



Public Hearing Report

Regarding Tidal Wetlands License Under COMAR 26.24.01.05.H.

<u>Application No.:</u>	25-WL-0593	<u>Date:</u>	March 19, 2026
<u>Applicant:</u>	MD DNR - Fishing Bay WMA Langrells Island Boat Ramp	<u>Time:</u>	7:00 PM
<u>MDE Staff</u>	Jonthan Stewart Matt Godbey	<u>Location:</u>	Elliott Island Volunteer Fire Company Elliott Island Rd, Vienna, MD 21869

Advisory: This report and its attachments reflects only the statements, comments, and questions made during the public hearing and following comment period. It does not represent any statement of fact by the Department, or a decision to recommend approval or denial of a license to the Board of Public Works.

1. Hearing Opened: Jonthan Stewart, of MDE, serving as Hearing Officer, opens the Hearing at 7:00 PM. Presented overview of hearing purpose, authority and procedures, in accordance with COMAR 26.24.01.05.

2. Elected Officials Present

- None

3. Opening Presentation by Applicant

Presenter

- David Porter (DP), Agent to Applicant “Maryland Dept of Natural Resources” (DNR) presented proposed project.

Main Points

- DNR acquired the property in the late 60’s and the canal was dug in 1972. The dredging material was used to create an adjoining berm. Erosion activity has caused breaches of the berm resulting in the channel silting in at an accelerated rate.
- DNR allocated funding to rebuild the boat ramp in 2005. DNR determined that without dredging the canal, the boat ramp replacement was unreasonable and closed the project.
- DP held a pre-application meeting on February 14, 2025, with MDE, the Army Corps of Engineers, and DNR’s Environment Review Program. Thin sediment placement was discussed during the pre-application meeting. Through discussion it was concluded the use of

hydraulic dredging would allow material to be dewatered on site within geotubes. Once the material was dewatered it would be transported to the local landfill.

- DP referenced a poster sized version of the plans: explaining the canal will connect the boat ramp to a canal location of 3.0 MLW, a low profile stone sill will be emplaced in the breach area, and a precast concrete boat ramp will be installed within the same footprint of the existing boat ramp.

4. General Questions Regarding the Project: The Hearing Officer began by soliciting questions in order from the attendance sheet. (Attachment A). In general, the parties attending the hearing and making comments to the Department were against the project. Please see the questions asked and response below in italics.

- DNR was asked why can't dredge spoils be used to refill the eroding marsh.

DP explained no approvals have been issued that allows filling the marsh.

- Can the spoils be used to fill private property?

It was explained that once the dredge material is dewatered, the County is the regulating authority for upland placement.

- What is the width of the existing canal and will the dredging impact the existing marsh?

The permit says 28' and DNR do not intend to impact existing marsh vegetation. By dredging at a 2:1 side slope it will keep the marsh from sloping in.

- When will the project begin and how long will it take.

The project will most likely begin a year from September, dredging will take less than a week, dewatering of the geotubes will take up to 4 months.

- What is the size of the parking lot and does it allow for increased use?

The size of the parking lot is half an acre and is self-limiting due to the size. The application does not include a request to increase the size of the parking lot and DNR will not be seeking an increase in size.

5. General Comments Regarding the Project: The hearing was well attended (See Attachment A: Public Hearing Interested Parties) and many attendees spoke. The majority of the statements were in opposition to the project. The following is a summary of questions presented at the hearing and during the comment period ending on April 2, 2026.

- There is a safety issue by the increased traffic by expanding the channel width and depth, the volume of traffic will deteriorate existing roadway infrastructure at an accelerated rate, the parking lot cannot accommodate the increased use, and there is no maintenance allocated for the existing infrastructure.
- There are concerns that dredging will negatively influence the existing hydrology.
- The Eastern Black Rail population could be negatively impacted.

- Additional concerns were voiced regarding bathroom facilities, infrastructure maintenance, and pollution.

6. Hearing Closed

- Participants notified that comments are due by 5:00 PM on Thursday, April 2, 2026; must be post marked by that date or via email.
- The Department may request additional information from the applicant.
- Hearing is adjourned by Jonthan Stewart at 8:35 PM.

7. Comments Received after Hearing: Mrs. Ann Foley provided written comments after the Public Hearing before the comment deadline on Thursday, April 2, 2026. Please see Attachment C, "Comment Letters". The summary of comments are as follows:

- Elliots Island already has a boat ramp and does not need an additional one. There is no parking for additional trucks and trailers.
- Disturbing tidal shorelines can have unforeseen consequences.
- The increases in new visitors can lead to destruction of wetlands and traffic issues.

8. Answer to comments

- DNR's Response to similar concerns: We believe that improving the boat ramp and dredging the channel won't significantly increase traffic and use, but it will make access safer for users. The parking area at the ramp will also limit use due to its size and configuration. Most large boats will continue to use the McCreadys Cove County boat ramp because it provides direct access to Fishing Bay. We have no data showing that this ramp and dredging project would cause overhunting and overfishing of the Nanticoke as regulations exist to manage both harvests. No bathroom facilities exist at county-maintained boat launches or DNR owned boat launches in Dorchester County. We can't speak about bicycle safety concerns because that is a county-maintained roadway.
- The dredging is not intended to go past the depth of the original bottom when the canal was originally dug. Therefore, we do not expect the proposed dredging to alter the current hydrologic conditions.

Attachment “A” – Public Hearing Interested Parties

Name	Mailing Address	Email	Wish to Speak	Support or Opposed
Wylie Abbot	2363 Elliot Island Rd. Vienna, MD 21869	Wabbott71@hotmail.com	Yes	Oppose
Paul Obrecht	2328 Elliot Island Rd Vienna, MD 21869	pfobrechtiii@blueobrecht.com	Yes	Oppose
Chet & Melissa Martineh	2232 Elliot Island Rd Vienna, MD 21869	martinekgunshop@aol.com meldalegm@gmail.com	Yes & Yes Mrs. Martineh did not speak	Oppose Mr. Martineh requested his opposition be removed.
Mark & Melody Stull	3304 Dayton Rd Vienna, MD 21869	Stullmelody@gmail.com Bubbadozer13@gmail.com	No - Did not speak	Blank
Lance Keil	5020 Hoffmanville Road Manchester, MD 21102	Northernbears50@aol.com (invalid email) Left voice message at vet and no response. 410-675-5101	Yes	Blank
Joey Keith	2521, 2522, 2524 Pauls Rd & Elliot Island Rd Vienna, MD 21869	keithjmax@gmail.com	Yes	Support
David Archer	2248 Elliot Island Rd. Vienna, MD 21869	Davearcher775@outlook.com	Yes	Support
John Peddicord	2314 Elliot Island Rd Vienna, MD 21869	Blank	No	Oppose
Ann Fohey	2336 Elliot Island Rd Vienna, MD 21869	dogwdbooks@shorennet.net	Yes	Blank
Andrew & Norma Bukovsky	2244 Elliot Island Rd Vienna, MD 21869	Andrewbukovsky8@gmail.com normadob@comcast.net	Yes & Yes	Oppose & Oppose
Donna Ribakow	2511 Pakes Rd Vienna, MD 21869	Donna1limo@gmail.com	Yes	Oppose
Vince Betette	2367 Elliot Island Rd Vienna, MD 21869	Blank	Yes	Blank
Howard & Rochelle Martinek	2233 Elliot Island Rd Vienna, MD 21869	howardmartinek@yahoo.com	No	Blank
Paul Osheske	2508 Pokes Rd Vienna, MD 21869	Polac71@gmail.com	No	Oppose
Harry Kenney	3913 Walt Ann Drive Elliot City MD 21042	Harry.kenney@nutrien.com	Yes	Oppose
Jeff VanCampen	2350 Elliot Island Rd Vienna, MD 21869	Blank	No	Oppose
Phillip G. Tyler	3750 Elliott Island Road Vienna, Maryland 21869	phillipgtyler@gmail.com Cell: 443-521-3254	Mr. Tyler was not at the Public Hearing and did not provide comments. He requested to be included as an interested party via email.	

Attachment “B” - Summary of Public Hearing Comments from Audio Recording

Wylie Abbot – Concerned about the increase in traffic. 25’ boats with 250hp require a larger trailer. Early traffic for hunting will create usage and safety issues for the local community, post office, school buses, etc. Increased wear on aging roadway. Concerned hunters will park along the roadway and overfill the parking lot.

Fire company issues in parking lot. Dorchester CAD system will include Elliot Island as emergency response “fire box”. When a water box is assigned, the size of the parking lot will be an issue. The staging area will require EMP, boats, and other fire companies all within the parking lot. During hunting season the lot will already be full.

Paul Obrecht – Concerned about the change in hydrology that will result from dredging. “Punching through the sand/clay base of the channel could result in water discharging from the dredge area won’t freeze at the same rate, resulting in a change of local hydrology.” (Summarized) Eastern Black rail could be threatened by construction.

Boat ramp in second PN stated concrete boat ramp will be replaced. No concrete boat ramp exists. MDE corrected the language in the third PN by removing replacement with construction of.

Joey Keith–Concerned about damage to the roadway and environment from the project.

Andrew Bukovsky – Concerns about road degradation resulting from increased traffic, where will hunters park, lack of bathroom facilities.

Norma Bukovsky – Concerns about lack of infrastructure to accommodate increase in traffic resulting from greater access to hunting. Lack of porta potties will create environmental impacts. Overall increase of pollution.

Donna Ribakow – Concerned the roadway will not accommodate increases in hunters. The current volume of traffic makes it difficult to navigate the local roadway.

Vince Betette – Concerned about the safety of the road. Increased traffic will tear up the road, marsh, and result in more congestion.

Harry Kenney – Concerned about increases in hunting as the existing hunting usage is too much.

David Archer – Concerned the infrastructure is not in place to accommodate everything else. Too much traffic already.

Ann Fohey – Concerned about bikers associated with Ironman.

Lance Keil – Comments recorded were not related to the project.



Attachment C Comment Letters

Matt Godbey <matt.godbey@maryland.gov>

Langrells Island Ditch project 25-WL-0593

4 messages

Paul Obrecht, III <pfbrechtiii@blueobrecht.com>

Wed, Dec 3, 2025 at 8:59 AM

To: "matt.godbey@maryland.gov" <matt.godbey@maryland.gov>

Cc: "HNelson@maryland.gov" <HNelson@maryland.gov>, "rkramer@dorchestermd.gov" <rkramer@dorchestermd.gov>, "jlueke@cbf.org" <jlueke@cbf.org>

Matt- Good Morning. I hope you had a nice Thanksgiving.

I am emailing you in opposition to the referenced project and I am requesting a hearing. I will follow this email up with a certified letter unless you say that is not necessary. I am discouraged by the short comment period and the fact that much of the period included the Thanksgiving holiday. Given that and the highly advanced engineering drawings it seems as if this project will occur regardless of citizen input- But I am clinging to a shred of hope that maybe some common sense will prevail.

This seems like a ton of money to spend(not to mention a large deficit) and does not benefit the fragile ecosystem. In fact it poses high risks by increasing the advancement of salinity and certainly will result in increased degradation of the fragile shorelines from increased and larger vessel traffic. I know you are not the DNR and are only responsible for permits. That said I would like to know the POC at DNR for this project as this money could be used to perform desperately needed ramp Maintenance at Elliotts Island Harbor which would serve more Marylanders and not result in degradation of critical marsh habitat. Also It should be known that the project should not be considered maintenance. I know from 4 decades of use experience that the depth has remained consistent in the ditch.

I remain shocked that the DNR has selected this project as a priority when this money could be used in so many ways to improve the Marsland habitat such as blocking tidal flow in the mosquito ditches and installing ditches and culverts along the Elliotts island road bed(the installation of 6 -8 inches of asphalt on top the old shell and gravel have resulted ponding water on extra high tides that have drown 100s of acres of vegetation)

I may not be a licensed biologist or engineer but I am passionate about this area and have spent more time in the marshes of Fishing Bay WMA than most so I hope my input will be considered.

Thanks P3

Paul F. Obrecht

410 365 5414



Godbey - Project 25-WL-0593.doc

43K

Matt Godbey -MDE- <matt.godbey@maryland.gov>

Wed, Dec 3, 2025 at 9:14 AM

To: "Paul Obrecht, III" <pfbrechtiii@blueobrecht.com>

Cc: "HNelson@maryland.gov" <HNelson@maryland.gov>, "rkramer@dorchestermd.gov" <rkramer@dorchestermd.gov>, "jlueke@cbf.org" <jlueke@cbf.org>, Jon Stewart -MDE- <jon.stewart@maryland.gov>

Mr. Obrecht,

Thank you for providing your comments to the Department. The email and letter dated December 3, 2025, will be added to the projects file. I will begin the process of organizing a Public Information Hearing. Please reach out to me directly if you have any questions about the project or the Public Information Hearing process.

Matt

410-901-4033 - Office

410-375-3456 - Cell

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Mail Delivery Subsystem <mailer-daemon@googlemail.com>

Wed, Dec 3, 2025 at 9:15 AM

To: matt.godbey@maryland.gov



Address not found

Your message wasn't delivered to **jlueke@cbf.org** because the address couldn't be found, or is unable to receive mail.

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▲ *This link will take you to a third-party site*

The response from the remote server was:

550 5.4.1 Recipient address rejected: Access denied. For more information see <https://aka.ms/EXOSmtpErrors> [BN3PEPF0000B06F.namprd21.prod.outlook.com 2025-12-03T14:15:29.110Z 08DE2EB9EBE11DE5]

Final-Recipient: rfc822; jlueke@cbf.org

Action: failed

Status: 5.4.1

Remote-MTA: dns; [cbf-org.mail.protection.outlook.com](https://aka.ms/EXOSmtpErrors). (2a01:111:f403:f908::, the server for the domain [cbf.org](https://aka.ms/EXOSmtpErrors).)

Diagnostic-Code: smtp; 550 5.4.1 Recipient address rejected: Access denied. For more information see <https://aka.ms/EXOSmtpErrors> [BN3PEPF0000B06F.namprd21.prod.outlook.com 2025-12-03T14:15:29.110Z 08DE2EB9EBE11DE5]

Last-Attempt-Date: Wed, 03 Dec 2025 06:15:29 -0800 (PST)

 **noname**
4K

Paul Obrecht, III <pfbrechtiii@blueobrecht.com>
To: Matt Godbey -MDE- <matt.godbey@maryland.gov>

Wed, Dec 3, 2025 at 9:21 AM

THX for your prompt repply

Paul F. Obrecht, III, SIOR

Senior Vice President

Blue & Obrecht Realty, LLC

[9475 Deereco Road, Suite 200, Timonium, MD 21093](#)

Main: 410-561-5568 | Direct: 443-330-4802 | Cell: 410-365-5414

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project is to maintain access to the waters of Langrells Creek. The proposed project is located at Langrells Boat Ramp off Elliott Island Rd, Vienna, MD 21869. For more information, please contact Matt Godbey at matt.godbey@maryland.gov or at 410-901-4033.

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Norma Dobrowolski <normadob@comcast.net>

Fri, Mar 13, 2026 at 7:12 PM

To: Matt Godbey <matt.godbey@maryland.gov>

Cc: "Paul Obrecht, III" <pfobrechtiii@blueobrecht.com>, "WAbbott71@hotmail.com" <WAbbott71@hotmail.com>

Hello Mr. Godbey,

Below are my submitted remarks for the Langrall Island issue. I will intend to be present at the Island meeting as well.

Norma Gray Bukovsky

410-251-8924

normadob@comcast.net

Comments on Langrall's Island Project

My family, as a life-long resident of Elliott Island, was comprised of watermen and trappers. I have no problem with hunters in our area nor recreational users. My concern is the lack of infrastructure to support even more people using our crumbling road.

I understand that the construction of this project will require many trucks with heavy materials being hauled.

I have gotten out of my car a few months ago and measured 8 to 11 inch ruts in this narrow road. Enough to tear out suspension of a low car. Our road is not in good enough shape to withstand an incredibly large project without some remediation.

Also, We have no permanent restrooms at the Island and even the seasonal ones come after Memorial Day and leave at Labor Day. Totally inadequate.

The marina with its fees to watermen should certainly be outfitted with year round temporary restrooms. It is less than \$100 per month if you use Sussex Sanitation in Delaware, which has been used at the marina before. They should be year round for the benefit of watermen, hunters and fishing and crabbing. I would think they would also be provided at this location.

This is the least respect that could be afforded to Island residents.

Our area is noted by the State of MD on signage and social media, drawing more to our area all the time.

With all the public hunting area here, The State of MD should be responsible for at least partial upkeep of the road and recreation area, since Dorchester County says they have no money. We have been advised recently that Dorchester County has a plan dated 2008 to eventually abandon our road. I don't know if that will happen but I intend to begin looking into the County's position. Their report cites lack of people, properties in disrepair. So if they plan to abandon, not sure why you would put in more recreation. Nor not sure how are these people going to get to the Island?

This meeting is to approve tidal wetland use. I will say again you cannot do these things in a bubble. The increased use of the crumbling road by more equipment and visitors will shorten its life for those depending on it to reach their homes...if it is true we are on 'borrowed time?'

I would only be in favor of this project if the State of MD and Dorchester County are in a committed understanding to work together, fiscally, to support the road, more parking areas, portable restrooms and put improvements in place to sustain increased traffic and to secure the road's upkeep for residents going forward.

[Quoted text hidden]

Matt Godbey <matt.godbey@maryland.gov>

Mon, Mar 16, 2026 at 2:27 PM

To: Norma Dobrowolski <normadob@comcast.net>

Cc: "Paul Obrecht, III" <pfobrechtiii@blueobrecht.com>, "WAbbott71@hotmail.com" <WAbbott71@hotmail.com>

Mrs. Dobrowolski,

Thank you for providing the comment letter. The Department will provide a response to each comment after the Public Hearing this Thursday.

Matt

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Maryland
Department of
the Environment

Wes Moore, Governor
Aruna Miller, Lt. Governor

Serena McIlwain, Secretary
Suzanne E. Dorsey, Deputy Secretary
Adam Ortiz, Deputy Secretary

PUBLIC INFORMATIONAL HEARING COMMENT FORM
Regarding Application for Tidal Wetlands License for
MD DNR - Fishing Bay WMA Langrells Island Boat Ramp
Permit Number: 25-WL-0593/Tracking Number: 202560943

Application Number: 25-WL-0593

Tracking No. 202560943

MDE Project Manager: Matt Godbey

Public Informational Hearing Date: Thursday, March 19, 2026

Comment Deadline Date (Postmarked By): Thursday, April 2, 2026

Commenter's Name and Affiliation: ANN M. FOLEY, RESIDENT

Comments:

LETTER ATTACHED

Send Comments to:

Maryland Department of the Environment
201 Baptist Street, Suite 22
Salisbury, MD 21801
Attention: Matt Godbey
matt.godbey@maryland.gov

COMMENTS MUST BE POSTMARKED OR EMAILED BY:
Thursday, April 2, 2026

After the hearing record closes, the Department will review and consider all of the comments it received during the comment period.

March 24, 2026

Maryland Department of the Environment
ATTN: Matt Godbey

I certainly appreciate you all coming down March 19, 2026. I should personally apologize for getting off-topic. Officials seldom visit and we tend to get carried away. On reflection, I strongly oppose the DNR proposal. We already navigate one hazardous boat ramp: one built along our road, where no pickups and trailers can park. (Oops, sorry. Again, not a problem for you or DNR.) Other stakeholders covered the proposed project's shortcomings nicely, but I write to put my thoughts on the record:

As was said better, disturbing tidal shoreline, however well-intentioned, usually has unintended consequences. The original creation of the canal to Langrall's Creek may be one example: reminiscent of Maryland Ag's mosquito-control ditching in the marsh—now outlawed, presumably by DOE. Shortly after creating the existing canal, the DNR erected a sturdy gate at its access lane's mouth to block entrance. More recently, the gate was opened. The canal parking lot is now a “secret” camping site. With the advent of social media, it won't be secret long. Heavy construction equipment and increasing usage would require expanding and improving parking in a sensitive area.

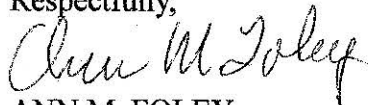
Newly installing (not fixing) a ramp, and repairing and rip-rapping a more substantial canal would call attention to a temporary solution in search of a non-existent problem. Should the plan be approved, visitors to the area would like to sample a publicized new passage to the Nanticoke. This general area already attracts a mix of visitors and watercraft: recreational boaters, watermen, birdwatching groups, hunters/fishermen/trappers in skiffs, bikers, cyclers, canoers, kayakers, sea-dooers . . .

Local commercial watermen primarily work Fishing Bay and Tangier Sound. Of interested Nanticoke River boaters, 99% would be recreational, coming from “up on land,” many out of Delaware. To sample canal access, they would have to by-pass Vienna's Nanticoke River ramp, trail down our twisty, watery road, to an even narrower one-lane-dirt road lacking a sight line. If they meet someone as they trail in, one or the other would either back their boat out or run off into wetlands. Even if they didn't encounter someone, next trip they'd likely opt for Vienna's ramp over Elliott Island Road.

In good, clear daylight, the sight-line on the proposed canal may be good, but how would it serve pre-dawn launches by waterfowlers and fishermen? My hunting neighbors like to be out on the water before sunrise. And they prefer the worst conditions, rather than what they call “bluebird days.”

It was 1960 when the county paved the last six miles of Elliott Island Road: only one lane wide with occasional pull-offs. So we know a lot about situations such as the DNR proposes creating. Whatever amount of funding the DNR may estimate for this project, all islanders present seemed to agree it should be spent to repair and improve Elliott Island's vital, existing harbor, not Langrall's Creek.

Respectfully,



ANN M. FOLEY
2336 Elliott Island Road
Elliott Island, MD 21869

cc: Councilman Rob Kramer, Jr.