

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-2024-00421
Issue Date:
Expiration Date:

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 Department of Transportation (NJDOT)
Office of Maritime Resources
1035 Parkway Avenue
Trenton, New Jersey 08625

ACTIVITY: Ten Year Maintenance Dredging with Return Flow and Ferry Slip Reconstruction

WATERWAY: Hudson River and New York Bay

LOCATION: City of Jersey City, 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 submitted in response to this notice will be fully considered during the public interest

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review for this permit application. Comments provided will become part of the public record for this permit application. All written comments, including contact information, will be made a part of the administrative record, available to the public under the Freedom of Information Act. The Administrative Record, or portions thereof, may also be posted on a Corps of Engineers internet web site. Due to resource limitations, this office will normally not acknowledge the receipt of comments or respond to individual letters of comment.

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). The proposed work, fully described in the attached work description, could cause the disruption of habitat for various lifestages of some EFH-designated species as a result of a temporary increase in turbidity during construction. However, the New York District has made the preliminary determination that the site-specific adverse effects are not likely to be substantial because it is expected that fish populations would avoid the small area of disturbance. Further consultation with NOAA/FS regarding EFH impacts and conservation recommendations being conducted and will be concluded prior to the final decision.

Based upon a review of the latest published version of the National Register of Historic Places, there are no known sites eligible for, or included in, the Register within the permit area. Presently unknown archeological, scientific, prehistorical, or historical data may be lost by work accomplished under the required permit.

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. This public notice serves as notification to the Administrator of the Environmental Protection Agency (EPA) pursuant to section 401(a)(2) of the Clean Water Act. If EPA determines that the proposed discharge may affect the quality of the waters of any state other than New Jersey, it will so notify such other state, the district engineer, and the applicant. If such notice or a request for supplemental information is not received within 30 days of issuance of this public notice, the district engineer will assume EPA has made a negative determination with respect to section 401(a)(2).

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

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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

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 jarod.r.ostir@usace.army.mil

In order for us to better serve you, please complete our Customer Service Survey located at <https://www.nan.usace.army.mil/Missions/Regulatory/Customer-Survey/>.

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

FOR AND IN BEHALF OF
Stephan A. Ryba
Chief, Regulatory Branch

Enclosures

WORK DESCRIPTION

The applicant, NJDOT, Office of Maritime Resources, has requested Department of the Army authorization for ten-year maintenance dredging and ferry slip rehabilitation located in the Hudson River and New York Bay, in the City of Jersey City, Hudson County, New Jersey.

Ferry Slip Reconstruction

The work would involve reconstruction of the access platform, ferry house platforms #2, #3, and #4, fender racks #3, #4, and #5, installation of fender rack timber pile clusters at racks #3, #4, and #5, and timber pile dolphins at fender rack #5. Four transfer bridges would also be replaced. The rehabilitation would include the installation of 16-inch steel piles with a total of 361 piles being driven via drop hammer. Additional reconstruction of the existing fender system would require hammer driving of 387 greenheart 14-inch diameter timber pilings. In addition, construction and installation of four 35-foot-long by 35-foot-wide loading barges each secured by (4) 36-inch diameter steel spud piles, with an associated 40-foot-long by 8-foot-wide aluminum gangway within each of the four interior ferry terminal slips, is proposed. An approximately 356 linear foot (LF) wave break would be installed under the existing access platform to prevent waves from hitting the existing seawall.

Maintenance Dredging

The work also includes the maintenance dredging of all slips at the ferry terminal as well as an additional two dredging events of an identical amount within the lifespan of the 10-year permit. The dredging is estimated to produce a total of approximately 25,928 cubic yards (CY) of material from a 1.4-acre area with a dredge depth to a maximum of 17 feet below the plane of Mean Low Water (MLW). The project area was previously permitted for dredging activities in March of 2017.

- Approximately 4,647 CY of material will be dredged from the approximately 13,520 SF South Slip,
- Approximately 4,916 CY of material will be dredged from the approximately 13,166 SF Slip #4,
- Approximately 4,667 CY of material will be dredged from the approximately 12,122 SF Slip #3,
- Approximately 4,047 CY of material will be dredged from the approximately 13,934 SF Slip #2,
- Approximately 3,933 CY of material will be dredged from the approximately 13,196 SF Slip #1, and,
- Approximately 3,718 CY of material will be dredged from the approximately 12,525 SF North Slip.

Dredge material will be placed on a barge to dewater and then to be disposed of offsite at an approved Dredged Material Processing Facility (DMPF).

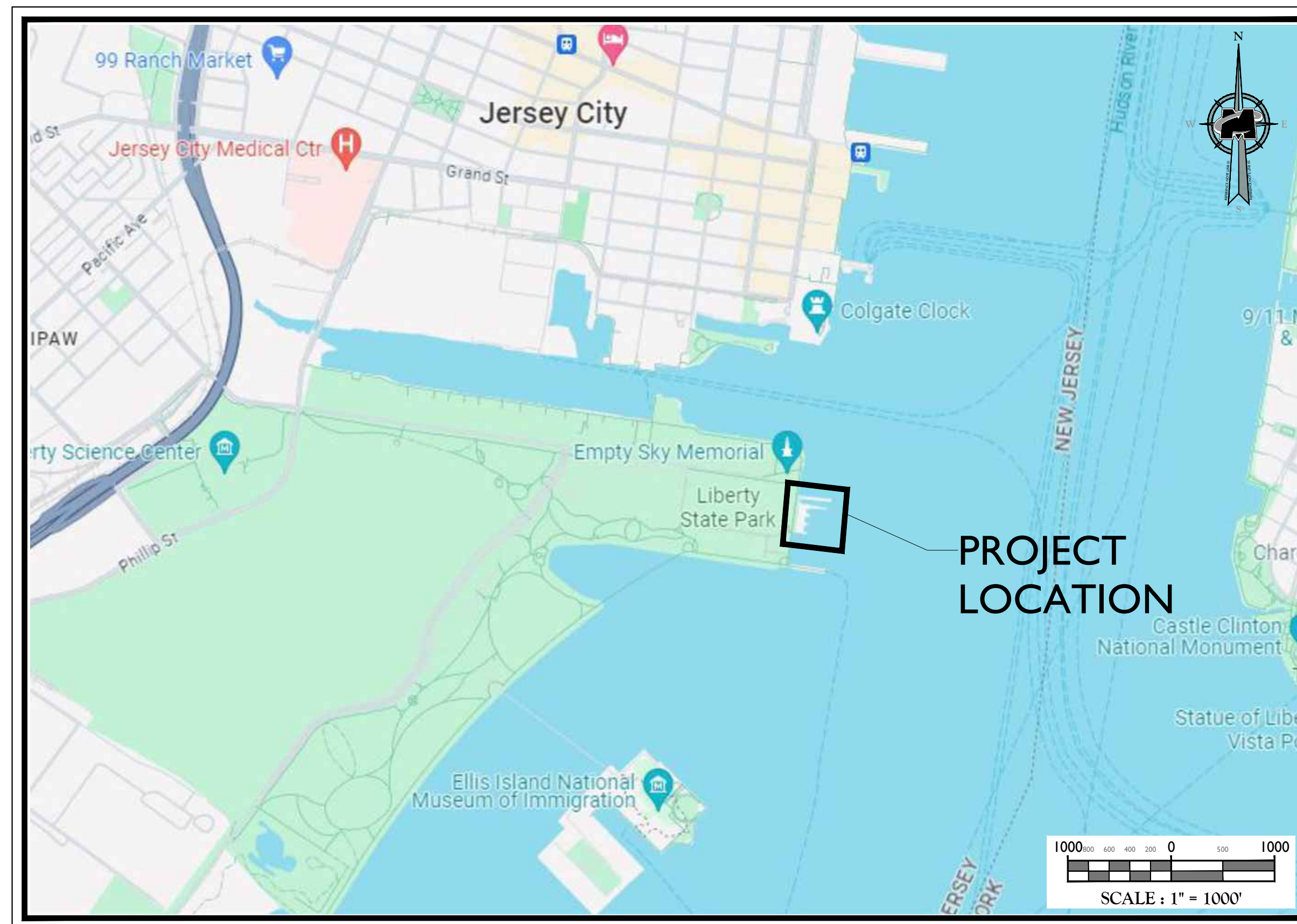
The applicant has stated that they have avoided, minimized, and mitigated for potential impacts proposed to the maximum extent practicable by limiting the dredged area to the minimum area required for safe and reasonable navigation. Any potential impacts would be temporary and would be offset by implementing best management practices including the use of a turbidity curtain around the dredge area to minimize turbidity.

The stated purpose of this project is to replace the existing damaged facilities and remove sediments that have been deposited within the ferry slips of the terminal over time.

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MEMORANDUM FOR THE RECORD

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LOCATION MAP

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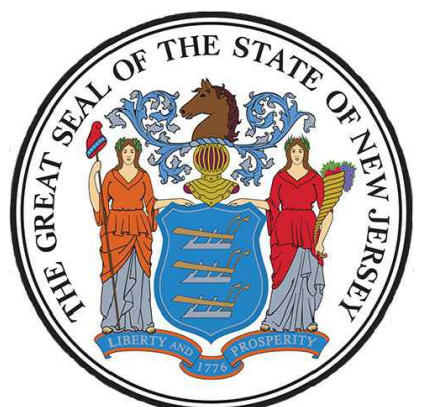
HONORABLE PHIL MURPHY, GOVERNOR

HONORABLE TAHESHA WAY, LIEUTENANT GOVERNOR

FORD M. SCUDDER, ACTING STATE TREASURER

GENEVIEVE CLIFTON, DIRECTOR

SPYRIDON KREMMIDAS, P.E.
NEW JERSEY PROFESSIONAL
ENGINEER - LICENSE NUMBER: GE47091

LIBERTY STATE PARK
FERRY SLIP
RECONSTRUCTION

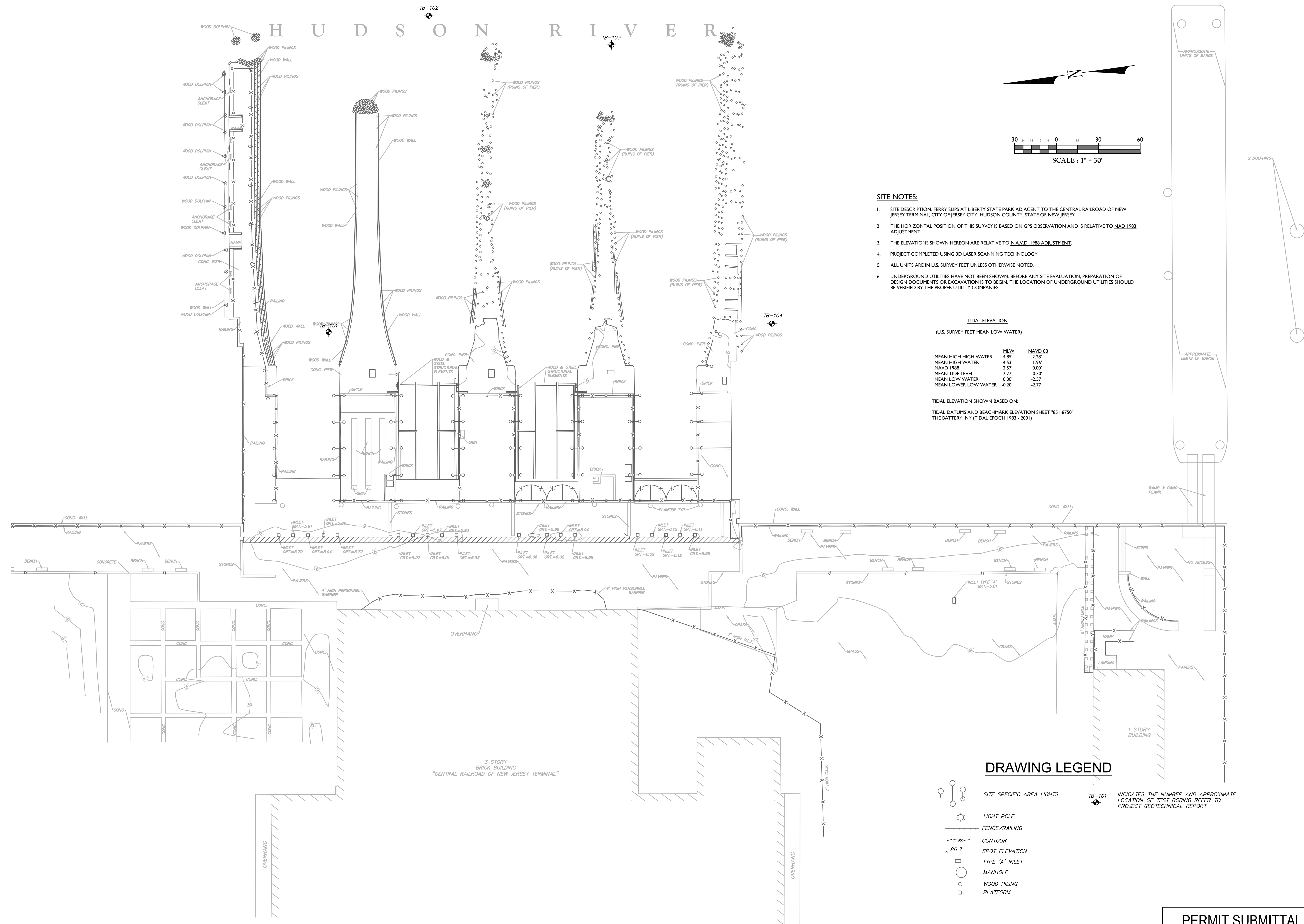
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HUDSON COUNTY
NEW JERSEY

SCALE: AS SHOWN	DATE: 03/01/2024	DRAWN BY: RRT	CHECKED BY: SK
PROJECT NUMBER: 10032300325		DRAWING NAME: T-1.1-KPFF S-COVER	

COVER SHEET

SHEET NUMBER:

T-1.1



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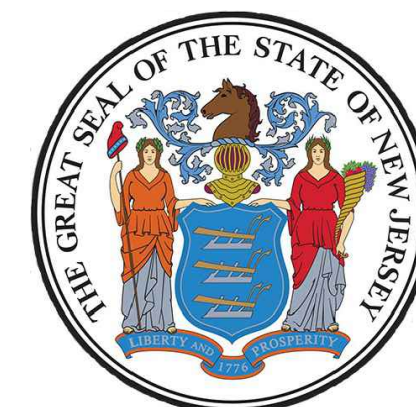
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SCALE: AS SHOWN	DATE: 03/01/2024	DRAWN BY: RRT	CHECKED BY: SK
PROJECT NUMBER: 10032300325		DRAWING NAME: C-1.1-KPFF-S EXIST-PLAN	

SHEET TITLE:

EXISTING CONDITIONS
PLAN

SHEET NUMBER:

C-1.1



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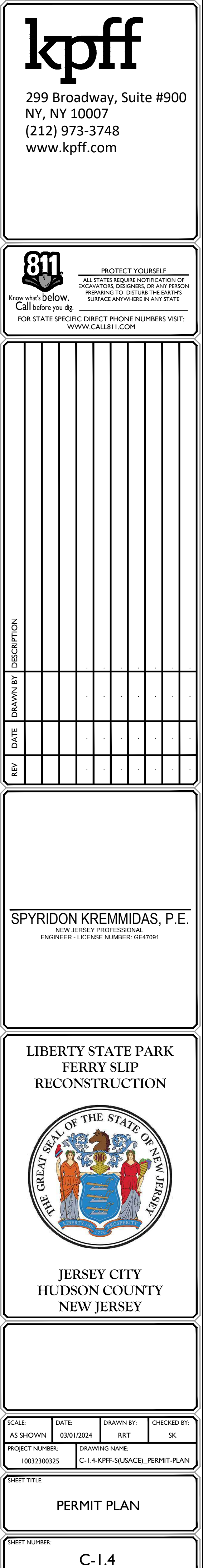
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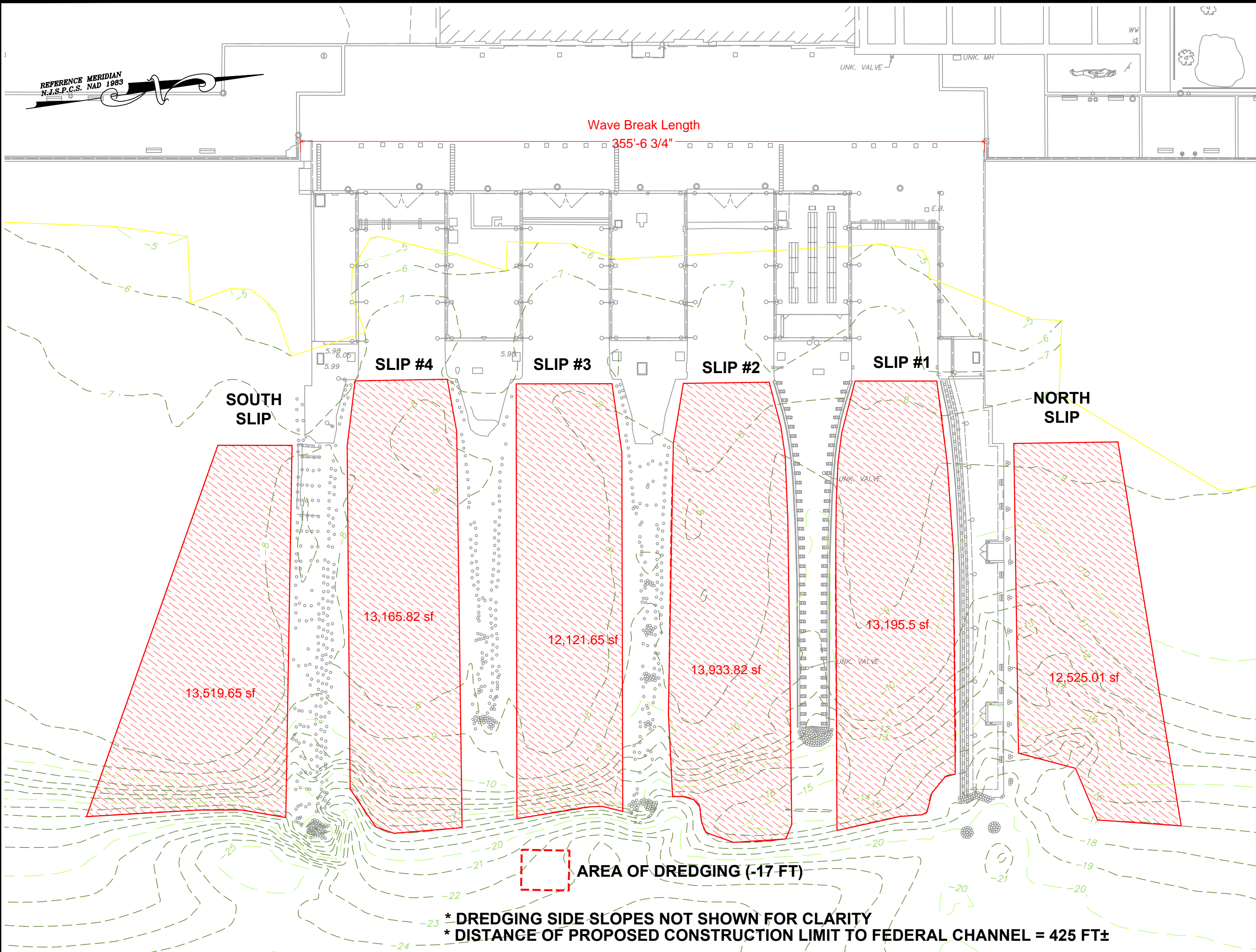
SITE PLAN

C-13





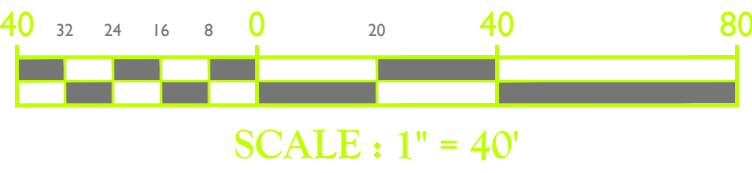
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© MATRIXNEWORLD\\10.10.2.6\\stafn2022-1306 NJDOT LSP Ferry\\CivilC-DRDG_ - StandardC-DRDG_dwgDredge



DREDGING ELEVATION	DREDGING VOLUME (CY)						TOTAL
	SOUTH SLIP	SLIP 4	SLIP 3	SLIP 2	SLIP 1	NORTH SLIP	
-10'	1394	1475	1037	899	492	465	5762
-12'	2324	2458	2074	1799	1475	1394	11524
-14'	3253	3441	3111	2698	2458	2324	17285
-17'	4647	4916	4667	4047	3933	3718	25928

SURVEY NOTES:

- THE PROJECT HORIZONTAL DATUM IS THE NEW JERSEY STATE PLANE COORDINATE SYSTEM NAD 1983.
- UPLAND TOPOGRAPHIC VERTICAL DATUM IS NADV88, BASED ON SIMULTANEOUS STATIC GPS OBSERVATIONS BY MATRIX NEW WORLD ON 12-07-2022.
- HYDROGRAPHIC VERTICAL DATUM IS MEAN LOW WATER (MLW) BASED ON RTN GNSS OBSERVATIONS CONNECTED TO THE LEICA SMARTNET CONTINUOUSLY OPERATING REFERENCE STATIONS.
- TIDAL ELEVATION REFERENCE TO NATIONAL GEODETIC TIDAL BENCH MARK: "851-8750 TIDAL 7" (POINT IDENTIFICATION NUMBER AB6736) ELEVATION = 11.88 FEET, (NAVD 1988).
- BATHYMETRIC SURVEY DATA SHOWN ON THIS MAP WAS COLLECTED USING MULTI-BEAM SONAR METHOD, IN ACCORDANCE WITH US ARMY CORPS OF ENGINEERS HYDROGRAPHIC SURVEY MANUAL (EM 1110 -2-1003).
- ALL SOUNDING DATA WAS CORRECTED FOR TIDE AND WATER-BODY SOUND VELOCITY VARIATIONS.
- SURVEY DATA SHOWN ON THIS MAP ARE TAKEN FROM A SURVEY CONDUCTED BY MATRIX NEW WORLD, ENTITLED "TOPOGRAPHIC SURVEY FOR THE NJDOT OFFICE OF MARITIME RESOURCES" DATED __, AND REPRESENT EXISTING CONDITIONS AS OF 12/07/2022.



SCALE : 1" = 40'

TIDAL ELEVATION
(U.S. SURVEY FEET MEAN LOW WATER)

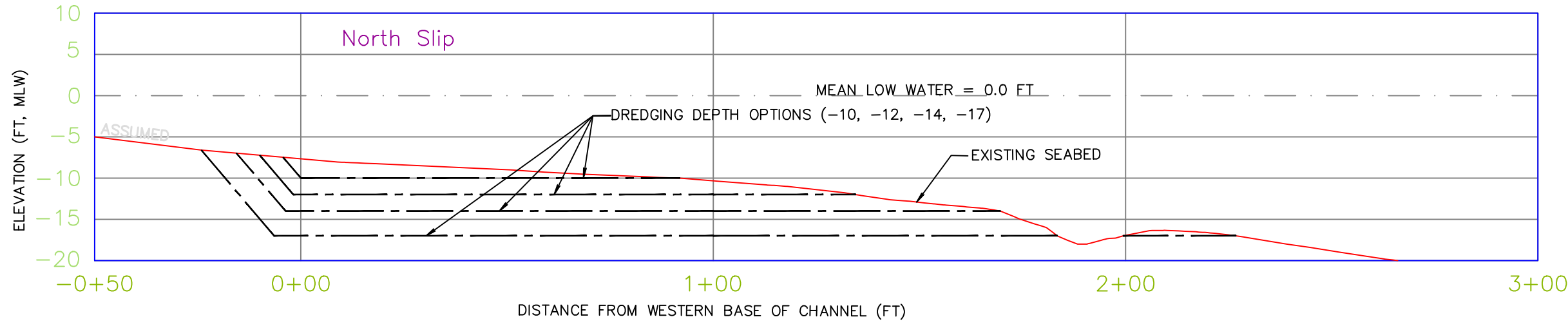
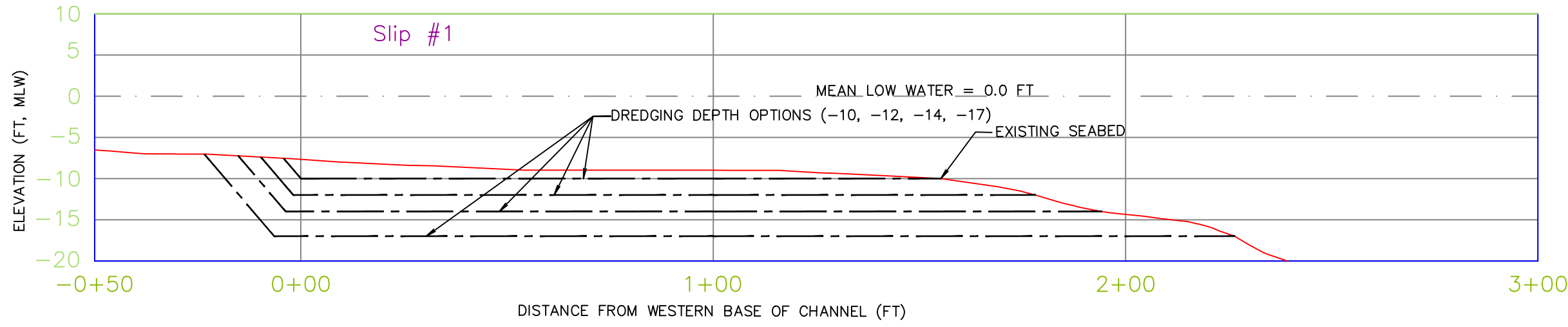
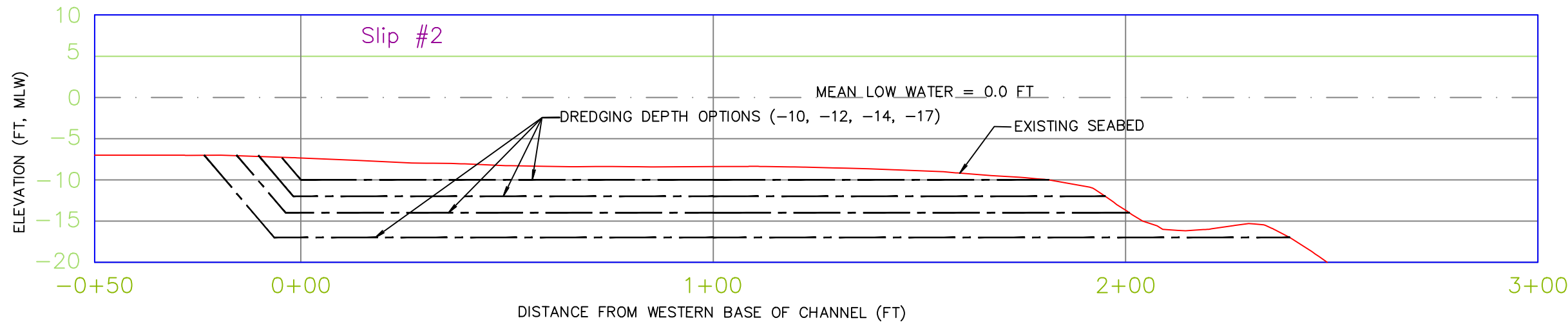
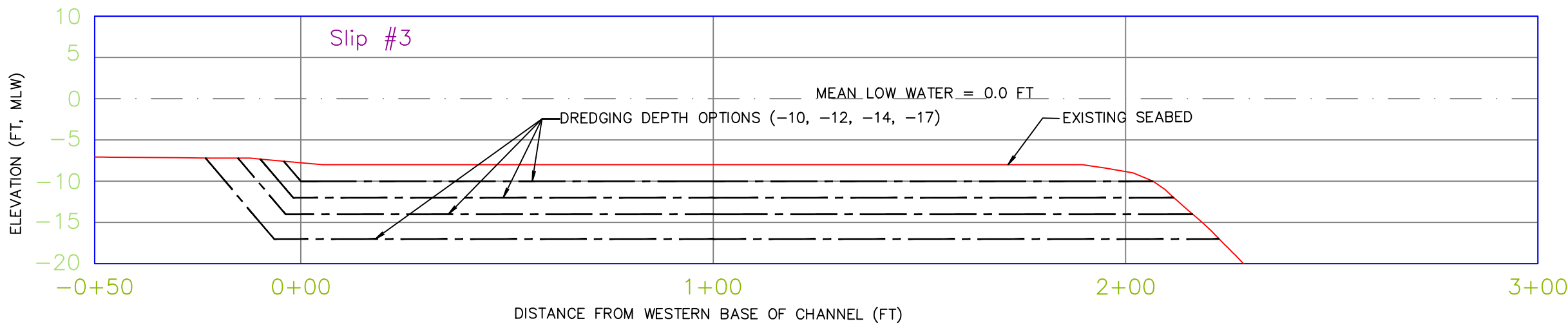
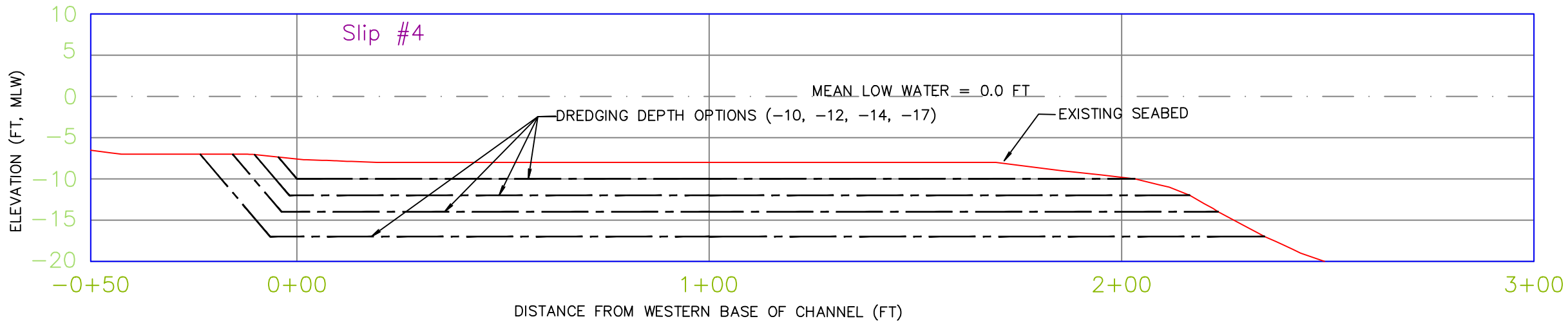
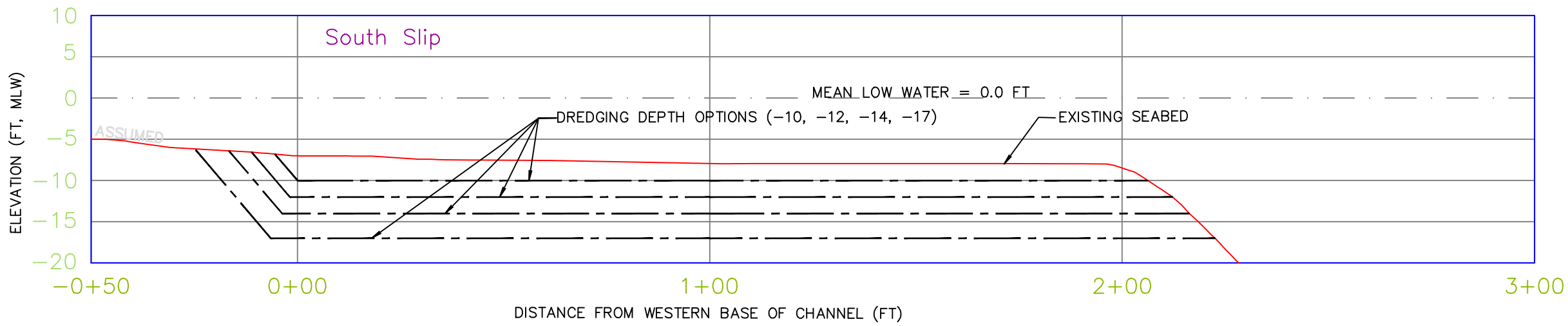
	MLW	NAVD88
MEAN HIGH HIGH WATER	4.85'	2.28'
MEAN HIGH WATER	4.53'	1.96'
NAVD 1988	2.57'	0.00'
MEAN TIDE LEVEL	2.27'	-0.30'
MEAN LOW WATER	0.00'	-2.57'
MEAN LOWER LOW WATER	-0.20'	-2.77'

TIDAL ELEVATION SHOWN BASED ON:

TIDAL DATUMS AND BEACHMARK ELEVATION SHEET "851-8750" THE BATTERY, NY (TIDAL EPOCH 1983 - 2001)

DRAWING LEGEND

- MAJOR CONTOUR
- MINOR CONTOUR



DESIGNED BY:
PRF

REVIEWED BY:
NO

RELEASED BY:
MS

DATE:
DATE

REVISIONS

PAUL CALABRESE, P.E.
NEW JERSEY PROFESSIONAL ENGINEER
LICENSE NO. 24GE04480500

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Dredge Plan

New Jersey Department of Transportation
Office of Maritime Resources
Liberty State Park Ferry Reconstruction
The City of Jersey City
Hudson County, State of New Jersey

PROJECT NUMBER: 22-1306

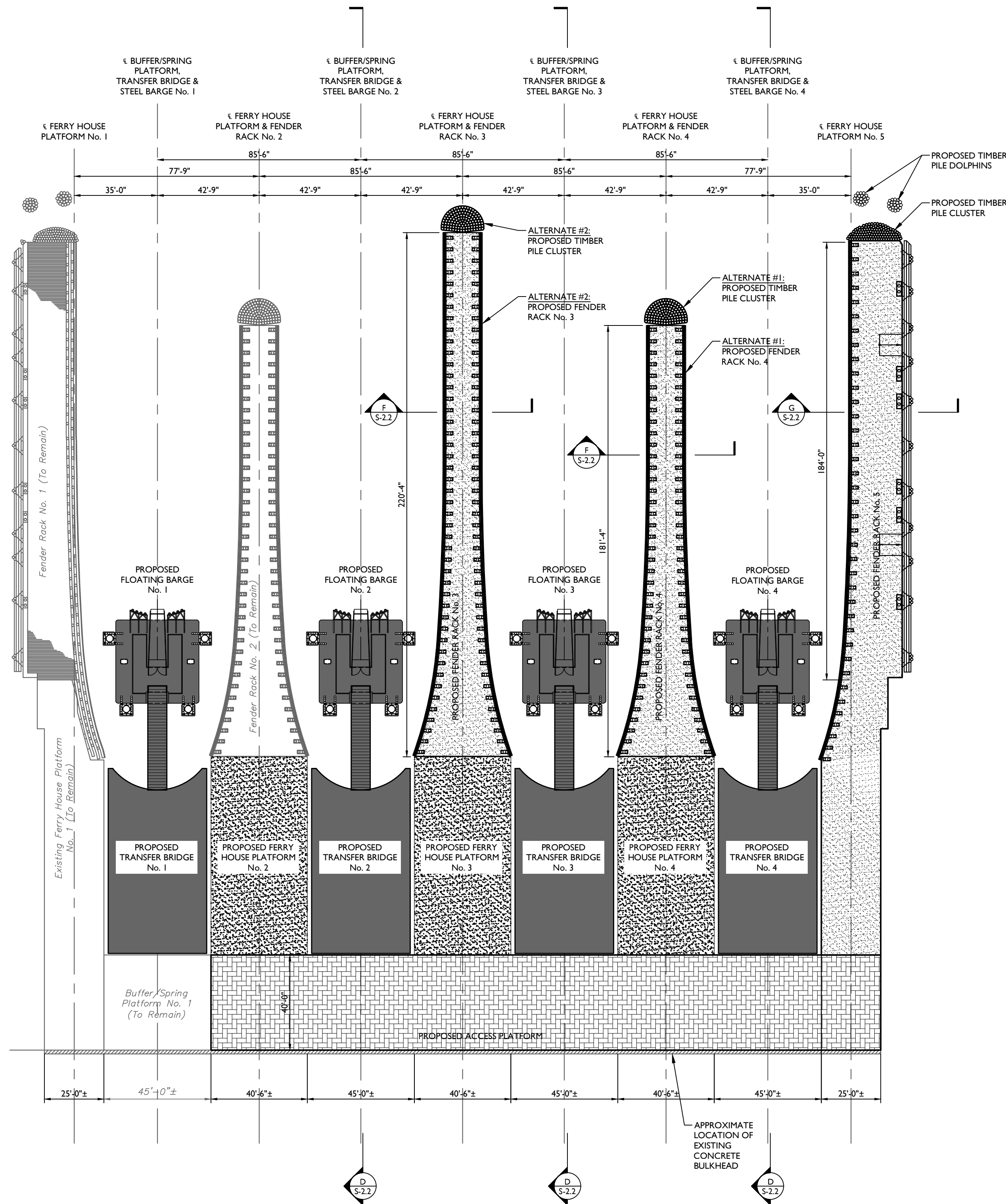
DATE: 1/13/2023

SCALE: As Noted

D-1.1

Page 5 of 18

Use Per Ferry Slip02.Dwg (2024)05.1.KPFF6, CIVIL/STRUCTURAL.dwg (05/10/2024) By: RICKT



- NOTES:**
1. CONTRACTOR MUST VERIFY ALL DIMENSIONS IN FIELD PRIOR TO SHOP DRAWINGS, FABRICATION, AND INSTALLATION.
 2. ALL DIMENSIONS SHOWN ARE APPROXIMATED BASED ON THE EXISTING CONDITIONS DEVELOPED FROM THE FIELD SURVEY AND FROM ORIGINAL CONSTRUCTION DRAWINGS. DIMENSIONS SHALL ALL BE FIELD VERIFIED AND ADJUSTED AS REQUIRED TO PROVIDE THE INTENDED LAYOUT AS SHOWN ON THE DRAWINGS. ALL CONSTRUCTION SHALL MEET EXISTING ADJACENT FEATURES AND GRADES AS CLOSELY AS POSSIBLE TO CREATE A SEAMLESS TRANSITION FROM EXISTING CONDITIONS TO PROPOSED CONDITIONS.

OVERALL STRUCTURAL PLAN
SCALE: 1/4" = 1'-0"

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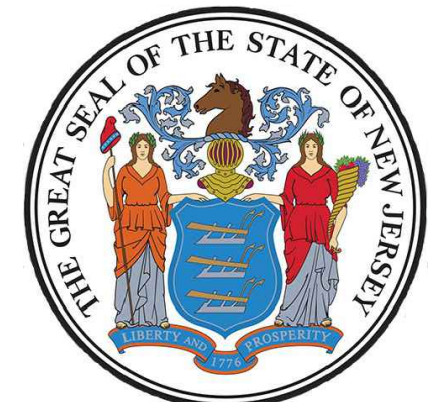


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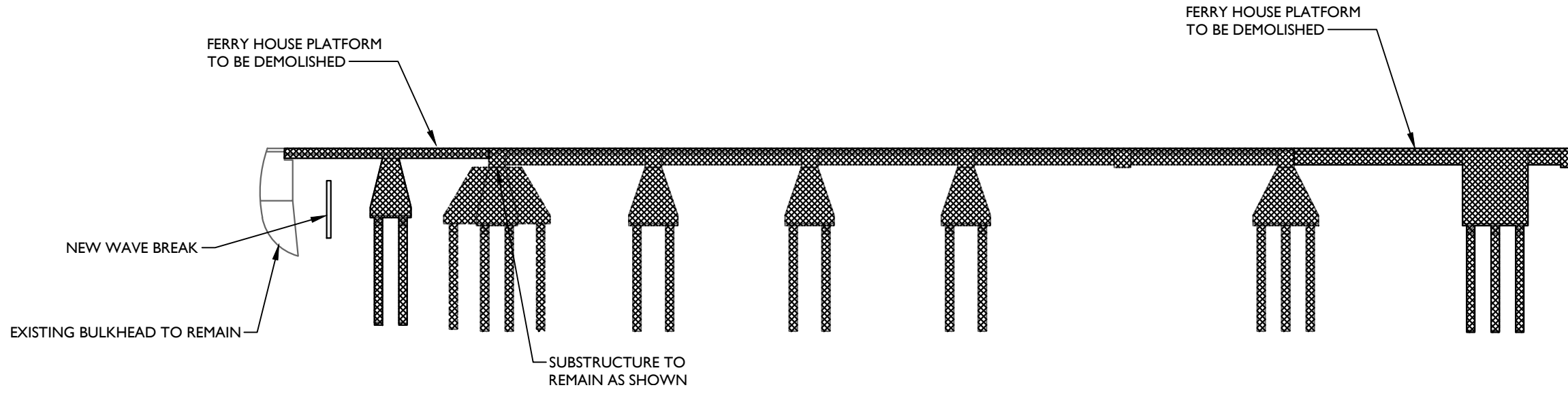


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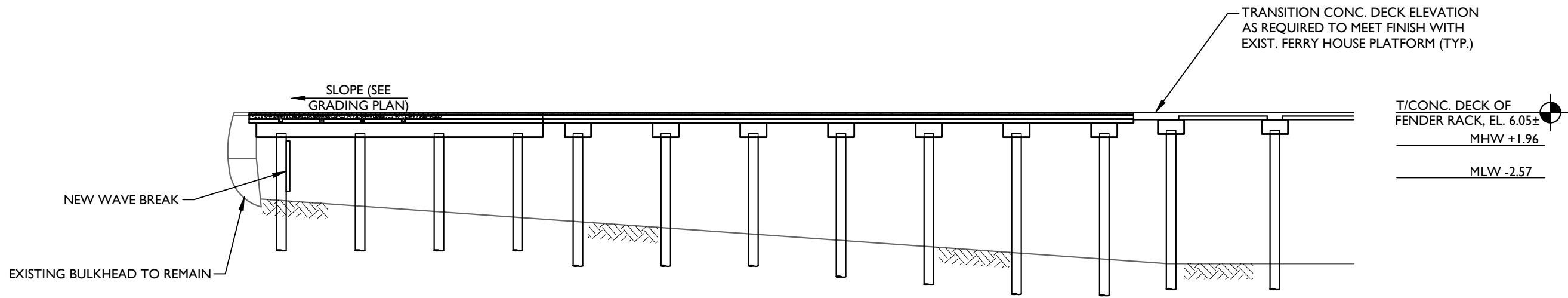
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PROJECT NUMBER: 10032300225 DRAWING NAME: S-2.1-KPFF-S_OVRL-STRUC

SHEET TITLE
OVERALL STRUCTURAL
PLAN

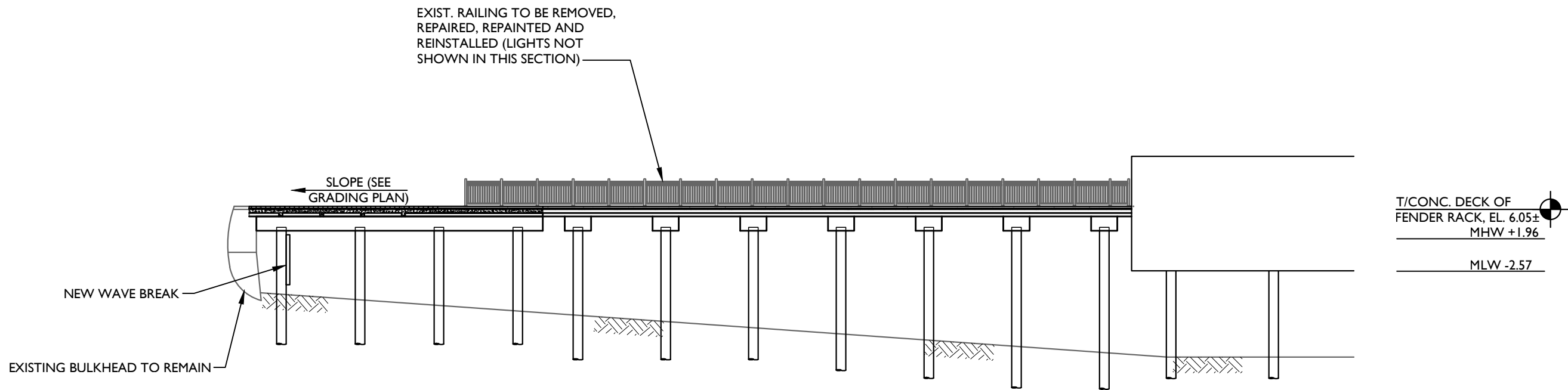
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S-2.1



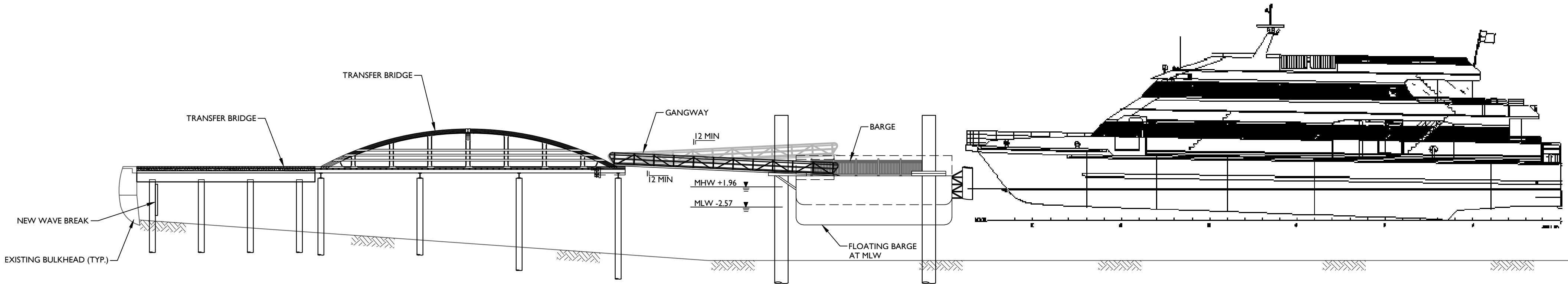
A FERRY HOUSE PLATFORM DEMOLITION SECTION
SCALE: 1/16" = 1'-0"



B FENDER RACK PIER PROPOSED CROSS SECTION
SCALE: 1/16" = 1'-0"



C FENDER RACK PIER PROPOSED ELEVATION
SCALE: 1/16" = 1'-0"



D LOADING PLATFORM/TRANSFER BRIDGE PROPOSED CROSS SECTION
SCALE: 1/16" = 1'-0"

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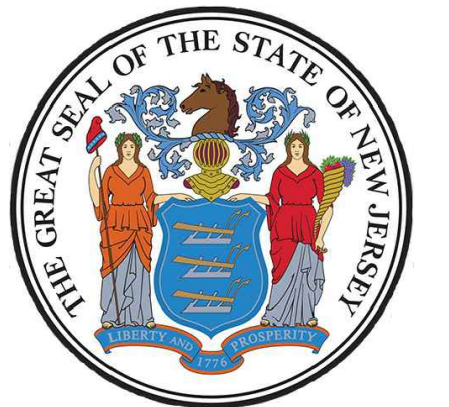


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RECONSTRUCTION



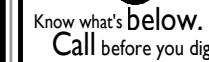
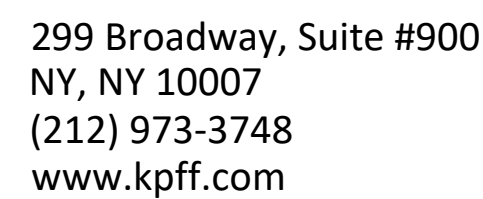
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PROJECT NUMBER: 10032300325 DRAWING NAME: S-2.2-KPFF-S_OVERALL-ELEVS

SHEET TITLE
OVERALL SECTIONS AND
ELEVATIONS

SHEET NUMBER:
S-2.2

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LIBERTY STATE PARK
FERRY SLIP
RECONSTRUCTION

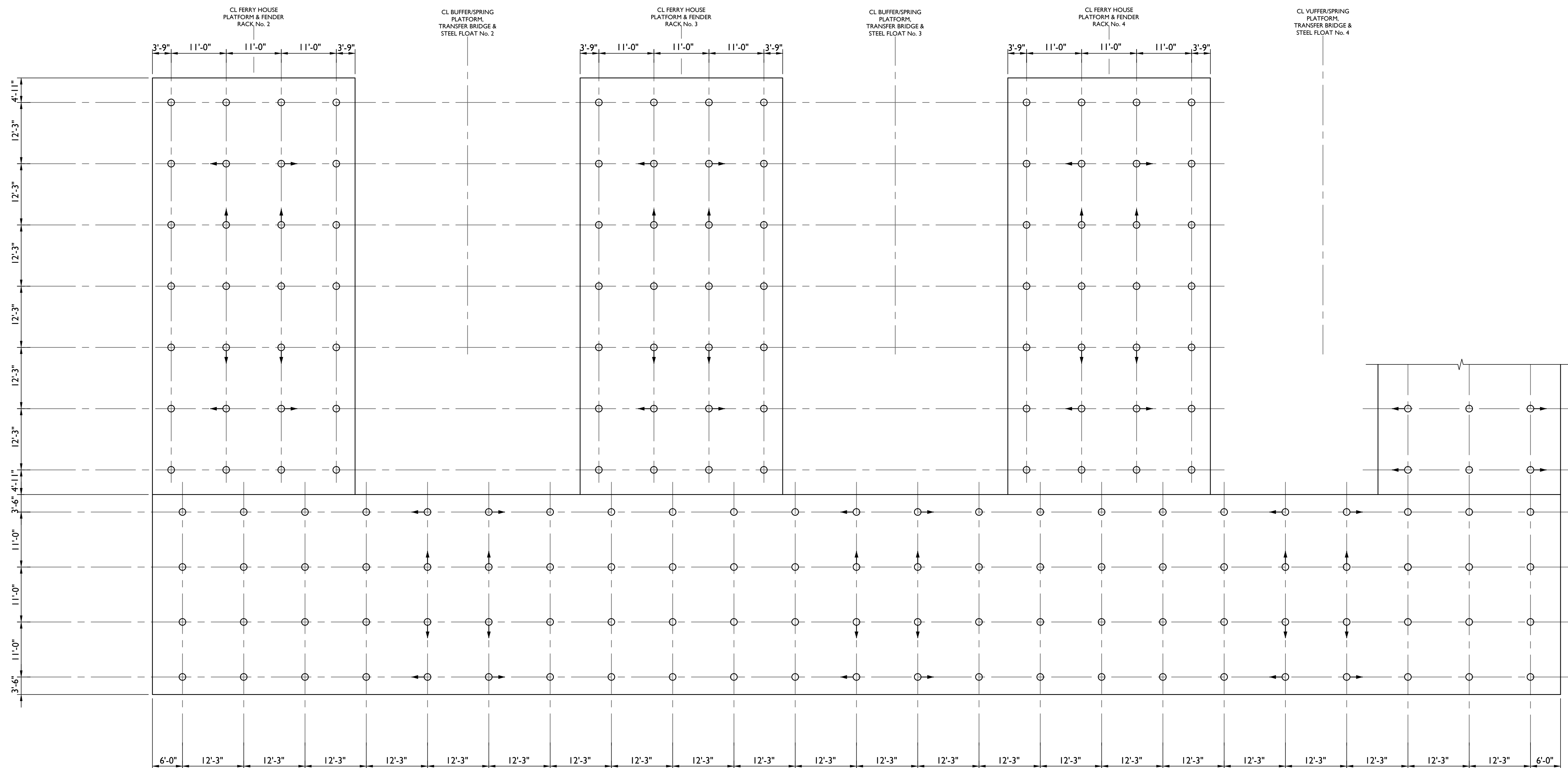
SCALE: AS SHOWN	DATE: 03/01/2024	DRAWN BY: RRT	CHECKED BY: SK
PROJECT NUMBER: 10032300325		DRAWING NAME: S-3.1-KPFF S-ACCESS-PILE-PLAN	

SHEET TITLE:

ACCESS PLATFORM
PILE PLANS

SHEET NUMBER:

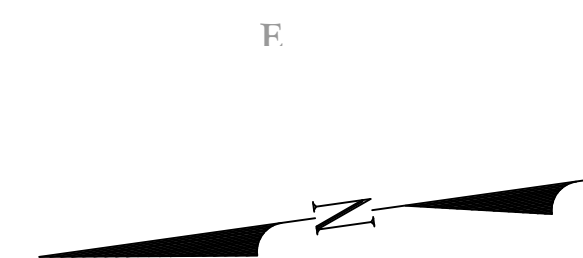
S-3.1



1. CONTRACTOR MUST VERIFY ALL DIMENSIONS IN FIELD PRIOR TO SHOP DRAWINGS, FABRICATION, AND INSTALLATION.
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ACCESS AND FERRY HOUSE PLATFORM
PILE PLAN
SCALE: $\frac{3}{8}$ " = 1'-0"

PILE SCHEDULE - ACCESS PLATFORM								
PILE BENT NO.	PILE TYPE	CUTOFF ELEVATION (FT.) COLUMN No.					QUANTITY	WORKING LOAD (TONS)
		51	52	53	54	55		
(A) TO (Z)	STEEL PIPE 16"Ø x0.5 WT ASTM A252 GRADE 2	3.19	3.33	3.47	3.53	3.67	83	40



LEGEND

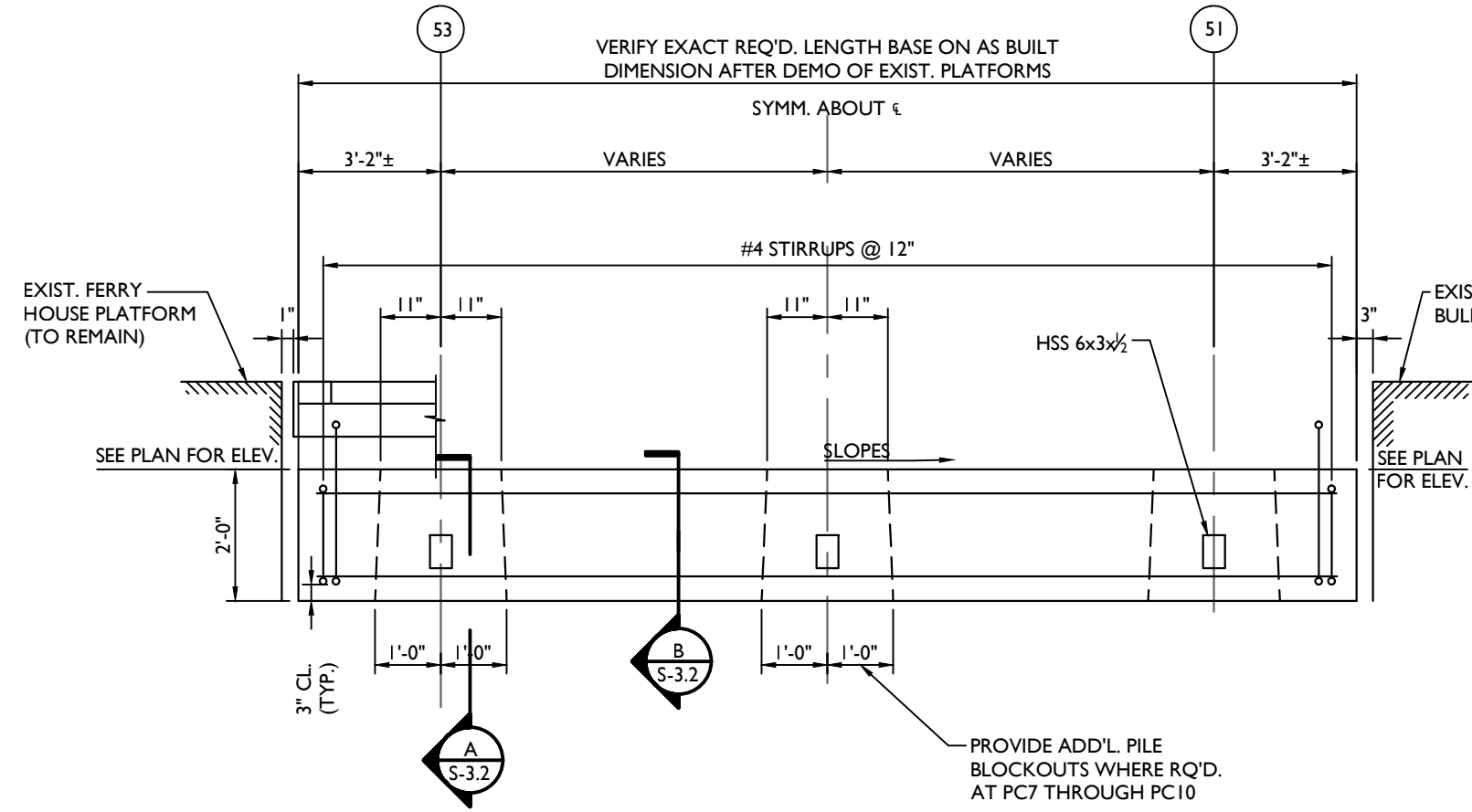
16"Ø STEEL PILE - VERTICAL

16"Ø STEEL PILE - 1:12 BATTER WITH STEEL FINS

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03/11/2024 USACE File Number: NAN-2024-00421

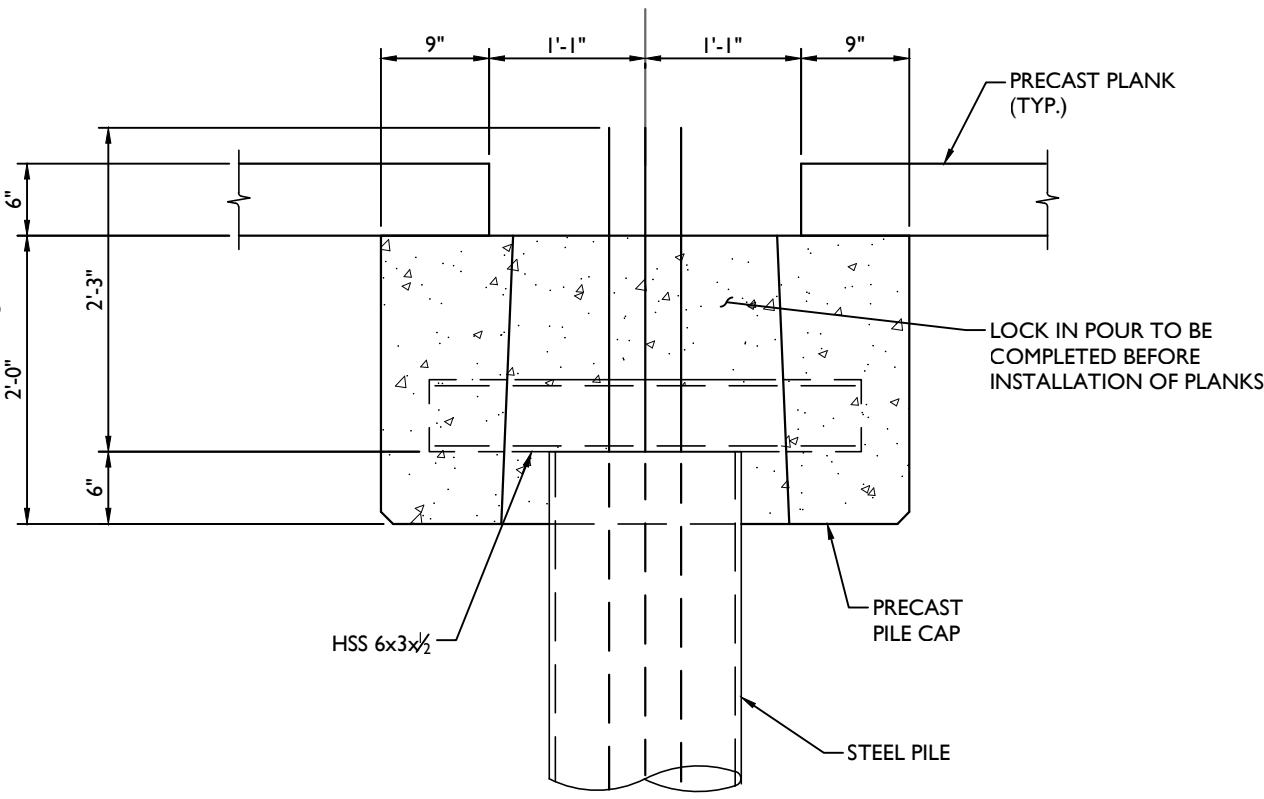
Use Per. Engr. Stamp. Drawn ©2024/03/11 KPF S-ACCESS-FRAME-PLAN.dwg (Issued) By: RICKT



TYPICAL PILE CAP AT ACCESS PLATFORM

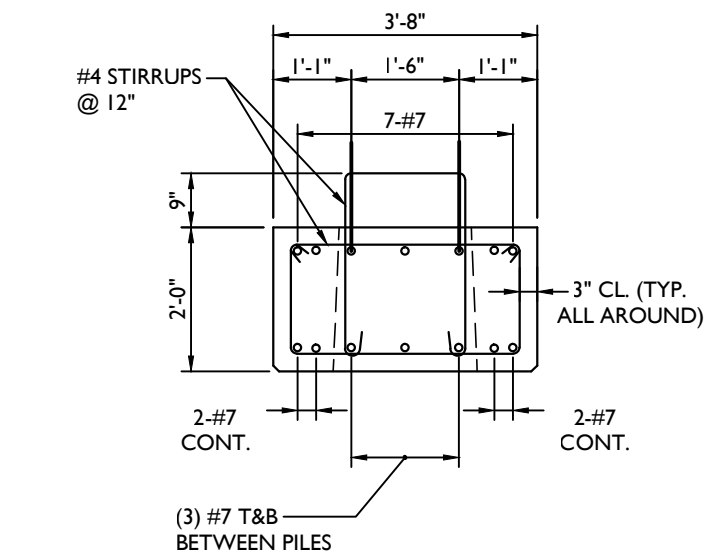
SCALE: 3/8" = 1'-0"

NOTE:
1. GIRDERS SHOWN @ FERRY HOUSE PLATFORM. GIRDER @ TRANSFER BRIDGE SIMILAR (SEE PLAN).



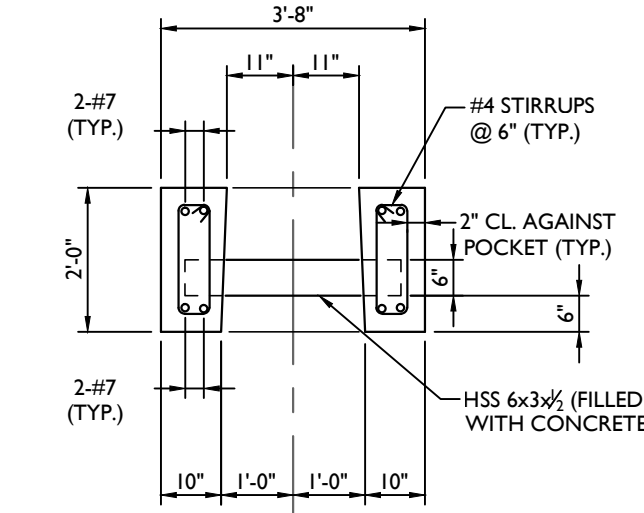
PILE CAP CROSS SECTION

SCALE: 3/4" = 1'-0"



PILE CAP CROSS SECTION

SCALE: 3/8" = 1'-0"



PILE CAP CROSS SECTION

SCALE: 3/8" = 1'-0"

PILE CAP SCHEDULE		
PILE CAP	LENGTH	QUANTITY
PCS0	25'-4"	9
PCS1	39'-4"	14

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LIBERTY STATE PARK
FERRY SLIP
RECONSTRUCTION

THE GREAT SEAL OF THE STATE OF NEW JERSEY

JERSEY CITY
HUDSON COUNTY
NEW JERSEY

SCALE: AS SHOWN	DATE: 03/01/2024	DRAWN BY: RRT	CHECKED BY: SK
PROJECT NUMBER: 10032300325	DRAWING NAME: S-3.2-KPFF_S-ACCESS-FRAME-PLAN		

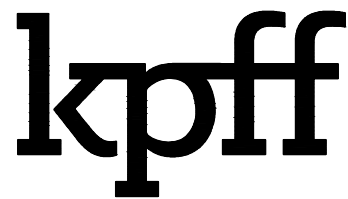
SHEET TITLE:
ACCESS PLATFORM
FRAMING PLANS

SHEET NUMBER:
S-3.2

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ACCESS AND FERRY HOUSE PLATFORM
FRAMING PLAN

SCALE: 3/8" = 1'-0"



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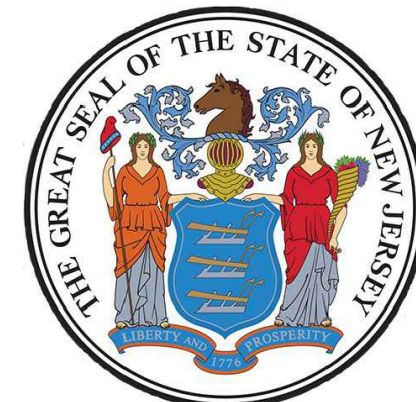


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SCALE: AS SHOWN	DATE: 03/01/2024	DRAWN BY: RRT	CHECKED BY: SK
PROJECT NUMBER: 10032300325	DRAWING NAME: S-3.3-KPFF_S-ACCESS-DECK-PLAN		

SHEET TITLE:
**ACCESS PLATFORM
DECK PLANS**

SHEET NUMBER:
S-3.3

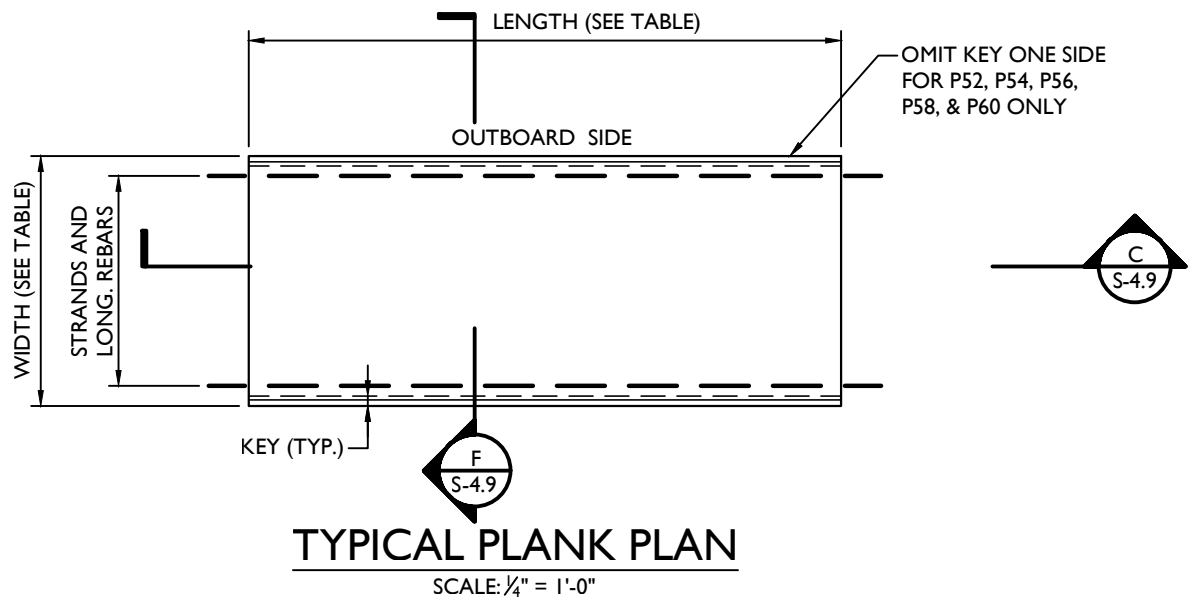
PLANK SCHEDULE - ACCESS PLATFORM			
PLANK	WIDTH	LENGTH	QUANTITY
P51	5'-8 5/8"	10'-1"	XX
P52	5'-9 3/8"	10'-1"	XX

* DIMENSIONS SHOWN ARE ACTUAL WIDTHS.

NOTE: PRIOR TO INSTALLING
PRESTRESSED PLANKS,
PLACE A THIN LAYER OR
OF GROUT @ BEARING
SURFACES ON PILE CAPS
TO ASSURE UNIFORM
BEARING OF THE PLANKS.



W



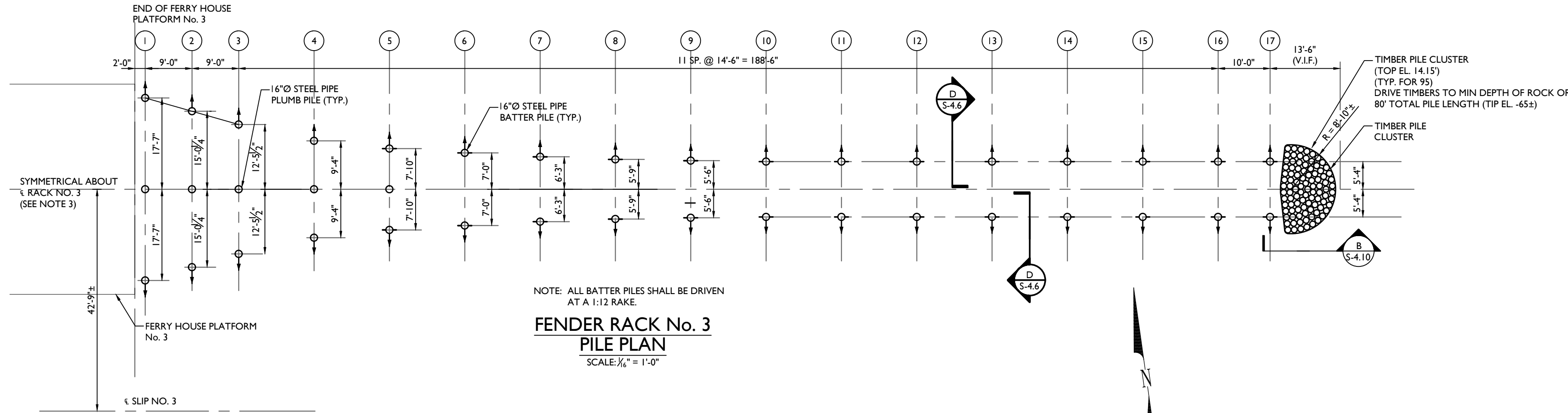
**ACCESS AND FERRY HOUSE PLATFORM
PRE-CAST PLANK PLAN**

SCALE: 1/8" = 1'-0"

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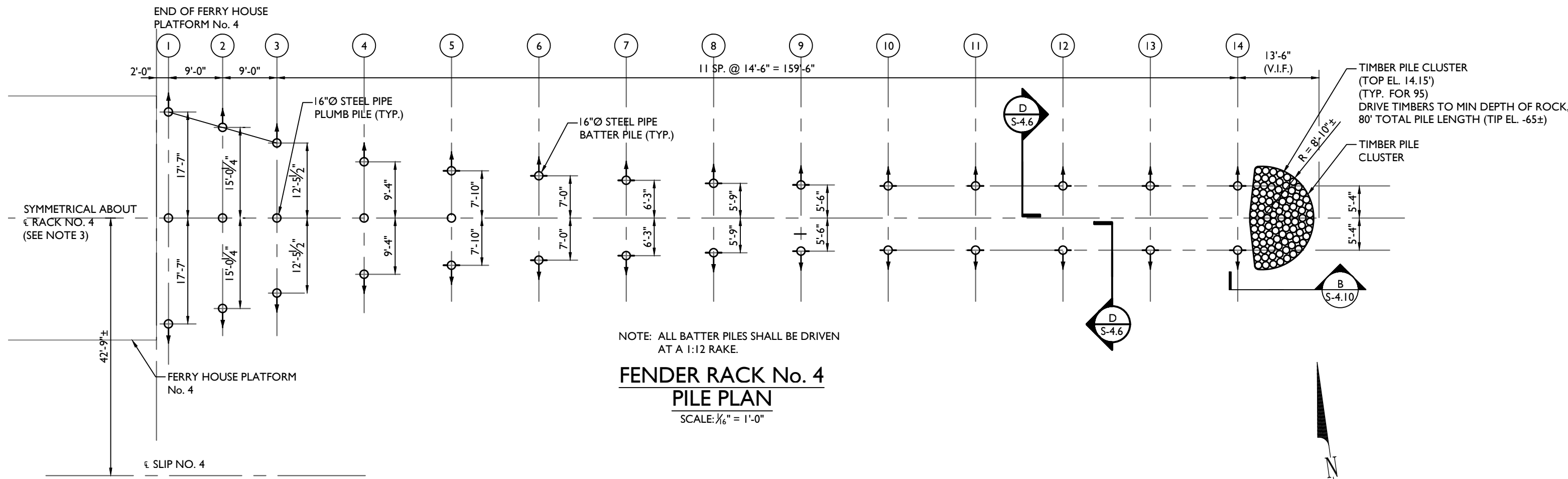
NOTES:

1. CONTRACTOR MUST VERIFY ALL DIMENSIONS IN FIELD PRIOR TO SHOP DRAWINGS, FABRICATION, AND INSTALLATION.
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3. INTENT IS FOR FENDER RACKS TO BE ALIGNED WITH THE CENTERLINE OF THE EXIST. FERRY HOUSE PLATFORMS.

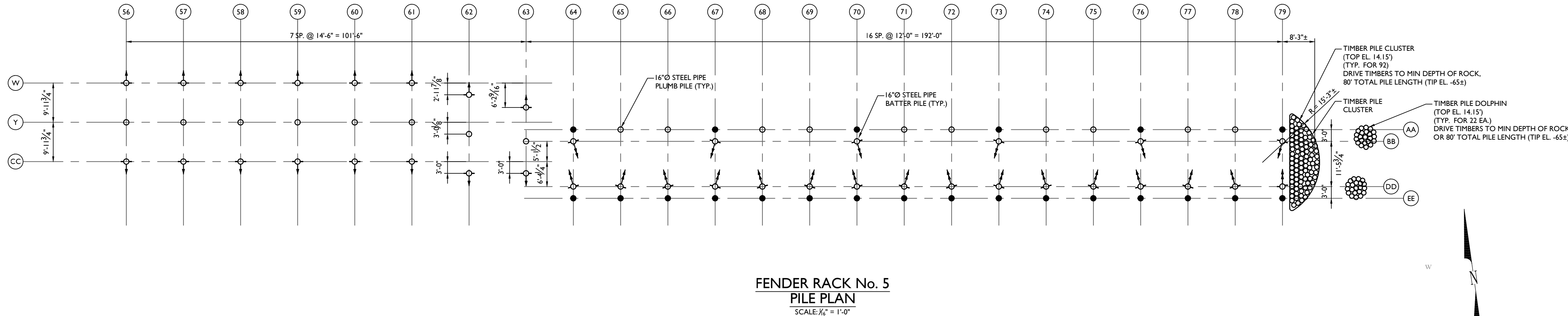


DO NOT USE THE CAD VERSION OF THIS DRAWING FOR PILE LAYOUT. CONTRACTOR SHALL VERIFY ACTUAL LAYOUT BASED ON AS BUILT'S AND DIMENSIONS SHOWN.

PILE SCHEDULE - FENDER RACKS					
	PILE BENT NO.	PILE TYPE	CUTOFF ELEVATION (FT.)	QUANTITY	WORKING LOAD (TONS)
ALTERNATE No. 2	(1) TO (17) RACK NO. 3	STEEL PIPE 16" O.D. x 0.5 WT ASTM A252 GRADE 2	3.55'	39	40
ALTERNATE No. 1	(1) TO (14) RACK NO. 4	STEEL PIPE 16" O.D. x 0.5 WT ASTM A252 GRADE 2	3.55'	33	40
BASE BID	(56) TO (63) RACK NO. 5	STEEL PIPE 16" O.D. x 0.5 WT ASTM A252 GRADE 2	4.00'	24	40
BASE BID	(64) TO (79) RACK NO. 5	STEEL PIPE 16" O.D. x 0.5 WT ASTM A252 GRADE 2	3.50'	54	40



LEGEND	
O	16" O.D. STEEL PILE - VERTICAL
⬆	16" O.D. STEEL PILE - 1:12 BATTER WITH STEEL FINS
⬆	16" O.D. STEEL PILE - 1:2.6 BATTER WITH STEEL FINS
●	16" O.D. STEEL PILE - VERTICAL WITH ROCK ANCHOR



NOTE: ALL PILE LOCATION DIMENSIONS ARE BASED ON THE WORKING POINT AS SHOWN IN APPLICABLE CROSS SECTIONS.

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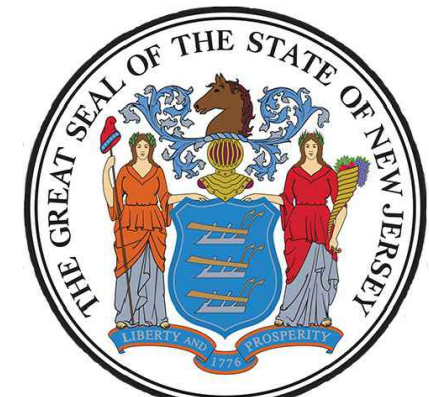


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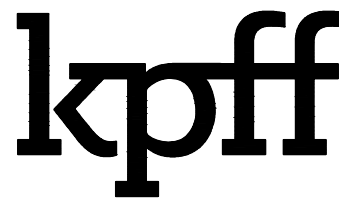


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SCALE: AS SHOWN	DATE: 03/01/2024	DRAWN BY: RRT	CHECKED BY: SK
PROJECT NUMBER: 10032300325	DRAWING NAME: S-4.1-KPFF_S-FENDER-PILE-PLAN		

SHEET TITLE:
FENDER RACK
PILE PLANS

SHEET NUMBER:
S-4.1



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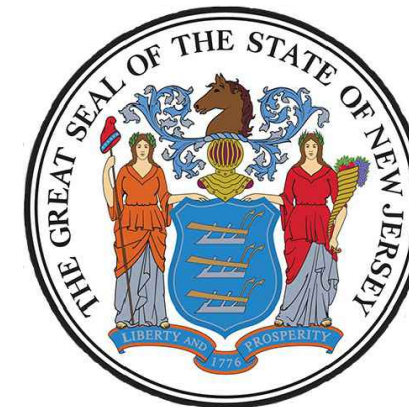


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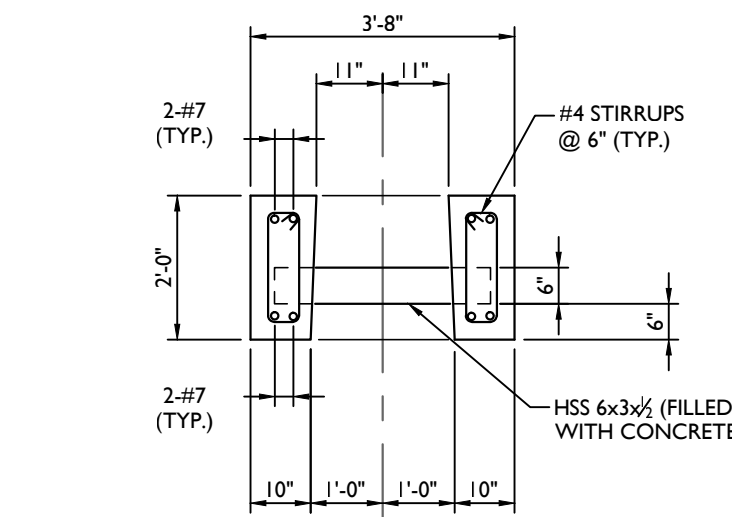


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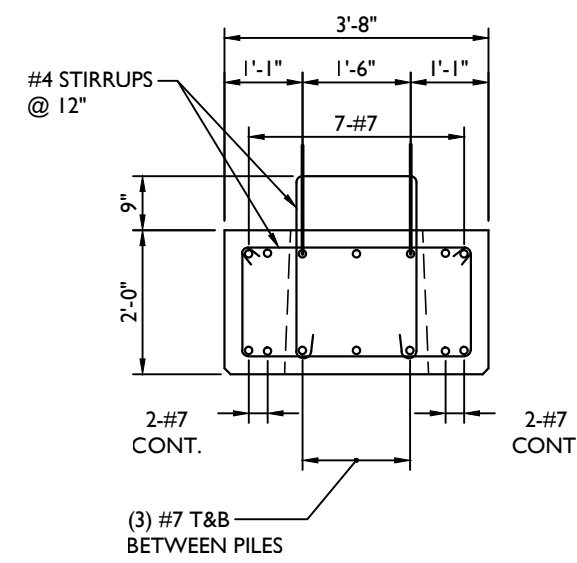
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DATE: 03/01/2024
DRAWN BY: RRT
CHECKED BY: SK
PROJECT NUMBER: 10032300225
DRAWING NAME: S-4.2-KPFF_S-FENDER-RACKS-3&4-FRAM

SHEET TITLE
FENDER RACKS NO. 3&4
FRAMING PLANS

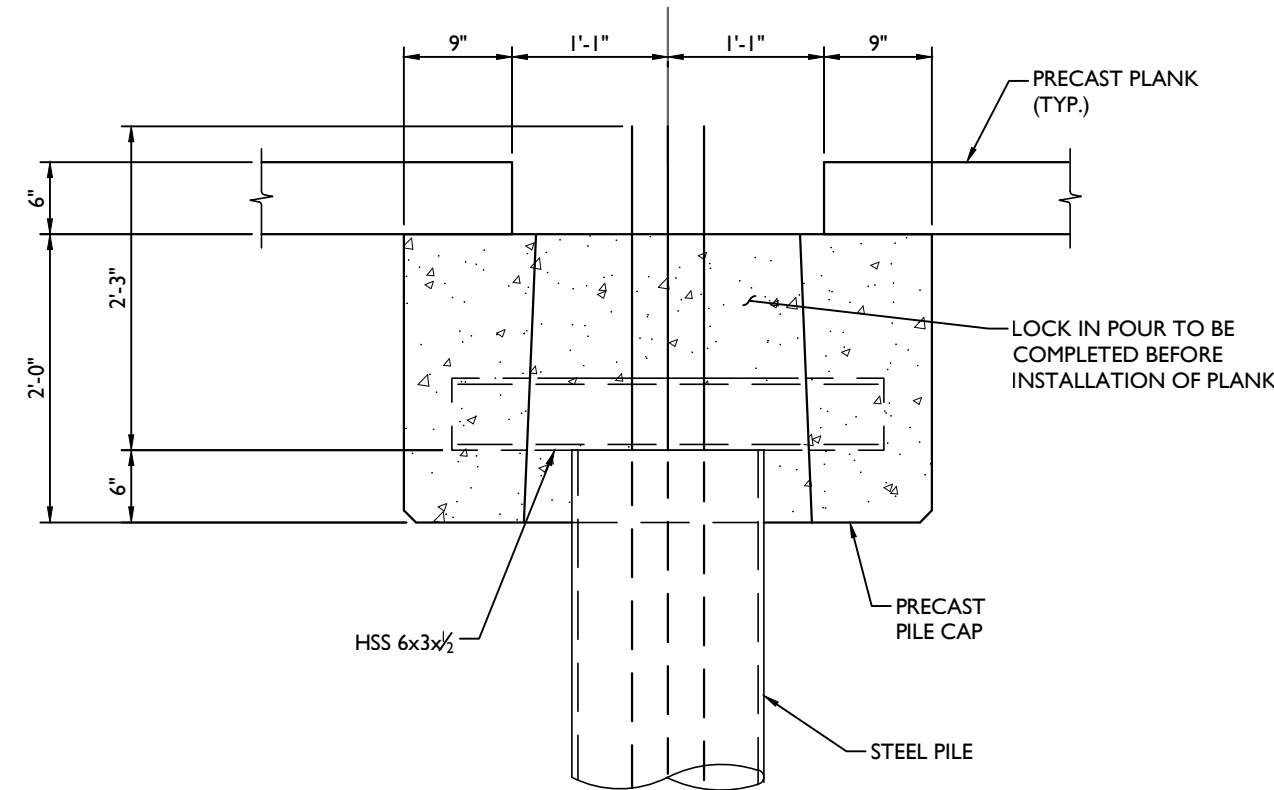
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S-4.2



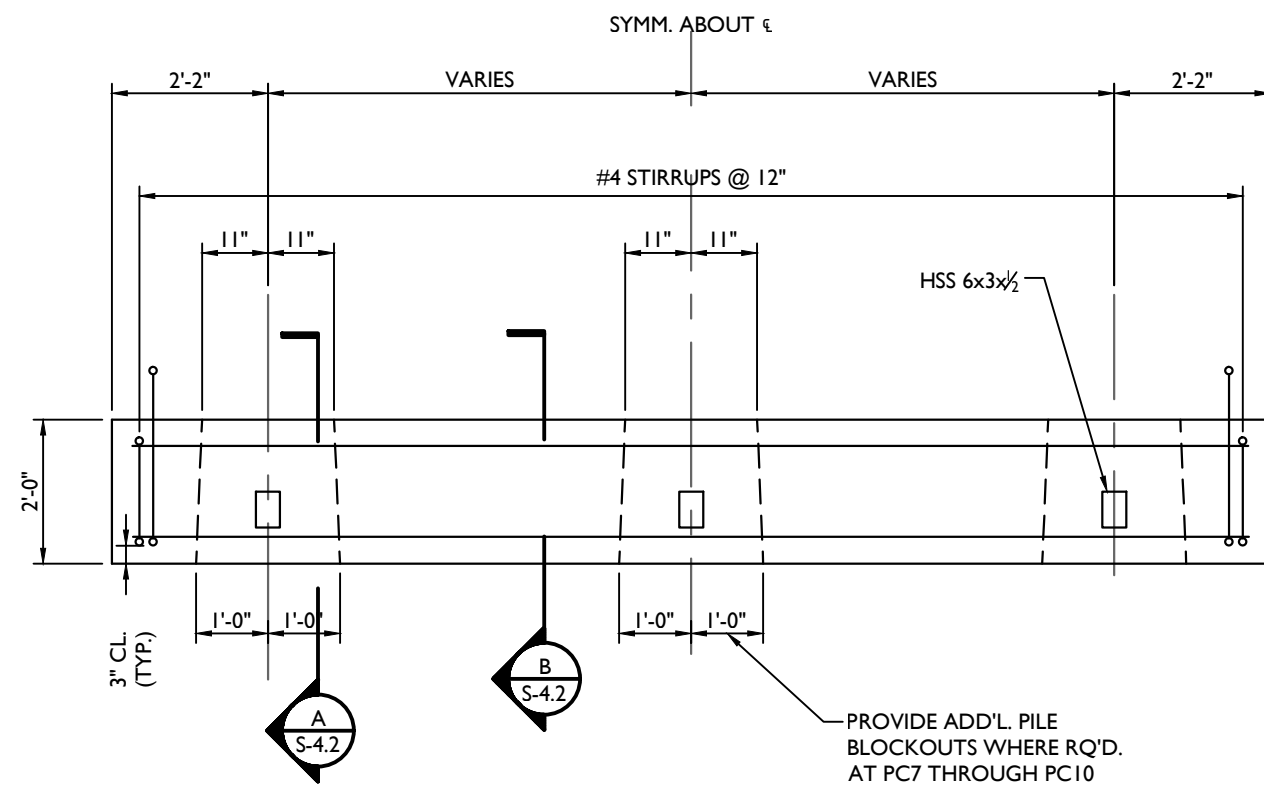
PILE CAP
CROSS SECTION
SCALE: 3/8" = 1'-0"



PILE CAP
CROSS SECTION
SCALE: 3/8" = 1'-0"



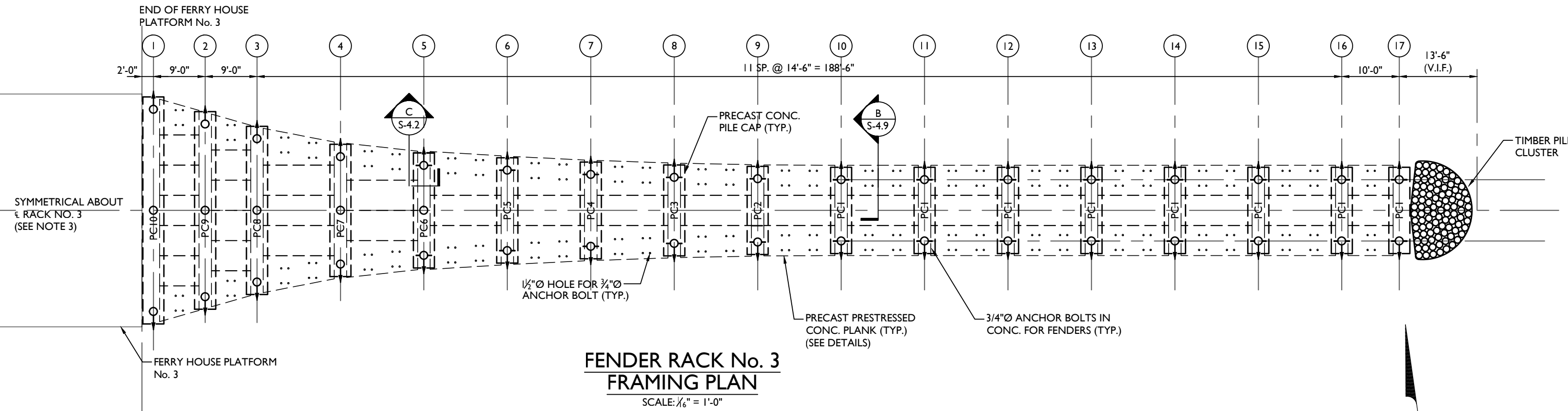
PILE CAP
CROSS SECTION
SCALE: 3/4" = 1'-0"



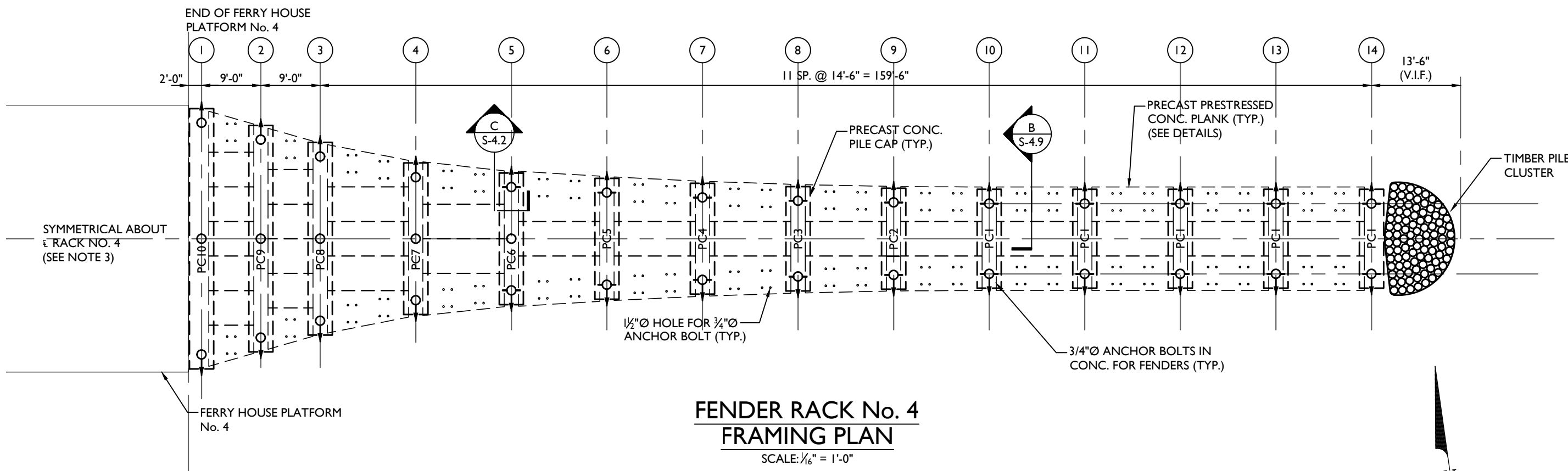
TYPICAL PILE CAP
SCALE: 3/8" = 1'-0"

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PILE CAP SCHEDULE-RACK No. 3		
PILE CAP	LENGTH	QUANTITY
PC1	15'-0"	8
PC2	15'-4"	1
PC3	15'-10"	1
PC4	16'-10"	1
PC5	18'-4"	1
PC6	20'-0"	1
PC7	23'-0"	1
PC8	29'-3"	1
PC9	34'-4 1/2"	1
PC10	39'-6"	1



PILE CAP SCHEDULE-RACK No. 4		
PILE CAP	LENGTH	QUANTITY
PC1	15'-0"	5
PC2	15'-4"	1
PC3	15'-10"	1
PC4	16'-10"	1
PC5	18'-4"	1
PC6	20'-0"	1
PC7	23'-0"	1
PC8	29'-3"	1
PC9	34'-4 1/2"	1
PC10	39'-6"	1



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PILE CAP SCHEDULE		
PILE CAP	LENGTH	QUANTITY
PCS0	24'-6"	9
PCS1	38'-6"	14

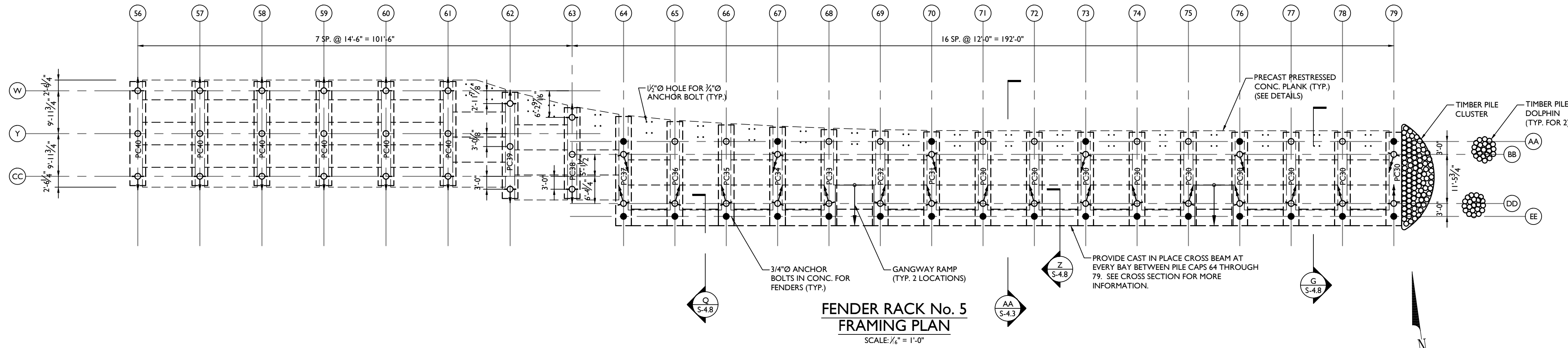
LEGEND	
○	16"Ø STEEL PILE - VERTICAL
⬆	16"Ø STEEL PILE - 1:12 BATTER WITH STEEL FINS
⬆	16"Ø STEEL PILE - 12:6 BATTER WITH STEEL FINS
●	16"Ø STEEL PILE - VERTICAL WITH ROCK ANCHOR

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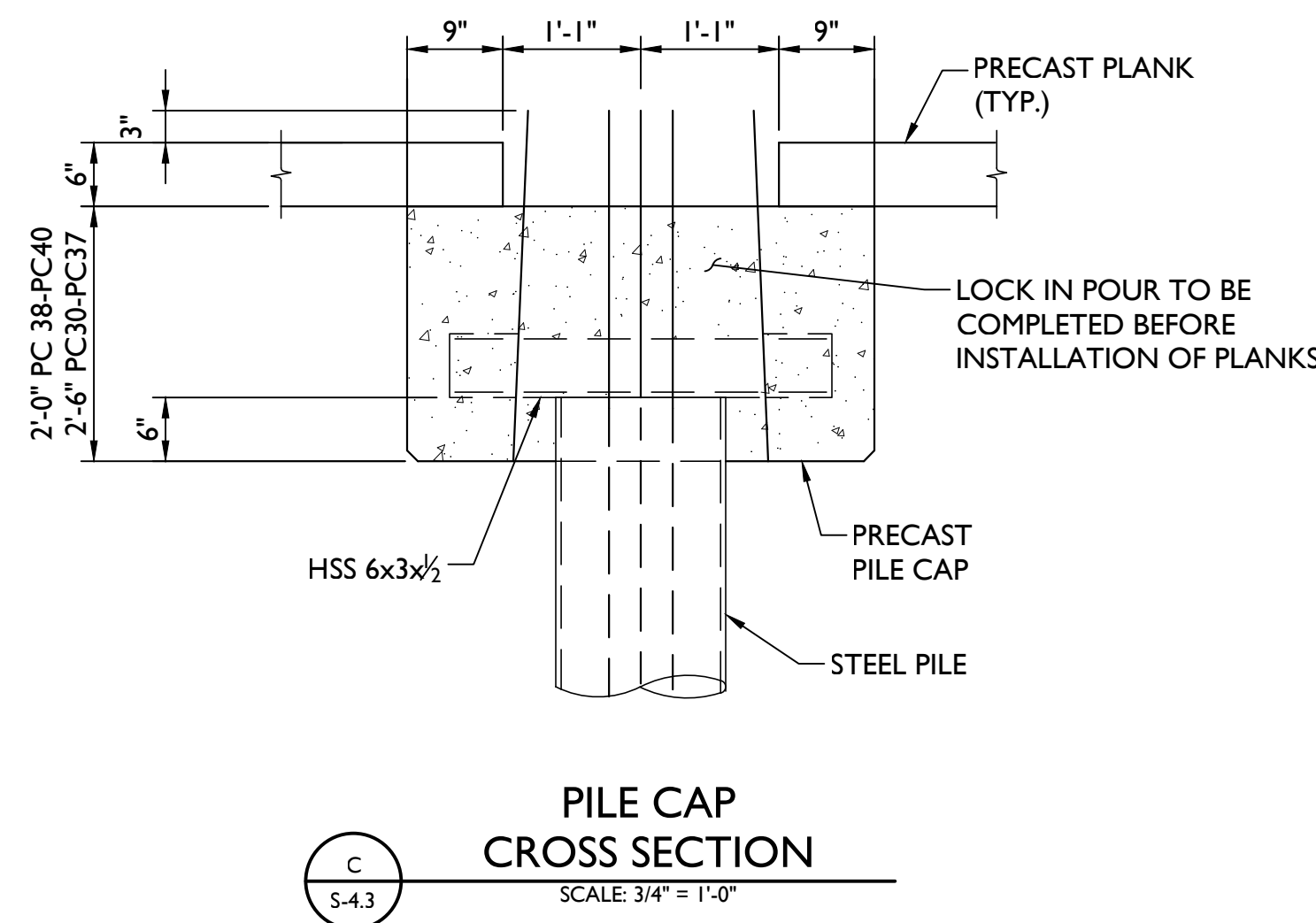
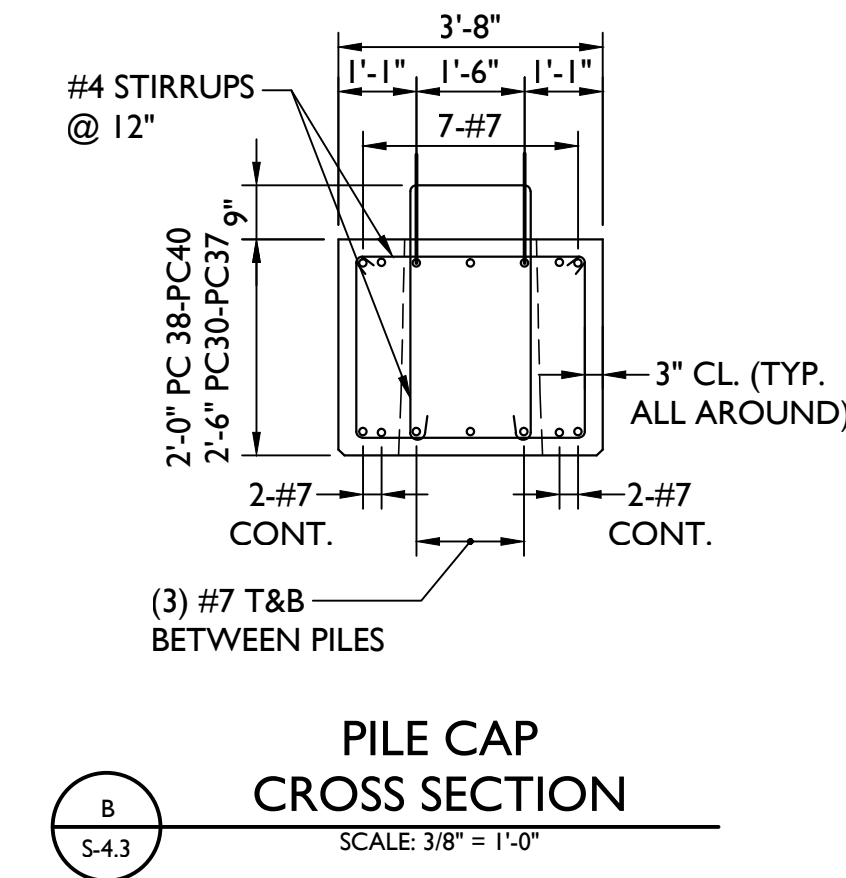
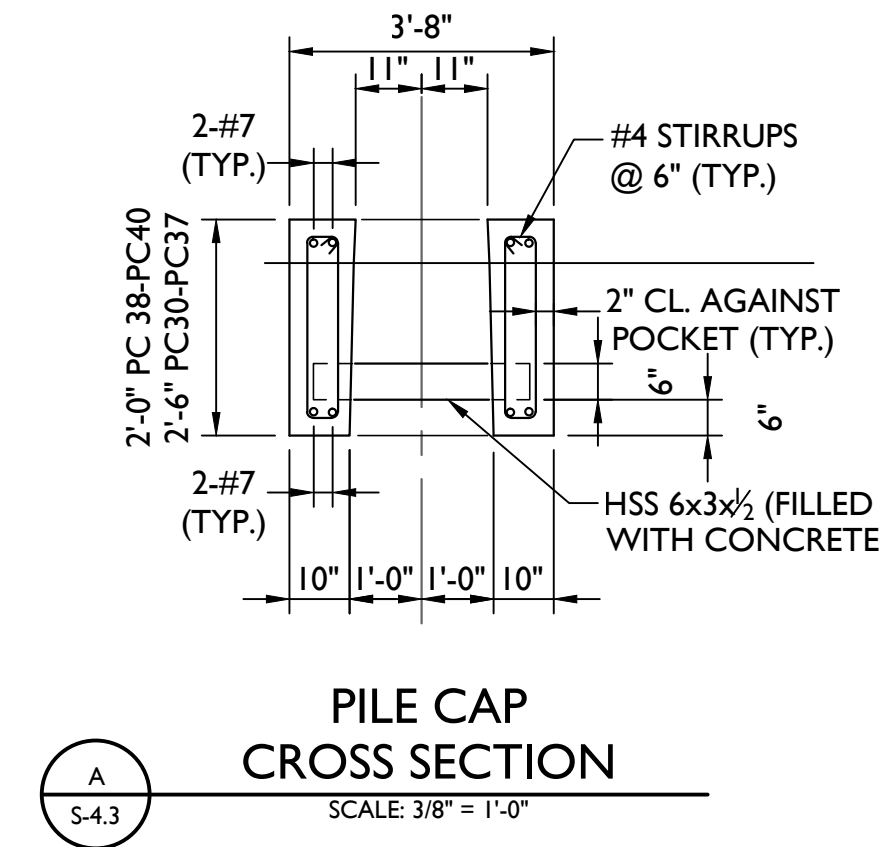
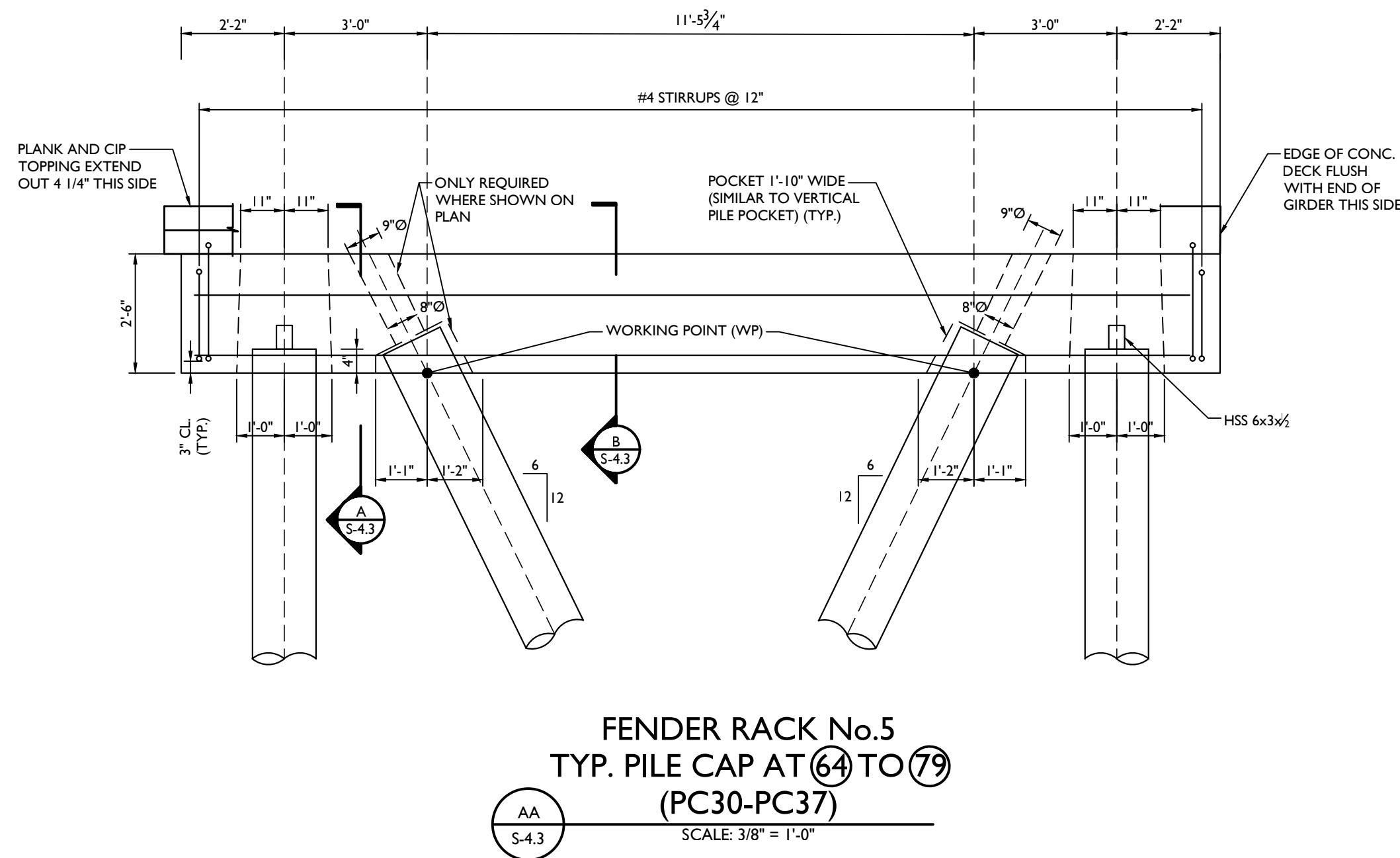
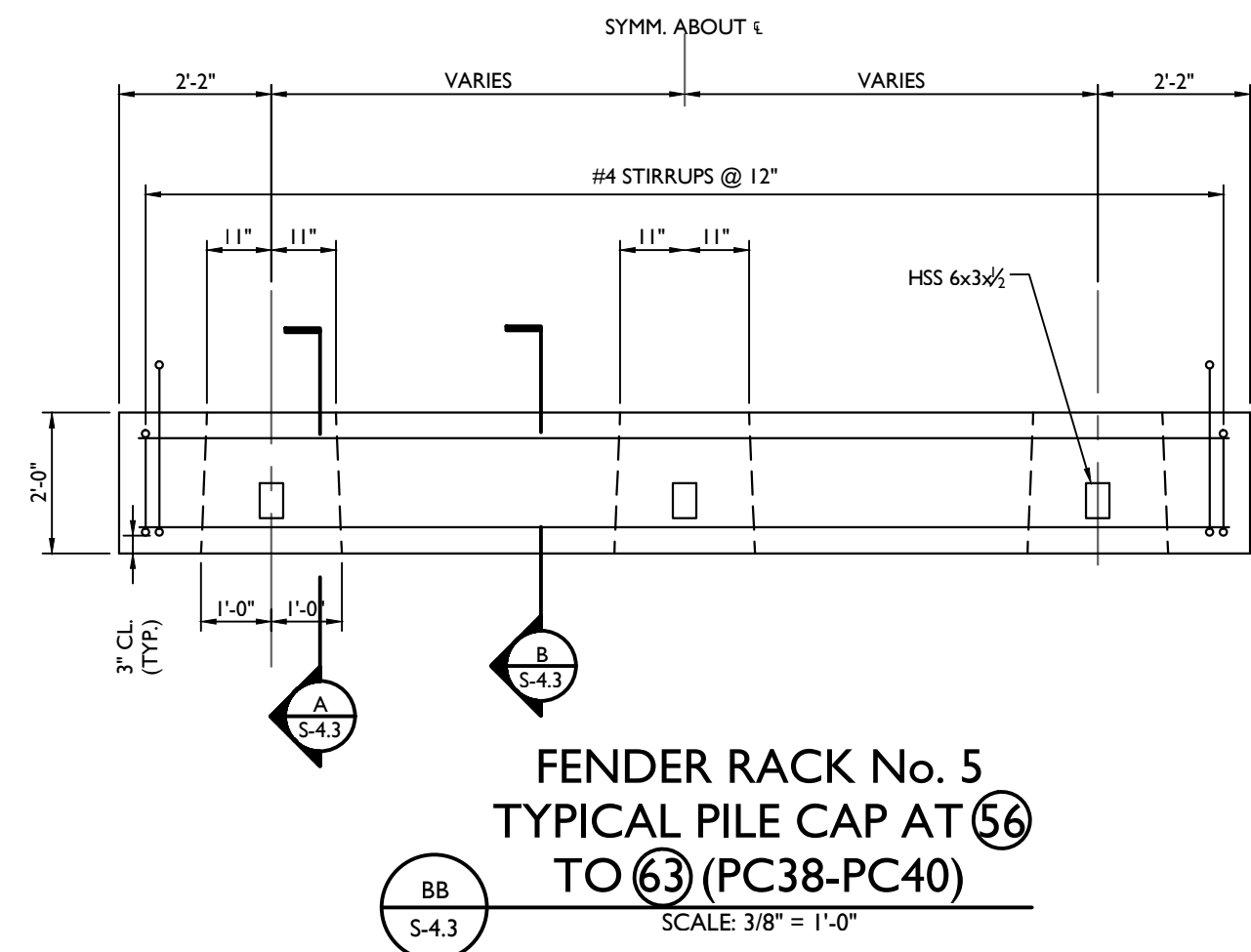


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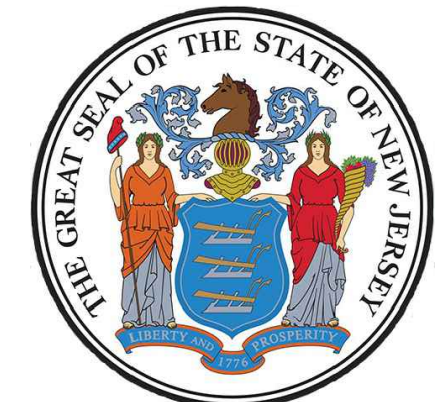
PILE CAP SCHEDULE		
PILE CAP	LENGTH	QUANTITY
PC30	21'-9 3/4"	9
PC31	21'-10 5/8"	1
PC32	22'-1"	1
PC33	22'-5 1/8"	1
PC34	22'-11 7/8"	1
PC35	23'-6 1/4"	1
PC36	24'-3 3/8"	1
PC37	25'-6"	1
PC38	21'-2 1/4"	1
PC39	24'-9 1/2"	1
PC40	24'-3 1/2"	6

LEGEND	
	16" Ø STEEL PILE - VERTICAL
	16" Ø STEEL PILE - 1:12 BATTER WITH STEEL FINS
	16" Ø STEEL PILE - 12:6 BATTER WITH STEEL FINS
	16" Ø STEEL PILE - VERTICAL WITH ROCK ANCHOR



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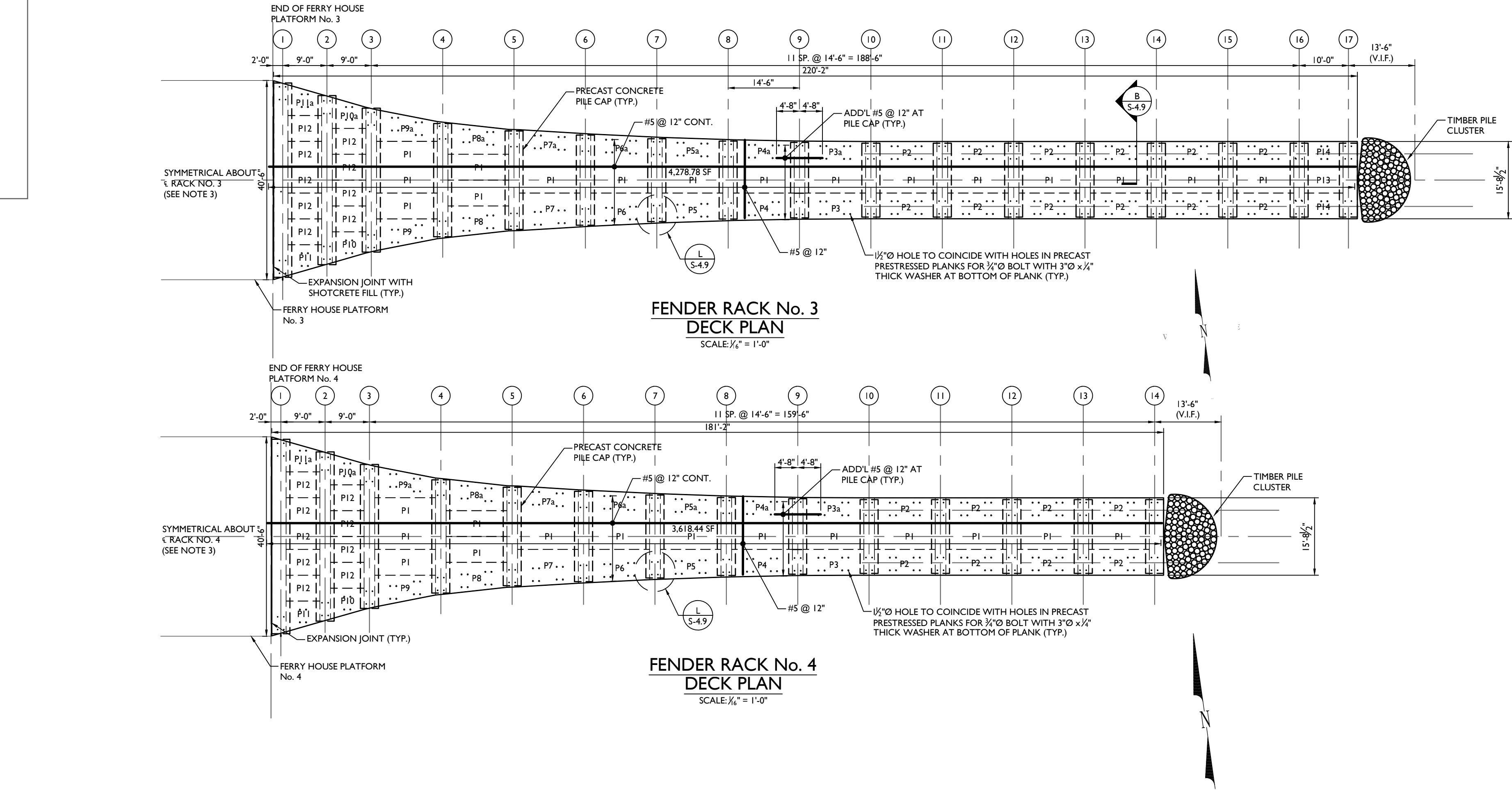
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SCALE: AS SHOWN	DATE: 03/01/2024	DRAWN BY: RRT	CHECKED BY: SK
PROJECT NUMBER: 10032300225	DRAWING NAME: S-4.3-KPFF_S-FENDER-RACKS-NO-S-FRA		

SHEET TITLE
FENDER RACK No. 5
FRAMING PLAN

SHEET NUMBER:
S-4.3

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PLANK SCHEDULE - RACK No. 3					
PLANK	W1*	W2*	a	b	QUANTITY
P1	5'-2 1/2"	5'-2 1/2"	-	-	16
P2	5'-2 1/2"	5'-2 1/2"	2'-11 1/4"	-	12
P3 / P3a	5'-3 1/4"	5'-2 1/2"	2'-11 3/4"	2'-11 3/8"	1 / 1
P4 / P4a	5'-6 3/4"	5'-3 3/4"	3'-2 1/2"	3'-1 3/8"	1 / 1
P5 / P5a	6'-0 1/2"	5'-7 1/2"	3'-7 3/4"	3'-5 3/4"	1 / 1
P6 / P6a	6'-8 3/4"	6'-1 1/2"	4'-3 3/8"	4'-0 1/2"	1 / 1
P7 / P7a	7'-7 1/4"	6'-10 1/4"	5'-1 3/8"	4'-9 3/4"	1 / 1
P8 / P8a	6'-4 3/4"	5'-0 1/2"	3'-8 3/4"	3'-2 1/2"	1 / 1
P9 / P9a	6'-5"	4'-0"	3'-5 3/4"	2'-6 5/8"	1 / 1
P10 / P10a	6'-3"	4'-3 1/2"	3'-0 3/8"	-	1 / 1
P11 / P11a	6'-2 1/2"	4'-3"	3'-0"	-	1 / 1
P12	5'-2 1/2"	5'-2 1/2"	-	-	9
P13	5'-2 1/2"	5'-2 1/2"	-	-	1
P14	5'-2 1/2"	5'-2 1/2"	2'-11 1/4"	-	2

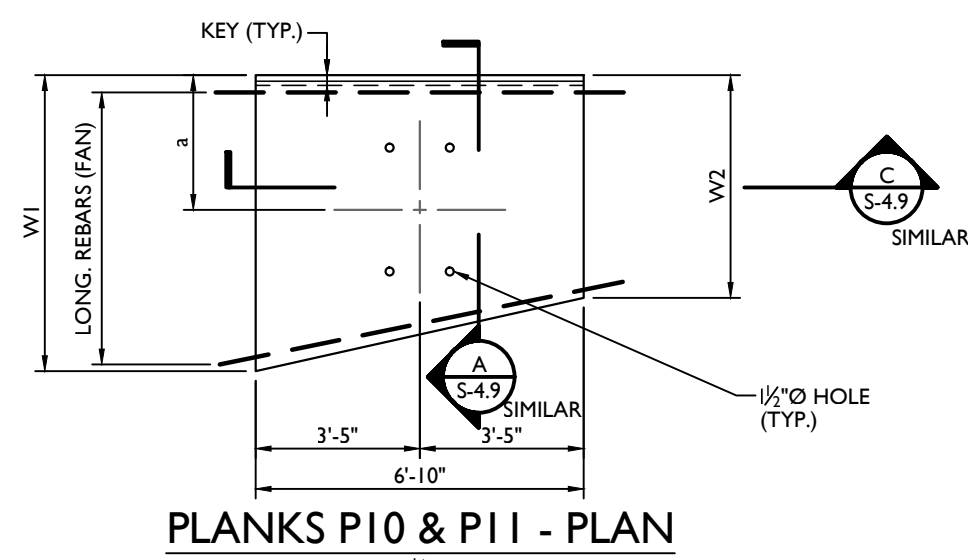
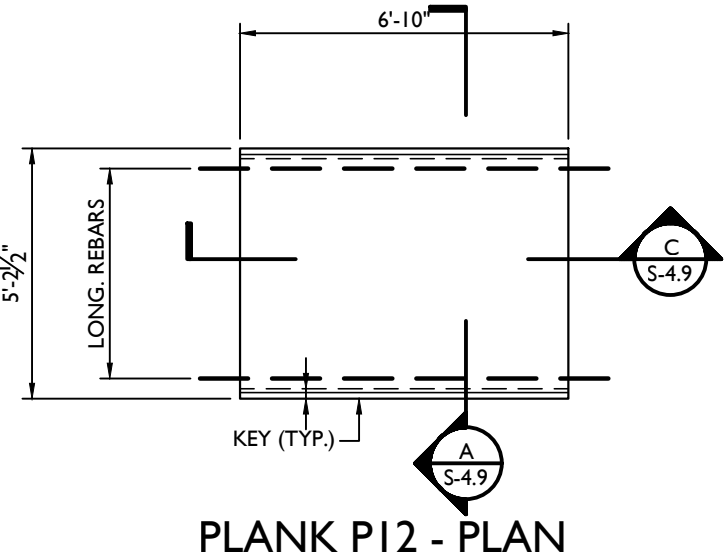
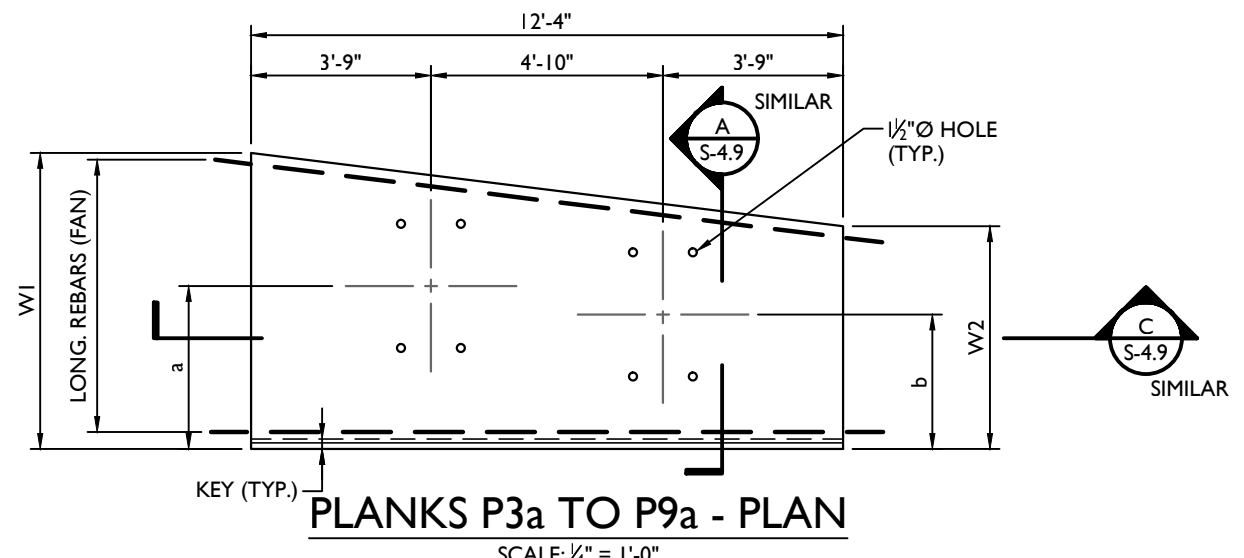
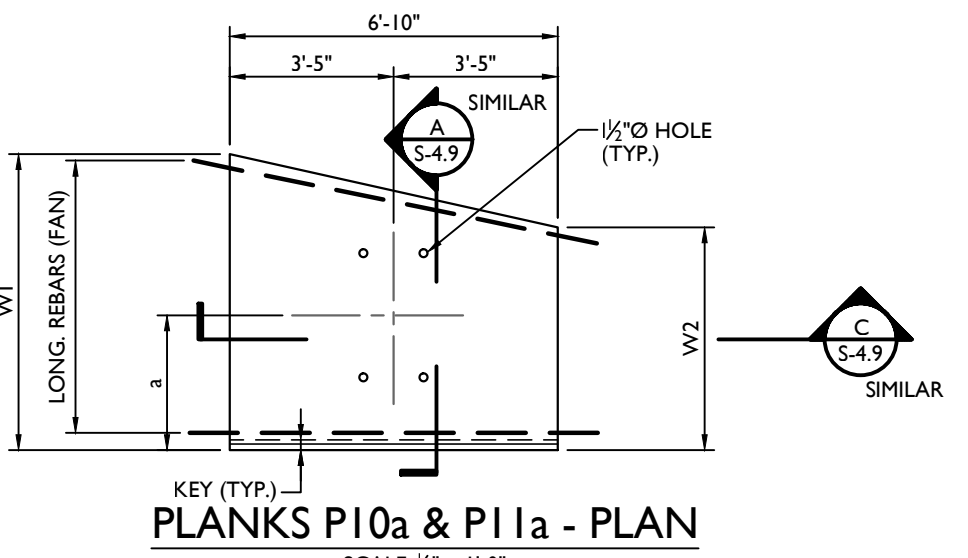
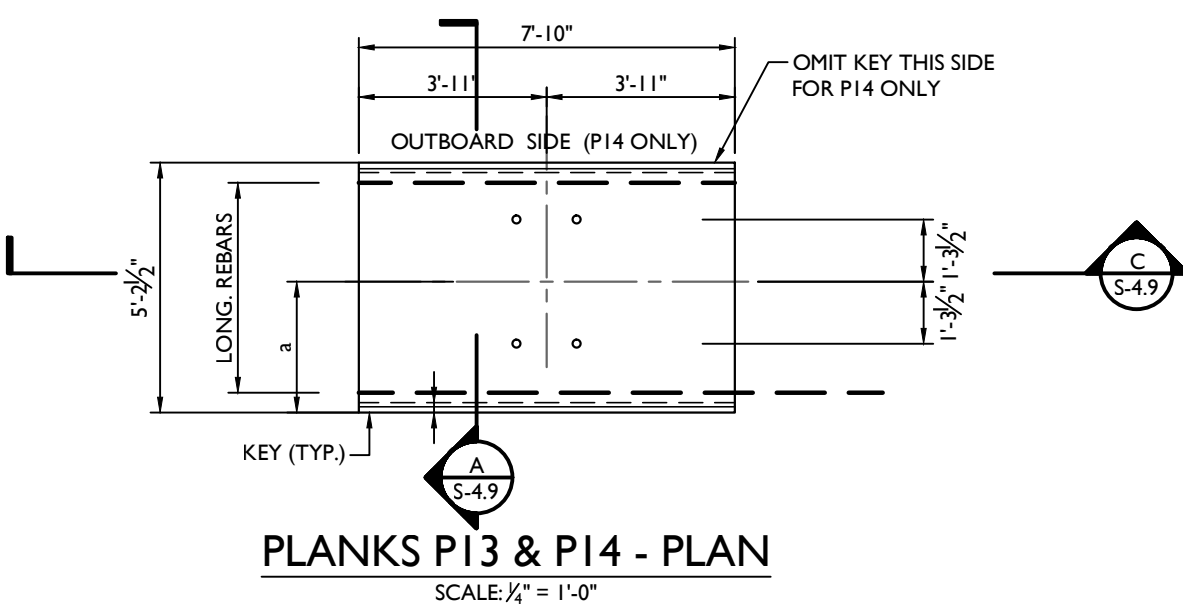
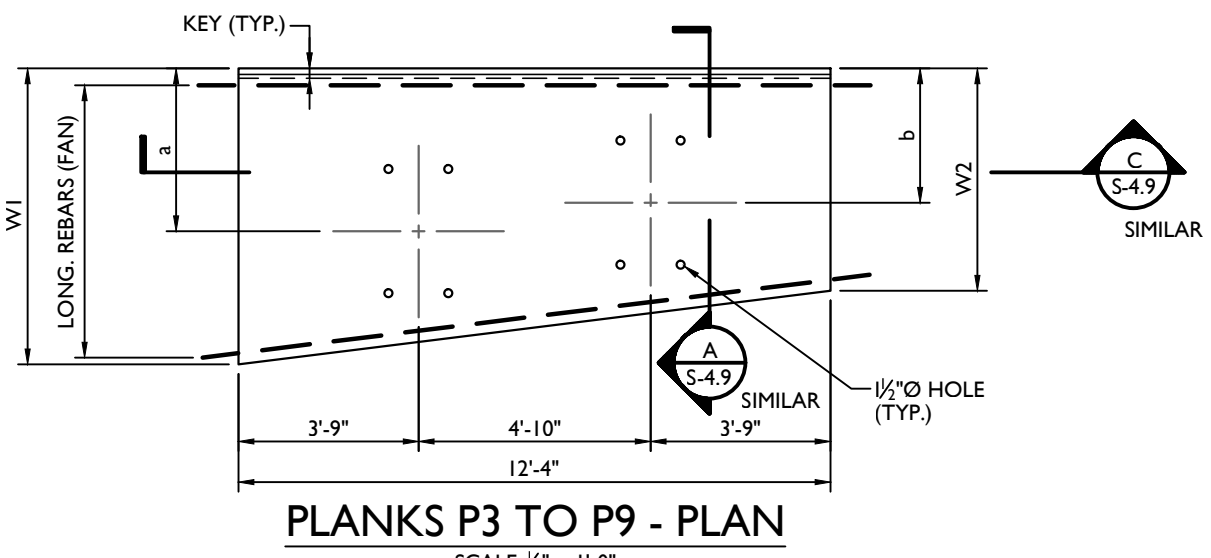
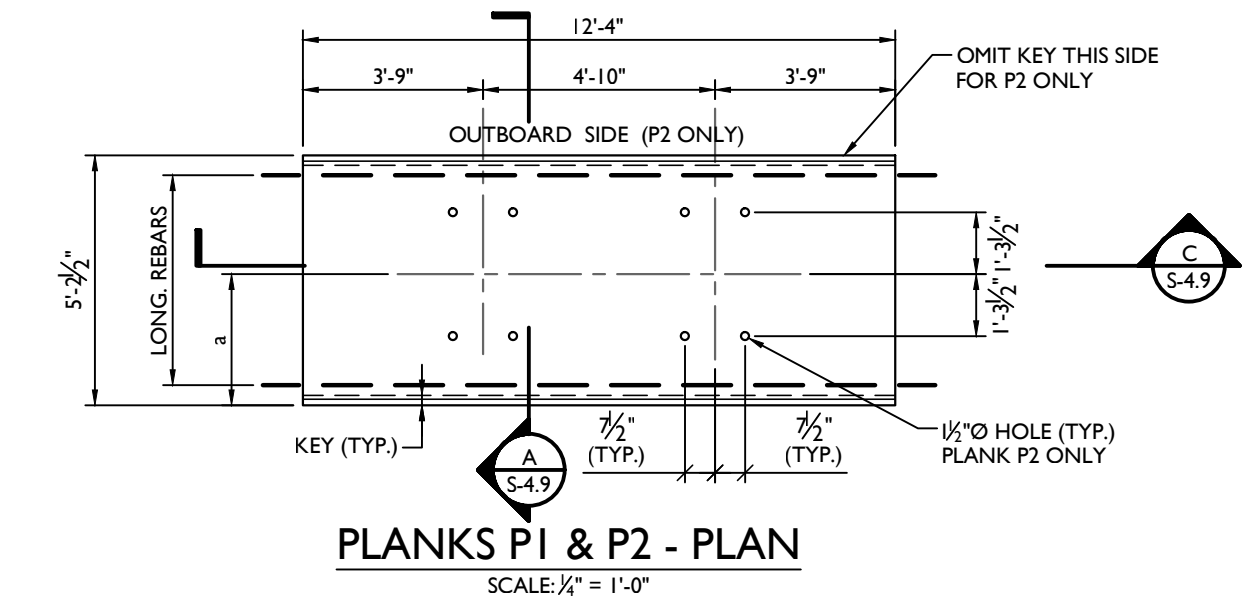
* DIMENSIONS SHOWN ARE ACTUAL WIDTHS.

PLANK SCHEDULE - RACK No. 4					
PLANK	W1*	W2*	a	b	QUANTITY
P1	5'-2 1/2"	5'-2 1/2"	-	-	14
P2	5'-2 1/2"	5'-2 1/2"	2'-11 1/4"	-	8
P3 / P3a	5'-3 1/4"	5'-2 1/2"	2'-11 3/4"	2'-11 3/8"	1 / 1
P4 / P4a	5'-6 3/4"	5'-3 3/4"	3'-2 1/2"	3'-1 3/8"	1 / 1
P5 / P5a	6'-0 1/2"	5'-7 1/2"	3'-7 3/4"	3'-5 3/4"	1 / 1
P6 / P6a	6'-8 3/4"	6'-1 1/2"	4'-3 3/8"	4'-0 1/2"	1 / 1
P7 / P7a	7'-7 1/4"	6'-10 1/4"	5'-1 3/8"	4'-9 3/4"	1 / 1
P8 / P8a	6'-4 3/4"	5'-0 1/2"	3'-8 3/4"	3'-2 1/2"	1 / 1
P9 / P9a	6'-5"	4'-0"	3'-5 3/4"	2'-6 5/8"	1 / 1
P10 / P10a	6'-3"	4'-3 1/2"	3'-0 3/8"	-	1 / 1
P11 / P11a	6'-2 1/2"	4'-3"	3'-0"	-	1 / 1
P12	5'-2 1/2"	5'-2 1/2"	-	-	9

* DIMENSIONS SHOWN ARE ACTUAL WIDTHS.

NOTE: PRIOR TO INSTALLING PRESTRESSED PLANKS, PLACE A THIN LAYER OF GROUT @ BEARING SURFACES ON PILE CAPS TO ASSURE UNIFORM BEARING OF THE PLANKS.

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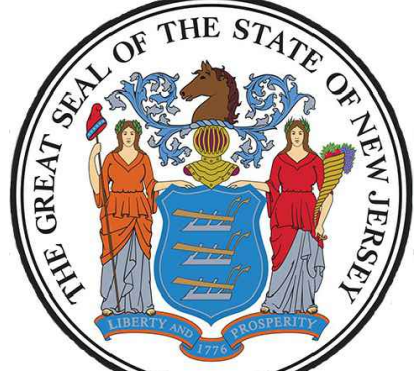


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ENGINEER - LICENSE NUMBER: GE47091

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RECONSTRUCTION



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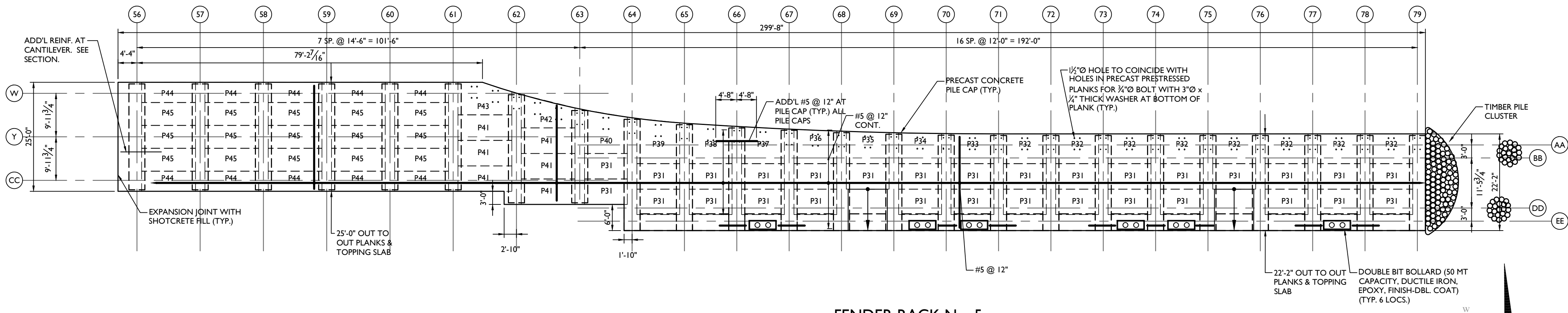
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AS SHOWN	03/01/2024	RRT	SK
PROJECT NUMBER:	DRAWING NAME:		
10032300225	S-4.4-KPFF_S-FENDER-RACKS-3&4-DECK		

SHEET TITLE
FENDER RACKS No. 3&4
DECK PLANS

SHEET NUMBER:
S-4.4

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Use Plot Entry Sheet02: Drawn: 02/03/2024 by: S-4.5-KPFF, S-FEND-RACKS-S-DECK.dwg (Issued) By: RICKT

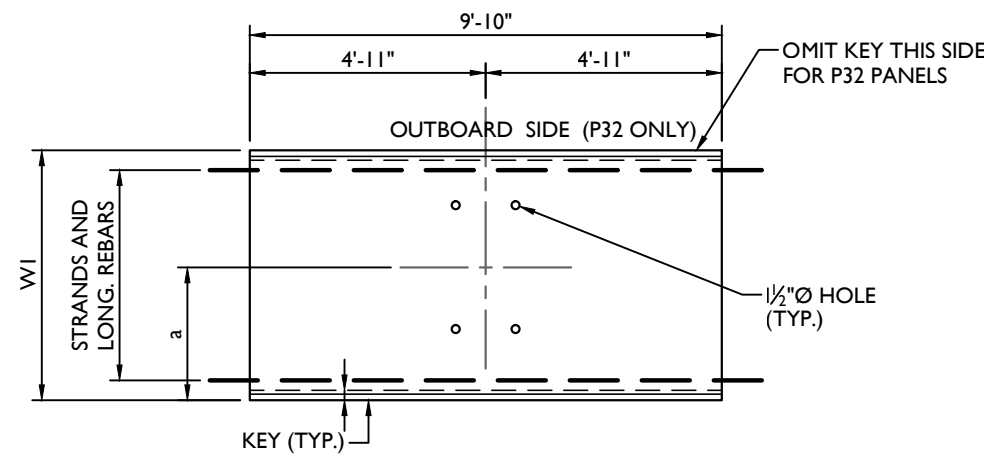


FENDER RACK No. 5
DECK PLAN
SCALE: 1/4" = 1'-0"

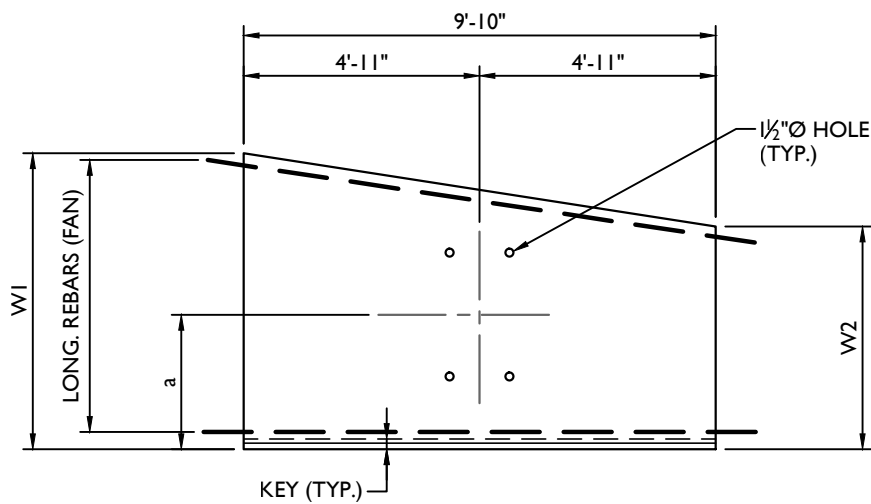
PLANK SCHEDULE - ACCESS PLATFORM					
PLANK	W1*	W2*	a	b	QUANTITY
P31	5'-9 3/4"	5'-9 3/4"	-	-	30
P32	6'-9 1/2"	6'-9 1/2"	4'-6 1/4"	-	8
P33	6'-10 1/4"	6'-9 1/2"	4'-6 5/8"	-	1
P34	7'-0 1/2"	6'-10 1/2"	4'-8 1/4"	-	1
P35	7'-4 1/2"	7'-1 1/8"	4'-11 1/2"	-	1
P36	7'-10"	7'-5 3/8"	5'-4 1/2"	-	1
P37	8'-5 1/4"	7'-11 1/4"	5'-11"	-	1
P38	9'-2 1/4"	8'-6 3/4"	6'-7 1/4"	-	1
P39	10'-3 1/8"	9'-4"	7'-6 3/4"	-	1
P40	9'-11 3/4"	8'-3 5/8"	6'-10 3/8"	-	1
P41	5'-9 3/4"	5'-9 3/4"	-	-	6
P42	7'-7 5/8"	4'-6 7/8"	4'-5 1/4"	3'-2 3/4"	1
P43	7'-5 1/4"	5'-3 3/8"	5'-2"	4'-2 1/2"	1
P44	4'-7 1/4"	4'-7 1/4"	-	-	10
P45	5'-2 1/2"	5'-2 1/2"	-	-	15

* DIMENSIONS SHOWN ARE ACTUAL WIDTHS.

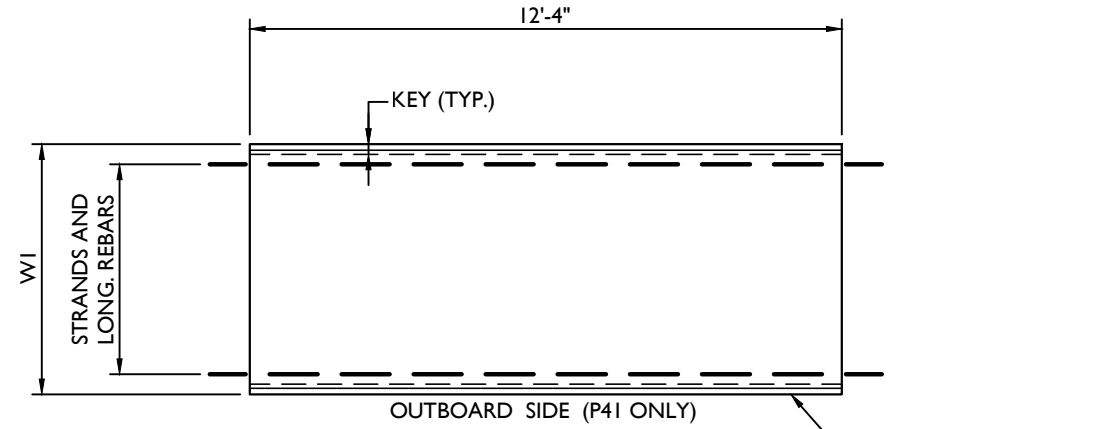
NOTE: PRIOR TO INSTALLING PRESTRESSED PLANKS, PLACE A THIN LAYER OR OF GROUT @ BEARING SURFACES ON PILE CAPS TO ASSURE UNIFORM BEARING OF THE PLANKS.



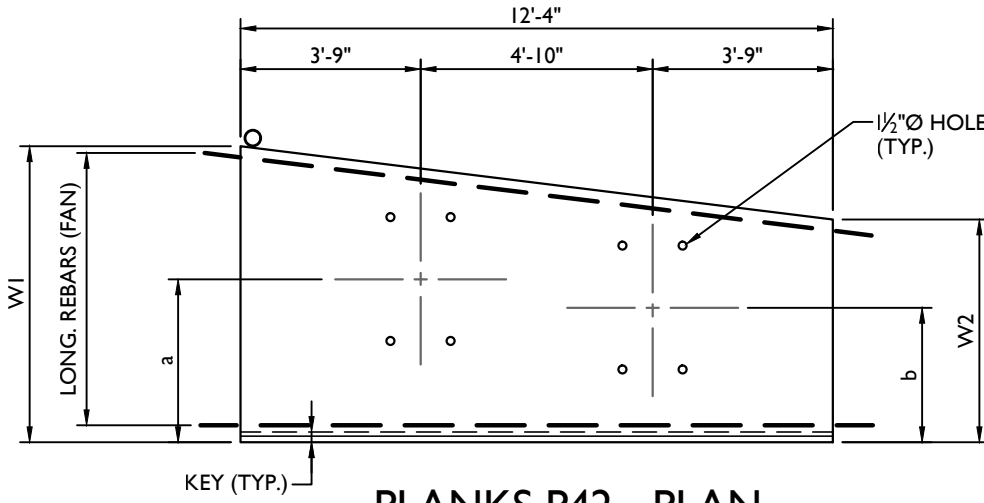
PLANKS P31 & P32 - PLAN
SCALE: 1/4" = 1'-0"



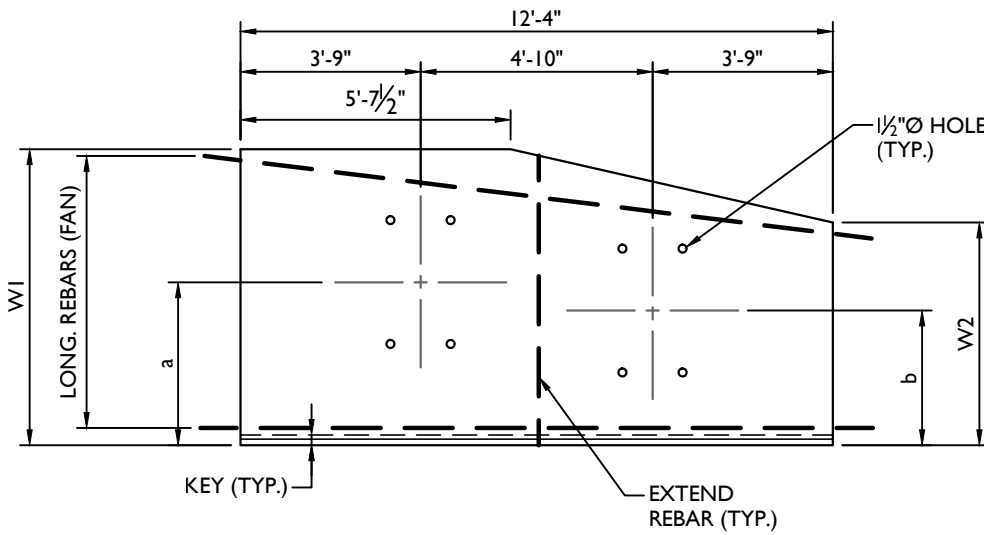
PLANKS P33 TO P40 - PLAN
SCALE: 1/4" = 1'-0"



PLANKS P41, P44 & P45 - PLAN
SCALE: 1/4" = 1'-0"



PLANKS P42 - PLAN
SCALE: 1/4" = 1'-0"



PLANKS P43 - PLAN
SCALE: 1/4" = 1'-0"

NOTE: SEE PLANK DETAILS FOR FENDER RACKS No. 3 & 4 FOR ADDITIONAL INFORMATION NOT SHOWN.

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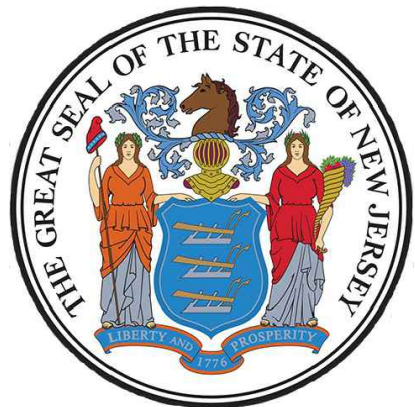
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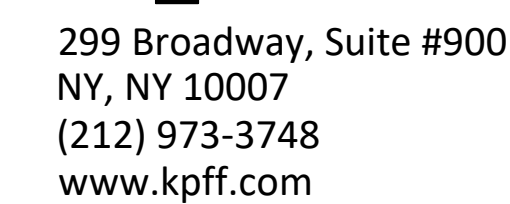
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SCALE: AS SHOWN	DATE: 03/01/2024	DRAWN BY: RRT	CHECKED BY: SK
PROJECT NUMBER: 10032300225	DRAWING NAME: S-4.5-KPFF_S-FEND-RACKS-S-DECK		

SHEET TITLE
FENDER RACKS No. 5
DECK PLAN

SHEET NUMBER:
S-4.5

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SCALE: AS SHOWN	DATE: 03/01/2024	DRAWN BY: RRT	CHECKED BY: SK
PROJECT NUMBER: 10032300325		DRAWING NAME: S-5.2-KPFF S TRANS-PILE-PLAN	

SHEET TITLE:

TRANSFER BRIDGE PILE
LOCATION PLAN

SHEET NUMBER:

S-5.2

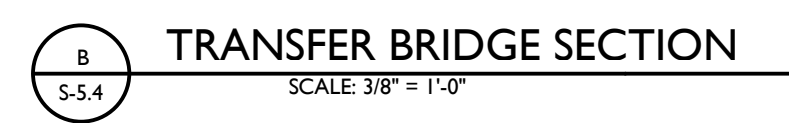
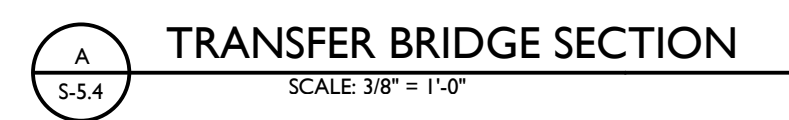


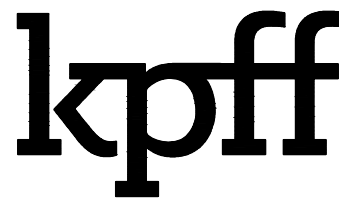
NOTES:

1. FOR GENERAL NOTES, SEE S-1.1 AND THE PROJECT SPECIFICATIONS
2. TOP OF ALL TRANSFER BRIDGE PLATFORMS SHALL BE AT +X'-X" FROM PROJECT DATUM. SEE GENERAL NOTES FOR MORE INFORMATION
3. REFER TO GEOTECHNICAL REPORT FOR ALL PILE DRIVING REQUIREMENTS.



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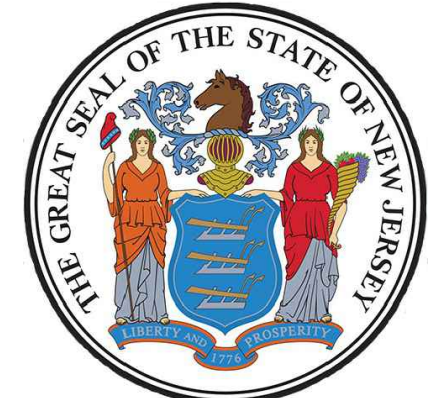
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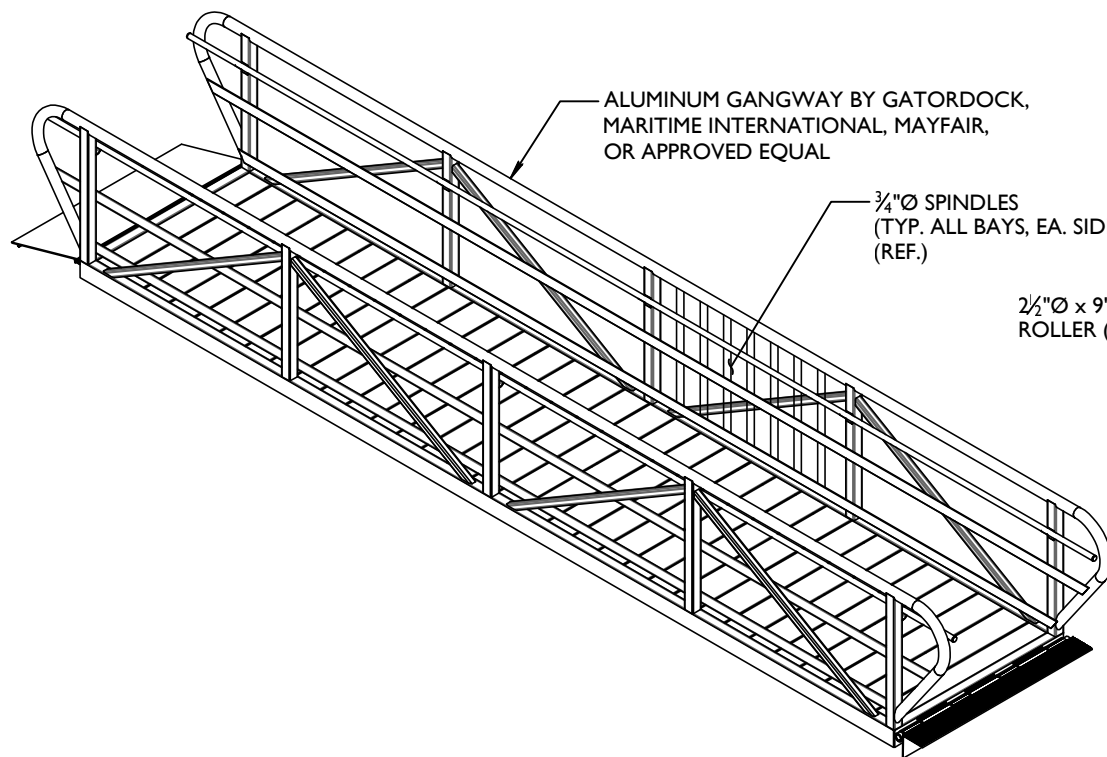
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SCALE: AS SHOWN
DATE: 03/01/2024
PROJECT NUMBER: 1002300225
DRAWN BY: RRT
CHECKED BY: SK
DRAWING NAME: S-6.1-KPFF-S-BARG

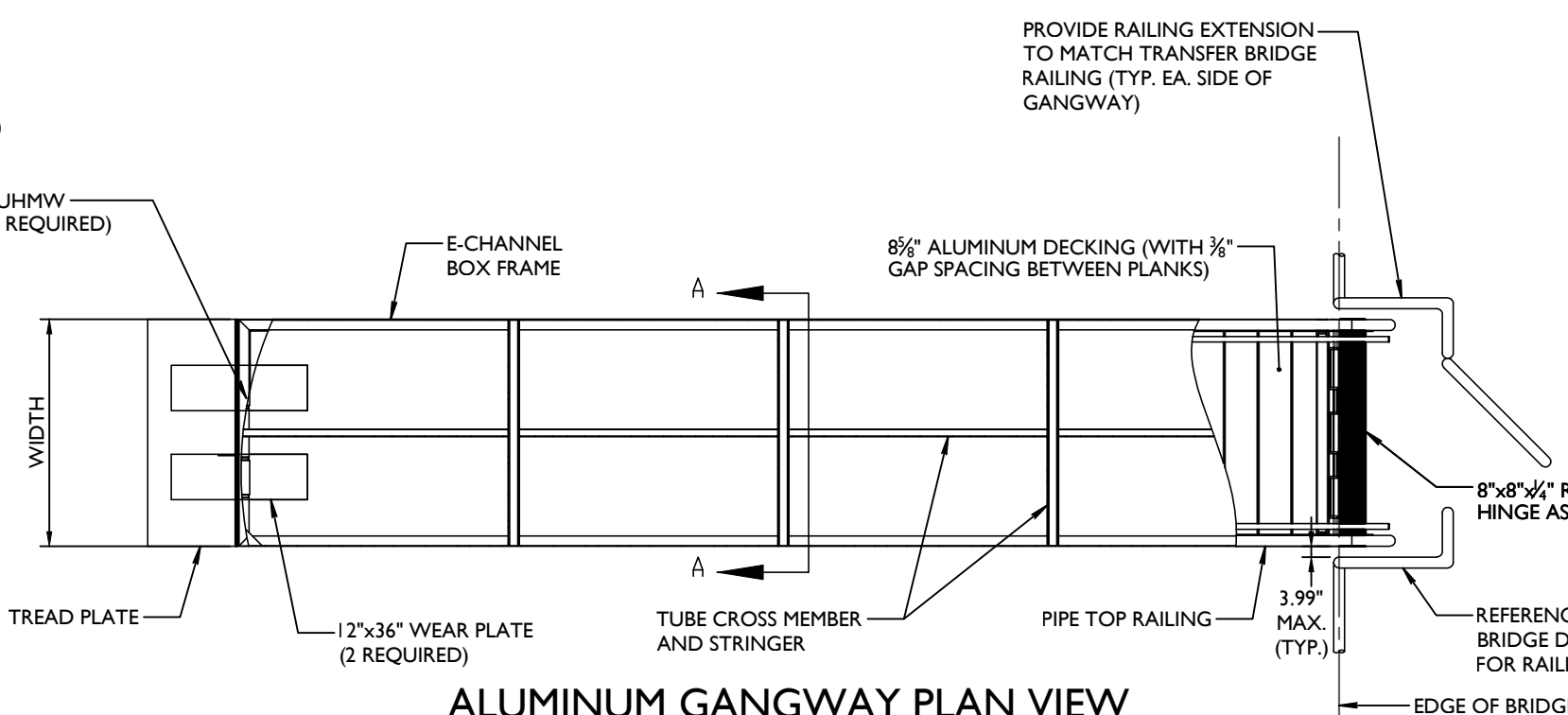
SHEET TITLE:
GANGWAY & STEEL BARGE
DETAILS

SHEET NUMBER:
S-6.1

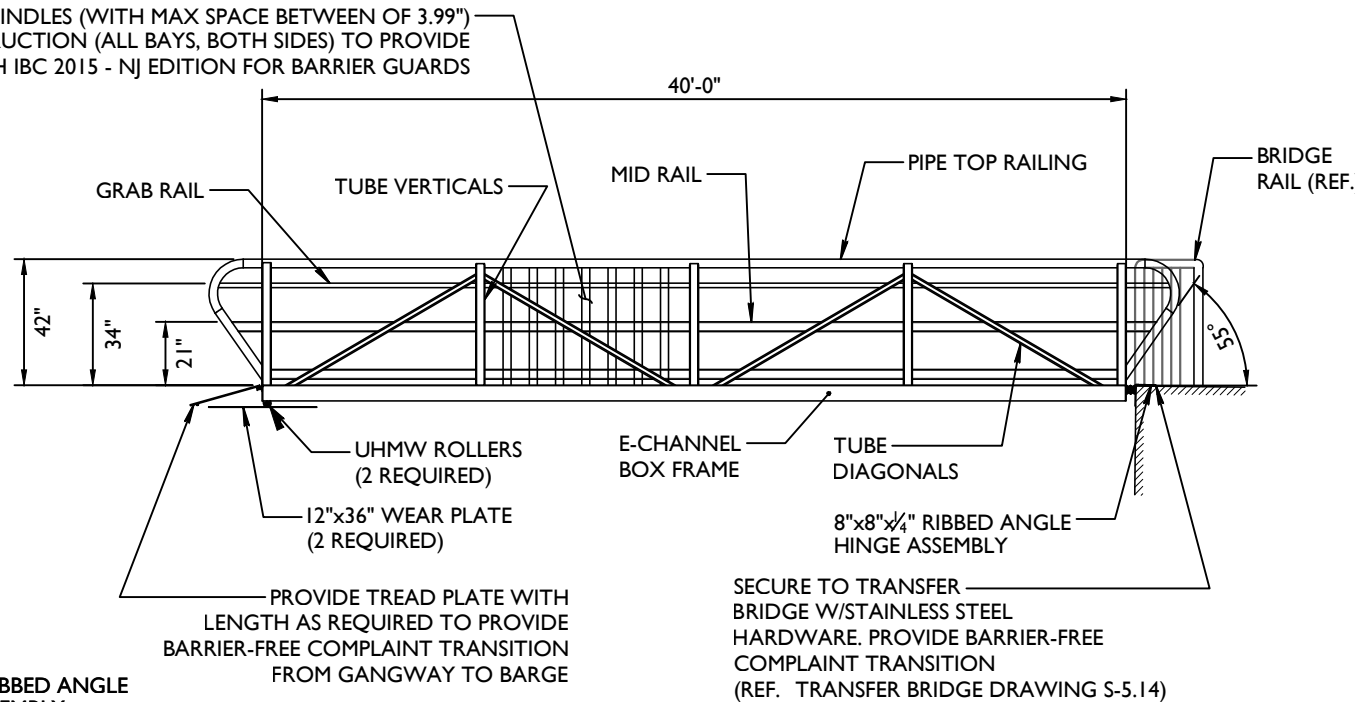
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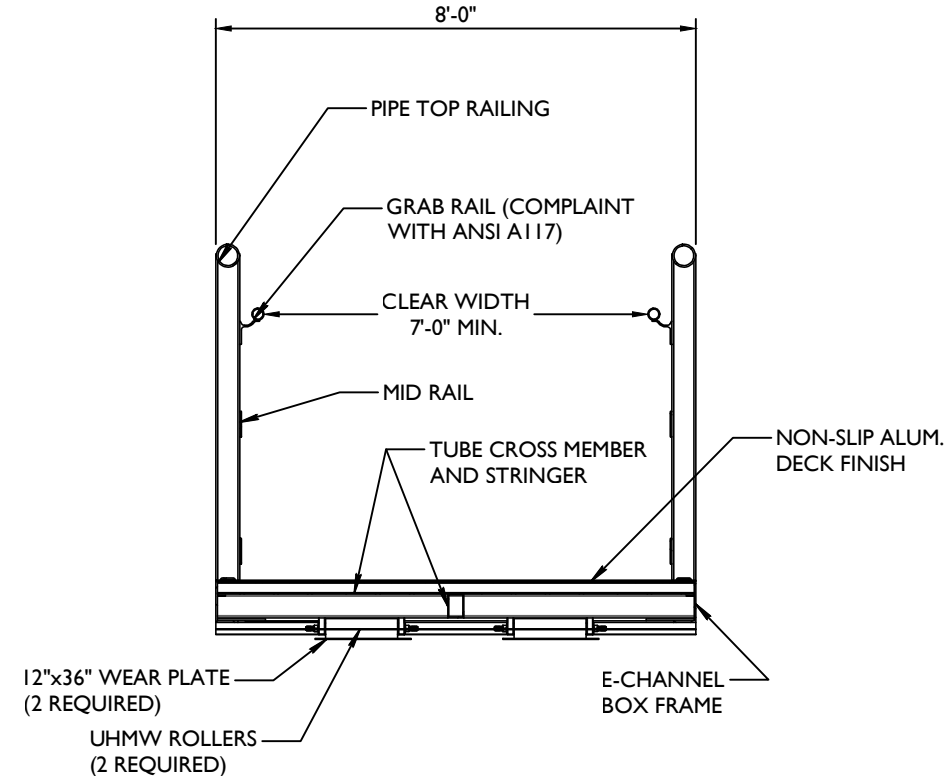
ALUMINUM GANGWAY ISOMETRIC VIEW
NOT TO SCALE



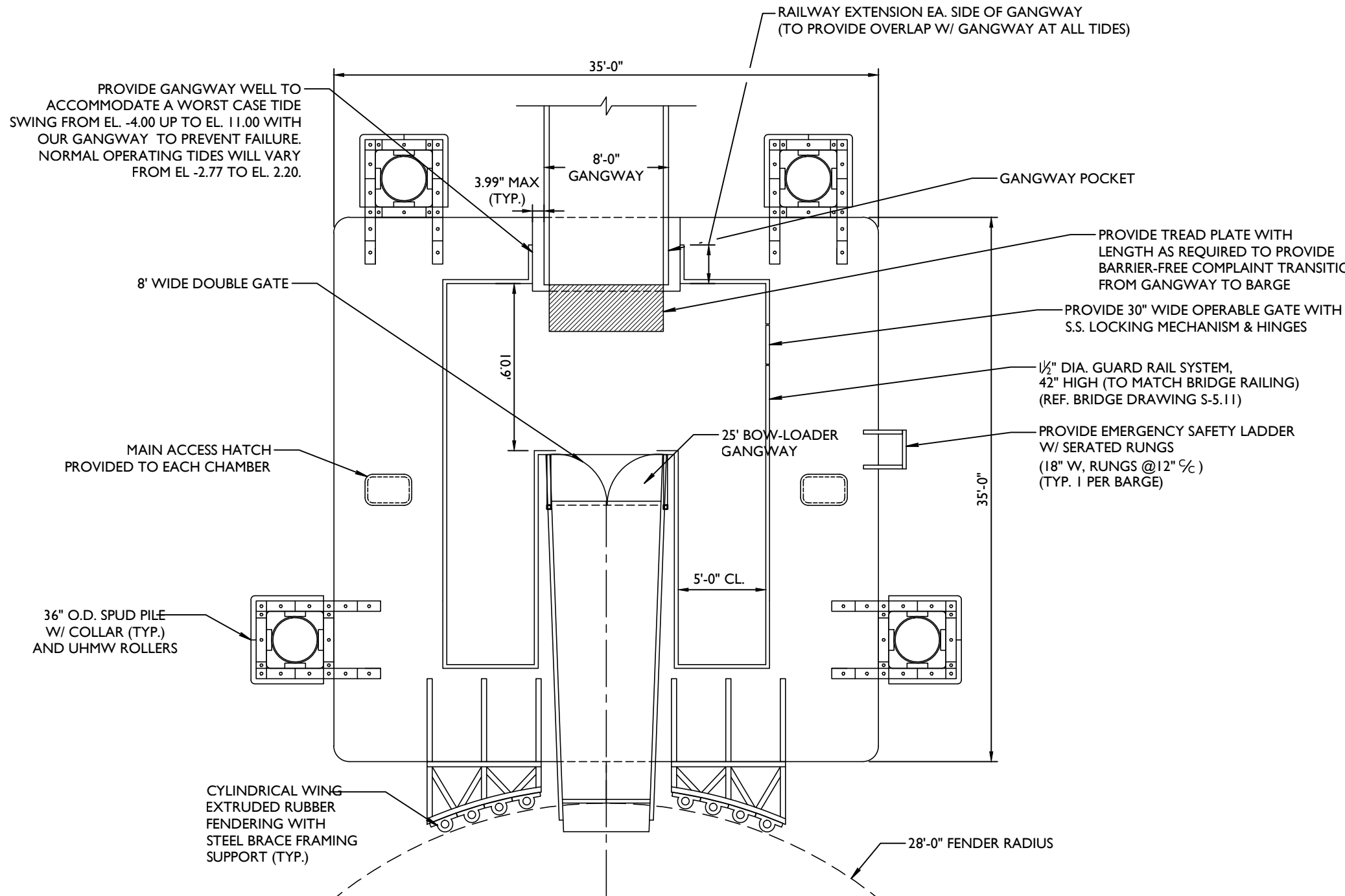
ALUMINUM GANGWAY PLAN VIEW
NOT TO SCALE



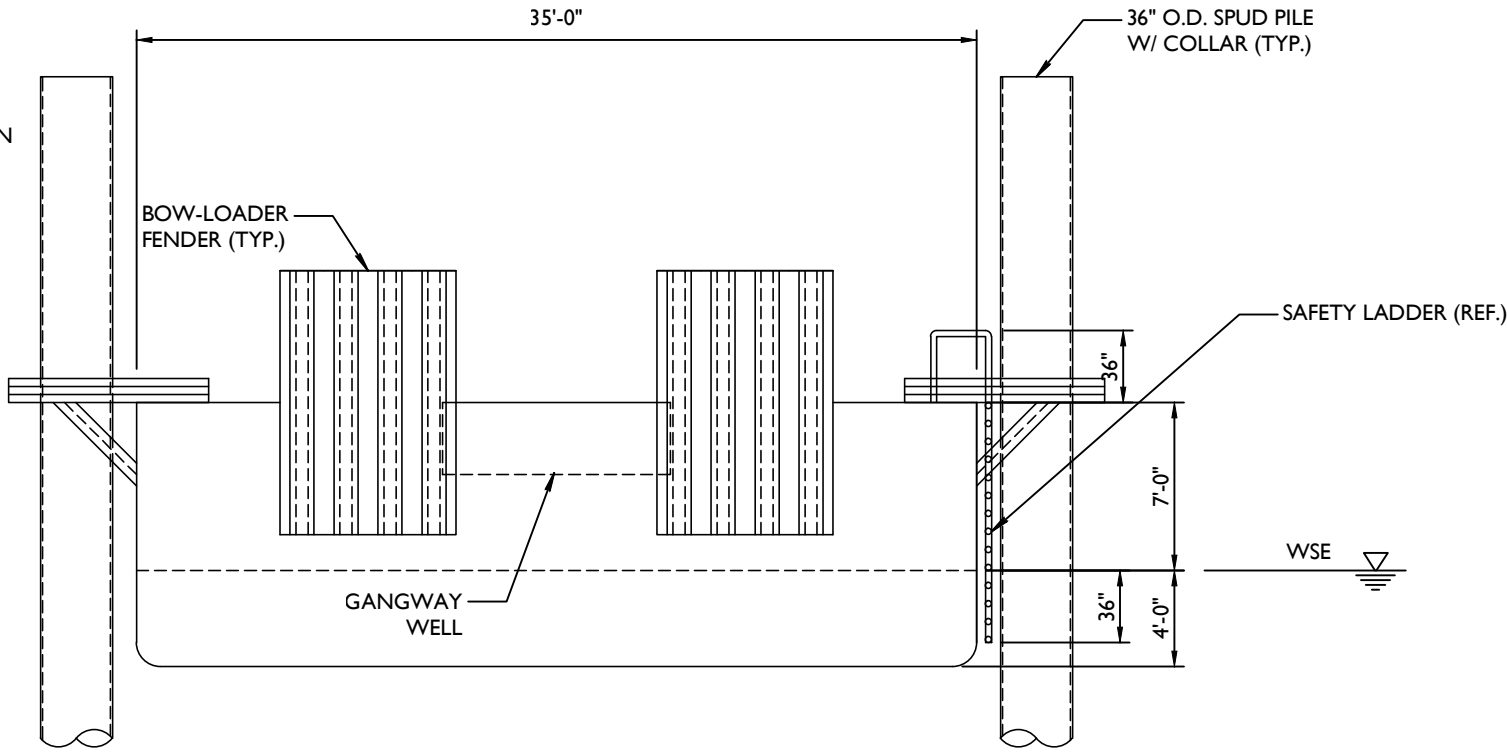
ALUMINUM GANGWAY ELEVATION
NOT TO SCALE



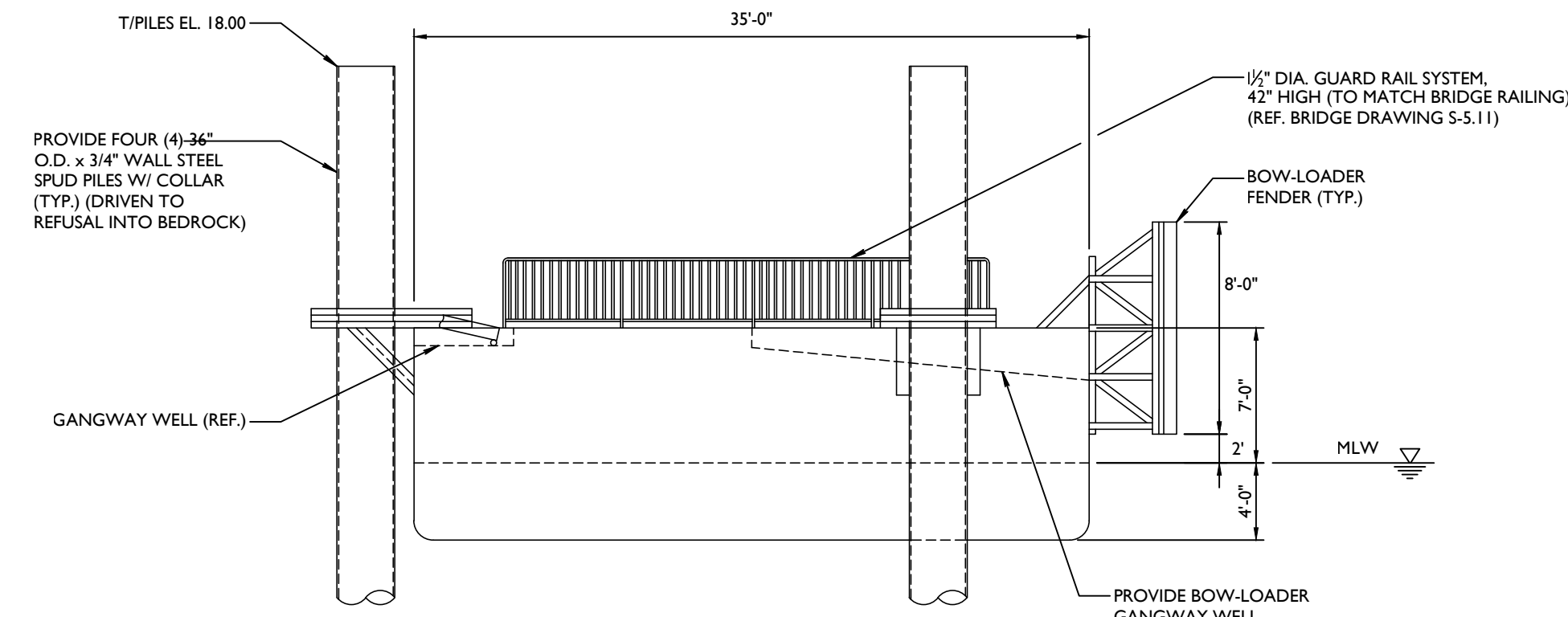
SECTION A-A
NOT TO SCALE



STEEL BARGE PLAN VIEW
SCALE: 1/8" = 1'-0"



STEEL BARGE FRONT ELEVATION
SCALE: 1/8" = 1'-0"



STEEL BARGE SIDE ELEVATION
SCALE: 1/8" = 1'-0"

FERRY LOAD/UNLOAD BARGE

- THE CONTRACTOR SHALL PROVIDE A PRE-FABRICATED AND PRE-ENGINEERED FLOATING STEEL BARGE WITH EQUIPMENT AND APPURTENANCES AS SHOWN ON THIS SHEET, MEETING THE FOLLOWING PERFORMANCE REQUIREMENTS:
- BARGE SHALL BE DESIGNED FOR ALL POTENTIAL LOADING SCENARIOS INCLUDING BUT NOT LIMITED TO ALL DEAD LOAD AND EQUIPMENT, LIVE LOAD (100 PSF), WIND, WAVES, CURRENT, BERTHING, ETC.
- BARGE SHALL BE DESIGNED TO PROVIDE A DRAFT AND FREEBOARD AS SHOWN ON THE DRAWINGS.
- BARGE SHALL CONTAIN A NON-SLIP SURFACE IN ALL AREAS OF PATRON ACCESS.
- COMPREHENSIVE ENGINEERING ANALYSIS BY A QUALIFIED PROFESSIONAL ENGINEER, LICENSED IN THE STATE OF NEW JERSEY, USING PERFORMANCE REQUIREMENTS AND DESIGN CRITERIA INDICATED. ALL ASPECTS OF THE DESIGN AND FABRICATION SHALL BE IN COMPLETE ACCORDANCE WITH THE REQUIREMENTS OF THE NEW JERSEY IBC 2015, ASCE 7-10 AND THE ACOE COASTAL ENGINEERING DESIGN MANUAL.
- BOW-LOADER GANGWAY SHALL BE INCORPORATED AS PART OF BARGE DESIGN/BUILD. GANGWAY SHALL BE ADJUSTABLE BY OPERATION OF ONE PERSON. MECHANICS SHALL BE MARINE GRADE. RANGE OF GANGWAY SHALL BE -3'; +3' FROM BARGE DECK.
- DESIGN, FABRICATION AND INSTALLATION OF THE ENTIRE BARGE INCLUDING ALL APPURTENANCES SHALL COMPLY WITH PERFORMANCE REQUIREMENTS AND DESIGN CRITERIA. CONTRACTOR SHALL SUBMIT ANALYSIS, DATA AND CALCULATIONS SIGNED AND SEALED BY A QUALIFIED PROFESSIONAL ENGINEER LICENSED IN THE STATE OF NEW JERSEY.
- CONTRACTOR SHALL SUBMIT SHOP DRAWINGS, INCLUDING MEMBER LOCATIONS, PLANS, ELEVATIONS, DIMENSIONS, SHAPES AND SECTIONS, OPENINGS, SUPPORT CONDITIONS, DETAILS OF BOW FENDERS, PILE SLEEVES, GANGWAYS, ETC. SHOPS DRAWINGS SHALL BE SIGNED AND SEALED BY A QUALIFIED PROFESSIONAL ENGINEER LICENSED IN THE STATE OF NEW JERSEY.

GENERAL NOTES:

- ALL STRUCTURAL STEEL PLATE SHALL CONFORM TO ASTM A36 (36 KSI YIELD MIN.) w/ EXCEPTION OF LIFTING EYE PLATE.
- LIFTING EYE PLATE TO BE API 2H, GR. 50 OR ASTM A572 GR. 50.
- ALL STRUCTURAL ANGLES SHALL CONFORM TO ASTM A36 (36 KSI YIELD MIN.).
- ALL STRUCTURAL BEAMS SHALL CONFORM TO ASTM A992 (50 KSI YIELD MIN.).
- ALL HARDWARE TO BE A316 STAINLESS STEEL, UNLESS OTHERWISE NOTED.
- ALL WELDING TO BE AS PER AWS D1.1, USING 70 KSI WELD MATERIAL.
- BARGE SHALL BE PRESSURE TESTED AS FOLLOWS:
 - INSTALL 1/2" PIPE NIPPLE (4 REQ'D) ON TOP OF BARGE.
 - PRESSURE TEST INSIDE OF BARGE WITH 2-3 PSI OF AIR & SPRAY ALL EXTERIOR WELDS WITH SOAP & WATER SOLUTION.
 - PRESSURE TO BE HELD FOR 10 MINTUES WITH NO DROP IN PRESSURE DURING THE TEST.
 - REPAIR ALL LEAKS.
- GENERAL TOLERANCE IS $\pm 1/2"$ FOR FITTING AND $\pm 1/4"$ FOR PROCESSING.
- PAINT SPECIFICATIONS:
 - BLAST INTERIOR AND EXTERIOR SURFACES TO SSPC-SP10 NEAR WHITE CONDITION TO A SURFACE PROFILE OF 1.0-2.5 MILS.
 - INTERIOR COATING: (2) COATS OF BAR RUST EPOXY AT 5-7 MILS D.F.T. EACH (FINAL COLOR TO BE RED).
 - EXTERIOR COATING BELOW THE WATERLINE:
 - ALL AREAS TO BE FIELD WELDED SHALL BE TAPED OFF 2" FROM THE END OF THE PIECE.
 - ALL WELDS ON THE EXTERIOR OF THE BARGE AND UNDERCARRIAGE SHALL BE STRIPE COATED WITH ONE EXTRA COATING OF AMERCOAT 235 PRIOR TO APPLYING THE FINAL COAT OF AMERCOAT 235.
 - (2) COATS OF AMERCOAT 235 BAR-RUST EPOXY AT 5-6 MILS D.F.T. EACH (COLOR TO BE WHITE/BUFF).
 - (2) COATS OF AMERCOAT ABC#3 ANTI FOULING AT 5-6 MILS D.F.T. EACH (FINAL COLOR TO BE BLACK).
 - MINIMUM D.F.T. TO BE 20 MILS.
 - EXTERIOR COATING ABOVE THE WATERLINE:
 - ALL WELDS ON THE EXTERIOR OF THE BARGE AND UNDERCARRIAGE SHALL BE STRIPE COATED WITH ONE EXTRA COATING OF AMERCOAT 235 PRIOR TO APPLYING THE FINAL COAT OF AMERCOAT 235.
 - (2) COATS OF AMERCOAT 235 BAR-RUST EPOXY AT 6 MILS D.F.T. MIN. EACH (COLOR TO BE WHITE/BUFF).
 - (1) COAT OF AMERCOAT 450HS AT 2-3 MILS D.F.T. (COLOR TO BE GREY).
 - MAIN BARGE DECK:
 - (1) COAT OF AMERCOAT 137 AT 5-7 MILS D.F.T.
 - (1) COAT OF AMERCOAT 138G (COLOR TO BE DARK GREY).
 - INSPECT PER SSPC-PA2.
- PAINT INSTRUCTIONS:
 - BLAST AND PAINT INTERIOR OF BARGE TO INCLUDE THE INTERIOR OF THE INTERIOR PORTION OF THE (8) 52"x48" DECK PLATES. THE EDGES THAT WILL REQUIRE WELDING SHALL BE TAPED OFF TO ALLOW WELDING AFTER PAINTING OF THE INTERIOR IS COMPLETE.
 - AFTER THE INTERIOR OF THE BARGE IS PAINTED, MANUFACTURER WILL INSTALL AND WELD THE (8) DECK PLATES ON EACH BARGE. AFTER WELDING IS FINISHED, COMPLETE TOUCH UP PAINTING ON THE INTERIOR OF THE BARGE.
 - COMPLETE PAINTING OF THE EXTERIOR OF THE BARGE AND UNDERCARRIAGE PER THE PAINT SPECIFICATION ABOVE.

THIS DRAWING ILLUSTRATES ONE (1) BARGE INSTALLATION. PROJECT INCLUDES FOUR (4) TOTAL BARGE (W/ PILES, GANGWAYS, AND ALL OTHER ACCESSORIES) INSTALLATIONS (SEE SHEETS S-2.1 & S-2.2)