



STATE OF DELAWARE
DEPARTMENT OF NATURAL RESOURCES
AND ENVIRONMENTAL CONTROL
DIVISION OF WATERSHED STEWARDSHIP
89 Kings Highway
DOVER, DELAWARE 19901

OFFICE OF THE
DIRECTOR

PHONE: (302) 739-9921
FAX: (302) 739-6724

December 3, 2014

US Army Corps of Engineers
Attn: CECW-CE (Ms. Lisa Kiefel)
441 G Street NW.
Washington, DC 20314-1000

Dear Ms. Kiefel:

The Delaware Department of Natural Resources and Environmental Control (DNREC) is pleased to submit requests for proposals under Section 7001 of the Water Resources Reform and Development Act of 2014 (WRRDA). DNREC is the non-federal sponsor of the Federal Delaware Bay and Atlantic Ocean coast shore protection and flood risk reduction projects as well as the non-federal sponsor and day-to-day manager of the bypass operations at the Indian River Inlet.

We support each of the attached requests for feasibility evaluation or for modifications to authorized USACE projects: Mispillion Complex, Lewes Beach, and Indian River Inlet.

This request opportunity allows the continuation of our 50+ year working relationship with the US Army Corps of Engineers in stabilizing important habitat and protecting vital infrastructure. Please don't hesitate to contact me if you have any questions regarding the proposal submissions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'AP Pratt'.

Anthony P. Pratt
Administrator, Shoreline and
Waterway Management

Delaware's good nature depends on you!

Delaware WRRDA 2014 Section 7001 Project Requests:

Mispillion Complex, Kent and Sussex Counties

1. **Non-Federal Sponsor:** Delaware Department of Natural Resources and Environmental Control (DNREC)
2. **Request for Feasibility Study:** The Mispillion Complex project was authorized by WRDA 1999 (Title I, Section 101 (a) (13)) DELAWARE BAY COASTLINE, DELAWARE AND NEW JERSEY-ROOSEVELT INLET-LEWES BEACH, DELAWARE
3. **Project Purpose:** The purpose of the request is to provide a system-wide approach to reduce the threat of breaching and stabilize the estuarine barrier, Conch Bar, located north of and immediately adjacent to the existing Mispillion Inlet jetty structure. If this section of the Delaware Bay shoreline is breached, the hydrodynamic interactions of the Mispillion River, Mispillion Inlet, Cedar Creek, and Slaughter Creek would be completely modified and could result in catastrophic flood damages to globally-significant spawning horseshoe crab/Red Knot (under consideration for listing as threatened or endangered) habitat, homes and infrastructure at Slaughter Beach, local Bay-dependent businesses, and Federal Hurricane Sandy restoration investments at Prime Hook National Wildlife Refuge.
4. **Estimate of cost:** We estimate the cost of the Feasibility-level study to be \$3 million and follow the USACE “3X3X3” planning rule.
5. **Monetary and Non-Monetary Benefits:**
 - a. Protection of human life and property – A flood risk reduction and habitat restoration project would protect public and privately-owned homes and lands from potential floodwaters and storm waves as well as salt-water intrusion to existing farmlands.
 - b. Improvement to transportation – The project will protect and prolong the navigability of the Mispillion Inlet section of the complex by preventing the creation of a new tidal inlet into Delaware Bay. This will reduce channel maintenance and provide additional disposal areas. In addition, the project will protect roadways and evacuation corridors from flood inundation
 - c. To the national economy – The Mispillion Complex is home to businesses that support the state’s fishing and shipping industries as well as to in- and out-of-state port authorities. The area supports a resort-related industry, agricultural products such as soybeans and corn for the poultry industry, and launch services which service ships in the Delaware Main Channel and lightering area with supplies and personnel changes. All of these business ventures contribute to the national economy by generating jobs, goods, and services.
 - d. To the environment – The project area is a habitat hub of a nearly contiguous corridor of 27,650 acres of protected lands owned and managed by the Delaware Division of Fish and Wildlife (DEDFW), Delaware Wild Lands (DWL), The Nature Conservancy (TNC), U.S. Fish and Wildlife Service (USFWS), Delaware

State Parks, and preserved private conservation and farmlands. The project will provide mitigation of downdrift erosion created by the inlet jetties and ensure long-term resiliency of the sandy shoreline by creating and restoring habitat to support spawning horseshoe crabs and imperiled Red Knots. This project also protects needed hydraulic flow into the estuarine wetlands owned and managed by the US Department of the Interior.

- e. To the national security interests of the US – Channel access is critical for the launch services that assist oil tankers into the refineries up the Delaware River. This is a vital supply link in support of a war effort should that ever eventuate.
6. **Local Support:** The Feasibility study request is supported by DNREC intra-agency Divisions, non-governmental organizations (The Nature Conservancy and Partnership for the Delaware Estuary) the US Fish and Wildlife Service (Prime Hook National Wildlife Refuge) and local constituents.
7. **Non-Federal Sponsor Ability to Provide Cost Share:** Source of funding – State Bond Bill
8. **Non-Federal Sponsor Support Letter:** Attached

Lewes Beach, Sussex County

1. **Non-Federal Sponsor:** Delaware Department of Natural Resources and Environmental Control (DNREC)
2. **Request for modification to authorized project:** The Lewes Beach project was authorized by WRDA 1999 (Title I, Section 101 (a) (13)) DELAWARE BAY COASTLINE, DELAWARE AND NEW JERSEY-ROOSEVELT INLET-LEWES BEACH, DELAWARE
3. **Project Purpose:** The purpose of the request is to extend the authorized project limit from its present eastward terminus to a distance of 8,000 feet east of the Roosevelt Inlet east jetty for hurricane and storm damage reduction. Since the completion of the Federal navigation project at Roosevelt Inlet in 2004, there is persistent “hot spot” erosion occurring near Nebraska Avenue downdrift of the navigation works. Beach nourishment sands were placed up to 1,400 feet east of the structure, but erosion of the shoreline occurs east of the placement location. The USACE considers the shoreline east of the 1,400-foot mark out of the project area so the state has been organizing and paying for repair beach fills to mitigate the damages from downdrift erosion caused by interruption of littoral flow by the stabilized Roosevelt Inlet.
4. **Estimate of cost:** We estimate the cost of the Feasibility-level study to be \$3 million and follow the USACE “3X3X3” planning rule.

5. **Monetary and Non-Monetary Benefits:**
 - a. Protection of human life and property – Lewes Beach is a year-round community of single family homes and small condominium complexes. The project will protect the community from storm damages and flood risks.
 - b. Improvement to transportation – The project will reduce flooding of coastal roadways and evacuation routes.
 - c. To the national economy – Lewes Beach is a year-round resort community as well as a commercial and recreational fishing hub. There are several local businesses that serve the coastal tourism industry. All of these business ventures contribute to the national economy by generating jobs, goods, and services.
 - d. To the environment - The project area is a popular public beach. The project will provide mitigation of downdrift erosion created by the inlet jetties and ensure long-term resiliency of the sandy shoreline.
 - e. To the national security interests of the US – The US Coast Guard and Delaware Bay and River cooperative are dependent upon the maintained channel of Roosevelt Inlet for oil spill response, emergency rescue, and homeland security.

6. **Local Support:** The modification to extend the authority request is supported by DNREC intra-agency Divisions, the City of Lewes, non-governmental organizations, and local constituents.

7. **Non-Federal Sponsor Ability to Provide Cost Share:** Source of funding – State Bond Bill

8. **Non-Federal Sponsor Support Letter:** Attached

Indian River Inlet, Sussex County

1. **Non-Federal Sponsor:** Delaware Department of Natural Resources and Environmental Control (DNREC)

2. **Request for Reauthorization of existing authorized project:** The Indian River Inlet sand bypassing project was authorized by WRDA 1986 and the decision document titled “Atlantic Coast of Delaware, General Design Memorandum and Environmental Assessment” (November 1984).

3. **Project Purpose:** The authorization of the Federal/non-federal partnership of the existing sand bypassing operations is set to expire in 2021. DNREC is presently the non-federal partner and requests reauthorization so that shore protection and erosion control efforts can continue.

4. **Estimate of cost:** In 1986, the Chief of Engineers determined a total cost of \$4,000,000, with an estimated first Federal cost of \$2,500,000 and an estimated first non-Federal cost of \$1,500,000.

5. **Monetary and Non-Monetary Benefits:**
 - a. Protection of human life and property – The Indian River Inlet is the only tidal inlet along the Delaware Atlantic coast. The continued bypass of sediments will protect the adjacent shoreline and Delaware Seashore State Park properties and facilities from storm damages and flood risks.
 - b. Improvement to transportation – The project will reduce the potential for flooding and road closures during storms. The project protects a vital emergency evacuation route (Delaware Route 1).
 - c. To the national economy – The Indian River Inlet is located within the Delaware Seashore State Park and provides the closest ocean access for several Delaware Inland Bay communities as well as for boaters from state and private marinas. There are several local businesses that serve the coastal fishing and tourism industries. All of these business ventures contribute to the national economy by generating jobs, goods, and services.
 - d. To the environment – The project area is a popular public beach used for sunbathing, recreational fishing, and surfing. The project will provide mitigation of downdrift erosion created by the inlet jetties and ensure long-term resiliency of the sandy shoreline.
 - e. To the national security interests of the US – The US Coast Guard station is located on the north inside channel of the inlet and first responders depend on a maintained channel for emergency and oil spill response and for homeland security. Bypass operations keep the sediment in the littoral system and minimize the erosional effects of the inlet jetties.
6. **Local Support:** The request for reauthorization of the sand bypassing project is supported by DNREC intra-agency Divisions, non-governmental organizations, and local constituents.
7. **Non-Federal Sponsor Ability to Provide Cost Share:** Source of funding – State Bond Bill
8. **Non-Federal Sponsor Support Letter:** Attached