

## Baltimore Harbor & Channels, Maryland and Virginia

U.S. Army Corps of Engineers  
Baltimore District  
P.O. Box 1715  
Baltimore, Maryland 21203-1715

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**Type of Project:** Navigation

**Project Phase:** Operation & Maintenance

**Authorization:** Section 101 of the River and Harbor Act of 1958 (42-Foot Project), Section 101 of the River and Harbor Act of 1970 (50-Foot Project), and Section 101a(22) of the Water Resources Development Act of 1999.

**Congressional Interest:** Senator Sarbanes (MD) and Senator Mikulski (MD), and Representatives Gilchrest (MD-1), Ruppberger (MD-2), Cardin (MD-3), Hoyer (MD-5), and Cummings (MD-7)

**Non-Federal Sponsor:** Maryland Port Administration (MPA)

**Background:**

a. **50-Foot Project** - The River and Harbor Act (R&H Act) of 1970 authorized a uniform main channel 50 feet deep, and generally 800 (in Maryland) or 1,000 (in Virginia) feet wide through the Chesapeake Bay from the Virginia Capes to Fort McHenry in the Port of Baltimore, a distance of 175 miles. Depths of 50, 49, and 40 feet are authorized in the 600-foot wide branch channels of Curtis Bay, Northwest Branch East Channel, and Northwest Branch West Channel, respectively.

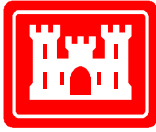
b. **42-Foot Project** - The R&H Act of 1958 authorized, in part, southern approach and connecting channels 35 feet deep and 600 feet wide leading to the Inland Waterway from Delaware River to Chesapeake Bay, Delaware and Maryland, Chesapeake and Delaware Canal project, branch channels ranging from 22, 35 and 42 feet deep and 200 to 600 feet wide in Curtis Creek and Ferry Bar, and anchorages 30 and 35 feet deep.

c. **Anchorage and Channels** – Section 101a(22) of the Water Resources Development Act of 1999 authorized construction of a 50-foot deep turning basin at the head of the Ft. McHenry Channel, deepening and widening of Anchorages Nos. 3 (to 42 feet deep) and 4 (to 35 feet deep), widening of the Dundalk and Seagirt Marine Terminal channels and construction of a new loop channel to South Locust Point.

**Status:**

a. **50-Foot Project** - The Initial Phase of the modification was completed in October 1990 at a cost of \$227 million. Remaining work requires widening the Virginia Channels (York Spit and Rappahannock Shoal) from 800 to 1000 feet wide, widening the Maryland Channels (Craighill Entrance through Ft. McHenry Channel) from 700 to 800 feet wide, and widening the Curtis Bay Channel from 400 to 600 feet wide. Approximately 57 miles require dredging. The project provides an estimated \$111,570,000 in average annual benefits.

b. **42-Foot Project** – The project modification was completed in September 2001 with the widening of the western five miles of the Brewerton Channel Eastern Extension from 450 to 600 feet. The straightening of the Tolchester Channel S-Turn was completed in January 2002.



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c. **Baltimore Harbor Anchorages & Channels**– New work deepening of the project was completed in August 2003.

d. **Annual Maintenance and Funding** - Maintenance dredging is performed annually removing approximately three million cubic yards (mcy) of material (2.5 mcy from Maryland Channels and 0.5 mcy from Virginia Channels) at an average annual cost of about \$17 million. Hydrographic surveys of most channels are conducted semiannually to provide channel conditions to ship pilots and other navigation interests. Operation & Maintenance, General (O&M) funds in the amount of \$9,604,811 were expended on the project in FY 05. O&M funds in the amount of \$17,293,000 were appropriated in FY 06 for maintaining the project.

e. **Commerce** - Commerce in 2003 totaled 40.2 million tons, including 24.7 million tons of foreign cargo valued at \$26 billion. The Port of Baltimore generates \$1.5 billion in business and Federal government revenue per year, employs 16,100 Marylanders in direct port jobs and another 17,600 in indirect and induced jobs, and generates almost \$300 million in state and local taxes annually.

### ***FY 05/06 Work:***

a. **Maintenance Dredging Maryland Channels** - A contract in the amount of \$14,794,980 was awarded to Great Lakes Dredge & Dock Co. on July 20, 2004 to dredge 2,318,000 cy of material from the Craighill Entrance, Craighill Upper Range, Cutoff Angle, Northwest Branch West Channel, Brewerton Channel Eastern Extension, and Tolchester Channel and to place the material in the Poplar Island Environmental Restoration Project and Hart-Miller Island Containment Facility. Dredging commenced on December 5, 2004 and was completed on March 23, 2005.

b. **Maintenance Dredging Maryland Channels** - A contract in the amount of \$21,629,280 was awarded to Weeks Marine, Incorporated on August 23, 2005 to dredge 3,011,700 cy of material from the Craighill Angle, Brewerton Angle, Curtis Bay Channel, Curtis Creek Channel, Dundalk Marine Terminal East and West Channels, Brewerton Channel Eastern Extension, and Tolchester Channel and to place the material in the Poplar Island Environmental Restoration Project and Hart-Miller Island Containment Facility. Dredging commenced on December 6, 2005 and is scheduled to be completed in April 2006.

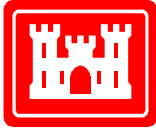
### ***FY 06/07 Work:***

a. **Maintenance Dredging Virginia Channels** – A contract to dredge approximately 500,000 cy from the Cape Henry and York Spit Channels is scheduled to be advertised in January 2006. Dredging is scheduled for March to April 2006.

b. **Maintenance Dredging Maryland Channels** - A contract to maintain additional Maryland channels is scheduled for award in June 2006. Dredging is scheduled to start in September 2006 and be completed in March 2007.

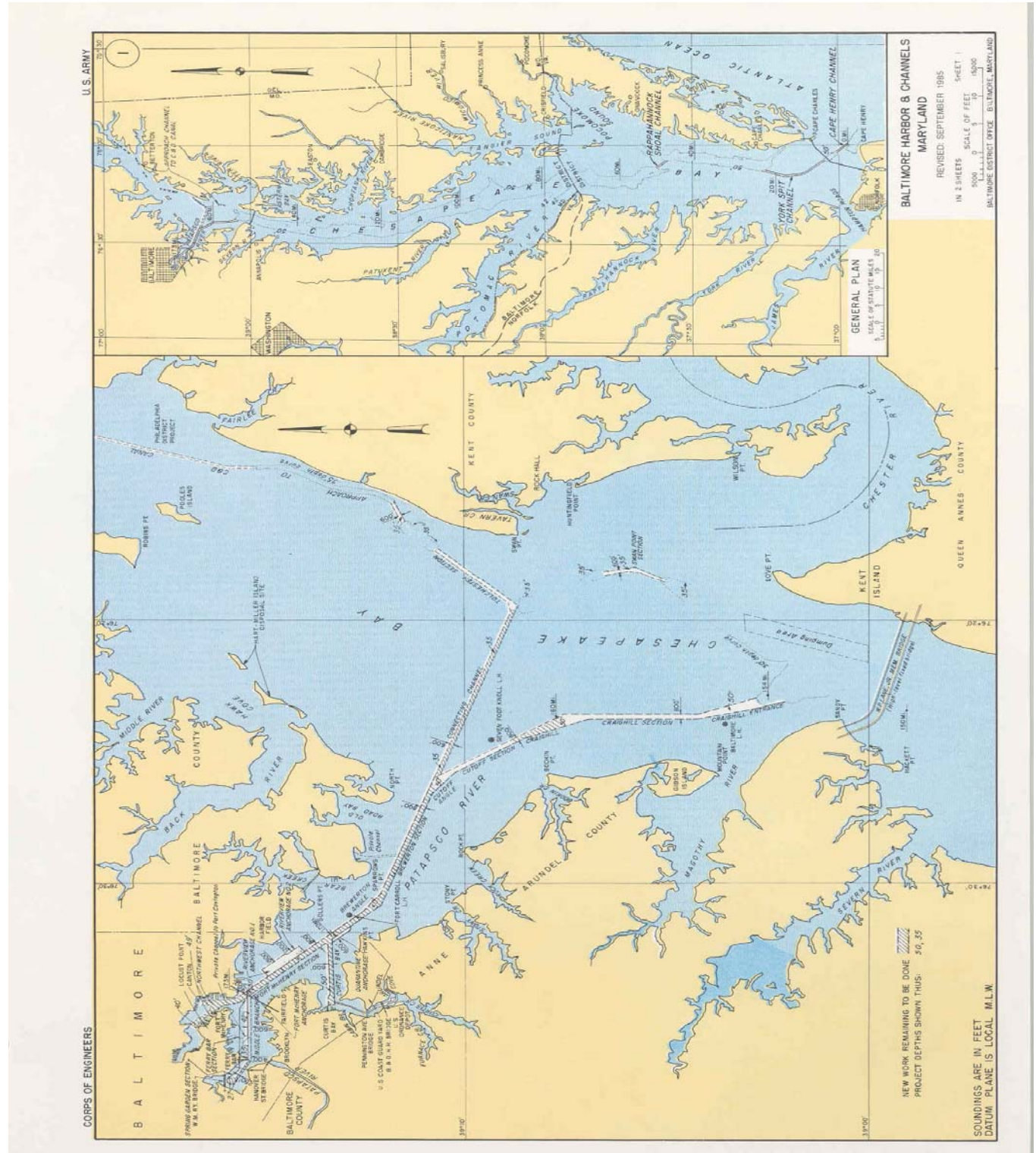
**Funding:** FY 2006 Allocation: \$ 17,293,000

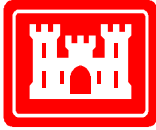
**For more information** regarding the Baltimore Harbor & Channels Projects contact Jeffrey A. McKee, CENAB-OP, (410) 962-5657 or e-mail [jeffrey.a.mckee@nab02.usace.army.mil](mailto:jeffrey.a.mckee@nab02.usace.army.mil)



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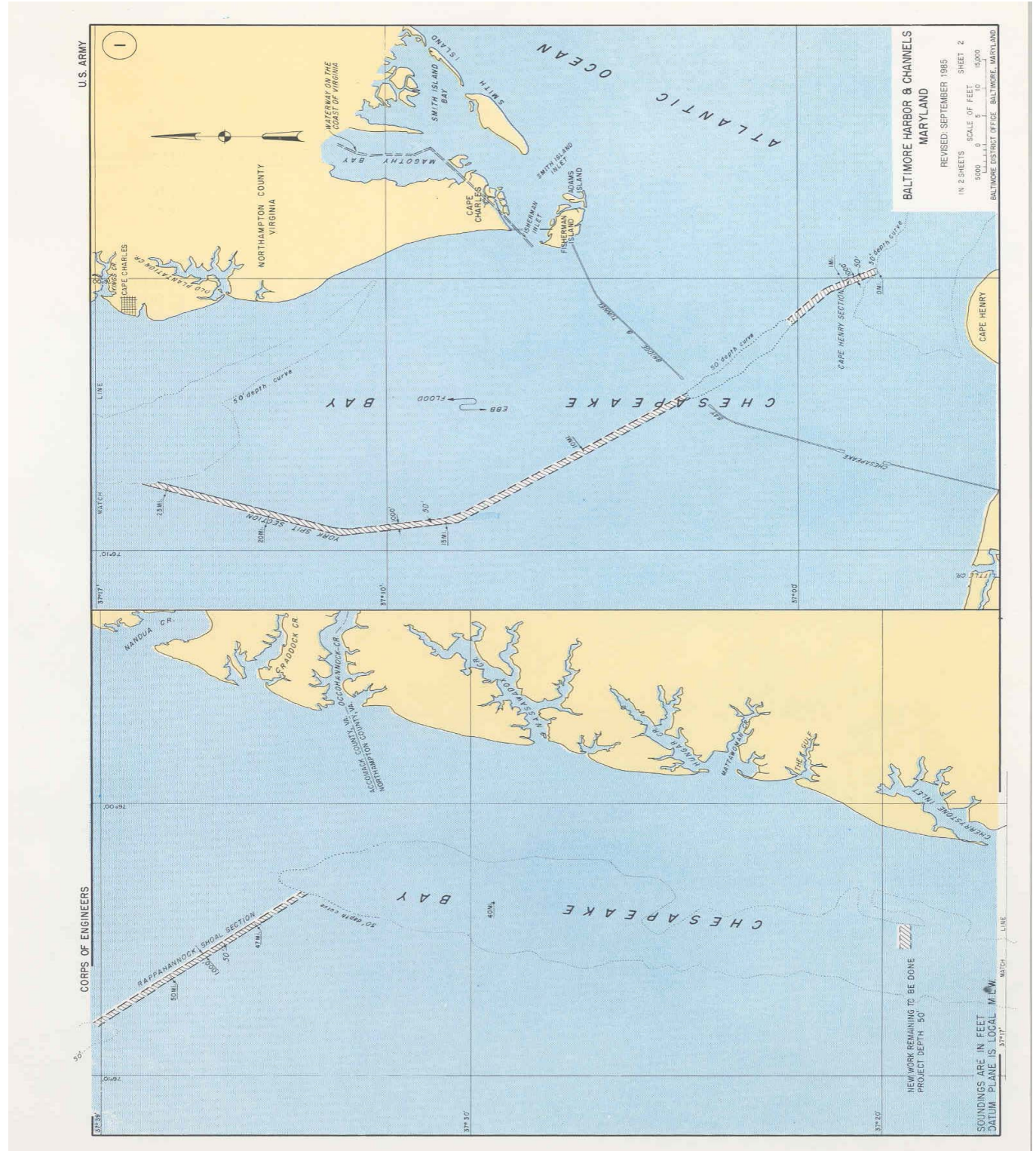
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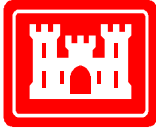




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