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

MARK WILLIAMS
COMMISSIONER

DOUG HAYMANS
DIRECTOR

PUBLIC NOTICE

September 12, 2019

United States Navy – Naval Submarine Base Kings Bay
Expansion of the South Port Security Barrier
Cumberland River, Camden County, Georgia

This serves as notification from the Coastal Marshlands Protection Committee and the Georgia Department of Natural Resources of a request from the Department of the Navy for a Coastal Marshlands Protection Act (CMPA) permit under Official Code of Georgia (O.C.G.A.) 12-5-280 et seq., to expand the South Port Security Barrier located on the Cumberland River, Camden County, Georgia.

The existing South Port Security Barrier (SPSB) extends approximately 1,200 linear feet across the waterway. The applicant proposes to lengthen the SPSB by 1,100ft. on the northern end and 1,800ft. on the southern end to connect to the recently completed land-water interface terminals. The SPSB is made up of individual Port Security Barrier (PSB) floating units that are 50ft. long and support an 8ft. tall fence that begins approximately 1ft. above the water. Each PSB 50ft. long unit impacts approximately 144.5sq.ft. of tidal water bottoms. The applicant proposes to add, via barge mounted crane, twenty-two (22) PSB units to the northern end totaling 3,179sq.ft. and thirty-six (36) units totaling 5,202sq.ft. to the southern end. The proposed project will add 8,381sq.ft. of new impacts over approximately 2,900 linear feet for the floating component of the SPSB.

The individual floating units will be connected to each other using an assortment of connectors to form the SPSB. The SPSB will be moored to the land-water interface and the bed of the river by three different components, including fifteen (15) 7.5-ton anchors that will each impact approximately 50sq.ft. of tidal water bottoms, and thirty (30) 3,600lb. sinkers that impact approximately 9sq.ft. of tidal water bottoms each. The SPSB will be secured to the to the land-water interface on the northern end via a gravel road to connect to a concrete termination point approximately 300ft. upland. On the southern end, the extended SPSB will connect to an existing PSB dolphin structure. The new impacts of the SPSB mooring system will total 1,020sq.ft. As proposed the project will impact approximately 9,401 square feet (0.21-acres) of coastal marshlands.

There is no upland component associated with the proposed project.

It is the responsibility of the applicant to demonstrate that the project is not contrary to the public interest and that no feasible alternative sites exist. Impacts to coastal marshlands must be minimal in size. In passing upon the application for permit, the Coastal Marshlands Protection Committee shall consider the public interest: (1) Whether or not unreasonably harmful obstruction to or alteration of the natural flow of navigational water within the affected area will arise as a result of the proposal; (2) Whether or not unreasonably harmful or increased erosion, shoaling of channels, or stagnant areas of water will be created; and (3) Whether or not the granting of a permit and the completion of the applicants proposal will unreasonably interfere with the conservation of fish, shrimp, oysters, crabs, clams, or other marine life, wildlife, or other resources, including but not limited to water and oxygen supply.

A detailed public notice with drawings has been distributed and is available by visiting the Department of Natural Resources website: **CoastalGaDNR.**org under "Marsh & Shore Permits"

Please provide this office with substantive, site-specific comments as to why the proposed work should or should not proceed. Comments and questions concerning this proposed project should be submitted in writing and be submitted by the close of business on October 12, 2019 to Paul Tobler, Department of Natural Resources, 1 Conservation Way, Brunswick, Georgia 31520.

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

RECEIVED

JAN 22 2019
GA DNR / HMP

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.

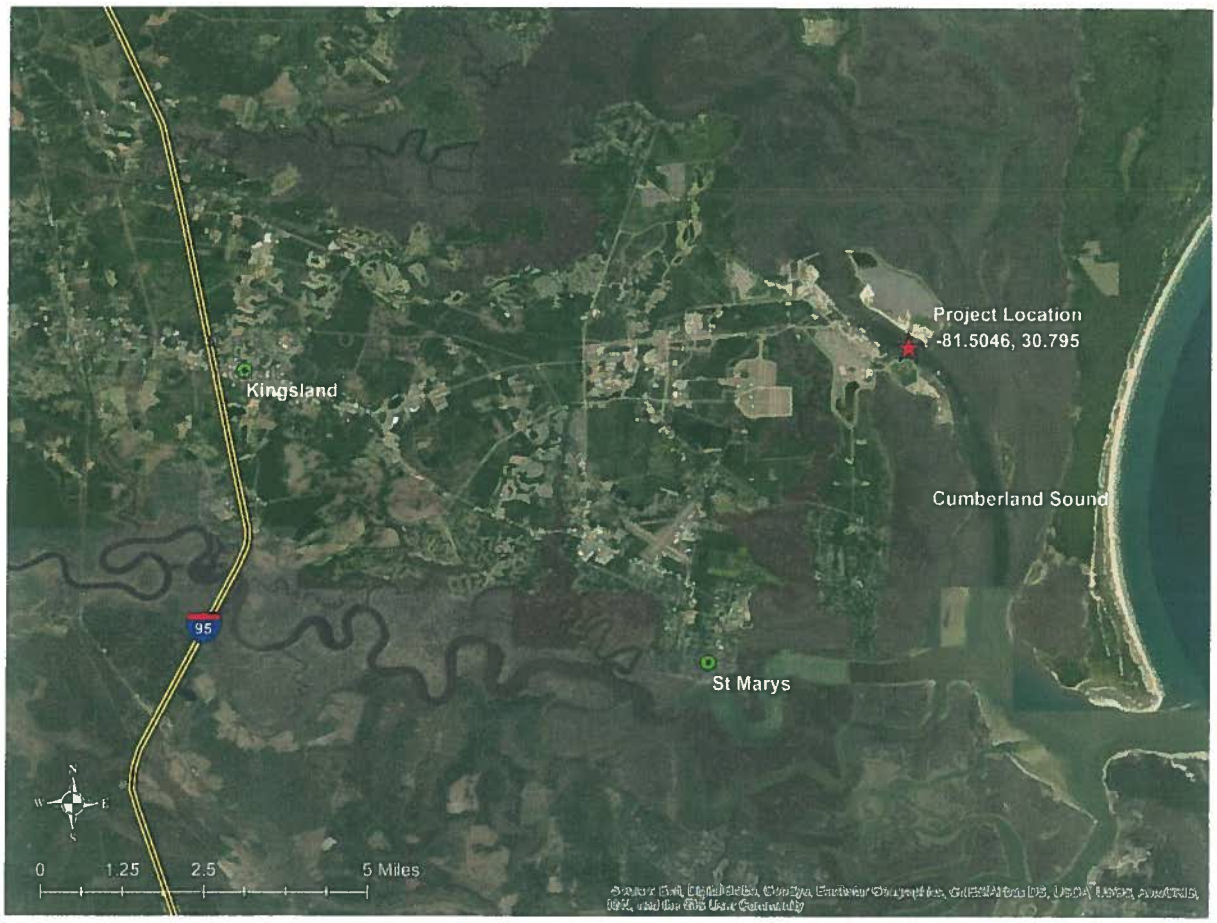

Figure 1 – Project Location

Figure 2 – PSB Relocation – Overhead View

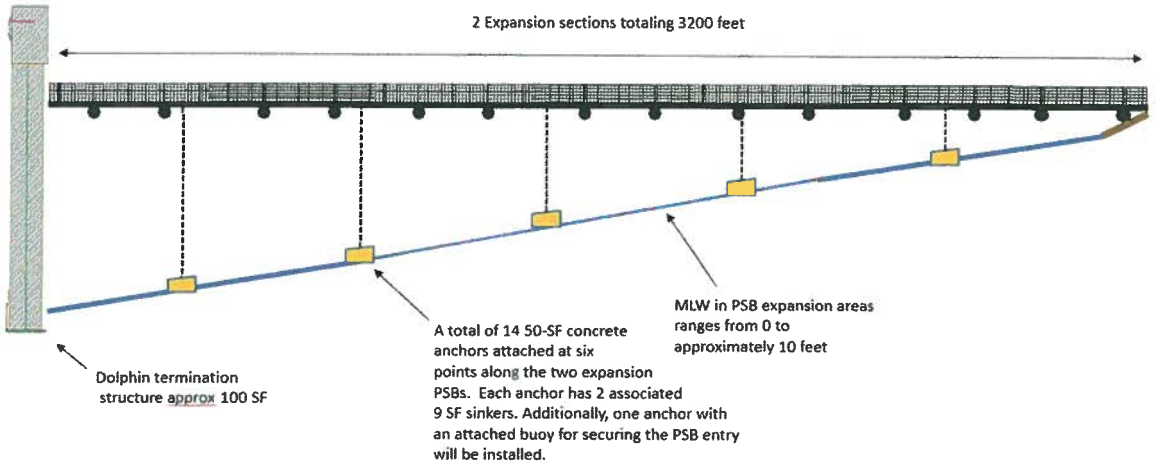

Figure 3 – PSB Relocation – Cross Section View

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.

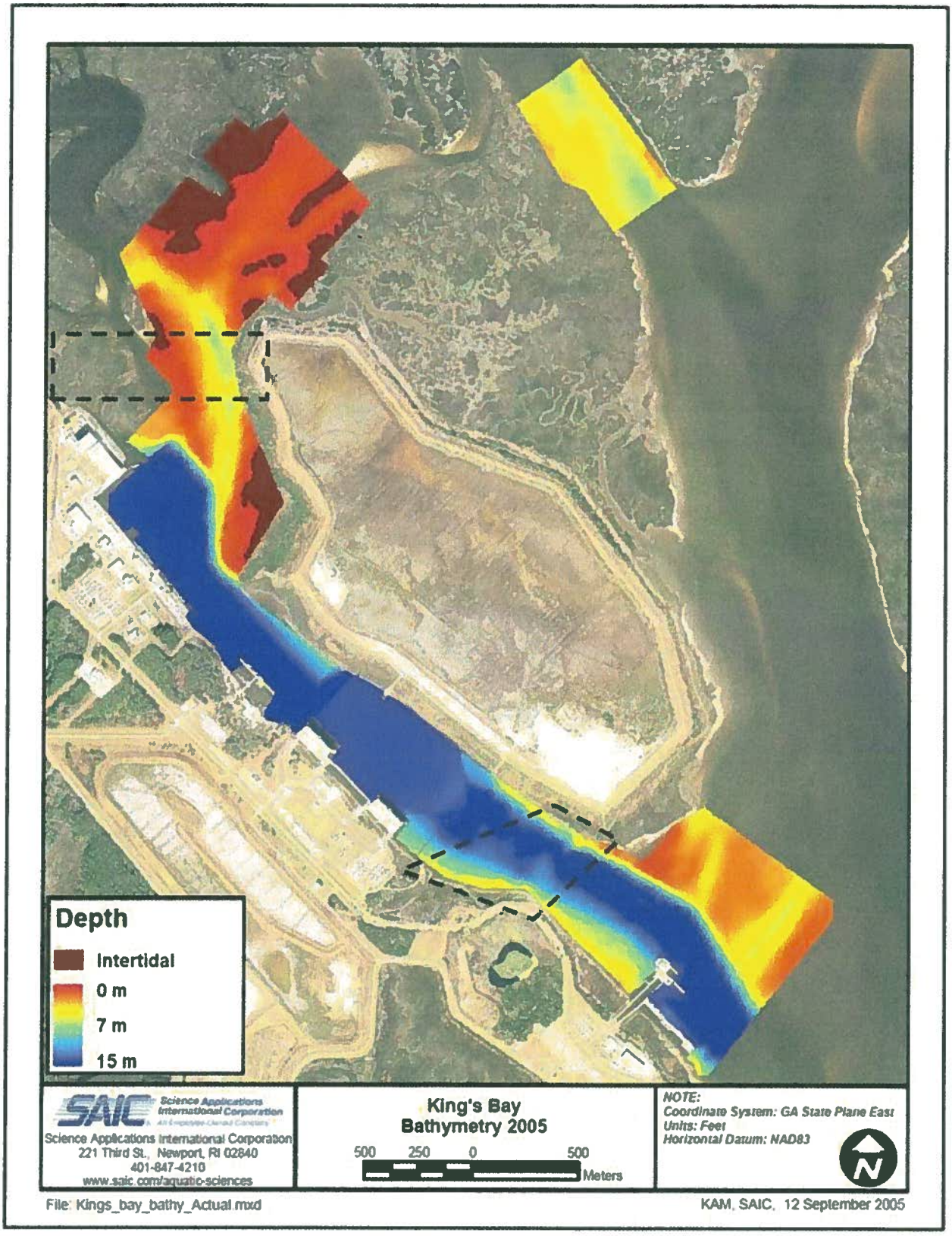

Figure 4 – Project Area Water Depth

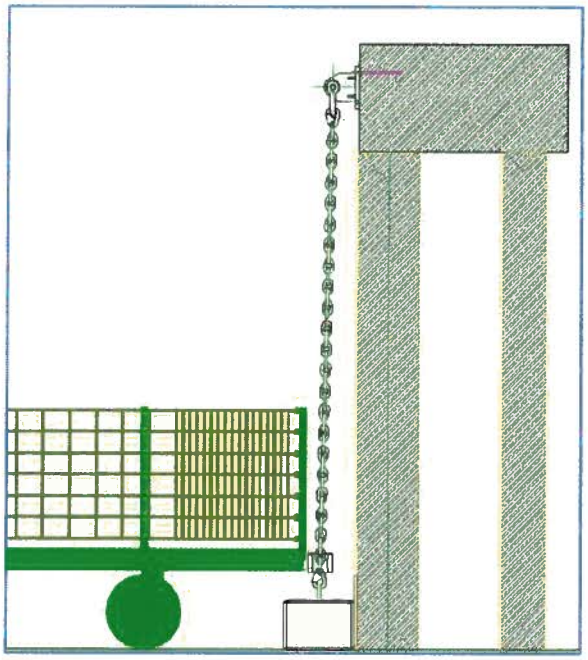

Figure 5 - Dolphin Termination Design