

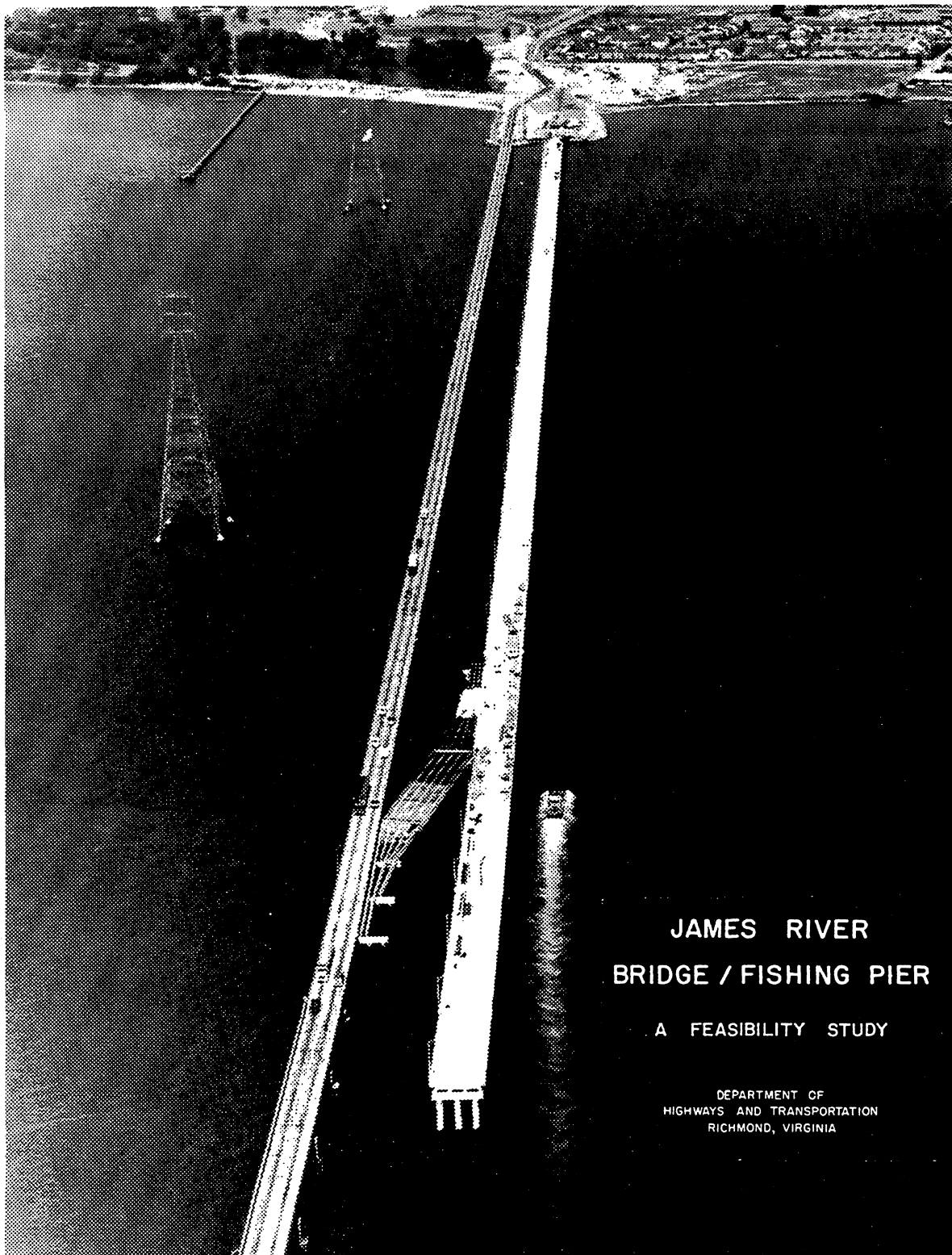
1975
Session

**JAMES RIVER
BRIDGE/FISHING PIER
STUDY
REPORTED TO
THE GOVERNOR AND THE GENERAL ASSEMBLY
OF THE COMMONWEALTH OF VIRGINIA**



HOUSE DOCUMENT NO. 4

**COMMONWEALTH OF VIRGINIA
Department of Purchases and Supply
Richmond
1974**

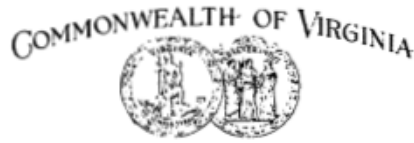


**JAMES RIVER
BRIDGE / FISHING PIER**

A FEASIBILITY STUDY

DEPARTMENT OF
HIGHWAYS AND TRANSPORTATION
RICHMOND, VIRGINIA

DOUGLAS B. FUGATE, COMMISSIONER
MORRILL M. CROWE, RICHMOND, VA.
LE ROY EAKIN, JR., McLEAN, VA
HORACE G. FRALIN, ROANOKE, VA
THOMAS R. GLASS, LYNCHBURG, VA
LEONARD R. HALL, BRISTOL, VA
DOUGLAS G. JANNLY, FREDERICKSBURG, VA
ROBERT S. LANDES, STAUNTON, VA
WILLIAM T. ROOS, YORKTOWN, VA



DEPARTMENT OF HIGHWAYS & TRANSPORTATION
1221 EAST BROAD STREET
RICHMOND 23219

JOHN E. HARWOOD
DEPUTY COMMISSIONER & CHIEF ENGINEER
W. S. G. BRITTON
DIRECTOR OF ADMINISTRATION
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H. GORDON BLUNDON
DIRECTOR OF PROGRAMMING AND PLANNING
J. M. WHAY, JR., DIRECTOR OF OPERATIONS
J. P. ROYER, JR.
DIRECTOR OF TRANSPORTATION PLANNING

October 16, 1974

TO: Honorable Mills E. Godwin, Jr., Governor of Virginia
and
The General Assembly of Virginia

The Commission of Highways and Transportation appreciates and welcomes the opportunity to have compiled a feasibility study for a salt water fishing pier at Newport News in conjunction with the construction of the James River Bridge. The bridge is nearing completion and it is the Commission's desire with the General Assembly's approval to convey 1,500 feet of the existing James River Bridge to the City of Newport News for use as a fishing pier.

The study developed in response to House Joint Resolution No. 66 enacted by the 1974 session of the General Assembly was coordinated with various state and federal agencies. The proposed pier represents a potential savings of \$720,000.00 to the citizens of Newport News and the Commonwealth.

JAMES RIVER BRIDGE FISHING

PIER

SUMMARY

Pursuant to House Joint Resolution No. 66, the Department of Highways and Transportation compiled a feasibility study to delineate the costs and utility of constructing a salt water fishing pier in conjunction with the construction of the James River Bridge at Newport News, Virginia, see figure 1. A brief summary of this study is outlined as follows:

Feasibility and Economics of the Proposed Pier

The Department reviewed four alternatives. Three of these alternatives consisted of some form of new construction either attaching to the new bridge or building an independent pier. These alternatives were rejected on the basis of incompatibility of the structure to the bridge design, time delays, or cost considerations. A fourth alternative, concerned with the salvage of 1500 feet of the existing bridge proved to be a highly acceptable alternative. The 1500 feet will be used as a fishing pier to be operated by the City of Newport News. The City Manager wrote a letter to the Department dated October 15, 1974 accepting the proposed fishing pier. See Appendix 1, page 1-2.

Estimated savings to the Department by not demolishing

the proposed 1500 feet of the existing trestle is approximately \$225,000. Additional savings would accrue to the City from the standpoint of not having to repair or replace Red's Pier, an existing salt water fishing pier in Huntington Park. The City has indicated that this pier will be removed after accepting the proposed pier.

Compatibility of the Proposed Pier with Community Functions

The proposed pier will not compete with or affect existing pier operations. All State Agencies responding to inquiries from the Department were favorable to the concept of a portion of the bridge being retained as a fishing pier. The Corps of Engineers has issued a permit to the City of Newport News for operation of the pier.

An assessment of fish resources in the James at Newport News indicates that most salt water sport finfish will be available at some time during the year. The pier will be a significant addition to the City's Huntington Park facilities providing relaxation for family groups as well as the casual and the round-the-clock fisherman, see figures 2, 3, 4, and 5.

James River Fishing Pier

(A Feasibility Study Prepared for the
General Assembly by the Department
of Highways and Transportation.)

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JAMES RIVER FISHING

PIER

NEWPORT NEWS

" A Feasibility Study Prepared for the
General Assembly by the Department
of Highways and Transportation. "

The House of Delegates, the Senate concurring, directed the State Highway Commission in House Joint Resolution No. 66 to conduct a study of the costs, feasibility and utility of constructing in conjunction with the proposed James River Bridge at Newport News a salt water fishing facility attached thereto, or if not a part of the proposed bridge, a facility utilizing the structure of the present span for such purposes, see figure 1. A copy of House Joint Resolution No. 66 is attached in Appendix 1, page 1-1.

II. General Background and Utility of Fishing Piers

Fishing piers provide the easiest and least expensive access to the sport of salt water fishing. Piers place no age limitations on the user and provide enjoyment from the youngest, babies in strollers, to the aged and infirmed, who might not otherwise experience the hours of leisure afforded by salt water fishing. Entire families can enjoy the benefits of a fishing pier which are not entirely restricted to the sport of fishing. A walk on

Proposed Bridge
Route 17 over James River

REGIONAL

Virginia Dept. of Highways
Isle of Wight County
Newport News, Virginia

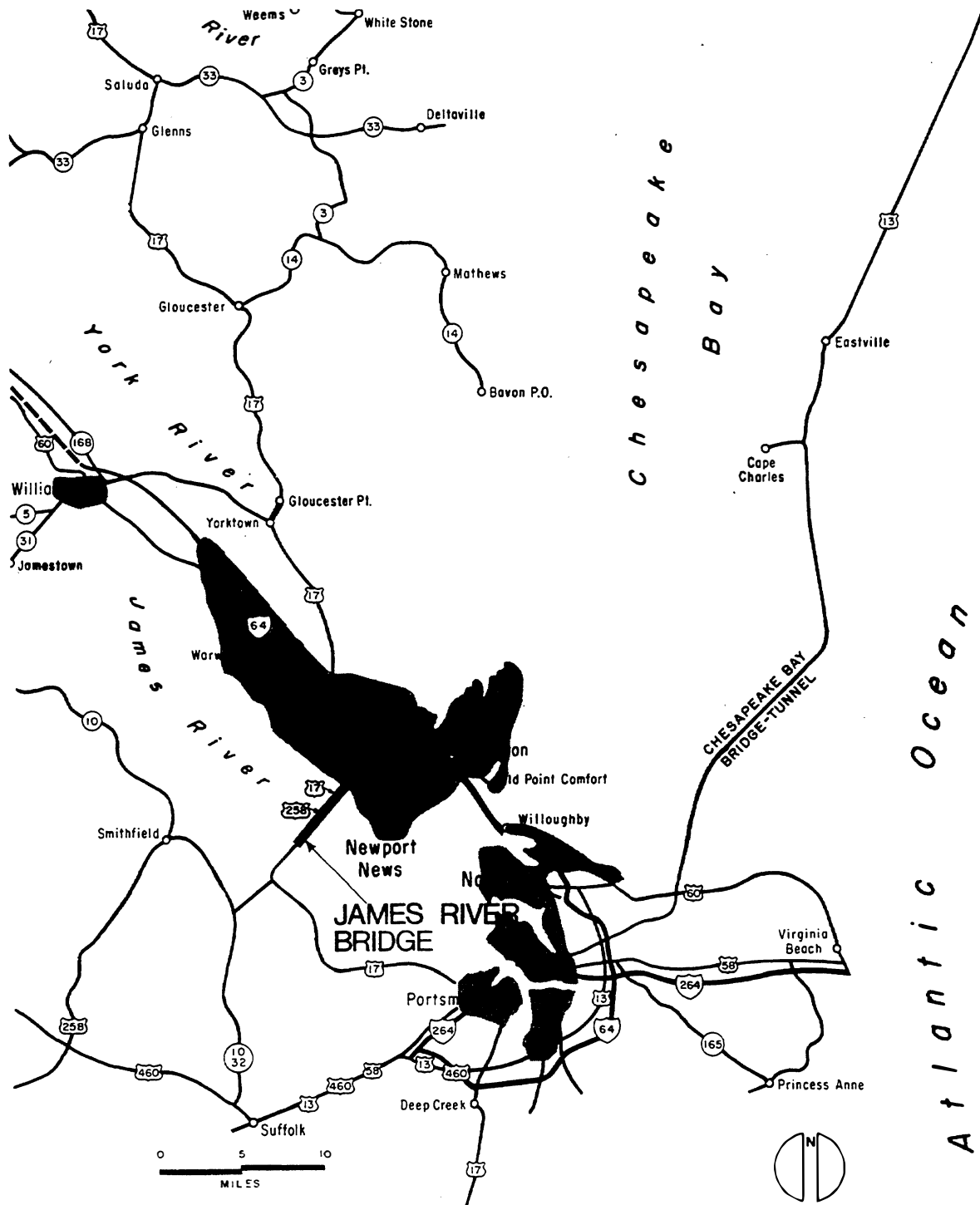


Figure 1

such a pier can be relaxing to a family group while providing fresh air and sunshine.

This is not to decry the advantages of such a pier to the fisherman, but to delineate the diversity of activities offered by a fishing pier. The pier can offer such advantages to the fisherman as tackle rental, sale of bait, snack bar and sanitary facilities. Both the "sometime" fisherman who walks on and leaves the pier as he pleases and the "round-the-clock" fisherman can enjoy all the advantages of the pier. The pier fisherman has access to practically all the salt water sport fish at some time during the year.

III. Feasibility and Economics of the Proposed Pier

The Department of Highways and Transportation has evaluated several possibilities of providing a salt water fishing pier in conjunction with the construction of the James River Bridge. These are as follows:

- A. Attaching a low-level pier to the bridge, now under construction, see figure 2.

The prestressed concrete monolithic spans, prestressed bent caps and prestressed concrete cylinder piles are not adaptable

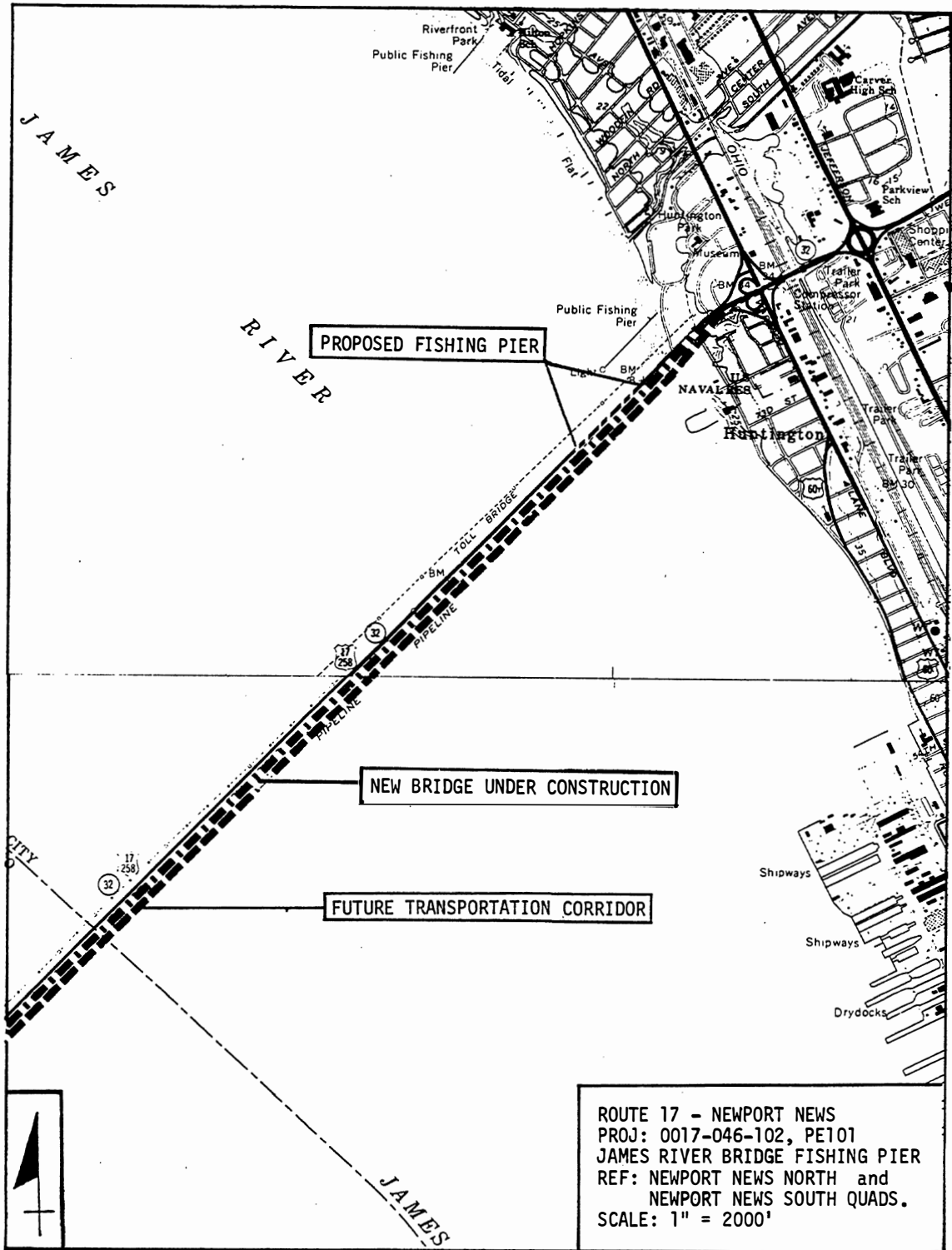


Figure 2

to attaching a walkway or pier alongside, and the bridge trestle as now being constructed does not allow for any additional load.

- B. Attaching a low-level pier to the proposed "future" parallel bridge or a walkway to reach a separate structure to serve as a fishing pier, see figure 2.

It would be possible to add a walkway to this future construction, providing access to a fishing pier constructed some distance from the shore. However, it is presently envisioned that the parallel bridge will be a duplicate of the one now under construction. The addition of a walkway would require redesign and changes in details instead of duplicating the present construction plans. This proposal would delay the opening of such a pier on the order of ten years plus.

- C. Retention of 1500 feet of the existing bridge for a fishing pier, see figure 3.

This is by far the most acceptable alternative investigated by the Department. Fifteen hundred feet of the bridge can be retained at a savings of \$225,000 to the Department which repre-

sents the difference between demolishing the entire bridge and retention of 1500 feet at the north shore line. It has been estimated that little or no maintenance of the 1500 feet would be required in the first 10 years with minimal maintenance during the first 20 plus years.

D. Construction of an Independent Pier

The Department has estimated the cost to construct a pier of 1500 feet in length providing 33,000 square feet of deck area similar to the 1500 feet of the existing bridge would approximate \$495,000. This estimate is based on \$15 per square foot of deck surface.

Further we have estimated the cost of providing 1500 feet of wooden pier construction similar to the pier constructed by the City of Newport News at Lincoln Park to approximate \$240,000.

The Department has rejected alternatives A, B, and D. Alternative A was rejected on the basis that the present bridge, under construction, would not support an attached fishing pier. Alternative B was rejected on the basis of a

delay of several years prior to the commencing of construction of a parallel bridge. Alternative D was rejected on the basis of cost, which approximated \$495,000 for a similar pier versus a net saving of \$225,000 by retention of 1500 feet of the existing bridge by non-demolition. Alternative C thus results in a potential \$720,000 saving to citizens of the State. This figure represents the demolition cost plus cost to provide a similar facility for a fishing pier. Based upon this evaluation the Department proceeded to evaluate the feasibility of retaining 1500 feet of the present bridge for a salt water fishing pier. The remainder of this report is devoted to that objective without further consideration of the rejected alternatives.

The Department of Highways and Transportation does not normally operate fishing piers nor do we have a desire to do so. Therefore, the logical approach to the operation of the fishing pier would be to convey such a pier to an interested party. The City of Newport News operates a park at the north end of the bridge and the proposed pier will make a much needed additional facility with all the administrative support already established. The reader is referred to section IV for integration of fishing pier into the park's present facilities.

Several Federal and State agencies exercise jurisdiction

over structures placed within the navigable waters of the United States. A brief summary of these Agencies and their comments and/or authorization follows with complete correspondence and permits attached in Appendix 2.

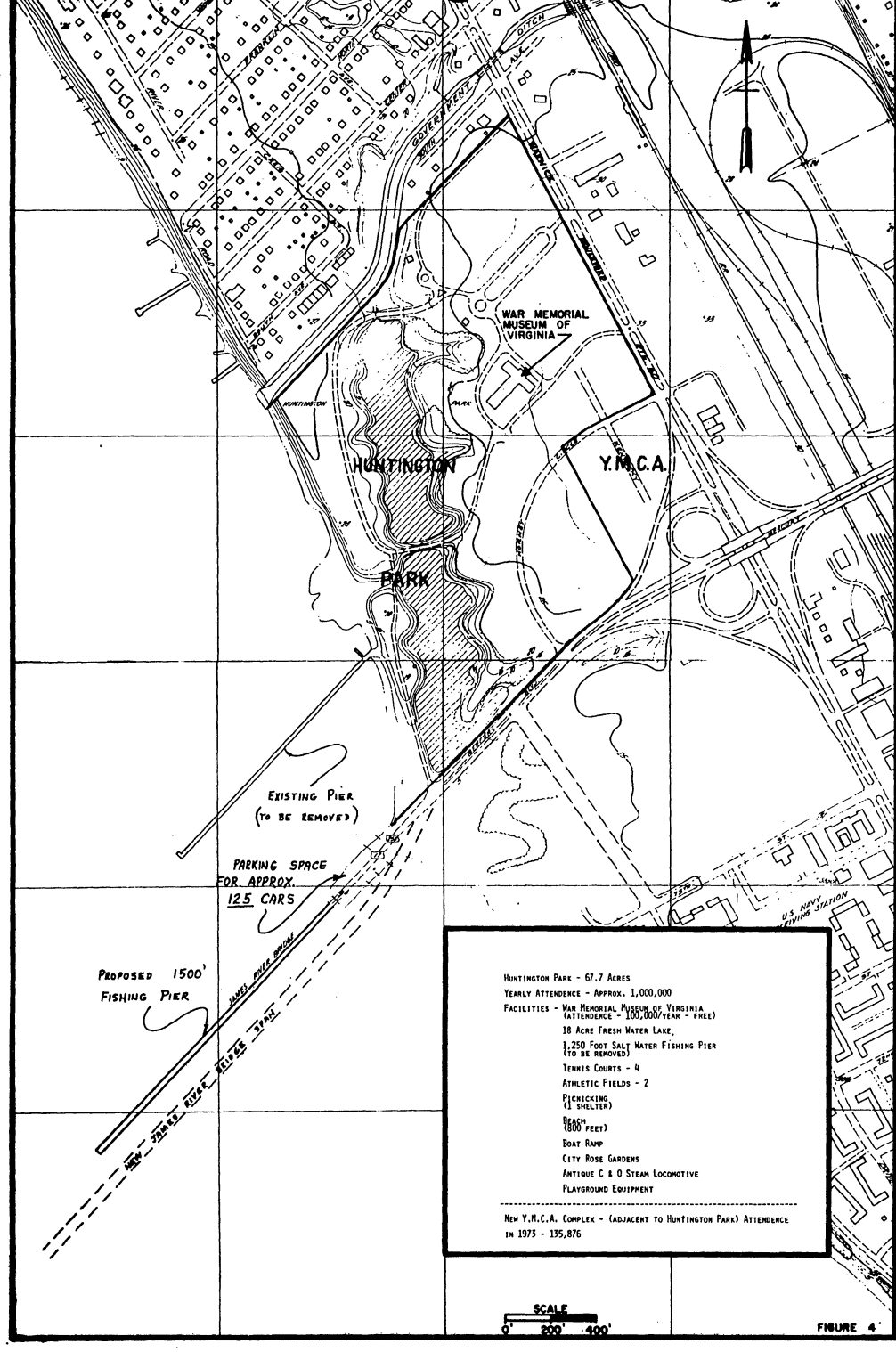
- A. The Marine Resources Commission has deemed a Subaqueous Bed Permit unnecessary. Please see Appendix 2, Exhibit A. This permit is normally issued for any structure on or over State owned bottom lands.
- B. The United States Coast Guard has declined jurisdiction on the basis that once the bridge is severed it falls within the purview of the Department of Army, Corps of Engineers.
- C. The United States Army, Corps of Engineers has issued a permit to the City of Newport News on behalf of the Department of Highways and Transportation to operate a 1500 foot portion of the existing James River Bridge as a public fishing pier on condition that the pier shall be maintained in good repair or completely removed from the waterway. Please refer to Appendix 2, Exhibit B, pages 2-2 thru 2-6 for a copy of the permit.

IV. Integration of the Proposed James River Fishing Pier into Community Functions

Huntington Park located on the north shore and adjacent to the proposed fishing pier offers a planned community park consisting of 67.7 acres. Please refer to figures 3 and 4. The park is operated by the City of Newport News and has free admission. The yearly attendance to the park is approximately 1 million. Facilities offered by the park at present consist of tennis courts, athletic fields, playground equipment, boat ramp, and picnicing facilities including one shelter. Other attractions include an antique steam locomotive, the City's rose gardens and an 18 acre fresh water lake.

Along the James River the park offers 800 feet of beach and an existing salt water fishing pier 1,250 feet in length. The pier known as Red's Place is in need of extensive repairs and the City Park Officials have indicated that the pier will be removed when the proposed 1500 feet of the James River Bridge is turned over to the City for use as a fishing pier.

Through the courtesy of the Department of Recreation, Parks and Public Relations of the City of Newport News a sketch of the proposed pier has been prepared



EXISTING PIER
(TO BE REMOVED)

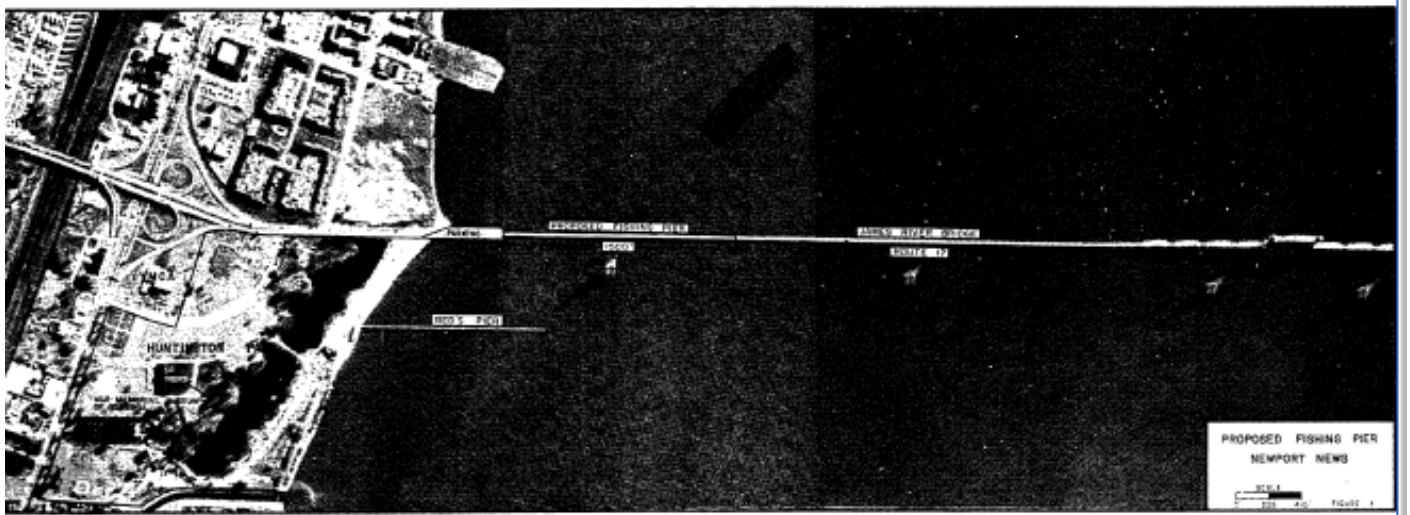
PARKING SPACE
FOR APPROX.
125 CARS

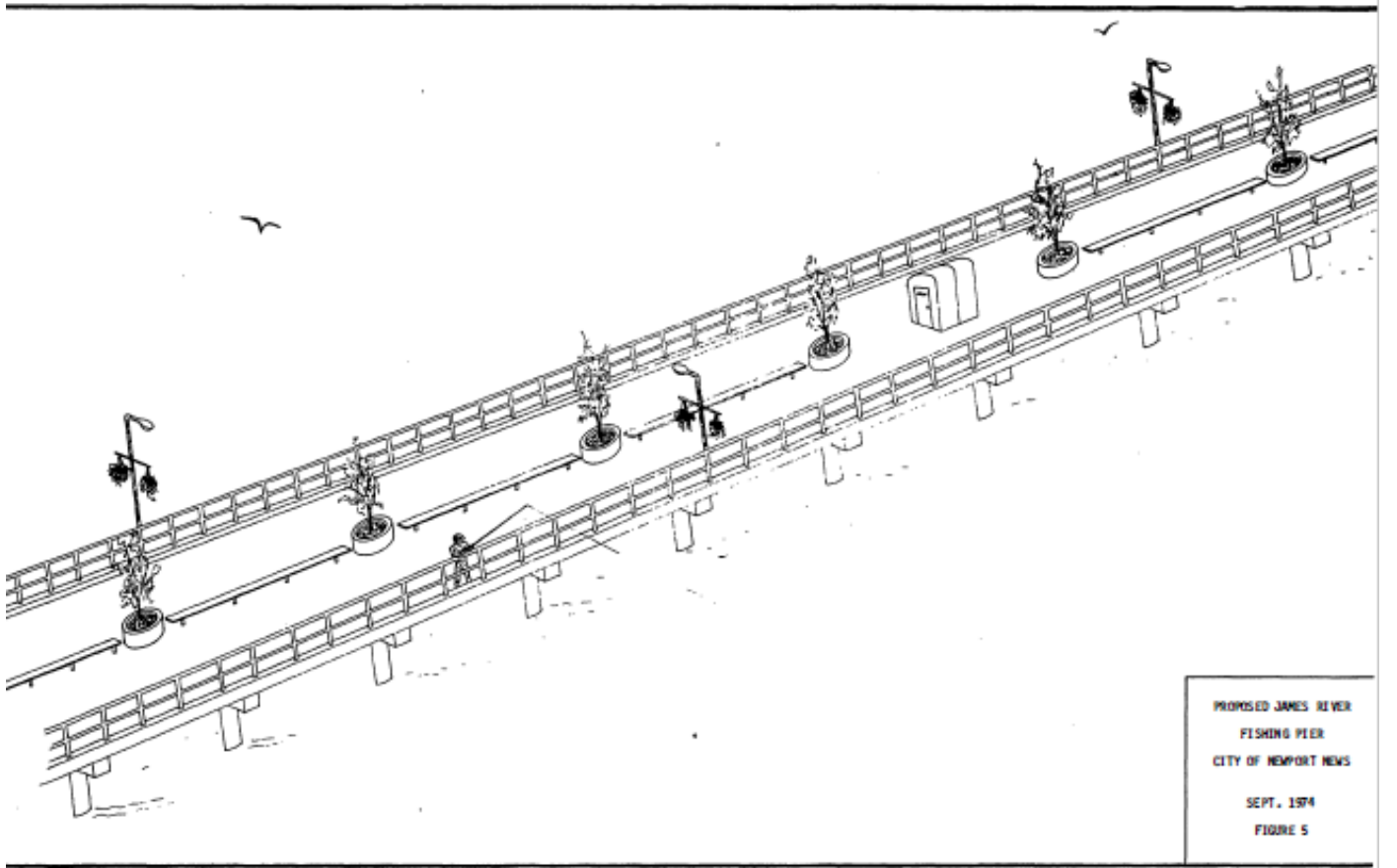
PROPOSED 1500'
FISHING PIER

- HUNTINGTON PARK - 67.7 ACRES
- YEARLY ATTENDANCE - APPROX. 1,000,000
- FACILITIES - WAR MEMORIAL MUSEUM OF VIRGINIA
(ATTENDANCE - 100,000/YEAR - FREE)
- 18 ACRE FRESH WATER LAKE,
- 1,250 FOOT SALT WATER FISHING PIER
(TO BE REMOVED)
- TENNIS COURTS - 4
- ATHLETIC FIELDS - 2
- PICNICING (1 SHELTER)
- BEACH
(800 FEET)
- BOAT RAMP
- CITY ROSE GARDENS
- ANTIQUE C & O STEAM LOCOMOTIVE
- PLAYGROUND EQUIPMENT

NEW Y.M.C.A. COMPLEX - (ADJACENT TO HUNTINGTON PARK) ATTENDANCE
IN 1973 - 135,876

SCALE
0 200 400'





showing an artistic concept of the pier including benches, sanitary facilities and potted shrubs. Please refer to figure 5. A parking lot has been proposed at north end of the pier to accommodate approximately 125 cars, (see figure 4).

The proposed fishing pier will offer the park visitors an added attraction as well as affording the fisherman with "one of the longest fishing piers around" to quote the Virginian-Pilot, July 11, 1974.¹ Additionally the pier will afford an attraction for visitors to the War Memorial Museum of Virginia which is located in Huntington Park and has 100,000 visitors per year. It should be noted that the Museum has free admission and houses a unique collection of memorabilia representing every conflict in our nation's history from pre-Revolutionary times to Viet Nam.

Other community facilities located in close proximity to the proposed Fishing Pier include the YMCA located at northeast corner of the Huntington Park (see figure 4) with an attendance of 135,276 in 1973. Also, the Newport News Shipbuilding is located just to east along the James. The pier will not conflict with the operations of other piers in the area either public or private. It is compatible with all community functions including the proposed future transportation corridor.

VII. Comments of other State Agencies

The pier when blocked off and turned over to the City of Newport News will by necessity carry some restrictions for the protection and safety of all concerned parties. These are enumerated as follows:

- A. Restriction of fishing from the east side to prevent casting onto the new bridge which is located 100 feet to the east. This is necessary in order to protect the motoring public on Routes 17 & 258. The task can be accomplished by either restrictive signing or some form of fence.
- B. Meet all conditions of the Corps of Engineers' Permit.
- C. Maintain free admission. The City currently operates Red's Pier on a free admission basis and Park officials have not indicated a problem in operating the proposed pier on a free basis.

In accordance with House Joint Resolution No. 66 the Department of Highways and Transportation contacted a number of State Agencies for their comments and suggestions on the proposed James River Fishing Pier. The following constitutes a brief summary of the comments and the Department's response with complete correspondence in Appendix A:

A. Marine Resources Commission:

Comments were favorable with regard to the proposed pier with suggestions for consideration

of a boat landing ramp, navigational lights, etc., on the pier.

Department's Reply:

In conveying the proposed pier to the City of Newport News, the Department does not wish to restrict the City's planned usage of the pier. Therefore, the suggested boat landing ramp, etc., should be considered by the City. The navigational lighting will fall under the purview of the Corps of Engineers' Permit which was issued to the City of Newport News, May 30, 1974. (Refer to Appendix 3, Exhibit A, pages 3-1 thru 3-4).

B. Department of Conservation and Economic Development:

Comments were favorable with attached suggestion from Mr. Claude Rogers, Salt Water Sport Fishing Representative, to save the bridge for a pier out to waters of 18 feet in depth.

Department's Reply:

The depth of water at the end of the proposed pier will approximate 9 feet at mean low water, see figure 2. To reach a depth of 18 feet would require another 1500 feet or more. This would probably interfere with the shipping channel and could create a maintenance burden for the City of Newport News, in future years. (refer to Appendix 3, Exhibit B, pages 3-6 thru 3-10).

C. Virginia Institute of Marine Science:

Comments were favorable indicating fish of sufficient abundance to support good fishing in most years. Recommendations included the creating of artificial reefs near the pier from those portions of the trestle to be removed, some form of lighting to attract fish and consideration for a second pier at south bank.

Department's Reply:

The deposition of trestle remains will be given full consideration by Parsons, Brinckerhoff, Quade and Douglas, consultants to the Department for removal of the bridge. Any form of lighting to attract fish should be a consideration by the City of Newport News since it is the Department's objective to convey the pier to the City with as few restrictions as possible. The suggestion of a second pier at the south end of the existing bridge has merit. However, the opportunity to integrate such a pier into community functions is not as great there as at the north end, nor would the administration of such a pier be so readily attainable. Therefore

the Department has not considered this suggestion at this time. (Refer to Appendix 3, Exhibit C, pages 3-11 thru 3-14; The reader is also referred to Appendix 3, Exhibit A, page 3-5).

D. Commission of Outdoor Recreation:

Comments were favorable indicating no conflict with the "Virginia Outdoors Plan."

Department's Reply:

Thank you for your support of the proposed James River Bridge Fishing Pier. (Refer to Appendix 3, Exhibit D, pages 3-15 thru 3-18).

E. Commission of Game and Inland Fisheries:

Comments were favorable indicating a better than average sport fishing in the proposed area at the current time. Further indicated the pier was outside their jurisdiction.

Department's Reply:

Thank you for your support of the proposed James River Bridge Fishing Pier. (Refer to Appendix 3, Exhibit E, pages 3-19 thru 3-21).

F. State Water Control Board:

The Board voiced concern over a small increase in water pollution as a result of increased public use in the area. Further they suggested the inclusion of provisions for

trash and sanitary facilities.

Department's Reply:

In any case where people activity increases there is an attendant increase in pollution of the environment. It is unavoidable and must be considered an acceptable offset to recreational benefits derived from the pier. The expected increase pollutant load from such activities is minimal. There should not be a water quality problem as a result of these activities. Adequate trash and sanitary facilities will be provided on the pier. (Refer to Appendix 3, Exhibit F, pages 3-22 thru 3-24).

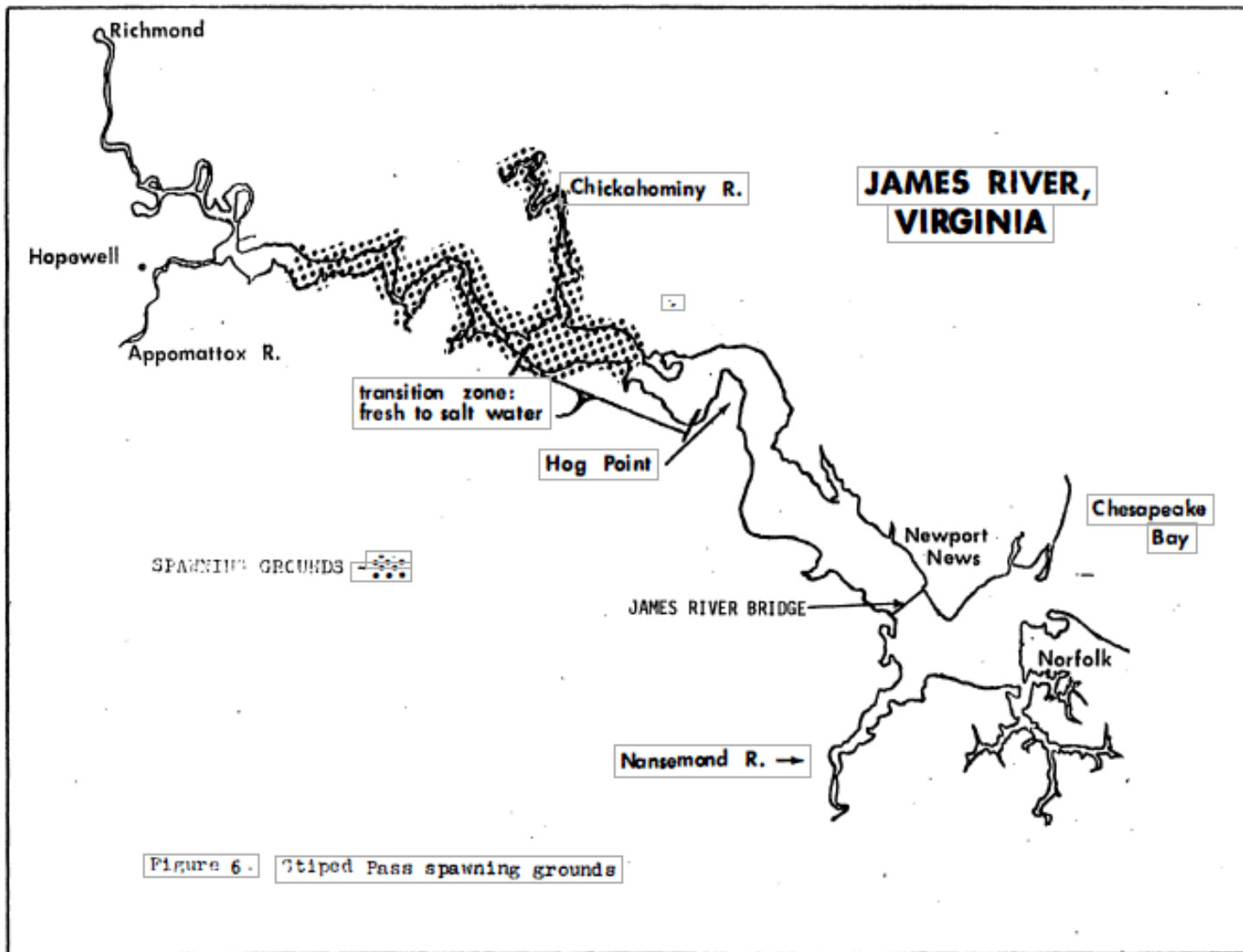
G. Other Agencies contacted by the Department but not responding:

U. S. Fish and Wildlife Service

VI. Biological Assessment of Fish Resources in the James River at Newport News:

Many species of salt water finfish inhabit the James River Estuary during part or all of their life cycles. Brehmer (1965) classified these into four major groups:

A. Striped Bass (*Morone saxatilis*) type species - those species which spend juvenile and early adult stages in the ocean or lower estuary but ascend the tidal rivers to spawn, see figure 6.



- B. Croaker (*Micropogon undulatus*), Summer flounder (*Paralichthys dentatus*) and Menhaden (*Brevoortia tyrannus*) type species - those species which as adults spend the summer months in the estuary but migrate into the ocean in the fall to spawn. The young return to the estuaries to complete their life cycle.
- C. Anadromous species such as the American Shad (*Alosa sapidissima*) - those species which spend late juvenile and adult stages in the ocean but migrate up the tidal rivers to spawn, see figure 7. The larvae and early stages migrate down the tidal rivers into the ocean to complete development.
- D. Species who complete their entire life cycle in the estuary. Most of these are dependent upon the upper estuary, or tidal part of the river for survival of the species.

A list of the more important species who frequent the James River Estuary and of interest to the pier fisherman may include but is not limited to the following:

Finfish

Bluefish

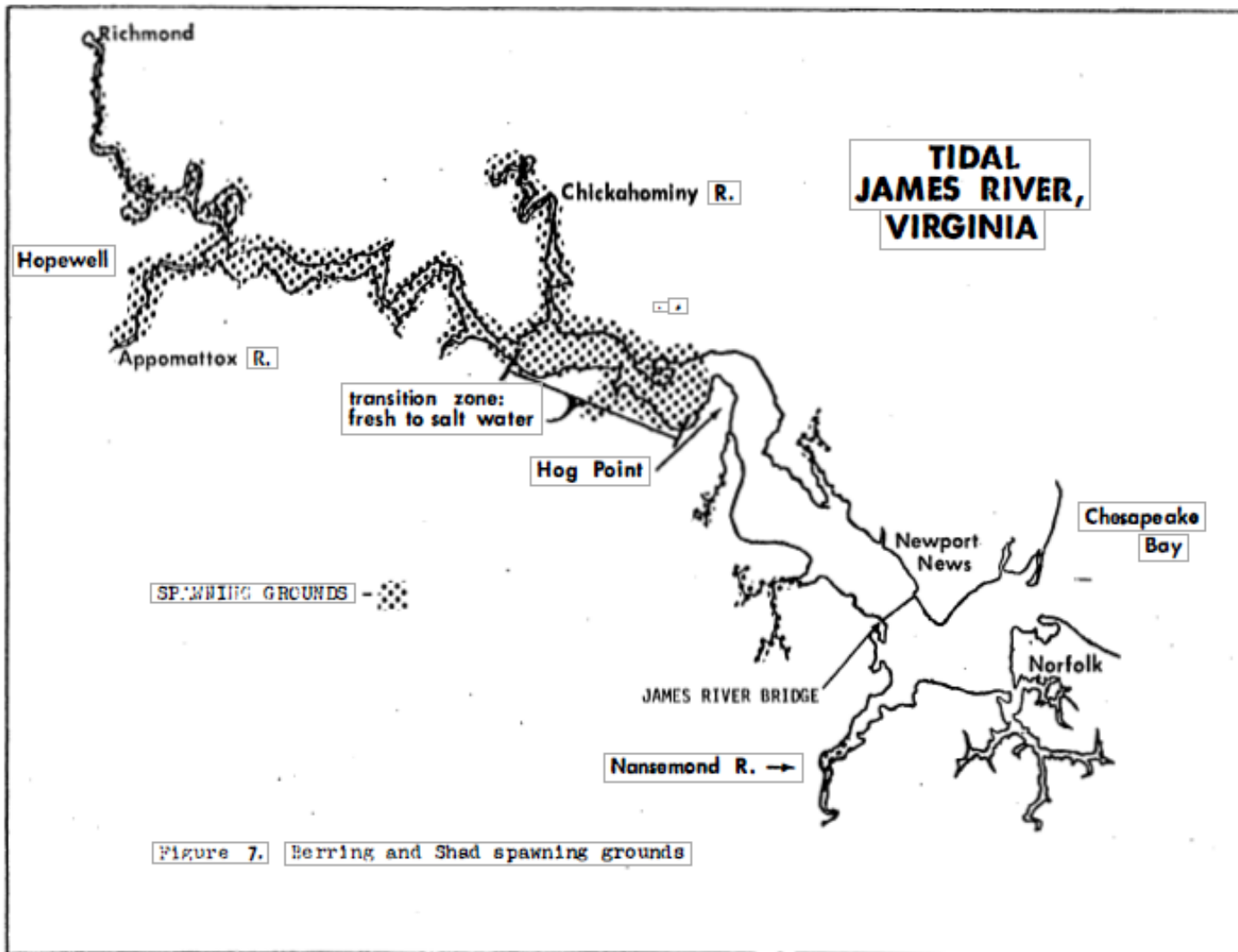
Pomatomus saltatrix

Grey Trout

Cynoscion regalis

Spot

Leiostomus xanthurus



Croaker	<u>Micropogon undulatus</u>
Flounder	<u>Paralichthys dentatus</u>
Striped Bass (Rockfish)	<u>Morone saxatilis</u>
White Perch	<u>Morone americana</u>
Black Drum	<u>Pogonias cromis</u>
Catfish	<u>Ictalurus punctatus</u>

Crabs

Blue Crab	<u>Callinectes sapidus</u>
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A composite list of sport finfish and the peak time periods of the year for best fishing based upon information contained in the "Salt Water Sport Fishing and Boating in Virginia" guide is as follows:

Striped Bass - Rockfish	Spring & Fall
Spot	July - August
Croaker	April - September
Black Drum	June - July
Bluefish	Summer & Fall
White Perch	Summer & Winter
Flounder	April - October
Grey Trout	Spring, Summer & Fall
Catfish	

Rock fishing has been an important and enjoyable sport at the proposed location of the fishing pier and should become of considerable interest to local fishermen upon completion of the pier. The City could greatly enhance this fishing particularly at night by some form of light shining on the water to attract these fish. Of course, the loss of bait by fishermen will be a major attraction for all fish.

Basically, the pier should provide a tremendous stimulus to local fishermen and attract a number of "old salts" from other parts of the State. Crabbing from the pier could attract a number of the smaller sports.

REFERENCES

- Brehmer, Morris L., (1965) Turbidity and Siltation as Forms of Pollution. Virginia Inst. of Marine Sci. Contribution 196.
- Pleasants, John B., (1971) The Tidal James. A Review. Virginia Inst. of Marine Sci. Special Report No. 18
- Reed, James R. Jr., (1974) An Environmental Impact Study on the James River Bridge Project at Newport News, Virginia. Sharpley Laboratories, Inc.

APPENDIX 1

HOUSE JOINT RESOLUTION NO. 66

LETTER - CITY MANAGER,

NEWPORT NEWS

HOUSE JOINT RESOLUTION NO. 66

Offered February 6, 1974

Directing the State Highway Commission to conduct a study of the costs, feasibility, and utility of constructing a salt water fishing facility attached or adjacent to the proposed James River Bridge at Newport News.

Patrons—Messrs. Morrison, Diamonstein, and McMurrin

Referred to the Committee on Roads and Internal Navigation

Whereas, the Department of Highways is constructing at Newport News a new bridge crossing the James River; and

Whereas, such location offers excellent opportunities for engaging in the sport of salt water fishing; and

Whereas, the construction of the new bridge could incorporate therein additional plans for the construction of a salt water fishing facility; and

Whereas, such a facility would provide to all residents of the Commonwealth an accessible and inexpensive means of participating in the sport of salt water fishing as well as enhancing the State's recreational offerings; now, therefore, be it

Resolved by the House of Delegates, the Senate concurring. That the State Highway Commission is hereby directed to undertake a study of the costs, feasibility, and utility of constructing in conjunction with the proposed James River Bridge at Newport News a salt water fishing facility attached thereto or, if not a part of the proposed bridge, a facility utilizing the structure of the present span for such purposes. In making such study, the State Highway Commission shall consult with the Marine Resources Commission, the Department of Conservation and Economic Development, the Virginia Institute of Marine Science, and such other interested bodies as the State Highway Commission may deem appropriate. The report of such study shall be presented to the General Assembly no later than December one, nineteen hundred seventy-four.

Official Use by Clerks

Agreed to By	Agreed to By
The House of Delegates	The Senate
with without amendment	with without amendment
Date:	Date:
..... Clerk of the House of Delegates Clerk of the Senate

**CITY OF NEWPORT NEWS
2400 Washington Avenue
NEWPORT NEWS, VIRGINIA
23607**

October 15, 1974

Mr. Douglas B. Fugate
Commissioner of Highways
Department of Highways
1221 East Broad Street
Richmond, Virginia 23219

Re: Route 17
James River Bridge
City of Newport News
FISHING PIER

Dear Mr. Fugate:

At its meeting on October 14, 1974, City Council agreed to accept 1500 feet of the old James River Bridge for use as a fishing pier in accordance with permit issued to the City by the Corps of Engineers dated May 30, 1974.

Very truly yours,
W. E. Lawson, Jr.,
City Manager

wel/s

**cc: Director of Public Works
Director of Parks, Recreation and Public Relations**

APPENDIX 2

PERMITS

MARINE RESOURCES COMMISSION
P.O. BOX 756
NEWPORT NEWS, VIRGINIA 23607

OFFICE OF THE COMMISSIONER

May 14, 1974

Mr. Ronald B. Burroughs, Director
Department of Commerce and Public Relations
City of Newport News
2400 Washington Avenue
Newport News, Virginia 23607

Dear Mr. Burroughs:

Your letter of May 10 is in hand, and after consulting with our Assistant Attorney General, both he and I are of the opinion that no permit is required from this agency for the City of Newport News to accept and maintain a portion of the existing James River Bridge as a public fishing pier.

If at any time you will require additional or new encroachments on the State-owned bottom (e.g. pilings, bulkheading, fill, etc.) then you should contact this agency for the required permit.

I hope the fishing pier will be forthcoming and a success. If I can be of further assistance, please do not hesitate to call on me.

Sincerely,

James E. Douglas, Jr.
Commissioner

JED, JR:jpa
EV

cc: James E. Moore, Assistant Attorney General
William E. Crouthers, Corps of Engineers

Exhibit A

DEPARTMENT OF THE ARMY
NORFOLK DISTRICT, CORPS OF ENGINEERS
FORT NORFOLK, 803 FRONT STREET
NORFOLK, VIRGINIA 23510

In Reply Refer to
NAOOP-P (James River)
2SD OXZ 1 001554

30 May 1974

City Manager
City of Newport News
2400 Washington Avenue
Newport News, Virginia 23607

Dear Sir:

In accordance with your request of 10 September 1973 made on your behalf by the Virginia Department of Highways, you are hereby authorized under Section 10 of the River and Harbor Act of March 3, 1899 to allow a 1500-foot portion of the existing James River Bridge to remain in position as a fishing pier upon the completion of the new bridge. The structure shall be maintained in good repair or completely removed from the waterway.

If the work herein authorized is not completed on or before the thirty-first day of December 1977, this authorization, if not previously revoked or specifically extended, shall cease and be null and void.

This permit is subject to the attached conditions. Please note that Condition (m) requires you to notify this office of certain dates concerning the progress of the work.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

Sincerely yours,

2 Attachments:
1. Drawings
2. Standard Conditions

ROBERT E. AYERS
Colonel, Corps of Engineers
District Engineer

Copy furnished w/dwg and conditions:
NOAA, Atlantic Marine Center, Norfolk
Va. Marine Resources Commission, Newport News
Division River Basin Studies, Annapolis
Bureau of Sport Fisheries & Wildlife, Boston
Environmental Protection Agency, Philadelphia
Virginia Institute of Marine Science, Gloucester Point
Mr. F. G. Sutherland, Bridge Engr., Va. Dept. of Highways,
Richmond
Commander, Fifth Coast Guard District, Portsmouth

Exhibit B

STANDARD CONDITIONS

(a) That this instrument does not convey any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State or local laws or regulations, nor does it obviate the necessity of obtaining State or local assent required by law for the structure or work authorized.

(b) That the structure or work authorized herein shall be in accordance with the plans and drawings attached hereto and construction shall be subject to the supervision and approval of the District Engineer, Corps of Engineers, in charge of the District in which the work is to be performed.

(c) That the District Engineer may at any time make such inspections as he may deem necessary to assure that the construction or work is performed in accordance with the conditions of this permit and all expenses thereof shall be borne by the permittee.

(d) That the permittee shall comply promptly with any lawful regulations, conditions, or instructions affecting the structure or work authorized herein if and when issued by the Federal Water Quality Administration and/or the State water pollution control agency having jurisdiction to abate or prevent water pollution, including thermal or radiation pollution. Such regulations, conditions or instructions in effect or hereafter prescribed by the Federal Water Quality Administration and/or the State agency are hereby made a condition of this permit.

(e) That the permittee will maintain the work authorized herein in good condition in accordance with the approved plans.

(f) That this permit may, prior to the completion of the structure or work authorized herein, be suspended by authority of the Secretary of the Army if it is determined that suspension is in the public interest.

(g) That this permit may at any time be modified by authority of the Secretary of the Army if it is determined that, under existing circumstances, modification is in the public interest. That permittee, upon receipt of a notice of modification, shall comply therewith as directed by the Secretary of the Army or his authorized representative.

(h) That this permit may be revoked by authority of the Secretary of the Army if the permittee fails to comply with any of its provisions or if the Secretary determines that, under the existing circumstances, such action is required in the public interest.

(i) That any modification, suspension or revocation of this permit shall not be the basis for a claim for damages against the United States.

(j) That the United States shall in no way be liable for any damage to any structure or work authorized herein which may be caused by or result from future operations undertaken by the Government in the public interest.

(k) That no attempt shall be made by the permittee to forbid the full and free use by the public of all navigable waters at or adjacent to the structure or work authorized by this permit.

(l) That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

(m) That the permittee shall notify the District Engineer at what time the construction or work will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of its completion.

(n) That the legal requirements of all Federal agencies be met.

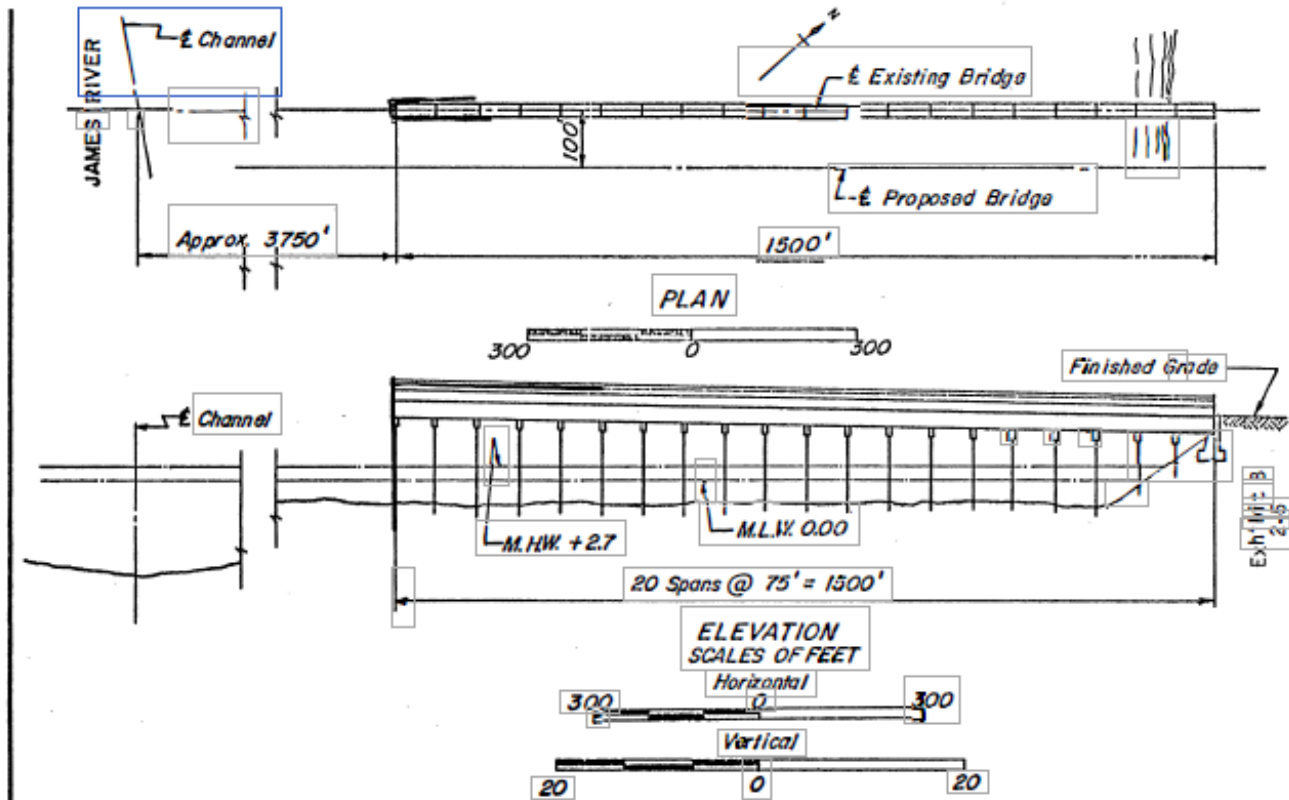
(o) That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require action by the Congress or other agencies of the Federal Government.

(p) That all the provisions of this permit shall be binding on any assignee or successor in interest of the permittee.

(q) That if the recording of this permit shall be binding on any State or local law, the permittee shall take such action as may be necessary to record this permit with the Registrar of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

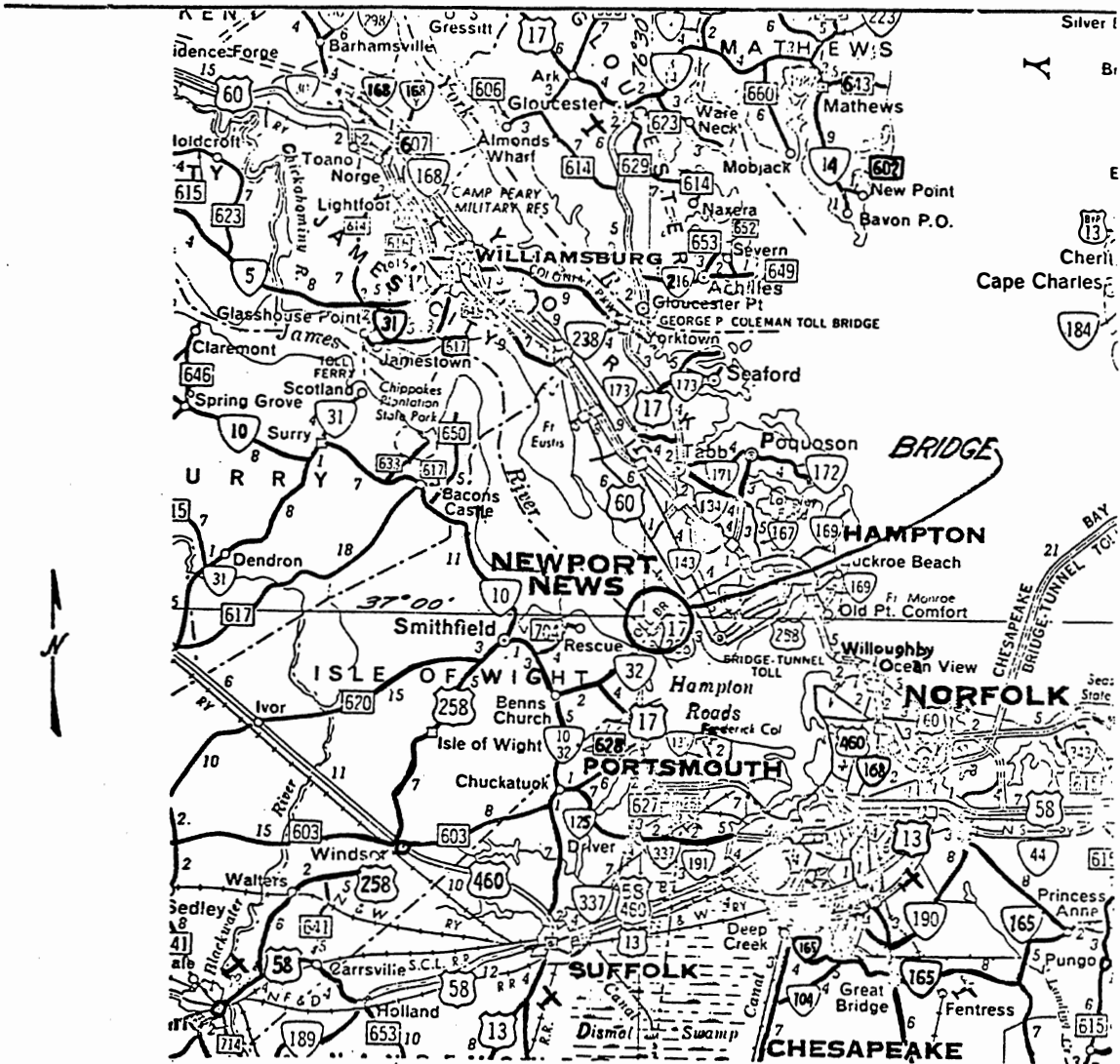
(r) That the permittee agrees to make every reasonable effort to prosecute the construction or work authorized herein in a manner so as to minimize any adverse impact of the construction or work on fish, wild-life and natural environmental values.

(s) That the permittee agrees that it will prosecute the construction of work authorized herein in a manner so as to minimize any degradation of water quality.



Elevations and Soundings are in feet

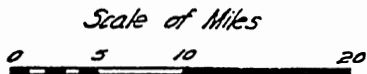
PROPOSED FISHING PIER
(PORION OF EXISTING BRIDGE -
RTE. 17 OVER JAMES RIVER)
CITY OF NEWPORT NEWS
APPLICATION BY
CITY OF NEWPORT NEWS, VIRGINIA
AUGUST, 1973



Existing Bridge is located 5.0 miles above the mouth of the James River.

LOCATION MAP

Location Map reproduced from Virginia State Highway Map.



**PROPOSED FISHING PIER
(PORTION OF EXISTING BRIDGE—
RTE. 17 OVER JAMES RIVER)
CITY OF NEWPORT NEWS**

**APPLICATION BY
CITY OF NEWPORT NEWS, VIRGINIA**

AUGUST, 1973

SHEET 2 OF 2

APPENDIX 3
STATE AGENCY COMMENTS

DEPARTMENT OF HIGHWAYS & TRANSPORTATION
1221 EAST BROAD STREET
RICHMOND 23219

July 26, 1974

ROUTE 17-NEWPORT NEWS
PROJECT: 0017-046-102. PE101
JAMES RIVER BRIDGE-FISHING PIER

Mr. James E. Douglas, Jr.
Commissioner
Marine Resources Commission
P. O. Box 756
Newport News, Virginia 23607

Dear Mr. Douglas:

The 1974 General Assembly passed House Joint Resolution # 66 directing the Virginia Department of Highways & Transportation to prepare a feasibility study for a salt water fishing pier in the James River at Newport News. This study is to include the cost and utility of constructing such a pier in conjunction with the proposed James River bridge now under construction. A copy of HJR #66 is attached for your perusal.

We shall appreciate your review and comments with regards to the utility of the fishing pier, the potential of sport fishery at this location and if possible, some estimation of fish populations in the James River at Newport News. The following constitutes a brief description of the proposed fishing pier:

The Department's proposal calls for leaving approximately 1500 ft. of the existing James River bridge to be blocked off and used as a fishing pier operated by the City of Newport News or other party to be determined as the study progresses.

A location map with the approximate pier length noted is attached. Please direct your comments to Mr. R. L. Hundley in our Environmental Quality Division and feel free to call (770-7428) if we can be of further assistance.

Sincerely,

Douglas B. Fugate
Commissioner

Attachments



MARINE RESOURCES COMMISSION
P. O. BOX 756
NEWPORT NEWS, VIRGINIA 23607

OFFICE OF THE COMMISSIONER

August 7, 1974

Mr. R. L. Hundley
Environmental Quality Division
Department of Highways & Transportation
1221 East Broad Street
Richmond, Virginia 23219

Dear Mr. Hundley,

With reference to Commissioner Fugate's letter concerning the proposal to leave a portion of the existing James River Bridge as a fishing pier, I am pleased to comment as follows.

The potential of sport fishery and estimates of fish populations in the James River at this location can best be answered by the Virginia Institute of Marine Science. I understand you have contacted Virginia Institute of Marine Science and thus their report should suffice to answer these questions.

I see no problems with any existing use of the bottom in that area. That is, there are no oyster planting ground leases or other leases or easements proximate enough to pose any legal problems.

I suggest that you consider a boat landing ramp or similar docking facility at the end. Such a platform exists on a similar pier immediately upstream and I understand is used with some frequency. I do not recommend such facility, but do suggest you consider it.

Of particular importance should be your concern over personal safety. Adequate lighting, railings, etc., must be provided for persons on the pier. Similarly, boat traffic must be protected by adequate navigation lights on the pier. I have always been fearful of a pleasure craft running under a fishing pier and getting the occupants of the boat entangled in fishing gear.

Mr. R. L. Hundley
Environmental Quality Division
Department of Highways & Transportation

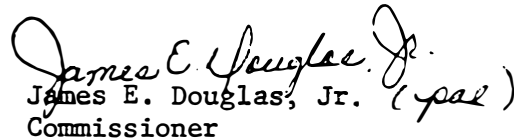
August 7, 1974

There is one factor that might pose a potential problem. During certain times of the year commercial fishermen set drift gill nets in the proximate area primarily for shad. I have experienced complaints from other fishing piers that commercial nets are "choking off" the free flow of fish. At the present there is no law or regulation dealing with this alleged problem. Like so many of our marine problems, it falls under the category of competition for space. My opinion is that there is enough room for everyone, yet on occasion someone may be inconvenienced. I feel that this problem is one that we just must learn to live with, but the operator of such pier should be aware of this potential situation.

Lastly, I would urge that some arrangements be made to remove the pier in the event it is abandoned or not put to some reasonable future utility. I recognize the economics of this suggestion could be staggering. However, I am appalled at the amount of abandoned structures on our waterways. The time to see to this problem is at the beginning rather than at the end. Accordingly, I strongly suggest some provision in this regard be incorporated into your plan.

I trust the foregoing comments will be of some use to you in your planning process.

Sincerely,


James E. Douglas, Jr. (pal)
Commissioner

JED, Jr.:pal

cc: Dr. Jackson Davis, Assistant Director
Virginia Institute of Marine Science

ev

DEPARTMENT OF HIGHWAYS & TRANSPORTATION
1221 EAST BROAD STREET
RICHMOND 23219

October 3, 1974

James River Bridge
Fishing Pier

Mr. James E. Douglas, Jr.
Commissioner
Marine Resources Commission
P.O. Box 756
Newport News, Virginia 23607

Dear Mr. Douglas:

Thank you for your letter of August 7, 1974 with comments on the James River Bridge Fishing Pier. Your comments received full consideration and will be published in the report to the General Assembly.

In conveying the proposed pier to the City of Newport News, the Department does not wish to restrict the planned usage of the pier. Therefore, the suggested boat landing ramp, etc., should be considered by the City. As you know, they have a docking facility attached to the existing pier immediately upstream. We do not know if this facility will be removed at this time.

With regards to your suggestions about adequate lighting, railings, etc., these would presumably fall under the Corps of Engineers' Permit issued to the City of Newport News May 30, 1974. This same permit also requires the pier to be maintained in a good state of repair or that it be removed in its entirety from the waterway.

We believe the City will fully discharge its responsibility under the Corps of Engineers' Permit. I trust the above will answer your concerns with regards to the City's use of the proposed Fishing Pier. If further assistance is needed, please advise.

Sincerely,

R. L. Hundley
Environmental Quality Engineer

MHT:mat
cc: Mr. E. T. Robb

Exhibit A

COMMONWEALTH OF VIRGINIA



MARINE RESOURCES COMMISSION

P. O. Box 756

2401 WEST AVENUE

NEWPORT NEWS, VIRGINIA 23607

TELEPHONE: 245-2811

JAMES E. DOUGLAS, JR.
COMMISSIONER

JEFFERSON K. SINCLAIR
CHIEF ENGINEER, SURVEYING

S. M. ROGERS
ENVIRONMENTAL OFFICER

ROBERT V. HANCOCK
CHIEF, LAW ENFORCEMENT DIVISION

HOWARD S. HUDNALL
CONSERVATION AND REPLETION OFFICER

ELIZABETH M. CORSON
ADMINISTRATIVE OFFICER

ASSOCIATE MEMBERS

S. SEWELL HEADLEY
LOTTSBURG, VIRGINIA

ROYAL C. INSLEY
POQUOSON, VIRGINIA

RUSSELL C. SCOTT
RICHMOND, VIRGINIA

JOAN C. SKEPPSTROM
NORFOLK, VIRGINIA

MILTON T. HICKMAN
PAINTER, VIRGINIA

WILLIAM P. HUNT
HAMPTON, VIRGINIA

August 27, 1974

Mr. R. L. Hundley
Environmental Quality Division
Department of Highways & Transportation
1221 East Broad Street
Richmond, Virginia 23219

Dear Mr. Hundley:

This letter is in reference to a letter dated August 13, 1974 from the Virginia Institute of Marine Science signed by Dr. W. J. Hargis, Jr., regarding fishing piers in the James River.

I accept the scientific and biological comments by VIMS, however, I do suggest that the necessary permits should be obtained before any additional rubble or material is placed on state-owned bottom at the site in question.

I stand ready to assist you in any effort to provide such a service as this for the people of the Commonwealth.

Very truly yours,

S. M. Rogers
Chief Environmental Engineer

SMR:jpa
EV

cc: Dr. W. J. Hargis, Jr.
VIMS

DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 EAST BROAD STREET

RICHMOND 23219

July 29, 1974

ROUTE 17-NEWPORT NEWS
PROJECT: 0017-046-102, PE101
JAMES RIVER BRIDGE-FISHING PIER

Mr. Marvin M. Sutherland, Director
Dept. of Conservation and Economic Development
Office of Commerce and Resources
1100 State Office Building
Richmond, Virginia 23219

Dear Mr. Sutherland:

The 1974 General Assembly passed House Joint Resolution # 66 directing the Virginia Department of Highways & Transportation to prepare a feasibility study for a salt water fishing pier in the James River at Newport News. This study is to include the cost and utility of constructing such a pier in conjunction with the proposed James River bridge now under construction. A copy of HJR # 66 is attached for your perusal.

We shall appreciate your review and comments with regards to the potential use of the fishing pier and recreational aspects thereof in the city of Newport News. Please advise if this would affect any future of existing plans of your agency.

The following constitutes a brief description of the proposed fishing pier:

The Department's proposal calls for leaving approximately 1500 ft. of the existing James River bridge to be blocked off and used as a fishing pier operated by the city of Newport News or other party to be determined as the study progresses.

A location map with the approximate pier length noted is attached. Please direct your comments to R. L. Hundley in our Environmental Quality Division and feel free to call (770-7428) if we can be of further assistance.

Sincerely,

Douglas B. Fugate
Commissioner

Attachments

Exhibit B

MISSISSIPPI RIVER
DIVISION

JOHN E. MURPHY
Director

JOHN E. MURPHY
Director

DIVISIONS

- Administrative
- Conservation
- Environmental Quality
- Highways
- Planning
- Public Information
- Recreation
- Wildlife

COMMONWEALTH OF VIRGINIA



DEPARTMENT OF CONSERVATION AND ECONOMIC DEVELOPMENT

BOARD

- W. M. H. H. H. H. H. H.
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- W. M. H. H. H. H. H. H.

August 16, 1974

Mr. R. L. Hundley
 Environmental Quality Division
 Department of Highways
 1221 East Broad Street
 Richmond, Virginia 23219

Dear Bob:

At the request of Mr. Douglas B. Fugate i am pleased to comment on the proposal to retain a portion of the old James River bridge at Newport News for a fishing pier.

We requested comments from Mr. Claude Rogers, Salt Water Sport Fishing representative, and rather than to attempt to summarize his comments I'am enclosing a copy of his letter for your information.

In short we believe that retention of a portion of the old bridge for a fishing pier would be a worthwhile addition to the salt water sport fishing of Virginia. I hope this information will be of some assistance to you.

With kind personal regards, I am

Sincerely yours,

M. M. Sutherland

MMS/ccb

Enclosure

VIRGINIA SALT WATER FISHING TOURNAMENT

August 14, 1974

Mr. A. S. Rachal, Jr. Executive Assistant
Department of Conservation and Economic
Development
1100 State Office Building
Richmond, Virginia 23219

Re: H.J.R. #66

Dear Al:

I have spoken with representatives of the Tidewater Anglers Club (based in Norfolk) and the Peninsula Salt Water Sport Fisherman's Association (based in Newport News). I also took a look at the public fishing pier (formerly Red's Place), immediately north of the proposed pier, and spoke with the two young attendants operating the concession on the shore end of the pier.

Members of both Clubs, mentioned above, enthusiastically endorsed the idea of saving a portion of the present bridge for a public fishing pier. George A. Robertson Sr., an active member and a former president of the Peninsula Salt Water Sport Fisherman's Association assured me that all of the members were for the "Pier." He also stated he could get an endorsement from the Club at its next meeting in September, if it is necessary.

Mr. Robertson suggested that as much of the span be left standing as possible—at least to the edge of deep water where it drops off to 18-feet.

The attendants at the concession of the present public pier, located in Huntington Park, indicated there were some spot and other small bottom feeding varieties available but the shallowness of the water, even at the offshore end of the facility, virtually blocks any chance of tying into a real big fish. Prior to the discovery, in the mid-sixties, of a fall migration of jumbo striped bass along the Virginia coast in late November, the majority of Citation size rock (striped bass) were taken in the vicinity of the James River Bridge. The Citation minimum for the species was 12-pounds at the time. Because of the discovery of the coastal migration of jumbo stripers, the Citation minimum for the species has been raised to 20-pounds.

All of the knowledgeable anglers indicated that deep water—18 or 20-feet—would be the minimum depth if we are to expect the capture of any real big fish from the facility. However, they assured me they would welcome the saving of any portion of the existing bridge for a pier. Suggesting that saving any length of the bridge, beyond the rip-rap on the shore end, would probably provide deeper water than the present public pier which is located approximately 200 yds to the mouth.

The parking area used to serve the present pier and boat ramp (now sanded up) could be used for the new facility. I assume the City of Newport News would continue to operate the concession or move it to the new facility.

There is another pier, relatively short, a little further north in River Front Park. But I am told this is little used other than for swimming and crabbing.

If I can supply additional information, please let me know.

With kind regards, I am

Sincerely yours,

Claude Rogers
Tournament Director

CR/r

Attachments

DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 EAST BROAD STREET

RICHMOND 23219

October 4, 1974

James River Bridge
Fishing Pier

Mr. Marvin M. Sutherland, Director
Dept. of Conservation and Economic Development
Office of Commerce and Resources
1100 State Office Building
Richmond, Virginia 23219

Dear Mr. Sutherland:

Thank you for your letter of August 16, 1974 with comments on the James River Bridge Fishing Pier. Your comments received full consideration and will be published in the report to the General Assembly.

With regard to Mr. Claude Rogers' suggestion that the pier be extended to a point where the water is 18' in depth, the Department finds that this would probably interfere with the shipping channel and could possibly create a maintenance burden for the City of Newport News in future years.

We believe that the proposed 1500' pier with water depths of approximately 9' at mean low water level will provide a more enhanced salt water fishery than is the case at Red's Pier.

Should you need further assistance, please advise.

Sincerely,

R. L. Hundley
Environmental Quality Engineer

**DEPARTMENT OF HIGHWAYS & TRANSPORTATION
1221 EAST BROAD STREET
RICHMOND 23219**

July 26, 1974

ROUTE 17-NEWPORT NEWS
PROJECT: 0017-046-102. PE101
JAMES RIVER BRIDGE-FISHING PIER

Mr. William J. Hargis, Jr.
Director
Virginia Institute of Marine Science
Gloucester Point, Virginia 23062

Dear Mr. Hargis:

The 1974 General Assembly passed House Joint Resolution # 66 directing the Virginia Department of Highways & Transportation to prepare a feasibility study for a salt water fishing pier in the James River at Newport News. This study is to include the cost and utility of constructing such a pier in conjunction with the proposed James River bridge now under construction. A copy of HJR # 66 is attached for your perusal.

We shall appreciate your review and comments with regards to the utility of the fishing pier, the potential of sport fishery at this location, any data on fish and crab populations and spawning areas in the James River at Newport News.

The following constitutes a brief description of the proposed fishing pier:

The Department's proposal calls for leaving approximately 1500 ft. of the existing James River bridge to be blocked off and used as a fishing pier operated by the City of Newport News or other party to be determined as the study progresses. A location map with the approximate pier length noted is attached.

Please direct your comments to R. L. Hundley in our Environmental Quality Division and feel free to call (770-7428) if we can be of further assistance.

Sincerely,

Douglas B. Fugate
Commissioner

Attachments

Exhibit C

COMMONWEALTH OF VIRGINIA



VIRGINIA INSTITUTE OF MARINE SCIENCE

GLOUCESTER POINT, VIRGINIA 23062

13 August 1974

Mr. R. L. Hundley
Environmental Quality Division
Department of Highways & Transportation
1221 East Broad Street
Richmond, Virginia 23219

Dear Mr. Hundley:

This letter is in reply to Commissioner Fugate's letter of 26 July concerning HJR #66 directing the Virginia Department of Highways and Transportation to prepare a feasibility study for a saltwater fishing pier in the James River at Newport News.

In our opinion the site of the proposed fishing pier is suitable. Fishes common to the area include gray trout, spot, croaker, flounder, striped bass and others which are of great interest to sport fishermen. In most years these fishes occur in sufficient abundance to support good fishing in the vicinity of the James River bridge.

We recommend that consideration be given to extending the pier toward the channel as far as is consistent with safe navigation. We also recommend that a similar pier be arranged on the south side of the James at the other end of the bridge. Fishing from the pier(s) could be enhanced by depositing large rubble on the river bottom, in the proper configuration, under or immediately adjacent to the pier. If a portion of the old span is to be demolished, these large piece of material so placed adjacent to the pier would attract fish by serving as artificial reefs.

Lights on the underside of the pier shining into the water would attract fish at night, thereby improving fishing. They would also serve as navigation aids.

Mr. R. L. Hundley
13 August 1974
Page 2

Two existing piers are now operating close to the proposed pier. Your study should consider whether the proposed pier would replace one or both of the existing piers or would be in competition with them. We believe that there is, or soon will be, sufficient demand for these capabilities and more, however.

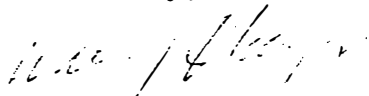
At this point we cannot comment on costs of maintenance and operations, but our economists and scientists would be willing to assist as the study develops.

In short, a pier or piers at the proposed site or sites can be expected to provide recreation to the many people who live nearby or who visit the area and, unless the study discloses strong and valid reasons why such facilities should not be made available, we support making them available. In the study some attention must be given to management and continuing support of the facility.

The Virginia Institute of Marine Science is highly interested in this study and is willing to assist in any reasonable way.

If our staff can be of any further assistance as your plans progress, please let us know.

Sincerely,



William J. Hargis, Jr.
Director

WJHJr:jl

cc: Commissioner James E. Douglas

DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 EAST BROAD STREET

RICHMOND 23219

October 4, 1974

James River Bridge
Fishing Pier

Mr. William J. Hargis, Jr.
Director
Virginia Institute of Marine Science
Gloucester Point, Virginia 23601

Dear Mr. Hargis:

Thank you for your letter of August 13, 1974 with comments on the James River Bridge fishing pier. Your comments received full consideration and will be published in the report to the General Assembly.

With regard to your suggestions, the deposition of the trestle remains will be given full consideration by Parsons, Brinckerhoff, Quade and Douglas, consultants to the Department for the removal of the bridge. Any form of lighting to attract fish should be a concern of the City of Newport News since it is the Department's objective to convey the pier to the City with as few restrictions as possible.

Your suggestion of a second pier at the South end of the existing bridge has merit. However, the opportunity to integrate such a pier into community functions is not as great as at the North end, nor would the administration of such a pier be so readily attainable. Therefore, the Department has not given further consideration to this suggestion at this time. Please advise if we can be of further assistance.

Sincerely,

R. L. Hundley
Environmental Quality Engineer

Exhibit C

**DEPARTMENT OF HIGHWAYS & TRANSPORTATION
1221 EAST BROAD STREET
RICHMOND 23219**

July 29, 1974

ROUTE 17-NEWPORT NEWS
PROJECT: 0017-046-102. PE101
JAMES RIVER BRIDGE-FISHING PIER

Mr. Rob R. Blackmore
Director
Commission of Outdoor Recreation
8th Street Office Building
Richmond, Virginia 23219

Dear Mr. Blackmore:

The 1974 General Assembly passed House Joint Resolution # 66 directing the Virginia Department of Highways & Transportation to prepare a feasibility study for a salt water fishing pier in the James River at Newport News. This study is to include the cost and utility of constructing such a pier in conjunction with the proposed James River bridge now under construction. A copy of HJR #66 is attached for your perusal.

We shall appreciate your review and comments with regards to the potential use of the fishing pier and recreational aspects thereof in the city of Newport News. Please advise if this would affect any future or existing plans of your agency.

The following constitutes a brief description of the proposed fishing pier:

The Department's proposal calls for leaving approximately 1500 ft. of the existing James River bridge to be blocked off and used as a fishing pier operated by the city of Newport News or other party to be determined as the study progresses.

A location map with the approximate pier length is attached. Please direct your comments to R. L. Hundley in our Environmental Quality Division and feel free to call (770-7428) if we can be of further assistance.

Sincerely,

Douglas B. Fugate
Commissioner

Attachments

Exhibit D

3-15

COMMONWEALTH OF VIRGINIA



ROB R. BLACKMORE
Director

Telephone (804) 770-2036

COMMISSION OF OUTDOOR RECREATION

Eighth Street Office Building
803 East Broad Street
Richmond, Virginia 23219

August 15, 1974

MEMBERS

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Chairman
JAMES D. HEATH
Vice Chairman

CHARLES A. CHRISTOPHERSEN
DOUGLAS B. FUGATE
MRS. MCCLUER GILLIAM
CHESTER F. PHELPS
ROBERT H. PRATT
THOMAS W. RICHARDS
MARVIN M. SUTHERLAND

Mr. Douglas B. Fugate, Commissioner
Department of Highways & Transportation
1221 East Broad Street
Richmond, Virginia 23219

Re: James River Bridge Fishing Pier
Route 17 - City of Newport News

Dear Mr. Fugate:

This is in response to your letter of July 29, 1974, requesting comments on the feasibility of the James River Bridge - Fishing Pier.

The proposed use of a part of the James River Bridge as a public fishing pier would not have any adverse effects upon any existing or proposed plans of the Commission of Outdoor Recreation and would in no way conflict with the VIRGINIA OUTDOORS PLAN.

The conversion of some 1500 feet of the old James River Bridge into a public fishing pier will provide a valuable addition to the City of Newport News recreational resources.

We understand that the City of Newport News plans to assume responsibility for the operation and maintenance of the pier.

It would appear that this arrangement will provide considerable economic benefit to all concerned. The city will have the fishing pier without the burden of construction

Mr. Douglas B. Fugate
Page two
August 15, 1974

cost and the Department of Highways will avoid a large
expense of demolishing the structure.

Thank you for providing us an opportunity to comment
on the proposed project.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob R. Blackmore". The signature is written in a cursive style with a long, sweeping tail.

Rob R. Blackmore
Director

**DEPARTMENT OF HIGHWAYS & TRANSPORTATION
1221 EAST BROAD STREET
RICHMOND 23219**

October 4, 1974

JAMES RIVER BRIDGE
FISHING PIER

Mr. Rob R. Blackmore
Director
Commission of Outdoor Recreation
8th Street Office Building
Richmond, Virginia 23219

Dear Mr. Blackmore:

Thank you for your letter of August 15, 1974 with comments on the proposed James River Bridge Fishing Pier. Your support is greatly appreciated.

Sincerely

R. L. Hundley
Environmental Quality Engineer

DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 East Broad Street

Richmond 23219

July 29, 1974

ROUTE 17-NEWPORT NEWS
PROJECT: 0017-046-102, PE101
JAMES RIVER BRIDGE-FISHING PIER

Mr. Jack M. Hoffman, Chief
Fish Division
Commission of Game and Inland Fisheries
P.O. Box 11104
Richmond, Virginia 23230

Dear Mr. Hoffman:

The 1974 General Assembly passed House Joint Resolution # 66 directing the Virginia Department of Highways & Transportation to prepare a feasibility study for a salt water fishing pier in the James River at Newport News. This study is to include the cost and utility of constructing such a pier in conjunction with the proposed James River bridge now under construction. A copy of HJR # 66 is attached for your perusal.

We shall appreciate your review and comments with regards to the utility of the fishing pier, the potential of sport fishery at this location and if possible, some estimation of fish populations in the James River at Newport News.

The following constitutes a brief description of the proposed fishing pier:

The Department's proposal calls for leaving approximately 1500 ft. of the existing James River bridge to be blocked off and used as a fishing pier operated by the city of Newport News or other party to be determined as the study progresses.

A location map with the approximate pier length noted is attached. Please advise if we can be of further assistance to you in compiling your comments.

Sincerely,

R. L. Hundley
Environmental Quality Engineer

By:
M. H. Thomas
Biologist

Attachments

Exhibit E

3-19

COMMONWEALTH OF VIRGINIA



ALLAN A. HOFFMAN, MO. CHAIRMAN
1040 MAIN ST. DANVILLE 24541
G. RICHARD THOMPSON, VICE CHAIRMAN
MARSHALL 22115
EDWARD E. EDGAR
5640 SHENANDOAH COURT, NORFOLK 23509
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DOLPH HAYS
1441 N. COURTHOUSE RD. ARLINGTON 22201
JAMES R. KNIGHT JR., D.D.S.
BOX 438, WARSAW 22572
JOHN P. RANDOLPH
RT. 2, SPRING GROVE 23881
RICHARD E. WATKINS
RT. 5, RICHMOND 23231
RALPH L. WEAVER
BOX 1083, WAYNESBORO 22980
WILLIAM H. WEST
LOCKSLEY FARM, MILLWOOD 22646

COMMISSION OF GAME AND INLAND FISHERIES

Box 11104
Richmond, 23230

September 9, 1974

Mr. M. H. Thomas, Biologist
Dept. of Highways and Transportation
1221 E. Broad St.
Richmond, Va. 23219

Dear Mr. Thomas:

In your letter of July 29, 1974 you asked for our comments on a proposed fishing pier at the site of the James River Bridge. Mr. Hoffman has asked that I reply to this request.

This portion of the James River falls not under our jurisdiction but under the jurisdiction of the Virginia Institute of Marine Sciences. However, our wardens regularly visit this area while checking on possible boating violations. Based upon these visitations, it can be stated that the area in general supports a better than average sport fishery at the current time. The salt water fishing pier would undoubtedly increase utilization and harvest from this area. I believe fishermen of the Newport News and surrounding regions would utilize such a pier to a high degree.

Again, although this river section is not within our jurisdiction we do feel a fishing pier operated by the city of Newport News or other parties would significantly contribute to the local salt water sport fishery.

Sincerely

A handwritten signature in cursive script, appearing to read "Raymond V. Corning".

Raymond V. Corning
Fish Management Coordinator

G
cc: J. M. Hoffman

DEPARTMENT OF HIGHWAYS & TRANSPORTATION
1221 EAST BROAD STREET
RICHMOND 23219
October 4, 1974

James River Bridge
Fishing Pier

Mr. Jack M. Hoffman
Fish Division
Commission of Game And Inland Fisheries
P.O. Box 11104
Richmond, Virginia 23230

Dear Mr. Hoffman:

Thank you for your letter of September 9, 1974. We appreciate your comments and support of the proposed Fishing Pier.

Sincerely,
R. L. Hundley
Environmental Quality Engineer

cc: Mr. R. V. Corning

DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 EAST BROAD STREET

RICHMOND 23219

September 17, 1974

ROUTE 17-NEWPORT NEWS
PROJECT: 0017-046-102. PE 101
JAMES RIVER BRIDGE-FISHING PIER

Mr. J. L. Hamrick
Director of Environmental Affairs
State Water Control Board
P. O. Box 11143
Richmond, Virginia 23230

Dear Mr. Hamrick:

The 1974 General Assembly passed Joint House Resolution # 66 directing the Virginia Department of Highways & Transportation to prepare a feasibility study for a salt water fishing pier in the James River at Newport News. This study is to include the cost and utility of constructing a pier in conjunction with the proposed James River bridge now under construction. A copy of HJR #66 is attached for your perusal.

We shall appreciate your review and comments with regard to any potential effects on water quality in other areas which you may desire to comment on.

The following constitutes a brief description of the proposed fishing pier:

The Department's proposal calls for leaving approximately 1500 ft. of the existing James River bridge to be blocked off and used as a fishing pier operated by the City of Newport News or other party to be determined as the study progresses. A location map with the approximate pier length is attached.

Please feel free to call (770-7428) if we can be of assistance in your review.

Sincerely,

R. L. Hundley
Environmental Quality Engineer

By:

M. H. Thomas
Environmental Planner Biologist

MHT:mat
Attachments
cc: E. T. Robb

Exhibit F

Commonwealth of Virginia
STATE WATER CONTROL BOARD

P.O. Box 11143, 2111 N. Hamilton St., Richmond, Va. 23230 (804) 770-1411



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IN REPLY,
REFER TO: 3

September 19, 1974

Mr. M. H. Thomas
Environmental Planner/Biologist
Department of Highways and Transportation
1221 East Broad Street
Richmond, Virginia 23219

Re: Route 17 - Newport News
Project 0017-046-102, PE 101
James River Bridge - Fishing Pier

Dear Mr. Thomas:

We have reviewed the above referenced project and our comments with regard to water quality considerations are:

1. There may be a small decrease in water quality as a result of increased public use in the area, but this decrease in water quality will be justified by the recreational benefits of the pier.
2. By retaining an existing structure rather than building a new pier, a great deal of environmental damage could be avoided.
3. Adequate trash and sanitation facilities shall be provided for the public.

Thank you for the opportunity to comment on the above project and please advise if we can be of any further assistance.

Very truly yours,

M. N. Washburn
Pollution Control Engineer
Bureau of Enforcement

MNW/ksb

Exhibit F
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**DEPARTMENT OF HIGHWAYS & TRANSPORTATION
1221 EAST BROAD STREET
RICHMOND 23219**

October 4, 1974

James River Bridge
Fishing Pier

Mr. J. L. Hamrick
Director of Environmental Affairs
State Water Control Board
Post Office Box 11143
Richmond, Virginia 23230

Dear Mr. Hamrick:

Thank you for your letter of September 19, 1974, with comments on the James River Bridge fishing pier. Your comments received full consideration and will be published in the report to the General Assembly. With regard to your suggestions, the Department has the following comments:

1. In any case where the people activity increases there is an attendant increase of pollutants in the environment, whether it be air, noise, or water. These attendant pollution elements are unavoidable and must be considered as acceptable offsets to other benefits derived from the activities of such people. The recreational benefits derived from the proposed pier should far outweigh the decreases in water quality at the proposed James River Bridge fishing pier.
2. Adequate trash receptacles and sanitary facilities will be provided on the pier by the City of Newport News.

Please advise if you should need further assistance.

Sincerely,

R. L. Hundley
Environmental Quality Engineer

cc: Mr. M. N. Washburn

Exhibit F

3-24

