



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

New York and New Jersey Channels

Federal Navigation Channel Maintenance of Infrastructure and Stewardship

FACT SHEET

AUG/SEP 2012

DESCRIPTION: Sampling and testing for possible future maintenance was initiated in FY2011/FY2012 in both the Arthur Kill and at Seguine/Ward Points.

AUTHORIZATION: The federal navigation project was authorized in the Rivers and Harbors Act of 1933 and subsequently modified by the Rivers and Harbors Act of 1935, 1950, 1965 and 1985. It provides for: A channel 37 ft. deep in rock and 35 ft. deep in soft material, 600 ft. wide through Lower New York Bay, Raritan Bay into the Arthur Kill to a point 1,000 ft. north of Smith Creek, except of the vicinities of Seguine Point and Ward Point where the width is 800 ft.; thence 500 ft. wide, to a point 1,000 ft. south of the location of former Buckwheat Island; thence 500 to 600 ft. wide passing north of Shooters Island and protected by a dike on its northern side of the junction of the channel into Newark Bay; under the Kill Van Kull, Newark Bay Channel, New York and New Jersey authorized for construction in 1985, the existing Kill Van Kull Channel is authorized for deepening to 45 ft. (47 ft. in rock) and 800 ft. wide from the vicinity of Shooters Island and junction with Newark Bay through the Kill Van Kull to Constable Hook; thence 1,300 ft. wide from a point opposite the east end of Constable Hook to a point near the intersection along the New Jersey Pierhead line and thence 3,070 ft. wide through Kill Van Kull to Upper New York Bay with suitable easing of the bends and junctions. Length – about 31.0 miles.

COMMERCE: The five year annual average commercial tonnage for the New York & New Jersey Channels is 126,000,000 tons. Primary commodities include petroleum and petroleum products, chemicals; crude materials including sand, gravel, wood; manufactured goods, food and farm products.

FUNDING: \$40K was in the President's Budget for FY12 to provide for continuing coordination as the sampling is completed and Plans and Specs are initiated. Previously, in FY11 funds were used to schedule sampling and testing of the Arthur Kill and Seguine Point/Ward Point shoals for periodic future maintenance, planned for FY13-14, subject to available funding. Maintenance dredging of approximately 75,000 CY of the remaining shoals in the Arthur Kill was completed in FY2010 using appropriated O&M funds as well as ARRA Stimulus funds. In FY10 funds in the amount of \$6.7M were used to continue the maintenance dredging of 75,000 CYs of critical shoals in the Arthur Kill Reach. Both American Recovery and Reinvestment Funds (approx \$2M), and regular appropriation funds were expended. ARRA funds are no longer provided.

STATUS: Sampling and testing of additional critical shoals are being performed in FY2012 for possible future maintenance dredging in Arthur Kill reach and at Ward and Seguine Point of the Raritan Bay Reach of the project. Controlling depth reports and condition surveys are being performed. Critical shoals in the various project reaches are being prioritized for removal in FY13 and FY14 subject to availability of funds. Critical shoals in several locations within the Arthur Kill have been removed during the month of October and completed on 7 Nov 2010 with upland placement.

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