



U.S. ARMY CORPS OF ENGINEERS

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Project: The Feasibility Study will evaluate whether navigation improvement to the existing Federal navigation project at New Haven Harbor, Connecticut are warranted and in the Federal interest. The objective of the improvement project is to provide transportation cost savings and increase navigation safety.

Background (WRDA 1986): The existing main channels and maneuvering basin have a depth of -35 feet at mean lower low water (MLLW). In the WRDA of 1986, deepening these features to -40 feet MLLW was authorized. However, the project was never constructed and the authorization sun-setted in 2002. The city and state now wish to re-examine the feasibility of deepening the project. The study was requested by Senate Committee on the Environment and Public Works resolution of July 31, 2007.

Sponsor: The New Haven Port Authority is the study sponsor in partnership with the Connecticut State Port Authority.

Existing Federal Project: New Haven is Connecticut's largest seaport and is located on the northern shore of Long Island Sound on the central Connecticut coast. The existing Federal navigation project was adopted by the Act of 1852 and modified by the Acts of 1870, 1871, 1873, 1875, 1878, 1879, 1882, 1890, 1899, 1902, 1905, 1907, 1910, 1912, 1913, 1930, 1935, 1945, 1946, 1949, 1955, and 1986. The project, as completed in 1950, consists of (1) a 35-foot main channel, 400 to 500 feet wide, widened to 800 feet along the wharves to form a maneuvering basin, (2) a 16-foot by 134-acre anchorage in the upper harbor west of the main channel, (3) a pile and stone T dike extending easterly from Sandy Point, (4) 18 and 16-foot channels in the Quinnipiac River, (5) a 12-foot channel in the Mill River, and (6) a 12-foot channel and 6-foot anchorage in the West River. The main channels were last maintained in 2014, the Mill and Quinnipiac Rivers in 1982 and the West River in 1989. The project includes three offshore stone breakwaters totaling about 12,100 feet long providing a refuge in the outer harbor.

Study Description: The Study will examine deepening the existing main ship channel from Long Island Sound to the head of deep draft navigation at the terminals seaward of I-95, together with possibility of deepening the adjacent maneuvering and turning areas abreast the terminals. The Feasibility Study 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.

Schedule: The study will take about 3 years.

The USACE New England District contact is the study manager Barbara Blumeris at: barbara.r.blumeris@usace.army.mil, 978-318-8737.

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BRIDGE CLEARANCES

TOMLINSON BRIDGE (BASCULE)

Hor. 125.4 ft.
Vert. 12.1 ft. M.H.W.

WEST RIVER

KIMBERLY AVE BRIDGE (FIXED)
Hor. 75.0 ft.
Vert. 23.0 ft. M.H.W.

R.R. BRIDGE (FIXED)

Hor. 23 ft.
Vert. 5 ft. M.H.W.

MILL RIVER

CHAPEL ST. BRIDGE (SWING)

Hor. West Draw 71 ft., East Draw 72 ft.
Vert. 7.1 ft. M.H.W.

GRAND AVE. BRIDGE WEST BRANCH (FIXED)

Hor. 20 ft.
Vert. 4.5 ft. M.H.W.

GRAND AVE. BRIDGE EAST BRANCH (FIXED)

Hor. 39.5 ft.
Vert. 6 ft. M.H.W.

QUINPIAC RIVER

CONN. TURNPIKE BRIDGE (FIXED)

Hor. 283 ft.
Vert. 89 ft. M.H.W.

FERRY ST. BRIDGE (BASCULE)

Hor. 101 ft.
Vert. 25.5 ft. M.H.W.

GRAND AVE. BRIDGE (SWING)

Hor. East end West Draw 70 ft.
Vert. 9.5 ft. M.H.W.

NEW HAVEN HARBOR, CONN.

30 SEPTEMBER 1988

IN 1 SHEET

SCALE IN FEET



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
WALTHAM, MASS.

