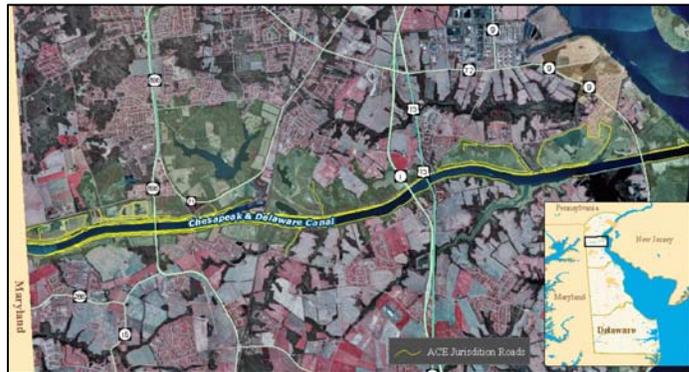


HIGHWAY STATISTICS

2011 Army Corps Of Engineers Mileage

In 2004, Delaware added 69.99 miles of local dirt roads in the proximity of Chesapeake and Delaware Canal. These roads are presently being used by the public and comply with the guidelines of public road mileage. Delaware Congressman Michael N. Castle, and other state and local officials as well as the public, are interested in converting some of the adjacent lands to a state public park.

The State GIS Analyst, Sarah Burkett, in coordination with the Army Corps of Engineers' Chesapeake City Project Office, has used GIS technology to calculate the mileage of roads along the C&D Canal. The methodology included heads-up digitizing of roads using a 2002 high-resolution (1:2,400 scales) infrared orthophotography base with reference to 2005 satellite imagery and hard copy maps from the Atlas of Delaware produced by DelDOT. Total mileages of the roadways were calculated using GIS length calculation tools, resulting in 69.99 miles. The U.S. Army Corps of Engineers (ACE) was given hardcopy maps of the digitized roadway for review. DelDOT and ACE mutually agreed to use this calculation for state mileage reporting purposes.



Map displaying ACE Jurisdiction Roads identified using GIS technology.

The contact information of the official in the US Army Corps of Engineers, who reviewed the GIS data and mileage calculations, is:

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Mr. Tomlin has provided his approval of the calculated mileage.

Chesapeake and Delaware Canal Recreation Trail Project

The Chesapeake and Delaware Canal Recreation Trail project, led by Congressman Mike Castle, will transform over 26 miles of Army Corps service roads from Delaware City to Chesapeake City into a multi-purpose recreation trail with associated amenities and added security. Based on the information contained in the “2003-2008 Delaware Statewide Comprehensive Outdoor Recreation Plan (SCORP)”, the project design has now been completed.

A working group was formed for the C & D Recreational Study to develop an appropriate vision into a multi-use trail stretching 26 miles along the C & D Canal in Delaware and Maryland. Several public workshops and surveys were conducted where residents of both states participated. The plan entails a continuous trail from Delaware City to Chesapeake City, and a link to other greenways, trails, and historic sites in the region.

After receiving input from the public, the 30 % plans were advanced into final design. The Final Environmental Assessment (EA) was completed in July 2008. Final construction plans, estimates, and specifications were completed for review in November 2008. The US Army Corps of Engineers is the project sponsor, and will advertise the project for construction after the long-range management plan is approved.

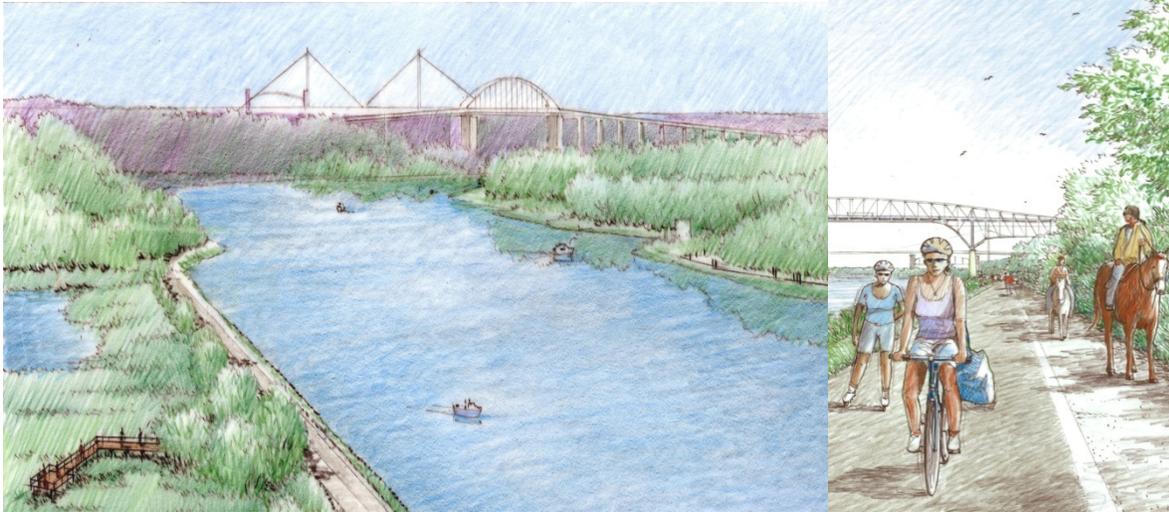
The estimated cost of the project is \$10, 500, 000 with \$978,734 spent on design.

The project will accomplish the following objectives:

1. To provide, enhance, and encourage recreational activities along the C & D Canal, particularly for the citizens of Delaware and Maryland.
2. To provide an opportunity to interconnect open space, greenways, trails, and historic sites that currently exist while encouraging future developments in the region.
3. To restore the natural habitat by planting a selection of native plants and by removing invasive species.

When the project is complete and opened to the public, it will be the first National Park in the “First State”. The project may take up to 5 years to complete, but because of the ceaseless efforts by many people, including Vice-President Biden, and intergovernmental cooperation, it is expected that this landmark project could be completed sooner. Once completed, it will provide recreation and amusement to the people along the C & D Canal for the foreseeable future.

For project updates, please visit Rep. Castle's website at www.castle.house.gov. To view the "Trail Concept Plan," please visit www.nap.usace.army.mil/Projects/CD/index.htm.



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2009 Project Status Update

The design, specifications and bid documents have been finalized. The advertisement package is complete and has since been handed off to ACOE for further processing. It is my understanding ACOE cannot advertise the project until they have worked out their long range management and maintenance plan.

There have been discussions within DelDOT that the project could be a candidate for funding under ARRA II. The estimated construction cost is over 10 million.

2010 Project Status Update

There was no activity on the project in 2010.

Recently, Senator Coons office has expressed interest in the project. Some of his aides are spearheading a campaign to get the recreational trail built.

A few major changes to the project:

1. DelDOT has taken over administration of the construction. Plans and specifications are being reformatted to meet Department specifications. Funding will be needed to cover this cost.
2. DNREC is working on a plan to take over M&O of the trail once built.
3. ACOE will enter into a lease agreement with DNREC for the trail placement.
4. It has yet to be determined how much of the trail will be built in phase I. Our goal is to get the section completed from Reedy Point Bridge to St. Georges.

If additional funding is obtained in FY2012 we would like to extend the trail to Summit Marina.

If all goes according to plan construction on phase I should start sometime spring 2012.

2011 Project Status Update

DelDOT will administer the construction of the project which is scheduled to be advertised in February 2012. Construction is scheduled to start in spring 2012. The project limits are as follows, along tier 1 road from a point near the Branch Canal heading west past the Summit Marina to a point near a connection with Lums Pond State Park. The estimated total length is 9.5 miles long. The project will also include the construction of two trail heads near Biddles Point and St. Georges.

Delaware has reported 69.99 miles of public-accessible dirt roads since 2004. Upon completion of this project the total amount will decline by 9.50 miles to 60.49 miles due to conversion of this mileage to trail use.

Once the construction is complete, DNREC will maintain the project.



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