F

VIRGINIA RECREATIONAL FISHING DEVELOPMENT FUND
SUMMARY PROJECT APPLICATION*

NAME AND ADDRESS OF APPLICANT:	PROJECT LEADER (name, phone, e-mail):
County of Accomack Post Office Box 388 Accomac, VA 23301	Stewart Hall, Director of Public Works (757) 787-1468 shall@co.accomack.va.us
PRIORITY AREA OF CONCERN:	**PROJECT LOCATION:**
Facilities (Access) Education Law Enforcement	Northeastern Accomack County at the end of State Route 695, Wisharts Point Road, near the village of Atlantic (see map).

DESCRIPTIVE TITLE OF PROJECT:

Wisharts Point Landing

PROJECT SUMMARY:

The Accomack County Board of Supervisors has identified the need to restore Wisharts Point Landing for use by recreational anglers and boaters. The geographical location is deemed excellent as the nearest seaside facilities are nine miles to the north and six miles to the south. The County would like to develop a boat ramp with piers, parking lot, restrooms, landscaping, non-point source pollution control structures, interpretive signs, and provisions for pedestrians and bicycle access.

EXPECTED BENEFITS:

Improved coastal public access for recreational fishermen.
Development of a boat launch facility in northeastern Accomack County.
Provide access to a Federal navigation channel and the Federally-maintained Waterway Coast of Virginia.
Implement Accomack County Coastal Public Access Plan and Accomack County Comprehensive Plan.
Improve local economy by improving access for watermen and attracting tourists.
Provide launch site for Marine Patrol, Game Wardens, Coast Guard, and Accomack County Emergency Services.
Interpret the site history and ecology.

COSTS:

VMRC Funding:	$275,000
Recipient Funding:	$157,470
Total Costs:	**$432,470**

(Note: $25,000 already approved has been deducted from project total.)

Detailed budget must be included with proposal.

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)

Wisharts Point Landing Project

Accomack County, VA

Wisharts Point, Virginia

Project Application
Virginia Marine Resources Commission
Saltwater Recreational Fishing Development Fund
Revised June 13, 2007

Introduction

In December 2002, Accomack County was awarded a grant from the Virginia Recreational Fishing Development Fund in the amount of $25,000 for an Architecture and Engineering Study for the Wisharts Point Landing Project. The engineering firm of Landmark Design Group was hired in March of 2003. Grant funds totaling $10,437 have been expended for the Architecture and Engineering Study. The study included narrative project information, project status, and the preliminary design plans for Wisharts Point Landing.

Since 2004 the County has been working with the U.S. Army Corps of Engineers (USACE) to facilitate dredging of the federal channel leading to this area. Latest information from the Corps indicates that funding for dredging of small navigation projects continues to be extremely limited, with no relief in sight. In November 2005, a representative of the USACE met with County staff and interested citizens to discuss a draft report on potential dredged material placement sites (DMPS) and the project as a whole. Following the meeting, all owners of potential sites identified by the USACE were contacted in an effort to locate a placement site. Unfortunately, a DMPS was not identified at that time.

With federal dredging assistance highly unlikely and with a spoils site as yet unidentified, the Citizens United for the Development of Wisharts Point Boating and Recreational Area (hereafter referred to as "Committee") met in December 2006 to discuss options that were not dependent on the dredging of the federal channel. Over the course of several meetings the Committee investigated the relocation of the boat ramp to the east side of Wisharts Point. This area has relatively deeper water as compared to the west side.

This boat ramp would be suitable for launching skiffs, johnboats, and other shallow-draft watercraft that are commonly used by recreational anglers in this area. A spoils site is not expected to be required for the construction of the ramp, as material would be excavated by land-based equipment and stockpiled onsite for drying prior to removal. If federal funding for dredging does become available in the future, the Committee would like to investigate the construction of a larger ramp adjacent to the original harbor on the west side, as was originally planned in 2003.

Please note that the modified site plan (included in this application) is very similar to the original plan developed in 2003, with the most notable change being the addition of the smaller ramp on the east side. The Committee sincerely hopes that the RFAB accepts and endorses this new strategy for moving the project forward.

Project Need

The Accomack County Comprehensive Plan calls for improvement of coastal public access. The *Accomack County Waterfront Public Access Study* identifies Wisharts Point Landing as the County's top priority for improving coastal public access and states "...its development would fill a critical gap in Seaside access at the northern end of the County." The Virginia Outdoors Plan calls for additional waterfront public access sites on the Eastern Shore of Virginia and there is a growing demand for commercial and recreational boat access for fishermen and hunters, as well as kayakers and canoeists.

Demographics

The Virginia Department of Game and Inland Fisheries reports that over 22,000 boats are titled and registered within a 90 mile radius of Wisharts Point. The 2000 Census reports the total population of Accomack County to be 38,305. A mix of local users and out-of-County users are expected to use the location. Flounder fishermen from around the Commonwealth, as well as Maryland and Delaware, are expected to use the facility, particularly during the early season run (April-June).

Project Objective

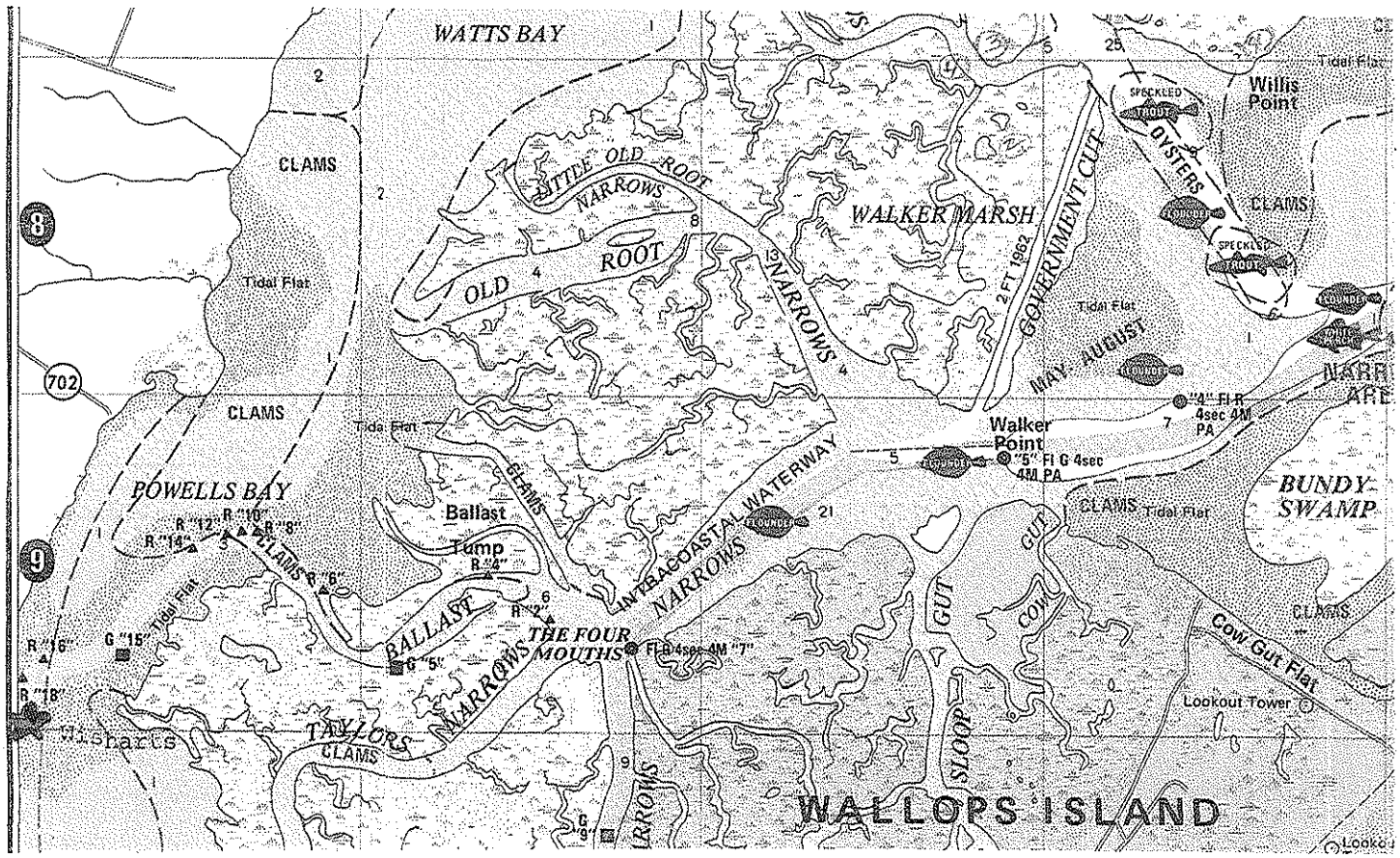
The Accomack County Board of Supervisors has identified the need to restore the Wisharts Point Landing for use by recreational, commercial, and law enforcement watercraft. The County would like to develop a boat ramp with piers, parking lot, restrooms, landscaping, non-point source pollution control structures, interpretive signs, and provisions for pedestrian and bicycle access.

Project Results

When improved, Wisharts Point Landing will provide access to several major flounder fishing areas, in particular the area known as "Four Mouths" which is located behind Wallops Island. The Four Mouths area is almost due east of Wisharts Point (see map). Increased use of Wisharts Point Landing, through an improved facility, will further justify the need for dredging of nearby federal channels. Development of Wisharts Point Landing will improve the local economy by providing a safe, modern boat launching facility.

Project Location

The proposed Wisharts Point Landing Project is located in northeastern Accomack County at the end of State Route 695, Wisharts Point Road, near the village of Atlantic.



June 07, 2007

Mr. Stewart Hall
Director of Public Works
County of Accomack
23296 Courthouse Avenue, Suite 203
PO Box 388
Accomack, Virginia 23301

RE: Wisharts Point Landing Boatramp
Engineering Report

Dear Mr. Hall:

The LandMark Design Group, Inc. is providing the attached project narrative in accordance with your request as a part of the reporting requirements for grant monies provided by Virginia Recreational Fishing Development Fund as administered by the Virginia Marine Resources Commission (VMRC) and Virginia Department of Game and Inland Fisheries for the proposed Wisharts Point Landing Boat Ramp project in Accomack County.

The following report contains a project narrative, a project status report, engineers cost estimate and a copy of the preliminary plans as previously submitted to your office.

Project Status:

a. Topographic and hydrographic surveys were completed in 2003.

b. Geotechnical borings and soils report are on hold awaiting notice to proceed with final design.

c. A preliminary design was submitted to the County after obtaining public input at a public hearing. The preliminary design was subsequently revised by the County. The revisions were made in an attempt to get the project moving again and provide a functional boatramp in this area of the County. The project has been on hold for approximately 3 years waiting for the US Army Corps of Engineers to fund the dredging in the adjacent Wisharts Point Federal Channel. At this time it appears that funding for dredging of the channel will not be forthcoming at any time in the near future.

d. Permitting for the project is currently on hold awaiting an agreement between the County of Accomack and the U.S. Army Corps of Engineers (USACE) regarding the location of a suitable disposal site for the dredged material from the adjacent Wisharts Point Federal Channel project.

Project Narrative

1. Existing Site Conditions:

   a. Site and Facility Location

   The site is located at the end of State Route 695 near the town of Atlantic in Accomack County, Virginia on Bogues Bay, a tributary to the Atlantic Ocean. The site is approximately 2.7 acres in size. The majority of the existing site is cleared and includes an existing single lane boat launching ramp and an abandoned and dilapidated boathouse structure. The existing boat ramp on the east side of the site and timber bulkhead on the west side of the site are in poor condition. The access channel to the adjacent Wisharts Point Federal channel is silted in and no longer available for use.

   b. Available Utilities

   Existing over-head electric and telephone lines are located along the edge of SR 695. There are no existing water or sanitary sewer utilities available at the site

   c. Existing Topography, Vegetation and Soil Conditions.

   Existing topography is generally flat with elevations between 4.5 and 8.0 MLLW. The property slopes from a small ridge in the center to the water on both the east and west sides. The site is generally cleared with vegetation consisting of small deciduous and coniferous trees and smaller shrubs along the shoreline. Wetland vegetation at the site consists primarily of tidal fringe marsh cord grass and salt bush along the shoreline of the site and adjacent access channel. Based on the initial site visit, the site soils appear to be primarily sand with some clays. Existing water depths within the access channel are generally less than 1 foot. Portions of the existing shoreline along the access channel are suffering from minor bank erosion.

   d. Existing Site Improvements To Remain, To be Altered, To be Demolished

   The existing abandoned and dilapidated boathouse structure is to be demolished and removed from the site along with associated piers, pilings and possibly bulkhead sections which conflict with the proposed development. In addition, some minor areas of existing pavement may require demolition. The existing concrete boat ramp is to remain.

   e. Existing Pedestrian and Vehicular Access, ADA Compliance

   Existing vehicular access to the site is by an asphalt-paved roadway (SR 695) and is to remain. There are no current ADA or pedestrian access accommodations available at the site.

2. Proposed Site Improvements

   PHASE I

   a. A new single lane (16foot width) concrete boatramp is proposed to be constructed on the east side of the site in the location of the existing boatramp. This location will provide boaters access to the Wisharts

Point Channel until such time as the US Army Corps of Engineers authorizes funding for dredging of the Federal portion of the Wisharts Point Channel. The boatramp will be provided with a single 6 foot wide timber courtesy pier designed in accordance with the current Virginia Department of Game and Inland Fisheries standards and details. The boat ramp will be a total of approximately 106 feet in length, with approximately 35 feet extended beyond the existing mean low water line to achieve a minimum depth of 4' of water at the end of the ramp at MLLW. A 4' concrete turndown with rip-rap and filter fabric will be provided at the end of the ramp to help prevent washouts from power loading. The sides of the access pier will be protected with 10" diameter piles, and rip-rap with filter fabric to assist in stabilizing the side slopes. Two steel bollards are to be provided at the shore end of each courtesy pier. All timber piles will be ASTM class B, with a 2.5 pcf CCA preservative treatment applied. Timber portions of structures above the waterline will receive preservative treatment in accordance with current AWPA standards. All design details and structures will be based on an anticipated 50 year project design life.

b. Bulkhead: Bulkheading will not be required as a part of the Phase I boat ramp.

c. Dredging: Dredging will be required at the end of the proposed boatramp extending into the existing waterway to a depth of (-4.0 MLLW) to provide access to the existing Wisharts Point Federal Channel. A basin will be excavated at the end of the ramp to provide sufficient area for berthing, loading and unloading of vessels from trailers.

   The dredging design and permitting will be closely coordinated with the USCOE. It is anticipated that the dredged materials will be primarily silt and sand in character and free of hazardous contaminants. The dredged materials will be spread on site for drying and then transported by truck to the Accomack County North Landfill, a distance of approximately 3 miles, where it will be used as a part of the daily cover required at the landfill.

d. Parking Area: The project includes a lighted asphalt surfaced parking area for approximately 42 boat trailer spaces. Parking lot lighting will be designed to be activated with motion detectors and will be angled such that light fixtures do not spill over onto adjacent properties. Parking lot lighting poles are anticipated to be approximately 16' in height. The parking area will also contain two restroom facilities composed of "port-A-Johns" located on a concrete slab and surrounded by an 8' high timber privacy fence. Appropriate signage will be provided to identify the boat ramp, parking area, handicapped parking spaces, restrooms and other associated facilities.

e. Drainage: Stormwater drainage structures and outfall improvements will be designed and installed as required to comply with DEQ and CBPA stormwater discharge requirements.

f. Proposed Grading and Landscaping: Minimal grading of the existing site will be required to install the asphalt paved parking area. Any cut or fill slopes required will maintain maximum slopes of 3 horizontal to 1 vertical.

   Minimal landscaping will be provided along the site borders and within the parking lot. Existing trees within the site will be maintained and protected to the greatest extent possible. Pedestrian and bicycle access will be accommodated within the design.

g. Utilities: Electrical utilities are to be provided to power the proposed parking lot lighting fixtures. No additional water or sanitary utilities are proposed as a part of the project.

h. Dust and Erosion Control: All erosion and sediment control devices will be placed and maintained in accordance with the Virginia Erosion and Sediment Control Manual. Erosion control at the site will consist of primarily silt fencing placed at the limits of clearing and along the shoreline adjacent to the proposed boat ramp and bulkheading and permanent seeding is to be provided in all non paved areas.

PHASE II

a. Boat Ramp: Once funding for the dredging of the Wisharts Point Channel is secured, a new double wide (32') concrete boat ramp will be provided with (2) two 6 foot wide timber courtesy (access) piers parallel to both the ramp and the access channel shoreline on the west side of the site. The boat ramp will be extended into the water as required to achieve a minimum depth of 4' of water at the end of the ramp at MLLW. A 4' concrete turndown with rip-rap and filter fabric will be provided at the end of the ramp to help prevent washouts from power loading. The sides of the access piers will be protected with 10" diameter piles, and a railing/rub rail will be provided along the edge of the ramp to restrain vehicles. Two steel bollards are to be provided at the shore end of each courtesy pier. All timber piles will be ASTM class B, with a 2.5 pcf CCA preservative treatment applied. Timber portions of structures above the waterline will receive preservative treatment in accordance with current AWPA standards. All design details and structures will be based on an anticipated 50 year project design life.

b. Bulkhead: Bulkheading will be designed as required within the boatramp area and beyond the yacht basin towards the end of the access channel as required to stabilize the existing shoreline. Two soil borings are to be provided for use in the design of the bulkhead. Bulkhead design will be based on the use of either timber or vinyl materials.

c. Dredging: Dredging is to include the proposed access channel out to the existing Wisharts Point Federal Channel, the existing yacht basin and a channel beyond the yacht basin to the end of the existing access channel to provide a turning basin for vessels without unnecessary use of the boatramp area. The proposed channel depth is to be (-4') at MLLW. The channel width will be designed for a minimum of 25' to provide room for vessels passing within the channel. The channel alignment and width may require some adjustment to provide the VIMS recommended four times depth buffer to avoid unnecessary impacts to the adjacent wetland areas.

   The dredging design and permitting will be closely coordinated with the USCOE dredging of the Wisharts Point Federal Channel. Design and permitting of the dredged material placement area is not included in the current scope of services for this project.

d. Proposed Grading and Landscaping

   The majority of grading will be performed as a part of the Phase I plan. Additional grading in Phase II will be required at the boatramp location only. All landscaping is to be included in Phase I.

e. Erosion Control: All erosion and sediment control devices will be placed and maintained in accordance with the Virginia Erosion and Sediment Control Manual. Erosion control at the site will consist of primarily silt fencing placed at the limits of clearing and along the shoreline adjacent to the proposed boat ramp and bulkhead and permanent seeding to be provided in all non paved areas.

3. Permitting: Permitting for Phase II of the project is currently on hold awaiting funding for the dredging of the Wisharts Point Channel and an agreement between the County of Accomack and the U.S. Army Corps of Engineers (USCOE) regarding the location of a suitable disposal site for the dredged material from the adjacent Wisharts Point Federal Channel project which is being designed and permitted by USACE. The following permits are anticipated to be required from the federal, state and local agencies.

   - Virginia Marine Resources Commission (VMRC)
   - The US Army Corps of Engineers (USACE)
   - The Virginia Department of Environmental Quality (VDEQ)
   - The County of Accomack Local Wetlands Board
   - The Virginia Department of Health (VDH)
   - Virginia Department of Historic Resources (VDHR)
   - Chesapeake Bay Local Assistance Department (CBLAD)

   The permitting process is initiated by filing a Joint Permit Application (JPA) with the Virginia Marine Resources Commission (VMRC). Prior to submission of the JPA, LMDG will meet at the site with the permitting agencies, VMRC, USACE, VADEQ, CBLAD and the local wetlands board to help identify potential permitting problems and ensure timely processing and approval of the permit application. A public hearing will be required for the VMRC and possibly the Local Wetlands Board permits.

   The LandMark Design Group will prepare the Joint Permit Application (JPA) and act as the client's agent through approval of the JPA. In addition, all necessary design drawings, details, typical sections, engineering quantities and technical permit appendices will be provided. Appendices anticipated for complete project permitting include:

   Appendix C - Marinas and Community Piers
   Appendix E - Boat Ramps
   Appendix F - Bulkheads and Associated Backfill
   Appendix J - Dredging/Mining/Excavation

   a. Chesapeake Bay Permitting

   This task includes permitting of the upland portions of the project to ensure compliance with the Chesapeake Bay Protection Act (CBPA and CBLAD). This includes locating the upland portions of the project to avoid conflicts with the setbacks required in the RPA and RMA as well as compliance with the stormwater requirements for site redevelopment as defined by the Chesapeake Bay Protection Act and administered by the Chesapeake Bay Local Assistance Board.

Please call me at (757) 253-2975 if you have any questions regarding this report.

Sincerely,

LandMark Design Group, Inc.

James W. Brawley, P.E.
Senior Associate

QUAN.	DESCRIPTION	U.M.	Unit Cost	Total Cost
	Wisharts Point Boat Landing Renovation			
	Phase I Boat Ramp and Parking			
	Concrete Boat Ramp, 16' x 106'			
1700	Reinforced Concrete Ramp Section	SF	$ 25.00	42,500.00
100	Excavation for Ramp	CY	$ 5.00	500.00
56	No. 57 Stone	TN	$ 32.00	1,792.00
50	VDOT Class II Riprap	TN	$ 70.00	3,500.00
1000	Hydralic Dredging of Basin 50' x 100'	CY	$ 17.50	17,500.00
1	Dredging Mobilization/Demobilization (15%)	LS	$ 2,625.00	2,625.00
	Subtotal Ramp			68,417.00
1	Demolition and Removal of Existing Buildings	LS	$ 10,000.00	10,000.00
				-
	Subtotal Demolition			10,000.00
	Parking Area (42 Trailer Spaces)			
800	Grading	CY	$ 5.00	4,000.00
1300	VDOT 21-A Base Material	TN	$ 20.00	26,000.00
550	2" Asphalt, SM-2A Surface Course	TN	$ 95.00	52,250.00
1270	4" White Pavement Paint	LF	$ 1.50	1,905.00
7	Lighting	EA	$ 1,500.00	10,500.00
2	Restrooms	EA	$ 2,500.00	5,000.00
36	Timber Privacy Fence 8' Height	LF	$ 25.00	900.00
2000	Timber Boardwalk	SF	$ 15.00	30,000.00
2	Steel Bollards	EA	$ 150.00	300.00
2	H/C Space Pavement Marking	EA	$ 250.00	500.00
2	H/C Space Signage	EA	$ 150.00	300.00
6	6" x 6" Sign Post	EA	$ 25.00	150.00
6	"NO PARKING" Sign (R8-3, 12" x 18")	EA	$ 125.00	750.00
	Subtotal Parking			132,555.00
	Courtesy Pier (1), 132' x 6'			
850	Pier Piles 12" dia , Class B, 2.5 pcf CCA, 25' length	VLF	$ 20.00	17,000.00
780	Courtesy Pier, 6' Width, Deck and Sub-Structure	SF	$ 22.00	17,160.00
	Subtotal Courtesy Pier			34,160.00
	Erosion and Sediment Control			-
1100	Silt Fencing	EA	$ 2.50	2,750.00
250	Seeding and Mulching	SY	$ 1.50	375.00
1	Landscaping	LS	$ 8,000.00	8,000.00
1	Stormwater Management (200 CY)	LS	$ 10,000.00	10,000.00
				-
	Subtotal Erosion and Sediment Control			21,125.00
				-
	Subtotal Project			266,257.00
				-
	Site Mobilization/Demobilization, 5%			13,312.85
				-
	Bond, 1%			2,795.70
				-
	Subtotal			282,365.55
				-
	Contingencies, 5%			14,118.28
				-
	PHASE I TOTAL			**296,500.00**

Private Improvements

SCALE: 1"=60'

Atlantic Group
& Associates, Inc.

Civil Engineers
Land Planners
Landscape Architects
Surveyors

10044 Old Ocean City Boulevard Berlin, Maryland 21811 Ph.410.629.1160

Wishart's Point

Accomack County, Virginia

Concept

Wisharts Point Landing Project
Phase I - Proposed Project Budget
Revised 6/13/07

Budget based on $300,000 total funding by VRFDF ($25,000 previously awarded + $275,000 this application).

VMRC	$300,000	66%
Virginia Port Authority	$25,000	5%
Accomack	$132,470	29%
Total	**$457,470**	

Proposed Site (2.8 acres)	$59,500	
Project Survey	$2,970	
Architecture / Engineering	$25,000	*previously awarded
Project Management	$10,000	
Environmental Review	$1,000	
Construction	$296,500	
Add'l Contingency	$62,500	
Total	**$457,470**	

Note: The Accomack County Board of Supervisors has acquired the project site valued at $59,500, has surveyed the property at a cost of $2,970, is pledging $60,000 in cash matching funds, and a minimum of $10,000 in Accomack County staff time for project management, for a total contribution of $132,470.

*Excerpt from 42-page "Waterfront Public Access Study" prepared by Vanasse Hangen Brustlin, Inc. June 11, 2001.

Recommended Priorities:

- *Maintenance priorities:*
  The County currently maintains a high number of access sites, some of which are in close proximity to each other. In order to maximize the benefit of limited maintenance funds, certain sites should be given priority, while other sites should receive limited attention in the form of general clean up and site condition. The public access study has identified approximately five sites at which water-based structures such as boat ramps and piers should no longer be maintained. These sites could be allowed to evolve into lower use sites that serve primarily car top users. At some locations, removal of dilapidated piers may prove necessary for safety reasons. This strategy would leave over 24 sites, distributed geographically, at which ramps and piers could be maintained at their current usage levels. A matrix has been developed that identifies the priority sites, and includes the criteria used for their analysis.

- *Development priorities:*
  In addition to the maintenance priorities discussed above, the access study has identified 6 sites with potential for development and/or expansion into a higher usage type. In order to identify these sites, an attempt was made to locate facilities throughout the County with low potential for water quality impacts and high potential for development (based on good water depth, for instance). The County should seek funding on an annual basis to make phased improvements at these locations. The 6 sites are also included in the priority matrix, and were ranked as follows:
  1. Wisharts Point – Although Wisharts Point has potential water quality impacts, its development would fill a critical gap in seaside access at the northern end of the County. Furthermore, it has access to, and could be connected by, a federal project channel. The potential impacts involve leased shellfish grounds located adjacent to the federal channel, more than 500' from the site itself. Though limited facilites currently exist, the potential for development is high.
  2. Pitts Creek – With access to deep water, and involving low potential for water quality impacts, this site provides key bayside access at the northern end of the County. Development potential is high, and the site could serve as a major access point to the Pocomoke Sound and the headwaters of Pocomoke River.
  3. Queens Sound – Deep water access, moderate water quality impact potential, and moderately high development potential make Queens Sound a good candidate for expansion, but a lower priority than the above sites.
  4. South Chesconessex – Deep water access, low water quality impacts, and the need for a parking area makes this site another candidate for improvements and possible expansion.
  5. Guilford Creek – Deep water access, high commercial and recreational use, and low potential for water quality impacts makes this bayside site a candidate for future expansion that could provide a higher level of service.
  6. Deep Creek – Deep water access, federal navigation channel, existing commercial facilities, available upland, and low potential for water quality impacts makes this bayside site a potential candidate for an increased service level.

- *Potential new access sites:*
  Where obvious service gaps exist, the access study identified areas where new sites might be appropriate. Specifically, three areas were highlighted: bayside access south of Pitts Creek, bayside access at the southern end of the County, and seaside access at Wisharts Point. Development at Wisharts Point is identified above, and should be the County's top improvement priority. Development of entirely new sites at the other locations could be longer term priorities, and the County should begin to identify sites for acquisition.

COMMONWEALTH of VIRGINIA

L. Preston Bryant, Jr.
Secretary of Natural Resources

Department of Game and Inland Fisheries

Colonel W. Gerald Massengill
Interim Director

May 11, 2006

RECEIVED
MAY 18 2006
PER

Stewart Hall
Director of Public Works
County of Accomack
Post Office Box 52
Tasley, VA 23441

Dear Mr. Hall:

I am responding to your correspondence dated May 5, 2006 regarding the Wishart Point Landing Project. As you might know, this proposed project has been considered by the Department of Game and Inland Fisheries since 1979. A major drawback to the project is the depth of water necessary to provide and maintain for boating access. The most recent interest initiated in the Wishart Point Boating Access project by both the County of Accomack and the Department was February 2001. At that time, the County was notified that while the project had merit, a remaining concern of the Department was the need for initial dredging and then a maintenance dredging program to assure access and continued use to the boating public.

The boating public, on average, will trailer a boat 90 miles to launch and enjoy boating recreation. Our records show that over 22,000 boats are titled and registered within a 90 mile radius of Wishart Point. The 2002 Virginia Outdoor Plan states the following: boating is the 8th most popular outdoor recreational activity and contributes a significant amount to the water-based outdoor recreational activities; on the 115 miles of Atlantic Coast, only 1% of shoreline is available for public use and identified an increased need for boating access to the ocean; and the Department should continue to provide for boating access on the Eastern Shore's ocean, bays and marshes. This site would provide boaters the opportunity to enjoy the experience of access to the Atlantic side of the Eastern Shore; as we know there are very few sites that provide such opportunity. The Department has supported and been interested in this project, but also has been concerned with the dredging requirements. Provided the dredging issue can be resolved, the Department may be interested in providing funding or at least technical support for a boating access project at Wishart Point. Our boating access program funding has certain provisions and restrictions that we can further discuss.

In summary, the Department supports the project and supports the United States Army Corps of Engineers to initiate a maintenance dredging project to provide for boating access at Wishart Point. This would provide for much needed recreational boating opportunities, law enforcement, and search and rescue responses.

4010 WEST BROAD STREET, P.O. BOX 11104, RICHMOND, VA 23230-1104
(804) 367-1000 (V/TDD) ***Equal Opportunity Employment, Programs and Facilities*** **FAX (804) 367-9147**

If you need additional information regarding this issue, please contact me at 804/367-0183.

Sincerely,

James C. Adams
Capital Programs Director

Copy: File