



DEPARTMENT OF NATURAL RESOURCES
COASTAL RESOURCES DIVISION
ONE CONSERVATION WAY • BRUNSWICK, GA 31520 • 912.264.7218
COASTALGADNR.ORG

MARK WILLIAMS
COMMISSIONER

DOUG HAYMANS
DIRECTOR

NOV 13 2020

Chris Golden
Stantec Consulting Services Inc.
299 Peachtree Street NE suite 1900
Atlanta, GA 30303-1629

Re: Letter of Permission (LOP) and Revocable License (RL) for the Replacement of the St. Mary's Railroad Bridge, Mile Point 3.40, Dark Entry Creek, St. Mary's, Camden County, Georgia. (GPS: (30.750023°N, -81.582736°W)

Dear Mr. Golden:

This Letter of Permission (LOP) is in response to your request, dated September 23, 2020, for replacement of the St. Mary's Railroad Bridge Mile Point (MP) 3.40, Camden County, Georgia.

According to the request, the project site consists of a railroad line sitting atop a causeway above a tidal marsh in St. Mary's, Georgia. The bridge, located at rail line mile 3.40, consists of timber piles, abutments and open deck spanning approximately 120 ft. by 14 ft., over Dark Entry Creek. The total project area is approximately 6.27 acres, of which 2.49 acres is the elevated railroad bridge, and 0.37 acres is tidal creek and 3.41 acres is tidal marsh within CMPA jurisdiction. The rail line and its approach to Dark Entry Creek run in a Northwest-Southeast direction, servicing several businesses in the area.

The work scope includes replacing the existing timber railroad trestle, which is nearing the end of its useful life, with a new railroad bridge. The existing eleven-span bridge consists of timber piles supporting timber caps, timber stringers, and a timber open deck track structure. The new six span bridge will consist of concrete filled, coated steel pipe piles supporting steel caps, steel stringers and a timber open deck track structure. The existing timber bridge will be removed, and the existing piles pulled or cut to six inches below the mudline. New concrete filled and coated steel pipe piles will be driven just ahead of, or behind the previous piles into the tidal waters. The proposed replacement bridge opening will match the existing bridge footprint. The new bridge will be installed such that the top of rail elevation will be at the same height or slightly higher than the existing top of rail elevation. The replacement bridge will be constructed with equipment situated on the existing Right-of-Way using a top-down construction method. The project will begin no sooner than 15 days from the date of this letter and be completed within six (6) months from the date of this letter.

The Department authorizes the railroad bridge replacement as depicted in the attached description and drawings. **No unauthorized equipment, materials, or debris may be placed, disposed of, or stored in jurisdictional areas.** All material removed must be disposed of at an appropriate upland disposal site. Any visible alterations in marsh topography will be restored immediately using low-impact hand tools. Any damage to marsh vegetation that has not recovered naturally during the next growing season will be repaired by a method acceptable to the Department.

Please find enclosed a fully executed Revocable License (RL) for the project described above. This license serves as an authorization to utilize state owned tidal water bottoms for your project. Tidal water bottoms and marshlands of coastal Georgia are public trust lands controlled by the State, except for such

lands where a validated Crown Grant or State Grant exists. Future maintenance activities that occur within tidal waters and have the potential to cause adverse impact, either temporary or permanent, or that will not be in the public's interest shall be reported to the Georgia Department of Natural Resources' Coastal Resources Division. Any change in the use, location, dimensions, or configuration of the approved project, without prior notification and approval from this office could result in revocation of this permission and in the required removal of the related structures.

This authorization does not relieve you from obtaining any other required federal, state, or local permits. If you have any further questions or concerns regarding this or any other projects, please contact Amy Flowers at (912) 262-3109.

Sincerely,



Jill Andrews
Chief, Coastal Management Section

Enclosures: Revocable License (RL) and Project Description
File: LOP20200120

STATE OF GEORGIA

REVOCABLE LICENSE REQUEST FOR THE USE OF TIDAL WATERBOTTOMS

APPLICANTS NAME(S): Paul Pleasant | St Marys Railroad, LLC

MAILING ADDRESS: 510 West Gallop St. | St Marys | Georgia | 31558
(Street) (City) (State) (Zip)

PROJECT ADDRESS/LOCATION: Bridge MP 3.40 over Dark Entry Creek (St Marys, GA)

COUNTY: Camden WATERWAY: Dark Entry Creek DATE: 9/23/2020

LOT, BLOCK & SUBDIVISION NAME FROM DEED: See Attached

Georgia Department of Natural Resources
 Coastal Resources Division
 One Conservation Way
 Brunswick, Georgia 31520-8687

I am requesting that I be granted a revocable license from the State of Georgia to encroach on the beds of tidewaters, which are state owned property. Attached hereto and made a part of this request is a copy of the plans and description of the project that will be the subject of such a license. I certify that all information submitted is true and correct to the best of my knowledge and understand that willful misrepresentation or falsification is punishable by law.

I understand that if permission from the State is granted, it will be a revocable license and will not constitute a license coupled with an interest. I acknowledge that this revocable license does not resolve any actual or potential disputes regarding the ownership of, or rights in, or over the property upon which the subject project is proposed, and shall not be construed as recognizing or denying any such rights or interests. I acknowledge that such a license would relate only to the property interests of the State and would not obviate the necessity of obtaining any other State license, permit or authorization required by State law. I recognize that I waive my right of expectation of privacy and I do not have the permission of the State of Georgia to proceed with such project until the Commissioner of DNR or his/her designee has signed a copy of this request.

Sincerely,

By: , G.M.
 (Applicant), title if applicable

By: _____
 (Applicant), title if applicable

The State of Georgia hereby grants you a revocable license not coupled with an interest as provided in your request. This area may now or in the future be utilized by boats employing power drawn nets under the provisions for commercial or sport bait shrimping. In its occupancy and use of the premises, licensee shall not discriminate against any person on the basis of race, gender, color, national origin, religion, age, or disability. This covenant by licensee may be enforced by termination of this license, by injunction, and by any other remedy available at law to the Department. The project proposed for this license must be constructed and completed within the specified timeframe associated with the authorization and/or transmittal letter associated with this revocable license and must be maintained in serviceable condition. Otherwise, action will be initiated to revoke this license and all structures must be removed immediately at the licensee's expense.

STATE OF GEORGIA
 Office of the Governor

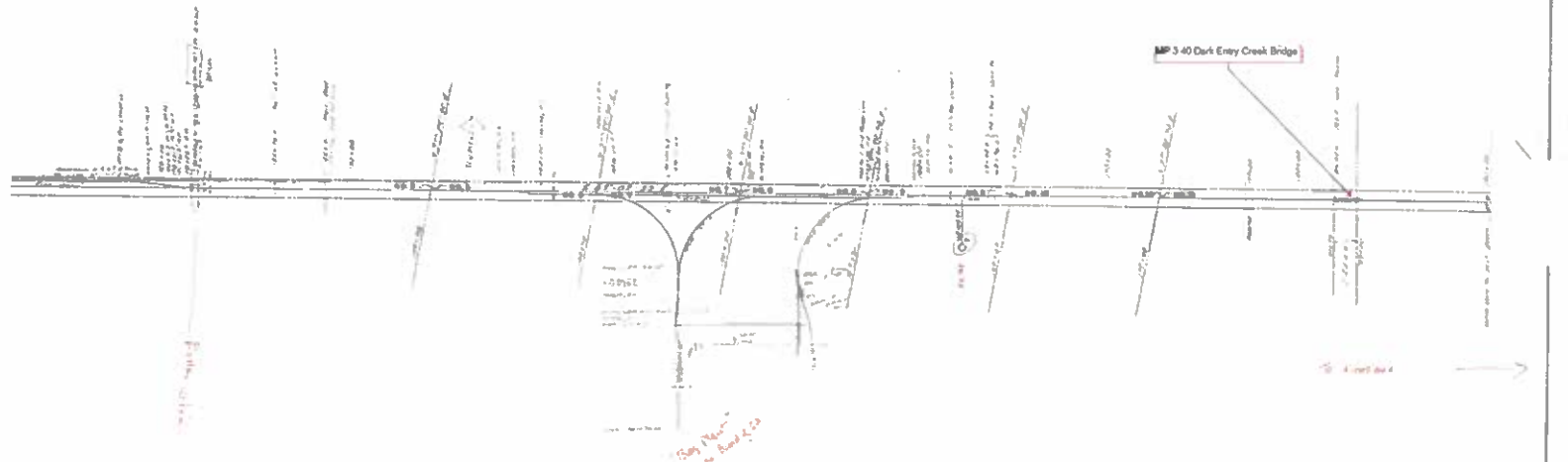
By: 
 For: Mark Williams, Commissioner-DNR

Date: NOV 13 2020

See Schedule

SCHEDULE OF PROPERTY

NO.	OWNER	SECTION	ACRES	APPROX. DATE	REMARKS	AREA
1	STATE OF GA.	1	100.00	1850	100.00	100.00
2	ST. MARYS RAILROAD CO.	1	100.00	1850	100.00	100.00
3	ST. MARYS RAILROAD CO.	1	100.00	1850	100.00	100.00
4	ST. MARYS RAILROAD CO.	1	100.00	1850	100.00	100.00
5	ST. MARYS RAILROAD CO.	1	100.00	1850	100.00	100.00
6	ST. MARYS RAILROAD CO.	1	100.00	1850	100.00	100.00
7	ST. MARYS RAILROAD CO.	1	100.00	1850	100.00	100.00
8	ST. MARYS RAILROAD CO.	1	100.00	1850	100.00	100.00
9	ST. MARYS RAILROAD CO.	1	100.00	1850	100.00	100.00
10	ST. MARYS RAILROAD CO.	1	100.00	1850	100.00	100.00

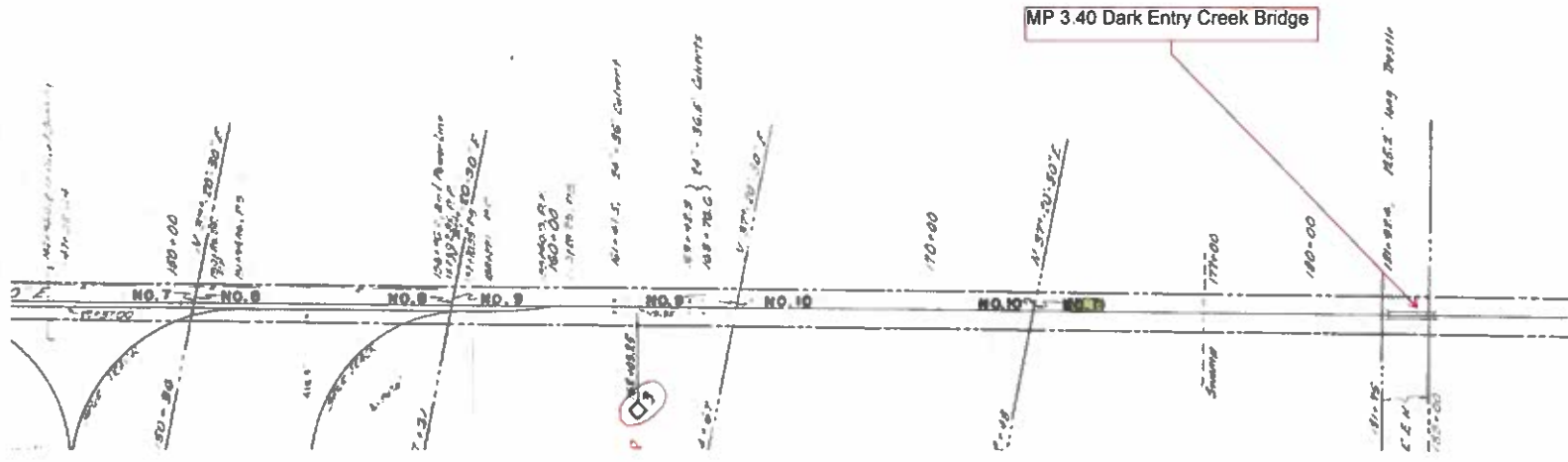


RIGHT-OF-WAY AND TRACK MAP
 ST. MARYS RAILROAD COMPANY
 MAIN LINE - ST. MARYS, GA TO KINGSLAND, GA
 STATION 80+00 TO STATION 193+00

SCALE 1" = 400 FT
 SEE PL. 903
 PREPARED MAY 1910



NUMBER	GRANTOR	GRANTEE	INSTRUMENT DATE	RECORDED	AREA			
MAP 2	2	SAMUEL D W & F BEALEY	L JOHNSON	DEED	1906	D B 2, P 210	JAN 30, 1907	16 6 ACRES
	3	ESTATE OF SAMUEL BEALEY	ST. MARYS RAILROAD COMPANY	DEED		D B 14, P 472	DEC. 17, 1940	16 6 ACRES
	4	BILLA D & M SMITH	L JOHNSON	DEED		D B 2, P 212	SEPT 10, 1907	1 0 ACRES
	5	D J MILLER	L JOHNSON	DEED	1904	D B 2, P 209	JAN 30, 1907	5 6 ACRES
	6	ELEANOR C RUDOLPH	L JOHNSON	DEED		D B 2, P 211, 212	APRIL 6, 1906	2 0 ACRES
	7	VIRGINIA H JEFFORD	L JOHNSON	DEED		D B 2, P 211	APRIL 6, 1906	1 0 ACRES
	8	LAFVIA RUDOLPH	L JOHNSON	DEED		D B 2, P 210, 211	APRIL 6, 1906	1 0 ACRES
	9	R L RUDOLPH	ST MARYS & BINGSLAND R.R.	DEED		D B 2, P 264, 205	MAY 2, 1907	1 0 ACRES
	10	FRANK RUDOLPH	ST MARYS & BINGSLAND R.R.	DEED		D B 2, P 265, 216	MAY 2, 1907	1 0 ACRES
		PETE F. ARDREY	L JOHNSON	DEED		D B 2, P 210	APRIL 6, 1906	0 0 ACRES
E. H. S. R. T. R. R. CO., 11			ATLANTA, BRANCHING NORTHWARD AT ST. MARYS RAILROAD COMPANY	DEED		D B 27, P 433, 434	JAN 10, 1907	



Layer List Legend

Quick Links:

- [Search Records](#)
- [View Map](#)

Layers:

- Parcels
- Parcel Numbers
- Address Numbers
- Yearly Sales
- Roads
- USA Major Highways
- Railroads
- City Labels
- Soils
- Zoning
- Trees
- Streams and Rivers
- Lakes
- Flood Map
- County Outlines
- 2017 Aerial Photo
- Aerial Photos
- 2013 Aerial Photo
- Google Imagery

[Restore Layer Defaults](#)



No information is available



**Nation Wide Permit 14 and
Preliminary Jurisdiction Request**

Proposed St. Marys Railroad Bridge MP
3.40 Replacement over Dark Entry
Creek

September 23, 2020

Prepared for:

St. Marys Railroad, LLC

Prepared by:

Stantec Consulting Services, Inc.

Sign-off Sheet

This document entitled Proposed St. Marys Railroad Bridge MP 3.40 Replacement over Dark Entry Creek was prepared by Stantec Inc. ("Stantec") for the account of St. Marys Railroad LLC (the "Client"). Any reliance on this document by any third party is strictly prohibited. The material in it reflects Stantec's professional judgment in light of the scope, schedule and other limitations stated in the document and in the contract between Stantec and the Client. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. In preparing the document, Stantec did not verify information supplied to it by others. Any use which a third party makes of this document is the responsibility of such third party. Such third party agrees that Stantec shall not be responsible for costs or damages of any kind, if any, suffered by it or any other third party as a result of decisions made or actions taken based on this document.

Prepared by Chris Golden
(signature)

Chris Golden

Reviewed by Marcus B. Sizemore
(signature)

Marcus Sizemore

Approved by Kristi Rettmann
(signature)

Kristi Rettmann





Stantec Consulting Services, Inc.
229 Peachtree Street NE Suite 1900
Atlanta, GA 30303-1629

September 23, 2020
File: 178209008

Attention: U.S. Army Corps of Engineers – Costal Branch
100 West Oglethorpe Avenue
Savannah, Georgia 31401-3604

Dear Mrs. Wise,

**Reference: Project – Nationwide Permit 14 Pre-Construction Notification and Preliminary
Jurisdictional Determination
Proposed St. Marys Railroad Bridge MP 3.40 Replacement over Dark Entry Creek
SAS-2020-00499
Camden County, Georgia**

On behalf of St. Marys Railroad, LLC, Stantec Consulting Services, Inc. (Stantec) is requesting authorization for unavoidable impacts to the jurisdictional waters of the United States for the above referenced project.

The project proposed is the result of the safety deficiencies of the current railroad bridge at mile point 3.40 over Dark Entry Creek in St. Marys, Georgia. The current condition of the bridge is deemed near end of life due to the deteriorated timber piles from the affects of the marine life and the surrounding environment. Removal and replacement of the bridge is considered the best option to address the safety concerns and eliminate further risk of failure.

Enclosed you will find a Nationwide Permit 14 package that includes: a Pre-Construction Notification, Figures and Permit Drawings, PJD Package, Adjacent Landowner Contact List, and FEMA Flood Insurance Rate Map.

Should you have any questions or require additional information, please do not hesitate to contact our office.

Regards,

Stantec Consulting Services, Inc.

Chris Golden

Chris Golden
Biologist
Phone: 678-294-5672
Fax: 404-88-4084
Chris.Golden@Stantec.com

September 23, 2020

U.S. Army Corps of Engineers – Costal Branch

Page 2 of 2

Attachment

1. Pre-Construction Notification Form
2. Threatened and Endangered Species Report
3. Preliminary Jurisdictional Determination
4. Adjacent Landowners Contact List
5. Figures and Permit Drawings
6. FEMA Flood Insurance Rate Map
7. Section 106 Review

c. C.C. Ross.White@Stantec.com; Zachary.Adriaensses@Stantec.com; Ppleasant@stmarysrail.com; Gene.Davis@Stantec.com; Ann.Toleman@Stantec.com



St. Marys Railroad Bridge MP 3.40
Replacement over Dark Entry Creek
Camden County, Georgia

Section 404
NWP 14 Pre-Construction Notification
&
Preliminary Jurisdictional
Determination

LIST OF CONTENTS

- 1) Attachment 1 – Pre-Construction Notification Form
 - a. Appendix 1.1 – PCN Attached Responses
 - b. Appendix 1.2 – Supplemental Information
- 2) Attachment 2 – Threatened and Endangered Species Report
- 3) Attachment 3 – Preliminary Jurisdictional Determination
- 4) Attachment 4 – Adjacent Landowners Contact List
- 5) Attachment 5 - Figures, Photos, Data Forms and Drawings
 - a. Appendix 5.1 – Figures
 - b. Appendix 5.2 – Data Forms
 - c. Appendix 5.3 – Photo Log
 - d. Appendix 5.4 - Drawings
- 6) Attachment 6 – FEMA Flood Insurance Rate Map
- 7) Attachment 7 - Section 106 Review

ATTACHMENT 1
Pre-Construction Notification

U.S. ARMY CORPS OF ENGINEERS, SAVANNAH DISTRICT
2017 PRE-CONSTRUCTION NOTIFICATION (PCN)
FOR USE OF CERTAIN NATIONWIDE PERMITS (NWP)

USE OF NWP NUMBER 14 Date September 23, 2020

APPLICANT/PROPERTY OWNER St. Marys Railroad

Phone(hm/bus) (912) 882-0111 FAX NA E-Mail ppleasant@boatrightcompanies.com

Address PO Box 520 City St. Marys State GA Zip Code 31558

AGENT/CONSULTANT Chris Golden with Stantec Consulting Services Inc.

Phone(hm/bus) (678) 294-5672 FAX (404) 688-4084 E-Mail chris.golden@stantec.com

Address 299 Peachtree Stree NE Suite 1900 City Atlanta State GA Zip Code 30303-1629

PROJECT LOCATION/ADDRESS NA

City St. Marys County Camden Subdivision NA Lot NA

Latitude 30.750023 N Longitude -81.582736 W Hydrologic Map Cataloging Unit 03070204

Nearest Named Stream, River or Other Waterbody Dark Entry Creek

EXISTING SITE CONDITIONS Please Refer to Appendix 1.1 PCN Attached Responses

PROJECT DESCRIPTION Please Refer to Appendix 1.1 PCN Attached Responses

MEASURES TAKEN TO AVOIDANCE/MINIMIZE IMPACTS TO WATER OF U.S.

Please Refer to Appendix 1.1 PCN Attached Responses

PROJECT AREA AND IMPACT INFORMATION

	PROJECT AREA		IMPACTS TO US WATERS	
	ACRES	LINEAR FEET	ACRES	LINEAR FEET
TOTAL PROJECT AREA	6.27	N/A	N/A	N/A
UPLAND	2.49	N/A	N/A	N/A
WETLAND	3.41	N/A	0.03	N/A
OPEN WATER	0.37	N/A	0.03	N/A
PERENNIAL STREAM	0	0	0	0
INTERMITTENT STREAM	0	0	0	0
EPHEMERAL STREAM	0	0	0	0
MAN-MADE DITCHES	0	0	0	0

MAPS, DRAWINGS AND OTHER INFORMATION. Include information to address answers provided.

1. PCN submitted to the Georgia EPD? (RC A and Appendix A) Yes No
2. PCN submitted to the Georgia CRD? (RC A and Appendix A) Yes No
3. Is the project on or adjacent to a state water, where buffer variance is required? Yes No
4. Is the project within 10 miles of a 303(d) listed stream? Yes No
5. Is the project located in or adjacent to a trout stream? Yes No
6. Is there a water quality management plan for the project site? Yes No
7. Is a copy of the FWS Initial Project Scoping (IPaC) attached to the PCN? (GC 18) Yes No
<http://ecos.fws.gov/ipac/>
8. Are oysters located within the project area? Yes No
9. Are cultural resources located on or near the project site? (GC 20(c)) Yes No
<http://www.nr.nps.gov/>
10. Is compensatory mitigation required? (GC 32(b)(6), GC 23 & RCs H.1-H.5) Yes No
11. Are culverts proposed in streams or wetlands? (RC C.4 and E.1-8) Yes No
12. Is in-stream/wetland storm water management proposed? (RC C.5) Yes No
13. Is the project phased, with future wetland/stream impacts planned? Yes No
14. Have authorized wetland/stream impacts occurred on the project site? Yes No
15. Have unauthorized wetland/stream impacts occurred on the project site? Yes No
16. Is the project located within 5 miles of an airport? Yes No

IMPORTANT NOTES:

1. For a PCN to be complete for processing, information required at NWP General Condition (GC) 32(b) and Savannah District 2017 NWP Regional Conditions C must be included.
2. All maps and drawings that are attached to this PCN must be submitted on 8 ½ X 11-inch paper. Supplemental maps and drawings larger than 8 ½ X 11 may also be submitted for clarity.

APPENDIX 1.1

PCN Attached Responses

PCN Attached Responses

Existing Site Conditions

The project site consists of a railroad line sitting atop a causeway above tidal marsh in St. Marys, Georgia. The bridge, located at rail line mile 3.40, consists of timber piles, abutments and open deck spanning approximately 120 feet over Dark Entry Creek. The total project area covers a total of approximately 6.25 acres, of which 0.37 acres is designated open water/tidal creek, 3.41 acres is designated tidal marsh, and the remaining 2.49 acres is designated upland. The rail line and its approach to Dark Entry Creek run in a Northwest-Southeast direction, servicing several businesses in the area.

Project Description

The purpose of this project is to replace the existing timber railroad trestle, which is nearing the end of its useful life, with a new railroad bridge. The existing eleven-span bridge consists of timber piles supporting timber caps, timber stringers, and a timber open deck track structure. The new six span bridge will consist of concrete filled, coated steel pipe piles supporting steel caps, steel stringers and a timber open deck track structure. The new bridge will be installed such that the top of rail elevation will be at the same height or slightly higher than the existing top of rail elevation. With successful completion of the bridge, the St. Marys Railroad will be able to support 286k railroad traffic at 25mph.

Measures Taken to Avoidance/Minimize Impacts to Waters of U.S.

Impacts to the jurisdictional areas will be avoided as much as possible while still fulfilling the needs of the project. The selected contractor will comply with all Georgia approved erosion and sediment control and best management practices. The new abutments on either side of the bridge will be constructed just behind or just ahead of the existing abutments. These construction locations will keep disturbance of the existing fill material to a minimum. The existing timber bridge will be removed, and the existing piles pulled or cut to six inches below the mud-line. New concrete filled, and coated steel pipe piles will be driven just ahead of, or below the previous piles into the tidal waters. The proposed replacement bridge opening will match the existing bridge, maintaining upstream and downstream connectivity during tidal fluctuation as well as flood elevations. This proposed pile replacement location will aid in minimizing any negative tidal impact and river flow effects. The replacement bridge will be constructed with equipment situated on the existing Right-of-Way using a top-down construction method. The use of equipment and materials situated on the existing Right-of-Way will eliminate the need for a barge or additional fill, as well as eliminate the need for any temporary impacts to wetlands.

APPENDIX 1.2

Supplemental Information

ST. MARYS RAILROAD BRIDGE 3.40 REPLACEMENT

NATIONWIDE PERMIT 14

SUPPLEMENTAL INFORMATION

I. Project Information

1. Name of project:

St. Marys Railroad Bridge MP 3.40 over Dark Entry Creek

2. Location: St. Marys, Camden County, Georgia

Latitude / Longitude: 30.750023 N /-81.582736 W

Location map and project area are found in Appendix 5.1

II. Project Description:

1. Purpose and Need:

The purpose of this project is to replace the existing timber railroad trestle, which is nearing the end of its useful life, with a new railroad bridge. The existing eleven-span bridge consists of failing timber piles supporting timber caps, timber stringers, and a timber open deck track structure. The new six span bridge will consist of concrete filled, coated steel pipe piles supporting steel caps, steel stringers and a timber open deck track structure. The new bridge will be installed such that the top of rail elevation will be at the same height or slightly higher than the existing top of rail elevation. With successful completion of the bridge, the St. Marys Railroad will be able to support 286k railroad traffic at 25mph.

2. Does this project have independent utility?

This will be a stand alone project.

3. Does the project include expansion, modification, and/or improvement to an existing linear transportation project?

Yes, the project proposes the replacement of a bridge over Dark Entry Creek. The linear distance of the bridge is approximately 120 feet.

4. Waters of the United States (WOTUS): Waters of the U.S. were delineated by Stantec Consulting Services in April of 2020 and are included in the permit application with a jurisdictional determination. See Attachment 2 for a copy of the PJD package and WOTUS maps.

5. Preliminary Jurisdictional Determination:

See Attachment 2 for the copy of the PJD Package.

III. Proposed Impacts to WOTUS:

Construction activities associated with the proposed project would result in unavoidable, impacts associated with the pile replacement of the replacement bridge. The abutments for the new bridge will be built just behind or just ahead of the existing abutments to keep disturbance of the existing fill material to a minimum. The existing timber bridge will be removed, and the existing piles pulled or cut to six inches below the mudline.

Table 1 below details the proposed temporary impacts to jurisdictional WOTUS proposed as a result of the project. Permit drawings can be found in Attachment 5 Appendix 5.4.

Impact No.	Waters of the US	Impact Type	Impact Acreage (AC)
1	Open Water – Tidal Creek	Permanent Fill: New bridge piles	0.03
2	Tidal Marsh	Permanent Fill: New abutments	0.03
TOTAL IMPACTS			0.06

IV. Alternatives Analysis:

1. No-Build Alternative:

A “no-build” alternative assumes that the existing conditions would remain as it currently exists. This was considered in place of build alternatives; however, this alternative would not improve the railroad bridge or provide safe passage over Dark Entry Creek to and from the St. Marys Railroad destinations. The results of a “no-build” option would be that the bridge either being removed from service during a follow-up inspection or in the bridge failing under load. Based on the inability to satisfy the purpose and need of the project, the “no-build” alternative does not meet the purpose and need of the project and is not considered an acceptable alternative.

2. Replace the Bridge In-Kind:

A new timber bridge would require either new framed timber bents constructed on the old piles after they are cut off or new timber piles driven. Installation of new framed bents would require additional cross bracing running between the bents. This cross bracing would be a prime location for drift to catch on and limit the open area under the bridge for small boats to navigate. Also, the work required to cut off the piles and attach the new frame bents would pose a substantial hardship due to the short low tide window at this location. With new piles or new framed bents, the timber will have a shortened life span compared to the concrete and steel option that has been decided on.

3. Repair Existing Bridge:

The existing bridge has been repaired in the past and the condition of the piles necessitates the need to be replaced.

4. New Bridge on an Alternative Alignment:

Constructing a new bridge on an alignment adjacent to the structure would require reverse curves, which are not practical for train operations and increase maintenance, on either end of the bridge. This would require additional permitting and filling in of additional marshland. Current railroad traffic does outweigh the negatives associated with an adjacent alignment. Also, moving the railroad further inland would require the purchase of additional Right of Way, the installation of additional at-grade road

crossings, and the construction of new roadbed and track. None of the alternative alignment options discussed are acceptable.

5. Preferred Alternative:

Replacement of the existing timber railroad trestle, which is nearing the end of its useful life, with a new railroad bridge. The existing eleven-span bridge consists of timber piles supporting timber caps, timber stringers, and a timber open deck track structure. The new six span bridge will consist of concrete filled, coated steel pipe piles supporting steel caps, steel stringers and a timber open deck track structure. The new bridge will be installed such that the top of rail elevation will be at the same height or slightly higher than the existing top of rail elevation, meeting the projects need and purpose.

Avoidance & Minimization:

Please Refer to Appendix 1.1 Section: Measures Taken to Avoidance/Minimize Impacts to Waters of U.S.

Mitigation:

No mitigation is being proposed due to the minimal cumulative impacts to Waters of the US. The total impacts shall be approximately 0.06 acre, well below the threshold for required mitigation.

Hydrology & Hydraulics: The proposed replacement bridge opening will match the existing, upstream and downstream connectivity during tidal fluctuation as well as flood elevations.

Section 106 of the National Historic Preservation Act:

Please refer to **Attachment 7, Section 106 Review.**

Threatened & Endangered Species:

Pursuant to Section 7 of the Endangered Species Act, a field survey was conducted along St. Marys Railroad over Dark Entry Creek in St. Marys, Georgia. The following list of species that are currently federally endangered (E), threatened (T), candidate (C), and/or federally protected under the Bald and Golden Eagle Protection Act (BGEPA) and Migratory Bird Treaty Act (MBTA) was obtained from the US Fish and Wildlife Service for Camden County:

Mammals

West Indian Manatee	<i>Trichechus manatus</i>	T
---------------------	---------------------------	---

Birds

Bald Eagle	<i>Haliaeetus leucocephalus</i>	BGEPA
Wood Stork	<i>Mycteria Americana</i>	T

Reptiles

Eastern Indigo Snake	<i>Drymarchon corais couperi</i>	T
Gopher Tortoise	<i>Gopherus Polyphemus</i>	C
Green Sea Turtle	<i>Chelonia mydas</i>	T

Hawksbill Sea Turtle	<i>Eretmochelys imbricate</i>	E
Kemp's Ridley Sea Turtle	<i>Lepidochelys kempii</i>	E
Leatherback Sea Turtle	<i>Dermochelys coriacea</i>	E
Loggerhead Sea Turtle	<i>Caretta caretta</i>	T

Survey Methods: The project study area (PSA) was examined by field reconnaissance methods on April 16, 2020. Habitats surveyed were determined by each species' ecological requirements.

Results: The proposed project involves a bridge replacement along St. Marys Railroad over Dark Entry Creek. The total length of the existing bridge between the railroad tie walls is approximately 120 linear feet. The proposed project involves replacement of the existing railroad bridge along its current alignment by installing steel pipe piles, pile caps, stiffener plates, bearing plates, bridge deck, railroad rails, and timber guard rails.

The West Indian manatee often seek out quiet areas in canals, creeks, lagoons or rivers. These areas provide habitat not only for feeding, but also for resting, cavorting, mating, and calving. The West Indian manatees rarely swim far from the ocean. They are frequently found in the waters of Camden, Glynn, and McIntosh counties along the Georgia coastline, specifically from April through October. Although there is suitable habitat found within the Project Study Area (PSA), this project may affect, but not likely to adversely affect the West Indian manatee.

The bald eagle is no longer protected under the ESA but is afforded protection though the Bald and Golden Eagle Protection Act (BGEPA) of 1940 as well as the MBTA of 1918. It feeds primarily on fish but also preys on a variety of birds, mammals, and turtles when fish are not readily available. The bald eagle nests in large, study trees typically near open water. Although there are open bodies of water within the PSA, this project will not have an adverse effect on this species. Wood storks are generally found in freshwater and estuarine habitats. They forage within shallow-water areas with highly concentrated prey such as freshwater marshes, stock ponds, roadside and agricultural ditches, narrow tidal creeks, swamps, and other shallow depressional wetlands. Wood storks will typically nest in the upper branches of black gum (*Nyssa biflora*) or cypress (*Taxodium distichum*) trees that are in standing water. There is not suitable habitat for the wood stork within the PSA.

Gopher tortoises are considered dry-land turtles. They often live in burrows and can be found in a variety of habitats including, longleaf pine forests, dry oak sandhills, scrub forests, dry hammocks and prairies, pine flatwoods, coastal grasslands and dunes, mixed hardwood-pine forests, and areas that have been human-altered (i.e. rights-of-way and along roadsides). There is no suitable habitat for the gopher tortoise within the PSA. The Eastern indigo snake occurs in Florida and the coastal plains of southeast Georgia within a variety of habitats including sandhills, dry prairies, pine and scrubby flatwoods, pine rock-lands, edges of freshwater marshes, agricultural fields, and human-altered areas. During the winter, they are often found inhabiting gopher tortoise burrows to keep warm. There is no suitable habitat for the Eastern indigo snake within the PSA. The five sea turtle species listed above are commonly found along Georgia's coast, however, the only sea turtle likely to nest in Georgia is the loggerhead sea turtle but they would nest on the front beaches on barrier islands. The green sea turtle and the leatherback sea turtle

will typically nest on tropical beaches but they occasionally nest on Georgia beaches. There is no suitable nesting habitat present for the loggerhead sea turtle, green sea turtle, leatherback sea turtle, Kemp's Ridley sea turtle, and the hawksbill sea turtle.

According to GNAHRGIS (Georgia's Natural, Archaeological, and Historic Resources GIS), the West Indian manatee is known to occur within and/or immediately adjacent to the PSA. There have not been any sightings recorded with any of the other above species within a 0.5-mile radius of the project. None of the listed species were seen during the on-site survey, however, suitable habitat for the West Indian manatee and bald eagle were found present within the PSA. This may affect, but is not likely to adversely affect the species or their habitat. Overall, based on the lack of suitable habitat for the remaining listed species and/or no observations of these listed species during field surveys, results of the threatened and endangered species study indicate that the proposed action may affect, but not likely to adversely affect any threatened or endangered species or critical habitats currently listed by the USFWS.

X. Wild & Scenic Rivers:

There are no designated wild or scenic rivers within the project study area.

XI. Secondary and/or Cumulative Impacts:

No secondary or cumulative impacts are foreseen for this project.

ATTACHMENT 2
Threatened and Endangered Species Report



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Georgia Ecological Services Field Office
355 East Hancock Avenue
Room 320
Athens, GA 30601
Phone: (706) 613-9493 Fax: (706) 613-6059

In Reply Refer To:

May 11, 2020

Consultation Code: 04EG1000-2020-SLI-2222

Event Code: 04EG1000-2020-E-04125

Project Name: St. Marys Railroad Bridge Replacement

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

Thank you for your recent request for information on federally listed species and important wildlife habitats that may occur in your project area. The U.S. Fish and Wildlife Service (Service) has responsibility for certain species of wildlife under the Endangered Species Act (ESA) of 1973 as amended (16 USC 1531 et seq.), the Migratory Bird Treaty Act (MBTA) as amended (16 USC 701-715), and the Bald and Golden Eagle Protection Act (BGEPA) as amended (16 USC 668-668c). We are providing the following guidance to assist you in determining which federally imperiled species may or may not occur within your project area and to recommend some conservation measures that can be included in your project design if you determine those species or designated critical habitat may be affected by your proposed project.

FEDERALLY-LISTED SPECIES AND DESIGNATED CRITICAL HABITAT

Attached is a list of endangered, threatened, and proposed species that may occur in your project area. Your project area may not necessarily include all or any of these species. Under the ESA, it is the responsibility of the Federal action agency or its designated representative to determine if a proposed action "may affect" endangered, threatened, or proposed species, or designated critical habitat, and if so, to consult with the Service further. Similarly, it is the responsibility of the Federal action agency or project proponent, not the Service, to make "no effect" determinations. If you determine that your proposed action will have "no effect" on threatened or endangered species or their respective critical habitat, you do not need to seek concurrence with the Service. Nevertheless, it is a violation of Federal law to harm or harass any federally-listed threatened or endangered fish or wildlife species without the appropriate permit.

If you determine that your proposed action may affect federally listed species, please consult with the Service. Through the consultation process, we will analyze information contained in a biological assessment or equivalent document that you provide. If your proposed action is associated with Federal funding or permitting, consultation will occur with the Federal agency under section 7(a)(2) of the ESA. Otherwise, an incidental take permit pursuant to section 10(a)(1)(B) of the ESA (also known as a Habitat Conservation Plan) may be necessary to exempt harm or harass federally listed threatened or endangered fish or wildlife species. For more information regarding formal consultation and HCPs, please see the Service's Consultation Handbook and Habitat Conservation Plans at www.fws.gov/endangered/esa-library/index.html#consultations.

Action Area. The scope of federally listed species compliance not only includes direct effects, but also any indirect effects of project activities (e.g., equipment staging areas, offsite borrow material areas, or utility relocations). The action area is the spatial extent of an action's direct and indirect modifications to the land, water, or air (50 CFR 402.02). Large projects may have effects to land, water, or air outside the immediate footprint of the project, and these areas should be included as part of the action area. Effects to land, water, or air outside of a project footprint could include things like lighting, dust, smoke, and noise. To obtain a complete list of species, the action area should be uploaded or drawn in IPaC rather than just the project footprint.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

If you determine that your action may affect any federally listed species and would like technical assistance from our office please provide the following information (reference to these items can be found in 50 CFR 402.13 and 402.14):

A description of the proposed action, including any measures intended to avoid, minimize, or offset effects of the action. Consistent with the nature and scope of the proposed action, the description shall provide sufficient detail to assess the effects of the action on listed species and critical habitat, including:

1. The purpose of the action;
2. The duration and timing of the action;
3. The location of the action;

4. The specific components of the action and how they will be carried out;
5. Description of areas to be affected directly or indirectly by the action;
6. Information on the presence of listed species in the action area;
7. Description of effects of the action on species in the action area;
8. Maps, drawings, blueprints, or similar schematics of the action; and
9. Any other available information related to the nature and scope of the proposed action relevant to its effects on listed species or designated critical habitat (examples include: stormwater plans, management plans, erosion and sediment plans).

Please submit all consultation documents via email to gaes_assistance@fws.gov or by using IPaC, uploaded documents, and sharing the project with a specific Georgia Ecological Services staff member. If the project is on-going, documents can also be sent to the Georgia ES staff member currently working with you on your project. For Georgia Department of Transportation-related projects, please work with the Office of Environmental Services ecologist to determine the appropriate USFWS transportation liaison.

WETLANDS AND FLOODPLAINS

Under Executive Orders 11988 and 11990, Federal agencies are required to minimize the destruction, loss, or degradation of wetlands and floodplains, and preserve and enhance their natural and beneficial values. These habitats should be conserved through avoidance, or mitigated to ensure that there would be no net loss of wetlands function and value.

We encourage you to use the National Wetland Inventory (NWI) maps in conjunction with ground-truthing to identify wetlands occurring in your project area. The Service's NWI program website, www.fws.gov/wetlands/Data/Mapper.html integrates digital map data with other resource information. We also recommend you contact the U.S. Army Corps of Engineers for permitting requirements under section 404 of the Clean Water Act if your proposed action could impact floodplains or wetlands.

MIGRATORY BIRDS

The MBTA prohibits the taking of migratory birds, nests, and eggs, except as permitted by the Service's Migratory Bird Office. To minimize the likelihood of adverse impacts to migratory birds, we recommend construction activities occur outside the general bird nesting season from March through August, or that areas proposed for construction during the nesting season be surveyed, and when occupied, avoided until the young have fledged.

We recommend review of Birds of Conservation Concern at website www.fws.gov/migratorybirds/CurrentBirdIssues/Management/BCC.html to fully evaluate the effects to the birds at your site. This list identifies birds that are potentially threatened by disturbance and construction.

Information related to wind energy development and migratory birds can be found at this location: <https://www.fws.gov/birds/management/project-assessment-tools-and-guidance/guidance-documents/wind-energy.php>.

BALD AND GOLDEN EAGLES

The bald eagle (*Haliaeetus leucocephalus*) was delisted under the ESA on August 9, 2007. Both the bald eagle and golden eagle (*Aquila chrysaetos*) are still protected under the MBTA and BGEPA. The BGEPA affords both eagles protection in addition to that provided by the MBTA, in particular, by making it unlawful to “disturb” eagles. Under the BGEPA, the Service may issue limited permits to incidentally “take” eagles (e.g., injury, interfering with normal breeding, feeding, or sheltering behavior nest abandonment). For information on bald and golden eagle management guidelines, we recommend you review information provided at <https://www.fws.gov/birds/management/managed-species/bald-and-golden-eagle-information.php> and <https://www.fws.gov/birds/management/managed-species/eagle-management.php>. Additionally the following site will help you determine if your activity is likely to take or disturb bald eagles in the southeast (<https://www.fws.gov/southeast/our-services/eagle-technical-assistance>).

NATIVE BAT COMMENTS

If your species list includes Indiana bat or northern long-eared bat and the project is expected to impact forested habitat that is appropriate for maternity colonies of these species, forest clearing during the winter. Federally listed bats could be actively present in forested landscapes from April 1 to October 15 of any year and have non-volant pups from May 15 to July 31 in any year. Non-volant pups are incapable of flight and are vulnerable to disturbance during that time. Additional information on bat avoidance and minimization can be found at the following link: https://www.fws.gov/athens/transportation/pdfs/Bat_AMMs.pdf.

Additional information that addresses at-risk or high priority natural resources can be found in the State Wildlife Action Plan (<https://georgiawildlife.com/WildlifeActionPlan>), at Georgia Department of Natural Resources, Wildlife Resources Division Rare Species and Natural Community Portal (<https://georgiawildlife.com/conservation/species-of-concern>), Georgia's Natural, Archaeological, and Historic Resources GIS portal (<https://www.gnahrgis.org/gnahrgis/index.do>), and Georgia Ecological Services Watershed Guidance portal (<https://www.fws.gov/athens/transportation/coordination.html>).

Thank you for your concern for endangered and threatened species. We appreciate your efforts to identify and avoid impacts to listed and sensitive species in your project area. For further

consultation on your proposed activity, please email gaes_assistance@fws.gov and reference your Service Consultation Tracking Number (Consultation Code).

This letter constitutes Georgia Ecological Services' general comments under the authority of the Endangered Species Act.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Georgia Ecological Services Field Office

355 East Hancock Avenue

Room 320

Athens, GA 30601

(706) 613-9493

Project Summary

Consultation Code: 04EG1000-2020-SLI-2222

Event Code: 04EG1000-2020-E-04125

Project Name: St. Marys Railroad Bridge Replacement

Project Type: TRANSPORTATION

Project Description: Bridge replacement along St. Marys Railroad in Dark Entry Creek St. Marys, Georgia, totaling approximately 6.27 acres.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/30.750242977875445N81.58335862135928W>



Counties: Camden, GA

Endangered Species Act Species

There is a total of 9 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
West Indian Manatee <i>Trichechus manatus</i> There is final critical habitat for this species. Your location is outside the critical habitat. <i>This species is also protected by the Marine Mammal Protection Act, and may have additional consultation requirements.</i> Species profile: https://ecos.fws.gov/ecp/species/4469	Threatened

Birds

NAME	STATUS
Wood Stork <i>Mycteria americana</i> Population: AL, FL, GA, MS, NC, SC No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8477	Threatened

Reptiles

NAME	STATUS
<p>Eastern Indigo Snake <i>Drymarchon corais couperi</i></p> <p>No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/646</p>	Threatened
<p>Gopher Tortoise <i>Gopherus polyphemus</i></p> <p>Population: eastern No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6994</p>	Candidate
<p>Green Sea Turtle <i>Chelonia mydas</i></p> <p>Population: North Atlantic DPS There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6199</p>	Threatened
<p>Hawksbill Sea Turtle <i>Eretmochelys imbricata</i></p> <p>There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3656</p>	Endangered
<p>Kemp's Ridley Sea Turtle <i>Lepidochelys kempii</i></p> <p>There is proposed critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5523</p>	Endangered
<p>Leatherback Sea Turtle <i>Dermochelys coriacea</i></p> <p>There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1493</p>	Endangered
<p>Loggerhead Sea Turtle <i>Caretta caretta</i></p> <p>Population: Northwest Atlantic Ocean DPS There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1110</p>	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

ATTACHEMT 3

Preliminary Jurisdictional Determination



SAS APPENDIX 1: Request for Corps of Engineers Jurisdictional Determination (JD) and/or Delineation Review

I. Reason for request: (check as many as applicable)

- I intend to construct/develop a project or perform activities on this parcel which would be designed to avoid all aquatic resources.
- I intend to construct/develop a project or perform activities on this parcel which would be designed to avoid all jurisdictional aquatic resources under Corps authority.
- I intend to construct/develop a project or perform activities on this parcel which may require authorization from the Corps, and the JD would be used to avoid and minimize impacts to jurisdictional aquatic resources and as an initial step in a future permitting process.
- I intend to construct/develop a project or perform activities on this parcel which may require authorization from the Corps; this request is accompanied by my permit application and the JD is to be used in the permitting process.
- I intend to construct/develop a project or perform activities in a navigable water of the U.S. which is included on the district Section 10 list and/or is subject to the ebb and flow of the tide.
- A Corps JD is required in order to obtain my local/state authorization.
- I intend to contest jurisdiction over a particular aquatic resource and request the Corps confirm that jurisdiction does/does not exist over the aquatic resource on the parcel.
- I believe that the site may be comprised entirely of dry land.
- Other: _____

II. I am requesting that the U.S. Army Corps of Engineers, Savannah District, provide me with the following:

- Delineation Review of Aquatic Resources** - Concurrence with an aquatic resource delineation is a written notification from the Corps concurring, not concurring, or commenting on the aquatic resource boundaries, or limits, delineated on a property.
- Preliminary Jurisdictional Determination** - (PJD). A PJD is defined in Corps regulations at 33 CFR 331.2, as "written indications that there may be waters of the United States on a parcel". When the Corps provides a PJD, the Corps is making no legally binding determination of any type regarding whether jurisdiction exists over the particular aquatic resource in question.
- Approved Jurisdictional Determination** - (AJD) An AJD is defined in Corps regulations at 33 CFR 331.2. A definitive, official determination that there are, or that there are not, jurisdictional aquatic resources on a parcel.
- I am unclear as to what I would like to request and require additional information to inform my decision.

III. Property/Owner Information. Please complete **ALL** of the following information for the property under review.

SECTION 1

Parcel Number of Property: NA		
Lat. 30.750023 N	Long. - 81.582736 W	(in decimal degrees)
Parcel Address: NA		
Parcel City : St. Marys	Parcel County: Camden	Zip: 31558
Size of Review Area: 6.27	Acre(s) 1350ft	Linear feet

SECTION 2

LANDOWNER NAME	AUTHORIZED AGENT'S NAME
First:	First: Chris
Last:	Last: Golden
Company: St. Marys Railroad, llc	Company: Stantec Consulting Services, Inc.
Email Address: ppleasant@stmarysrail.com	Email Address: chris.golden@stantec.com
Address: PO Box 520	Address: 229 Peachtree Street NE Suite 1900
City: St. Marys	City: Atlanta
State: GA Zip: 31558	State: GA Zip: 30303
Phone: 912-882-0111	Phone: 678-294-5672

PROPERTY ACCESS PERMISSION, ACKNOWLEDGEMENT OF 18 U.S.C. SECTION 1001 AND STATEMENT OF AGENT AUTHORIZATION

Initial ONLY One:

By signing below, I certify that I am the owner of record of the property referenced in III, Section 1 above, and I hereby authorize representatives of the U.S. Army Corps of Engineers, Savannah District, to enter the property for purposes of conducting on-site inspections, and issuing an aquatic resource delineation concurrence and/or a jurisdictional determination. My signature shall also be an affirmation that I possess the requisite property rights to request a delineation review and/or a jurisdictional determination on the property referenced in III - Section 1. Further, I authorize the agent in III - Section 2, to act on my behalf in the processing of this request and to furnish supplemental information in support of this request.

X By signing below, I certify that I am acting as the duly authorized agent of the owner of record of the property referenced in III, Section 1 above, and have been given the authority to: 1) request a delineation review and/or a jurisdictional determination (JD) on the property referenced in III - Section 1, and 2) authorize representatives of the U.S. Army Corps of Engineers, Savannah District, to enter the property for purposes of conducting on-site inspections, and issuing an aquatic resource delineation concurrence and/or a jurisdictional determination. I understand that I may be required to provide documentary evidence of my authority to request a delineation review and/or JD, and/or to grant Corps of Engineers personnel access to the property.

Please Print Name Legibly: Chris Golden

Signature Chris Golden

Date: September 23, 2020

• Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Program of the U.S. Army Corps of Engineers; Final Rule for 33 CFR Parts 320-332.

Principal Purpose: The information that you provide will be used in evaluating your request to determine whether there are any aquatic resources within the project area subject to federal jurisdiction under the regulatory authorities referenced above.

Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public, and may be made available as part of a public notice as required by federal law. Your name and property location where federal jurisdiction is to be determined will be included in the approved jurisdictional determination (AJD), which will be made available to the public on the District's website and on the Headquarters USACE website.

Disclosure: Submission of requested information is voluntary; however, if information is not provided, the request for an AJD cannot be evaluated nor can an AJD be issued.

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: 08/04/2020

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Chris Golden 229 Peachtree St. NE Atlanta GA, 30303

C. DISTRICT OFFICE, FILE NAME, AND NUMBER: Savannah Coastal Branch, SAS-2020-00499

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: **GA** County/parish/borough: **Camden** City: **St. Marys**

Center coordinates of site (lat/long in degree decimal format):

Lat.: **30.750023 N** Long.: **-81.582736 W**

Universal Transverse Mercator: **NAD 83**

Name of nearest waterbody: **Dark Entry Creek**

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

Office (Desk) Determination. Date: September 23, 2020

Field Determination. Date(s):

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
1	30.750023 N	81.582736 W	0.37 acres	Tidal Creek Open Water	Section 404
1	30.750023 N	81.582736 W	3.41 acres	Tidal Marsh	Section 404

- 1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
- 2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there "may be" waters of the U.S. and/or that there "may be" navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
Map: _____.
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
 - Office concurs with data sheets/delineation report.
 - Office does not concur with data sheets/delineation report. Rationale: _____.
- Data sheets prepared by the Corps: _____.
- Corps navigable waters' study: _____.
- U.S. Geological Survey Hydrologic Atlas: _____.
 - USGS NHD data.
 - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: _____.
- Natural Resources Conservation Service Soil Survey. Citation: _____.
- National wetlands inventory map(s). Cite name: _____.
- State/local wetland inventory map(s): _____.
- FEMA/FIRM maps: _____.
- 100-year Floodplain Elevation is: _____.(National Geodetic Vertical Datum of 1929)
- Photographs: Aerial (Name & Date): _____
or Other (Name & Date): _____.
- Previous determination(s). File no. and date of response letter: _____.
- Other information (please specify): _____.

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and date of
Regulatory staff member
completing PJD

Signature and date of
person requesting PJD
(REQUIRED, unless obtaining
the signature is impracticable)¹

¹ Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

ATTACHMENT 4
Adjacent Landowners Contact List



Adjacent Landowners

Property Owner Name	Mailing Address	Parcel ID
CK & Loretta Wong	97075 Blackbeards Way Yulee FL 32097-5030	135 092A
CK & Loretta Wong	97075 Blackbeards Way Yulee FL 32097-5031	135 092
Park D Privett JR	11449 Laurel Green Way N Jacksonville FL 32225-1053	135 094H
Park D Privett JR	11450 Laurel Green Way N Jacksonville FL 32225-1053	135 094F
St Marys Property LLC	PO Box 50910 Jacksonville Beach FL 32240-9010	135 091A
Marlea Kathleen Joa	3012 Irrevocable Trust C/O Curt Joa 416 Ridge Ct Kohler WI 53044-1602	135 093C
Curt G Joa & Laurel C Living Trust	Curt G III & Laurel C Joa as Trustees 416 Ridge Ct Kohler WI 53044-1602	135 093
PH I & II Shadowlawn Homeowners Assoc.	944 Kingsbay Rd #370A Saint Marys GA 31558-3744	135L 126A
David C & Norma J Schmitz	112 New Hammock Cir Saint Marys GA 31558-4391	135L 037
Barbara W Jordan	235 N Harris St Sandersville GA 31082-1773	135L 005

ATTACHMENT 5

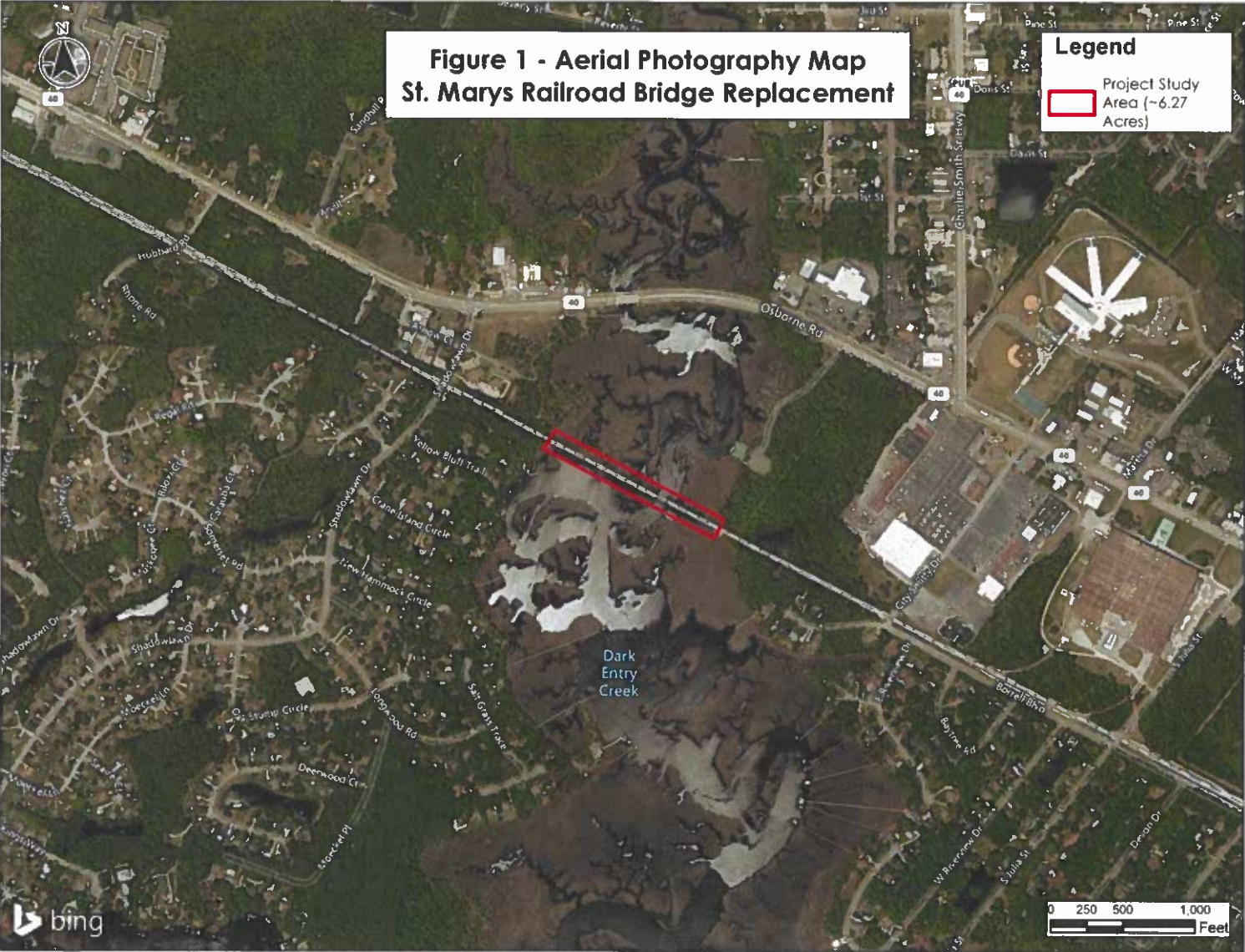
**Figures, Photos, Data
Forms & Drawings**

APPENDIX 5.1

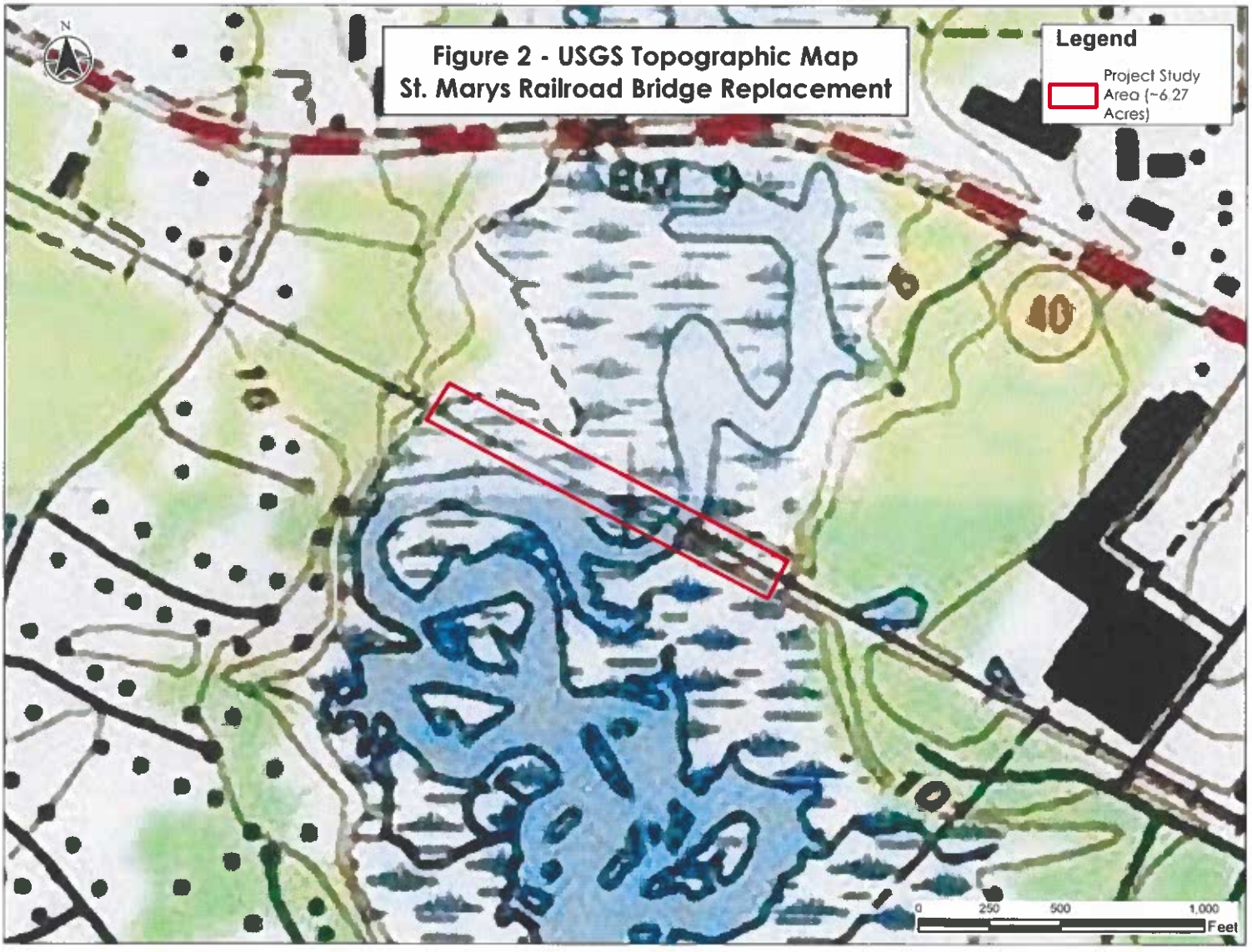
Figures

**Figure 1 - Aerial Photography Map
St. Marys Railroad Bridge Replacement**

Legend
Project Study Area (~6.27 Acres)



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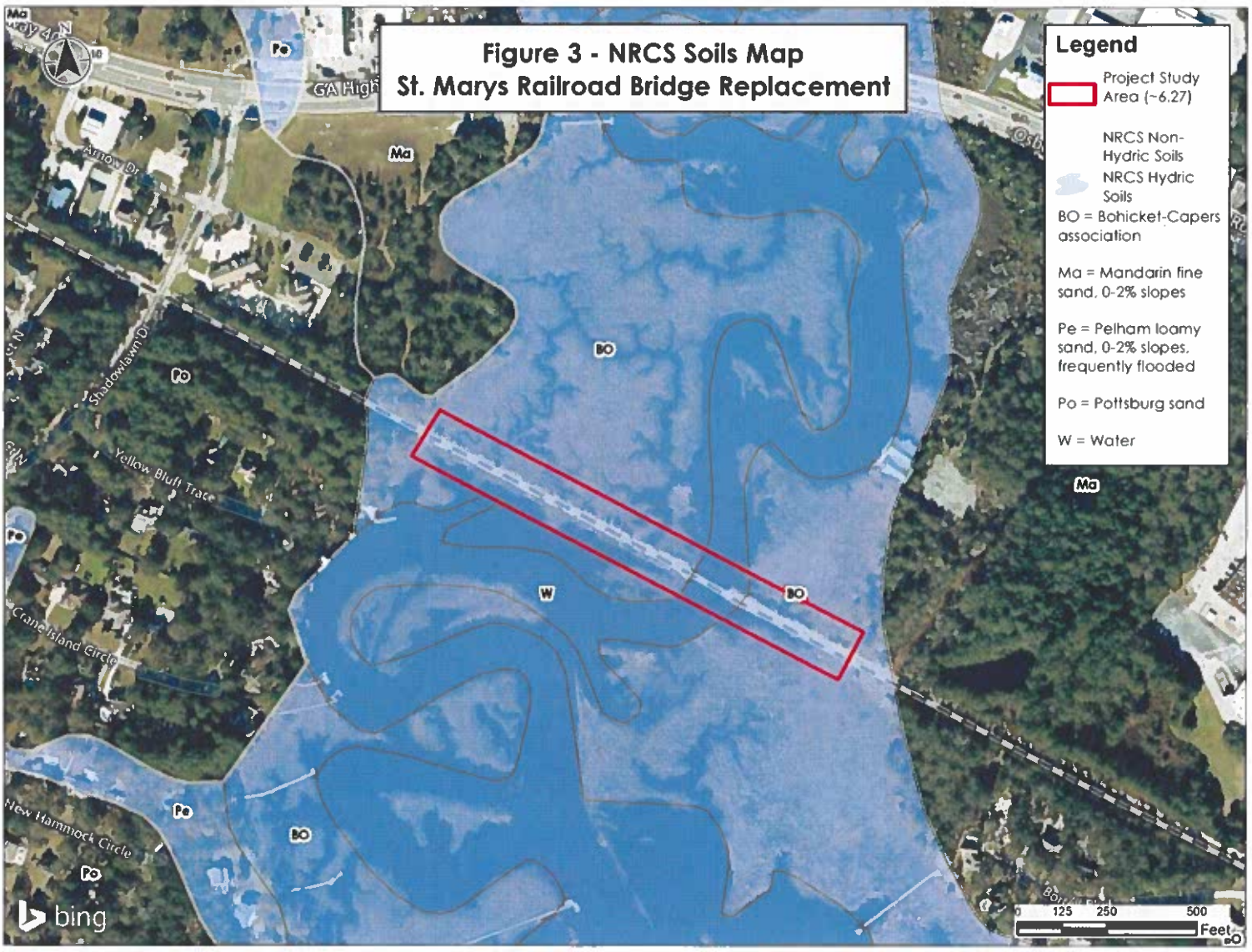


This map shows some names in italics to appear as in the original. The names of the rivers and the names of the towns are given in italics. The names of the towns are given in italics. The names of the towns are given in italics. The names of the towns are given in italics.

**Figure 3 - NRCS Soils Map
St. Marys Railroad Bridge Replacement**

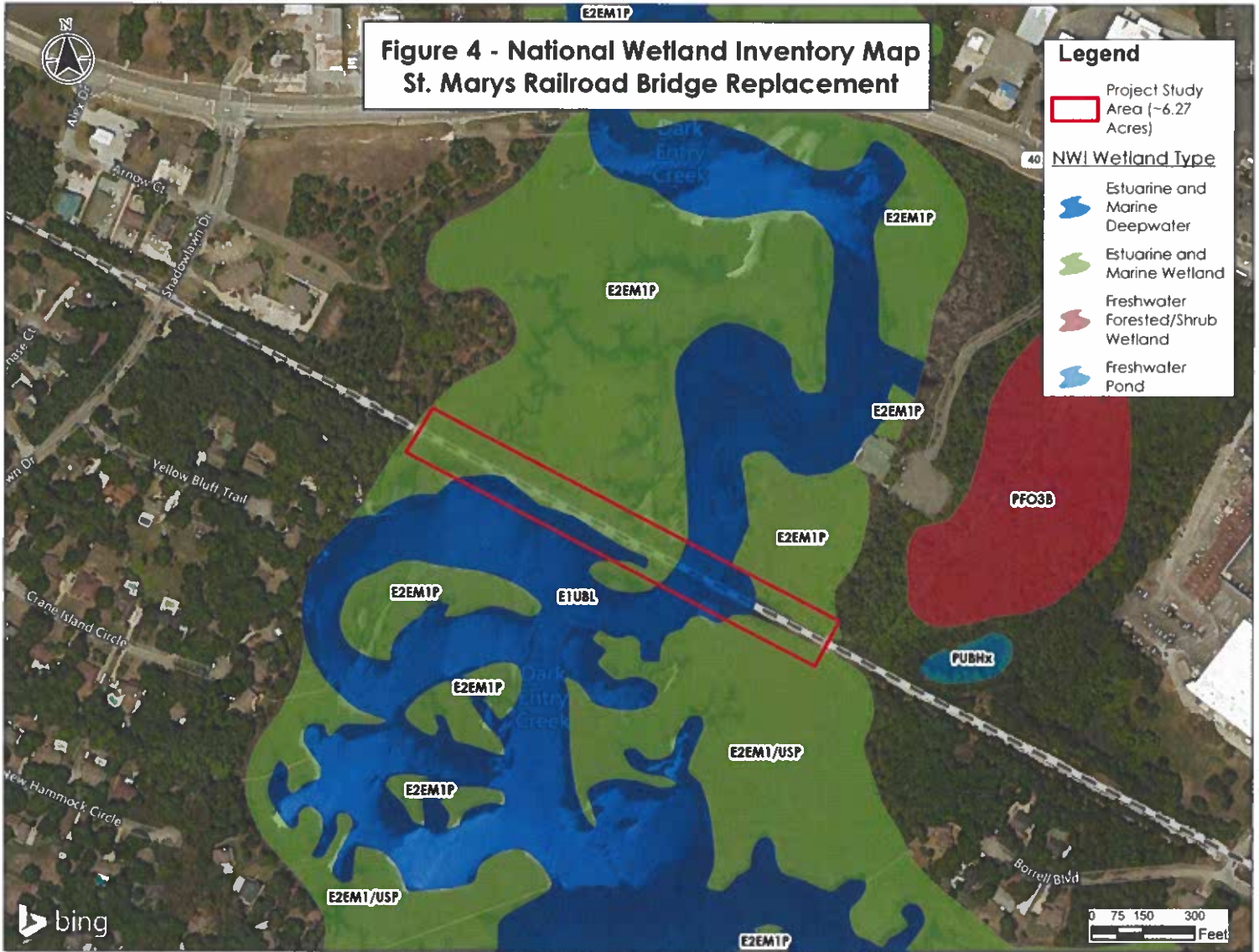
Legend

- Project Study Area (~6.27)
- NRCS Non-Hydric Soils
- NRCS Hydric Soils
- BO BO = Bohicket-Capers association
- Ma Ma = Mandarin fine sand, 0-2% slopes
- Pe Pe = Pelham loamy sand, 0-2% slopes, frequently flooded
- Po Po = Pottsburg sand
- W W = Water



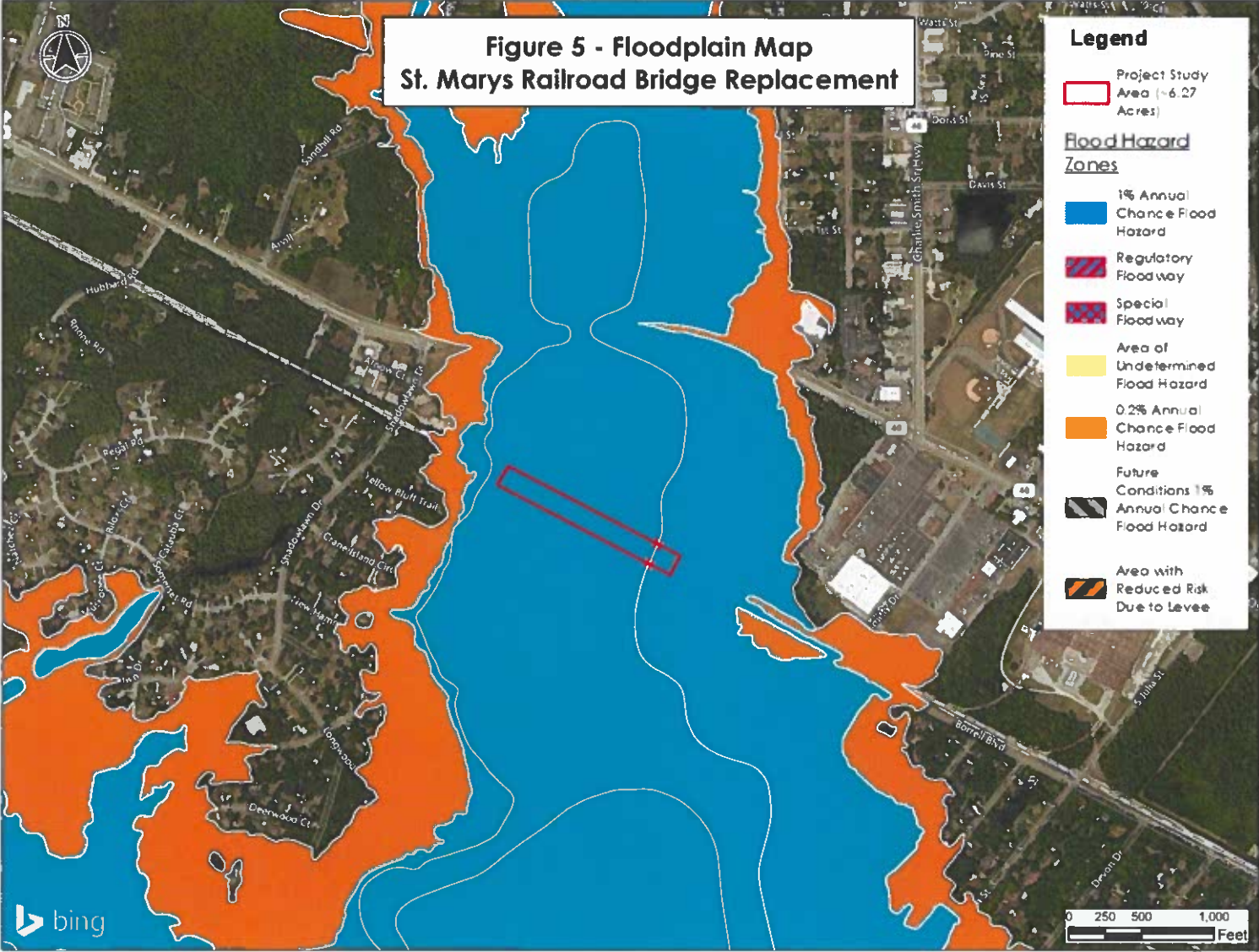
Esri.com. 2014. ArcGIS Online. Available at: <http://www.esri.com>. Accessed 10/10/2014. The Department of Transportation, North Carolina Department of Transportation, 1000 North Tryon Street, Raleigh, NC 27601. 2014. ArcGIS Online. Available at: <http://www.esri.com>. Accessed 10/10/2014.

**Figure 4 - National Wetland Inventory Map
St. Marys Railroad Bridge Replacement**



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**Figure 5 - Floodplain Map
St. Marys Railroad Bridge Replacement**



Legend

Project Study Area (~6.27 Acres)

Flood Hazard Zones

1% Annual Chance Flood Hazard

Regulatory Floodway

Special Floodway

Area of Undetermined Flood Hazard

0.2% Annual Chance Flood Hazard

Future Conditions 1% Annual Chance Flood Hazard

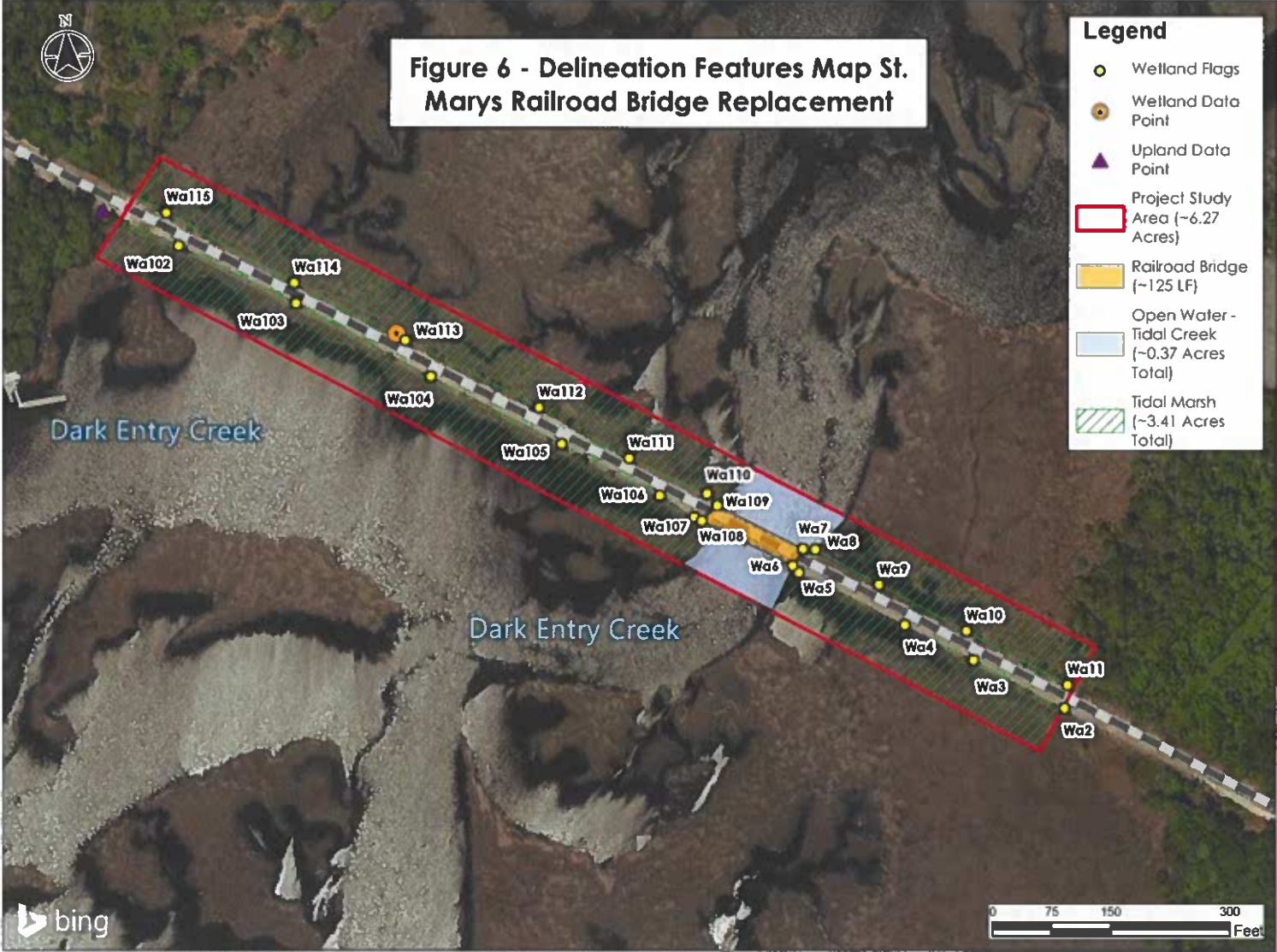
Area with Reduced Risk Due to Levee

bing

0 250 500 1,000 Feet






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Figure 6 - Delineation Features Map St. Marys Railroad Bridge Replacement



**Figure 7 - Photo Location Map
St. Marys Railroad Bridge Replacement**

Legend

-  PhotoPoints
-  Project Study Area (~6.27 Acres)
-  Railroad Bridge (~125 LF)
-  Open Water - Tidal Creek (~0.37 Acres Total)
-  Tidal Marsh (~3.41 Acres Total)



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APPENDIX 5.2

Data Forms

U.S. Army Corps of Engineers WETLAND DETERMINATION DATA SHEET – Atlantic and Gulf Coastal Plain Region See ERDC/EL TR-07-24; the proponent agency is CECW-CO-R	<i>Requirement Control Symbol</i> EXEMPT <i>(Authority: AR 335-15, paragraph 5-2a)</i>
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Project/Site: St. Marys Railroad Bridge Replacement City/County: St. Marys/Camden County Sampling Date: 4/16/2020
 Applicant/Owner: STM Railroad State: SC Sampling Point: WA-wet
 Investigator(s): Marcus Sizemore/Amanda Voges Section, Township, Range: N/A
 Landform (hillside, terrace, etc.): toe slope Local relief (concave, convex, none): concave Slope (%): 1
 Subregion (LRR or MLRA): LRR T Lat: 30.750658 Long: -81.584177 Datum: NAD83
 Soil Map Unit Name: Bohicket-Capers association NWI classification: E2EM1P
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes X No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <u>X</u> No <u> </u> Hydric Soil Present? Yes <u>X</u> No <u> </u> Wetland Hydrology Present? Yes <u>X</u> No <u> </u>	Is the Sampled Area within a Wetland? Yes <u>X</u> No <u> </u>
Remarks: 	

HYDROLOGY

Wetland Hydrology Indicators: <u>Primary Indicators (minimum of one is required, check all that apply)</u> <input type="checkbox"/> Surface Water (A1) <input checked="" type="checkbox"/> Aquatic Fauna (B13) <input checked="" type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Marl Deposits (B15) (LRR U) <input checked="" type="checkbox"/> Saturation (A3) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input checked="" type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Other (Explain in Remarks) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Water-Stained Leaves (B9)	<u>Secondary Indicators (minimum of two required)</u> <input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Moss Trim Lines (B16) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input checked="" type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input checked="" type="checkbox"/> FAC-Neutral Test (D5) <input type="checkbox"/> Sphagnum Moss (D8) (LRR T,U)
---	--

Field Observations: Surface Water Present? Yes <u> </u> No <u>X</u> Depth (inches): <u> </u> Water Table Present? Yes <u>X</u> No <u> </u> Depth (inches): <u>6</u> Saturation Present? Yes <u>X</u> No <u> </u> Depth (inches): <u>6</u> (includes capillary fringe)	Wetland Hydrology Present? Yes <u>X</u> No <u> </u>
--	--

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:
 It has rained approximately 3.23 inches over the previous 7 days.

Remarks:
 was currently low tide

VEGETATION (Five Strata) – Use scientific names of plants.

Sampling Point: WA-wet

Tree Stratum (Plot size: _____)

	Absolute % Cover	Dominant Species?	Indicator Status
1.	_____	_____	_____
2.	_____	_____	_____
3.	_____	_____	_____
4.	_____	_____	_____
5.	_____	_____	_____
6.	_____	_____	_____
_____ = Total Cover			
50% of total cover: _____ 20% of total cover: _____			

Sapling Stratum (Plot size: _____)

	Absolute % Cover	Dominant Species?	Indicator Status
1.	_____	_____	_____
2.	_____	_____	_____
3.	_____	_____	_____
4.	_____	_____	_____
5.	_____	_____	_____
6.	_____	_____	_____
_____ = Total Cover			
50% of total cover: _____ 20% of total cover: _____			

Shrub Stratum (Plot size: _____)

	Absolute % Cover	Dominant Species?	Indicator Status
1.	_____	_____	_____
2.	_____	_____	_____
3.	_____	_____	_____
4.	_____	_____	_____
5.	_____	_____	_____
6.	_____	_____	_____
_____ = Total Cover			
50% of total cover: _____ 20% of total cover: _____			

Herb Stratum (Plot size: 15' radius)

	Absolute % Cover	Dominant Species?	Indicator Status
1.	_____	_____	_____
2.	_____	_____	_____
3.	_____	_____	_____
4.	_____	_____	_____
5.	_____	_____	_____
6.	_____	_____	_____
7.	_____	_____	_____
8.	_____	_____	_____
9.	_____	_____	_____
10.	_____	_____	_____
11.	_____	_____	_____
_____ = Total Cover			
50% of total cover: <u>50</u> 20% of total cover: <u>20</u>			

Woody Vine Stratum (Plot size: _____)

	Absolute % Cover	Dominant Species?	Indicator Status
1.	_____	_____	_____
2.	_____	_____	_____
3.	_____	_____	_____
4.	_____	_____	_____
5.	_____	_____	_____
_____ = Total Cover			
50% of total cover: _____ 20% of total cover: _____			

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species <u>100</u>	x 1 = <u>100</u>
FACW species <u>0</u>	x 2 = <u>0</u>
FAC species <u>0</u>	x 3 = <u>0</u>
FACU species <u>0</u>	x 4 = <u>0</u>
UPL species <u>0</u>	x 5 = <u>0</u>
Column Totals: <u>100</u> (A)	<u>100</u> (B)
Prevalence Index = B/A = <u>1.00</u>	

Hydrophytic Vegetation Indicators:

 1 - Rapid Test for Hydrophytic Vegetation

2 - Dominance Test is >50%

3 - Prevalence Index is ≤3.0¹

 Problematic Hydrophytic Vegetation¹ (Explain)

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody Plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb – All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 3 ft (1 m) in height.

Woody Vine – All woody vines, regardless of height.

Hydrophytic Vegetation Present? Yes No

Remarks: (If observed, list morphological adaptations below.)
adjacent to tidal marsh, at base of railroad toeslope

SOIL

Sampling Point: WA-wet

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-2	10YR 4/2	100					Sandy	sandy
2-10	10YR 2/2	100					Sandy	sandy
10-22	10YR 3/3	100					Sandy	sandy muck

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)			Indicators for Problematic Hydric Soils ³ :		
<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Thin Dark Surface (S9) (LRR S, T, U)	<input type="checkbox"/> 1 cm Muck (A9) (LRR O)			
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Barrier Islands 1 cm Muck (S12)	<input type="checkbox"/> 2 cm Muck (A10) (LRR S)			
<input type="checkbox"/> Black Histic (A3)	(MLRA 153B, 153D)	<input type="checkbox"/> Coast Prairie Redox (A16)			
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Mucky Mineral (F1) (LRR O)	(outside MLRA 150A)			
<input type="checkbox"/> Stratified Layers (A5)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<input type="checkbox"/> Reduced Vertic (F18)			
<input checked="" type="checkbox"/> Organic Bodies (A6) (LRR, P, T, U)	<input type="checkbox"/> Depleted Matrix (F3)	(outside MLRA 150A, 150B)			
<input checked="" type="checkbox"/> 5 cm Mucky Mineral (A7) (LRR P, T, U)	<input type="checkbox"/> Redox Dark Surface (F6)	<input type="checkbox"/> Piedmont Floodplain Soils (F19) (LRR P, T)			
<input checked="" type="checkbox"/> Muck Presence (A8) (LRR U)	<input type="checkbox"/> Depleted Dark Surface (F7)	<input type="checkbox"/> Anomalous Bright Floodplain Soils (F20)			
<input type="checkbox"/> 1 cm Muck (A9) (LRR P, T)	<input type="checkbox"/> Redox Depressions (F8)	(MLRA 153B)			
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Mari (F10) (LRR U)	<input type="checkbox"/> Red Parent Material (F21)			
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Depleted Ochric (F11) (MLRA 151)	<input type="checkbox"/> Very Shallow Dark Surface (F22)			
<input type="checkbox"/> Coast Prairie Redox (A16) (MLRA 150A)	<input type="checkbox"/> Iron-Manganese Masses (F12) (LRR O, P, T)	(outside MLRA 138, 152A in FL, 154)			
<input type="checkbox"/> Sandy Mucky Mineral (S1) (LRR O, S)	<input type="checkbox"/> Umbric Surface (F13) (LRR P, T, U)	<input type="checkbox"/> Barrier Islands Low Chroma Matrix (TS7)			
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Delta Ochric (F17) (MLRA 151)	(MLRA 153B, 153D)			
<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> Reduced Vertic (F18) (MLRA 150A, 150B)	<input type="checkbox"/> Other (Explain in Remarks)			
<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Piedmont Floodplain Soils (F19) (MLRA 149A)				
<input type="checkbox"/> Dark Surface (S7) (LRR P, S, T, U)	<input type="checkbox"/> Anomalous Bright Floodplain Soils (F20)				
<input type="checkbox"/> Polyvalue Below Surface (S8)	(MLRA 149A, 153C, 153D)				
(LRR S, T, U)	<input type="checkbox"/> Very Shallow Dark Surface (F22)				
	(MLRA 138, 152A in FL, 154)				

³Indicators of hydrophytic vegetation and wetland hydrology must be present unless disturbed or problematic.

Restrictive Layer (if observed): Type: _____ Depth (inches): _____	Hydric Soil Present? Yes <input checked="" type="checkbox"/> No _____
---	--

Remarks:
high marsh

U.S. Army Corps of Engineers WETLAND DETERMINATION DATA SHEET – Atlantic and Gulf Coastal Plain Region See ERDC/EL TR-07-24; the proponent agency is CECW-CO-R	<i>Requirement Control Symbol</i> EXEMPT <i>(Authority: AR 335-15, paragraph 5-2a)</i>
--	---

Project/Site: St Marys Railroad Bridge Replacement City/County: St Marys/Camden County Sampling Date: 4/16/2020
 Applicant/Owner: STM Railroad State: SC Sampling Point: WA-up
 Investigator(s): Marcus Sizemore/Amanda Voges Section, Township, Range: N/A
 Landform (hillside, terrace, etc.): berm Local relief (concave, convex, none): convex Slope (%): 1
 Subregion (LRR or MLRA): LRR T Lat: 30.75108 Long: -81.585360 Datum: NAD83
 Soil Map Unit Name: Bohicket-Capers association NWI classification: N/A
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes X No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <u>X</u> No <u> </u> Hydric Soil Present? Yes <u> </u> No <u>X</u> Wetland Hydrology Present? Yes <u> </u> No <u>X</u>	Is the Sampled Area within a Wetland? Yes <u> </u> No <u>X</u>
Remarks:	

HYDROLOGY

Wetland Hydrology Indicators: <u>Primary Indicators (minimum of one is required; check all that apply)</u> <input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> Aquatic Fauna (B13) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Marl Deposits (B15) (LRR U) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Other (Explain in Remarks) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Water-Stained Leaves (B9)	<u>Secondary Indicators (minimum of two required)</u> <input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Moss Trim Lines (B16) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> FAC-Neutral Test (D5) <input type="checkbox"/> Sphagnum Moss (D8) (LRR T,U)
---	--

Field Observations: Surface Water Present? Yes <u> </u> No <u>X</u> Depth (inches): <u> </u> Water Table Present? Yes <u> </u> No <u>X</u> Depth (inches): <u> </u> Saturation Present? Yes <u>X</u> No <u> </u> Depth (inches): <u>20</u> (includes capillary fringe)	Wetland Hydrology Present? Yes <u> </u> No <u>X</u>
--	--

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available
 It has rained approximatley 3.23 inches over the previous 7 days.

Remarks:

VEGETATION (Five Strata) – Use scientific names of plants.

Sampling Point: WA-up

Tree Stratum (Plot size: <u>30' radius</u>)	Absolute % Cover	Dominant Species?	Indicator Status
1. <u>Juniperus virginiana</u>	<u>30</u>	<u>Yes</u>	<u>FACU</u>
2. _____	_____	_____	_____
3. _____	_____	_____	_____
4. _____	_____	_____	_____
5. _____	_____	_____	_____
6. _____	_____	_____	_____
	<u>30</u> =Total Cover		
	50% of total cover: <u>15</u>	20% of total cover: <u>6</u>	

Sapling Stratum (Plot size: <u>30' radius</u>)	Absolute % Cover	Dominant Species?	Indicator Status
1. <u>Ilex vomitoria</u>	<u>35</u>	<u>Yes</u>	<u>FAC</u>
2. <u>Quercus laurifolia</u>	<u>5</u>	<u>No</u>	<u>FACW</u>
3. _____	_____	_____	_____
4. _____	_____	_____	_____
5. _____	_____	_____	_____
6. _____	_____	_____	_____
	<u>40</u> =Total Cover		
	50% of total cover: <u>20</u>	20% of total cover: <u>8</u>	

Shrub Stratum (Plot size: <u>30' radius</u>)	Absolute % Cover	Dominant Species?	Indicator Status
1. <u>Sabal minor</u>	<u>40</u>	<u>Yes</u>	<u>FACW</u>
2. <u>Morella cerifera</u>	<u>15</u>	<u>No</u>	<u>FAC</u>
3. <u>Ilex vomitoria</u>	<u>25</u>	<u>Yes</u>	<u>FAC</u>
4. _____	_____	_____	_____
5. _____	_____	_____	_____
6. _____	_____	_____	_____
	<u>80</u> =Total Cover		
	50% of total cover: <u>40</u>	20% of total cover: <u>16</u>	

Herb Stratum (Plot size: <u>15' radius</u>)	Absolute % Cover	Dominant Species?	Indicator Status
1. <u>Sabal minor</u>	<u>5</u>	<u>Yes</u>	<u>FACW</u>
2. <u>Acer rubrum</u>	<u>5</u>	<u>Yes</u>	<u>FAC</u>
3. <u>Pteridium aquilinum</u>	<u>5</u>	<u>Yes</u>	<u>FACU</u>
4. _____	_____	_____	_____
5. _____	_____	_____	_____
6. _____	_____	_____	_____
7. _____	_____	_____	_____
8. _____	_____	_____	_____
9. _____	_____	_____	_____
10. _____	_____	_____	_____
11. _____	_____	_____	_____
	<u>15</u> =Total Cover		
	50% of total cover: <u>8</u>	20% of total cover: <u>3</u>	

Woody Vine Stratum (Plot size: <u>30' radius</u>)	Absolute % Cover	Dominant Species?	Indicator Status
1. <u>Lonicera japonica</u>	<u>10</u>	<u>Yes</u>	<u>FACU</u>
2. <u>Smilax bona-nox</u>	<u>5</u>	<u>Yes</u>	<u>FAC</u>
3. <u>Parthenocissus quinquefolia</u>	<u>5</u>	<u>Yes</u>	<u>FACU</u>
4. <u>Vitis riparia</u>	<u>5</u>	<u>Yes</u>	<u>FACW</u>
5. _____	_____	_____	_____
	<u>25</u> =Total Cover		
	50% of total cover: <u>13</u>	20% of total cover: <u>5</u>	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 7 (A)

Total Number of Dominant Species Across All Strata: 11 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 63.6% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species <u>0</u>	x 1 = <u>0</u>
FACW species <u>55</u>	x 2 = <u>110</u>
FAC species <u>85</u>	x 3 = <u>255</u>
FACU species <u>50</u>	x 4 = <u>200</u>
UPL species <u>0</u>	x 5 = <u>0</u>
Column Totals: <u>190</u> (A)	<u>565</u> (B)
Prevalence Index = B/A = <u>2.97</u>	

Hydrophytic Vegetation Indicators:

1 - Rapid Test for Hydrophytic Vegetation

2 - Dominance Test is >50%

3 - Prevalence Index is ≤3.0¹

 Problematic Hydrophytic Vegetation¹ (Explain)

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody Plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb – All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 3 ft (1 m) in height.

Woody Vine – All woody vines, regardless of height.

Hydrophytic Vegetation Present? Yes No

Remarks: (If observed, list morphological adaptations below.)

SOIL

Sampling Point: WA-up

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-6	10YR 3/3	100					sandy	sandy
6-13	10YR 4/3	100					sandy	sandy
13-24	10YR 5/2	90	7.5R 5/8	10	C	PL	sandy	sandy

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

Indicators for Problematic Hydric Soils³:

<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Thin Dark Surface (S9) (LRR S, T, U)	<input type="checkbox"/> 1 cm Muck (A9) (LRR O)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Barrier Islands 1 cm Muck (S12)	<input type="checkbox"/> 2 cm Muck (A10) (LRR S)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> (MLRA 153B, 153D)	<input type="checkbox"/> Coast Prairie Redox (A16)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Mucky Mineral (F1) (LRR O)	<input type="checkbox"/> (outside MLRA 150A)
<input type="checkbox"/> Stratified Layers (A5)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<input type="checkbox"/> Reduced Vertic (F18)
<input type="checkbox"/> Organic Bodies (A6) (LRR, P, T, U)	<input type="checkbox"/> Depleted Matrix (F3)	<input type="checkbox"/> (outside MLRA 150A, 150B)
<input type="checkbox"/> 5 cm Mucky Mineral (A7) (LRR P, T, U)	<input type="checkbox"/> Redox Dark Surface (F6)	<input type="checkbox"/> Piedmont Floodplain Soils (F19) (LRR P, T)
<input type="checkbox"/> Muck Presence (A8) (LRR U)	<input type="checkbox"/> Depleted Dark Surface (F7)	<input type="checkbox"/> Anomalous Bright Floodplain Soils (F20)
<input type="checkbox"/> 1 cm Muck (A9) (LRR P, T)	<input type="checkbox"/> Redox Depressions (F8)	<input type="checkbox"/> (MLRA 153B)
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Marl (F10) (LRR U)	<input type="checkbox"/> Red Parent Material (F21)
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Depleted Ochric (F11) (MLRA 151)	<input type="checkbox"/> Very Shallow Dark Surface (F22)
<input type="checkbox"/> Coast Prairie Redox (A16) (MLRA 150A)	<input type="checkbox"/> Iron-Manganese Masses (F12) (LRR O, P, T)	<input type="checkbox"/> (outside MLRA 138, 152A in FL, 154)
<input type="checkbox"/> Sandy Mucky Mineral (S1) (LRR O, S)	<input type="checkbox"/> Umbric Surface (F13) (LRR P, T, U)	<input type="checkbox"/> Barrier Islands Low Chroma Matrix (TS7)
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Delta Ochric (F17) (MLRA 151)	<input type="checkbox"/> (MLRA 153B, 153D)
<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> Reduced Vertic (F18) (MLRA 150A, 150B)	<input type="checkbox"/> Other (Explain in Remarks)
<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Piedmont Floodplain Soils (F19) (MLRA 149A)	
<input type="checkbox"/> Dark Surface (S7) (LRR P, S, T, U)	<input type="checkbox"/> Anomalous Bright Floodplain Soils (F20)	
<input type="checkbox"/> Polyvalue Below Surface (S8)	<input type="checkbox"/> (MLRA 149A, 153C, 153D)	
<input type="checkbox"/> (LRR S, T, U)	<input type="checkbox"/> Very Shallow Dark Surface (F22)	
	<input type="checkbox"/> (MLRA 138, 152A in FL, 154)	

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes _____ No X

Remarks:

APPENDIX 5.3

Photo Log

PHOTO LOG



Photo 1



Date: 4/16/2020

Latitude: 30.749163

Longitude: -81.581158

Photo Description:

Viewing Northwest, into the Tidal Marsh, from near the eastern edge of the project study area, south of the railroad, near a natural gas pipeline easement.

Photo 2



Date: 4/16/2020

Latitude: 30.749923

Longitude: -81.582473

Photo Description:

Viewing West, across Open Water, from eastern side of railroad bridge, north of the railroad.

PHOTO LOG



Photo 3



Date: 4/16/2020

Latitude: 30.749923

Longitude: -81.582351

Photo Description:

Viewing East, from the railroad bridge, along the northern edge of the railroad.

Photo 4



Date: 4/16/2020

Latitude: 30.749290

Longitude: -81.581061

Photo Description:

View North, of natural gas pipeline easement located to the east of the Tidal Marsh, near the eastern side of the project study area.

PHOTO LOG



Photo 5



Date: 4/16/2020

Latitude: 30.749558

Longitude: -81.581703

Photo Description:

Viewing East, towards the eastern boundary of the project study area, north of the railroad.

Photo 6



Date: 4/16/2020

Latitude: 30.751022

Longitude: -81.585224

Photo Description:

Viewing South, facing towards the mouth of Dark Entry Creek, near the western boundary of the project study area, south of the railroad.

PHOTO LOG



Photo 7



Date: 4/16/2020

Latitude: 30.750871

Longitude: -81.584846

Photo Description:

Viewing upstream (north) towards the dam.

Photo 8



Date: 4/16/2020

Latitude: 30.750107

Longitude: -81.582923

Photo Description:

Viewing Southeast, showing the base of the railroad bridge and Open Water (Dark Entry Creek), from the western side of the bridge, north of the railroad.

PHOTO LOG



Photo 9



Date: 4/16/2020

Latitude: 30.750129

Longitude: -81.58298

Photo Description:

Viewing Southeast, showing the top of the railroad bridge, across Open Water (Dark Entry Creek), from the western side of the bridge, north of the railroad.

Photo 10



Date: 4/16/2020

Latitude: 30.750491

Longitude: -81.583810

Photo Description:

Viewing North, across Tidal Marsh, from the western portion of the project study area, north of the railroad.

PHOTO LOG



Photo 11



Date: 4/16/2020

Latitude: 30.750633

Longitude: -81.584142

Photo Description:

Viewing Northwest, along the railroad and Tidal Marsh, north of the railroad, near Tidal Marsh wetland data point sample.

Photo 12



Date: 4/16/2020

Latitude: 30.751017

Longitude: -81.585061

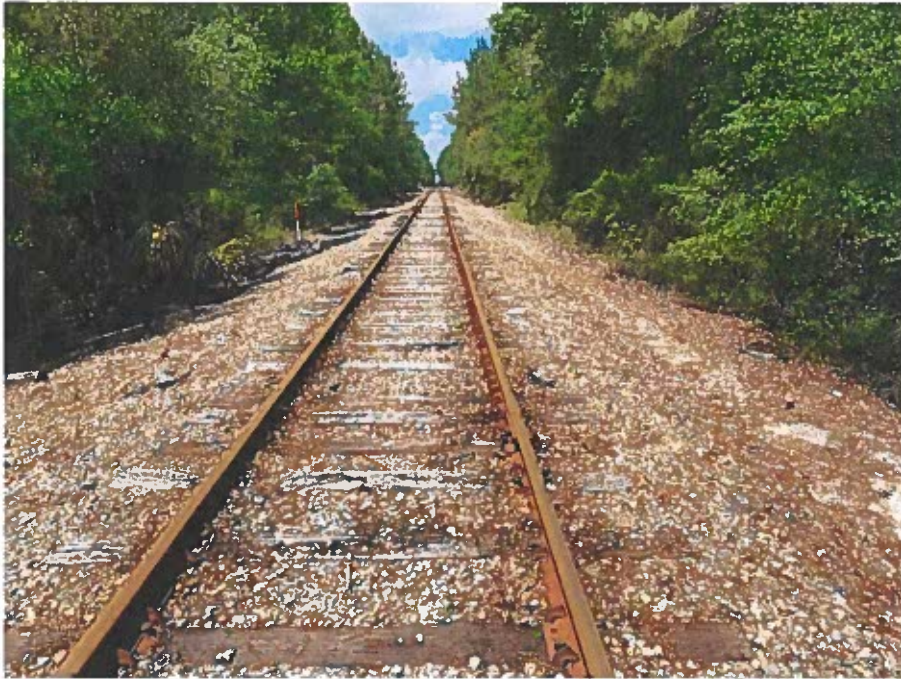
Photo Description:

Viewing Southeast, from the western boundary of the project study area, facing towards the railroad bridge and the eastern boundary of the project study area.

PHOTO LOG



Photo 13



Date: 4/16/2020

Latitude: 30.751105

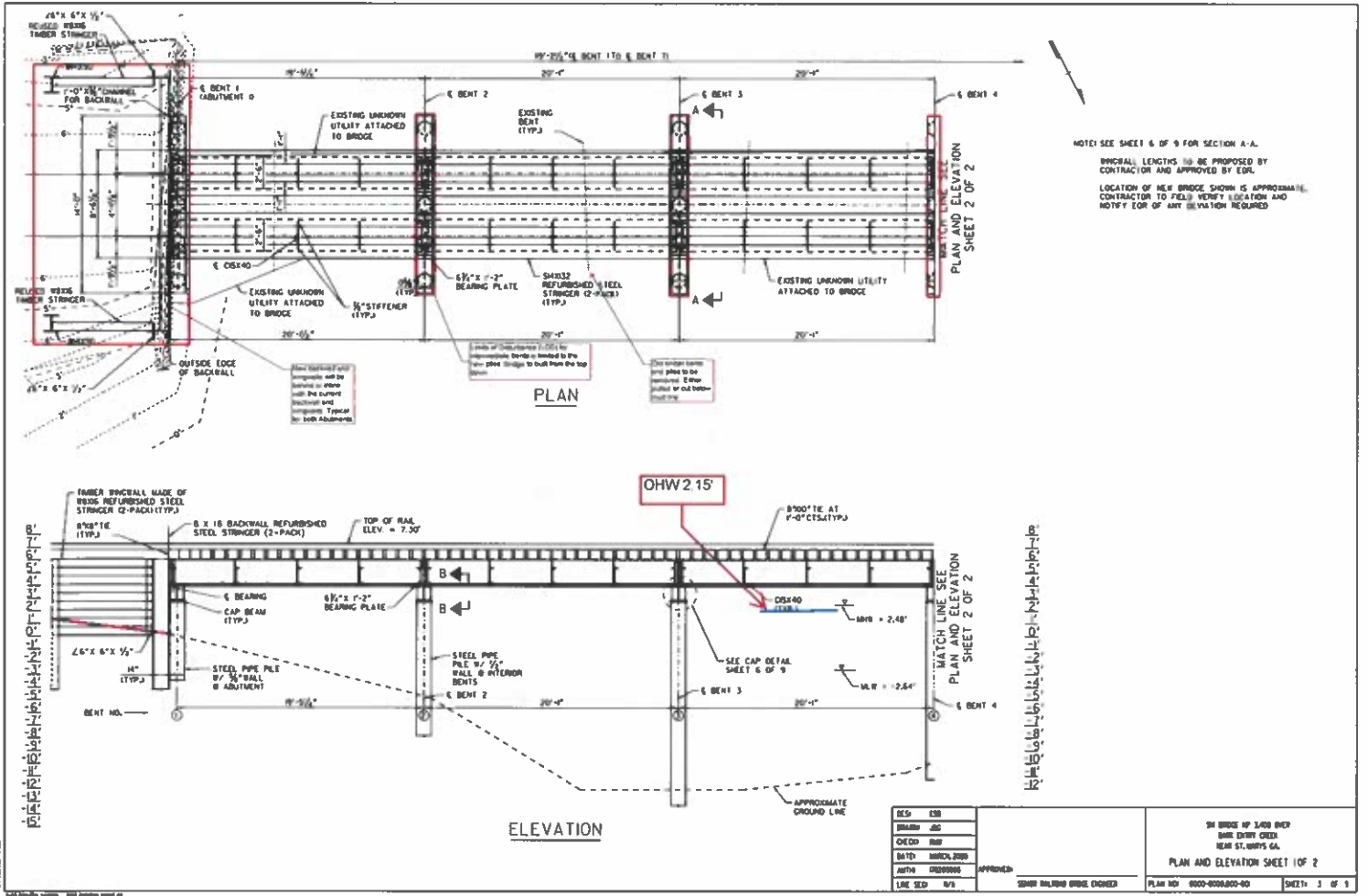
Longitude: -81.585251

Photo Description:

Viewing Northwest, facing outside of the project study area, from the western boundary of the project study area.

APPENDIX 5.4

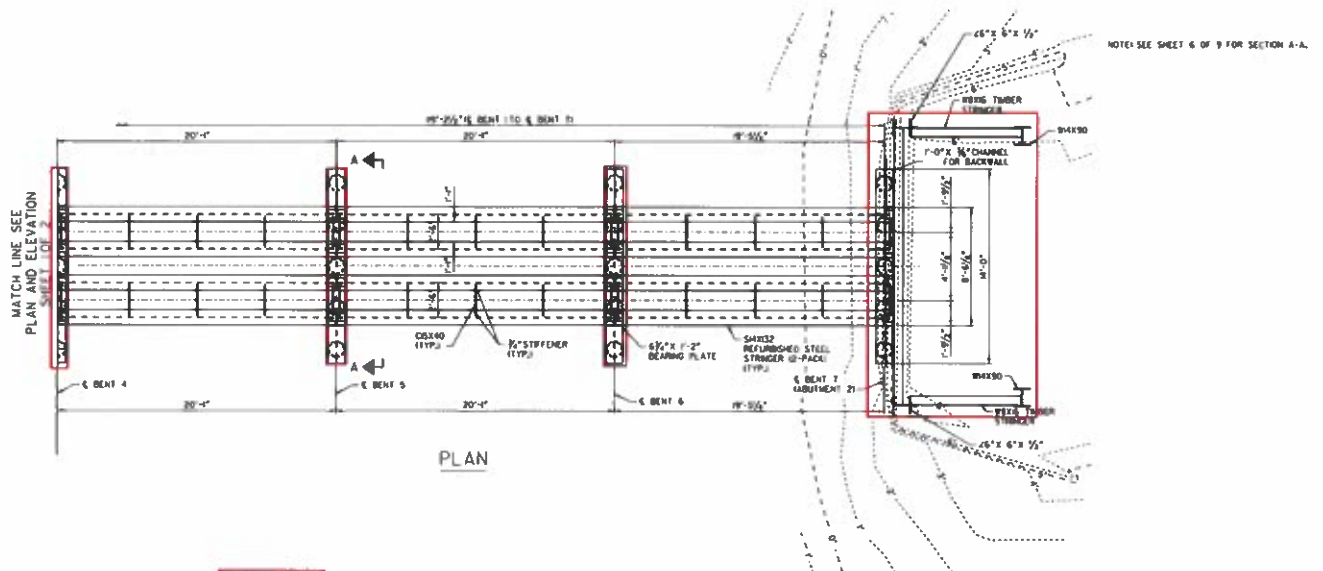
Drawings



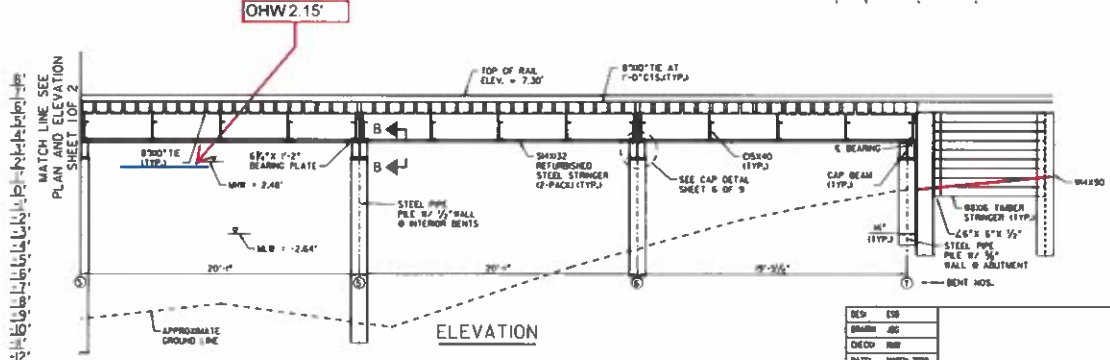
NOTE: SEE SHEET 6 OF 9 FOR SECTION A-A.
 SPECIAL LENGTHS TO BE PROPOSED BY CONTRACTOR AND APPROVED BY EOR.
 LOCATION OF NEW BRIDGE SHOWN IS APPROXIMATE. CONTRACTOR TO FIELD VERIFY ELEVATION AND NOTIFY EOR OF ANY DEVIATION REQUIRED.

DES: EOR	APPROVED: _____	SHARP RAILROAD BRIDGE CHECKER	PLAN NO: 0000-0000-00	SHEET: 3 OF 4
DRAWN: EOR				
CHECKED: EOR				
DATE: 10/20/2008				
LAK SED: EOR				

ON BRIDGE UP L&N OVER
 BANK SWIFT CREEK
 NEAR ST. WYNDS GA.
 PLAN AND ELEVATION SHEET 1 OF 2



PLAN



ELEVATION

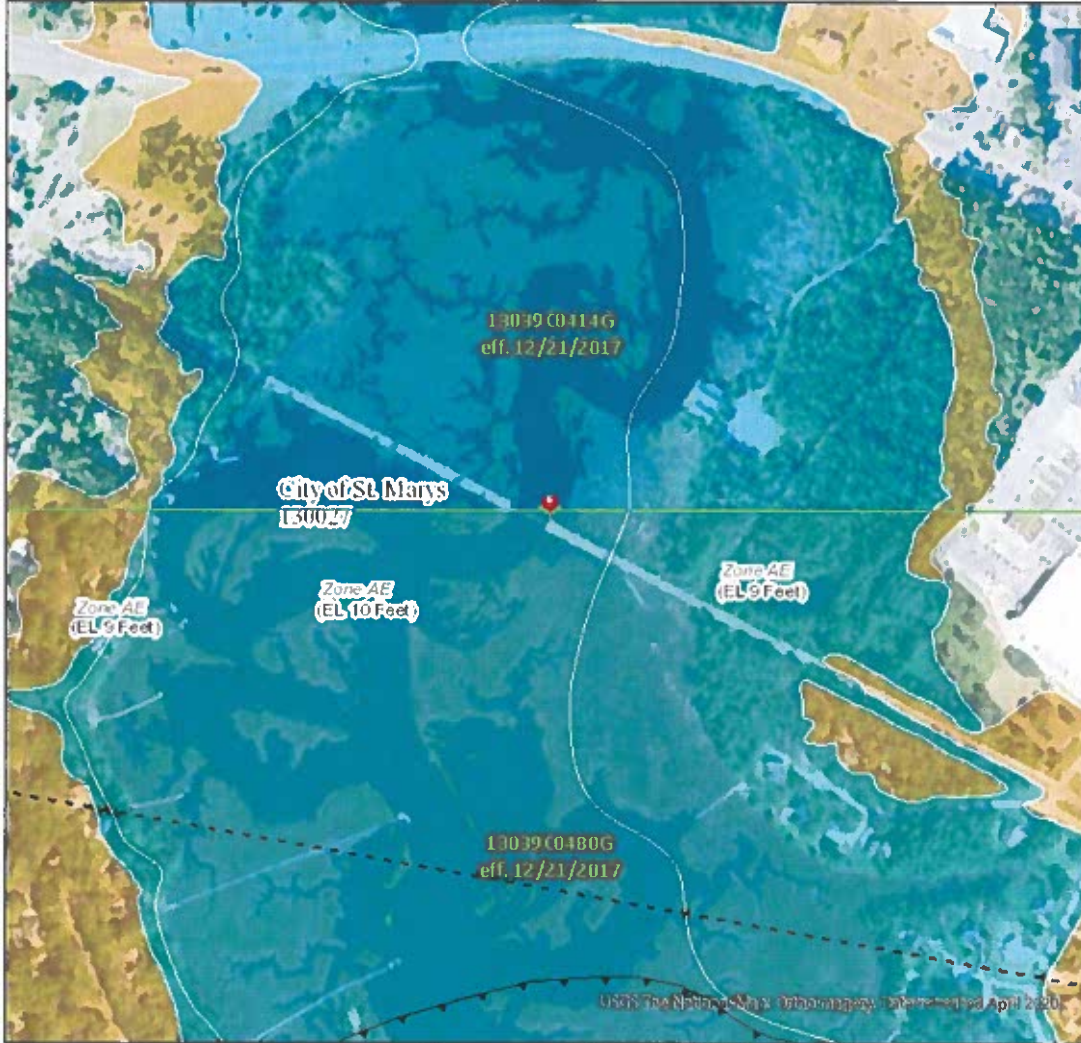
DES:	ESB	BY BRIDGE UP LABOR GROUP 8001 ENTRY CREW NEAR ST. LOUIS, GA. PLAN AND ELEVATION SHEET 2 OF 2
DRAWN:	JAC	
CHECKED:	MM	
DATE:	MARCH 2020	
APPROVED:	REVISION	
LINE NO.:	674	SHEET REVISION INDEX PLAN NO. 0000-0000-00-00 SHEET: 4 OF 9

ATTACHMENT 6
FEMA Flood Insurance Rate Map

National Flood Hazard Layer FIRMette



81°35'16"W 30°45'15"N



0 250 500 1,000 1,500 2,000 Feet 1:6,000

81°34'38"W 30°44'44"N

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

- SPECIAL FLOOD HAZARD AREAS**
- Without Base Flood Elevation (BFE) Zone A, V, A99
 - With BFE or Depth Zone AE, AO, AH, VE, AV
 - Regulatory Floodway
- OTHER AREAS OF FLOOD HAZARD**
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone I
 - Future Conditions 1% Annual Chance Flood Hazard Zone II
 - Area with Reduced Flood Risk due to Levee. See Notes. Zone III
 - Area with Flood Risk due to Levee Zone D
- OTHER AREAS**
- NO SCREEN Area of Minimal Flood Hazard Zone X
 - Effective LOMRs
 - Area of Undetermined Flood Hazard Zone U
- GENERAL STRUCTURES**
- Channel, Culvert, or Storm Sewer
 - Levee, Dike, or Floodwall
- OTHER FEATURES**
- Cross Sections with 1% Annual Chance Water Surface Elevation
 - Coastal Transect
 - Base Flood Elevation Line (BFE)
 - Limit of Study
 - Jurisdiction Boundary
 - Coastal Transect Baseline
 - Profile Baseline
 - Hydrographic Feature
- MAP PANELS**
- Digital Data Available
 - No Digital Data Available
 - Unmapped
- The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 8/5/2020 at 10:08 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

ATTACHMENT 7

Section 106 Review



September 21, 2020

Dr. David Crass
Division Director, Historic Preservation Division
Attention: Environmental Review
Jewett Center for Historic Preservation
2610 GA Hwy 155, SW
Stockbridge, GA 30281

RE: Description of Undertaking and Request for Review - Army Corps of Engineers Project SAS-2020-00499: Proposed St. Marys Railroad Bridge MP 3.40 Replacement over Dark Entry Creek, St. Marys, Georgia

Dear Dr. Crass,

The St. Marys Railroad LLC (the "Client") is proposing a project to be undertaken to mitigate the safety deficiencies of the current railroad bridge at mile point (MP) 3.40 over Dark Entry Creek in St. Marys, Georgia (the "Project"; **Attachment A**). The current condition of the bridge is deemed near end of life due to the deteriorated timber piles from the effects of the marine life and the surrounding environment. Removal and replacement of the bridge is considered the best option to address the safety concerns and eliminate further risk of failure. When completed there will be a new six span bridge, which will consist of concrete filled-coated steel pipe piles supporting steel caps, steel stringers and a timber open deck track structure. A Nationwide Permit Program Permit (NWP) 14 issued by the US Army Corps of Engineers (USACE) Savannah District will be required for the Project and therefore the Project is subject to review under Section 106 of the National Historic Preservation Act (Section 106), which requires federal agencies to consider the effect of their projects on historic properties. This letter is being transmitted to initiate the Section 106 process for the Project and to seek concurrence from your office with the proposed APE, identification of historic properties, and eligibility recommendations for historic properties. This assessment was prepared by Ellen M. Brady, Cultural Resources Practice Leader and Sandra DeChard, Senior Architectural Historian on behalf of St. Marys Railroad LLC.

DESCRIPTION OF THE UNDERTAKING

In 2020, the Client prepared the process of replacing the current railroad bridge located over Dark Creek Entry in St. Marys, Georgia. The purpose of this Project is to replace the existing timber railroad trestle, which is nearing the end of its useful life, with a new railroad bridge. The existing eleven-span bridge consists of timber piles supporting timber caps, timber stringers, and a timber open deck track structure. The new six span bridge will consist of concrete filled, coated steel pipe piles supporting steel caps, steel stringers and a timber open deck track structure. The new bridge will be installed such that the top of rail elevation will be at the same height or slightly higher than the existing top of rail elevation. With successful completion of the bridge, the St. Marys Railroad will be able to support 286k railroad traffic at 25mph.

Existing Site Conditions

The Project site in St. Marys, Georgia consists of a railroad line sitting atop a causeway above tidal marsh and Dark Entry Creek. The rail line and its approach to Dark Entry Creek runs in a Northwest-Southeast

Reference: Description of Undertaking and Request for Review - Army Corps of Engineers Project SAS-2020-00499: Proposed St. Marys Railroad Bridge MP 3.40 Replacement over Dark Entry Creek, St. Marys, Georgia

direction, servicing several businesses in the area. The exact location of the bridge on the rail line is at MP 3.40. The bridge is constructed out of timber piles, abutments and open deck spanning approximately 120 feet over Dark Entry Creek and tidal marsh. The Project area crosses open water/tidal creek, tidal marsh, and upland (**Attachment B**).

AREA OF POTENTIAL EFFECTS

The APE as defined in 36 CFR 800.16(d) is "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

Based on the Project plans and potential impacts to historic resources that may result from the Project, the APE is recommended to be coterminous with the Project Study Area utilized for NWP permitting as illustrated in **Attachment C**. The project APE covers approximately six (6) acres and Improvements will generally occur within the footprint of the current bridge structure and at similar height. Extensive visual or direct effect to historic properties is not anticipated outside of this proposed APE.

RECORDS SEARCH

A search conducted on September 15th 2020 on the Georgia's Natural Archaeological and Historical Resource GIS website (<https://www.gnahrgis.org/gnahrgis/main.do#>), showed that there are no historic properties or potential historic properties identified in the APE. Within a one-mile buffer from the Project area it is noted that a single previously recorded historical resource (12699), two previously recorded archaeological sites, and seven previously conducted archaeological surveys are located in the one-mile research buffer (**Attachment D**).

HISTORIC ARCHITECTURAL RESOURCES

The one historic resource identified within the research buffer has not been evaluated for listing on the NRHP. Table 1 summarizes the historic properties within the one-mile buffer of the proposed Project APE.

Table 1 Historic Properties Identified within One Mile of the APE

Resource ID #	Resource Type	Address	Year Built	Notes	NRHP Determination/Status
12699	Commercial Building	2206 Osborne Road	Ca. 1920	Vacant/Not in use	Not evaluated for listing on the NRHP

ARCHAEOLOGICAL RESOURCES

There are no archaeological resources within the APE for the Project. However, two previously recorded sites, 9CM364 and 9CM365, are located within the one-mile buffer (**Table 2; see Attachment D**). Seven previously conducted archaeological surveys are also located within the one-mile buffer (**Table 3; see Attachment D**).

Reference: Description of Undertaking and Request for Review - Army Corps of Engineers Project SAS-2020-00499: Proposed St. Marys Railroad Bridge MP 3.40 Replacement over Dark Entry Creek, St. Marys, Georgia

Table 3. Previously Identified Archaeological Sites Identified within One Mile of the APE

State Site Number	Site Name	Cultural Period	Site Type	NRHP Status
9CM364	Arrow Homestead	Historic, 20 th Century	Chimney	unknown
9CM365	Rhyne	Prehistoric, Woodland	Prehistoric Artifact Scatter	unknown

Table 4. Previously Conducted Archaeological Surveys within One Mile of the APE

State Report Number	Report Date	Report Author	Summary
5003	September 17, 1990	Robert F. Entorf, Archaeologist	Georgia Department of Transportation contracted archaeologists to survey on a proposed project to widen State Route 40 West for 3.2 miles. No archaeological resources were located within Project area
10156	December 31, 1985	David S. Rotenstein, Archaeologist	Georgia Department of Transportation contracted archaeologists to survey a proposed project to widen State Route 40 West (Osborne Rd) in the City of St. Marys for a length of 1.3 miles. No archaeological resources were located within Project area
4795	unknown	unknown	Georgia Department of Transportation contracted archaeologists to survey spot locations for proposed additional CCTV, cameras, Changeable message signs, highway advisory radio and volume/speed count stations along I-16 and I-95. No archaeological resources were located within Project area.
4934	1985	Carolyn Rock	Archaeologist conducted a cultural resource survey of a proposed water and sewer expansion for the City of St. Marys, and Camp Dresser & McKee Inc. A total of 154 shovel tests were excavated, and areas were pedestrian surveyed. Early historic artifacts were found in one test unit in disturbed stratigraphy with dirt fill. No further action was taken.
3612	March 2006	Angus C. Sawyer and Greg S. Hendryx	Bay City Construction Inc. contracted Environmental Services Inc. (ESI) to conduct an 102- acre assessment survey to further plans for a residential Creekside Subdivision. The survey included pedestrian inspection combined with shovel testing at 30 and 90- meter intervals. A total of 162 shovel tests were dug. No archaeological sites or Isolated finds were located within the Project area.
4479	July 2008	Myles Bland, RPA No. 10650 and Sidney Johnston, MA	Brant Creek, LLC contracted Bland and Associates, Inc. to conduct a cultural resource survey of 16.57 acres, Brant Creek property. The site for a proposed residential apartment complex building. A total of 85 shovel tests were excavated in 30 to 90-meter intervals as well as a surface inspection of the whole area. No archaeological sites or Isolated finds were located within the Project area.

Reference: Description of Undertaking and Request for Review - Army Corps of Engineers Project SAS-2020-00499: Proposed St. Marys Railroad Bridge MP 3.40 Replacement over Dark Entry Creek, St. Marys, Georgia

State Report Number	Report Date	Report Author	Summary
3884	March 2006	Angus C. Sawyer and Greg S. Hendryx	LandMar Group, LLC contracted Environmental Services, Inc. (ESI) to perform a cultural resource assessment survey of 92-acres to further plans for Osprey Cove Subdivision/Phase IV development. The survey included pedestrian inspection of the area and 30 to 90-meter intervals of shovel testing across the site. A total of 181 shovel tests were dug, all were negative. No Archaeological sites or historical resources were located. Sparse Herty cup fragments on the surface indicated of past turpentine industry activity was noted.

HISTORIC PROPERTY IDENTIFICATION

The St. Marys Bridge over Dark Entry Creek met the age criteria for consideration as historic and was evaluated for potential eligibility for listing on the NRHP.

St. Marys Bridge, Dark Entry Creek

History

St. Marys Bridge is part of the St. Marys Railroad which provided rail service between St. Marys and Kingsland. Original founded in 1865, the St. Mary's & Kingsland Railroad, was the business venture of Captain Lemuel Johnson. Although chartered in 1865, the railroad came up against a number of financial issues and subsequent changes in ownership which delayed completion of the railroad line. It was not until October 1906 that the railroad was fully operational (St. Marys Railroad LLC 2020; American-Rails.com 2020).

In 1911, the railroad had come under the name of the Atlantic, Waycross & Northern (AW & N). In 1918, after the death of Captain Johnson, the Southern Fertilizer and Chemical Company purchased the railroad, although still known as the AW & N. The name reverted to the St. Marys Railroad in 1939 after the Gilman Paper Company bought the railroad line. In 1945, the first diesel locomotive was purchased with diesel locomotives replacing steam shortly afterwards. In 1950, the railroad was expanded to include a four-mile spur connecting the main line with the US Army Kings Bay facility, which stored ammunition. The facility is known today as the Naval Submarine Base Kings Bay (St. Marys Railroad LLC 2020; American-Rails.com 2020).

Since 1999, the railroad officially operated under the Gilman Paper Company and in the same year the paper company established a limited liability corporation (LLC) – the Saint Marys Railroad LLC. At the end of the year, the railroad line and the paper company were purchased and became part of the Durango Paper Company, which later became the Durango-Georgia Company. In 2002, after a short-lived venture, the company closed, and its assets and right-of-way were sold at auction. Today, the railroad continues to

Reference: Description of Undertaking and Request for Review - Army Corps of Engineers Project SAS-2020-00499: Proposed St. Marys Railroad Bridge MP 3.40 Replacement over Dark Entry Creek, St. Marys, Georgia

operate as a freight line under St. Marys Railroad, LLC as well as offers excursion train rides (St. Marys Railroad, LLC 2020; American-Rails.com 2020).

St. Marys Bridge

St. Marys Bridge spans Dark Entry Creek, which flowed into Burrells Creek (historic name, now known as St. Marys River) just south of Osbourne Road, now Route 40 (**Figure 1**). The single-track bridge is timber construction with 11 spans and a length of approximately 120 feet 7 inches. Each bent comprises five vertical piles and two cross braces. At the shoreline, the bridge features abutments constructed of squared wood logs. The superstructure of the bridge consists of wooden railroad ties with steel rails (**Figures 2-4; Attachment B**).

National Register of Historic Places (NRHP) Evaluation

As part of the Project, one newly identified potential historic resource, the St. Marys Bridge, was evaluated for eligibility for potential listing on the NRHP. The resource surveyed was originally constructed in the first decade of the twentieth century as part of the St. Marys Railroad line, which ran between St. Marys and Kingsland, Georgia. The bridge, however, was completely rebuilt, including the piers, in the 1990s. Since the bridge does not meet the age criteria for listing on the NRHP, the resource is not eligible under Criterion A, B, or C. Criterion D was considered not applicable to the evaluation of the resource.

Since the bridge does not meet the age criteria for inclusion of the NRHP, the bridge also does not meet the level of significance necessary for listing under Criteria Consideration G: "a property achieving significance within the past 50 years if it is of exceptional importance" (NRHP 1997:42-43). Criterion Consideration G "may be applied to the extraordinary importance of an event or to an entire category of resources so fragile that survivors of any age are unusual" (NRHP 1997:42-43). The bridge is of a common design and does not fall under a group of resources that are unusual survivors of its type. Therefore, the bridge also does not meet the level of significance to be listed under Criterion Consideration G. Table 4 summarizes the recommendations for the St. Marys Bridge.

Table 4. Potential Historic Properties within the APE

Resource Type	Address	Year Built	Notes	NRHP Recommendation
St. Marys Bridge		1906	Completely Rebuilt in the 1990s	Recommended Not Eligible for Individual Listing on the NRHP

September 21, 2020

Dr. David Crass

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Reference: Description of Undertaking and Request for Review - Army Corps of Engineers Project SAS-2020-00499: Proposed St. Marys Railroad Bridge MP 3.40 Replacement over Dark Entry Creek, St. Marys, Georgia



Figure 1 Detail of St. Marys, GA (1919) and Kingsland, GA (1918) USGS Topographic Map (1:62500) (Source: <https://livingatlas.arcgis.com/topoexplorer/index.html>, 2020). Not to Scale, North to Top of Page.

Reference: Description of Undertaking and Request for Review - Army Corps of Engineers Project SAS-2020-00499: Proposed St. Marys Railroad Bridge MP 3.40 Replacement over Dark Entry Creek, St. Marys, Georgia



Figure 2 Overview of Bridge, Looking Northwest.



Figure 3 Overview of Bridge, Looking West.

Reference: Description of Undertaking and Request for Review - Army Corps of Engineers Project SAS-2020-00499: Proposed St. Marys Railroad Bridge MP 3.40 Replacement over Dark Entry Creek, St. Marys, Georgia



Figure 4 Detail of Pilings, View Looking Northeast.

ARCHAEOLOGICAL RESOURCE POTENTIAL

A limited desktop review was conducted to assess the potential archaeological resource potential within the Project APE. A review of soils data available through the Natural Resources Conservation Service Web Soil Survey (<https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>) indicated that the existing bridge is located in an area characterized as hydric. Soils within the Project APE comprise poorly drained silty clays associated with the Bohicket-Capers association (**Attachment E**). Soils in this classification are associated with tidal marshes and wetland environments. Although buried archaeological sites may be present in low-lying or wetland environments, this location would more likely have been utilized seasonally for resource procurement and not likely for short or long term settlement. Additionally, the Project APE is generally located within the existing footprint of the St. Marys Bridge which was fully replaced in the 1990s. The likelihood of intact significant buried archaeological deposits within the tidal marsh or within the channel of Dark Entry Creek is low due to the topographic and environmental setting as well as previous disturbances associated with both the original and replacement bridge construction.

A review of historical topographic maps the earliest dating to 1918 and available through the United States Geological Survey's (USGS) Historical Topographic Map Explorer (<https://livingatlas.arcgis.com/topoexplorer/index.html>) shows the existing railroad line and bridge that was built in 1906. No developmental changes are noted within the APE on the topographic maps dating through the mid-1990s. Similarly, a review of available aerial photographs indicated that the APE had not significantly changed over time. This cursory review of historic maps and aerial photographs coupled with a review of NRCS soil classification data and the history of bridge construction within the APE suggests that the archaeological potential within APE is low. Therefore, it is recommended that proposed St Marys Railroad bridge MP3.40 replacement would not likely affect NRHP-eligible archaeological resources.

Reference: Description of Undertaking and Request for Review - Army Corps of Engineers Project SAS-2020-00499: Proposed St. Marys Railroad Bridge MP 3.40 Replacement over Dark Entry Creek, St. Marys, Georgia

ASSESSMENT OF POTENTIAL EFFECTS

As a result of the historic property identification and an assessment of archaeological potential for the bridge replacement it is recommended that the proposed rebuild of the St. Marys Railroad Bridge MP 3.40 Replacement over Dark Entry Creek Project would have No Adverse Effect to Historic Properties.

St Marys Bridge and Railroad: The bridge does not meet the age criteria for consideration as historic pursuant to Section 106 and is therefore not considered an historic resource. Although the St. Marys Railroad line has not been previously surveyed and therefore its eligibility for listing on the NRHP has not been determined, it is recommended that the proposed bridge replacement Project **will have No Adverse Effect** on the resource as the bridge had been replaced in the 1990s and will be rebuilt in the same location.

CONCLUSION AND REQUEST FOR CONCURRENCE

The St. Marys Railroad Bridge MP 3.40 Replacement over Dark Entry Creek Project seeks to eliminate the safety deficiencies of the deteriorated timber piles from the effects of the marine life and the surrounding environment. The Project includes the replacement of the existing timber railroad trestle, which is nearing the end of its useful life, with a new bridge. The new six span bridge will consist of concrete filled, coated steel pipe piles supporting steel caps, steel stringers and a timber open deck track structure. There are no historic properties located within the APE and the archaeological resource potential is considered low. While the St. Marys Bridge is associated with the St. Marys railroad, It is recommended that the Project will have No Adverse Effect on the railroad. It is therefore recommended that the Project would have No Adverse Effect on Historic Properties and no additional work is recommended.

On behalf of the Client, we are requesting your review and concurrence with these findings. If you have any questions or need additional information please do not hesitate to contact me at ellen.brady@stantec.com or 757-831-3979.

Regards,



Ellen M. Brady MA RPA
Cultural Resources Practice Leader
Phone: 757 831-3979
ellen.brady@stantec.com

- Attachment Attachment A: Project Location Maps and Preliminary Plans
Attachment B: Project Photos
Attachment C: Area of Potential Effect
Attachment D: GNARGHIS Data Map
Attachment E: NRCS Soils Map
- c. Dr. William M. Rutin, Chief, Coastal Branch, USACE Savannah District
Mr. Ross White, Stantec

September 21, 2020

Dr. David Crass

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Reference: Description of Undertaking and Request for Review - Army Corps of Engineers Project SAS-2020-00499: Proposed St. Marys Railroad Bridge MP 3.40 Replacement over Dark Entry Creek, St. Marys, Georgia

REFERENCES

American-Rail.com

2020 "St. Marys Railroad" Available at: <https://www.american-rails.com/sm.html>, accessed 15 September 2020.

Georgia's Natural, Archaeological, and Historic Resources GIS (GNAHRGIS)

2020 "Data Map" Available at: <https://www.gnahrgis.org/gnahrgis/main.do>, accessed 15 September 2020.

Natural Resources Conservation Service Web Soil Survey

2020 "Web Soil Survey" Available at: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>, accessed 15 September 2020.

St. Marys Railroad, LLC

2020 "History" Available at: <https://stmarysrail.com/history/>, accessed 15 September 2020.

United States Geological Survey (USGS) Historical Topographic Map Explorer

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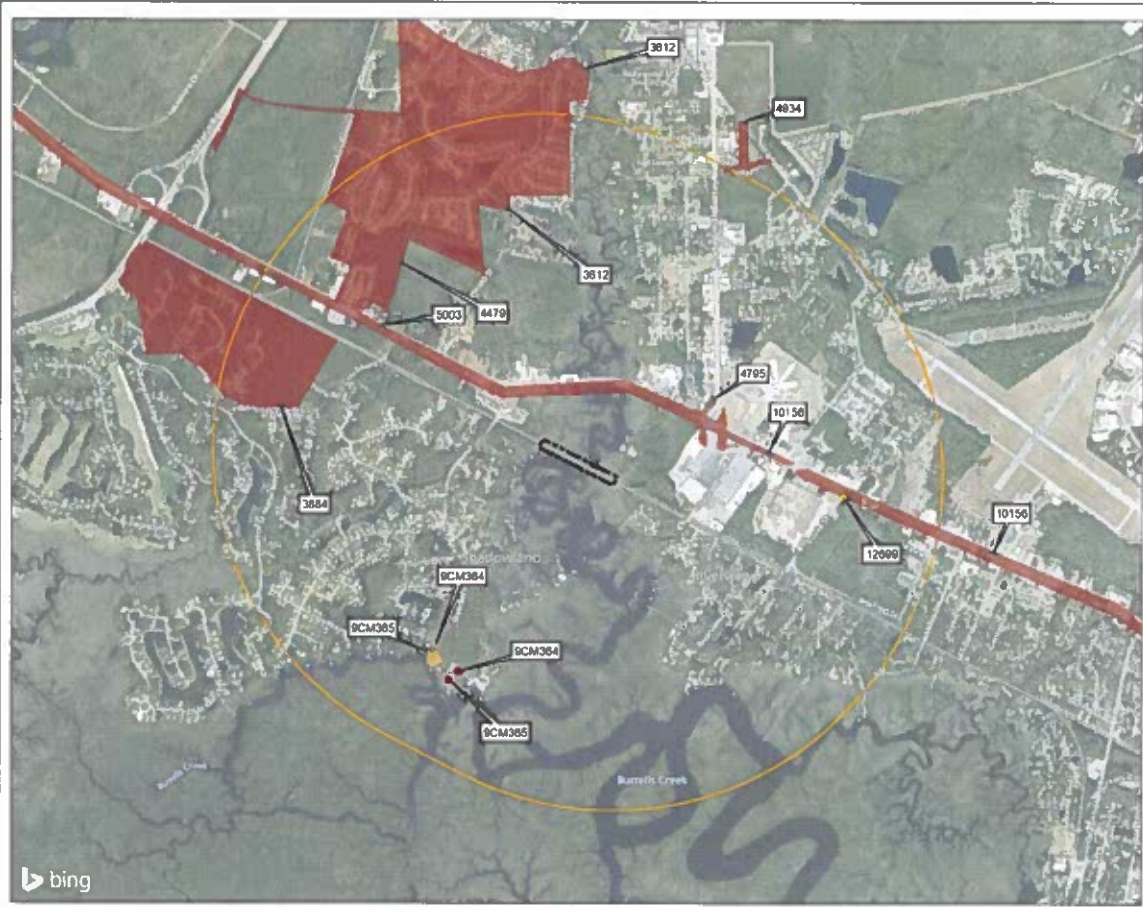
September 21, 2020

Dr. David Crass

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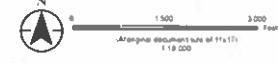
**Reference: Description of Undertaking and Request for Review - Army Corps of Engineers Project SAS-2020-00499: Proposed St. Marys
Railroad Bridge MP 3.40 Replacement over Dark Entry Creek, St. Marys, Georgia**

ATTACHMENT D – GNARHGIS DATA MAP



Attachment A - Figure 4
 Previously Identified Cultural Resources
 and Surveys within the Study Area

Client/Project: St. Marys Railroad
 SMRR BR Inspection-Rating-BMP
 Project Location: Columbus County, Georgia
 Prepared by: SCS
 18 July 2018
 18 July 2018
 18 July 2018



- Architectural Resource
- Archaeological Site
- Project Area
- 1-Mile Buffer
- Archaeological Project Area
- Archaeological Site Area



BSM
 1. Columbus County, GA
 2. State of Georgia
 3. Burdett Creek
 4. Burdett Creek
 5. Burdett Creek
 6. Burdett Creek
 7. Burdett Creek

Disclaimer: This report and any data provided herein are based on information provided by others and is not intended to be used as a basis for any other project. Stantec assumes no responsibility for any errors or omissions which may be contained herein and the recipient accepts full responsibility for using the data for any and all purposes other than those intended.