



**US Army Corps
of Engineers**

Philadelphia District

Public Notice

Public Notice No.
CENAP-PLE-26-04

Date
May 20, 2026

In Reply Refer to:
Environmental Resources Branch

DRAFT
**DETAILED PROJECT REPORT/ENVIRONMENTAL ASSESSMENT
CONTINUING AUTHORITIES PROGRAM
SECTION 111 SHORE DAMAGE MITIGATION PROJECT
MISPILLION INLET, MILFORD, SUSSEX COUNTY, DELAWARE**

In accordance with Section 102 of the National Environmental Policy Act, as amended, Section 404 of the Clean Water Act, and Section 10 of the Rivers and Harbors Act, notice is hereby given that the U.S. Army Corps of Engineers (USACE), Philadelphia District, is issuing a draft Integrated Detailed Project Report/Environmental Assessment (DPR/EA) for the Continuing Authorities Program, Section 111 Shore Damage Mitigation Project, Mispillion Inlet, Milford, Sussex County, Delaware.

The purpose of this study is to evaluate and address the impacts of the Mispillion Inlet Federal Navigation Project (FNP), which was constructed by the USACE between 1893-1939. The study is needed to develop solutions for the shoreline erosion north of Mispillion Inlet that occurred after the jetties at the northern and southern portions of the inlet were constructed.

The DPR/EA evaluates the existing environmental, cultural, and socio-economic conditions in the study area and the potential impacts of the proposed Tentatively Selected Plan (TSP). The TSP is a one-time beach nourishment on the Conch Bar Beach, north of the Mispillion Inlet to restore shoreline habitat (see Figure 1). A 1,700-foot-long berm will be constructed with a width of 150 feet and a crest elevation of +5 feet, based on the North American Vertical Datum of 1988 (NAVD88). Approximately 80,500 cubic yards of truck-hauled sand would be used for construction. The DPR/EA also evaluates the *No Action* alternative of not mitigating the shoreline erosion and considers 10 other alternatives.

Shoreline changes adjacent to Mispillion Inlet reveal a significant increase in erosion following construction of the Mispillion Inlet FNP. The Mispillion Inlet FNP includes a pair of jetties and a channel with dimensions of 80 feet (width) and 6 feet (depth) below mean lower low water (MLLW). Without intervention, the shorelines are expected to continue to erode, increasing the risk of another breach along the shoreline north of Mispillion Inlet. The Mispillion River took a "short-cut" through the previous breach causing a reduction in tidal flows and velocities through Mispillion Inlet and increased shoaling in the inlet. A breach would likely result in a "short-cut" through the tidal wetlands and losses of shorebird nesting, foraging, and resting habitat. The Mispillion Inlet is nationally significant horseshoe

crab (*Limulus polyphemus*) spawning habitat and feeding and resting habitat for the Federally threatened red knot (*Calidris cantus rufa*) and other migratory birds. Cedar Creek and Mispillion Inlet shoaling from a new breach could also potentially impede the operations of Delaware Launch Services, located on Cedar Creek. Delaware Launch Services is the only launch service that provides safe transport of personnel and supplies to tanker vessels anchored in Delaware Bay and the nearby Atlantic Ocean.

In accordance with the National Environmental Policy Act of 1969, a draft Finding of No Significant Impact (FONSI) and Draft DPR/EA are being circulated to the appropriate Federal, State, and local agencies, and the interested public. This document is available from the Philadelphia District website for download at:
<http://www.nap.usace.army.mil/Missions/CivilWorks/PublicNoticesReports.aspx>.

Practicable means to avoid or minimize adverse environmental effects have been incorporated into the TSP. Compliance and coordination under the following environmental laws is ongoing:

- Coastal Barrier Resources Act (CBRA) of 1982,
- Coastal Zone Management Act,
- Clean Air Act (CAA) of 1970,
- Clean Water Act (CWA) of 1972,
- Endangered Species Act (ESA) of 1973,
- Magnuson-Stevens Fishery Conservation and Management Act (MSA), and
- National Historic Preservation Act (NHPA) of 1966.

The public and all agencies are invited to comment on the proposed action. More detailed information on this work is available for public review at the Philadelphia District Office. Any person may request, in writing to the District Engineer, within the comment period specified in this notice, that a public hearing be held to consider this proposal. Requests for a public hearing shall state, in detail, the reasons for holding a public hearing.

All comments on the work described in this public notice should be directed to Mr. Scott Sanderson ATTN: Environmental Resources Branch, by e-mail at PDPA-NAP@usace.army.mil or by mail at the address listed below by June 19, 2026.

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FOR THE DISTRICT ENGINEER:

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Figure 1. The Tentatively Selected Plan - Beach Nourishment