

THE CRANEY ISLAND CONNECTION

CRANEY ISLAND EASTWARD EXPANSION NEWS AND INFORMATION

VOLUME 4 ISSUE 5

DECEMBER 2010

Construction Update

South & Division Cross Dikes

Great Lakes Dredge & Dock Company (GLDD) has begun construction on the south and division cross dikes by placing sand along the footprint of the dikes. The Liberty Island hopper dredge, which can carry more than 5,000 cubic yards of material, dredges sand from the Atlantic Ocean Channel and transports it to Crane Island. GLDD will continue this effort for the next four to five months.

GLDD has designed and constructed a unique piece of equipment specialized for this project, called a spill barge. The spill barge, which is attached to the Liberty Island by a pipe, works like a sprinkler to disperse the pumped sand along the alignment of the proposed dikes. The spill barge allows even layers of sand to be placed.



The spill barge dispenses a load of water before placing the first batch of sand into the dike footprint.

Paradise Creek Mitigation

C.T. Purcell, Inc. has begun initial site work at the Paradise Creek site, including surveying, construction layout and coordination. Soon they will begin excavating an estimated 300,000 cubic yards of material in order to create approximately 11 acres of tidal wetlands. C.T. Purcell is planning on using the excavated material beneficially for a nearby industrial commercial development project, which will significantly reduce the impacts of construction on nearby roads.

Initial work has included installing fencing and erosion and sediment control devices. These will protect existing wetland areas along Paradise Creek, as well as forested areas adjacent to the work area.



Workers prepare for construction by placing tree protection fencing around the Paradise Creek site to prevent erosion.



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Craney Island Eastward Expansion Construction



Spill barge

Liberty Island Dredge

*The spill barge places sand on the river bottom via a floating pipe attached to the Liberty Island hopper dredge.
The three cargo ships berthed across the river at NIT are a sign of the Port's continuing economic success.*



*WF Magann continues to remove a portion of the Craney Island rock jetty to make room for future access channels.
Approximately 9,000 tons of rock and debris has been removed to date.*