



**US Army Corps
of Engineers®**
Philadelphia District

PROJECT FACTSHEET

**Intracoastal Waterway, Delaware River to
Chesapeake Bay, DE & MD (C&D Canal)**

May 2009

CONGRESSIONAL DISTRICTS: Reps. Castle (DE-AL), Kratovil (MD-1)

APPROPRIATION / PHASE:
Operation & Maintenance, General

BUSINESS PROGRAM:
Navigation

LOCATION: The Project connects the Delaware River to the Chesapeake Bay from Reedy Point, below Delaware City to the upper Chesapeake Bay.

DESCRIPTION: The project was authorized in 1935 (HD 201, 72nd cong., 1st Session) and modified in 1935 (R&H Com Doc 11, R&H Docs 18 and 24, 73rd Cong., 2nd Session), in 1939 (PL 310, 76th Cong., 1st Session and in 1954 (SD 123, 83rd Cong., 2nd Session). The waterway, a channel 35 feet deep and 450 feet wide, extends from Reedy Point on the Delaware River about 41 miles below Philadelphia, PA through a land-cut westward to Elk River thence following Elk River and the upper Chesapeake Bay to deep water near Pooles Island, including four high level fixed highway bridges, a vertical lift railroad bridge, a bascule drawbridge, extensions of the entrance jetties at Reedy Point, enlargement of the anchorage and mooring basin in Back Creek, and maintenance of Delaware City Branch channel (8' x 50' x 2 miles) and basin.

STATUS: The maintenance dredging for FY09 began in mid-October 2008 for a cost of \$1,962,160. The Chesapeake City Bridge in Maryland is currently under contract for emergency repair work valued at \$1,344,320 and is currently scheduled for completion in January 2008. Daisy Construction is continuing work to repair Summit Bridge by awarding the base bid and exercising Option 1, at a total cost of \$3,395,273.

BUDGET

	DATA (\$000)	ARRA	Comments
FY 06	11,834		
FY 07	14,686		
FY 08	13,082		
FY 09	13,710	12,085	

COMMENTS: Final Environmental Impact Statement was completed on 11 October 1974. Disposal of dredged material will be placed in diked upland or designated overboard disposal areas in accordance with Section 404 (b) of the Clean Water Act.

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