



NEWS RELEASE

U.S. ARMY CORPS OF ENGINEERS

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For Immediate Release:
Jan 10, 2017
Release No. 2017-001

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Corps of Engineers and New Haven Port Authority to hold a public information meeting for the New Haven Harbor Navigation Improvement Feasibility Study and Environmental Impact Statement.

CONCORD, Mass. – The U.S. Army Corps of Engineers, New England District and the New Haven Port Authority will hold a public information meeting for the New Haven Harbor Navigation Improvement Feasibility Study and Environmental Impact Statement (EIS). This is a public scoping meeting for the EIS being prepared as part of the feasibility study.

The meeting will be held on Tuesday, January 24, 2017 at the Hall of Records, Hearing Room 200 Orange Street, New Haven, Connecticut.

Doors will open at 6:00 p.m. and the meeting will be held from 6:30 p.m. to 8:30 p.m.

In response to a resolution of the Senate Committee on the Environment and Public Works dated July 31, 2007, the U.S. Army Corps of Engineers (USACE), New England District is conducting a feasibility study and Environmental Impact Statement (EIS) to examine navigation-improvements to the existing New Haven Harbor Federal Navigation Project. The non-Federal sponsor for the study is the New Haven Port Authority in partnership with the Connecticut State Port Authority. Inadequate channel depths result in navigation inefficiencies in transporting goods into and out of the harbor. To reach the terminals, larger ships must lighter outside the breakwaters and/or experience delays while waiting for favorable tide conditions, or both. Deeper and wider navigation features (main channel, maneuvering area, and turning basin) are needed to increase the navigation efficiency and safety of New Haven Harbor. The feasibility study will identify, evaluate, and recommend to decision makers an appropriate, coordinated and workable solution to the navigation inefficiencies at New Haven Harbor. Alternatives will include analyzing various incremental channel depths and widths based upon need, as well as alternative dredging methodologies. In addition, the study will evaluate various dredged material disposal alternatives such as beneficial use (e.g., marsh creation, beach nourishment, historic disposal mound capping, nearshore placement), open water placement, and upland placement.

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