

Joint CMPA/USACE Application Supporting Documentation

Champney River Public Boating Access

McIntosh County, Georgia

31.34°, -81.45°

1.1 Project Description – Site History and Existing Conditions

The Champney River public boating access site is an approximately 3.3-acre portion of upland that offers a boat ramp, boating service dock, portable restroom, and access to a fishing catwalk attached to U.S. Highway 17 North. Constructed in the early 1980s within the boundaries of a fishing impoundment, approximately 2.5 acres of the site is impervious asphalt paving for the parking lot. At the north end of the property an approximately 50-foot by 70-foot (approximately 3,500 sq. ft.) two-lane boat ramp sits adjacent to a pile supported approximately 80-foot long, 4-foot wide fixed dock that is attached to an approximately 25-foot gangway. The gangways lands on an L-shaped floating dock that is a 30-foot (fronting the river) by 10-foot dock attached to a 20-foot by 10-foot (fronting the river) gangway landing dock. Along the north boundary of the site, west of the boat ramp and boating service dock, a barge landing is situated just east of the bridge. In the northwest corner of the site, an approximately 5-foot wide boardwalk leads up to the U.S. Highway 17 North catwalk that crosses Champney River providing fishing access.

1.2 Project Description – Proposed Improvements

The Georgia Department of Natural Resources is proposing renovations to the entire 3.3 acre site that include elevating the approximately 2.5 acres parking lot and repaving the portion north of the site entrance (the south portion will be pervious grass-pave), expanding the boat ramp, reconfiguring the courtesy boat dock to include a dedicated fishing structure, repairing the existing barge landing, upgrading the deteriorated boardwalk in the northwest corner, adding bioswales to the site and installing a permanent bathroom facility.

Proposed improvements to the parking lot include adding fill and elevating the parking lot footprint to alleviate persistent flooding issues limiting accessibility. The new, elevated parking lot will consist of approximately 33,628 square-feet of pervious grass pave on the portion of the site south of the entrance. Approximately 66,742 square-feet of impervious asphalt pave will be used in the parking lot north of the entrance (total parking lot impacts will be 100,370 square-feet). Along the boundary of the parking lot in the northwest portion, there will be sidewalks and a landing for a permanent restroom facility to serve users. Total sidewalk area is approximately 3,444 square-feet. Coming off the parking lot in the northwest corner will be an approximately 5-foot wide elevated walkway that extends to the U.S. Highway 17 bridge over the Champney River.

The site will feature a repaired barge landing bulkhead west of the proposed boat ramp and service dock. Extending from the edge of the parking lot to the jurisdiction line. The loading ramp will be irregularly shaped, ranging 50-59 feet in length, and 35-feet wide. The barge landing will be supported with steel sheet pile, and approximately 690 square-feet, or 64 cubic yards of riprap will support the barge landing from the water. Located 30-feet from the edge of the barge landing, and 60-feet apart, will be two timber pile mooring dolphins for barges; these will be located above mean low water.

The double-lane boat ramp will be altered to include a riprap divider for safety. The new ramp will be 56-feet wide (two 25-feet wide lanes, plus the six-foot center divider) and 106-feet long, extending 30-feet below mean low water (5,936 square feet). The boat ramp will be supported riprap on the east and west sides, totaling 1,276 square feet, or 26 cubic yards. Adjacent to the boat ramp will be an improved boating service dock and fishing pier. The aluminum fixed dock will extend 85-feet from the upland, at six-foot wide (totaling 510 square-feet) to a four-foot wide by 30-foot long aluminum gangway. Also at the end of the fixed dock, extending to the west, will be a 10-foot wide by 30-foot long aluminum fishing pier (300 square-feet). The gangway will land on an eight-foot wide by 40-foot long aluminum floating dock that will be oriented perpendicular to the bank. Attached to the channel-ward end of the gangway landing dock, an eight-foot wide by 60-foot long aluminum floating dock will extend westward (approximately 800 square feet of floating dock). The total channel-facing dock length will be 68-feet. The boating service floating dock will be L-shaped and will extend 91-feet beyond mean low water, and approximately 200-feet from the deepest navigable channel. No excavation of wetlands will be required since the parking lot is to be elevated. The nearest structure is the U.S. Highway 17 bridge, approximately 200-feet to the west. Site impact comparison below:

- Boat Ramp
Existing – Approximately 3,500 square feet Proposed – Approximately 5,900 square feet
- Fixed Dock
Existing – Approximately 320 square feet Proposed – Approximately 810 square feet
- Floating Dock
Existing – Approximately 500 square feet Proposed – Approximately 800 square feet
- Impervious Impacts
Existing – Approximately 98,000 sq. feet Proposed – Approximately 72,000 sq. feet

Construction will utilize heavy equipment for demolition, parking lot construction, restroom facility installation, boat ramp construction, courtesy dock installation, and mooring pilings installation. Equipment is likely to include cranes, barges, backhoes, bulldozers, and roller trucks. Access to the construction site will be from U.S. Highway 17 north. The facility is large enough to stage construction equipment on site.

2.1 Threatened and Endangered Species

A review of the presence of threatened and endangered species was completed for the site on January 10, 2023. A complete list of the habitats and species most likely to be impacted by the project has been included in the permit application packet. Please reference the January 10, 2023 list of threatened and endangered species letter that was composed by U.S. Fish and Wildlife service.

3.1 Essential Fish Habitat

The project is in the Altamaha River delta, an important estuary along Georgia's Atlantic coast. A wide variety of plants and animals depend on this location, and it is considered essential fish habitat. Project development has considered this and devised means to minimize impacts. The project is not considered to have an adverse effect on the essential fish habitat.

4.1 Project Justification, Need and Alternative Analysis

The Champney River public access facility is heavily used by recreational boaters (motorized and non-motorized) and anglers and is also utilized by some commercial anglers and crabbers due to its location and quick access to a variety of habitats. The site is also located on the Altamaha Wildlife Management Area, so the site sees use by hunters as well. Vessels are launched here to access hunting grounds only accessible by watercraft. Visitors to the site also include birders and other wildlife viewers who utilize the location to witness annual bird migrations and nesting. The proposed improvements to the site will allow for safer access and will increase the site's capacity to serve these user groups. The elevated parking will eliminate flooding issues that limit site access. Expanded dockage and a safer boat ramp will make launching and loading vessels more efficient. The rebuilt barge landing will allow other Department of Natural Resources divisions to safely conduct restoration work in the area, and a replacement boardwalk leading to the U.S. Hwy. 17 bridge will allow for safer access to supplementary fishing locations at the project site.

Currently, the nearest public boating access site is located in downtown Darien, GA, on the Darien River, two rivers north of the Champney River (Butler River, Darien River). In a straight line, this constitutes approximately 2.5 miles. The shortest distance by water is approximately 3 miles. The Darien River public boating access site is located adjacent to a restaurant, offers little parking for trailers (<10 spaces), is a single lane ramp, and had a small 10-foot by 20-foot floating dock. Most vessels that regularly launch into the Champney River would not be able to maneuver or launch at the Darien River site. The next closest boating access site (Blue-N-Hall) is approximately 12 miles north, by water.

5.1 Marshlands Component

The double-lane boat ramp will be altered to include a riprap divider for safety. The new ramp will be 56-foot wide (two 25-foot wide lanes, plus the six-foot center divider) and 106-foot long, extending 30-foot below mean low water. The boat ramp will be supported riprap on the east and

west sides, totaling 1,276 square-feet, or 26 cubic yards. Adjacent to the boat ramp will be an improved boating service dock and fishing pier. The aluminum fixed dock will extend 85-feet from the upland, at six-feet wide (totaling 510 square-feet) to a four-feet wide by 30-feet long gangway. Also, at the end of the fixed dock, extending to the west, will be a 10-feet wide by 30-feet long aluminum fishing pier (300 square-feet). The gangway will land on an eight-feet wide by 40-feet long floating dock that will be oriented perpendicular to the bank. Attached to the channel-ward end of the gangway landing dock, an eight-feet wide by 60-feet long floating dock will extend westward. The total channel-facing dock length will be 68-feet. The boating service floating dock will be L-shaped and will extend 91-feet beyond mean low water, and approximately 200-feet from the deepest navigable channel.

The fixed dock, floating dock, and fishing pier will be supported by a total of 22 fourteen-inch concrete pilings. No excavation of wetlands will be required since the parking lot is to be elevated. The nearest structure is the U.S. Highway 17 bridge, approximately 200-feet to the west. Two timber pile mooring dolphins will be installed 30-feet off the end of the barge landing, 60-feet apart. They will not extend beyond mean low water.

6.1 Upland Component

The upland component of this project is comprised of the parking lot, the barge landing, and the restroom facility. Inland of the jurisdictional line and within the 50-foot marshlands buffer, the parking lot and sidewalks will constitute approximately 28,146 square-feet of impervious impacts. Total parking lot impacts will be approximately 100,370 square-feet (approximately 33,628 of pervious parking lot impacts), total sidewalk impacts will be approximately 3,444, existing almost entirely within the 50-foot marshlands buffer. The pervious barge loading ramp will be situated almost entirely within the 50-foot buffer as well. This will be sheet pile and riprap supported. The barge ramp ranges from 50-59 feet long and is 35-feet wide. Improvements within the buffer will reduce impervious impacts by replacing some of the impervious parking surface with grass pave.

7.1 Stormwater Management

Site stormwater will be managed with the site grade sloping west to east and allowing water on the impervious surfaces to sheet-flow into bioretention swales on the eastern boundary. Other bioretention swales will be added on the interior of the parking lot's northern portion to help process large rain events. The southern portion of the proposed parking area (south of the entrance, 33,628 square-feet) will be grass-pave pervious surfacing to treat stormwater as it falls. It is estimated that site improvements will reduce the total impervious surfaces on site by one-third.

8.1 Erosion and Sedimentation Statement

The proposed project will be compliant with all erosion and sedimentation control responsibilities.

9.1 Public Interest Statement

This project is in the public interest as it allows public access to the Altamaha River and the wildlife management area that surrounds the project site. This facility will provide boating and fishing access, and will also provide hunting access to islands in the area only accessible by boat. The project design is such that no harmful obstructions or alterations to the natural flow of navigable water will occur within the project area. The project design will not introduce harmful or increased erosion, shoaling, or stagnation. The project design will not unreasonably interfere with the conservation of fish, shrimp, oysters, crabs, clams, and other marine life, wildlife, and other resources, including but not limited to water and oxygen supply.

Tobler, Paul

From: Mack Howell <mack@ballmaritime.com>
Sent: Friday, June 9, 2023 8:17 AM
To: Partin, Steven; Tobler, Paul
Cc: Medders, Paul
Subject: RE: Champney Update

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Paul - We plan to have the new walkway in the same footprint as the existing walkway, so no additional impacts

Steven - the Area between the CMPA line and the 50' buffer is 1.81 acres

Mack Howell, PE, PMP
Mobile (248) 227-8515
Mack@Ballmaritime.com

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-----Original Message-----

From: Partin, Steven <steven.partin@dnr.ga.gov>
Sent: Thursday, June 8, 2023 12:14 PM
To: Mack Howell <mack@ballmaritime.com>
Cc: Medders, Paul <Paul.Medders@dnr.ga.gov>; Tobler, Paul <paul.tobler@dnr.ga.gov>
Subject: RE: Champney Update

Also, Mack, we have a request to quantify the entire area of the 50' buffer. This and the previous email in the thread from Paul Tobler should complete it.

Thanks again.

Steven Partin
Artificial Reefs, Habitat Restoration & Public Access Coastal Resources Division
(912) 264-7218 | M: (912) 266-3260
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-----Original Message-----

From: Tobler, Paul <paul.tobler@dnr.ga.gov>
Sent: Thursday, June 8, 2023 10:27 AM
To: Mack Howell <mack@ballmaritime.com>; Partin, Steven <steven.partin@dnr.ga.gov>
Cc: Medders, Paul <Paul.Medders@dnr.ga.gov>
Subject: RE: Champney Update

Good morning Mack,

I have one last question for you (I hope...). Will the walkway over the slough in the northwest corner be in the same footprint of the existing walkway? If not how many square feet of impacts will there be in jurisdiction?

Thanks for all your help. I think I almost have this public notice complete.

Paul D. Tobler
Coastal Permit Coordinator
Coastal Resources Division
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-----Original Message-----

From: Mack Howell <mack@ballmaritime.com>
Sent: Monday, June 5, 2023 4:14 PM
To: Partin, Steven <steven.partin@dnr.ga.gov>
Cc: Tobler, Paul <paul.tobler@dnr.ga.gov>; Medders, Paul <Paul.Medders@dnr.ga.gov>
Subject: RE: Champney Update

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Steven,

See below and attached for answers to your questions

1. Dock area in CMPA: 499 SF
2. RipRap area in CMPA: 1400 SF
3. Boat Ramp area in CMPA: 4160 SF
4. CMPA line has been corrected on all drawings

Let me know if you need anything else

Mack Howell, PE, PMP
Mobile (248) 227-8515

Tobler, Paul

From: Mack Howell <mack@ballmaritime.com>
Sent: Monday, June 5, 2023 4:14 PM
To: Partin, Steven
Cc: Tobler, Paul; Medders, Paul
Subject: RE: Champney Update
Attachments: 22-1010 Champney Boat Ramp Permit 6-5-23.pdf

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Steven,

See below and attached for answers to your questions

1. Dock area in CMPA: 499 SF
2. RipRap area in CMPA: 1400 SF
3. Boat Ramp area in CMPA: 4160 SF
4. CMPA line has been corrected on all drawings

Let me know if you need anything else

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-----Original Message-----

From: Partin, Steven <steven.partin@dnr.ga.gov>
Sent: Friday, June 2, 2023 10:40 AM
To: Mack Howell <mack@ballmaritime.com>
Cc: Tobler, Paul <paul.tobler@dnr.ga.gov>; Medders, Paul <Paul.Medders@dnr.ga.gov>
Subject: Champney Update

Good morning, Mack,

I've been in discussions with the permitting side some more and they are needing a bit more detail on areas for the ramp and dock. In the attachment, there are 4 different points for clarification, each a different color.

- First - In pink, we need to know the area of the fixed dock that is within CMPA jurisdiction. There is a small tab right at the upland where the CMPA line intersects the fixed dock. We need to delineate between upland and CMPA here. If you just want to provide the area that is not in CMPA, that may be easier to subtract from what we know to be the total square-footage of all the docks put together (we have calculated that already).

- Second - In green, we need to know the total square-footage of rip rap in CMPA jurisdiction, minus the area of the rip rap covered by the fixed dock (this impacted area is already accounted for with the dock).

- Third - Similarly, in yellow, we need the area of the ramps in CMPA jurisdiction.

-Fourth - This brings me to the final color, red, which may need to be the first, but I defer to you there. Permitting was perplexed to see the CMPA line not connected across the ramp, and by the circled angle of the CMPA line. For reference, the second page is the survey of the site, which shows a straighter line between the CMPA line on the east side of the ramp and the CMPA line on the west side of the ramp. This line will affect the area you provide for the ramp (yellow) at least and may also affect the fixed dock (pink) area in CMPA. Can you help connect the JD line across the ramp and then provide the areas for the other components in CMPA jurisdiction? Can you amend Page 8 of the drawings and send us the update?

Sorry for the back-and-forth. I misrepresented some numbers in my application and it was because I didn't attend the details mentioned here. I should have asked for this clarification sooner. Thanks for your help. Enjoy your weekend.

Steven Partin
Artificial Reefs, Habitat Restoration & Public Access Coastal Resources Division
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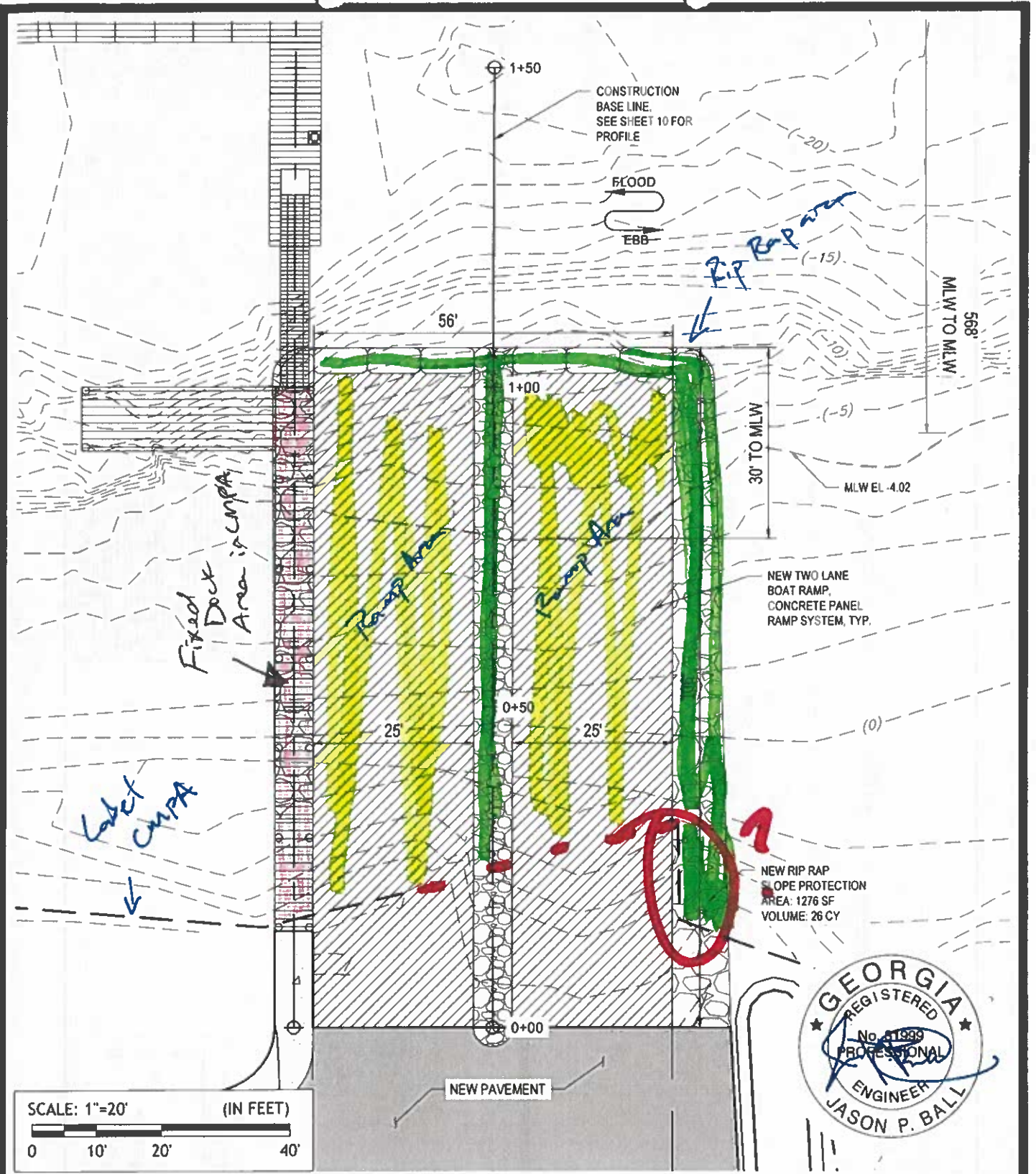
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-----Original Message-----
From: PrimeLink C9065 <CRDXerox550@dnr.ga.gov>
Sent: Friday, June 2, 2023 10:19 AM
To: Partin, Steven <steven.partin@dnr.ga.gov>
Subject: Scan from PrimeLink

Please open the attached document. It was scanned and sent to you using PrimeLink.

Number of Images: 2
Attachment File Type: PDF

Device Name: PrimeLink C9065
Device Location:



BOAT RAMP IMPROVEMENTS GA DNR CHAMPNEY BOAT RAMP

PROPOSED ACTIVITY: BOAT RAMP ALTAMAHA RIVER, BRUNSWICK GA

Applicant: GEORGIA DNR

Date: 01/03/2023

County: MCINTOSH

JOB #: 22-1010

SCALE: 1" = 20'

DATUM: NAVD83

SHEET: 8 of 17



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Tobler, Paul

From: Partin, Steven
Sent: Thursday, June 1, 2023 9:27 AM
To: Tobler, Paul
Subject: FW: Champney Boat Ramp

Good morning, Paul,

See the email below for the information requested in your May 19, 2023, email to me, Subject: RE: Champney Update.

In the third bullet-point of that email, you requested the total square-footage of the barge landing, including dolphins, that impact CMPA Jurisdiction. I asked our engineer about that, and his response is in the email below.

Please let me know if this does not address that bullet-point. I am working on the others.

Thanks for your help.

Steven Partin
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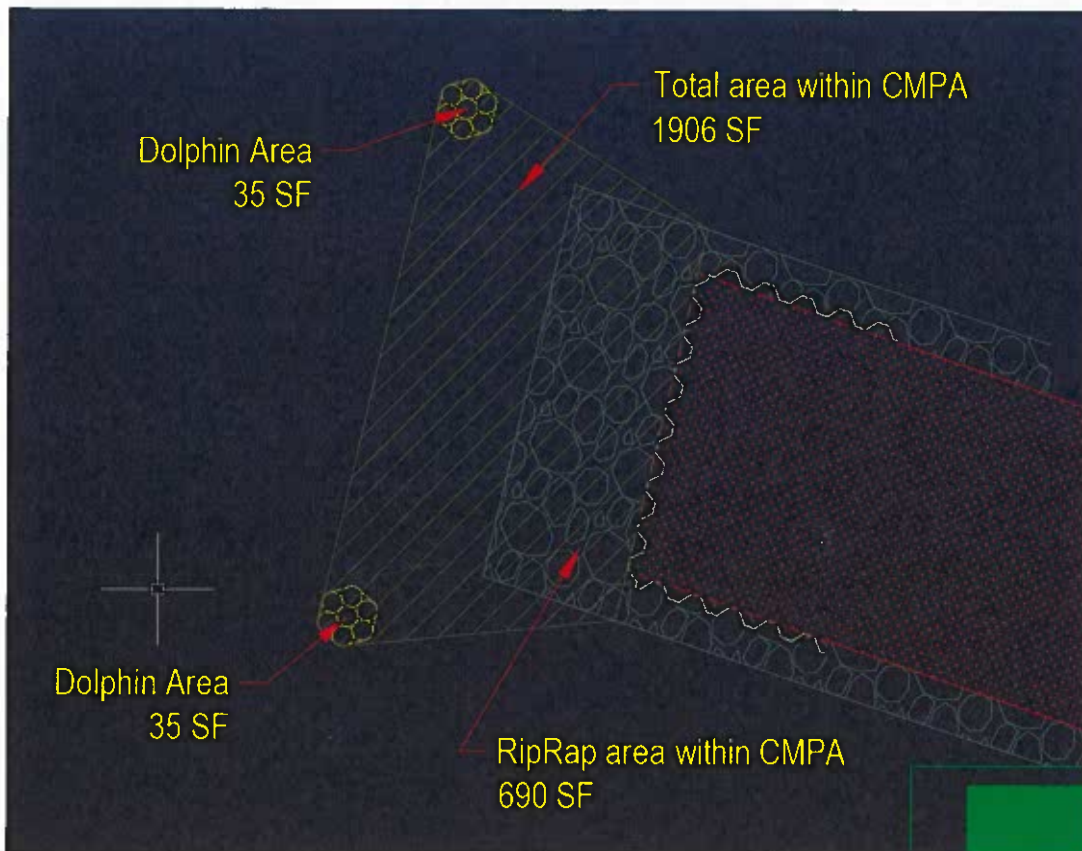
From: Mack Howell <mack@ballmaritime.com>
Sent: Friday, May 26, 2023 4:41 PM
To: Partin, Steven <steven.partin@dnr.ga.gov>
Subject: RE: Champney Boat Ramp

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Steven,

See below for answers to your questions.

1. Unsure exactly what they are looking for in terms of total square footage so see below for all possibilities.



2. We don't know right now what the pile lengths will be without completing the design. But based on some similar projects in that area it is possible that we will require piles longer than 45'. Not saying that is for sure but if that is the case we can get you a contact to provide longer piles.

Mack Howell, PE, PMP

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From: Partin, Steven <steven.partin@dnr.ga.gov>
Sent: Friday, May 26, 2023 12:57 PM
To: Mack Howell <mack@ballmaritime.com>
Subject: RE: Champney Boat Ramp

Good afternoon,

Right now we are still working through the permitting process. I do have a couple of items that I need your assistance with.

First, What is the total square footage of the barge landing, *including the dolphins*, that will be within CMPA jurisdiction? I got this question specifically from the permit coordinator reviewing the permit application.