

**VIRGINIA RECREATIONAL FISHING DEVELOPMENT FUND
SUMMARY PROJECT APPLICATION***



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<p>PRIORITY AREA OF CONCERN: Habitat Improvement</p>	<p>PROJECT LOCATION: NW Virginia Chesapeake Bay waters.</p>
<p>DESCRIPTIVE TITLE OF PROJECT:</p> <p>Augment existing funding to deploy demolition concrete from the Wilson Bridge reconstruction project on two northern Chesapeake Bay artificial reef sites – Northern Neck and Asphalt Pile.</p>	
<p>PROJECT SUMMARY:</p> <p>A new Woodrow Wilson Bridge, spanning the Potomac River as part of I-95/I-495, is now under construction. The existing structure has been partially demolished, with several barge loads of concrete having been deployed by Maryland’s state Artificial Reef Program in their lower Chesapeake Bay waters. There remains approximately ¾ mile of concrete bridge material from the Maryland approach, primarily decking and piling, to be demolished.</p> <p>Per a meeting held on November 8th, 2006, this material is available for further reef deployment. The meeting was hosted by Michael Baker of Potomac Crossing Consultants/URS, who is the consortium of various companies involved in the project. In attendance were Martin Gary of MD DNR’s, Division of Fisheries. Joe Kalista and Mike Meier represented VMRC’s Artificial Reef Program. The tonnage estimate of available material ranges between 25,000 and 30,000 tons. A preliminary arrangement, under which the two states would evenly divide the available material, was discussed. It should be noted that the Potomac River Fisheries Commission has also expressed an interest in the material but was not in attendance.</p> <p>A cost of \$20/ton was quoted, as the preliminary estimate, for towing and deploying barge loads of material from the construction site to the referenced northern Bay reefs. Mr. Baker felt that estimate might end up lower. This same estimate would apply to Maryland’s lower Bay reefs such as Point-No Point.</p>	
<p>EXPECTED BENEFITS:</p> <p>The intent of this request is to augment the existing structure at both sites, to increase available habitat for recreationally important species of finfish.</p>	
<p>COSTS :</p> <p>\$150,000 is requested, to be added to the Artificial Reef Program’s current RFAB grant in the amount of \$200,000.</p>	

Updated 6/1/05

*This form alone does not constitute a complete application, see application instructions or contact Sonya Davis at 757-247-8155 or sonya.davis@mrc.virginia.gov : Due Dates are June 15 (Jul. – Nov. Cycle) and December 15 (Jan. – May Cycle)

**Virginia Marine Resources Commission
Request for**

**AUGMENT EXISTING FUNDING TO DEPLOY DEMOLITION CONCRETE FROM THE
WILSON BRIDGE RECONSTRUCTION PROJECT ON TWO NORTHERN CHESAPEAKE
BAY ARTIFICIAL REEF SITES - NORTHERN NECK AND ASPHALT PILE.**

NEED

Northern Neck Artificial Reef was initially constructed in 1995 with the deployment of 1,600 concrete tetrahedrons. In 2001, another 1,000 tons of concrete pipe were added. Since then, the reef has received heavy fishing pressure and become somewhat of a mainstay for the local fishery. In recent years, the apparent ability of the structure to hold fish has decreased, with the result that fewer fish are caught at the site. Reports of subsidence of some of the structure have been received.

Construction of Asphalt Pile Artificial Reef started in 2001 with the placement of 1,000 tons of concrete pipe. To date, that is the only structure on site. Local anglers have reported the reef to be difficult to fish because there is so little structure available.

Deployment of this material is supported by both the Virginia Charter Boat Association and the Northern Neck Anglers Club.

OBJECTIVE

It is the objective of this proposal to augment existing structure on both sites with concrete demolition material (decking, piling, etc.) from the Wilson Bridge project. Concrete is generally considered to be one of the best reef building materials in that it is durable and stable. Concrete is basically calcium carbonate, similar to coral reefs. Over the past ten years, Virginia's Artificial Reef Program has placed 150,000 tons of concrete on Chesapeake Bay reef sites.

EXPECTED RESULTS OR BENEFITS

The proposed project would increase the amount of artificial reef structure deployed at both sites. By adding additional structure, the availability of additional habitat should serve to support greater populations of finfish.

APPROACH

The intended approach would be to negotiate a firm "per ton" cost figure with the appropriate contractors in the consortium running the project (Potomac Crossing Consultants/URS). Hiring outside contractors is apparently not an option; therefore, all material handling and hauling would be handled by PCC/URS. If within both states' (MD & VA) purchasing guidelines, a bi-state, unified approach would be attempted. We feel that by teaming up, our chances of negotiating a better price might be enhanced.

Once again, PRFC's eventual participation is an unknown factor at this point in time and any agreement with Maryland would still need to be worked out.

A deployment scheme involving placement of the concrete in rows running east & west across the reef sites has been discussed with the Northern Neck interests. They have expressed a willingness to be present during the actual deployments.

LOCATION

Both reef sites are located in the NW portion of Virginia's Chesapeake Bay waters. Northern Neck Artificial Reef is located off Northumberland County, seven nautical miles E of the Great Wicomico Light. Asphalt Pile Artificial Reef is located off Lancaster County, four nautical miles ENE of Hughlett Point.

ESTIMATED COSTS

If the current expectation of Virginia's "share" of the material holds, 15,000 tons of concrete will be available. Using the working-estimate figure of \$20.00 per ton, \$300,000 would be required to haul and deploy 15,000 tons. An additional \$50,000 is requested to acquire additional material, if available.

The Artificial Reef Program recently received an RFAB grant of \$200,000. Anticipated funding for this project would be possible by a combination of the current grant and the requested additional funds for a total of \$350,000.

TIME FRAME

According to the current schedule, deployment would occur between August and November of '07.