

**U.S. ARMY ENGINEER DISTRICT, NEW ENGLAND  
CORPS OF ENGINEERS  
696 Virginia Road  
Concord, Massachusetts 01742-2751**

April 07, 2008

CENAE-EP-DS (11-2-240a)

MEMORANDUM FOR: See Distribution

SUBJECT: Results of Survey

1. In accordance with department regulations there is enclosed a drawing showing results of survey in the following Federal project:

Norwalk Harbor – Norwalk, CT

2. Controlling depth information for the above project is shown on the enclosed copy of navigation and chart data.

FOR THE COMMANDER:

STEPHEN A. JOHNSTON  
Chief, Survey Section

2 Enclosures:

1. ENG Form 4020-R
2. Dwg. No. NK-865



JOHNSTON  
PROOFREAD

DISTRIBUTION:

GENERAL

Chief Operations Division, Lyn Preston, Nautical Data Branch/NOAA, N/C26, Station 7350  
1315 East-West Highway, Silver Springs, MD 20910-3282 - 1 copy of drawing, 1 copy of form

USCG Cutter Willow, LT JG Chmielecki - NETC Pier 2 – ATTN: Desiree Atnip, Newport,  
RI 02841 – 1 copy of drawing, 1 copy of form

Capt. E. Howard McVay Jr. - Northeast Marine Pilots Incorporated, 243 Spring Street,  
Newport, RI 02840 – 1 copy of drawing,

Mr. Dave Rossiter  
Bureau of Aviation & Ports  
Office of Waterways State Pier  
CT Department of Transportation  
New London, CT 06320

1 drawing of map

Stephanie Pitts  
Commanding Officer  
US Coast Guard  
Group Long Island Sound  
120 Woodward Ave.  
New Haven, CT 06512 - 3628

1 copy of Results of Survey  
1 drawing of map  
(Reorder by John G. Aug. 27, 2007)

**REPORT OF CHANNEL CONDITIONS  
100 TO 400 FEET WIDE  
(ER 1130-2-316)**

DATE: **Apr. 7, 2008**

**T0:** FROM: **U.S. Army Corps of Engineers  
New England District  
696 Virginia Road  
Concord, MA. 01742-2751**

RIVER/HARBOR NAME AND STATE: **Norwalk Harbor, Norwalk, CT**  
Dwg. No. **NK-865, Sheets 1-9 of 9, Dated 7 April 2008**

NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			MINIMUM DEPTHS IN CHANNEL ENTERING FROM SEAWARD		
		WIDTH (feet)	LENGTH Nautical (miles)	MLLW DEPTH (feet)	LEFT OUTSIDE QUARTER (feet)	MIDDLE HALF (feet)	RIGHT OUTSIDE QUARTER (feet)
<b><u>CONDITION SURVEY</u></b>							
<b><u>12-Foot Channel</u></b>							
From about 320' seaward of Buoy GC-3 upstream 3,665' to Buoy GC-7	11-12/07	200	.60	12.0	(1) 12.0	12.0	12.0
Thence upstream about 4,630' to Buoy GC-13	11-12/07	200	.76	12.0	(2) 10.4	11.8	(3) 1.6
Thence upstream 1,795'	11-12/07	200	.30	12.0	(4) 10.6	8.3	(5) 7.8
Thence upstream 2,220' (about 175' seaward of Buoy GC-19)	11-12/07		.37		This is a naturally deep area which has never been dredged		
Thence upstream 3,100' (opposite vicinity of South Norwalk Boat Club)	11-12/07	240 to 150	.51	12.0	2.1	4.5	(6) 6.5
Thence upstream about 2,220' to end of 12' upper channel limit (seaward face of Washington St. Bridge)	11-12/07	150 to 250 to 100	.36	12.0	5.1	6.9	(7) 4.6

**GENERAL NOTE:** The information shown on this sheet(s) represents the results of surveys made on the dates indicated and can only be considered as indicating the general conditions existing at that time.

**FOOT NOTES:**

- (1). Except for shoaling to 10.8' within 15' of west channel limit located from about 5' to 225' seaward of Buoy GC-7.
- (2). Except for shoaling to 8.9' within 10' of west channel limit.
- (3). Except for shoaling to 0.3' within 10' of east channel limit located in an area of erosion in the vicinity of Long Beach; 10.3' available elsewhere; except for shoaling to 9.0' within 10' of east channel limit.
- (4). Except for shoaling to 10.1' within 10' of west channel limit.
- (5). Except for shoaling to 7.1' within 10' of east channel limit.
- (6). Except for shoaling to 6.1' within 15' of east channel limit.
- (7). Except for shoaling to 3.9' within 25' of east channel limit.

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<b><u>CONDITION SURVEY</u></b>							
<b><u>10-Foot Channel</u></b>							
Thence upstream 1,080' (about 305' upstream from north face of R.R. Swing Bridge)	11-12/07	100 to 170 to 125	.18	10.0	10.0	5.3 <sup>(8)</sup>	6.6
Thence upstream about 2,940' to I-95 Bridge	11-12/07	125 to 150 to 175 to 200 to 100	.48	10.0	9.7 <sup>(9)</sup>	9.7	8.9 <sup>(10)</sup>
Thence upstream 1,705'	11-12/07	100 to 175 to 150 to 100	.28	10.0	8.7 <sup>(11)</sup>	8.8	9.6 <sup>(12)</sup>
Thence upstream about 1,850' to Turning Basin	11-12/07	100 to 200 to 150 to 100 to 50	.31	10.0	9.2 <sup>(13)</sup>	9.7	8.4
<b><u>10-Foot Turning Basin</u></b>							
Thence upstream about 410' to end of north limit	11-12/07		0.7 acre	10.0		3.7	
<b><u>10-Foot South Anchorage</u></b>							
South portion extending from Buoy GC-19 to Buoy RN-2	11-12/07		17.8 acres	10.0		4.5 Available <sup>(14)</sup>	
North portion						2.7 Available <sup>(15)</sup>	

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**FOOT NOTES:**

- (8). Shoaling is located in the vicinity of R.R. swing bridge; structure of fender system of R.R. swing bridge at center of channel.
- (9). Except for shoaling to 7.7' within 10' of west channel limit.
- (10). Except for shoaling to 8.6' within 5' of east channel limit.
- (11). Except for shoaling to 6.8' within 10' of west channel limit.
- (12). Except for isolated shoaling to 8.9' within 10' at east channel limit in the vicinity of the St. Ann Club Marina.
- (13). Except for shoaling to 6.9' within 10' of west channel limit.
- (14). Except for shoaling to 3.7' within 65' of east anchorage limit located from about 50' to 325' seaward of Buoy RN-2.
- (15). Except for shoaling to 2.2' within 75' of east anchorage limit located from about 100' to 625' upstream of Fitch Point Lighthouse.

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<b><u>CONDITION SURVEY</u></b>							
<b><u>6-Foot East Norwalk Channel</u></b>							
From about 545' seaward of Buoy GC-3 upstream 1,855' to the upstream limit of 6-Foot East Norwalk Channel	11-12/07	125 to 150 to 100	.30	6.0	(16) 2.0	4.1	(17) 3.3
<b><u>6-Foot Anchorage</u></b>	11-12/07		9.6 acres	6.0		(18) 3.9	

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**FOOT NOTES:**

- (16). Except for shoaling to 1.6' within 5' of west channel limit located from about 25' to 200' seaward of Buoy GC-5.
- (17). Except for shoaling to 2.7' within 10' of east channel limit.
- (18). Except for shoaling to +0.6' within 150' of southwest and west anchorage limits, and shoaling 3.2' within 10' of northeast channel limit in the vicinity of the Vantage Point Marina.