



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

# **New York Harbor Collection & Removal of Drift, NY & NJ Navigation Project**

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## **FACT SHEET**

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**DESCRIPTION:** The project provides for removing abandoned piers, wharves, derelict vessels and debris, and also for repairing in-use deteriorated shore structures throughout the Port of New York.

The project purpose is to reduce hazards and damages to navigation by removing potential sources of drift. Cost sharing for removal work is two-thirds Federal and one-third non-Federal; repair work is 100% Non-Federal.

The project sponsors are the New York State Department of Environmental Conservation and the New Jersey Department of Environmental Protection for the New York and New Jersey shorelines, respectively.

**AUTHORIZATION:** The New York Harbor Collection and Removal of Drift Project was authorized by the Water Resources Development Act of 1974, as amended. Work authorized before WRDA 1974 was restricted solely to the removal of drift from New York Harbor and tributary waters, and was limited to maintenance activities only.

### **STATUS:**

To date, twenty-one (21) construction contracts for the removal of potential sources of drift, such as abandoned piers, wharves, derelict vessels and debris, have been completed for the following drift reaches:

#### **New Jersey**

**Liberty State Park, (5 Contracts)**

**City of Elizabeth**

**City of Hoboken, (2 Contracts)**

**Jersey City, (3 Contracts)**

**Bayonne 1**

**Weehawken to Edgewater (3 Contracts)**

**Passaic River Barges (Newark, Kearney, Passaic, NJ )**

#### **New York**

**East River, (South Street Seaport) (2 Contracts)**

**Stapleton, Staten Island**

**Brooklyn 1 (Manhattan Bridge to Gowanus Bay)**

**Brooklyn 2A (Henry Street Basin to Bay Ridge Ave)**

Ongoing Work:

**Brooklyn 2B, NY:** The study area for drift source removals and repairs consists mainly of the Bush Terminal and Brooklyn Army Terminal (BAT) Piers along the Brooklyn waterfront. Draft design memorandum was completed in September 1996, revised and provided to sponsor (NYSDEC) and NYCEDC for review in January 1997. Final design memorandum to be scheduled subsequent to NYSDEC and NYCEDC review and comment based on their long-term plans for redevelopment of the Brooklyn waterfront. BAT piers have since been renovated/removed by NYCEDC. Construction is unprogrammed.

**Arthur Kill, Staten Island, NY:** The study area for drift source removals and repairs is located along the western shoreline of Staten Island, from south of Old Place Creek in the Town of Old Place for about 12 miles to the Town of Tottenville, just north of the Raritan River. The estimated project cost is about \$ 9.4 million dollars (Jan 99 P.L.s). Completion of the draft Limited Reevaluation Report is subject to the development of a mitigation plan, in compliance with Essential Fish Habitat (EFH) requirements mandated by National Marine

Fisheries Service (NMFS), as part of the removal/repair plan for the study area. Need to reassess sponsor support and schedule. Construction is unprogrammed.

**Kill Van Kull, Staten Island, NY:** The study area for drift source removals and repairs is located along the north shore of Staten Island opposite the City of Bayonne, and encompasses the Staten Island shoreline area east of the Howland Hook Marine Terminal for about 6 miles to the Staten Island Ferry Terminal. The estimated project cost is about \$ 15.9 million dollars (Aug 98 P.L.s). Completion of the draft Limited Reevaluation Report is subject to the development of a mitigation plan, in compliance with Essential Fish Habitat (EFH) requirements mandated by National Marine Fisheries Service (NMFS), as part of the removal/repair plan for the study area. Need to reassess sponsor support and schedule. Construction is unprogrammed.

**Shooters Island, NY & NJ:** The study area for drift source removals, containment and environmental enhancement and mitigation features is located along the shores of Shooters Island. The estimated project cost is about \$ 8.7 million dollars (Oct 99 P.L.s). Revised draft design memorandum was completed and transmitted to NAD for review on 4 May 2000. District reviewed NAD comments on report, received on 21 Aug 2000. Response to comments submitted 2 Oct 00. NAD approval of comment responses received 28 Dec 00. Delay in final report submittal due to NYSDEC letter dated 9 March 01 requesting changes to mitigation plan they previously approved. Revised plan was coordinated with NYSDEC and environmental resource agencies for resolution and concurrence. Still awaiting written concurrence from NYSDEC, EPA, NYC Dept. of Parks, NJDEP and NYSDOS. Final LRR anticipated to be submitted to NAD subject to the resolution and agreement with the sponsor (NYSDEC) requested revised plan by the sponsors and agencies, sponsors concurrence/support and letter of intent to cost share revised plan, and report revisions/updates to revised plan and costs. NYSDEC issued WQC permit for revised plan on 25 May 04. Coordinating with sponsors in NY and NJ to reaffirm sponsor support for revised plan. The possibility of implementing some of the environmental enhancement features of the plan under the Hudson-Raritan Estuary program to be considered. Construction is unprogrammed.

**Arthur Kill, Linden, Carteret, Perth Amboy, NJ:** The study area for drift source removals and repairs is located along the eastern shore of New Jersey and the western edge of Staten Island. The area stretches from the Arthur Kill shoreline area south of Morses Creek in the City of Linden for about 17 miles to the Edison Township border on the Raritan River. The estimated project cost is about \$ 20.7 million dollars (Aug 98 P.L.s). Completion of the draft Limited Reevaluation Report is subject to the development of a mitigation plan, in compliance with Essential Fish Habitat (EFH) requirements mandated by National Marine Fisheries Service (NMFS), as part of the removal/repair plan for the study area. Need to reassess sponsor support and schedule. Construction is unprogrammed.

**Bayonne 2, NJ:** The study area for drift source removals and repairs is located along the Bayonne waterfront from the Bayonne/Jersey City boundary south to the Kill van Kull, west along the KVK waterfront past the Bayonne Bridge, and then north along the west side of the Bayonne peninsula in Newark Bay to the Bayonne/Jersey City boundary. The estimated project cost is about \$ 12.8 million dollars (Feb 99 P.L.s). The draft Limited Reevaluation Report was completed and transmitted to NAD for review on 21 April 2000. District reviewed NAD comments on report, received on 21 Aug 2000. Response to comments submitted 2 Oct 00. NAD approval of comment responses received 28 Dec 00. Delay in final report revisions. Need to reassess sponsor support and schedule. Final LRR submittal to NAD to be determined. Construction is unprogrammed.

**PROJECT COST:**

Estimated Federal Removal Costs	\$135,000,000
Estimated Non-Federal Removal Costs	\$68,000,000
Estimated Non-Federal Repair Costs	\$89,000,000
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Total	\$292,000,000

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