

Duvall Creek Dredging Project

~ By Bruce Walker

(This is follow-up article from the September *Sea Breeze*)

I attended the November 19 meeting of the Board of The Duvall Creek Environmental Trust, Bay Land Consultants & Designers, and the Anne Arundel Department of Public Works. Presentations were given by Keith Tate and Kendra Scheminant of Bay Land Consultants & Designers; Bay Land is the County contractor.

Present were:

Bob Emmet, President, DCET Board, representing Hillsmere Shores

Jay Phillips, Treasurer, DCET Board, representing Quay Harbor

Ron Sweany, Vice President, DCET Board representing Kitty Creek

Masoud Ghatineh, Chief Dredging Engineer, Anne Arundel County Department of Public Works

Keith Tate, President of Bay Land Consultants & Designers, Inc.

Kendra Scheminant, Project Scientist/Manager, Bay Land Consultants & Designers, Inc.

Chris Rager, Scientist, Bay Land Consultants & Designers, Inc.

Bruce Walker, HSIA Treasurer

Absent: DCET Board members from North shore and Fishing Creek Farm

Kendra led the presentations starting with the Duvall Creek Waterway Improvement Project plan and status.

Project Formulation	07/11/2008 to 12/31/2008
SAV Surveys	05/01/2008 to 09/30/2008
Permit Application	01/01/2009 to 03/31/2009
Permit Acquisition	04/01/2009 to 09/30/2009
Design	12/01/2009 to 05/31/2010
Construction Procurement	06/01/2010 to 10/15/2010
Construction (dredging)	10/15/2010 to 02/15/2011

The project is on schedule. **The Spur Workshop with lot owners will be in January, 2009** (more info below). The SAV (Sub-Aquatic Vegetation) studies are now complete. The depth/bathometric studies are also now complete and project formulation is well underway. The Vessel & Mooring surveys are almost complete – of the 88 surveys sent out, 56 were returned. The preliminary boat count is complete but needs more info. – including boats that are moored.

It is key for Bay Land to get as much information as possible as it will not only speed the permitting process, but will increase the odds of getting the most possible dredging completed. Dredging/water restoration projects only come our way once in a generation so it behooves us to marshal our resources to get as much done as possible. The best possible scenario is that we get full funding by the State of Maryland -- that depends on boat information – **the number of registered boats that use the waterway and what draft they draw**. If I heard correctly, 1000 registered boats would give full funding from the State while less than that, the cost is split between the County and the State – the split being based on the number of boats on a sliding scale. **We need more boat information – number of registered boats in Hillsmere** and the surrounding communities. We suspect that there are close to 400 registered boats in Hillsmere alone. **Old Pictures** of the waterway that show historically what was navigational waters are needed.

Based on their fairly intensive tests, studies, and review, Bay Land has put together a dredging plan that they believe they can obtain County, State, and Federal permits for. There are 10 proposed dredging segments. Fishing Creek has already been privately dredged so will not be part of the Project except for the main channel and potential transfer landing. There are 65 Hillsmere Shores waterfront properties between the marina and the headwaters of Duvall, Smith, and Kitty Creek, three of which belong to HSIA – the two boat ramps and the canoe/kayak lot. It appears that 20 of those Hillsmere lot owners may not be eligible for channel dredging nor

spurs. The reason is their waters are so shallow that the dredge barge cannot get in or out (dredging occurs during the November to February timeframe when the northeaster winds are blowing the water out most of the time), have submerged vegetation, or do not have a history of being active boating waterways. This is still under discussion as the scope of the project is being defined. The plan does not include those on West and East Bay View who are on the South River side of the Hillsmere marina.

Dredge material is off-loaded from barges to trucks to be hauled away to landfills. Points for material transfer need to be identified. It is estimated that there will be 10,309 cubic yards of material removed and will have to be trucked away. The trucks weigh 60,000 lbs loaded. It is estimated that 2000 truckloads will be needed over a 120 day period. There will also be roughly 1600 cy of good sand (included in the 10309 cy) that could go to improve Hillsmere beach.

A Spur workshop will be held in January most likely at Key School, where those wishing spurs to their property off of the channels can meet one-on-one with Bay Land representatives. In the session, the work will be specified, dredge calculated, contract signed, and \$750 permit fee submitted by the resident. The permit fee may be \$1500 if SAV's are involved. Dredge costs range from \$40 to \$100 per cubic yard. Bay Land says to figure on \$100 per cubic yard. Spurs are usually 20 feet wide. All waterfront lot owners will receive a letter invitation giving the details of the spur workshop.

Action Items:

1. Request through *Sea Breeze* information on registered boats in Hillsmere that use Duvall Creek waterways but are not kept at waterfront properties or Hillsmere marina slips. Duvall Creek starts at the South River navigational markers. We will post the form for the vessel information on our HSIA website (www.hillsmershores.net.) If you live in Hillsmere, have a Maryland registered boat, use our Hillsmere boat ramps, and the boat is not kept in a Hillsmere slip, please fill out the Vessel or Mooring form.
2. Follow up on people who were sent but did not fill out the Vessel or Mooring surveys
3. If you have pictures of Duvall Creek from the 1960s, 1970s, or 1980, that we could borrow and copy, please call Bruce Walker at (410)268-7466

~ Bruce Walker, HSIA Treasurer