

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

1

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