

USACE. 1986. Navigation Channel Description. September 1986.

NEWARK BAY HACKENSACK & PASSAIC RIVERS, N.J. (cont.)

PASSAIC RIVER — adopted 1907 and 1927, modified 1911, 1912 and 1930, provides for:

A channel in the Passaic River, 30 ft. deep, 300 ft. wide, from Newark Bay to a point 3,000 ft. above Lincoln Highway Bridge, length 2.6 miles; thence 20 ft. deep, 300 ft. wide to the Nairn Linoleum Works, length about 4.4 miles; thence 16 ft. deep, 200 ft. wide, to the Montclair and Greenwood Lake R.R. Bridge, length about 1.1 miles; thence 10 ft. deep, 150 ft. wide, to the Eighth St. Bridge at Passaic, length 7.3 miles. Total Length — about 15.4 miles.

PROGRESS: The GDM for the deepening project in Newark Bay is in progress. The uncompleted work in the Hackensack and Passaic Rivers is inactive.

TIDAL DATA: At Elm Park

Mean Tidal Range	4.9 ft.
Mean Range at Spring Tides	5.9 ft.
Extreme High Tide	+ 10.9 ft. (MLW) 9/12/60
Extreme Low Tide	- 3.5 ft. (MLW) 12/8/39

(Means based on 24 years 1938-1961)

NEWARK BAY, HACKENSACK & PASSAIC RIVERS, N.J.

Condition of Improvement, 30 September 1986

EXISTING PROJECT:

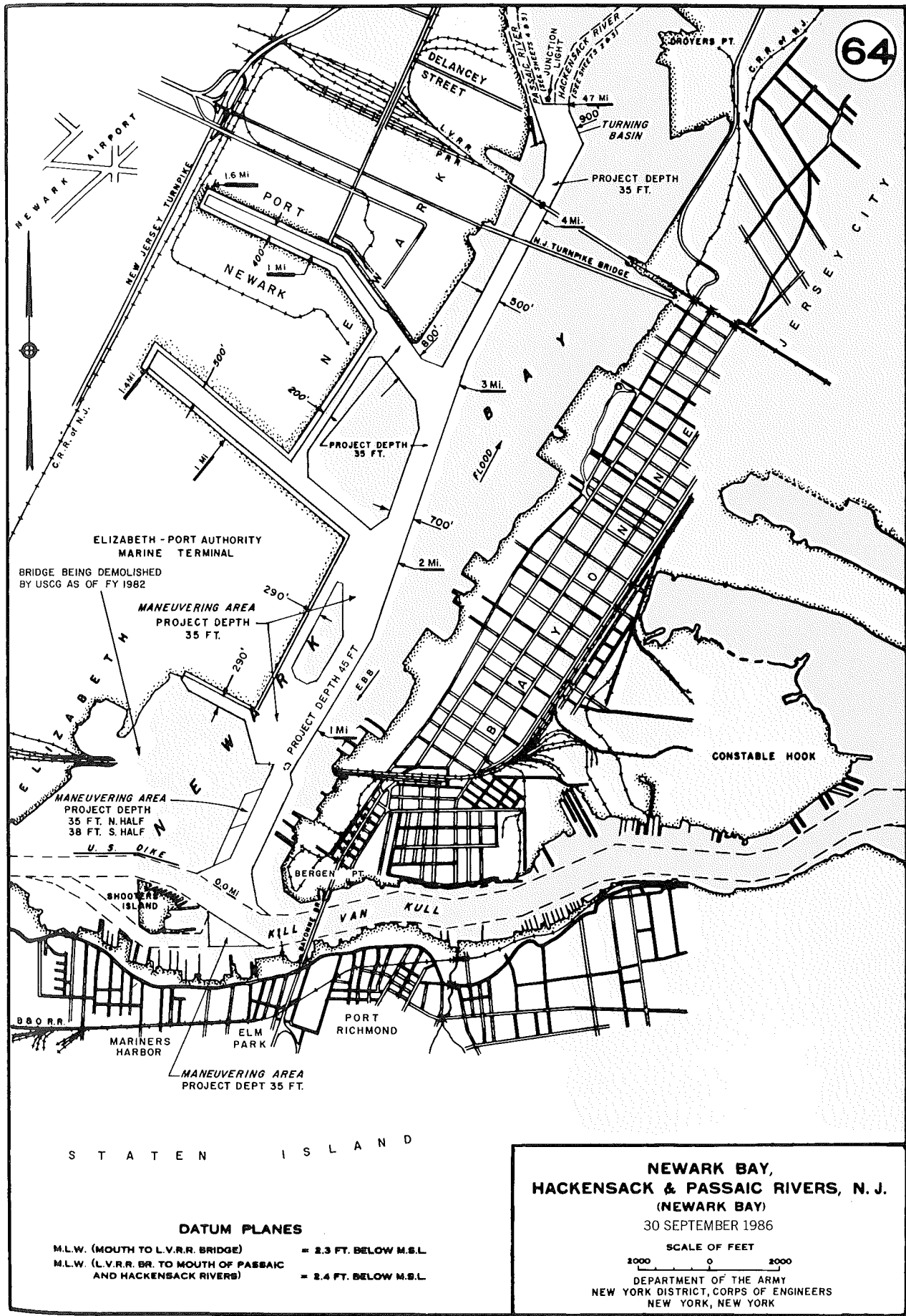
NEWARK BAY — Adopted 1922, modified 1943, 1954, 1964, 1966, 1975 and 1985. The Kill Van Kull and Newark Bay Channels, New York and New Jersey adopted for construction in 1985 provides for:

- a. Widening of the 130° bend at the junction of Kill Van Kull and Newark Bay Main channel at Bergen Point to 2,220-2,490 ft.
- b. Widening of the channel through the Central Rail Road of New Jersey bridge to 550 ft. (or to 1,000 ft. if the bridge is completely removed.)
- c. Widening of the Newark Bay Main Channel to 800 ft. and removal of the dogleg by abandoning a portion of the Main Channel.
- d. Widening of the Port Elizabeth Pierhead Channel and the creation of a turning basin by removing the entire shoal east of Port Elizabeth.
- e. Widening of the bend at the entrance to Port Elizabeth Channel creating a turning area for ships backing into Port Elizabeth.

The previous project provided for depths of 37 ft. in rock and 35 ft. in soft material, unless noted: A main channel 700 ft. wide to the branch channel to Port Newark, thence 500 ft. wide to a turning basin 1,300 ft. long and 900 ft. wide at the junction of the Hackensack and Passaic River channels, length about 4.7 miles; a maneuvering area south of the Central R.R. of N.J. Bridge 2,200 ft. long and 300 ft. wide with depths of 38 ft. in the south half and 35 ft. in the north half; a combined bend cutoff and maneuvering area at the south side of the junction with Elizabeth branch channel; and widening of bends at the Kill Van Kull and Port Newark channels. Additional widening at the junction with Kill Van Kull in vicinity of Bergen Point by deepening to 35 ft. a triangular area south of Kill Van Kull channel and east of Shooters Island; this area to be included in the Newark Bay project and deleted from the New York and New Jersey Channels project. At Port Newark — a branch channel 800 ft. wide leading to an inshore channel 40 ft. wide, total length about 1.6 miles; a pierhead channel 200 ft. wide along the east bulkhead between the Port Newark and Elizabeth branch channels, length 4,100 ft. At Elizabeth Marine Terminal — a branch 500 ft. wide, length about 1.4 miles; a pierhead channel along the east bulkhead 290 ft. wide, length about 1.1 miles; a south channel along the south bulkhead 290 ft. wide, length about 2,600 ft.; a southern approach area just above Central R.R. of N.J. Bridge enlarged for turning and maneuvering, with a maximum length of about 2,700 ft. and width (between the pierhead channel and Newark Bay channel) of about 800 ft.

HACKENSACK RIVER — Adopted 1912, modified 1922-27, 1954 and 1966, provides for:

A channel in the Hackensack River, 34 ft. deep in rock and 32 ft. deep in soft material, 40 ft. wide from the upper end of the Newark Bay channel to C.R.R. of N.J. Bridge, length 1.1 miles; thence with the same depths and 300 ft. wide, to a point about 2,000 ft. north of the D.L. & W.R.R. Bridge, length 2.8 miles, with a turning basin 25 ft. deep at the upper end of the channel; thence 15 ft. deep, 200 ft. wide, to Little Ferry, 10.1 miles; thence 150 ft. wide, to the Court Street Bridge, length 2.3 miles. Total length about 16.3 miles.



S T A T E N I S L A N D

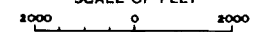
DATUM PLANES

- M.L.W. (MOUTH TO L.V.R.R. BRIDGE) = 2.3 FT. BELOW M.S.L.
- M.L.W. (L.V.R.R. BR. TO MOUTH OF PASSAIC AND HACKENSACK RIVERS) = 2.4 FT. BELOW M.S.L.

**NEWARK BAY,
HACKENSACK & PASSAIC RIVERS, N. J.
(NEWARK BAY)**

30 SEPTEMBER 1986

SCALE OF FEET



DEPARTMENT OF THE ARMY
NEW YORK DISTRICT, CORPS OF ENGINEERS
NEW YORK, NEW YORK

NEWARK BAY, HACKENSACK & PASSAIC RIVERS, N.J.
(Hackensack River)

Condition of Improvement, 30 September 1986

TIDAL DATA: At East Newark (Passaic River)

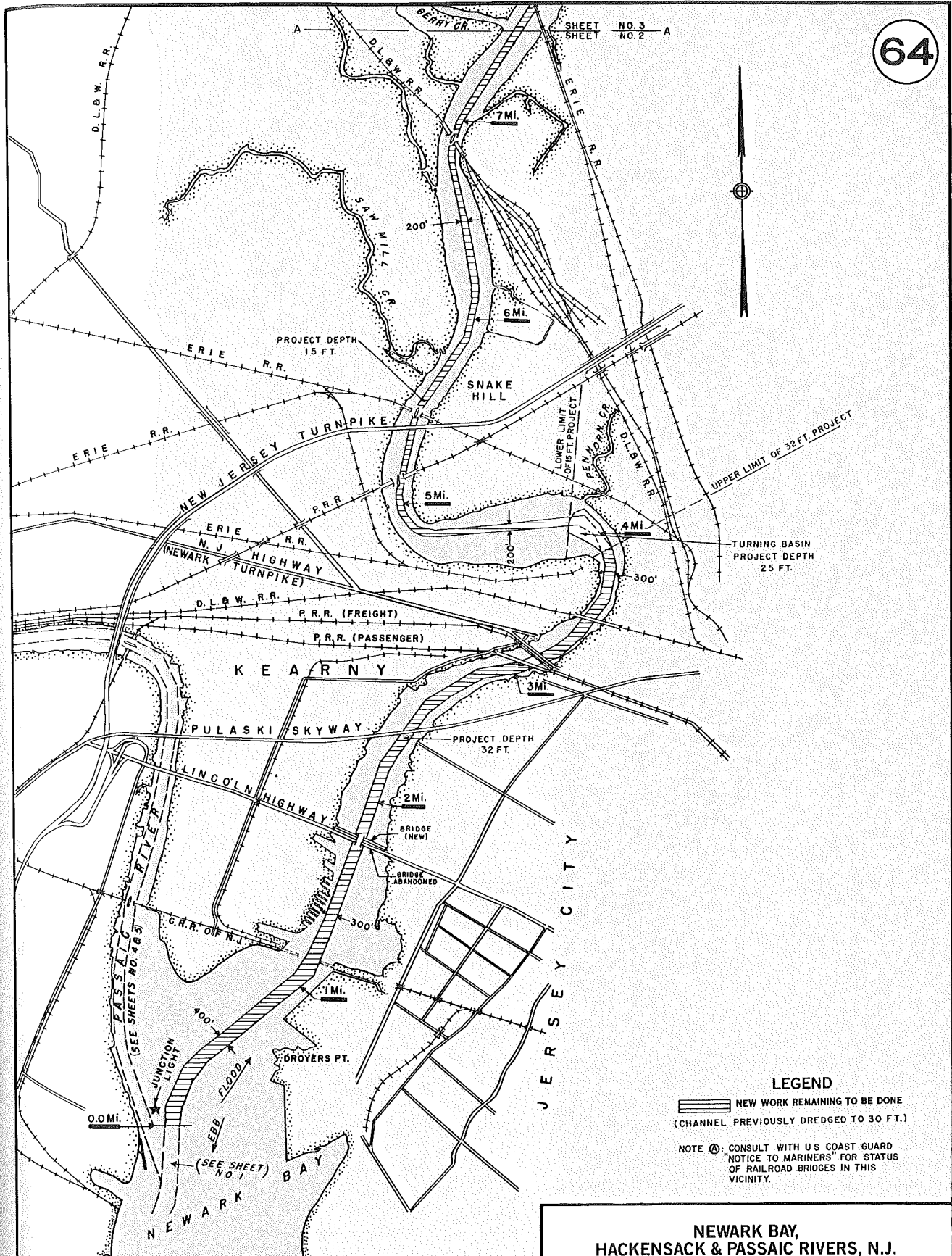
Mean Tidal Range	5.2 ft.
Mean Range at Spring Tides	6.3 ft.
Extreme High Tide	+ 10.9 ft. (MLW) 11/25/50
Extreme Low Tide	- 4.3 ft. (MLW) 1/6/59

(Means based on 24 years 1938-1961)

At Court Street Bridge (Hackensack River)

Mean Tidal Range	5.5 ft.
Mean Range at Spring Tides	6.6 ft.
Extreme High Tide	+ 9.6 ft. (MLW) 7/24/45
Extreme Low Tide	- 3.6 ft. (MLW) 12/8/39

(Means based on 2 years 1957-1958)



LEGEND

NEW WORK REMAINING TO BE DONE
(CHANNEL PREVIOUSLY DREDGED TO 30 FT.)

NOTE: CONSULT WITH U.S. COAST GUARD
"NOTICE TO MARINERS" FOR STATUS
OF RAILROAD BRIDGES IN THIS
VICINITY.

DATUM PLANES
 M.L.W. (NEWARK BAY TO SNAKE HILL E.R.R. BR.) = 2.4 FT. BELOW M.S.L.
 M.L.W. (SNAKE HILL TO ROUTE 3 HIGHWAY BR.) = 2.5 FT. BELOW M.S.L.
 M.L.W. (ROUTE 3 HIGHWAY BR. TO BELLMAN CR.) = 2.6 FT. BELOW M.S.L.
 M.L.W. (BELLMAN CR. TO OVERPECK CR.) = 2.7 FT. BELOW M.S.L.
 M.L.W. (OVERPECK CR. TO HACKENSACK) = 2.8 FT. BELOW M.S.L.

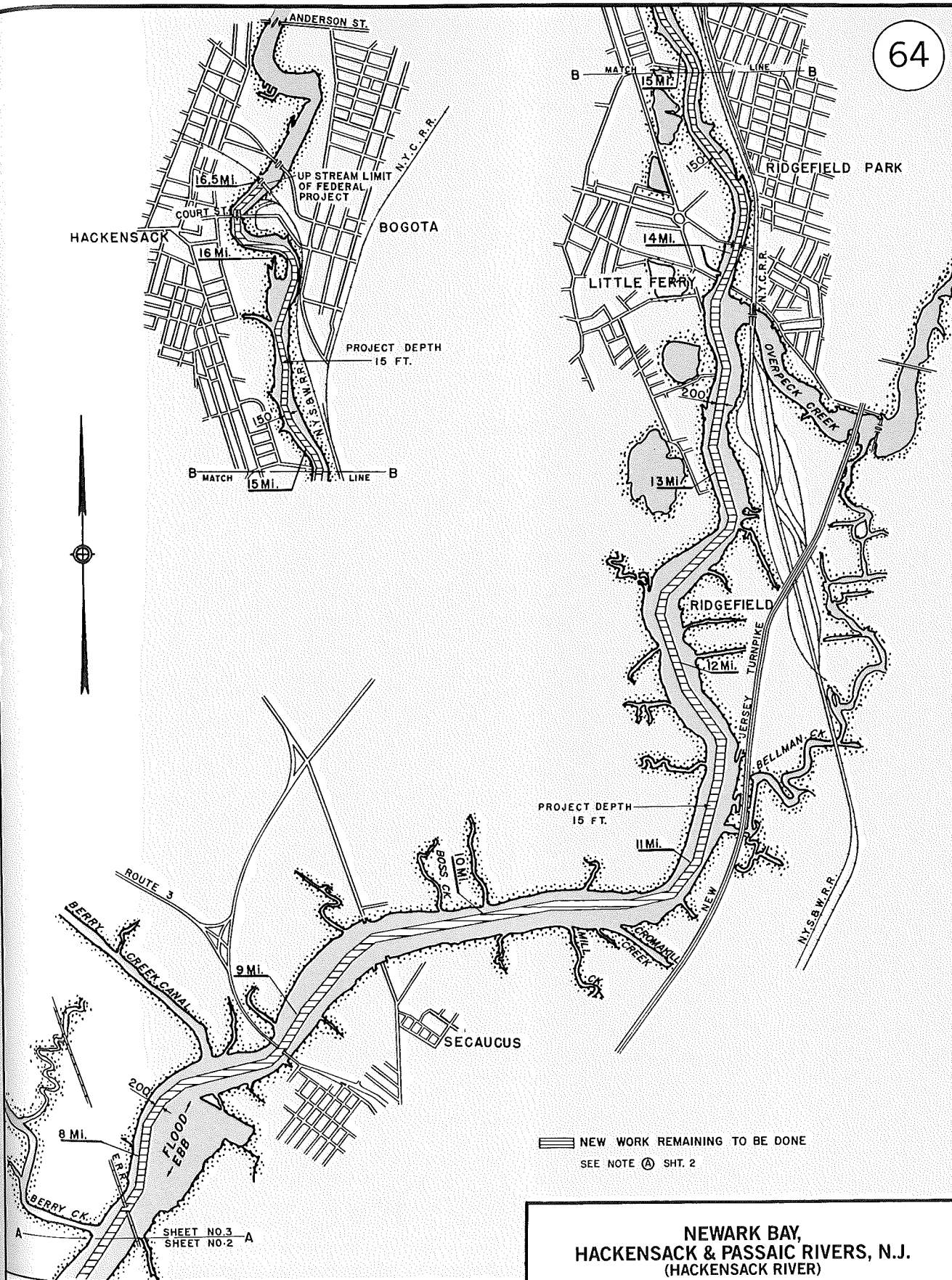
**NEWARK BAY,
HACKENSACK & PASSAIC RIVERS, N.J.
(HACKENSACK RIVER)**

30 SEPTEMBER 1986

SCALE OF FEET

2000 0 2000

DEPARTMENT OF THE ARMY
NEW YORK DISTRICT, CORPS OF ENGINEERS
NEW YORK, NEW YORK



DATUM PLANES

M.L.W. (NEWARK BAY TO SNAKE HILL E.R.R. BR.) = 2.4 FT. BELOW M.S.L.
 M.L.W. (SNAKE HILL TO ROUTE 3 HIGHWAY BR.) = 2.5 FT. BELOW M.S.L.
 M.L.W. (ROUTE 3 HIGHWAY BR. TO BELLMAN CR.) = 2.6 FT. BELOW M.S.L.
 M.L.W. (BELLMAN CR. TO OVERPECK CR.) = 2.7 FT. BELOW M.S.L.
 M.L.W. (OVERPECK CR. TO HACKENSACK) = 2.8 FT. BELOW M.S.L.

NEWARK BAY, HACKENSACK & PASSAIC RIVERS, N.J. (HACKENSACK RIVER)

30 SEPTEMBER 1986

SCALE OF FEET

1000 0 1000

DEPARTMENT OF THE ARMY
 NEW YORK DISTRICT, CORPS OF ENGINEERS
 NEW YORK, NEW YORK

NEWARK BAY, HACKENSACK & PASSAIC RIVERS, N.J.
(Passaic River)

Condition of Improvement, 30 September 1986

TIDAL DATA: At East Newark (Passaic River)

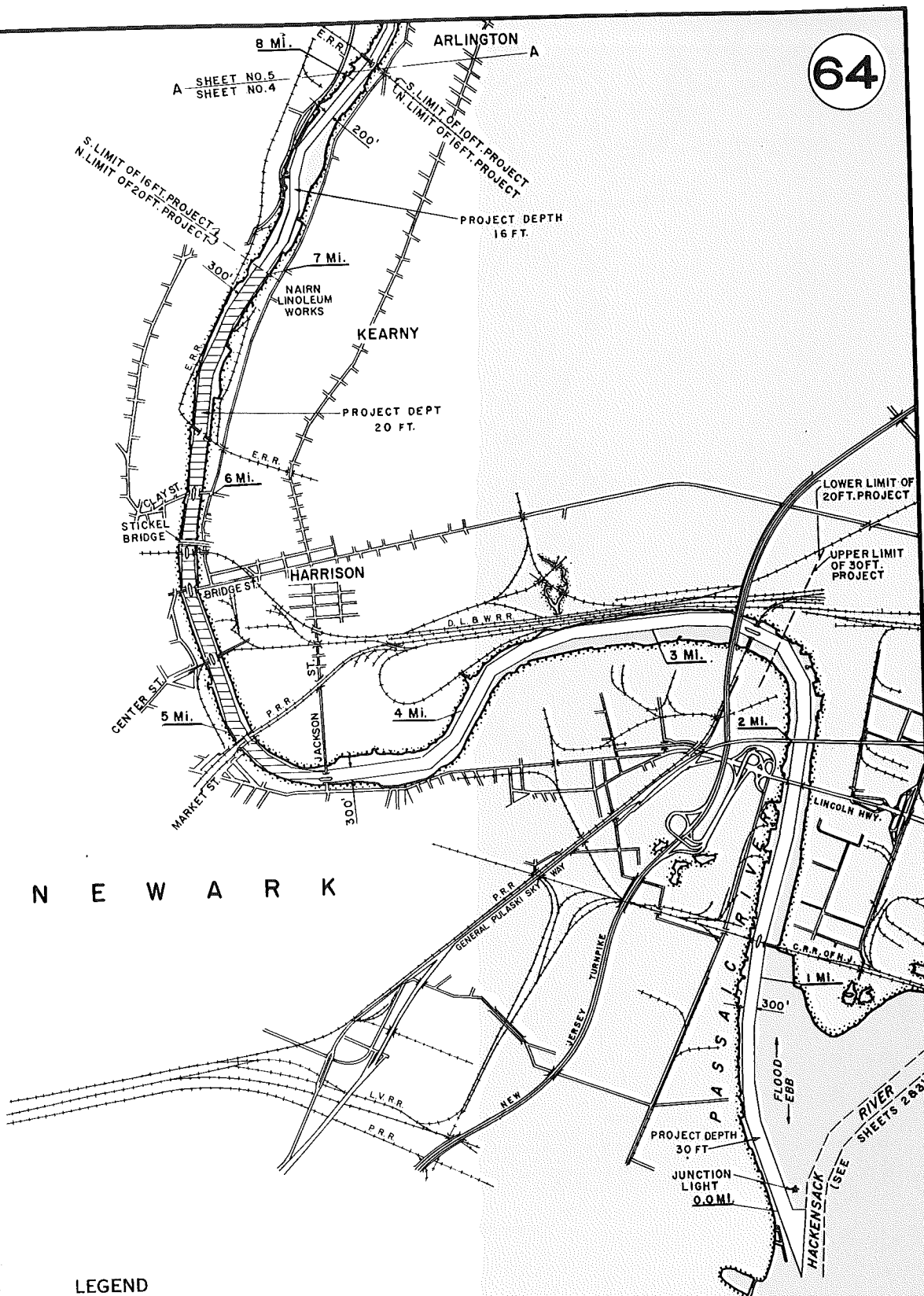
Mean Tidal Range	5.2 ft.
Mean Range at Spring Tides	6.3 ft.
Extreme High Tide	+ 10.3 ft. (MLW) 11/25/50
Extreme Low Tide	- 4.3 ft. (MLW) 1/6/59

(Means based on 24 years 1938-1961)

At Gregory Ave. Bridge (Passaic River)

Mean Tidal Range	5.5 ft.
Mean Range at Spring Tides	6.5 ft.
Extreme High Tide	+ 11.3 ft. (MLW) 11/10/32
Extreme Low Tide	- 3.4 ft. (MLW) 12/8/39

(Means based on 2 years 1957-1958)



LEGEND

NEW WORK REMAINING TO BE DONE
(PREVIOUSLY DREGGED TO 16 FT.)

SEE NOTE (A) SHT. 2

DATUM PLANES

M.L.W. (MOUTH TO UPPER LIMIT OF 20 FT. PROJECT
AT NAIRN LINOLEUM WORKS) = 2.4 FT. BELOW M.S.L.
M.L.W. (UPPER LIMIT OF 20 FT. PROJECT AT NAIRN
LINOLEUM WORKS TO NORTHERLY LIMIT OF
PROJECT AT EIGHTH ST. BR., PASSAIC) = 2.3 FT. BELOW M.S.L.

NEWARK BAY,
HACKENSACK & PASSAIC RIVERS, N.J.
(PASSAIC RIVER)

30 SEPTEMBER 1986

SCALE OF FEET
1000 0 1000

DEPARTMENT OF THE ARMY
NEW YORK DISTRICT, CORPS OF ENGINEERS
NEW YORK, NEW YORK

(SHEET NO. 4 OF 5 SHEETS)

64

