



US Army Corps
Of Engineers
Wilmington District

PUBLIC NOTICE

Issue Date: 28 June 2005
Comment Deadline: 27 July 2005
Corps Action ID #: 200500596

All interested parties are hereby advised that the Wilmington District, Corps of Engineers (Corps) has received an application for work within jurisdictional waters of the United States. Specific plans and location information are described below and shown on the attached plans. This Public Notice and all attached plans are also available on the Wilmington District Web Site at www.saw.usace.army.mil/wetlands

Applicant: Commanding General
Marine Corps Base, Camp Lejeune
Attn.: L.J. Readal, CDR/CEC/USN
1005 Michael Road
Camp Lejeune, North Carolina 28547

AGENT (if applicable): U.S. Army Corps of Engineers
Planning and Environmental Branch, Wilmington District
Post Office Box 1890
Wilmington, North Carolina 28402-1890

Authority

The Corps will evaluate this application and decide whether to issue, conditionally issue, or deny the proposed work pursuant to applicable procedures of Section 404 of the Clean Water Act (33 USC 1344) and Section 10 of the Rivers and Harbors Act of 1899 (33 USC 1344).

Location

The project starts at Weil Point and crosses the New River to Rhodes Point on the opposite side of the river. Weil Point is located at the end of Weil Point Road. Weil Point can be located at 34 38.26 N and 77 20.33 W where as Rhodes Point can be located at 34 38.33 N and 77 22.24 W. Both areas are located along the New River, northeast of Sneads Ferry within Camp Lejeune Marine Corps Base, Onslow County, North Carolina.

Existing Site Conditions

Weil Point Rd. accesses the Weil Point launching area which takes you through a pine forest with the existing dredge disposal area located off the west side of the road. The road terminates into an existing launch area with a sloping concrete ramp. The adjacent shoreline is stabilized with concrete rubble. Rhodes Point located on the opposite side of the New River is in a similar state as Weil point in that a tank trail runs through a pine forest before it terminates into a concrete launch area. Comparatively, the Weil Point shoreline is much steeper than the Rhodes Point shoreline. The soils in both areas are mapped Marvyn loamy fine sand, which are described as well-drained soils on short side slopes.

The existing dike disposal area would be widened and deepened to accommodate the addition of dredge material. The existing dredge disposal area is approximately 300' by 800' with current capacity roughly 5' deep. These measurements represent the inside walls of the disposal area. The effluent pipe exiting the disposal facility will be laid through or near an area known to inhabit Coastal Goldenrod.

Both ramp areas provide access to existing channels into the New River. Current soundings through the project area vary from -2' mhw near the end of the ramp to -7' mhw in the heart of the channel. The connecting water depth is -8' at mean near the middle of the New River. The substrate along the New River shoreline is predominantly sandy. The substrate closer to the middle of the River picks up a component of mud on top of the sand.

Applicant's Stated Purpose

The applicant's stated purpose is to provide and maintain an operationally and environmentally sustainable, safe, and efficient means to move elements of 2d Tank Bn, 2d Marine Division across the New River for training purposes. According to the applicant's agent, the only means for transporting tanks to and from the MCB Camp Lejeune main side to Greater Sandy Run Area (GSRA) training areas and the SR-10 Range, both located on the opposite side of the New River, is to load the tanks onto the ribbon bridge sections and then navigating them to Rhodes Point. Therefore, a need exists to either improve and maintain the existing system or develop a new alternative. Before troops deploy, units must qualify on the SR-10 range, which is located in GSRA, located across the New River. According to the applicant, currently the NCDOT imposed weight restrictions prohibit overland transport of the qualifying tanks on existing roadways, thereby leaving water transport as the only viable option.

Project Description

Marine Corps Base (MCB) Camp Lejeune is a military installation in Onslow County, North Carolina. The facility encompasses Camp Lejeune, Marine Corps Air Station, New River and the Greater Sandy Run Area, which houses several tank ranges located on the west side of Highway 17. MCB Camp Lejeune proposes to construct and maintain access channels and a turning area in the New River in the vicinity of French Creek Area

and Rhodes Point, renovate an existing diked upland disposal area, widen a ramp area and construct a concrete pad on Weil Point.

Proposed actions in New River include:

- Dredging and maintenance of an Engineer Point access channel.
- Dredging and maintenance of a turning basin off Weil Point.
- Dredging and maintenance of existing Weil Point and Rhodes Point access channels.
- Widening of the Weil Point ramp access channel to accommodate ribbon bridge operations.
- Rehabilitation and expansion of existing Weil Point dredged material disposal area.

Proposed actions on the Weil Point ramp area include the following:

- Construction and placement of an 11 m x 22m (35ft x 70ft) concrete tank pad within the existing Weil Point Ramp access road.
- Shoreline stabilization of the areas adjacent to the widened ramp area.
- Widening of the Weil Point Ramp splash point 30.5 m (100ft) along the waterfront and 30.5 m (100ft) up the Weil Point Road.

New River

On the east side of New River, the proposed action includes the dredging and maintenance of a 30 m x 410 m (100 ft x 1345 ft) access channel to Engineer Point, an access channel to Weil Point (30 m x 9384 m (100 ft x 3077 ft)), and a turning basin off of Weil Point near the confluence of French Creek and New River. On the west side of New River, the proposed action includes dredging and maintenance of a 30 m x 535 m (100 ft x 1755 ft) access channel to Rhodes Point. The proposed dredging limits are shown in the attached figures. The turning basin and access channels encompass approximately 7.5 ha (18.5 ac.). The proposed project depth is -6 feet mean low water (m.l.w.) (New River m.l.w. datum). This is the minimum channel depth for operations of the ribbon bridge sections and the bridge erection boats. To achieve the project depth of -6 feet m.l.w., the maximum allowable dredging depth will be -8 feet m.l.w. These channels extending from the east and west shores extend to deep water in the New River. Dredging in the middle of the river is not required. The initial dredging would result in removal of approximately 30,000 cubic yards of material (at maximum dredging depth of -8 ft. m.l.w) from the project area. Generated dredged material will be transported by dredge pipe to the diked upland disposal area on Weil Point. Return water from the disposal area would be released by a water control spillway and returned via a pipe to the New River. The discharge pipe would terminate in the New River. Upland diked disposal is the only viable alternative due to the silty nature of the dredged material and distance from source. Depending on existing conditions, dredging may not be required throughout the entire area shown to achieve the desired project depth. Dredging would not occur to the east of the Inland Primary Nursery Area boundary at the mouth of French Creek. Dredging will be scheduled to take place between October 1 and March 31 and would take approximately one month to complete.

Periodic maintenance dredging is necessary to maintain project depths. The periodicity of this maintenance is unknown, but should be infrequent, as the existing channels to Weil Point and Rhodes Point have not required maintenance dredging since initial construction approximately twenty years ago. Because of the need to maintain the channel to project depths, a ten-year maintenance authorization is under review.

Prior to dredging activities, the existing diked upland disposal area on Weil Point would be rehabbed for placement of dredged materials. The interior area of the dike would be approximately 912' x 600' x 18' with a capacity of 90,000 cubic yards when completed. The expansion and rehabilitation of the dike has been designed to prevent any disturbance to known archeological sites. On the northwest side (parallel with the New River shoreline) of the dike, no ground disturbing activities outside of the centerline of the existing dike would occur. This means that the new dike would be entirely within the existing dike in this area. The disposal area would be expanded to the south and southeast. The proposed rehabilitation of the disposal area consists of moving the dike centerline to the southwest and raising the dike elevation. Material for dike rehabilitation would be pushed up from the interior of the disposal area and brought in from an approved borrow source. The dikes would be seeded and grassed in accordance with an approved Sedimentation and Erosion Control Plan. Sediment hydraulically dredged from the proposed access channels and turning area would be transported by dredge pipe to the disposal area. Return water from the disposal area would be piped to the New River to a point waterward of emergent vegetation, if present. There would be no fill of wetlands. These changes are necessary to provide adequate storage capacity in the disposal area for present and future maintenance dredging requirements.

Weil Point

Construction of the proposed 11m x 22m (35ft x 70ft) tank pad would create a hardened turning area at the top of the existing ramp road at Weil Point. The existing ramp road is narrow enough that tracked vehicles cannot be turned until they are on the unprotected Weil Point Road. The tank pad would be constructed of reinforced concrete with all placement of concrete occurring above the mean high water line. The existing concrete ramp would be maintained for continued use as necessary.

Widening of the existing ramp area at the end of Weil Point Road would be accomplished to expand water access. This expansion of the splash point would allow tank access to the ramp area for loading on both Landing Craft Utility (LCUs) and ribbon bridge sections. The Weil Point Ramp Area would be expanded approximately 30 m (100 ft) to the west side of the existing ramp. The widened area would extend approximately 30 m (100 ft) up the road. The concrete rubble present along the shore in the proposed expansion would be removed. Above mean high water, the rubble would be replaced with clean sand and gravel. Ramp area expansion would require removal of vegetation and grading of approximately 0.1 ha (0.2 ac) of upland forested habitat. Appropriate transitions to existing shoreline stabilization would be included in the ramp widening to prevent shoreline erosion as a result of use of the ramp area.

Other Required Authorizations

This notice and all applicable application materials are being forwarded to the appropriate State agencies for review. The Corps will generally not make a final permit decision until the North Carolina Division of Water Quality (NCDWQ) issues, denies, or waives State certification required by Section 401 of the Clean Water Act (PL 92-500). The receipt of the application and this public notice in the NCDWQ Central Office in Raleigh serves as application to the NCDWQ for certification. A waiver will be deemed to occur if the NCDWQ fails to act on this request for certification within sixty days of the date of

the receipt of this notice in the NCDWQ Central Office. Additional information regarding the Clean Water Act certification may be reviewed at the NCDWQ Central Office, 401 Oversight and Express Permits Unit, 2321 Crabtree Boulevard, Raleigh, North Carolina 27604-2260. All persons desiring to make comments regarding the application for certification under Section 401 of the Clean Water Act should do so in writing delivered to the North Carolina Division of Water Quality (NCDWQ), 1650 Mail Service Center, Raleigh, North Carolina 27699-1650, Attention: Ms Cyndi Karoly by 20 July 2005.

North Carolina Coastal Zone Management Program

The applicant has certified that the proposed work complies with and will be conducted in a manner that is consistent with the approved North Carolina Coastal Zone Management Program. Pursuant to 33 CFR 325.2 (b)(2) the Corps is, by this notice, forwarding this certification to the North Carolina Division of Coastal Management (NCDCM) and requesting its concurrence or objection. Generally, the Corps will not issue a Department of the Army (DA) permit until the NCDCM notifies the Corps that it concurs with the applicant's consistency certification.

Essential Fish Habitat

This notice initiates the Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. The Corps' initial determination is that the proposed project may adversely impact EFH or associated fisheries managed by the South Atlantic or Mid Atlantic Fishery Management Councils or the National Marine Fisheries Service. Three Habitat Areas of Particular Concern (HAPC) have been identified in or near the project area. These include Aquatic Beds and Wetlands, State-designated Areas Important for Managed Species, and the Estuarine Water Column.

Cultural Resources

The Corps has consulted the latest published version of the National Register of Historic Places and is not aware that any registered properties, or properties listed as being eligible for inclusion therein are located within the project area or will be affected by the proposed work. Presently, unknown archeological, scientific, prehistoric, or historical data may be located within the project area and/or could be affected by the proposed work.

Endangered Species

The Corps has reviewed the project area, examined all information provided by the applicant and consulted the latest North Carolina Natural Heritage Database. Based on available information, the Corps is not aware of the presence of species listed as threatened or endangered or their critical habitat formally designated pursuant to the

Endangered Species Act of 1973 (ESA) within the project area. A final determination on the effects of the proposed project will be made upon additional review of the project and completion of any necessary biological assessment and/or consultation with the U.S. Fish and Wildlife Service and/or National Marine Fisheries Service."

Evaluation

The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, flood plain values (in accordance with Executive Order 11988), land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. For activities involving the discharge of dredged or fill materials in waters of the United States, the evaluation of the impact of the activity on the public interest will include application of the Environmental Protection Agency's 404(b)(1) guidelines.

Commenting Information

The Corps is soliciting comments from the public; Federal, State and local agencies and officials; Indian Tribes and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment (EA) and/or an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA). Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing. Requests for a public hearing shall be granted, unless the District Engineer determines that the issues raised are insubstantial or there is otherwise no valid interest to be served by a hearing.

Written comments pertinent to the proposed work, as outlined above, will be received by the Corps of Engineers, Wilmington District, until 5pm, 27 July 2005. Comments should be submitted to Brad Shaver, Regulatory Specialist at (910) 251-4611.

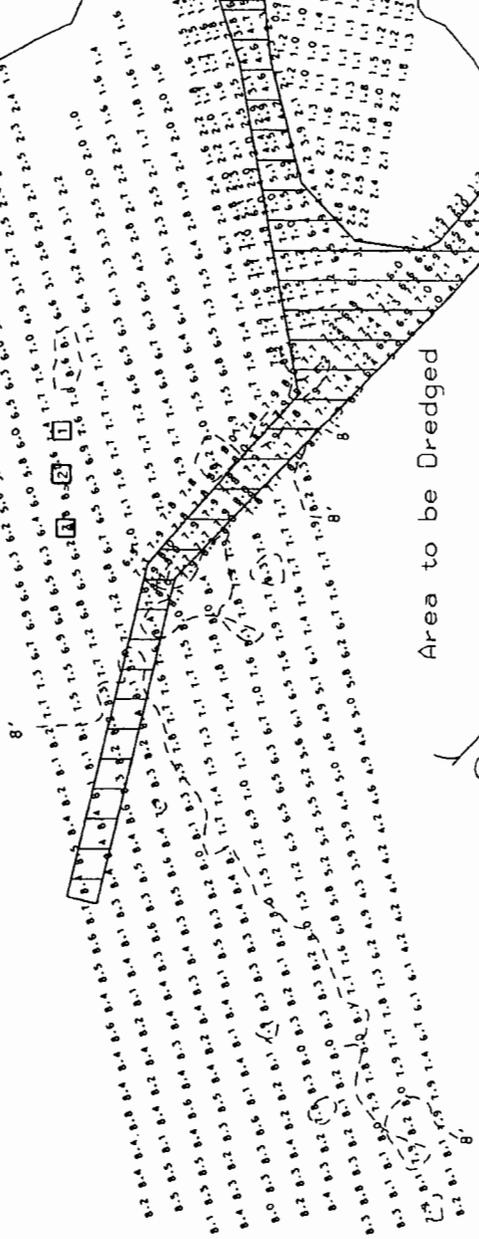


MCB
Camp Lejeune

Bilings (#5 tide gage)

MCB
Camp Lejeune
approximate c/l of road

warnings
underground pipeline

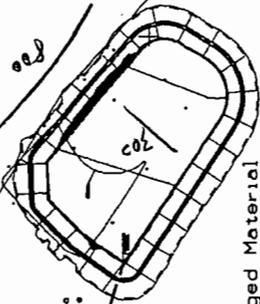


Area to be Dredged

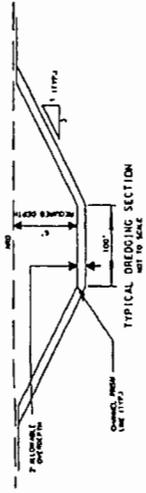
New
River

Weir point

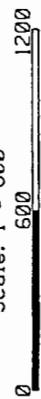
c/l boat ramp



Depths in feet below
Mean Low Water New River Datum



Scale: 1" = 600'



+ 2496000
326000

