

## Comments on 60% USACE Beachfill Plans

1. On Sheet C-303, Sections 1 and 2, where the 1:30 slope from the waterward toe of dune extends to the existing beach, provide for field-modification of the slope to extend further waterward to avoid low areas/gullies that would result by tying into lower areas (as depicted in Typical Section 2).
2. Identify the berm width on the plans and sections (it scales 75 feet). Is there an official USACE Selected Plan berm width?
3. Both sections on Sheet C-303 indicate that dunes will be removed to achieve the berm elevation of 6.5'. It is assumed that, if and where the beach is lower than 6.5' in these locations, the beach will be built up to this elevation to achieve the 6.5' elevation. Please confirm. Is there an official USACE Selected Plan berm height?
4. Provide proposed rationale for determining the landward limit and depth of the borrow area (in advance of the 90% plans, as indicated in Note 4 on the plan sheets).
5. Show the existing bathymetry/topography on the plans.
6. In the areas south of Rambler Road, where landward limit of fill does not extend to the bulkhead, indicate the rationale (vegetation, topography, etc.) In some cases (e.g. between Syracuse Avenue and Denver Avenue) no vegetation is shown, yet the fill does not extend to the bulkhead; in other areas (e.g. between Preston Avenue and Syracuse Avenue) vegetation is shown, yet the fill extends through the vegetation.
7. On Sheet C-107, the ADA ramp to the north of Nashville Avenue should be relocated to tie into the Atlanta Avenue beach entrance.
8. On the plan sheets, identify what the thin, meandering line in the vicinity of the dunes represents. Also, include in the legend. If this line represents the limit of the existing dunes, clarify how the line was established (e.g. a contour, visual observation, aerial imagery, etc.)
9. Where the dune crossovers intersect the 20' Construction Area Tie-In, revise the configuration of the crossovers so that they intersect the tie-in at right angles to avoid the multiple angle points in the Construction Area Tie-In. The 20' width should generally be straight and parallel to the dune, without angle points at each crossover.
10. Revise Construction Area Tie-In alignment near Rambler Road and Atlanta Avenue to be consistent with the Wildwood Crest CAFRA application for the future bike path.
11. Revise the dunes at the fishing pier to allow for the pier access from the beach as indicated in the Wildwood Crest CAFRA application.
12. Shift vehicle crossover at Rambler Road to extend from the end of Rambler Road, not the lifeguard headquarters.