



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

MARK WILLIAMS  
COMMISSIONER

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DIRECTOR

# **Public Notice**

## **December 6, 2019**

### **Georgia Ports Authority – Colonel’s Island Terminal Modifications to Berth #2 South Brunswick River, Brunswick, Glynn County, Georgia**

This serves as notification from the Coastal Marshlands Protection Committee and the Georgia Department of Natural Resources of a request from the Georgia Ports Authority for a Coastal Marshlands Protection Act (CMPA) Permit under O.C.G.A. 12-5-280 et. seq. to modify the commercial shipping wharf at the South Brunswick River, Brunswick, Glynn County, Georgia.

The existing Berth 2 wharf facility was authorized under CMPA Permit #207 and consists of a 35ft. x 750ft. (26,250 sq.ft.) pile supported berth with four access bridges from the upland. From west to east, the four (4) access bridges leading to the wharf are approximately 32ft. x 92ft. (2,944 sq.ft.), an irregularly shaped bridge with flared ends (3,540 sq.ft.), 120ft. x 119ft. (14,280 sq.ft.), and 20ft. x 134ft. (2,680 sq.ft.). On the channelward side of the dock are five breasting dolphins with supporting fenders and mooring hardware (1,180 sq.ft. total). On the upstream and western corner of the dock is a walkway with a single octagonal mooring dolphin totaling approximately 626 sq.ft. The total square footage of the existing Berth 2 structure is approximately 51,500 sq.ft. (1.18 acres). The existing bank stabilization, made up of a concrete fabriform liner, spans the entire shoreline landward of the existing wharf and totals approximately 37,200 sq.ft. (0.854 acres). Total existing impacts within CMPA jurisdiction are 88,700 sq.ft. (2.04 acres). The structure currently extends approximately 164ft. into the waterway where the waterway is approximately 1,000ft. wide at Mean Low Water (MLW).

The applicant is proposing to improve the upstream side of the dock, allowing cars the ability to drive on and off ships more safely. The western access bridge and western end of the wharf will be expanded from 32ft. x 92ft. (2,944 sq.ft) to 95ft. x 164ft. (15,580 sq.ft.) on the upstream side. The expanded western access bridge will

have a total of 10,332 sq.ft. of new impacts to coastal marshlands. On the western side of the berth, a 968 sq.ft. triangular section will be added to provide safer loading and unloading of vehicles. The proposed fender system on the channelward side of the berth will consist of a pile supported leg fender system totaling approximately 555 sq.ft. The project also includes maintenance repairs and rehabilitation to the existing Berth 2 dock structure, including repairs to damaged piles, underdecking, and repairing holes, gaps, and other issues as needed. Damaged piles will be encapsulated by placing a form around the damaged areas and filling the forms with pumped epoxy or grout. Underdeck platform rehabilitation work will include installing forms around damaged portions of existing concrete beams and slabs and filling the forms with pumped concrete. The project will also involve repairs to the fabriform stabilized bank totaling approximately 4,050 sq.ft. (0.09 acres). In addition to improvements, repairs, and additions to Berth 2, the existing walkway and two mooring dolphins on the upstream side of the dock will be removed (675 sq.ft.). New impacts for the proposed project will total 11,180sq.ft. (0.26 acres). The modified wharf facility will total 99,880 sq.ft. (2.29 acres).

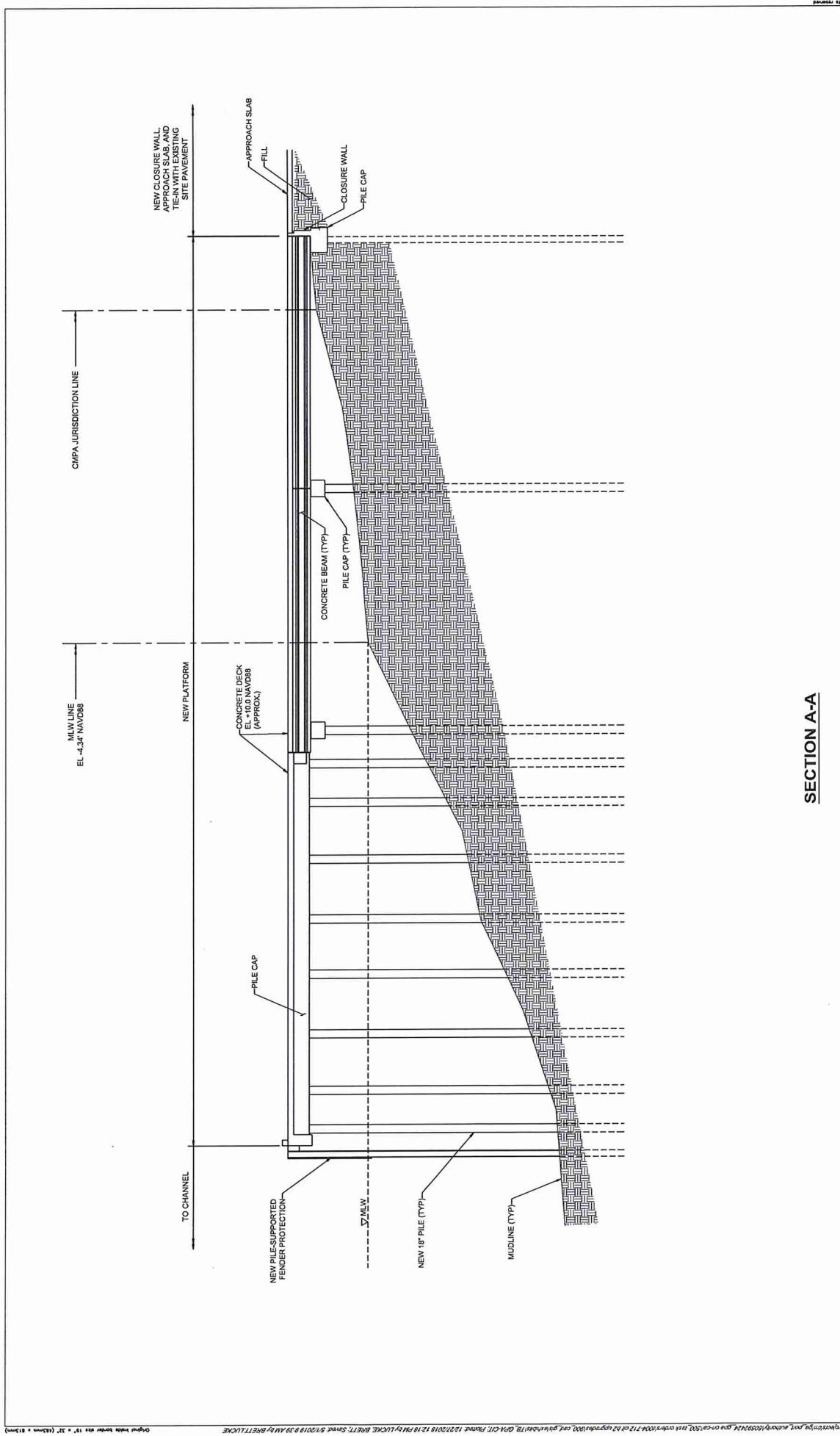
The upland component is an approximately 63ft. wide access approach to the new upstream wharf extension totaling approximately 1,944 sq.ft. The new approach will tie-in to the existing pavement on the upland side which is currently being used for landside cargo transport. Temporary construction activities within the upland component include site grading, filling, and paving to tie into the terminal's existing road system.

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 applicant's 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 Division's website: [CoastalGaDNR.org](http://CoastalGaDNR.org) under "Marsh & Shore Permits". Please provide this office with substantive, project-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 by the close of business January 5, 2020 to Paul Tobler, Department of Natural Resources, 1 Conservation Way, Brunswick, Georgia 31520.





SECTION A-A

Revision	By	Date
1 - PERMITTING	AGS/d	01/17/19

TRANSPORTATION  
 AECOM  
 22 E. Broad St., Suite 240  
 Savannah, GA 31401



Drawn By	BL
Approved By	BL
NO	
Date	07/18/2019
Meeting	



COLONEL'S ISLAND TERMINAL  
 BRUNSWICK, GEORGIA

Sheet Title  
 BERTH 2  
 UPGRADES  
 Project Number  
 1809-1970  
 Sheet Number  
 2 of 2

DATE PLOTTED: 10/17/19 10:45:00 AM

File: I:\Projects\1809-1970\1809-1970-01\1809-1970-01.dwg  
 Plot: 1809-1970-01.dwg  
 Plot Date: 10/17/19 10:45:00 AM  
 Plotter: HP DesignJet 5000PSN  
 Scale: 1:1  
 User: jay@aec.com