



Stantec Consulting Services Inc.
 6110 Frost Place Suite 200
 Laurel MD 20707-2927

Transmittal

To:	Mr. Matthew Jones	From:	TJ Austin
Company:	DNREC-Wetlands and Waterways Section	<input checked="" type="checkbox"/>	For Your Information
Address:	89 Kings Hwy Dover, DE 19901	<input checked="" type="checkbox"/>	For Your Approval
Phone:	302.739.9943	<input checked="" type="checkbox"/>	For Your Review
Date:	September 24, 2024	<input type="checkbox"/>	As Requested
Project/File:	Within		
Delivery:	Electronic		

Confirmation of Receipt: _____
Signature

Reference: Amtrak-Wilmington Training Center Parking Access Improvement

Mr. Jones,

On behalf of our client, Amtrak c/o National Railroad Transit Corporation, we are submitting the necessary information for a DNREC-Subaqueous Lands Permit. The Amtrak-Wilmington Training Center Parking Access Improvement project is located in New Castle County and the City of Wilmington in Wilmington, DE. Notable project components include raising the elevation of Highspeed Way to the 10-Year Base Flood Elevation (BFE), the installation of a double pipe crossing under the elevated road, and the installation of riprap at existing pipe crossings. Temporary project measures include the installation of a temporary gravel access road (required to maintain continued access to the facility, removal of accumulated sediments within pipe runs (if necessary), and erosion and sediment control measures.

Areas adjacent to Highspeed Way were delineated as Waters of the U.S. DNREC's State Regulated Wetlands Map Index does not indicate any State of Delaware jurisdictional wetlands; however, since the area is subject to the ebb and flow of the tide, portions along Highspeed Way are regulated as Subaqueous Lands. Review of tidal data from USGS Gage (01480120-Christina River at Wilmington) yields a Mean High Water (MHW) elevation of 2.71-FT NAVD88; MLW elevation was not found as elevations near the project area are well above MLW. Due to survey limitations throughout the project area, all impacts to Subaqueous Lands are calculated at elevation 3.00-FT NAVD88. As such, impacts presented within this application likely overcompensate.

The direct raising of Highspeed Way, those areas directly falling under the paved surface, are within the limits of existing fill and are above elevation 3.00-FT NAVD88. Additionally, the installation of the new double pipe crossing and the majority of shoulder grading improvements are above DNREC jurisdiction.

The following summarizes impacts created by the project jurisdictional to DNREC as Subaqueous Lands:

Reference: Amtrak-Wilmington Training Center Parking Access Improvement

Permanent Impacts: From Figure 1, DNREC-Subaqueous Lands Impacts: Impact ID numbers 4, 8, and 11 pertain to additional fill required for stable side slopes along the newly elevated Highspeed Way. Within Impact ID 4, additional work for pipe extension and/or headwall extension may be necessary to stabilize the shoulder. Impact ID numbers 3, 5, 13, and 16 pertain to the installation of riprap at an existing double pipe inlets/outfalls; existing riprap is in place at Impact ID numbers 3, 5, and 16 and may be refreshed or replaced. **Cumulative area of permanent impacts is calculated at 377.54 square feet and results in 8.0-CY of earthen fill (Type B Borrow) and 13.5-CY of riprap (R4).** Volumes are approximate based on calculated area and typical sections located in the construction plans.

Temporary Impacts: From Figure 1, DNREC-Subaqueous Lands Impacts: Impact ID numbers 1 and 9 pertain to temporary fill required for the temporary access road. Impact ID numbers 2, 6, 7, 9, 12, 14, and 15 pertain to temporary fills for construction; these areas will provide for construction access, dewatering measures, and erosion and sediment control devices. **Cumulative area of temporary impacts is calculated at 1,235.63 square feet and results in 53.0-CY of 2A engineered fill (crush and run) atop a geotextile fabric.** The square footage calculation is inclusive of all temporary impact areas; however, volume calculations are not available for Impact ID 2, 6, 7, 9, 12, 14, and 15 as there is no temporary materials being discharged in measurable volumes.

Appendices C (Road Crossings) for the headwall extension (within Impact ID number 4), H (Fill) for side slope grading and riprap (Impact ID numbers 3, 4, 5, 8, 11, 13, and 16), and I (Riprap) for new/replacement riprap (Impact ID numbers 3, 5, 13 & 16) are included. There are two Appendix H forms: one for permanent impacts and one for temporary impacts. Each contain notations to clarify project components.

The project is in receipt of NWP14 Verification (NAP-2024-00295-103) from the USACE. Section 7 and Section 106 consultation was completed as part of that permit and is included as an attachment. There is no in-water-work restriction indicated in the permit for diadromous fish, as the project is not occurring within waters. Additionally, no historical, archaeological, or Federal RTE species are indicated to be adversely affected within the project area or by the scope of work. **DNREC-Species Conservation and Research Program requests a time-of-year restriction between April 1–July 31 for marsh nesting birds.** A New Castle County Floodplain Permit will be obtained before commencement of the project. Construction plans are designed to 90%, for any comments received/revisions necessary by reviewing municipalities. Final plans can be provided when completed, at your request; we do not anticipate any changes in design and thus any changes to impacts within Subaqueous Lands.

Finally, as discussed with your office, the deed for the property is not included with this application; after speaking with New Castle County, the record file is not documented and would require extensive manual review of records to locate. Your office has provided record that the deed will not be required for this application. Additionally, we have revised the applicant to match the New Castle County property ownership records, as requested by your office.

Due to the limitations of file size upload, please contact me at TJ.Austin@stantec.com to receive Construction Plans.

Please feel free to contact me if you have any questions or require additional information about the project.

Reference: Amtrak-Wilmington Training Center Parking Access Improvement

Thank you,

TJ Austin

STANTEC CONSULTING SERVICES INC.

Project Manager
Phone: (301) 220-1890
tj.austin@stantec.com

Attachments:

DNREC Basic Application
Appendix C (Road Crossing)
Appendix H (Permanent Fill)
Appendix H (Temporary Fill)
Appendix I (Riprap)
Construction Plans (Under separate email)
Figure 1, DNREC-Subaqueous Lands Impacts (Vicinity included as inset)
Section 106 Consultation
Section 7 Consultation
Property Plat
NWP14 Verification