

**REPORT OF CHANNEL CONDITIONS
100 TO 400 FEET WIDE**

PAGE 1 OF 1 PAGE

DATE 24 April 2025

TO: The Record

FROM:

U.S. Army Corps of Engineers
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RIVER/HARBOR NAME AND STATE: Newark Bay, Hackensack & Passaic Rivers, New Jersey - Hackensack River

**MINIMUM DEPTHS IN
CHANNEL ENTERING FROM SEAWARD**

NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	MIDDLE HALF (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (nmiles)	DEPTH (feet)			
Reach A - Droyers Reach: From junction between Hackensack and Passaic Rivers at the approximate location of RED NUN #2 EBB, to Lincoln Highway Bridge.	File No. 5513/N3/SL Pgs. 2-5 of 10; 27 Feb. & 05 Mar. 2025	300 - 500	1.55	32*	23.6	22.1	17.0
Reach B - Marion Reach: From Lincoln Highway Bridge to the beginning of the Turning Basin approximately 1,350 feet seaward of NUN #12 SLACK.	File No. 5513/N3/SL Pgs. 5-9 of 10; 27 Feb. & 05 Mar. 2025	300 - 370	1.81	32*	20.6	21.4	15.6
Reach C - Turning Basin: From a point approximately 1,350 feet seaward of NUN #12 SLACK, to the end of the turning basin at the approximate location of CAN #13 SLACK.	File No. 5513/N3/SL Pg. 9 of 10; 27 Feb. & 05 Mar. 2025	Irregular	0.24	25	13.5		
Partial Reach D - Route #3 Highway: Survey coverage exists from the end of the turning basin at the approximate location of CAN #13 SLACK to a point at approximately 810 feet landward of CAN #15 FLOOD.	File No. 5513/N3/SL Pgs. 9-10 of 10; 27 Feb. & 05 Mar. 2025	200	4.17	15**	12.8	13.7	15.7

REMARKS:

- All reported depths are relative to the Mean Lower Low Water (MLLW) datum.
- Channel reach lengths are in nautical miles.
*Reaches A & B were never constructed to a 32-foot depth. Previous dredging was to a depth of 30 feet only.
** Reach D was never constructed to a 15-foot depth.

HACKENSACK RIVER:

- **Reach A – Droyers Reach:** Shoaling exists in the Right Outside Quarter and Middle Half of this reach from the seaward beginning of the reach until approximately 230 feet landward of NUN #8 FLOOD. Shoaling exists sporadically along the toe of the Left Outside Quarter extending to the approximate location of 850 feet landward of CAN #7 FLOOD. Beginning approximately 850 feet landward of CAN #7 FLOOD until the end of the reach, shoaling exists sporadically across both Outside Quarters and the Middle Half of this reach. The controlling depth of -17.0 feet MLLW is located in the Right Outside Quarter along the channel's toe, approximately 150 feet seaward of NUN #4 FLOOD.
- **Reach B – Marion Reach:** Shoaling exists at the beginning of this reach in the Left Outside Quarter, Middle Half, and Right Outside Quarter of the channel. Sporadic shoaling exists throughout this reach. The controlling depth of -15.6 feet MLLW is located in the Right Outside Quarter in the vicinity of the railroad bridge approximately 2,200 feet seaward of the end of the reach.
- **Reach C – Turning Basin:** Shoaling exists in the southwestern corner of the Turning Basin in the vicinity of CAN #13 SLACK. The controlling depth of -13.5 feet MLLW is located on the western boundary of the Turning Basin, at the end of the reach, in the vicinity of CAN #13 SLACK.
- **Partial Reach D – Route #3 Highway:** Shoaling exists in the Left Outside Quarter extending into the Middle Half of this partial reach. Sporadic shoaling exists throughout this partial reach. The controlling depth of -12.8 feet MLLW is located in the Left Outside Quarter approximately 475 feet seaward of CAN #15 FLOOD.