



Passaic River, Harrison, New Jersey South 1st Street Levee/ Floodwall Flood Damage Reduction Project

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U.S. ARMY CORPS OF ENGINEERS

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DESCRIPTION

The project involves the construction of features for flood protection along the Passaic River in the Town of Harrison, New Jersey. The authorized plan for flood damage reduction includes a total of 7,450 linear feet of levee and floodwall with eight closure structures. The levees will total 1,750 feet in length with an average height of 6.5 feet and an average base width of 50 feet. The floodwall portion will be 5,700 feet in length and will have an average height of 6.2 feet. The South 1st Street floodwall system will begin on the east side of Passaic Avenue just south of the NJ Transit rail line bridge structure and extend to the South 4th Street bridge embankment. An additional section of floodwall to prevent flanking will be constructed running north adjacent to Cape May Avenue, to the Conrail bridge embankment. Interior drainage facilities will be provided by new gravity culverts with flap gates and sluice gates, along with three pumping stations.

The levee/ floodwall system would be situated on the left bank of the Passaic River in the Town of Harrison. The system will provide protection to residential, commercial, and industrial structures from tidal floods from the South 4th Street Bridge up to the New Jersey Transit rail bridge just south of the Route 280 Bridge.

AUTHORIZATION

Congress authorized construction of a flood protection project in the Water Resources Development Act (WRDA) of 1990 and amended it in WRDA of 1992. The overall plan includes such project elements as a tunnel diversion, preservation of natural storage areas, and levee and floodwall plans. This fact sheet presents one of the project's elements, the South 1st Street Levee/Floodwall in Harrison, New Jersey.

STATUS: The project design memorandum was completed in 1996. Construction funds were appropriated, but work was never initiated due to the lack of a project cooperation agreement. The project team has resumed engineering and design including the preparation of a Limited Reevaluation Report (LRR) to reaffirm the viability of the existing project. A letter of support has been received from the non-federal sponsor, NJDEP. Current funding is being utilized to update the hydrology and hydraulics.

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