



NAD 27

	AREA 1			AREA 2			AREA 3	
	EASTING	NORTHING		EASTING	NORTHING		EASTING	NORTHING
A	633450.6	1485701.3	E	632910.7	1483585	J	632494.8	1482933.4
B	633445.6	1485452.6	F	632512.2	1482951	K	632284.7	1482588.3
C	634278.1	1485442.6	G	632631.4	1482854	L	632295.3	1482373.5
D	634283.1	1485691.3	H	632781.1	1482870	M	632852.4	1482650.7
A1	633183.9	1485865.3	I	633128.1	1483440	N	632901.1	1482776.3
B1	633147.2	1485789.9				O	632774.7	1482836.1
						P	632656.7	1482827.6

FIGURE 5. POSSIBLE TEMPORARY UPLAND STAGING AND STOCKPILING AREAS (1A,1-3), ONLY ONE OF THESE SITES WOULD BE USED

5000 tons (total) of boulders ranging from 1 ft to 5 ft in diameter; though not staged all at one time. A dozen 12 to 20 ft long rolls of geogrid/geotextile material would also be temporarily stored here. The steel sheet pile, which would be 300 pieces of 1-ft wide steel panels of 30- to 45-ft length, could also be stockpiled at this location. Movement of materials in and out of the staging area would likely be by wheeled vehicles, including dump trucks to deliver the boulders, a front loader to move the boulders from the staging area to the work site, and a trailer rig to move the steel sheets. Moving boulders out of the staging area would be frequent (hourly) while the work is in progress.

#### **1.4 PROJECT NEED OR OPPORTUNITY**

There are many voids or passageways around the large angular stones that were used to build the north jetty. This condition, coupled with the relatively low elevation of the jetty crest, has resulted in the movement of significant quantities of sand by wave action over, through, and around the jetty and into Canaveral Harbor. The sand originates from the beaches to the north. Historically, this problem has presented a chronic navigation hazard for U.S. Navy Trident submarines and other deep draft vessels.

Implementation of the Canaveral Harbor sand bypass project in 1995 reduced the amount of material available on the north beaches for transport into the entrance channel. Also, temporary sand-tightening of the north jetty was performed in 1998 by placing sand-filled geo-textile tubes along the north side of the jetty. Surveys indicate that the interim sand-tightening is no longer capable of impounding additional sand because the adjacent beach profiles have reached the top

elevation of the geo-textile tubes. Permanent sand-tightening and extension of the jetty is recommended to minimize future transport of sand from the northern beach area into the harbor's entrance channel. This action would significantly reduce maintenance dredging requirements in this area. The sand that accumulates on the beach, north of the jetty, would then be available for transport to the beaches downdrift or south of the inlet via the Canaveral Harbor Federal Sand Bypass Project. In summary, the proposed project would result in decreased maintenance dredging requirements of the inlet, improved navigation reliability for privately owned vessels as well as U.S. Navy warships, and decreased offshore dredging requirements to renourish the downdrift beaches. This would yield both economic and environmental benefits to federal and local governments.

#### **1.5 RELATED ENVIRONMENTAL DOCUMENTS**

The following is a list of related documents:

1. General Re-evaluation Report with Environmental Assessment, Sand Bypass System, Canaveral Harbor, Brevard County, Florida. U.S. Army Corps of Engineers, Jacksonville District, 1992.
2. Environmental Assessment, Proposed Interim Sand-Tightening of the North Jetty at Canaveral Harbor, Brevard County, Florida. U.S. Army Corps of Engineers, Jacksonville District, 1996.
3. Environmental Assessment, Expansion of the Nearshore Borrow Area for the Canaveral Harbor Sand Bypass System, Brevard County Florida. U.S. Army Corps of Engineers, Jacksonville District, 1996.

## **1.6 DECISIONS TO BE MADE**

This Environmental Assessment will evaluate whether to perform the proposed north jetty sand-tightening and jetty extension and, if so, evaluate alternatives to accomplish that goal.

## **1.7 SCOPING AND ISSUES**

### **1.7.1 ISSUES EVALUATED IN DETAIL**

The following issues were identified to be relevant to the proposed action and appropriate for detailed evaluation: (1) impacts to federally protected species occurring or potentially occurring within the project area (i.e., sea turtles, West Indian manatee, whales, southeastern beach mouse); (2) impacts to state listed species (i.e., gopher tortoise); (3) shoreline stability; (4) Essential Fish Habitat concerns; (5) migratory bird protection; (6) impacts to native plant communities; (7) wetlands alterations; (8) water quality degradation, specifically turbidity levels; (9) potential presence or release of hazardous, toxic, or radioactive waste (HTRW); (10) socio-economic impacts; (11) enhancement or denigration to cultural resources; (12) modification of local aesthetic qualities.

### **1.7.2 ISSUES ELIMINATED FROM DETAILED ANALYSIS**

The following issues were not considered relevant to the proposed action: (1) the north jetty is closed to public recreation

pursuant to Cape Canaveral Air Station security regulations; (2) the proposed action is expected to have little or no impact on air quality, noise, soils, housing, or population dynamics.

## **1.8 ENVIRONMENTAL COORDINATION**

### **1.8.1 WATER QUALITY CERTIFICATION**

A Notice of Intent to issue water quality certification has been obtained from the state of Florida pursuant to Section 401 of the Clean Water Act. In accordance with the Coastal Zone Management Act, the proposed action has been reviewed by the state and found to be consistent with the Coastal Zone Management Plan. This review is performed concurrently with the issuance of the water quality certification.

### **1.8.2 ENDANGERED SPECIES ACT-SECTION 7 COORDINATION**

In accordance with Section 7 of the Endangered Species Act, consultation in regards to the proposed action with the National Marine Fisheries Service and U.S. Fish and Wildlife Service has been completed.