



Initial Review: _____
 Updated On: _____
 Complete: _____
 Official Use Only

Coastal Zone Management Act Federal Consistency Form

This document provides the Delaware Coastal Management Program (DCMP) with a Federal Consistency Determination or Certification for activities regulated under the Coastal Zone Management Act of 1972, as amended, and NOAA's Federal Consistency Regulations, 15 C.F.R. Part 930. Federal agencies and other applicants for federal consistency are not required to use this form; it is provided to applicants to facilitate the submission of a Consistency Determination or Consistency Certification. In addition, federal agencies and applicants are only required to provide the information required by NOAA's Federal Consistency Regulations.

Project/Activity Name:	PAESE/KIMBROUGH DREDGING/DOCKING
-------------------------------	----------------------------------

I. Federal Agency or Non-Federal Applicant Contact Information:

Contact Name/Title: Evelyn Maurmeyer, CER, Inc. (applicant's agent)

Federal Agency Contractor Name (if applicable): n/a

Federal Agency: IP application submitted to US Army Corps of Engineers
 (either the federal agency proposing an action or the federal agency issuing a federal license/permit or financial assistance to a non-federal applicant)

Mailing Address: PO Box 674

City: Lewes State: DE Zip Code: 19958

E-mail: maurmeye@udel.edu Telephone #: (302) 645-9610

II. Federal Consistency Category:

- | | |
|---|---|
| <p><input checked="" type="radio"/> Federal Activity or Development Project
(15 C.F.R. Part 930, Subpart C)</p> <p><input type="radio"/> Outer Continental Shelf Activity
(15 C.F.R. Part 930, Subpart E)</p> <p><input type="radio"/> Federal Financial Assistance
(15 C.F.R. Part 930, Subpart F)</p> | <p><input type="radio"/> Federal License or Permit Activity
(15 C.F.R. Part 930, Subpart D)</p> <p><input type="radio"/> Federal License or Permit Activity which occurs wholly in another state (interstate consistency activities identified in DCMP's Policy document)</p> |
|---|---|

III. Detailed Project Description (attach additional sheets if necessary):

See attached sheets

IV. General Analysis of Coastal Effects (attach additional sheets if necessary):

V. Detailed Analysis of Consistency with DCMP Enforceable Policies (attach additional sheets if necessary):

Policy 5.1: Wetlands Management

Policy 5.2: Beach Management

Policy 5.3: Coastal Waters Management (includes wells, water supply, and stormwater management. Attach additional sheets if necessary)

Policy 5.4: Subaqueous Land and Coastal Strip Management

Policy 5.5: Public Lands Management

Policy 5.6: Natural Lands Management

[Empty box for Policy 5.6 content]

Policy 5.7: Flood Hazard Areas Management

[Empty box for Policy 5.7 content]

Policy 5.8: Port of Wilmington

[Empty box for Policy 5.8 content]

Policy 5.9: Woodlands and Agricultural Lands Management

[Empty box for Policy 5.9 content]

Policy 5.10: Historic and Cultural Areas Management

[Empty box for Policy 5.10 content]

Policy 5.11: Living Resources

[Empty box for Policy 5.11 content]

Policy 5.12 Mineral Resources Management

[Empty box for Policy 5.12 content]

Policy 5.13: State Owned Coastal Recreation and Conservation

[Empty rectangular box for content]

Policy 5.14: Public Trust Doctrine

[Empty rectangular box for content]

Policy 5.15: Energy Facilities

[Empty rectangular box for content]

Policy 5.16: Public Investment

[Empty rectangular box for content]

Policy 5.17: Recreation and Tourism

[Empty rectangular box for content]

Policy 5.18: National Defense and Aerospace Facilities

[Empty rectangular box for content]

Policy 5.19: Transportation Facilities

[Empty rectangular box for content]

Policy 5.20: Air Quality Management

Policy 5.21: Water Supply Management

Policy 5.22: Waste Disposal Management

Policy 5.23: Development

Policy 5.24: Pollution Prevention

Policy 5.25: Coastal Management Coordination

VI. JPP and RAS Review (Check all that apply):

Has the project been reviewed in a monthly Joint Permit Processing and/or Regulatory Advisory Service meeting?

- JPP
 RAS
 None

*If yes, provide the date of the meeting(s): _____

VII. Statement of Certification/Determination and Signature (Check one and sign below):

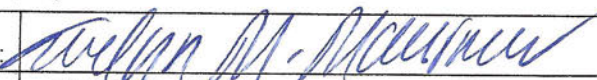
FEDERAL AGENCY CONSISTENCY DETERMINATION. Based upon the information, data, and analysis included herein, the federal agency, or its contracted agent, listed in (I) above, finds that this proposed activity is consistent to the maximum extent practicable with the enforceable policies of the Delaware Coastal Management Program.

OR

FEDERAL AGENCY NEGATIVE DETERMINATION. Based upon the information, data, and analysis included herein, the federal agency, or its contracted agent, listed in (I) above, finds that this proposed activity will not have any reasonably foreseeable effects on Delaware's coastal uses or resources (Negative Determination) and is therefore consistent with the enforceable policies of the Delaware Coastal Management Program.

OR

NON-FEDERAL APPLICANT'S CONSISTENCY CERTIFICATION. Based upon the information, data, and analysis included herein, the non-federal applicant for a federal license or permit, or state or local government agency applying for federal funding, listed in (I) above, finds that this proposed activity complies with the enforceable policies of the Delaware Coastal Management Program and will be conducted in a manner consistent with such program.

Signature:		
Printed Name:	Evelyn M. Maurmeyer, CER, Inc.	Date: 7/8/2001

Pursuant to 15 C.F.R. Part 930, the Delaware Coastal Management Program must provide its concurrence with or objection to this consistency determination or consistency certification in accordance with the deadlines listed below. Concurrence will be presumed if the state's response is not received within the allowable timeframe.

Federal Consistency Review Deadlines:

Federal Activity or Development Project (15 C.F.R. Part 930, Subpart C)	60 days with option to extend an additional 15 days or stay review (15 C.F.R. § 930.41)
Federal License or Permit (15 C.F.R. Part 930, Subpart D)	Six months, with a status letter at three months. The six month review period can be stayed by mutual agreement. (15 C.F.R. § 930.63)
Outer Continental Shelf Activity (15 C.F.R. Part 930, Subpart E)	Six months, with a status letter at three months. If three month status letter not issued, then concurrence presumed. The six month review period can be stayed by mutual agreement. (15 C.F.R. § 930.78)
Federal Financial Assistance to State or Local Governments (15 C.F.R. Part 930, Subpart F)	State Clearinghouse schedule

OFFICIAL USE ONLY:

Reviewed By:	Fed Con ID:	Date Received:
Public notice dates: _____ to _____	Comments Received: <input type="checkbox"/> NO <input type="checkbox"/> YES <i>[attach comments]</i>	
Decision type: <small>(objections or conditions attach details)</small>	Decision Date: _____	

July, 2021

III. Detailed Project Description:

Applicants

Michael Paese and Blake Kimbrough
330 Pilottown Road
Lewes, DE 19958
[REDACTED]
[REDACTED]

Site Location and Description

The proposed project site is Tax Map Parcel #3-35-4.19-95.03, adjacent to the Lewes and Rehoboth Canal across from the applicants' home at 330 Pilottown Road, Lewes, Sussex County, Delaware. See Figures 1, 2, and 3 for location maps and directions to site; and Figure 4 for site location on U.S.G.S. topographic map, Lewes, Delaware quadrangle. The site is depicted on State of Delaware DNREC Wetland Map #065, 1988 photobase (Figure 5), and is mapped O (uplands or non-tidal wetlands less than 400 acres); T (Tidal mudflats, in some cases vegetated/sand bars); and W (Water). See Figures 6a and 6b for aerial photographs, and Figure 7 for ground-level photograph of site.

Proposed Project:

The applicants propose the following activities:

- **New Hydraulic Dredging.** 1,350± c.y. of new hydraulic dredging to a depth of -3' MLW. The area to be dredged is 140' alongshore x 70' cross-shore (9,800 sq. ft./0.22 acre). See Figure 8 for bathymetric survey (conducted by Plitko Engineering); and Figure 9 for plan view and cross-sections of proposed dredging area.
- **Dredged Material Disposal.** Dredged material (predominantly mud) will be transported across the waterway via hydraulic pipeline to an existing upland confined disposal facility on the opposite (north) side of the Lewes and Rehoboth Canal. The pipeline will cross 65' of vegetated tidal wetlands dominated by *Spartina alterniflora*. See Figures 2, 3, and 4 for location; Figure 5 on State of Delaware DNREC Wetland Map #066; Figure 6b for aerial photograph; Figures 12, 13, and 14 for ground-level photographs; and Figure 15 for schematic diagrams.

- **Docking Facilities.** Upon completion of dredging activities, new docking facilities, consisting of a 10' x 3' walkway; 26' x 4' fixed pier; a 6' x 30' fixed dock with 4-piling boat lift; a 20' x 3' gangway; and a 6' x 50' floating dock will be constructed.

IV. General Analysis of Coastal Effects.

Dredging and disposal are anticipated to take place in January-February 2022, in compliance with time-of-year restrictions to reduce impacts to fish spawning. Dredged material will be transported via hydraulic pipeline to an existing upland confined upland disposal area. Dredged material will be transported from the dredging site via hydraulic pipeline to an existing upland confined upland disposal area. The disposal pipeline will cross approximately 65' of wetlands dominated by smooth cordgrass (*Spartina alterniflora*) to access the existing upland disposal area. The 12" diameter pipeline will be placed directly on marsh surface, temporarily impacting approximately 65 sq. ft. of wetlands during after which the pipeline will be removed. However, since the project will take place during the winter dormant season, impacts on vegetation are anticipated to be minimal, with full recovery expected by the following growing season, as was the case for previous dredging/disposal events. No impacts anticipated on adjacent coastal environments once dredging and disposal are completed. Upon completion of dredging, the docking facilities will be constructed. The dimensions of the walkway, piers, and fixed and floating docks are in compliance with DNREC WSLs Guidelines. Materials (salt-treated wood; poly-encapsulated floats; aluminum gangway; aluminum/steel lift) are non-toxic and safe for use in marine/estuarine environments.

V. Detailed Analysis of Consistence with DCMP Enforceable Policies

Policy 5.1: Wetlands Management. There are no DNREC-regulated wetlands (M, marsh) mapped on site (see Figure 5). However, there is a narrow fringe of *Spartina alterniflora* wetlands along the waterway (see photograph, Figure 7). Dredging will avoid the vegetated wetland fringe along the shoreline at the dredging site. The discharge pipeline will cross approximately 65' of wetlands dominated by smooth cordgrass (*Spartina alterniflora*) to access the existing upland disposal area. The 12" diameter pipeline will be placed directly on marsh surface, temporarily impacting approximately 65 sq. ft. of wetlands during disposal (early 2022), after which the pipeline will be removed. However, since the project will take place during the winter dormant season, impacts on vegetation are anticipated to be minimal, with full recovery expected by the following growing season, as was the case for previous dredging/disposal events. No impacts anticipated on adjacent coastal environments once the project is completed. The proposed 10' x 3' access walkway from uplands to the proposed fixed pier will be elevated above the wetland surface to minimize shading effects.

Policy 5.2: Beach Management. The project site is not within the area of DNREC-regulated beaches.

Policy 5.3: Coastal Waters Management. The proposed project will assure continued availability of the waterway (Lewes and Rehoboth Canal) for public recreational purposes. The project will maintain beneficial uses of the waterway for the public (including secondary contact recreation such as boating and fishing). Moreover, the project will not result in pollution which may threaten the safety and health of the public. The waterway is not designated for use as a public water supply. Approved materials will be utilized for construction of the docking facilities (salt-treated wood pilings, galvanized hardware; poly-encapsulated floats; aluminum gangway; aluminum/steel list); no creosote-treated timber or other harmful materials will be utilized. It is not anticipated that the proposed project will degrade the waterway.

Policy 5.4: Subaqueous Land and Coastal Strip Development. The proposed project does not involve industrial nor manufacturing facilities. There is no deposition of material (filling) nor extraction of materials (dredging) associated with the proposed project in subaqueous lands. The coastal strip will continue to be protected for public use for recreation, fishing, and crabbing; the proposed project will not impact these activities. No additional supporting facilities will be required for the project.

Policy 5.5: Public Lands Management. The applicant has submitted a permit application to the Wetlands and Subaqueous Lands Section, DNREC, for which a Subaqueous Lands Permit/Lease will be issued.

Policy 5.6: Natural Lands Management. The project site does not lie within a State Natural Heritage site nor within a Delaware National Estuarine Research Reserve.

Policy 5.7: Flood Hazard Areas Management. The proposed project is not anticipated to contribute to increased flood hazards.

Policy 5.8: Port of Wilmington. The project site is not located in the Port of Wilmington.

Policy 5.9: Woodlands and Agricultural Lands Management. The project site is located within the City of Lewes, in a residential community, not in woodlands nor agricultural lands.

Policy 5.10: Historic and Cultural Areas Management. There are no known archaeological, historical, nor cultural resources at the project site. US Army Corps of Engineers Public Notice for a nearby property at [REDACTED] (CENAP-OP-R-2017-738-85, [REDACTED] applicant/ permittee) stated that no registered properties or properties listed as eligible for inclusion in the National Register of Historic Places are located within the permitted area of work. It is anticipated that the same conclusion will be reached during review of this application.

Policy 5.11: Living Resources. The proposed project is not anticipated to adversely affect living resources. US Army Corps of Engineers Public Notice for a nearby property at [REDACTED] (CENAP-OP-R-2017-738-85, [REDACTED], applicant/permittee) identified several managed species of fish as occurring in the vicinity of the project. The Corps' analysis of effects of dredging states that "the proposed work...would occur in a small area of waters within (the)... L&R Canal subject to regular boating activity and substantial wake energy. For these reasons the proposed work area is an unlikely spawning or nursery area for the managed species. Consequently, concentrations of sessile life stages (eggs and larva) of the listed species are not expected to be within the area under review... The pelagic adults and juveniles of the listed species are highly mobile and capable of avoiding such impacts as may be associated with the work." It is anticipated that the same conclusion will be reached during review of this application.

Policy 5.12: Mineral Resource Management. No mineral extraction proposed.

Policy 5.13: State-Owned Coastal Recreation and Conservation. The site is not State-owned. However, public recreational opportunities in the Lewes and Rehoboth Canal will be maintained.

Policy 5.14: Public Trust Doctrine. The public's right to navigation will not be impeded by the proposed project.

Policy 5.15: Energy Facilities. The proposed project does not involve energy facilities.

Policy 5.16: Public Investment. The project is entirely private; no public investment involved.

Policy 5.17: Recreation and Tourism. The proposed docking facilities will improve recreational boating opportunities for the applicants, their family and friends, and allow increased participation in water-based recreational activities (boating, fishing, crabbing, etc.).

Policy 5.18: National Defense and Aerospace Facilities. The proposed activity does not involve national defense or aerospace facilities.

Policy 5.19: Transportation Facilities. The proposed project does not involve commercial transportation facilities.

Policy 5.20: Air Quality Management. Air pollution resulting from the proposed project will be minimal. There may be minor, temporary, localized effects during dredging from equipment used.

Policy 5.21: Water Supply Management. The site is not located in a water supply area.

Policy 5.22: Waste Disposal Management. No waste disposal is associated with the proposed project.

Policy 5.23: Development. The proposed project is not associated with new community development.

Policy 5.24: Pollution Prevention. There will be no pollution associated with the proposed project.

Policy 5.25: Coastal Management Coordination. Coordination among State and Federal agencies will take place in review of the proposed project. The public will have the opportunity to comment on the project in response to Public Notices issued by the US Army Corps of Engineers; DNREC Wetlands and Subaqueous Lands Section; and Delaware Coastal Management Program.

U.S. Army Corps of Engineers (USACE)
APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT
 33 CFR 325. The proponent agency is CECW-CO-R.

Form Approved -
OMB No. 0710-0003
Expires: 01-08-2018

The public reporting burden for this collection of information, OMB Control Number 0710-0003, is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. **PLEASE DO NOT RETURN YOUR APPLICATION TO THE ABOVE EMAIL.**

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned. System of Record Notice (SORN). The information received is entered into our permit tracking database and a SORN has been completed (SORN #A1145b) and may be accessed at the following website: <http://dpcld.defense.gov/Privacy/SORNSIndex/DOD-wide-SORN-Article-View/Article/570115/a1145b-ce.aspx>

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE
--------------------	----------------------	------------------	------------------------------

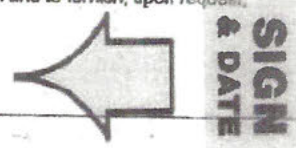
(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME First - Michael Middle - Paese Last - Kimbrough & Blake Company - E-mail Address -	8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required) First - Evelyn Middle - M. Last - Maurmeyer Company - CER, Inc. E-mail Address - maurmeyc@udel.edu
6. APPLICANT'S ADDRESS: Address- 330 Pilottown Road City - Lewes State - DE Zip - 19958 Country - USA	9. AGENT'S ADDRESS: Address- PO Box 674 City - Lewes State - DE Zip - 19958 Country - USA
7. APPLICANT'S PHONE NOS. w/AREA CODE a. Residence b. Business c. Fax	10. AGENTS PHONE NOS. w/AREA CODE a. Residence b. Business c. Fax (302) 645-9610 (302) 645-4332

STATEMENT OF AUTHORIZATION

11. I hereby authorize, Evelyn Maurmeyer to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

Michael Paese & Blake Kimbrough 7-12-21
 SIGNATURE OF APPLICANT DATE



NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions) PAESE/KIMBROUGH DREDGING/DOCKING FACILITY	
13. NAME OF WATERBODY, IF KNOWN (if applicable) Lewes and Rehoboth Canal	14. PROJECT STREET ADDRESS (if applicable) Tax Map Parcel #3-35-4.19-95.03, Address 330 Pilottown Road
15. LOCATION OF PROJECT Latitude: N 38.779084° N Longitude: W 75.143312° W	City - Lewes State - DE Zip - 19958
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions) State Tax Parcel ID #3-35-4.19-95.03 Municipality The City of Lewes Section - -- Township - -- Range - --	

17. DIRECTIONS TO THE SITE

See Figures 1, 2, and 3 for maps and directions.

18. Nature of Activity (Description of project, include all features)

Applicants propose 1,350 c.y. hydraulic dredging to -3' MLW, with disposal at existing upland confined disposal site. Pipeline will be temporarily placed across 65' of *Spartina alterniflora* wetlands during dredging, and will be removed upon completion. Once dredging is completed, applicants propose to construct a docking facility consisting of a 10' X 3' walkway; 26' x 4' fixed pier; 6' x 30' floating dock with a 4-piling boat lift; a 20' x 3' gangway, and a 6' x 50' floating dock. See enclosed Project Description for details.

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

Purpose of dredging is to obtain navigable depths. Purpose of docking facility is to provide mooring facilities for three boats.

USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

Dredging of 1,350 c.y. of sediment to a depth of -3' MLW.

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:

Type	Type	Type
Amount in Cubic Yards	Amount in Cubic Yards	Amount in Cubic Yards
mud 1,350 c.y.		

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Acres No wetlands/waters to be filled.
or
Linear Feet

23. Description of Avoidance, Minimization, and Compensation (see instructions)

See attached sheet.

24. Is Any Portion of the Work Already Complete? Yes No IF YES, DESCRIBE THE COMPLETED WORK

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

See attached sheet.

a. Address-

City - State - Zip -

b. Address-

City - State - Zip -

c. Address-

City - State - Zip -

d. Address-

City - State - Zip -

e. Address-

City - State - Zip -

26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
DE WSLs	Subaq. Lease , WQC	Not yet available	July, 2021	pending	
DE DCMP	CZM Consistency	"	"	"	
USACE Balt. Dist.	RE License	"	"	"	

* Would include but is not restricted to zoning, building, and flood plain permits

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT

DATE

[Handwritten Signature]

SIGNATURE OF AGENT

DATE

[Handwritten Date]

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.

BLOCK 23.

Avoidance. Avoidance of impacts (“no action” alternative) is not feasible, as existing MLW depths are too shallow for proposed docking facilities (see Figure 8 for bathymetric survey conducted by Plitko Engineering). The edge of the Corps’ buffer zone is approximately at the -1’ contour, making it virtually impossible to construct and utilize docking facilities without encroaching into the buffer.

Minimization. Dredging area (140’ x 70’); volume 1,350 c.y.) and depth (-3’ MLW) have been minimized to the greatest extent feasible to accommodate the size and draft of the vessels to be moored at the proposed docking facilities. The extent of dredging will tie in to the existing -3’ contour of the Lewes and Rehoboth Canal (see Figures 8 and 9). The 3’ depth will also insure that the proposed floating dock does not rest on the substrate during low tide.

Hydraulic dredging (rather than barge-mounted mechanical dredging) will minimize turbidity in adjacent waters. The project will involve temporary placement of a 12±" diameter discharge pipeline across 65 linear feet of intertidal emergent *Spartina alterniflora* wetlands to access an existing upland contained disposal site. The distance of wetlands to be crossed has been minimized (shortest distance from the waterway to the upland disposal site; see Figures 5 and 6b). Placement will take place during the winter dormant season (January-February 2022), thereby minimizing impacts on vegetation. Dredged material will be hydraulically pumped directly into an existing upland confined disposal facility, avoiding impacts in adjacent waters and wetlands.

Compensation. The discharge pipeline will be removed upon completion of the project. Since the project will take place during winter dormant season, impacts on vegetation are anticipated to be minimal, with full recovery expected by following growing season, as was the case for previous dredging/disposal events utilizing this pipeline crossing site. Therefore, no compensation is proposed.

BLOCK 25.

Address of adjoining property owners, lessees, etc. whose property adjoins the waterbody.

Project Site: Tax Map Parcel #3-35-4.19-95.03 (see Figure 3)

Tax Map Parcel #

Name, address of owner

[REDACTED] DA 10280



COASTAL & ESTUARINE RESEARCH, INC.

Marine Studies Complex
P.O. Box 674
Lewes, Delaware 19958
302-645-9610

July, 2021

**PROJECT DESCRIPTION:
PROPOSED NEW HYDRAULIC DREDGING
AND CONSTRUCTION OF DOCKING FACILITIES**

Applicants

Michael Paese and Blake Kimbrough
330 Pilottown Road
Lewes, DE 19958



Site Location and Description

The proposed project site is Tax Map Parcel #3-35-4.19-95.03, adjacent to the Lewes and Rehoboth Canal across from the applicants' home at 330 Pilottown Road, Lewes, Sussex County, Delaware. See Figures 1, 2, and 3 for location maps and directions to site; and Figure 4 for site location on U.S.G.S. topographic map, Lewes, Delaware quadrangle. The site is depicted on State of Delaware DNREC Wetland Map #065, 1988 photobase (Figure 5), and is mapped O (uplands or non-tidal wetlands less than 400 acres); T (Tidal mudflats, in some cases vegetated/sand bars); and W (Water). See Figures 6a and 6b for aerial photographs, and Figure 7 for ground-level photograph of site.

Project Description

The applicants propose the following activities:

- **New Hydraulic Dredging.** 1,350± c.y. of new hydraulic dredging to a depth of -3' MLW. The area to be dredged is 140' alongshore x 70' cross-shore (9,800 sq. ft./0.22 acre). See Figure 8 for bathymetric survey (conducted by Plitko Engineering); and Figure 9 for plan view and cross-sections of proposed dredging area.

- **Dredged Material Disposal.** Dredged material (predominantly mud) will be transported across the waterway via hydraulic pipeline to an existing upland confined disposal facility on the opposite (north) side of the Lewes and Rehoboth Canal. The pipeline will cross 65' of vegetated tidal wetlands dominated by *Spartina alterniflora*. See Figures 2, 3, and 4 for location; Figure 5 on State of Delaware DNREC Wetland Map #066; Figure 6b for aerial photograph; Figures 12, 13, and 14 for ground-level photographs; and Figure 15 for schematic diagrams.
- **Docking Facilities.** Upon completion of dredging activities, new docking facilities, consisting of a 10' x 3' walkway; 26' x 4' fixed pier; a 6' x 30' fixed dock with 4-piling boat lift; a 20' x 3' gangway; and a 6' x 50' floating dock will be constructed.

Project Purpose

Purpose of dredging is to provide navigable depths. At the present time, there is a 50'± wide muddy, unvegetated intertidal flat channelward of the marsh edge (see survey, Figure 8); and the Corps of Engineers buffer zone is located at approximately the -1' contour, approximately 60' from the (marsh) shoreline. Thus, site conditions make it impossible for docking facilities to be constructed unless dredging is conducted. The applicants have minimized dredging to the minimum necessary, -3' at MLW, to provide navigable depths; allow the boatlift to function properly; and to insure that the floating dock does not rest on the substrate at low tide.

Purpose of the docking facilities is to provide mooring facilities for the applicants' boat (a 29' Hinckley Runabout). Two additional slips will be available for lease (a common practice along the Lewes and Rehoboth Canal).

PART I

I. PROJECT DESCRIPTION:

- A. General Site Location: Accurately locate the project site with respect to State, county, or other subdivision, and in relation to streams and rivers.

Project site is located in State of Delaware, Sussex County, adjacent to the Lewes and Rehoboth Canal.

- B. Specific Site Locations: Completely locate the project site with respect to cove, creek, property owner, plot number, etc.

Project site is Tax Map Parcel #3-35-4.19-95.03 (located across from applicants' home at 330 Pilottown Road), Lewes, DE 19958 (Michael Paese and Blake Kimbrough, owners).

- C. Description of Proposed Action: Carefully describe the action proposed, including the method of construction, equipment, and materials to be used. Details in your description are important. Attach additional sheets if necessary.

See attached sheet.

- D. Purpose of Proposed Action: Define the purpose of the proposed structure or work. For example, the purpose of bulkheading may be to stabilize an eroding bank; whereas, the purpose for a pier may be for the mooring of a private boat, for access to a public or private facility, for a marina, or for another purpose.

Purpose of dredging is to obtain navigable depths.
Purpose of docking facilities is to moor 3 boats.

- E. Submit color photographs of the site, with explanations of the views shown (prints only). Photographs help us to better understand your project. The more photographs you provide, the easier it is to understand and process your application.

See Figure 6a for aerial photograph, and Figure 7 for ground-level photograph.

C. **Description of Proposed Action.**

The applicants propose the following activities:

- **New Hydraulic Dredging.** 1,350± c.y. of new hydraulic dredging to a depth of -3' MLW. The area to be dredged is 140' alongshore x 70' cross-shore (9,800 sq. ft./0.22 acre). See Figure 8 for bathymetric survey (conducted by Plitko Engineering); and Figure 9 for plan view and cross-sections of proposed dredging area.
- **Dredged Material Disposal.** Dredged material (predominantly mud) will be transported across the waterway via hydraulic pipeline to an existing upland confined disposal facility on the opposite (north) side of the Lewes and Rehoboth Canal. The pipeline will cross 65' of vegetated tidal wetlands dominated by *Spartina alterniflora*. See Figures 2, 3, and 4 for location; Figure 5 on State of Delaware DNREC Wetland Map #066; Figure 6b for aerial photograph; Figures 12, 13, and 14 for ground-level photographs; and Figure 15 for schematic diagrams.

Dredging and disposal will be conducted in January-February 2022 (in compliance with time-of-year restrictions to reduce impacts to fish spawning) by Ray Normes Dredging.

- **Docking Facilities.** Upon completion of dredging activities, new docking facilities, consisting of a 10' x 3' walkway; 26' x 4' fixed pier; a 6' x 30' fixed dock with 4-piling boat lift; a 20' x 3' gangway; and a 6' x 50' floating dock will be constructed. Work will be constructed from the water, using barge-mounted equipment. Pilings (approximately 26 support pilings; no free-standing pilings) will be 12" diameter salt-treated wood, and will be installed using a vibratory hammer.

Construction of docking facilities will begin in March, 2022 upon completion of dredging. It is anticipated that the work will be completed in 1-2 weeks after commencement.

PART II - ENVIRONMENTAL IMPACT CHECKLIST

ENVIRONMENTAL IMPACT	YES	NO	QUALIFYING REMARKS
A. Physical			
1. Topography	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will increase depths
2. Geological Elements and Leaching	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Minimal impacts anticipated
3. Air	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No impacts anticipated
4. Transportation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will improve boating access
5. Handling of Hazardous Materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>	None involved
6. Spoil Disposal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Material to be placed at upland site (existing spoil site)
7. Sewage and Solid Wastes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No impacts
8. Water Resources			
a. Water Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	possible minor, localized turbidity during dredging
b. Hydrography, Circulation, Littoral Drift.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Possible minor, localized impacts
c. Ground Water	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No impacts anticipated
B. Biological			
1. Vegetation			
a. Terrestrial	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No impacts
b. Aquatic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No impacts (none present)
2. Fish and Wildlife			
a. Mammals	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No impacts anticipated
b. Birds	<input type="checkbox"/>	<input checked="" type="checkbox"/>	"
c. Amphibians	<input type="checkbox"/>	<input checked="" type="checkbox"/>	"
d. Reptiles	<input type="checkbox"/>	<input checked="" type="checkbox"/>	"
e. Fish	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Possible minor impacts during dredging
f. Shellfish	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No impacts (area closed to shellfish harvesting)
g. Invertebrates	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Possible minor impacts
3. Rare or Endangered Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	None known on site

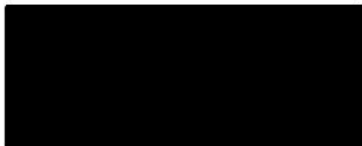
ENVIRONMENTAL IMPACT	YES	NO	QUALIFYING REMARKS
C. Cultural			
1. Land Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No impacts
2. Population Density and Trends	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No impacts anticipated
3. Regional Development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	"
4. Historic Places	<input type="checkbox"/>	<input checked="" type="checkbox"/>	None known on site
5. Archaeological Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	"
6. Aesthetics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No impacts anticipated
7. Utilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	"
8. Transportation Systems	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will improve boating access
9. Recreation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will improve recreational boating
10. Public Health	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No impacts
D. Other Factors			
1. Secondary Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	None anticipated
2. Controversiality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	"
3. Is significant dredging involved?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,350 c.y.
4. Is significant filling involved?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No filling involved

Part III

Considerations of a Dredging Proposal:

- A. Describe characteristics and locations of the proposed dredged material disposal site. Provide photographs.
Proposed disposal site is existing upland confined disposal facility. See attached sheet for details.
- B. Is there a comprehensive plan for disposal sites that takes into account the accumulative effect over time and the decreasing amount of suitable sites for disposal?
Site is over 100 acres in size, large enough to accommodate disposal needs for several decades.
- C. Describe the present land use of the disposal site.
Land use is dredged material disposal facility.
- D. Describe characteristics of the material to be disposed, including:
1. Physical source of material (i.e. sand, silt, clay, etc.) Give percentages of the various fractions if available.
Material is predominantly mud (silt + clay)
 2. Chemical composition of material: Many areas, especially marinas, highly industrialized areas, etc., have sediments with high concentrations of pollutants (chemicals, organic material, etc.). These materials may be re-suspended or reintroduced into the water and result in serious environmental damage. If your proposed dredging is in an area such as described above, a chemical analysis of the material to be dredged should be provided.
The site does not have a history of commercial nor industrial use; no hazardous materials are likely present.
 3. Dewatering properties of the material to be disposed.
See Attachment 1 for water content of similar sediments. Material anticipated to dewater within weeks to months.
 4. Compactability of material and settling rates of material to be disposed.
Material anticipated to compact by 50-80% based on water content.
 5. Dredging and disposal schedule to insure that operations do not degrade water quality during times of anadromous fish migration.
Dredging/disposal to be conducted January-February 2022, to minimize impacts on fish migration.
- E. When the project involves land disposal, discuss the following:
1. Method of disposal to be utilized, i.e., pipeline discharge, barge, hopper (underway or stationary).
Pipeline discharge will be used.
 2. Describe method of dredged material containment (i.e. embankment, behind bulkhead, etc.)
Dredged material will be contained by earthen berms (see Figure 13).

ATTACHMENT 1



I am writing to report results of the analysis performed on the sediment core collected in the Lewes canal waterfront on 12 December 2008. The 50-cm long core was sectioned vertically into six intervals, and the wet sediment from each interval was weighed, dried in a convection oven at 110°C for 24 hours, and reweighed. Water content was computed gravimetrically as follows:

$$\text{Water content } (W_f) = \frac{M_i - M_d}{M_i} \cdot 100\%$$

where M_i is the total wet weight of the sediment (water plus solids) and M_d is the dry weight of the solids alone. Porosity was computed from water content:

$$\text{Porosity } (\phi) = \left(\frac{W_f(\rho_s)}{W_f(\rho_s) + (1 - W_f)\rho_w} \right) \cdot 100\%$$

where ρ_s is the density of the mineral grains (2650 kg/m³) and ρ_w is the density of the porewater (1025 kg/m³). Dry bulk density of the samples was computed from porosity as follows:

$$\text{Dry-bulk density } (B_d) = (1 - \phi / 100) \cdot \rho_s$$

The results are tabulated below.

Core interval	W_f (%)	ϕ (%)	B_d (kg/m ³)
0-5cm	73.9	88.2	312.1
5-10cm	69.4	85.8	377.4
10-20cm	69.3	85.7	379.3
20-30cm	71.7	87.0	343.9
30-40cm	70.9	86.6	354.7
40-50cm	69.1	85.6	381.9
means	70.7	86.5	358.2

In short, the mean water content of the core material was 70.7% and 86.5% by weight and volume, respectively. Based on my experience these values are representative for estuarine muds in general. Please contact me should you have any questions about the analysis or resulting data.

Best Regards,

Christopher K. Sommerfield

Christopher K. Sommerfield
Associate Professor

3. What type of leachates will be produced from the spoil material and what is planned for protection of the groundwater?
Disposal site is existing dredged material disposal facility, no additional protection required.
 4. Methods to insure that spoil water does not adversely affect water quality, both during construction and after completion of the project.
Dredging method will cause minimal impacts to water quality.
Confined disposal site with controlled outflow (weir)
 5. Provisions for monitoring during discharge: water quality, sediment transport, and precautions to prevent "short-circuiting" dumping.
Contractor will not "short-circuit" dumping (pipe will be properly placed in disposal area).
- F. Consider and discuss the following for water disposal: Not applicable.
1. Describe methods to be used for water disposal, including volumes and site selection.
 2. Describe the existing water characteristics at the site, including chemical analysis for water quality.
- G. Discuss the frequency and amount of maintenance dredging which will be required; discuss the resulting impacts.
See attached sheet.
- H. Alternatives. See attached sheet.
1. Discuss all alternatives to the project, including the "no action" alternative.
 2. Discuss alternative types and methods of dredging and disposal, such as pipeline discharge, barging, or hopper method.
 3. Discuss alternatives to dredging.
 4. Discuss alternative areas of sites for spoil disposal.
 5. Discuss impact of port docking patterns upon the demand for dredging. Can alternative patterns reduce the amount of dredging required to support port operations?
 6. Support alternative means of construction that would prevent or minimize water quality degradation using EPA standards for guidance.
 7. State in detail impacts resulting in alternative locations for the proposed project.

Considerations of a Dredging Proposal

G. It is anticipated that maintenance dredging will be required every 5 years or so, based on shoaling rates in similar areas of the Lewes and Rehoboth Canal. The -3' MLW depth necessary for navigation; operation of the boat lift and floating dock will minimize the volume of future dredging required. It should also be noted that the site is located along the open waterway, and not in an enclosed basin; therefore, tidal currents are anticipated to reduce shoaling.

H. **Alternatives.**

1. Avoidance of impacts ("no action" alternative) is not feasible, as existing MLW depths are too shallow for proposed docking facilities (see Figure 8 for bathymetric survey conducted by Plitko Engineering). The edge of the Corps' buffer zone is approximately at the -1' contour, making it virtually impossible to construct and utilize docking facilities without encroaching into the buffer.
2. The proposed dredging method is hydraulic dredging with pipeline discharge directly to an existing upland confined disposal facility. Mechanical dredging using a barge-mounted excavator, then off-loading into trucks for transport to the disposal site would likely result in greater turbidity during dredging, and the possibility of spillage of muddy spoil material in residential neighborhoods during transport.
3. No alternatives to dredging are feasible.
4. There are other possible disposal sites, but none is as close to the dredging site, nor as convenient for hydraulic discharge as the proposed site.
5. The applicants' contractor has designed the proposed docking facility after considering various alternative docking patterns. The shore-parallel orientation of the fixed and floating docks maximizes docking space while minimizing channelward encroachment of the structure. The major constraint at this site is the distance to the Corps' buffer zone (much closer to the south bank than the north bank of the Canal), which is located near the -1' depth contour, approximately 50-55' from the water's edge. The area to be dredged has been minimized to the greatest extent feasible, to tie in to the existing -3' contour (minimum depth necessary for navigable depth; operation of the boat lift; and to insure that the proposed floating dock does not rest on the substrate at low tide.).
6. The proposed method (hydraulic dredging with pipeline discharge directly into the confined disposal site; with material contained by earthen berms and outflow through a spillway (weir) minimizes water quality impacts to the greatest extent feasible.
7. No alternative locations feasible.



REPLY TO
ATTENTION OF

CENAP-OP-R

DEPARTMENT OF THE ARMY
PHILADELPHIA DISTRICT, CORPS OF ENGINEERS
WANAMAKER BUILDING, 100 PENN SQUARE EAST
PHILADELPHIA, PENNSYLVANIA 19107-3390

PUBLIC NOTICE

The Philadelphia District of the Corps of Engineers requests that applicants for Department of the Army permits for work in waters of the United States provide in their permit application the following information:

- a. street address, lot and block number, latitude and longitude of the proposed project site;
- b. names and addresses of adjoining property owners, lessees, etc. to the proposed project site;
- c. mailing addresses of post office, city and county governments, and local newspapers in the vicinity of the proposed project site.

The more the applicant provides, the easier it is to understand and process an application. The above information is necessary in order to initiate processing of the permit application. Failure to provide the information will result in the withdrawal of the permit application without prejudice.

A handwritten signature in black ink, appearing to read "Frank J. Ciafrani".

Frank J. Ciafrani
Chief, Regulatory Branch

INFORMATION FOR PUBLIC NOTICE

Applicants

Michael Paese and Blake Kimbrough
330 Pilottown Road
Lewes, DE 19958



a. Site Location:

Tax Map Parcel #3-35-4.19-95.03
Across from 330 Pilottown Road at New Road
Lewes, Sussex County, Delaware 19958
Latitude: 38.779084° North.
Longitude: -75.143312° West

b. Adjacent Property Owners

Tax Map Parcel #

Name, address of owner



c. Mailing Addresses

- 1.
- 2.
- 3.
- 4.





REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
PHILADELPHIA DISTRICT CORPS OF ENGINEERS
WANAMAKER BUILDING, 100 PENN SQUARE EAST
PHILADELPHIA, PENNSYLVANIA 19107-3390

OCT 02 2018

CENAP-OP-R-Coastal Zone Management (Delaware)

Public Notice

SUBJECT: "Consistency Certification" with Approved State Coastal Zone Management Programs

Federal regulations require that applicants for Department of the Army permits to perform work in waters of the United States, which fall under the jurisdiction of a State with a Coastal Zone Management (CZM) Program approved by the Secretary of Commerce, must provide a signed consistency certification statement to the Corps of Engineers with their application for a Department of the Army permit.

On August 21, 1979, a CZM Program was approved for the State of Delaware by the U.S. Department of Commerce. Therefore, all applications for Department of the Army permits for work in Delaware's designated Coastal Zone, which is the entire state of Delaware, **MUST CONTAIN A SIGNED CONSISTENCY CERTIFICATION** stating that: "The proposed activity complies with and will be conducted in a manner that is consistent with the approved State Coastal Zone Management (CZM) Program."

Furthermore, concurrent with the application for a Department of the Army permit, the applicant **MUST ALSO PROVIDE A SIGNED CONSISTENCY CERTIFICATION STATEMENT DIRECTLY TO THE Delaware Coastal Management Program (DCMP)** for their review and concurrence. This certification must be accompanied by the following information:

- A copy of the Federal application for the Department of the Army permit.
- A detailed description of the proposed activity and its associated facilities which is adequate to assess the activity's probable coastal zone effects. Including but not limited to, maps, diagrams, technical data, etc.
- A brief assessment of the probable coastal zone effects of the proposal and their relation to the relevant policies of the DCMP. A DCMP Policy Document may be obtained by contacting the DCMP at (302) 739-9283.
- A brief set of findings, derived from the above assessment, indicating that the proposed activity and the effects are all consistent with the provisions of the DCMP.

The above information should be sent to:

Delaware Coastal Management Program
Delaware Department of Natural Resources and Environmental Control
100 W. Water Street, Suite 7B
Dover, Delaware 19904
(302) 739-9283 (V)
(302) 739-2048 (F)

A handwritten signature in cursive script, appearing to read "Edward E. Bonner".

Edward E. Bonner
Chief, Regulatory Branch



COASTAL & ESTUARINE RESEARCH, INC.

Marine Studies Complex
P.O. Box 674
Lewes, Delaware 19958
302-645-9610

**DELAWARE COASTAL MANAGEMENT PROGRAM
CONSISTENCY CERTIFICATION**

The proposed activity, 1,350 c.y. of hydraulic dredging to a depth of -3' MLW, with disposal via hydraulic pipeline at an existing upland confined disposal site across the waterway; and construction of new docking facilities consisting of a 10' x 3' walkway; a 26' x 4' fixed pier; a 6' x 30' fixed dock with a 4-piling boat lift; a 20' x 3' gangway; and a 6' x 50' floating dock adjacent to the Lewes and Rehoboth Canal at Tax Map Parcel #3-35-4.19-95.03, across from 330 Pilottown Road, Lewes, Sussex County, Delaware 19958 (Michael Paese and Blake Kimbrough, applicants) complies with and will be conducted in a manner that is consistent with the approved Delaware Coastal Management Program (DCMP).

Evelyn M. Maurmeyer, CER, Inc.
Agent for applicant

Date

7/9/2024

**PROPOSED 1,350± C.Y. DREDGING TO -3' MLW;
 10' x 3' WALKWAY; 26 X 4' FIXED PIER; 6' X 30'
 FIXED DOCK; 4-PILING BOAT LIFT; 20' X 3' GANGWAY;
 AND A 50' X 6' FLOATING DOCK**

IN: Lewes and Rehoboth Canal
AT: Across from 330 Pilottown Road
 Lewes, Sussex County, DE 19958
 Tax Map Parcel #3-35-4.19-95.03

APPLICANTS: Michael Paese and Blake Kimbrough
DATE: July 8, 2021

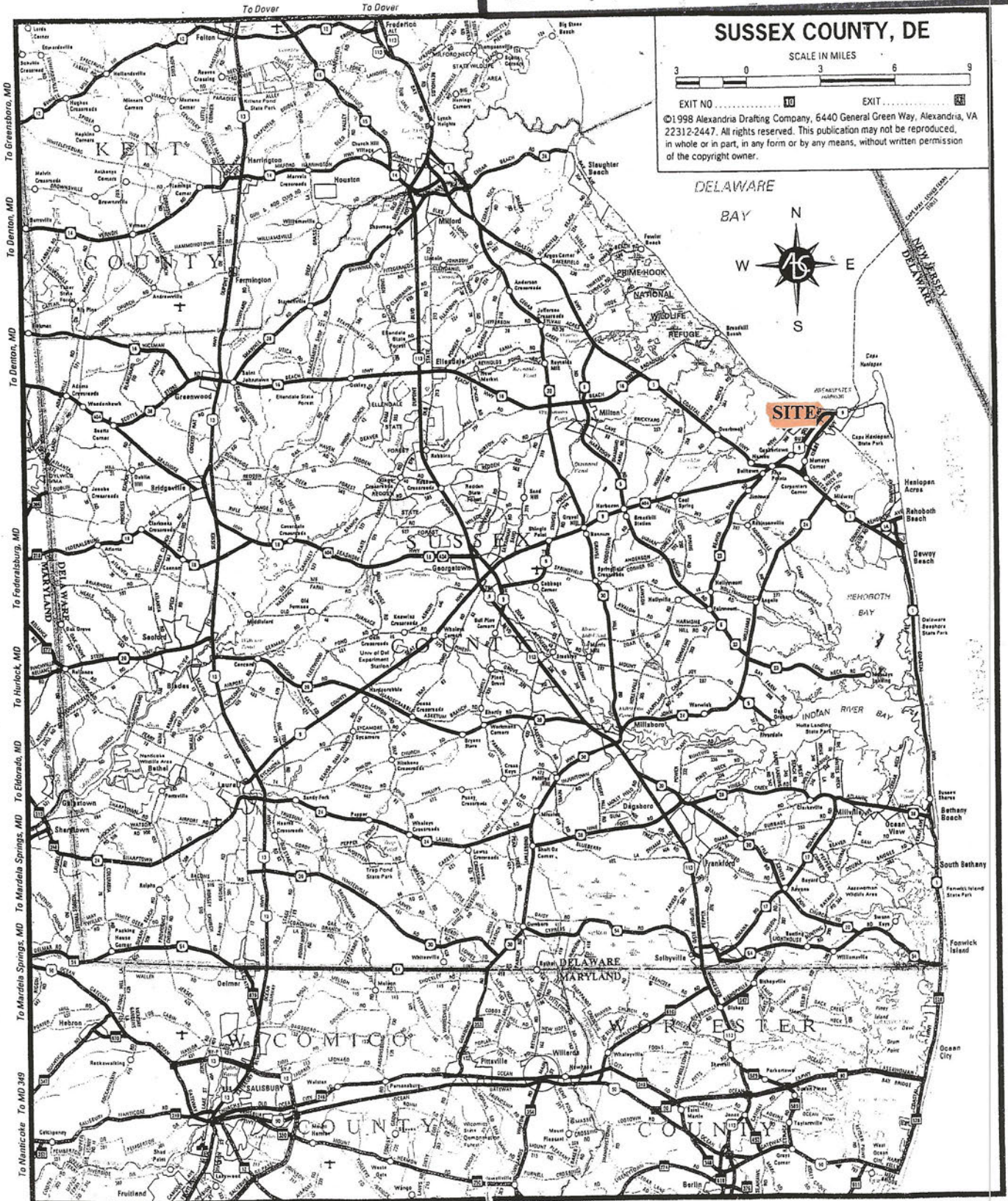


Figure 1. Map of Sussex County, Delaware, showing site location, Lewes. Scale as shown.

**PROPOSED 1,350± C.Y. DREDGING TO -3' MLW;
 10' x 3' WALKWAY; 26 X 4' FIXED PIER; 6' X 30'
 FIXED DOCK; 4-PILING BOAT LIFT; 20' X 3' GANGWAY;
 AND A 50' X 6' FLOATING DOCK**
 IN: Lewes and Rehoboth Canal
 AT: Across from 330 Pilottown Road
 Lewes, Sussex County, DE 19958
 Tax Map Parcel #3-35-4.19-95.03
 APPLICANTS: Michael Paese and Blake Kimbrough
 DATE: July 8, 2021

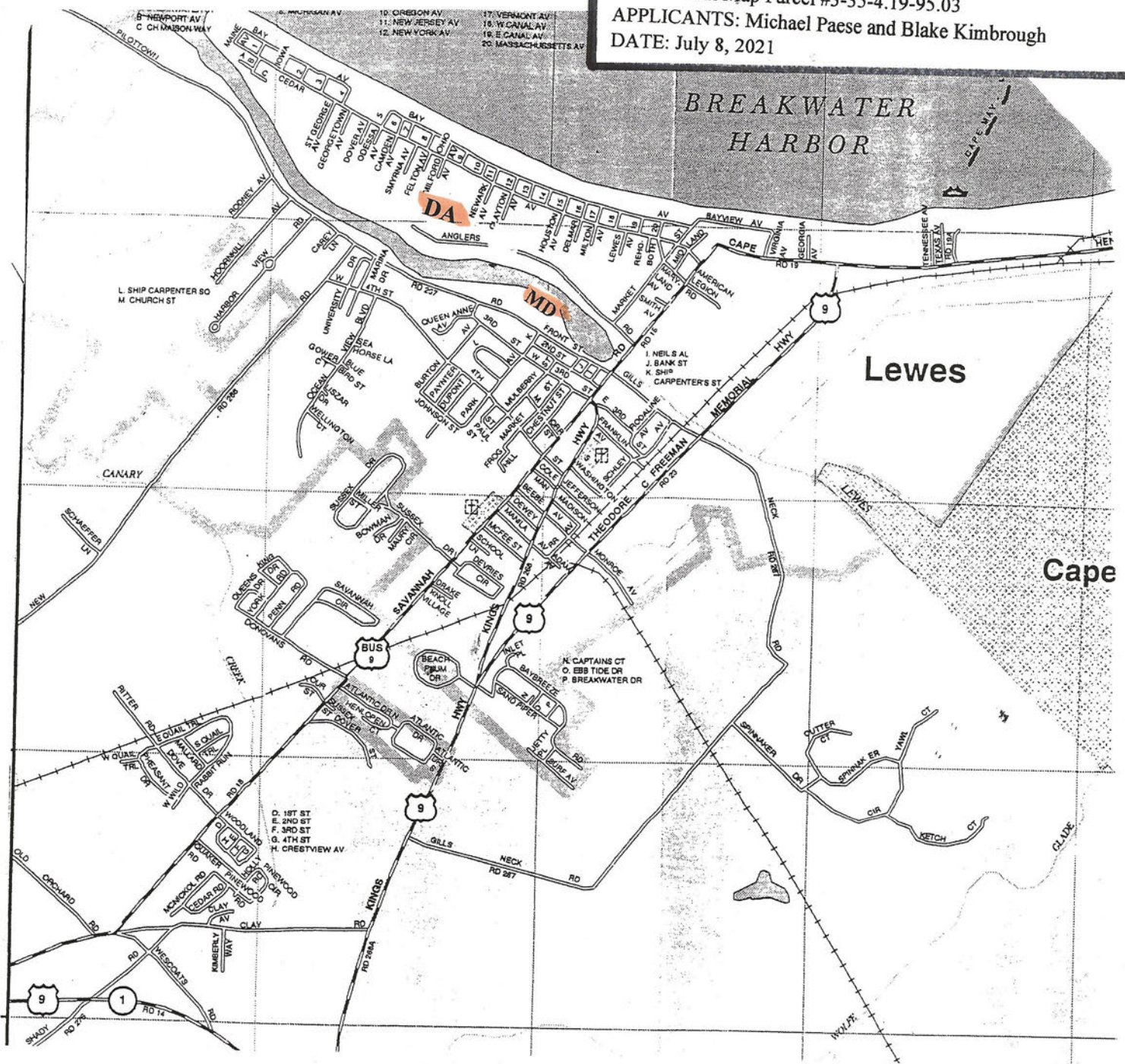


Figure 2. Map of Lewes, Sussex County, Delaware, showing site location, Lewes and Rehoboth Canal off of **330 Pilottown Road**. Directions (from Dover, Delaware): SR 1 southbound toward Lewes; left (at Five Points intersection) onto Business 9 (Savannah Road) to Lewes; left (at traffic signal) onto Front Street (becomes Pilottown Road); site is on right, Lewes and Rehoboth Canal off of house at 330 Pilottown Road (on left). Dredged material disposal area (DA) is an existing upland confined disposal site on the north side of the waterway. Directions to disposal site: Eastbound on Pilottown Road; left at traffic light onto Savannah Road; cross Lewes and Rehoboth Canal drawbridge; left onto Cedar Street; left onto Newark Avenue to end. Disposal site is across wooded berm at end of street. Also see Figure 3.

**PROPOSED 1,350± C.Y. DREDGING TO -3' MLW;
10' x 3' WALKWAY; 26 X 4' FIXED PIER; 6' X 30'
FIXED DOCK; 4-PILING BOAT LIFT; 20' X 3' GANGWAY;
AND A 50' X 6' FLOATING DOCK**

IN: Lewes and Rehoboth Canal
AT: Across from 330 Pilottown Road
Lewes, Sussex County, DE 19958
Tax Map Parcel #3-35-4.19-95.03

APPLICANTS: Michael Paese and Blake Kimbrough
DATE: July 8, 2021

SUSSEX COUNTY
DELAWARE

Layers Search Basemaps Select Area

**DISPOSAL
SITE**



Figure 3. Project location, Tax Map Parcel #3-35-4.19-95.03 (Lewes and Rehoboth Canal off of 330 Pilottown Road, Lewes, Sussex County, Delaware). Disposal site is across the waterway, Tax Map Parcel #3-35-4.19-67.00).

**PROPOSED 1,350± C.Y. DREDGING TO -3' MLW;
10' x 3' WALKWAY; 26 X 4' FIXED PIER; 6' X 30'
FIXED DOCK; 4-PIILING BOAT LIFT; 20' X 3' GANGWAY;
AND A 50' X 6' FLOATING DOCK**

IN: Lewes and Rehoboth Canal
AT: Across from 330 Pilottown Road
Lewes, Sussex County, DE 19958
Tax Map Parcel #3-35-4.19-95.03

APPLICANTS: Michael Paese and Blake Kimbrough
DATE: July 8, 2021

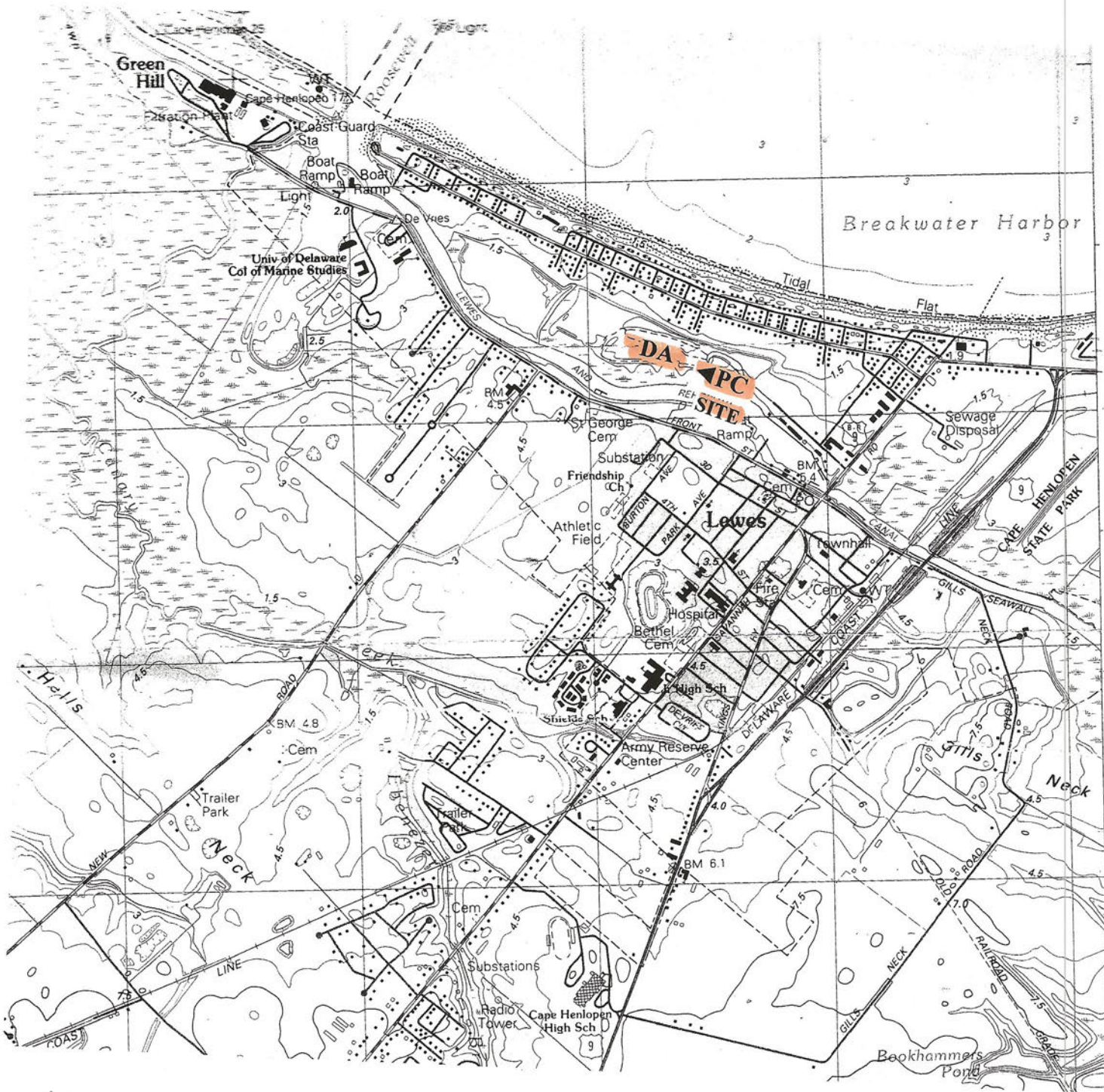


Figure 4. USGS topographic map, Lewes, Delaware quadrangle showing project site; pipeline crossing (PC); and disposal area (DA), all adjacent to Lewes and Rehoboth Canal. Scale: 1" = 2,000'.

PROPOSED 1,350± C.Y. DREDGING TO -3' MLW;
10' x 3' WALKWAY; 26 X 4' FIXED PIER; 6' X 30'
FIXED DOCK; 4-PILING BOAT LIFT; 20' X 3' GANGWAY;
AND A 50' X 6' FLOATING DOCK

IN: Lewes and Rehoboth Canal
AT: Across from 330 Pilottown Road
Lewes, Sussex County, DE 19958
Tax Map Parcel #3-35-4.19-95.03

APPLICANTS: Michael Paese and Blake Kimbrough
DATE: July 8, 2021



Figure 5. State of Delaware DNREC Wetland Map #066 (1988 photobase) showing project site (pier/docking facilities), mapped T (tidal mudflats, in some cases vegetated/sand bars); and W (water), adjacent to O (other, upland or non-tidal wetlands less than 400 acres). Dredging site is mapped W (water); pipeline crossing (PC) is mapped M (marsh); and disposal area (DA) is mapped O (other, uplands or non-tidal wetlands less than 400 acres). Scale: 1" = 300'.

DA

**PROPOSED 1,350± C.Y. DREDGING TO -3' MLW;
10' x 3' WALKWAY; 26 X 4' FIXED PIER; 6' X 30'
FIXED DOCK; 4-PILING BOAT LIFT; 20' X 3' GANGWAY;
AND A 50' X 6' FLOATING DOCK**

IN: Lewes and Rehoboth Canal

AT: Across from 330 Pilottown Road
Lewes, Sussex County, DE 19958
Tax Map Parcel #3-35-4.19-95.03

APPLICANTS: Michael Paese and Blake Kimbrough

DATE: July 8, 2021

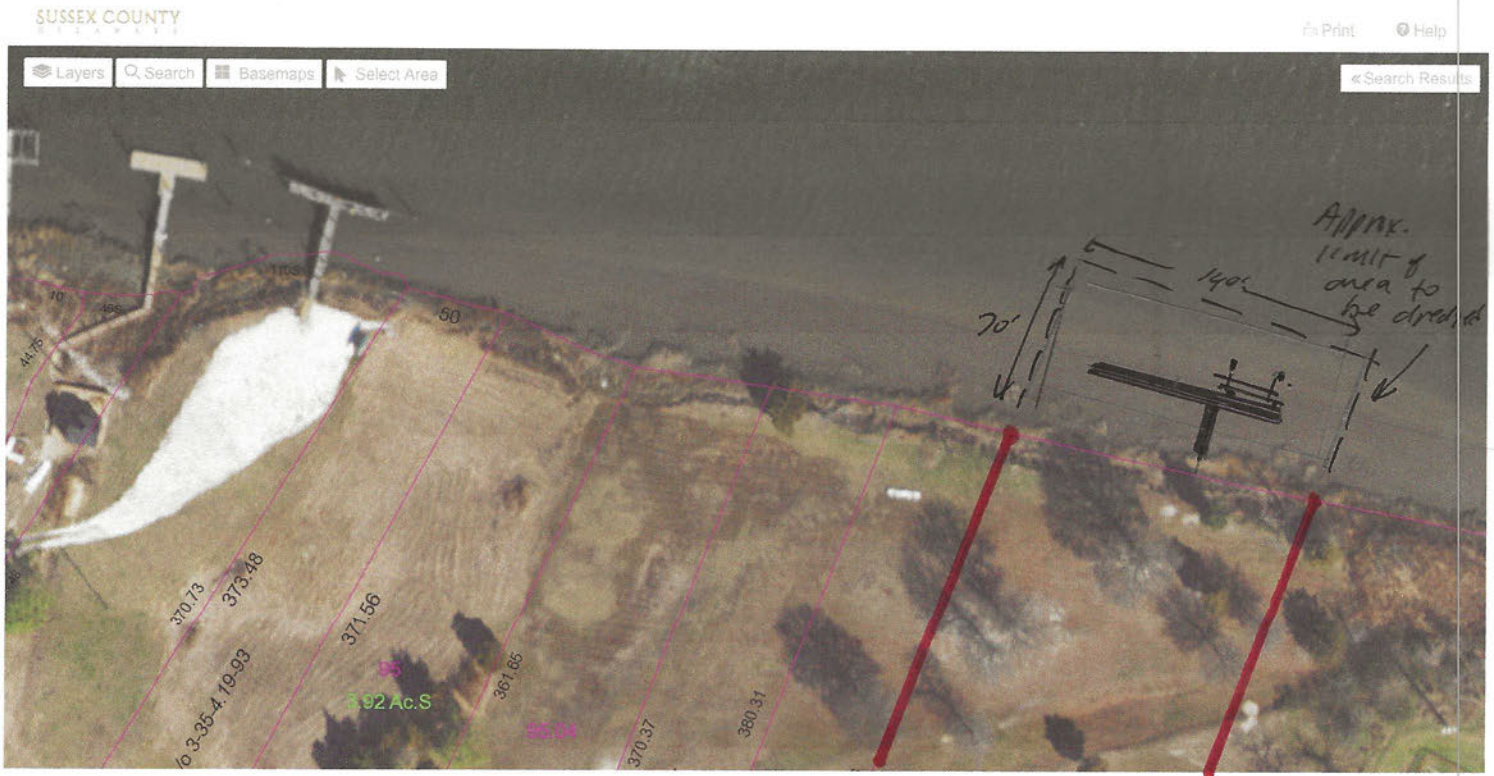


Figure 6a. Aerial photograph of site, Tax Map Parcel #3-35-4.19-95.03, Lewes and Rehoboth Canal off of 330, Pilottown Road, Lewes, Sussex County, Delaware. Note wide tidal flat off of marsh edge. Applicants propose to dredge 1,350± c.y. (140' alongshore x 70' cross-shore) to a depth of -3' MLW; and to construct and install docking facilities, to consist of a 26' x 4' fixed pier; a 6' x 30' fixed dock with 4-piling boat lift; a 20' x 3' gangway; and a 6' x 50' floating dock. A 10' x 3' elevated walkway will provide access from uplands across vegetated wetlands to the pier. The channelward end of the structure (outer pilings of boat lift) will be in line with neighboring structures to the west (left).

**PROPOSED 1,350± C.Y. DREDGING TO -3' MLW;
10' X 3' WALKWAY; 26 X 4' FIXED PIER; 6' X 30'
FIXED DOCK; 4-PILING BOAT LIFT; 20' X 3' GANGWAY;
AND A 50' X 6' FLOATING DOCK**

IN: Lewes and Rehoboth Canal

AT: Across from 330 Pilottown Road
Lewes, Sussex County, DE 19958
Tax Map Parcel #3-35-4.19-95.03

APPLICANTS: Michael Paese and Blake Kimbrough

DATE: July 8, 2021



Imagery ©2021 CNES / Airbus, Maxar Technologies, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2021 100 ft

Figure 6b. Aerial photograph of project **site** (dredging/docking facilities); pipeline crossing (**PC**); and (existing, upland confined) disposal area (**DA**). Note presence of pipeline from previous dredging activities.

**PROPOSED 1,350± C.Y. DREDGING TO -3' MLW;
10' X 3' WALKWAY; 26 X 4' FIXED PIER; 6' X 30'
FIXED DOCK; 4-PILING BOAT LIFT; 20' X 3' GANGWAY;
AND A 50' X 6' FLOATING DOCK**

IN: Lewes and Rehoboth Canal

AT: Across from 330 Pilottown Road
Lewes, Sussex County, DE 19958
Tax Map Parcel #3-35-4.19-95.03

APPLICANTS: Michael Paese and Blake Kimbrough

DATE: July 8, 2021



Figure 7. Ground-level photograph of dredging site, Tax Map Parcel #3-35-4.19-95.03, adjacent to the Lewes and Rehoboth Canal at 330 Pilottown Road, Lewes, Sussex County, Delaware. Applicants propose to conduct 1,350± c.y. of dredging to a depth of -3' MLW; and to install docking facilities (26' x 4' fixed pier; a 6' x 30' fixed dock with 4-piling boat lift; a 20' x 3' gangway; and a 6' x 50' floating dock). A 10' x 3' elevated walkway over vegetated wetlands (not mapped nor regulated as marsh by DNREC; see Figure 5) will provide access from uplands to the pier.

PROPOSED 1,350± C.Y. DREDGING TO -3' MLW;
 10' X 3' WALKWAY; 26 X 4' FIXED PIER; 6' X 30'
 FIXED DOCK; 4-PILING BOAT LIFT; 20' X 3' GANGWAY;
 AND A 50' X 6' FLOATING DOCK

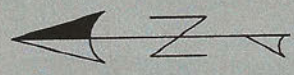
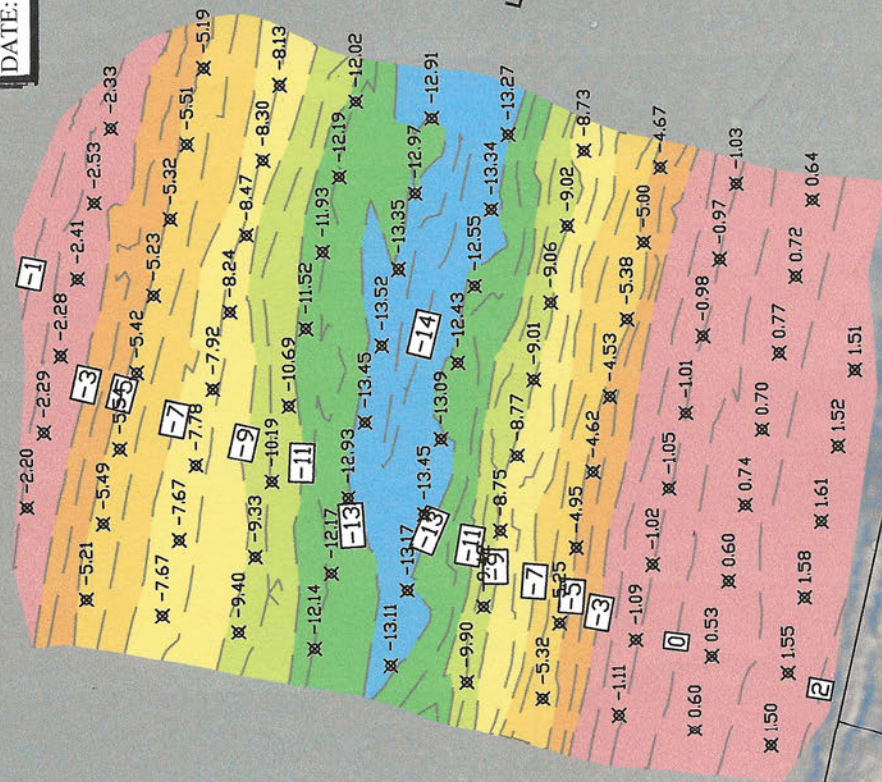
IN: Lewes and Rehoboth Canal
 Across from 330 Pilotown Road
 Lewes, Sussex County, DE 19958
 Tax Map Parcel #3-35-4.19-95.03

APPLICANTS: Michael Paese and Blake Kimbrough
 DATE: July 8, 2021

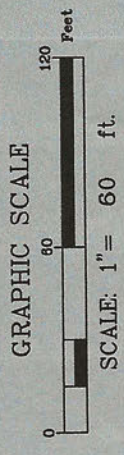
330 PILOTTOWN RD LEWES, DE

BATHYMETRIC CONDITION SURVEY NOV. 20, 2020 (MEAN LOW WATER)

NOTE:
 1- VERTICAL REFERENCE: (DATUM CONVERSION) MEAN
 LOW WATER (MLW), 2.47' BELOW NAVD 88
 2- HORIZONTAL REFERENCE: NAD83, DE STATE PLANE,
 ZONE 0700, US. FOOT
 3- SOUNDINGS WERE OBTAINED USING AN UNABARA
 HYDROBOOK DEPTH SOUNDER @ 200kHz
 4- SOUND VELOCITY OBTAINED USING AN UNABARA
 HYDROBAR
 5- THE DATA ON THIS MAP REPRESENT THE GENERAL
 CONDITIONS EXISTING ON 11-20-2020.



LEWES AND REHOBOTH CANAL



PLITKO
 ENGINEERING
 53 ATLANTIC AVE., SUITE #3
 OCEAN VIEW, DE 19970
 PHONE (302)-222-2075

APPROXIMATE PROPERTY LINE

TM# 335-4.19-95.03

Figure 8. Bathymetric survey (prepared by Plitko, LLC) of dredging site and vicinity, Tax Map Parcel #3-35-4.19-95.05, adjacent to the Lewes and Rehoboth Canal off of 330 Pilotown Road, Lewes, Sussex County, Delaware. Approximate location of Corps buffer zone superimposed. See Figure 9 for plan view of area to be dredged and cross-sections.

PROPOSED 1,350± C.Y. DREDGING TO -3' MLW;
 10' x 3' WALKWAY; 26 X 4' FIXED PIER; 6' X 30'
 FIXED DOCK; 4-PILING BOAT LIFT; 20' X 3' GANGWAY;
 AND A 50' X 6' FLOATING DOCK
 IN: Lewes and Rehoboth Canal
 AT: Across from 330 Pilottown Road
 Lewes, Sussex County, DE 19958
 Tax Map Parcel #3-35-4.19-95.03
 APPLICANTS: Michael Paese and Blake Kimbrough
 DATE: July 8, 2021

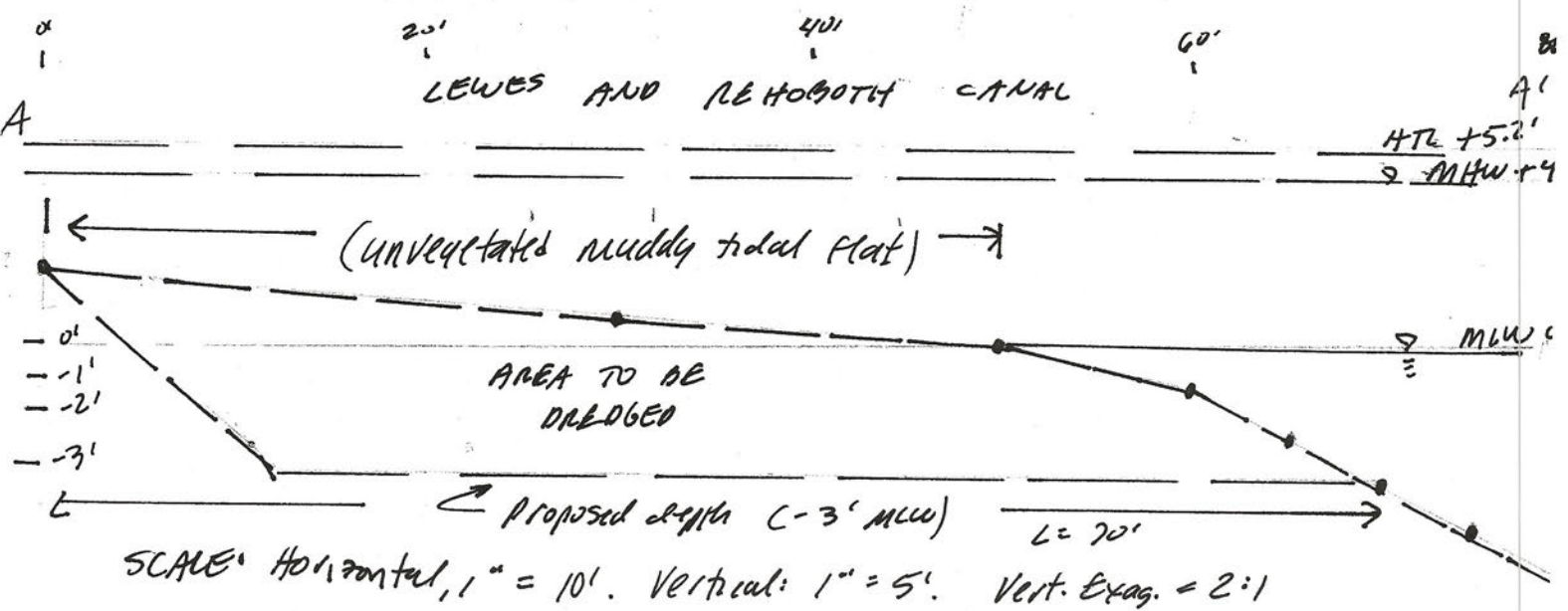
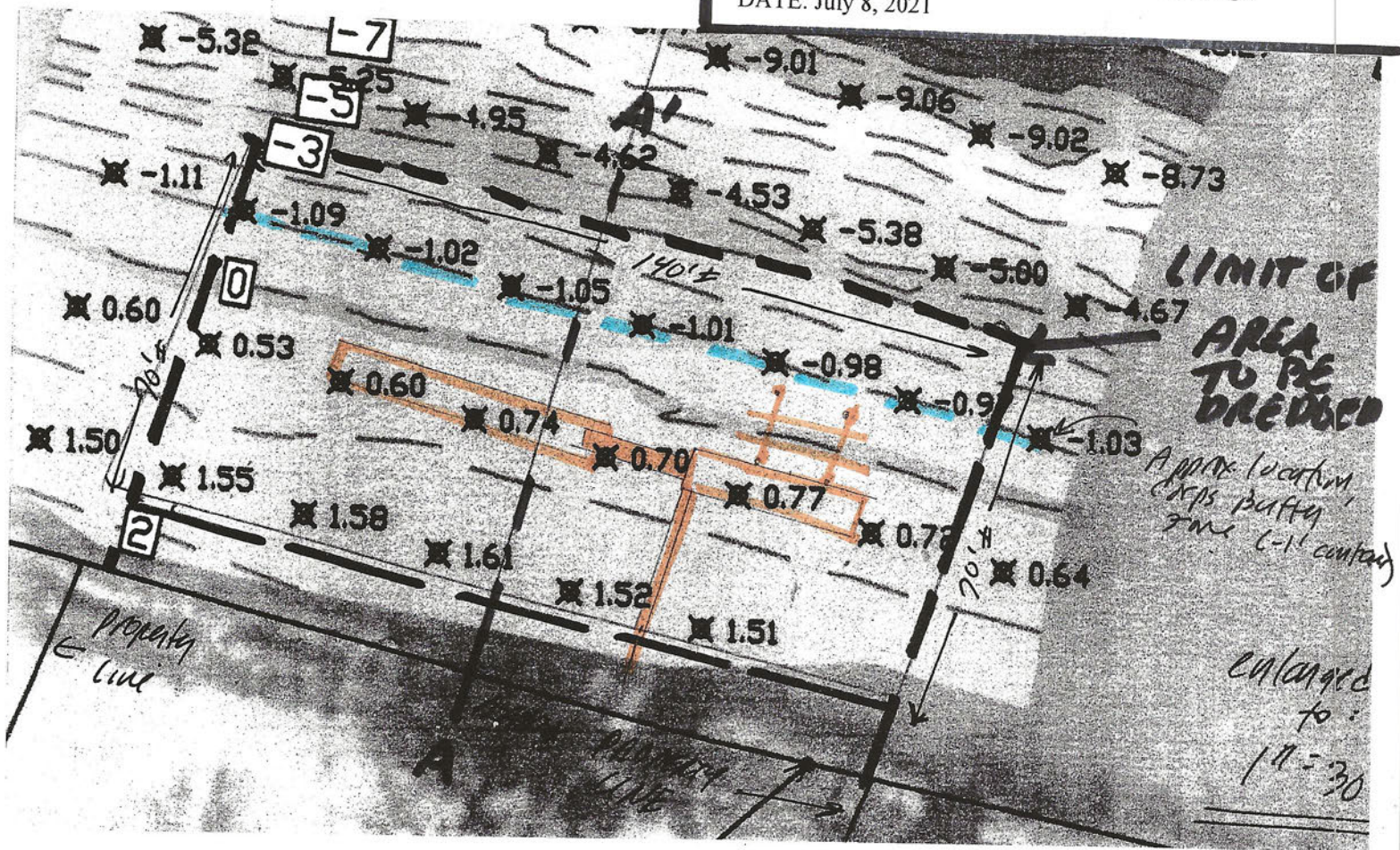


Figure 9. Portion of Plitko Engineering bathymetric survey showing plan view of dredging site, 140' alongshore x 70' cross-shore (to a depth of -3' MLW); and cross-section showing existing and proposed depths.

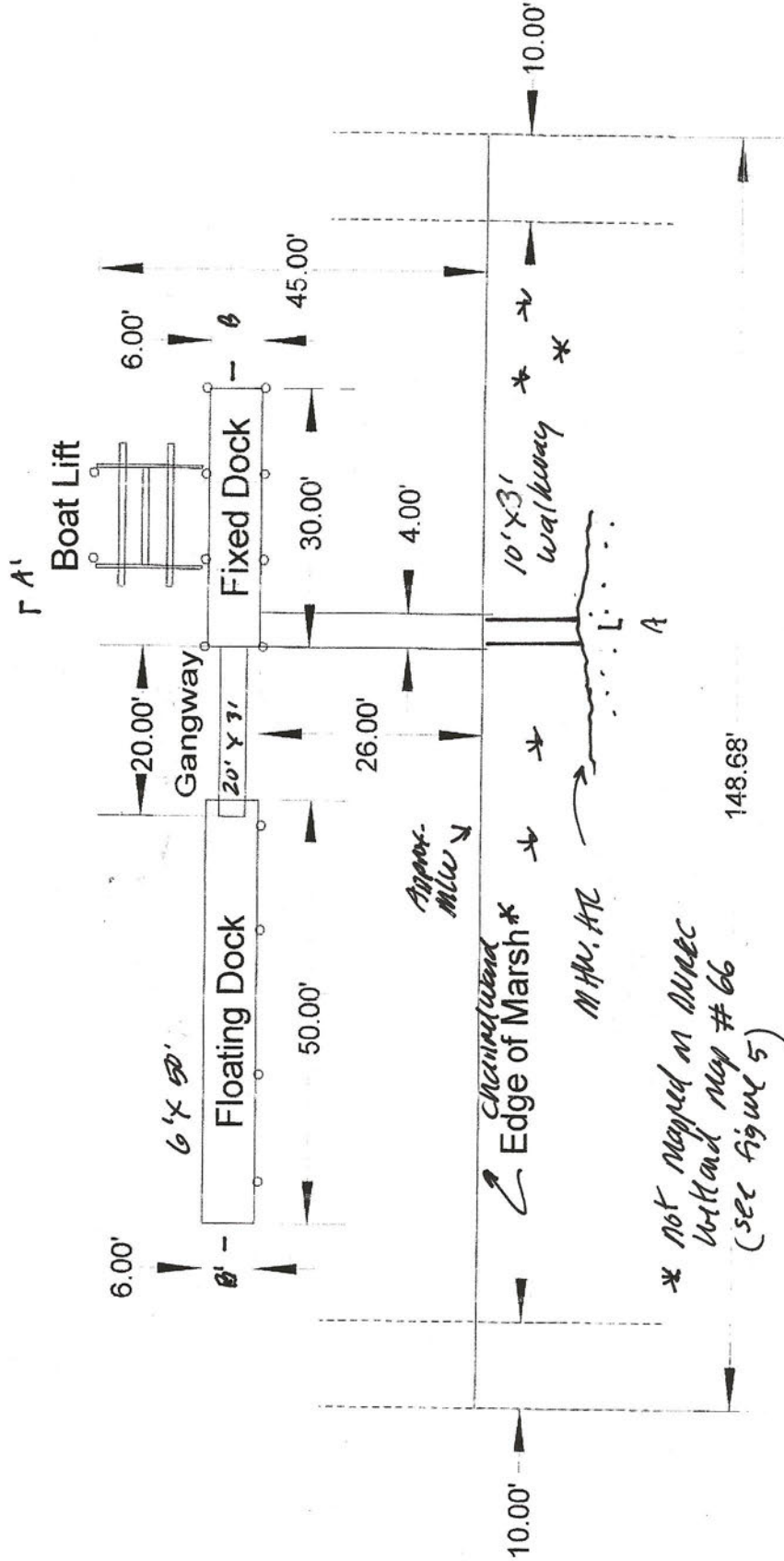
PROPOSED 1,350± C.Y. DREDGING TO -3' MLW;
 10' x 3' WALKWAY; 26 X 4' FIXED PIER; 6' X 30'
 FIXED DOCK; 4-PILING BOAT LIFT; 20' X 3' GANGWAY;
 AND A 50' X 6' FLOATING DOCK

IN: Lewes and Rehoboth Canal
 AT: Across from 330 Pilottown Road
 Lewes, Sussex County, DE 19958
 Tax Map Parcel #3-35-4.19-95.03

APPLICANTS: Michael Paese and Blake Kimbrough
 DATE: July 8, 2021

The Lewes and Rehoboth Canal

Ebb ← Flood →



Proposed Docking Facility
 Michael M Paese
 330 Pilottown Rd.
 Lewes, DE 19958
 TM 335-8.07-272.00

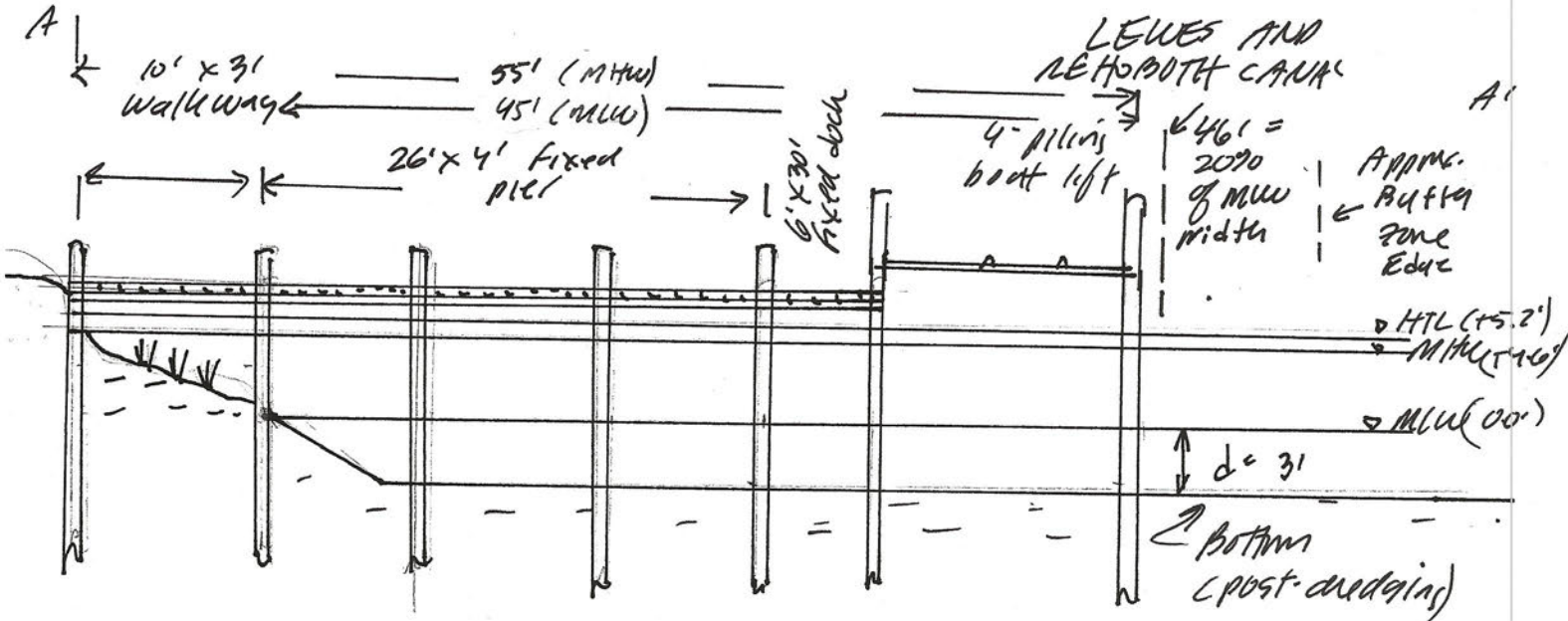
PRECISION MARINE CONSTRUCTION INC.
 202 Woodbridge Hills
 Rehoboth Beach, DE 19971

Figure 10. Plan view of proposed docking facilities
 (prepared by Precision Marine Construction, Inc.).

Scale: 1" = 20' Date: 06-01-2021

PROPOSED 1,350± C.Y. DREDGING TO -3' MLW;
10' x 3' WALKWAY; 26 X 4' FIXED PIER; 6' X 30'
FIXED DOCK; 4-PIILING BOAT LIFT; 20' X 3' GANGWAY;
AND A 50' X 6' FLOATING DOCK
 IN: Lewes and Rehoboth Canal
 AT: Across from 330 Pilottown Road
 Lewes, Sussex County, DE 19958
 Tax Map Parcel #3-35-4.19-95.03
 APPLICANTS: Michael Paese and Blake Kimbrough
 DATE: July 8, 2021

(a) CROSS-SECTION A-A' (1" = 10')



(b) CROSS-SECTION B-B' (1" = 20')

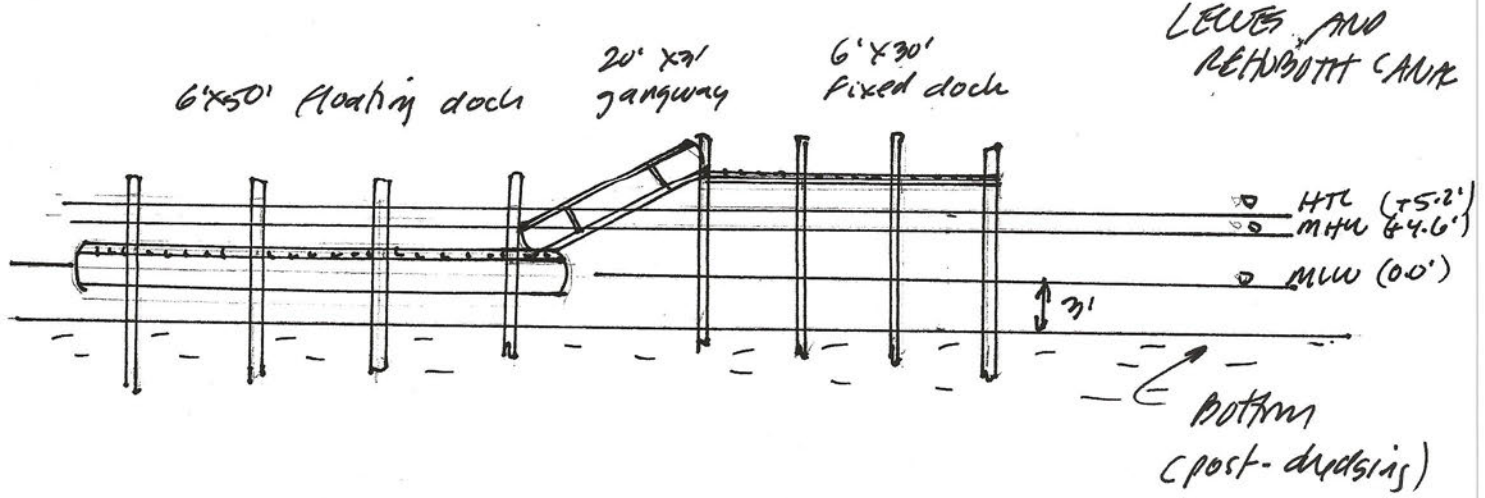


Figure 11. Cross-sections of proposed docking facilities. Sketches for permit application purposes only.

PROPOSED 1,350± C.Y. DREDGING TO -3' MLW;
10' x 3' WALKWAY; 26 X 4' FIXED PIER; 6' X 3 0'
FIXED DOCK; 4-PILING BOAT LIFT; 20' X 3' GANGWAY;
AND A 50' X 6' FLOATING DOCK

IN: Lewes and Rehoboth Canal

AT: Across from 330 Pilottown Road

Lewes, Sussex County, DE 19958

Tax Map Parcel #3-35-4.19-95.03

APPLICANTS: Michael Paese and Blake Kimbrough

DATE: July 8, 2021



Figure 14. Photograph of spillway (weir) at existing upland confined disposal site.

Figure 12. Photograph of existing upland confined dredged material disposal site, located at end of Anglers Road (also accessible at end of Newark Avenue), Lewes, Sussex County, Delaware.



Figure 13. Photograph of earthen berm at existing upland confined disposal site.

PROPOSED 1,350± C.Y. DREDGING TO -3' MLW;
10' x 3' WALKWAY; 26 X 4' FIXED PIER; 6' X 30'
FIXED DOCK; 4-PILING BOAT LIFT; 20' X 3' GANGWAY;
AND A 50' X 6' FLOATING DOCK
 IN: Lewes and Rehoboth Canal
 AT: Across from 330 Pilottown Road
 Lewes, Sussex County, DE 19958
 Tax Map Parcel #3-35-4.19-95.03
 APPLICANTS: Michael Paese and Blake Kimbrough
 DATE: July 8, 2021

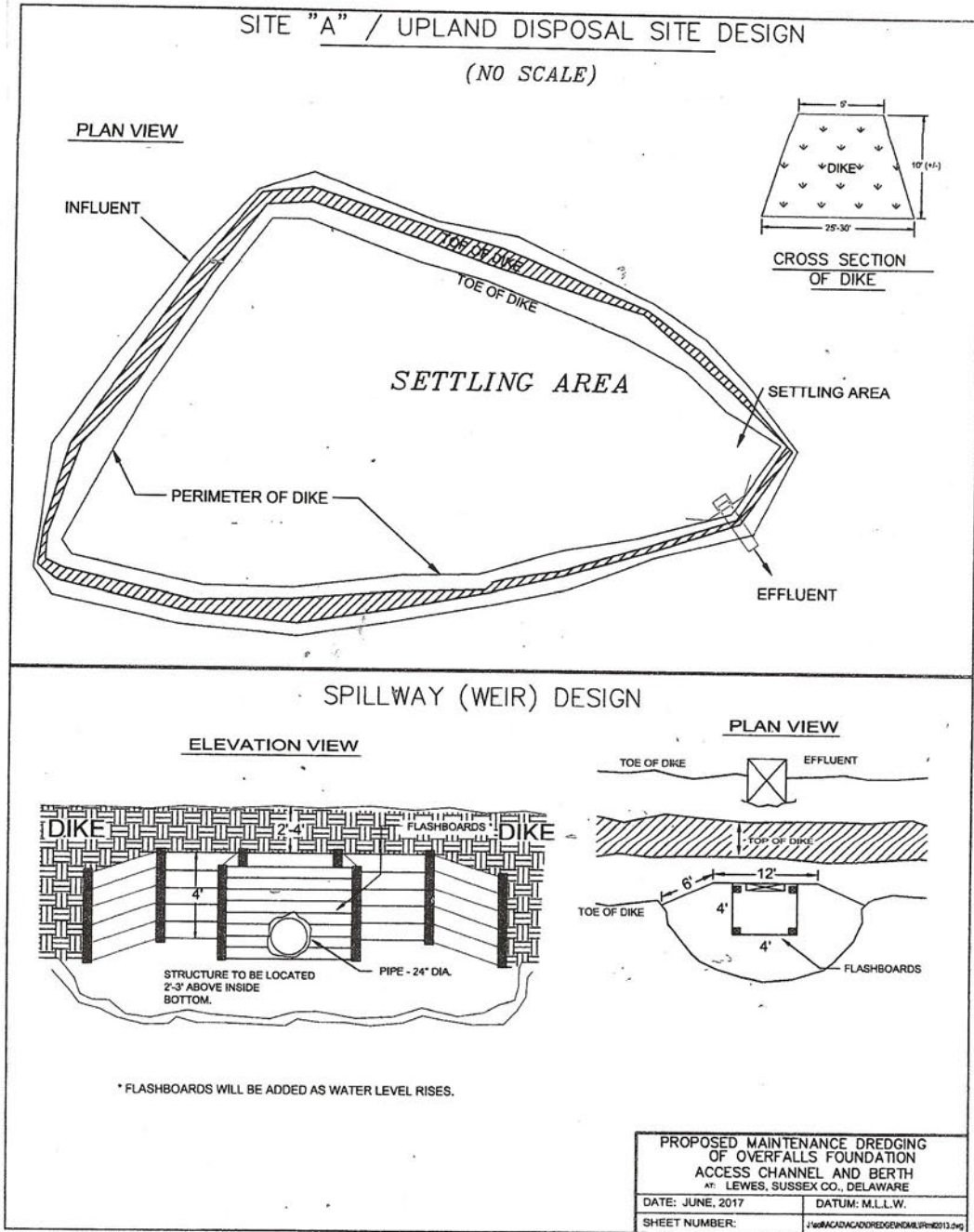


Figure 15. Schematic diagrams of disposal site (provided by Chuck Williams, DNREC, now retired).