



Port Jersey Channel Jersey City & Bayonne, New Jersey Navigation Project

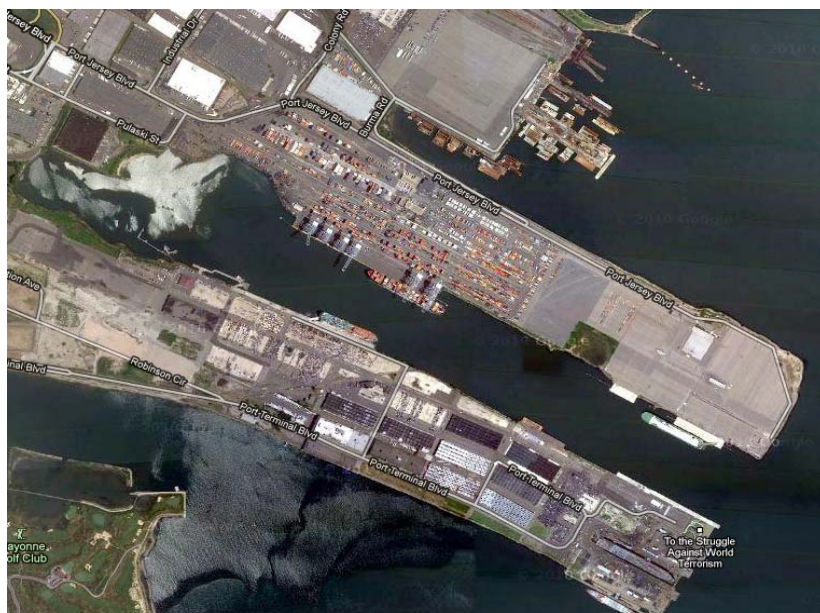
As of February 2013

U.S. ARMY CORPS OF ENGINEERS

BUILDING STRONG®

DESCRIPTION

The project provides for deepening and widening the existing 35 to 38 foot mean low water (MLW) non-Federal channel to 41 feet MLW approximately 10,000 feet from its confluence with the main Anchorage Channel. It also authorized a 41-foot MLW turning basin at the head of navigation, and bulkheading portions of the southern and northern boundaries of the turning basin to insure bank stability. Construction of the channel created approximately 2.6 million cubic yards of dredged material, nearly all of which was used beneficially, either at an approved and permitted upland remediation site, at the habitat enhancement area south of the Peninsula at Bayonne Harbor (using sponsor provided funding), or as remediation material at the Historic Area Remediation Site (HARS).



With the purchase of the Global Marine Terminal property by The Port Authority of New York and New Jersey, the channel now serves multiple beneficiaries thereby waiving the requirement of the primary non-federal project sponsor, the State of New Jersey, to repay the federal government for costs resulting from the previous single user/owner condition that existed. The benefit to cost ratio of the project is 4.7 to 1, which are for transportation cost savings associated with general cargo delivered to and from the Global Marine Terminal.

AUTHORIZATION

The project was conditionally authorized for construction by Section 202 (b) of the Water Resources Development Act (WRDA) of 1986, under New York Harbor and Adjacent Channels, New York and New Jersey, and amended in Section 337 of WRDA of 1999.

STATUS

The Project Cooperation Agreement (PCA) with the two project sponsors, the State of New Jersey (primary) and the Port Authority of New York & New Jersey (limited) was executed on July 23, 2002. Construction of the first contract was initiated in January 2003 and completed in May 2004. The second construction contract was awarded in February 2004 and completed in November 2005. The third construction contract to complete the 41-foot channel project as well as advance construction of most of the 50-foot Port Jersey channel was awarded in 2007 and completed in 2010.

A fourth and final Port Jersey Deepening contract, necessary solely for the New York and New Jersey 50-ft. Harbor Deepening Project, involves deepening the remainder of the channel to 50-foot in the area over the Passaic Valley Sewerage Commissioners effluent tunnel along with the application of utility protection-in-place measures (at 100% sponsor funding). The PJ-4 contract was awarded in March 2011 and was completed in October 2012. With construction activities concluded, project financial closeout has been initiated.

PROJECT COST

Estimated Federal (Corps) Cost	\$ 88,777,000
Estimated Non-Federal Costs	\$ 30,424,000
Cash	\$ 29,592,000
100% non-Federal Costs (i.e, bulkheading)	<u>\$ 832,000</u>
Total:	\$119,201,000

CONTACT

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CONGRESSIONAL DISTRICT

<u>New Jersey</u>	<u>Senators/Representative</u>
NJ	U.S. Sen. Robert Menendez
NJ	U.S. Sen. Frank Lautenberg
NJ-8	Rep. Albio Sires