



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

**SHELTER ISLAND**  
**Suffolk County, New York**  
Section 103 Project

**FACT SHEET**

**DESCRIPTION:** Shelter Island is located between the northern and southern forks of eastern Long Island, New York, southeast of Orient Harbor and West of Gardiners Bay. Ram Island drive, a narrow two-lane causeway on the northern side of Shelter Island, provides the only access between Shelter Island and the Ram Island peninsula. The December 1992 northeaster rendered Ram Island Drive impassable because of overtopping and washovers from Gardiners Bay. Subsequently, large sections of the road were lost due to storm-induced erosion undermining, which prevented access to emergency vehicles to the Ram Island area (cutting off emergency services to residences for an indefinite period of time). Emergency measures taken by the Town of Shelter Island to prevent future failure of the road were inadequate. Even a small-magnitude storm could cause road failure. As the overall shoreline recedes at erosion rate as high as 5 ft/yr, continued erosion of the lower beach area would increase the likelihood of severe damage to the roadway.

**AUTHORIZATION:** This project is authorized by Section 103 of the River and Harbor Act of 1962, as amended. A study was done to evaluate the feasibility of reducing the effects of shoreline erosion thereby providing protection for the only road access between Shelter Island and the Ram Island peninsula.

Several alternative plans were considered to reduce the effects of shoreline erosion including a stone revetment alternative and a beachfill only alternative. A stone/sheet pile bulkhead alternative was determined to be the most cost-effective plan offering protection of the roadway for up to a 15-year event (a storm with a 6.67% chance of happening any given year). This alternative consists of two structures protecting the eastern and western (i.e. the most vulnerable) sections of Ram Island Drive. The eastern section of the project, protects approximately 973 ft of roadway and the western section protects approximately 600 ft of roadway. The two sections are approximately 600 ft apart. This 600-foot middle area was determined to have sufficient material fronting the roadway such that the mechanisms of storm-induced erosion are not expected to threaten the road over the 10 year project life.

**STATUS:** Construction began in the Fall of 1998, and physical completion occurred in March 1999 as scheduled. The final inspection was March 26, 1999 and the project was turned over to the New York State Department of Environmental Conservation (NYSDEC) on April 21, 1999 for future maintenance. Monitoring for the 2001-2002 piping plover season has been completed. A final monitoring report has been prepared. The non-federal operation and maintenance manual has been finalized.

**PROJECT COST:**

Estimated Federal Cost	\$1,287,000
Estimated Non-Federal Cost	\$ 693,000
Total	\$1,980,000

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