



**US Army Corps
of Engineers**
Philadelphia District

Wanamaker Building
100 Penn Square East
Philadelphia, PA 19107-3390
ATTN: CENAP-OP-R

Public Notice

Public Notice No.
CENAP-OP-R-2005-1681

Date
MAR 24 2015

Application No. File No.

In Reply Refer to:
REGULATORY BRANCH

This District has received an application for a Department of the Army permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act (33 U.S.C. 1344).

The purpose of this notice is to solicit comments and recommendations from the public concerning issuance of a Department of the Army permit for the work described below.

APPLICANT: U.S. Coast Guard

AGENT: U.S. Coast Guard Facilities Design & Construction Center, 5505 Robin Hood Road, Suite K, Norfolk, VA 23513

WATERWAY: Cape May Harbor

LOCATION: adjacent to Piers 3 and 4 of the U.S. Coast Guard Training Center (TRACEN) Cape May, City of Cape May, Cape May County, New Jersey.

ACTIVITY: On May 23, 2006, this office issued a Department of the Army permit to perform hydraulic maintenance dredging within 9.92 acres (432,000 square feet) of berthing and boatlift area adjacent to Piers 2, 3, and 4 to a depth of 10 feet below mean low water and 16 feet below mean low water by Pier 3 with disposal at the existing confined disposal facility (CDF) with return water to the Cape May (Cold Spring) Inlet. The site is located at the U.S. Coast Guard Training Center Cape May, Lower Township, Cape May County, New Jersey.

This public notice constitutes advertisement of an application for Department of the Army approval received on February 12, 2015 to modify the existing Piers 3 and 4 berthing areas as associated with the Fast Response Cutter Homeport Project. The application describes the proposed structural modifications of the existing Piers 3 and 4 and dredging of adjacent mooring areas to deeper depths.

Modifications would include the demolition of waterward 280 linear feet of the 500' long existing timber "F" shaped Pier 4 and replacement with a 270' long by 24' wide shore perpendicular pier to create a single "I" shaped 495' long concrete decked pier supported by 30 new steel piles. The re-construction would include the discharge of a total of 46 cubic yards of poured concrete within 790 square feet of open waters below the high tide line associated with pile placement. Additionally, an existing (approved) 130' long timber floating dock and ramp

with 3 finger piers would be re-located from Pier 4 to Pier 3. Finally, the modification would include hydraulic dredging of the Pier 4 berthing area (approximately 2 acres) to a depth of 15 feet below mean low water with 1 foot of further over-dredging resulting in the proposed removal of between 15,000 and 18,000 cubic yards of sediment. Sediments would be disposed at the existing approved CDF.

The applicant has stated that the demolition would be performed on a crane barge with clamshell bucket. New piles would be driven with vibratory and plastic composite "Micarta"- damped impact hammers. Additionally, the applicant has stated that all material staging would be on uplands. Finally, the applicant has confirmed that the USCG currently moors one 210-foot Medium Endurance Cutter (WMEC) and three 87-foot Patrol Boat (WPBs) at Pier Nos. 3 and 4. Three additional 154- foot Fast Response Cutters (FRCs) are slated to be home ported at Cape May; the WMEC will eventually leave Cape May. The proposed FRCs have a beam width of 26 feet and a draft of 9.5 feet. The FRCs will require additional water depth and more space to maneuver on the west side of Pier 4, therefore, the proposed dredge depth of 15 feet with a 1-foot over-dredge allowance satisfies the Navy Criteria for under-hull clearance for these FRCs based on extreme low water tidal conditions.

The applicant has also stated that TRACEN Cape May has existing infrastructure that presently berth a variety of USCG vessels. Although repairs have taken place in recent years, the piers have continued to deteriorate with age. A portion of Pier 4 has been condemned and the current configuration requires some modification to optimize the next generation of USCG vessels being deployed that will replace existing vessels.

PURPOSE: The applicant's stated purpose for the proposed work is to provide adequate pier and waterfront facilities with appropriate depths for safe berthing and maneuvering of the fast response cutters and the medium endurance cutters. This project ensures the USCG's continued service to the region serving a primary role in safe navigation, training, marine safety and homeland security.

The U.S. Coast Guard, as lead Federal agency, has initiated consultation under Section 7 of the Endangered Species Act. They have made a preliminary determination that the proposed work will not adversely affect threatened and endangered species including Atlantic Sturgeon - Acipenser oxyrinchus, Kemp's ridley sea turtle - Lepidochelys kempii, loggerhead sea turtle - Caretta caretta, green sea turtle - Chelonia mydas, leatherback sea turtle - Dermochelys coriacea, and hawksbill sea turtle - Eretmochelys imbricate . Although they may be found in the general vicinity, these species are not likely to be present in the action area due to on-going boating and ship traffic. As consultation is on-going, this determination may change upon further agency coordination.

The decision whether to issue a permit will be based on an evaluation of the activity's probable impact including its cumulative impacts on the public interest. The decision will reflect the national concern for both protection and utilization of important resources. The benefits which reasonably may be expected to accrue from the work must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the work will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shore erosion and accretion, recreation,

water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs and welfare of the people. A Department of the Army permit will be granted unless the District Engineer determines that it would be contrary to the public interest.

The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Comments on the proposed work should be submitted, in writing, within 15 days to the District Engineer, U.S. Army Corps of Engineers, Philadelphia District, Wanamaker Building, 100 Penn Square East, Philadelphia, Pennsylvania 19107-3390.

Review of the National Register of Historic Places indicates that no registered properties or properties listed for inclusion therein are located within the permit area of the work. Historic resource coordination is on-going.

The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act 1996 (Public Law 104-267), requires all Federal agencies to consult with the National Marine Fisheries Service on all actions, or proposed actions, permitted, funded, or undertaken by the agency that may adversely effect Essential Fish Habitat (EFH). The United States Coast Guard, the lead Federal agency for this project, has performed a preliminary assessment of the species listed in the "Guide to Essential Fish Habitat Designations in the Northeastern United States, Volume IV: New Jersey and Delaware", dated March 1999. Their assessment has resulted in a determination that there would be no substantial adverse effect on EFH because all impacts would be temporary and negligible to minor. In order to further minimize impacts to EFH species, specifically Winter Flounder (*Pseudopleuronectes americanus*), the United States Coast Guard has determined that all in-water work will be restricted between January 1st and May 31st of any given year.

Compensatory mitigation: The applicant has stated that the project has been designed to avoid natural resources to the maximum extent practicable. The reconfiguration of Pier 4 and relocation of floating docks from Pier 4 to Pier 3 would occur within areas that support active and ongoing waterfront activities. Pilings have been limited to the minimum amount necessary to support the reconfigured and reduced Pier 4. All dredging activities would be contained within areas that have been subject to previous dredging. Further, dredged material would be dewatered at an approved confined disposal facility utilizing existing infrastructure and outfalls. The activities would abide by discharge conditions required by the State's Water Quality Certification thereby minimizing impacts from the return water on Cape May Harbor and Cape May Inlet. De minimus impacts would be expected to result from the proposed project; therefore, compensatory mitigation should not be required.

In accordance with Section 307(c) of the Coastal Zone Management Act of 1972, applicants for Federal Licenses or Permits to conduct an activity affecting land or water uses in a State's coastal zone must provide certification that the activity complies with the State's Coastal Zone Management Program. The applicant has stated that the proposed activity complies with and will be conducted in a manner that is consistent with the approved State Coastal Zone Management (CZM) Program. No permit will be issued until the State has concurred with the applicant's certification or has waived its right to do so. Comments concerning the impact of the proposed and/or existing activity on the State's coastal zone should be sent to this office, with a copy to the State's Office of Coastal Zone Management.

In accordance with Section 401 of the Clean Water Act, a Water Quality Certificate is necessary from the State government in which the work is located. Any comments concerning the work described above which relate to Water Quality considerations should be sent to this office with a copy to the State.

The evaluation of the impact of the work described above on the public interest will include application of the guidelines promulgated by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act.

Any person may request, in writing, to the District Engineer, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for a public hearing shall state in writing, with particularity, the reasons for holding a public hearing.

Additional information concerning this permit application may be obtained by calling Mr. David J. Caplan at 215-656-6731, via email at David.J.Caplan@usace.army.mil, or writing this office at the above address.

A handwritten signature in black ink, appearing to read 'F. Cianfrani', with a long horizontal flourish extending to the right.

Frank J. Cianfrani
Chief, Regulatory Branch

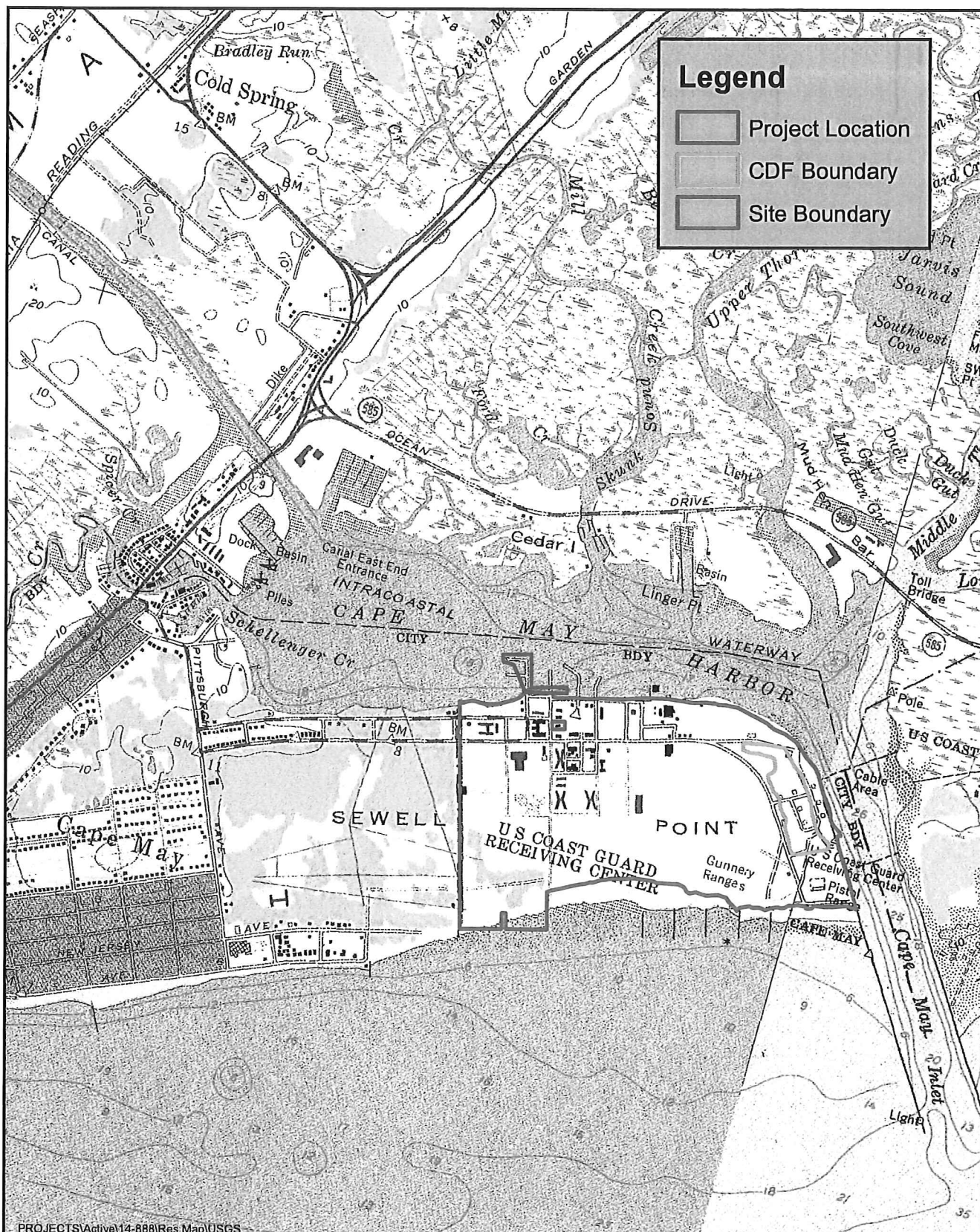


FIGURE 1: SITE LOCATION ON USGS
 7.5 MINUTE TOPOGRAPHIC MAP
 CAPE MAY AND WILDWOOD QUADS
 SOURCE: GIS DATA PROVIDED BY THE USGS,
 NJDEP & THE CAPE MAY
 COUNTY PLANNING DEPARTMENT

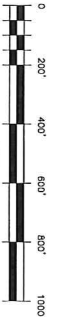
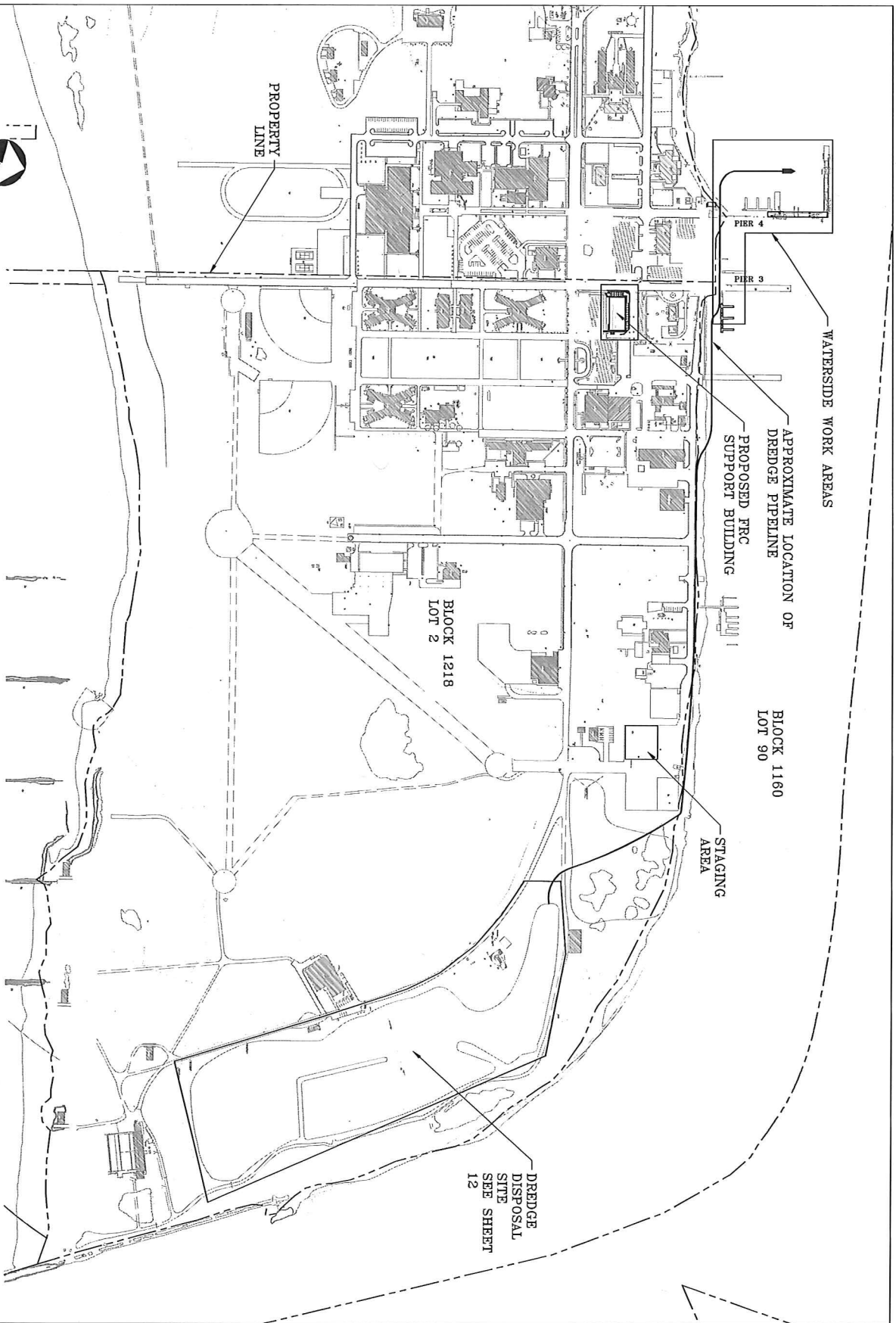


DATE:
 11-3-14

DRAWN BY:
 ACB

1 inch = 2,000 feet





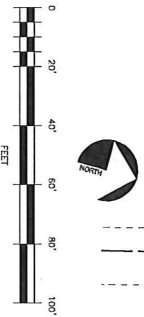
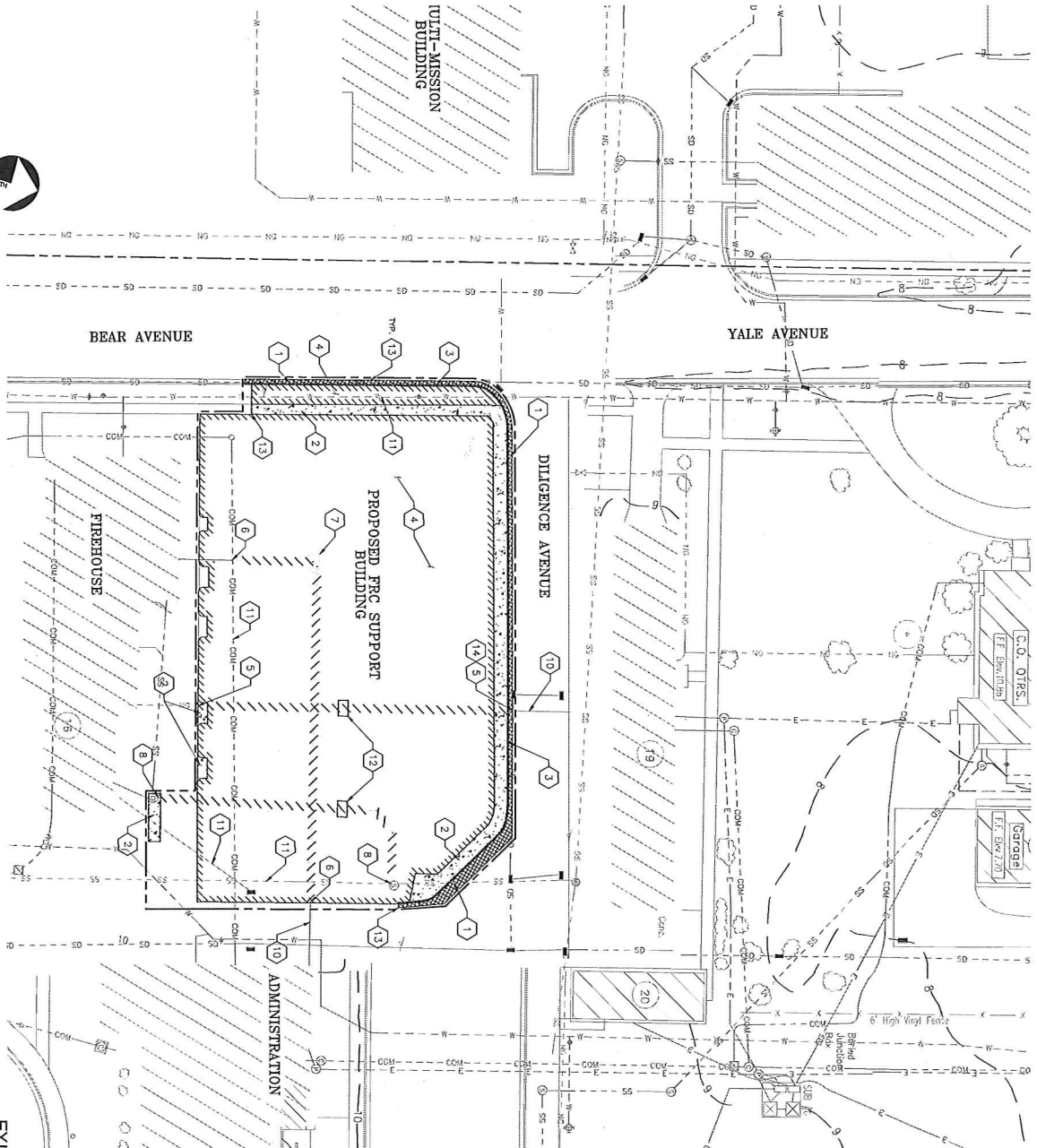
PREPARED BY: TRANSYSYSTEMS
 SIGNED BY: *[Signature]*
 JEROME DE VERRIER, P.E.

USCG TRACEN CAPE MAY
 1 MUNRO AVENUE
 CAPE MAY, NJ, 08204

OVERALL SITE PLAN

APPLICANT: U.S. COAST GUARD
 FILE NO.: 2014 (NOT ASSIGNED YET)
 WATERWAY: COLD SPRING HARBOR
 PROPOSED ACTIVITY: CONSTRUCTION OF A NEW FRC SUPPORT BUILDING, PARTIAL DEMOLITION AND RECONSTRUCTION OF PIER 4, RELOCATION OF DOCKS, DREDGING
 LAT: 38°56'50" N LONG: 74°53'18" W
 SHEET 1 OF 13

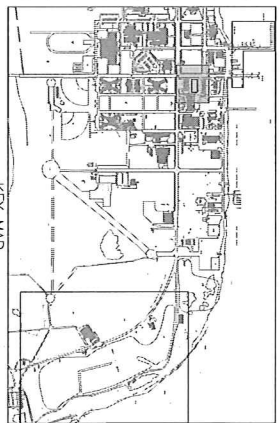
REV. 03/04/2015
 DATE 01/13/2015



PREPARED BY: TRANSSYSTEMS
 SIGNED BY: *[Signature]*
 JEROME DE VERRIEN, P.E.

USCG TRACEN CAPE MAY
 1 MUNRO AVENUE
 CAPE MAY, NJ, 08204

EXISTING SITE AND DEMOLITION - BUILDING



- GENERAL NOTES:**
1. VERIFY LOCATION AND DEPTH OF EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES.
 2. PRIOR TO DEMOLITION WORK SHALL BE COMPLETED.
 3. POSTING TRIPS TO REMAIN SHALL BE PROTECTED IN PLACE.
 4. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.
 5. ALL TRIPS TO BE REMOVED OR REPLACED ARE SHOWN IN BLACK UNLESS OTHERWISE NOTED.
- DEMOLITION NOTES:** (X)
1. REMOVE AS PAVEMENT.
 2. REMOVE CONCRETE SIDEWALK TO EXTERNS SHOW.
 3. REMOVE CONCRETE CURB AND GUTTER TO EXTERNS SHOW.
 4. CLEAR AND GRUB.
 5. REMOVE GAS LINE TO EXTERNS.
 6. REMOVE ELECTRICAL OUTRUNK TO EXTERNS SHOW.
 7. REMOVE ELECTRICAL SIMULCRINE.
 8. REMOVE SANITARY SPOUT LINE TO EXTERNS SHOW.
 9. REMOVE SANITARY WAINHOLE.
 10. ABANDON IN PLACE.
 11. PROTECT IN PLACE.
 12. REMOVE ABANDONED STEEL TRENCH.
 13. SAWCUT PAVEMENT. FILL DEPTH.
 14. CAP EXISTING GAS LINE.

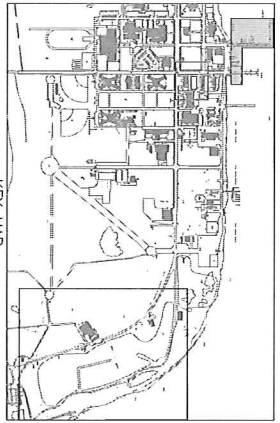
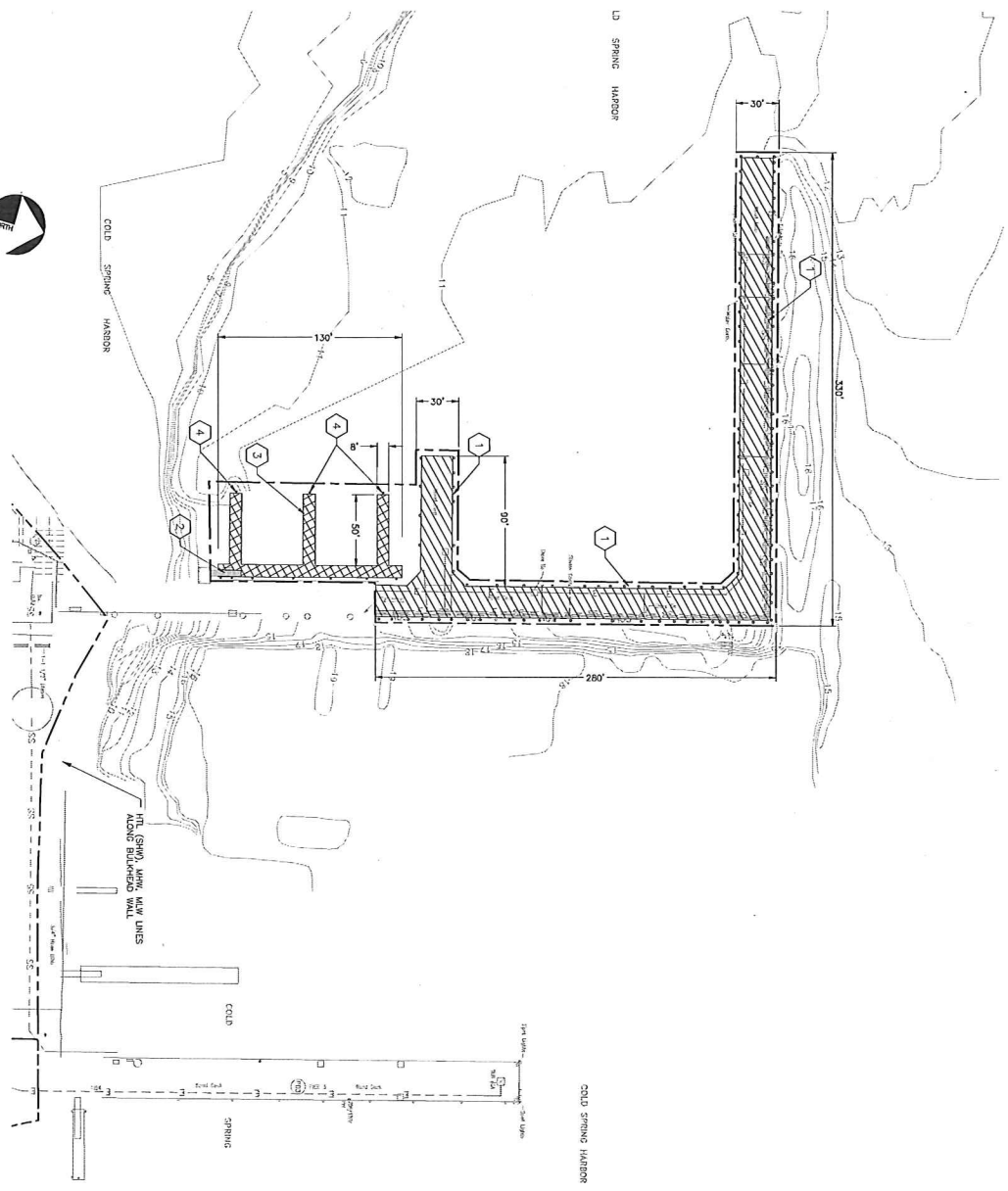
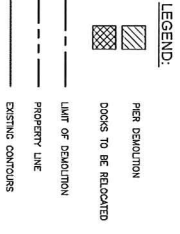
- LEGEND:**
- CONCRETE PAVEMENT DEMOLITION
 - ASPHALT PAVEMENT DEMOLITION
 - CLEAR AND GRUB
 - UTILITY DEMOLITION
 - CURB AND GUTTER DEMOLITION
 - LIMIT OF DEMOLITION

APPLICANT: U.S. COAST GUARD
 FILE NO.: 2014- (NOT ASSIGNED YET)
 WATERWAY: COLD SPRING HARBOR
 PROPOSED ACTIVITY: CONSTRUCTION OF A NEW FRC SUPPORT BUILDING, PARTIAL DEMOLITION AND RECONSTRUCTION OF PIER 4, RELOCATION OF DOCKS, DREDGING
 LAT: 38°56'50" N LONG: 74°53'18" W

REV. 03/04/2015
 DATE 01/13/2015

- GENERAL NOTES:**
1. VERIFY LOCATION AND DEPTH OF EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES.
 2. EXISTING ITEMS TO REMAIN SHALL BE PROTECTED IN PLACE.
 3. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.

- DEMOLITION NOTES:** (X)
1. REMOVE PER PLAN.
 2. REMOVE CAULKING.
 3. RELOCATE DOCKS TO PER 3.
 4. REMOVE PER PLAN TOTAL 10.



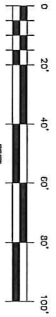
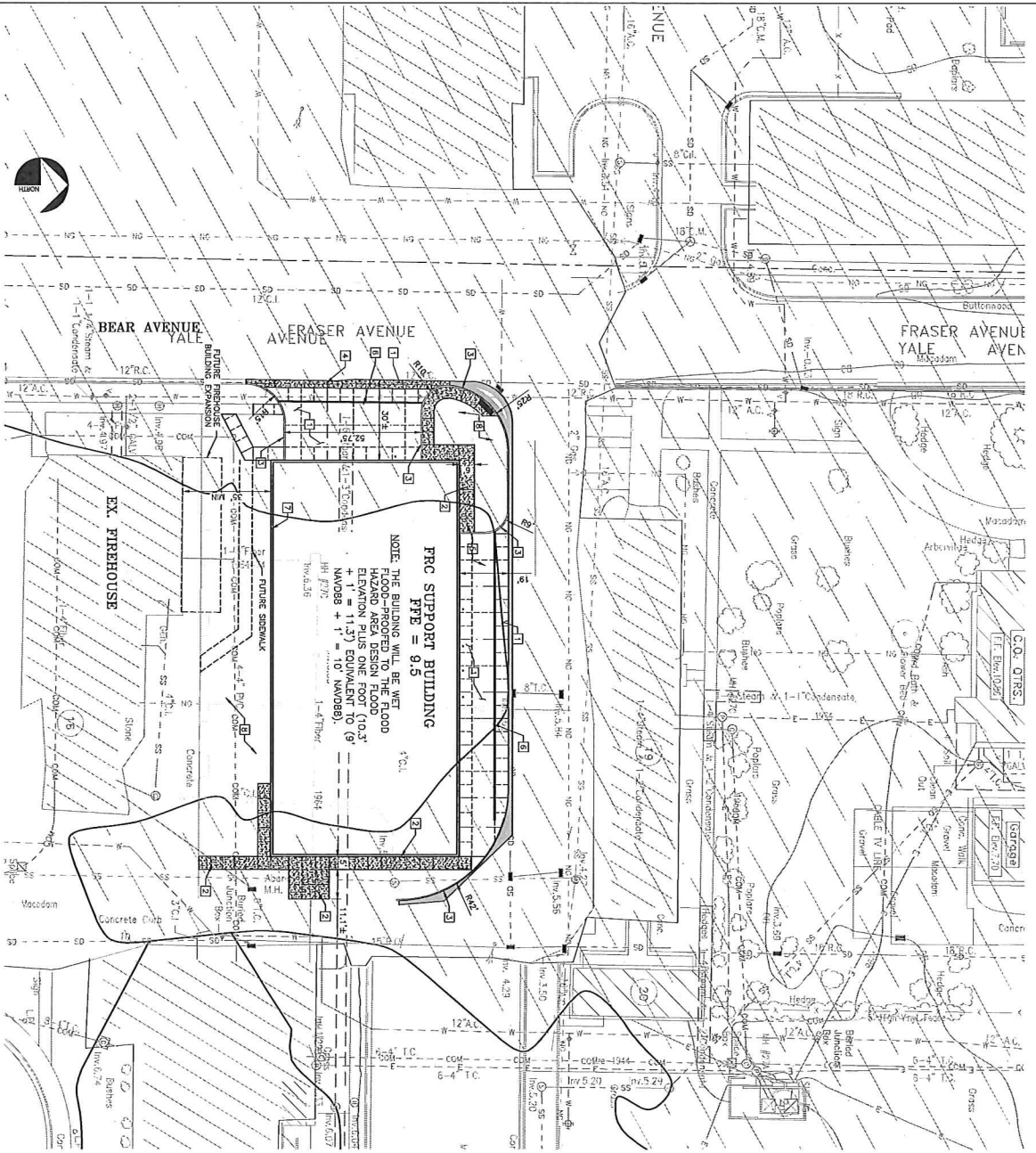
EXISTING SITE AND DEMOLITION - WATERSIDE

APPLICANT: U.S. COAST GUARD
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 LAT: 38°56'50" N LONG: 74°53'18" W

USCG TRACEN CAPE MAY
 1 MUNRO AVENUE
 CAPE MAY, NJ, 08204

PREPARED BY: TRANSYSTEMS
 SIGNED BY: *[Signature]*
 LEROUX DE VERRIER, P.E.

REV. 03/04/2015
 DATE 01/13/2015



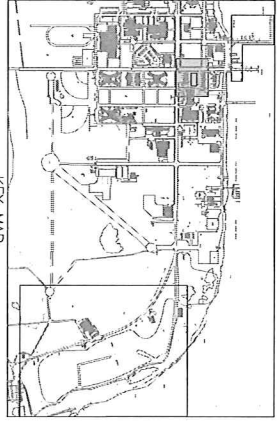
PREPARED BY: TRANSSYSTEMS
 SIGNED BY: *[Signature]*
 JEROME DE VERRIER, P.E.

USCG TRACEN CAPE MAY
 1 MUNRO AVENUE
 CAPE MAY, NJ, 08204

DATUM: NGVD29

APPLICANT: U.S. COAST GUARD
 FILE NO.: 2014- (NOT ASSIGNED YET)
 WATERWAY-COLD SPRING HARBOR
 PROPOSED ACTIVITY: CONSTRUCTION OF A NEW FRC SUPPORT BUILDING, PARTIAL DEMOLITION AND RECONSTRUCTION OF PIER 4, RELOCATION OF DOCKS, DREDGING
 LAT: 38°56'50" N LONG: 74°53'18" W

PROPOSED SITE PLAN - BUILDING

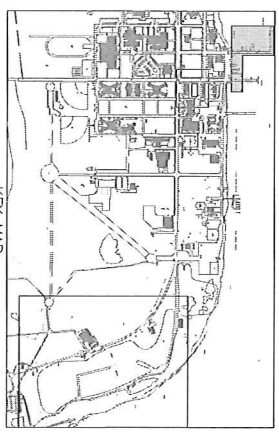
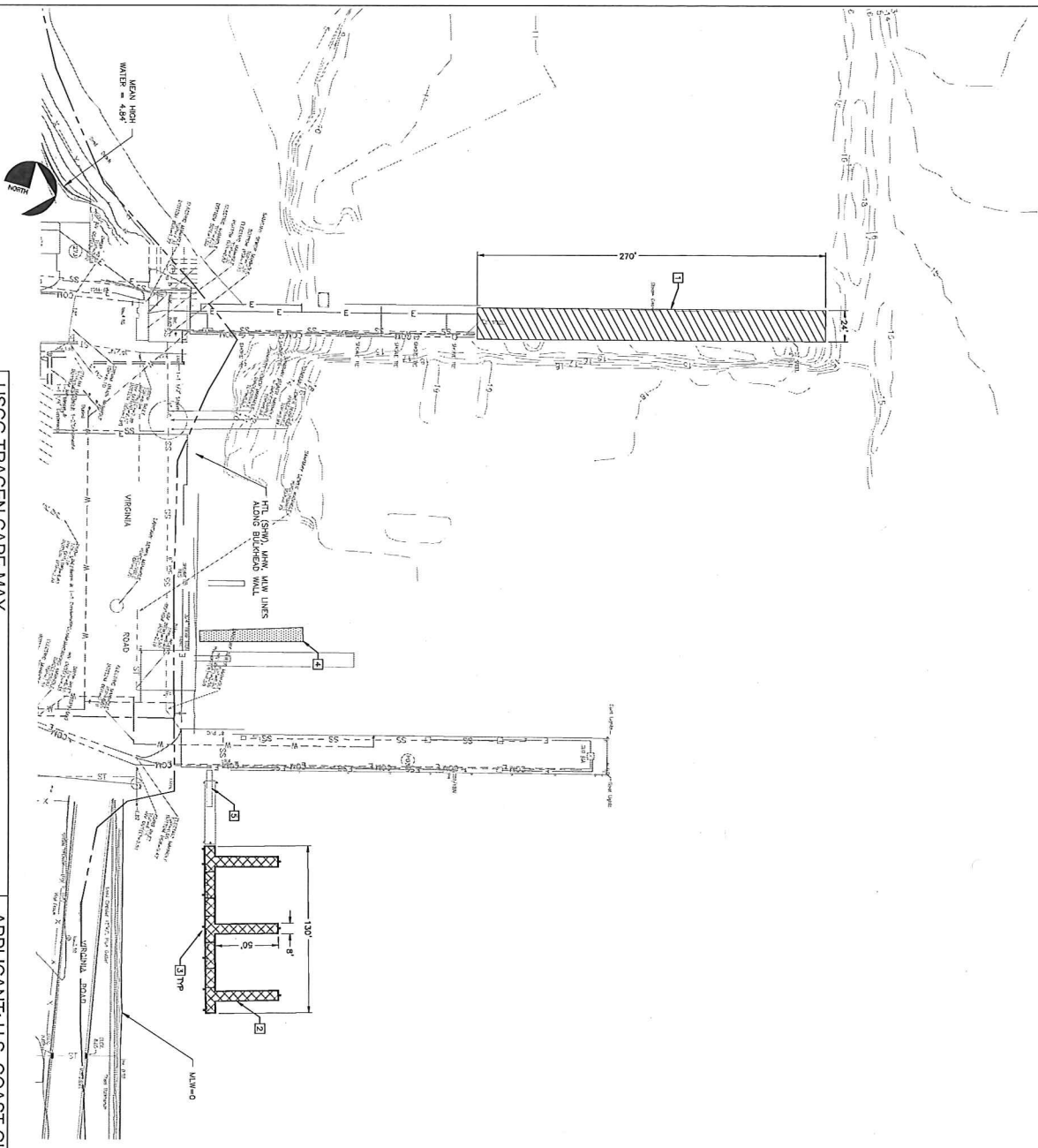
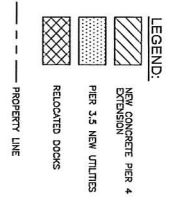


- GENERAL NOTES:
1. REFER TO LOCATION AND DETAILED DRAWING FOR EXISTING UTILITIES
- SHEET NOTES: [XX]
1. CONCRETE PAVEMENT
 2. CONCRETE SIDEWALK
 3. CONCRETE CURB
 4. CONCRETE CROSS CUTTER
 5. CONCRETE PAVEMENT JOINT
 6. WALKY CUTTER
 7. NEW BUILDING
 8. VEGETATED BROWSLINE

REV. 03/04/2015
 DATE 01/13/2015

GENERAL NOTES:
 1. VERIFY LOCATION AND DEPTH OF EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES.

- SHEET NOTES:** [XX]
1. CONCRETE PIER EXTENSION
 2. RELOCATED DOCKS, NEW ELECTRICAL SERVICE
 3. PILING, TOTAL 10
 4. INSTALL NEW ELECTRICAL TO DOCK SERVICE
 5. REPLACE GANTRY WITH NEW GANTRY.



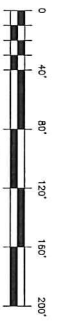
PROPOSED SITE PLAN - WATERSIDE

USCG TRACEN CAPE MAY
 1 MUNRO AVENUE
 CAPE MAY, NJ, 08204

APPLICANT: U.S. COAST GUARD
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LAT: 38°56'50" N
 LONG: 74°53'18" W

REV. 03/04/2015
 DATE 01/13/2015



PREPARED BY: TRANSYSTEMS

SIGNED BY: *[Signature]*
 JEROME DE VERRIER, P.E.





FEDERAL CHANNEL
(14'-18" MLW)

EDGE OF CHANNEL

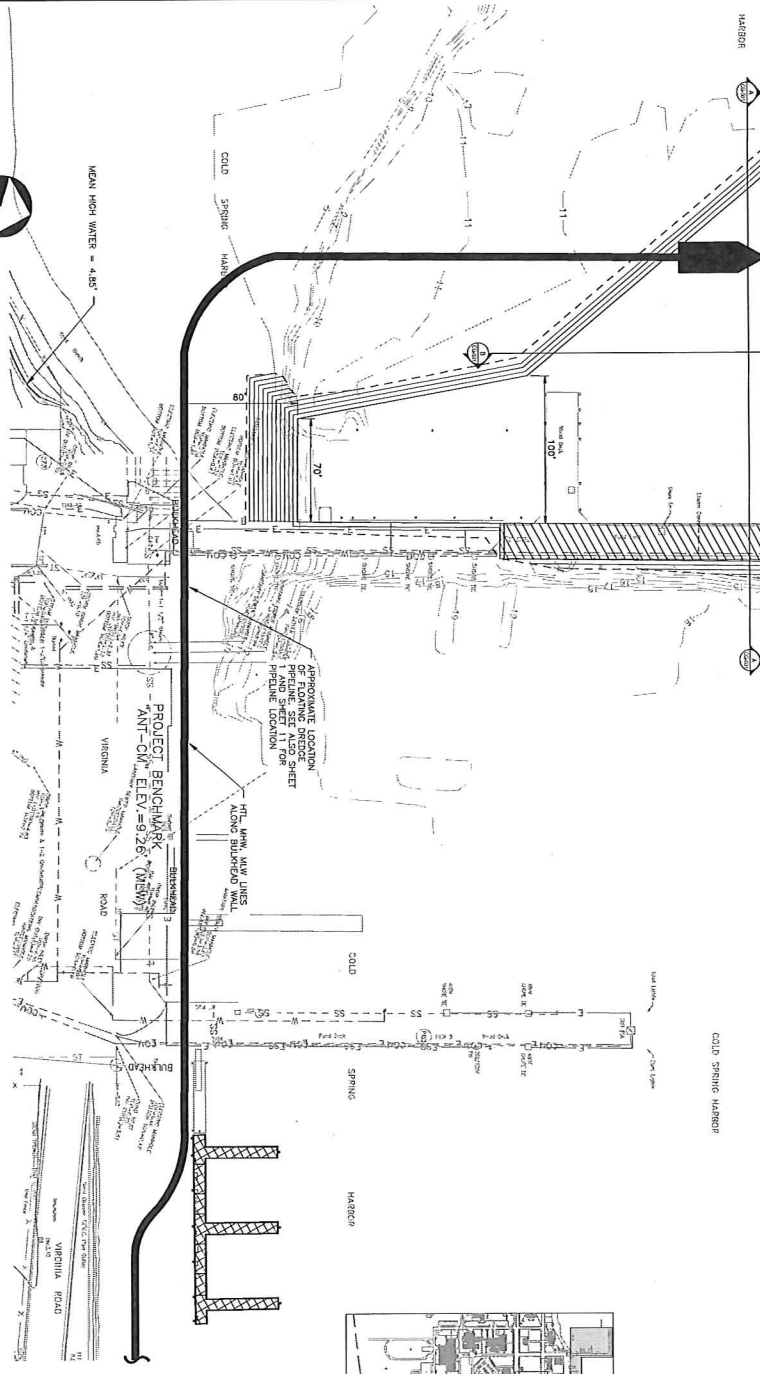
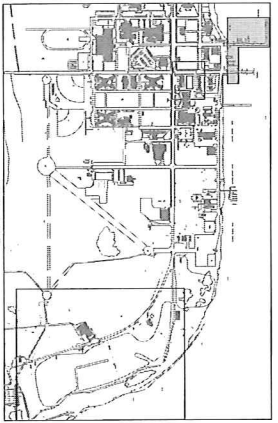
DREDGE TO -15 PLUS 1' OVERDREDGE

DREDGE VOLUME	
-15 MLW	15,000 C.Y.
1 FOOT OVER DREDGE TO -16 MLW	3,000 C.Y.
TOTAL	18,000 C.Y.

AREA: 89,000 S.F.

- LEGEND:**
-  NEW CONCRETE PER EXISTENCE
 -  RELOCATED DOCKS
 -  EXISTING CONTOURS
 -  NEW CONTOURS

- GENERAL NOTES:**
1. HYDROLOGIC SURVEY PERFORMED ON 10/20/14
 2. SINGLE BEAM BATHYMETRIC DATA SURVEY GRADE PARALLELS 200 HZC
 3. TRANSVERSE TRIMMED AT 202 MK
 4. DATA ACQUISITION AND PROCESSING.



MEAN HIGH WATER = 4.85'

PREPARED BY: TRANSSYSTEMS
SIGNED BY: *[Signature]*
JEFFREY DE VERRIER, P.E.

USCG TRACEN CAPE MAY
1 MUNRO AVENUE
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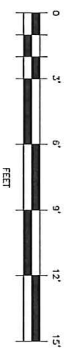
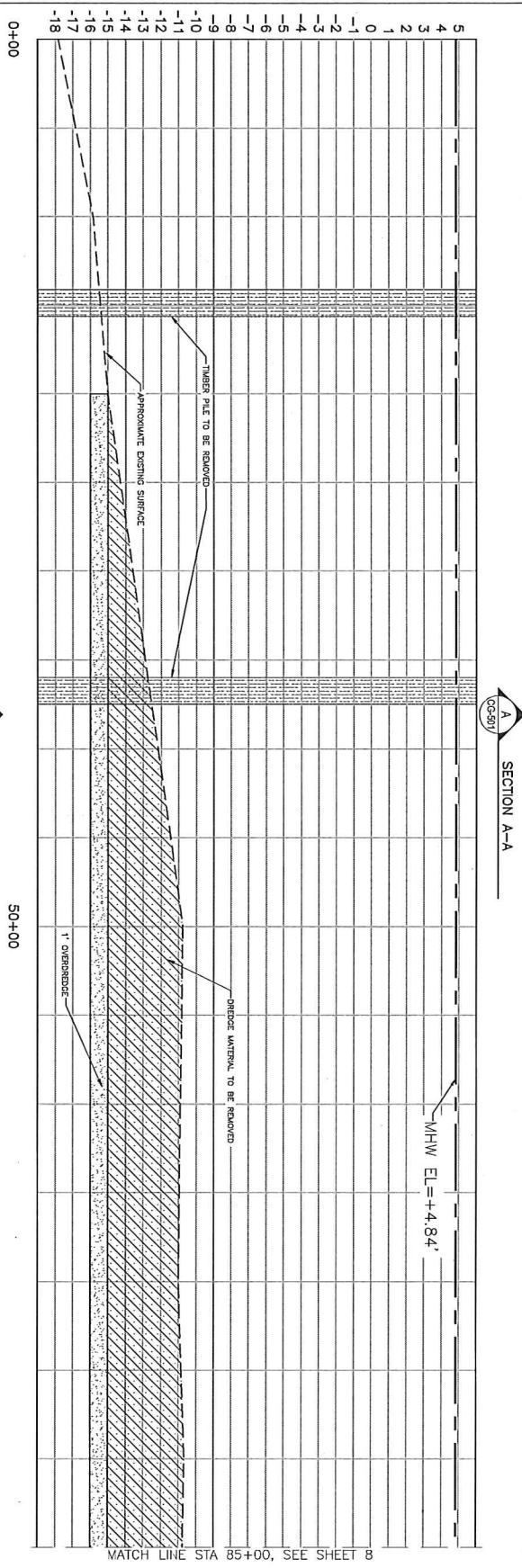
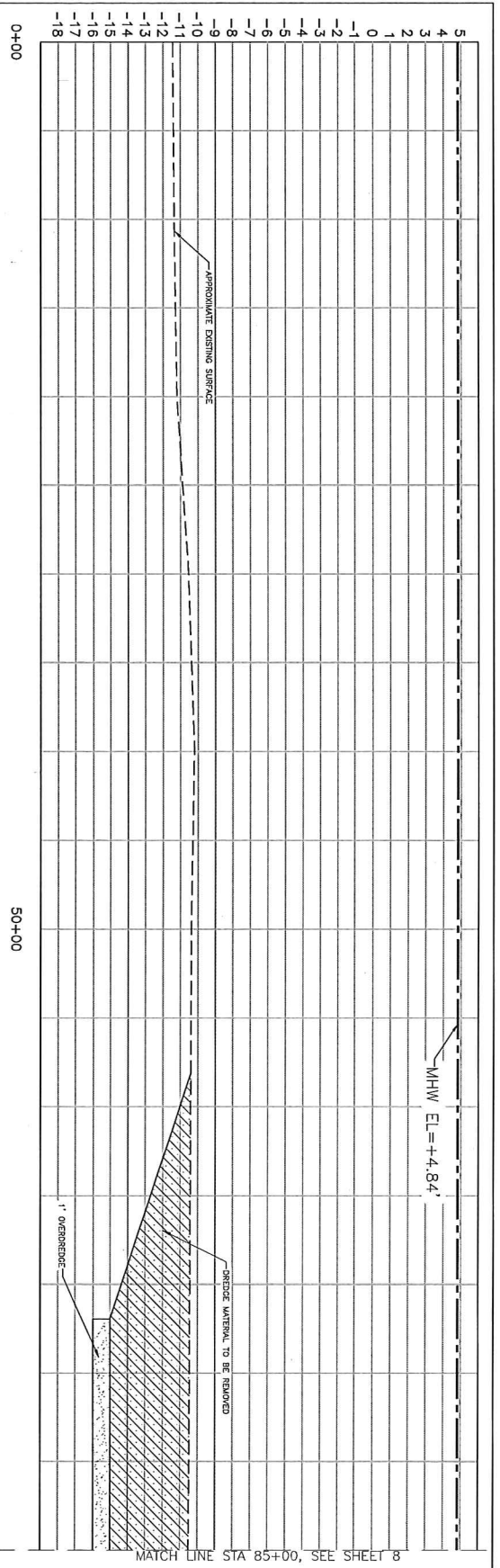
DATUM : MLW

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LAT: 38°56'50" N LONG: 74°53'18" W

DREDGE PLAN

REV. 03/04/2015
DATE 01/13/2015

SHEET 6 OF 13



PREPARED BY: TRANSYSTEMS

SIGNED BY: *[Signature]*
 JEROME DE VERRIER, P.E.

USCG TRACEN CAPE MAY
 1 MUNRO AVENUE
 CAPE MAY, NJ, 08204

DATUM: MLW

SECTION B-B
 CS-90'

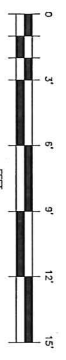
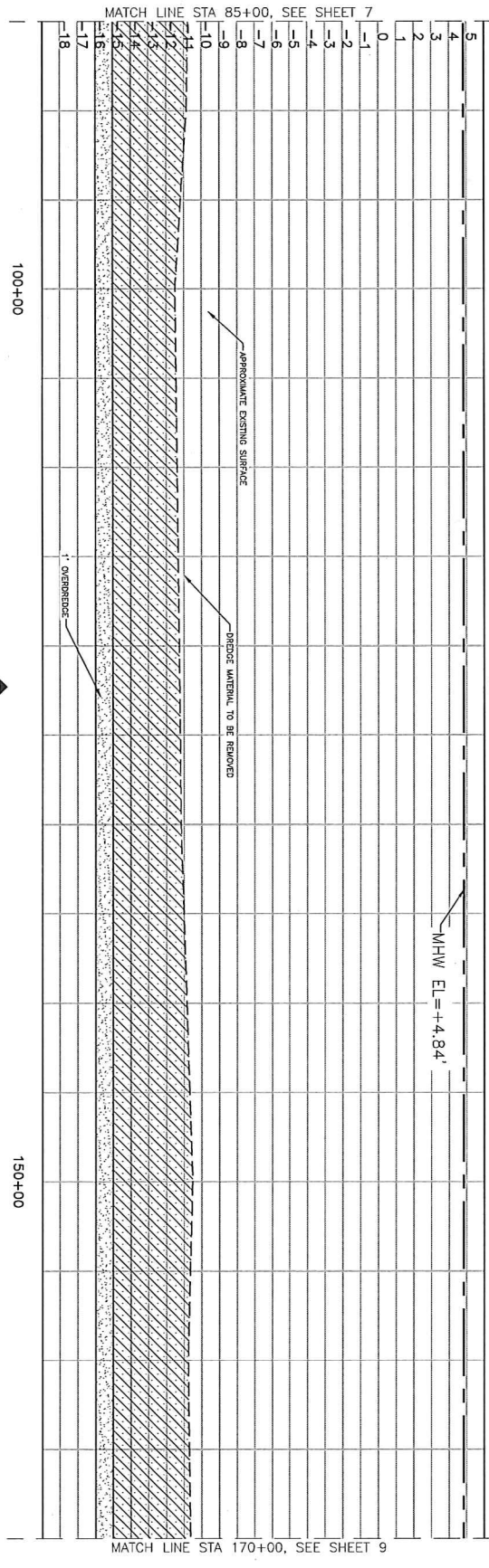
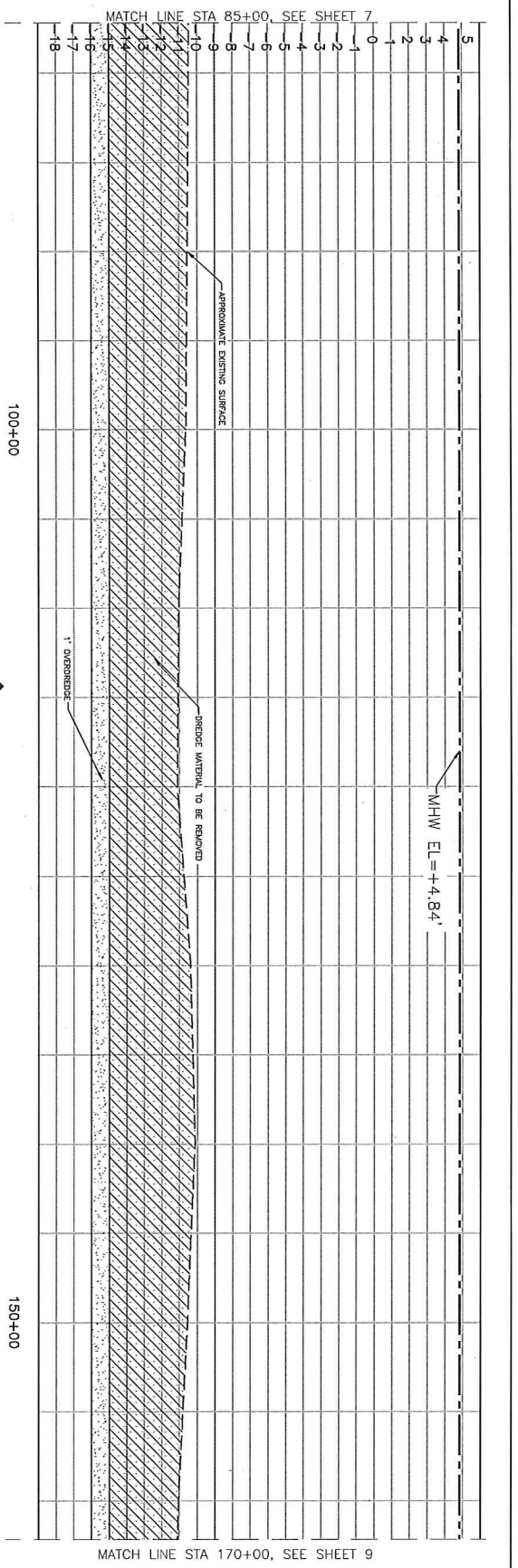
DREDGE SECTIONS

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MATCH LINE STA 85+00, SEE SHEET 8

MATCH LINE STA 85+00, SEE SHEET 8



PREPARED BY: TRANSYSTEMS

SIGNED BY: *[Signature]*
JEROME DE VERRIER, P.E.

USCG TRACEN CAPE MAY
1 MUNRO AVENUE
CAPE MAY, NJ, 08204

DATUM: MLW

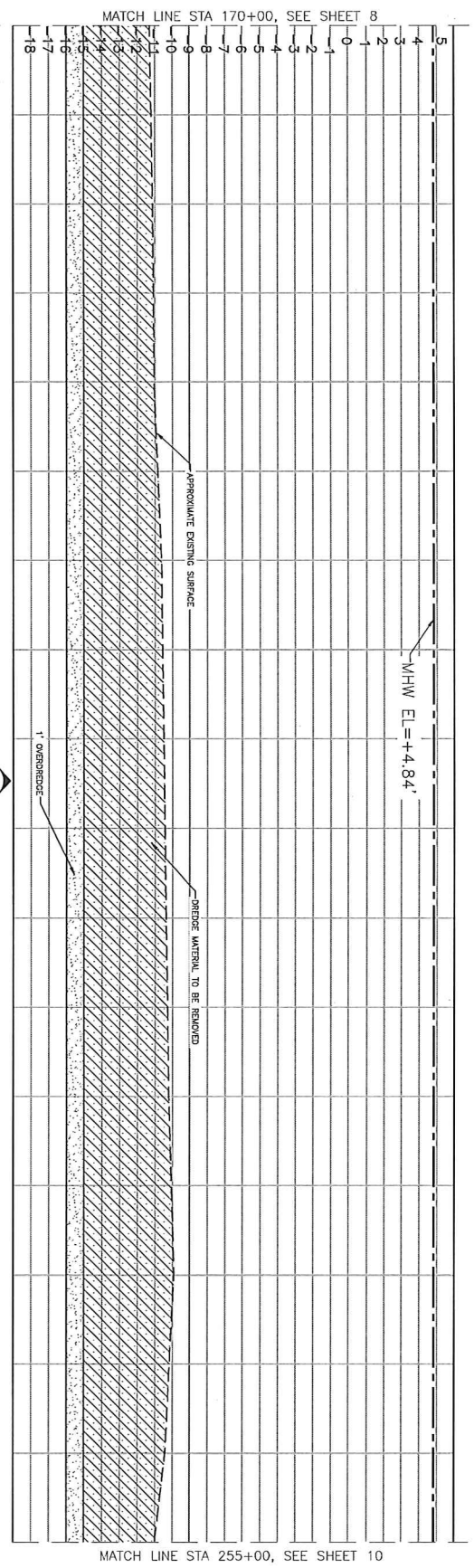
SECTION B-B

DREDGE SECTIONS

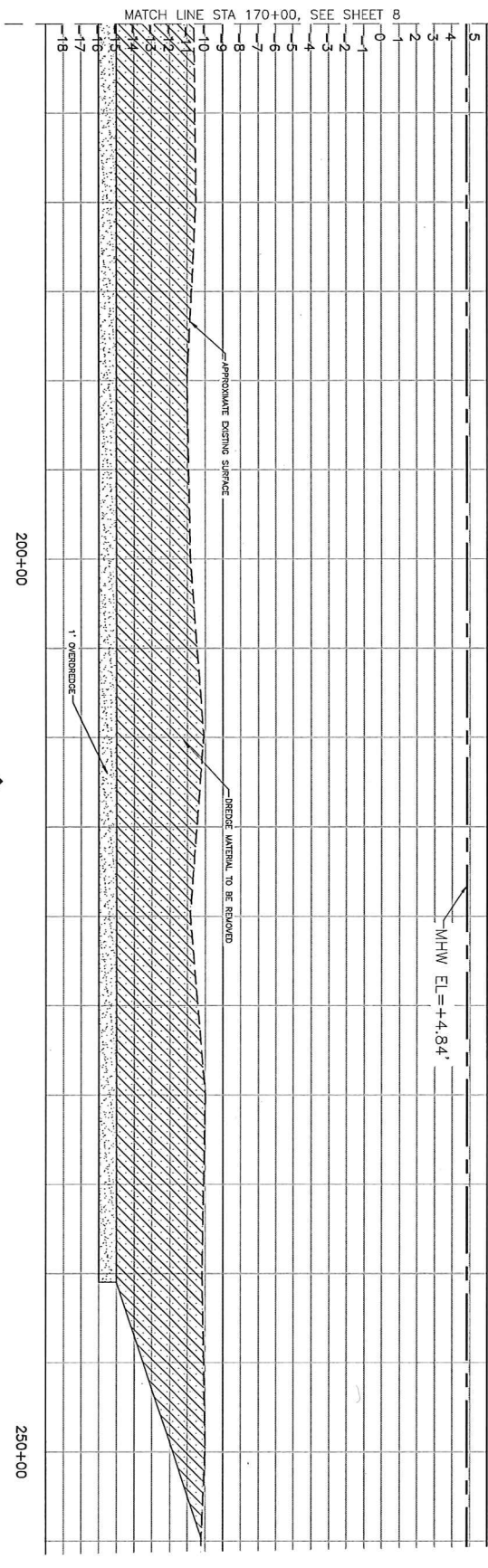
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SHEET 8 OF 13

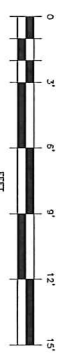
REV. 03/04/2015
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A
SECTION A-A



B
SECTION B-B



PREPARED BY: TRANSYSTEMS

SIGNED BY: *[Signature]*
JEROME DE VERRIER, P.E.

USCG TRACEN CAPE MAY
1 MUNRO AVENUE
CAPE MAY, NJ, 08204

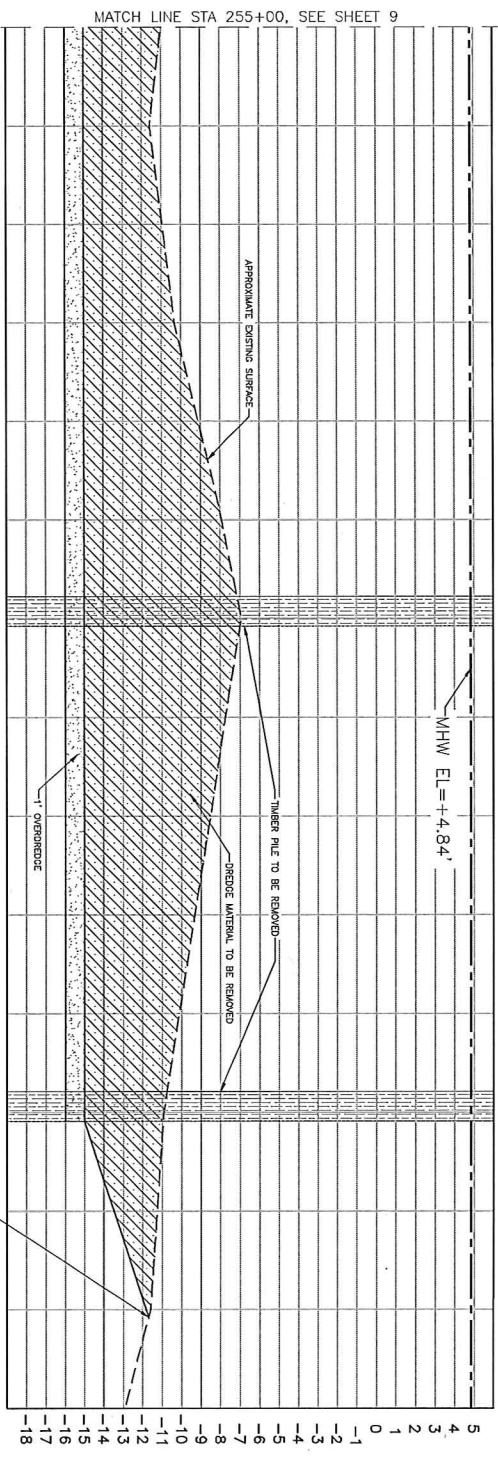
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LAT: 38°56'50" N LONG: 74°53'18" W

REV: 03/04/2015
DATE 01/13/2015

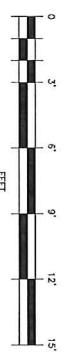
SHEET 9 OF 13



MATCH LINE STA 255+00, SEE SHEET 9



 SECTION A-A



PREPARED BY: TRANSYSTEMS

SIGNED BY: 
 JEROME DE VERRIER, P.E.

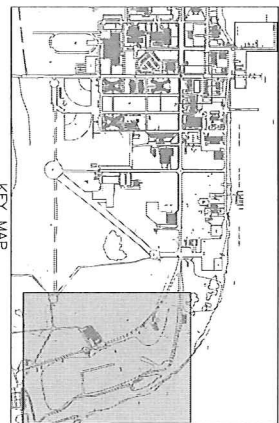
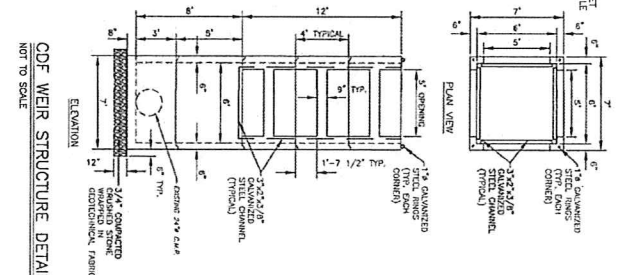
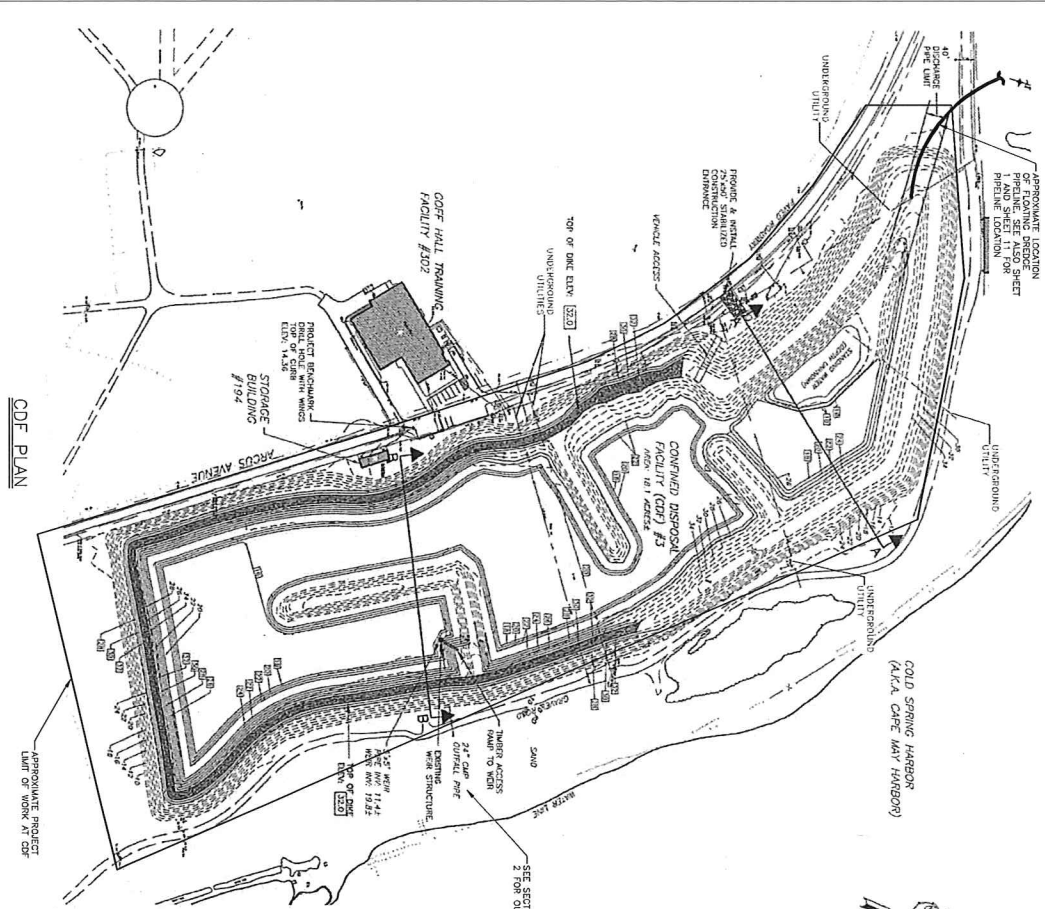
USCG TRACEN CAPE MAY
 1 MUNRO AVENUE
 CAPE MAY, NJ, 08204

DATUM : MLW

DREDGE SECTIONS

APPLICANT: U.S. COAST GUARD
 FILE NO.: 2014- (NOT ASSIGNED YET)
 WATERWAY: COLD SPRING HARBOR
 PROPOSED ACTIVITY: CONSTRUCTION OF A NEW FRC SUPPORT
 BUILDING, PARTIAL DEMOLITION AND RECONSTRUCTION OF PIER 4,
 RELOCATION OF DOCKS, DREDGING
 LAT: 38°56'50" N LONG: 74°53'18" W
 SHEET 10 OF 13

REV. 03/04/2015
 DATE 01/13/2015



- LEGEND**
- EXISTING CONTOUR LINE
 - EXISTING CONTOUR LINE
- NOTES**
1. ALL ELEVATIONS ARE IN FEET AND REFER TO U.S. NAVY CORPS OF ENGINEERS MEAN LOW WATER.
 2. EXISTING AND PROPOSED ELEVATIONS ARE FOR GENERAL REFERENCE PURPOSES ONLY AND SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. DESIGN BY ALL-FOOT'S LAND SURVEYING & CONSULTING, LLC, DATED 2/27/13, REVISION #17/13.
 3. ONLY DC&M NUMBERED CONTOURS ARE SHOWN FOR CLARITY.
 4. ALL ELEVATIONS ARE IN FEET AND REFER TO U.S. NAVY CORPS OF ENGINEERS MEAN LOW WATER.

DREDGE DISPOSAL SITE PLAN

USCG TRACEN CAPE MAY
 1 MUNRO AVENUE
 CAPE MAY, NJ, 08204

PREPARED BY: TRANSYSTEMS

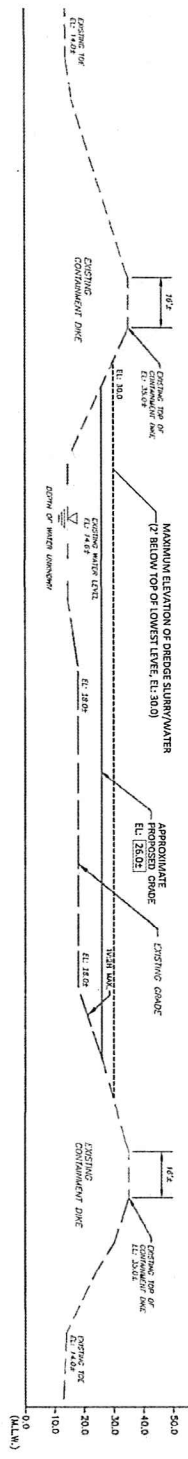
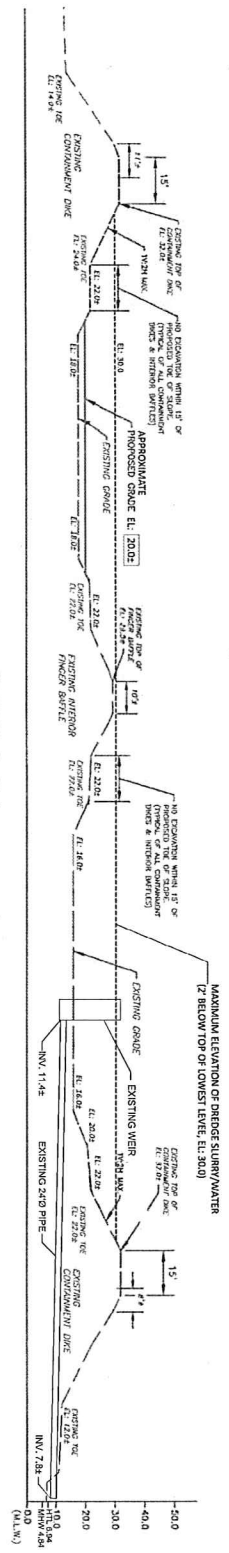
SIGNED BY: *[Signature]*
 JEROME DE VERRIER, P.E.

DATUM : MLW

APPLICANT: U.S. COAST GUARD
 FILE NO.: 2014- (NOT ASSIGNED YET)
 WATERWAY: COLD SPRING HARBOR
 PROPOSED ACTIVITY: CONSTRUCTION OF A NEW FRC SUPPORT BUILDING, PARTIAL DEMOLITION AND RECONSTRUCTION OF PIER 4, RELOCATION OF DOCKS, DREDGING

LAT: 38°56'50" N LONG: 74°53'18" W

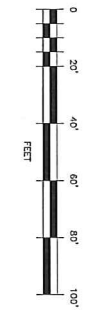
REV. 03/04/2015
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LEGEND
 (---) EXISTING ELEVATION
 (---) PROPOSED ELEVATION

- NOTES**
1. CONTRACTOR SHALL NOT EXCAVATE WITHIN 12 FEET OF THE PROPOSED TOE OF CONTAINMENT DIKE WALLS AND TRACEN BATTERS.
 2. PROVIDE ALL LABOR, EQUIPMENT, SUPERVISION AND ALL OTHER INCIDENTALS NECESSARY TO CONSTRUCT THE DIKE WALLS.
 3. EXISTING DISPOSAL MATERIAL IS SOFT AND WILL REQUIRE USE OF TRACKED EQUIPMENT.
 4. EXISTING AND PROPOSED ELEVATIONS ARE FOR GENERAL DESIGN PURPOSES ONLY AND SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
 5. ALL ELEVATIONS ARE IN FEET AND REFER TO U.S. ARMY CORPS OF ENGINEERS MEAN LOW WATER.

DREDGE DISPOSAL SITE SECTIONS



PREPARED BY: TRANSYSTEMS
 SIGNED BY: *[Signature]*
 JEROME DE VERRIER, P.E.

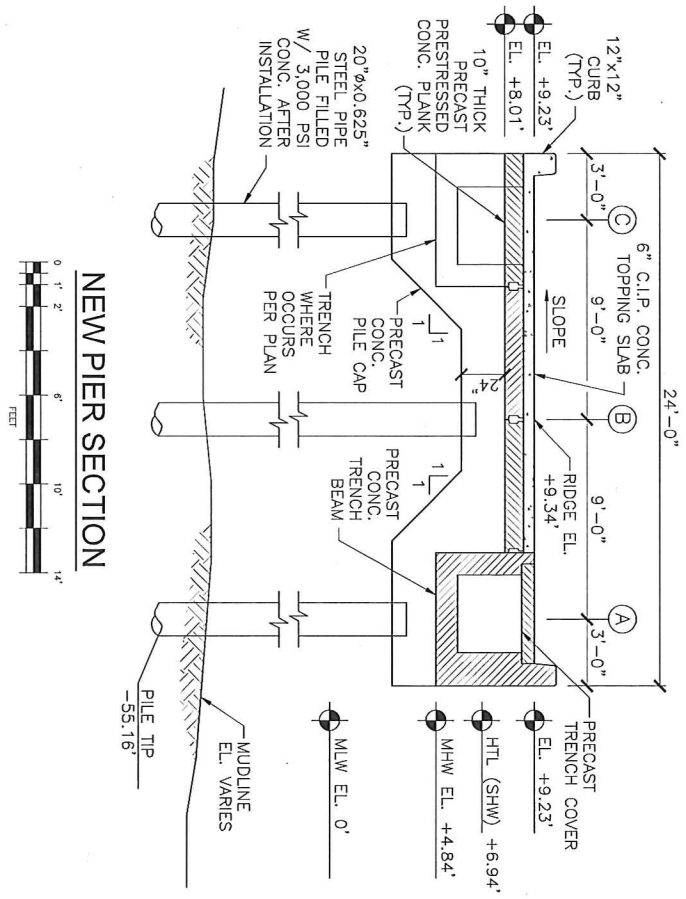
USCG TRACEN CAPE MAY
 1 MUNRO AVENUE
 CAPE MAY, NJ, 08204
 DATUM : MLW

APPLICANT: U.S. COAST GUARD
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SHEET 12 OF 13

DISTURBED AREA: 92,000 S.F. (INCLUDES DREDGE AREA, EXISTING PIER PILING, BRACING, AND SKIRT, PILING, AND RELOCATED DOCKS)



VOLUME (CU YD)		AREA (SQ. FT.)	
FILL BELOW	PILE CAPS & TRENCH BEAMS	30 NEW PILES	30 NEW PILES
HTL=+4.84'	71 CY	46 CY	720
MHW=+1.78'	27 CY	41 CY	70
		68 CY	510
			70
			580

PIER 4 CROSS SECTIONS

USCG TRACEN CAPE MAY
1 MUNRO AVENUE
CAPE MAY, NJ, 08204

PREPARED BY: TRANSYSTEMS
SIGNED BY: *[Signature]*
JEROME DE VERRIER, P.E.

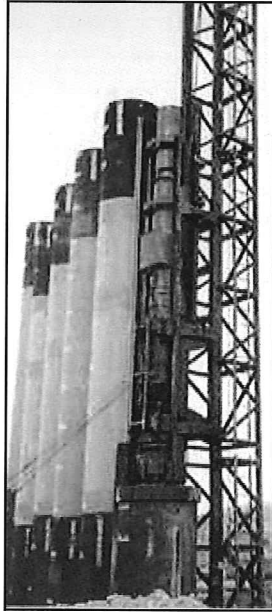
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SHEET 13 OF 13

REV. 03/04/2015
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APE Model D46-52 Single Acting Impact Hammer

D46-52 in a stand-off.



MODEL D46-52 (4.6 metric ton ram)

SPECIFICATIONS

Stroke at maximum rated energy	135 in (343 cm)
Maximum rated energy (Setting 4)	114,109 ft-lbs (154.05 kNm)
Setting 3	94,710 ft-lbs (127.86 kNm)
Setting 2	75,312 ft-lbs (101.67 kNm)
Minimum rated energy (Setting 1)	55,913 ft-lbs (75.48 kNm)
<i>(Variable throttle allows for infinite fuel settings)</i>	

Maximum obtainable stroke	157 in (381 cm)
Maximum obtainable energy	132,704 ft-lbs (180 kNm)
Speed (blows per minute)	34-53

WEIGHTS (Approximate)

Ram	10,143 lbs (4,600 kg)
Anvil	2,255 lbs (1,023 kg)
Anvil cross sectional area	367.94 in ² (2373.80 cm ²)
Hammer weight (includes trip device)	25,000 lbs (11,337 kg)
Typical operating (weight with DB32 and pipe insert)	30,302 lbs (13,742 kg)

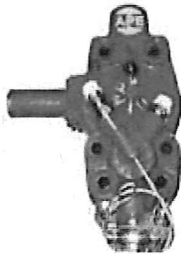
CAPACITIES

Fuel tank (runs on diesel or bio-diesel)	23.1 gal (89 liters)
Oil tank	4.4 gal (17 liters)

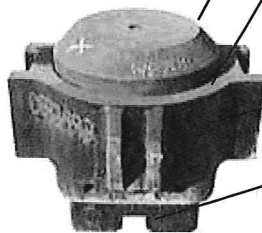
CONSUMPTION

Diesel or Bio-diesel fuel	4.16 gal/hr (15.75 liters/hr)
Lubrication	0.39 gal/hr (1.48 liters/hr)
Grease	8 to 10 pumps every 20 minutes of operation time.

Optional Variable Throttle Control.



Drive Base Assembly.



STRIKER PLATE

Weight	1,036 lbs (470 kg)
Diameter	25 in (63.5 cm)
Area	491 in ² (3167.74 cm ²)
Thickness	8 in (20.32 cm)

CUSHION MATERIAL

Type/Qty	Micarta / 2 each
Diameter	25 in (63.5 cm)
Thickness	1 in (25.4 mm)

Type/Qty	Aluminum / 3 each
Thickness	1/2 in (12.7 mm)
Diameter	25 in (63.5 cm)
Total Combined Thickness	3.5 in (8.89 cm) 491 in ²
Area	(3167.74 cm ²)
Elastic-modulus	285 ksi (1,965 mpa)
Coeff. of restitution	0.8

DRIVE CAP

DB 32:	2,436 lbs (1,104 kg)
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INSERT WEIGHT

H-Beam insert for 12" (305 mm) and 14" (355 mm):	948 lbs (430 kg)
Large pipe insert for sizes 12" to 24" diameter:	1,830 lbs (830 kg)

MINIMUM BOX LEAD SIZE/OPERATING LENGTH

Minimum box leader size	8 in x 32 in (20.32 cm x 81.28 cm)
Operating length as described above	354 in (900 cm)



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(253) 872-8710 Fax

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e-mail: ape@apevibro.com

Note: All specifications are subject to change without notice 08/20/2012