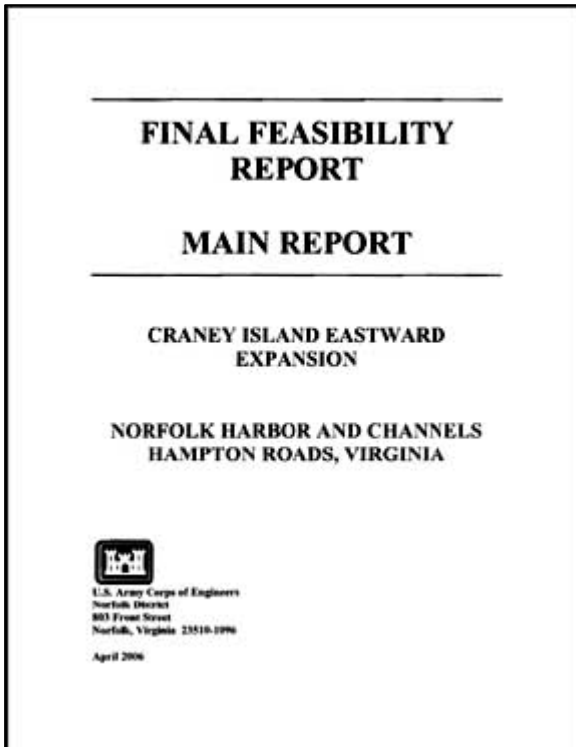


# Craney Island Eastward Expansion, Norfolk Harbor and Channels Hampton Road, Virginia 4 April 2006



**Abstract:** The recommended plan is to expand the existing Craney Island Dredged Material Management Area (CIDMMA) for future dredged material placement and ultimately for construction of a container port by the Virginia Port Authority (VPA). The plan is the Locally Preferred Plan (LPP) and consists of a 580-acre eastward expansion to an elevation of +18 feet mean lower low water (MLLW) to provide additional dredged material capacity and a suitable platform to construct a container handling terminal. Perimeter dikes for the Recommended Plan would be constructed around the area of the new cell to contain dredged material. The western limit of the proposed cell would tie into the existing east dike of the CIDMMA. In addition, the plan includes construction of an access channel to a depth of 50 feet (MLLW) to serve the VPA's container port. In preparation for future port development, the 580-acre area would be divided by a dike into two dredged material receiving areas consisting of 220 and 360 acres. The 220-acre area would be filled with dredged material first and would be the area where the VPA would begin port construction. The 360-acre area would begin to receive dredged

material after filling of the 220-acre area and also be turned over to the VPA for port construction when it reached capacity. The expansion project provides an additional three years of dredged material capacity. The initial phase of the port terminal on the 220-acre area is projected to be operational by 2017.

The total first cost for construction of the Recommended Plan is \$671,340,000. The Federal cost-share is limited to the present value of the least-cost long-term dredged material placement method, identified as a west dike strengthening on the existing CIDMMA without any lateral expansion. Additional, Federal participation in the access channel is included. Accordingly, the estimated Federal cost for construction of the eastward expansion and access channel, is \$25,852,000. The estimated non-Federal share is \$645,488,000 or 96 percent. Annual operation and maintenance (O&M) costs for the Recommended Plan are estimated at \$209,000 annually. The O&M costs consist entirely of maintenance dredging of the access channel, which will be cost shared between Federal and non-Federal interests. The estimated average annual cost of the Recommended Plan is \$75,389,000, average annual benefits are \$333,566,000 and average annual net benefits are \$258,179,000. The project's benefit-to-cost ratio is 4.4 to 1.0.

**Report Documentation:** Pertinent documentation on the project, the results of the CWRB, and subsequent Washington Level Review Actions are linked below.

- [CWRB Briefing Agenda](#)
- [Project Summary](#)
- [CWRB Briefing Slides](#)
- [CWRB Lessons Learned](#)
- [CWRB Meeting Record](#)
- [Comment Letters](#)
- [Documentation of Review Findings](#)
- [Signed Chief of Engineers Report](#)
- [Transmittal to OMB](#)
- [OMB Clearance](#)
- [Congressional Notification](#)
- [Signed Record of Decision](#)
- Authorization
  - [Section 1001 \(45\) WRDA 2007](#)
  - [Full WRDA Text](#)

**Additional Information:**

[North Atlantic Division](#)

[Norfolk District](#)

[Craney Island Eastward Expansion Project Information](#)