

**APPENDIX B
REAL ESTATE PLAN
COMPREHENSIVE ECONOMIC REANALYSIS
DELAWARE RIVER MAIN CHANNEL DEEPENING
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List of Exhibits

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Exhibit B	Real Estate Acquisition Requirements
Exhibit C	Assessment Of Non-Federal Sponsor's Real Estate Acquisition Capability
Exhibit D	Real Estate Acquisition Schedule

1. GENERAL

This Real Estate Plan (REP) is prepared for the Delaware Main Channel Deepening Project, Comprehensive Economic Reanalysis, Delaware, New Jersey and Pennsylvania and is an up-date to previous prepared reports. Public Law 102-580, Section 101(6) of the Water Resources Development Act of 1992, authorized the recommended project for construction and was modified by Section 308 of the Water Resources Development Act of 1999, Public Law 106-53. The Delaware River Comprehensive Navigation Study Main Channel Deepening Interim Feasibility Report was issued and approved in February 1992 and contains the first REP prepared for this project. A Limited Reevaluation Report (LRR) was completed in February 1998 to obtain approval to initiate construction, reflect project cost sharing per WRDA of 1996, and to serve as a decision document for budgetary purposes and the Project Cooperation Agreement. The original 1992 REP was contained in the LRR and was not specifically updated for the LRR. This REP was prepared considering current guidance and regulations received from Headquarters. It reflects current disposal requirements for the project. The Delaware River Port Authority (DRPA) is the non-Federal Sponsor (NFS) for the project.

As described in the LRR, the Delaware River Main Channel Deepening Project calls for the modification of the existing Delaware River, Philadelphia to the Sea Project that extends from Allegheny Avenue in the City of Philadelphia, Pennsylvania to its confluence with deep water where the Delaware Bay meets the Atlantic Ocean. The recommended plan identifies modification of the existing federal channel from Delaware Bay to the Philadelphia Harbor and the Beckett Street Terminal, Camden, New Jersey with a total project length of 102.5 miles. The federal channel would be deepened from its existing 40 feet below mean low water (MLW) depth to 45 feet below MLW with an allowable dredging over-depth of one foot. The project widths will remain the same as they now exist. At the Philadelphia Harbor, the project width is approximately 400 feet. The width is approximately 800 feet travelling southeast from the Philadelphia Navy Yard, Pennsylvania to Bombay Hook, Delaware. For the remaining length between Bombay Hook to the deep water in Delaware Bay, the width is about 1,000 feet. The plan, however, does include widening twelve (12) of the sixteen (16) existing channel bends. Also, a two-space, 45 feet deep anchorage at Marcus Hook will be provided for safety purposes.

Dredged materials will be disposed at various existing federally-owned upland disposal areas, two beneficial use sites, a beach placement site in the State of Delaware, and three upland areas that have been identified for acquisition. Two beneficial use sites, Egg Island, New Jersey and Kelly Island, Delaware, have been selected for wetland restoration purposes. Geo-textile tube and sand dike structures will be utilized to retain pumped-in dredged material. The restoration will result in approximately 60 acres of mostly sub-tidal habitat adjacent to Kelly Island, which is part of the Bombay Hook National Wildlife Refuge. Approximately 135 acres of sub-tidal habitat will be created adjacent to the Egg Island, a State of New Jersey Wildlife Management Area. Moreover, hundreds of acres of intertidal wetlands existing behind the restored areas will be protected from erosion. The geotextile tubes and sand dikes will be tied-in at lands, owned by government entities, above the mean high water line (MHWL). The NFS will be required to acquire the necessary permits and/or easements for all tie-in at lands above MHWL. The beach placement of material will be conducted at Broadkill Beach, Delaware. The Broadkill Beach placement site consists of approximately 25.23 acres. Placement of material at this site will

enhance shoreline protection against hurricanes and other storms. Material from the maintenance dredging of the river portion of the project will be disposed at the exiting federally owned upland disposal areas and at the three new upland disposal areas. Dredged material from the most southern reach (Delaware Bay) of the project will be disposed at an existing approved sub-aqueous site (Buoy 10).

Management practices for dredged materials currently used at the existing Federal sites will be employed at the three sites proposed for acquisition. Dikes will be raised at 10-foot increments and sluices will be replaced as part of a regular maintenance program. The new disposal areas will be initially developed with dikes and sluices. The costs for these features have been incorporated as part of the General Navigational Features. With the addition of the three new upland disposal areas, 50 years of disposal capacity will be available for maintenance of the 45-foot project.

2. REAL ESTATE REQUIREMENTS

Overall, the real estate requirements of the project include fee acquisition of three (3) upland disposal areas, acquisition of temporary work area easements and licenses for placement of material at Broadkill Beach, use of existing federally-owned disposal sites, exercise of navigational servitude on all project lands below the MHWL, a special use permit with the U.S. Fish and Wildlife Service for use of federal government property and use of an existing “blanket” tidelands license that New Jersey Department of Environmental Protection (NJDEP) issued to the Corps of Engineers.

a. PRIVATELY OWNED REAL ESTATE: The three (3) upland disposal areas to be acquired are privately owned dredge disposal areas and remnants of vacant/unimproved disposal areas. The properties are zoned residential, commercial and light manufacturing and are owned by corporations and private individuals. The properties are all located in rural undeveloped areas with common access being provided by state and municipal roadways. The estimated value for the sites are as follows: Site 15D-\$2,737,000; Site 15G-\$2,200,000; and Raccoon Island-\$3,165,000; totaling \$8,102,000. The estate to be acquired for these sites will be fee. Approximately 1,295.16 acres of land total will be acquired in fee. These sites will accommodate the planned operation and maintenance (O&M) activities for the life of the project. By the purchase of the three upland disposal sites, the NFS will be providing an equivalent amount of disposal capacity to the Federal Government that will offset the loss of disposal capacity at the existing Federal sites. The three (3) areas are described in the chart below.

Temporary Work Area Easements (TWAE) will need to be acquired from twenty-two (22) private owners along Broadkill Beach for the planned, one-time placement of dredged materials. Of these ownerships, as identified through tax records, three parcels are marked as open recreation areas. Further title research must be conducted at the next phase of the project to verify actual ownership. For planning purposes, private ownership is assumed at this time; however, these areas could later prove to be under public domain. Additionally, one of the property owners, who possesses a fee simple estate, has granted a perpetual easement and restrictive covenant for use of a portion of the property to nine adjacent lot owners whose lots abut the beach recreation parcel to the south west. The legal description in the easements

indicates that these rights extend to the mean low water line. If this is correct, the easement owners' rights would also be impinged temporarily by our project. The tax maps, however, contradict this, showing that the underlying fee owner's interests only extend to a certain seaward limit that is outside our project boundaries. In the next phase of the project, a title search must be conducted to clarify this issue. For the planning purposes of this study, it will be assumed that temporary licenses will need to be obtained from these easement owners. Such agreements will only cover any land interests landward of the mean high water line that are not available for project use under navigational servitude. The properties are generally zoned for residential use, with the exception of one commercially zoned property that is proposed for use as a temporary staging area. Public roadways provide access. The estimated value for both the TWAEs and licenses is \$153,390.

Table B-1
Real Estate Requirements

Site Name	15D	15G	Raccoon Island	Broadkill Beach Placement Site
Township /County	Logan Township, Gloucester County	Salem County	Logan Township, Gloucester County	Sussex County
State	New Jersey	New Jersey	New Jersey	Delaware
Size (Acres)	436.52	354.65	503.99	24.79
Ownership Data	53 lots with 24 separate owners	Sun Refining and Marketing Company	American Atlantic Company	22 parcels; 31 ownerships
Zoning	Village Residential	Agricultural and Residential (not subdivided)	Marine Commercial Reserve	Medium Density Residential; General Residential; Neighborhood Business
Access	Public Roads and highways (Frontage on Route 130)	Public roads and highways (site has approximately 1,000 lineal feet of road frontage adjacent to Route 130)	Public roads and highways (From Route 130 via Island Road)	Public roads and highways (From Route 16)
Improvements	None	None	None	Most of the area of the TWAE is unimproved; 2 improved properties do not require acquisition due navigational servitude.
Existing Easements or Other Interests	None Identified	None Identified	Route 324 (abandoned); powerline easements granted to Atlantic City Electric Company and a gas pipeline easement owned by the Transcontinental Gas Company; Weeks Marine, Inc has a deposit agreement with American Atlantic Company; The ownership of one parcel is marked on the real estate maps as unknown. It is assumed and believed that further research at the next phase of the project will prove that American Atlantic Corporation is the owner.	The 2 improved properties do not require acquisition due to navigational servitude. The structures are uninhabitable and surrounded by water at this time, being below the MHWL. One fee owner has provided to nine neighboring property owners, whose fee property is not impacted by the project, a perpetual easement and restrictive covenant to enjoy use and access.

b. FEDERALLY OWNED REAL ESTATE: Federal properties, owned in fee, controlled by the Corps of Engineers (COE) and located in the vicinity of the project, will be used for dredge material disposal. These sites are identified as National Park, Pedricktown (North and South), Killcohook, and Artificial Island. In Delaware, the Reedy Point South disposal area will be used.

Additionally, the wetland restoration work planned for Kelly Island will be conducted on federal lands, controlled by the U.S. Fish and Wildlife Service (USFWS) as part of the Bombay Hook National Wildlife Refuge, Port Mahon, Delaware. A Special Use Permit with USFWS will be required. Conditions for the federal special use permit will include the development of a Memorandum of Agreement between the USFWS and the State of Delaware, Department of Natural Resources and Environmental Control (DNREC). The work to be done at Kelly Island has been planned with the full knowledge and approval of DNREC, which has been an active and interested party to this project. The COE will assist the NFS in the coordination and development of this Special Use Permit. No real estate costs, other than incidental administrative expenses in developing and executing the permit, are anticipated for use of any federal lands.

Kelly Island contains approximately 15,978 acres owned in fee by the Federal Government. Nearly three-quarters consist of tidal marsh. Kelly Island is a primary habitat for migrating and wintering ducks, geese and shorebirds. Proposed for this area is a wetland restoration of approximately 60 acres, mostly sub-tidal habitat adjacent to Kelly Island. The managing local representative for the agency supports the proposed project. USFWS was been an active team member throughout the Study process.

c. STATE OWNED LANDS: Wetland restoration work is planned at Egg Island, New Jersey. This area is owned and managed by the State of New Jersey, Department of Environmental Protection, Division of Fish and Wildlife (NJDEP). The work to be done is covered under the existing “blanket” tidelands license that NJDEP issued to the Corps of Engineers for this type of project within New Jersey. No real estate costs, other than incidental, administrative expenses for coordinating the work of the project under the existing license, are anticipated for use of these state lands.

Egg Island contains approximately 8,831.86 acres owned in fee by the State of New Jersey. Egg Island is also a primary habitat for migrating and wintering ducks, geese and shorebirds. Proposed for this area is a wetland restoration of approximately 135 acres of sub-tidal habitat adjacent to Egg Island. The managing local representative for the agency supports the proposed project. NJDEP was been an active team member throughout the Study process.

Portions of the Broadkill Beach requiring temporary easements in all five reaches of the project are public domain lands held in public trust by the State of Delaware. These areas, totaling about 21.48 acres, exist as strips of beach land unconnected to any upland lots or properties. They are precluded from economic use because the land is located seaward of the established Building Line, which prohibits them from being used for bay front residential construction. Highest and best use of the State lands is therefore limited to permanent open space for beach recreation. Estimated value of the temporary easements on State of Delaware public domain land in the project is nominal.

3. EXISTING FEDERAL PROJECTS

The federally owned disposal areas with the exception of Reedy Point, identified in the proceeding section, 2.b., were obtained for the Delaware River, Philadelphia to the Sea, Pennsylvania, New Jersey and Delaware Project, the same project under consideration for modification in this report. Reedy Point was initially acquired for the Chesapeake and Delaware Canal Navigation Project. There are no federal projects located on the lands to be acquired by the NFS.

4. EXISTING FEDERALLY OWNED LANDS

See section 2.b.

5. LANDS OWNED BY THE NON-FEDERAL SPONSOR

The NFS currently does not own any lands or other real estate interests required for the project.

6. PROPOSED ESTATES

Pursuant to ER 405-1-12, Section 12-9, fee title is determined to be the appropriate interest to acquire for the project at the three upland sites that will be based over the life of the project. Fee simple acquisition will alleviate any potential problems that could arise concerning the ownership and use of the fill material deposited on the sites. The estate language is as follows:

FEE SIMPLE

The fee simple title to (the land described in Schedule A) (Tracts Nos. ____, ____ and ____), subject, however, to existing easements for public roads and highways, public utilities, railroads and pipelines.

Pursuant to ER 405-1-12, Section 12-9, the appropriate interests to acquire for the Broadkill Beach placement site are temporary work area easements. The determination is based on a one-time placement of disposal material and the need for two construction staging areas. The temporary easements will be acquired for a 24-month period.

TEMPORARY WORK AREA EASEMENT

A temporary easement and right-of-way in, on, over and across the land described in Exhibit "A", for a period not to exceed 24 months, beginning with the date possession of the land is granted to the United States, for use by the United States, its representatives, agents, and contractors as a borrow area, and/or work area, including the right to borrow and/or deposit fill, spoil and waste material thereon, move, store and remove equipment, and supplies, and erect and remove temporary structures on the land and to perform any other work necessary and incidental to the construction of the Delaware River Main Channel Deepening Project together with the right to trim, cut, fell, and remove therefrom all trees, underbrush, obstructions, and any other vegetation, structures, or obstacles within the limits of the right-of-way; reserving, however, to

the landowners, their heirs and assigns, all such rights and privileges as may be used without interfering with or abridging the rights and easement hereby acquired; subject, however, to existing easements for public roads and highways, public utilities, railroads and pipelines.

7. NON-STANDARD ESTATES

No non-standard estates will be obtained for this project.

8. NAVIGATIONAL SERVITUDE

Navigational Servitude applies to this project, and no lands below the mean high water line (MHWL) will need to be acquired. The Federal government has the dominant right to use, control and regulate navigable waters of the U.S. and the submerged lands thereunder. The Delaware River is a tidal navigable waterway. As such the servitude extends to all lands below the mean high water mark. The deposition of dredged materials at Buoy 10 will be placed under the rights of navigational servitude. Additionally, navigational servitude will allow the placement of material across the submerged portions of five vacant properties and two improved properties, located at Broadkill Beach. No credit will be afforded the NFS for any project lands utilized under navigational servitude.

9. REAL ESTATE MAPPING

Real Estate Maps, Plates R-1 through R-3 dated 7 June 2002, are attached to this plan as Exhibits A-1 to A-3. The exhibits delineate the project lands and estate to be acquired for the three upland disposal sites. The wetland restoration areas are shown on Figures 3-4, 3-5, 3-6, and 3-7 of the final Supplemental Environmental Impact Statement, dated July 1997. Real Estate Maps, Plates R-4 through R-8, dated 11 July 2002, are attached to this plan as Exhibits A-4 to A-8. These exhibits delineate the project lands and estate to be acquired for the Broadkill Beach Placement Site.

10. INDUCED FLOODING

The proposed project features will not cause induced flooding.

11. BASELINE COST ESTIMATE FOR REAL ESTATE

The detailed cost estimate for the Delaware River Main Channel Deepening Project, in M-CACES format, is included at, Exhibit B. All costs include a contingency of ten to fifteen percent depending on the perceived reliability of the data obtained to create the cost estimate. The contingency factor is added to account for project cost growth, incomplete data and unforeseen expenses. Additionally, an uncertainty factor has been added to account for the probable incremental costs of conducting condemnations on a portion of the properties. Condemnations are considered probable due to the negative attitudes of property owners and groups in New Jersey. This is discussed in more detail in section 22. Risk Analysis. The total

estimated cost is \$10,703,000. Administrative costs are estimated to be \$646,000. Real estate payments are estimated to be \$10,057,000.

12. PUBLIC LAW 91-646 RELOCATIONS

It is anticipated that no project features will require relocations of any persons, farms or businesses in the subject area as would be required under Public Law 91-646, as amended.

13. MINERAL ACTIVITY

There is no known mineral activity existing or anticipated within the project area.

14. TIMBER RIGHTS

There is no known timber-harvesting activity in the vicinity of the project that may affect the operation of this project.

15. ASSESSMENT OF NON-FEDERAL SPONSOR'S ACQUISITION CAPABILITY

In accordance with the PCA, the NFS is responsible for the acquisition of all necessary real estate interests required for this project. The NFS has the real estate acquisition,

Eminent Domain, and "quick-take" authorities and capabilities necessary to acquire the real estate interests required for the project. The assessment of the NFS's real estate acquisition capability is included in Exhibit C.

16. ZONING

The enactment of zoning ordinances is not proposed to facilitate acquisition.

17. ACQUISITION SCHEDULE

The NFS will officially initiate real estate acquisition activities after final execution of the Project Cooperation Agreement (PCA). An estimated acquisition schedule based on an estimated PCA execution date of 9 April 2003 is attached as Exhibit D. This schedule has been coordinated with and approved by a representative of the NFS.

18. UTILITY AND FACILITY RELOCATIONS

There are no utility or facility relocations required in connection with this proposed project.

19. ENVIRONMENTAL CONCERNS

There is no known contamination on-site or adjacent to the project area. No project areas have been identified as known or potential HTRW sites.

20. ATTITUDES OF THE LANDOWNERS

The project is considered to be essential by the Delaware River Port Authority and commercial interests in the area. However, negative reactions have been detected from the general public in New Jersey. The Gloucester County Improvement Authority of New Jersey is seeking to buy portions of the project properties located in Gloucester County for recreational purposes.

21. NOTIFICATION TO LOCAL SPONSOR

The NFS has been notified of the risks of performing real estate acquisition activities prior to execution of the PCA and advised of documentation requirements for the crediting process by letters dated 3 February 1998 and 9 January 2002.

22. RISK ANALYSIS

The greatest uncertainty related to the real estate activities is the attitude of the property owners. Will each property owner willingly agree to a sale of his or her property, at or near the appraised fair market value, in support of the project? Based on past experiences on other similar projects and on the position of the local governments against this project, the need to exercise condemnation powers on a portion of the properties required for the project can be anticipated. First, in Gloucester County at site 15D, Logan Township owns eight parcels of land, totaling 11.68 acres. Considering the local political view of the project, the Township will likely be an unwilling seller. Secondly, although American Atlantic has to date freely and willingly participated in discussions about the project with the NFS and seems to support the project; they might seek a negotiated settlement or court award for the property, expecting a higher price per acre as a result. Moreover, American Atlantic has indicated to the NFS that they would strongly prefer to sell all of their property in the vicinity of Raccoon Island, not just the portion of Raccoon Island site. American Atlantic owns five parcels currently identified for the needs of this project, three at Raccoon Island and two parcels at site 15D, totaling 529.30 acres of land. Thirdly, the COE's experience, over time, on other similar projects indicates that negotiations with property owners will fail on about ten to fifteen percent of the parcels required for any project. Therefore, of the remaining parcels, condemnation proceedings can be expected on about six parcels of land containing about 50 acres of land.

The incremental costs to the project of condemnation are twofold. One, there are numerous administrative costs incurred in carrying out the condemnation. Usually, title and appraisal work must be updated. Attorneys must conduct research, prepare condemnation assemblies, file the appropriate papers and attend court proceedings. Two, the price paid for the property might be above the Government's appraised market value. A settlement above the Government's appraised market value might be negotiated to avoid future court costs and the uncertainties of a court ordered judgement. A court award might be made considering additional factors other than

the government's appraised market value. During the time that transpires to arrive at court, the market value of the property might increase due on other economic, social and political forces.

Since the NFS has indicated that they might request the government to conduct any condemnations associated with the project, incremental administrative costs were estimated as if the Government was performing them. The schedule, too, indicates the Government's timeframes for this activity. It is noted here, however, that Headquarters approval of such action will be required since the NFS has the necessary resources, capabilities and authorities to acquire the properties on their own at this time.

The incremental price of property acquired through condemnation was estimated by reviewing historical sales of property that would reasonably be cited by opposing counsel to argue a higher price for their client. Two such sales involve land formerly considered for this project, located in West Deptford Township, Gloucester County and referred to as Site 17G. West Deptford Township purchased part of the site in September of 1998 at \$6,400 per acre for use as open space and wetland mitigation. Houston Center Corporation purchased the remainder of the site in January 1999 for \$9,300 for commercial development. The current updated gross appraisal for the project lands reflects an average price per acre, with a ten-percent contingency, of \$6,300. If we assume that the starting position of the property owner would be \$9,300 per acre and that the government's position would be \$6,300 per acre, a delta of \$3,000 per acre would exist. It is unlikely that a negotiated settlement or a court order would be found at either of the starting positions for any one property. On average, it is assumed that a middle ground would be determined, splitting the difference in half at \$1,500 per acre. Thus, a condemnation average price per acre of \$7,800 is estimated. Applying the incremental cost per acre to the number of acres estimated to be condemned, a total incremental property price is estimated at \$886,605.

Table B-2
Incremental Property Price

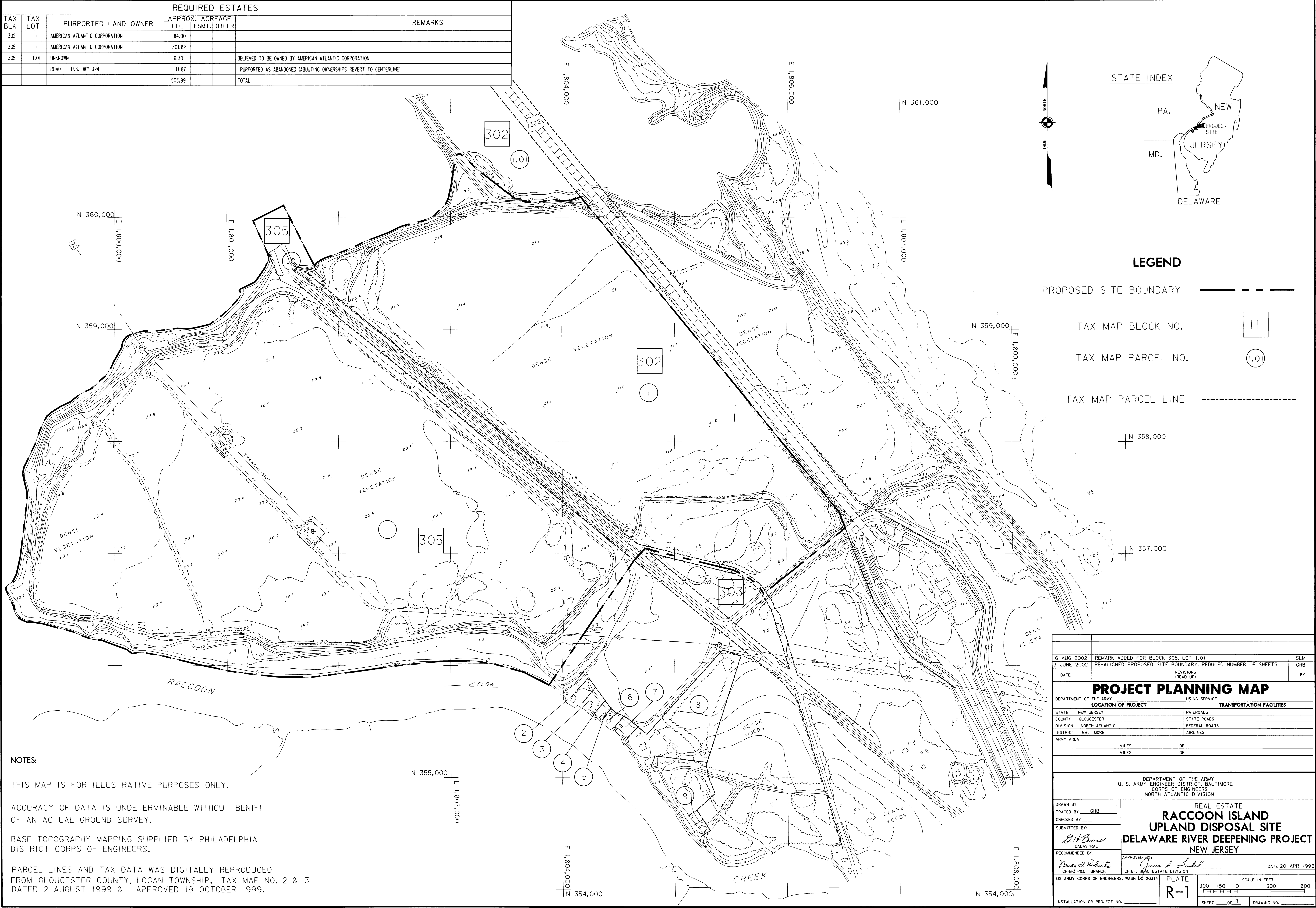
Anticipated Condemnation	Logan Township	American Atlantic	10-15% of the Remaining Parcels
Acreage	11.68	529.39	50
Incremental Cost Per Acre	\$1500	\$1500	\$1500
Incremental Price for Property	\$17,520	\$794,085	\$75,000
Total Incremental Price for Property			\$886,605

(END OF REPORT)

Exhibit A

Real Estate Planning Maps

REQUIRED ESTATES					
TAX BLK	TAX LOT	PURPORTED LAND OWNER	APPROX. ACREAGE		REMARKS
			FEE	ESMT., OTHER	
302	1	AMERICAN ATLANTIC CORPORATION	184.00		
305	1	AMERICAN ATLANTIC CORPORATION	301.82		
305	1.01	UNKNOWN	6.30		BELIEVED TO BE OWNED BY AMERICAN ATLANTIC CORPORATION
-	-	ROAD U.S. HWY 324	11.87		PURPORTED AS ABANDONED (ABUTTING OWNERSHIPS REVERT TO CENTERLINE)
			503.99		TOTAL



NOTES:

THIS MAP IS FOR ILLUSTRATIVE PURPOSES ONLY.

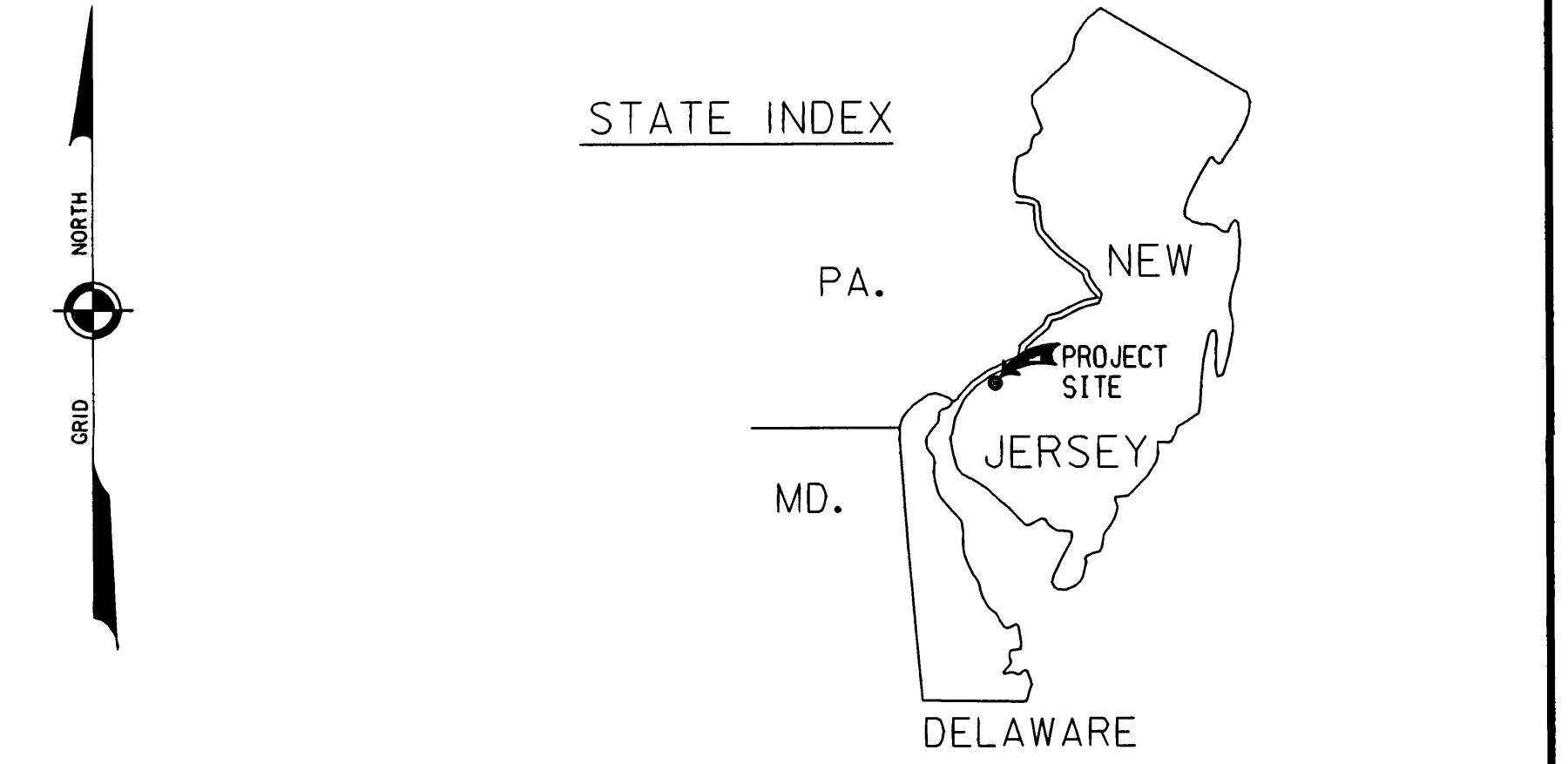
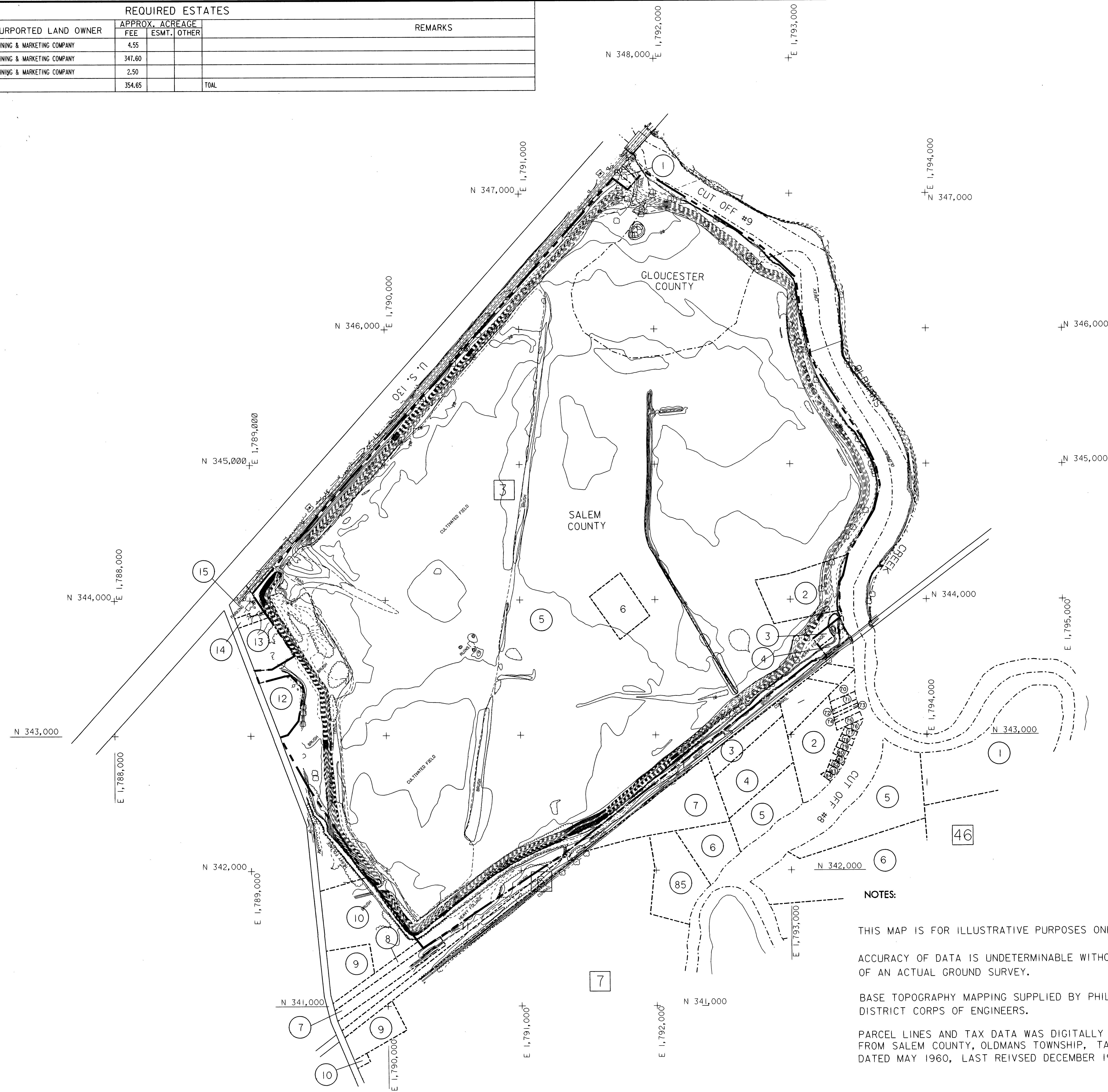
ACCURACY OF DATA IS UNDETERMINABLE WITHOUT BENEFIT OF AN ACTUAL GROUND SURVEY.

BASE TOPOGRAPHY MAPPING SUPPLIED BY PHILADELPHIA DISTRICT CORPS OF ENGINEERS.

PARCEL LINES AND TAX DATA WAS DIGITALLY REPRODUCED FROM GLOUCESTER COUNTY, LOGAN TOWNSHIP, TAX MAP NO. 2 & 3 DATED 2 AUGUST 1999 & APPROVED 19 OCTOBER 1999.

6 AUG 2002 REMARK ADDED FOR BLOCK 305, LOT 1.01 SLM	
9 JUNE 2002 RE-ALIGNED PROPOSED SITE BOUNDARY, REDUCED NUMBER OF SHEETS GHB	
DATE	REVISIONS READ UP BY
PROJECT PLANNING MAP	
DEPARTMENT OF THE ARMY	USING SERVICE
LOCATION OF PROJECT	TRANSPORTATION FACILITIES
STATE NEW JERSEY	RAILROADS
COUNTY GLOUCESTER	STATE ROADS
DIVISION NORTH ATLANTIC	FEDERAL ROADS
DISTRICT BALTIMORE	AIRLINES
ARMY AREA	
MILES	OF
MILES	OF
U. S. ARMY ENGINEER DISTRICT, BALTIMORE CORPS OF ENGINEERS NORTH ATLANTIC DIVISION	
DRAWN BY	REAL ESTATE
TRACED BY GHB	RACCOON ISLAND
CHECKED BY	UPLAND DISPOSAL SITE
SUBMITTED BY	DELAWARE RIVER DEEPENING PROJECT
RECOMMENDED BY	NEW JERSEY
APPROVED BY	DATE 20 APR 1998
CHIEF P&C BRANCH	CHIEF, REAL ESTATE DIVISION
US ARMY CORPS OF ENGINEERS, WASH DC 20314	PLATE
INSTALLATION OR PROJECT NO.	R-1
SCALE IN FEET 300 150 0 300 600 SHEET 1 OF 3 DRAWING NO.	

REQUIRED ESTATES						
TAX BLK	TAX LOT	PURPORTED LAND OWNER	APPROX. ACREAGE			REMARKS
			FEE	ESMT.	OTHER	
3	2	SUN REFINING & MARKETING COMPANY	4.55			
3	5	SUN REFINING & MARKETING COMPANY	347.60			
3	6	SUN REFINING & MARKETING COMPANY	2.50			
			354.65			TOTAL



LEGEND	
PERPETUAL EASEMENT BOUNDARY	---
TAX MAP BLOCK NO.	7
TAX MAP PARCEL NO.	(1.0)
TAX MAP PARCEL LINE	---
ORIGINAL SHORE LINE (FROM TAX MAP)	---

NOTES:

THIS MAP IS FOR ILLUSTRATIVE PURPOSES ONLY.

ACCURACY OF DATA IS UNDETERMINABLE WITHOUT BENIFIT OF AN ACTUAL GROUND SURVEY.

BASE TOPOGRAPHY MAPPING SUPPLIED BY PHILADELPHIA DISTRICT CORPS OF ENGINEERS.

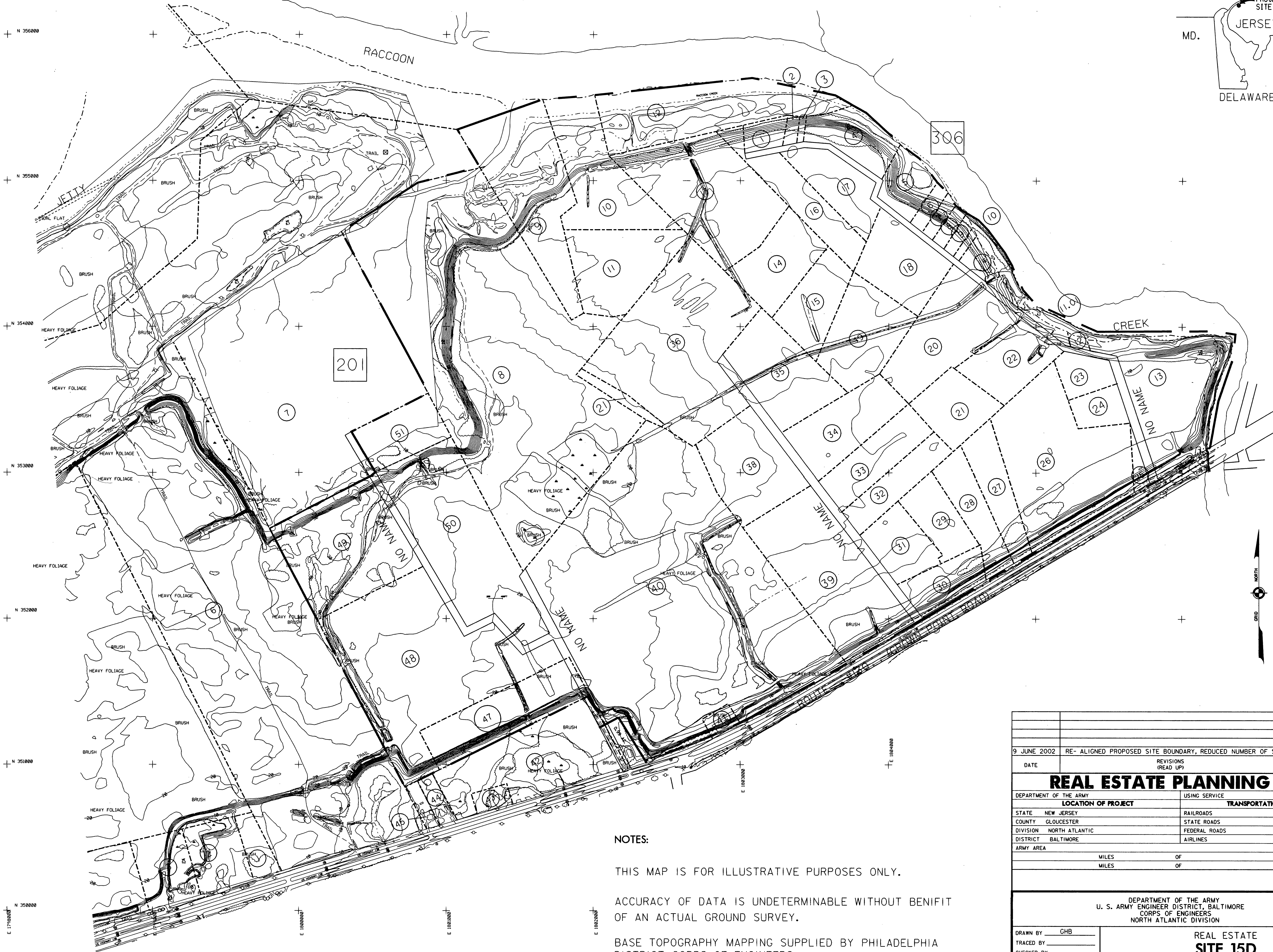
PARCEL LINES AND TAX DATA WAS DIGITALLY REPRODUCED FROM SALEM COUNTY, OLDMANS TOWNSHIP, TAX MAP NO. 2, DATED MAY 1960, LAST REIVSED DECEMBER 1995.

9 JUNE 2002		REDUCED NO. OF SHEETS, REVISED REQUIRED ESTATES REGISTER		GHB
DATE	REVISIONS (READ UP)			BY
REAL ESTATE PLANNING MAP				
DEPARTMENT OF THE ARMY		USING SERVICE		
LOCATION OF PROJECT		TRANSPORTATION FACILITIES		
STATE	NEW JERSEY	RAILROADS		
COUNTY	SALEM AND GLOUCESTER	STATE ROADS		
DIVISION	NORTH ATLANTIC	FEDERAL ROADS		
DISTRICT	BALTIMORE	AIRLINES		
ARMY AREA				
MILES	OF			
MILES	OF			
DEPARTMENT OF THE ARMY U. S. ARMY ENGINEER DISTRICT, BALTIMORE CORPS OF ENGINEERS NORTH ATLANTIC DIVISION				
DRAWN BY: GHB	REAL ESTATE			
TRACED BY:	SITE 15G			
CHECKED BY:	UPLAND DISPOSAL AREA			
SUBMITTED BY:	DELAWARE RIVER DEEPENING PROJECT			
RECOMMENDED BY:	NEW JERSEY			
CHIEF P&C BRANCH	APPROVED BY:	DATE 19 APR 1996		
CHIEF, REAL ESTATE DIVISION				
US ARMY CORPS OF ENGINEERS, WASHDC 20314	PLATE	SCALE IN FEET		
	R-2	300 150 0 300 600		
INSTALLATION OR PROJECT NO.	SHEET 2 OF 3		DRAWING NO.	

REQUIRED ESTATES				
TAX BLK	TAX LOT	PURPORTED LAND OWNER	APPROX. ACREAGE	
			FEE	ESMT. OTHER
201	8	EUGENE MORI	65.53	
201	9	EUGENE MORI	8.00	
201	10	JOHN W. FILEMYR	5.27	
201	11	AMERICAN ATLANTIC CORPORATION	8.00	
201	12	JAMES P. SWED	12.00	
201	13	MARY RECITE & J. PATANE	13.60	
201	14	WILLIAM C. & BARBARA J. BRIGGS	5.50	
201	15	E. SPRINGER	4.70	
201	16	JOSEPH PATANE	4.88	
201	17	CONCETTA J. LEONARDI	4.65	
201	18	WILLIAM DOAK & D. KLETZING	6.50	
201	19	SUSNICK	7.20	
201	20	FRANK & SEBASTINO NICOLASI	8.42	
201	21	ALFRED PIERCE	4.30	
201	22	ALFRED PIERCE	6.40	
201	23	HARVEY & LAURA SHOEMAKER	2.08	
201	24	HARVEY & LAURA SHOEMAKER	2.07	
201	25	WILLARD & DOROTHY FOLKER	0.20	
201	26	AMERICAN ATLANTIC CORPORATION	17.40	
201	27	LOGAN TOWNSHIP	4.30	
201	28	ALFRED PIERCE	4.20	
201	29	LOGAN TOWNSHIP	3.60	
201	30	HARRY FINNOCHIARO	4.00	
201	31	RICHARD & AMELLIA KELLER	4.20	
201	32	ELEANOR HURFF	3.65	
201	33	J. PENNELL	4.60	
201	34	ELEANOR HURFF	6.58	
201	35	JOHN W. FILEMYR	8.70	
201	36	ELKO & CLARK IACOBUCCI	20.90	
201	37	EUGENE MORI	1.00	
201	38	D. MCCORMICK & J. WRIGHT	8.00	
201	39	EUGENE MORI	14.10	
201	40	PAZ BROTHERS, INC.	63.00	
201	41	PAZ, PAZ, & PISTELLI	1.00	
201	47	EUGENE MORI	7.75	
201	48	EUGENE MORI	24.15	
201	49	SANDRA CHESNEY	12.70	
201	50	EUGENE MORI	15.80	
201	51	SANDRA CHESNEY	4.70	
306	1	JAMES P. SWED	1.50	
306	2	JOHN & JOSEPH BLASIAK	0.50	
306	3	JAMES P. SWED	0.20	
306	4	JAMES P. SWED	4.30	
306	5	LOGAN TOWNSHIP	1.38	
306	6	LOGAN TOWNSHIP	0.60	
306	7	LOGAN TOWNSHIP	0.50	
306	8	WILLIAM & ED DOAK, & D. KLETZING	0.50	
306	9	LOGAN TOWNSHIP	0.40	
306	10	LOGAN TOWNSHIP	0.20	
306	11	LOGAN TOWNSHIP	0.70	
306	11.01	ALFRED PIERCE	0.40	
306	12	ALFRED PIERCE	0.30	
306	13	ALFRED PIERCE	10.90	
201	-	UNKNOWN (ROADWAYS)	10.51	
TOTALS			436.52	

LEGEND

- PROPOSED SITE BOUNDARY
- TAX MAP BLOCK NO. 305
- TAX MAP PARCEL NO. 1.01
- TAX MAP PARCEL LINE
- ORIGINAL SHORE LINE (FROM TAX MAP)



NOTES:

THIS MAP IS FOR ILLUSTRATIVE PURPOSES ONLY.

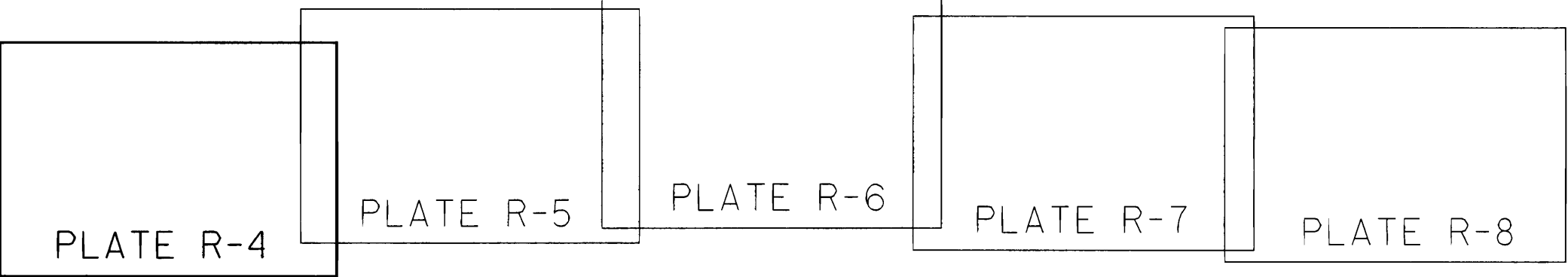
ACCURACY OF DATA IS UNDETERMINABLE WITHOUT BENIFIT OF AN ACTUAL GROUND SURVEY.

BASE TOPOGRAPHY MAPPING SUPPLIED BY PHILADELPHIA DISTRICT CORPS OF ENGINEERS.

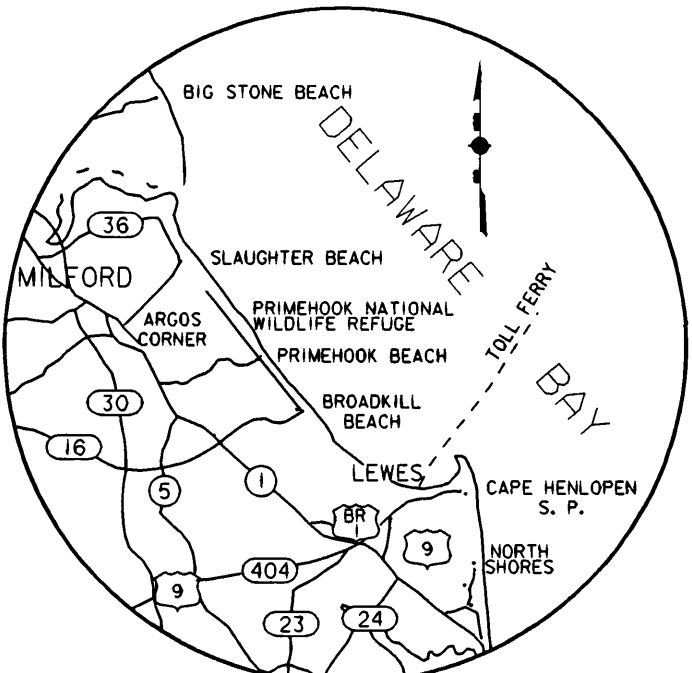
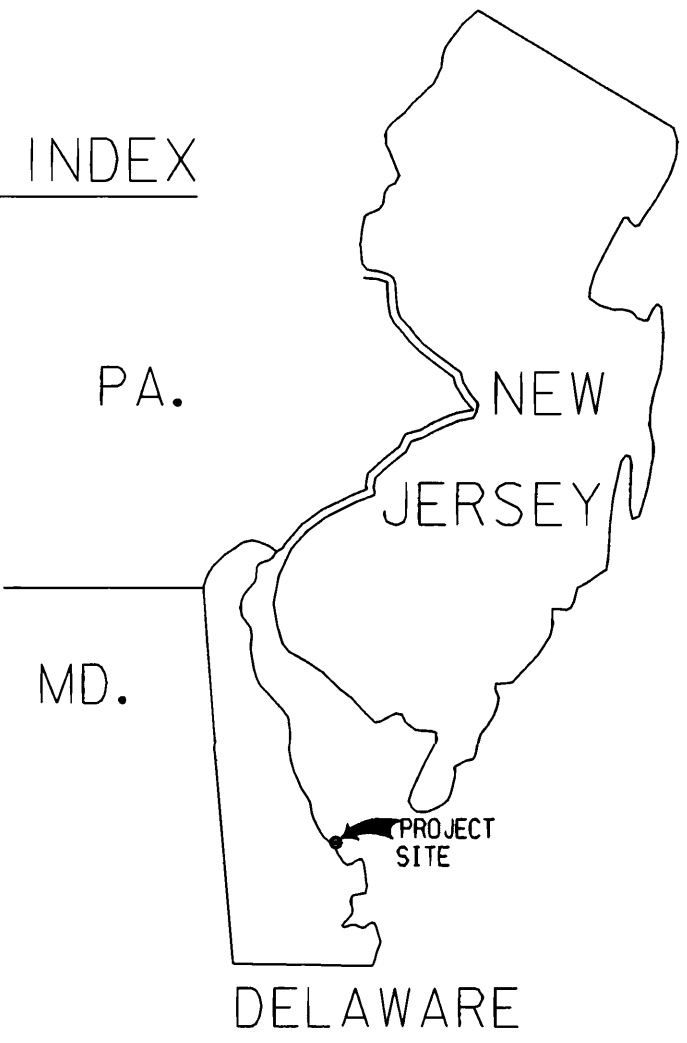
PARCEL LINES AND TAX DATA WAS DIGITALLY REPRODUCED FROM GLOUCESTER COUNTY, LOGAN TOWNSHIP, TAX MAP NO. 2 & 3 DATED 2 AUGUST 1999 & APPROVED 19 OCTOBER 1999.

9 JUNE 2002		RE- ALIGNED PROPOSED SITE BOUNDARY, REDUCED NUMBER OF SHEETS		GHB
DATE	REVISIONS (READ UP)			BY
REAL ESTATE PLANNING MAP				
DEPARTMENT OF THE ARMY		USING SERVICE		
LOCATION OF PROJECT		TRANSPORTATION FACILITIES		
STATE	NEW JERSEY	RAILROADS		
COUNTY	GLOUCESTER	STATE ROADS		
DIVISION	NORTH ATLANTIC	FEDERAL ROADS		
DISTRICT	BALTIMORE	AIRLINES		
ARMY AREA				
MILES OF				
MILES OF				
DEPARTMENT OF THE ARMY U. S. ARMY ENGINEER DISTRICT, BALTIMORE CORPS OF ENGINEERS NORTH ATLANTIC DIVISION				
DRAWN BY: GHB		REAL ESTATE		
TRACED BY:		SITE 15D		
CHECKED BY:		UPLAND DISPOSAL		
SUBMITTED BY:		DELAWARE RIVER DEEPENING PROJECT		
RECOMMENDED BY:		NEW JERSEY		
APPROVED BY:		DATE 18 APR 1996		
CHIEF, P&C BRANCH		CHIEF, REAL ESTATE DIVISION		
US ARMY CORPS OF ENGINEERS, WASH DC 20314		PLATE		
INSTALLATION OR PROJECT NO.		R-3		
		SCALE IN FEET 300 150 0 300 600 SHEET 3 OF 3 DRAWING NO.		

REAL ESTATE REQUIRED FOR PROJECT (THIS SHEET)		
TAX MAP/PARCEL	APPROXIMATE ACREAGE	REMARKS
	TEMPORARY WORK AREA EASEMENT	
2-30 INSERT E/92	0.65	
2-30 INSERT E, 2-35-3.12/17	0.11	AC. REPORTED ON R-4
2-30 INSERT E	0.02	TEMP RD ACCESS-AC ON R-4
2-30 INSERT E	2.06	PUBLIC DOMAIN
SHEET TOTAL	2.84	SEE SUMMARY ON PLATE R-4 FOR PROJECT TOTAL



STATE INDEX



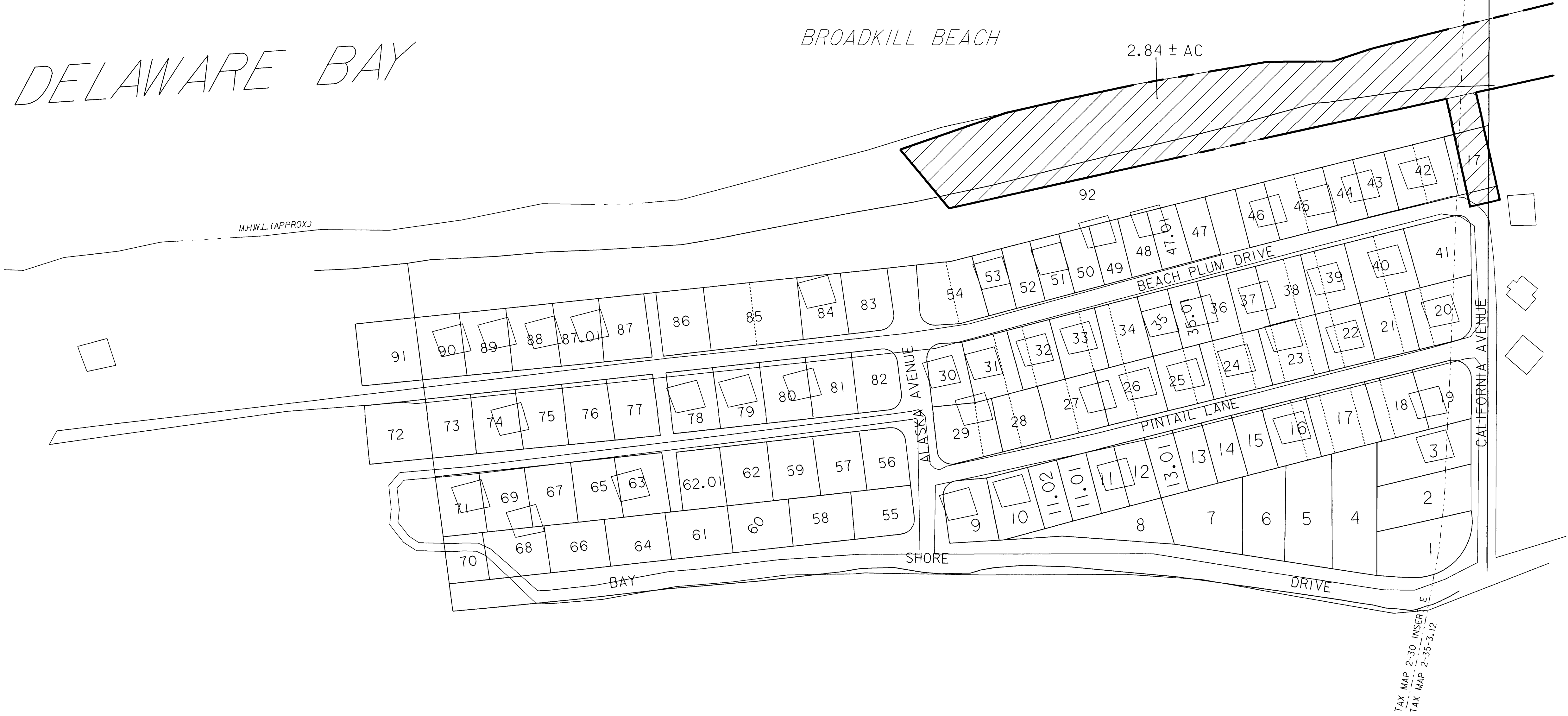
MATCH LINE TO PLATE R-5

DELAWARE BAY

BROADKILL BEACH

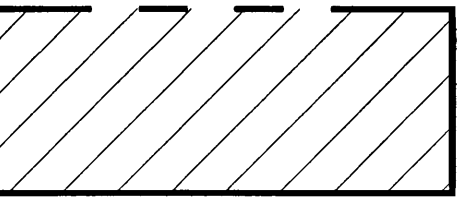
2.84 ± AC

BROADKILL BEACH PLACEMENT SITE		
SUMMARY OF REAL ESTATE REQUIRED FOR PROJECT (TOTALS)		
PLATE	APPROXIMATE ACREAGE TEMPORARY WORK AREA EASEMENT	REMARKS
R-4	2.84	
R-5	5.26	
R-6	4.43	
R-7	8.84	
R-8	3.86	
PROJECT TOTAL	25.23	



LEGEND

TEMPORARY WORK AREA
EASEMENT



TAX PARCEL LINE



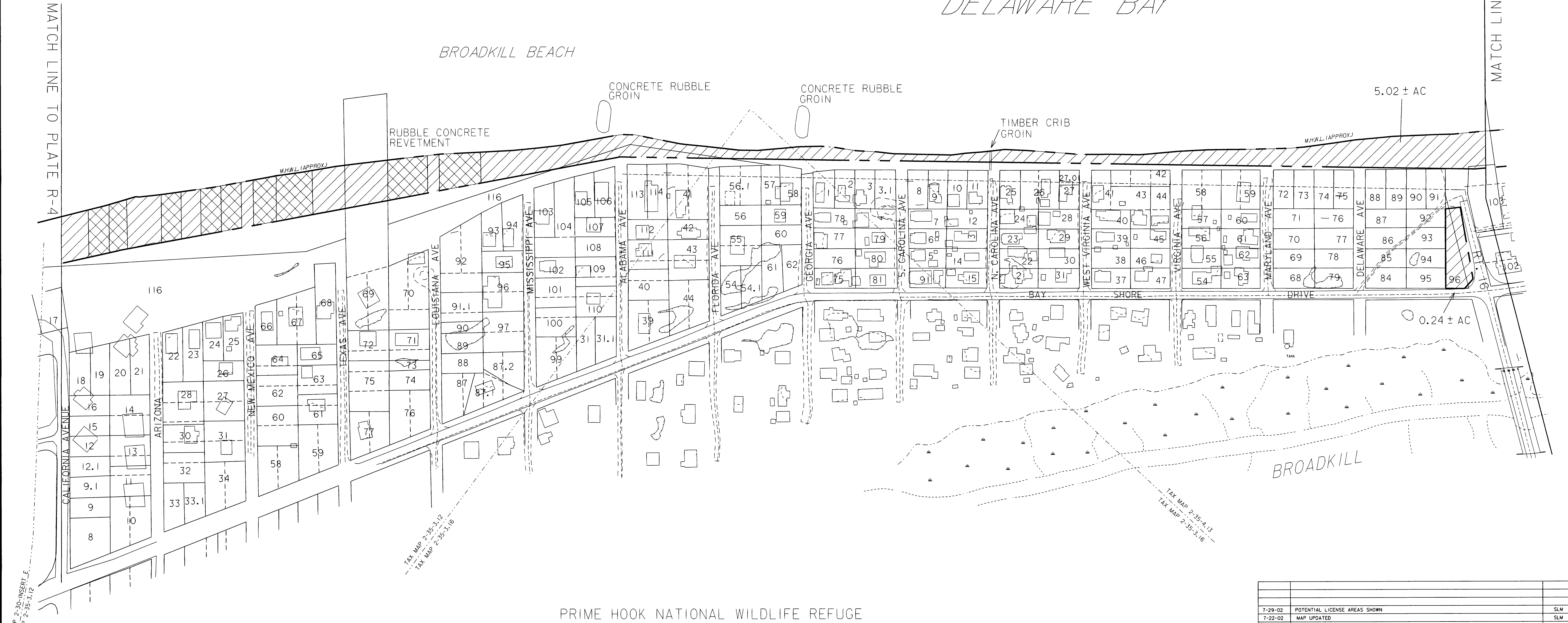
PARCEL NUMBER

10

- NOTES:
- THIS PLATE IS FOR PLANNING PURPOSES ONLY.
 - TAX MAP INFORMATION DERIVED FROM SUSSEX COUNTY, DE TAX MAPS AS PREPARED BY LITTON AERO SERVICE FOR THE SUSSEX COUNTY COUNCIL, DEPARTMENT OF FINANCE.
 - THE TRUE POSITION OF ALL PARCEL LINES CAN ONLY BE DETERMINED BY AN ACCURATE SURVEY PERFORMED BY A DELAWARE REGISTERED LAND SURVEYOR.
 - DESIGN INFORMATION PROVIDED BY THE U.S. ARMY CORPS OF ENGINEERS, PHILADELPHIA DISTRICT, ENGINEERING DIVISION.
 - BASE MAPPING PREDICATED ON THE DELAWARE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM 1983 (NAD83-FEET).

7-29-02	MAP UPDATED	SLM
7-22-02	MAP UPDATED	SLM
DATE	REVISIONS (READ UP)	BY
REAL ESTATE PLANNING MAP		
DEPARTMENT OF THE ARMY		USING SERVICE
LOCATION OF PROJECT		TRANSPORTATION FACILITIES
STATE	DELAWARE	RAILROADS
COUNTY	SUSSEX	STATE ROADS
DIVISION	NORTH ATLANTIC	FEDERAL ROADS
DISTRICT	BALTIMORE	AIRLINES
ARMY AREA X		
PROJECT SITE LOCATED APPROXIMATELY 6 MILES NW OF LEWES		
PROJECT SITE LOCATED APPROXIMATELY 7 MILES SE OF SLAUGHTER BEACH		
DEPARTMENT OF THE ARMY U. S. ARMY ENGINEER DISTRICT, BALTIMORE CORPS OF ENGINEERS NORTH ATLANTIC DIVISION		
DRAWN BY: SLM		REAL ESTATE BROADKILL BEACH PLACEMENT SITE DELAWARE RIVER DEEPENING PROJECT SUSSEX COUNTY, DELAWARE
TRACED BY: GHB		
CHECKED BY: GHB		
SUBMITTED BY: <i>SLH Barnes</i>		
RECOMMENDED BY: <i>James & Roberts</i>		APPROVED BY: <i>James & Roberts</i>
CHIEF, P&C BRANCH		CHIEF, REAL ESTATE DIVISION
US ARMY CORPS OF ENGINEERS, WASH DC 20314		DATE 11 JULY 2002
INSTALLATION OR PROJECT NO.		PLATE R-4
		SCALE IN FEET 100 50 0 100 200
		SHEET 1 OF 5
		DRAWING NO. X

REAL ESTATE REQUIRED FOR PROJECT (THIS SHEET)		
TAX MAP/PARCEL	APPROXIMATE ACREAGE TEMPORARY WORK AREA EASEMENT	REMARKS
2-35-3.12/69	0.25	
2-35-3.12/116	0.14	
2-35-4.13/103	0.01	AC. REPORTED ON R-5
2-35-4.13/96	0.15	STAGING AREA
2-35-4.13/	0.09	STAGING AREA-RT 16 ROW
2-35-3.12, 3.16, 4.13	4.62	PUBLIC DOMAIN
SHEET TOTAL	5.26	SEE SUMMARY ON PLATE R-4 FOR PROJECT TOTAL



TAX MAP 2-30-INSERT E
TAX MAP 2-35-3.12

TAX MAP 2-35-3.12
TAX MAP 2-35-3.16

TAX MAP 2-35-4.13
TAX MAP 2-35-3.16

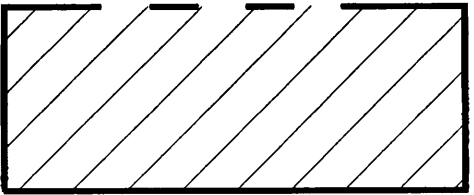
PRIME HOOK NATIONAL WILDLIFE REFUGE

NOTES:

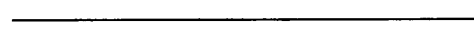
1. THIS PLATE IS FOR PLANNING PURPOSES ONLY.
2. TAX MAP INFORMATION DERIVED FROM SUSSEX COUNTY, DE TAX MAPS AS PREPARED BY LITTON AERO SERVICE FOR THE SUSSEX COUNTY COUNCIL, DEPARTMENT OF FINANCE.
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4. DESIGN INFORMATION PROVIDED BY THE U.S. ARMY CORPS OF ENGINEERS, PHILADELPHIA DISTRICT, ENGINEERING DIVISION.
5. BASE MAPPING PREDICATED ON THE DELAWARE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM 1983 (NAD83-FEET).

LEGEND

TEMPORARY WORK AREA
EASEMENT



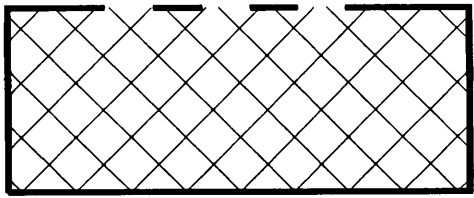
TAX PARCEL LINE



PARCEL NUMBER

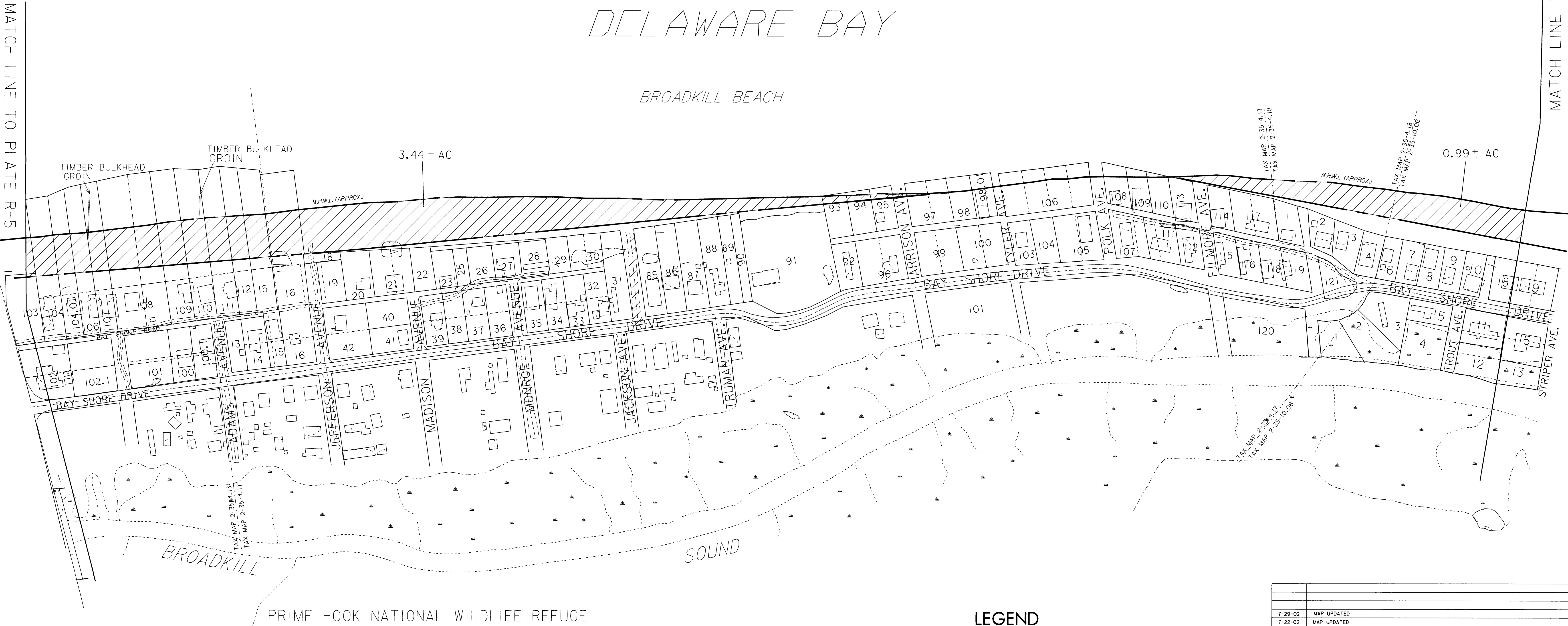
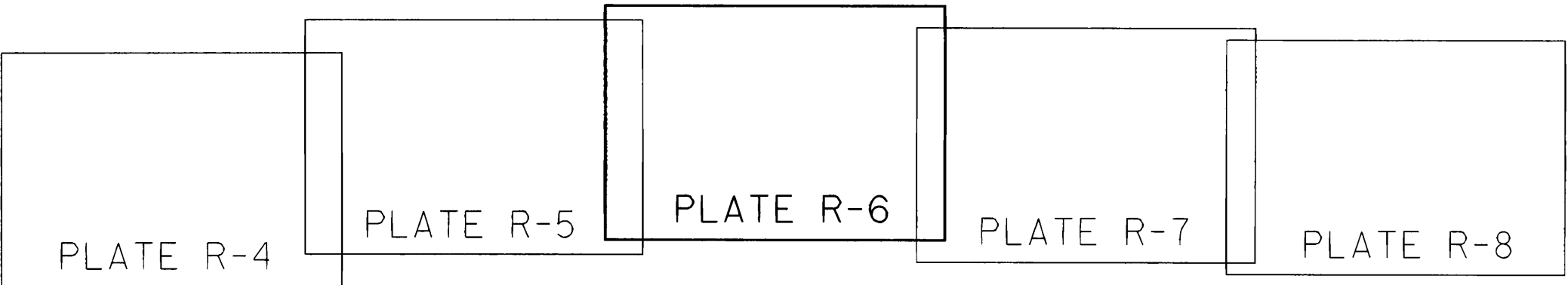
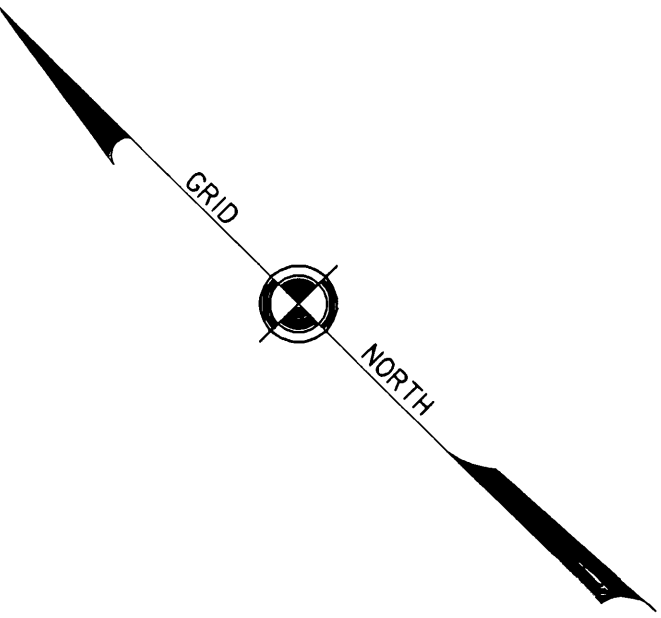
10

POTENTIAL LICENSE
AREAS



7-29-02		POTENTIAL LICENSE AREAS SHOWN	SLM
7-22-02		MAP UPDATED	SLM
DATE		REVISIONS (READ UP)	BY
REAL ESTATE PLANNING MAP			
DEPARTMENT OF THE ARMY		USING SERVICE	
LOCATION OF PROJECT		TRANSPORTATION FACILITIES	
STATE	DELAWARE	RAILROADS	
COUNTY	SUSSEX	STATE ROADS STATE ROUTE 16	
DIVISION	NORTH ATLANTIC	FEDERAL ROADS	
DISTRICT	BALTIMORE	AIRLINES	
ARMY AREA X			
PROJECT SITE LOCATED APPROXIMATELY		6	MILES NW OF LEWES
PROJECT SITE LOCATED APPROXIMATELY		7	MILES SE OF SLAUGHTER BEACH
DEPARTMENT OF THE ARMY U. S. ARMY ENGINEER DISTRICT, BALTIMORE CORPS OF ENGINEERS NORTH ATLANTIC DIVISION			
DRAWN BY: SLM		REAL ESTATE BROADKILL BEACH PLACEMENT SITE DELAWARE RIVER DEEPENING PROJECT SUSSEX COUNTY, DELAWARE	
TRACED BY: GHR		RECOMMENDED BY: James D. Roberts	
CHECKED BY: GHR		APPROVED BY: James D. Roberts	
SUBMITTED BY: J.H. Jones		DATE 11 JULY 2002	
RECOMMENDED BY: James D. Roberts		CHIEF, REAL ESTATE DIVISION	
CHIEF/P&C BRANCH		US ARMY CORPS OF ENGINEERS, WASH DC 20314	
INSTALLATION OR PROJECT NO.		PLATE R-5	
		SCALE IN FEET 100 50 0 100 200 SHEET 2 OF 5 DRAWING NO. X	

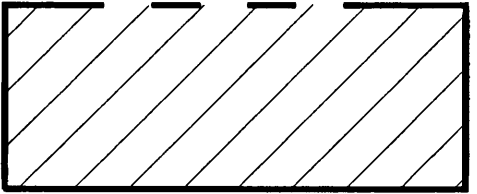
REAL ESTATE REQUIRED FOR PROJECT (THIS SHEET)			REAL ESTATE REQUIRED FOR PROJECT (THIS SHEET)-CONT.		
TAX MAP/PARCEL	APPROXIMATE ACREAGE TEMPORARY WORK AREA EASEMENT	REMARKS	TAX MAP/PARCEL	APPROXIMATE ACREAGE TEMPORARY WORK AREA EASEMENT	REMARKS
2-35-4.13/104	0.11		2-35-4.13,2-35-4.17/15	0.11	
2-35-4.13/104.01	0.08		2-35-4.13,2-35-4.17/16	0.17	
2-35-4.13/106	0.08		2-35-4.17/93	0.02	
2-35-4.13/107	0.08		2-35-4.17/94	0.02	
2-35-4.13/108	0.27		2-35-4.17/95	0.01	
2-35-4.13/109	0.13		2-35-4.13,4.17, 4.18,10.06	3.00	PUBLIC DOMAIN
2-35-4.13/110	0.13		SHEET TOTAL	4.43	SEE SUMMARY ON PLATE R-4 FOR PROJECT TOTAL
2-35-4.13/111	0.12				
2-35-4.13/112	0.10				



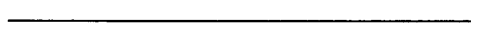
- NOTES:
1. THIS PLATE IS FOR PLANNING PURPOSES ONLY.
 2. TAX MAP INFORMATION DERIVED FROM SUSSEX COUNTY, DE TAX MAPS AS PREPARED BY LITTON AERO SERVICE FOR THE SUSSEX COUNTY COUNCIL, DEPARTMENT OF FINANCE.
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 4. DESIGN INFORMATION PROVIDED BY THE U.S. ARMY CORPS OF ENGINEERS, PHILADELPHIA DISTRICT, ENGINEERING DIVISION.
 5. BASE MAPPING PREDICATED ON THE DELAWARE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM 1983 (NAD83-FEET).

LEGEND

TEMPORARY WORK AREA EASEMENT



TAX PARCEL LINE

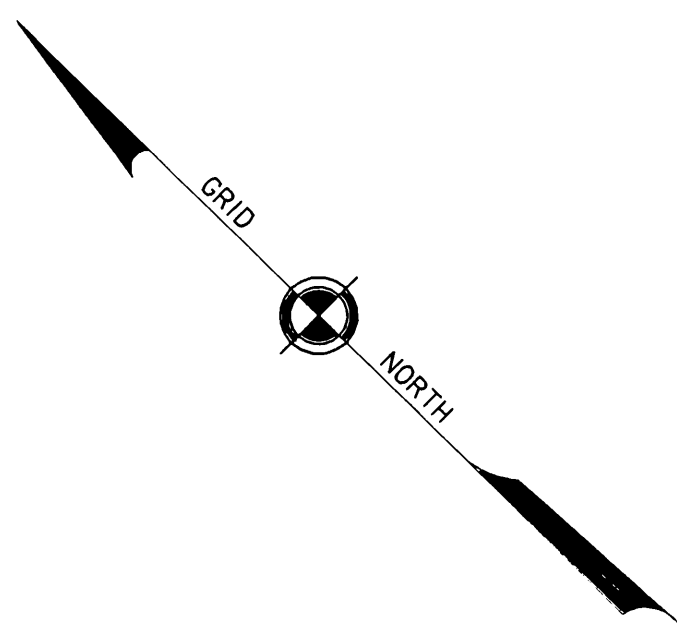


PARCEL NUMBER

10

7-29-02 7-22-02		MAP UPDATED MAP UPDATED	SLM SLM
DATE	REVISIONS (READ UP)		BY
REAL ESTATE PLANNING MAP			
DEPARTMENT OF THE ARMY LOCATION OF PROJECT		USING SERVICE TRANSPORTATION FACILITIES	
STATE	DELAWARE	RAILROADS	
COUNTY	SUSSEX	STATE ROADS	STATE ROUTE 16
DIVISION	NORTH ATLANTIC	FEDERAL ROADS	
DISTRICT	BALTIMORE	AIRLINES	
ARMY AREA X			
PROJECT SITE LOCATED APPROXIMATELY 6 MILES NW OF LEWES			
PROJECT SITE LOCATED APPROXIMATELY 7 MILES SE OF SLAUGHTER BEACH			
DEPARTMENT OF THE ARMY U. S. ARMY ENGINEER DISTRICT, BALTIMORE CORPS OF ENGINEERS NORTH ATLANTIC DIVISION			
DRAWN BY: SLM TRACED BY: GHR CHECKED BY: GHR SUBMITTED BY: JH Barnes RECOMMENDED BY: James & Roberts CHIEF/PAC BRANCH		REAL ESTATE BROADKILL BEACH PLACEMENT SITE DELAWARE RIVER DEEPENING PROJECT SUSSEX COUNTY, DELAWARE APPROVED BY: James & Roberts CHIEF, REAL ESTATE DIVISION DATE 11 JULY 2002	
US ARMY CORPS OF ENGINEERS, WASH DC 20314		PLATE R-6 SCALE IN FEET 100 50 0 100 200 SHEET 3 OF 5 DRAWING NO. X	

Diagram illustrating the sequence of plates R-4 through R-8, showing their relative positions and overlaps.



DELAWARE BAY

BROADKILL BEACH

 $8.84 \pm \text{AC.}$

M.H.W.L. (APPROX

MHWL (APPROX.)

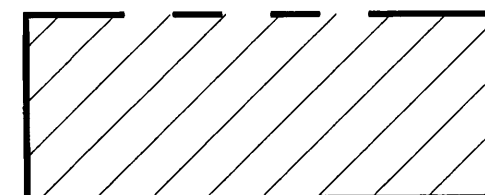
BROADKILL SOUND

PRIME HOOK NATIONAL WILDLIFE REFUGE

1. THIS PLATE IS FOR PLANNING PURPOSES ONLY.
2. TAX MAP INFORMATION DERIVED FROM SUSSEX COUNTY, DE
TAX MAPS AS PREPARED BY LITTON AERO SERVICE FOR
THE SUSSEX COUNTY COUNCIL, DEPARTMENT OF FINANCE.
3. THE TRUE POSITION OF ALL PARCEL LINES CAN ONLY BE
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4. DESIGN INFORMATION PROVIDED BY THE U.S. ARMY CORPS
OF ENGINEERS, PHILADELPHIA DISTRICT, ENGINEERING DIVISION.
5. BASE MAPPING PREDICATED ON THE DELAWARE STATE PLANE
COORDINATE SYSTEM, NORTH AMERICAN DATUM 1983, (NAD83- FEET).

LEGEND

TEMPORARY WORK AREA
EASEMENT



TAX PARCEL LINE

PARCEL NUMBER

10

REAL ESTATE PLANNING MAP

DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, BALTIMORE
CORPS OF ENGINEERS
NORTH ATLANTIC DIVISION

RECOMMENDED BY:
Spence L Roberts

APPROVED BY: James S. Lusk DATE 11 JULY 200

CHIEF/P&C BRANCH

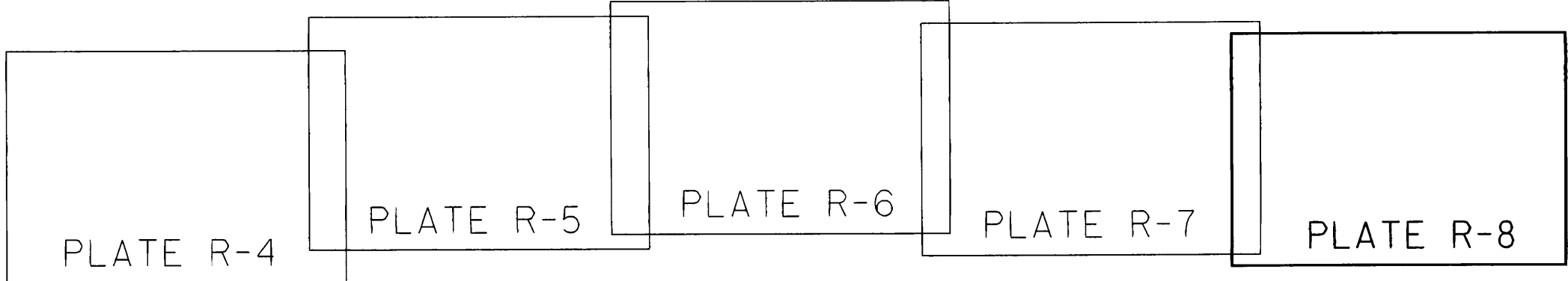
CHIEF, REAL ESTATE DIVISION	
RS WASH DC 20314	PLATE
SCALE IN FEET	

05 ARMY CORPS OF ENGINEERS

R-7

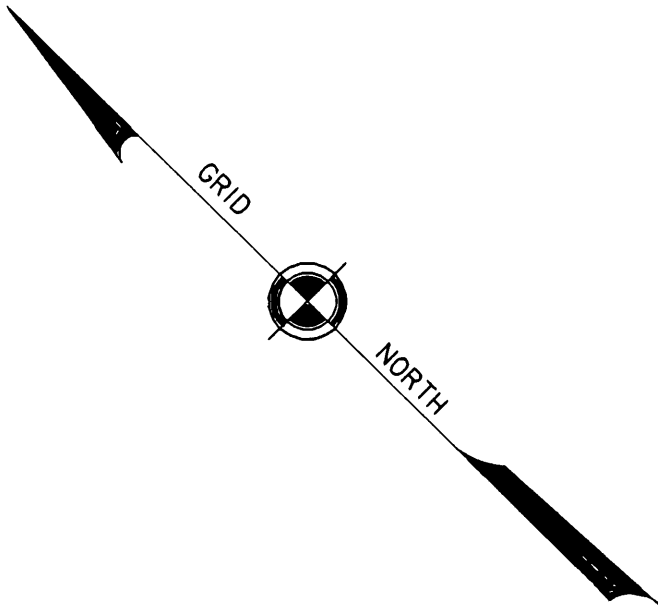
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REAL ESTATE REQUIRED FOR PROJECT (THIS SHEET)		
TAX MAP/PARCEL	APPROXIMATE ACREAGE	
	TEMPORARY WORK AREA EASEMENT	REMARKS
2-35-10,10/	0.22	OPEN RECREATION AREA
2-35-11/1	0.53	OPEN RECREATION AREA
2-35-10,10,2-35-11	3.11	PUBLIC DOMAIN
SHEET TOTAL	3.86	SEE SUMMARY ON PLATE R-4 FOR PROJECT TOTAL

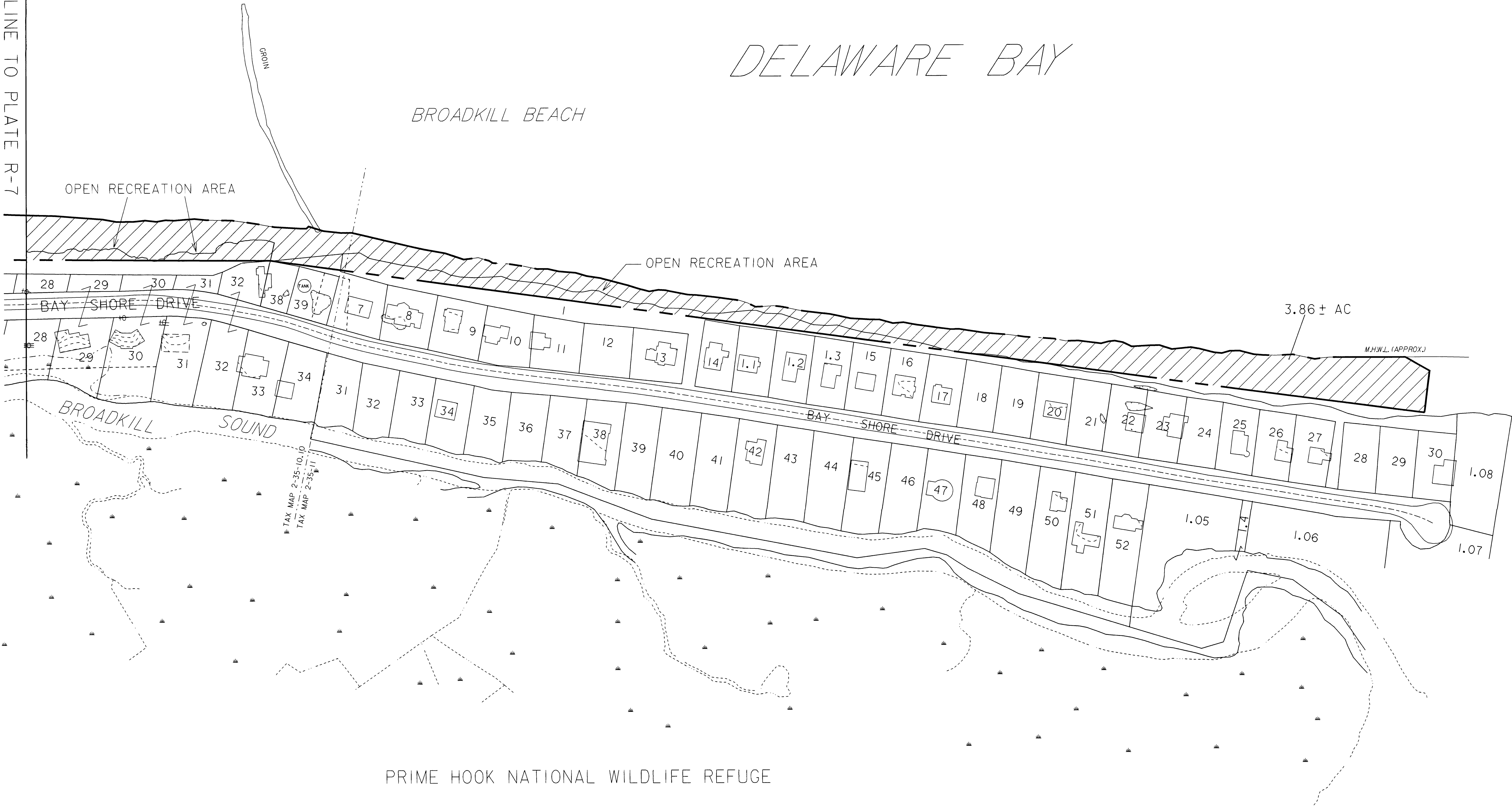


DELAWARE BAY

BROADKILL BEACH



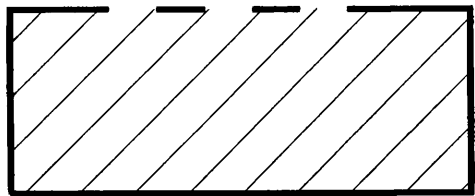
MATCH LINE TO PLATE R-7



PRIME HOOK NATIONAL WILDLIFE REFUGE

LEGEND

TEMPORARY WORK AREA EASEMENT



TAX PARCEL LINE



PARCEL NUMBER

10

NOTES:

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4. DESIGN INFORMATION PROVIDED BY THE U.S. ARMY CORPS OF ENGINEERS, PHILADELPHIA DISTRICT, ENGINEERING DIVISION.
5. BASE MAPPING PREDICATED ON THE DELAWARE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM 1983 (NAD83- FEET).

7-29-02 MAP UPDATED		SLM
7-22-02 MAP UPDATED		SLM
DATE	REVISIONS (READ UP)	BY
REAL ESTATE PLANNING MAP		
DEPARTMENT OF THE ARMY		USING SERVICE
LOCATION OF PROJECT		TRANSPORTATION FACILITIES
STATE	DELAWARE	RAILROADS
COUNTY	SUSSEX	STATE ROADS STATE ROUTE 16
DIVISION	NORTH ATLANTIC	FEDERAL ROADS
DISTRICT	BALTIMORE	AIRLINES
ARMY AREA X		
PROJECT SITE LOCATED APPROXIMATELY 6 MILES NW OF LEWES		
PROJECT SITE LOCATED APPROXIMATELY 7 MILES SE OF SLAUGHTER BEACH		
DEPARTMENT OF THE ARMY U. S. ARMY ENGINEER DISTRICT, BALTIMORE CORPS OF ENGINEERS NORTH ATLANTIC DIVISION		
DRAWN BY: SLM		REAL ESTATE BROADKILL BEACH PLACEMENT SITE DELAWARE RIVER DEEPENING PROJECT SUSSEX COUNTY, DELAWARE
TRACED BY: CHB		
CHECKED BY: CHB		
SUBMITTED BY: <i>CHB</i>		
RECOMMENDED BY: <i>James A. Roberts</i>		APPROVED BY: <i>James A. Roberts</i> DATE 11 JULY 2002
CHIEF/P&C BRANCH		CHIEF, REAL ESTATE DIVISION
US ARMY CORPS OF ENGINEERS, WASH DC 20314		PLATE R-8
INSTALLATION OR PROJECT NO.		SCALE IN FEET 100 50 0 100 200 SHEET 5 OF 5 DRAWING NO. 8

26111-02

EXHIBIT B

Exhibit C
Assessment Of Non-Federal Sponsor's
Real Estate Acquisition Capability
Delaware River Main Channel Deepening Project
Delaware, New Jersey And Pennsylvania

1. Legal Authority

a. Does the sponsor have legal authority to acquire and hold title to real property for project purposes?

Yes.

b. Does the sponsor have the power of eminent domain for this project?

The sponsor has the power of eminent domain in the State of New Jersey and Commonwealth of Pennsylvania, not in the State of Delaware.

c. Does the sponsor have "quick-take" authority for this project?

In the State of New Jersey and Commonwealth of Pennsylvania, yes, but not the State of Delaware.

d. Are there any lands/interests in land required for the project located outside the sponsor's political boundary?

Yes, the lands/interests located in the State of Delaware.

e. Are any of the lands/interests in land required for the project owned by an entity whose property the sponsor cannot condemn?

Yes. The sponsor can condemn privately held properties, if necessary in the State of New Jersey and the Commonwealth of Pennsylvania. However, the sponsor cannot condemn State or Federally-owned properties or properties located in Delaware.

2. Human Resource Requirements:

a. Will the sponsor's in-house staff require training to become familiar with the real estate requirements of Federal projects including P.L. 91-646, as amended?

No.

b. If the answer to 2a is yes, has a reasonable plan been developed to provide such training?

N/A

c. Does the sponsor's in-house staff have sufficient real estate acquisition experience to meet its responsibilities for the project?

Yes.

d. Is the sponsor's projected in-house staffing levels sufficient considering its other workload, if any, and the project schedule?

Yes.

e. Can the sponsor obtain contractor support, if required, in a timely fashion?

Yes. The NFS has already contracted outside Counsel for this project.

f. Will the sponsor likely request USACE assistance in acquiring real estate?

Yes. Technical Appraisal assistance has been requested to scope appraiser contracts and selection. The NFS might also request in the future that the Government perform any condemnations required, if necessary. Any condemnations required on the project lands/interests located in the State of Delaware will need to be done by the Government.

3. Other Project Variables:

a. Will the sponsor's staff be located within reasonable proximity to the project site?

Yes. They are located approximately 9 miles from the project.

b. Has the sponsor approved the project/real estate schedule/milestones?

Yes.

4. Overall Assessment:

a. Has the sponsor performed satisfactorily on other USACE projects?

Yes. The sponsor has performed satisfactorily on other projects.

b. With regard to this project, the sponsor is anticipated to be: highly capable/fully capable/moderately capable/marginally capable/insufficiently capable?

Fully capable.

5. Coordination:

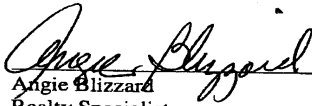
a. Has this assessment been coordinated with the sponsor?

Yes.

b. Does the sponsor concur with this assessment?

Yes.

Prepared by:


Angie Blizzard
Realty Specialist

Reviewed and approved by:


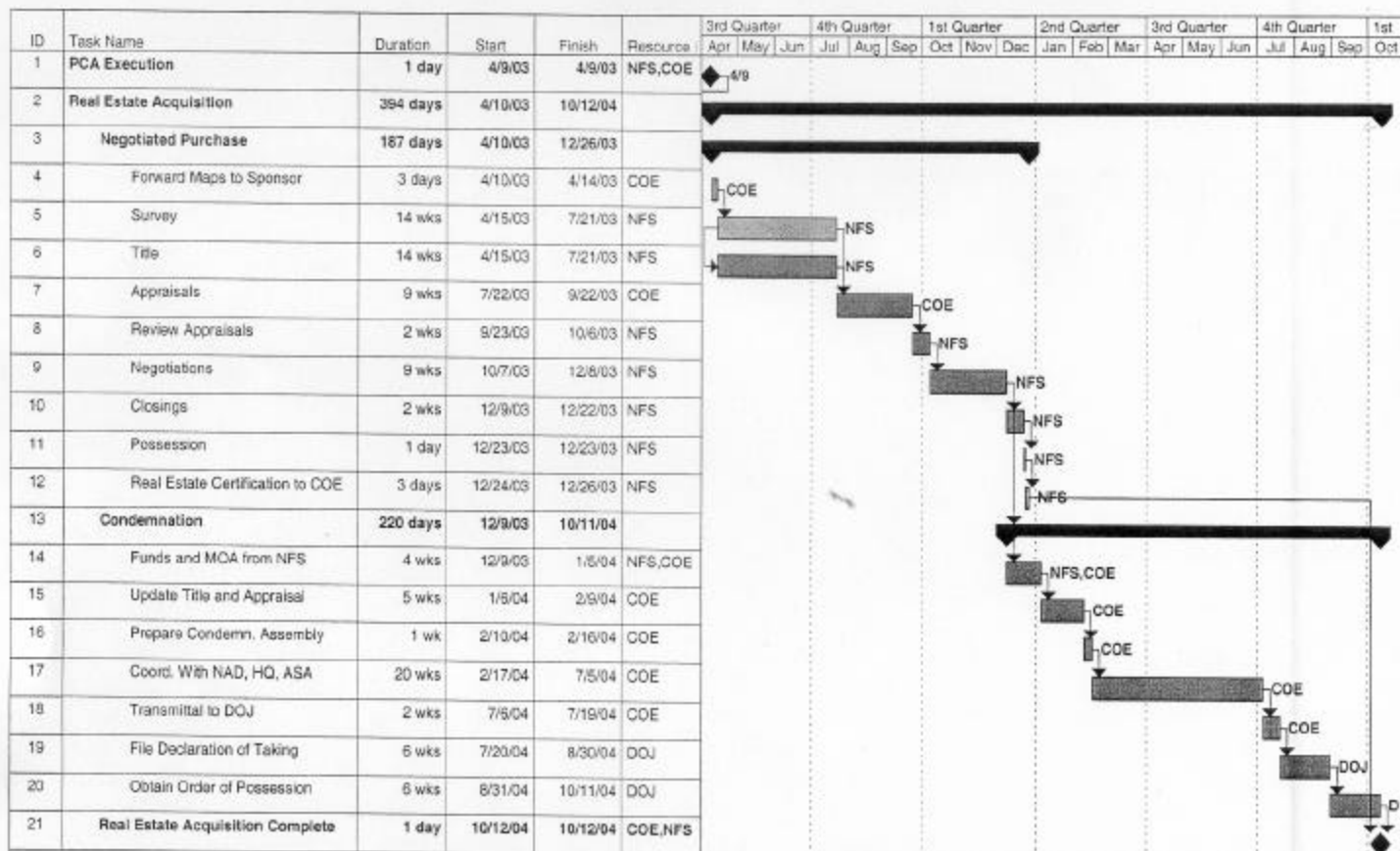

Nina P. Kelley
Chief, Civil Projects Support Branch
Real Estate Division
CENAB-RE-C

Exhibit D

Real Estate Acquisition Schedule



Project: DE Main Channel Deepening
Date: 6/25/02

Task		Summary		Rolled Up Progress	
Split		Rolled Up Task		External Tasks	
Progress		Rolled Up Split		Project Summary	
Milestone		Rolled Up Milestone			