

Indian River Inlet, Sussex County

1. **Non-Federal Sponsor:** Delaware Department of Natural Resources and Environmental Control (DNREC)

2. **Request for Reauthorization of existing authorized project:** The Indian River Inlet sand bypassing project was authorized by WRDA 1986 and the decision document titled “Atlantic Coast of Delaware, General Design Memorandum and Environmental Assessment” (November 1984).

3. **Project Purpose:** The authorization of the Federal/non-federal partnership of the existing sand bypassing operations is set to expire in 2021. DNREC is presently the non-federal partner and requests reauthorization so that shore protection and erosion control efforts can continue.

4. **Estimate of cost:** In 1986, the Chief of Engineers determined a total cost of \$4,000,000, with an estimated first Federal cost of \$2,500,000 and an estimated first non-Federal cost of \$1,500,000.

3

5. Monetary and Non-Monetary Benefits:

a. Protection of human life and property – The Indian River Inlet is the only tidal inlet along the Delaware Atlantic coast. The continued bypass of sediments will protect the adjacent shoreline and Delaware Seashore State Park properties and facilities from storm damages and flood risks.

b. Improvement to transportation – The project will reduce the potential for flooding and road closures during storms. The project protects a vital emergency evacuation route (Delaware Route 1).

c. To the national economy – The Indian River Inlet is located within the Delaware Seashore State Park and provides the closest ocean access for several Delaware

Inland Bay communities as well as for boaters from state and private marinas.

There are several local businesses that serve the coastal fishing and tourism industries. All of these business ventures contribute to the national economy by generating jobs, goods, and services.

d. To the environment – The project area is a popular public beach used for sunbathing, recreational fishing, and surfing. The project will provide mitigation of downdrift erosion created by the inlet jetties and ensure long-term resiliency of the sandy shoreline.

e. To the national security interests of the US – The US Coast Guard station is located on the north inside channel of the inlet and first responders depend on a maintained channel for emergency and oil spill response and for homeland security. Bypass operations keep the sediment in the littoral system and minimize the erosional effects of the inlet jetties.

6. **Local Support:** The request for reauthorization of the sand bypassing project is supported by DNREC intra-agency Divisions, non-governmental organizations, and local constituents.

7. **Non-Federal Sponsor Ability to Provide Cost Share:** Source of funding – State Bond Bill

8. **Non-Federal Sponsor Support Letter:** Attached