



US Army Corps
of Engineers®
New York District

Raritan River, NJ

Federal Navigation Channel Maintenance of Infrastructure and Stewardship

FACT SHEET

AUG/SEP 2012

DESCRIPTION: In FY12, continue environmental coordination for possible future maintenance dredging, subject to availability of funds.

AUTHORIZATION: Authorized by the Rivers and Harbors Act of 1919 and subsequently modified by the Rivers and Harbors Acts of 1930, 1937, 1940 and 1962. The existing Raritan River Federal navigation project of New Jersey includes the following channels:

- a. A main channel, 25 ft, deep, 300 ft. wide, from the turn in N.Y. and N.J. Channels, near great Beds Light to the Raritan Arsenal Wharf; thence 15 ft. deep, 200 ft. wide, to the Washington Canal; thence 10 ft. deep in soft material and 11 ft. deep in rock, and generally 100 ft. wide, with widening at bends, to the Delaware and Raritan canal entrance at New Brunswick. This channel is about 13.8 miles long.
- b. A turning basin opposite Raritan Arsenal Wharf, 25 ft. deep, 300 ft. wide, from its junction with the main channel opposite Keasby to the upper limit of the NL Industries property.

Local cooperation is required.

COMMERCE: The five-year average annual commercial tonnage on the Raritan River is approx. 2,872,887 tons. Primary commodities include petroleum, petroleum products and sand and gravel, rock and chemicals.

FUNDING: In FY12, \$60K in Conference is allocated to the project. Coordination of environmental compliance and channel controlling depth evaluation are planned. Approximately \$3.2M was used to remove 30,000 CY of dredged material and place it on the upland at a contractor provided State approved site in 4th Q FY08/1st Q FY09.

STATUS: In FY 2008/2009, approximately 30,000 CY of dredged material from Mile 0.0-4.0 was removed and placed at a State approved contractor provided upland facility. Post maintenance fiscal closeout and preliminary engineering and design for the next cycle are completed. Remaining shoals are not yet critical for removal. Shoals continue to grow. No report of hazardous conditions has been received since the last maintenance from Amerada Hess, major user of the waterway.

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District Area: NJ # 6