



**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.	Date
CENAP-OP-R-2015-1060-24	February 2, 2018

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: City of Somers Point
1 West New Jersey Avenue
Somers Point, New Jersey 08244

AGENT: Mott Associates, LLC
3122 Fire Road
Egg Harbor Township, New Jersey 08234

WATERWAY: Ship Channel (marina) and Patcong Creek (reuse of dredged material)

LOCATION:

Marina (docks/dredging): Decimal Latitude: 39.311358° N; Longitude: -74.592378°
Beneficial Reuse (west end): Decimal Latitude: 39.316000° N; Longitude: -74.628042°
(east end): Decimal Latitude: 39.314980° N; Longitude: -74.622846°

The proposed site of the docks and dredging project is the Higbee Marina, owned by the City of Somers Point. It is located in and along Ship Channel, approximately 2,000 feet northeast of the Route 52 bridge, at 198 Higbee Avenue, Block 1612, Lots 2 and 2.01, in the City of Somers Point, Atlantic County, New Jersey.

The proposed site for beneficial reuse of dredged material is situated along the north side of Somers Point – Mays Landing Road (County Road 559), between the Patcong Creek bridge on the west, and the Garden State Parkway on the east. This location is also within the City of Somers Point.

ACTIVITY:

The applicant proposes to upgrade a marina facility by removing dock structures, constructing new docks, and performing dredging. There is an existing “U-shaped” dock arrangement, which will be removed. That includes the following structures: a) 225x5’ and 133x5’ docks perpendicular to shore; b) 18x30’ (with building) and 37x5’ docks parallel to shore; and c) 96 existing pilings. In their place, the applicant would construct the following new structures:

72x6’ fixed dock perpendicular to shore
18x30’ (with building) and 13x6’ fixed docks parallel to shore
130x6’ and 214x6’ floating docks perpendicular to shore
Seven (7) dock “fingers:: five 25x3’; one 20x8’; one 25x6’.
48 new pilings

The project site contains mapped shellfish habitat. As noted on the applicant’s project plans, “All structures to be made of non-polluting materials.” There would be a total of 22 boat slips. Two would be designated for a water taxi and a fishing excursion boat. The remainder would be for transient boaters.

Dredging would be by mechanical (bucket) method. A maximum total of 6,896 cubic yards (CY) of material would be dredged from a maximum area of approximately 0.9 acre, to a maximum depth of six (6) feet below mean low water. The dredged material has been characterized as approximately 40 percent sand, with the remainder fine-grained or silty in nature. Dredge material would be moved to the staging area in the adjacent City-owned parking lot using a long reach excavator. It would be contained by Jersey barriers and silt fencing.

Following dewatering, 2,411 CY of the dredged material would be loaded into lined dump trucks and transported to the beneficial reuse site. It would be used to construct an embankment or berm along the north side of Somers Point – Mays Landing Road. The berm would have a 1-foot wide top (at various elevations) and a 2:1 slope (H:V). The remaining 4,485 CY of dredged material would be mixed with dry Portland cement prior to being loaded and transported to the beneficial reuse site. It would be used for structural fill to raise the parking lot at Gateway Marina along Patcong Creek by approximately 3.5 feet above the existing grade.

The top of the embankment along the road would be at 5-6’ NAVD 88, while the top of the berm along the parking lot would be at 8’ NAVD 88. The embankment/berm would be planted with native vegetation. While the proposed fill would not impact delineated wetlands adjacent to the road and parking lot, some portions (totaling 0.11 acre) would be placed below the elevation of the high tide line (HTL), which, in the absence of wetlands, represents the landward limit of the Corps’ Section 404 jurisdiction in tidal waters. Of the total volume of material to be placed, approximately 36 CY would be placed below the HTL for the road embankment. Approximately 673 CY would be placed below the existing HTL to raise the parking lot and construct that berm.

The applicant (City of Somers Point) has been approved for federal funding for the proposed work from the U.S. Department of the Interior through two separate grant programs:

The first grant, for the marina improvements, is from the Boating Infrastructure Grant Program, which is administered by the U.S. Fish and Wildlife Service. This money is being granted to the New Jersey Department of Transportation, Office of Maritime Resources, through their Marina Infrastructure Improvement Program. The City of Somers Point is their sub-grantee.

The second grant, for the beneficial reuse of dredged material, is from the National Fish and Wildlife Foundation through their Hurricane Sandy Coastal Resiliency Competitive Grant Program.

The State of New Jersey, Department of Environmental Protection (NJDEP) has issued a Waterfront Development Permit and Water Quality Certificate for the proposed marina work, including docks, dredging and placement of the dredged material for beneficial reuse as described above on January 17, 2018 (NJDEP File No. 0121-17-0002.1). They also issued a Coastal General Permit 24 and a Flood Hazard Area Individual Permit for the beneficial reuse project on January 12, 2018 (NJDEP File No. 0121-17-0003.1, 3.2).

The applicant has stated the following as their position with regard to (a) avoidance and minimization of impacts to aquatic resources, and (b) compensatory mitigation for such impacts:

“Impacts to the waters of the United States are minimized by proposing an embankment with the maximum slope that the dredge material will remain stable and by using native plantings to replace existing invasive species. In addition, the proposed embankment was moved as far away from the waters of the United States as feasible. Moving the proposed embankment so that waters of the United States are not affected creates adverse conditions for the County Road (as per County Engineer) and makes the existing marina parking lot more difficult for vehicles to navigate. NJDEP and the County also would not permit a retaining wall for the project.

Compensatory mitigation should not be required because the impacts to the waters of the United States are minimal since the area of the impacts are already actively disturbed (vegetation is frequently cut) with invasive species. The proposed area of the impacts will be planted with native vegetation to support native plant and animal species.”

PURPOSE: The applicant has provided a two-part project purpose statement as quoted below:

“The purpose of the proposed project is to encourage transient boaters to Somers Point.”

“The purpose of the resiliency embankment is the beneficial reuse of dredged material to reduce nuisance flooding along Somers Point – Mays Landing Road and create an environmental uplift by removing invasive, non-native plant species with native pollinator species.”

A preliminary review of this application indicates that species listed under the Endangered Species Act (ESA) may be present in the action area. There is no designated or proposed critical habitat for such species in the action area. The Philadelphia District of the Corps of Engineers will forward this public notice to the U.S. Fish and Wildlife Service and the National Marine

Fisheries Service. As noted above, the U.S. Department of the Interior is providing federal funding for this project through two separate grant programs. The U.S. Fish and Wildlife Service (Service) is acting as the lead federal agency responsible for compliance and consultation under Section 7 of the ESA, as amended. The Corps of Engineers will cooperate with the Service and other agencies regarding potential impacts to federally listed species. ESA Section 7 consultation will be concluded prior to the final decision on this permit application.

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 (or modification) 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 any 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.

The permit area may yield resources eligible for inclusion in the National Register of Historic Places (NHPA). The New Jersey Historic Preservation Office has rendered the opinion that the project does not constitute an encroachment upon known historic resources in the area. As the lead federal agency, the U.S. Fish and Wildlife Service (Service) will make a determination as to whether the proposed project is an undertaking that could affect historic resources, and they will complete any necessary compliance activities associated with Section 106 of the NHPA.

The Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA) requires all federal agencies to consult with the NOAA Fisheries all actions, or proposed actions, permitted, funded, or undertaken by the agency that may adversely affect Essential Fish Habitat

(EFH). A preliminary review of this application indicates that EFH is present within the project area. As noted above, the U.S. Fish and Wildlife Service (Service) is providing federal funding for the marina project. They have designated their grantee administrator, the New Jersey Department of Transportation, to act on their behalf for any necessary compliance and consultation under the MSFCMA. The Corps of Engineers will cooperate with the Service and other agencies regarding potential impacts to managed species. Consultation will be concluded prior to the final decision on this permit application.

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.

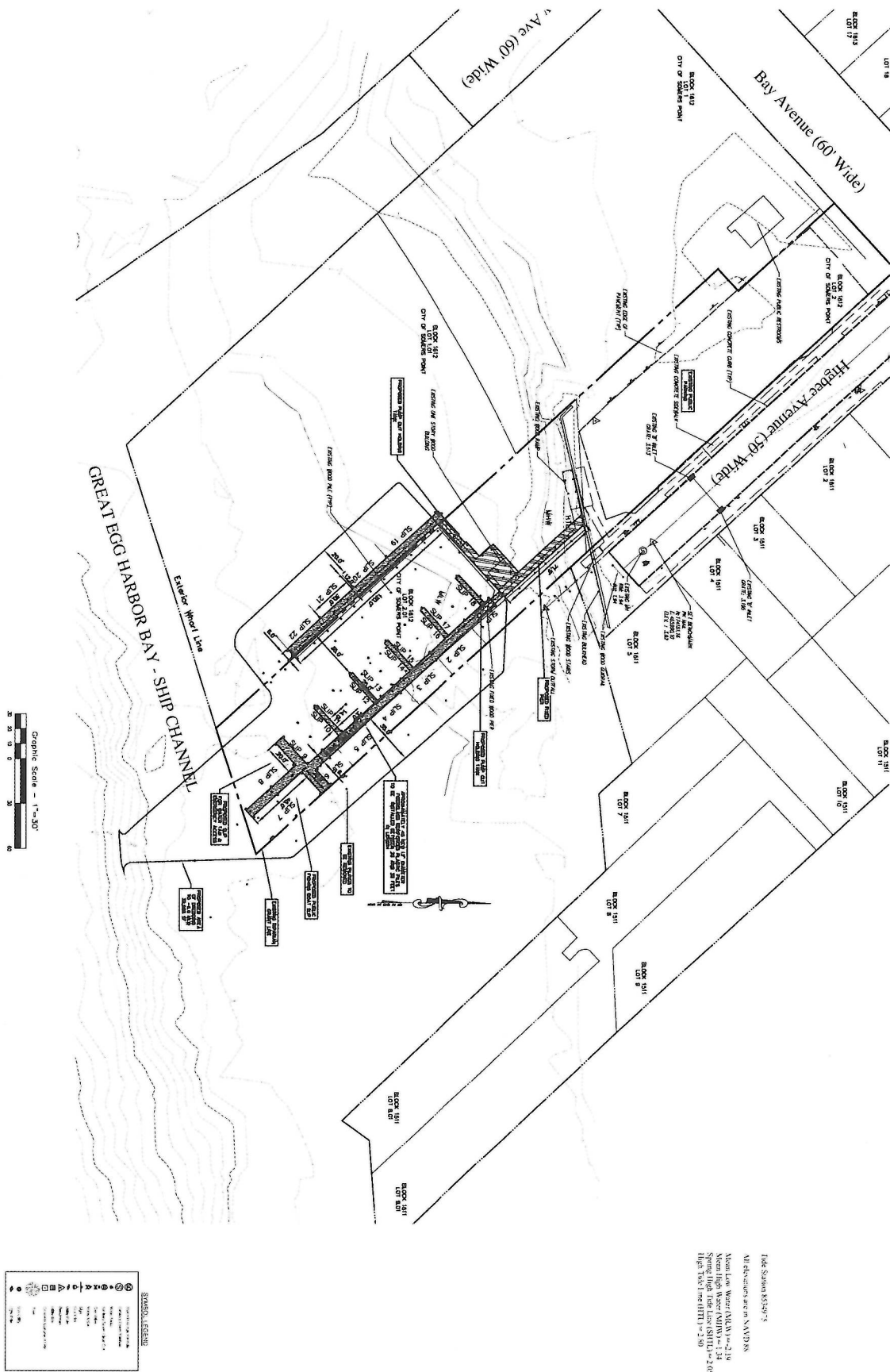
In accordance with Section 401 of the Clean Water Act, a Water Quality Certificate is necessary from the State government in which the work is located. Any comments concerning the work described above which relate to Water Quality considerations should be sent to this office with a copy to the State.

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 James Boyer at (215) 656-5826, by electronic mail to James.N.Boyer@usace.army.mil, or by writing to this office at the above address.

Edward E. Bonner
Chief, Regulatory Branch



Notes: 1. All Elevations are in NAVD 88 Datum
2. All Structures to be made of non-polluting materials

Tide Station 85549-5
All elevations are in NAVD 88
Mean Low Water (MLW) = -2.19
Mean High Water (MHW) = 1.34
Spring High Tide Line (SHTL) = 2.05
High Tide Line (HTL) = 2.80

BLOCK 1612
LOT 1.01
CITY OF SOMERS POINT

EXISTING ONE STORY WOOD
BUILDING

PROPOSED PUMP OUT HOLDING
TANK

EXISTING WOOD PILE (779)

EXISTING WOOD RAMP

MHW

EXISTING WOOD STAIRS

EXISTING BULKHEAD

EXISTING WOOD GIDRAL

EXISTING STORM QUITALL

PROPOSED FIXED
PIER

EXISTING FIXED WOOD PIER

PROPOSED PUMP OUT
HOLDING TANK

APPROXIMATELY 48 NEW 12" DIAMETER
FIBERGLASS REINFORCED PLASTIC PILES
TO BE INSTALLED BETWEEN 20 AND 30 FEET
IN LENGTH

EXISTING PILING TO
BE REMOVED

PROPOSED PUBLIC
FISHING BOAT SLIP

EXISTING REPAIRMAN
GRADY LINE

PROPOSED SLIP
FOR WATER TANK &
EMERGENCY ACCESS

PROPOSED AREA
OF DREDGING
TO -6.0 M/L
50,000 YD

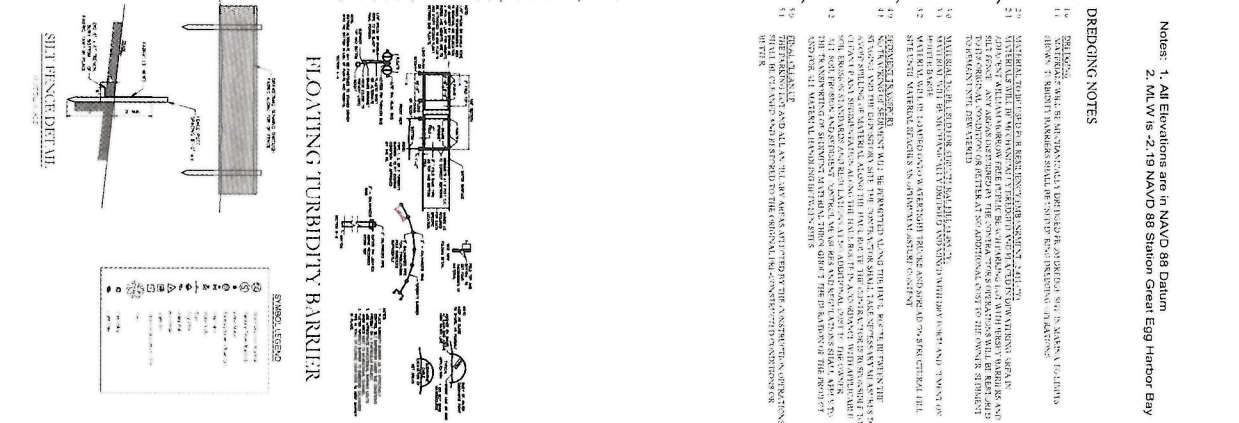
BLOCK 1611
LOT 8

Exterior Wharf Line

SHIP CHANNEL

2000 100 5040 10 50





DREDGING NOTES

20 MATERIAL TO BE FISHED FOR RESIDUE YIELD IN VENT 2411.000
21 MATERIALS WILL BE MECHANICALLY FREDDED AND PLACED IN

SILT FENCE. ANY AND ALL DISTURBANCE BY THE CONTRACTOR TO THE ORIGINAL CONDITION OR BETTER AT NO ADDITIONAL COST.

SEVERAL WILL GO INTO AGENCY AND INDUSTRY

3. MATERIAL WITH ONE COMPOUND OF WATER-SOLUBLE AND NON-SOLUBLE MATERIAL RESIDUES IN DIFFERENT ASTERIOGENS

49 SEDIMENT TRANSPORT
44 SETBACKING OF SEDIMENT WILL BE PROTECTED ALONG THE HAT

NEEDS SELLING OF MATERIAL ALONG THE HALL FOR BY THE CO
CLIMATE AND SEPARATELY ALONG THE HALL ROUTE IN A VACU
SCHE PRODUCTION STANDARDS AND 20-30 LITERS AS AN ADDITIONAL

THE TRANSPORT OF SOLVENT MATERIAL THROUGH THE AND FOR ALL MATERIAL HANDLING DIFFERENCES

50 FRONTAL LANE
51 THE PARKING LOT AND ALL AN "ILL" AREAS AFFLECTED BY THE

五、發明之名稱

[illegible]

THE JOURNAL OF THE

1000

Diagram 1: A simple line drawing of a horizontal bar with a vertical line passing through its center. The vertical line is labeled "Vertical Line" and the horizontal bar is labeled "Horizontal Bar".


$\Phi \vdash N$

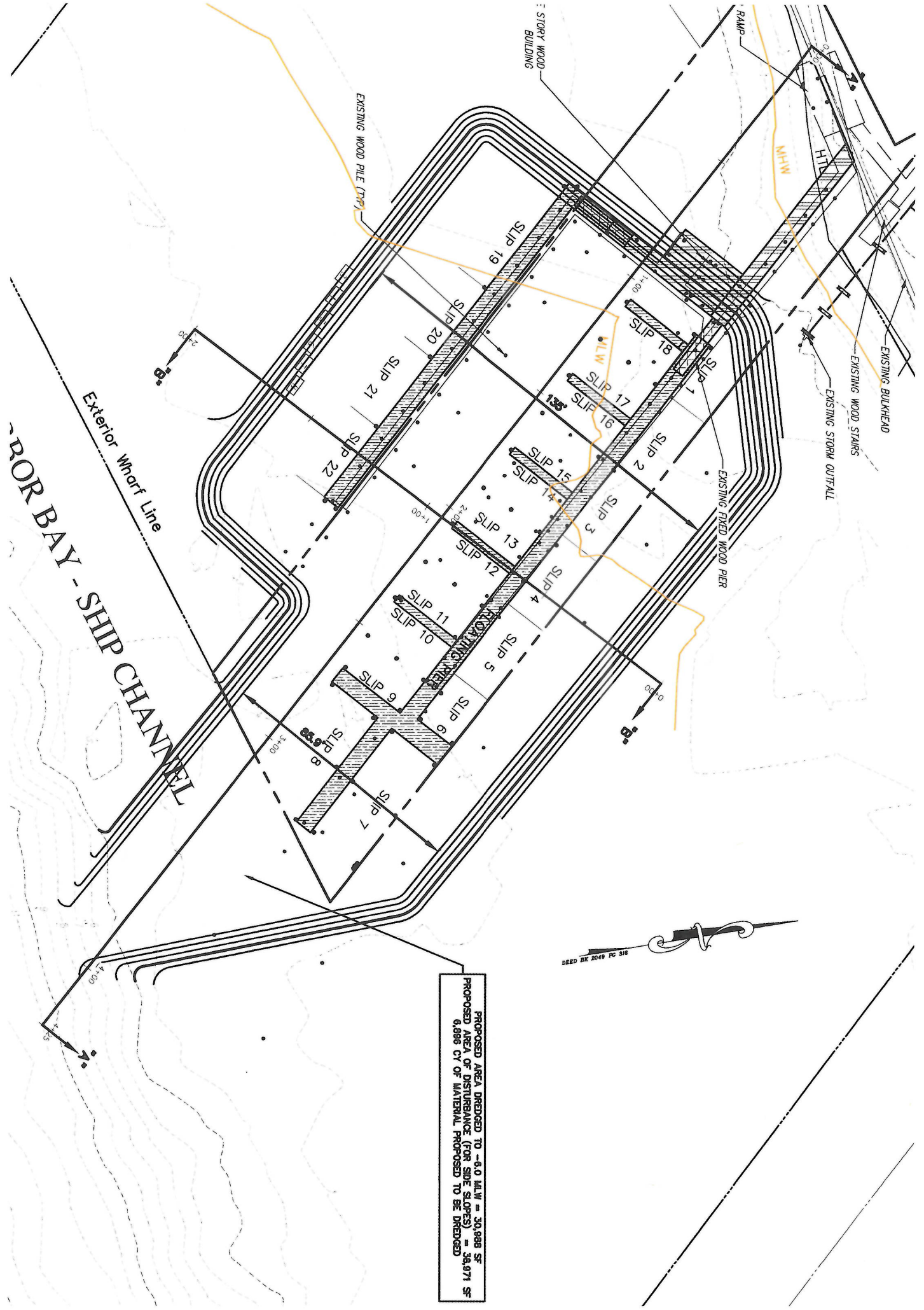


2000



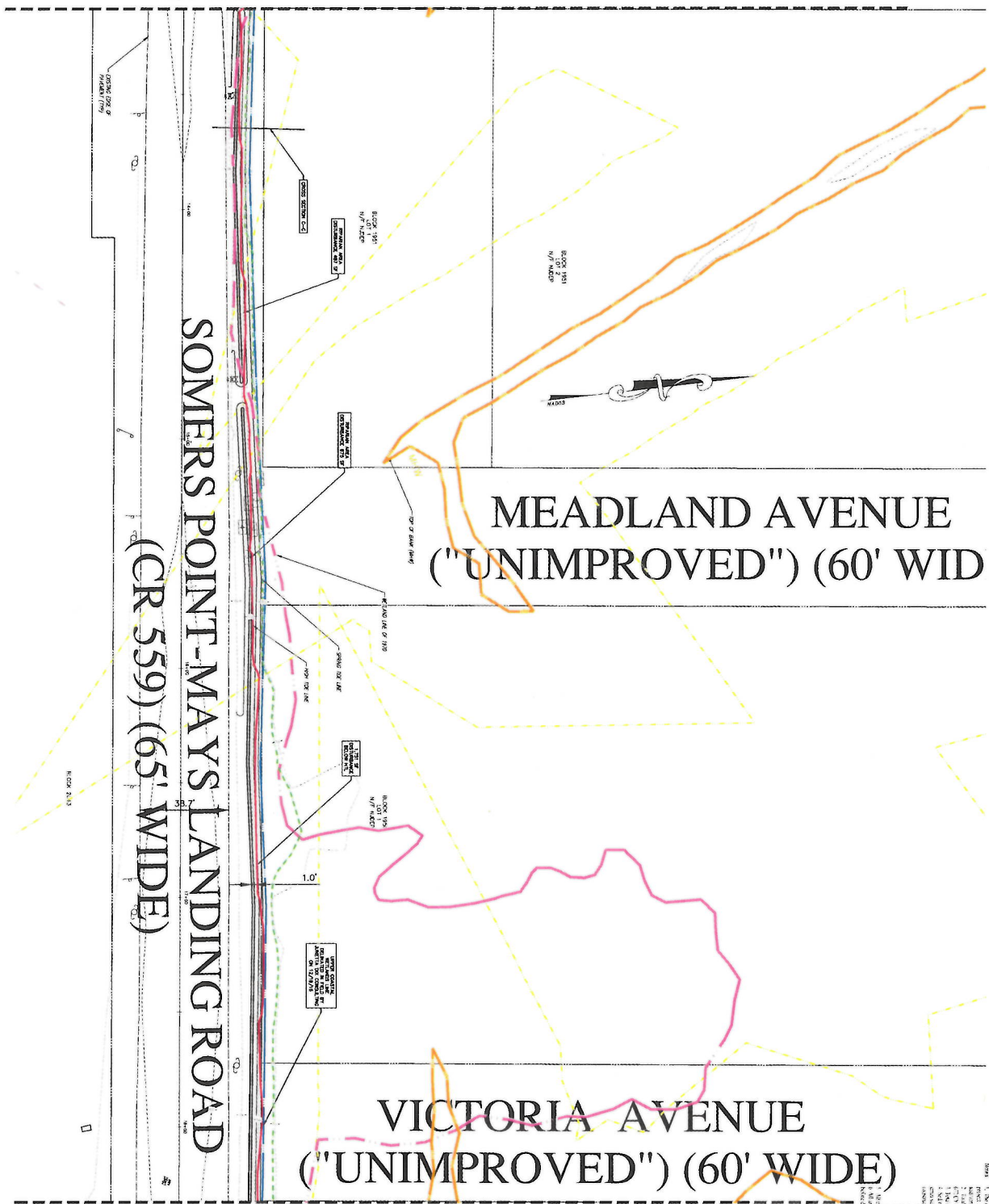
578 855

703+18 SP DREDGE NEW JERSEY SOMERS POINT	City of Somers Point Atlantic County, New Jersey Higbee Marina Dredging Plan Block 1612, Lots 2 & 2 01	MOTT ASSOCIATES, LLC 3121 Two Rivers Egg Harbor Township, New Jersey 08234 Phone: (609) 560-1501 Fax: (609) 560-1524 State Board of Professional Engineers & Land Surveyors Certificate of Authorization No. GA-19693	James A. Mott Professional Engineer & Land Surveyor New Jersey License No. 25918 	5/1/17	1/8/18 12/18/17 11/6/17 Date	Revised per NJDEP Revised HTL Added Details and Dredging Info Revisions	GKS GKS GKS By



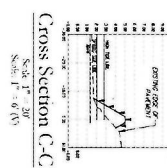
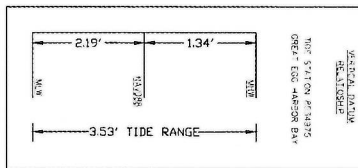
PROPOSED AREA DREDGED TO -6.0 MLW = 30,998 SF
 PROPOSED AREA OF DISTURBANCE (FOR SIDE SLOPES) = 34,071 SF
 6,996 CY OF MATERIAL PROPOSED TO BE DREDGED

MATCHLINE - SHEET 5




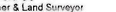

MATCHLINE - SHEET 7

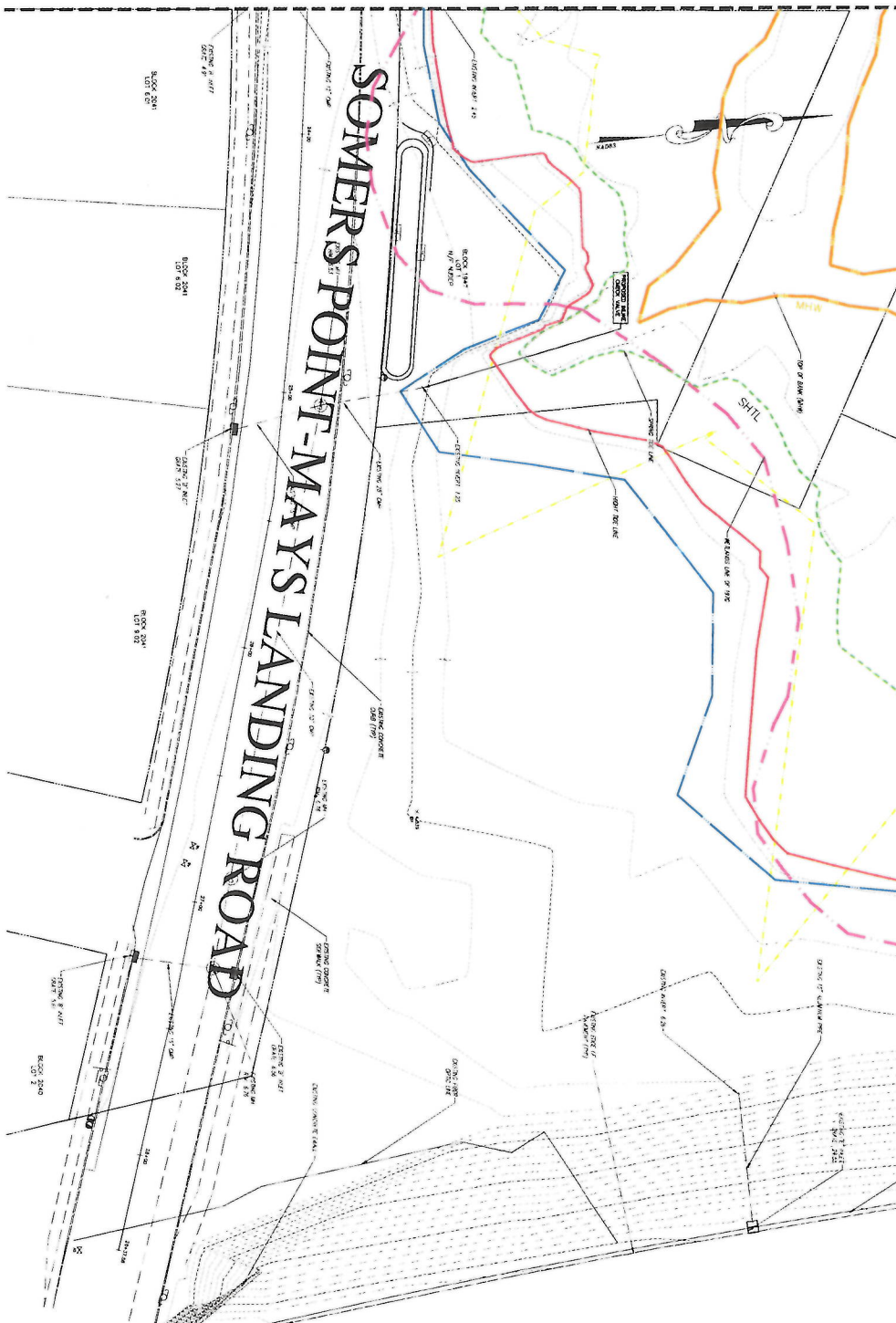
ILLUSTRATION NOT TO SCALE



Field Station 4541073
All dimensions are in NAD 83
Mean Low Water (MLW) - 4.10
Mean High Water (MHW) - 1.14
Spring High Tide (SHT) - 2.05
High Tidal Ice (HTI) - 2.80

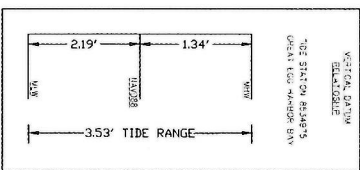
Notes:
1. The information on this drawing is based on field data collected by the engineer and is not intended to be used for any purpose other than the design of the project.
2. The engineer is not responsible for the accuracy of the information provided by others.
3. The engineer is not responsible for the accuracy of the information provided by others.
4. The engineer is not responsible for the accuracy of the information provided by others.
5. The engineer is not responsible for the accuracy of the information provided by others.


7031.8		City of Somers Point Atlantic County, New Jersey	MOTT ASSOCIATES, LLC Professional Engineer & Land Surveyor 3122 Pine Road Egg Harbor Township, New Jersey 08234 Phone: (609) 569-1501 Fax: (609) 569-1502	James A. Mott Professional Engineer & Land Surveyor New Jersey License No. 28916  Date: 5/1/17	1/8/18	Revised	per NJDEP/USACE	Comments	GKS	
					12/30/17	Revised	per NJDEP/USACE	Comments	GKS	
6	SRAC-2	Resiliency Project	Grading & Site Plan Phase I		11/3/17	Revised	per NJDEP	Comments	GKS	
					10/20/17	Revised	per NJDEP	Comments	GKS	
					8/15/17	Revised	per NJDEP	Comments	GKS	
					8/2/17	Revised	per NJDEP	Comments	GKS	
					7/7/17	Revised	per NJDEP	Comments	GKS	
13										

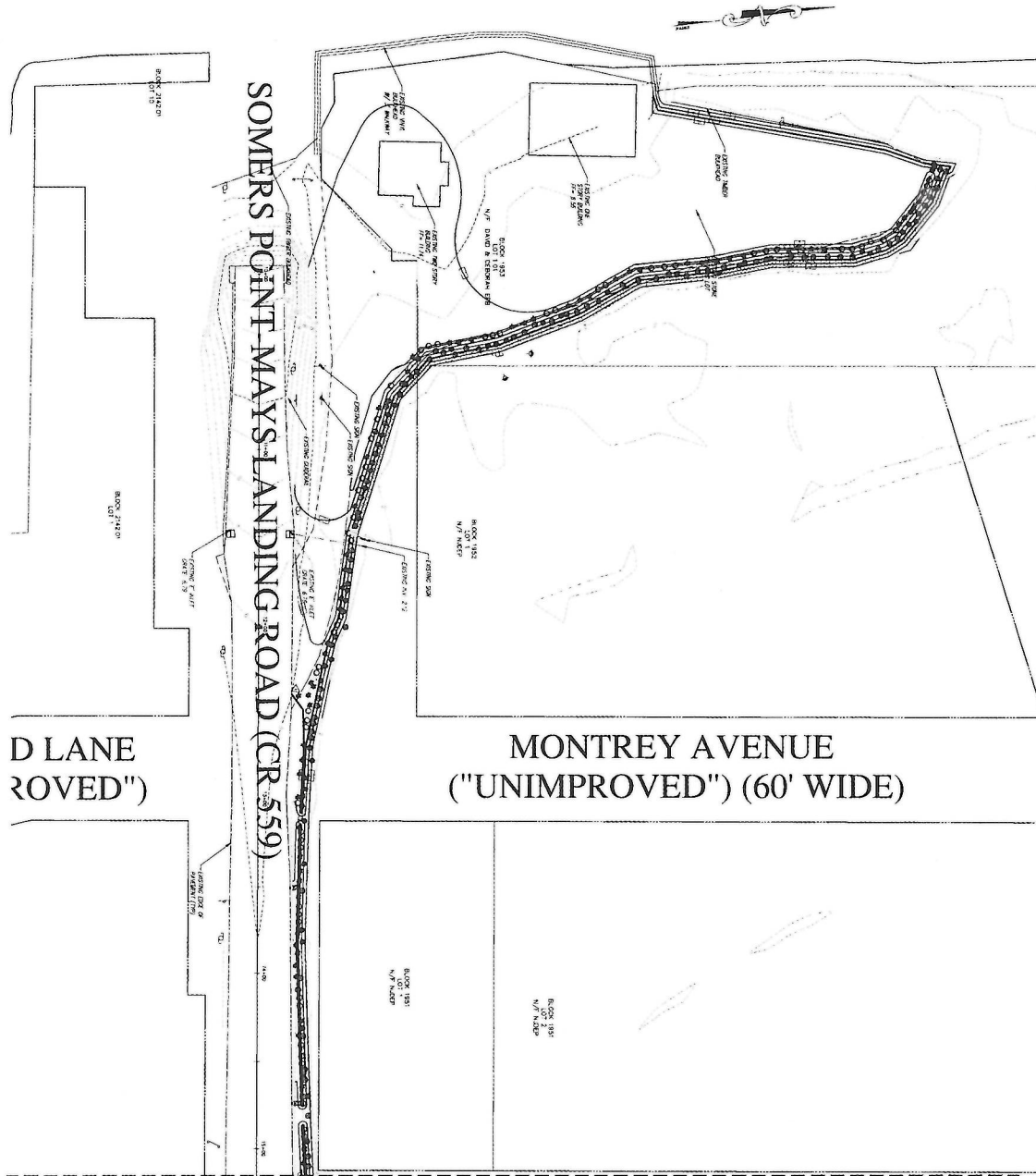


1. The distribution of the mean number of reads per VDJ sequence is approximately gamma (shape parameter = 2.2, scale = 1.0), with a median of 2.0 reads per VDJ sequence and 95% of the sequences having 3 or fewer reads. The number of reads per VDJ sequence is not significantly different between the two groups (Mann-Whitney U -test, $P = 0.465$) (Figure 1a). The number of reads per VDJ sequence is not significantly different between the two groups (Mann-Whitney U -test, $P = 0.465$) (Figure 1a). The number of reads per VDJ sequence is not significantly different between the two groups (Mann-Whitney U -test, $P = 0.465$) (Figure 1a).

ILLUSTRATION NOT TO SCALE



7031.8		City of Somers Point Atlantic County, New Jersey Resiliency Project Grading & Site Plan Phase II	 MOTT ASSOCIATES, LLC 5102 Fox Road Egg Harbor Township, New Jersey 08234 Phone: (609) 966-1151 Fax: (609) 966-1122 <small>State Board of Professional Engineers & Land Surveyors Certificate of Authorization No. GA-214202</small>	James A. Mott Professional Engineer & Land Surveyor New Jersey License No. 29918 	1/8/18	Revised	per NJDEP/USACE Comments	GKS
					12/30/17	Revised	per NJDEP/USACE Comments	GKS
8 13					11/3/17	Revised	per NJDEP Comments	GKS
					10/20/17	Revised	per NJDEP Comments	GKS
8 13					8/15/17	Revised	per NJDEP Comments	GKS
					8/2/17	Revised	per NJDEP Comments	GKS
					7/7/17	Revised	Embankment Location	GKS
					Date		Revisions	By

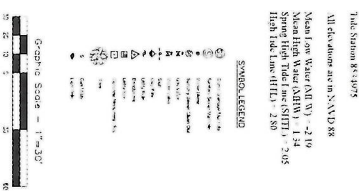
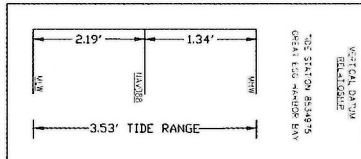


D LANE
ROVED")

MONTREY AVENUE
("UNIMPROVED") (60' WIDE)

MATCHLINE - SHEET 10

ILLUSTRATION NOT TO SCALE



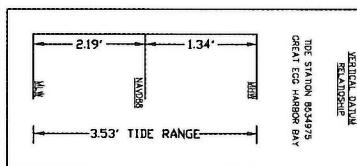
SYMBOL	DESCRIPTION	DATE	BY
1	EXISTING LOT LINES	5/1/17	JKS
2	PROPOSED LOT LINES	5/1/17	JKS
3	PROPOSED LOT LINES	5/1/17	JKS
4	PROPOSED LOT LINES	5/1/17	JKS
5	PROPOSED LOT LINES	5/1/17	JKS
6	PROPOSED LOT LINES	5/1/17	JKS
7	PROPOSED LOT LINES	5/1/17	JKS
8	PROPOSED LOT LINES	5/1/17	JKS
9	PROPOSED LOT LINES	5/1/17	JKS
10	PROPOSED LOT LINES	5/1/17	JKS
11	PROPOSED LOT LINES	5/1/17	JKS
12	PROPOSED LOT LINES	5/1/17	JKS
13	PROPOSED LOT LINES	5/1/17	JKS
14	PROPOSED LOT LINES	5/1/17	JKS
15	PROPOSED LOT LINES	5/1/17	JKS
16	PROPOSED LOT LINES	5/1/17	JKS
17	PROPOSED LOT LINES	5/1/17	JKS
18	PROPOSED LOT LINES	5/1/17	JKS
19	PROPOSED LOT LINES	5/1/17	JKS
20	PROPOSED LOT LINES	5/1/17	JKS
21	PROPOSED LOT LINES	5/1/17	JKS
22	PROPOSED LOT LINES	5/1/17	JKS
23	PROPOSED LOT LINES	5/1/17	JKS
24	PROPOSED LOT LINES	5/1/17	JKS
25	PROPOSED LOT LINES	5/1/17	JKS
26	PROPOSED LOT LINES	5/1/17	JKS
27	PROPOSED LOT LINES	5/1/17	JKS
28	PROPOSED LOT LINES	5/1/17	JKS
29	PROPOSED LOT LINES	5/1/17	JKS
30	PROPOSED LOT LINES	5/1/17	JKS
31	PROPOSED LOT LINES	5/1/17	JKS
32	PROPOSED LOT LINES	5/1/17	JKS
33	PROPOSED LOT LINES	5/1/17	JKS
34	PROPOSED LOT LINES	5/1/17	JKS
35	PROPOSED LOT LINES	5/1/17	JKS
36	PROPOSED LOT LINES	5/1/17	JKS
37	PROPOSED LOT LINES	5/1/17	JKS
38	PROPOSED LOT LINES	5/1/17	JKS
39	PROPOSED LOT LINES	5/1/17	JKS
40	PROPOSED LOT LINES	5/1/17	JKS
41	PROPOSED LOT LINES	5/1/17	JKS
42	PROPOSED LOT LINES	5/1/17	JKS
43	PROPOSED LOT LINES	5/1/17	JKS
44	PROPOSED LOT LINES	5/1/17	JKS
45	PROPOSED LOT LINES	5/1/17	JKS
46	PROPOSED LOT LINES	5/1/17	JKS
47	PROPOSED LOT LINES	5/1/17	JKS
48	PROPOSED LOT LINES	5/1/17	JKS
49	PROPOSED LOT LINES	5/1/17	JKS
50	PROPOSED LOT LINES	5/1/17	JKS
51	PROPOSED LOT LINES	5/1/17	JKS
52	PROPOSED LOT LINES	5/1/17	JKS
53	PROPOSED LOT LINES	5/1/17	JKS
54	PROPOSED LOT LINES	5/1/17	JKS
55	PROPOSED LOT LINES	5/1/17	JKS
56	PROPOSED LOT LINES	5/1/17	JKS
57	PROPOSED LOT LINES	5/1/17	JKS
58	PROPOSED LOT LINES	5/1/17	JKS
59	PROPOSED LOT LINES	5/1/17	JKS
60	PROPOSED LOT LINES	5/1/17	JKS
61	PROPOSED LOT LINES	5/1/17	JKS
62	PROPOSED LOT LINES	5/1/17	JKS
63	PROPOSED LOT LINES	5/1/17	JKS
64	PROPOSED LOT LINES	5/1/17	JKS
65	PROPOSED LOT LINES	5/1/17	JKS
66	PROPOSED LOT LINES	5/1/17	JKS
67	PROPOSED LOT LINES	5/1/17	JKS
68	PROPOSED LOT LINES	5/1/17	JKS
69	PROPOSED LOT LINES	5/1/17	JKS
70	PROPOSED LOT LINES	5/1/17	JKS
71	PROPOSED LOT LINES	5/1/17	JKS
72	PROPOSED LOT LINES	5/1/17	JKS
73	PROPOSED LOT LINES	5/1/17	JKS
74	PROPOSED LOT LINES	5/1/17	JKS
75	PROPOSED LOT LINES	5/1/17	JKS
76	PROPOSED LOT LINES	5/1/17	JKS
77	PROPOSED LOT LINES	5/1/17	JKS
78	PROPOSED LOT LINES	5/1/17	JKS
79	PROPOSED LOT LINES	5/1/17	JKS
80	PROPOSED LOT LINES	5/1/17	JKS
81	PROPOSED LOT LINES	5/1/17	JKS
82	PROPOSED LOT LINES	5/1/17	JKS
83	PROPOSED LOT LINES	5/1/17	JKS
84	PROPOSED LOT LINES	5/1/17	JKS
85	PROPOSED LOT LINES	5/1/17	JKS
86	PROPOSED LOT LINES	5/1/17	JKS
87	PROPOSED LOT LINES	5/1/17	JKS
88	PROPOSED LOT LINES	5/1/17	JKS
89	PROPOSED LOT LINES	5/1/17	JKS
90	PROPOSED LOT LINES	5/1/17	JKS
91	PROPOSED LOT LINES	5/1/17	JKS
92	PROPOSED LOT LINES	5/1/17	JKS
93	PROPOSED LOT LINES	5/1/17	JKS
94	PROPOSED LOT LINES	5/1/17	JKS
95	PROPOSED LOT LINES	5/1/17	JKS
96	PROPOSED LOT LINES	5/1/17	JKS
97	PROPOSED LOT LINES	5/1/17	JKS
98	PROPOSED LOT LINES	5/1/17	JKS
99	PROPOSED LOT LINES	5/1/17	JKS
100	PROPOSED LOT LINES	5/1/17	JKS

VICTORIA AVENUE
("UNIMPROVED") (60' WIDE)

WOODLAWN AVENUE
("UNIMPROVED") (60' WIDE)

D^ALAWN AV^AENUE

ILLUSTRATION NOT TO SCALE



First Version

Yoon and Kim (2002) have shown that the use of a common currency is expected to improve the growth rate of the economy. However, the effects of the introduction of a common currency on the growth rate of the economy are not clear. In this paper, we investigate the effects of the introduction of a common currency on the growth rate of the economy. We use a two-country model to analyze the effects of the introduction of a common currency on the growth rate of the economy. The results show that the introduction of a common currency has a positive effect on the growth rate of the economy. The effects are larger when the two countries have a larger trade share in their economies. The effects are also larger when the two countries have a larger share of the world economy. The results suggest that the introduction of a common currency is expected to improve the growth rate of the economy.

Second Version

The effects of the introduction of a common currency on the growth rate of the economy are not clear. In this paper, we investigate the effects of the introduction of a common currency on the growth rate of the economy. We use a two-country model to analyze the effects of the introduction of a common currency on the growth rate of the economy. The results show that the introduction of a common currency has a positive effect on the growth rate of the economy. The effects are larger when the two countries have a larger trade share in their economies. The effects are also larger when the two countries have a larger share of the world economy. The results suggest that the introduction of a common currency is expected to improve the growth rate of the economy.

Third Version

The effects of the introduction of a common currency on the growth rate of the economy are not clear. In this paper, we investigate the effects of the introduction of a common currency on the growth rate of the economy. We use a two-country model to analyze the effects of the introduction of a common currency on the growth rate of the economy. The results show that the introduction of a common currency has a positive effect on the growth rate of the economy. The effects are larger when the two countries have a larger trade share in their economies. The effects are also larger when the two countries have a larger share of the world economy. The results suggest that the introduction of a common currency is expected to improve the growth rate of the economy.

[illegible]

Graphic Scale - 1"=30'

City of Somers Point
Atlantic County, New Jersey
Resiliency Project
Landscaping Plan

MOTT ASSOCIATES, LLC
 3122 Fire Road
 Egg Harbor Township, New Jersey 08234
 Phone: (609) 566-1551
 Fax: (609) 566-1521
 State Board of Professional Engineers & Land Surveyors
 Department of Education, P.O. Box 27000

James A. Mott
Professional Engineer & Land Surveyor
New Jersey License No. 29918

Designed GKS		Drawn GKS	
-----------------	--	--------------	--

Date 5/1/17	
Approved JAM	Date 5/1/17

12/30/17	Revised per NJDEP/USACE Comments
----------	----------------------------------

10/20/17	Revised per NJDEP Comments
8/15/17	Revised per NJDEP Comments

8/2/17	Revised per NJDEP Comments
--------	----------------------------

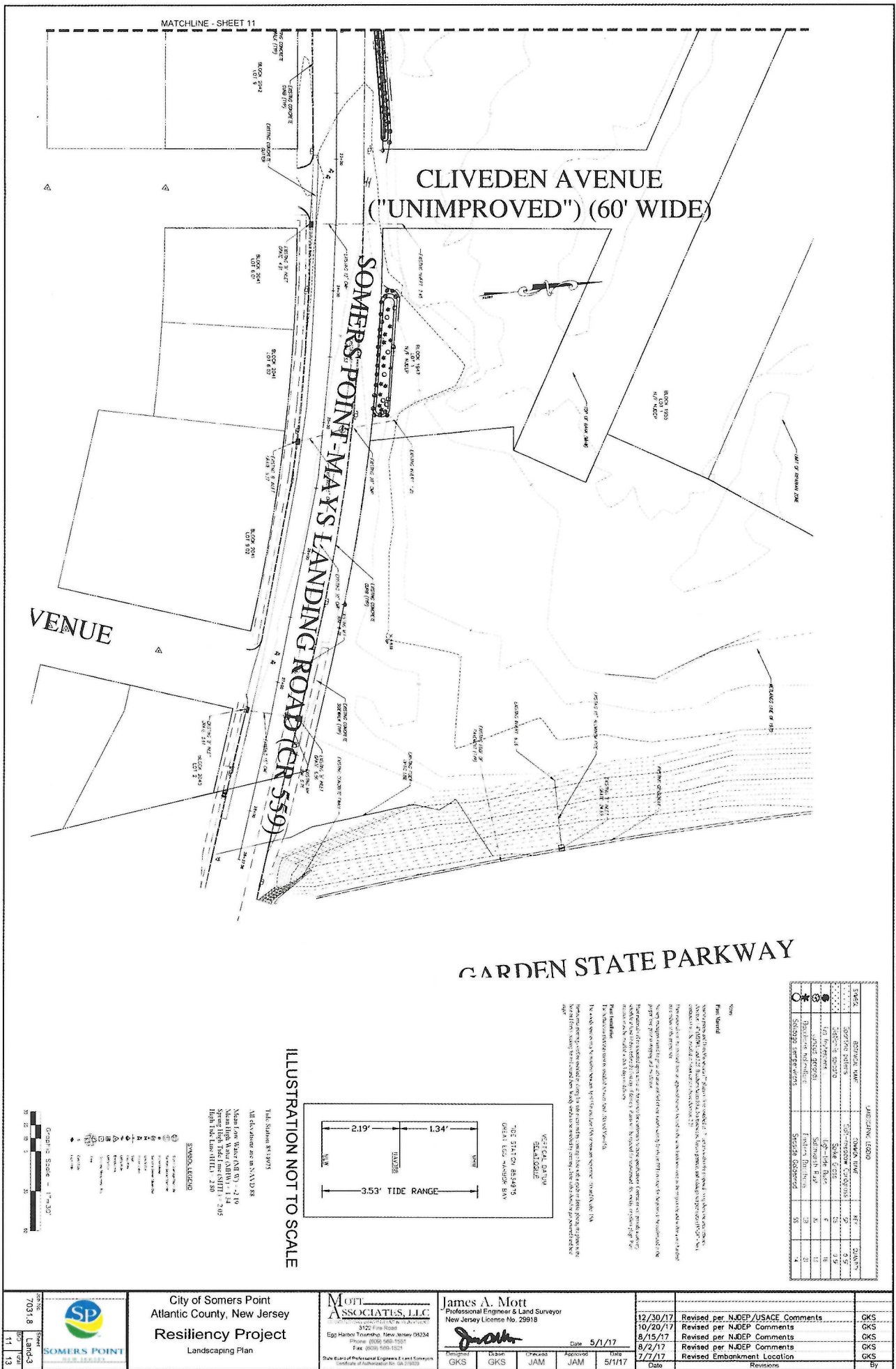
Revised Embankment Location	
Date	Revisions

GKS

GKS
GKS

GKS

By



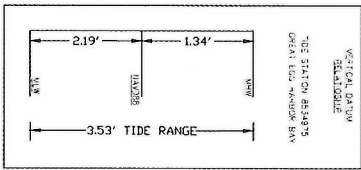
CLIVEDEN AVENUE ("UNIMPROVED") (60' WIDE)

SOMERS POINT MAYS LANDING ROAD (CR 559)

VENUE

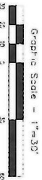
GARDEN STATE PARKWAY

ILLUSTRATION NOT TO SCALE



SPONSOR LEGEND

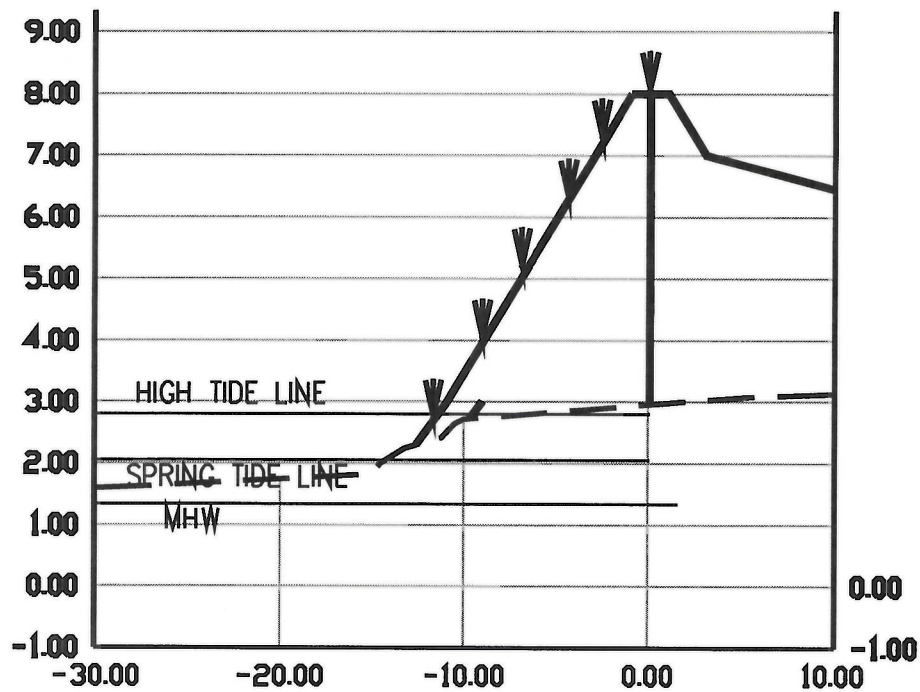
- City of Somers Point
- Atlantic County, New Jersey
- Resiliency Project
- Landscaping Plan



DATE	DESCRIPTION	BY	DATE
12/30/17	Revised per NJDEP/USACE Comments	GKS	
8/15/17	Revised per NJDEP Comments	GKS	
8/2/17	Revised per NJDEP Comments	GKS	
7/7/17	Revised Embankment Location	GKS	

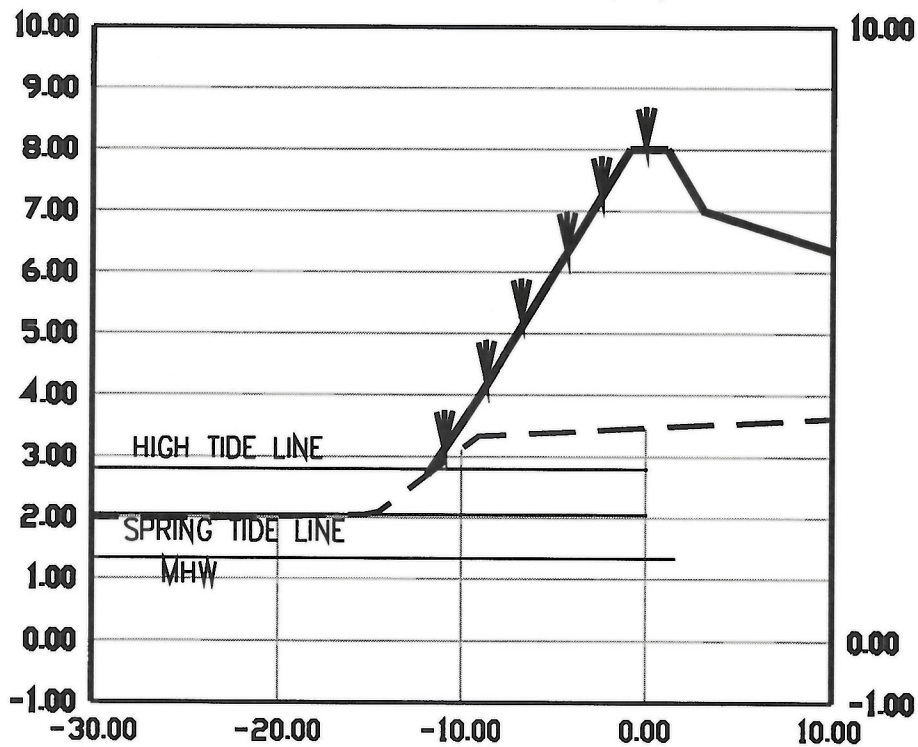
Notes:

1. The proposed project is located within the Somers Point Mays Landing Road (CR 559) and Cliveden Avenue ("Unimproved") (60' wide) area. The project is located within the Somers Point Mays Landing Road (CR 559) and Cliveden Avenue ("Unimproved") (60' wide) area.
2. The proposed project is located within the Somers Point Mays Landing Road (CR 559) and Cliveden Avenue ("Unimproved") (60' wide) area. The project is located within the Somers Point Mays Landing Road (CR 559) and Cliveden Avenue ("Unimproved") (60' wide) area.
3. The proposed project is located within the Somers Point Mays Landing Road (CR 559) and Cliveden Avenue ("Unimproved") (60' wide) area. The project is located within the Somers Point Mays Landing Road (CR 559) and Cliveden Avenue ("Unimproved") (60' wide) area.
4. The proposed project is located within the Somers Point Mays Landing Road (CR 559) and Cliveden Avenue ("Unimproved") (60' wide) area. The project is located within the Somers Point Mays Landing Road (CR 559) and Cliveden Avenue ("Unimproved") (60' wide) area.
5. The proposed project is located within the Somers Point Mays Landing Road (CR 559) and Cliveden Avenue ("Unimproved") (60' wide) area. The project is located within the Somers Point Mays Landing Road (CR 559) and Cliveden Avenue ("Unimproved") (60' wide) area.
6. The proposed project is located within the Somers Point Mays Landing Road (CR 559) and Cliveden Avenue ("Unimproved") (60' wide) area. The project is located within the Somers Point Mays Landing Road (CR 559) and Cliveden Avenue ("Unimproved") (60' wide) area.
7. The proposed project is located within the Somers Point Mays Landing Road (CR 559) and Cliveden Avenue ("Unimproved") (60' wide) area. The project is located within the Somers Point Mays Landing Road (CR 559) and Cliveden Avenue ("Unimproved") (60' wide) area.
8. The proposed project is located within the Somers Point Mays Landing Road (CR 559) and Cliveden Avenue ("Unimproved") (60' wide) area. The project is located within the Somers Point Mays Landing Road (CR 559) and Cliveden Avenue ("Unimproved") (60' wide) area.
9. The proposed project is located within the Somers Point Mays Landing Road (CR 559) and Cliveden Avenue ("Unimproved") (60' wide) area. The project is located within the Somers Point Mays Landing Road (CR 559) and Cliveden Avenue ("Unimproved") (60' wide) area.
10. The proposed project is located within the Somers Point Mays Landing Road (CR 559) and Cliveden Avenue ("Unimproved") (60' wide) area. The project is located within the Somers Point Mays Landing Road (CR 559) and Cliveden Avenue ("Unimproved") (60' wide) area.



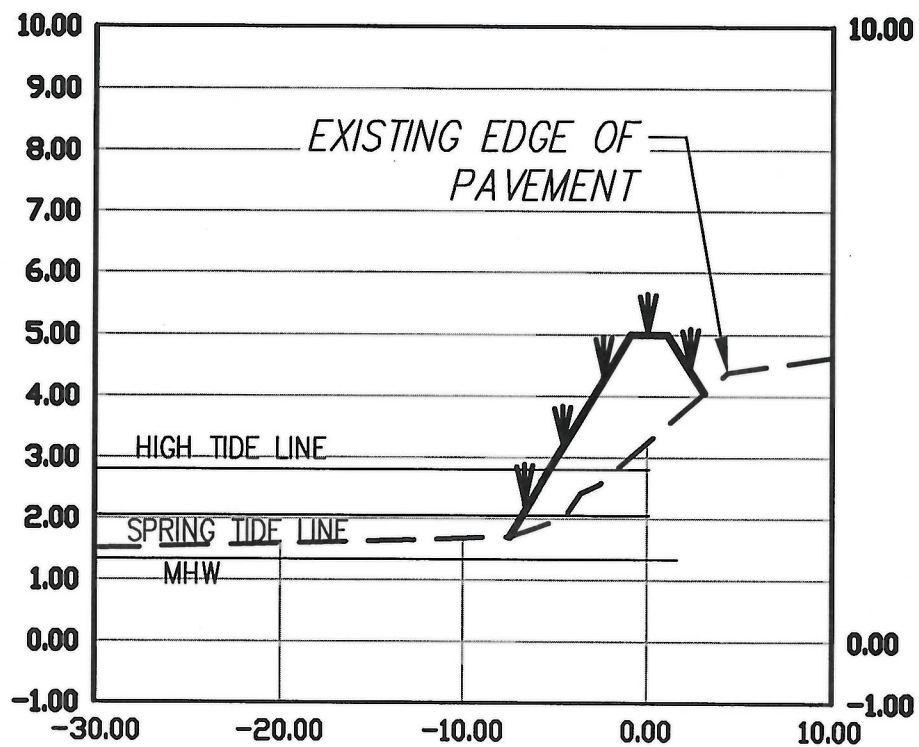
Cross Section A-A

Scale: 1" = 20'
 Scale: 1" = 6' (V)



Cross Section B-B

Scale: 1" = 20'
 Scale: 1" = 6' (V)

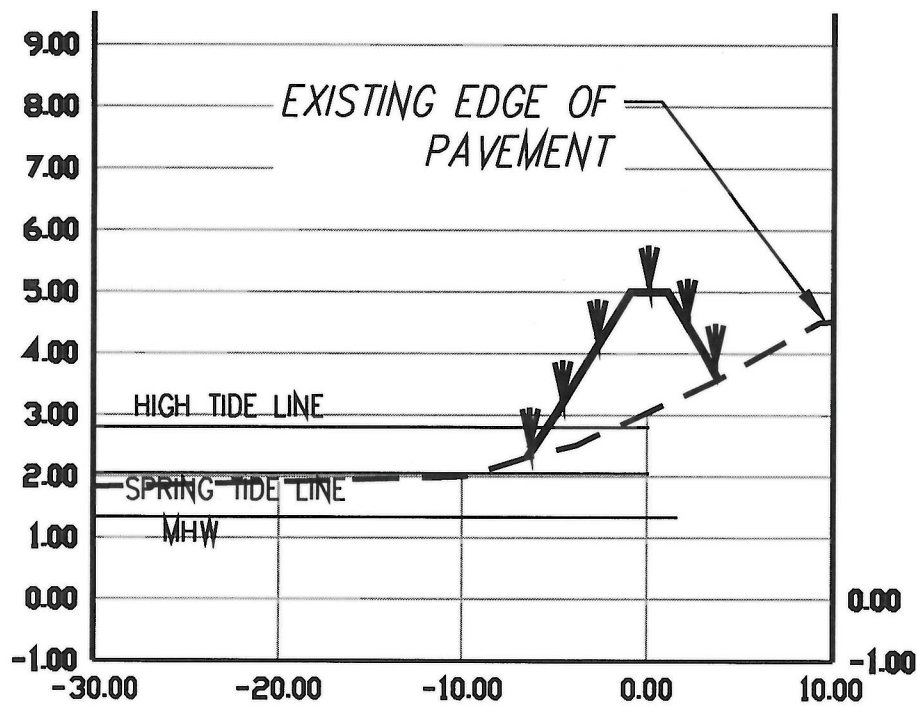


Cross Section C-C

Scale: 1" = 20'
 Scale: 1" = 6' (V)

VERTICAL DATUM
RELATIONSHIP

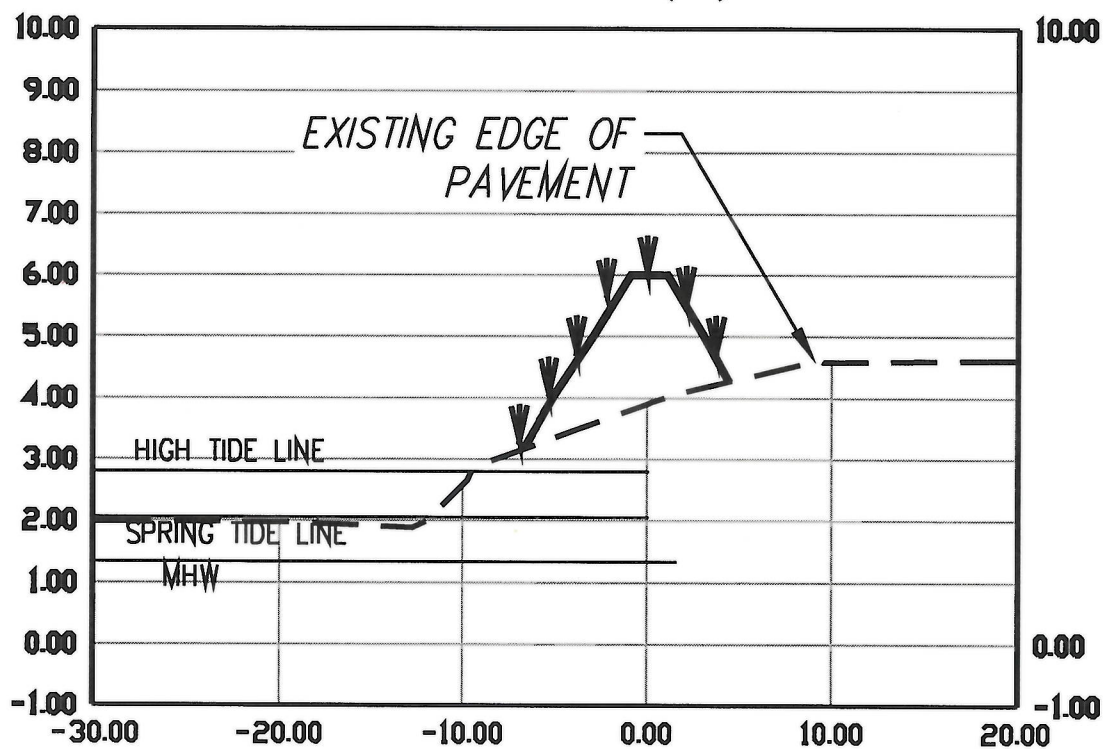
TIDE STATION 8534975
 GREAT EGG HARBOR BAY



Cross Section D-D

Scale: 1" = 20'

Scale: 1" = 6' (V)



Cross Section E-E

Scale: 1" = 20'

Scale: 1" = 6' (V)