PUBLIC NOTICE

US Army Corps
of Engineers
New York District
Jacob K. Javits Federal Building
New York, N.Y. 10278-0090
ATTN: Regulatory Branch

In replying refer to:
Public Notice Number: NAN-2012-00355-WCA
Issue Date: June 5, 2012
Expiration Date: July 5, 2012

To Whom It May Concern:

The New York District, Corps of Engineers 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).

APPLICANT: New Jersey Transit Corporation
One Penn Plaza East, 8th Floor
Newark, New Jersey 07105

ACTIVITY: Discharge fill material into waters of the United States to facilitate ground transportation improvements at the New Jersey Transit Frank R. Lautenberg Intermodal Facility (Secaucus Station).

WATERWAY: Penhorn Creek (Hackensack River Watershed)

LOCATION: Town of Secaucus, Hudson County, New Jersey.

A detailed description and plans of the applicant's activity are enclosed to assist in your review.

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership and, in general, the needs and welfare of the people.

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 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.

ALL COMMENTS REGARDING THE PERMIT APPLICATION MUST BE PREPARED IN WRITING AND MAILED TO REACH THIS OFFICE BEFORE THE EXPIRATION DATE OF THIS NOTICE, otherwise, it will be presumed that there are no objections to the activity. Comments provided will become a part of the public record for this action.

Any person may request, in writing, before this public notice expires, that a public hearing be held to collect information necessary to consider this application. Requests for public hearings shall state, with particularity, the reasons why a public hearing should be held. It should be noted that information submitted by mail is considered just as carefully in the

permit decision process and bears the same weight as that furnished at a public hearing.

Our preliminary determination is that the activity for which authorization is sought herein is not likely to affect any Federally endangered or threatened species or their critical habitat. However, pursuant to Section 7 of the Endangered Species Act (16 U.S.C. 1531), the District Engineer is consulting with the appropriate Federal agency to determine the presence of and potential impacts to listed species in the project area or their critical habitat.

The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act (Public Law 104-267), requires all Federal agencies to consult with the National Oceanic and Atmospheric Administration Fisheries Service (NOAA/FS) on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). Based upon a preliminary review of the "Guide to Essential Fish Habitat Designations in the Northeastern United States," issued by the National Oceanic and Atmospheric Administration/National Marine Fisheries Service (NOAA-FS), it appears that the proposed activities within the project area would not impact EFH for any of the aquatic species or their life stages. Further consultation with NOAA-FS regarding EFH impacts and conservation recommendations is being conducted and will be concluded prior to a final decision on the application.

Based upon a review of the latest published version of the National Register of Historic Places, there are two known sites eligible for, or included in, the Register within the permit area. These areas include the Pennsylvania Railroad New York to Pennsylvania Historic District (NEC) and the Delaware, Lackawanna & Western's Boonton Line Historic District. Presently unknown archeological, scientific, prehistorical, or historical data may be lost by work accomplished under the required permit. Further consultation with the New Jersey State Historic Preservation Office is being conducted and will be concluded prior to a final decision on the application.

Reviews of activities pursuant to Section 404 of the Clean Water Act 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 and the applicant will obtain a water quality certificate or waiver from the appropriate state agency in accordance with Section 401 of the Clean Water Act prior to a permit decision.

Pursuant to Section 307 (c) of the Coastal Zone Management Act of 1972 as amended [16 U.S.C. 1456 (c)], for activities under consideration that are located within the coastal zone of a state which has a federally approved coastal zone management program, the applicant has certified in the permit application that the activity complies with, and will be conducted in a manner that is consistent with, the approved state coastal zone management program. By this public notice, we are requesting the state's concurrence with, objection to, or waiver of the applicant's certification. No permit decision will be made until one of these actions occurs. For activities within the coastal zone of New Jersey State, the applicant's certification and accompanying information is available from the New Jersey Department of Environmental Protection, Coastal Management Program, P.O. Box 418, 401 E. State Street, Trenton, NJ, 08625, Telephone (609) 633-2201. Comments regarding the applicant's certification, and copies of any letters to this office commenting upon this proposal, should be so addressed.

In addition to any required water quality certificate and coastal zone management program concurrence, the applicant has obtained or requested the following governmental authorization for the activity under consideration:

- (New Jersey Department of Environmental Protection Flood Hazard Permit)

It is requested that you communicate the foregoing information concerning the activity to any persons known by you to be interested and who did not receive a copy of this notice. If you have any questions concerning this application, you may contact this office at (917) 790-8412 and ask for James Cannon.

In order for us to better serve you, please complete our Customer Service Survey located at http://www.nan.usace.army.mil/business/buslinks/regulat/index.php?survey

For more information on New York District Corps of Engineers programs, visit our website at http://www.nan.usace.army.mil

Christopher S. Talkey

for Richard L. Tomer
Chief, Regulatory Branch

Enclosures

WORK DESCRIPTION

The applicant, the New Jersey Transit Corporation, has requested Department of the Army authorization to discharge fill material into waters of the United States to facilitate ground transportation improvements that would include expanding the existing bus and van transit service parking area located on the south side of the New Jersey Transit-Frank R. Lautenberg Intermodal Facility (Secaucus Station). The New Jersey Transit-Frank R. Lautenberg Intermodal Facility is situated along the Amtrak Northeast Corridor railroad tracks, in the Town of Secaucus, Hudson County, New Jersey.

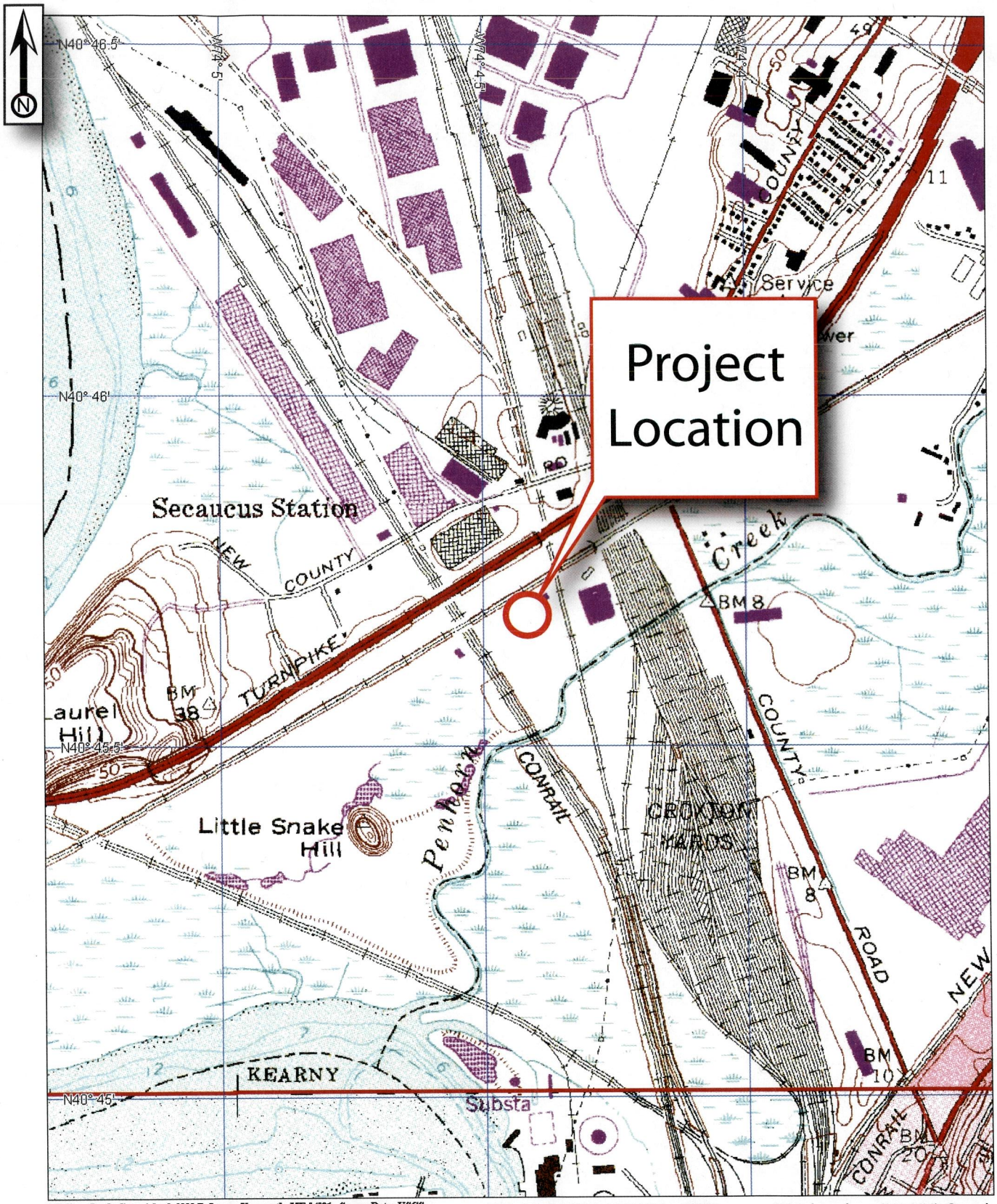
The proposed ground transportation improvements and parking area expansion would involve the discharge of approximately 19,495 cubic yards of fill material into approximately 2.13 acres of emergent wetlands that abut Penhorn Creek and that are dominated by common reed (Phragmites australis). The proposed project would consist of the construction of a 14 slip bus station area to accommodate existing New Jersey Transit bus services, Town of Secaucus shuttles, and other fixed route and on demand van and shuttle services. As part of the proposed project, an auxiliary island platform for emergency and high demand events would be constructed and would accommodate ten (10) buses. Space would also be provided for the staging of 5 buses along a proposed planted island at the entrance of the parking area and two 475 foot long canopies; one connected to the existing Frank R. Lautenberg Intermodal Facility, and the other to be situated along the proposed southerly bus platform. Additional activities would include the construction and installation of a new stormwater sand infiltration basin, the extension of an existing 96-inch diameter outfall, and the construction and installation of a new outfall structure. Both outfall structure discharge areas would be situated at the toe of slope along the south side of the proposed paved parking area and both would include rock riprap scour protection aprons. Of the 19,495 cubic yards of fill material discharged into wetlands, approximately 195 cubic yards would be required for the placement of the two rock riprap scour protection aprons. Surcharge operations during construction would temporarily disturb approximately 0.39 acres of wetlands along the project areas southern boundary. Upon completion of the proposed project all temporarily disturbed wetlands would be restored to pre-construction conditions and planted with native hydrophytic vegetation where appropriate.

The applicant has implemented the following measures to avoid and minimize impacts to aquatic resources: incorporate a 2:1 slope with planted vegetation along the southern boundary of the project area; minimize soil erosion and sediment transport to adjacent wetlands by installing silt fences along the project disturbance limits and incorporating measures consistent with "The Standards for Soil Erosion and Sediment Control in New Jersey"; incorporate a proposed sand infiltration basin to remove 80% Total Suspended Solids from adjacent runoff; and eliminates the need for a second sand infiltration basin, thereby saving approximately 0.25 acres of permanent impacts to wetlands.

To compensate for the 2.13 acres of permanent impacts to wetlands, the applicant proposes to purchase 2.13 wetland acre credits from a federally approved wetland mitigation bank located in the Hackensack Meadowlands District.

As the number of wetland mitigation credits created by the establishment of a federally approved wetland mitigation bank in the Hackensack Meadowlands District is determined by the bank site's acreage of wetland restoration, creation, enhancement and preservation, permittee's are generally expected to purchase mitigation credits at a ratio of 1 mitigation credit for 1 acre of wetland impact.

The stated purpose of this project is to improve the severely under designed ground transportation component that currently exists at the New Jersey Transit-Frank R. Lautenberg Intermodal Facility and to accommodate the growing local bus and van transit services.



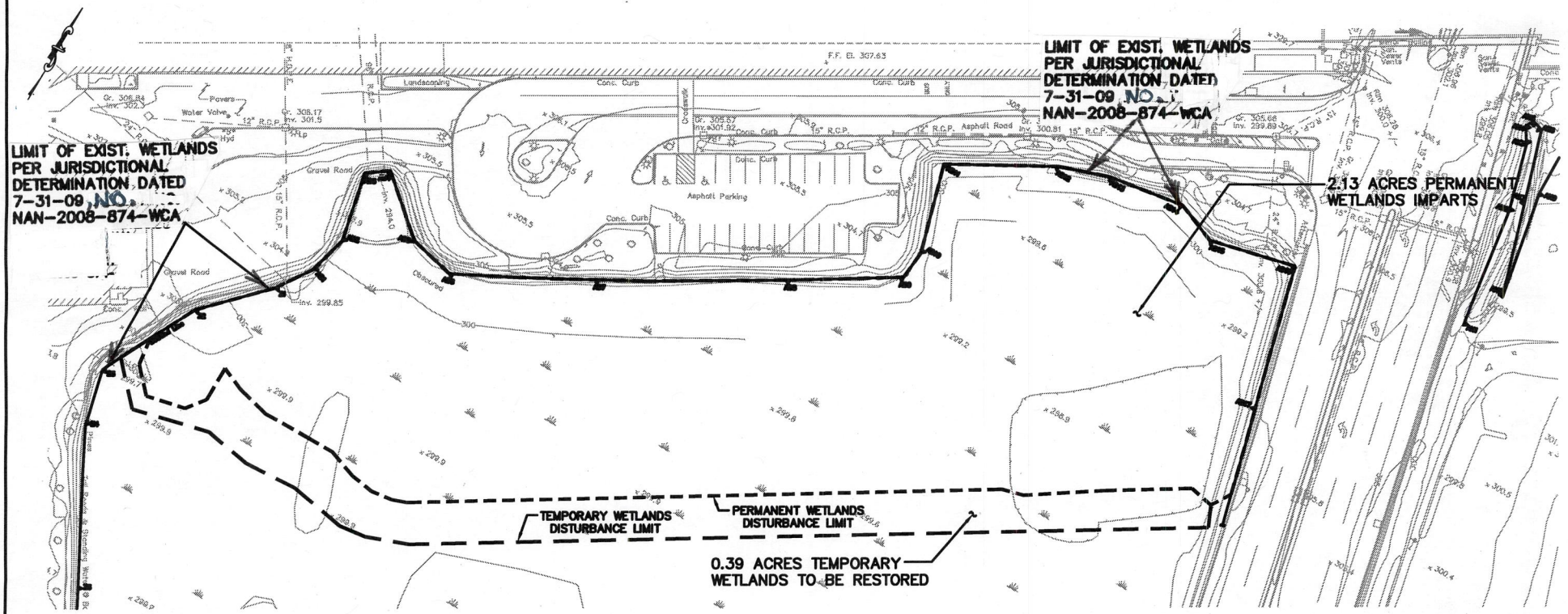
Weehawken (NJ-NY) Quad

PROJECT LOCATION MAP

Frank Lautenberg Station Intermodal Facility
Town of Secaucus, Hudson County, New Jersey

Figure 1 of 8

CHRISTOPHER P. STATILE, P.A.
PROFESSIONAL ENGINEERS & PLANNERS
3 FIR COURT, OAKLAND, NJ 07436



GRAPHIC SCALE

(IN FEET)
1 inch = 30 ft.

NOTE:
CONVERSION OF ELEVATIONS SHOWN TO N.G.V.D. 1929: SUBTRACT 297.35 FEET.

NJTRANSIT

CHRISTOPHER P. STATILE, P.A.
Professional Engineers & Planners
3 Fir Court
Oakland, N.J. 07436
IN ASSOCIATION WITH:

DATE:	REVISIONS	No.

DESIGNED:
DRAWN: C.M.M.
CHECKED: C.P.S.
APPROVED: C.P.S.

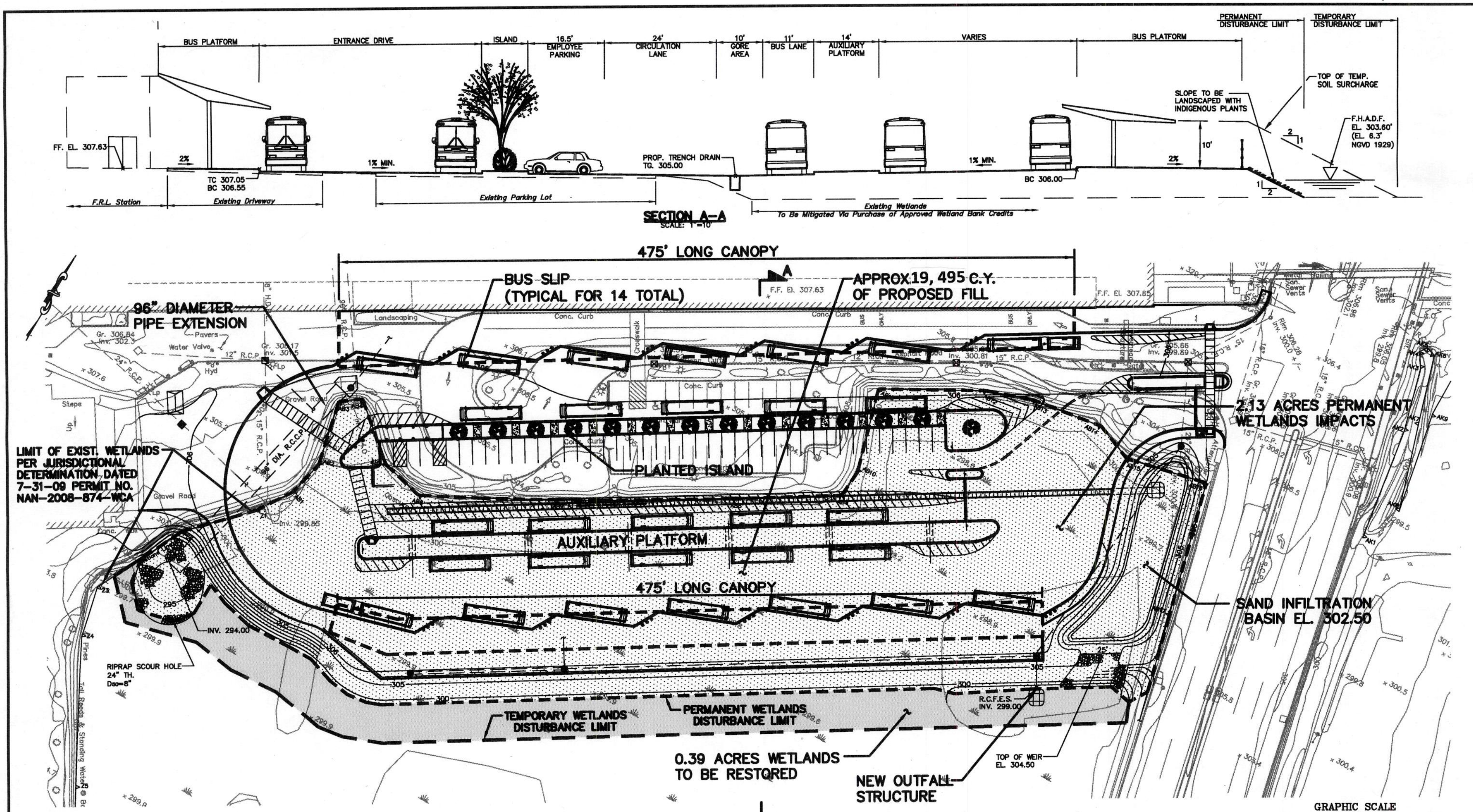
CHRISTOPHER P. STATILE
PROFESSIONAL ENGINEER
N.J. LIC. No. 28282
DATE:

FRANK LAUTENBERG STATION INTERMODAL FACILITY

SITE LOCATION

SCALE: 1"=30'
FILE NAME:
DRAWING No.: REV:
DATE: 4/12/12
CONTRACT No.
ISSUE
SHEET No. ___ OF ___

Figure 2 of 8



NOTE:
CONVERSION OF ELEVATIONS SHOWN TO N.G.V.D. 1929: SUBTRACT 297.35 FEET.

NJ TRANSIT

CHRISTOPHER P. STATILE, P.A.
Professional Engineers & Planners
3 Fir Court
Oakland, N.J. 07436
IN ASSOCIATION WITH:

DATE:	REVISIONS	No.

DESIGNED:	CHRISTOPHER P. STATILE PROFESSIONAL ENGINEER N.J. LIC. No. 28282
DRAWN: C.M.M.	
CHECKED: C.P.S.	
APPROVED: C.P.S.	DATE:

FRANK LAUTENBERG STATION INTERMODAL FACILITY

PLAN VIEW AND TYPICAL CROSS SECTION

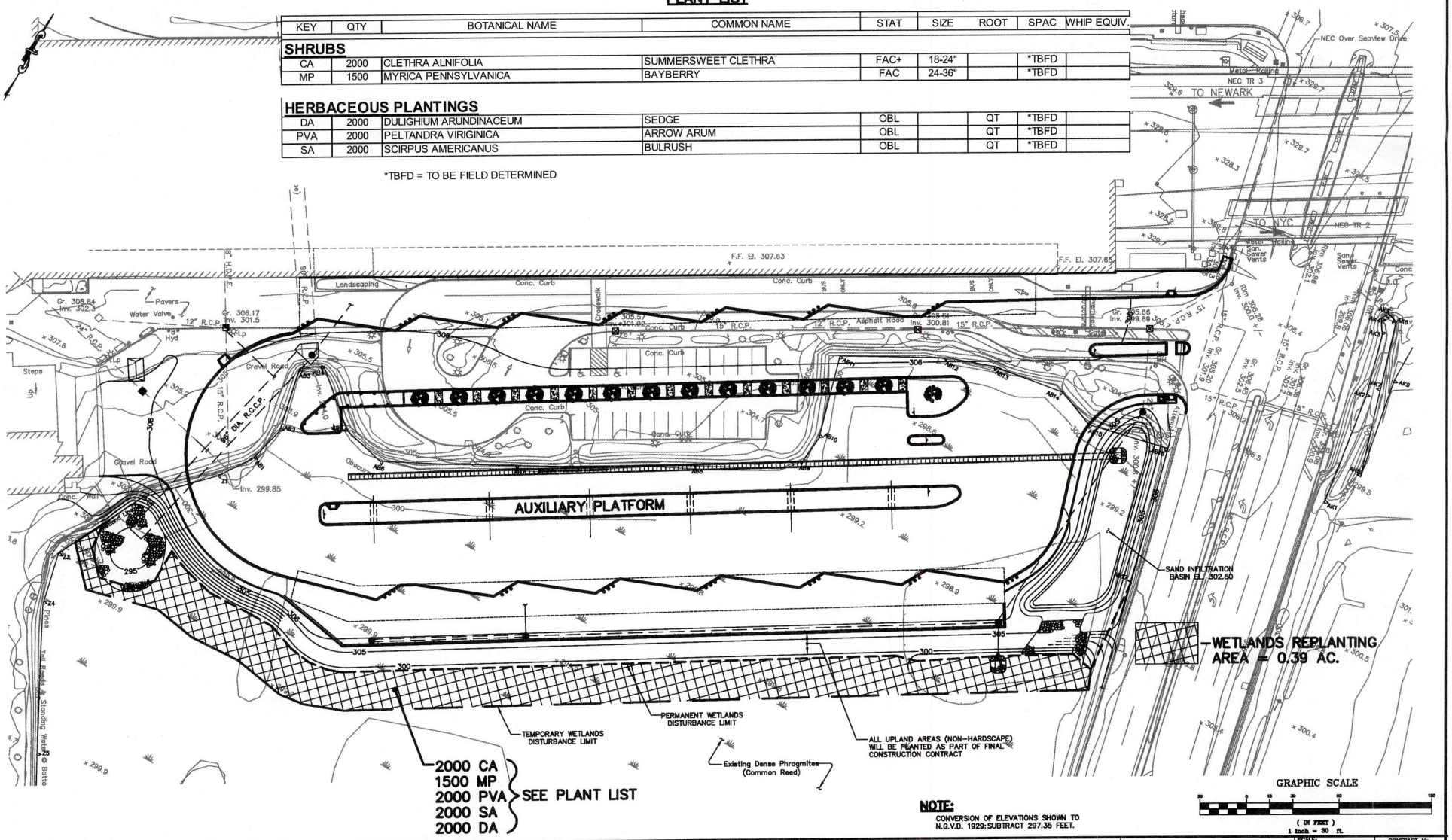
SCALE: 1"=30'		CONTRACT No.
FILE NAME: 4290.018		ISSUE
DRAWING No.:	REV:	SHEET No. 1 OF 5
DATE: 3/6/12		

Figure 3 of 8

PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	STAT	SIZE	ROOT	SPAC	WHIP EQUIV.
SHRUBS								
CA	2000	CLETHRA ALNIFOLIA	SUMMERSWEET CLETHRA	FAC+	18-24"		*TBFD	
MP	1500	MYRICA PENNSYLVANICA	BAYBERRY	FAC	24-36"		*TBFD	
HERBACEOUS PLANTINGS								
DA	2000	DULIGHIUM ARUNDINACEUM	SEDGE	OBL		QT	*TBFD	
PVA	2000	PELTANDRA VIRIGINICA	ARROW ARUM	OBL		QT	*TBFD	
SA	2000	SCIRPUS AMERICANUS	BULRUSH	OBL		QT	*TBFD	

*TBFD = TO BE FIELD DETERMINED



GRAPHIC SCALE

(IN FEET)
1 inch = 30 ft.

NOTE:
CONVERSION OF ELEVATIONS SHOWN TO N.G.V.D. 1929: SUBTRACT 297.35 FEET.

NJTRANSIT

CHRISTOPHER P. STATILE, P.A.
Professional Engineers & Planners
3 Fir Court
Oakland, N.J. 07436
IN ASSOCIATION WITH:

DATE:	REVISIONS	No.

DESIGNED:
DRAWN: C.M.M.
CHECKED: C.P.S.
APPROVED: C.P.S.

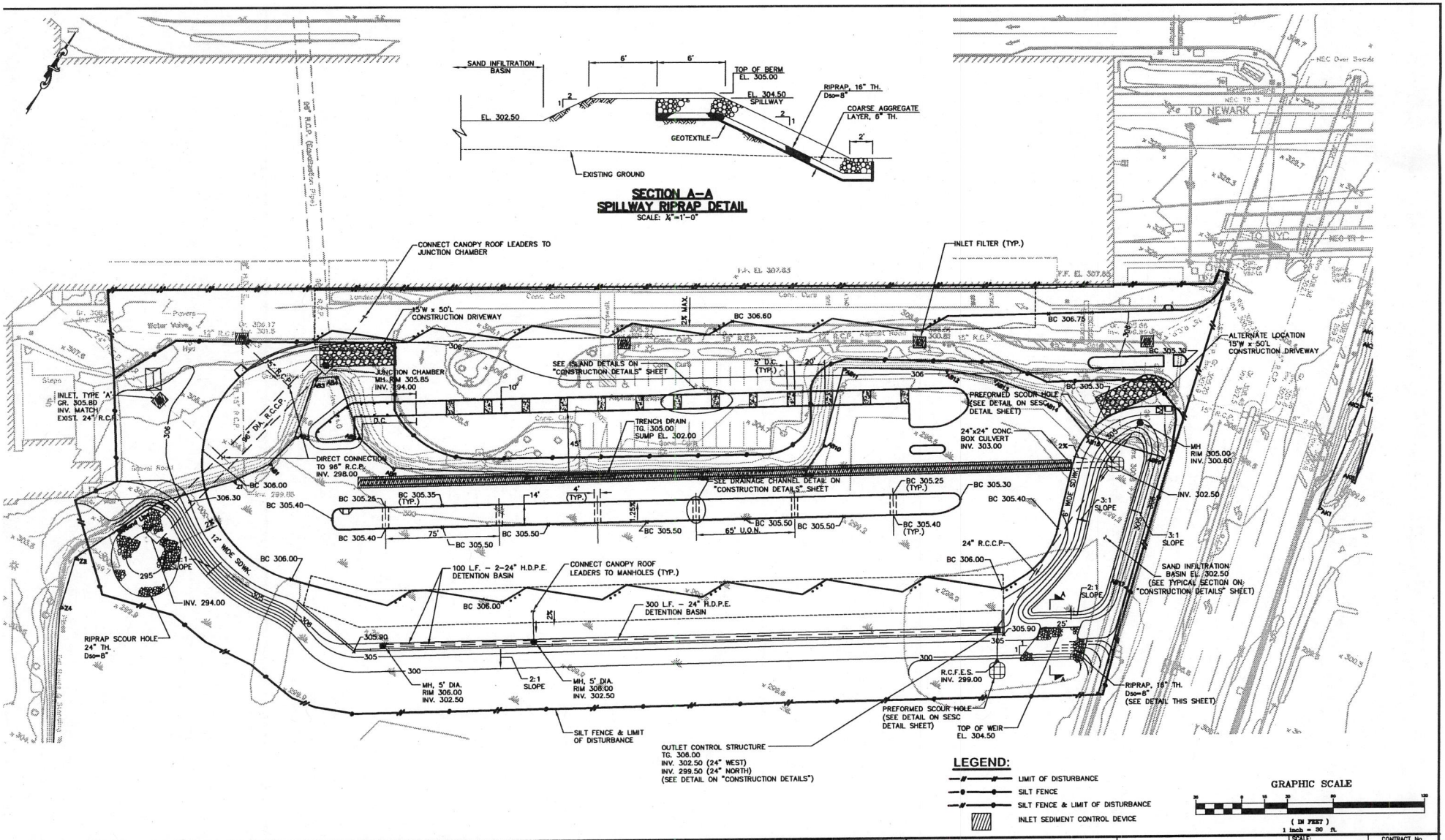
CHRISTOPHER P. STATILE
PROFESSIONAL ENGINEER
N.J. LIC. No. 28282
DATE:

FRANK LAUTENBERG STATION INTERMODAL FACILITY

WETLANDS REPLANTING PLAN (TEMPORARY DISTURBANCE MITIGATION)

SCALE: 1"=30'
FILE NAME: 4290.018
DRAWING No.: REV:
DATE: 3/6/12
CONTRACT No.
ISSUE
SHEET No. 2 OF 5

Figure 4 of 8



NJTRANSIT

CHRISTOPHER P. STATILE, P.A.
Professional Engineers & Planners
3 Fir Court
Oakland, N.J. 07436
IN ASSOCIATION WITH:

DATE:	REVISIONS	No.

DESIGNED:
DRAWN: C.M.M.
CHECKED: C.P.S.
APPROVED: C.P.S.

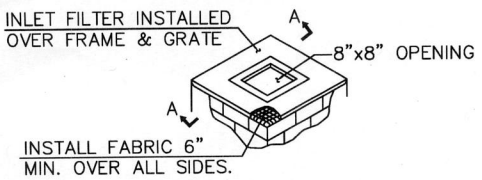
CHRISTOPHER P. STATILE
PROFESSIONAL ENGINEER
N.J. LIC. No. 28282
DATE:

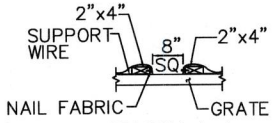
FRANK LAUTENBERG STATION INTERMODAL FACILITY

SOIL EROSION & SEDIMENT CONTROL PLAN

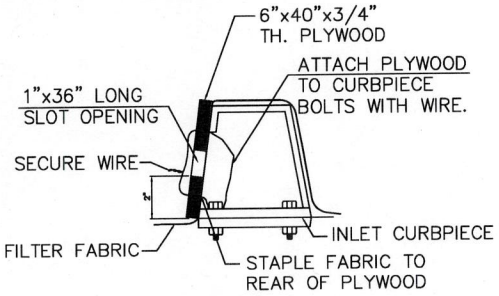
SCALE: 1"=30'
FILE NAME: 4290.018
DRAWING No.: REV:
DATE: 3/8/12
CONTRACT No.
ISSUE
SHEET No. 3 OF 5

Figure 5 of 8

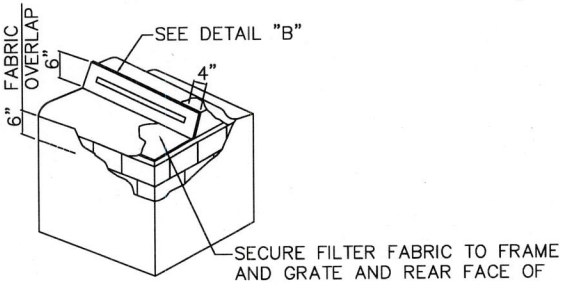




SECTION A–A



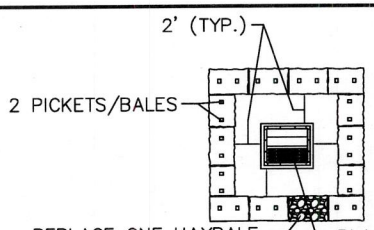
DETAIL B



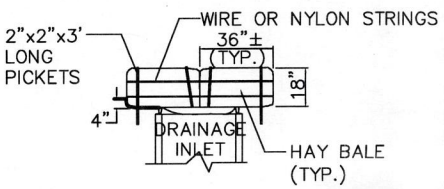
FABRIC INLET FILTER
N.T.S

NOTES:

1. INLET FILTER TO BE CLEANED AFTER EVERY STORM.
2. FABRIC TO BE REMOVED JUST PRIOR TO PAVING.
3. FOR FILTERS REQUIRED LONGER THAN 3 MONTHS, USE TREATED PLYWOOD AND WOOD.
4. FOR USE ON PAVED SURFACES ONLY.
5. THIS DETAIL SHALL FILTER RUNOFF FROM THE 1 YEAR, 24 HOUR STORM EVENT. INLET MUST SAFELY PASS FLOWS GREATER THAN A 1–YR., 24–HR. STORM EVENT.



PLAN

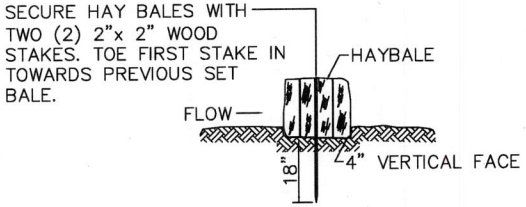


SECTION

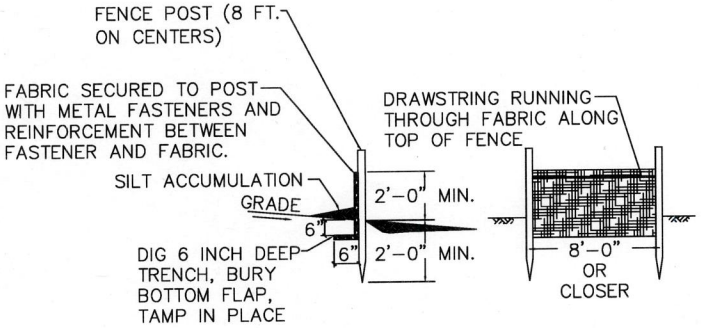
HAYBALE INLET FILTER
N.T.S.

NOTES:

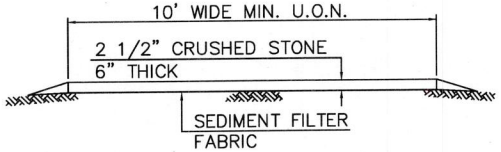
1. PLACE BALES IN RING AROUND INLET TO FILTER SEDIMENT FROM STORM WATER. RING BARRIER TO REMAIN IN PLACE UNTIL SITE IS STABILIZED OR PAVEMENT IS INSTALLED.
2. ALL BALES SHALL BE EITHER WIRE BOUND OR NYLON STRING TIED.
3. ALL BALES SHALL BE PLACED TIGHTLY ABUTTING ADJACENT BALES.
4. EACH BALE SHALL BE EMBEDDED 4" IN THE GROUND. BALES SHALL BE ANCHORED WITH 2"x2"x3' STAKES DRIVEN THROUGH THE BALES A MINIMUM OF 18" INTO THE GROUND. THE FIRST STAKE IN EACH BALE SHALL BE DRIVEN TOWARD THE PLACED BALE TO FORCE BALES TOGETHER.
5. HAYBALES FOR USE ON UNPAVED SURFACES ONLY.
6. THIS DETAIL SHALL FILTER RUNOFF FROM THE 1 YEAR, 24 HOUR STORM EVENT. INLET MUST SAFELY PASS FLOWS GREATER THAN A 1–YR., 24–HR. STORM EVENT.



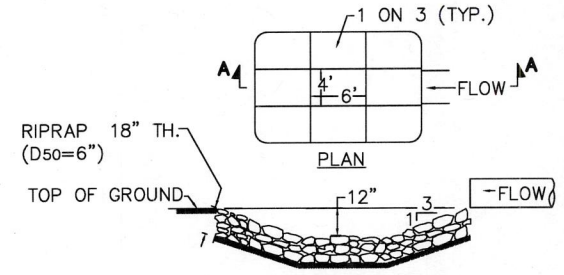
EMBEDDING DETAIL
N.T.S.



SILT FENCE DETAIL
N.T.S.



CONSTRUCTION ACCESS
N.T.S



PLAN

SECTION A–A

PREFORMED SCOUR HOLE DETAIL
N.T.S.

NJTRANSIT	CHRISTOPHER P. STATILE, P.A. Professional Engineers & Planners 3 Fir Court Oakland, N.J. 07436 IN ASSOCIATION WITH:			DESIGNED:	CHRISTOPHER P. STATILE PROFESSIONAL ENGINEER N.J. LIC. No. 28282	FRANK LAUTENBERG STATION INTERMODAL FACILITY	SOIL EROSION & SEDIMENT CONTROL DETAILS
				DRAWN: C.M.M.			SCALE: / CONTRACT No.
				CHECKED: C.P.S.			FILE NAME: 4290.018 / ISSUE
				APPROVED: C.P.S.			DRAWING No.: / REV:
		4/16/12	REMOVED SESC NOTES				DATE: 3/6/12 / SHEET No. 4 OF 5
		DATE:	REVISIONS	No.	DATE:		

Figure 6 of 8

SOIL EROSION AND SEDIMENT CONTROL NOTES

1. All soil erosion and sediment control practices on this plan will be constructed in accordance with the **"New Jersey Standards for Soil Erosion and Sediment Control" last revised July 1999.** These measures will be installed prior to any major soil disturbance or in their proper sequence and maintained until permanent protection is established.

2. All soil to be exposed or stockpiled for a period of greater than 60 days, and not under active construction, will be temporarily seeded and hay mulched or otherwise provided with vegetative cover. This temporary cover shall be maintained until such time whereby permanent restabilization is established.

3. *Seeding Dates:* The following seeding dates are best recommended to establish permanent vegetative cover within most locations in the HEPSCD: Spring - 3/1-5/15 and Fall – 8/15 – 10/1

4. Sediment fences are to be properly trenched and maintain until permanent vegetative cover is established

5. All storm drainage inlets shall be protected by one of the practices accepted in the Standards and remain until permanent stabilization has been established. Storm drainage outlet points shall be protected as required before they become functional.

6. Mulch materials shall be un-rotted salt hay or small grain straw applied at the rate of 70-90 pounds per 1000 square feet (1.5-2.0 tons/acre). Additional required mulch practices are prescribed in the Standards.

7. All erosion control devices shall be periodically inspected, maintained and corrected by the contractor. Any damage incurred by erosion shall be rectified immediately.

8. The Hudson-Essex-Passaic Soil Conservation District will be notified in writing at least 48 hours prior to any soil disturbing activities. Fax - (973) 364-0784 email – INFORMATION@HEPSCD.ORG

9. **The applicant must obtain a District issued Report-of-Compliance prior to applying for the Certificate of Occupancy or Temporary Certificate of Occupancy from the respective municipality, NJ - DCA or any other controlling agency.** Contact the District and give advanced notice upon completion of the restabilization measures. A performance deposit may be posted with the District when winter weather or snow cover prohibits the proper application of seed, mulch, fertilizer or hydro-seed.

10. Paved roadways must be kept clean at all times. Do not utilize a fire or garden hose to clean roads unless the runoff is directed to a properly designed and functioning sediment basin. All pump dewatering operations shall be directed toward a functioning sediment basin.

11. All surfaces are to be provided with 6 inches of topsoil prior to re-seeding.

12. All plan revisions must be submitted to the District for proper review and approval.

13. A crushed stone wheel cleaning tracking-pad is to be installed at all site exits using 2 ½" crushed stone minimum length of 50 feet. All driveways must be provided with crushed stone until paving is complete.

14. Maximum soil slopes shall not exceed 2:1 unless additional measures are taken and approved by the Soil Conservation District. These "special" measures shall be designed by the applicant's engineer.

15. **The Hudson-Essex-Passaic Soil Conservation District shall be notified, in writing, for the sale of any portion of the project or for the sale of individual lots. New owners' information shall be provided. Additional measures deemed necessary by District officials shall be implemented as conditions warrant.**

SEQUENCE OF CONSTRUCTION

PHASE I

1. INSTALL NEW SILT FENCE AT PERIMETER OF SITE AND CONSTRUCTION ACCESS, AS REQ,D. (1 WEEK)
2. CLEAR SITE. (1 WEEK)
3. INSTALL TEMPORARY DRAINAGE. (1 WEEK)
4. INSTALL PRELOAD FILL AND SETTLEMENT MONTORING DEVICES. (12 MONTHS)
5. REMOVE PRELOAD. (2 WEEKS)

PHASE II

6. CONSTRUCT CANOPY FOUNDATION AND STRUCTURES. (3 MONTHS)
7. INSTALL STORM DRAINAGE SYSTEM WITH INLET PROTECTION.
8. INSTALL LIGHTING & ELECTRICAL. (1 MONTHS)
9. COMPLETE GRADING OF SITE, PLACE REQUIRED FILL TO BRING SITE TO FINISHED GRADE INCL. PAVEMENT. (1 MONTH)
10. INSTALL TOPSOIL, SEEDING, LANDSCAPING. (1 MONTH)
11. REMOVE S.E.S.C. MEASURES AS DIRECTED WHEN SITE IS STABILIZED. (1 WEEK)
12. ABOVE TIME LIMITATIONS SHALL NOT ALTER TIME/DATE OF CONTRACT COMPLETION. SOME SEQUENCE ACTIVITIES MAY BE CONSTRUCTED CONCURRENTLY.

REQUIREMENTS FOR SILT FENCE:

1. FENCE POSTS SHALL BE SPACED 8 FEET CENTER–TO CENTER OR CLOSER. THEY SHALL EXTEND AT LEAST 2 FEET INTO THE GROUND AND EXTEND AT LEAST 2 FEET ABOVE GROUND. POSTS SHALL BE CONSTRUCTED OF HARDWOOD WITH A MINIMUM DIAMETER THICKNESS OF 1–1/2 INCHES.

2. A METAL FENCE WITH 6 INCH OR SMALLER OPENINGS AND AT LEAST 2 FEET HIGH MAY BE UTILIZED, FASTENED TO THE FENCE POSTS, TO PROVIDE REINFORCEMENT AND SUPPORT TO THE GEOTEXTILE FABRIC WHERE SPACE FOR OTHER PRACTICES IS LIMITED AND HEAVY SEDIMENT LOADING IS EXPECTED.

3. A GEOTEXTILE FABRIC, RECOMMENDED FOR SUCH USE BY THE MANUFACTURER, SHALL BE BURIED AT LEAST 6 INCHES DEEP IN THE GROUND. THE FABRIC SHALL EXTEND AT LEAST 2 FEET ABOVE THE GROUND. THE FABRIC MUST BE SECURELY FASTENED TO THE POSTS USING A SYSTEM CONSISTING OF METAL FASTENERS (NAILS OR STAPLES) AND A HIGH STRENGTH REINFORCEMENT MATERIAL (NYLON WEBBING, GROMMETS, WASHERS, ETC.) PLACED BETWEEN THE FASTENER AND THE GEOTEXTILE FABRIC. THE FASTENING SYSTEM SHALL RESIST TEARING AWAY FROM THE POST. THE FABRIC SHALL INCORPORATE A DRAWSTRING IN THE TOP PORTION OF THE FENCE FOR ADDED STRENGTH.

NJTRANSIT

CHRISTOPHER P. STATILE, P.A.
Professional Engineers & Planners
3 Fir Court
Oakland, N.J. 07436
IN ASSOCIATION WITH:

DATE:	REVISIONS	No.

DESIGNED:
DRAWN: C.M.M.
CHECKED: C.P.S.
APPROVED: C.P.S.

CHRISTOPHER P. STATILE
PROFESSIONAL ENGINEER
N.J. LIC. No. 28282
DATE:

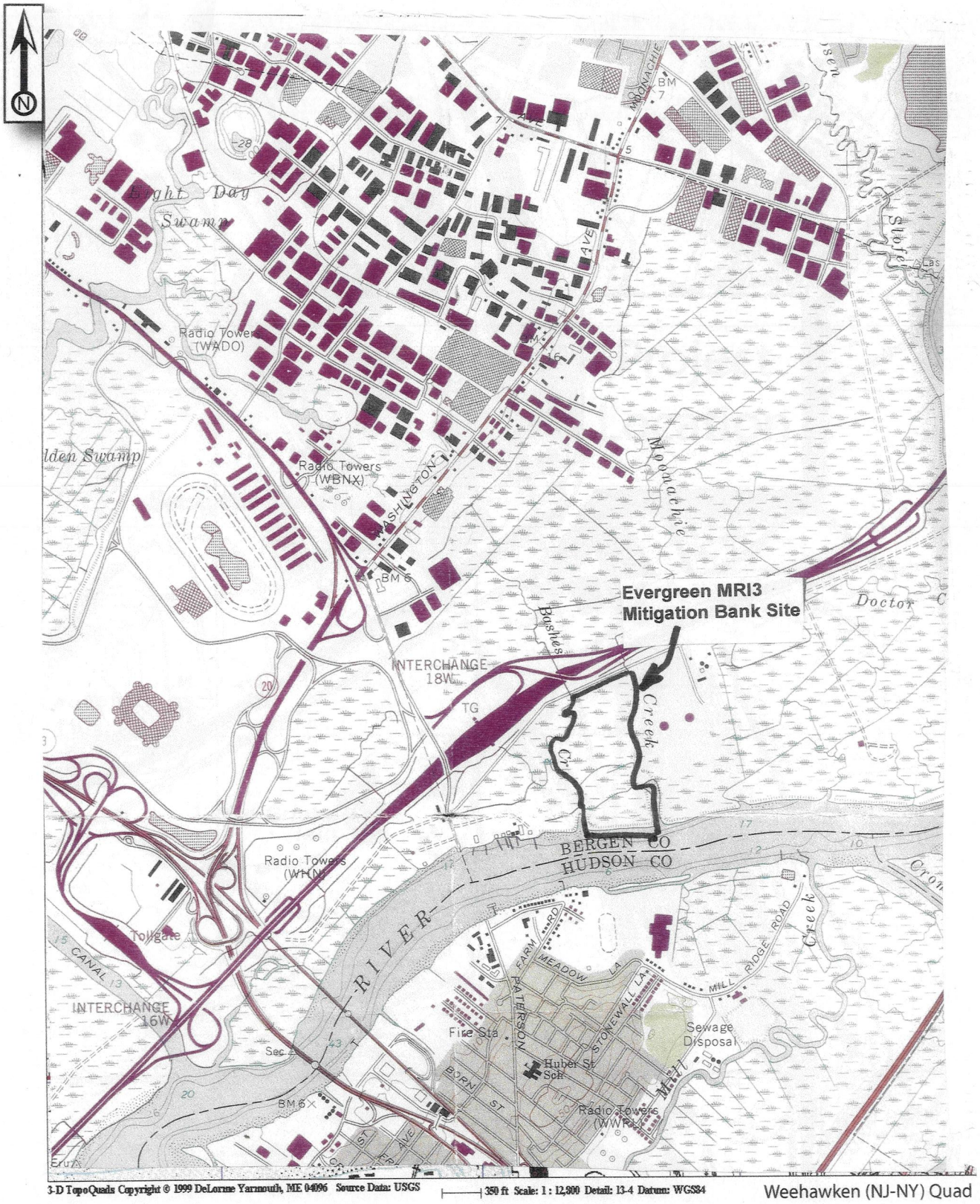
FRANK LAUTENBERG STATION
INTERMODAL FACILITY

SOIL EROSION & SEDIMENT CONTROL NOTES

SCALE:
FILE NAME: 4290.018
DRAWING No.: REV:
DATE: 4/16/12

CONTRACT No.
ISSUE
SHEET No. 4A OF 5

Figure 7 of 8



WETLAND MITIGATION SITE

Frank Lautenberg Station Intermodal Facility
Town of Secaucus, Hudson County, New Jersey

Figure 8 of 8

CHRISTOPHER P. STATILE, P.A.
PROFESSIONAL ENGINEERS & PLANNERS
3 FIR COURT, OAKLAND, NJ 07436