APPENDIX G

U.S. Fish and Wildlife Service Self-Certification Package

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Virginia Field Office
6669 Short Lane
Gloucester, VA 23061

Date: 7/19/21

Self-Certification Letter

Project Name: Third Port Improvements Project

Dear Applicant:

Thank you for using the U.S. Fish and Wildlife Service (Service) Virginia Ecological Services online project review process. By printing this letter in conjunction with your project review package, you are certifying that you have completed the online project review process for the project named above in accordance with all instructions provided, using the best available information to reach your conclusions. This letter, and the enclosed project review package, completes the review of your project in accordance with the Endangered Species Act of 1973 (16 U.S.C. 1531-1544, 87 Stat. 884), as amended (ESA). This letter also provides information for your project review under the National Environmental Policy Act of 1969 (P.L. 91-190, 42 U.S.C. 4321-4347, 83 Stat. 852), as amended. A copy of this letter and the project review package must be submitted to this office for this certification to be valid. This letter and the project review package will be maintained in our records.

The species conclusions table in the enclosed project review package summarizes your ESA conclusions. These conclusions resulted in:

- "no effect" determinations for proposed/listed species and/or proposed/designated critical habitat; and/or
- Action may affect the northern long-eared bat; however, any take that may occur as a result of the Action is not prohibited under the ESA Section 4(d) rule adopted for this species at 50 CFR § 17.40(o) [as determined through the Information, Planning, and Consultation System (IPaC) northern long-eared bat assisted determination key]; and/or
- "may affect, not likely to adversely affect" determinations for proposed/listed species and/or proposed/designated critical habitat.

We certify that use of the online project review process in strict accordance with the instructions provided as documented in the enclosed project review package results in reaching the appropriate determinations. Therefore, we concur with the determinations described above for proposed and listed species and proposed and designated critical habitat. Additional coordination with this office is not needed.

Candidate species are not legally protected pursuant to the ESA. However, the Service encourages consideration of these species by avoiding adverse impacts to them. Please contact this office for additional coordination if your project action area contains candidate species.

Should project plans change or if additional information on the distribution of proposed or listed species, proposed or designated critical habitat becomes available, this determination may be reconsidered. This certification letter is valid for 1 year.

Information about the online project review process including instructions and use, species information, and other information regarding project reviews within Virginia is available at our website http://www.fws.gov/northeast/virginiafield/endspecies/project_reviews.html. If you have any questions, please contact Troy Andersen of this office at (804) 824-2428.

Sincerely,

Cindy Schulz
Field Supervisor
Virginia Ecological Services

Enclosures - project review package

Third Port Improvements Project
NAO-2020-00611

Description of the Action

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.

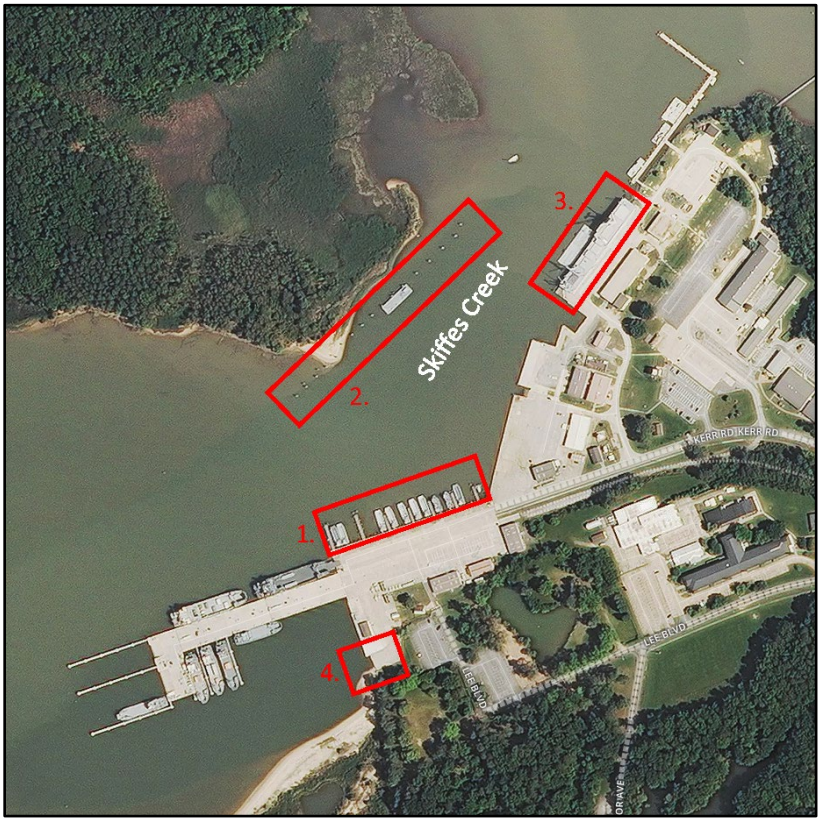

Figure 1. Project areas at the Third Port within Skiffes Creek: 1) finger piers; 2) mooring field; 3) landship; and 4) general's ramp.

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.

Endangered Species Act (ESA) Section 7 Determination Table

Project Name: Third Port Improvements Project

Date: July 15, 2021

Consultation Code:

Species / Resource Name	Habitat/Species Presence in Action Area	Sources of Info	ESA Section 7 Determination	Project Elements that Support Determination
Northern Long-eared Bat	Suitable habitat/species may be present in action area.	DKey	Covered by 4(d) Rule	All construction will be conducted from the water. No trees will be cut in the action area. Dredged material will be placed upland via hydraulic pipeline.
Critical habitat not present		VAFO CH Map Tool	No effect.	

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Virginia Ecological Services Field Office
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Phone: (804) 693-6694 Fax: (804) 693-9032
http://www.fws.gov/northeast/virginiafield/

In Reply Refer To: July 14, 2021
Consultation code: 05E2VA00-2021-TA-4705
Event Code: 05E2VA00-2021-E-13594
Project Name: Third Port Improvements Project

Subject: Verification letter for the 'Third Port Improvements Project' project under the January 5, 2016, Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-eared Bat and Activities Excepted from Take Prohibitions.

Dear Megan Wood:

The U.S. Fish and Wildlife Service (Service) received on July 14, 2021 your effects determination for the 'Third Port Improvements Project' (the Action) using the northern long-eared bat (*Myotis septentrionalis*) key within the Information for Planning and Consultation (IPaC) system. This IPaC key assists users in determining whether a Federal action is consistent with the activities analyzed in the Service's January 5, 2016, Programmatic Biological Opinion (PBO). The PBO addresses activities excepted from "take"[1] prohibitions applicable to the northern long-eared bat under the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.).

Based upon your IPaC submission, the Action is consistent with activities analyzed in the PBO. The Action may affect the northern long-eared bat; however, any take that may occur as a result of the Action is not prohibited under the ESA Section 4(d) rule adopted for this species at 50 CFR §17.40(o). Unless the Service advises you within 30 days of the date of this letter that your IPaC-assisted determination was incorrect, this letter verifies that the PBO satisfies and concludes your responsibilities for this Action under ESA Section 7(a)(2) with respect to the northern long-eared bat.

Please report to our office any changes to the information about the Action that you submitted in IPaC, the results of any bat surveys conducted in the Action area, and any dead, injured, or sick northern long-eared bats that are found during Action implementation. If the Action is not completed within one year of the date of this letter, you must update and resubmit the information required in the IPaC key.

If the Action may affect other federally listed species besides the northern long-eared bat, a proposed species, and/or designated critical habitat, additional consultation between you and this Service office is required. If the Action may disturb bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act is recommended.

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[1]Take means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct [ESA Section 3(19)].

Action Description
You provided to IPaC the following name and description for the subject Action.

1. Name

Third Port Improvements Project

2. Description

The following description was provided for the project 'Third Port Improvements Project':

> The Third Port Improvements Project will take place in Skiffes Creek, a tributary of the James River. Work is anticipated to begin in 2022. Work includes: replacing wooden pile-supported finger piers with concrete mooring dolphin/gangway structures and concrete deck on concrete piles; installing a wave screen (concrete sheet pile) along the western side of the finger pier area; realigning the mooring field and replacing wooden piles with steel monopiles; installing a subaqueous sill between the mooring piles to facilitate future maintenance dredging; installing a series of monopile dolphins with fendering along the landship; installing a pile-supported gangway system to allow access from vessels to the landship; installing a subaqueous bulkhead (steel sheetpile) and monopile dolphin with fendering at the southeast edge of the general's ramp to reduce shoreline accretion and slope-slip failure into the maintained channel and facilitate future maintenance dredging; maintenance and new work dredging between the toe of the existing channel and the mooring field; and new work dredging between the finger piers. All construction activities will take place from the water. Dredged material will be pumped to the Fort Eustis Dredged Material Management Area (FEDMMA) if that is identified as the appropriate placement site. If adequate capacity is not available at FEDMMA, dredged material may be placed at Norfolk Ocean Disposal Site (NODS) following the regulations of MPRSA Section 103.

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@37.1610678,-76.61444036629914,14z

Determination Key Result

This Federal Action may affect the northern long-eared bat in a manner consistent with the description of activities addressed by the Service's PBO dated January 5, 2016. Any taking that may occur incidental to this Action is not prohibited under the final 4(d) rule at 50 CFR §17.40(o). Therefore, the PBO satisfies your responsibilities for this Action under ESA Section 7(a)(2) relative to the northern long-eared bat.

Determination Key Description: Northern Long-eared Bat 4(d) Rule

This key was last updated in IPaC on May 15, 2017. Keys are subject to periodic revision.

This key is intended for actions that may affect the threatened northern long-eared bat.

The purpose of the key for Federal actions is to assist determinations as to whether proposed actions are consistent with those analyzed in the Service's PBO dated January 5, 2016.

Federal actions that may cause prohibited take of northern long-eared bats, affect ESA-listed species other than the northern long-eared bat, or affect any designated critical habitat, require ESA Section 7(a)(2) consultation in addition to the use of this key. Federal actions that may affect species proposed for listing or critical habitat proposed for designation may require a conference under ESA Section 7(a)(4).

Determination Key Result

This project may affect the threatened Northern long-eared bat; therefore, consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.) is required. However, based on the information you provided, this project may rely on the Service's January 5, 2016, *Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-Eared Bat and Activities Excepted from Take Prohibitions* to fulfill its Section 7(a)(2) consultation obligation.

Qualification Interview

1. Is the action authorized, funded, or being carried out by a Federal agency?

   Yes

2. Have you determined that the proposed action will have "no effect" on the northern long-eared bat? (If you are unsure select "No")

   No

3. Will your activity purposefully **Take** northern long-eared bats?

   No

4. [Semantic] Is the project action area located wholly outside the White-nose Syndrome Zone?

   Automatically answered
   No

5. Have you contacted the appropriate agency to determine if your project is near a known hibernaculum or maternity roost tree?

   Location information for northern long-eared bat hibernacula is generally kept in state Natural Heritage Inventory databases – the availability of this data varies state-by-state. Many states provide online access to their data, either directly by providing maps or by providing the opportunity to make a data request. In some cases, to protect those resources, access to the information may be limited. A web page with links to state Natural Heritage Inventory databases and other sources of information on the locations of northern long-eared bat roost trees and hibernacula is available at www.fws.gov/midwest/endangered/mammals/nleb/nhisites.html.

   Yes

6. Will the action affect a cave or mine where northern long-eared bats are known to hibernate (i.e., hibernaculum) or could it alter the entrance or the environment (physical or other alteration) of a hibernaculum?

   No

7. Will the action involve Tree Removal?

   No

Project Questionnaire

If the project includes forest conversion, report the appropriate acreages below. Otherwise, type '0' in questions 1-3.

1. Estimated total acres of forest conversion:

0

2. If known, estimated acres of forest conversion from April 1 to October 31

0

3. If known, estimated acres of forest conversion from June 1 to July 31

0

If the project includes timber harvest, report the appropriate acreages below. Otherwise, type '0' in questions 4-6.

4. Estimated total acres of timber harvest

0

5. If known, estimated acres of timber harvest from April 1 to October 31

0

6. If known, estimated acres of timber harvest from June 1 to July 31

0

If the project includes prescribed fire, report the appropriate acreages below. Otherwise, type '0' in questions 7-9.

7. Estimated total acres of prescribed fire

0

8. If known, estimated acres of prescribed fire from April 1 to October 31

0

9. If known, estimated acres of prescribed fire from June 1 to July 31

0

If the project includes new wind turbines, report the megawatts of wind capacity below. Otherwise, type '0' in question 10.

10. What is the estimated wind capacity (in megawatts) of the new turbine(s)?

0

United States Department of the Interior

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Phone: (804) 693-6694 Fax: (804) 693-9032
http://www.fws.gov/northeast/virginiafield/

In Reply Refer To: July 14, 2021
Consultation Code: 05E2VA00-2021-SLI-4705
Event Code: 05E2VA00-2021-E-13589
Project Name: Third Port Improvements Project

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*). Any activity proposed on National Wildlife Refuge lands must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered

species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Virginia Ecological Services Field Office
6669 Short Lane
Gloucester, VA 23061-4410
(804) 693-6694

Project Summary

Consultation Code: 05E2VA00-2021-SLI-4705
Event Code: 05E2VA00-2021-E-13589
Project Name: Third Port Improvements Project
Project Type: MILITARY OPERATIONS / MANEUVERS
Project Description: The Third Port Improvements Project will take place in Skiffes Creek, a tributary of the James River. Work is anticipated to begin in 2022. Work includes: replacing wooden pile-supported finger piers with concrete mooring dolphin/gangway structures and concrete deck on concrete piles; installing a wave screen (concrete sheet pile) along the western side of the finger pier area; realigning the mooring field and replacing wooden piles with steel monopiles; installing a subaqueous sill between the mooring piles to facilitate future maintenance dredging; installing a series of monopile dolphins with fendering along the landship; installing a pile-supported gangway system to allow access from vessels to the landship; installing a subaqueous bulkhead (steel sheetpile) and monopile dolphin with fendering at the southeast edge of the general's ramp to reduce shoreline accretion and slope-slip failure into the maintained channel and facilitate future maintenance dredging; maintenance and new work dredging between the toe of the existing channel and the mooring field; and new work dredging between the finger piers. All construction activities will take place from the water. Dredged material will be pumped to the Fort Eustis Dredged Material Management Area (FEDMMA) if that is identified as the appropriate placement site. If adequate capacity is not available at FEDMMA, dredged material may be placed at Norfolk Ocean Disposal Site (NODS) following the regulations of MPRSA Section 103.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@37.1610678,-76.61444036629914,14z

Counties: James City and Newport News counties, Virginia

Endangered Species Act Species

There is a total of 1 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis*	Threatened

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/9045

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

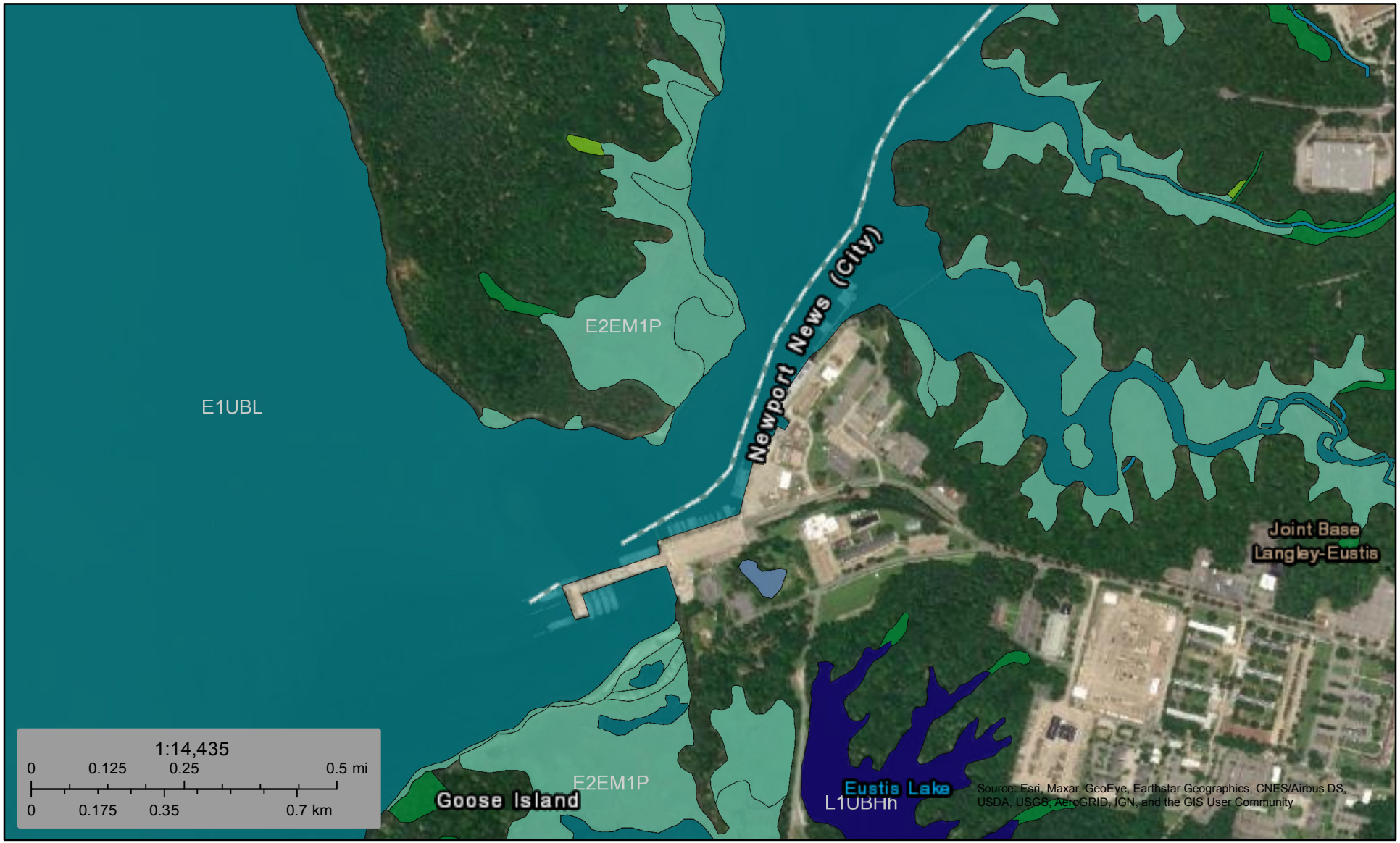
Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

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

US Army Corps
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Norfolk District

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

FORT EUSTIS, VIRGINIA

Sheet List Table	
Sheet Number	Sheet Title
1	TITLE SHEET
2	LOCATION MAP
3	GEBERAL NOTES & HISTORICAL DREDGING AREAS
4	OVERALL MAP
5	FINGER PIER EXISTING CONDITION
6	FINGER PIER PROPOSED LAYOUT
7	PROPOSED FINGER PIER DETAIL
8	PROPOSED FINGER PIER DETAIL (CONT'D)
9	NEW WORK – DREDGING AREAS
10	EXISTING CONDITION – MOORING FIELD SITE
11	PROPOSED LAYOUT MOORING FIELD SITE OPTION A – RIPRAP SILL
12	PROPOSED LAYOUT MOORING FIELD SITE OPTION B – BULKHEAD SILL
13	LANDSHIP AREA
14	GERERALS RAMP
15	DEBRIS REMOVAL

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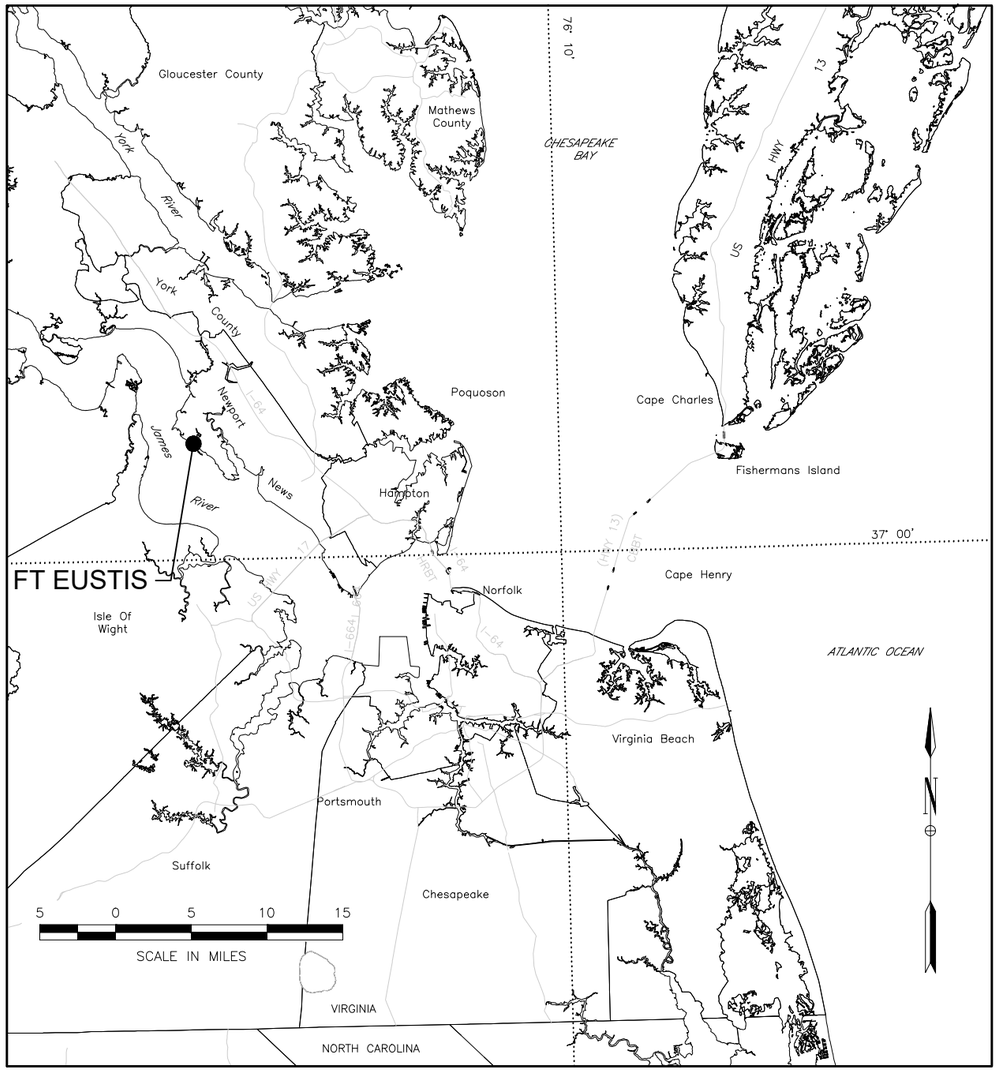
PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS
FORT EUSTIS, VIRGINIA

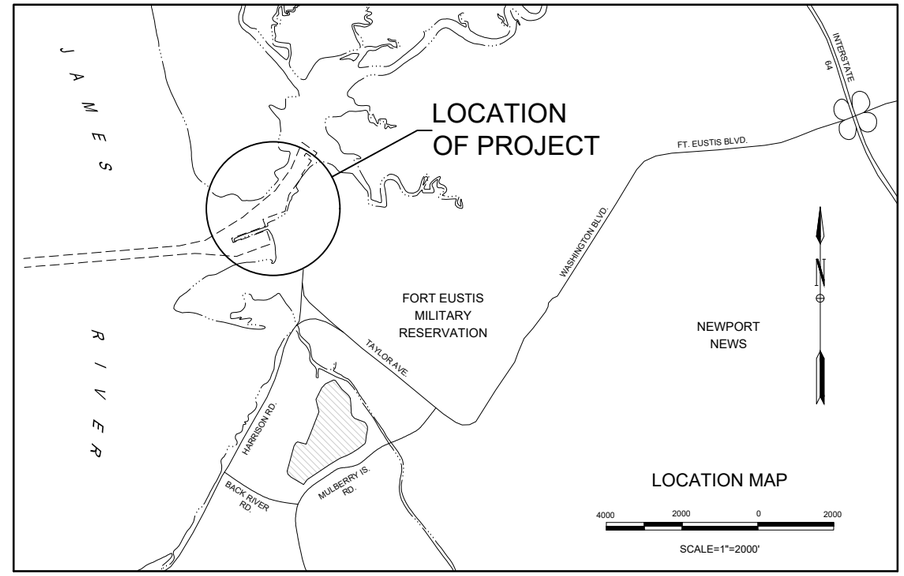
TITLE SHEET

SHEET 1 OF 15

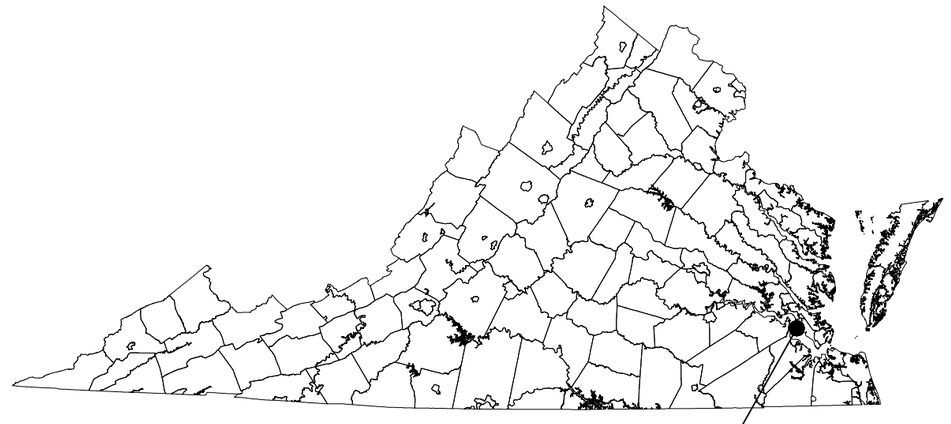
D:\Telework\Current Projects\S\Skiffes Creek\2021 Permit\Title Sheet.dwg; E4TOGHAF



VICINITY MAP



LOCATION MAP



VIRGINIA

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Norfolk District

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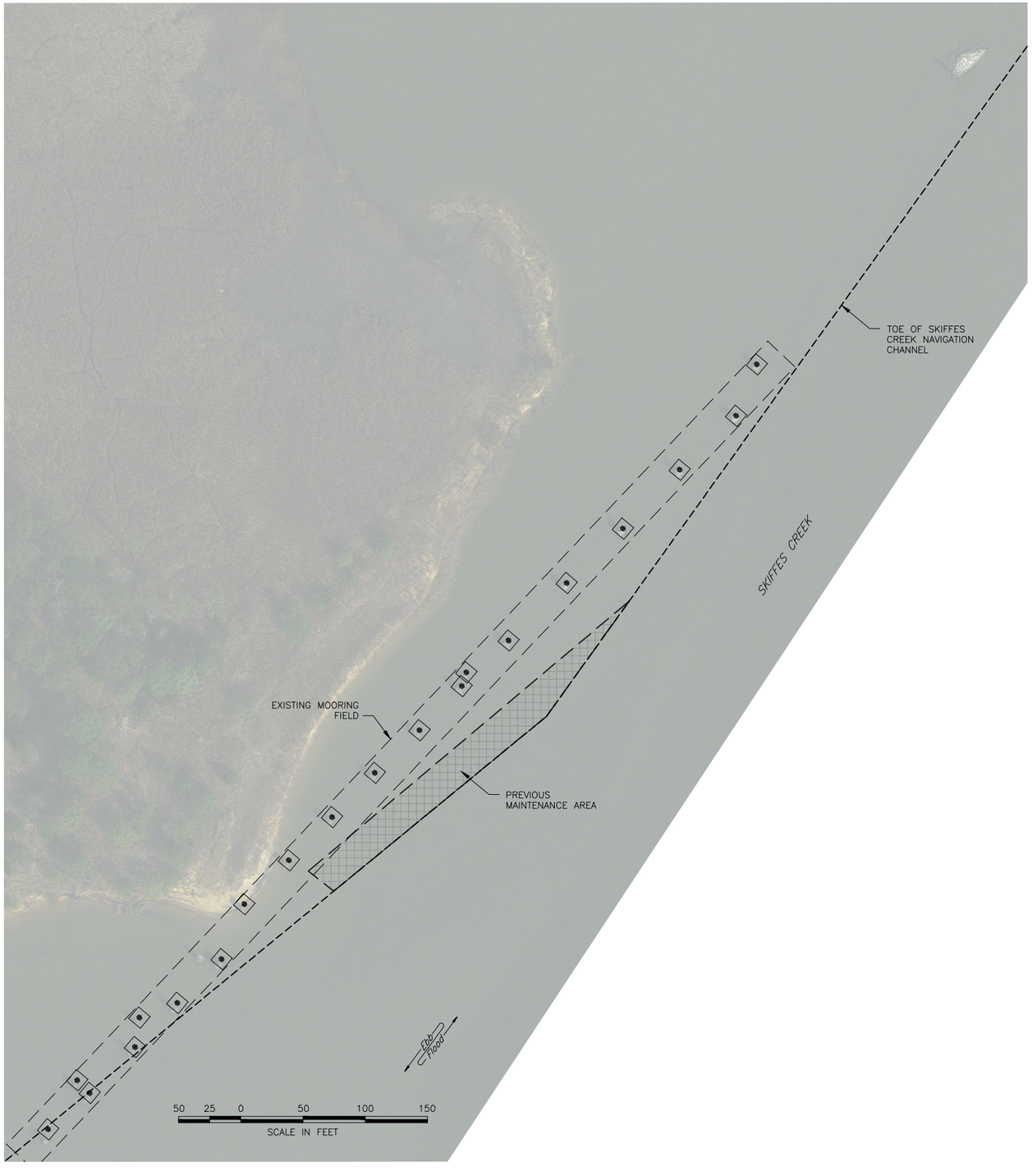
PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS
FORT EUSTIS, VIRGINIA
LOCATION MAP

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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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

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

A B C D E F G H

1 2 3 4 5 6

E 12,032,250 E 12,033,000 E 12,033,750 E 12,034,500 E 12,035,250 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

61+65.4
56+40.0
50+00.0
46+43.3
42+43.3
66+63.0
76+64.2
77+10.2
90+67.7
83+52.7
71+73.35
71+46.5
66+33.3
63+27.3

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

KERR ROAD
LEE BLVD
TAYLOR AVE

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

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

FORT EUSTIS, VIRGINIA

OVERALL MAP

SHEET 4 OF 15

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

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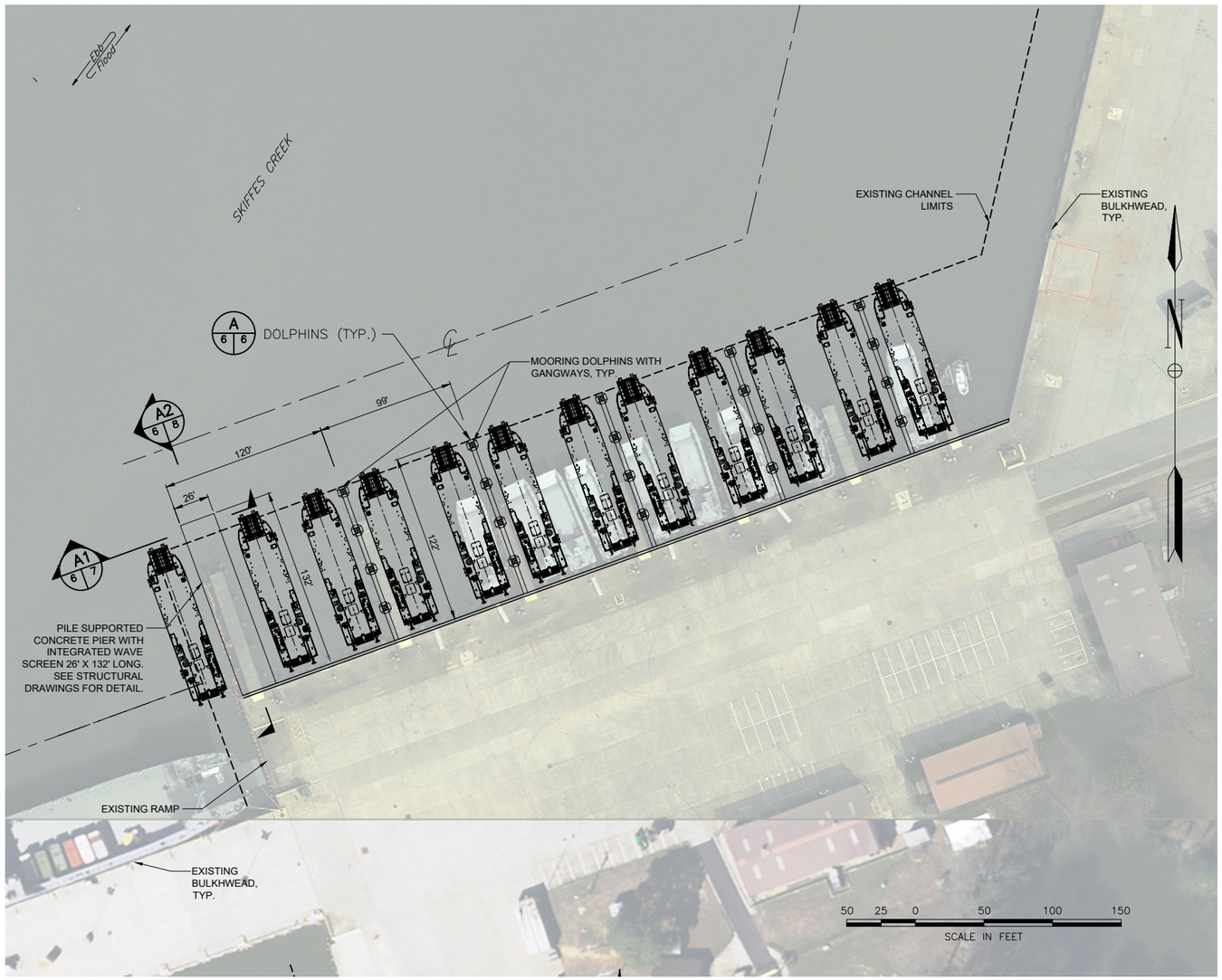
PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS

FORT EUSTIS, VIRGINIA

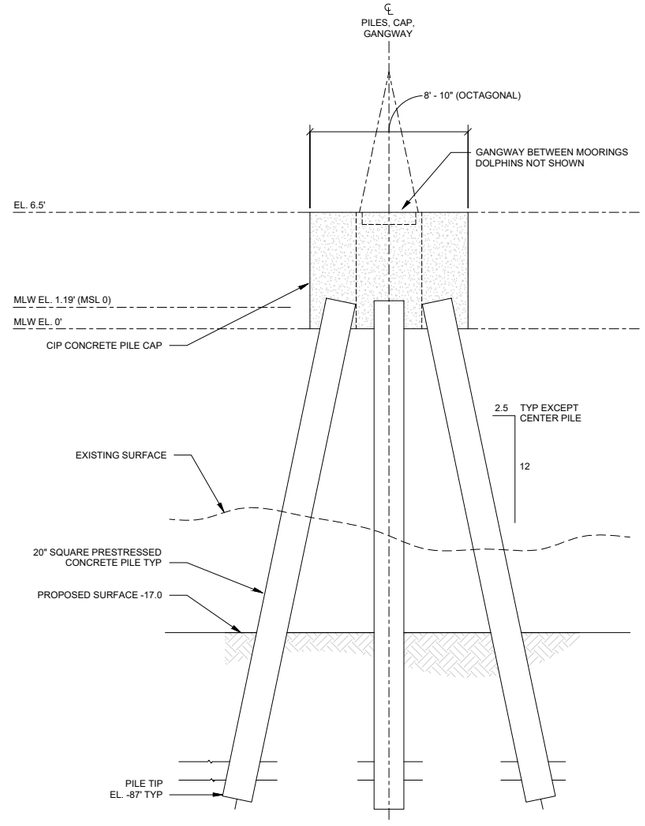
FINGER PIER EXISTING CONDITION

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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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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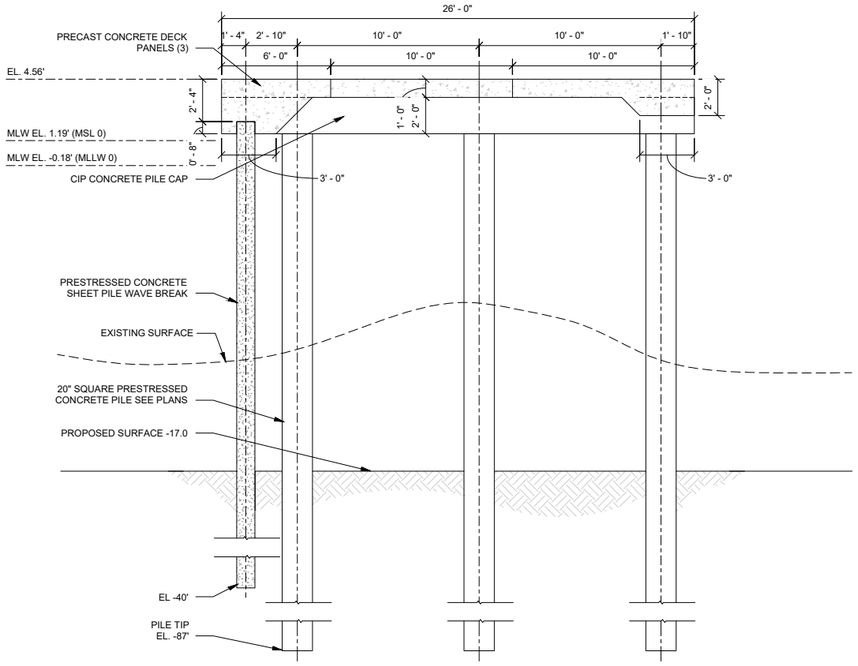
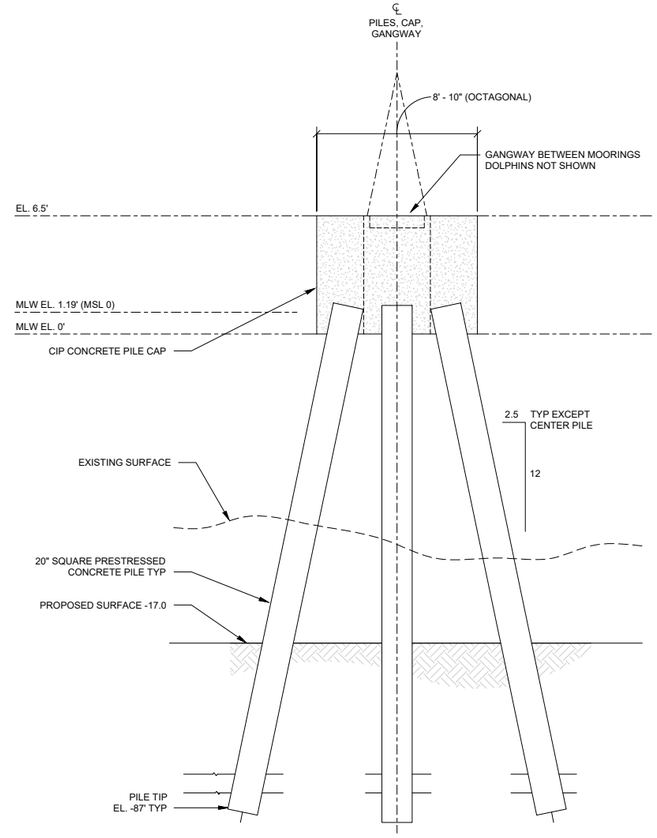


SECTION PIER 8 (A1, 6|7)
SCALE: N.T.S.



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

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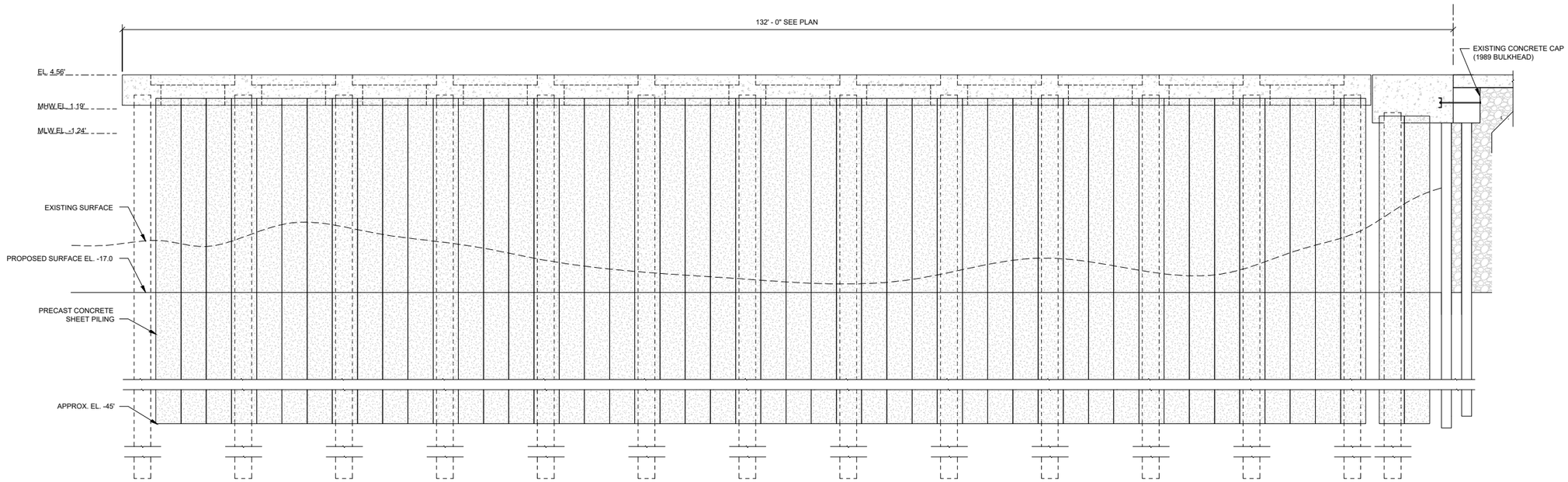
PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS
FORT EUSTIS, VIRGINIA

PROPOSED FINGER PIER DETAIL

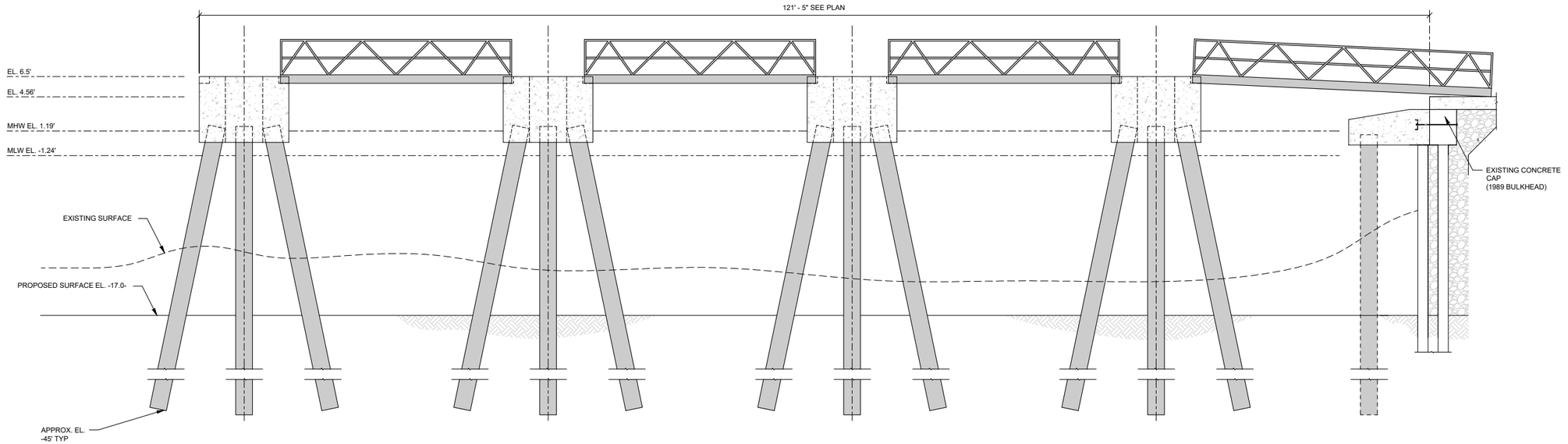
SHEET 7 OF 15

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

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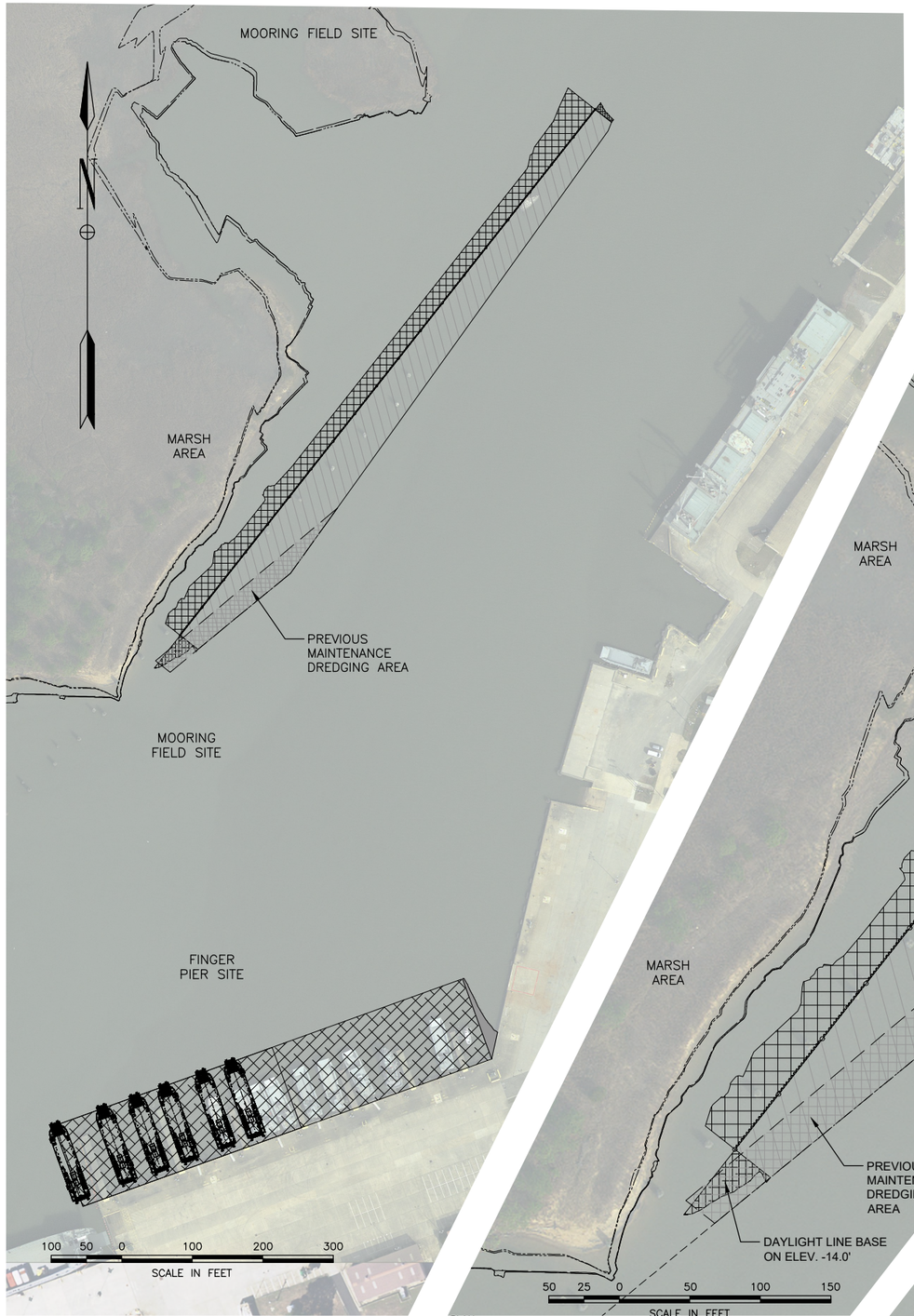
NORFOLK, VIRGINIA

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

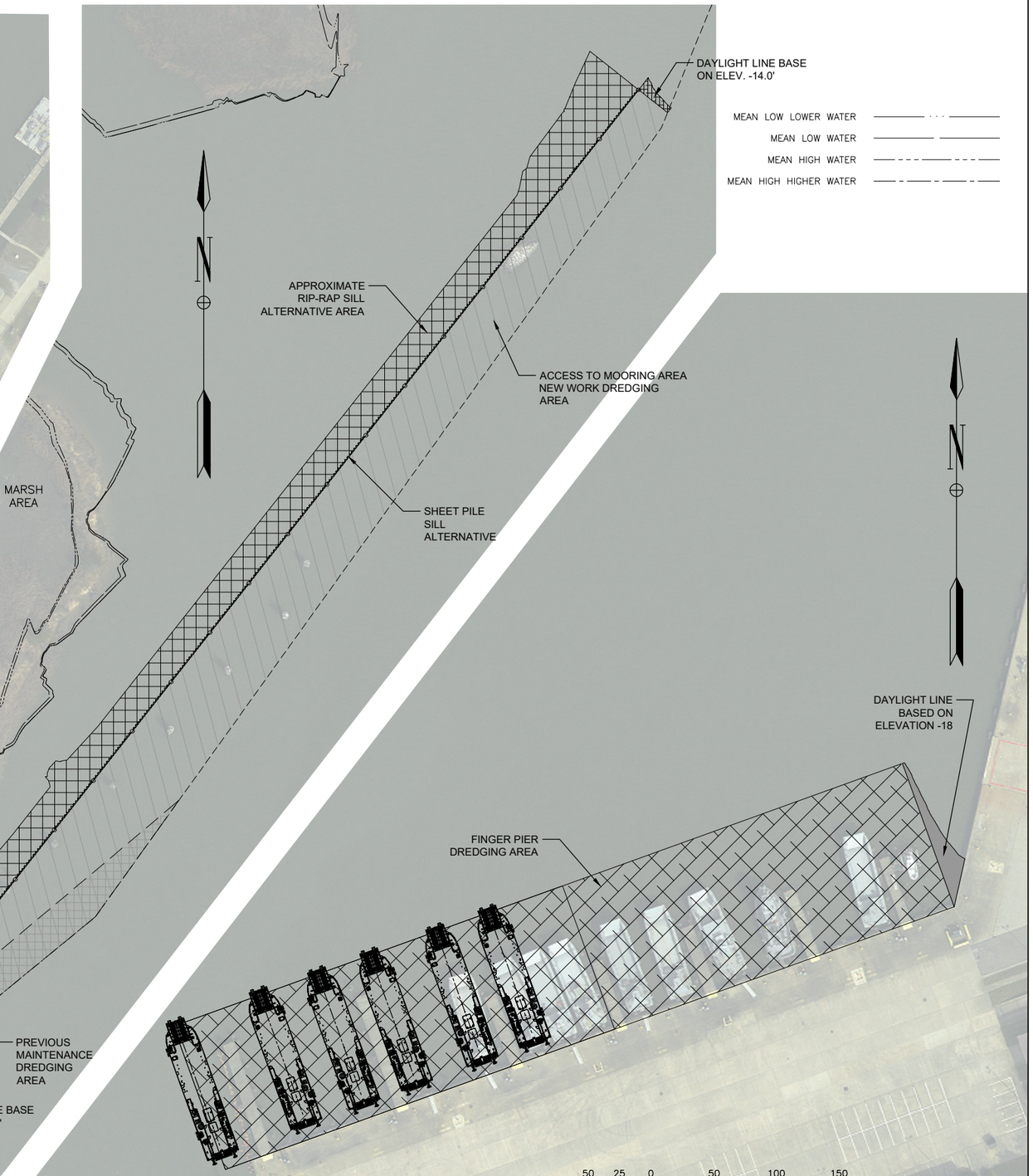
D:\Telework\Current Projects\S\Skiffes Creek\2021 Permit\2021_Permit_SP.dwg; E4TOGHAF



MOORING PILE FIELD SITE
SCALE: 1"= 50'

2
4 9

PLAN NORTH



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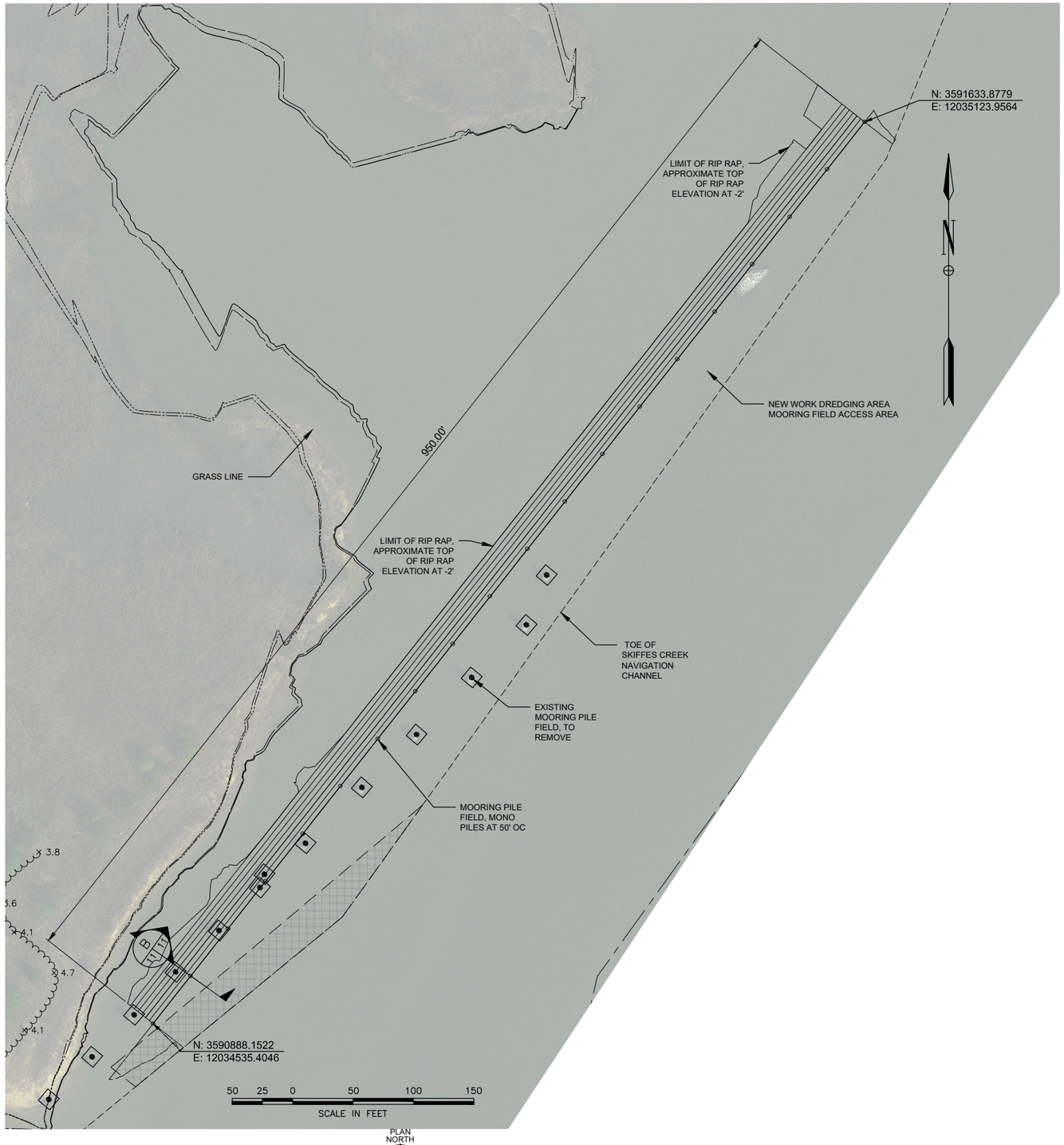
PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS

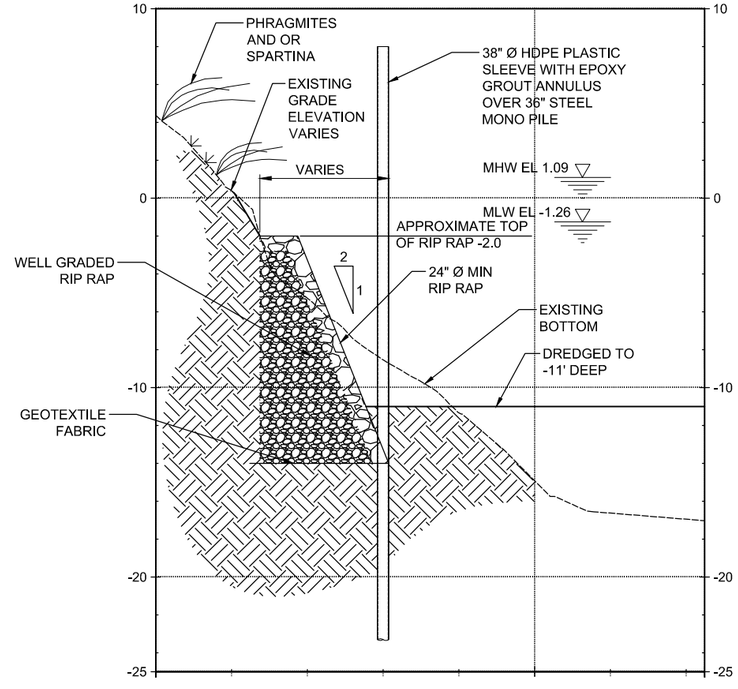
FORT EUSTIS, VIRGINIA

EXISTING CONDITION - MOORING FIELD SITE

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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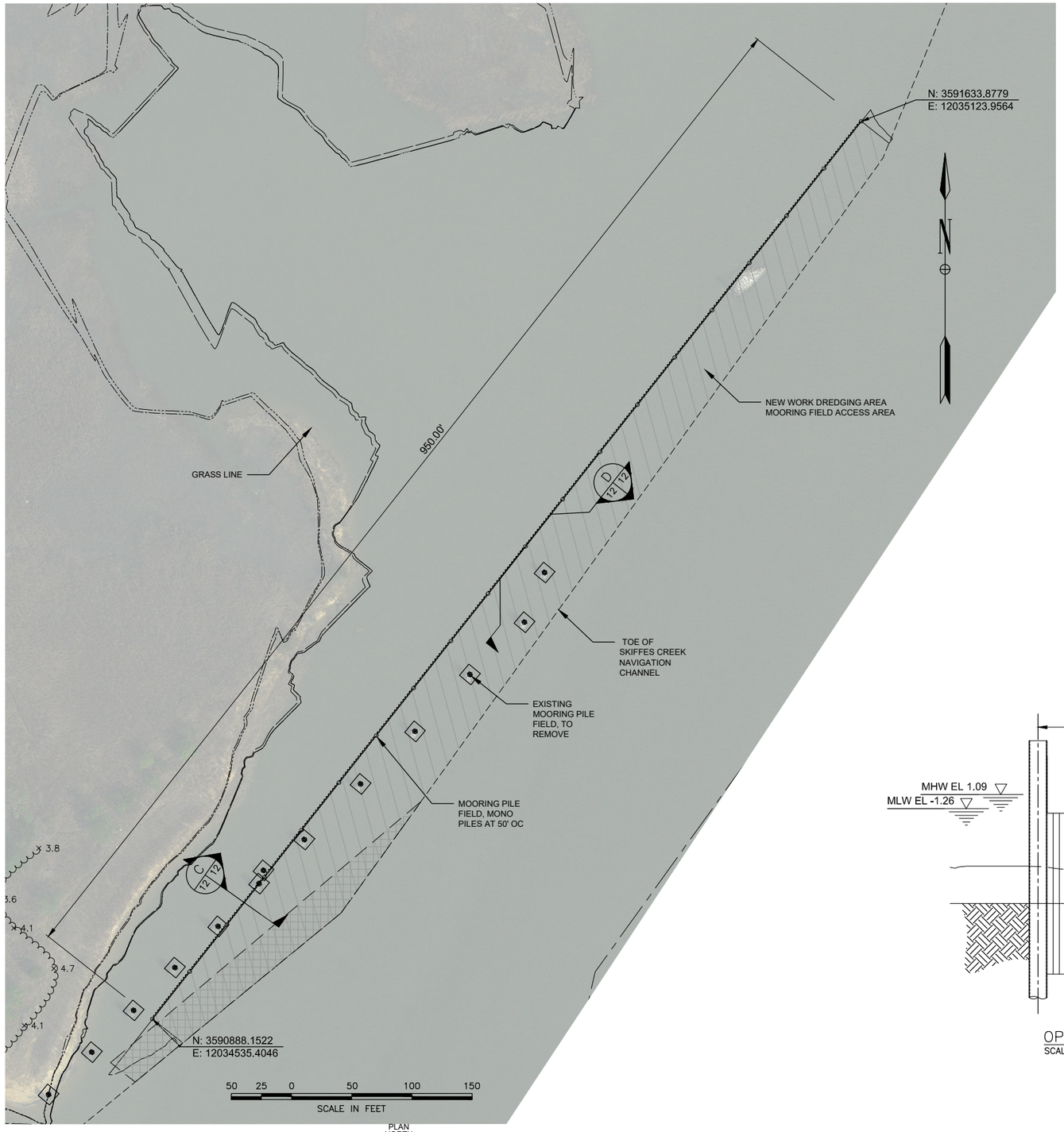
NORFOLK DISTRICT FILE NO.: SKC-2021-11-03.PS (11)
DRAWING NO.:
SUPERSTED BY: M.Q.

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

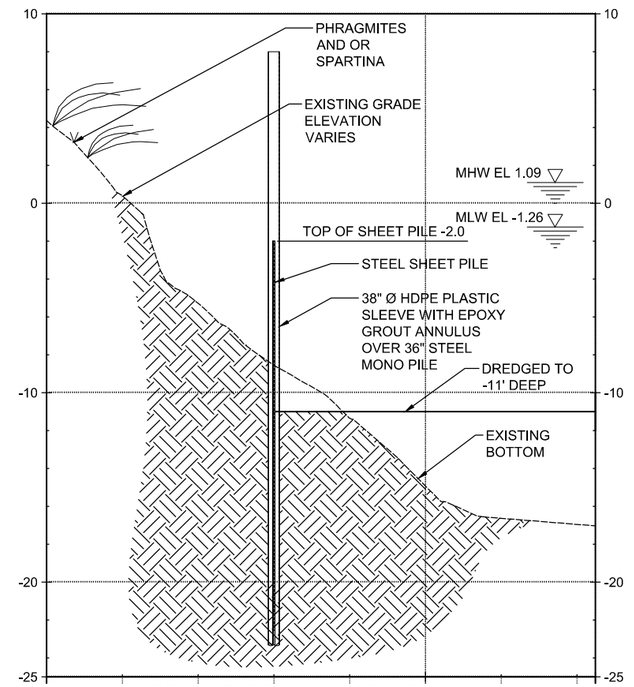
FORT EUSTIS, VIRGINIA
PROPOSED LAYOUT MOORING FIELD SITE
OPTION A - RIPRAP SILL

SHEET 11 OF 15

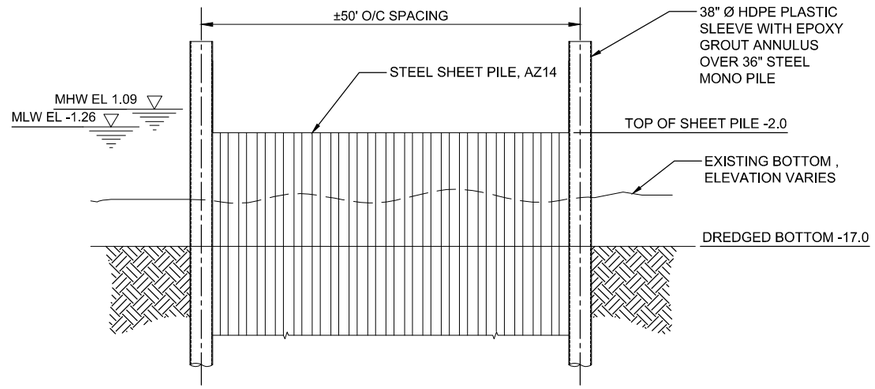
D:\Telework\Current Projects\S\Skiffes Creek\2021 Permit\SKIFF-MOORING-AREA-REV-SHT.dwg; E4TOGHAF



MOORING PILE FIELD SITE (2 / 4 | 12)
SCALE: 1"= 50'



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



OPTION B ELEVATION (D / 12 | 12)
SCALE: 1"= 10'

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Norfolk District

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DESIGNED: R.S.P.
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DRAWING NO.:
SUPERVISED BY: M.A.W.

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NORFOLK, VIRGINIA

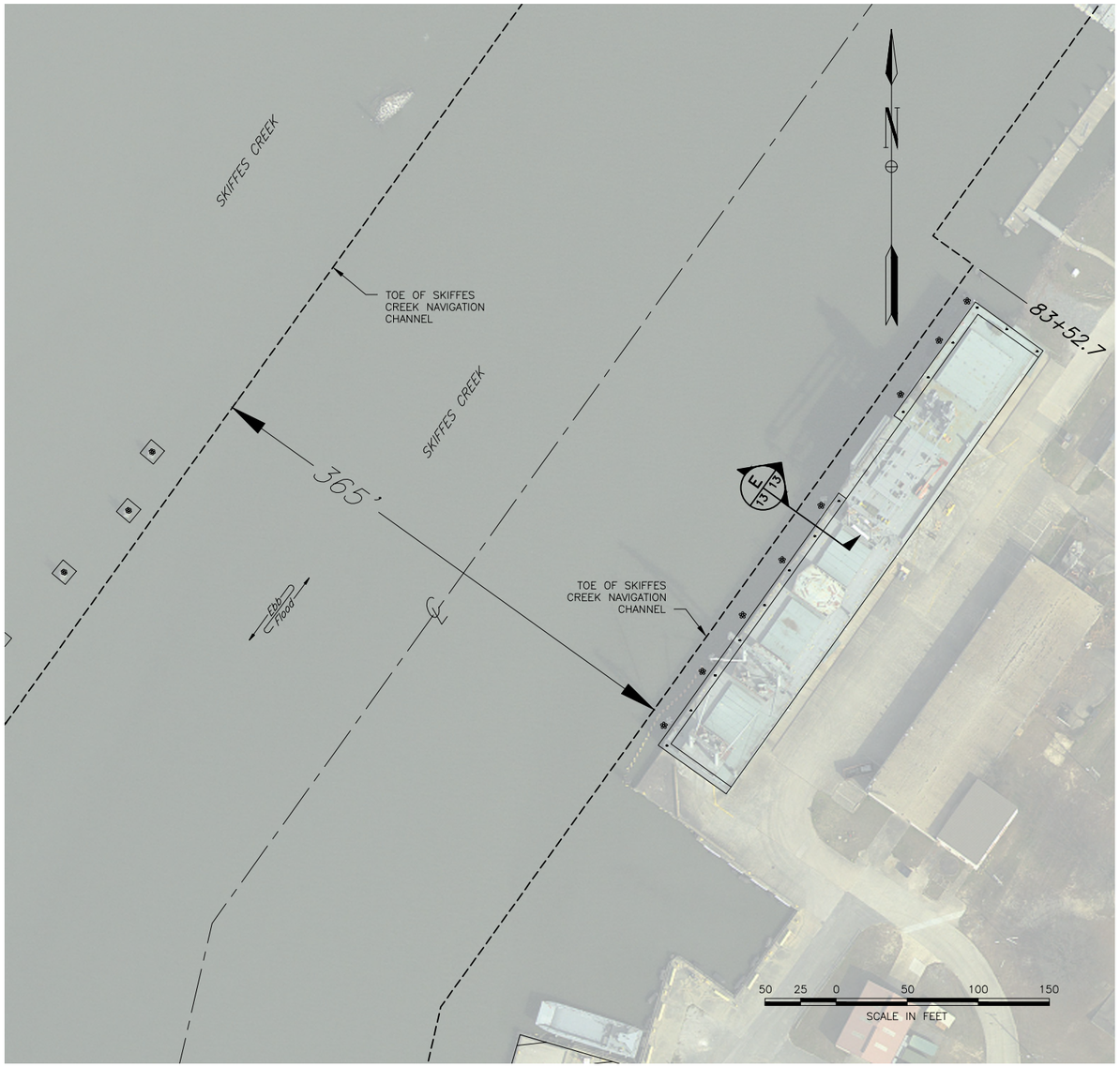
PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS

FORT EUSTIS, VIRGINIA

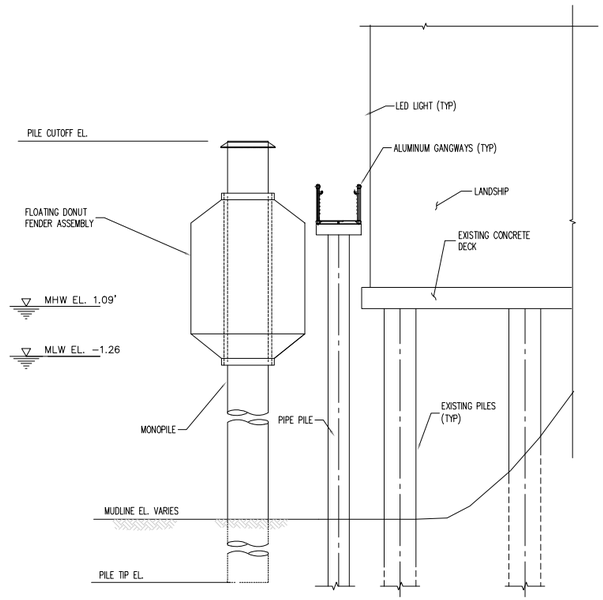
PROPOSED LAYOUT MOORING FIELD SITE
OPTION B - BULKHEAD SILL

SHEET 12 OF 15

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



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



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

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DRAWING NO.:
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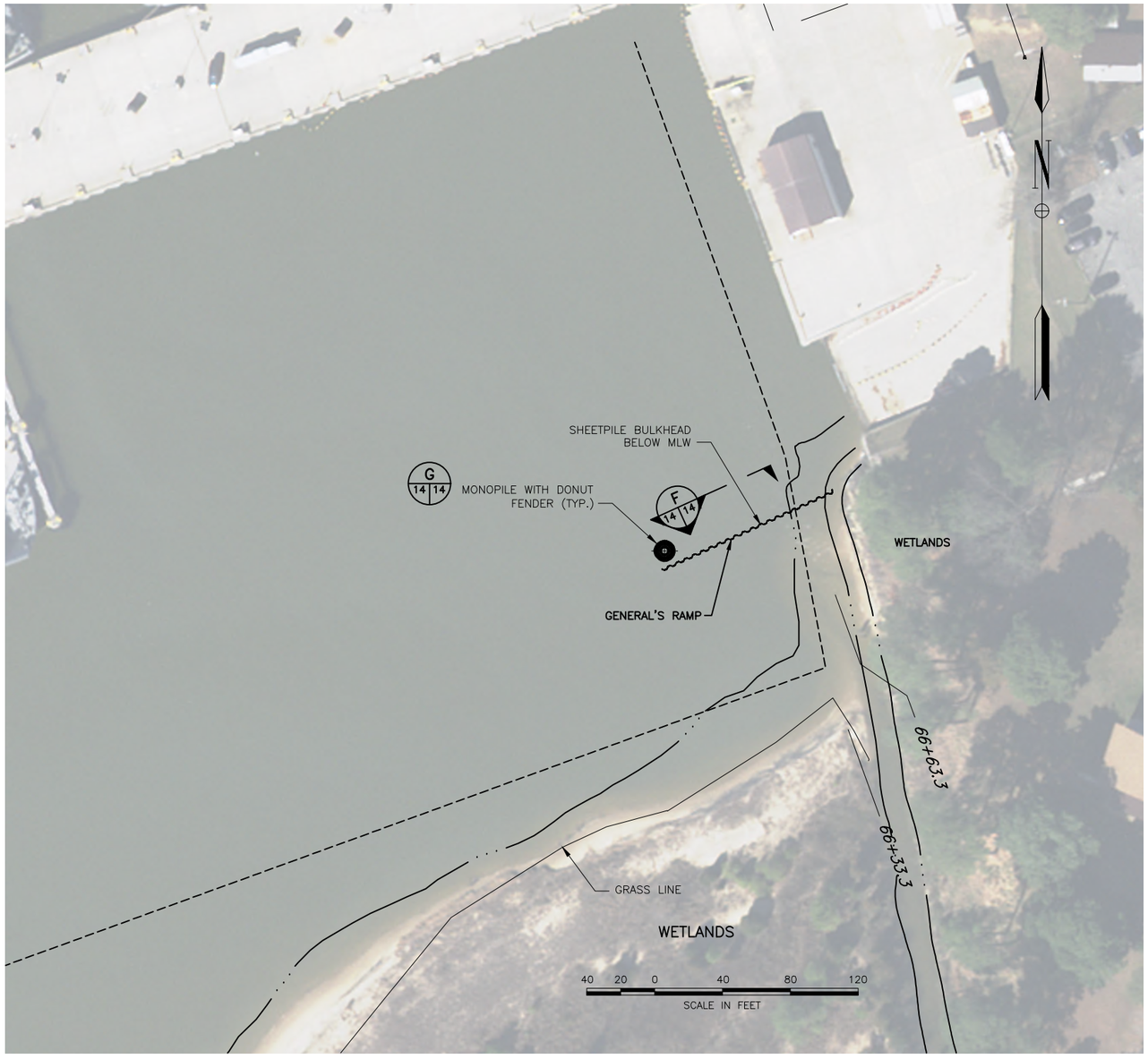
NORFOLK, VIRGINIA

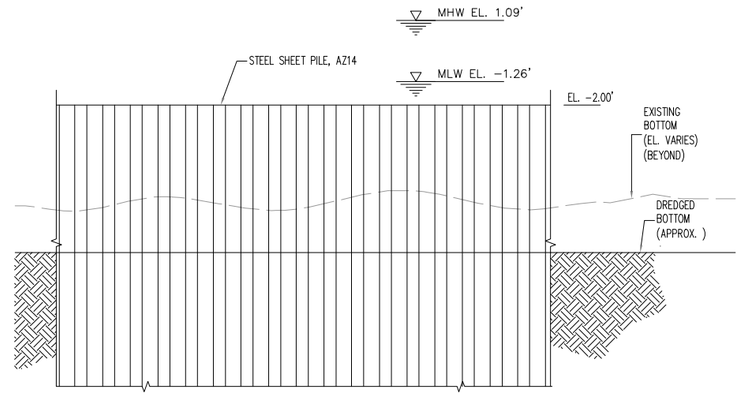
PROPOSED IMPROVEMENTS TO THE THIRD PORT FACILITY LOCATED AT SKIFFES CREEK, FORT EUSTIS
FORT EUSTIS, VIRGINIA
LANDSHIP AREA

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
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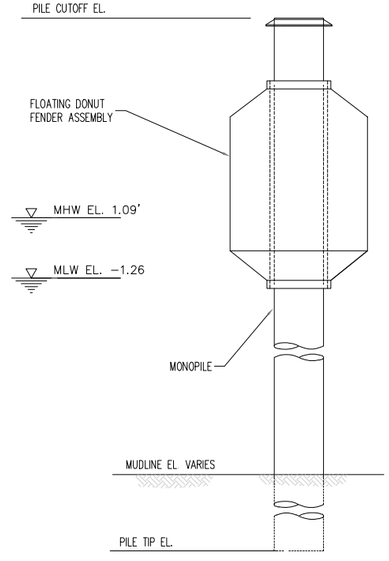

MONOPOLE WITH DONUT FENDER
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US Army Corps of Engineers
Norfolk District

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.:
DRAWING NO.: SKC.2021-11-03.PS (14)
SUPERCED BY:
SUPERCEDED BY: M.Q.

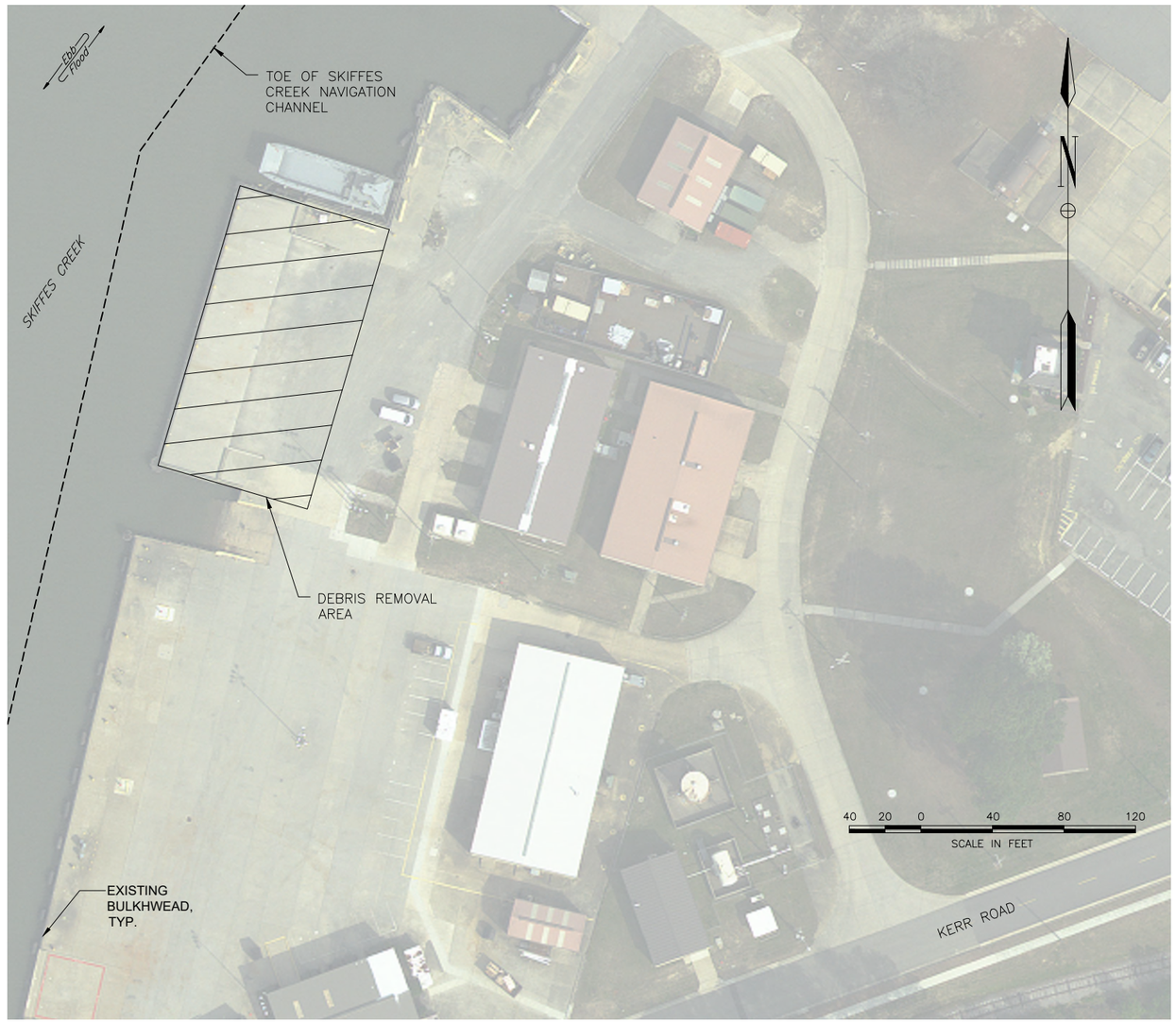
NORFOLK DISTRICT
CORPS OF ENGINEERS
NORFOLK, VIRGINIA

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

GENERALS RAMP

SHEET 14 OF 15

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



DEBRIS REMOVAL AREA
SCALE: 1"=50'

5
4 | 15

US Army Corps of Engineers
Norfolk District

REV.	DATE	DESCRIPTION	BY	APP.

NORFOLK DISTRICT
CORPS OF ENGINEERS
NORFOLK, VIRGINIA

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.:
SPECIFIED BY: M.Q.

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

SHEET 15 OF 15

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

From:	Wood, Megan A CIV USARMY CENAO (USA)
To:	"Virginia Field Office, FW5"
Cc:	Pruhs, Robert S CIV USARMY CENAO (USA); Reinheimer, Shannon J CIV USARMY CENAO (USA)
Subject:	Self-Certification Letter - Third Port Improvements Project (NAO-2020-00611)
Date:	Monday, July 19, 2021 4:57:00 PM
Attachments:	Third Port FWS Self-Cert Package 19Jul2021.pdf

Good afternoon,

Please find attached the Self-Certification package, including the self-certification letter, project description, official species list, 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