

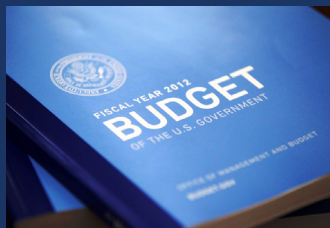
# THE CRANEY ISLAND CONNECTION

CRANEY ISLAND EASTWARD EXPANSION NEWS AND INFORMATION

VOLUME 4 ISSUE 7

FEBRUARY 2011

## President's FY12 Budget Includes \$27.4 Million for Craney Island



The congressional delegation from Virginia, led by Senators Jim Webb and Mark Warner, helped secure \$27.4 million for the Craney Island Eastward Expansion in President Obama's proposed 2012 budget, which he submitted to Congress for approval on February

14th. Support for the project's inclusion in the budget also came from Representatives Bobby Scott, Randy Forbes, Robert Wittman and former Representative Glenn Nye.

The funds requested by the President are a portion of the project's federal matching amount required by the 50/50 cost-share agreement between the Army Corps of Engineers and the Virginia Port Authority.

If approved by Congress, these funds will pay for continuing construction on the expansion's cross dikes. Building the dikes and filling the cells with dredged material as soon as possible will give the land time to strengthen enough for a marine terminal to be built on top of it.

Hampton Roads has the only harbor on the East Coast deep enough to handle the larger ships that will be traveling through the Panama Canal once its expansion is complete in 2014, and the only East Coast Port with expansion plans under construction.

Craney Island Marine Terminal's ability to handle these ships will increase the number of calls at the Port of Virginia, as well as attract Port-related businesses to the area. Logistics providers, freight forwarders, trucking companies, retailers and distribution center developers that rely on cargo being imported and exported through the Port will bring long-term economic benefits to the region, Commonwealth, and nation.



An aerial shot of the project location shows the existing Craney Island in the background and the location of the eastward expansion in the foreground. The expansion will add 522 acres to the east side of Craney Island.



Great Lakes Dredge & Dock's specially-designed spill barge distributes layers of sand onto the footprints of the south and division cross dikes.



The Liberty Island hopper dredge is assisted by several tugboats while taking its position in the harbor to transfer sand to the spill barge.



THE CRANEY ISLAND CONNECTION IS PUBLISHED BY THE VIRGINIA PORT AUTHORITY AND THE U.S. ARMY CORPS OF ENGINEERS, TO PROVIDE READERS WITH INFORMATION ABOUT DEVELOPMENT OF THE CRANEY ISLAND EASTWARD EXPANSION. WE INVITE READERS TO PROVIDE COMMENTS AND SUGGEST TOPICS FOR FUTURE CONSIDERATION. FOR FURTHER INFORMATION OR ADDITIONAL COPIES, PLEASE CONTACT:

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## ***Progress at Paradise Creek***

This past month, C.T. Purcell, Inc. continued work at the Paradise Creek site, with an emphasis on implementing the erosion/sediment control and tree protection program.

The purpose of this program is to protect mature trees that are adjacent to the area being excavated for wetland construction. Measures are also being taken to prevent sediment from leaving the site and eroding into Paradise Creek and its adjacent wetland areas during construction.

One unique erosion control measure that has proven effective is the installation of a water detention basin that collects water run-off from the site. The basin allows any sediment in the water to settle out before clarified water is pumped through a filter, then is sent through a rip-rap lined channel that flows back into Paradise Creek.

These sediment control measures will remain in place throughout C.T. Purcell's excavation work.



*Erosion control measures, such as the water detention basin (above) and rip-rap lined channel (below), will ensure that trees surrounding Paradise Creek will not be damaged as the land is excavated and replaced with healthy wetlands.*

