

Shoreline Adaptation Inventory and Design Project



Van Zandt Avenue, Warwick. An end of road adaptation project completed in 2017 removed eroded pavement and installed a filter strip. (Photo: CRMC, Save The Bay)

Shoreline adaptation projects address the impacts of coastal storms, sea level rise and stormwater such as erosion, flooding, loss of habitats and shoreline public access. They help to improve the resilience and safety of our shoreline while increasing the benefits of natural systems such as water quality improvement and enhancement of habitat for fish and wildlife.

The CRMC and partners Save The Bay, URI Coastal Resources Center / Rhode Island Sea Grant and the Roger Williams University Marine Affairs Institute have received funding from National Oceanic and Atmospheric Administration (NOAA) and the National Fish and Wildlife Foundation to identify opportunities along Rhode Island's

shoreline for addressing issues such as coastal erosion and flooding while restoring or enhancing natural habitats.

The project, entitled **Shoreline Adaptation, Inventory and Design (SAID)**, will create a statewide inventory of potential projects with input from state agencies, cities, towns and community groups. The inventory will be maintained for use by state agencies, cities and towns in applying for additional funds for project design and implementation.

Project Types for Consideration:

Pavement Removal-- These projects often occur at the ends of roads along the shoreline where tidal flooding has eroded and damaged the existing pavement.

Stormwater Management-- These projects address shoreline impacts of stormwater runoff from upland areas and can include practices such as vegetated swales and bioretention areas.

Structure Removal-- These projects may include removal of structures or parts of structures (such as foundations) that have been damaged by coastal flooding and storm surge, or the relocation of at-risk structures farther inland.



Stillhouse Cove, Cranston had a severely eroded bank which was a safety hazard. The bank was reshaped to a gentler slope to reduce wave energy and lessen erosion. Sand-filled coir logs were added to the bank and native grasses planted. (Photo: CRMC, Save The Bay)

Limiting Vehicle Access-- These projects may include closure of frequently flooded road sections to vehicular traffic and rerouting or relocation of vehicular access.

Bank Re-Grading and Stabilization--These projects address shoreline erosion through activities such as re-grading steep slopes and reinforcing banks with biodegradable materials and vegetation.

Natural Feature Restoration-- These projects may involve planting of vegetation or protecting areas from human impacts.

Culvert Replacement-- These projects restore tidal connectivity or address upstream flooding by removing or replacing undersized culverts.

Utility Removal / Relocation-- This category is included to identify sites where utility poles are at risk from coastal flooding and erosion.

To nominate a project for inclusion in the inventory, use this online [Jot Form](#) or the Coastal Resilience Tool within the [MyCoast Rhode Island app](#). For more information about the project contact Caitlin Chaffee at cchaffee@crmc.ri.gov



Warwick City Park, after the boardwalk was removed and the beach re-graded to lessen the erosion that was taking place. (Photo: CRMC, Save The Bay)

Program Partners:

National Oceanic and Atmospheric Administration (NOAA)

National Fish and Wildlife Foundation (NFWF)

Save The Bay

University of Rhode Island Coastal Resources Center

Rhode Island Sea Grant

Roger Williams University Marine Affairs Institute/ Rhode Island Sea Grant Legal Program



NFWF

