

**CMPA Permit #746 Modification
St. Marys Intercoastal Gateway Dock
Camden County, Georgia
June 13, 2020**

The following information is submitted as support documentation in association with the modification the permit to impact waters of the U.S. pursuant to Section 10 of the Rivers and Harbors Act of 1899 and the Coastal Marshlands Protection Act of 1970 pursuant to the Official Code of Georgia Annotated, Part 12-5-286 (OCGA).

1.0 Permitting Background

On August 31, 2018, the City of St. Marys (applicant) was issued CMPA Permit #746 to expand the existing St. Marys Gateway Dock (formally the Gilman Dock) to provide dockage for tourists and visitors of St. Marys as well as other transient boaters. The permit also authorized the City to retain temporary floats on-site that were installed under a Letter of Permission (LOP) / Emergency Order (EO). These temporary docks currently accommodate transient boaters and ferry service to Cumberland Island which were displaced from the National Park Service (NPS) docks by Hurricane Irma. The project site is located on the St. Marys River at the eastern corner of St. Marys Street East and Ready Street in St. Marys, Camden County, Georgia. To date, none of the work authorized in the permit has been completed with the exception of retaining the temporary floats.

2.0 Site Conditions

The current dock consists of an 11' x 158' (1,738 ft²) fixed wooden walkway extending from the concrete bulkhead. Near the channelward end of the walkway is a roofed portion. An L-shaped deck extends upstream (west) from the end of the walkway and is approximately 45' x 6' (270 ft²). Just landward of the L-shaped deck are four +/- 18-inch single-pile mooring dolphins. To accommodate ferry service on the upstream side of the dock, a 7' x 75' (525 ft²) gangway extends to a 9' x 20' (180 ft²) floating platform attached to the landward side of a 10' x 40' (400 ft²) float. A platform on the float is used to access the ferry vessels. On the downstream side of the walkway, opposite the L-shaped deck, is a 25' x 4'2" (104.2 ft²) aluminum gangway that extends to a 10' x 42' (420 ft²) float. Several fender pile clusters are also located adjacent to the floats. The existing structure over jurisdiction totals 3,637.2 ft². The existing dock extends approximately 158 feet into the waterway where the St. Marys River is over 1,200 feet wide at mean low water.

3.0 Permitted Improvements

The original permitted plan was to phase improvements at the dock. Phase I included removing the temporary ferry floats (this assumed ferry service would be restored to the NPS dock), extending the fixed walkway, building a fixed covered pierhead, and installing the first phase of a C-shaped float on the upstream side of the dock. The area of all new structures proposed for Phase I totaled 5,237 ft² but also included removal of the existing L-shaped pierhead and mooring / breasting dolphins. Phase II (4,893 ft²) included extending the C-shaped float and installing the first portion of the finger float dock system on the downstream side of the pierhead with three fingers on each side. Phase III (5,357 ft²) included extending the C-shaped float and extending the finger float dock with four additional fingers on each side. With all three phases of the project, the existing permit authorizes 15,487 ft² (0.356 acre) of new impact bringing the total structure (minus existing structures to be removed) upon final build-out to 17,225 ft² (0.395 acre).

4.0 Needs Assessment

The need for the proposed project has not changed since approval of the original permit. All structures are water dependent, and no non-water dependent structures are proposed. Several market studies were

prepared addressing local marine demands and the contribution of the marine industry to the local and state economies. A market assessment conducted by Thomas J. Murray & Associates, Inc. in 2016 found that the St. Marys region is uniquely positioned to serve the marine needs of a growing population. The study evaluated boat registration and sales data throughout coastal Georgia and northern Florida and found positive growth in boat numbers which has even outpaced the national trend. Along with this growth has come an increase in economic activity to coastal Georgia. The study also conducted a regional profile of the marine industry. Marinas in the area reported overall occupancy at 80-100% and an obvious lack of marine service providers, particularly in the St. Marys – Brunswick area. In fact, none of the marine industry interviewees expressed concern with maritime businesses competing with what already exists. The proposed Gateway Dock will not be a full-service marina, but the underlying growth in the boating market still applies. Specific to St. Marys, its location is at the center of the south Atlantic's growing boating activity, affording it the opportunity to take advantage of growing boat trends with a public transient dock facility. The proximity to the Intracoastal Waterway appeals to many resident and transient boaters who enjoy day trips as well as long-ranging cruising to a new and interesting destination such as St. Marys. To satisfy the growing boat trends and anticipated demand growth for transient needs, the City is proposing to construct the Gateway Dock as there is currently no public dock facility for transient boaters who wish to shop, dine, or stay in St. Marys. As mentioned previously, dock construction is currently authorized by CMPA Permit #746.

To further justify the need for the project, there is a lack of waterfront docking facilities for public access in St. Marys. The only two marina facilities on the St. Marys waterfront were either completely destroyed or significantly impaired by damage from Hurricane Irma. Other docks on the waterfront are for fishing, commercial use, or temporary use. There is currently no public transient access to St. Marys. The nine other dock facilities on the St. Marys waterfront include:

- Lang's Marina East – permanent mooring – completely destroyed by Hurricane Irma
- Lang's Seafood – private mooring of fishing vessels
- Lang's Marina West – permanent mooring – significantly impacted by Hurricane Irma
- Wheeler Street Boat Ramp – temporary docking for vessel launch/recovery (30 minute limit)
- DNR Kayak Dock/City Fireworks Dock – kayak docking and temporary docking
- Pavilion Fishing Dock – fishing only (vessel mooring prohibited)
- DNR Fishing Dock at Gilman Park – fishing only (vessel mooring prohibited)
- National Park Service Dock – access to Cumberland Island
- National Park Service – access to Cumberland Island

With roughly half of the St. Marys River lying within the jurisdictional limits of the State of Florida, boats anchored there legally (Florida has different liveaboard requirements) along with other transient boaters in the area have no place to access the city's waterfront. This fact, along with the other documentation outlined above demonstrating the existing and anticipated growth in boating trends, supports the need for the Gateway Dock. The project will provide the dock space needed to satisfy the transient concern and satisfy future transient needs so that St. Marys continues to prosper as one of Georgia's foremost coastal towns.

Regarding the proposed minor modification to the permitted facility, the design changes were necessitated by the need to retain ferry service in St. Marys. Ferry service, which previously used the NPS dock, was displaced from the dock by Hurricane Irma. The existing Gateway Dock sustained some damage but was relatively unscathed. A LOP and EO was issued in October 2017 to repair the Gateway Dock and to install temporary floats/gangways to maintain ferry service to Cumberland Island as well as transient mooring while the NPS dock was being repaired. Permanent retention of the docks was authorized in CMPA Permit #746 until such time that the NPS repaired their dock. To-date, that still has not happened, and the applicant is ready to construct the Gateway Dock to satisfy transient boating needs. Therefore, modification to the previously authorized sequencing of construction as described

below is required in order to retain uninterrupted ferry access at the dock. Maintaining ferry service between St. Marys and Cumberland Island is vital to the local economy of St. Marys as it is responsible for over 60,000 visitors to the community per year and is a huge economic engine for the small coastal town. It is unclear at this time how long ferry service will need to be retained at the dock, so the applicant was forced to revise the project sequencing so that ferry service would remain uninterrupted.

4.0 Proposed Modification

No significant changes are proposed to the configuration or dimensions of the permitted structures. The only dimensional changes are a result of the final design process; however, the proposed phasing of project construction was predicated on restoring ferry service at the NPS dock. Improvements to the NPS dock to once again accommodate the ferry have been delayed. Therefore, ferry service will have to remain at the Gateway Dock until NPS can fix their dock, and it is imperative that reliable and uninterrupted ferry service remain in St. Marys. The applicant is still proposing to remove the existing temporary floats but this will be done in Phase II now instead of Phase I. Also, the applicant is proposing to construct the phases in quick succession instead of spreading them out over time. A detailed needs assessment and justification for the amount of float space was provided with the original application, and is repeated above. Below is a description of the new phasing and structure dimensions:

Phase I

The first phase of construction still includes the installation of a 20' x 11' (220 ft²) walkway extension off the end of the existing walkway leading to a 20' x 20' (400 ft²) fixed pierhead covered with a 12' high roof. The existing floats and L-shaped pierhead used for ferry and transient use, will remain in this phase instead of being removed as previously proposed. The C-shaped float will no longer be constructed in Phase I. Instead, a 80' x 4' (320 ft²) gangway will extend off the downstream side to the main finger float dock, but none of the fingers will be installed. Only the 253.4' x 12.8' (3,243.52 ft²) main float will be installed. Once completed, Phase I will allow the ferry to use the finger float dock temporarily, allowing the existing floats and L-shaped pierhead to be removed during Phase II without disrupting ferry service. Total square footage of proposed improvements in Phase I is (4,183.5 ft²).

Phase II

Phase II will start immediately after Phase I is completed and consists of first removing the existing temporary floats and L-shaped pierhead. An 80' x 4' (320 ft²) gangway will then be extended off the upstream side of the pierhead to the first portion of the C-shaped float. The float will be (72.8', 120', and 127.6') x 12.8' (4,101.12 ft²). Once Phase II is completed, the ferry service will be moved from the main finger float to the C-shaped float. That will allow Phase III to commence. The proposed structures in Phase II total 4,421.1 ft².

Phase III

The last phase of construction will extend the C-shaped float downstream by 280.4' (3,589.12 ft²). The ferry service will be moved from the finger float to the C-shaped float, and all of the 40.8' x 4.8' (7 on the inshore side) and the 36.6' x 4.8' (7 on the channelward side) fingers (2,600.64 ft² total) will be installed. A total of seven steel fender piles will be installed within the downstream fingers. Completion of Phase III will mark completion of the project. The proposed structure in Phase III totals (6,189.8 ft²).

The proposed walkway extension and pierhead will still be supported by timber piles. All proposed floating docks will be attached to 14-inch or 18-inch square concrete piles, or 14" steel pipe piles may be substituted due to cost, structural superiority, and ease of construction. Any steel piles used for the project will be vibrated in with the exception of several hammer strikes at the end to set the pile the last 5-10 feet. With all three phases of the project, all new structures over jurisdictional waters will total 14,794.4 ft² (0.34 acre) which is a reduction of 692.6 ft² of structure authorized in CMPA Permit #746. When combined with the existing fixed deck to remain (1,738 ft²) minus the existing structures to be removed, the completed facility upon final build-out will total 16,532.4 ft² (0.38 acre).

Overnight tie ups will be allowed for boat owners, but no jet skis or live-boards will be allowed. It is envisioned that a maximum stay of two weeks will be incorporated into the dock rules. The dock will provide water and electricity for users, but no fuel facilities will be provided. A proposed pump out facility will be located at the end of the fixed dock and is intended for large vessels (such as the tall ship *Peacemaker*) or smaller cruise ships. All water and pumpout components will be routinely inspected and maintained to ensure no leaks or other functional issues occur. No restrooms, laundry facilities, showers, restaurants, etc. will be associated with the dock. Any such facilities would be incorporated into the proposed development in the upland. No dredging, fill, bank stabilization, or anticipated future maintenance dredging is required for the project. The proposed structures will extend approximately 302 feet into the waterway where the waterway is at least 1,200 feet wide. The proposed channelward extension will conform to the existing distances of the upstream commercial dock facilities and will not impact navigation in the waterway. All work will be conducted by waterborne crane and barge in a manner to minimize turbidity in the waterway, and the applicant will ensure that no oils or other pollutants are released into the waterway during construction.

5.0 Upland Component:

The proposed modification only includes revision to the proposed phasing of construction and minor final design changes. No upland component is present.

6.0 Avoidance and Minimization of Impacts

No additional impacts to jurisdiction are proposed for the project. The only modifications are for minor design changes and revision of sequencing due to delays in moving the ferry service back to the St. Marys NPS dock. The original design revisions undertaken to reduce the project footprint are still valid. This includes reducing the size of the pierhead and removing unnecessary existing structures from jurisdiction.

7.0 Threatened and Endangered Species

The project was previously assessed for the potential occurrence of threatened and endangered species and habitats suitable to sustain these listed species for Camden County, Georgia. The project has already been authorized by DNR and USACE and consists of improvements to an existing dock structure. The proposed modifications will result in only a minimal amount of design revision necessary to retain ferry service in St. Marys. If any steel guide piles are installed, a vibratory hammer will be used to install them, and only a small number of hammer strikes may be necessary at the end of each installation to set the pile. Overall noise levels will be minimal and still result in no effect to aquatic species. To avoid adverse effects on the west Indian manatee, the U.S. Army Corps of Engineers (USACE) standard manatee conditions will be employed during construction.

8.0 Essential Fish Habitat

The proposed waterside activities are located within the St. Marys River which has been identified as Essential Fish Habitat (EFH). The proposed modification, however, only requires revision to the project phasing needed to provide uninterrupted ferry service to the St. Marys waterfront. It was therefore concluded that the proposed modification would not adversely affect EFH.

9.0 Impaired Waters

The project site is not located within or upstream of a waterway listed on the 303(d) List of impaired waters.

10.0 Supplemental Information

This additional information is provided for compliance with Coastal Marshlands Protection Act of 1970 information requirements:

OCGA 12-5-286. Permits to fill, drain, etc., marshlands.

(b) Each application for such permit shall be, properly executed, filed with the department on forms as prescribed by the department, and shall include:

(1) The name and address of the applicant-

City of St. Marys
Mr. Bobby Marr
418 Osborne Street
St. Marys, Georgia 31558

(2) A plan or drawing showing the applicant's proposal and the manner or method by which such proposal shall be accomplished. Such plan shall identify the coastal marshlands affected-

See attached drawings from Ball Maritime Group, LLC

(3) A plat of the area in which the proposed work will take place-

A plat of the property was provided and approved with the original application. Attached is a recorded plat as well as the plat that is referenced in the deed to the property.

(4) A copy of the deed or other instrument under which the applicant claims title to the property or, if the applicant is not the owner, then a copy of the deed or other instrument under which the owner claims title together with written permission from the owner to carry out the project on his land. In lieu of a deed or other instrument referred to in this paragraph, the committee may accept some other reasonable evidence of ownership of the property in question or other lawful authority to make use of the property; The committee will not adjudicate title disputes concerning the property which is the subject of the application; provided, however, the committee may decline to process an application when submitted documents show conflicting deeds-

The deed was provided and approved with the original application. The property is owned by a governmental entity and has not changed hands since approval of the permit. Attached is the deed, referenced plat, legal descriptions, and correspondence from DNR approving the ownership.

(5) A list of all adjoining landowners together with such owners' addresses, provided that if the names or addresses of adjoining landowners cannot be determined, the applicant shall file in lieu thereof a sworn affidavit that a diligent search, including, without limitation, a search of the records of the county tax assessor's office, has been made but that the applicant was not able to ascertain the names or addresses, as the case may be, of adjoining landowners-

CALVIN LANG dba Lang's Marina East
POST OFFICE BOX 388
SAINT MARYS, GA 31558

JOHN MILLER et al
100 CEDAR POINT
SAINT MARYS, GA 31558

(6) A letter from the local governing authority of the political subdivision in which the property is located, stating that the applicant's proposal is not violate of any zoning law;

A letter from the City of St. Marys Planning and Zoning Department certifying that the proposed activities are not in violation of the zoning ordinances of the City was provided with the original application. An updated letter with signed drawings is attached.

(7) A non-refundable application fee to be set by the board in an amount necessary to defray the administrative cost of issuing such permit. Renewal fees shall be equal to application fees, which shall not exceed \$1,000.00 for any one proposal and shall be paid to the department.

A check in the amount of \$100.00 for permit modification will be provided to DNR from the applicant.

(8) A description from the applicant of alternative sites and why they are not feasible and a discussion of why the permit should be granted-

All proposed structures are water dependent, and there is not a non-water dependent alternative to provide docking for transient boaters. The proposed modification lessens the overall footprint and results in no additional impact.

(9) A statement from the applicant that he has made inquiry to the appropriate authorities that the proposed project is not over a landfill or hazardous waste site and that the site is otherwise suitable for the proposed project-

To the best of the City's knowledge, the property is suitable for the uses/structures proposed by this application. According to a review of the EPD Hazardous Site Inventory (Revised July 2013) there are no known Landfill or Hazardous waste materials present.

(10) A copy of the water quality certification issued by the department if required for the proposed project-

The project is approved by Letter of Permission from the U.S. Army Corps of Engineers (USACE), and a 401 Water Quality Certification is not required.

(11) Certification by the applicant of adherence to soil and erosion control responsibilities if required for the proposed project-

The project will conform to all required land disturbing and stormwater management permits as required by the City of St. Marys and/or Camden County, Georgia.

(12) Such additional information as is required by the committee to properly evaluate the application.

This application has been prepared with consideration for the interests of the general public of the State of Georgia as defined in OCGA 12-5-286(g).

OCGA 12-5-286. Permits to fill, drain, etc., marshlands.

(g) In passing upon the application for permit, the committee shall consider the public interest, which, for purposes of this part, shall be deemed to be the following considerations:

(1) Whether or not unreasonably harmful obstruction to or alteration of the natural flow of navigational water within the affected area will arise as a result of the proposal-

The proposed modification to the currently permitted structure will not alter natural flow of navigable waters nor will it obstruct public navigation.

(2) Whether or not unreasonably harmful or increased erosion, shoaling of channels, or stagnant areas of water will be created-

The proposed modification will not increase erosion, shoaling of channels, or create stagnant areas of water.

(3) Whether or not the granting of a permit and the completion of the applicant's proposal will unreasonably interfere with the conservation of fish, shrimp, oysters, crabs, clams, or other marine life, or wildlife, or other resources, including but not limited to water and oxygen supply-

The proposed modification will not interfere with the conservation of fish, shrimp, oysters, crabs, clams, or other marine life, or wildlife, or other resources, nor affect water and oxygen supply.



City of St. Marys
Community Development

418 Osborne Street
St. Marys, Georgia 31558
(912) 510-4032

June 11, 2020

Department of Natural Resources
Coastal Resources Division
One Conservation Way
Brunswick, GA 31520

RE: Zoning certification for Lot 1 and Lot 2 of the St. Marys Intracoastal Gateway site and docks

This letter certifies that Lot 2 of the project site that is the subject of a current permit application (#746) is zoned C-1 (Zoning Ordinance 110). The proposed use is permitted by this zoning classification and the proposed use is also consistent with the City of St. Marys Comprehensive plan adopted in 2008 and updated in 2018.

Further, it is also my understanding that Lot 2 of this parcel is to be used as passive recreation and is also intended to provide full public access to the waterfront and to the docks and to the proposed extensions. The City of St. Marys supports this access and use.

Sincerely,

A handwritten signature in black ink, appearing to read "K. Hughes".

Kenneth Hughes, AICP
Community Development Director
City of St. Marys



Vicinity Map

St. Marys Intercoastal Gateway Project

St. Marys, Georgia **PROPOSED ACTIVITY: Dock Improvements**

Applicant: City of St. Marys

Date: 05/26/2020

County: County

JOB#: 18-1039 DATUM: MLW

SCALE: 1"=1 Mile SHEET: 1 of 9



Ball Maritime Group, LLC

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Handwritten signature and date: 6/11/20

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PLANNING AND BUILDING
418 OSBORNE ST.
ST. MARYS, GA 31558**



BLOCK NO.5
(DEED BOOK 771, PG.557-559)

CAPA JURISDICTIONAL LINE
CAP EXTENDS WATERWARD OF FACE OF BULKHEAD ±0.9' (TYP.)
CONCRETE WALK & HEADWALL

READY STREET
(100' RW - PAVED)

ST. MARYS STREET
(100' RW)

LANG'S MARINA EAST

APPROX. RAPARIAN LINE

ST. MARYS RIVER

MAJOR MOORE CREEK

APPROXIMATE (M.H.W.: 2.44)

APPROXIMATE M.L.W. LINE

EDGE OF MARSH



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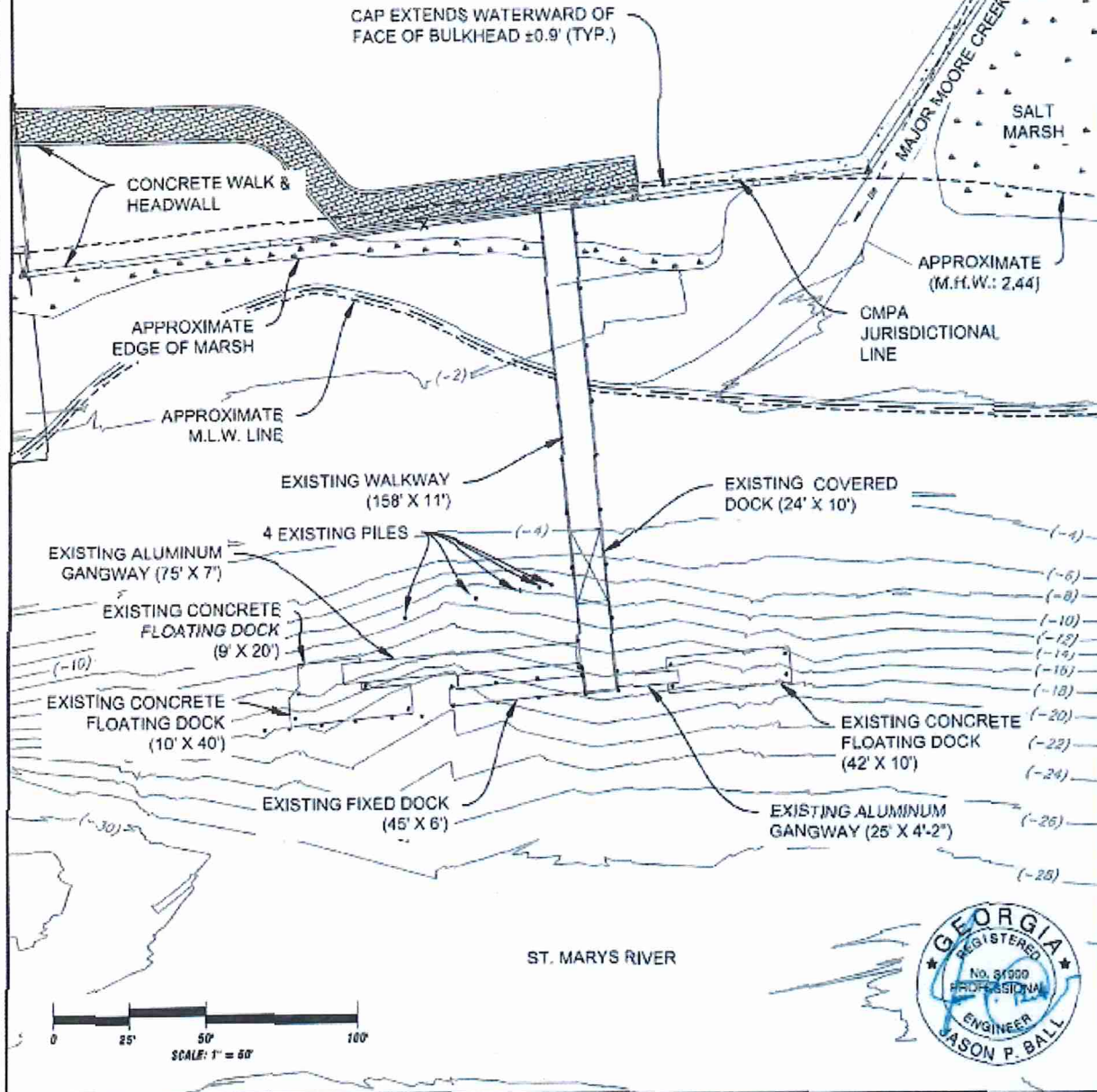
GENERAL NOTES: *4/11/20*
**CITY OF ST. MARYS
PLANNING AND BUILDING
418 OSBORNE ST.
ST. MARYS, GA 31558**

Location Map
St. Marys, Georgia
Applicant: City of St. Marys
Date: 05/26/2020
County: Camden
JOB#: 18-1039
SCALE: 1"=100'
DATUM: NAD 83
SHEET: 2 of 9
PROPOSED ACTIVITY: Dock Improvements

CITY OF ST. MARYS
 PLANNING AND BUILDING
 418 OSBORNE ST.
 ST. MARYS, GA 31558

Kat
6/11/20

BLOCK NO.5
 (DEED BOOK 771, PG.557-559)



Existing Conditions

St. Marys Intercoastal Gateway Project

St. Marys, Georgia

PROPOSED ACTIVITY: Dock Improvements

Applicant: City of St. Marys

Date: 05/26/2020

County: Camden

JOB#: 18-1039 DATUM: MLW

SCALE: 1"=50' SHEET: 3 of 9

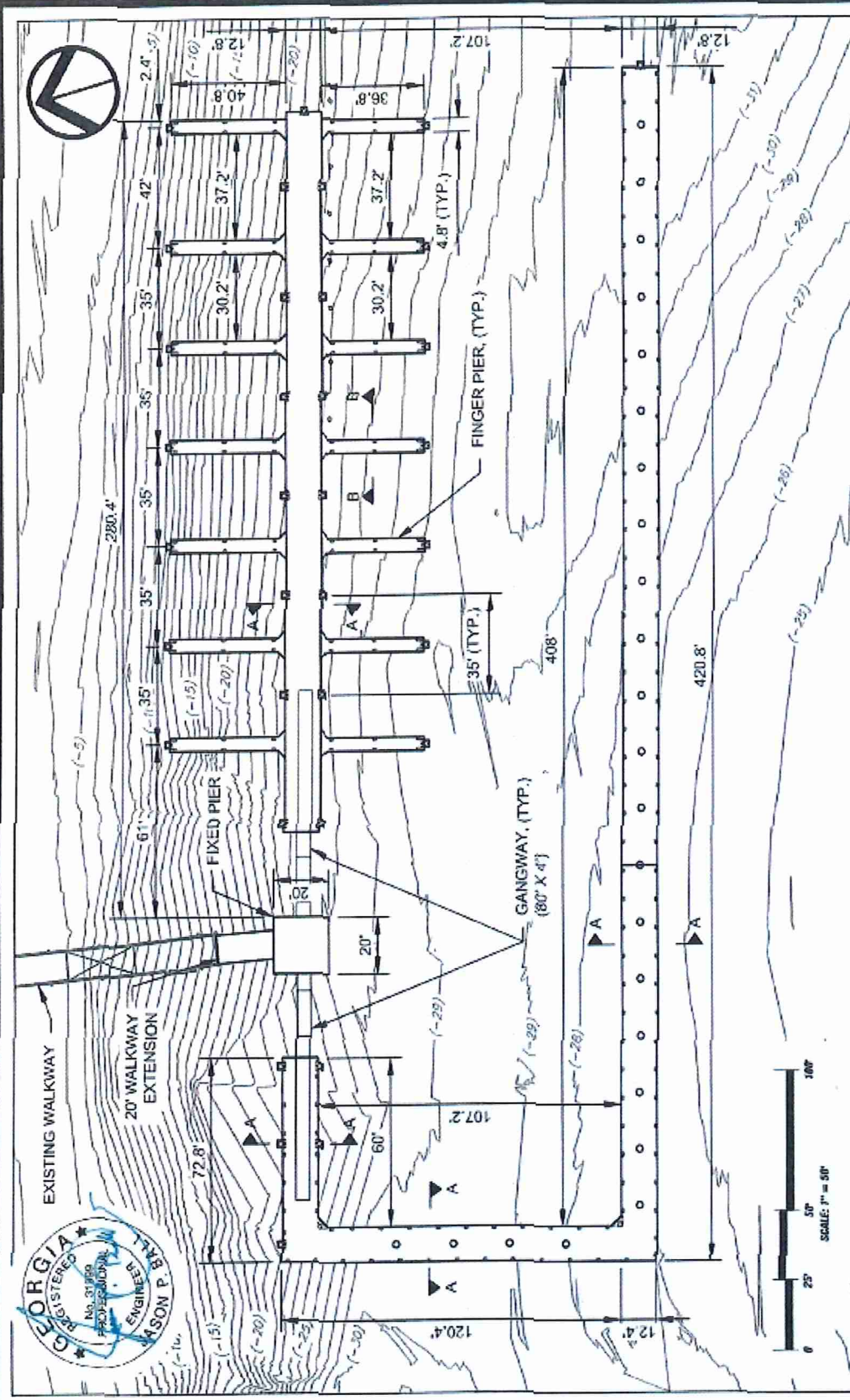


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Proposed Improvements **St. Marys Intercoastal Gateway Project**
PROPOSED ACTIVITY: Dock Improvements

St. Marys, Georgia
 Applicant: City of St. Marys
 Date: 05/26/2020
 County: Camden
 JOB#: 18-1039
 DATE: MLW
 SCALE: 1"=50'
 SHEET: 4 of 9

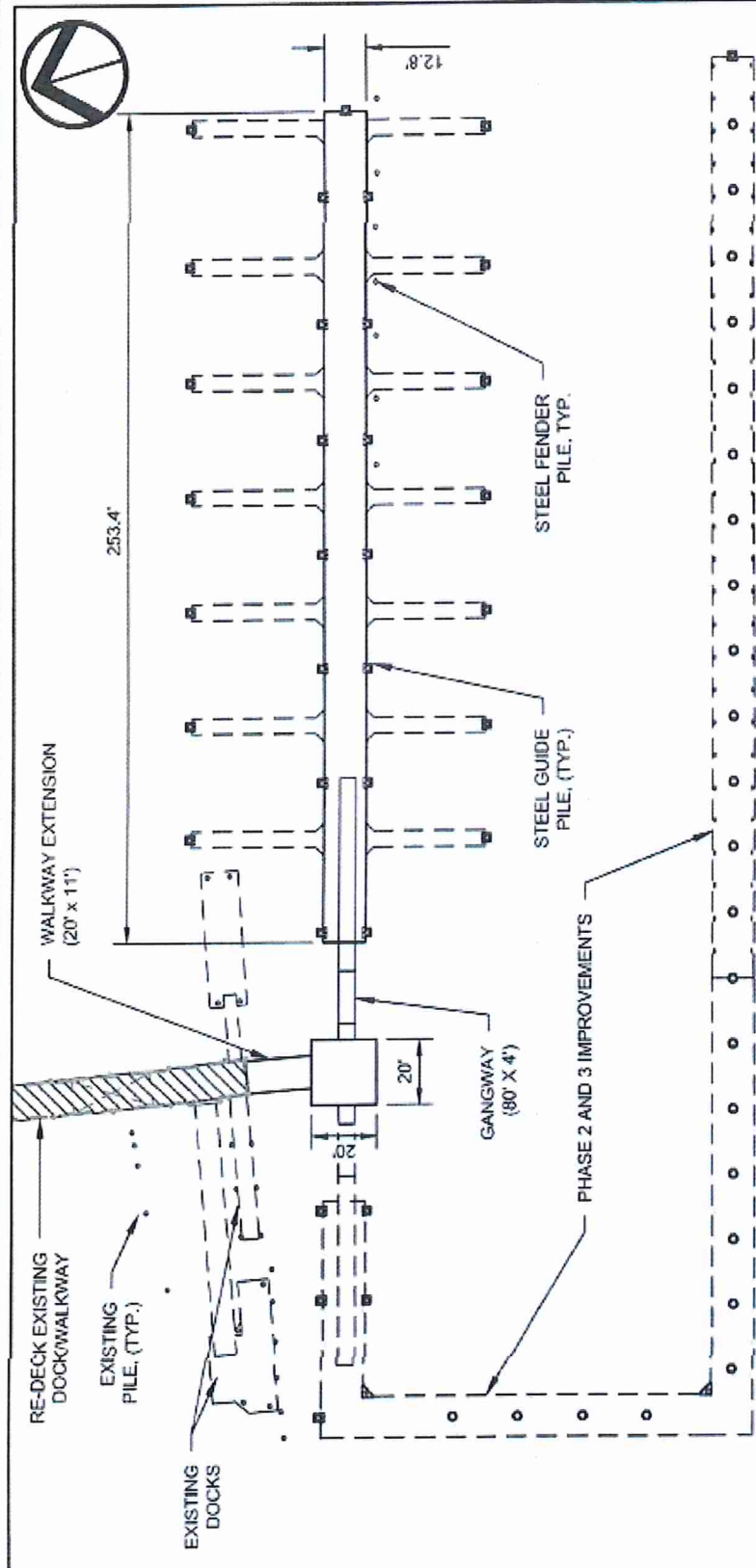
GENERAL NOTES:

Activity

**CITY OF ST. MARYS
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DOCK MEASUREMENTS:

PHASE 1	4,183.5 SF
PHASE 2	4,421.1 SF
PHASE 3	6,189.8 SF
TOTAL	14,794.4 SF



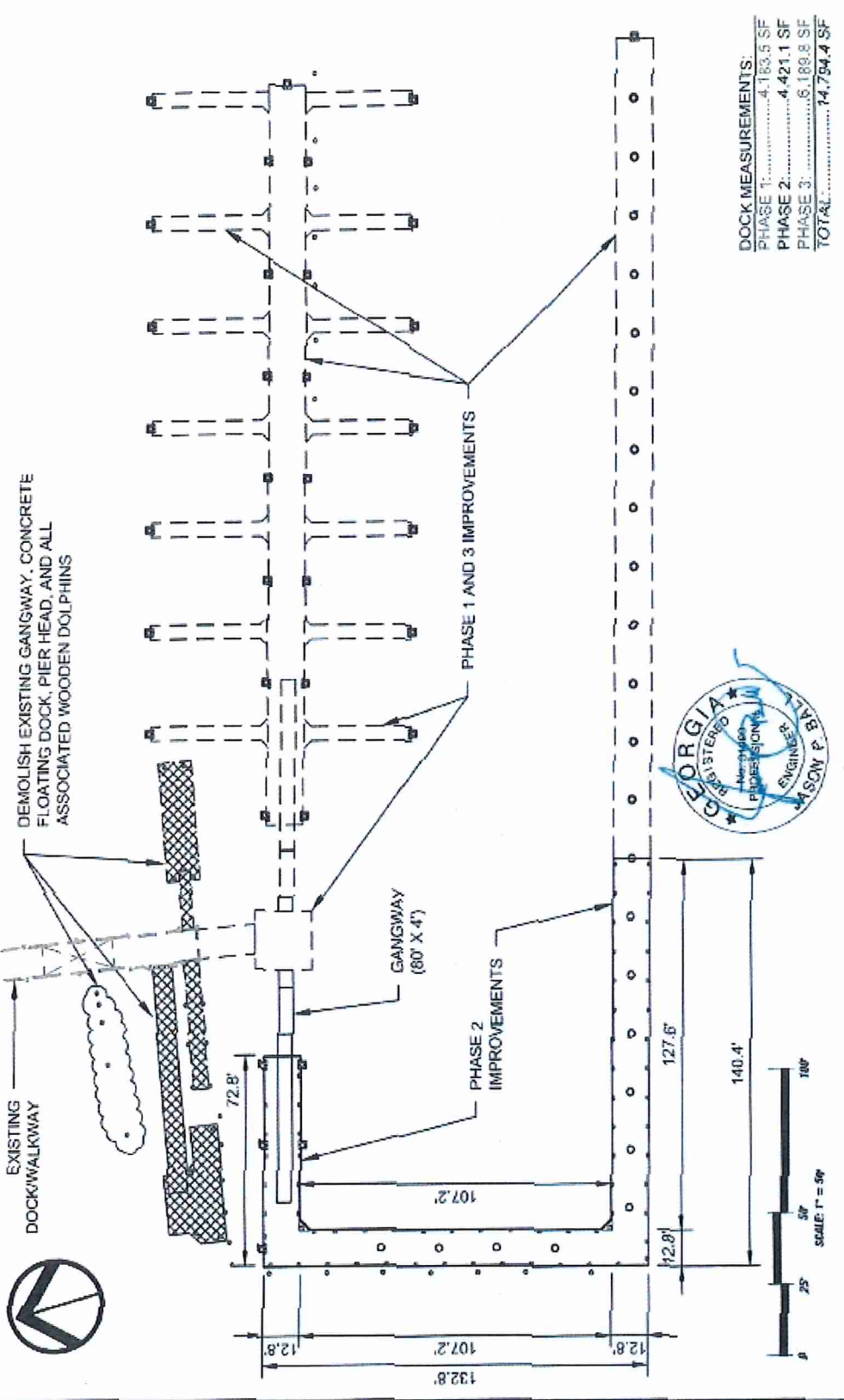
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GENERAL NOTES:
 CITY OF ST. MARYS
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 418 OSBORNE ST.
 ST. MARYS, GA 31558

Dockage Plan - Phase 1 St. Marys Intercoastal Gateway Project
 PROPOSED ACTIVITY: Dock Improvements

St. Marys, Georgia
 Applicant: City of St. Marys
 Date: 05/26/2020
 County: Camden
 JOB#: 18-1039
 SCALE: 1"=50'
 DATUM: MLW
 SHEET: 5 of 9



DOCK MEASUREMENTS:

PHASE 1:	4,783.5 SF
PHASE 2:	4,421.1 SF
PHASE 3:	6,189.8 SF
TOTAL:	14,754.4 SF

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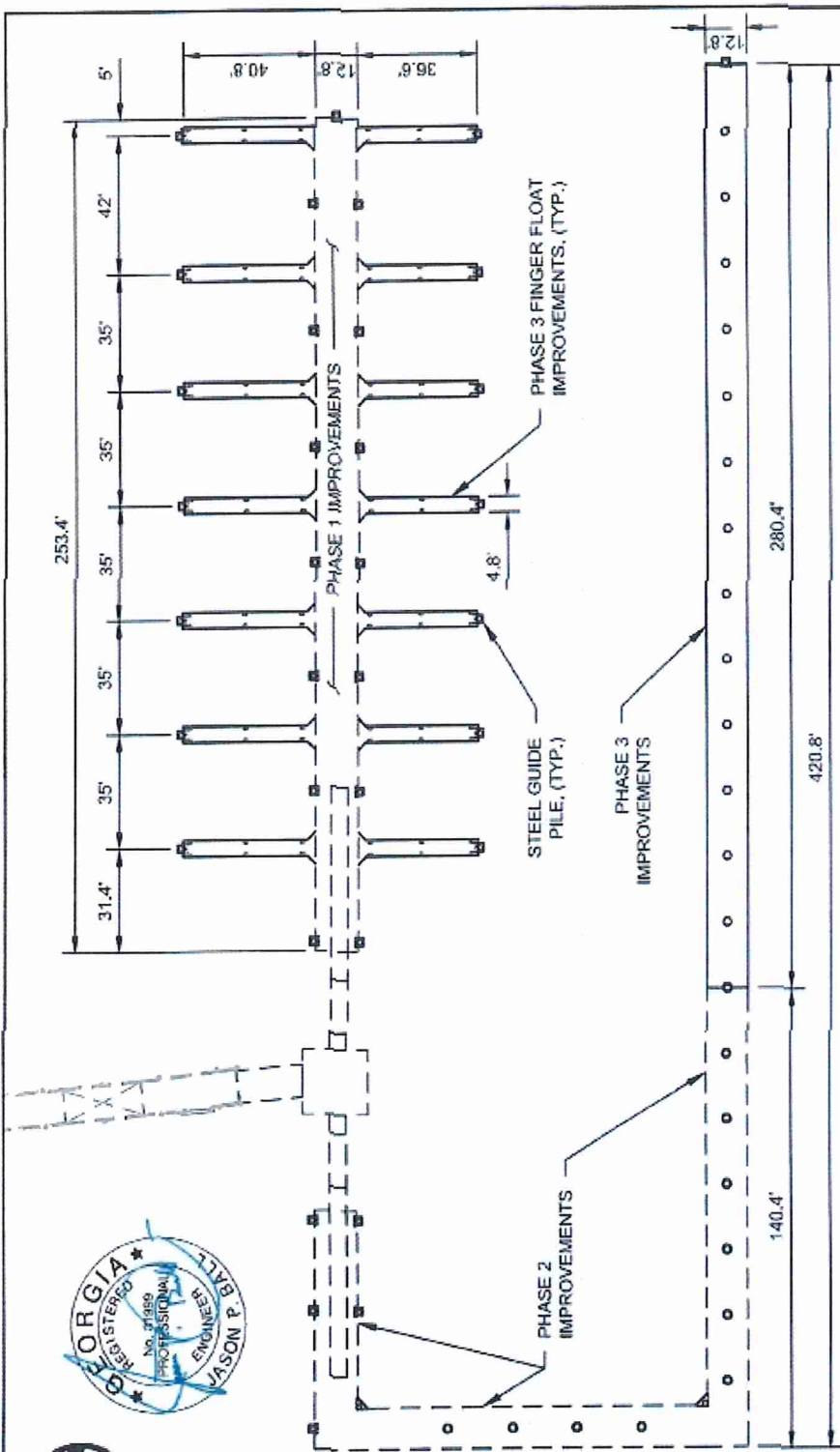
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GENERAL NOTES: *Handwritten initials*

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Dockage Plan - Phase 2 **St. Marys Intercoastal Gateway Project**
PROPOSED ACTIVITY: Dock Improvements

St. Marys, Georgia
 Applicant: City of St. Marys
 Date: 03/26/2020
 County: Camden
 JOB#: 18-1039 **DRAWN: MLW**
 SCALE: 1" = 50' **SHEET: 6 of 9**



DOCK MEASUREMENTS:

PHASE 1:	4,183.5 SF
PHASE 2:	4,421.1 SF
PHASE 3:	5,189.8 SF
TOTAL:	14,794.4 SF



Dockage Plan - Phase 3 **St. Marys Intercoastal Gateway Project**
PROPOSED ACTIVITY: Dock Improvements

St. Marys, Georgia
 Applicant: City of St. Marys
 Date: 05/26/2020
 County: Camden
 JOB#: 18-1039 **DATUM: MLW**
 SCALE: 1"=50' **SHEET: 7 of 9**

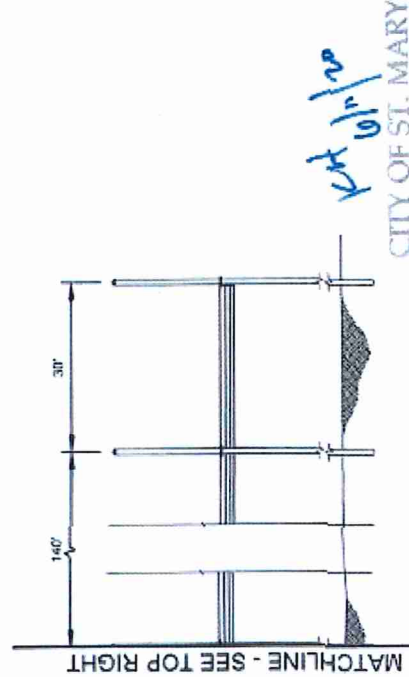
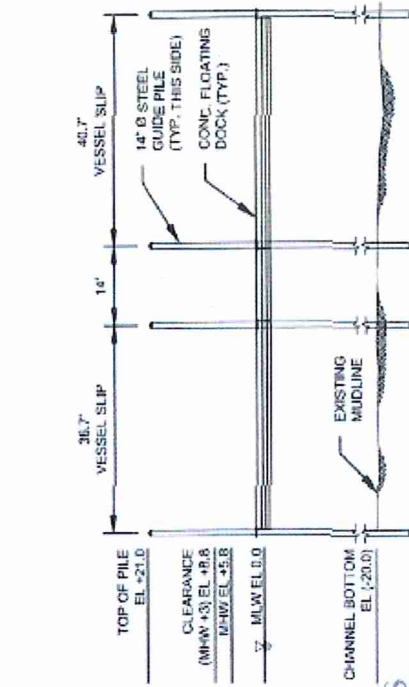
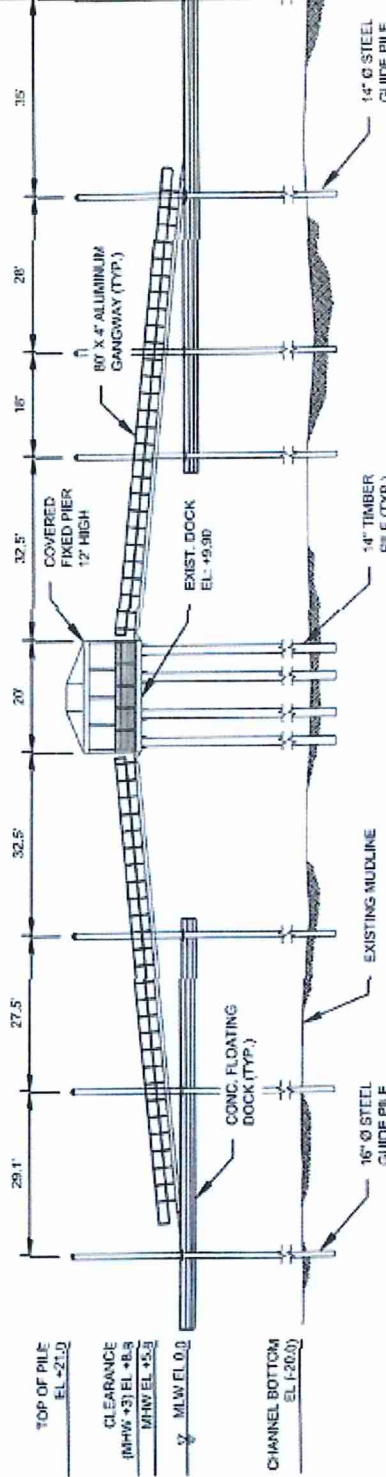
GENERAL NOTES: *Y.H. 6/11/20*

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MATCHLINE - SEE BOTTOM LEFT



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PLANNING AND BUILDING
418 OSBORNE ST.
ST. MARYS, GA 31558

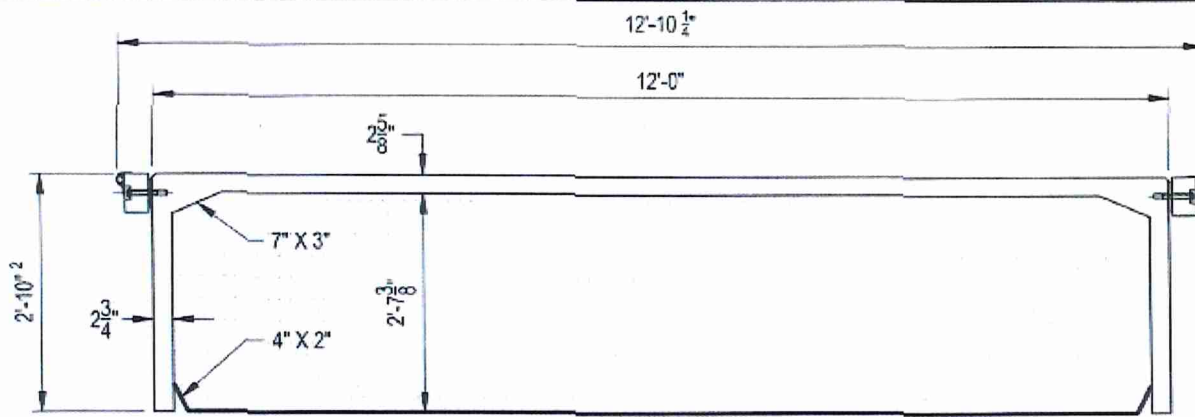
Elevations
St. Marys, Georgia
Applicant: City of St. Marys
Date: 05/26/2020
County: Camden
JOB#: 18-1039
SCALE: N.T.S.

St. Marys Intercoastal Gateway Project
PROPOSED ACTIVITY: Dock Improvements

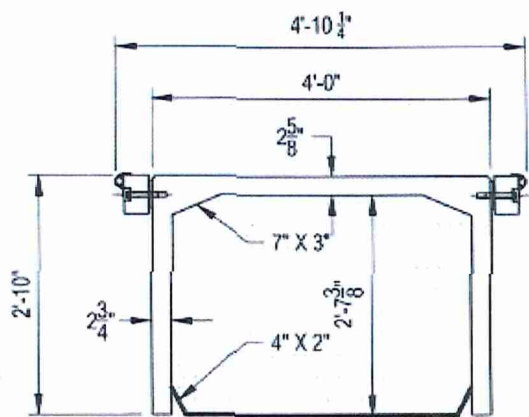
- GENERAL NOTES:**
1. VERTICAL DATUM FOR ELEVATIONS SHOWN IS MEAN LOW WATER (MLW).
 2. DEPTH OF LEGAT SECTIONS SHALL BE DETERMINED BY PLYMOUTH MANUFACTURER.
 3. BOTTOMS OF GANGWAY SHALL BE OUTFITTED WITH WHEELS THAT HAVE STAINLESS STEEL AXLES.
 4. ALUMINUM SHALL BE TYPE 6061.

Ball Maritime Group, LLC
4 Cedar View Court | Savannah, Georgia | 31410 | (912) 662-2914
www.ballmaritime.com
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SECTION A-A



SECTION B-B

POLYAREA 1/8\"/>

KH 6/11/20
 CITY OF ST. MARYS
 PLANNING AND BUILDING
 418 OSBORNE ST.
 ST. MARYS, GA 31558



Sections		St. Marys Intercoastal Gateway Project	
St. Marys, Georgia	PROPOSED ACTIVITY: Dock Improvements		
Applicant: City of St. Marys			
Date: 05/26/2020			
County: Camden			
JOB#: 10-1039	DATUM: MLW		
SCALE: N.T.S.	SHEET: 9 of 9		

- GENERAL NOTES:**
1. VERTICAL DATUM FOR ELEVATIONS SHOWN IS MEAN LOW WATER (MLW).
 2. DEPTH OF FLOAT SECTIONS SHALL BE DETERMINED BY FLOAT MANUFACTURER.
 3. BOTTOM OF GANGWAY SHALL BE OUTFITTED WITH WHEELS THAT HAVE STAINLESS STEEL AXLES.
 4. ALUMINUM SHALL BE TYPE 6061.



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