



**US Army Corps
of Engineers**

Philadelphia District

Public Notice

Public Notice No.
CENAP-PL-E-24-02

Date
April 29, 2024

In Reply Refer to:
Environmental Resources Branch

MISPELLION INLET FEDERAL NAVIGATION CHANNEL MILFORD, SUSSEX COUNTY, DELAWARE

Notice is hereby given that the U.S. Army Corps of Engineers (USACE), Philadelphia District is initiating the scoping phase for an environment assessment and feasibility study to evaluate alternatives to repair shoreline damages caused by a federal navigation project along the Mispillion Inlet. In accordance with the National Environmental Policy Act (NEPA) of 1969, this public notice serves to initiate the project scoping process as outlined in 33 CFR Part 230.12 regarding potential project or Federal action proposed in the EA/IFR.

The feasibility study is being conducted under the authority of Section 111 of the Rivers and Harbors Act (RHA) of 1968; P.L. 90-483, as amended by Section 940 of the Water Resources Development Act (WRDA) 1986 (P.L. 99-662); Section 214, WRDA 1999 (P.L. 106-53). Section 111 authorizes planning of a justified level of work for the prevention or mitigation to non-Federal public and privately-owned shores to the extent that such damages can be directly identified and attributed to Federal navigation works. Within this authorization, Federal engagement is limited to mitigating only those damages caused by the Federal navigation project.

The study area, the Mispillion Inlet in Milford, Sussex County, Delaware, is located in southern Delaware approximately 20 miles due west of Cape May Point, NJ (Enclosure 1). The Mispillion Inlet forms the confluence of the Mispillion River and Cedar Creek with Delaware Bay (Enclosure 2). The Mispillion Inlet Federal navigation project includes a pair of jetties and an 80-foot-wide channel that is maintained to a depth of 6 feet below mean lower low water (MLLW). Inside the inlet the Cedar Creek Federal navigation project branches off to the southwest.

Historical shoreline mapping of the study area shows that there has been continuous shoreline erosion north of the inlet, while the shoreline south of the inlet has remained relatively stable. Enclosure 3 shows the shoreline changes adjacent to Mispillion Inlet from 1842 though

2017. The shoreline change data indicate that during periods that predate the construction of the Mispillion Inlet navigation project (i.e., 1893 to 1939), the beach north of the inlet retreated at rates between 6 and 7 feet per year for a loss of approximately 300 feet prior to the construction of the jetties. For periods after 1946 the rates of shoreline retreat increased to as much as 10 to 14 feet per year, for a loss of approximately 900 feet after the construction.

The feasibility study will investigate the effects the jetties have had on the adjacent, state-owned beach north of the inlet, the stability of the inlet, and alternatives for mitigating those impacts, if justified.

This notice initiates scoping procedures as outlined in 33 CFR Part 230.12. Scoping is an early and open process for identifying any significant issues related to the proposed Federal action. Participation of the public and other interested parties and stakeholders in identifying significant issues and alternatives is being solicited by means of this public notice. The public and other interested parties are invited to participate in the project scoping by providing written comments, questions, and concerns to this office within 30 days from the date of this notice.

For further information on this assessment, please contact:

Mr. Stephen Rochette
U.S. Army Corps of Engineers
ATTN: CENAP
1650 Arch Street
Philadelphia, PA 19103-2004

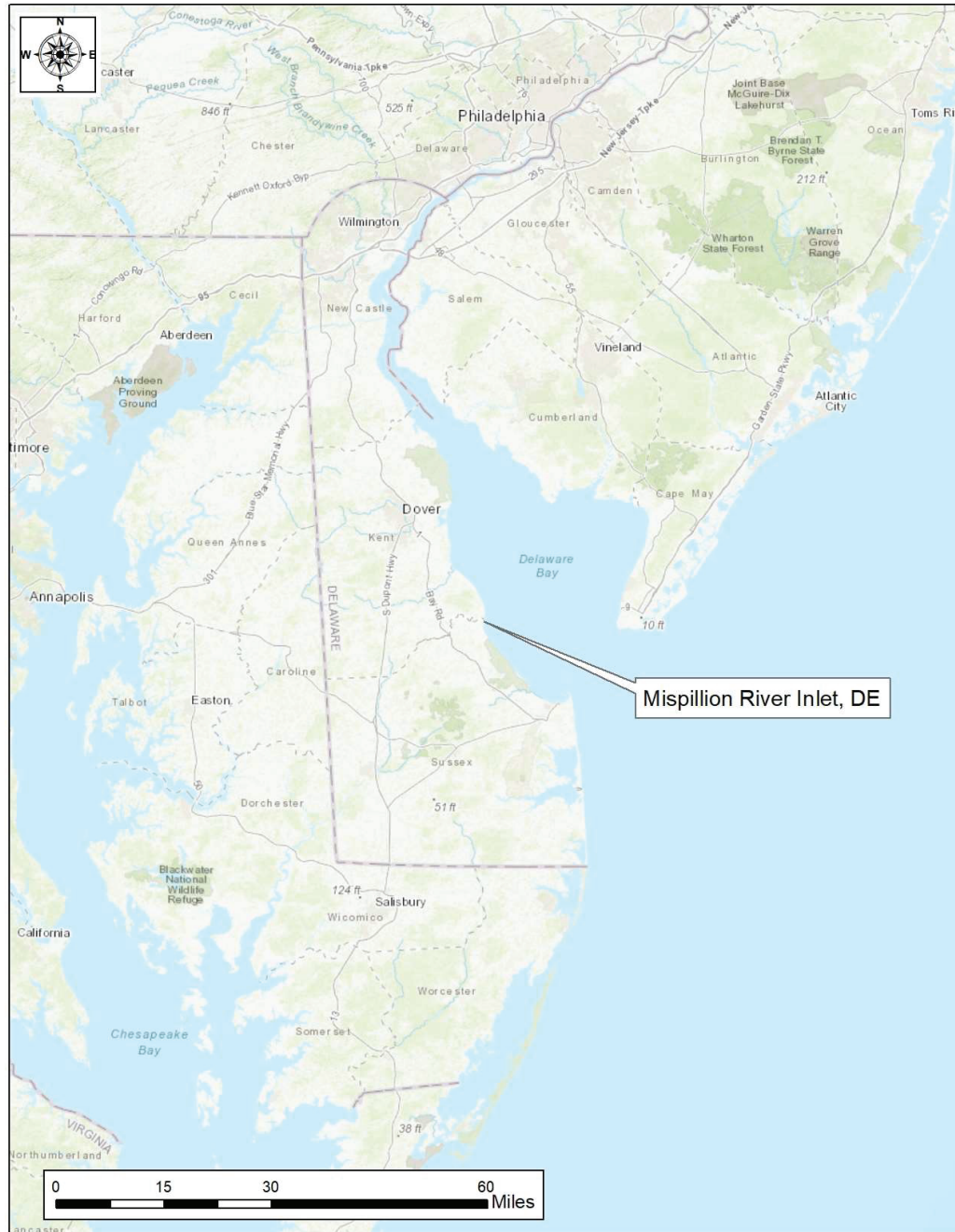
e-mail: Stephen.Rochette@usace.army.mil

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Adrian Leary
Chief, Planning Division
Philadelphia District
U.S. Army Corps of Engineers

Enclosure 1: Project Location Map – Location of Mispillion Inlet



Enclosure 2: Aerial Photograph of Mispillion Inlet Vicinity, 2020



Enclosure 3: Historic Shoreline Changes, Mispillion Inlet Vicinity (2017 aerial photo)

