ENVIRONMENTAL ASSESSMENT

Determinations and Compliance Findings for U.S. Housing and Urban Development (HUD)-Assisted Projects

24 CFR Part 58

Responsible Entity: New Jersey Department of Community Affairs, Richard Constable III, Commissioner

Applicant Name: NJDEP Bureau of Coastal Engineering (Business/Corporate Name)

Project Location: Route 35 from Milepost 7.24 to Milepost 10.7 (Street Address) Borough of Mantoloking and Township of Brick (Municipality) Ocean (County) NJ (State) 08738 (Zip)

Conditions for Approval [40 CFR 1505.2(c)]: *(List all mitigation and project modification measures required by the Responsible Entity to eliminate or minimize adverse environmental impacts. These conditions must be included in project contracts and other relevant documents as required. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.)*

The following mitigation measures are required as conditions for approval of the project:

General

1. Acquire all required federal, state, and county/ local permits prior to commencement of construction and comply with all permit conditions.

2. If the scope of work of a proposed activity changes significantly, the application for funding must be revised and resubmitted for reevaluation under the National Environmental Policy Act (NEPA).

Construction-Stage Best Management Practices

Air Quality – The project must meet the regulatory requirements of New Jersey's Air Rules/Air Pollution Control Requirements (see SPF001_RevisedGeneralConformityApplicabilityAnalysis_SPF_TOSPF001). The Contractor will implement the following Best Management Practices (BMPs) aimed to reduce air quality effects during construction:

1. Use water or chemical dust suppressant in exposed areas to control dust

2. Cover the load compartments of trucks hauling dust-generating materials

3. Wash heavy trucks and construction vehicles before they leave the site

4. Reduce vehicle speed on non-paved areas and keep paved areas clean

5. Retrofit older equipment with pollution controls

6. Establish and follow specified procedures for managing contaminated materials discovered or generated during construction

7. Employ spill mitigation measures immediately upon a spill of fuel or other hazardous material

8. Obtain an air pollution control permit to construct and a certificate to operate for all equipment subject to N.J.A.C. 7:27-8.2(c). Such equipment includes, but is not limited to, the following:

    a. Any commercial fuel combustion equipment rated with a maximum heat input of 1,000,000 British Thermal Units per hour or greater to the burning chamber (N.J.A.C. 7:27-8.2(c)1);

b. Any stationary storage tank for volatile organic compounds with a capacity of 2,000 gallons and a vapor pressure of 0.02 pounds per square inch or greater (N.J.A.C. 7:27-8.2(c)9);

c. Any tank, reservoir, container, or bin with capacity in excess of 2,000 cubic feet used for storage of solid particles (N.J.A.C. 7:27-8.2(c)10); and

d. Any stationary reciprocating engine with a maximum rated power output of 37 kW or greater, used for generating electricity, not including emergency generators (N.J.A.C. 7:27-8.2(c)21).

(Note: One or two family dwellings and dwellings of six or less family units, one of which is owner occupied, are exempt pursuant to NJSA 26:2C-9.2.)

9. Minimize idling and ensure that all on-road vehicles and non-road construction equipment operated at or visiting the project site comply with the applicable smoke and "three-minute idling" limits (N.J.A.C. 7:27-14.3, 14.4, 15.3 and 15.8).

10. Ensure that all diesel on-road vehicles and non-road construction equipment used on or visiting the project site use ultra-low sulfur fuel (<15 ppm sulfur) in accordance with the federal Non-road Diesel Rule (40 CFR Parts 9, 69, 80, 86, 89, 94, 1039, 1051, 1065, 1068).

11. Operate, if possible, newer on-road diesel vehicles and non-road construction equipment equipped with tier 4 engines, or equipment equipped with an exhaust retrofit device.

Noise – Time constraints on construction activity in accordance with local ordinances and proper maintenance and documentation of construction equipment in accordance with manufacturer's specifications to keep unnecessary noise impacts to a minimum. In compliance with NJDEP construction plans, construction operations and activities will be limited to occur between the hours of 7:00 am and 6:00 pm. Machinery operations or operations entailing the use of engines or motors will not be permitted other than between the hours of 7:00 am and 6:00 pm.

Soils and Water Resources –The Construction activities will comply with the New Jersey Standards for Soil Erosion and Sediment Control. The Contractor will install and maintain erosion and sedimentation control measures and appropriate best management practices prior to and throughout construction, and in compliance with the contract project drawings.

FINDING:

☒ **Finding of No Significant Impact (FONSI) [24 CFR 58.40(g)(1); 40 CFR 1508.27]**

(The project will not result in a significant impact on the quality of the human environment.)

☐ **Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]**

(The project may significantly affect the quality of the human environment.)

CERTIFICATIONS:

Kristen J. Maines Gannett Fleming, Inc. Preparer Name and Agency	Preparer Signature	April 22, 2014 Preparer Completion Date
Richard E. Constable, III, DCH		4-22-14
RE Certifying Officer Name	RE Certifying Officer Signature	RE CO Signature Date

Funding Information:

Grant Number	HUD Program	Funding Amount
B-13-DS-34-0001	Flood Hazard Risk Reduction Program	$5,000,000

Estimated Total HUD Funded Amount: $ 5,000,000

Estimated Total Project Cost [24 CFR 58.32(d)]: (HUD and non-HUD funds): $24,000,000

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

NJ Route 35 is a coastal evacuation route and major traffic artery that supports vehicular traffic along the barrier island between Barnegat Bay and the Atlantic Ocean. Superstorm Sandy destroyed the existing dune protection and flooded NJ 35, breaching three sections of the highway. Subsequent storms have caused more flooding and debris on the highway due to a lack of dune protection. The Mantoloking and Brick stretch of the barrier island is particularly vulnerable and predisposed to breaches due to its narrowness, elevation, and underlying geomorphology. Utilizing federal funds administered through the Federal Highway Administration, the New Jersey Department of Environmental Protection (NJDEP) Bureau of Coastal Engineering is proposing installation of steel sheeting along a 3.5-mile stretch of beach (milepost 7.24 to milepost 10.7) which will serve as a last line of defense to protect Route 35 in the event of another extreme storm like Superstorm Sandy. The project will also provide complementary flood control to protect area properties and lives from the risk and impacts of future coastal flooding events.

Description of the Proposed Project [24 CFR 50.12 & 58.32, 40 CFR 1508.25]: *(Include all contemplated actions that are logically either geographically or functionally a composite part of the project, regardless of the source of funding. As appropriate, attach maps, site plans, renderings, photographs, budgets, and other descriptive information.)*

The project proposes the installation of a continuous 3.5 mile wall of steel sheeting parallel to Route 35 along the oceanfront through Mantoloking and Brick between mileposts 7.24 and 10.7. The proposed design would use cantilever steel sheeting 45-feet in height and one-half inch in thickness driven 30-feet into the ground. The top of the sheeting would then generally be at elevation +15.0-feet above sea level (NAVD88). The sheeting will be installed in advance of the forthcoming United States Army Corps of Engineers Beachfill Project: Manasquan Inlet to Barnegat Inlet (USACE beachfill). At the conclusion of the USACE construction the steel sheeting will be completely covered by sand and enveloped by the dune, with an ultimate height of +22.0-feet above sea level (NAVD88).

Between mileposts 7.24 and 10.7, the elevation of Route 35 is approximately 5.0 to 6.0 feet (NAVD88). Route 35 runs parallel to the coastline and at some points; Route 35 is less than one-tenth of a mile from the mean high tide line. At a top elevation of +15.0 feet (NAVD88), the steel sheeting design crest elevation has been matched to the Federal Emergency Management Agency (FEMA) Preliminary Work Map VE 16 Zone elevation of the beach area along the Atlantic Coastline in Mantoloking Borough and Brick Township as developed by the FEMA Risk Assessment, Mapping and Planning Partners (RAMMP) team. This elevation was formulated through the RAMPP team modeling effort to address wave impact and storm surge associated with the 1% chance reoccurring storm (100 year storm) and is designed to protect Route 35 from a storm of this magnitude, intensity, and return frequency. With the USACE beachfill project, the ultimate height of the barrier would be +22.0 feet.

Existing Conditions and Trends [24 CFR 58.40(a)]: *(Describe the existing conditions of the project area and its surroundings, and the trends likely to continue in the absence of the project.)*

Mantoloking Borough is a fully developed single family residential community with a year-round population of 296 residents (2010 Census); however during the summer the population swells to upwards of 5,000 seasonal residents. The portion of Brick Township within the project area is also largely residential in nature, with a year-round population of 746 residents that also increases substantially during the summer season. Combined, only 25-30% of the housing units in the project area are considered occupied, with 70-75% of housing units considered recreational units only occupied on a seasonal or occasional basis. With the exception of the oceanfront area (beach and dunes), the project area would be considered built-out for urban, residential uses. Any vacant lands present, which are largely unsuitable for development, are located to the west of Route 35.

PART I: STATUTORY CHECKLIST [24 CFR 50.4, 24 CFR 58.5]

DIRECTIONS – For each authority, check either Box "A" or "B" under "Status."

"A box" The project is in compliance, either because: (1) the nature of the project does not implicate the authority under consideration, or (2) supporting information documents that project compliance has been achieved. In either case, information must be provided as to WHY the authority is not implicated, or HOW compliance is met; OR

"B box" The project requires an additional compliance step or action, including, but not limited to, consultation with or approval from an oversight agency, performance of a study or analysis, completion of remediation or mitigation measure, or obtaining of license or permit.

IMPORTANT: Compliance documentation consists of verifiable source documents and/or relevant base data. Appropriate documentation must be provided for each law or authority. Documents may be incorporated by reference into the ERR provided that each source document is identified and available for inspection by interested parties. Proprietary material and studies that are not otherwise generally available for public review shall be included in the ERR. Refer to HUD guidance for more information.

Statute, Authority, Executive Order, Regulation, or Policy cited at 24 CFR §50.4 & §58.5	STATUS		Compliance Documentation
	A	B	
1. Air Quality [Clean Air Act, as amended, particularly sections 176(c) & (d), and 40 CFR 6, 51, 93]	☒	☐	According to the US EPA, Ocean County has been designated a nonattainment or maintenance area for three NAAQS pollutants (SPF001_AirQualityMap_SPF_TOSPF-001): • a moderate attainment area for 8-hour ozone (1997 Standard) • a marginal attainment area for 8-hour ozone (2008 Standard) • a maintenance area for carbon monoxide There will be temporary, unavoidable increases in particulate matter levels during proposed construction activities. While air quality will be temporarily affected during construction activities, the project will adhere to state air quality standards (NJAC 7:27-1 et seq). NJDEP has determined that activities under the CDBG-DR program are below the *de minimus* thresholds of the Federal General Conformity regulations and are presumed to conform to the State Implementation Plan. The project will meet applicable emission standards and regulations of the State Air Pollution Control Code, and will not have an adverse effect on air quality (SPF001_RevisedGeneralConformityApplicabilityAnalysis_SPF_TOSPF-001). Additionally, the project is exempt from the conformity requirements of the Transportation Conformity Rule (SPF001_NJDOT_Route35CatExDocumentation_SPF_TOSPF-001).
2. Airport Hazards Clear Zones and Accident Potential Zones) [24 CFR 51D]	☒	☐	The project is not located within any Clear Zones or Accident Potential Zones (see SPF001_AirportClearZonesandAccidentPotentialZonesMap_SPF_TOSPF-001) nor is it located within 15,000 feet of a military airport or 2,500 feet of a civilian airport (SPF001_AirportHazardsMap_SPF_TOSPF-001). Therefore, there will be no airport hazard effects.

3. Coastal Zone Management [Coastal Zone Management Act sections 307(c) & (d)]	☒	☐	The New Jersey Coastal Area Facility Review Act (CAFRA) of 1973 established the CAFRA zone and boundaries within New Jersey, implementing the requirements of the federal Coastal Zone Management Act (CZMA) of 1972 (16 U.S.C. § 1451 et seq). Certain activities undertaken within the CAFRA zone are regulated by the NJDEP. The project site lies entirely within New Jersey's CAFRA Zone and the mean high water line buffer zone (SPF001_CoastalZoneManagementActMapCAFRA_SPF_TOSPF-001). A CAFRA Emergency Permit Authorization was issued for this project on November 6, 2013 (SPF001_EmergencyPermitAuthorization_SPF_TOSPF-001. In compliance with the conditions of the Emergency Permit Authorization a CAFRA Individual Permit application was subsequently submitted to the NJDEP, Division of Land Use Regulation on January 14, 2014 for this project. The CAFRA individual permit (# 1500-13-0006.1 CAF140001) was approved on April 17, 2014 (SPF001_CAFRA_Permit_SPF_TOSPF-001). The project area is not located within the regulated boundaries of the Upland Waterfront Development Zone or the Hackensack Meadowlands (SPF001_CoastalZoneManagementActMapCAFRA_SPF_TOSPF-001).
4. Contamination and Toxic Substances [24 CFR 50.3(i) & 58.5(i)(2)]	☒	☐	No locations within the project area are listed on a State or Federal Hazardous Waste sites database and no recognized environmental conditions were identified through site reconnaissance. The project area may be within the 3,000 foot radius of a Hazardous Waste cleanup site, Landfill, solid waste cleanup site or Hazardous Waste facility that handles hazardous materials or toxic substances, however, all sites that were determined by NJDEP to be "non-threatening" to the potential HUD project are not depicted on the NJ HUD Environmental Review Tool 2.1 map. Only sites determined to be "threatening" by the NJDEP are depicted on the map (see SPF001_ToxicHazardousandRadioactiveSubstanceMap_SPF_TOSPF-001). There are no "threatening" sites identified within 3,000 feet of the project area.

5. Endangered Species [Endangered Species Act of 1973, particularly section 7; 50 CFR 402]	☒	☐	Two federally listed animal species, the piping plover (Threatened) and the Northern long-eared bat (Proposed Endangered), were initially identified as species of concern from the NJDEP HUD Environmental Review Tool 2.1 (SPF001_EndangeredSpeciesMap_1_SPF_TOSPF-001 through SPF001_EndangeredSpeciesMap_6_SPF_TOSPF-001). Piping plover habitat is identified as present along Mantoloking Beach for approximately 8,900 linear feet. Long-eared bat habitat is identified as present in scattered locations in the southern half of the project area. Initial consultation with the US Fish and Wildlife Service (USFWS) was completed through a review of the iPaC landscape explorer tool to obtain a preliminary USFWS species list for the project site (see SPF001_USFWS_EndangeredSpeciesReview_SPF_TOSPF-001). This report identified four federally threatened species potentially within the vicinity of the project site: the piping plover, seabeach amaranth, Knieskern's beaked-rush and swamp pink. On January 7, 2014, a consultation request was sent to NJDEP Natural Heritage Program requesting searches of the Natural Heritage Database, the Landscape Project habitat mapping, and Biotics Database. NJDEP sent a response on January 9 and a revised response on March 5, 2013 (SPF001_NaturalHeritageProgramDatabase_Response_SPF_TOSPF-001). Species of concern identified by Natural Heritage included: • Piping Plover – Federally Threatened, State Endangered, Nesting Area • Seabeach Amaranth –Federally Threatened, State Endangered • Sea-beach Knotweed, State Endangered • Sphagnum – protected in Highlands Preservation Area • Northern Harrier – State Endangered, Breeding Sighting • Bald Eagle - State Endangered, Foraging • Black-crowned Night-heron - State Threatened • Caspian Tern - Special Concern, Foraging • Common Tern – Special Concern, Foraging • Glossy Ibis - Special Concern, Foraging • Great Blue Heron - Special Concern, Foraging • Least Tern – State Endangered, Foraging, Nesting Colony • Little Blue Heron - Special Concern, Foraging • Osprey – State Threatened, Foraging, Nest • Snowy Egret - Special Concern, Foraging • Tricolored Heron - Special Concern, Foraging • Fin Whale -- Live Individual Sighting • Humpback Whale – Federally Threatened, State Endangered, Live Individual Sighting • North Atlantic Right Whale – Federally Threatened, State Endangered, Live Individual Sighting • Atlantic Leatherback – Federally Threatened, State Endangered, Occupied Habitat • Atlantic Loggerhead – Federally Threatened, State Endangered, Occupied Habitat The USFWS provided a Biological Opinion to DEP that found the proposed project is not likely to jeopardize the continued existence of the New York-New Jersey Recovery Unit for piping plover (SPF001_USFWS_BiologicalOpinion_Piping Plover_SPF_TOSPF-001). Additionally, the project CAFRA permit requires that if construction is proposed during the piping plover nesting season (March 1 through September 15), a survey of the project area one day prior to work on that project stage must be completed to document the presence or absence of nesting birds. If birds are found within 100 yards of the project area, further consultation with the NJDEP ENSP is required (SPF001_CAFRA_Permit_SFP_TOSPF-001). For seabeach amaranth, the latest field survey from September 2013 found no plants in the project area (SPF001_NJDEP_NHP_2013PlantSurvey_SPF_TOSPF-001). The project CAFRA permit requires that if construction is proposed during seabeach amaranth-growing season (May 15 to November 30), a survey of the project area prior to beginning work must be done. If plants are found, consultation with the USFWS and the NJDEP NHP is required and site protections (buffers and fencing) are required (SPF001_CAFRA_Permit_SFP_TOSPF-001). The project area comprises coastal beach habitat and is not suitable habitat for Knieskern's Beaked Rush or swamp pink. As no forest habitat is present and no tree removal is proposed, the project would have no effect to northern long-eared bats.

			Based on the limited scope of the project and the beach habitat involved, no effects on state-listed species are anticipated. If a federal or state-listed species is found during construction, the NJDEP ENSP must be consulted to determine the appropriate installation/monitoring plan (SPF001_CAFRA_Permit_SFP_TOSPF-001).
6. Environmental Justice [Executive Order 12898]	☒	☐	Executive Order (EO) 12898 requires Federal agencies to consider and address disproportionately high and adverse human health or environmental effects on minority and low-income populations resulting from their actions. The project area contains only small percentages of environmental justice populations – 0-10% minority population with 0-10% living below poverty (SPF001_EnvironmentalJusticeMap_PercentMinority_SPF_TOSPF-001 and SPF001_EnvironmentalJusticeMap_PercentPoverty_SPF_TOSPF-001). The proposed project would not adversely affect EJ populations as permanent impacts of the project would predominantly occur in unoccupied beach areas and temporary construction impacts would be equally distributed and affect all individuals/communities along the 4.0 mile project extent. No disproportionately high and adverse effects on minority and low-income populations would be generated by the proposed project.
7. Explosive and Flammable Operations [24 CFR 51C]	☒	☐	Regulations for the siting of HUD –assisted projects are applicable to the development, construction, rehabilitation, modernization or conversion of a project intended for residential, institutional, recreational, commercial or industrial use (24 CFR 51.201). As the project is not intended for any of these purposes and would not result in an increased number of people being exposed to a hazardous operation by increasing residential densities or involve a habitable building, the requirements of 24 CFR 51C do not apply to the proposed action.
8. Farmland Protection [Farmland Protection Policy Act of 1981, particularly section 1504(b) & 1541; 7 CFR	☒	☐	The project area is located on a barrier island; there are no agricultural lands or prime farmland soils in the project area (SPF001_FarmlandProtectionMap_1_SPF_TOSPF-001 through SPF001_FarmlandProtectionMap_6_SPF_TOSPF-001). The project is also located in the Census-designated New York-Newark, NY-MJ-CT "urbanized area." Therefore, the requirements of the federal Farmland Protection Policy Act (FPPA) are not applicable.
9. Floodplain Management [24 CFR 55; Executive Order 11988, particularly section 2(a)]	☒	☐	The project would be constructed in a Special Flood Hazard Area, Zone VE, as shown on Preliminary FIRM Map 34029C0216G and 34029C0216G, published March 28, 2014. Therefore, pursuant to 24 CFR 55 and Executive Order 11988, a floodplain analysis was completed to consider alternatives and evaluate potential effects on floodplains (SPF001_FloodplainMgmtandFloodInsuranceNFIPNotInFloodwayMap_SPF_TOSPF-001). The 8-step floodplain analysis completed determined that there is no practicable alternative to locating the project in the flood zone. Essentially, the project is an effort to protect public infrastructure from the impacts of future coastal floodplain. Executive Order 11998, Section 1 states that "agencies... shall take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health and welfare..." As the intent of this project is to reduce the impact of coastal storms on areas and infrastructure located within floodplain areas, the project meets the intent of EO 11998 (SPF001_FloodplainAnalysis_SPF_TOSPF-001).

10. Historic Preservation [National Historic Preservation Act of 1966, particularly sections 106 & 110; 36 CFR 800]	☒	☐	The northern half of the project area is not within a Historic Property Exemption Zone ("Green Zone") according to the NJDEP HUD Environmental Review Tool (SPF001_HistoricPreservationExemptionZoneMap_SPF_TOSPF-001) The Mantoloking Historic District (SHPO Opinion 3/8/1996) is located within the northern half of the project area. The Camp Osborn Historic District (SHPO Opinion 11/14/1996) was also located within the project area; however, the district was destroyed by Superstorm Sandy and is no longer considered eligible for listing on the New Jersey and National Registers of Historic Places. On September 17, 2013, the New Jersey State Historic Preservation Office provided Section 106 consultation comments indicating that the proposed project will have "No Adverse Effect" on historic properties (SPF001_SHPO_Response_SPF_TOSPF-001). Section 106 compliance for the project is complete and no further consultation is required.
11. Noise Abatement and Control [Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR 51B]	☒	☐	The project does not involve residential, commercial or industrial construction, purchase or resale of existing, modernization, or rehabilitation of a noise sensitive use (i.e., housing, mobile home parks, nursing homes, hospitals, and other non-housing uses where quiet is integral to the project's function) [24 CFR 51.101(a)(2) and (3)] . Therefore, the project is not considered a noise-sensitive use and the noise standards of 24 CFR 51 do not apply (SPF_NoiseAbatementandControl_SPF_TOSPF-001). Temporary noise effects during construction would be mostly related to short intervals associated with the driving of the steel sheet plates into the ground. NJDEP construction plan notes indicate that construction operations and activities will be limited to occur between the hours of 7:00 am and 6:00 pm. Machinery operations, or operations entailing the use of engines or motors will not be permitted other than between the hours of 7:00 am and 6:00 pm.
12. Sole Source Aquifers [Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR 149]	☒	☐	The project area overlies the NJ Coastal Plain Aquifer System (SPF001_SoleSourceAquiferMap_SPF_TOSPF-001). The proposed project is an infrastructure action along the oceanfront and will have no potential to adversely impact groundwater aquifers on affect public health either during or after construction. Therefore, consultation with EPA is not required and the project is in compliance with the applicable standards of the Safe Drinking Water Act.
13. Wetland Protection [24 CFR 55, Executive Order 11990, particularly sections 2 & 5]	☒	☐	The United States Army Corps of Engineers regulatory jurisdiction extends to tidal waters of the United States, non-tidal waters of the United States, and territorial seas. Federally regulated wetlands and waters of the U.S. are not present within the project area (see SPF001_WetlandsProtectionMap_SPF_TOSPF-001). There will be no encroachments to any Section 404/10 regulated areas; therefore the project is in compliance with EO 11990, and there will be no effects on wetlands as a result of the project.
14. Wild and Scenic Rivers [Wild and Scenic Rivers Act of 1968, particularly section 7(b) & (c); 36 CFR 297]	☒	☐	The Wild and Scenic Rivers Act created the National Wild and Scenic Rivers (WSR) System in 1968 to protect selected rivers in a free-flowing condition and to recognize their importance to our cultural and natural heritage (16 U.S.C. 1271). The Act prohibits federal support for activities that would harm a designated river's free-flowing condition, water quality, or outstanding resource values. There are WSRs in Atlantic, Cumberland, Sussex, Warren, and Hunterdon Counties. The project is not located within 1/4 mile of a designated WSR stream bank and will have no adverse effect on protected WSRs. Additionally, the project area is not located within a one-mile radius of a WSR or its tributaries (see SPF001_WildandScenicRiversMap_SPF_TOSPF-001). The closest WSR, Great Egg Harbor River, is approximately 45 miles southwest of the project area. Therefore, consultation and review by the National Park Service is not required.

PART II: ENVIRONMENTAL ASSESSMENT CHECKLIST

[24 CFR 58.40; 40 CFR 1508.8 & 1508.27]

For each impact category, evaluate the significance of the effects of the proposal on the character, features, and resources of the project area. Enter relevant base data and credible, verifiable source documentation to support the finding. Note names, dates of contact, telephone numbers, and page references. Attach additional material as appropriate. **All conditions, attenuation, or mitigation measures have been clearly identified.**

Impact Codes:

(1) no impact anticipated
(2) potentially beneficial
(3) potentially adverse- requires documentation
(4) requires mitigation
(5) significant/potentially significant adverse impact requiring avoidance or modification which may require an Environmental Impact Statement

Impact Categories	Impact Code	Impact Evaluation, Source Documentation and Mitigation or Modification Required
Land Development		
Conformance with Comprehensive and Neighborhood Plans	1	This project contributes to meeting the goals of the Borough of Mantoloking that seek to "preserve the Borough's character and past traditions, to provide recreational facilities, and to guide the commercial growth of the Borough to best serve the community" (Borough of Mantoloking Master Plan). The project also responds to planning guidance of Brick Township, in that "...Maintaining and enhancing the island beach-dune system is vital to the safety of residents and the protection of property. Consistent with State policy, development seaward of the line will be limited to defined access ways and approved shore protection efforts." (Township of Brick Master Plan, 2007)
Land Use Compatibility and Conformance with Zoning	1	Adjacent land uses consist of residential, commercial, and mixed-use (residential/commercial) properties. Many of the adjacent residential properties consist of seasonal residential uses. The Mantoloking and Brick stretch of the barrier island is particularly vulnerable and predisposed to breaches due to its narrowness, elevation, and underlying geomorphology. The proposed project would serve as a last line of defense to aid in protecting Route 35 and land use inlands in the event of another extreme storm like Superstorm Sandy
Urban Design- Visual Quality and Scale	1	The top of the steel sheeting will be upwards of + 15 feet in height above the ground level and will be covered with sand and enveloped by the dune system to be constructed through a USACE beach and dune system improvements project. While the height of the dune would increase and thereby limit ocean views from the landward side, the sheeting and dune system would blend in with the natural beach environment and not pose a significant visual impact.
Slope	2	The existing slope is variable on the oceanfront and is generally level to sharply sloping due to beach erosion from Superstorm Sandy. The project will aid in the construction of the dune system and beach replenishment and will improve the slope in the project area in relation to the protection of vital infrastructure and property.

Erosion	2	The project is in a residential oceanfront setting with permeable land. The project is designed to control beach erosion and stabilize dune features.
Soil Suitability	1	The project is adjacent to an established residential oceanfront community. The project will include 3.5 miles of beach area which is comprised of very fine beach sands. The existing soils are suitable for the proposed use and there will be no effects on soil suitability.
Hazards and Nuisances, Including Site Safety	2	No hazards or nuisances were identified along or in the vicinity of the project site. The project will provide protection to Route 35 and the surrounding residences by providing an improved barrier to flooding during storm events.
Drainage/Storm Water Runoff	1	The project will be constructed along the Atlantic oceanfront adjacent to a developed residential community. The project does not include an increase in impervious area and will not alter the existing drainage patterns. Stormwater runoff will not increase as a result of this project.
Noise-Effects of Ambient Noise on Project & Contribution to Community Noise Levels	1	The project is not a noise sensitive use and is not subject to noise standards. Other than short-term noise effects during construction, the proposed project is not expected to generate any long-term noise effects on the surrounding area/neighborhood. Construction noise will consist of typical urban build construction activities (i.e., heavy equipment operation) and will be temporary in nature and cease once the project is complete.
Energy Consumption	1	Energy consumption of the project would solely be related to construction activities. While the project would use energy over the short-term, the project would provide long-term benefits for flood protection for public infrastructure.

Socioeconomic Factors

Demographic Character Changes — 1

Both Mantoloking and Brick Township have a more racially uniform population than the state as a whole with 95% to 98% identifying themselves as White versus 69% for the whole state. The project will provide protection of property for local residents, and no adverse effects on demographics are anticipated.

General Population and Housing Characteristics, 2010

Subject	Number (Mantoloking)	Percent (Mantoloking)	Number (Brick 08735)	Percent (Brick 08735)	Number (State)	Percent (State)
Total Population	296	100.0	3,114	100.0	8,791,894	100.0
Median Age (Years)	63.4	(X)	61.6	(X)	39.0	(X)
White	281	94.9	3,058	98.2	6,029,248	68.6
Black or African American	5	1.7	5	0.2	1,204,826	13.7
American Indian and Alaska Native	1	0.3	5	0.2	29,026	0.3
Asian	1	0.3	14	0.4	725,726	8.3
Native Hawaiian and Other Pacific Islander	0	0.0	0	0.0	3,043	0.0
Some Other Race	7	2.4	21	0.7	559,722	6.4
Two or More Races	1	0.3	11	0.4	240,303	2.7
Average Household Size	1.77	(X)	1.89	(X)	2.68	(X)
Average Family Size	2.16	(X)	2.49	(X)	3.22	(X)
Total Housing Units	535	100.0	7,278	100.0	3,553,562	100.0
Occupied Housing Units	162	30.3	1,647	22.6	3,214,360	90.5
Vacant Housing Units	373	69.7	5,631	77.4	339,202	9.5

Source:2010 Census - http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml

Displacement — 1

The proposed project will not require the relocation of any residential, business, or commercial properties. The proposed project will not involve the relocation of any residents living within the study area. No residences, community facilities, or existing land use patterns will be adversely impacted by the project.

Census data show that the Borough of Mantoloking tends to have much higher incomes and lower unemployment than the state as a whole. Brick Township tends to have slightly lower incomes and a lower unemployment than the state as a whole.

The proposed project would have a short-term beneficial direct and indirect effects on the community and its economy because of construction spending, jobs created during construction, and indirect spending by construction workers. Long-term, the project is intended to reduce economic impacts of future flooding events.

Selected Economic Characteristics, 2008-2012

Subject	Number (Mantoloking)	Percent (Mantoloking)	Number (Brick 08735)	Percent (Brick 08735)	Number (State)	Percent (State)
Population 16 and Over	383	(X)	3,248	(X)	6,985,329	(X)
In Labor Force	147	38.4	1,487	45.8	4,672,338	66.9
Civilian Labor Force	147	38.4	1,487	45.8	4,663,005	66.8
Employed	136	35.5	1,345	41.4	4,219,677	60.4
Unemployed	11	2.9	142	4.4	443,328	6.3
Armed Forces	0	0.0	0	0.0	9,333	0.1
Not in Labor Force	236	61.6	1,761	54.2	2,312,991	33.1
Civilian Employed Population 16 Years and Over	136	(X)	1,345	(X)	4,219,677	(X)
Median Household Income ($)	125,283	(X)	63,354	(X)	71,637	(X)
Mean Household Income ($)	194,729	(X)	83,428	(X)	96,602	(X)
Median Family Income ($)	138,333	(X)	77,863	(X)	87,389	(X)
Mean Family Income ($)	258,160	(X)	106,734	(X)	112,730	(X)
Per Capita Income ($)	97,792	(X)	43,089	(X)	35,928	(X)
Percentage of People Whose Income in the Past 12 Months is Below Poverty Level	(X)	1.4	(X)	8.2	(X)	9.9

Source: ACS 2012 http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml

Employment and Income Patterns	1	
Community Facilities and Services		
Educational Facilities	1	The proposed project is not a housing project and will not add students either school system. The proposed project will have no impact on educational facilities.

Commercial Facilities	1	Industrial and commercial development is precluded by the size of the barrier island, the high degree of residential development, and environmental complexities.
Health Care	1	Ocean Medical Center is located at 425 Jack Martin Blvd. in Brick Township approximately 5 miles from the project site. This facility provides a full-range of medical services including emergency medical services.
Social Services	1	Given that the proposed project will not result in a substantial demographic change for the area, social services will not be affected by increased demand.
Solid Waste Disposal/Recycling	1	The Brick Township Department of Public Works, located at 836 Ridge Road, Brick, is responsible for collection of household waste and recycling. Trash and recycling services for Mantoloking are provided by the Ocean County Solid Waste Management. The proposed project would have no impact on these services.
Waste Water/Sanitary Sewers	1	Wastewater treatment services for the Brick and Mantoloking communities are provided by the Ocean County Utilities Authority's Northern Water Pollution Control Facility (NWPCF) through its secondary wastewater treatment facility located in Brick Township, Ocean County. Since the project will not result in a population change, wastewater system capacity will not be affected.
Water Supply	1	Water services for the portion of Brick Township that is located on the barrier island and within the project area and Mantoloking Borough are provided by New Jersey American Water. Since the project will not result in a population change, the demand in the water supply will not be affected.
Public Safety: • Police • Fire • Emergency Medical	1	The Mantoloking Police and Fire Company No. 1 are located at 202 Downer Ave., Mantoloking in the project area. The Brick Township Police Department and ambulance service is located at 401 Chambers Bridge Rd, Brick approximately 6 miles from the proposed project. Breton Woods Fire Company at 665 Mantoloking Road, Brick, approximately 3.5 miles from the project. The project will not affect existing or future demand for emergency services in the area.
Parks, Open Space & Recreation: • Open Space • Recreation	2	Within the project area, Mantoloking Beach, South Mantoloking Beach, and Normandy Beach provide recreational opportunities and open space. The project will benefit the beaches by helping to reestablish the dune system. Two public parks are present in Brick Township. • Bambe Cross, located at 155 Rte. 35 S., is undeveloped open space which provides access to Swamp Cove. • Bayside Park, at 431 Rte. 35 S., provides fishing and crabbing access in addition to picnic tables and volleyball courts. Both parks are located on the bayside of the barrier island and are approximately 600 to 700 feet, respectively, from the project area and would not be affected by construction activities.
Cultural Facilities	1	The Mantoloking Historic District is located in the northern half of the project area. Review of the proposed project by the New Jersey HPO determined that the proposed project will have no adverse effect upon historic properties. Other cultural amenities in the area include: • Point Pleasant Historical Museum, 416 NJ Ave, Pt Pleasant Beach, 3.3 mi north of Mantoloking • Upper Shores Library, 112 Jersey City Ave, Lavalette, 5.4 mi south of Mantoloking

Transportation & Accessibility	1	Mantoloking is linked to the New Jersey-mainland via the Mantoloking Bridge (County Route 528), linking the town with Brick Township across the Barnegat Bay. Roadway accessibility to the proposed site is provided via a local street network. The major roadway in proximity to the site is NJ Route 35. Pedestrian access to the beach is along walkways at the eastern end of local cross streets. Installation of the steel sheeting in conjunction with the USACE beachfill project will provide additional protection for Route 35 during extreme storm events benefiting the residents of the surrounding communities. This project will not modify the existing public access and includes ladders on the sheeting in the rare event the wall ever becomes exposed. There are no public transit services within the project area.
Natural Features		
Water Resources	1	The project is an infrastructure project along the oceanfront. The proposed project will not affect ground water resources nor will the proposed project require the use of municipal potable water. No ground water withdrawals are proposed. Therefore, pursuant to the Safe Drinking Water Act (SDWA), the proposed project will not affect drinking water sources and ground water wells.
Surface Water	1	The project lies entirely parallel to the Atlantic Ocean. No portion of the sheeting project will occur below the high tide line. No state or other federal regulated wetlands or waters of the US are on or adjacent to project site as determined by review of USFWS - NWI – wetland mapper, NJDEP GeoWeb GIS mapping and verified by field investigation. The proposed project will not affect surface water resources.
Unique Natural Features & Agricultural Lands	1	Prime Farmlands include all those soils in Land Capability Class I and selected soils from Land Capability Class II. According to the NRCS web soil survey, the property is comprised of soil map unit USHOOB, identified as Urban land-Hooksan Complex which is comprised of 85% Hooksan fine sands typically associated with barrier island and dune landforms. This soil type is not identified as a Prime Farmland and its Land Capability Class for this soil type is 7s (non-irrigated). The area is also part of a U.S. Census designated urban area. The proposed project will not affect agricultural lands pursuant to the FPPA.
Vegetation and Wildlife	2	The project area is comprised of ocean front beach and involves construction with no change in site use. There are no identified vegetated areas with the exception of isolated, non-contiguous areas planted with American Beachgrass for dune creation for emergency storm situations. The project will provide environmental benefits for restoration and creation of dune and beach habitat and will not cause interference with the natural functioning of plant, animal or, fish species. The project will not adversely affect vegetation and wildlife or their habitats.

PART III: 58.6 CHECKLIST [24 CFR 50.4, 24 CFR 58.6]

1. AIRPORT RUNWAY CLEAR ZONES AND CLEAR ZONES NOTIFICATION [24 CFR Part 51.303(a)(3)]

Does the project involve the sale or acquisition of property located within a Civil Airport Runway Clear Zone or a Military Airfield Clear Zone?

☒**No.** Cite or attach Source Documentation:

SPF001_AirportClearZonesandAccidentPotentialZonesMap_SPF_TOSPF-001 and SPF001_MajorAirport ProximityMap_SPF_TOSPF-001.

[Project complies with 24 CFR 51.303(a)(3).]

☐**Yes.** Notice must be provided to the buyer. The notice must advise the buyer that the property is in a Runway Clear Zone or Clear Zone, what the implications of such a location are, and that there is a possibility that the property may, at a later date, be acquired by the airport operator. The buyer must sign a statement acknowledging receipt of this information, and a copy of the signed notice must be maintained in the ERR.

2. COASTAL BARRIERS RESOURCES ACT [Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 (16 USC 3501)]

Is the project located in a coastal barrier resource area?

☒**No.** Cite or attach Source Documentation:

No lands regulated under the Coastal Barrier Resources Act are located in in the project area. Therefore the project area is not located within or adjacent to a System unit or an Otherwise Protected Area (OPA) boundary of the Coastal Barriers Resources Act. Further consultation with the USFWS is not needed (SPF001_CoastalBarrierResourcesActMap_SPF_TOSPF-001).

[Proceed with project.]

☐**Yes.** Federal assistance may not be used in such an area.

3. FLOOD DISASTER PROTECTION ACT [Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 (42 USC 4001-4128 and 42 USC 5154a)]

Does the project involve acquisition, construction, or rehabilitation of structures located in a FEMA-identified Special Flood Hazard Area (SFHA)?

☐ **No.** Cite or attach Source Documentation:

[Proceed with project.]

☒ **Yes.** Cite or attach Source Documentation:

The project area lies within a FEMA-identified floodplain (VE) but not in a flood way and will involve construction within a special flood hazard areas (SPF001_FloodplainMgmtandFloodInsuranceNFIPNotInFloodwayMap_SPF_TOSPF-001).

However, the project does not involve financial assistance for construction, rehabilitation, or acquisition of a mobile home, building, or insurable personal property or the purchase of machinery, equipment, fixtures, or furnishings that are insurable under NFIP. Additionally, the project does not involve a structure meeting the definition of 44 CFR 59.1, Subpart A. Therefore, flood insurance requirements are not applicable.

Is the community participating in the National Insurance Program (or has less than one year passed since FEMA notification of Special Flood Hazards)?

☒ **Yes. Flood Insurance under the National Flood Insurance Program must be obtained.** If HUD assistance is provided as a grant, insurance must be maintained for the economic life of the project and in the amount of the total project cost (or up to the maximum allowable coverage, whichever is less). If HUD assistance is provided as a loan, insurance must be maintained for the term of the loan and in the amount of the loan (or up to the maximum allowable coverage, whichever is less). A copy of the flood insurance policy declaration must be kept on file in the ERR.

See above

☐ **No**. Federal assistance may not be used in the Special Flood Hazard Area.

Summary of Findings and Conclusions

Additional Studies Performed: (*List the reports, studies, or analyses performed for this assessment, and attach studies or summaries.)*

No additional studies were performed.

Field Inspection (Date and completed by):

January 15, 2014, AK Environmental LLC under contract to Gannett Fleming, Inc.

List of Sources, Agencies, and Persons Consulted [40 CFR 1508.9(b)]: (List sources, agencies, and persons consulted for this assessment.)

Agencies/Persons Consulted

New Jersey Department of Environmental Protection, Division of Fish and Wildlife Endangered and Nongame Species Program, Patrick Woerner and Christina Davis

New Jersey Department of Environmental Protection, Natural Heritage Program

New Jersey Department of Environmental Protection, Office of Natural Lands Management, Robert Cartica

New Jersey Department of Environmental Protection, Site Remediation Program

New Jersey Department of Environmental Protection, Office of Engineering and Construction, William Dixon, Kelley Staffieri and Georgeann Gray

New Jersey Department of Environmental Protection, Natural and Historic Resources, Historic Preservation Office, Jonathan Kinney

U.S. Fish and Wildlife Service, New Jersey Ecological Services Field Office, Eric Schraeding, Wendy Walsh

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Lists of Permits Required:

NJDEP CAFRA Individual Permit –Permit # 1500-13-0006.1 CAF140001 was approved on April 17, 2014

Public Outreach [24 CFR 50.23 & 58.43]:

Public outreach will be achieved through a public notice as required by 24 CFR Part 58.43.

Cumulative Impact Analysis [24 CFR 58.32]:

The proposed project will not contribute to cumulative effects on environmental resources. Recognizing the effects of past actions, no present or reasonably foreseeable public or private sector projects were identified which will be anticipated to substantially contribute to cumulative environmental effects. Ocean County and the entire New Jersey coastal area are undergoing recovery efforts from the damage inflicted by Superstorm Sandy. Recovery efforts in the area include rehabilitation, demolition, reconstruction, and new construction. Cumulatively, recovery projects in combination with the proposed action may have a temporary impact on air quality, noise, traffic and surface water during construction activities, but will have a net long-term benefit to those areas both locally and regionally.

Project Alternatives Considered [24 CFR 58.40(e), 40 CFR 1508.9]: *(As appropriate, identify other reasonable courses of action that were considered and not selected, such as other sites, design modifications, or other uses of the subject site. Describe the benefits and adverse impacts to the human environment for each alternative and the reasons for rejecting it.)*

No other action alternatives were considered.

No Action Alternative [24 CFR 58.40(e)]:

The No-Action Alternative will have no effects because the project will not be built with the selection of the No Action Alternative. Since the No Action Alternative will not provide much needed protection of Route 35, and the oceanfront community, the No Action Alternative was rejected.

Summary Statement of Findings and Conclusions:

Based upon completing this EA, environmental review of the proposed project indicates there will be no significant effects on existing environmental conditions across the impact categories implemented by HUD in response to the NEPA.

Required Mitigation and Project Modification Measures: [24 CFR 58.40(d), 40 CFR 1505.2(c), 40 CFR 1508.20] *(Recommend feasible ways in which the proposal or its external factors should be modified in order to minimize adverse environmental impacts and restore or enhance environmental quality.)*

Implementation of best management practices to address the following construction stage impacts:

Air Quality – The project must meet the regulatory requirements of New Jersey's Air Rules/Air Pollution Control Requirements revised General Conformity Applicability Analysis. The Contractor will implement the following Best Management Practices (BMPs) aimed to reduce air quality effects during construction:

1. Use water or chemical dust suppressant in exposed areas to control dust

2. Cover the load compartments of trucks hauling dust-generating materials

3. Wash heavy trucks and construction vehicles before they leave the site

4. Reduce vehicle speed on non-paved areas and keep paved areas clean

5. Retrofit older equipment with pollution controls

6. Establish and follow specified procedures for managing contaminated materials discovered or generated during construction

7. Employ spill mitigation measures immediately upon a spill of fuel or other hazardous material

8. Obtain an air pollution control permit to construct and a certificate to operate for all equipment subject to N.J.A.C. 7:27-8.2(c). Such equipment includes, but is not limited to, the following:

a. Any commercial fuel combustion equipment rated with a maximum heat input of 1,000,000 British Thermal Units per hour or greater to the burning chamber (N.J.A.C. 7:27-8.2(c)1);

b. Any stationary storage tank for volatile organic compounds with a capacity of 2,000 gallons and a vapor pressure of 0.02 pounds per square inch or greater (N.J.A.C. 7:27-8.2(c)9);

c. Any tank, reservoir, container, or bin with capacity in excess of 2,000 cubic feet used for storage of solid particles (N.J.A.C. 7:27-8.2(c)10); and

d. Any stationary reciprocating engine with a maximum rated power output of 37 kW or greater, used for generating electricity, not including emergency generators (N.J.A.C. 7:27-8.2(c)21).

(Note: One or two family dwellings and dwellings of six or less family units, one of which is owner occupied, are exempt pursuant to NJSA 26:2C-9.2.)

9. Minimize idling and ensure that all on-road vehicles and non-road construction equipment operated at or visiting the project site comply with the applicable smoke and "three-minute idling" limits (N.J.A.C. 7:27-14.3, 14.4, 15.3 and 15.8).

10. Ensure that all diesel on-road vehicles and non-road construction equipment used on or visiting the project site use ultra-low sulfur fuel (<15 ppm sulfur) in accordance with the federal Non-road Diesel Rule (40 CFR Parts 9, 69, 80, 86, 89, 94, 1039, 1051, 1065, 1068).

11. Operate, if possible, newer on-road diesel vehicles and non-road construction equipment equipped with tier 4 engines, or equipment equipped with an exhaust retrofit device.

Noise – Time constraints on construction activity in accordance with local ordinances and proper maintenance and documentation of construction equipment in accordance with manufacturer's specifications to keep unnecessary noise impacts to a minimum. In compliance with NJDEP construction plans, construction operations and activities will be limited to occur between the hours of 7:00 am and 6:00 pm. Machinery operations or operations entailing the use of engines or motors will not be permitted other than between the hours of 7:00 am and 6:00 pm.

Soils and Water Resources –The Construction activities will comply with the New Jersey Standards for Soil Erosion and Sediment Control and will require consultation. The Contractor will install and maintain erosion and sedimentation control measures and appropriate best management practices prior to and throughout construction, and in compliance with the contract project drawings.

Introduction:

This analysis describes the decision-making process performed for the Route 35 Sheeting Project (SPF 001) to comply with Executive Order 11988, Floodplain Management as required by HUD Regulations at 24 CFR Part 55.

The proposed project involves construction of a continuous, 3.5-mile steel sheet pile oceanfront bulkhead parallel to Route 35 through a portion of the Township of Brick and the Borough of Mantoloking in Ocean County. The project extends along Route 35 from the southern boundary of Brick Township (Milepost 7.24) to the north side of the Lyman Street intersection with Route 35 in Mantoloking (Milepost 10.7)[1].

The Route 35 Sheeting Project is associated with other federal/state recovery investments within the project area.

- The NJDOT Route 35 Reconstruction project involves a 12.5 mile portion of the roadway, from milepost 0.0 at the entrance to Island Beach State Park in Berkeley Township north to the project terminus at milepost 12.5 near the southern boundary of Point Pleasant Beach Borough. Project elements include a complete road reconstruction with full-depth pavement replacement, improved drainage collection and outfall system, and bicycle and pedestrian infrastructure. The cost for the entire project is approximately $265 million. As a coastal emergency evacuation route, this reconstruction project is an important element for increasing storm resiliency along the entire Barnegat Bay barrier island.

  The Route 35 Sheeting Project would help to protect the investment in the reconstruction of Route 35 from future coastal storms and erosion.

- The USACE Manasquan Inlet to Barnegat Inlet Shore Protection project would involve completion of a beachfill with a berm and dune. The purpose of the project is to aid in reducing future impacts from coastal erosion and storms on the beach and adjacent oceanfront lands. The project would cover approximately 14 miles from Island Beach State Park in Berkeley Township to the Manasquan Inlet at the northern border of Point Pleasant Beach Borough. Periodic beach nourishment is also proposed over a 50-year period post construction. The original project was authorized in 2007 prior to Superstorm Sandy, but no funds were allocated for construction. The initial construction costs (based on a 2007 estimate) were approximately $77 million, but are expected to increase as the project is revised to address additional damage experienced from the storm.

  The Route 35 Sheeting project would occur prior to the USACE project. The Route 35 sheeting would ultimately be completely enveloped by the beachfill sand and constructed dune and the projects would work in conjunction to protect the investment of the Route 35 Project.

[1] Note: The original extent of the Route 35 Sheeting Shore Protection project was approximately 4.0 miles from the southern boundary of Brick Township (Milepost 7.24) to the northern boundary of Mantoloking Borough (Milepost 11.2). Subsequent permit decisions and private investment commitments by landowners in the northern end of the project area to fund and construct compatible shore protection infrastructure allowed a reduction in the scope of the proposed federal/state-funded action. Design revisions to reflect this change resulted in the elimination of approximately 1,765 linear feet of sheeting originally proposed.

Analysis:

The HUD floodplain management decision making process at 24 CFR Part 55.20 contains eight steps, including public notice and an examination of practicable alternatives.

Step 1: Determine whether the action is located in a 100-year floodplain (or a 500-year floodplain for critical actions).

The proposed project area is located in a designated Special Flood Hazard Area "VE" Zone (area of coastal flood zone with velocity hazard (wave action) and base flood elevations determined) floodplain as indicated on the preliminary Flood Insurance Rate Map (FIRM) Panel 216 of 660, Map Number 34029C0216G and Panel 218 of 660, Map Number 34029C0218G, revised March 28, 2014 (see Exhibit 1). Areas designated as a Special Flood Hazard Area are those subject to inundation by the 1% annual chance flood (e.g., a 100-year flood), also known as the base flood.

Under HUD regulations, this project is considered a substantial improvement involving new construction, and therefore is not exempt from the requirements of 24 CFR 55.20 (24 CFR 55.12). An evaluation of direct and indirect impacts associated with construction, occupancy, and modification of the floodplain is required.

Step 2: Notify the public for early review of the proposal and involve the affected and interested public in the decision making process.

An early public notice of the proposed activity within the 100-year floodplain was published on April 3, 2014 (see Exhibit 2). Notices were published in the Asbury Park Press and the Reporte Hispano newspapers. The notice was also made available to the public via the NJDEP, Bureau of Coastal Engineering website (http://www.nj.gov/dep/shoreprotection/route35floodplain.htm). The notice was also distributed to federal, state and municipal agencies via email on April 4, 2014 (see Exhibit 2).

The notice requested comments from the public concerning floodplain and natural resource impacts of the proposed economic revitalization programs. The notice also indicated that the NJDEP would evaluate proposed actions under these programs for potential direct and indirect impacts associated with floodplain development and, where practicable, would design or modify proposed actions to minimize potential adverse impacts to lives, property, and natural values within the floodplain. The required 15 calendar day were allowed for public comments and comments were accepted either electronically (http://www.nj.gov/dep/shoreprotection/contact.htm) or via written correspondence.

Individual and agency comments received from the early notice concerning the proposed action, and NJDEP responses, are summarized below:

Frank Master, IV, Chief, Civil Works Programs Branch, USACE Philadelphia District:

1. The notice indicates that the sheetpile wall will be constructed after the Corps' beachfill project. That is not necessarily the case. Based on the timing of both projects the wall may go in first and the Corps' project would come after. This section of the notice needs to be revised to reflect that possibility.

DEP response: We understand the text of the notice was not specifically clear and also anticipate that the proposed action would be in place prior to the USACE beachfill project. The floodplain analysis and final notice will indicate the anticipated order of construction as stated by the USACE.

2. Based upon a review of information submitted as part of the NJDEP/LURP permit application, it appears at this time that all work is taking place outside of the Corps' regulatory jurisdiction, and a Department of the Army permit is not required for the currently proposed sheet pile wall.

   DEP response: We concur that no work is proposed within an area of USACE regulatory jurisdiction.

Step 3: Identify and evaluate practicable alternatives.

Alternative 1: Relocate the Proposed Action Outside of the 100-year floodplain

Executive Order 11998, Section 1 states that "agencies… shall take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health and welfare…" As the intent of this project is to reduce the impact of coastal storms on areas and infrastructure located within floodplain areas, the project meets the intent of EO 11998.

Alternatives to relocate the proposed flood control project outside of the floodplain are not available and would be contrary to the purpose and function of the proposed improvement. Route 35 is a major coastal traffic route that supports the vast majority of vehicular traffic along the barrier island between Barnegat Bay and the Manasquan Inlet, a distance of approximately 14.8 miles (see Exhibit 3). Therefore, Route 35 is an essential component of the regional transportation network.

Additionally, the entire stretch of Route 35 is located within the 100-year floodplain. The project area is especially vulnerable to coastal storm damage and island breaches due to the narrowness of the island and underlying geomorphology.

Therefore, there are no alternatives which could be located outside of the floodplain and meet the project purpose and intent.

Alternative 2: Alternative Actions that Serve the Same Purpose

Alternatives that would potentially serve the same purpose as the proposed flood control project—reducing the risk of flood damage to Route 35— would essentially involve locating Route 35 out of the 100-year floodplain.

As previously noted, the entire extent of Route 35 on the barrier island is located within the 100-year floodplain (see Exhibit 4), therefore there is no surface alternative where the road alignment could be relocated outside of the 100-year floodplain.

Elevation of Route 35 out of the floodplain would be technically feasible; however such an alternative would require extensive right-of-way acquisition; have significant impacts on the oceanfront homes, local businesses, communities and the Mantoloking Historic District; and still impact the 100-year floodplain. Additionally, such an approach would not provide the additional protection for community

structures and other public infrastructure that the proposed action would provide. Finally, the costs for both construction and maintenance of such a roadway would be vastly greater than the proposed action.

Alternative 3: No Action Alternative

A no action alternative was considered and rejected because the no action alternative would not address the vital infrastructure needs of the area, would not aid in community and economic recovery in Brick and Mantoloking, and would not address the needed reduction of future flood risk and associated human health, safety and welfare impacts.

Superstorm Sandy had a widespread and lasting impact on New Jersey's coastal communities. Approximately 27% of the residential housing units in Mantoloking Borough were damaged, with many others in the Brick Township portion of the study area also affected by storm damage.

In Mantoloking, the storm surge washed entirely across the Barnegat Peninsula from the ocean to the bay in three locations, breaching three sections of the highway. The largest of the breaches created a channel between the Atlantic Ocean and the Barnegat Bay at the intersection with Route 528 at the Mantoloking Bridge. In addition to the breaches, the storm destroyed much of the highway, undermining and moving concrete slabs and destroying much of the roadway's underground drainage[2].

After Superstorm Sandy, it was evident that this area was in need of beachfront storm protection. That storm eroded the beach and breached the roadway causing hundreds of millions of dollars of damage to the homes and infrastructure.

The NJ Route 35 Reconstruction Project is a vital regional improvement needed to both recover from Superstorm Sandy and to revitalize adjacent communities. Funding for the reconstruction project is part of the United States Department of Transportation (USDOT) Emergency Relief Program which is designed to aid the repair and reconstruction of highways that have suffered serious damage as a result of natural disasters. The Route 35 Sheeting Project will complement reconstruction of the roadway by reducing overall flooding risk and providing a barrier to aid in reducing impacts of future coastal storms.

The no-action alternative would limit state and community recovery efforts and not provide the necessary complementary flood damage protection for substantial federal and state post-storm recovery investments.

Step 4: Identify Potential Direct and Indirect Impacts of Associated with Floodplain Development.

While the proposed construction of the sheeting project would occur within the 100-year floodplain, the overall design would help to minimize the effects of coastal flooding. .

The top of the sheeting would be placed at +15 feet above sea level (NAV88). With additional sand placement from the USACE project, the sheeting would be encased within the constructed dune to

[2] NJDOT Route 35 Reconstruction, http://www.state.nj.us/transportation/commuter/roads/rt35reconstruction/impacts.shtm

provide a barrier with a top height of approximately +22 feet above sea level (NAV88). The highest preliminary base flood elevation (BFE) in the project area as delineated on the Preliminary FIRMs is 16.0 feet above sea level (NAV88).

Overall, construction and operation of the proposed project would not result in significant adverse impacts to flood levels, flood risk, or the flow of flood waters on the project site or surrounding areas. Conversely, the project would reduce flood level, flood risk, and the flow of flood waters onto the project area. Therefore, the proposed project would be compliant with the National Flood Insurance Act of 1968 (44 CFR § 59) and Executive Order 11988 on Floodplain Management (42 FR 26951).

Step 5: Where practicable, design or modify the proposed action to minimize the potential adverse impacts to lives, property, and natural values within the floodplain and to restore, and preserve the values of the floodplain.

The NJDEP Bureau of Coastal Engineering considered other construction approaches to the proposed steel sheeting to determine the most practicable and effective method for reducing flood risk and damage within the project area.

An interim beachfill alternative was evaluated which would consist of a sand barrier to be constructed prior to the USACE beachfill project. Analysis of this option indicated that the alternative would only provide protection for a 30-40 year storm event at a similar cost in comparison with the proposed sheeting bulkhead. This option would also require a substantially longer construction period than the 6-month proposed schedule for the sheeting project.

Use of geotube technology was also investigated as a potential design option, using either a single large tube or a stacked pyramid of multiple smaller tubes. For this option, a steady supply of sand would be required to allow for proper settling of the fill material; however sand supplies are already lacking in this area. The Brick and Mantoloking beach sections are already starved of sand and therefore not a viable option for fill material. Use of geotubes also has stability limitations when encountering direct wave attack and can also be relatively easily damaged through careless maintenance or vandalism. If exposed during a storm event, geotubes can easily shift or roll and exacerbate flood conditions.

Evaluation of a stone revetment option noted that it would be ideal for a flood control feature as the stone would dissipate wave energy while protecting infrastructure. However, to provide a similar level of protection than the proposed action, the costs of a rock revetment structure are close to twice the costs of installing a bulkhead. Furthermore, the required footprint of the structure is greatly increased.

In combination with the USACE beachfill project, the proposed action is the best option for providing necessary coastal flood control while maximizing retention of natural floodplain values.

Step 6: Reevaluate the Alternatives.

The proposed action is viewed as the most practicable alternative by reducing the risk of adverse impacts to vital infrastructure and oceanfront communities along the Route 35 corridor. These needed infrastructure improvements are vital to state and local transport, commerce, and emergency

preparedness. Relocation of the project outside of the floodplain is not available nor would such an alternative meet the project intent. Other options would be either ineffective or impose extraordinary costs and environmental impacts. The no action alternative also remains impracticable because it will not satisfy the need for post-Sandy flood protection and infrastructure stability. The proposed project is the best alternative for meeting those needs and minimizing potential hazards to human safety, health, and welfare.

Step 7: Determination of No Practicable Alternative

It is our determination that there is no practicable alternative to locating the project in the flood zone. This is due to: 1) the intent of the project to reduce the risk and impacts of coastal flooding events; 2) the lack of alternative locations outside of the 100-year floodplain for the roadway alignment related to the physical geography of the barrier island; and 3) the ability to meet the project intent while minimizing impacts on human health, public property, and floodplain values.

A final public notice will be published in accordance with HUD requirements. The final notice will detail the reasons why the modified project must be located in the floodplain, a list of alternatives considered, and measures taken to minimize adverse impacts and preserve natural and beneficial floodplain values.

Step 8: Implement the Proposed Action

Implementation of the proposed action will require additional local and state permits, which may place additional mitigation requirements on the project.

Exhibit 1: Floodplain Maps

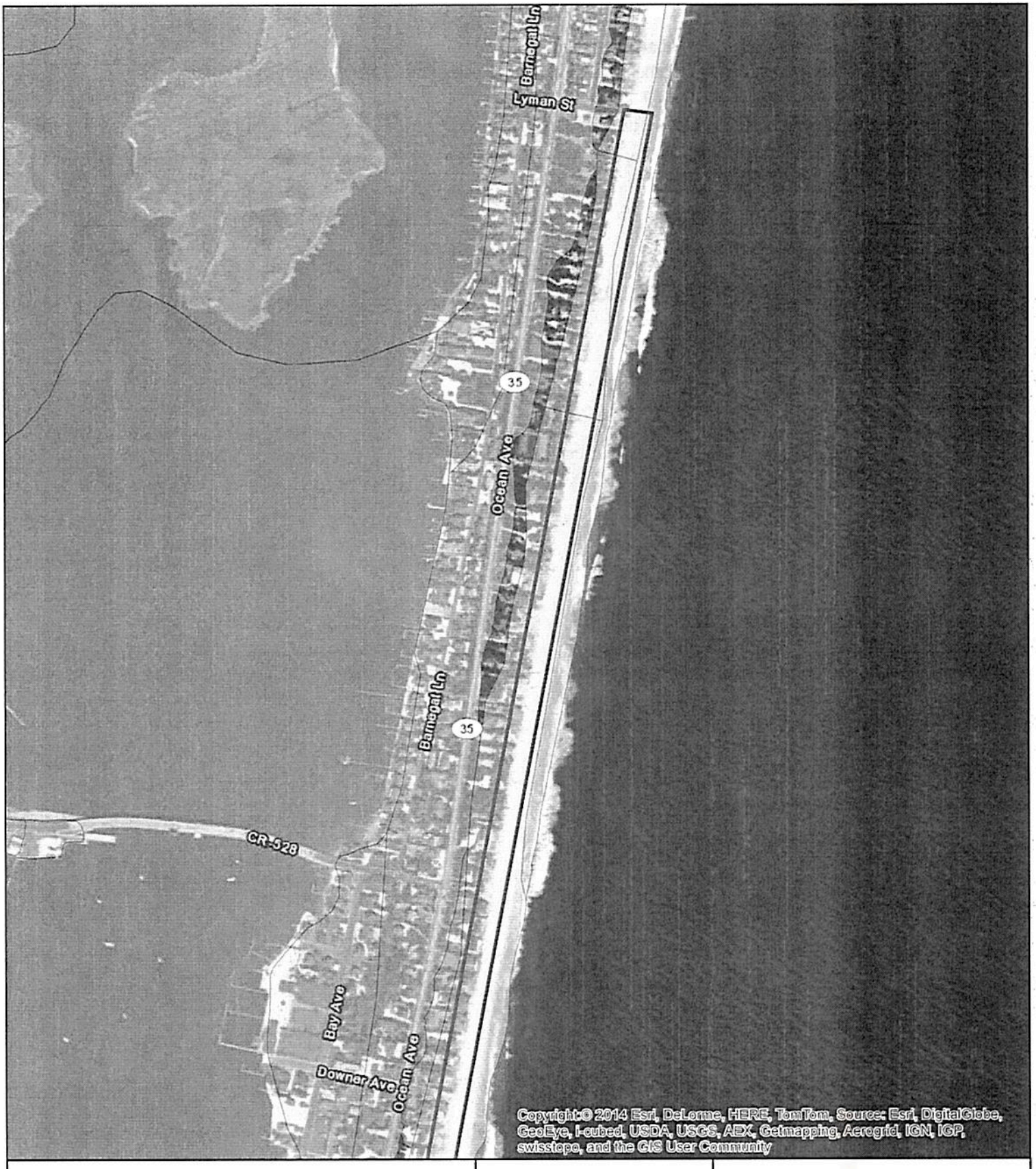

Exhibit 1, Sheet 1 of 4
Floodplain Map
SPF001 Route 35 Sheeting Project
Brick Township and Mantoloking Borough, Ocean County

Preliminary FIRM Map

- A
- V
- SPF001 Project Area

1:10,000

0 800 1,600 Feet

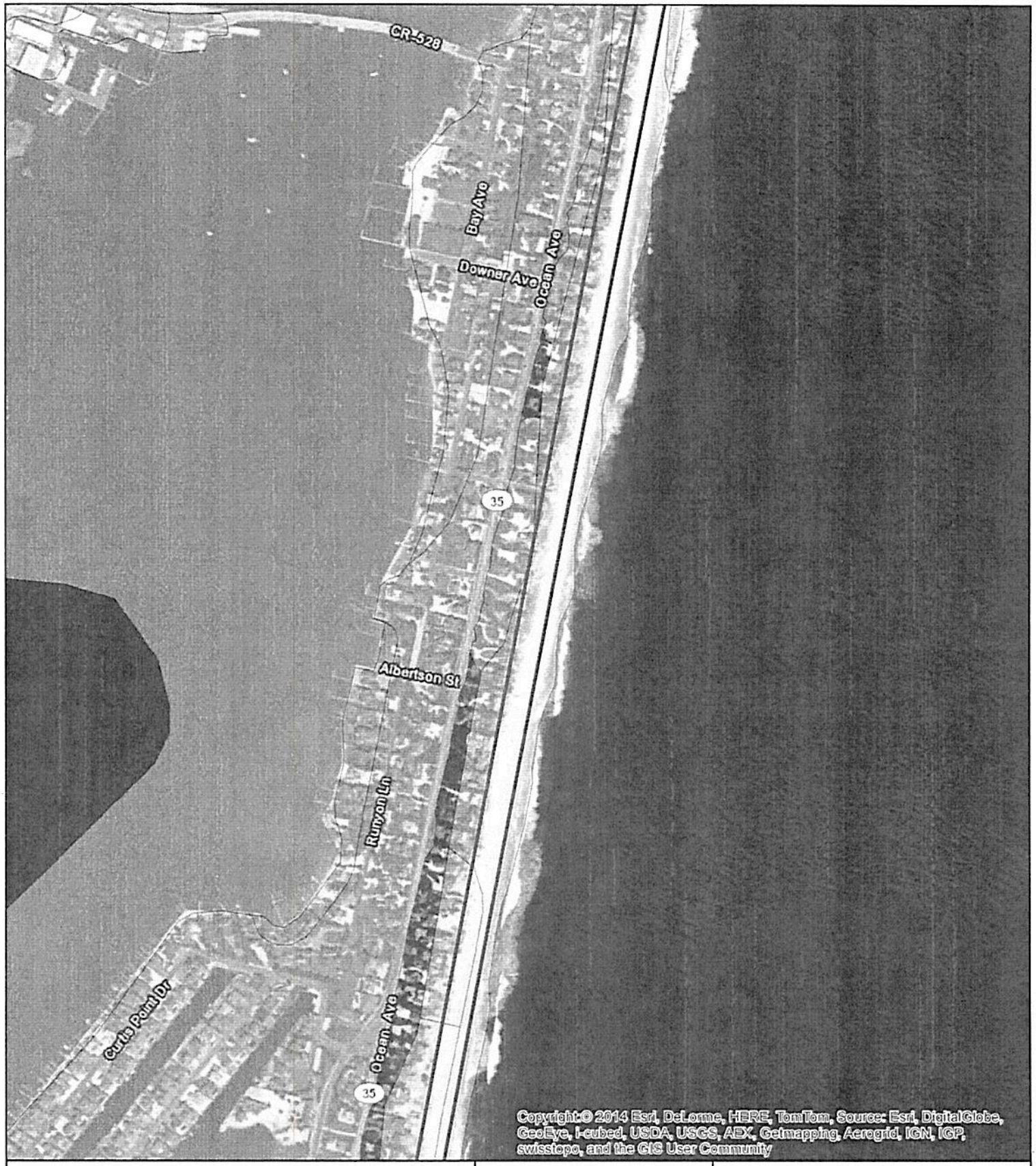

Exhibit 1, Sheet 2 of 4
Floodplain Map
SPF001 Route 35 Sheeting Project
Brick Township and Mantoloking Borough, Ocean County

Preliminary FIRM Map

- A
- V
- SPF001 Project Area

1:10,000

0 800 1,600 Feet

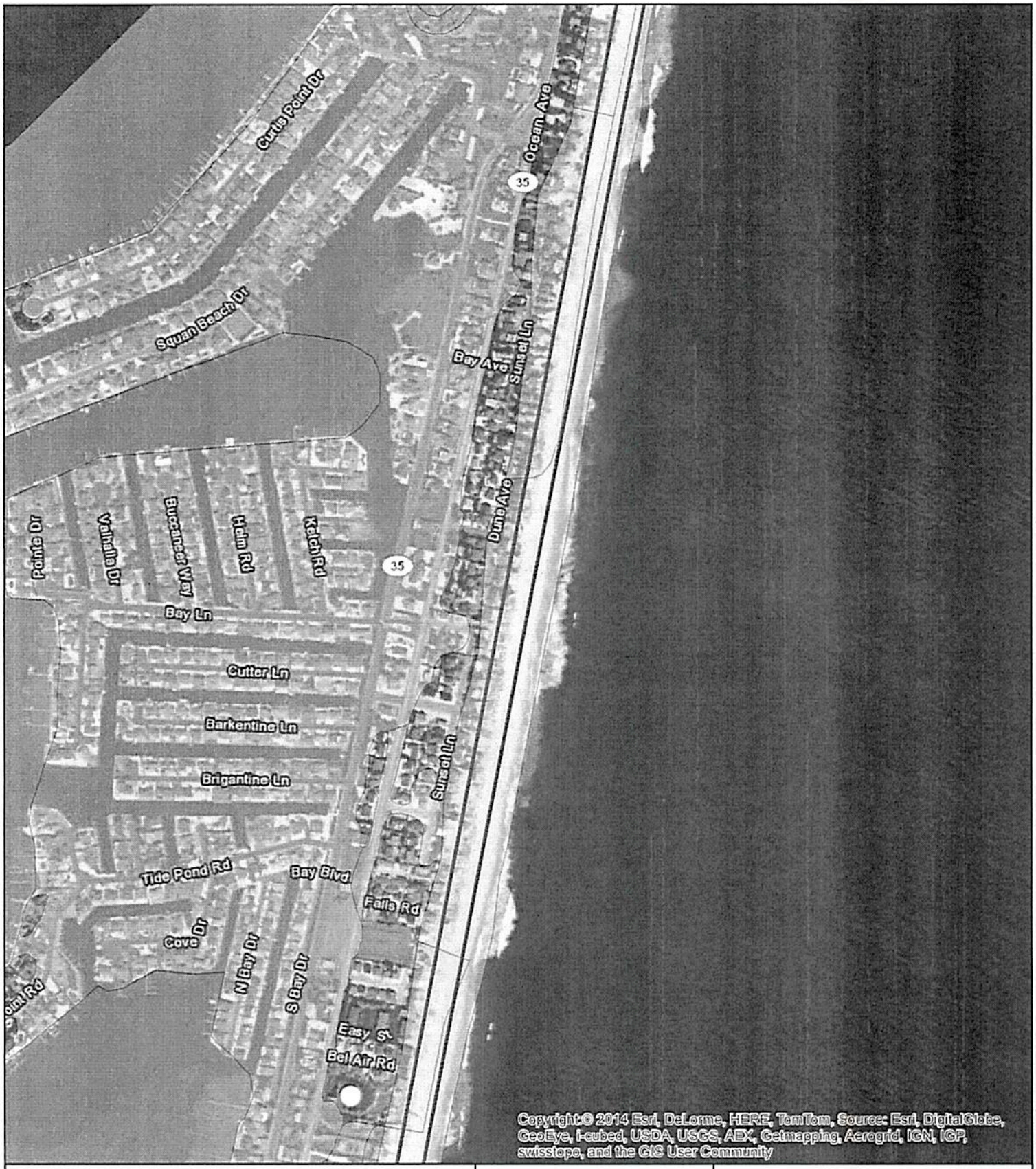

Exhibit 1, Sheet 3 of 4
Floodplain Map
SPF001 Route 35 Sheeting Project Brick Township and Mantoloking Borough, Ocean County

Preliminary FIRM Map

- A
- V
- SPF001 Project Area

1:10,000

0 800 1,600 Feet

Exhibit 1, Sheet 4 of 4
Floodplain Map
SPF001 Route 35 Sheeting Project
Brick Township and Mantoloking Borough, Ocean County

Preliminary FIRM Map

- A
- V
- SPF001 Project Area

1:10,000

0 800 1,600 Feet

Exhibit 2: Early Public Notice

Early Notice and Public Review of a Proposed Activity in a 100-Year Floodplain

April 3, 2014

This is to give notice that the New Jersey Department of Environmental Protection (NJDEP)is conducting an evaluation as required by Executive Order 11988 for floodplain management, in accordance with U.S. Department of Housing and Urban Development (HUD) regulations at 24 CFR Part 55.20 Subpart C Procedures for Making Determinations to determine the potential effect that its activity in the floodplain will have on the human environment for Community Development Block Grant under Title 1 of the Housing and Community Development Act of 1974 (P.L. 93-383).

NJDEP has determined that the following proposed action under the Shore Protection Fund Program is located in the 100-year floodplain, and that NJDEP will be identifying and evaluating practicable alternatives to locating the action in the floodplain and the potential impacts on the floodplain from the proposed action.

The proposed project is to protect Route 35 shore communities from future damage of breach as was experienced during Superstorm Sandy. It involves the placement of a continuous 4.0-mile wall of steel sheeting parallel to New Jersey Route 35 within the Borough of Mantoloking and Township of Brick in Ocean County. The steel sheeting would be placed along the beach and, after the completion of a forthcoming U.S. Army Corps of Engineers beachfill project, would be covered with sand to become part of the dune system and form a barrier to protect the Route 35 roadway from the effects of future coastal flooding.

The entire project would essentially be constructed within the Special Flood Hazard Area Zone "VE" coastal floodplain, as shown on the Federal Emergency Management Agency (FEMA) Preliminary Flood Insurance Rate Maps (FIRMs) Panel 216 of 660, Map Number 34029C0216G, March 28, 2014 and Panel 218 of 660, Map Number 34029C0218G, March 28, 2014. The proposed project is located in the Borough of Mantoloking and Township of Brick, Ocean County, New Jersey.

There are three primary purposes for this notice. First, people who may be affected by activities in floodplains and those who have an interest in the protection of the natural environment should be given an opportunity to express their concerns and provide information about these areas. Commenters are encouraged to offer alternative sites outside of the floodplain, alternative methods to serve the same project purpose, and methods to minimize and mitigate impacts. Second, an adequate public notice program can be an important public educational tool. The dissemination of information and request for public comment about floodplains can facilitate and enhance Federal efforts to reduce the risks and impacts associated with the occupancy and modification of these special areas. Third, as a matter of fairness, when the Federal government determines it will participate in actions taking place in floodplains, it must inform those who may be put at greater or continued risk.

Written comments must be received by NJDEP at the following address on or before April 19, 2014. All comments should be submitted to Kelly Staffieri, Bureau of Coastal Engineering at 1510 Hooper Avenue, Toms River, New Jersey 08753 or online at http://www.nj.gov/dep/shoreprotection/contact.htm.

Date: April 3, 2014
Commissioner Bob Martin
New Jersey Department of Environmental Protection

Aviso Anticipado y Revisión Pública Para un Proyecto Propuesto en un Terreno Inundable de 100 Años

3 de Abril del 2014

Por medio del siguiente aviso se anuncia que el Departamento de Protección Ambiental (New Jersey Department of Environmental Protection [NJDEP]) de Nueva Jersey llevara a cabo una evaluación, como lo es requerido por la orden ejecutiva 11988 para el manejo de terrenos inundables, de acuerdo con las regulaciones del Departamento de Vivienda y Desarrollo Urbano de EE.UU. (U.S. Department of Housing and Urban Development [HUD]) del 24 CFR Parte 55.20 Subpart C, Procedimientos para la Creación de Determinaciones, para determinar los posibles efectos que su actividad en terrenos inundables tendría en el medioambiente humano ya que el proyecto propuesto está siendo considerando para recibir fondos bajo el Programa de Subsidios para el Desarrollo Comunitario bajo el Titulo 1 del Acto de 1974 para la Vivienda y el Desarrollo Comunitario (Community Development Block Grant under Title 1 of the Housing and Community Development Act of 1974 [P.L. 93-383]).

El NJDEP ha determinado que el proyecto propuesto bajo el Programa de Fondos para la Protección de Orillas (Shore Protection Fund Program) está ubicada en un terreno inundable con una probabilidad del uno por ciento (1%) de ser inundado (es decir, un terreno inundable de 100 años) y que el NJDEP va a identificar y evaluar alternativas prácticas para localizar el proyecto propuesto en el terreno inundable y los posibles impactos en el terreno inundable a causa del proyecto propuesto.

El proyecto propuesto incluye la instalación de una pared de tablestacas con láminas de acero por 4 millas de forma paralela a la Ruta 35 de Nueva Jersey (New Jersey Route 35) dentro del Distrito de Mantoloking y el Municipio de Brick en el Condado Ocean. Las tablestacas con láminas de acero serían instaladas a lo largo de la playa y después de la finalización de un proyecto próximo para rellenar la playa por parte del Cuerpo de Ingenieros del Ejército de los Estados Unidos (U.S. Army Corps of Engineers), sería cubierta con arena para volverse parte del sistema de dunas y conformar una barrera para proteger la calzada de la Ruta 35 de los efectos de inundaciones costales en un futuro.

El proyecto en su totalidad sería esencialmente construido dentro de una Area Especial de Riesgos de Inundación, Zona "VE", zona de inundación costera, como lo muestran los Mapas preliminares de Tarifas de Seguro de Inundación (FIRMs) preparados por la Agencia Federal para el Manejo de Emergencias de EE.UU (FEMA) tablero 216 de 660, mapa número 34029C0216G, con fecha de Marzo 28 del 2014, y el tablero 218 de 660, mapa número 34029C0218G, con fecha de Marzo 28 del 2014. El proyecto propuesto está ubicado en el Distrito Matoloking y el Municipio de Brick en el Condado Ocean, Nueva Jersey.

Este aviso tiene tres propósitos principales. El primero es que la gente afectada por las actividades de las zonas de inundaciones y aquellos que estén interesados en la protección del medio ambiente tengan la oportunidad de expresar sus inquietudes y proveer información sobre esas áreas. Los comentadores están invitados a ofrecer sitios alternativos por fuera de la zona de inundación, métodos alternativos que cumplan con el mismo propósito del proyecto, y métodos para minimizar y mitigar impactos. Segundo, un programa adecuado de aviso público puede ser una herramienta educacional muy importante. La diseminación de información y la solicitud de comentarios del público sobre los terrenos inundables pueden facilitar y mejorar los esfuerzos del Gobierno Federal para reducir los riesgos e impactos asociados con la ocupación y modificación de estas zonas especiales. Tercero, para ser justos, cuando el Gobierno Federal determina que va a participar en acciones que se llevan a cabo en terrenos inundables, tiene que informar a todos aquellos que pueden ser puestos en un riesgo más alto o en un riesgo continuo.

Los comentarios escritos tienen que ser recibidos por el NJDEP en la siguiente dirección hasta el 19 de Abril del 2014. Todos los comentarios deben ser dirigidos a Kelly Staffieri, Bureau of Coastal Engineering, 1510 Hooper Avenue, Toms River, New Jersey 08753 o en la siguiente página de la internet http://www.nj.gov/dep/shoreprotection/contact.htm.

Fecha: 3 de Abril del 2014
Commisionado Bob Martin
Departamento de Protección Ambiental de Nueva Jersey

Affidavit of Publication

Publisher's Fee $82.80 Affidavit Charge $35.00

State of New Jersey } SS.

Monmouth/Ocean Counties

Personally appeared Anna Pugliese

Of the **Asbury Park Press,** a newspaper printed in Freehold, New Jersey and published in Neptune, in said County and State, and of general circulation in said county, who being duly sworn, deposeth and saith that the advertisement of which the annexed is a true copy, has been published in the said newspaper 1 times, once in each issue as follows:

4/3/2014

Kathleen A. Gibson
Notary Public State of New Jersey
My Commission Expires Dec. 18, 2014

A.D. 2014

Sworn and subscribed before me, this 18 day of April, 2014

Notary Public of New Jersey

OCEAN COUNTY

Early Notice and Public Review of a Proposed Activity in a 100-Year Floodplain

April 3, 2014

This is to give notice that the New Jersey Department of Environmental Protection (NJDEP)is conducting an evaluation as required by Executive Order 11988 for floodplain management, in accordance with U.S. Department of Housing and Urban Development (HUD) regulations at 24 CFR Part 55.20 Subpart C Procedures for Making Determinations to determine the potential effect that its activity in the floodplain will have on the human environment for Community Development Block Grant under Title 1 of the Housing and Community Development Act of 1974 (P L. 93-383).

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The proposed project is to protect Route 35 shore communities from future damage of breach as was experienced during Superstorm Sandy. It involves the placement of a continuous 4.0-mile wall of steel sheeting parallel to New Jersey Route 35 within the Borough of Mantoloking and Township of Brick in Ocean County. The steel sheeting would be placed along the beach and, after the completion of a forthcoming U.S. Army Corps of Engineers beachfill project, would be covered with sand to become part of the dune system and form a barrier to protect the Route 35 roadway from the effects of future coastal flooding.

The entire project would essentially be constructed within the Special Flood Hazard Area Zone "VE" coastal floodplain, as shown on the Federal Emergency Management Agency (FEMA) Preliminary Flood Insurance Rate Maps (FIRMs) Pane 216 of 660, Map Number 34029C0216G, March 28, 2014 and Panel 218 of 660, Map Number 34029C0218G, March 28, 2014. The proposed project is located in the Borough of Mantoloking and Township of Brick, Ocean County, New Jersey.

There are three primary purposes for this notice. First, people who may be affected by activities in floodplains and those who have an interest in the protection of the natural environment should be given an opportunity

to express their concerns and provide information about these areas. Commenters are encouraged to offer alternative sites outside of the floodplain, alternative methods to serve the same project purpose, and methods to minimize and mitigate impacts. Second, an adequate public notice program can be an important public educational tool. The dissemination of information and request for public comment about floodplains can facilitate and enhance Federal efforts to reduce the risks and impacts associated with the occupancy and modification of these special areas. Third, as a matter of fairness, when the Federal government determines it will participate in actions taking place in floodplains, it must inform those who may be put at greater or continued risk.

Written comments must be received by NJDEP at the following address on or before April 19, 2014. All comments should be submitted to Kelly Staffieri, Bureau of Coastal Engineering at 1510 Hooper Avenue, Toms River, New Jersey 08753 or online at http://www.nj.gov/dep/shoreprotection/contact.htm.

Date: April 3, 2014
Commissioner Bob Martin
New Jersey Department of
Environmental Protection
(582.80) 049768

STATE OF NEW JERSEY
DEPARTMENT OF ENVIRONMENTAL PROTECTION
COASTAL ENGINEERING

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NJDEP Bureau of Coastal Engineering
1510 Hooper Avenue
Toms River, NJ 08753
PH: (732) 255-0770
FX: (732) 255-0774

Early Notice and Public Review of a Proposed Activity in a 100-year Floodplain: Route 35 Shore Protection Project

Notice:

- Notice in English [pdf, 16 Kb]
- Notice in Español [pdf, 19 Kb]

Maps:

- Location 1 [pdf, 12.4 Mb]
- Location 2 [pdf, 9.25 Mb]
- Location 3 [pdf, 34.4 Mb]
- Location 4 [pdf, 37.6 Mb]
- Location 5 [pdf, 33.7 Mb]

To report an environmental incident impacting NJ, call the New **Toll-Free 24-Hour Hotline 1-877-WARNDEP**

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Last Updated: April 4, 2014

Craig Shirk

From:	Theresa Albanese <talbanese@gfnet.com>
Sent:	Friday, April 04, 2014 3:40 PM
To:	Frank.J.Cianfrani@usace.army.mil; samuel.l.reynolds@usace.army.mil; jodi.m.mcdonald@usace.army.mil; james.w.haggerty@usace.army.mil; karen.greene@noaa.gov; musumeci.grace@epa.gov; Therese_J_Fretwell@hud.gov
Cc:	'Mahon, Donna'; 'Key, Tonalee'; Kristen Maines
Subject:	Early Notice and Public Review of a Proposed Activity in a 100-Year Floodplain
Attachments:	SPF001_EarlyNoticeFloodplainAnalysis_English_SPF_TOSPF-001.pdf

The New Jersey Department of Environmental Protection (NJDEP) is assisting the Department of Community Affairs (DCA) with the Environmental Review portion of the Department of Housing and Urban Development's (HUD) Community Development Block Grant Disaster Relief Assistance Funding Program, Shore Protection Fund Program. Please see the attached notice that has been published on April 3 in several newspapers. The floodplain map is available for review and is posted at the following location: http://www.nj.gov/dep/shoreprotection/route35floodplain.htm.

If you have any questions, please feel free to contact me.

Theresa
Program Director,
NJDEP EAF Contractor

Theresa A. Albanese | Professional Wetland Scientist
Gannett Fleming | 2189 Silas Deane Highway, Suite 17, Rocky Hill, CT 06067
t 860.529.8700 x13 | **c** 516.491.8167 | talbanese@gfnet.com
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Craig Shirk

From:	Theresa Albanese <talbanese@gfnet.com>
Sent:	Friday, April 04, 2014 1:41 PM
To:	Carlo Popolizio; perciasepe.bob@epa.gov; jon_jarvis@nps.gov; edward.horton@noaa.gov; john.bullard@noaa.gov; Megan.Jadrosich@dhs.gov; dan.saunders@dep.state.nj.us; douglas.fisher@ag.state.nj.us; Robert.Clark@dot.gov; SColabella@co.ocean.nj.us; boroclerk@mantoloking.org; clerk@twp.brick.nj.us; james.simpson@dot.state.nj.us; vanessa.holman@dot.state.nj.us; jackie.brown@dot.state.nj.us; richard.l.tomer@usace.army.mil
Cc:	'Mahon, Donna'; 'Key, Tonalee'; Kristen Maines
Subject:	Early Notice and Public Review of a Proposed Activity in a 100-Year Floodplain
Attachments:	SPF001_EarlyNoticeFloodplainAnalysis_English_SPF_TOSPF-001.pdf
Follow Up Flag:	Follow up
Flag Status:	Completed
Categories:	NJDEP

Federal, State and Local Agencies,

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Exhibit 3: Route 35 Regional Context

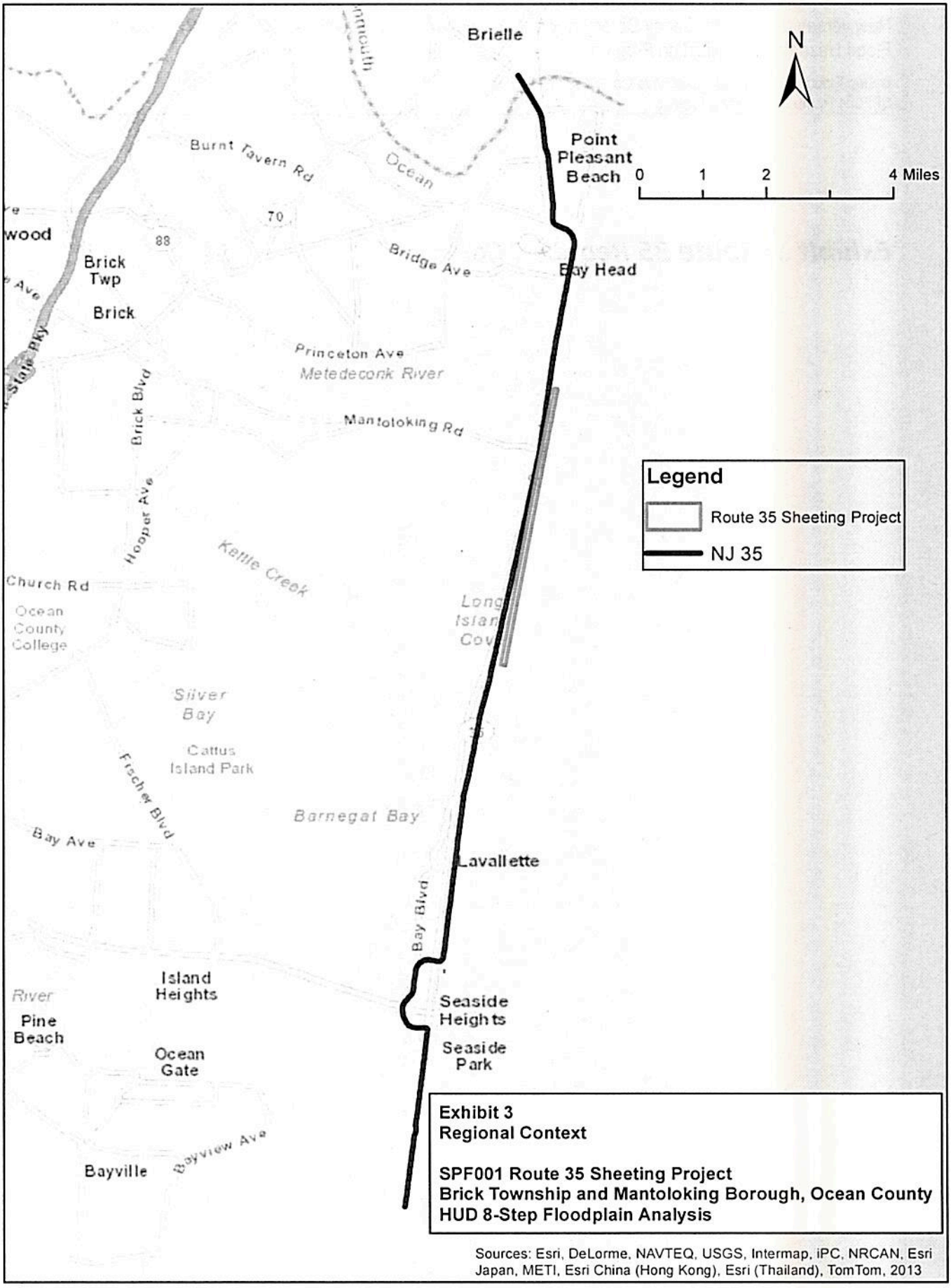

Exhibit 3
Regional Context

SPF001 Route 35 Sheeting Project
Brick Township and Mantoloking Borough, Ocean County
HUD 8-Step Floodplain Analysis

Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013

Exhibit 4: Floodplain Regional Context

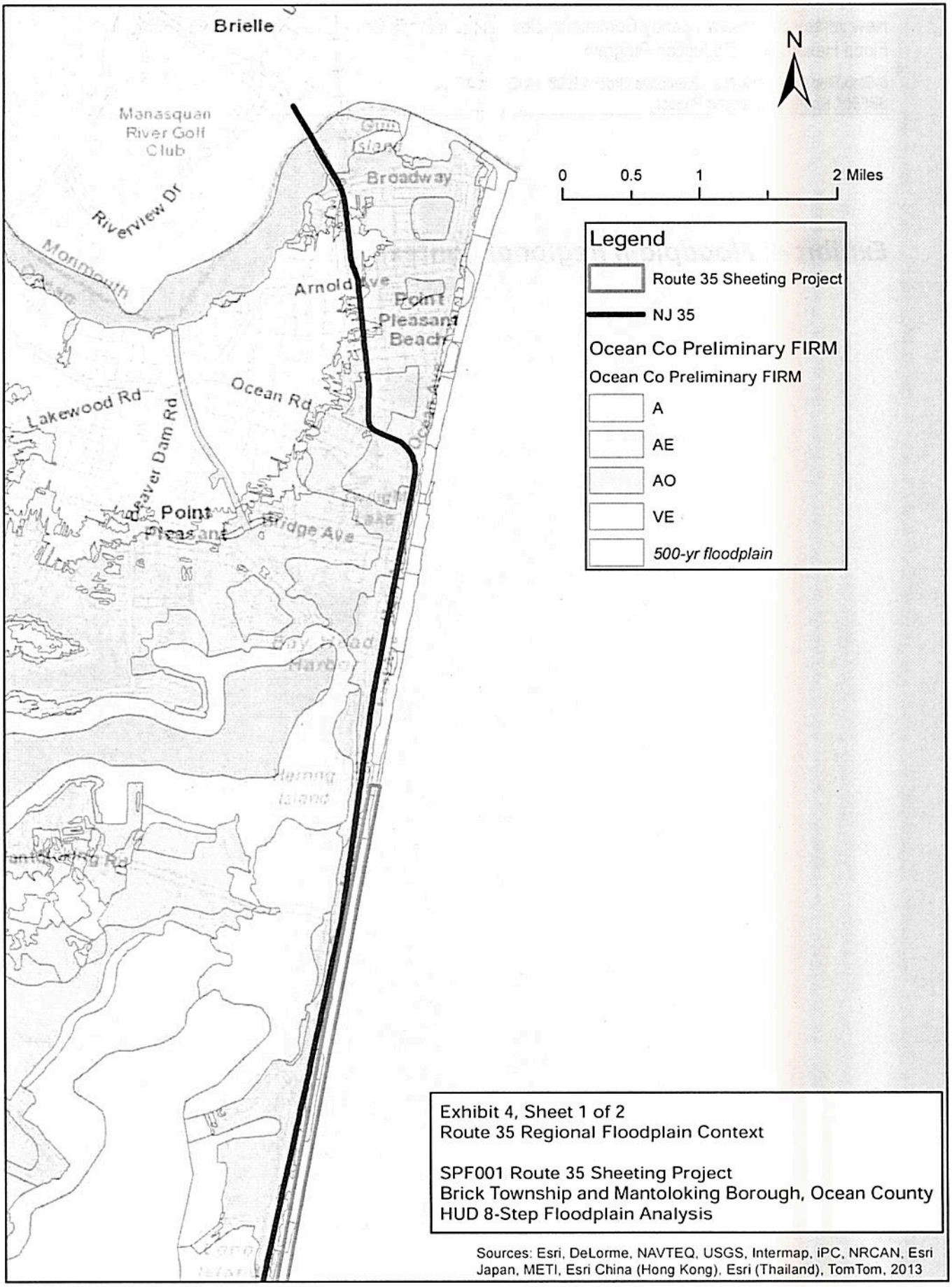

Exhibit 4, Sheet 1 of 2
Route 35 Regional Floodplain Context

SPF001 Route 35 Sheeting Project
Brick Township and Mantoloking Borough, Ocean County
HUD 8-Step Floodplain Analysis

Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013

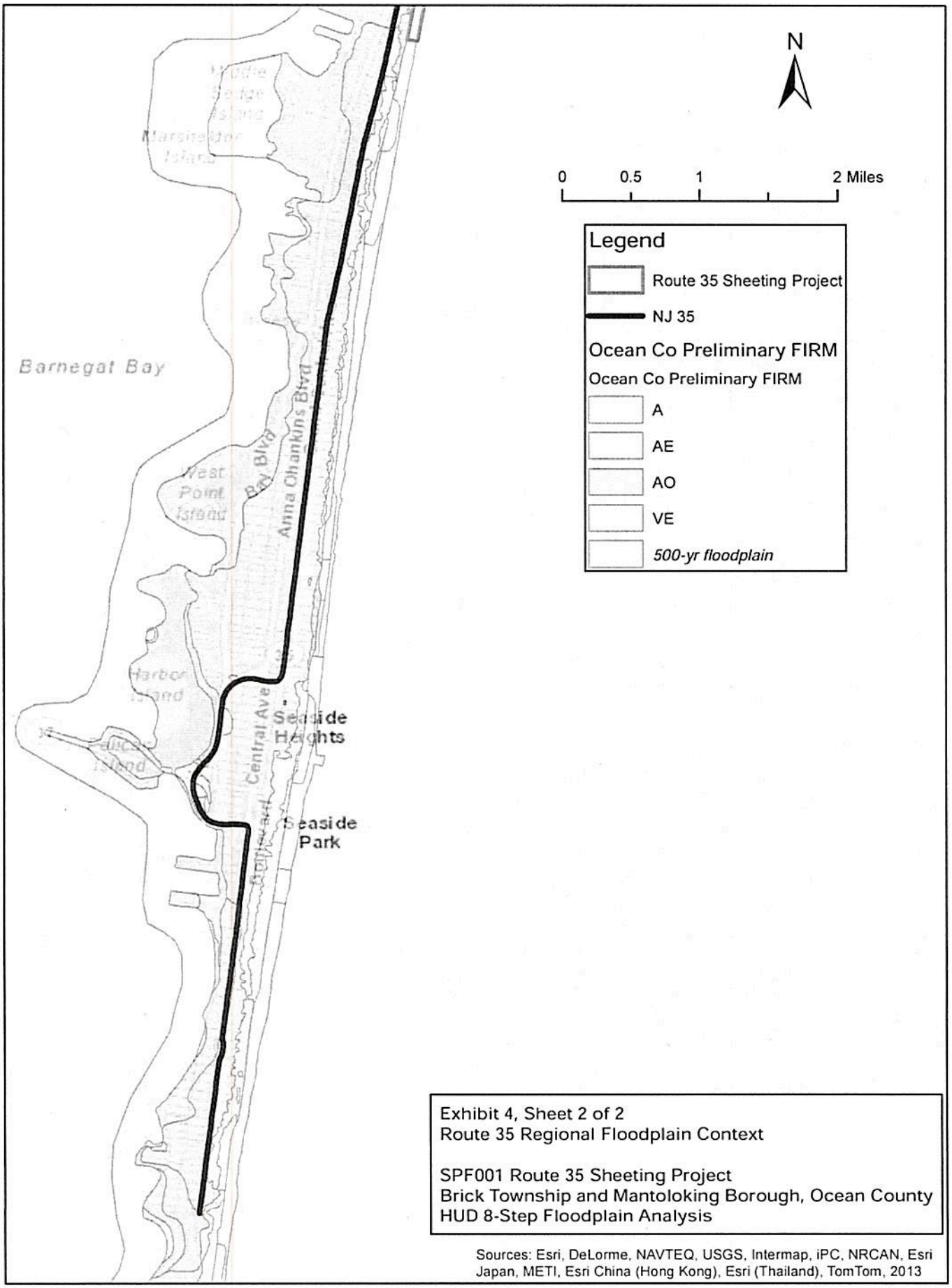

Exhibit 4, Sheet 2 of 2
Route 35 Regional Floodplain Context

SPF001 Route 35 Sheeting Project
Brick Township and Mantoloking Borough, Ocean County
HUD 8-Step Floodplain Analysis

Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013