

Philadelphia District Corps of Engineers
Project Status Update
Mariners Advisory Committee for the Delaware River and Bay
17 June 2010

Delaware River, Philadelphia to Trenton

The State of New Jersey has recently notified the Philadelphia District that they are moving forward with the development of a Dredged Material Management Plan (DMMP) for the maintenance dredging of the upper Delaware River, Philadelphia to Trenton Project. The NJDEP and the Army Corps have developed an inventory of proposed disposal sites. Preliminary meetings have been held with State and Federal Fish and Wildlife agencies to discuss concerns with the list of proposed sites. Initial feedback was fairly positive. Coordination concerning construction and dredging windows will continue. Most of the sites under consideration have not been used for dredged material disposal for more than a decade; consequently, reestablishing these sites will be a significant task. Notification letters to the municipalities where the selected disposal sites will be constructed were mailed by NJDEP in April 2010. The letters included a request to meet with local officials to discuss disposal site conditions, future development plans and ownership issues.

Concerning the Fairless Turning Basin Deepening to 40-feet, comments on the draft Feasibility Report and Environmental Assessment for this work are presently being reviewed and the appropriate changes will be incorporated into a final document. The local sponsor is presently in the process of securing funding to move the project forward.

Delaware River, Philadelphia to Sea & Main Channel Deepening

The maintenance dredging of New Castle and Marcus Hook Ranges has been completed by Norfolk Dredging Company. The contractor removed approximately 1.4 mcy for a cost of \$6.8 Million. The Marcus Hook Range has been completed to a depth of 44+1 NAVD88 placing the material into Pedricktown South.

The contract includes new construction work associated with the Delaware Deepening project, specifically Reach C. Reach C extends from the lower end of Cherry Island Range to the upper edge of Reedy Island Range. It includes the entirety of Deepwater Point, Bulkhead Bar and New Castle Ranges. The notice to proceed was issued on Feb. 26, 2010 and the contractor began dredging on March 1, 2010. To date the Norfolk Dredging Company has removed approximately 1.3 mcy of the total estimated quantity of 2,620,000cy. The material is being placed in Killcohook Disposal Area. It is estimated that Reach C will be completed by the end of July.

Dredge McFarland

The Dredge McFarland is currently operating in the Delaware Bay.

Schuylkill River

The next scheduled maintenance dredging of the Schuylkill River is planned for the fall of 2011.

Wilmington Harbor

A contract for maintenance dredging of the 35-foot and 38-foot project channels was advertised on 19 April 2010. Bid Opening was held on 19 May 2010. Norfolk Dredging Company was the successful low bidder at \$1,875,192. Notice to Proceed was issued on 15 June 2010. The preconstruction meeting for this work was held earlier today at our District Office. The "Dredge Essex" is scheduled to depart Norfolk Virginia this Saturday 19 June 2010. Actual dredging operations should commence during the early part of next week. It is anticipated the dredging operation will be accomplished in 40 days. The dredged material will be placed into the Wilmington South disposal Area.

Mispillion River

A \$648,631 contract for maintenance dredging of the entrance channel at Mispillion River and a portion of Cedar Creek was completed by Southwind Construction Company on September 20, 2009. Since this time, the channel has sustained significant damages due to several Northeastern Storms which have passed through our area. The Philadelphia District is presently investigating the availability of unobligated Recovery Act funds to dredge the entrance channel again in September 2010.

New Jersey Intracoastal Waterway, Cape May Harbor and Oyster Creek

A dredging contract was awarded to Barnegat Bay Dredging Company on 22 May 2009. The lease of plant contract includes maintenance dredging of the New Jersey Intracoastal Waterway (NJIWW) beginning with the Cape May Ferry Area, proceeding to Cape May Harbor (part of Cold Spring Inlet project), remaining critical shoal areas along the NJIWW, and Oyster Creek (part of Barnegat Inlet project).

The quantity of material dredged along the NJIWW including the Ferry Area, Ludlam and Peck Bay was 153,748 cu yd at an approximate cost of \$2,460,000. The quantity dredged from Cape May Harbor was 71,578 cu yd at an approximate cost of \$350,000. Oyster Creek dredging was deferred to 2010 since navigable depths were adequate in 2009. A contract modification was completed and additional dredging of the Cape May Ferry Area and critical shoal areas along the NJIWW will commence in June 2010 and continue through Sept 2010.

Indian River Inlet and Bay, DE

A contract in the amount of \$3,398,000 was awarded to Paul Howard Construction, Co, Inc. to conduct maintenance dredging in the channel and flood shoal at Indian River Inlet, DE and beneficially use the

material along the inlet shoreline. Estimated quantity to be removed is 360,000 cu yd. Dredge material was placed into two scour areas along the USCG property and the revetment fronting the State Park shoreline. Dredging began in November 2009 and was completed on 7 March 2010. Post-dredge surveys were collected in March 2010.

Chesapeake and Delaware Canal

A contract for maintenance dredging of the C&D Canal Approach was awarded to Great Lakes Dredge and Dock Company for \$11,090,971.60 for the removal of an estimated 2,074,033cy of material from the Federal Channel. The contractor has removed over 1,000,000cy of material to date to a depth of 40+1 NAVD88. All of the material will be disposed of by bottom dump scows at the open water disposal site known as Site 92.