



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

Arthur Kill Channel Howland Hook Marine Terminal, NY & NJ (41 Ft Project) Navigation Project

FACT SHEET

DESCRIPTION: The project provides for deepening the existing 35-foot Arthur Kill Channel to 41 feet MLW from its confluence with the Kill Van Kull Channel to the Howland Hook Marine Terminal in Staten Island, New York, and to 40 feet MLW from Howland Hook Marine Terminal to the Conoco Phillips (Tosco) Oil Terminal and GATX facilities in New Jersey and New York, respectively. Also included are selected widenings and realignments of the channel, as well as the removal of the U.S. dike north of Shooters Island. Project also provides for mitigation consisting of restoration and enhancement of approximately 23 acres of intertidal salt marsh. The benefit-to-cost ratio is 2.5 to 1. The average annual benefits are approximately \$68,745,000, which are primarily for transportation cost savings. The project sponsor is the Port Authority of New York and New Jersey.

AUTHORIZATION: The project was authorized by the Water Resources Development Act of 1986, Section 202(b), the Water Resources Development Act of 1992, Section 329, the Water Resources Development Act of 1996, Section 301(b)(11), and the Water Resources Development Act of 1999, Section 338.

STATUS: The project is currently in the construction phase. The Final Limited Reevaluation Report (LRR) dated Dec 1997, which reevaluated the project benefits, costs, and environmental impacts, was approved by HQUSACE in April 1998, and transmitted to HQUSACE in Aug 1998 for submittal to ASA(CW) and OMB. Addendum to LRR addressing project mitigation, dated May 01, was approved 2 July 01. The current estimated total project cost, at Oct 03 P.L.s and fully funded, is \$393,495,000, of which \$252,385,000 is Federal cost and \$141,110,000 is non-Federal cost. Non-Federal costs consist of the following: 25 percent of costs allocated to general navigation features during construction (\$84,080,000); relocation of utilities (\$10,830,000); bulkhead repairs (\$16,065,000); and dredging of berthing areas (\$30,135,000). PCA executed on 25 Jul 02. First construction contract awarded to Donjon Marine on 9 May 03; work initiated on 20 Jul 03. Contract option awarded on 11 Dec 03 approving beneficial re-use of glacial till at the HARS. Dredging ongoing, behind schedule with completion estimated in Dec 04. Second construction contract, combining Contract Areas 2 & 3, had bid opening on 15 Apr 04, with Great Lakes Dredge & Dock apparent low bidder. Contractor determined non-responsible on 9 Sep 04, with Donjon now apparent low bidder. Contractor responsibility determination ongoing. Contract award estimated in Dec 04.

PROJECT COST:

Estimated Federal Cost	\$252,385,000
Estimated Non-Federal Cost	\$141,110,000
Total	\$393,495,000

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