Description of the Proposed Action and Alternatives
Environmental Impact Statement
Shoreline Restoration and Infrastructure Protection Program
at NASA Wallops Flight Facility, Wallops Island, Virginia
March 2009

Background

The National Aeronautics and Space Administration (NASA) is currently preparing an Environmental Impact Statement (EIS) for its proposed Shoreline Restoration and Infrastructure Protection Program (SRIPP) at Wallops Flight Facility (WFF). The U.S. Army Corps of Engineers (USACE) and the U.S. Minerals Management Service (MMS) have both been invited to participate as Cooperating Agencies in the preparation of the EIS and during all regulatory consultations. NASA will serve as the Lead Agency. The EIS is being developed to fulfill all three Federal agencies' obligations under the National Environmental Policy Act of 1969 (NEPA) and the Council on Environmental Quality (CEQ) regulations for implementing NEPA (40 Code of Federal Regulations [CFR] Parts 1500 through 1508). The purpose of this Description of Proposed Action and Alternatives document is to describe to interested parties the current Proposed Action and the alternatives, including the No Action Alternative, which will be considered in the EIS.

Site Location

WFF is located in the northeastern portion of Accomack County, Virginia, on the Delmarva Peninsula, and is comprised of the Main Base, Wallops Mainland, and Wallops Island (see Figure 1). Wallops Island is bounded by Chincoteague Inlet to the north, Assawoman Island to the south, the Atlantic Ocean to the east, and estuaries to the west.

History of Shoreline Erosion at Wallops Island

Wallops Island has been subject to the effects of shoreline retreat well before NASA's presence on the island was established in the 1940s, with measured losses averaging approximately 3.7 meters (12.2 feet) per year since 1857. Shoreline retreat has been caused by both natural and man-induced processes. The ocean has encroached substantially toward launch pads, infrastructure, and test and training facilities belonging to NASA, the U.S. Navy, and the Mid-Atlantic Regional Spaceport (MARS) (see Figure 2).

From 1857 (the date of the first U.S. Coast and Geodetic Survey's shoreline survey) to 1994, the southern part of Wallops Island has retreated approximately 400 meters (1,300 feet). The photograph below (Photo 1) shows the extent of shoreline retreat from 1991 to 2005. Assawoman Island to the south has been impacted even more, with a shoreline retreat rate between 4.9 and 5.2 meters (16 and 17 feet) per year. Chincoteague Inlet is currently a Federal navigation project and is dredged annually to a depth of 3.7 meters (12 feet) to keep the channel open for commercial fishing activities leaving the town of Chincoteague. The predominant direction of longshore sediment movement is from north to south. This longshore movement of sediment has caused sand spits to grow south of Assateague Island, forcing the inlet to curve southward.

Title: **Vicinity Map**

URS Proj No: 15301785

Figure: **1**

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Shoreline Restoration and Infrastructure Protection Program

Title: Wallops Island Viewed from the South	
	URS Proj No:15301785
	Figure: 2
Client : NASA	
Shoreline Restoration and Infrastructure Protection Program	

Photo 1. 1991 Aerial Photo of Wallops Island Showing 2005 Extent of Shoreline Erosion.

The large curved sand spit at the south end of Assateague Island, known as Fishing Point, is evidence of the dominant southward transport of sand. The growing spit and the ebb and flood shoals of Chincoteague Inlet are an efficient sediment trap, allowing only about 5 percent of the littoral sand transport to bypass to the south (M&N, 1992). The consequence of this sand trap is that Wallops Island and the barrier islands to the south have been deprived of sediment and their shorelines have eroded – drastically in some cases.

In the early 1960s and 1970s, NASA made several attempts to keep sand on the Wallops Island beach and prevent shoreline retreat by installing wooden groins. These wooden groins were almost completely gone by the mid-1980s; their failure has been linked to the lack of a beach fill at the time of construction along with the lack of a regular monitoring and maintenance program and renourishment plan.

In 1992, NASA obtained a permit from the Virginia Marine Resources Commission to construct a stone seawall for approximately 4,840 meters (15,900 feet) along the center of the island where most infrastructure is located (see Figure 2). The seawall was thought to be a solution to the high rate of shoreline retreat and currently serves as protection from storm surge. The seawall has provided substantial protection to the island's infrastructure. However, though this structure has halted the shoreline retreat, it has not halted the erosion of the underwater portion of the beach within the surf zone, which has created an over-steepened beach profile in the last 17 years and left the seawall

vulnerable to storm damage. The seawall has deteriorated in spots due to settling and dislodgement of armor stone. In addition, the structure is highly permeable because of large voids; these voids allow scouring on the landward side and the additional loss of sand. Because of shoreline retreat, currently a large portion of the seawall is actually in the ocean and waves continually break on it.

In 2007, NASA installed geotextile tubes (long cylinders composed of durable textile material that are filled with sand) along the shoreline as an emergency measure to slow down the transportation of sand off the beach and help protect onshore assets from wave action (see Figure 3).

Despite the previous efforts, the ocean has continued to encroach substantially toward the valuable infrastructure on Wallops Island. In calendar years 2006 and 2007, NASA prepared a Draft SRIPP Programmatic Environmental Assessment (PEA) to assess a wide variety of shoreline protection and flood control measures on the island. The Draft PEA was issued for public comment in May 2007 – it was never finalized but will serve as a basis for developing the SRIPP EIS.

Purpose and Need for the Proposed Action

Purpose

The purpose of the Proposed Action is to reduce the potential for damage to, or loss of, existing NASA, U.S. Navy, and MARS assets on Wallops Island.

Need

The Proposed Action is needed to ensure the continued ability of NASA, the U.S. Navy, and MARS to serve the nation's rapidly growing civil, defense, academic, and commercial aerospace requirements. Additionally, WFF and MARS are located within the only research range in the U.S. that is wholly controlled by NASA, and as a result, WFF is the only research range in the world that is solely under NASA control and focused on NASA's schedule, budget, and mission objectives.

Currently, assets on Wallops Island are valued at over $1 billion and are increasingly at risk from extensive shoreline retreat. The risks to WFF could cause the interruption of missions and/or permanent loss of capabilities supported by the facility. The SRIPP would help reduce the risk to infrastructure on Wallops Island by restoring the shoreline, which would provide protection for infrastructure on the island.

Title: **Wallops Island Viewed from North at Mid-Point of Island**

URS Proj No:15301785

Figure: **3**

Client : NASA

Shoreline Restoration and Infrastructure Protection Program

Description of Alternatives

Proposed Action

The Proposed Action is to implement a long-term SRIPP to allow NASA and its partners to continue to utilize Wallops Island safely and complete their missions without interruptions. NASA is considering the effects of implementing a range of reasonable alternatives, each of which is discussed below. Each alternative has two options: under alternatives that include beach fill, environmental impacts of dredging either Blackfish Bank or an unnamed shoal (referred to hereafter as Unnamed Shoal) will be analyzed; for alternatives that do not include beach fill, two options for sand retention structures are included.

Summary Table of Proposed Action and Alternatives

Alternative	Proposed Action	Options
Alternative 1 (Preferred Alternative)	Full Beach Fill, Terminal Groin, Seawall Extension	Option 1 – Blackfish Bank Shoal Borrow Site Option 2 – Unnamed Shoal Borrow Site
Alternative 2	Full Beach Fill, Detached Breakwaters, Seawall Extension	Option 1 – Blackfish Bank Shoal Borrow Site Option 2 – Unnamed Shoal Borrow Site
Alternative 3	Full Beach Fill Only	Option 1 – Blackfish Bank Shoal Borrow Site Option 2 – Unnamed Shoal Borrow Site
Alternative 4	Reduced Beach Fill, Terminal Groin, Seawall Extension	Option 1 – Blackfish Bank Shoal Borrow Site Option 2 – Unnamed Shoal Borrow Site
Alternative 5	Reduced Beach Fill, Detached Breakwaters, Seawall Extension	Option 1 – Blackfish Bank Shoal Borrow Site Option 2 – Unnamed Shoal Borrow Site
Alternative 6	Reduced Beach Fill Only	Option 1 – Blackfish Bank Shoal Borrow Site Option 2 – Unnamed Shoal Borrow Site

Alternative 1 (Preferred Alternative): Full Beach Fill, Terminal Groin, Seawall Extension

The Proposed Action would involve an initial construction phase with follow-on renourishment cycles. The initial construction phase would include three distinct elements:

1) Extending Wallops Island's existing rock seawall a maximum of 1,400 meters (4,500 feet) south of its southernmost point;
2) Constructing a rock groin perpendicular to the shoreline in the vicinity of WFF's southernmost property boundary; and
3) Placing an estimated 2.3 million cubic meters (3 million cubic yards [cy]) of sand dredged from either of two shoals located offshore in Federal waters.

Seawall Extension

The seawall extension would likely be implemented first and would consist of the placement of 4.5- to 6.4-metric-tonne (5- to 7-ton) rocks parallel to the shoreline (approximate location of geotextile tubes in Figure 3). The seawall would be placed in-line with and adjacent to the end of the existing seawall and would be installed in a straight line parallel to the shoreline. It would be placed in the beach (some rock slightly below the beach surface, the majority of rock sitting on top of the beach surface), and would be between 1.5 and 9 meters (5 and 30 feet) above the normal high tide water level, depending on the extent of existing shoreline retreat.

Terminal Groin

Groins are structures built from the shoreline out into the ocean and perpendicular to the beach. Approximately half of the groin would be installed in the beach itself, and the remainder would be placed in the ocean. A groin functions by slowing the water flow to a point where suspended sediment drops out of the water column and accumulates behind the structure. On Wallops Island, the prevailing longshore current would cause the sediment to deposit on the north side of the groin. Photo 2 shows wood groins that were constructed in the1960s along Wallops Island (by the 1990s they had deteriorated to the point where their remnants were removed).

To prevent the proposed groin from trapping sediment needed to replenish the shorelines of Assawoman Island and islands to the south, NASA would construct a groin that would allow some sediment that is entrained in the existing longshore transport system to pass through, over, and around the structure to be available to beaches to the south. Given the quantities of beach fill included in the Proposed Action, the net sediment transport to the islands south of Wallops Island would equal or exceed pre-construction conditions.

Groin construction would likely follow seawall construction and would involve the placement of rocks in a linear structure perpendicular to the shoreline at approximately the point where Wallops Island meets Assawoman Island (see Figure 3). The rocks would be similar in size to those used for the seawall.

Photo 2. 1983 view looking north along Wallops Island showing wood groins (in poor condition) – the southern-most groins in this photo are approximately 100 meters (330 feet) long.

Beach Fill

Sand placement (also referred to as beach nourishment) would be the final stage of the project and would likely involve removing sand from one of two shoals by hopper dredge and pumping the material onto the beach. Fill placement would likely occur in a south to north direction and would extend for 6.8 kilometers (4.2 miles) north of WFF's southern property boundary at Assawoman Island. During storm events, this new approximately 21-meter (70-foot) wide beach would provide a surface to dissipate wave energy as well as providing additional sediment in the nearshore system.

Two shoals, Blackfish Bank and Unnamed Shoal, are under consideration as sources of sand for the beach nourishment. Both shoals are located in Federal waters (see Figure 4). Sediment sampling analyses and a review of bathymetric data conducted by the USACE indicate that either of these shoals would provide adequate volumes and appropriately sized sediment for nourishment of the beach throughout the SRIPP's 50-year design life. An advantage of using sand from offshore instead of nearshore sources is that it provides new material to the nearshore system; it augments the sediment budget rather than shifting sand from one area of the nearshore environment to another.

Option 1 – Blackfish Bank Shoal Borrow Site

Blackfish Bank Shoal is located approximately 8 kilometers (5 miles) east of Assateague Island and approximately 11 kilometers (7 miles) by boat from the proposed project site

(see Figure 4). Under Alternative 1, it could take up to 6 to 8 months to complete the initial phase of beach fill using two dredges running 24 hours per day.

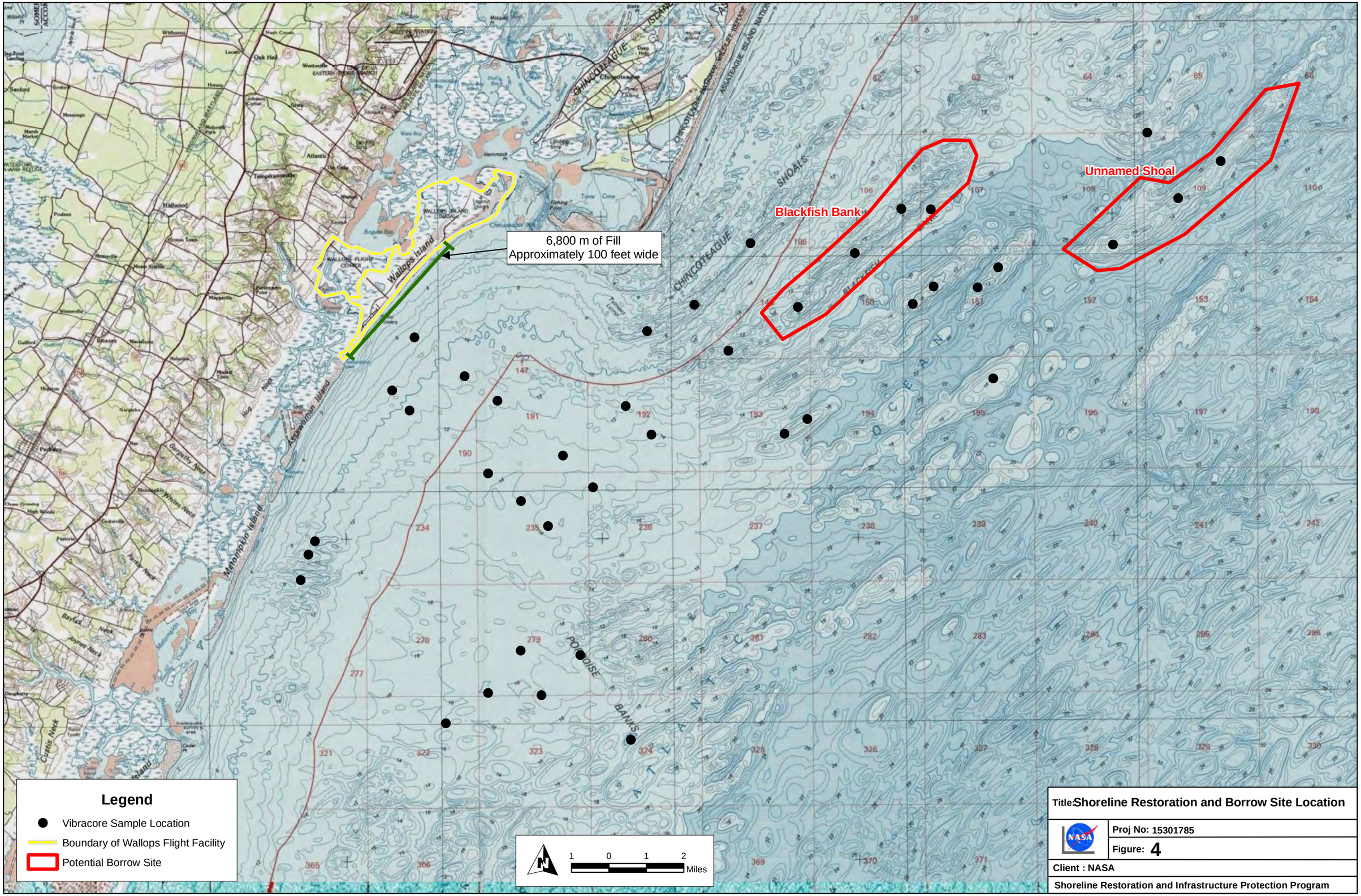
Option 2 – Unnamed Shoal Borrow Site

Unnamed Shoal is located approximately 16 kilometers (10 miles) east of Assateague Island and approximately 21 kilometers (13 miles) by boat from the proposed project site. Under Alternative 1, it could take up to 8 to 12 months to complete the initial phase of beach fill using two dredges running 24 hours per day.

Subsequent beach renourishment cycles would vary throughout the life of the Proposed Action. Factors dictating the frequency and magnitude of such actions would include storm severity and frequency. The exact locations and magnitude of renourishment cycles may fluctuate because of the dynamic nature of the ocean environment; therefore, additional NEPA documentation for future renourishment actions may be required and would be prepared, as appropriate. For the purpose of this EIS, the renourishment cycle is anticipated to involve approximately 765,000 cubic meters (1 million cy) of sand every 5 years. The topography and bathymetry of the beach would be monitored on a regular basis to determine sand movement patterns and plan when renourishment is needed.

Dredging would be accomplished using a hopper dredge (see Photo 3), which is a ship capable of dredging material, storing it onboard, transporting it to the disposal area, and pumping it on-shore. Typically, two hopper dredges run at the same time – as one ship is dredging, the second ship would be offloading sediment on the beach. The hopper dredge fills its hoppers by employing large pumps to create suction in pipes that are lowered to remove sediment from the shoal bottom (the process very closely resembles that of a typical vacuum cleaner). The dredge then travels toward the placement site, moors to a buoy located near shore, and connects via hoses to a pipeline that extends to the shore. The dredge then mixes the dredged material with water to form a slurry and pumps the slurry through the hoses and pipeline to a designated discharge location at the placement site.

Photo 3. Photograph of a self-propelled hopper dredge. Source: USACE, 2009


6,800 m of Fill
Approximately 100 feet wide
Wallops Island
Blackfish Bank
Unnamed Shoal
CHINCOTEAGUE
SHOALS
POQUOISE
BANKS
ATLANTIC
OCEAN
Legend
Vibracore Sample Location
Boundary of Wallops Flight Facility
Potential Borrow Site
1 0 1 2
Miles
Title: Shoreline Restoration and Borrow Site Location
Proj No: 15301785
Figure: 4
Client : NASA
Shoreline Restoration and Infrastructure Protection Program

Alternative 2: Full Beach Fill, Detached Breakwaters, Seawall Extension

Under Alternative 2, the beach fill and seawall extension would be the same as described under Alternative 1. Instead of a groin, a series of nearshore breakwater structures would be constructed at the south end of the Wallops Island shoreline. Nearshore breakwater structures reduce the amount of wave energy reaching a protected area. The reduction in wave energy would reduce sediment transport to the south and therefore would produce sediment deposition and a shoreline bulge, known as a salient, in the sheltered area behind each breakwater (see Photo 4). A reduced amount of longshore sediment transport would occur along the coast behind these breakwaters (Basco, 2006).

Breakwaters are typically constructed parallel to the shoreline and sited approximately 30 meters (100 feet) offshore. The composition of the breakwater structures would be rock and they would be spaced approximately 37 meters (120 feet) apart along the 6.8 kilometers (4.2 miles) of shoreline where the initial phase of beach fill has been completed. It would take approximately 1 month to build a single breakwater. Construction would take place in the water using a barge and heavy lifting equipment.

The two options under Alternative 2 would be identical to Option 1 – Blackfish Bank Shoal Borrow Site and Option 2 – Unnamed Shoal Borrow Site under Alternative 1.

Photo 4. Photograph of breakwaters and salients forming behind them at Presque Isle, PA (Mohr, 1994).

Alternative 3: Full Beach Fill Only

Under Alternative 3, the beach fill element described under Alternatives 1 and 2 would be implemented but no sand retention structures (groin, breakwaters, or seawall) would be constructed. Alternative 3 includes the identical Options 1 and 2 for dredging Blackfish Bank or Unnamed Shoal that are described under Alternatives 1 and 2.

Compared to Alternatives 1 and 2, this alternative would require more frequent cycles of beach renourishment and/or larger amounts of sand to be placed during each beach fill cycle because there would be no sand retention structures to prevent the loss of sand from erosion. The absence of sand retention structures would result in a larger amount of sand being available for erosion and longshore transport. The frequency of beach nourishment would be determined by the amount of fill placed each time and by the number and severity of storm events.

Alternative 4: Reduced Beach Fill, Terminal Groin, Seawall Extension

Under Alternative 4, NASA would place sand on Wallops Island along a shorter distance compared to the 6.8 kilometers (4.2 miles) proposed under Alternatives 1, 2 and 3. The area of beach fill under this alternative would extend a maximum of 3.4 kilometers (2.1 miles) and would be located in front of the existing rock seawall where the shoreline erosion is the most severe. Sand retention structures would include a groin and seawall extension, as described under Alternative 1.

Regarding location of borrow sites, Options 1 and 2 under this alternative are the same as described under Alternatives 1, 2 and 3. However, an estimated 1.2 million cubic meters (1.5 million cy) of fill material would be dredged from either of the two offshore shoals located in Federal waters. For the purpose of this EIS, the renourishment cycle is anticipated to involve approximately 380,000 cubic meters (500,000 cy) of sand every five years. The topography and bathymetry of the beach would be monitored on a regular basis to determine sand movement patterns and plan when renourishment is needed.

The length of a beach fill area is a key parameter in determining how long the fill will last. A “long” or “full” fill loses much less of a percentage of its volume in a given time interval than a shorter fill (USACE, 2006). At Wallops Island, a rectangle-shaped fill’s half-life (the time it would take for the fill to lose 50 percent of its volume) is estimated to be 8.7 years for the full 6.8 kilometer (4.2 mile) fill, 2.17 years for 3.4 kilometer (2.1 mile) fill, and only 0.54 years for 1.7 kilometer (1 mile) fill. In other words, a fill covering only a quarter of the 6.8 kilometer (42 mile) area would likely lose half of its volume in about 6 months (USACE, 2006).

Alternative 5: Reduced Beach Fill, Detached Breakwaters, Seawall Extension

Under Alternative 5, the beach fill element would be the same as described under Alternative 4, including Options 1 and 2; approximately 3.4 kilometers (2.1 miles) of shoreline would receive beach nourishment. Sand retention structures would include up to five detached breakwaters and the seawall extension, as described under Alternative 2.

Alternative 6: Reduced Beach Fill Only

Under Alternative 6, the beach fill element would be the same as described under Alternatives 4 and 5, including Options 1 and 2; approximately 3.4 kilometers (2.1 miles) of shoreline would receive beach nourishment. As no sand retention structures would be constructed, this alternative would require more frequent cycles of beach renourishment and/or larger amounts of sand to be placed during each beach fill cycle.

Alternatives Considered and Dismissed

Beach Fill Utilizing Near-Shore Borrow Site

The USACE conducted sediment sampling in the nearshore environment east of Wallops Island in 2006 to determine if that area would provide a suitable sand source for beach nourishment. The grain size distribution of the sediment in the sampling area is finer than sand that would be ideally suited for beach nourishment; finer grained sediments are more vulnerable to storm waves and thus suspension and longshore transport would occur (USACE, 2008). While this alternative would slow the shoreline erosion, critical infrastructure would remain at risk especially during storm events, and the cycles of renourishment would be much more frequent (potentially every 1 to 2 years); therefore, this alternative does not meet NASA's SRIPP purpose and need.

Chincoteague Inlet was also considered as a possible sediment source early in this process, especially because it is periodically dredged by the USACE under the Federal Navigation Project and is near Wallops Island. The sediment in the inlet contains a significant proportion of fine-grained material (silts and clays) and is not the ideal grain size suited for beach fill (USACE, 2006). Because fine-grained material is more vulnerable to storm waves and thus suspension and transport, sediment dredged from Chincoteague Inlet would require a higher overfill ratio to accommodate the higher rate of loss of the fine-grained material compared to sand. The volume of sediment periodically dredged from Chincoteague Inlet would not meet the needs of the SRIPP.

Additionally, the nearshore environment off of the northern portion of Wallops Island, immediately south of and including Chincoteague Inlet, contains known historic World War II target ranges from the shoreline up to 5 miles offshore. These historic ranges contain munitions and explosives of concern (MEC) that are buried in the sea bottom. Magnetometer surveys could be used to delineate the extent of the MEC and allow dredging in the area to occur but this would add significant cost to the dredge program and the safety risks associated with these areas would be high. Because of the hazard potential, the areas with potential for MEC were removed from consideration for beach nourishment borrow sites.

Sand Retention Structures Only

The construction of sand retention structures without beach fill was considered but dismissed because it would not involve adding sand to the beach (and therefore to the longshore transport system) – and thus would not reduce the risk of shoreline retreat to infrastructure on Wallops Island. A sediment budget analysis conducted by Moffat & Nichols in 1986 determined that Wallops Island loses over 150,000 cubic meters

(196,000 cy) of sand from the shoreline per year. The sand retention structures would help reduce the loss but would not stop it entirely.

Beach Prisms/Beach Beams

This alternative would involve placing pre-cast concrete triangular beach prisms or triangular open-lattice beach berms along the Wallops Island shoreline. Though this method would provide some protection during normal storm events, beach prisms and beach berms tend to be knocked over and sink during larger than normal storm events. In 1988, NASA and the U.S. Navy installed two proprietary structures designed to serve as sills to retain sand on the shore. These were the "Beach Prism," a precast concrete triangular prism, and the "Beach Beam," a concrete triangular-shape open lattice. The shore was then monitored by Moffat & Nichols, Inc., who concluded, "The Beach Beams and Beach Prisms have been only marginally successful. Therefore, their continued use to protect critically needed facilities at Wallops Island is not advised" (M&N, 1989).

Because this alternative is likely to fail during large storm events, conditions under this alternative would be no different from the existing conditions on the island and critical infrastructure would remain at risk; therefore, this alternative does not meet NASA's SRIPP purpose and need.

Relocating At-Risk Infrastructure

This alternative would involve moving all critical infrastructure further inland. The geographical location of Wallops Island provides the public with safety hazard buffers for conducting NASA, and partner missions including rocket launches, testing, and research activities. While this alternative would reduce the risk to critical infrastructure from storm events, the public would be exposed to unacceptable safety risks, which would not be in compliance with Federal range regulations. Further more, this alternative would be cost prohibitive and highly disruptive to WFF operations.

Critical Structure Ring Levees

This alternative would protect important structures by building dikes or levees around them. This approach is used in many places in the Mississippi River Valley, where gas pumping stations and microwave transmission facilities have their own levees. Pumps would need to be installed within each levee zone to pump rainwater out of the system and roadways would have to be built up and over the levees. While these structures would protect critical infrastructure during floods, they may become isolated and possibly inaccessible until flood waters retreat. Long-term maintenance would be required to maintain the structural integrity of the levees. Though this approach would provide flood protection, shoreline erosion would continue to occur, and infrastructure on Wallops Island would remain at risk of shoreline retreat; therefore, this alternative would not meet the purpose and need of the SRIPP.

Sinking of Old Railroad Cars or Ships

This alternative consists of sinking old railroad cars or ships filled with sand near the shoreline, which would theoretically reduce wave action and release sand gradually into the system. Typically, this method is more successful in deeper waters as a method of constructing artificial reefs. However, the water near Wallops Island is relatively shallow, and over time, corrosion and nearshore wave action would cause pieces of these

vehicles to break off. Large pieces of metal carried by wave action to the nearby tourist beaches would create safety hazards. The vehicles would also create obstructions underwater that cannot be seen by watercraft. For these reasons, this alternative is not considered to be feasible for the shallow waters along the Wallops Island shoreline.

No Action Alternative

Under the No Action Alternative, the SRIPP would not be conducted on Wallops Island, but maintenance and emergency repairs to existing structures would continue. Emergency actions may include hauling in additional rock to add to the existing seawall, hauling and placing sand on the beach or behind existing shoreline protection, installing sheet piling in or near the high tide level, or emergency geotextile tube installation. Under this alternative, the seawall can be expected to continue to deteriorate and will be increasingly vulnerable to massive failure during large storm events.

Over $1 billion in NASA, U.S. Navy, and MARS equipment, buildings, and infrastructure would continue to be at increasing risk. Maintenance and emergency repairs to structures and the seawall would continue to be required. Shoreline retreat would continue. Operations at facilities may be disrupted during severe storm events from wave overtopping and flooding. The danger to the MARS facility in the southern portion of the island would increase due to the rapidly retreating shoreline in that area.

Public Participation

NEPA states that "There shall be an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action." Stakeholders and the general public will be engaged as this project is developed. Stakeholders include Federal, state and local governments, business interests, landowners, residents, and environmental organizations.

NASA published a Notice of Intent to prepare the SRIPP EIS and conduct scoping in the March 24, 2009 edition of the Federal Register (FR). During the preparation of the EIS, NASA will provide several opportunities for public and stakeholder involvement, the first of which is a public scoping meeting to be held at the WFF Visitor's Center on April 21, 2009 from 6:00 to 9:00 p.m. Additionally, the public will have the opportunity to review and comment on the Draft SRIPP EIS expected to be available in the Fall of 2009. The Final SRIPP EIS is planned for completion in the Spring of 2010. As Draft and Final versions of the EIS are released, Notices of Availability will be published in the FR and local newspapers to ensure that the public is aware of the document's progress. Also, throughout the duration of the EIS process, NASA will maintain an updated website that will provide the public with the most up to date project information. The website may be accessed at http://sites.wff.nasa.gov/code250/shoreline_eis.html.