



REPLY TO  
ATTENTION OF

DEPARTMENT OF THE ARMY  
SAVANNAH DISTRICT, CORPS OF ENGINEERS  
100 W. OGLETHORPE AVENUE  
SAVANNAH, GEORGIA 31401-3640

Regulatory Division  
SAS-2012-00641

**JOINT PUBLIC NOTICE**  
**Savannah District/State of Georgia**

The Savannah District has received an application for a Department of the Army Permit, pursuant to Section 404 of the Clean Water Act (33 U.S.C. 1344), as follows:

Application Number: SAS-2012-00641  
GDOT P.I. Number: 0000421

Applicant: Georgia Department of Transportation  
One Georgia Center  
600 West Peachtree Street, NW  
Atlanta, Georgia, 30308

Location of Proposed Work: The project site is located from the State Route (SR) 25 and Cate Road Intersection to SR 99, Glynn County, Georgia (Latitude 31.2614, Longitude -81.5015).

Description of Work Subject to the Jurisdiction of the US Army Corps of Engineers: The Georgia Department of Transportation (GDOT), is submitting an Individual Permit application pursuant to Section 404 of the Clean Water Act, to improve and expand a portion of State Route 25 Spur (SR 25) roadway and State Route 99 (SR 99). The extension of SR 25 Spur would begin at the intersection of Cate Road along the old Cate Road alignment to Canal Road to SR 99 on 200 feet of proposed right of way. The eastern begin coordinates for the SR 99 section are Latitude 31.279051 and Longitude -81.515073. The western end coordinates for the SR 99 section are Latitude 31.285533 and Longitude -81.503212. The southern begin coordinates for SR 25 Spur are Latitude 31.253336 and Longitude -81.503207. The northern end coordinates for SR 25 Spur are Latitude 31.281480 and Longitude -81.509408.

The proposed roadway extension corridor would include an 11-foot inside lane and a 12-foot outside lane, a 32-foot depressed grassed median, and a 10-foot bike shoulder, which consists of 6.5 feet paved and 3.5 feet grassed on each side. SR 99 is proposed to be widened from an existing two-lane corridor to four lanes for approximately 683 feet to the west of the Spur 25 intersection and 417 feet to the east of the Spur 25 intersection before tapering back to the existing two-lane corridor on 200 feet of proposed right of way.

The purpose and need for this project is to expand the roadways to keep pace with recent and projected future population growth in the vicinity. The rising growth in the area would create congestion and undesirable traffic operational conditions without improvements to the subject roadway. This roadway expansion project would add capacity to the existing roadway system and ensure efficient operational conditions along SR 25 Spur for the future. The SR 25 Spur is an important arterial link in the Brunswick/Glynn County roadway system and serves as a hurricane evacuation route.

As a result of the proposed project, a total of 5.925-acres of jurisdictional wetland would be impacted. The proposed road extension plan demonstrates that portions of four wetland resource systems (sixteen wetland impacts) would be impacted in association with this project. All wetland impacts are permanent fill. Proposed impacts to Wetland #1 total 0.558 acres. Proposed impacts to Wetland #2 total 1.476 acres. Proposed impacts to Wetland #3 total 3.631 acres. Proposed impacts to Wetland #4 total 0.26 acres.

To mitigate for the proposed impacts, the GDOT would purchase 37.4 wetland credits from either the Broxton Rocks and/or Wilkinson-Oconee Mitigation Banks.

## **BACKGROUND**

This Joint Public Notice announces a request for authorizations from both the US Army Corps of Engineers and the State of Georgia. The applicant's proposed work may also require local governmental approval.

## **STATE OF GEORGIA**

Water Quality Certification: The Georgia Department of Natural Resources, Environmental Protection Division, intends to certify this project at the end of 30 days in accordance with the provisions of Section 401 of the Clean Water Act, which is required for a Federal Permit to conduct activity in, on, or adjacent to the waters of the State of Georgia. Copies of the application and supporting documents relative to a specific application would be available for review and copying at the office of the Georgia Department of Natural Resources, Environmental Protection Division, Water Protection Branch, 4220 International Parkway, Suite 101, Atlanta, Georgia 30354, during regular office hours. A copier machine is available for public use at a charge of 25 cents per page. Any person who desires to comment, object, or request a public hearing relative to State Water Quality Certification must do so within 30 days of the State's receipt of application in writing and state the reasons or basis of objections or request for a hearing. The application can be reviewed in the Savannah District, US Army Corps of Engineers, Regulatory Division, 100 W. Oglethorpe Avenue Savannah, Georgia 31401-3640.

State-owned Property and Resources: The applicant may also require assent from the State of Georgia, which may be in the form of a license, easement, lease, permit or other appropriate instrument.

Georgia Coastal Management Program: Prior to the Savannah District Corps of Engineers making a final permit decision on this application, the project must be certified by the Georgia Department of Natural Resources, Coastal Resources Division, to be consistent with applicable provisions of the State of Georgia Coastal Management Program (15 CFR 930). Anyone wishing to comment on Coastal Management Program certification of this project should submit comments in writing within 30 days of the date of this notice to the Federal Consistency Coordinator, Ecological Services Section, Coastal Resources Division, Georgia Department of Natural Resources, One Conservation Way, Brunswick, Georgia 31523-8600 (Telephone 912-264-7218).

### US ARMY CORPS OF ENGINEERS

The Savannah District must consider the purpose and the impacts of the applicant's proposed work, prior to a decision on issuance of a Department of the Army Permit.

Cultural Resources Assessment: The Federal Highway Administration (FHWA), the lead federal agency, has reviewed this project in accordance with Section 106 of the National Historic Preservation Act of 1966 and subsequent amendments. To comply with Section 106 of the National Historic Preservation Act of 1966 and subsequent amendments, GDOT surveyed the project area for archaeological and historic resources. Based on these surveys, no archaeological resources in or eligible for inclusion in the National Register were located within the proposed project's area of potential environmental effect (APE). The FHWA is the lead federal agency for this proposed road improvement project; therefore it is their responsibility to ensure that the project complies with Section 106 of the National Historic Preservation Act of 1966 and subsequent amendments. Also, if cultural resources are identified on the project site, FHWA would be required to complete coordination/consultation pursuant to Section 106 of the NHPA. Based on this, the USACE did not make an effect determination with regards to Section 106 of the NHPA for the proposed project.

Endangered Species: The Federal Highway Administration (FHWA), the lead federal agency, has reviewed this project in accordance with Section 7 of the Endangered Species Act. The GADOT has surveyed the project for federally threatened and endangered species. These species include the following species listed as having Federal protection through the Endangered Species Act: Bachman's warbler (*Vermivora bachmanii*), Kirtland's warbler (*Dendroica kirtlandii*), bald eagle (*Haliaeetus leucocephalus*), red-cockaded woodpecker (*Picoides borealis*), wood stork (*Mycteria americana*), the Eastern indigo snake (*Drymarchon corais couperi*). Critical habitat, as defined by the U.S. Fish and Wildlife Service, is designated in Georgia for the piping plover and the right whale. These habitats however are not associated with the habitats seen on the project site nor are they in close proximity to the project site. Based on the review of the project and in accordance with Section 7(a)(2) of the Endangered Species Act, the FHWA made an effects determination, that the proposed project would have "No Effect" on any federally listed species, nor any critical habitat for such species. The FHWA is the lead federal agency for this proposed action, and as such, would meet all lead federal agency

USACE did not make an effects determination with regard to Section 7 of the ESA for the proposed project.

Public Interest Review: The decision whether to issue a permit would be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision would reflect the national concern for both protection and utilization of important resources. The benefit, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors, which may be relevant to the proposal would be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership and in general, the needs and welfare of the people.

Consideration of Public Comments: The US Army Corps of Engineers is soliciting comments from the public; federal, state, and local agencies and officials; Native American Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received would be considered by the US Army Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

A copy of the Environmental Assessment and NEPA document approved by the Federal Highway Administration for the subject project is available for review at the Federal Highway Administration, Atlanta Federal Center, 61 Forsyth Street, SW., Suite 17th Floor, Atlanta, Georgia; and GDOT's Office of Environment/Location, One Georgia Center, 16th Floor, 600 West Peachtree Street, NW, Atlanta, Georgia.

Application of Section 404(b)(1) Guidelines: The proposed activity involves the discharge of dredged or fill material into the waters of the United States. The Savannah District's evaluation of the impact of the activity on the public interest would include application of the guidelines promulgated by the Administrator, Environmental Protection Agency, under the authority of Section 404(b) of the Clean Water Act.

Public Hearing: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application for a Department of the Army Permit. Requests for public hearings shall state, with particularity, the reasons for requesting a public hearing. The decision whether to hold a public hearing is at the discretion of the District Engineer, or his designated appointee, based on the need for additional substantial information necessary in evaluating the proposed project.

Comment Period: Anyone wishing to comment on this application for a Department of the Army Permit should submit comments in writing to the Commander, US Army Corps of Engineers, Savannah District, Attention: Stanley J. Knight , 100 W. Oglethorpe Avenue Savannah, Georgia 31401-3640, no later than 30 days from the date of this notice. Please refer to the applicant's name and the application number in your comments.

If you have any further questions concerning this matter, please contact Stanley J. Knight, Project Manager, Coastal Branch at 912-652-5348.

Encls

1. Alternative Analysis
2. Project Location Map
3. Waters Maps
4. National Wetlands Inventory Map
5. Plans and Profiles

## 6.0 ALTERNATIVE ANALYSIS

The project presented in this application is not a newly proposed roadway system, but is comprised of the expansion of an existing roadway. Therefore, routing and roadway design alternatives are limited to existing roadway enhancements. These subject roadways were selected for necessary expansion due to their proximity to areas that have undergone significant population growth in recent years.

The following discussion provides details for five alternatives. The first alternative involves a No build or a No-expansion alternative. The next three alternatives are a summation of the alternatives presented in the Practical Alternative Report (PAR) compiled by Thomas and Hutton Engineering Company on behalf of GDOT and approved on 19 February 2008 (report located in Appendix 3). The final alternative is the preferred alternative presented in this application that is a result of a Value Engineering Study (Appendix 3) and a project redesign reducing wetland impacts.

### **No-Build/No-Expansion Alternative**

This alternative would involve no expansion of the subject roadway systems, or a no-build alternative. A no-build alternative would not allow for the expansion of roadways, therefore not adding capacity to roadways that have been determined to be overburdened by population growth in the area. The subject roadways are important arterial links in the Brunswick/Glynn County roadway system. A no-build alternative for this project would continue to create congestion and undesirable traffic operational conditions. As a result of these reasons, this would not be considered a viable option.

### **PAR Roadway Expansion Alternatives**

**PAR Alternative 1:** The design of this alternative would widen SR 99 from an existing two-lane facility to four lanes of approximately 2,007 feet to the west and 2,428 feet to the east before tapering back to the existing two-lane facility on 200 feet of proposed right-of-way. The northern terminus of this design alternative was the intersection of SR 99 and Canal Road. The southern terminus of this design alternative was the intersection of Cate Road and SR 25 Spur.

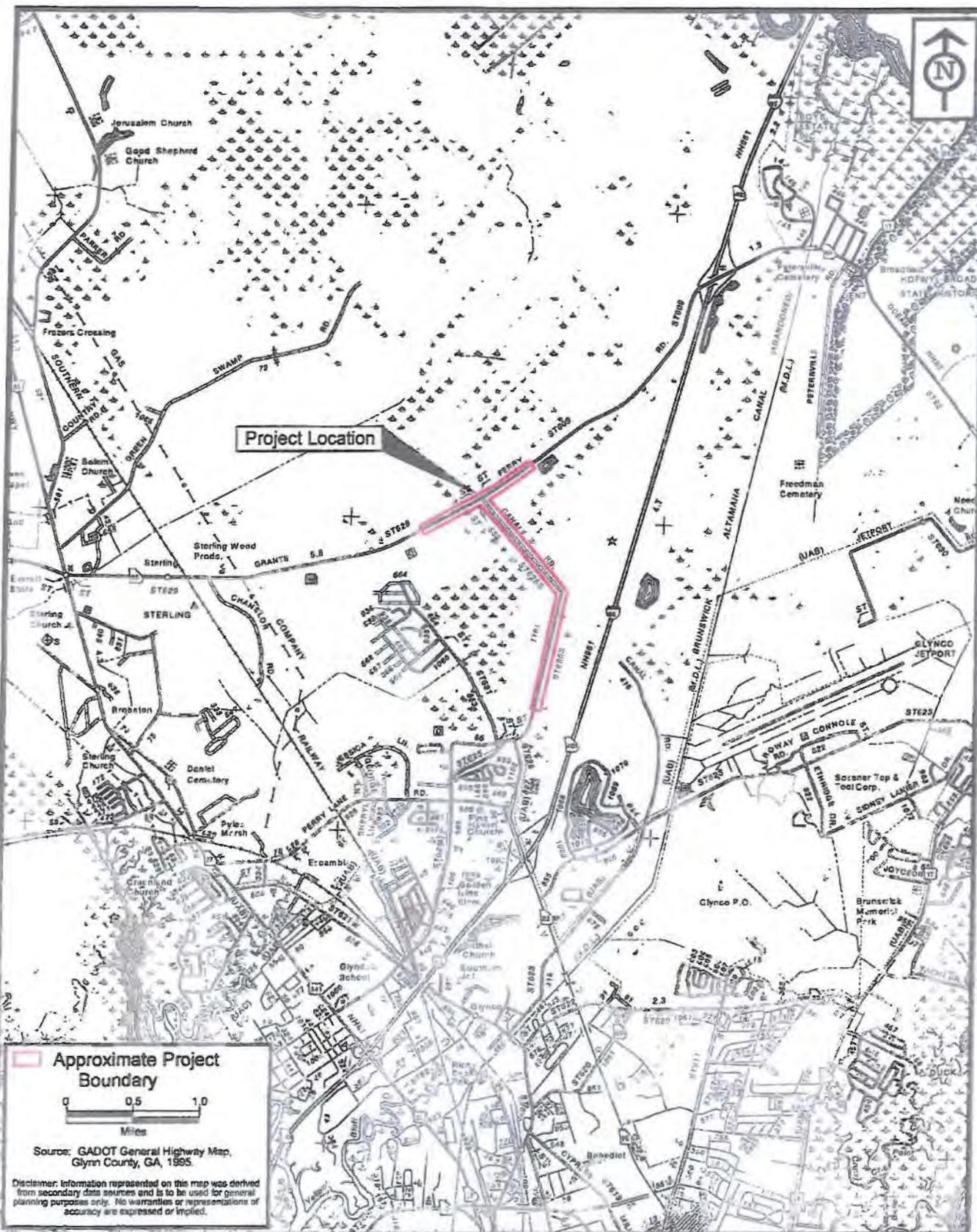
The typical roadway extension section would consist of two, 12-foot lanes in each direction, a 44-foot depressed grassed median, and a 10-foot bikeable shoulder, which consists of 6.5 feet paved and 3.5 feet grassed on each side. The length of the proposed roadway project was approximately 2.10 miles for the SR 25 Spur extension and 0.84 miles for the SR 99 widening. Portions of four wetland resource systems (six wetland impacts) were planned to be impacted, with a total of 8.35-acres of wetland to be filled. This alternative was the best fit alternative at the time of the PAR approval on 18 February 2008. Due to the large amount of wetland impacts, this alternative is not currently deemed a viable option.

**PAR Alternative 2:** The designs associated with this alternative attempted to avoid wetlands along SR 25 and SR 99 where possible. It was determined that complete wetland avoidance within this proposed roadway expansion of SR 25 and SR 99 would not be possible. In order to maximize wetland impact avoidance, a majority of the widening would have to occur on the west side of SR 25. A large portion of the west side of SR 25 is developed, and widening on this side would require the relocation of residences in the Timber Ridge subdivision. Due to the increases in cost of right-of-way acquisition and social impacts, with the addition of proposed displacements, this option would not be considered a viable option.

**PAR Alternative 3:** The design of this alternative minimizes the wetland impact to Wetland 4 and 5 (Figure 2) by reducing the median width of roadway in this area. Based on the GDOT approved concept report, it was desired that the roadways for this project be designed with a 44-foot depressed median with GDOT Type B median cross-overs. This alternative maintains this typical section throughout a majority of the proposed expansion, however as the roadway would approach Wetlands 4 and 5, the median is reduced to a 32-foot depressed median. A 32-foot depressed median is the minimum width allowed for this type (Type B) of cross-over by GDOT. This alternative would result in a negligible reduction in wetland impact based on the overall project impact. This alternative would also create a potentially unsafe roadway design by having the minimum median width near the location of a substantial intersection. As a result, this would not be considered a viable option.

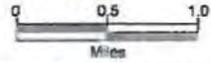
### **Preferred Alternative**

The final alternative is the preferred alternative presented in this application that is a result of a Value Engineering Study (Appendix 3) and a project redesign reducing wetland impacts. The proposed extension in this alternative has been modified from *PAR Alternative 1* to include in the corridor an 11-foot inside lane and a 12-foot outside lane, a 32-foot depressed grassed median, and a 10-foot bikeable shoulder, which consists of 6.5 feet paved and 3.5 feet grassed on each side. SR 99 is now proposed to be widened from an existing two-lane facility to four lanes for approximately 683 feet to the west and 417 feet to the east before tapering back to the existing two-lane facility on 200 feet of proposed right of way. The length of the proposed project footprint is still approximately 2.10 miles for the SR 25 SPUR extension. The length of the actual SR 99 roadway widening will be reduced to 1,110 feet; however, the right-of-way footprint improvements of this portion of the project will still be 4,435 feet or 0.84 miles. A total of 5.925 acres of bottomland hardwood wetland would be permanently filled as part of the newly modified extension plan, demonstrating a reduction of 2.425 acres of wetland impact from *PAR Alternative 1*.



Project Location

Approximate Project Boundary



Source: GADOT General Highway Map, Glynn County, GA, 1995.

Disclaimer: Information represented on this map was derived from secondary data sources and is to be used for general planning purposes only. No warranties or representations of accuracy are expressed or implied.



**ENVIRONMENTAL SERVICES, INC.**  
 413 East Liberty Street  
 Savannah, Georgia 31401  
 (912) 236-4711  
 (912) 236-3666 FAX  
 www.environmentalservicesinc.com

**Project Location on County Highway Map**  
**GDOT Project: STP00-0000-00(421)/SR25**  
**SPUR Extension from Cate Road to Sr99**  
 Brunswick, Glynn County, Georgia

Project:	ES05049.01
Date:	March 2011
Drwn/Chkd:	AJS/CJ
Figure:	1



**STATE ROUTE 25 SPUR EXTENSION FROM CATE ROAD TO S.R. 99  
WATERS OF THE U.S. MAP**

DATE: JANUARY 19, 2011

SCALE: N.T.S.  
DATUM: NAVD 1988

FIGURE 2

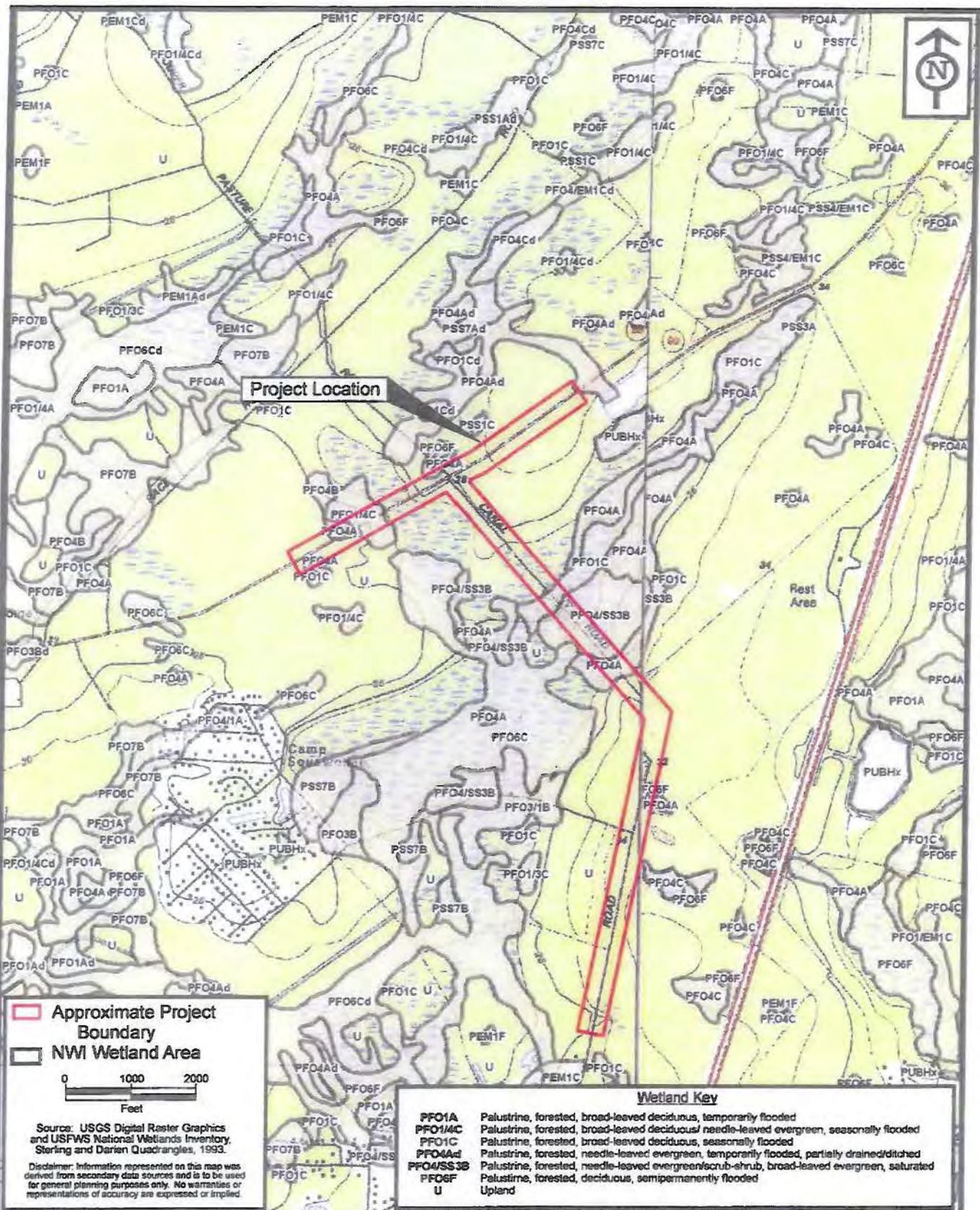
SOURCE: THOMAS & HUTTON ENGINEERING CO.

JOB NO: J-18271 DRAWN BY: SCY

GDOT PROJECT:  
STP-00-0000-00(421)

COUNTY:  
GLYNN COUNTY, GA.

APPLICANT:  
GDOT



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**National Wetlands Inventory Map**  
**GDOT Project: STP00-0000-00(421)/SR25**  
**SPUR Extension from Cate Road to SR99**  
 Brunswick, Glynn County, Georgia

Project:	ES05049.01
Date:	March 2011
Drwn/Chkd:	AJS/CJ
Figure:	4



**STATE ROUTE 25 SPUR  
LOCATION MAP**

DATE: AUGUST 17, 2009

SCALE: N.T.S.     DATUM: NAVD 1988

SHEET 1 OF 9

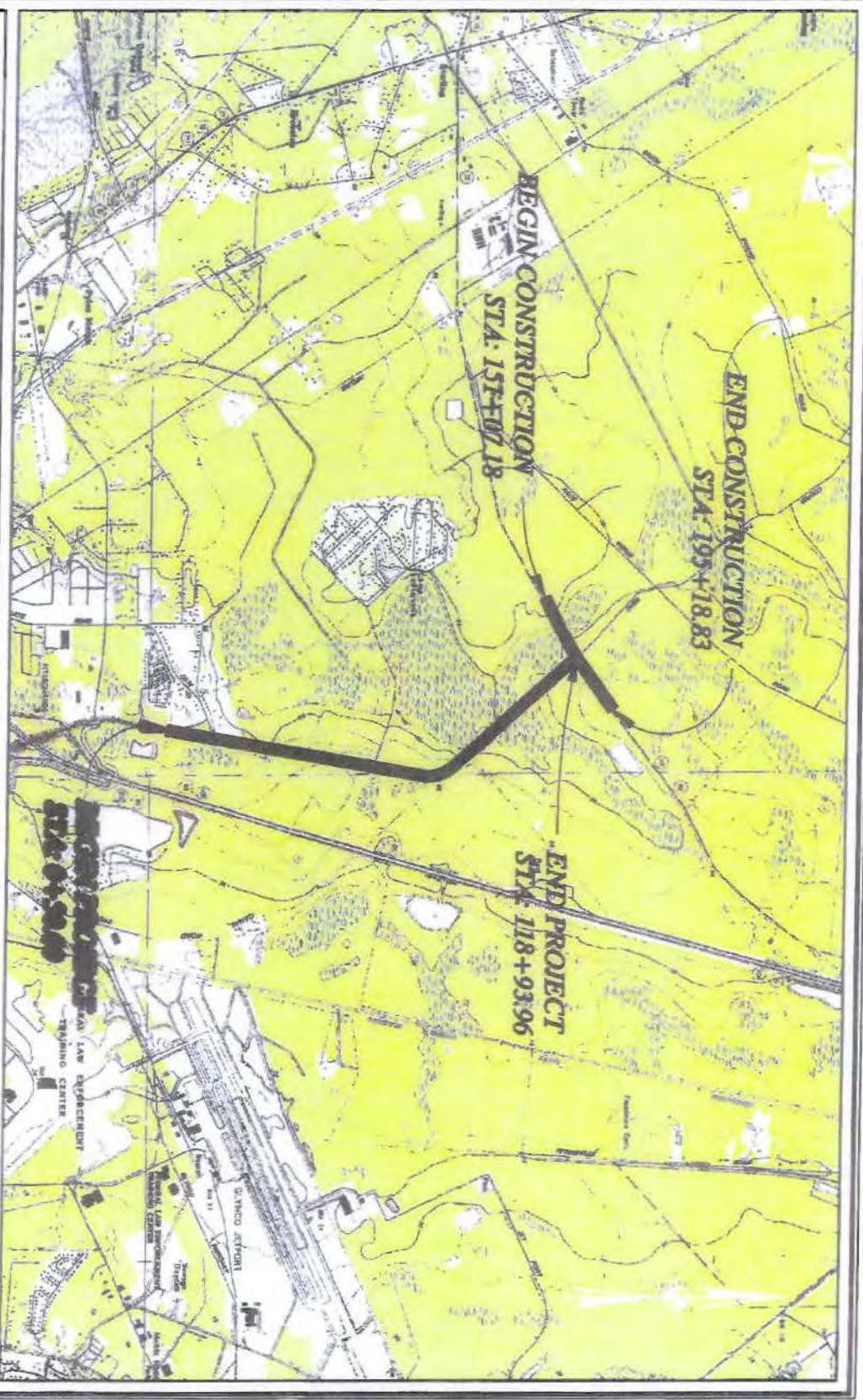
SOURCE: THOMAS & HUTTON ENGINEERING CO.

JOB NO: J-18271     DRAWN BY: CSB

PROPOSED ACTIVITY:  
STATE ROUTE 25 SPUR WIDENING

COUNTY:  
GLYNN COUNTY, GA.

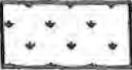
APPLICANT:  
GDOT



**STATE ROUTE 25 SPUR  
 QUADRANGLE MAP**  
 DATE: AUGUST 17, 2009      SCALE:      DATUM:  
 REVISED: NOV. 9, 2010      N.T.S.      NAVD 1988  
 SHEET 2 OF 9  
 SOURCE: THOMAS & HUTTON ENGINEERING CO.  
 JOB NO: J-18271      DRAWN BY: CSB

**PROPOSED ACTIVITY:**  
 STATE ROUTE 25 SPUR WIDENING  
**COUNTY:**  
 GLYNN COUNTY, GA  
**APPLICANT:**  
 GDOT

## LEGEND

SYMBOL	DESCRIPTION	TOTAL ACRES
—	PROJECT AREA	87.086 ACRES
	FRESHWATER WETLANDS	9.183 ACRES
	UPLAND	77.903 ACRES

### PROJECT IMPACTS

FILL



FRESHWATER WETLAND

5.517 ACRES

CUT



FRESHWATER WETLAND

0.408 ACRES

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TOTAL WETLAND IMPACTS

5.925 ACRES

### **STATE ROUTE 25 SPUR**

#### **LEGEND**

DATE: AUGUST 17, 2009  
 REVISED: NOV. 16, 2010

SCALE: DATUM:  
 1" = 100' NAVD 1988

SHEET 3 OF 11  
 SOURCE: THOMAS & HUTTON ENGINEERING CO.  
 JOB NO: J-18271 DRAWN BY: CSB/SCY

**PROPOSED ACTIVITY:**  
 STATE ROUTE 25 SPUR WIDENING

**COUNTY:**  
 GLYNN COUNTY, GA.

**APPLICANT:**  
 GDOT



**STATE ROUTE 25 SPUR**

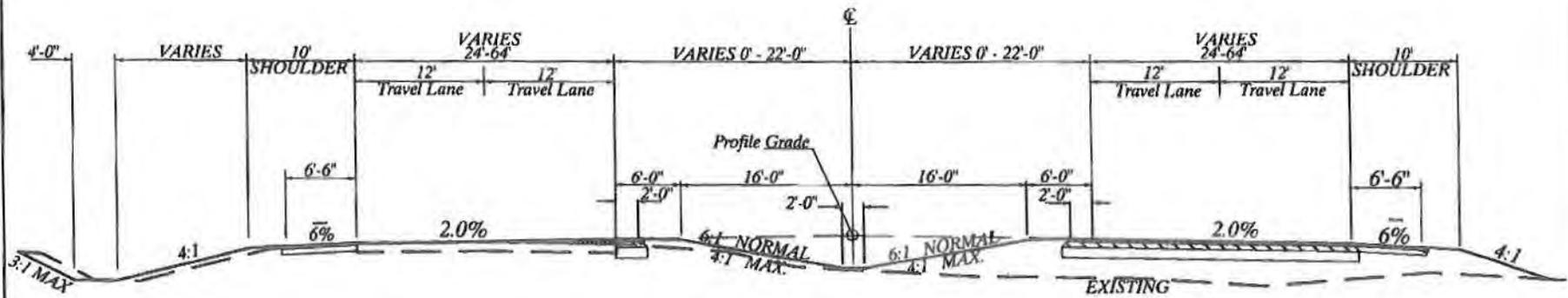
**KEY MAP**

DATE: AUGUST 17, 2009  
REVISED: NOV. 16, 2010  
SHEET 4 OF 11  
SOURCE: THOMAS & HUTTON ENGINEERING CO.  
JOB NO.: J-18271 DRAWN BY: SCY

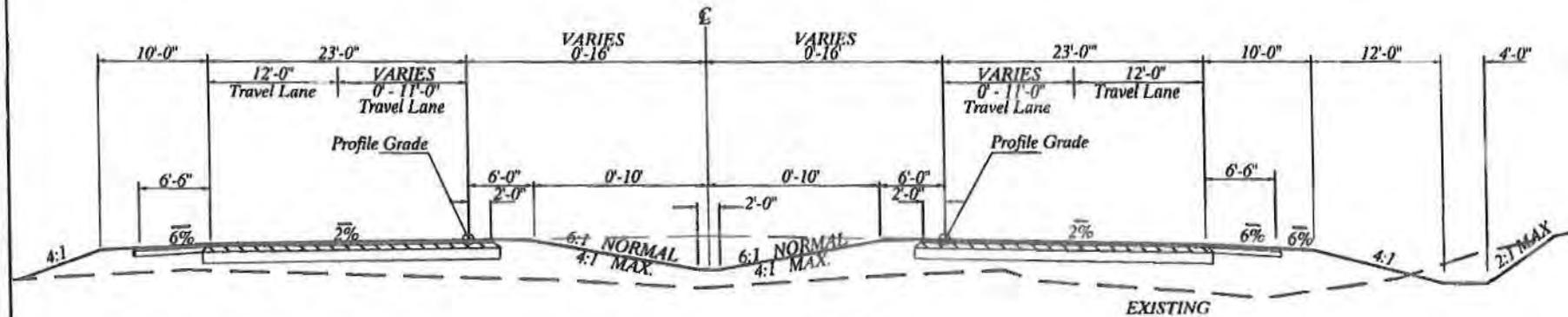
SCALE: 1" = 1,500'  
DATUM: NAVD 1988

**PROPOSED ACTIVITY:**  
**STATE ROUTE 25 SPUR WIDENING**

**COUNTY:**  
GLYNN COUNTY, GA.  
**APPLICANT:**  
GDOT



TYPICAL SECTION- SR 25 SPUR  
NOT TO SCALE



TYPICAL SECTION- STATE ROUTE 99  
NOT TO SCALE

**STATE ROUTE 25 SPUR  
TYPICAL SECTION**

DATE: AUGUST 17, 2009  
REVISED: NOV. 9, 2010

SCALE: N.T.S.      DATUM: NAVD 1988

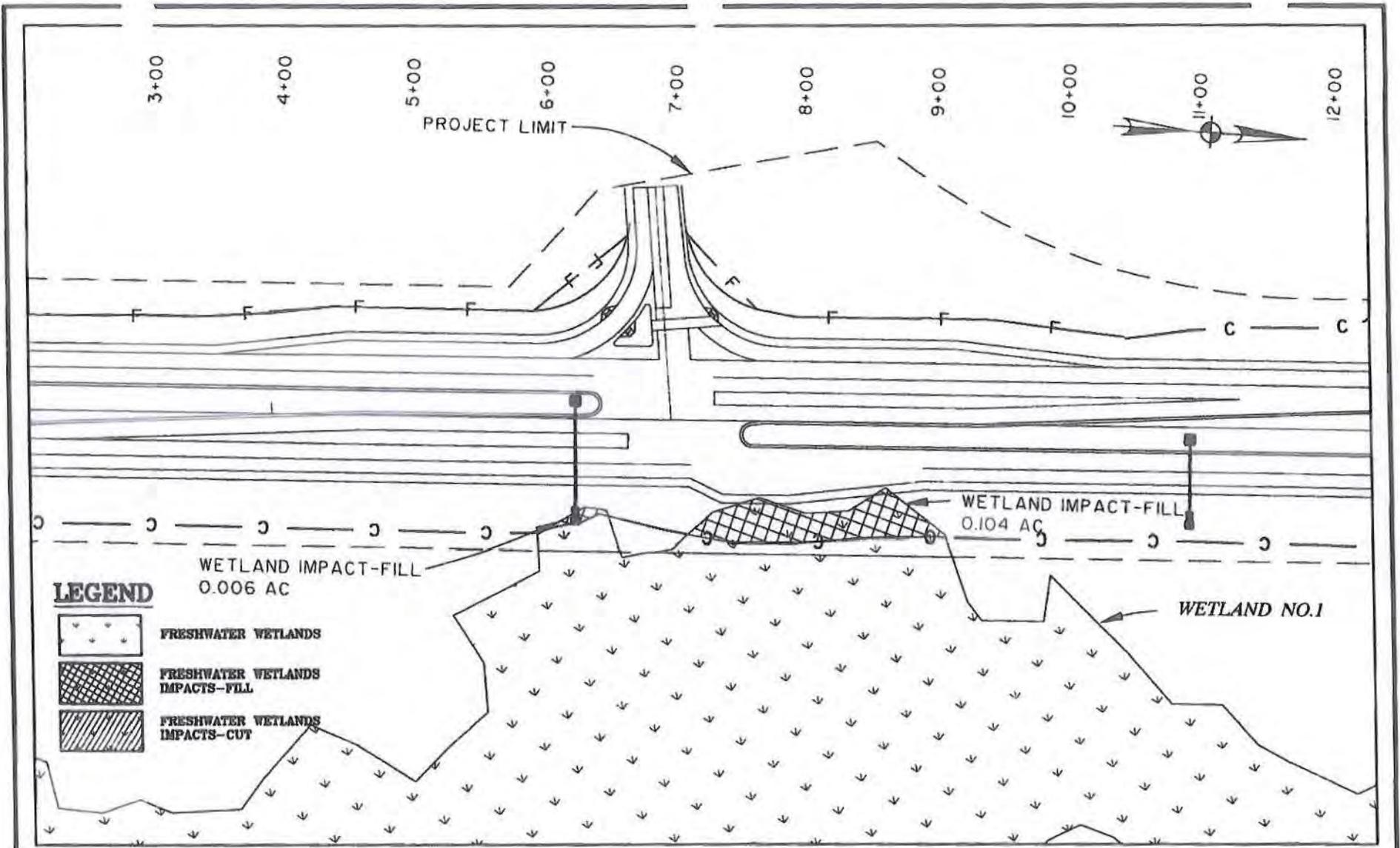
SHEET 5 OF 9  
SOURCE: THOMAS & HUTTON ENGINEERING CO.

JOB NO: J-18271      DRAWN BY: CSB

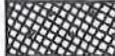
PROPOSED ACTIVITY:  
STATE ROUTE 25 SPUR WIDENING

COUNTY:  
GLYNN COUNTY, GA.

APPLICANT:  
GDOT



**LEGEND**

-  FRESHWATER WETLANDS
-  FRESHWATER WETLANDS IMPACTS-FILL
-  FRESHWATER WETLANDS IMPACTS-CUT

WETLAND IMPACT-FILL  
0.006 AC

WETLAND IMPACT-FILL  
0.104 AC

WETLAND NO. 1

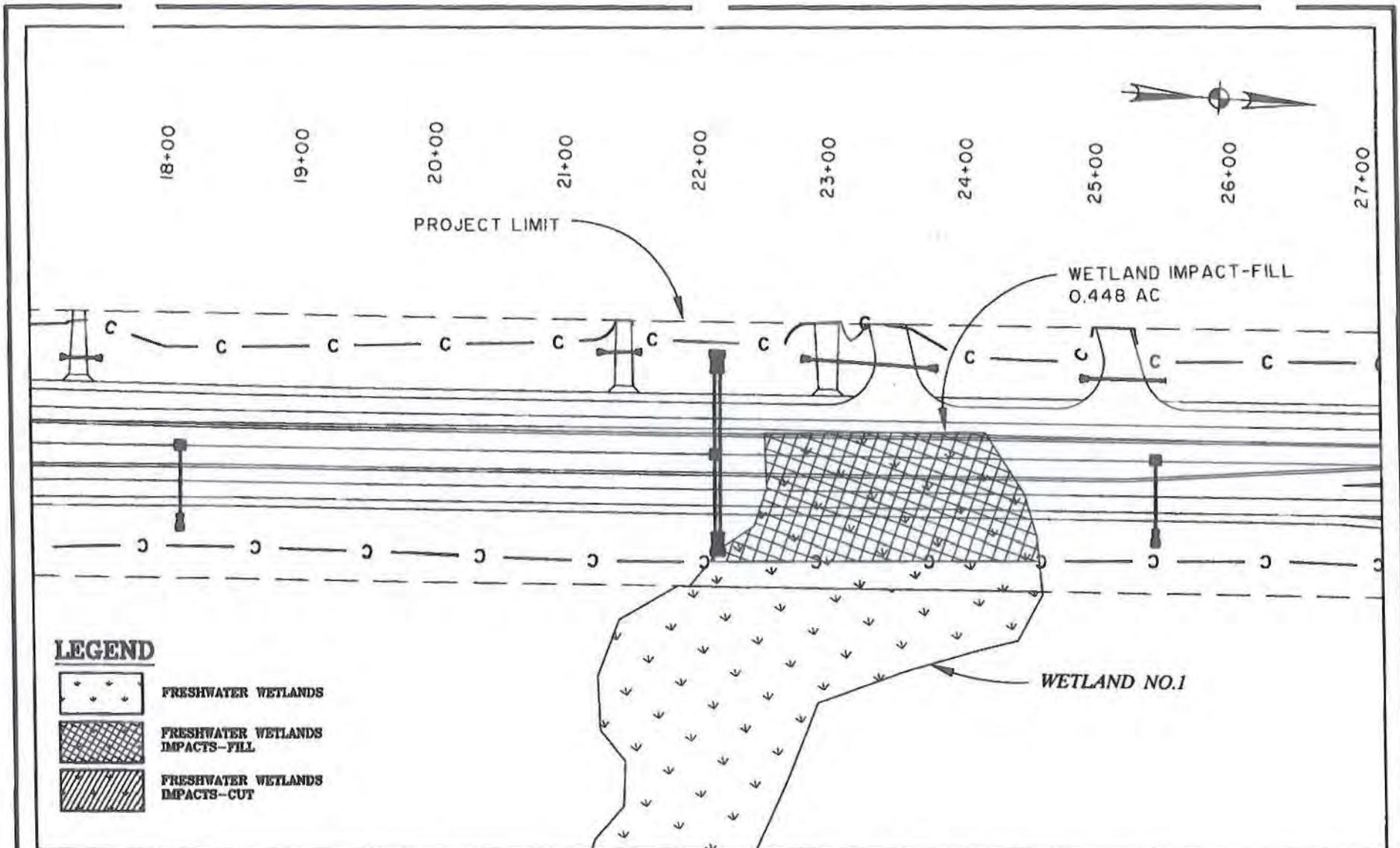
**STATE ROUTE 25 SPUR**

DATE: AUGUST 17, 2009  
 REVISION: MARCH 25, 2011  
 SHEET 6 OF 11  
 SOURCE: THOMAS & HUTTON ENGINEERING CO.  
 JOB NO: J-18271 DRAWN BY: SCY

SCALE: 1"=100'  
 DATUM: NAVD 1988

**PROPOSED ACTIVITY:**  
 STATE ROUTE 25 SPUR WIDENING

COUNTY:  
 GLYNN COUNTY, GA.  
 APPLICANT:  
 GDOT



**STATE ROUTE 25 SPUR**

DATE: AUGUST 17, 2009  
 REVISED: MARCH 25, 2011

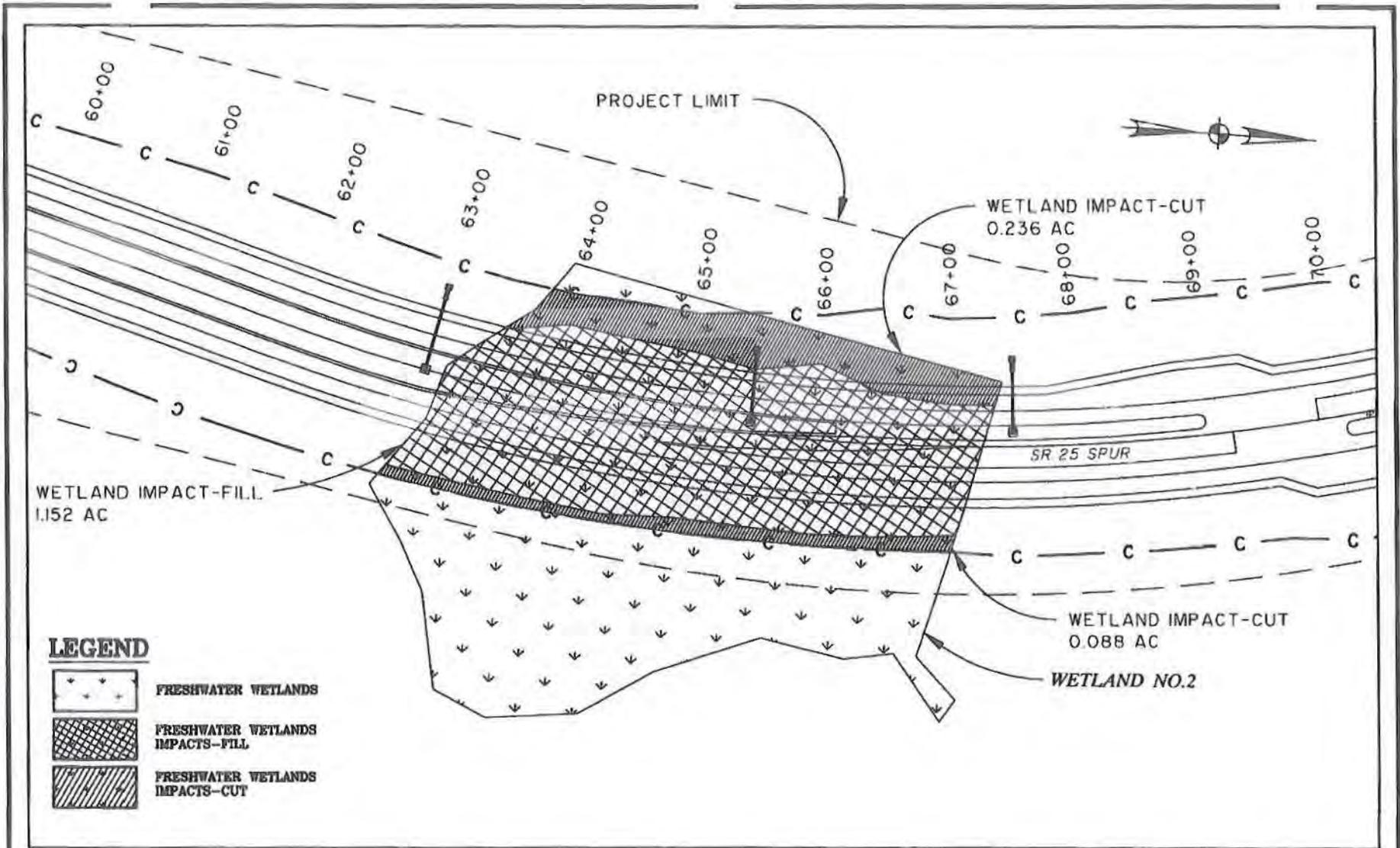
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SHEET 7 OF 11  
 SOURCE: THOMAS & HUTTON ENGINEERING CO.  
 JOB NO: J-18271 DRAWN BY: SCY

PROPOSED ACTIVITY:  
 STATE ROUTE 25 SPUR WIDENING

COUNTY:  
 GLYNN COUNTY, GA.

APPLICANT:  
 GDOT



**STATE ROUTE 25 SPUR**

DATE: AUGUST 17, 2009  
 REVISED: MARCH 25, 2011

SCALE: DATUM:  
 1"=100' NAVD 1988

SHEET 8 OF 11  
 SOURCE: THOMAS & HUTTON ENGINEERING CO.  
 JOB NO: J-18271 DRAWN BY: SCY

PROPOSED ACTIVITY:  
 STATE ROUTE 25 SPUR WIDENING

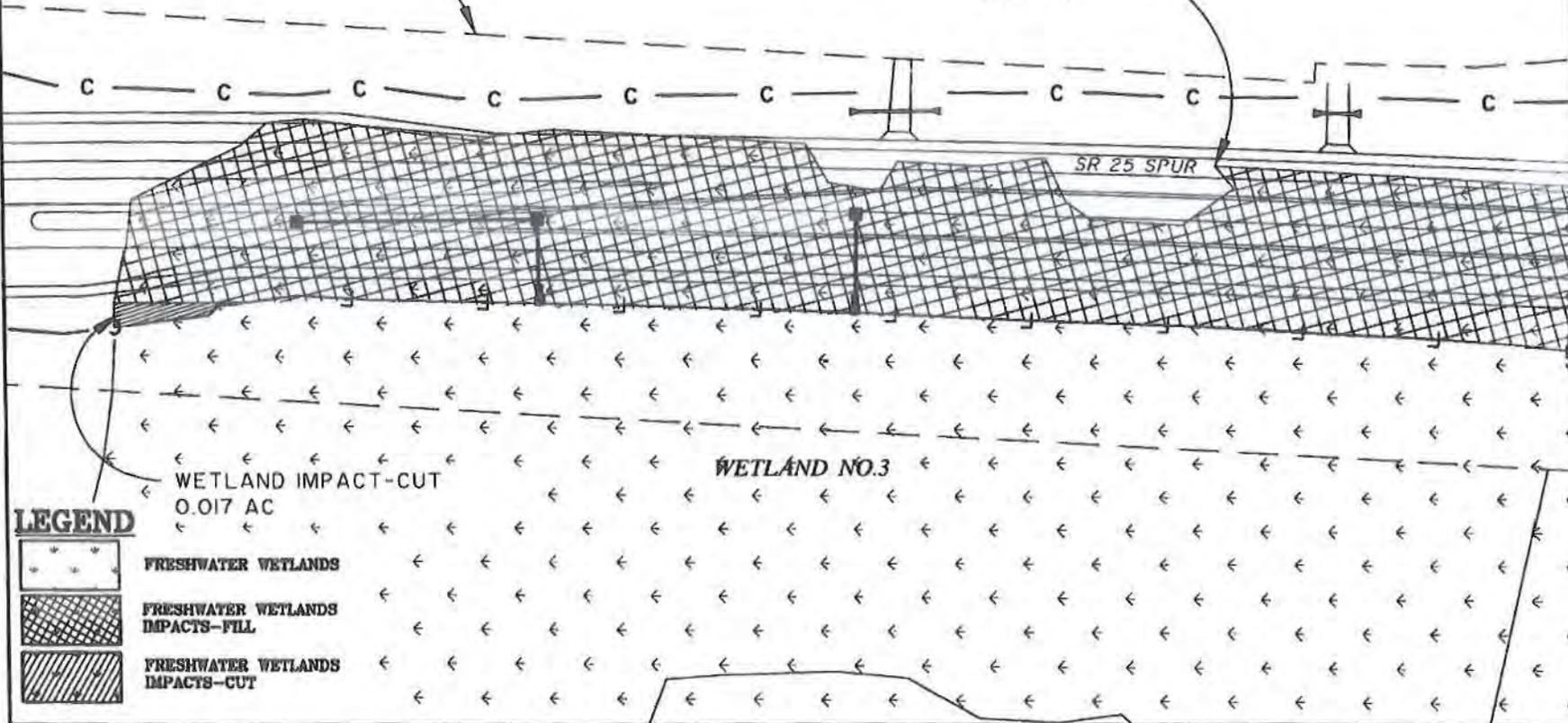
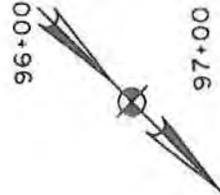
COUNTY:  
 GLYNN COUNTY, GA.

APPLICANT:  
 GDOT

88+00      89+00      90+00      91+00      92+00      93+00      94+00      95+00      96+00      97+00

PROJECT LIMIT

WETLAND IMPACT-FILL  
2.019 AC



**LEGEND**

-  FRESHWATER WETLANDS IMPACTS-FILL
-  FRESHWATER WETLANDS IMPACTS-CUT

WETLAND IMPACT-CUT  
0.017 AC

WETLAND NO. 3

**STATE ROUTE 25 SPUR**

DATE: AUGUST 17, 2009  
REVISED: MARCH 25, 2011

SCALE: DATUM:  
1"=100' NAVD 1988

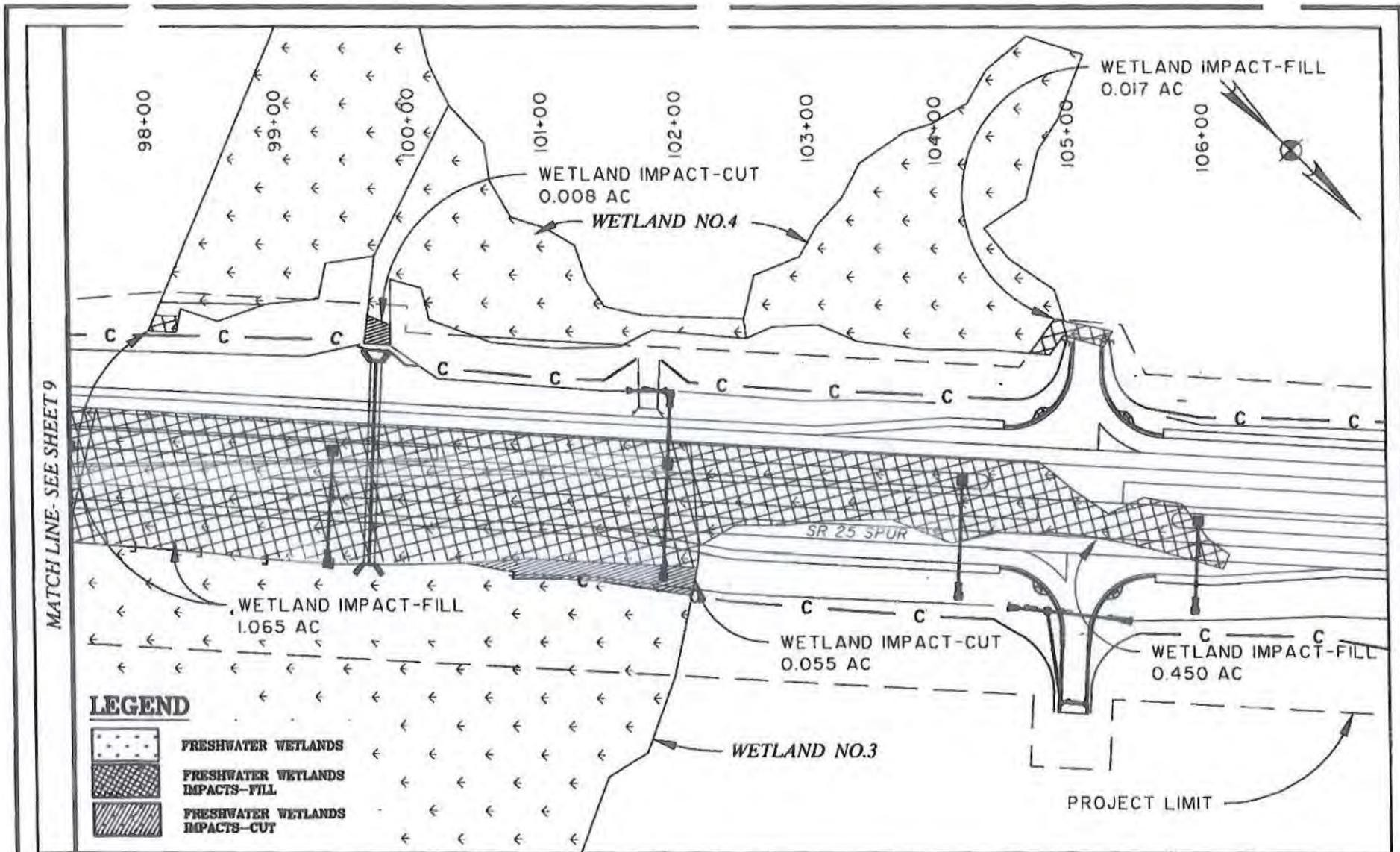
SHEET 9 OF 11  
SOURCE: THOMAS & HUTTON ENGINEERING CO.  
JOB NO: J-18271 DRAWN BY: SCY

PROPOSED ACTIVITY:  
STATE ROUTE 25 SPUR WIDENING

COUNTY:  
GLYNN COUNTY, GA.

APPLICANT:  
GDOT

MATCH LINE- SEE SHEET 10



**STATE ROUTE 25 SPUR**

DATE: AUGUST 17, 2009  
 REVISED: MARCH 25, 2011

SCALE: 1"=100'  
 DATUM: NAVD 1988

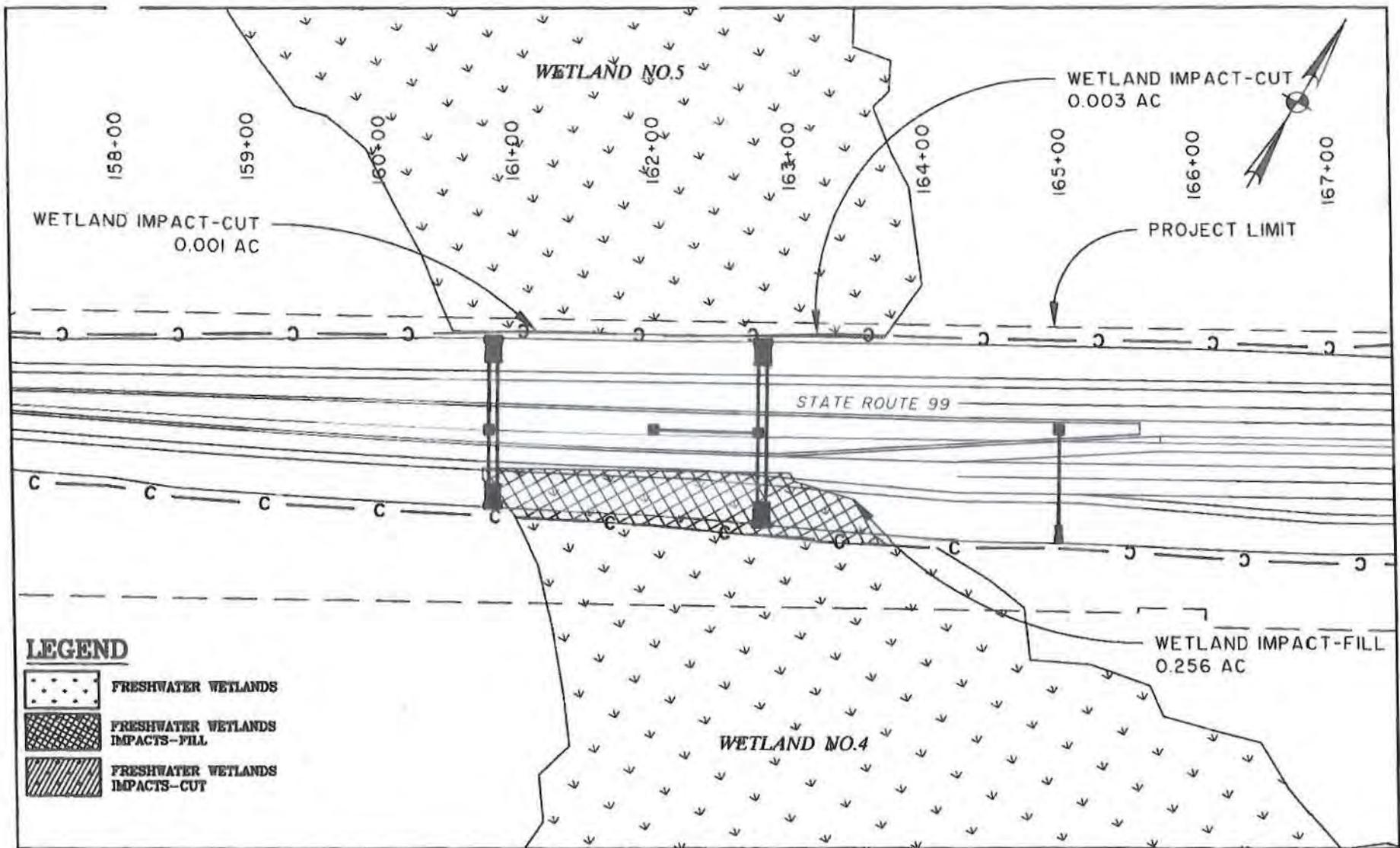
SHEET 10 OF 11  
 SOURCE: THOMAS & HUTTON ENGINEERING CO.

JOB NO: J-18271 DRAWN BY: SCY

**PROPOSED ACTIVITY:**  
 STATE ROUTE 25 SPUR WIDENING

COUNTY:  
 GLYNN COUNTY, GA.

APPLICANT:  
 GDOT



**STATE ROUTE 25 SPUR**

DATE: AUGUST 17, 2009  
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SCALE: 1"=100'  
 DATUM: NAVD 1988

SHEET 11 OF 11  
 SOURCE: THOMAS & HUTTON ENGINEERING CO.  
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**COUNTY:**  
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**APPLICANT:**  
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