



**US Army Corps
of Engineers®**
New York District

Flushing Bay and Creek, New York

Federal Navigation Channel Maintenance and Stewardship

FACT SHEET

FEBRUARY 2012

DESCRIPTION: Preliminary Engineering and Design and environmental coordination continues for possible future maintenance dredging of critical shoals in the Federal Channel.

AUTHORIZATION: Authorized by the Rivers and Harbors Act of 1902 and subsequently modified by the Rivers and Harbors Acts of 1935 and 1962. The existing navigation project in Flushing Bay and Creek, New York provides for a bay channel with a depth of 15 feet MLW; a creek channel with a depth of 15 feet MLW; an irregularly shaped maneuvering area 15 feet deep MLW; and an anchorage basin with a depth of 6 feet MLW.

COMMERCE: 1,425,000 tons of cargo is transported through this channel annually (2008 WCS). The Flushing Bay Federal Channel supports fourteen marine terminals that receive and ship sand, stone, and petroleum products by barge. The petroleum product facilities in the waterway have a combined storage capacity for a total of 81,400 barrels (reference: 1999 IWR port Series No. 5). The concrete, asphalt and aggregate facilities on this channel have a combined 67,000 tons of storage capacity. The deep draft channel is also used by a municipal marina and the NYPD Harbor Patrol Unit Station.

STATUS: In FY 2012 Preliminary E&D will be performed for possible future maintenance dredging including updating of plans and specifications. Sampling and testing for possible future upland placement of priority shoals in the bay, creek, and maneuvering areas was completed in FY 2009.

The last cycle of maintenance dredging was completed for a portion of the creek reach during FY 2003. Approximately 43,000 CY of material was dredged and placed at the Fountain Avenue Landfill closure project as engineered fill. Maintenance dredging of the bay reach was completed in 1997 with the removal of approximately 84,000 CY of material and placed at the Historic Area Remediation site (HARS).

Recent shoaling as well as the remaining areas of shoaling from previous dredging cycles will be evaluated for possible maintenance dredging, contingent on available project funding. Significant shoaling still occurs in the Creek reach, the Maneuvering Area and the Anchorage area. Some shoaling exists along the channel edges of the Bay reach.

CONTACT: Edward Wrocenski, Project Manager, (917)790-8636
<mailto:edward.wrocenski@usace.army.mil>
U.S. Army Corps of Engineers, New York District
26 Federal Plaza
New York, NY 10278
<http://www.nan.usace.army.mil>
District Area: NY # 7