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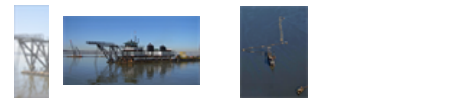
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Delaware River Main Channel Deepening

This project involves dredging as needed within the existing 40-foot Delaware River federal navigation channel to deepen it to 45 feet from Philadelphia Harbor, Pa. and Beckett Street Terminal, Camden, N.J. along a 102.5-mile distance to deepwater in the Delaware Bay. Two contracts have been completed with a third underway (see slides below), together covering about a fourth of the channel's length. Target completion is 2017.

Project Photos



45' Project



Contract 1



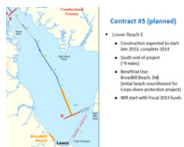
Contract 2



Contract 3



Contract 4



Contract 5



Rest of Work

Project Timeline

Contract #1 starts to study remaining 40' channel	2003
Finalize study report remaining 40' channel	2003
Contract #1 starts construction	2003
Final design, supplemental EIS complete	2004
Contract #2 starts construction	2004
Final design, supplemental EIS complete	2004
Contract #3 starts construction	2005
Final design, supplemental EIS complete	2005
Supplemental contract #4 (100,000 cu yd)	2007
Supplemental contract #5 (100,000 cu yd)	2007
Supplemental contract #6 (100,000 cu yd)	2008
Final design contract	2009
Estimated completion of 40' channel	2017

Timeline

Links

- Project Factsheet
- 2013 Draft Environmental Assessment
- Project Reports
- Philadelphia Regional Port Authority
- ...

Project Economics

- As of 2011
- Average Annual Benefits: \$15.5 million
- Private sector (benefits): \$15.5 million
- Large and small fully loaded container and bulk (steel and slag) vessels
- Reliability of services
- Commuter analysis
- Counts only reduced benefits (no competitive advantage)
- Counts only direct benefits (no job or income)
- Based on existing tonnage, commodities, origins, destinations

Economics

Prior Channel Deepenings

Delaware River, Philadelphia to the Sea	Authorization	Start	End	Complete
1960-1962	1960-1962	1960	1962	1962
1962-1964	1962-1964	1962	1964	1964
1964-1966	1964-1966	1964	1966	1966
1966-1968	1966-1968	1966	1968	1968
1968-1970	1968-1970	1968	1970	1970
1970-1972	1970-1972	1970	1972	1972
1972-1974	1972-1974	1972	1974	1974
1974-1976	1974-1976	1974	1976	1976
1976-1978	1976-1978	1976	1978	1978
1978-1980	1978-1980	1978	1980	1980
1980-1982	1980-1982	1980	1982	1982
1982-1984	1982-1984	1982	1984	1984
1984-1986	1984-1986	1984	1986	1986
1986-1988	1986-1988	1986	1988	1988
1988-1990	1988-1990	1988	1990	1990
1990-1992	1990-1992	1990	1992	1992
1992-1994	1992-1994	1992	1994	1994
1994-1996	1994-1996	1994	1996	1996
1996-1998	1996-1998	1996	1998	1998
1998-2000	1998-2000	1998	2000	2000
2000-2002	2000-2002	2000	2002	2002
2002-2004	2002-2004	2002	2004	2004
2004-2006	2004-2006	2004	2006	2006
2006-2008	2006-2008	2006	2008	2008
2008-2010	2008-2010	2008	2010	2010
2010-2012	2010-2012	2010	2012	2012
2012-2014	2012-2014	2012	2014	2014
2014-2016	2014-2016	2014	2016	2016
2016-2018	2016-2018	2016	2018	2018
2018-2020	2018-2020	2018	2020	2020

Prior Deepenings

The deeper channel will provide for more efficient transportation of containerized, dry bulk (steel and slag) and liquid bulk (crude oil and petroleum products) cargo to and from the Delaware River ports, with estimated net annualized benefits of more than \$13 million to the U.S. economy.

Under a Project Partnership Agreement signed in 2008, the total cost of initial construction, approximately \$300 million, is shared 35 percent by the Philadelphia Regional Port Authority as the non-federal sponsor, and 65 percent by the federal government through the U.S. Army Corps of Engineers.

Dredged Material Placement

More than 16 million cubic yards of material must be removed during initial construction. Of that amount, approximately 12 million cubic yards of silt, clay, sand and gravel will be dredged from the

river portion of the project. The bulk of the dredging is being performed by hopper and hydraulic pipeline dredges, with a bucket dredge used for rock removal in the Marcus Hook area. The river material is being placed at five existing federal upland confined disposal facilities (CDFs) in New Jersey. (All these sites have been used for channel maintenance ever since it was deepened to 40 feet in the early 1940s, and have more than enough long-term capacity to continue in that role for at least 50 years after the deepening is complete.)

The remaining 4 million cubic yards is primarily good quality sand from the Delaware Bay, to be dredged and placed as beachfill for beneficial use at Kelly Island, Del. (wetland restoration) and at Broadkill Beach, Del. (storm risk reduction).



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