC[2]? ☑ Yes ☐ No

Is this coordination under FWCA only? ☐ Yes ☑ No

Total area of impact to EFH (indicate sq ft or acres): 4.16 acres

Total area of impact to HAPC (indicate sq ft or acres): 0

Current water depths: -2 to -21 ft Salinity: 5-15 psu Water temperature range: 4-30 C

Sediment characteristics[3]: 25% sand, 60% silt, 15% clay in the channel

What habitat types are in or adjacent to the project area and will they be permanently impacted? Select all that apply. Indicate if impacts will be temporary, if site will be restored, or if permanent conversion of habitat will occur. A project may occur in overlapping habitat types.

	Habitat Type	**Total impact (sq ft/acres)**	**Impacts are temporary**	**Restored to pre-existing conditions**	**Permanent conversion of all or part of habitat**
☐	Marine				
☐	Estuarine				
☑	Riverine (tidal)	4.16 acres	4.16 acres		
☐	Riverine (non-tidal)				
☐	Intertidal				
☑	Subtidal	4.16 acres	4.16 acres		0.06 - 0.76 acres
☑	Water column	60 acres	60 acres		
☑	Salt marsh/ Wetland (tidal)	5.8 acres	5.8 acres		
☐	Wetland (non-tidal)				

[2] Use the tables on pages 7-9 to list species with designated EFH or the type of designated HAPC present.
[3] The level of detail is dependent on your project – e.g., a grain size analysis may be necessary for dredging.

	Habitat Type	Total impact (sq ft/acres)	Impacts are temporary	Restored to pre-existing conditions	Permanent conversion of all or part of habitat
☐	Rocky/hard bottom[4]:				
☑	Sand	0.01 acres			0.01 acres
☑	Shellfish beds or oyster reefs	700 acres	700 acres		
☐	Mudflats				
☐	Submerged aquatic vegetation (SAV)[5], macroalgae, epifauna				
☑	Diadromous fish (migratory or spawning habitat)	60 acres	60 acres		

Indicate type(s) of rocky/hard bottom habitat (pebble, cobble, boulder, bedrock outcrop/ledge) and species of SAV:

Project Effects

Select all that apply	Project Type/Category
☐	Hatchery or Aquaculture
☐	Agriculture
☐	Forestry
☑	Military (e.g., acoustic testing, training exercises)
☐	Mining (e.g., sand, gravel)
☐	Restoration or fish/wildlife enhancement (e.g., fish passage, wetlands, beach renourishment, mitigation bank/ILF creation)

[4] Indicate type(s). The type(s) of rocky habitat will help you determine if the area is cod HAPC.
[5] Indicate species. Provide a copy of the SAV report and survey conducted at the site, if applicable.

Select all that apply	Project Type/Category
☐	Infrastructure/transportation (e.g., culvert construction, bridge repair, highway, port)
☐	Energy development/use
☐	Water quality (e.g., TMDL, wastewater, sediment remediation)
☑	Dredging/excavation and disposal
☑	Piers, ramps, floats, and other structures
☑	Bank/shoreline stabilization (e.g., living shoreline, groin, breakwater, bulkhead)
☐	Survey (e.g., geotechnical, geophysical, habitat, fisheries)
☐	Other

Select all that apply	Potential Stressors Caused by the Activity	Select all that apply and if temporary or permanent		Habitat alterations caused by the activity
		Temp	Perm	
☑	Underwater noise			
☑	Water quality/turbidity/ contaminant release	☑	☐	Water depth change
☑	Vessel traffic/barge grounding	☑	☐	Tidal flow change
☑	Impingement/entrainment[6]	☐	☑	Fill
☑	Prevent fish passage/spawning	☐	☑	Habitat type conversion
☑	Benthic community disturbance	☐	☐	Other:
☑	Impacts to prey species	☐	☐	Other:

[6] Entrainment is the voluntary or involuntary movement of aquatic organisms from a water body into a surface diversion or through, under, or around screens and results in the loss of the organisms from the population. Impingement is the involuntary contact and entrapment of aquatic organisms on the surface of intake screens caused when the approach velocity exceeds the swimming capability of the organism.

Details: project impacts and mitigation

The level of detail that you provide should be commensurate with the magnitude of impacts associated with the proposed project. Attach supplemental information if necessary.

Describe how the project would impact each of the habitat types selected above. Include temporary and permanent impact descriptions and direct and indirect impacts.

Construction and dredging would temporarily impact tidal riverine and water column environments due to increased noise and turbidity. Dredging impacts (direct removal of sediment) on subtidal habitat would be temporary and minor. Permanent impacts to subtidal and sand habitats would occur through construction of bulkheads and/or riprap sills. Wetlands are unlikely to be directly impacted by construction activities, as all activities are proposed to take place over subaqueous bottom; however, the action area is adjacent to a large marsh. Oyster leases in the adjacent James River may experience temporary, minor impacts due to increased turbidity. Diadromous fish migratory habitat impacts due to noise, turbidity, and sediment removal would be temporary and minor.

What specific measures will be used to avoid impacts, including project design, turbidity controls, acoustic controls, and time of year restrictions? If impacts cannot be avoided, why not?

The final design of the project will follow the preferred alternative as chosen by selection criteria that include the avoidance or minimization of impacts to natural resources. Turbidity controls for dredging are not operationally feasible given the width of the waterway and locations of proposed work. Time of year restrictions required by applicable permits will be followed unless waived.

What specific measures will be used to minimize impacts?

"Soft start" measures will be implemented for all pile driving.

Is compensatory mitigation proposed? ☐ Yes ☑ No

If no, why not? If yes, describe plans for mitigation and how this will offset impacts to EFH. Include a conceptual compensatory mitigation and monitoring plan, if applicable.

At this time, compensatory mitigation is not proposed or anticipated. Compensatory mitigation may occur as the result of future permitting conditions.

Federal Action Agency's EFH determination (select one)	
☐	There is no adverse effect[7] on EFH or EFH is not designated at the project site. EFH Consultation is not required. This is a FWCA-only request.
☑	The adverse effect[7] on EFH is not substantial. This means that the adverse effects are no more than minimal, temporary, or can be alleviated with minor project modifications or conservation recommendations. This is a request for an abbreviated EFH consultation.
☐	The adverse effect[7] on EFH is substantial. This is a request for an expanded EFH consultation. We will provide more detailed information, including an alternatives analysis and NEPA document, if applicable.

EFH and HAPC designations[8]

Use the EFH mapper to determine if EFH may be present in the project area and enter all species and lifestages that have designated EFH. Optionally, you may review the EFH text descriptions linked to each species in the EFH mapper and use them to determine if the described habitat is present. We recommend this for larger projects to help you determine what your impacts are.

Species	EFH is designated/mapped for:				Habitat present based on text description (optional)
	EFH: eggs	EFH: larvae	EFH: juvenile	EFH: adults/ spawning adults	
Little skate	☐	☐	☐	☑	☐
Atlantic herring	☐	☐	☑	☑	☐
Red hake	☑	☑	☑	☑	☐
Winter skate	☐	☐	☐	☑	☐

[7] An **adverse effect** is any impact that reduces the quality and/or quantity of EFH. Adverse effects may include direct or indirect physical, chemical, or biological alterations of the waters or substrate and loss of, or injury to, benthic organisms, prey species and their habitat, and other ecosystem components. Adverse effects to EFH may result from actions occurring within EFH or outside of EFH and may include site-specific or habitat-wide impacts, including individual, cumulative, or synergistic consequences of actions.

[8] Within the Greater Atlantic Region, EFH has been designated by the New England, Mid-Atlantic, and South Atlantic Fisheries Management Councils and NOAA Fisheries.

Species	EFH is designated/mapped for:				Habitat present based on text description (optional)
	EFH: eggs	EFH: larvae	EFH: juvenile	EFH: adults/ spawning adults	
Clearnose skate	☐	☐	☑	☑	☐
Windowpane flounder	☐	☐	☑	☑	☐
Bluefish	☐	☐	☑	☑	☐
Atlantic butterfish	☐	☐	☑	☑	☐
Summer flounder	☐	☑	☑	☑	☐
Black sea bass	☐	☐	☑	☑	☐
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HAPCs

Select all that are in your action area.

☐	Summer flounder: SAV[9]	☐	Alvin & Atlantis Canyons
☐	Sandbar shark	☐	Baltimore Canyon
☐	Sand Tiger Shark (Delaware Bay)	☐	Bear Seamount
☐	Sand Tiger Shark (Plymouth-Duxbury-Kingston Bay)	☐	Heezen Canyon
☐	Inshore 20m Juvenile Cod	☐	Hudson Canyon
☐	Great South Channel Juvenile Cod	☐	Hydrographer Canyon
☐	Northern Edge Juvenile Cod	☐	Jeffreys & Stellwagen
☐	Lydonia Canyon	☐	Lydonia, Gilbert & Oceanographer Canyons
☐	Norfolk Canyon (Mid-Atlantic)	☐	Norfolk Canyon (New England)
☐	Oceanographer Canyon	☐	Retriever Seamount
☐	Veatch Canyon (Mid-Atlantic)	☐	Toms, Middle Toms & Hendrickson Canyons
☐	Veatch Canyon (New England)	☐	Washington Canyon
☐	Cashes Ledge	☐	Wilmington Canyon

[9] Summer flounder HAPC is defined as all native species of macroalgae, seagrasses, and freshwater and tidal macrophytes in any size bed, as well as loose aggregations, within adult and juvenile summer flounder EFH. In locations where native species have been eliminated from an area, then exotic species are included. Use local information to determine the locations of HAPC.

Third Port Improvements Project
NAO-2020-00611

Appendix A: Project Purpose and Description

The Third Port Improvements Project will take place at the Third Port located on Joint Base Langley-Eustis – Fort Eustis (JBLE-Eustis) in Skiffes Creek, a tributary of the James River, in Newport News, Virginia. The purpose of the project is to prepare JBLE-Eustis for up to 10 new vessels that will be assigned to the Third Port in the near future. This new class of vessels will berth along the finger piers; however, the new vessels are longer (117 feet in length) than vessels in the existing fleet that berth in the finger pier area and require improvements to berthing areas and access to the turning basin. Additionally, other improvements will be executed to increase the useable waterway for the vessel fleet, including the new vessels, and to aid in training for cargo logistics and vessel operations. The new vessels will replace older vessels in the fleet; there will be no net increase in the number of vessels in the fleet. All proposed work will be constructed from the water. The project involves multiple phases that may be constructed either consecutively or concurrently across multiple funding years depending on funding availability. See Figure 1 for the general location of project areas.

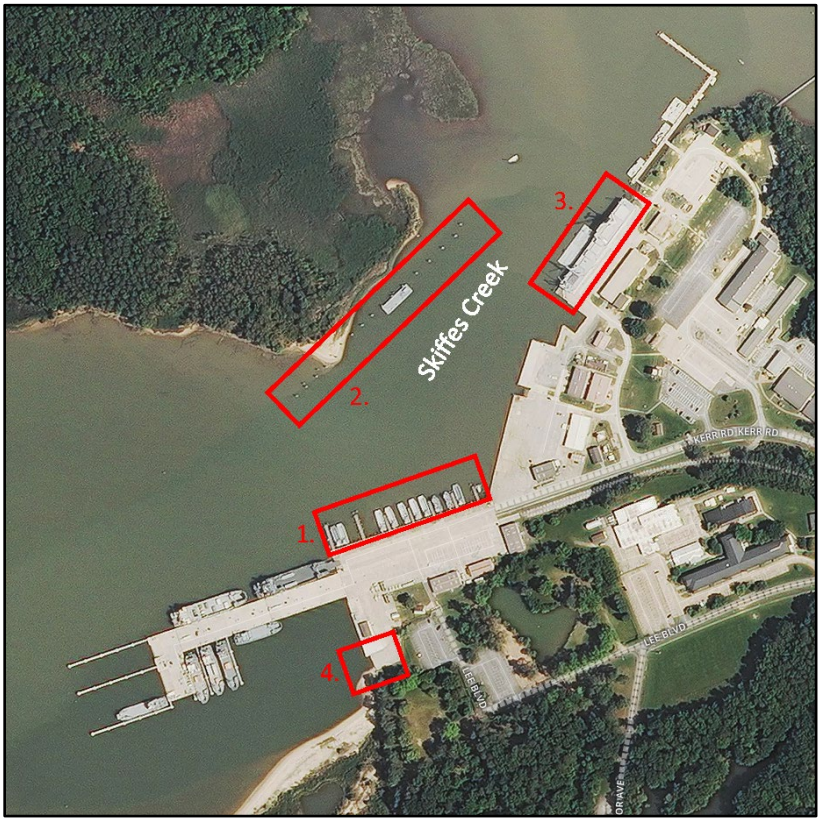


Figure 1. Project areas at the Third Port within Skiffes Creek: 1) finger piers; 2) mooring field; 3) landship; and 4) general's ramp.

Finger Piers

The finger piers provide berthing for the current fleet of support vessels at the Third Port. They are currently constructed of timber decking on timber piles, and timber mooring dolphins are located along the piers for berthing. The condition and size of the existing piers is not adequate to accommodate the new class of vessels (117 feet in length) that will be berthed at the Third Port. Additionally, the existing dolphins lack a fendering system with rubber energy absorbers, which has resulted in damage both to the timber piles and to vessels. The need for the proposed action is to improve the finger piers to accommodate the new vessels. This is proposed to be accomplished by removing the timber piers and mooring dolphins and replacing them. See Table 1 for a summary of proposed construction elements.

Pier 8 is intended to be replaced with a concrete pile-supported concrete pier and would be extended from 93 feet to 132 feet in length relative to the existing bulkhead. The concrete pier would be supported by 41 concrete piles (20-inch square), which would be installed using impact hammering. Piers 9 – 14 would be replaced with five concrete mooring dolphin/gangway structures; one existing pier would be eliminated. Pier 9 would be extended from 93 feet to 122 feet in length relative to the existing bulkhead, and the remaining four piers would be extended from 53 feet to 122 feet in length relative to the existing bulkhead. For the five piers replacing Piers 9 – 14, 20 concrete piles (20-inch square) would be installed using impact hammering for each pier, totaling 100 piles.

The new vessels are stern-loading and require stable support for loading ramps. A stern ramp support platform is proposed to be constructed along the length of the bulkhead east of Pier 8 and would be approximately 542 feet in length. The concrete stern ramp would be supported by 55 concrete piles (20-inch square).

To reduce wave action in the berthing area that may damage berthed ships, a wave screen is proposed to be installed along the western side of Pier 8. The wave screen would be approximately 126 feet in length and would be constructed of concrete sheet piles (30 inches long x 12 inches wide) installed using impact hammering. Hydrodynamic modeling will determine the appropriate level of porosity of the wave screen.

Sediment accretion in the finger pier berthing area has reduced the operational depths in portions of the area. New work dredging will deepen the berthing area (approximately 1.9 acres of unvegetated subaqueous bottom) between the toe of the channel and the bulkhead that supports the finger piers from the existing mudline (varies from approximately -2 feet to -19 feet MLLW) to -17 feet MLLW (maximum allowable depth of -18 feet MLLW). Approximately 14,000 cubic yards of new work dredged material would be removed from the berthing area. Approximately 11,000 cubic yards of material will be removed during each future maintenance cycle. See Table 1 for a summary of proposed new work dredging elements.

Table 1. Construction elements for the finger pier area. Please note that the anticipated construction timeline and project phasing are subject to change based on funding availability.

Structures				
Construction Phase	Construction Element	Length (feet)	Pile number and type	Pile Size/Dimensions
Phase 1 (FY23)	Pier 8	132	41 concrete piles	20” square
	Pier 9	122	20 concrete piles	20” square
	Pier 10	122	20 concrete piles	20” square
	Wave Screen	126*	Concrete sheet	30” x 12”
	Stern Ramp	240	24 concrete piles	20” square
Phase 2 (FY24+)	Pier 11	122	20 concrete piles	20” square
	Pier 12	122	20 concrete piles	20” square
	Pier 13	122	20 concrete piles	20” square
	Stern Ramp	302	31 concrete piles	20” square
Dredging				
Construction Phase	Construction Element	Area (acres)	Volume (cubic yards)	Anticipated placement area
Phase 1 (FY23)	Dredging (Piers 8-10)	1.1	6,500	FEDMMA
Phase 2 (FY24+)	Dredging (Piers 11-13)	0.8	7,500	FEDMMA

*Hydrodynamic modeling will determine the appropriate level of porosity (i.e., number and spacing of gaps in the wave screen).

Mooring Field

The mooring field is located north of and across Skiffes Creek from the finger piers. The field is approximately 850 feet long and extends north from the James River into Skiffes Creek. Timber mooring dolphins, spaced approximately 50 feet apart, provide mooring for the modular causeway system (MCS). These dolphins lack appropriate fendering and have become damaged. Additionally, there is substantial accretion along the shoreline in the area which has resulted in the relocation of the MCS further into the navigable waterway. The need for the proposed action is to realign and deepen the mooring field to increase the useable waterway without impacting existing wetlands, to provide the new vessel class with adequate access to the turning basin, and to facilitate the use of the mooring dolphins. See Table 2 for a summary of proposed construction elements.

Existing timber piles are proposed to be replaced with 22 steel monopiles (36-inch diameter) spaced approximately 50 feet apart. Timber piles are proposed to be removed from the area of the existing mooring field alignment; piles located in the creek would be pulled from the sediment, while piles located above the tideline would be cut at ground level. The new mooring field would be approximately 950 linear feet long and would be located further upstream in Skiffes Creek than the existing mooring field. The proposed alignment will improve operations within the navigable waterway.

Additionally, the installation of either subaqueous riprap or subaqueous bulkhead (approximately 950 linear feet each) behind or between the monopiles would mitigate the potential for shoreline accretion in the area channelward of the moorings. Approximately 0.75 acre of unvegetated subaqueous bottom would be hardened due to the installation of riprap, while the bulkhead would harden approximately 0.05 acres of unvegetated subaqueous bottom. Installation of the riprap sill would require dredging in the footprint before mattresses and stone fill could be placed (see Table 2). The bulkhead would be installed using impact hammering.

Maintenance and new work dredging to re-establish operational depths for training and mission requirements would deepen the area (approximately 1.5 acres of unvegetated subaqueous bottom) between the toe of the channel and the mooring field from the existing mudline (varies from approximately -2 feet to -11 feet MLLW) to a depth of -11 feet MLLW (maximum allowable depth of -14 feet MLLW). Approximately 1,000 cubic yards of maintenance dredged material and 10,000 cubic yards of new work dredged material would be removed from the mooring field access area. Approximately 11,500 cubic yards of additional material would be removed once to construct the riprap sill. Future maintenance events will remove approximately 8,000 cubic yards of material from the access area during each maintenance cycle. See Table 2 for a summary of proposed maintenance and new work dredging elements.

Table 2. Construction elements for the mooring field area. Please note that the anticipated construction timeline and project phasing are subject to change based on funding availability.

Structures				
Construction Phase	Construction Element	Length (feet)	Pile number and type	Pile size
Phase 1 (FY23)	Mooring realignment	950	22 steel monopiles	36”
	Sill alternative 1: bulkhead	950	Steel sheet	24”
	Sill alternative 2: riprap	950 (variable width; typically 24 feet wide)		
Dredging				
Construction Phase	Construction Element	Area (acres)	Volume (cubic yards)	Anticipated placement area
Phase 1 (FY23)	Mooring realignment – maintenance*	0.25	1,000	
	Mooring realignment – new work*	1.25	10,000	FEDMMA
	Still alternative 2: riprap	0.75	11,500	FEDMMA

*Dredging of the access area channelward of the mooring field, which will be dredged regardless of alternative chosen.

Landship

The landship is a stationary mock cargo vessel hull used for training Army personnel. The mock vessel sits on a concrete deck supported by concrete piles. Previously, the landship had mooring dolphins and catwalks along the channel side for training and access. Monopile dolphins with fendering and a steel pile-supported gangway will be installed along the landship. To support the gangways, 14 steel pipe piles (24-inch) will be installed, while 8 steel monopiles (36-inch) will be installed to support the fender assembly. Table 3 provides a summary of proposed construction elements.

Table 3. Construction elements for the landship. Please note that the anticipated construction timeline and project phasing are subject to change based on funding availability.

Structures			
Construction Phase	Construction Element	Pile number and type	Pile size
Phase 2 (FY24+)	Gangway	14 steel monopiles	24”
	Fendering	8 steel monopiles	36”

General’s Ramp

The general’s ramp is located at the southeast corner of the Third Port facility. The general’s ramp is a gently sloped concrete ramp used to load and unload wheeled cargo. The area of the ramp adjacent to Goose Island has experienced accretion of sandy material along the shoreline, which has hindered vessel movement in the area. A subaqueous steel sheet bulkhead (approximately 200 linear feet) will be installed perpendicular to the shore at the southeast edge of the general’s ramp to prevent sloughing of material or slope slip failure into the basin while protecting existing wetlands. A steel monopile (36-inch) and donut fender assembly will protect the channelward end of the bulkhead. Approximately 0.01 acres of unvegetated subaqueous bottom will be hardened due to the bulkhead. Table 4 provides a summary of proposed construction elements.

Table 4. Construction elements for the general’s ramp. Please note that the anticipated construction timeline and project phasing are subject to change based on funding availability.

Structures				
Construction Phase	Construction Element	Length (feet)	Pile number and type	Pile size
Phase 1 (FY24+)	Bulkhead	200	Steel sheet	24”
	Fendering		1 steel monopile	36”

Debris Removal

Debris created from the removal of existing structures, including timber piles, decking, and other debris, would be removed from the work area via barge and placed in containers on land. The debris would then be trucked to a nearby landfill or other appropriate disposal facility.

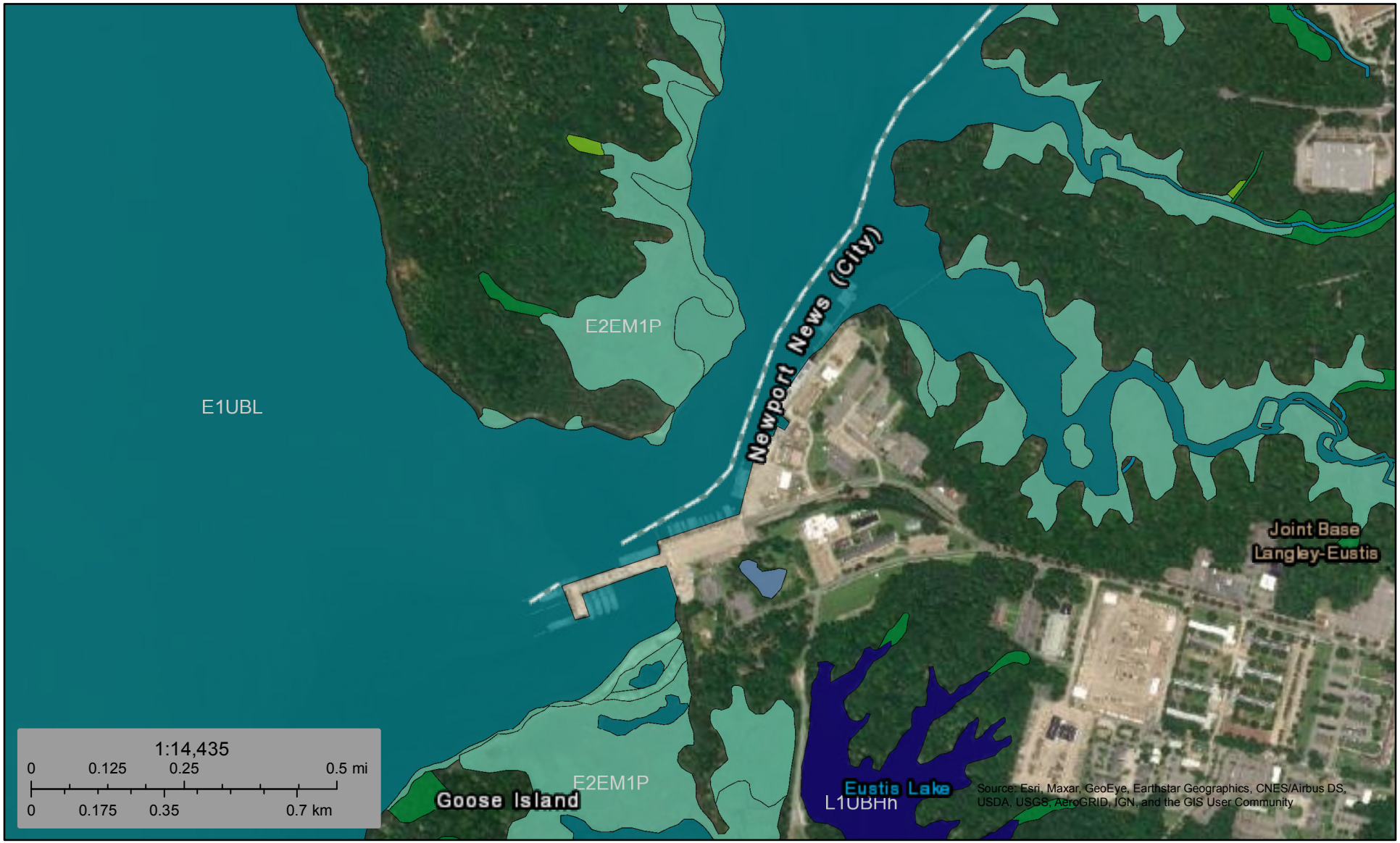
Dredging Methods

New work and current and future maintenance dredging would be conducted by mechanical dredge, hydraulic cutterhead dredge, or a combination of both plant types consistent with the most economical and environmentally acceptable alternative. If mechanical dredges are used, dredged material would be removed from the channel and placed onto a scow or barge. Dredged material may be pumped out of the scow and placed via pipeline into Fort Eustis Dredged Material Management Area (FEDMMA), a nearby upland placement site, if that is identified as the appropriate placement site. If hydraulic cutterhead dredges are used, dredged material would be hydraulically pumped via pipeline into FEDMMA. The dredged material would be hydraulically pumped through a pipeline (typically 16" – 20" diameter) varying in length from approximately 4,000 feet to 6,000 feet, depending on the distance to the FEDMMA. The pipeline would run over water, supported by floatation devices, to the shoreline, then cross Harrison Road and into FEDMMA. If dredged material placement capacity is not available at FEDMMA, the scow or barge may be transported for placement of dredged material at the Norfolk Ocean Disposal Site (NODS) if that is identified as the appropriate placement site.

U.S. Fish and Wildlife Service

National Wetlands Inventory

Skiffes Creek Improvements Project



July 1, 2021

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

Chesapeake Bay Map

Disclaimer: this GIS data is not guaranteed to be accurate and complete at any given time. Although it is expected that the data will be used for regulatory and permitting processes, any user of this data should verify their use of the data with Marine Resources Commission and/or VDH Division of Shellfish Sanitation staff before taking action or otherwise using the data to make decisions, particularly when related to regulatory and permitting processes, or any other legal action.

Cursor Lat / Long: N37-11.1919, W76-33.5437

Click Lat / Long:

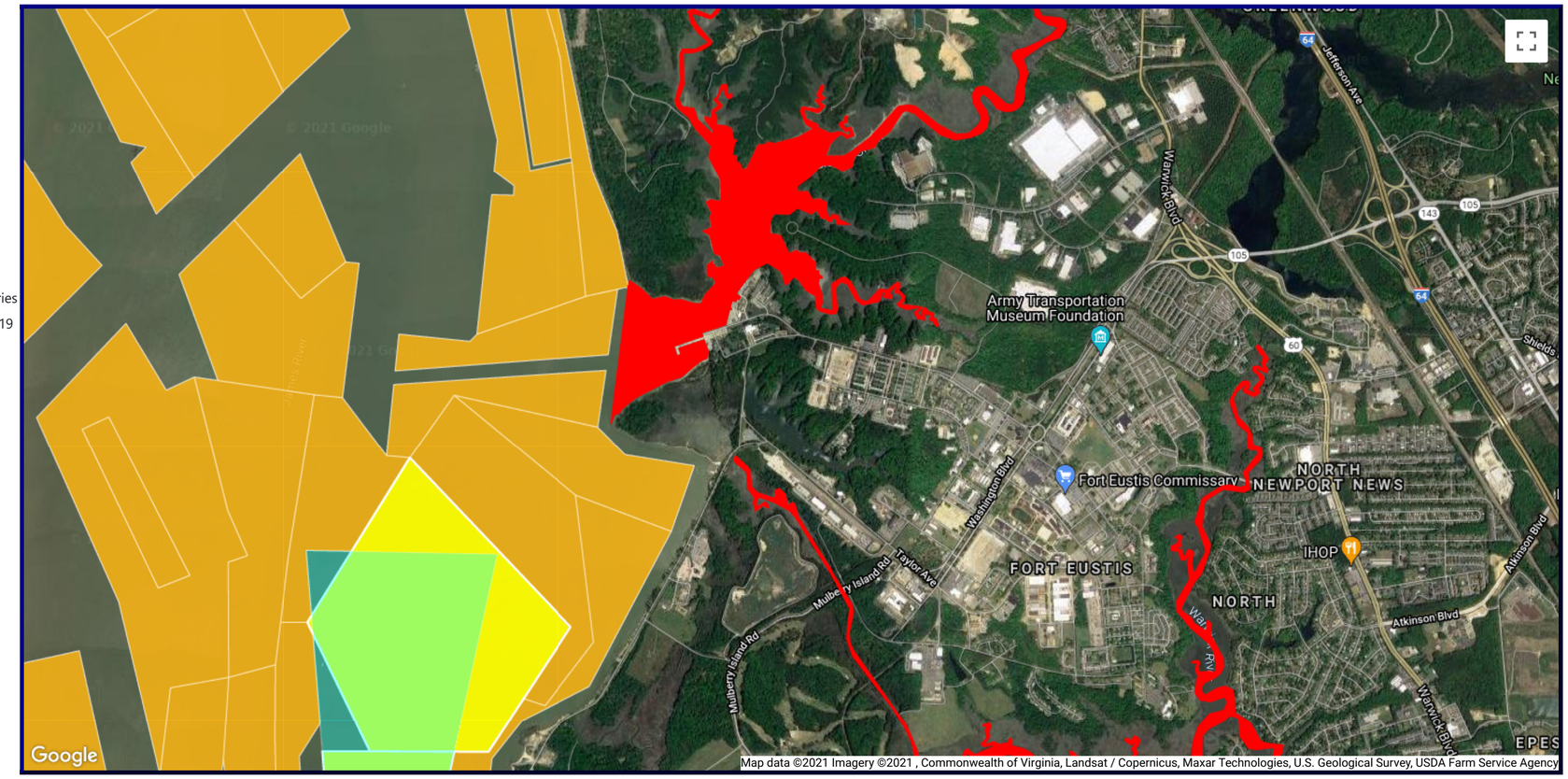
Map Layers

Shellfish Grounds
- [x] Private Oyster Ground Leases
- [x] Oyster Ground Applications
- [x] Shellfish Condemnation Zones By VDH
- [x] Open Harvest Areas 4 VAC 20-720
- [x] Public Grounds
- [x] Public Clamming Grounds
- [x] Oyster Sanctuaries
- [ ] State Marsh and Meadow Lands
- [x] Submerged Aquatic Vegetation Sanctuaries
- [x] Submerged Aquatic Vegetation 2015-2019
- [ ] PRFC Jones Shore Special Mgmt Area

Fixed Fishing Devices
- [ ] Pound Nets
- [ ] Staked Gill Nets
- [ ] Fyke Nets

Habitat Permits
- [ ] Habitat Permit Applications in 2017
- [ ] Habitat Permit Applications in 2018
- [ ] Habitat Permit Applications in 2019
- [ ] Habitat Permit Applications in 2020
- [ ] Oyster Gardening Permits

Miscellaneous
- [ ] Marine Police District Officers
- [ ] Tides Provided by NOAA
- [ ] Blue Crab Sanctuaries 4 VAC 20-752



US Army Corps
of Engineers

Norfolk District

PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS

FORT EUSTIS, VIRGINIA

Sheet List Table	
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15	DEBRIS REMOVAL

US Army Corps of Engineers
Norfolk District

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DESIGNED: R.S.P.
DRAWN: H.A.F.
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DATE: 15 JUL 2021
SCALE:
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SUPERVISED BY: M.A.W.

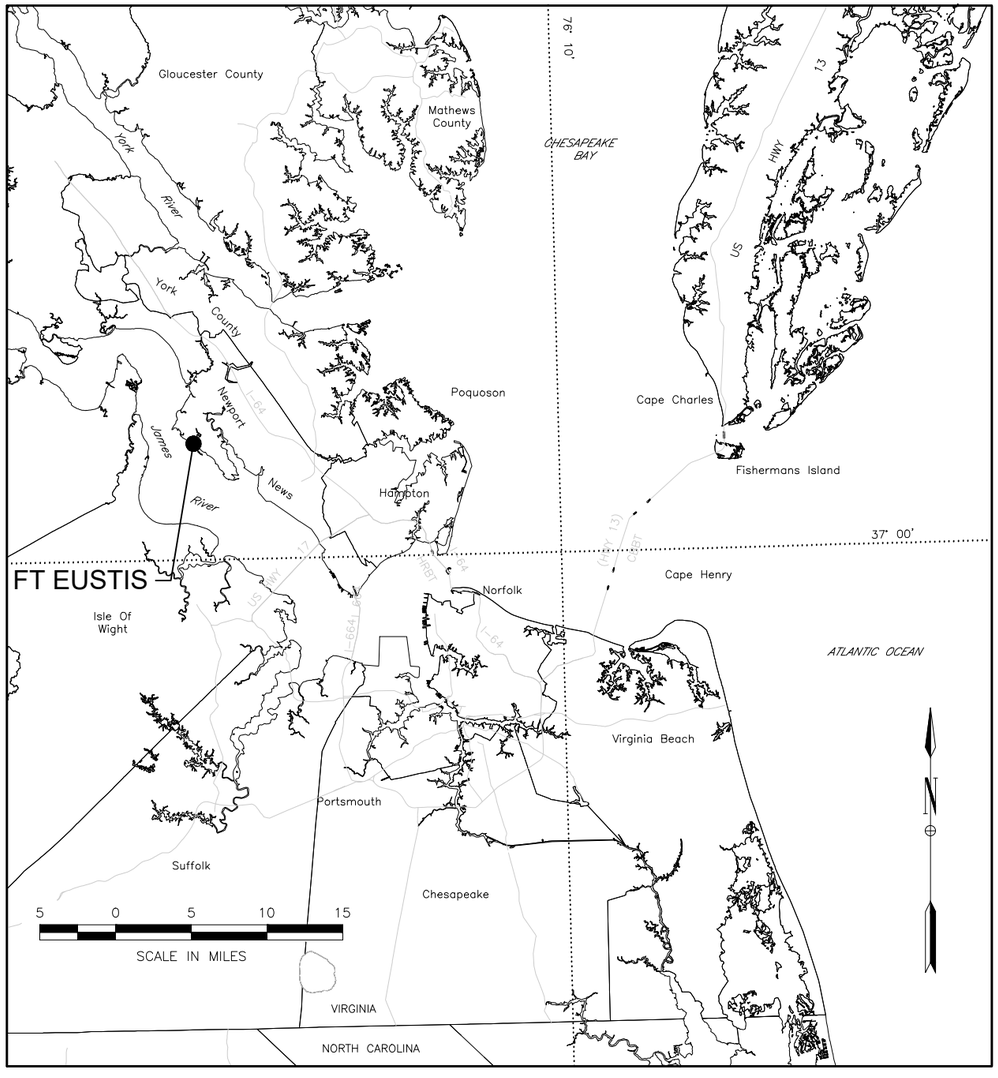
NORFOLK DISTRICT
CORPS OF ENGINEERS
NORFOLK, VIRGINIA

PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS
FORT EUSTIS, VIRGINIA

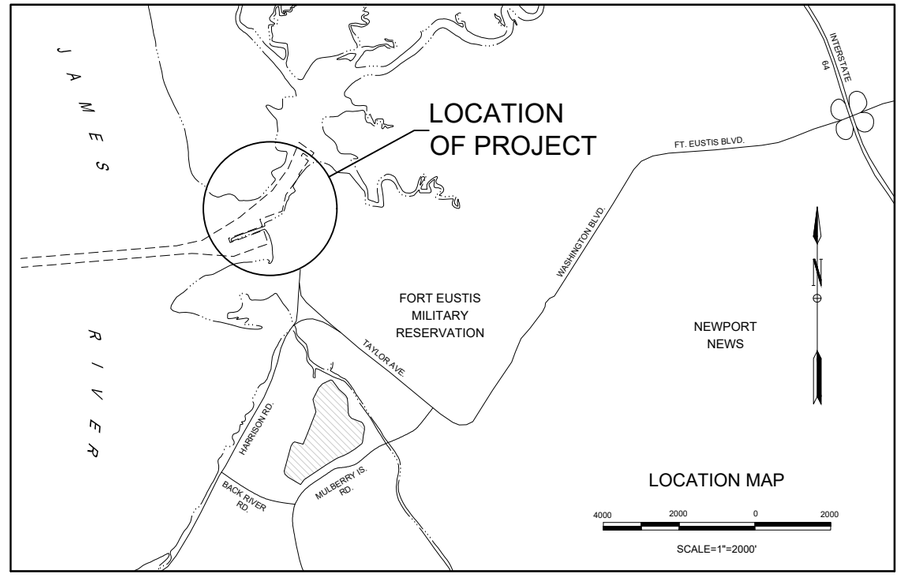
TITLE SHEET

SHEET 1 OF 15

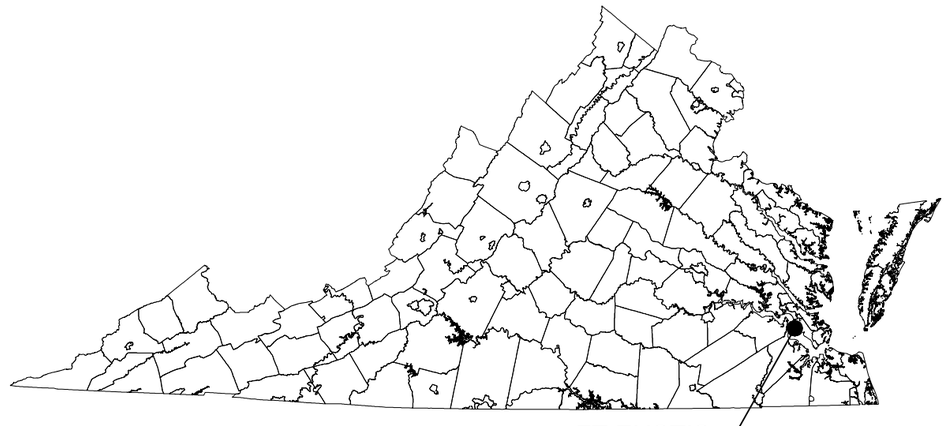
D:\Telework\Current Projects\S\Skiffes Creek\2021 Permit\Title Sheet.dwg; E4TOGHAF



VICINITY MAP



LOCATION MAP



VIRGINIA

US Army Corps of Engineers
Norfolk District

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NORFOLK DISTRICT
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NORFOLK, VIRGINIA

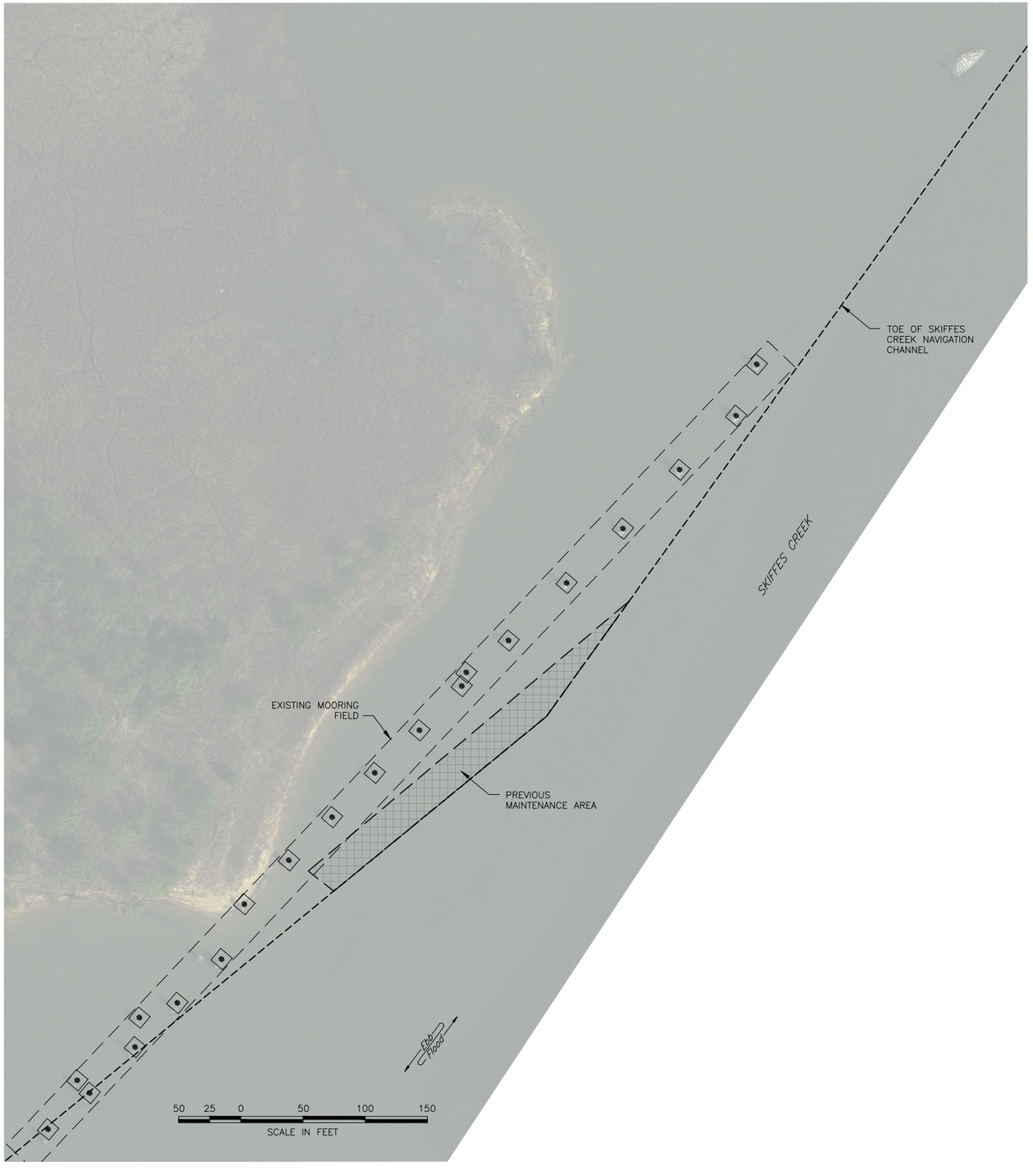
PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS

FORT EUSTIS, VIRGINIA

LOCATION MAP

SHEET 2 OF 15

D:\Telework\Current Projects\S\Skiffes Creek\2021 Permit\Title Sheet.dwg; E4TOGHAF



LEGEND

NAVIGATION CHANNEL

TREE LINE

COORDINATES OF CENTERLINE STATIONS		
STATION	EAST (X)	NORTH (Y)
0+00.0	12,027,863.29	3,589,034.09
46+43.3	12,032,491.47	3,589,409.04
66+63.3 (S)	12,034,390.22	3,590,098.36
66+63.3 (N)	12,034,332.20	3,590,258.15
71+46.5	12,034,786.36	3,590,423.04
76+64.2	12,034,902.97	3,590,927.38
90+67.7	12,035,721.23	3,592,067.71

BENCHMARKS	
BENCHMARK	ELEVATION
CE "THIRD, 2001"	+8.94'
CE "PORT, 2001"	+7.79'
CE "PMI-5, 2003"	+8.40'
Elevations are relative to NOS MLLW, 1983-2001 NTDE	

The information depicted on this map represents the results of surveys made on the date(s) indicated and can only be considered as indicating the general conditions existing at that time.

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Norfolk District

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NORFOLK DISTRICT
CORPS OF ENGINEERS
NORFOLK, VIRGINIA

PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS

FORT EUSTIS, VIRGINIA

GEBERAL NOTES & HISTORICAL DREDGING AREAS

SHEET 3 OF 15

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A B C D E F G H

6 5 4 3 2 1

E 12,032,250 E 12,033,000 E 12,033,750 E 12,034,500 E 12,036,000

N 3,591,750 N 3,591,000 N 3,590,250 N 3,589,500

JAMES RIVER

20613
DUKE

20335
JULIE ANN
SEAFOOD CO.

20336
JULIE ANN SEAFOOD CO.

SKIFFES CREEK

0° 08' 48"
TRUE NORTH
GRID NORTH

DIFFERENCE OCCURS AT:
E 12,034,500
N 3,590,250

Flood
Ebb

77+10.2
76+64.2
66+63.0
61+65.4
56+40.0
50+00.0
46+43.3
42+43.3
90+67.7
83+52.7
71+73.35
71+46.5
66+33.3
66+63.3

365'
240'

MCS MOORING
PILE FIELD
2
4 | 10
11,12

LANDSHIP AREA
3
4 | 13

DEBRIS FIELD
5
4 | 15

FINGER PIERS
1
4 | 5
6

GENERAL'S RAMP
4
4 | 14

Green Daybeacon
No. 9

Green Daybeacon
No. 7

Green Beacon
No. 5 (Fl G)

C8
Red Beacon
No. 6 (Fl R)

Red Daybeacon
No. 8

KERR ROAD

LEE BLVD

TAYLOR AVE

The information depicted on this map represents the results of surveys made on the date(s) indicated and can only be considered as indicating the general conditions existing at that time.

150 75 0 150 300 450
SCALE IN FEET

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Norfolk District

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NORFOLK DISTRICT
CORPS OF ENGINEERS
NORFOLK, VIRGINIA

PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS

FORT EUSTIS, VIRGINIA

OVERALL MAP

SHEET 4 OF 15

D:\Telework\Current Projects\S\Skiffes Creek\2021 Permit\2021_Permit_SP.dwg, E4TOGHAF

FINGER PIER EXISTING CONDITION (1 / 4 | 5)
SCALE: 1"=50'

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Norfolk District

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SUBMITTED: M.A.W.
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SCALE:
NORFOLK DISTRICT FILE NO.: SKC.2021-11-03.PS (5)
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NORFOLK DISTRICT
CORPS OF ENGINEERS
NORFOLK, VIRGINIA

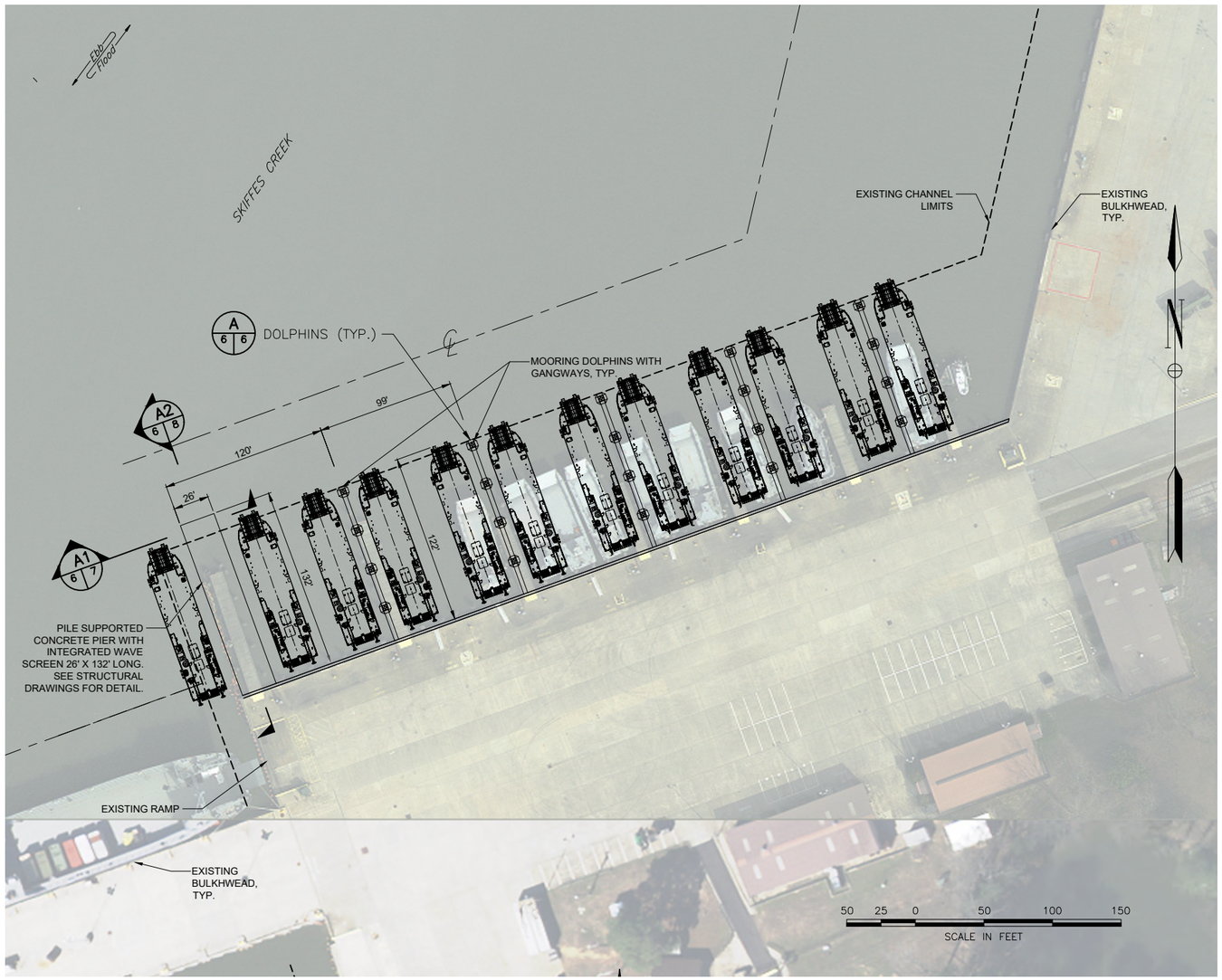
PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS

FORT EUSTIS, VIRGINIA

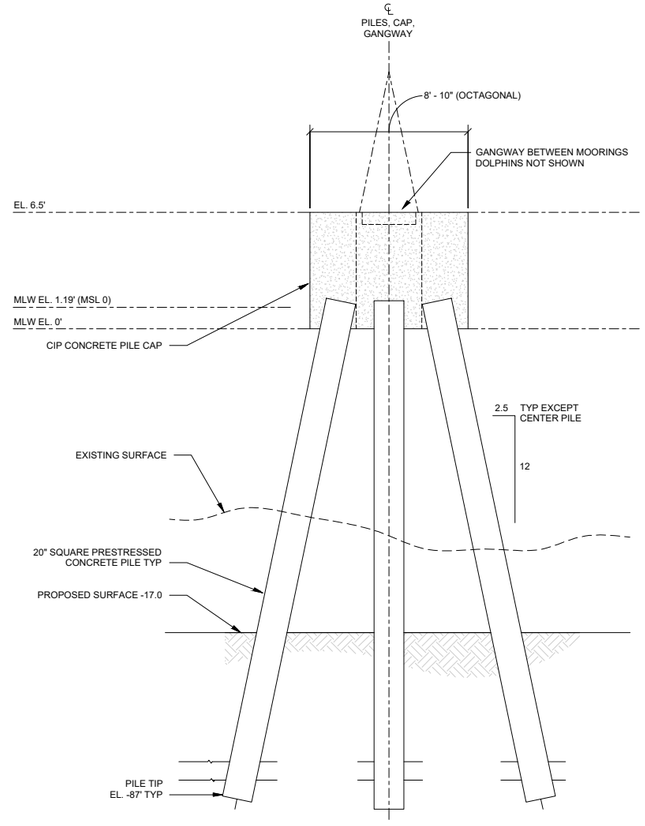
FINGER PIER EXISTING CONDITION

SHEET 5 OF 15

D:\Telework\Current Projects\S\Skiffes Creek\2021 Permit\2021_Permit_SP.dwg; E4TOGHAF



FINGER PIER PROPOSED LAYOUT 1 4 6
SCALE: 1"=50'



TYPICAL DOLPHIN ELEVATION A 6 6
N.T.S.

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Norfolk District

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DESIGNED: R.S.P.
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DATE: 15 JUL 2021
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NORFOLK DISTRICT
CORPS OF ENGINEERS
NORFOLK, VIRGINIA

PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS

FORT EUSTIS, VIRGINIA

FINGER PIER PROPOSED LAYOUT

SHEET 6 OF 15

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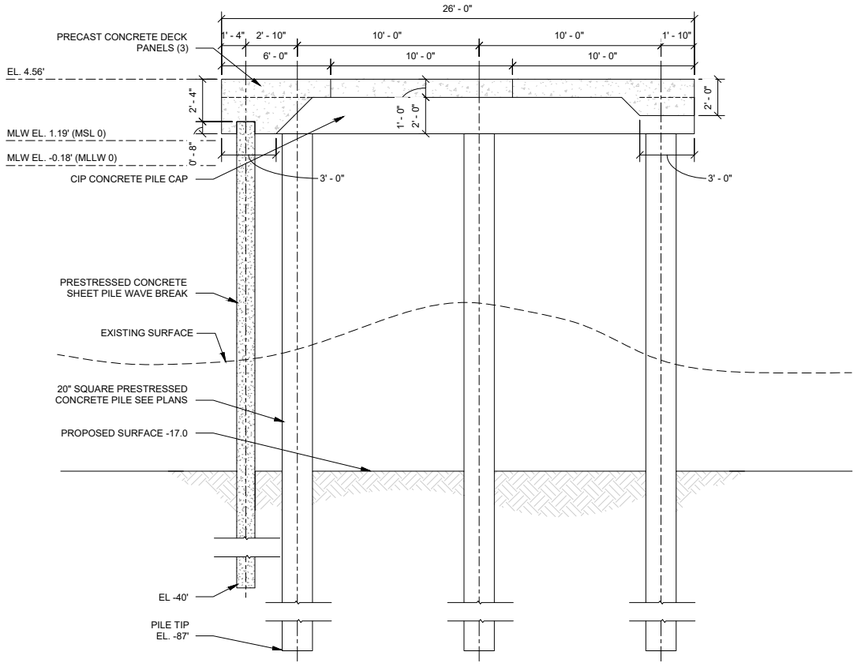
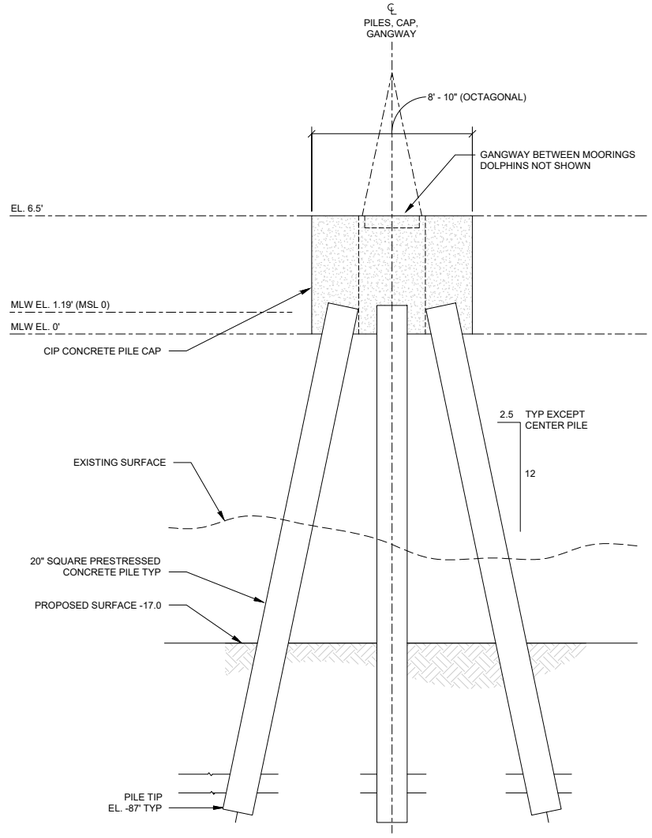


SECTION PIER 8 (A1, 6 | 7)
SCALE: N.T.S.



SECTION PIER 8 (A, 6 | 7)
SCALE: N.T.S.

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Norfolk District

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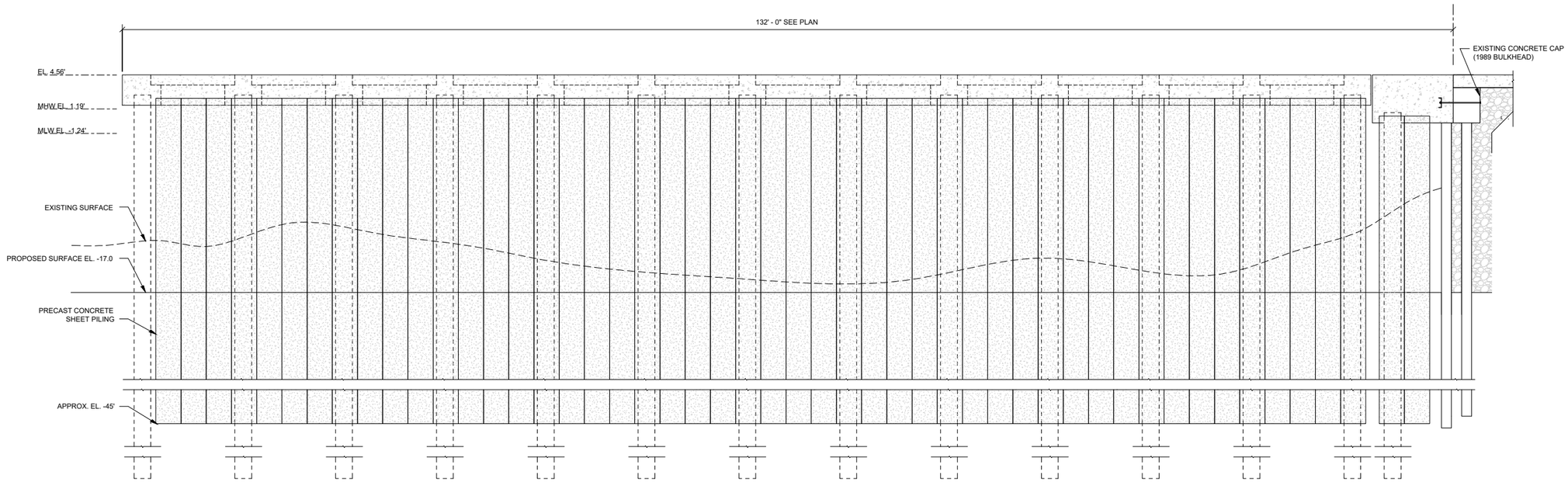
NORFOLK DISTRICT
CORPS OF ENGINEERS
NORFOLK, VIRGINIA

PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS
FORT EUSTIS, VIRGINIA

PROPOSED FINGER PIER DETAIL

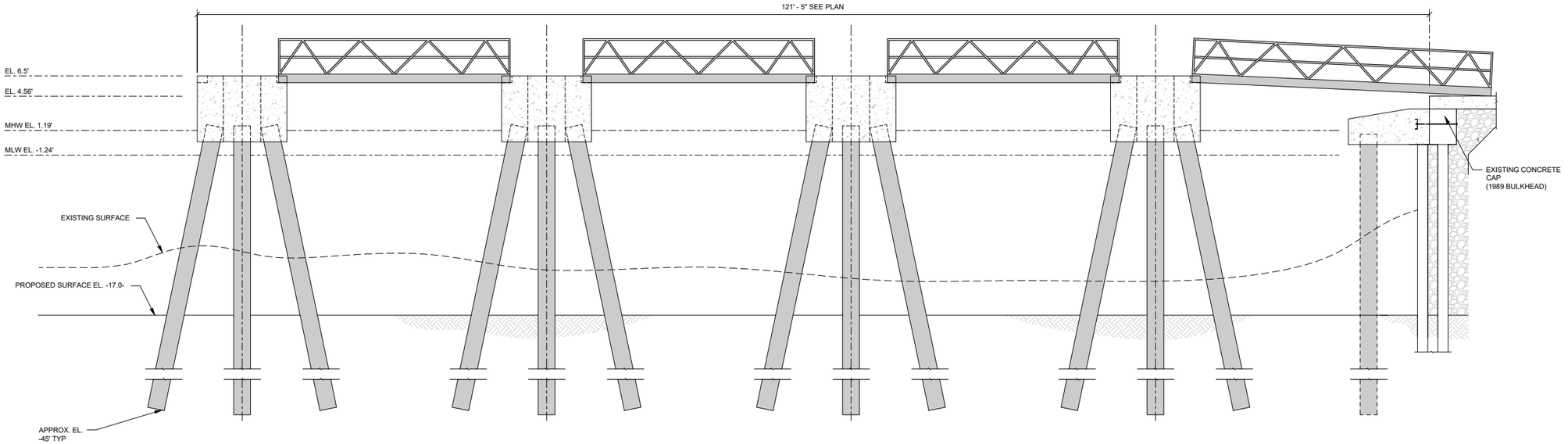
SHEET 7 OF 15

D:\Telework\Current Projects\S\Skiffes Creek\2021 Permit\2021_Permit_SP.dwg; E4TOGHAF



PIER 8 ELEVATION
SCALE: N.T.S.

A2
6 | 8



PIER 9–10 ELEVATION
SCALE: N.T.S.

A2
6 | 8

US Army Corps of Engineers
Norfolk District

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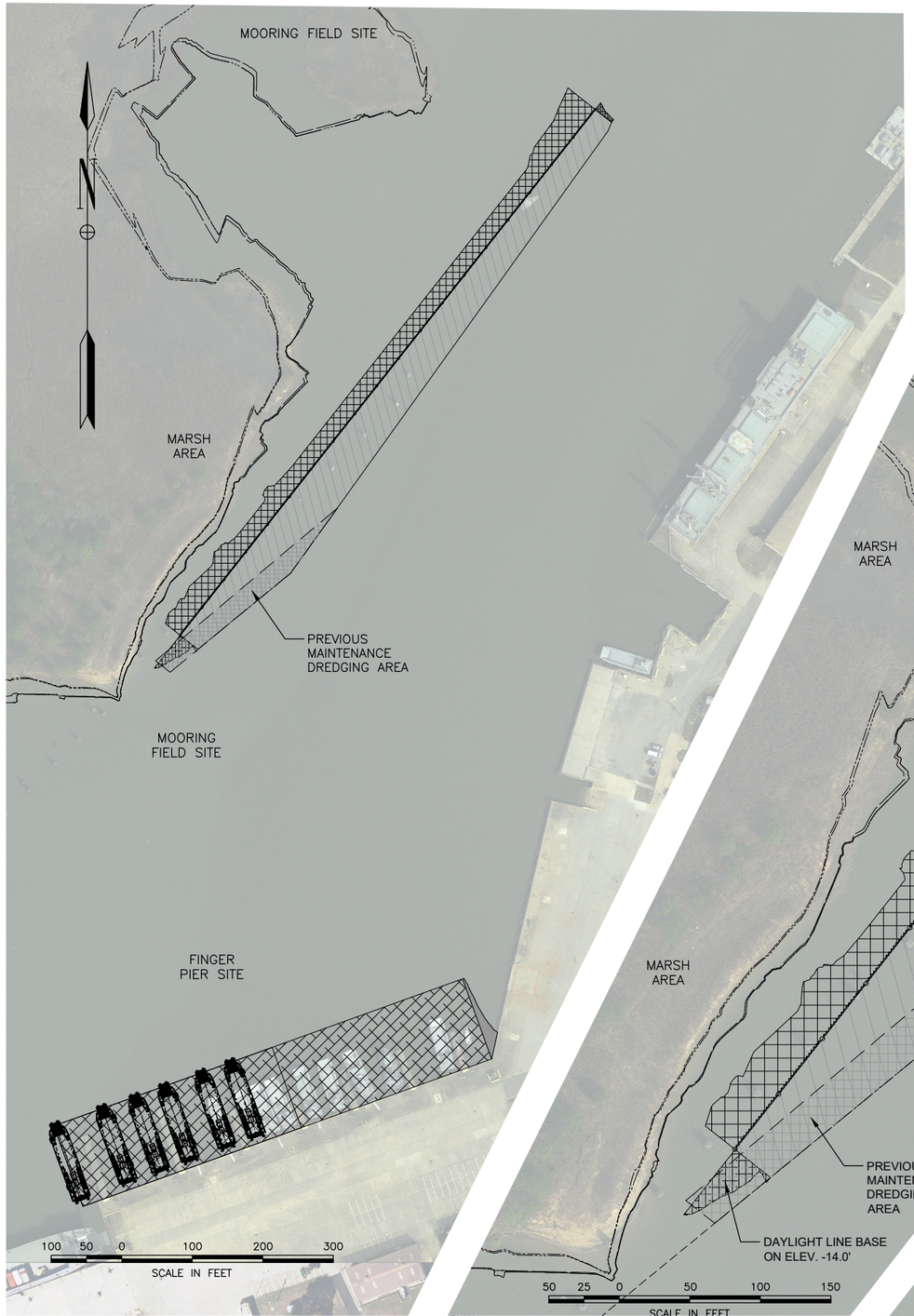
NORFOLK DISTRICT
CORPS OF ENGINEERS
NORFOLK, VIRGINIA

DATE: 15 JUL 2021
SCALE:

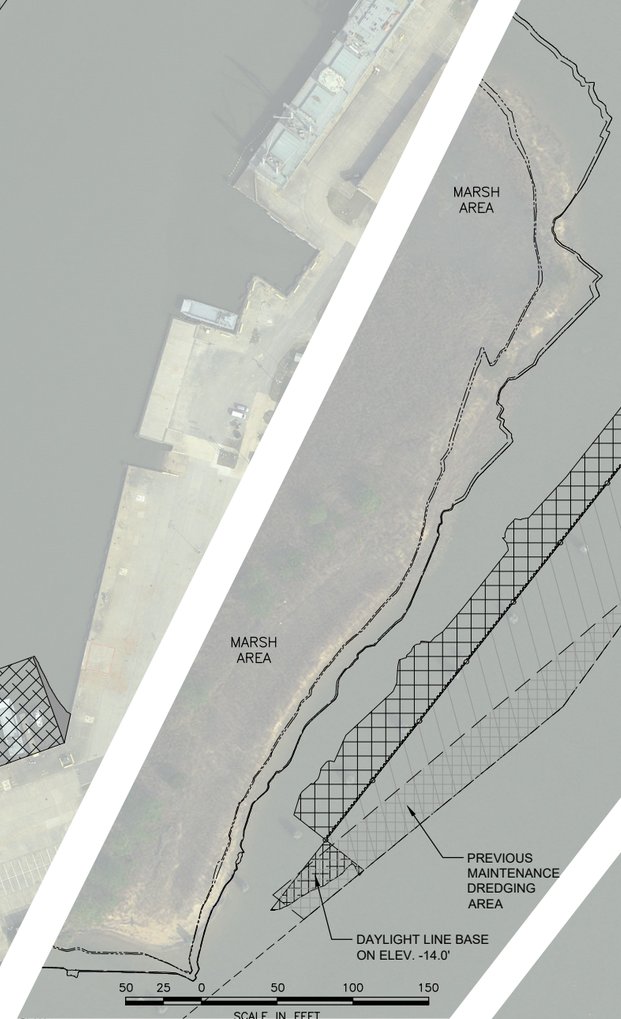
PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS
FORT EUSTIS, VIRGINIA
PROPOSED FINGER PIER DETAIL (CONT'D)

SHEET 8 OF 15

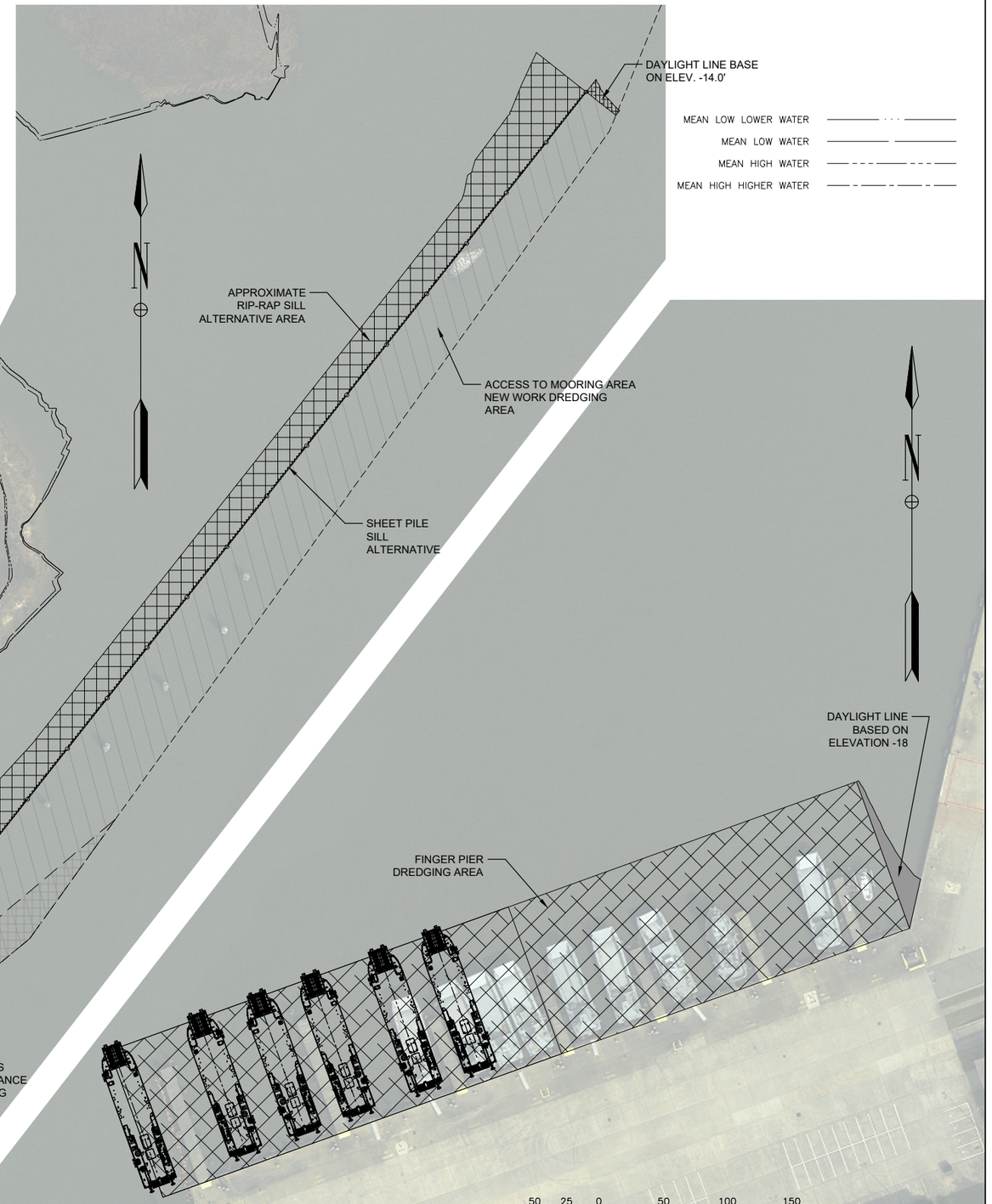
D:\Telework\Current Projects\S\Skiffes Creek\2021 Permit\2021_Permit_SP.dwg; E4TOGHAF



MOORING PILE FIELD SITE
SCALE: 1"= 50'



PLAN NORTH



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Norfolk District

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NORFOLK DISTRICT
CORPS OF ENGINEERS
NORFOLK, VIRGINIA

PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS

FORT EUSTIS, VIRGINIA

NEW WORK - DREDGING AREAS

SHEET 9 OF 15

D:\Telework\Current Projects\S\Skiffes Creek\2021 Permit\SKIFF-MOORING-AREA-REV-SHT.dwg; E4TOGHAF

MOORING FIELD EXISTING CONDITION
SCALE: 1"=50'

2
4 10

PLAN NORTH

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Norfolk District

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NORFOLK DISTRICT
CORPS OF ENGINEERS
NORFOLK, VIRGINIA

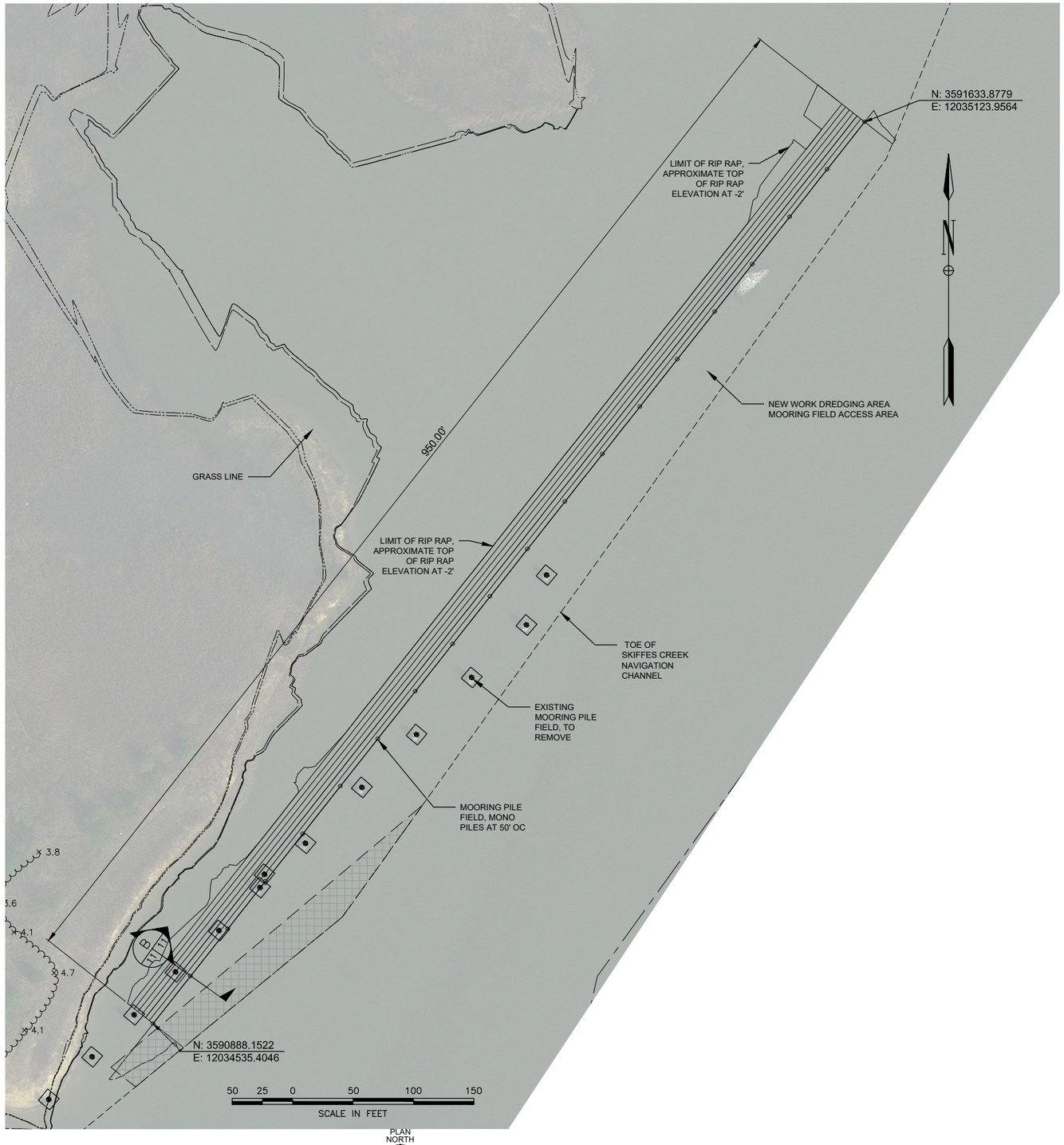
PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS

FORT EUSTIS, VIRGINIA

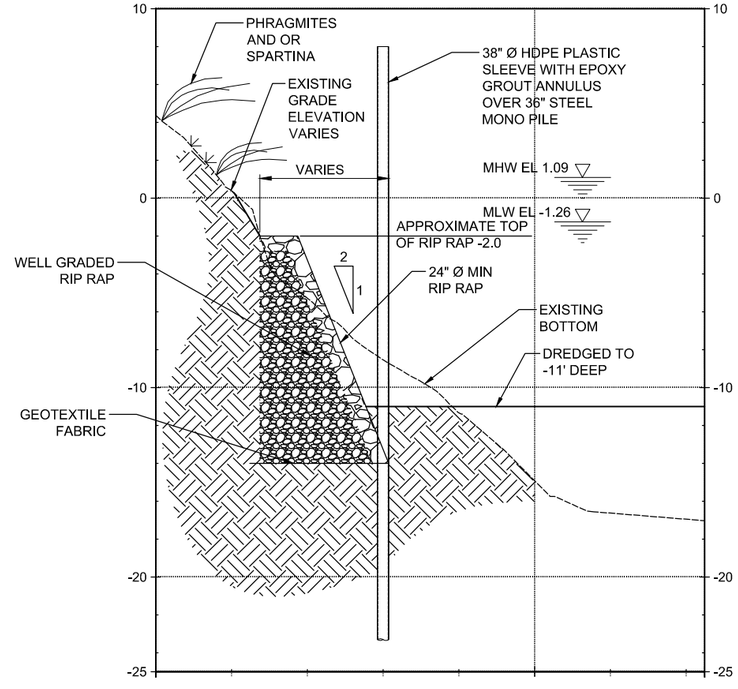
EXISTING CONDITION - MOORING FIELD SITE

SHEET 10 OF 15

D:\Telework\Current Projects\S\Skiffes Creek\2021 Permit\SKIFF-MOORING-AREA-REV-SHT.dwg; E4TOGHAF



MOORING PILE FIELD SITE
SCALE: 1"= 50'
2 / 4 11



MOORING PILES & SHORELINE STABLIZATION – OPTION A
HORIZONTAL SCALE: 1"= 20'
VERTICAL SCALE: 1" = 4'
B / 11 11

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Norfolk District

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NORFOLK, VIRGINIA

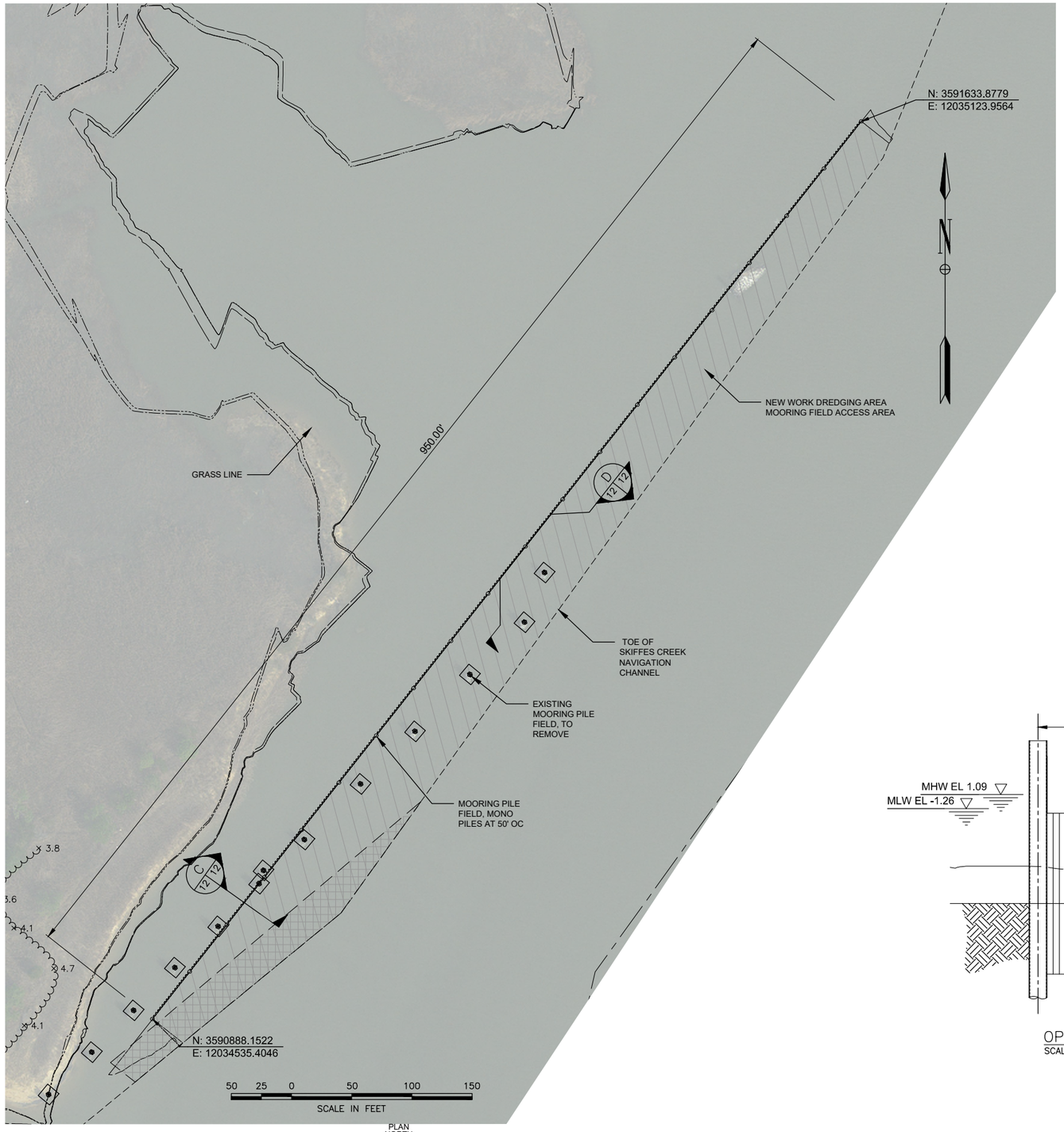
PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS

FORT EUSTIS, VIRGINIA

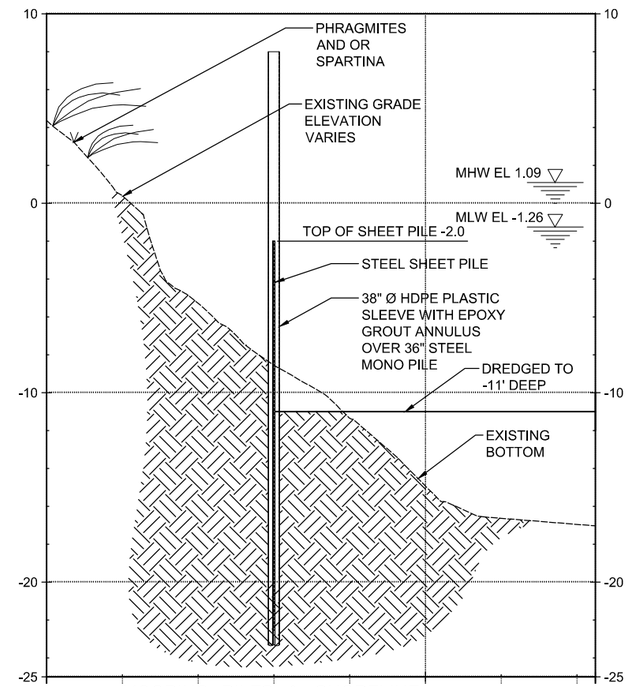
PROPOSED LAYOUT MOORING FIELD SITE
OPTION A - RIPRAP SILL

SHEET 11 OF 15

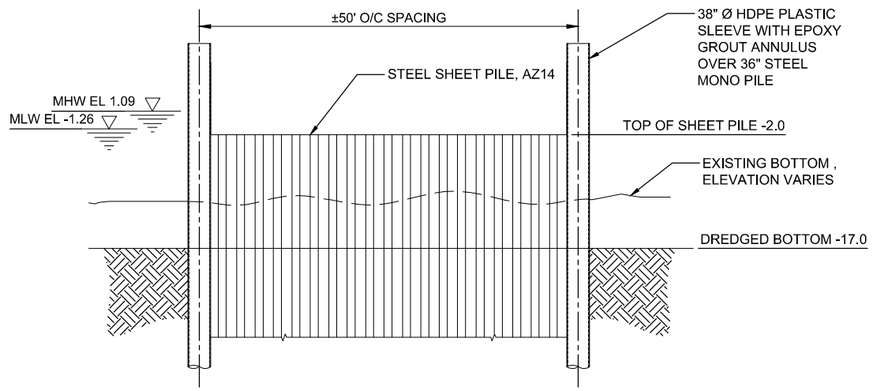
D:\Telework\Current Projects\S\Skiffes Creek\2021 Permit\SKIFF-MOORING-AREA-REV-SHT.dwg; E4TOGHAF



MOORING PILE FIELD SITE
SCALE: 1"= 50'
2
4 12



MOORING PILES & SHORELINE
STABILIZATIOM – OPTION B
HORIZONTAL SCALE: 1"= 20'
VERTICAL SCALE: 1" = 4'
C
12 12



OPTION B ELEVATION
SCALE: 1"= 10'
D
12 12

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Norfolk District

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DRAWING NO.:
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NORFOLK DISTRICT
CORPS OF ENGINEERS
NORFOLK, VIRGINIA

PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS

FORT EUSTIS, VIRGINIA

PROPOSED LAYOUT MOORING FIELD SITE
OPTION B - BULKHEAD SILL

SHEET 12 OF 15

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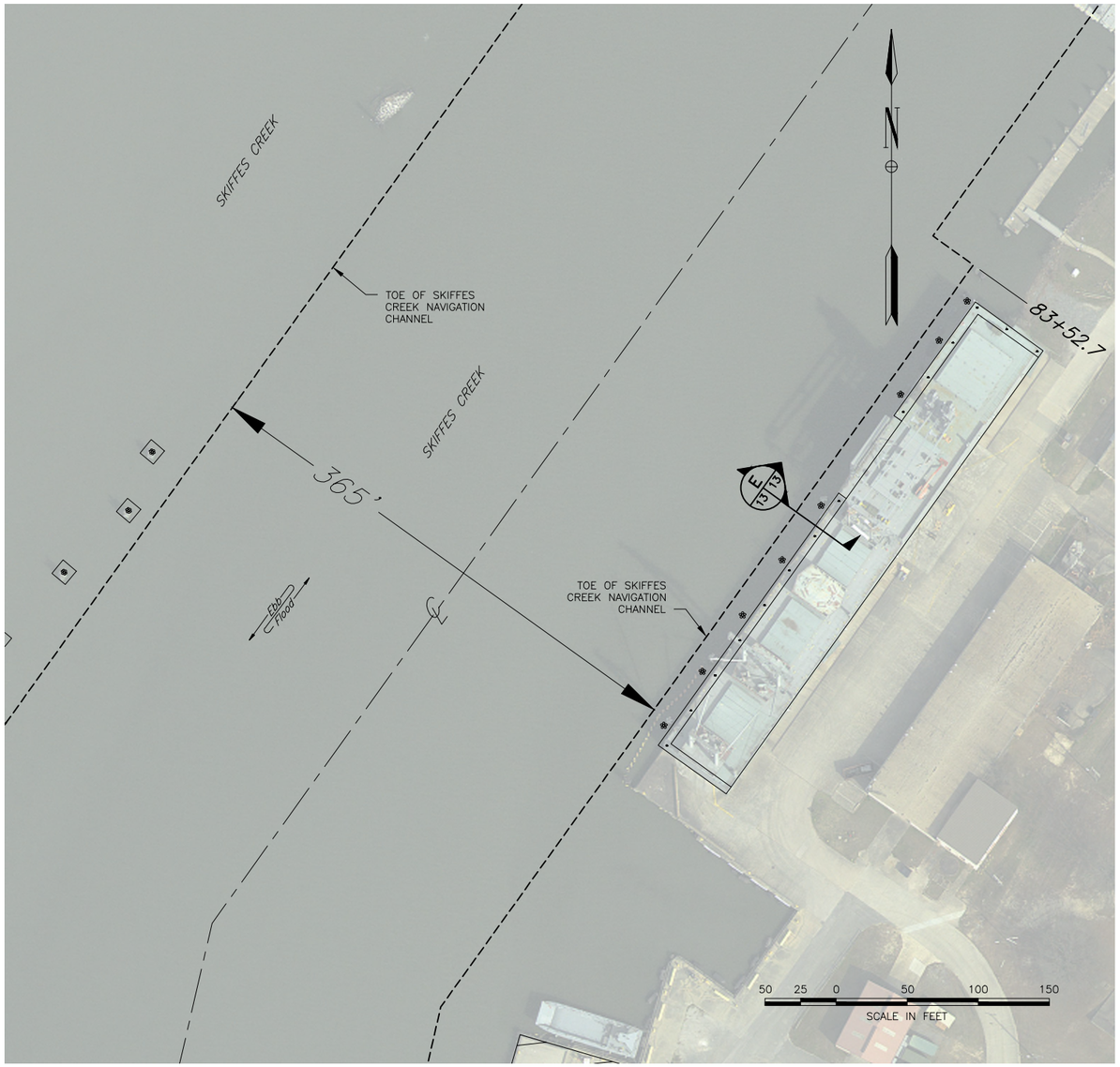
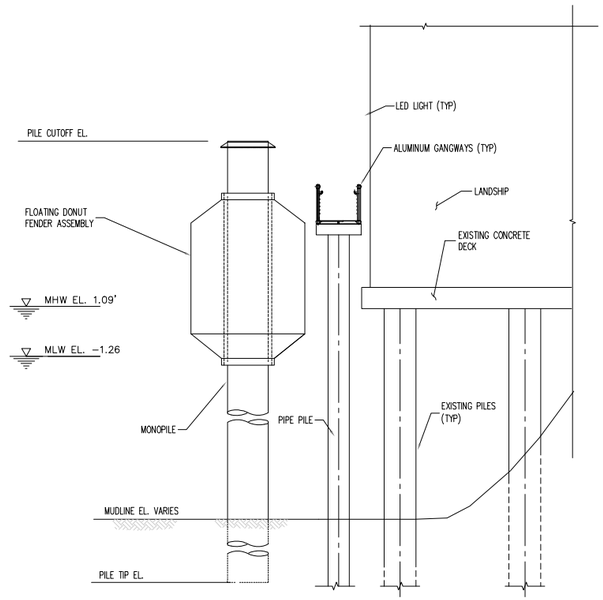


LANDSHIP AREA
SCALE: 1"=50'
3 | 4 | 13



MONOPOLE BREASTING DOLPHINS WITH DONUT FENDER
SCALE: 1"=10'
E | 13 | 13

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Norfolk District

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SUPERCED BY:
APPROVED BY: M.Q.

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NORFOLK, VIRGINIA

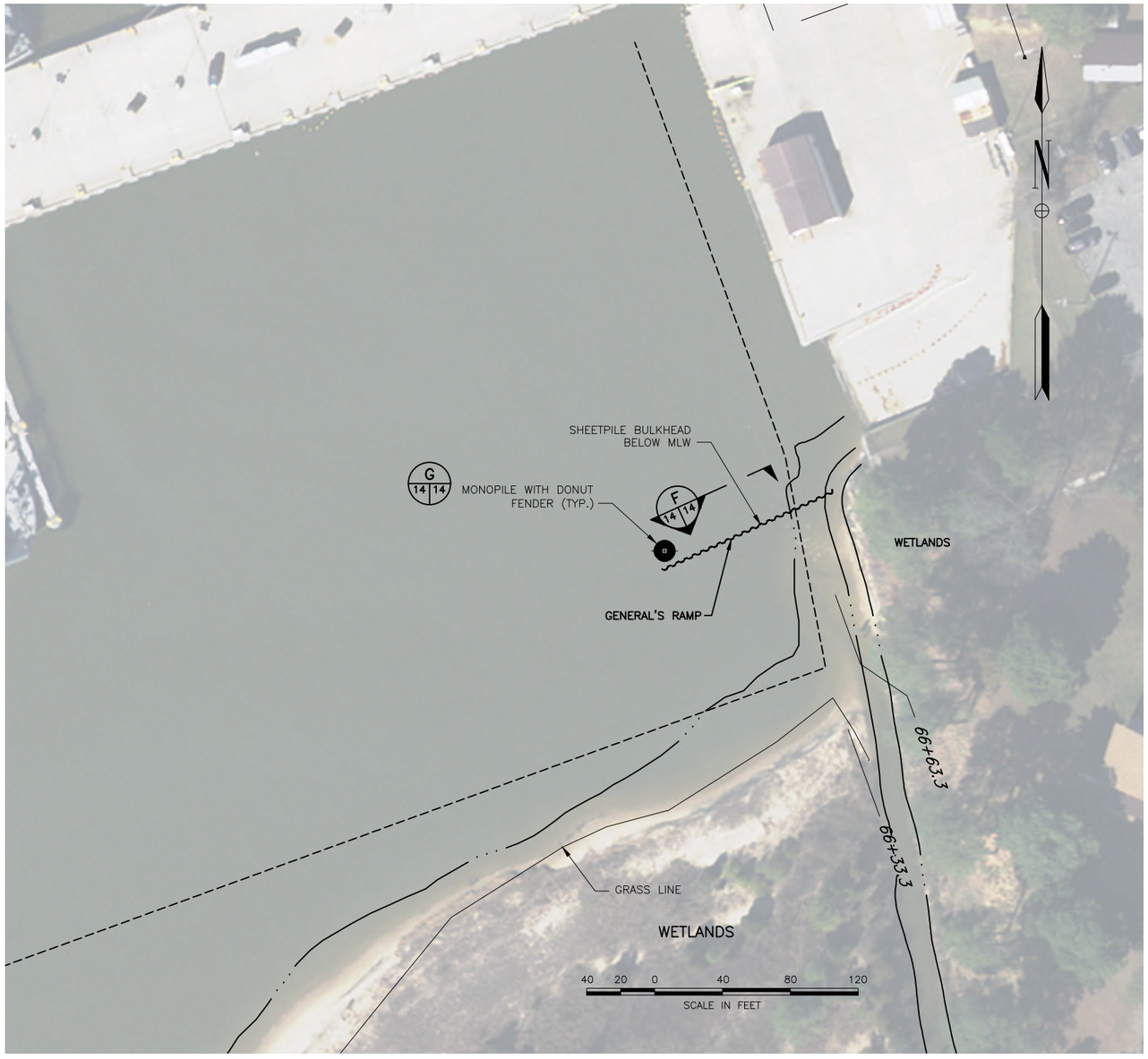
PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS

FORT EUSTIS, VIRGINIA

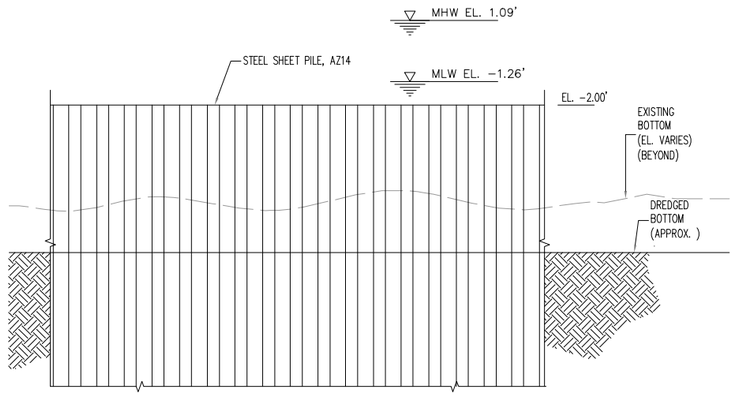
LANDSHIP AREA

SHEET 13 OF 15

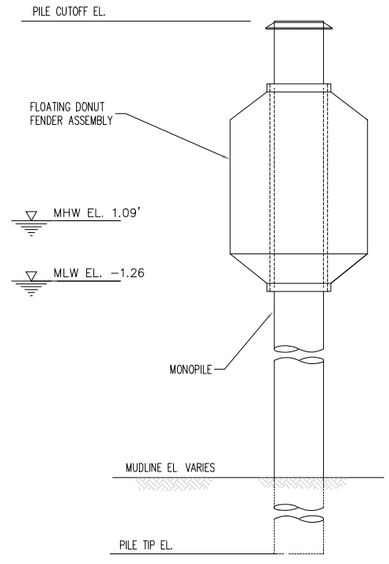
D:\Telework\Current Projects\S\Skiffes Creek\2021 Permit\2021_Permit_SP.dwg; E4TOGHAF



GENERAL'S RAMP
SCALE: 1"=50'
4
4 14



SHEETPILE ELEVATION
GENERALS RAMP
N.T.S.
F
14 14



MONOPOLE WITH DONUT FENDER
N.T.S.
G
14 14

US Army Corps of Engineers
Norfolk District

REV.	DATE	DESCRIPTION	BY	APP.

DESIGNED: R.S.P.
DRAWN: H.A.F.
CHECKED: M.A.W.
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DRAWING NO.:
SUPPLIED BY: M.O.
DATE: 15 JUL 2021
SCALE:

NORFOLK DISTRICT
CORPS OF ENGINEERS
NORFOLK, VIRGINIA

PROPOSED IMPROVEMENTS TO THE THIRD
PORT FACILITY LOCATED AT
SKIFFES CREEK, FORT EUSTIS
FORT EUSTIS, VIRGINIA

GENERALS RAMP

SHEET 14 OF 15

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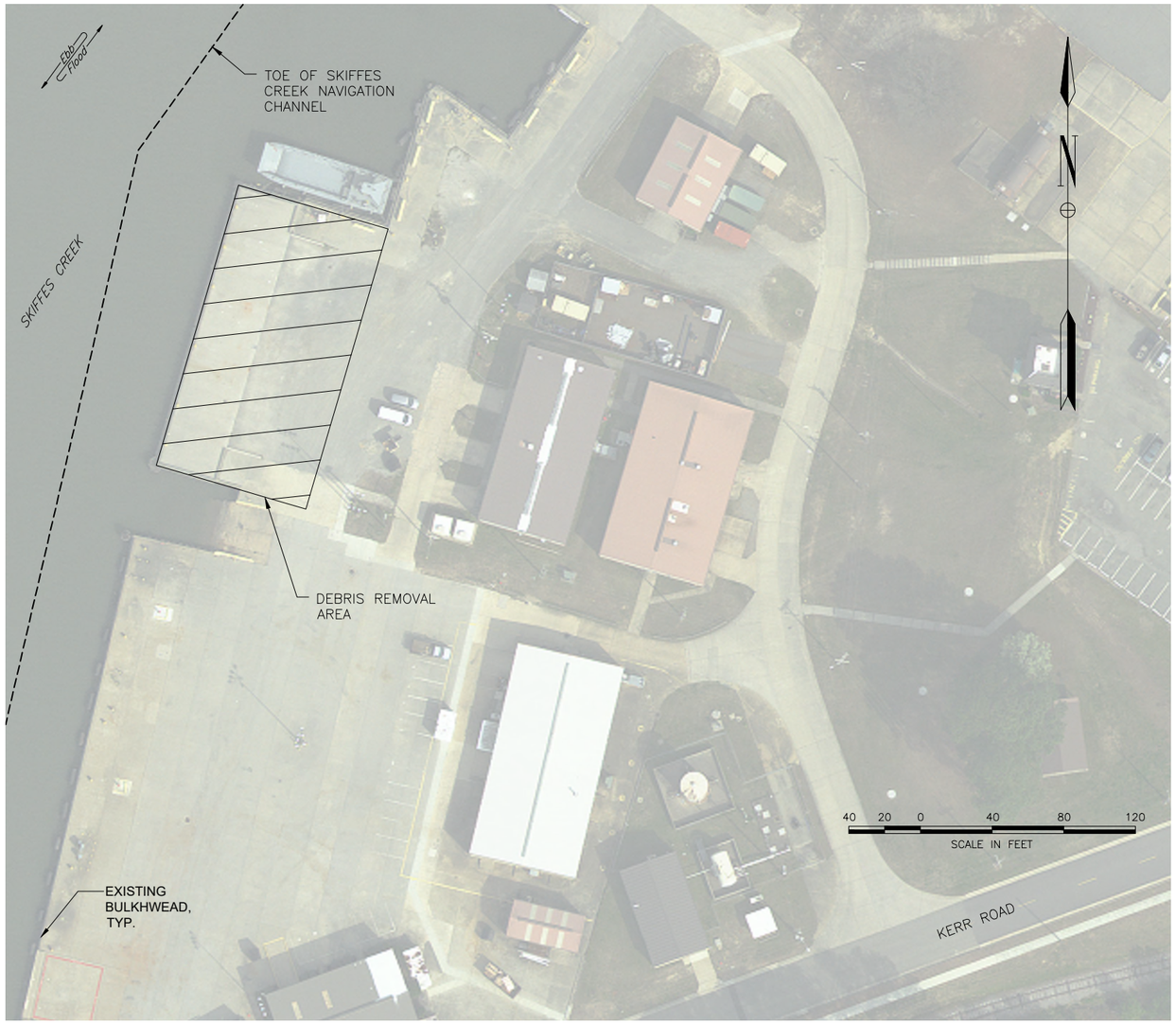

DEBRIS REMOVAL AREA
SCALE: 1"=50'

5
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US Army Corps of Engineers
Norfolk District

REV.	DATE	DESCRIPTION	BY	APP.

DESIGNED: R.S.P.
DRAWN: H.A.F.
CHECKED: R.S.P.
SUBMITTED: M.A.W.
DATE: 15 JUL 2021
SCALE:
NORFOLK DISTRICT FILE NO.: SKC.2021-11-03.PS (15)
DRAWING NO.:
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M.Q.

NORFOLK DISTRICT
CORPS OF ENGINEERS
NORFOLK, VIRGINIA

PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS
FORT EUSTIS, VIRGINIA
DEBRIS REMOVAL

SHEET 15 OF 15

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
GREATER ATLANTIC REGIONAL FISHERIES OFFICE
55 Great Republic Drive
Gloucester, MA 01930-2276

October 21, 2021

Ms. Leslie Dobbins-Noble
Chief, Operations Branch
US Army Corps of Engineers
Norfolk District
803 Front Street
Norfolk, Virginia 23510-1096

Re: EFH Assessment; Joint Base Langley Eustis – Fort Eustis, Third Port Improvements

Dear Ms. Dobbins-Noble:

We have reviewed the Essential Fish Habitat (EFH) assessment prepared for the proposed improvements to the Third Port facility at Joint Base Langley Eustis – Fort Eustis (JBLE-Eustis), located along Skiffes Creek near the confluence of the James River in the City of Newport News, Virginia. The project area is designated as essential fish habitat (EFH) by the Mid-Atlantic Fishery Management Council and NOAA as well as an anadromous fish use area by the Virginia Department of Wildlife Resources (VDWR). Skiffes Creek is approximately 200 m wide between shorelines in the project area.

Project Background
The proposed Third Port improvements will allow for the transit, turning, berthing, and protection of new, larger vessels that are replacing older vessels in the fleet. The new class of vessels are stern-loading and longer than the existing vessels, thereby requiring longer finger piers for mooring along the existing bulkhead. Other elements of the project include improvements to the existing mooring field, mooring dolphins and gangway at the landship, subaqueous wave screens at Pier 8 and the General's Ramp, and new and maintenance dredging of the berths, turning basin and mooring field. The entire project involves multiple phases that may be constructed consecutively or concurrently across multiple funding years depending on funding availability. We are reviewing the project in its entirety at this time and providing recommendations for distinct elements of the project.

Finger Piers
Berthing of the new, longer vessels requires the replacement of Pier 8 (93 ft.) with a longer pier (132 ft.) supported by forty-one (41) 20-inch square concrete piles installed by impact hammer. Piers 9-14 will be replaced with five (5) concrete mooring dolphin/gangway structures (eliminating one pier) constructed using a total of one hundred (100) 20-inch square concrete piles installed by impact hammer. The construction of a 542 ft. long stern ramp support platform along the face of the existing bulkhead is supported by fifty five (55) 20-inch concrete piles

installed by impact hammer. Construction of a 126 ft. long wave screen along the western side of Pier 8 will be constructed using concrete sheet piles (30-inches long x 12-inches wide) also installed by impact hammer. New work dredging to a maximum depth of -18 ft. MLLW over 1.9 acres will remove approximately 14,000 cu. yds. of sediment accretion between the toe of the channel and the existing bulkhead.

Mooring Field
The mooring field lies north of and across Skiffes Creek from the finger piers and provides mooring of the modular causeway system (MCS). The mooring field is approximately 850 ft. long with timber mooring dolphins spaced approximately 50 ft. apart. The mooring field has experienced substantial accretion along the shoreline, leaving several dolphins above mean high water (MHW). Existing in-water timber dolphins will be pulled from the sediment while those above MHW will be cut off at ground level to reduce impacts to the adjacent marsh. The new 950 ft. long mooring field is proposed to be re-aligned upstream and will be constructed using twenty two (22), 36-inch diameter hollow steel mooring piles. Approximately 11,000 cu. yds. of material will be dredged (10,000 cu. yds. new, 1,000 cu. yds. maintenance) to a maximum allowable depth of -14 ft. MLLW over 1.5 acres to provide access to the turning basin and mooring field.

Landship
The landship is a mock cargo vessel that sits upon a pile supported concrete deck and is used for training purposes. Eight (8), 36-inch steel monopile dolphins with fendering and fourteen (14), 24-inch steel monopile supported gangway will be constructed alongside the landship for access and training by Army personnel.

General's Ramp
An approximately 200 ft. long subaqueous steel sheet pile bulkhead will be installed at the southeast edge of the ramp to prevent sloughing of material into the basin from the adjacent Goose Island shoreline. A 36-inch hollow steel monopile with donut fender assembly will be located at the channelward end of the bulkhead for protection of the structure.

Dredging
Across all elements of the project, new work and maintenance dredging will be conducted using a mechanical dredge, hydraulic cutterhead dredge or a combination of both consistent with the sediment type, type of debris encountered and most economical and environmentally acceptable alternative. Depending on the type of dredge equipment used, dredge material will either be pumped directly (hydraulic cutterhead) via a 4,000-6,000 ft. long, 16-20-inch diameter pipeline to the Ft. Eustis Dredge Material Management Area (FEDMMA) or pumped out of scows (mechanical dredge) into FEDMMA. If the dredge material volume exceeds the placement capacity at FEDMMA and testing verifies the material does not exceed established contaminant thresholds, the material will be barged to the Norfolk Ocean Disposal Site (NODS) and placed overboard.

Magnuson Stevens Fishery Conservation and Management Act (MSA)
The Magnuson-Stevens Fishery Conservation and Management Act (MSA) requires federal agencies such as the Corps to consult with us on any action or proposed action authorized,

funded, or undertaken by the agency that may adversely affect EFH identified under the MSA. The EFH regulations, 50 CFR Section 600.920, outline that consultation procedure.

EFH is defined by the MSA as "those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity." The designation and conservation of EFH seeks to minimize adverse effects on habitat caused by fishing and non-fishing activities. Third Port on Skiffes Creek has been designated as EFH for various life stages of seven (7) federally managed species including: Atlantic sea herring (*Clupea harengus*), black sea bass (*Centopristis striata*) bluefish, (*Pomatomus saltatrix*), clearnose skate (*Raja eglanteria*), red hake (*Urophycis chuss*), summer flounder (*Paralichthys dentatus*), and windowpane flounder (*Scopthalmus aquosus*).

EFH Conservation Recommendations
Pursuant to Section 305(b)(4)(A) of the MSA, we recommend you adopt the following EFH conservation recommendation to minimize impacts to EFH and other aquatic resources, including anadromous fish:

1. In any year, conduct all hollow steel pile installation and dredging outside the February 15 through June 30 time of year restriction (TOYR) protective of anadromous fish migration and spawning. There is no seasonal restriction on the installation of concrete piles.
2. If jetting is required to remove existing timber piles of the mooring field, employ a turbidity curtain weighted to the bottom and extending to the surface to encircle the work area to help prevent resuspended sediment from entering the water column.
3. To the extent practicable, install all hollow steel piles using a vibratory hammer to reduce underwater acoustic impacts. If an impact hammer must be used to obtain minimum penetration depths or withstand anticipated lateral loads, we recommend the use of cushion blocks and a reduced energy soft-start protocol to reduce underwater noise and move fish away from the noise source.
4. We recommend evaluating the use of fiber-reinforced polymer (FRP) pipe piles for monopiles and the mooring field dolphins, as have been used successfully by the Virginia Department of Transportation (VDOT) as mooring dolphins at the Jamestown-Scotland Ferry terminals. The use of FRP piles would negate the need for a TOYR for pile installation.

Please note that Section 305(b)(4)(B) of the MSA requires you to provide a written response to us within 30 days after receiving our EFH conservation recommendations. This response must be provided within 30 days after receiving our EFH conservation recommendations and at least 10 days prior to final approval of this action to allow time for dispute resolution if necessary. The response must include a description of measures proposed for avoiding, mitigating, or offsetting the impact of the activity on EFH, as required by section 305(b)(4)(B) of the MSA and 50 CFR 600.920(j). In the case of a response that is inconsistent with our conservation recommendations, you must explain your reasons for not following the recommendations, including the scientific justification for any disagreements with us over the anticipated effects of the action or the measures needed to avoid, minimize, mitigate, or offset such effects.

Please also note that a distinct and further EFH consultation must be initiated pursuant to 50 CFR

600.920(j) if new information becomes available or if the project is revised in such a manner that affects the basis of our determination above.

This EFH determination does not address threatened and endangered species under the purview of NOAA Fisheries Service. Therefore, please contact Mr. Brian Hopper, NOAA Protected Resources Division (brian.d.hopper@noaa.gov, 410-573-4592) to discuss your project regarding federally listed sea turtles, shortnose and Atlantic sturgeon.

We look forward to your favorable response to our EFH conservation recommendation for the Third Port project. If you have any questions please do not hesitate to contact Mr. David L. O'Brien in our Gloucester Point, VA field office at 804-684-7828 (david.l.o'brien@noaa.gov).

Louis A. Chiarella
Assistant Regional Administrator
for Habitat and Ecosystem Services

Cc: Megan Wood, NAO Corps
Tim Christiansen, JBLE-Ft. Eustis
Tiffany Birge, VMRC