



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
NEW YORK DISTRICT, CORPS OF ENGINEERS
JACOB K. JAVITS FEDERAL BUILDING
NEW YORK, N.Y. 10278-0090

DEC 03 2008

Operations Division
Technical Support Section

Subject: Maintenance Dredging of Jamaica Bay Federal Navigation Channel, New York

Brad Sewell
Co-Chair
Jamaica Bay Watershed Protection Plan Advisory Committee
40 West 20th Street
New York, NY 10011

Dear Mr. Sewell:

The U.S. Army Corps of Engineers, New York District is in receipt of the Jamaica Bay Watershed Protection Plan Advisory Committee letter dated October 16, 2008, which was sent in response to the 09 Public Notice for maintenance dredging of Jamaica Bay Federal Navigation Channel with placement at the Historic Area Remediation Site (HARS). The Advisory Committee expressed concern that material from Jamaica Bay Federal Navigation maintenance dredging project will not be used for environmental remediation activities within Jamaica Bay.

The U.S. Army Corps of Engineers, New York District is very supportive of providing material dredged from the subject channel for use for environmental remediation activities within Jamaica Bay. In fact, the dredged material (183,000 cy) from the 2004 maintenance dredging cycle of Jamaica Bay Federal Navigation project was stockpiled at Floyd Bennett Field and subsequently used for marsh restoration in Jamaica Bay.

A maintenance dredging contract was advertised for Jamaica Bay in 2007 and 2008. In each case, the maintenance dredging solicitation consisted of dredging of Jamaica Bay Federal Navigation Channel with subsequent placement of the dredged material at Riis Beach; thereby utilizing the dredged sand in a beneficial manner as beach nourishment. In each case, the solicitation was canceled due to unusually high contractor bids and insufficient funding available to award the basic contract. In the 2008 solicitation, mobilization and demobilization cost as it relates to the designated beach placement was extremely high due in part to the configuration of the dredging area (shoal) and the availability of dredging plants.

As the dredging cycle becomes more delayed, the potential for hazardous conditions increases. In order to address a major shoaling condition before it leads to a major obstruction of the federal navigation channel entrance, the project was reevaluated to determine the most practical and economical alternative available in order to dredge in Fiscal Year 09. As a result of too high mobilization and demobilization costs for beach/stockpile placement, the opportunity to remove most or all of the shoal material with placement at the HARS was the economically feasible alternative.

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Your cooperation in this matter is appreciated. Please refer any questions concerning this project to Mr. Joseph Olha, Project Manager at (917) 790-8404.

Sincerely,



Randall G. Hintz
Chief, Operations Support Branch

cc: Doug Adamo, Jamaica Bay Watershed
Protection Plan Advisory Committee Co-Chair