

**South Port Security Barrier Expansion to Land Water Interface, NSB  
Kings Bay, GA**

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**Background**

This project will occur at Naval Submarine Base (NSB), Kings Bay, Camden County, GA. The Base covers approximately 16,000 acres and is the U.S. Atlantic Fleet's home port for submarines. Due to the presence of these submarines, the waterfront area at NSB Kings Bay is restricted and physical security is paramount. Physical security is concerned with measures designed to safeguard personnel, prevent unauthorized access to the installation, and to protect against espionage, sabotage, damage, and theft.

Major revision to Navy and DoD security regulations has significantly increased requirements at the NSB Kings Bay Waterfront Restricted Area. The new regulations were developed in response to the terrorist attacks of September 11, 2001 and attack on the USS Cole in October 2000. To comply with these new regulations, the Navy recently completed the Enclave Fencing System to provide a continuous physical security barrier around the Waterfront Restricted Area to protect sensitive assets at NSB Kings Bay.

The existing Port Security Barrier (PSB) at the Southern entrance will be expanded to connect to the recently completed land water interface (P636/611; Figure 1). The desired project timeframe is spring 2019 (March) to late summer 2019 (August – September). An Environmental Assessment was completed in 2012. Initial installation of the South PSB was permitted under USACE Permit Number 200116840. Additionally, a Federal Consistency Review was completed and received from Georgia DNR June 13, 2012.

**Port Security Barrier Expansion**

As part of the Security Enclave System, the South PSB requires expansion to connect the newly constructed Land-Water Interface Terminals (Figure 2 and 3). The contractor will expand the existing south PSB (approximately 1200 ft total length) on the southern end by approximately 1800 ft total length (36 units, 5202 SF) and the northern end by approximately 1400 ft total length (22 units in jurisdictional wetland, 3179 SF). The new barrier expansion section will be installed using a barge mounted crane. A detailed description of the Port Security Barrier design submitted as part of the original installation permit in 2002 is included at the end of this project summary.

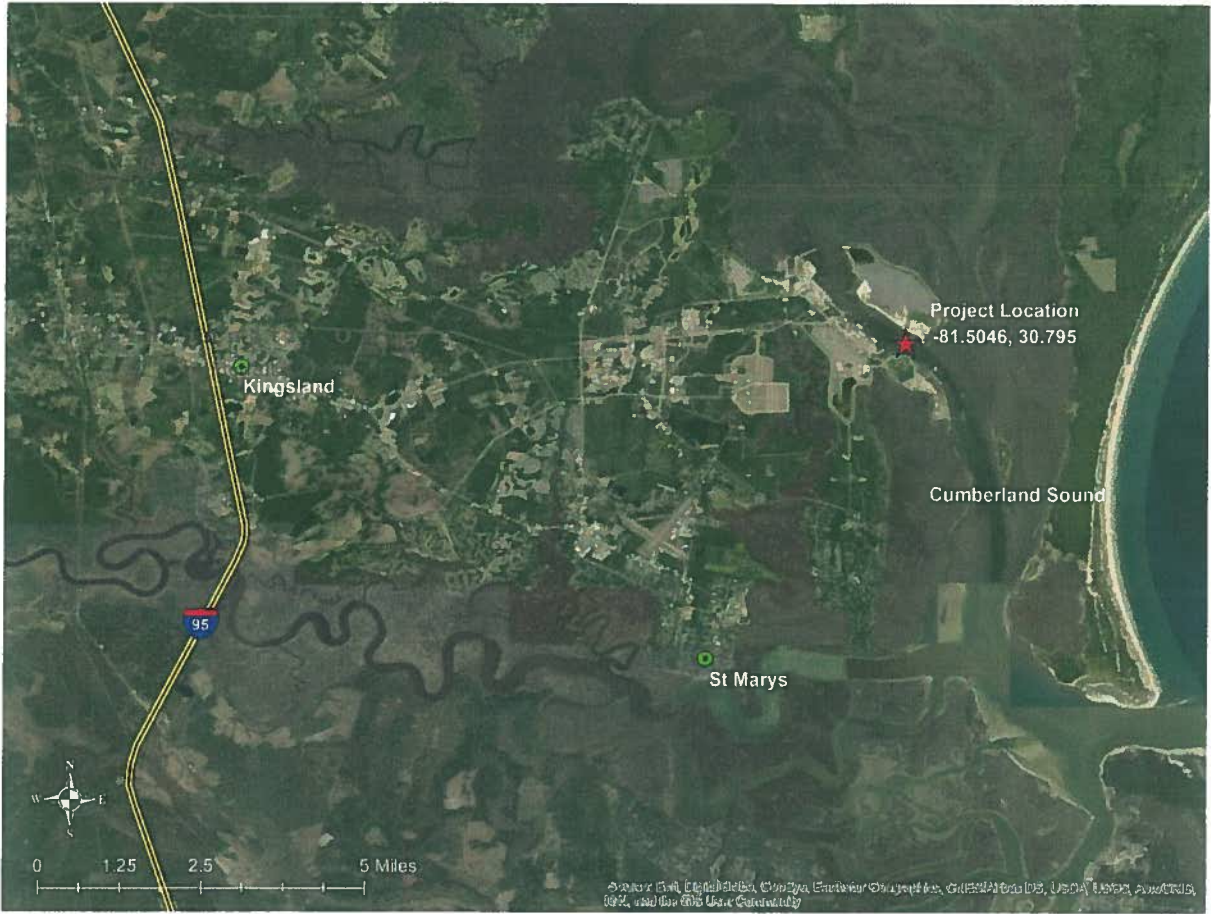


Figure 1 – Project Location



Figure 2 – PSB Relocation – Overhead View

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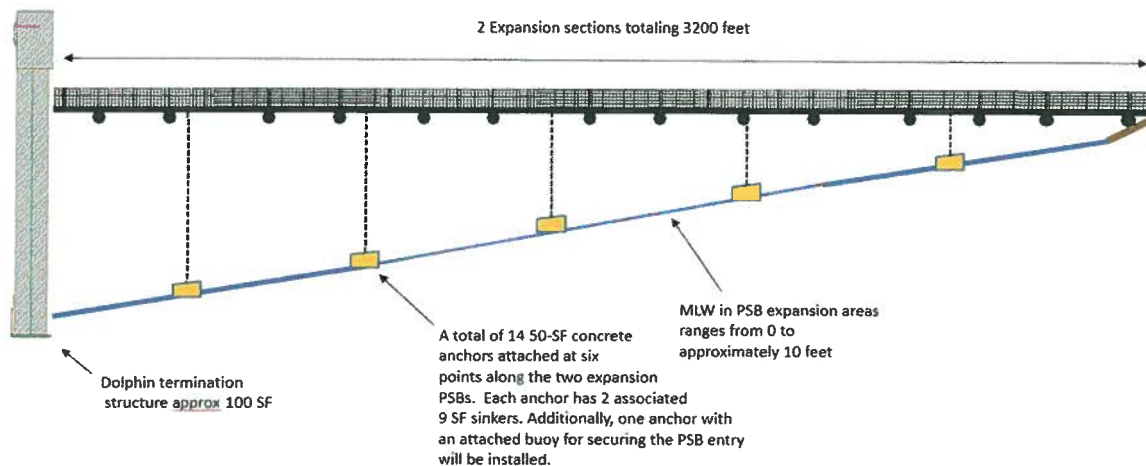


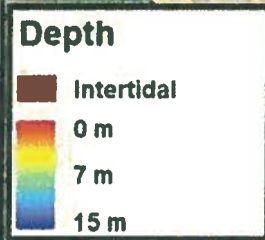
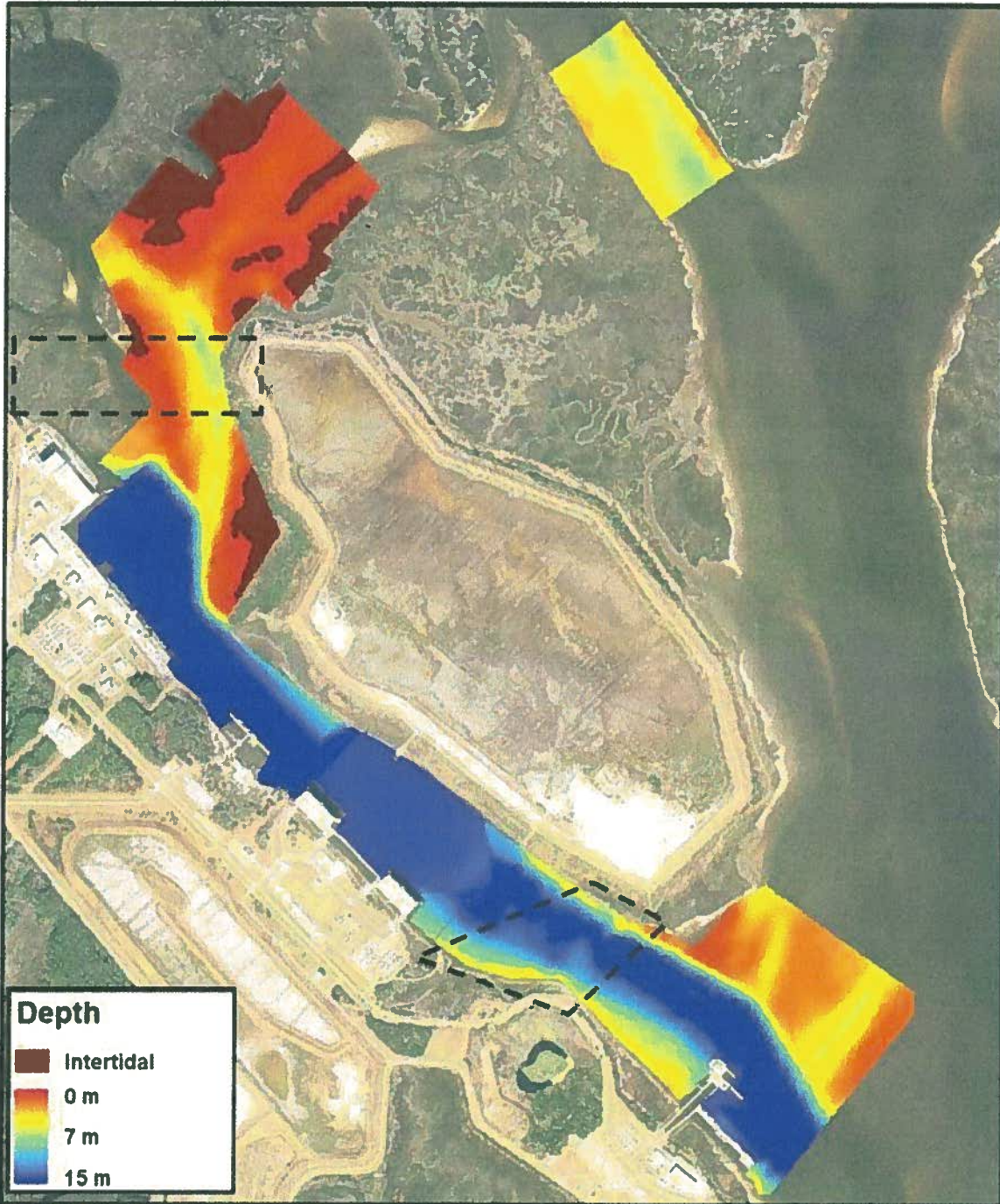
Figure 3 – PSB Relocation – Cross Section View

In addition, an anchor with a mounted floating buoy will be installed to provide a secure attachment point when the PSB needs to be opened to allow vessels into the basin. The MLW water depth for most of the site varies between 0 and 10 feet (Figure 4). The riser shall be sized based on water depth readings at each mooring location.

New PSB terminations will be fabricated and installed at the Land Water Interface terminal and shore points (Figure 2 and 3; Table 1). The south shore termination consists of a concrete sinker resting at the sea floor at the base of the existing PSB dolphin structure (Figure 5). The sinker is connected with a chain to a custom installed padeye on the dolphin. The chain length will be sized to keep it taut to allow the PSB unit to ride up and down the chain with the changing tide. Figure 4 shows the dolphin termination design. The north shore termination consists of a gravel road. The PSB will be placed along the road and attached to the concrete termination point approximately 300 ft upland.

All activities will be performed in a manner to minimize turbidity in the bay. All work performed during construction will be done in a manner to prevent interference with any legitimate water uses. SUBASEINST 11015.5E Manatee Protection Measures will be adhered to during all in-water construction.

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**NOTE:**  
 Coordinate System: GA State Plane East  
 Units: Feet  
 Horizontal Datum: NAD83



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KAM, SAIC, 12 September 2005

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Figure 4 – Project Area Water Depth

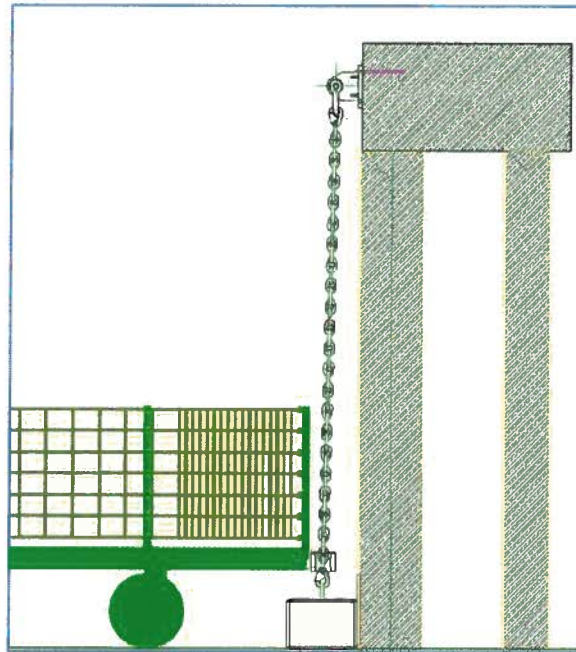


Figure 5 - Dolphin Termination Design

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