

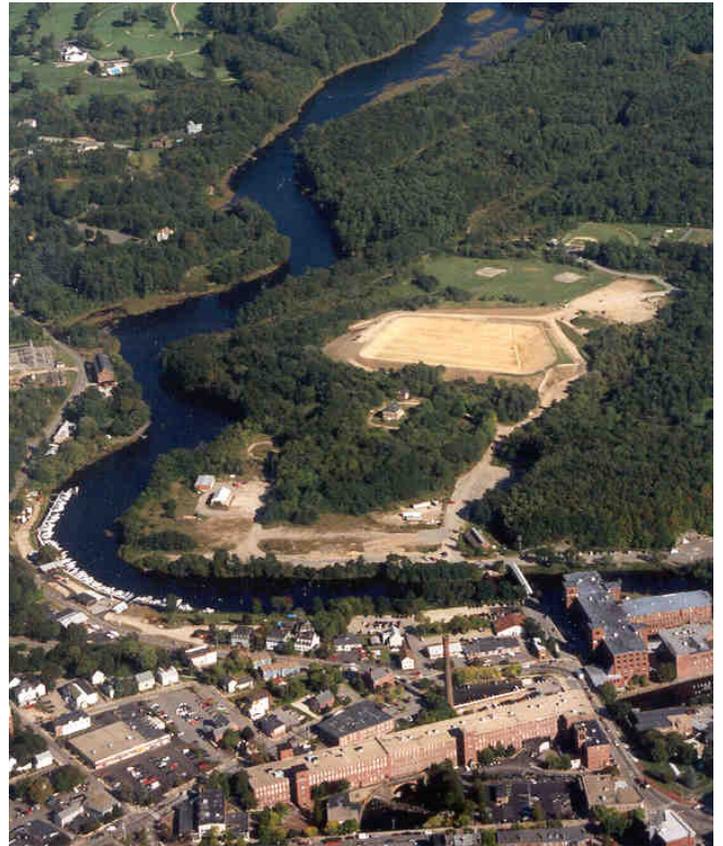
Cocheco River Maintenance Dredge Project Overview

In 2010, the Army Corps of Engineers completed a project to dredge approximately 3 miles of the Cocheco River Federal navigation channel in Dover, New Hampshire to a channel depth of 6 feet. The river had shoaled in to as shallow as 4.7 to .3 feet at the northern end of the channel.

The Cocheco River Federal Navigation Project (FNP) was originally authorized by Congress in the River and Harbor Act of 1890. Since 1994 Congress has included funding in 9 different Appropriations for maintenance dredging of the Cocheco River FNP.

The project allowed for continued safe commercial and recreational navigation and will help revitalize the City of Dover's waterfront.

Prior to this project, the channel was last dredged in 1906/1907.



The Cocheco River's authorized federal channel extends from the confluence of the Cocheco and Piscataqua rivers to just below George's Marina in Dover, which is approximately three miles and comprises most of the tidal component of the river. The Cocheco River flows approximately 35 miles through the cities of Rochester and Dover before becoming tidal and joining with the Salmon Falls River to form the Piscataqua River.

Project Benefits

- Improved navigability and safety of the river.
- Remediated the river by removing sediment contaminated with heavy metals and polynuclear aromatic hydrocarbons (PAHs) – compounds that are associated with oil or other fossil fuels and are typical of river systems with industrial histories such as the Cocheco River.
- Capped, vented and closed an abandoned landfill, which now serves as the dredged material disposal facility (DMDF). The DMDF is now dewatered into the City's wastewater treatment plant rather than directly into the Cocheco River.
- Played a vital component in the City of Dover's redevelopment master plan, which is focused on revitalizing and accentuating the City's waterfront areas and the Cocheco River as a recreational and commercial resource.

Frequently Asked Questions

How was the final depth determined?

The authorized federal channel is 60 to 75 feet wide and 7 feet deep, and extends from the confluence of the Cocheco and Piscataqua Rivers to the head of navigation just below George's Marina in Dover. The federal channel narrows to 30 feet in width through ledge at the Upper and Lower Narrows. After consultation between the Army Corps of Engineers, the City of Dover, and users of the river, it was decided to dredge the Federal channel to a depth of 6 feet in lieu of the authorized 7-foot depth. The 6-foot depth was determined to be adequate for all current and potential future users of the channel, and would significantly decrease the time and cost required to complete the dredging.

What was removed?

Approximately 40,211 cubic yards of material, of which approximately 3,020 cubic yards was ledge, was removed. The dredged sediments consisted primarily of silty sand and were contaminated with heavy metals and polynuclear aromatic hydrocarbons (PAHs). A total of approximately 20,865 cubic yards of material was also removed from the Dover Landing area (adjacent to the upstream end of the federal channel). This work was funded by Public Service of New Hampshire. The N.H. Dept. of Environmental Services Coastal Program helped coordinate the project through the N.H. Dredge Management Task Force.

Where was the dredged material disposed of?

The dredged material was disposed of in a dredged material disposal facility (DMDF) constructed by the City of Dover over an abandoned solid waste landfill. The Federal share of the cost of dredged material disposal was paid to the City as disposal fees for use of the DMDF. Construction of the DMDF had the added benefit of capping and venting an abandoned landfill that was never properly closed.

When did it take place?

The first phase of dredging for this project began in November 2004 and ended in March 2005. Due to the unexpected presence of ledge in the federal channel, icy river conditions, and issues with the project contractor the project was not completed prior to the spring of 2005. No dredging was conducted in the fall and winter of 2005 because funds were not received by the Army Corps of Engineers in time to award a contract. Phase II dredging of the project began in November 2006 and ended in April 2007. Again icy conditions and continued problems with ledge hindered the project's completion. No additional dredging occurred in 2008 or 2009 due to a lack of funding for the project. The third and final phase of the project began in October 2010 and ended in December 2010.

How much did it cost?

A total of \$10.8 million in Federal funds were appropriated for this project. The City of Dover enlisted the aid of the N.H. Congressional Delegation to obtain the necessary Federal funding. Additionally, to meet cost sharing requirements, the City of Dover was responsible for 20% of the cost of disposal of dredged material.

Who can I contact for more information?

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