



**US Army Corps
of Engineers®**

New York District
26 Federal Plaza
New York, N.Y. 10278
ATTN: CENAN-OP-ST

Public Notice

In replying refer to:
Public Notice No. Shrewsbury River, New Jersey
Published: 24-Mar-2023 Expires: 24-Apr-2023

SHREWSBURY RIVER, NEW JERSEY FEDERAL NAVIGATION PROJECT MAINTENANCE DREDGING

TO WHOM IT MAY CONCERN:

The New York District, U.S. Army Corps of Engineers (the Corps), pursuant to Section 10 of the Rivers and Harbors Act of 1899 and Section 404 (33 U.S.C. 1344) of the Federal Water Pollution Control Act (amended in 1977 and commonly referred to as the Clean Water Act), proposes to perform maintenance dredging of the Shrewsbury River, New Jersey, Federal Navigation Project (see figures no. 1a and 1b) with subsequent placement of the dredged sand for beneficial reuse at Monmouth Beach (see figure no. 2a), a nearshore placement site (see figure no. 2b) and/or Sea Bright Offshore Borrow Area (SBOBA, see figure no. 2c), and placement of the dredged silt/clay material at a contractor furnished, state-permitted upland site(s).

ACTIVITY: Maintenance dredging of approximately 150,000 cubic yards (CY) of material, with placement at Monmouth Beach, a nearshore placement site and/ or Sea Bright Offshore Borrow Area, and at a contractor furnished, state-permitted upland site(s).

WATERWAY: Shrewsbury River, New Jersey, Federal Navigation Project

LOCATION: Monmouth County, New Jersey.

The Shrewsbury River, Federal Navigation Project is authorized by the Rivers and Harbors Acts of 1919, subsequently modified in 1935, 1950, and 1965.

Shrewsbury River, Federal Navigation Project provides for:

- a. An entrance channel about 2.2 miles long, 12 feet below Mean Lower Low Water (MLLW) and 300 feet wide, following the westerly shore from deep water in Sandy Hook Bay to approximately the Route 36 bridge.
- b. A channel (South Branch) about 6.8 miles long, 9 feet below MLLW and 150 feet wide, widened at bends, ending at Branchport Ave in Branchport.

c. A tributary channel (North Branch) 6 feet below MLLW and width of 150 feet, connected to the South Branch channel at Normandie, which extends up the Navesink River approximately 6.1 miles to Red Bank.

The proposed activity is to maintenance dredge the critical shoals of Shrewsbury River, NJ Federal Navigation Project.

This maintenance activity is being evaluated to determine that the proposed maintenance dredging with placement at Monmouth Beach, a nearshore placement site and/or Sea Bright Offshore Borrow Area, and at a contractor furnished, state-permitted upland site(s) will not unreasonably degrade or endanger human health, welfare, economic potential, recreation and aesthetics, water quality, marine resources, ecological systems, and/or flood protection.

The Corps of Engineers is soliciting comments from the public; federal, state and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Comments are used to assess impacts on navigation, water quality, endangered species, historic resources, wetlands, scenic and recreational values, and other public interest factors. Comments are used in the preparation of an Environmental Assessment pursuant to the National Environmental Policy Act and to determine the need for a public hearing.

ALL COMMENTS REGARDING THIS ACTIVITY MUST BE PREPARED IN WRITING AND SHOULD BE EMAILED TO ALEXANDER.F.GREGORY@USACE.ARMY.MIL BEFORE THE EXPIRATION DATE OF THIS NOTICE, otherwise, it will be presumed that there are no objections to the activity.

Any person who has an interest which may be affected by the placement of this dredged material may request a public hearing. The request must be submitted in writing to the District Engineer within the comment period of this notice and must clearly set forth the interest which may be affected and the manner in which the interest may be affected by the activity. It should be noted that information submitted by email is considered just as carefully in the process and bears the same weight as that furnished at a public hearing.

No known archaeological, scientific, pre-historical or historical data are expected to be lost by work accomplished under the required dredging.

Within the SBOBA placement area, the Corps conducted a 2014 study entitled "Cultural Resources Remote Sensing Survey of the Sea Bright Borrow Area and the Elberon to Loch Arbor Reach Near Shore Area, Sandy Hook to Barnegat Beach Erosion Control Project, Monmouth County, New Jersey". The study identified several anomalies within SBOBA that may be shipwrecks and recommended avoidance of anomalies. The study also identified areas that are considered potential for prehistoric landforms and recommended avoidance of the landforms. The proposed SBOBA placement of dredged material will avoid all anomalies and landforms identified in the study.

Reviews of the activity pursuant to Section 404 of the Clean Water Act will include application of the guidelines announced by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act. The Corps will obtain water quality certificates (WQC) from the New Jersey Department of Environmental Protection in accordance with Section 401 of the Clean Water Act prior to the beginning of the proposed action.

Pursuant to Section 307 of the Coastal Zone Management Act of 1972 as amended [16 USC 1456(c)], for activities conducted or supported by a federal agency in a state which has a federally approved Federal Consistency Determination (FCD) program, the Corps submits a determination that the proposed project is consistent with the State FCD program to the maximum extent practicable. This activity is subject to review by the New Jersey Department of Environmental Protection for its consistency with the enforceable policies of the New Jersey State Coastal Management Program. The Corps, has determined that the proposed activities are consistent to the maximum extent practicable and within the applicable policies of the New Jersey State Coastal Management Program. A copy of this determination will be provided to the State of New Jersey Department of Environmental Protection. Additional information regarding the Corps of Engineers' consistency determination may be obtained by contacting the State of New Jersey Department of Environmental Protection, Bureau of Coastal Regulation, CN 401, 501 East State Street, Second Floor, Trenton, New Jersey 08625-0401, Attention: Consistency Review.

In compliance with Section 305(b)(2) of the Magnuson-Stevens Fishery Conservation and Management Act (1996 amendments), an Essential Fish Habitat Assessment will be prepared and submitted to the National Marine Fisheries Services for review and comment.

The proposed work is being coordinated with the following Federal, State and local agencies:

- U.S. Environmental Protection Agency
- U.S. Department of the Interior, Fish and Wildlife Service
- U.S. Department of Commerce, National Marine Fisheries Service
- U.S. Coast Guard, First District and Sector New York
- U.S. National Parks Service
- New Jersey Department of Environmental Protection
- New Jersey Department of Transportation
- Borough of Monmouth Beach, NJ

If you have any questions concerning this notice, you may contact Mr. Alex Gregory, the Project Manager at (917) 790-8427 or email at alexander.f.gregory@usace.army.mil

DESCRIPTION OF PLANNED ACTION:

The U.S. Army Corps of Engineers (the Corps) proposes to perform maintenance dredging of the Shrewsbury River, NJ Federal Navigation Project. Dredging of Shrewsbury River was last performed in 2014 with removal of approximately 53,000 cubic yards of material subsequent placement at on Monmouth Beach.

The proposed maintenance dredging would involve the removal of approximately 150,000 CY of material to 12 feet below MLLW plus 2 feet of allowable overdepth (~51,000 CY), 8 feet below MLLW plus 1 and 2 feet of allowable overdepth (~48,000 CY), and 6 feet below MLLW plus 1 and 2 feet allowable overdepth (~51,000 CY). Maintenance dredging of the river can be accomplished by a pipeline dredge, small hopper dredge, clamshell dredge or similar plant. The entire reach will generally not require maintenance dredging; only areas where shoaling has reduced the depth of the channel will require dredging.

The purpose of the proposed maintenance work is to alleviate the effects of the shoaling and restore the authorized navigation channel project dimensions, thereby assuring safe and economical use of Shrewsbury River by commercial and recreational interests, while providing beneficial use of the dredged material. The dredged sand will be placed at Monmouth Beach, and at a nearshore placement site and/or the Sea Bright Offshore Borrow Area, and it is expected that the remaining dredged material will be beneficially used at a contractor furnished, state-permitted upland site(s).

The maintenance dredging and placement of the dredged sand from the entrance channel is anticipated to occur in summer 2023. All remaining maintenance work is anticipated to occur no earlier than fall 2023.

ENVIRONMENTAL IMPACT STATEMENT:

An Environmental Impact Statement (EIS) was prepared in 1985 for the maintenance dredging of the Shrewsbury River, Federal Navigation Project. An Environmental Assessment (EA) updating the EIS was prepared by the New York District for Shrewsbury River maintenance dredging project in 2009 and then supplemented in 2010, 2011 and 2013. The EA concluded that the proposed dredging and placement would have no significant impact on the quality of the human environment.

An update of the EA and Section 404(b) evaluation, as required by the Clean Water Act 40 CFR230, will be prepared prior to implementation of the proposed maintenance dredging work.

PLACEMENT SITE:

The sand from the river will be dredged and subsequently placed along eroded areas of Monmouth Beach, in Monmouth County, New Jersey; at a nearshore placement area, as

a source of material for beach nourishment projects for Atlantic Beaches in New Jersey; and/or SBOBA. The dredged material will be transported by pipeline dredge and/or small USACE hopper dredge and deposited at the designated site.

It is expected that the remaining dredged material (silt/clay) from the river will be dredged and subsequently prepared for transportation to a suitable permitted upland beneficial re-use site(s); both permitted by the State and approved by the Government. The dredged material will be required to meet all federal, state and local criteria required by the government agencies having jurisdiction where the placement site is located. All necessary permits required for the dredged material placement will be provided to the Government prior to the start of dredging.

MATERIAL DESCRIPTION:

Results of grain size analyses are being performed on samples taken from the shoals in Shrewsbury River. Based on previous analysis in 2013, the proposed dredge material is likely to be greater than 99% sand and gravel in the entrance channel and portions of the North and South Branches. The remaining material in the North and South Branches is likely to be mostly silt and clay. Additional grain size analyses on samples to be taken from the shoals in Shrewsbury River, NJ will be performed in 2023, prior to the start of dredging.

It is requested that you communicate the foregoing information concerning the proposed work to any persons known by you to be interested and who did not receive a copy of this notice. For more information on New York District Corps of Engineers programs, please visit our web site at <http://www.nan.usace.army.mil>.

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Michael J. Oseback
Chief, Operations Support Branch



Figure 1a: Shrewsbury River, NJ Federal Navigation Project



Figure 1b: Shrewsbury River, NJ Federal Navigation Project

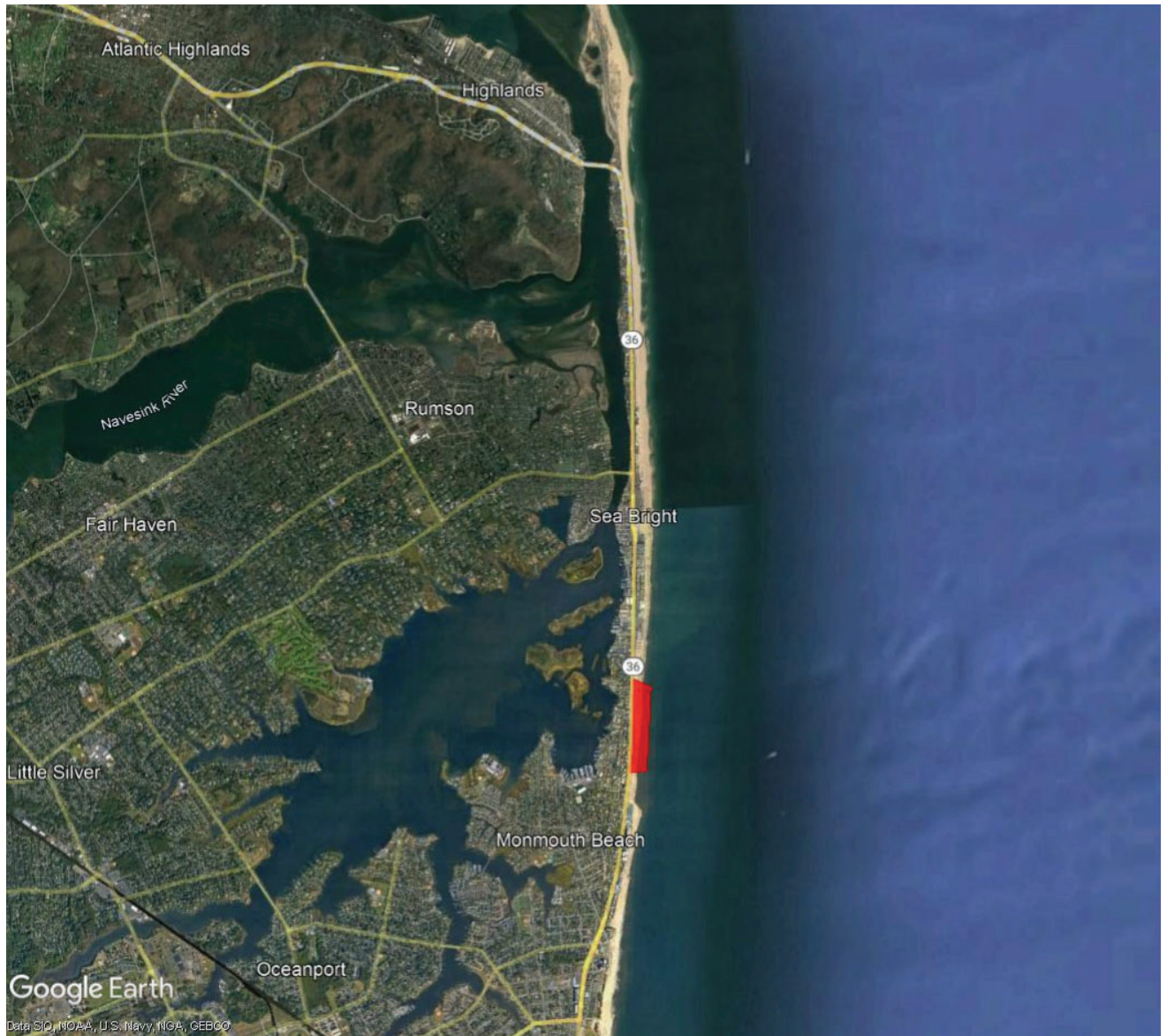


Figure 2a: Potential Placement Location: Monmouth Beach.



Figure 2b: Potential Placement Location: Nearshore Placement Area

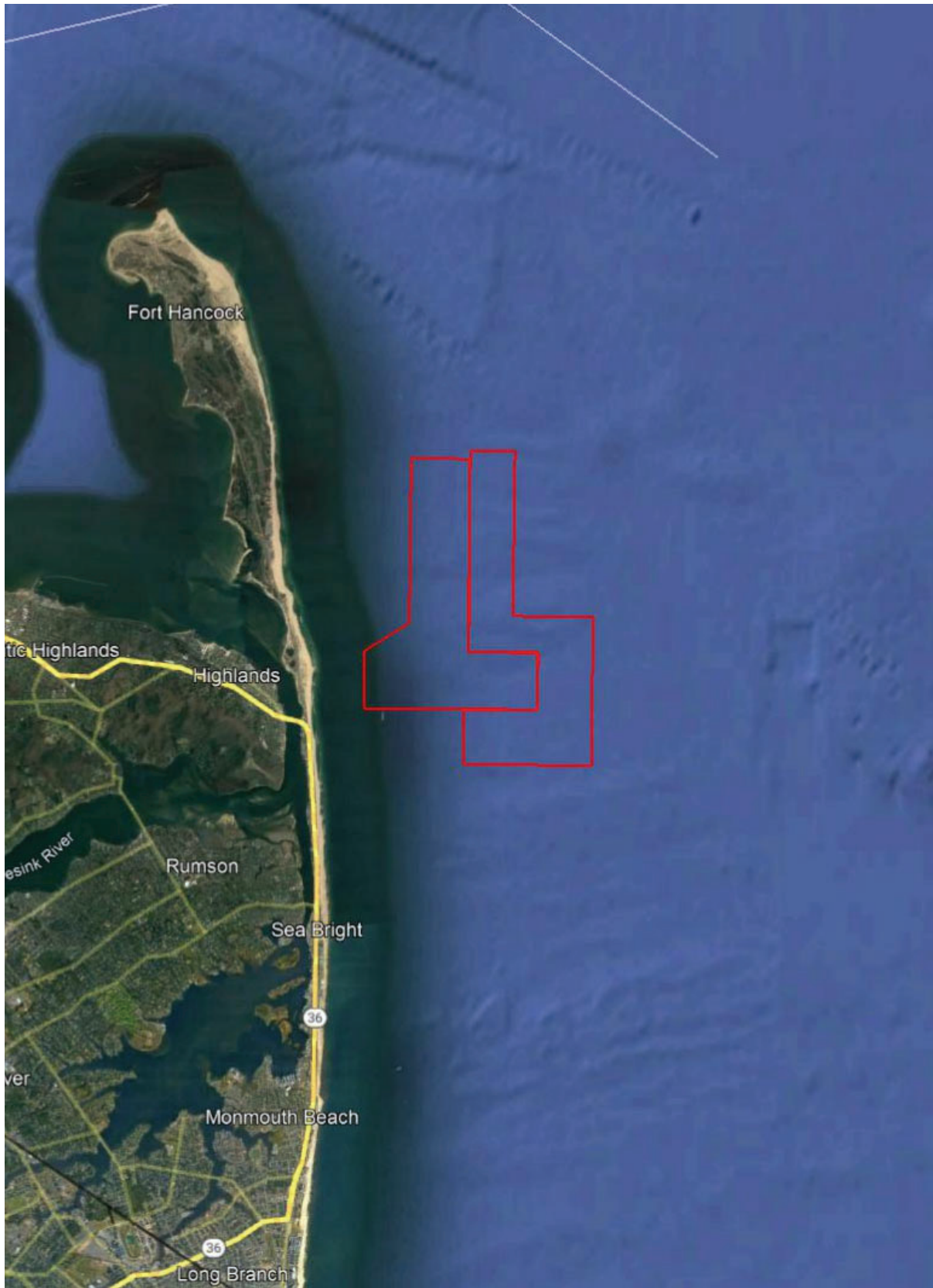


Figure 2c: Potential Placement Location: Sea Bright Offshore Borrow Area