

CRMC DECISION WORKSHEET

2021-10-062

Town of South Kingstown

Hearing Date:			
Approved as Recommended			
Approved w/additional Stipulations			
Approved but Modified			
Denied		Vote	

APPLICATION INFORMATION						
File Number	Town	Project Location		Category	Special Exception	Variance
2021-10-062	South Kingstown	218 Salt Pond Road		B	<input type="checkbox"/>	<input type="checkbox"/>
		Plat 64-4	Lot 11			
		Owner Name and Address				
Date Accepted		Town of South Kingstown		Work at or Below MHW		<input checked="" type="checkbox"/>
Date Completed		180 High Street Wakefield, RI 02879		Lease Required		<input type="checkbox"/>

PROJECT DESCRIPTION

demolish and reconstruct existing public boat launch facility

KEY PROGRAMMATIC ISSUES

Coastal Feature: Manmade Shoreline

Water Type: Type 3, High Intensity Boating

CRMP: 1.2.1(C), 1.3.1(A), 1.3.1(B), 1.3.1(D), 1.3.1(J), 1.3.6

SAMP: <list relevant SAMP sections>

Variances and/or Special Exception Details: None

Additional Comments and/or Council Requirements:

Specific Staff Stipulations (beyond Standard stipulations): See Report.

STAFF RECOMMENDATION(S)

Engineer	<u>DRG</u>	Recommendation:	<u>Approval</u>
Biologist	_____	Recommendation:	_____
Other Staff	_____	Recommendation:	_____

_____ *Dec 28, 2021*
 Engineering Supervisor Sign-Off date

_____ *5 Jan 2022*
 Executive Director Sign-Off date

_____ date
 Supervising Biologist Sign-off

_____ *Dec 28, 2021*
 Staff Sign off on Hearing Packet (Eng/Bio) date

**STATE OF RHODE ISLAND
COASTAL RESOURCES MANAGEMENT COUNCIL
ENGINEERING REVIEW**

TO: Jeffrey M. Willis, Executive Director
DEPT: Coastal Resources Management Council
FROM: Danni Goulet, PE
DEPT: CRMC Engineering Section

Date: December 28, 2021

SUBJ: **CRMC File No.:** A2021-10-062

Owner: Town of South Kingstown Town of South Kingstown

Site Address: 218 Salt Pond Road Plat: 64-4 Lot: 11

Site Town: South Kingstown

Project: Reconstruction of an existing boat ramp with replacement and expansion of the existing floating docks that are adjacent to the ramp.

Water Type/Name: 3, High Intensity Boating

Coastal Feature: Manmade shoreline

Staff Comments/Recommendation:

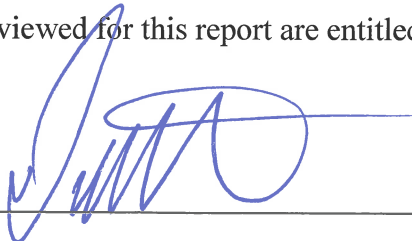
The proposed ramp reconstruction will be performed within a cofferdam that will be removed at the completion of the work. The existing 24 foot wide and 40 foot long ramp will be replaced in the same location however the replacement ramp will be 56 feet long with a 4 foot long run off slab and a 10 foot long stone apron to eliminate the significant erosion issue that the current ramp has at its seaward end. The proposed ramp will be constructed in accordance with the ramp standards in Section 1.3.1.D.10 of the Red Book. Even with the extended length of the reconstructed ramp, the overall fill in tidal waters will decrease by approximately 70 cubic yards. The material that is excavated from the ramp area will be disposed at the Lynn Massachusetts landfill as there is no beneficial reuse potential for the material. There is a letter of intent for the acceptance of the material in the Council package. There is also a proposed stipulation concerning the final disposal location should the Council choose to approve the project.

The existing boat launch facility has a floating dock nearby that is utilized for temporary berthing during ramp use. This floating dock and ramp are also proposed to be replaced in the same location but in a different configuration in order to meet today's Red Book standards. The proposed dock will include a 30 foot long ADA compliant gangway, two six foot wide and twenty foot long floats held in place with piles. The proposal also includes two additional 20 foot long floats that will be attached perpendicularly to the replacement dock. These two floats are new.

The project has already received its Water Quality Certificate from the RIDEM. This is included in the Council package.

The plans reviewed for this report are entitled "Marina park Boat Ramp and Town Dock

Signed _____



Staff Engineer

Replacement” – Salt Pond Road- South Kingstown, Rhode Island, prepared by GZA Geoenvironmental, Inc and stamped by Russell Morgan, PE (#6938) and dated September 2021. There are 6 sheets total.

The following table details this proposals compliance with the pertinent sections of the Red Book.

Red Book Section Number	Section Title	
1.2.1(C)	Type 3 High-Intensity Boating	It is the Councils policy to preserve, protect and where possible enhance Type 3 areas for High Intensity boating and services that support this activity. It is the opinion of the engineering staff that the complete reconstruction and expansion of the boat ramp meets this Council policy.
1.3.1(A)	Category B Requirements	The applicant provided responses to all of the Category B requirements in the application. It is the opinion of staff that these responses are complete and meet the requirements of the Red Book.
1.3.1(B)	Filling, Removing, or Grading of Shoreline Features	The work entails excavation of the existing ramp and removal of material that is unsuitable for a sub-base and to make room for the required new gravel sub-base. The work will be done within a cofferdam and the excess material will be dewatered within a lined basin. The excess material will be disposed of off site at a licensed facility. It is the opinion of staff that the proposal meets the policies and standards of this section of the Red Book.
1.3.1(D)	Recreational Boating Facilities	This section of the Red Book has policies and design standards for boat launch ramps. The applicant has designed the replacement ramp in accordance with these standards.
1.3.1(J)	Filling in Tidal Waters	The project entails excavation of the existing ramp and sub-base. The replacement ramp will be longer and have rip rap at the end to prevent scour that is typical at many boat ramps. The net cut and fill is to have 73 cubic yards less fill in the final configuration. This meets the policies of the Red Book. This also meets the RIDEM standards as they have issued the Water Quality Certificate (November 24, 2021) for this project.
1.3.6	Protection and Enhancement of Public Access to the Shore	It is the Councils policy to require applicants to provide, where appropriate, on-site access of similar type and level to that which is being impact as the result of a proposed activity or development project. This project will enhance the existing public access.

In addition to the standard stipulations for this type of project, Staff offers the following additional stipulation for this project.

1. The applicant shall provide proof of the excess material disposal at Lynn Landfill within 2 weeks of the completion of the work. Any change in the disposal location shall be reviewed and approved by the CRMC prior to any material leaving the project site.



State of Rhode Island and Providence Plantations
Coastal Resources Management Council
 Oliver H. Stedman Government Center
 4808 Tower Hill Road, Suite 3
 Wakefield, RI 02879-1900

(401) 783-3370
 Fax (401) 783-2069

APPLICATION FOR STATE ASSENT

To perform work regulated by the provisions of Chapter 279 of the Public Laws of 1971 Amended.

Project Location <u>218 Salt Pond Road, Wakefield (South Kingstown)</u> <small>No. Street City/Town</small>	File No. (CRMC USE ONLY) 2021-10-062
Owner's Name <u>Town of South Kingstown</u>	Plat: 64-4 Lot(s): 11
Mailing Address <u>180 High Street, Wakefield, RI 02879</u> <small>Address City/Town, State Zip Code</small>	Owner's Contact: Number: 789-9331 x2252 Email Address: rbourbonnais@southkingstownri.com
Contractor RI Reg. # <u>TBD</u> Address _____	Email address: Tel. No. TBD
Designer <u>GZA</u> Address <u>188 Valley Street, Suite 300, Providence RI 02909</u>	Tel. No. (401) 427-2710 (374-3468cell)
Name of Waterway <u>Point Judith Pond (Upper Pond)</u>	Estimated Project Cost (EPC): \$550,000 Application Fee: \$0
Provide Below a Description of Work As Proposed (required). Demolition and reconstruction of an existing public Boat Launching Facility (Ramp and Dock) at Marina Park, Wakefield.	

Have you or any previous owner filed an application for and/or received an assent for any activity on this property?
 (If so please provide the file and/or assent numbers): 1984-12-028 (attached)

Is this site within a designated historic district? YES NO

Is this application being submitted in response to a coastal violation? YES NO

If YES, you must indicate NOV or C&D Number: _____

Name/ mailing addresses of adjacent property owners whose property adjoins the project site. Accurate mailing addresses will insure proper notification. TLM Applicant **must** initial to certify accuracy of adjacent property owners and accuracy of mailing addresses. Separate sheet with the four (4) abutters is attached.

STORMTOOLS (<http://www.beachsamp.org/resources/stormtools/>) is a planning tool to help applicants evaluate the impacts of sea level rise and storm surge on their projects. The Council encourages applicants to use STORMTOOLS to help them understand the risk that may be present at their site and make appropriate adjustments to the project design.

NOTE: The applicant acknowledges by evidence of their signature that they have reviewed the Rhode Island Coastal Resources Management Program, and have, where possible, adhered to the policies and standards of the program. Where variances or special exceptions are requested by the applicant, the applicant will be prepared to meet and present testimony on the criteria and burdens of proof for each of these relief provisions. The applicant also acknowledges by evidence of their signature that to the best of their knowledge the information contained in the application is true and valid. If the information provided to the CRMC for this review is inaccurate or did not reveal all necessary information or data, then the permit granted under this application may be found to be null and void. Applicant requires that as a condition to the granting of this assent, members of the CRMC or its staff shall have access to the applicant's property to make on-site inspections to insure compliance with the assent. This application is made under oath and subject to the penalties of perjury.

Theresa Murphy, Interim Town Manager

Theresa L. Murphy

Digitally signed by Theresa L. Murphy
Date: 2021.10.05 11:57:40 -04'00'

08/04

Owner Name (PRINT)

Owner's Signature (SIGN)

PLEASE REVIEW REVERSE SIDE OF APPLICATION FORM

STATEMENT OF DISCLOSURE AND APPLICANT AGREEMENT AS TO FEES

The fees which must be submitted to the Coastal Resources Management Council are based upon representations made to the Coastal Resources Management Council by the applicant. If after submission of this fee the Coastal Resources Management Council determines that an error has been made either in the applicant's submission or in determining the fee to be paid, the applicant understands that additional fees may be assessed by the Coastal Resources Management Council. These fees must be paid prior to the issuance of any assent by the Coastal Resources Management Council.

The applicant understands the above conditions and agrees to comply with them.

**Theresa L.
Murphy**

Digitally signed by Theresa
L. Murphy
Date: 2021.10.05 11:57:55
-04'00'

10/05/2021

Owner Signature

Date

Theresa L. Murphy, Interim Town Manager; SK Town Hall, 180 High St., Wakefield, RI

Print Name and Mailing Address





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October 6, 2021
File No. 03.00034932.00

Mr. Richard Lucia
Coastal Resources Management Council
Stedman Government Center – Suite 3
4808 Tower Hill Road
Wakefield, Rhode Island 02879

Mr. Neal Personeus
Rhode Island Department of Environmental Management
Office of Water Resources
235 Promenade Street
Providence, Rhode Island

Ms. Charlotte Skolnick
United States Army Corps of Engineers
New England District, Regulatory District
696 Virginia Road
Concord, MA 01742

Re: Application for CRMC Category B Assent, USACE General Permit, and RIDEM Water Quality Certificate
Marina Park Boat Launching Facility
Town of South Kingstown
South Kingstown, Rhode Island

Dear Mr. Lucia, Mr. Personeus, & Ms. Skolnick:

On behalf of our client, The Town of South Kingstown, this application, for the reconstruction of an existing Boat Launching Facility, is being submitted by GZA GeoEnvironmental, Inc. (GZA) pursuant to applicable requirements of the following:

- Rhode Island Coastal Resources Management Council (CRMC) Category B Assent;
- United States Army Corps of Engineers (USACE) General Permit No. 2; and
- Rhode Island Department of Environmental Management (RIDEM) Water Quality Certificate.

The Boat Launching Facility, consisting of a public boat ramp and floating dock, is located at Marina Park, 218 Salt Pond Road, Wakefield, Rhode Island (A.P. 64-4, Lot 11), as shown in **Figure 1**. Marina Park (Site) is in the Upper Pond portion of Point Judith Pond within the Public Marina Special Management District. The boat ramp has been in operation for quite a few years. In 2008, the ramp and the adjacent dock were identified in the Town's Capital Improvement Program for redesign and replacement. The ramp surface is in extremely poor condition and requires complete reconstruction. The dock also requires full replacement and will be designed to accommodate ADA accessibility. The current plans are to demolish the existing boat ramp and floating dock and replace them with a slightly longer boat ramp and a larger floating dock. Reconstruction is anticipated to begin in the late Fall of 2021 with completion in the Spring of 2022.





Prior discussions with CRMC concluded that the reconstruction of the ramp and dock will be processed as a new, Category B Assent since earlier drawings with ramp and dock details could not be located. A prior CRMC Assent to “repair and renovate” was located (CRMC File No. 84-12-28; December 2, 1985; attached), which provides a sketch of the existing ramp and dock, but no specific details. Our understanding is that the ramp and dock were in existence many years before the Maintenance Assent was secured in 1985.

Regarding USACE, we believe the proposed activities can be covered under the Rhode Island General Permit 2 (Repair/Maintenance of Existing Structures) under the Self-Verification (SV) process. And, since there will be temporary disturbance of the shoreline, a RIDEM WQC will likely be needed.

Existing Facility

The facility consists of a concrete boat ramp and a pedestrian dock and is located at the Upper Pond portion of Point Judith Pond. A number of marinas and marina related structures are in the surrounding area. According to CRMC files, renovations/repairs to the facility were approved in 1995 (CRMC File Number No. 84-12-28) and actual work was accomplished shortly thereafter. Initial construction of the facility was likely many years before then. The Pond in this area is classified by CRMC as a Type 3 water – High Intensity Boating.

The existing boat ramp is 24 feet wide and approximately 40 feet long, terminating at approximately two feet below the mean low water (MLW) line (**Figures 2 and 3**). The ramp is constructed with side-by-side 6-inch by 1 foot by 12-foot-long concrete slabs, connected with galvanized steel rods placed perpendicular to the slope of the ramp, and underlain with a 6-inch crushed stone base. Concrete used was a sulfate resistant, air-entraining, Type 2 and/or 5 Portland cement. The ramp slope is approximately 11% from the horizontal. On the land side, the ramp is surrounded by a rip rap revetment and natural vegetation.

The existing floating pedestrian dock is located on the west side of the ramp, approximately parallel to the ramp, with the upper edge connect to a concrete pad. The dock begins as a 20-foot long, 4-foot wide aluminum ramp that connects the concrete pad to the timber float. The float consists of two (2) 20-foot long, 6-foot wide timber decked floats. Total length from the concrete pad to the end of the timber float is approximately 58 feet (accounting for overlaps). The float is supported by four (4) timber piles; two (2) 10-inch diameter pile at the inland end and two (2) 12-inch diameter piles at the water end.

Proposed Renovations

Renovation activities will consist of erection of a temporary cofferdam around the existing ramp, demolition of the existing ramp and pedestrian dock, and construction of the new ramp and dock.

To manage excessive scouring at the waterward end, the length of the new ramp will be longer than the existing ramp: 56'-4" long followed by a 4-foot run-off slab and a 10-foot stone apron at the toe (**Figures 3 and 4**). Width will remain the same at 24 feet. The ramp will consist of 8-inch by 4-foot by 12-foot long precast concrete panels equipped with tongue and groove interlocking ends. The new ramp design will be in accordance with Section 1.3.1.D.10 (Launching Ramp Standards) of the CRMC “Red Book”. Slope will be slightly steeper than the existing slope, approximately 15%. The existing rip rap to the south will be removed to facilitate construction and reset upon completion of ramp.

The ramp panels will be placed on 6 inches of $\frac{3}{4}$ inch stone bedding underlain by 18 inches of crushed (2-inch) stone, underlain by sand and gravel fill placed to the approximate elevation of the bottom of existing organics, which will be removed prior to construction. A 4-foot-long run-off slab with reinforcing bars and a 2-foot vertical leg (to prevent



downward migration of material under the ramp) will be placed at the toe of the ramp. Finally, a 10-foot-long section of 8-inch stone rip rap will be placed after the run-off slab to manage scouring.

The existing pedestrian dock and piles will be removed and replaced with a slightly longer dock: 1 (one) 4 foot wide by 30 foot long ADA approved aluminum gangway followed by two (2) 6-foot wide by 20-foot long timber floats. Total length, accounting for overlaps, will be 69 feet long. As with the existing dock, the floating dock will be anchored by four (4) new 12-inch diameter timber guide piles with connecting hoops. The applicant is also considering adding another series of timber docks, consisting of two (2) 6 feet wide by 20 feet long floats (total length 40 feet) perpendicular to the new float. This float will be anchored by four (4) new 12-inch timber guide piles (Figure 4).

Description of Construction Methods

Prior to construction activities, the contractor will install sediment and erosion controls along the perimeter of the work area consisting of straw wattles (Figures 3 and 6). The wattles will extend a generous distance north and south of the construction area. The staging area for storage of materials and equipment for the project will be on the grassed area immediately northwest of the existing concrete pad (Figure 3). Within this area a temporary soil drainage basin will be constructed to dry the excavated soils removed from the dock area. There will be no disturbance of inland wetland areas, therefore no restoration of inland wetland areas is required. This project does not require coastal bank stabilization and will not permanently alter the existing coastal feature. The existing rip rap at the landward edge on both sides of the ramp area will be removed during construction activities and replaced upon completion.

A temporary steel sheet pile cofferdam, approximately 28 feet wide and 62 feet long will be erected around the existing boat ramp prior to demolition of the existing ramp. This will allow the demolition and reconstruction of the ramp to be performed in the dry. A dewatering basin (Figure 3) will be placed on the existing concrete pad consisting of a non-woven geotextile filter fabric at the bottom and hay bales around the perimeter, and Mirafi 140N (or approved equivalent) filter fabric on the outside of the hay bales. Using a flexible discharge hose, all liquids from within the cofferdam will be directed to the dewatering basin to remove sediment prior to infiltration and eventual return to the Pond. The basin will be sized in the field as conditions necessitate.

Construction activities for the ramp and dock are estimated to last approximately three (3) months.

Estimated Fill Areas and Volumes

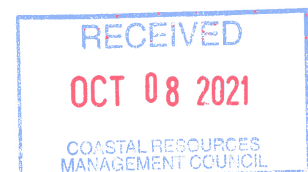
Portions of the proposed project will require fill below the water line. Both, the Mean High Water (MHW) and the High Tide Line (HTL) are depicted on the attached plan sheets. The MHW line is based on NAVD88 datum and the HTL was estimated during field visits observing the line of vegetation, fine shell, and other debris on the foreshore. Both were converted to MLW for the attached plans.

- Area (square feet) of fill proposed to be placed waterward of the HTL:

Concrete Boat Ramp Panels	1,344
Concrete Runoff Slab	96
Stone Apron	280
Rip Rap Around Sides of Boat Ramp	168
Total Area Below HTL	1,888

- Volume (cubic feet) of fill proposed to be placed waterward of MHW:

Concrete Boat Ramp Panels	832
¾" Crushed Stone Base	792





2" Crushed Stone Base	1,872
Sand and Gravel Fill	3,840
Concrete Runoff Slab	120
Stone Apron	186.7
Rip Rap Around Sides of Boat Ramp	420
Total Volume Below MHW	8,063

1.0 CRMC PROGRAM REQUIREMENTS

As no CRMC Assent could be located, the existing boating facility was likely constructed prior to 1971 (when CRMC was established). The only CRMC file located was a 1985 Assent to "repair and renovate" the existing ramp and dock.

The waterbody at Marina Park is classified as a CRMC Type 3 Water. Type 3 Waters are designated for High Intensity Boating. The coastal feature in the immediate area of the ramp/dock consists of a sloped, rip rap revetment; *i.e.*, a manmade shoreline. The area is surrounded by gravel and asphalt parking areas, marinas and related structures, and several dining establishments. Based on review of the tables in Section 1.1.5A of the Coastal Resources Management Program (650-RICR-20-00-1; the "Redbook"), we believe that this project requires a Category B Assent. The following CRMC sections will be addressed below:

- SECTION 1.1.4 Alterations and Activities that Require an Assent from the Coastal Resources Management Council;
- SECTION 1.2.1(D) Type 3 Waters - High Intensity Boating;
- SECTION 1.2.2(F) Manmade Shorelines;
- SECTION 1.3.1(A) Category B Requirements;
- SECTION 1.3.1(D) Recreational Boating Facilities; and
- SECTION 1.3.6 Protection and Enhancement of Public Access to the Shore.

1.1 SECTION 1.1.4 ALTERATIONS AND ACTIVITIES THAT REQUIRE AN ASSENT FROM THE COASTAL RESOURCES MANAGEMENT COUNCIL

A CRMC Assent is required for any alteration or activity proposed for tidal waters within the territorial seas, shoreline features, and areas contiguous to shoreline features.

The ramp/dock to be reconstructed are located in Marina Park, Wakefield, RI, within a Public Marina Special Management District. Marina Park is adjacent to Type 3 waters. This narrative has been prepared to address CRMC requirements necessary to secure an Assent.

1.2 SECTION 1.2.1(D) TYPE 3 WATERS - HIGH INTENSITY BOATING

As noted earlier, this section of Point Judith Pond is denoted as a Type 3 Water. This category includes intensely utilized water areas where recreational boating activities dominate and where the adjacent shorelines are developed as marinas, boatyards, and associated water enhanced and water dependent businesses. CRMC recognizes that recreational boating structures/facilities are an important means by which the boating public gains access to tidal waters and therefore provide an important public service. This project proposes to continue the services available at this existing public boat launch ramp and associated floating docks. The proposed project activities are allowed in Type 3 Waters with a Category B Assent.



1.3 SECTION 1.2.2(F) MANMADE SHORELINES

Manmade shorelines can impact shoreline erosion, affect the appearance of the shoreline, and interfere with public access. CRMC's goals for these shorelines are:

- to encourage the maintenance of structures that effectively mitigate erosion and/or sustain landforms adjacent to the water; and
- to prevent the accumulation of debris along the shore where such structures are ineffective or no longer in active use.

The activities proposed for this project are consistent with CRMC's goals for manmade shorelines since the reconstructed ramp/dock is not expected to impact erosion and will help to ensure that the manmade shoreline is properly maintained.

1.4 SECTION 1.3.1(A) CATEGORY B REQUIREMENTS

The proposed reconstruction activities satisfy the basic requirements for a Category B Assent, specifically:

- a) The Town of South Kingstown endeavors to continue to provide effective and safe public accessibility to Point Judith Pond through the reconstruction of a deteriorated boat ramp and associated floating dock. This is a very busy boat ramp and reconstruction is needed.
- b) All applicable zoning ordinances, building codes, flood hazard standards, and all safety codes, fires codes, and environmental regulations will be met. The construction work for the new ramp/dock will be completed from land to the extent possible. No soil disturbance on land is anticipated at this time. If soil disturbance becomes necessary, the contractor will deploy erosion controls such as straw bales and silt fences to prevent sediment from leaving the immediate work area. The local building official has signed the Building Official form provided in Appendix A. The project team will coordinate with the United States Coast Guard, as needed.
- c) Boundaries of the reconstructed ramp/dock alignment are illustrated on the attached **Figure 4**. Ramp alignment and width will match existing, and the length (including the proposed runoff slab and stone apron) will be 30 feet longer. No federal navigation channels exist in this area of the Pond.
- d) The reconstruction activities are not expected to permanently impact erosion or deposition processes along the shore or in tidal waters. Temporary impacts during construction are expected and will be minimized to the extent possible. We anticipate minimal soil disturbance on land. During the construction phase, if soil disturbance on land is required, best management practices (straw bales, silt fences) will be incorporated to minimize soil erosion and deposition.
- e) The Site is currently being used for launching and retrieval of recreational boats. There are no salt marsh areas proximate to the facility. The renovation of the existing facility will not significantly impact the existing plant and animal life.
- f) The purpose of the renovated ramp/dock is to increase public safety during launching and retrieval of the public's recreational boats to the Pond. The renovated dock will also be ADA compliant.
- g) The renovated ramp/dock will not cause significant impact to water circulation, flushing, turbidity, or sedimentation. Temporary impacts during construction will be limited. As previously described, the addition of rip rap toe protection at the end of the ramp will reduce bottom scouring and entrainment of sediment in the water column during boat launching and pickup.
- h) The proposed use of the Site is similar to its current use. Therefore, there will be no significant deterioration in the water quality at the Site.
- i) A letter from the Rhode Island Historical Preservation Commission dated January 11, 1985, indicates that the existing ramp and dock will have no adverse effect on significant or archeological properties. The Site is not situated in a historical or archaeological significant area. A copy of this Letter is provided in the attached CRMC File No. 84-12-28.





- j) The Site is currently being used for launching recreational boats. The proposed renovations will only improve the use of the Site for recreational activities. The proposed project will not result in conflicts with water dependent uses.
- k) The proposed project will not detract from the scenic qualities of the area. To the contrary, the new ramp and dock will look better and provide a safer facility. Existing structures in the surrounding area will be complimented by the renovated ramp/dock.

1.5 SECTION 1.3.1(D) RECREATIONAL BOATING FACILITIES

Recreational boating facilities are deemed to be a use consistent with the public trust and CRMC encourages the construction of facilities that service a number of users. The renovated ramp and dock will provide safer public access to the water than the current, deteriorated facility. The ramp/dock will accommodate the same number and types of vessels, will withstand environmental conditions at the Site, and will minimize impacts to existing resources. The boat dock will be used by members of the local community and will not service commercial fishing vessels.

Construction methodologies and materials used will be consistent with the standards outlined in Sections 1.3.1(D).10 & 11 of the Red Book, specifically:

- The ramp shall be proximate to parking areas, trailer parking and allow for emergency vehicle access.
- The ramp shall have an angle less than or equal to 15%, extend no less than four (4) feet beyond extreme low water, and have side slopes constructed of rip rap.
- The floating docks and supporting piles will be constructed of non-cresote containing timber and comply with design criteria provided in Table 8 of Section 1.3.1(D).11.

1.6 SECTION 1.3.6 PROTECTION AND ENHANCEMENT OF PUBLIC ACCESS TO THE SHORE

It is the policy of the CRMC to ensure that public access to the shore is protected, maintained and, where possible, enhanced for the benefit of all.

This project will provide, protect, and maintain safe and reliable access to the shoreline by the public. The renovated dock will also provide handicap access.

A completed application form is included with this application package. It is our understanding that a letter from the Local Building Official is not required for this project as no activities requiring a building permit will be conducted. Also, in accordance with Section 1.4.2(D) of CRMC's Management Procedures, a fee has not been included with this application since the applicant (Town of South Kingstown) is a public entity.

2.0 **USACE GENERAL PERMIT REQUIREMENTS**

We believe the project meets authorization requirements under the USACE Rhode Island General Permit No. 2 – Repair or Maintenance of Existing Currently Serviceable, Authorized, or Grandfathered Structures and Fills, Removal of Structures. The demolition and reconstruction of the boat ramp and pedestrian floating dock will produce less than 5,000 square feet of temporary impacts in tidal waters, with no filling in wetlands, and will have no impacts to submerged aquatic vegetation (SAV). A review of Rhode Island's eel grass maps and recent confirmation by CRMC indicates that there is no eel grass in this area of Upper Pond. Any bank stabilization will be incidental to the reconstruction of the existing ramp/dock. Therefore, we believe this project is Self-Verification (SV) eligible with no Pre-Construction Notification required.



In accordance with the General Conditions of the USACE Rhode Island General Permit, the Project will obtain all other required Federal, State, and Local authorizations. Temporary impacts will be minimized to the extent possible by the use of a temporary steel sheet pile cofferdam around the work area within the water, with the dewatering discharge routed through a sedimentation basin. Temporary impacts related to erosion and sedimentation in upland areas will be mitigated utilizing a perimeter straw wattle barrier. There will be no permanent impacts to the Upper Pond since the new ramp and dock will be replacing existing ones; albeit slightly longer. The improvements will not create new impervious surfaces; therefore, treatment of stormwater runoff will not be required.

The replacement of the boat ramp and floating pedestrian dock represent a single and complete project and does not depend on any upland activities. We do not anticipate that any other General Permits are applicable to replacement of the boat ramp. This project is not located on a property owned by the USACE nor will it impact property or easements owned by the USACE. There is no Federally maintained channel in the area. There will be no impacts to navigation. The project team will coordinate with the United States Coast Guard, as needed, to address any safety lights or signals.

This project is not located within any National Wildlife Refuge, National Forest, National Marine Sanctuary, or other National Park. The project is not located in a historic or archeological significant area. Review of the United States Fish and Wildlife Service Information for Planning and Consultation indicated that there are no critical habitats at the project Site (available at <https://ecos.fws.gov/ipac/location/RSSCFNWPP5BOFD7WQPZWIK5KAU/resources>).

This project is not anticipated to impact aquatic life movements or water flows in the Upper Pond. We do not anticipate any discharges of pollutants as a result of this Project. Furthermore, this project will obtain a Water Quality Certificate from RIDEM. Based on review of the Greater Atlantic Region Marine Fisheries Essential Fish Habitat (EFH) mapper available at (<https://www.habitat.noaa.gov/application/efhmapper/index.html>), this portion of the Upper Pond does contain potential fish habitat. However, this project does not require any excavating, dredging, or filling, and is not expected to impact fish habitat, beyond the temporary removal/reconstruction of the boat ramp and floating dock.

There are no vernal pools at the Site. To the extent practicable this project will avoid impacts to the surrounding environment.

Once this project has obtained authorization from the regulatory agencies, copies of the permits/approvals will be kept onsite during construction. Since we believe this project qualifies as an SV project, a completed USACE ENG FORM 4345 is not included with this application package.

3.0 RIDEM WATER QUALITY CERTIFICATION REQUIREMENTS

The Upper Pond portion of Point Judith Pond (RIDEM ID No. RI0010043E-06B) has been assigned a water use classification of SB. SB waters are designated for primary and secondary contact recreational activities and fish and wildlife habitat. They shall be suitable for aquaculture uses (other than shellfish for direct human consumption), navigation, and industrial cooling. These waters shall have good aesthetic value.

There will be no grading or permanent changes to the work area (limit of work). Infiltration of precipitation will not be altered. All dewatering liquid from the cofferdam will be directed to a settling basin prior to discharge back to Upper Pond. There will be no storage of uncovered materials that may contaminate runoff. The project does not create any additional impervious surface requiring stormwater treatment. We do not anticipate any soil disturbance on land and sediment disturbance will be minimized to the extent possible. We believe this project will not adversely impact the water quality of the Upper Pond portion of Point Judith Pond.





A completed application form is included with this application package.

Should you have any questions or require additional information, please do not hesitate to contact Igor Runge at (401) 427-2710. Thank you for your attention to this matter.

Very truly yours,

GZA GEOENVIRONMENTAL, INC.

Handwritten signature of Rebecca Thormann in blue ink.

Rebecca Thormann, P.E.
Assistant Project Manager

Handwritten signature of Igor Runge in blue ink.

Igor Runge, Ph.D., P.H.
Consultant/Reviewer

Handwritten signature of Russel Morgan in blue ink.

Russel Morgan, P.E.
Senior Principal

Attachments: 6 Sheet Plan Set
Application Forms (CRMC Assent and RIDEM WQC)
Site Photographs
Proof of Ownership
Abutters List
CRMC File No. 84-12-28



Photographic Log

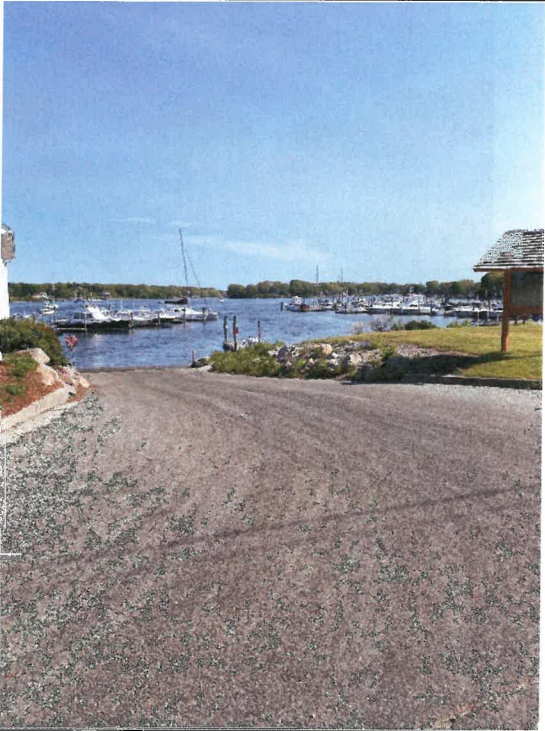
Client Name: Town of South Kingstown		Site Location: Marina Park Boat Ramp 218 Salt Pond Road, South Kingstown, RI	Project No. 03.0034928.00
Photo No. 1	Date: 5/20/21		
Direction Photo Taken: South			
Description: View of site from Salt Pond Road.			


Photo No. 2	Date: 5/20/21	
Direction Photo Taken: South		
Description: View of Town pile-supported floating dock		





Photographic Log

Client Name: Town of South Kingstown		Site Location: Marina Park Boat Ramp 218 Salt Pond Road, South Kingstown, RI	Project No. 03.0034928.00
Photo No. 3	Date: 5/20/21		
Direction Photo Taken: North			
Description: View of boat ramp and land access to Town dock.			

Photo No. 4	Date: 5/20/21		
Direction Photo Taken: South			
Description: View of top of boat ramp and pile-supported Town dock in background.			



RHODE ISLAND
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
235 Promenade Street, Providence, Rhode Island 02908-5767

November 24, 2021

Town of South Kingstown
c/o Theresa Murphy
180 High Street
Wakefield RI, 02879

RE: WQC/STW File No. 21-184
Marina Park Boat Launch Facility
218 Salt Pond Road, Assessor's Plat 64-4, Lot 11, South Kingstown, RI.

Dear Ms. Murphy:

The Rhode Island Department of Environmental Management Office of Water Resources (RIDEM OWR) has reviewed the above referenced project for compliance with the State Water Quality Regulations (250-RICR-150-05-1). The purpose of the project is to demolish the existing boat ramp and floating dock and to replace them with a slightly longer boat ramp and larger floating dock, as further described in your application and detailed on site plans consisting of 6 sheets as prepared by Russell J. Morgan of GZA GeoEnvironmental, Inc., dated September 2021 and received by RIDEM OWR on October 15, 2021. The State Water associated with this project is Point Judith Pond, class SB.

It has been determined that the above-referenced application is compliant with the requirements of the RI State Water Quality Regulations, provided that the Applicant complies with the above-referenced application materials and the following conditions:

- 1) You must notify the RIDEM OWR contact person identified below of the anticipated date of construction and your contractor's contact information, prior to any site disturbance.
- 2) Prior to construction, proper erosion and sedimentation controls/procedures, as identified in the above-referenced plans, are installed and maintained in functional condition for the duration of the construction project.
- 3) Prior to construction, you must erect or post a sign resistant to the weather and at least twelve (12) inches wide and eighteen (18) inches long, which identifies the initials "DEM" and the application number(s) assigned to this project. The sign must be posted in a conspicuous location near the site access and maintained until the project is complete.
- 4) All fill material shall be clean and free of matter that could cause pollution of the waters of the State. Crushed stone placed below the Mean High Water (MHL) line must be washed to remove dust prior to placement.
- 5) No sewage, refuse, or waste of any kind shall be discharged into waters of the State from activities associated with the proposed project. Any release of materials from the site associated with the project during the construction period will require immediate notification to RIDEM OWR.
- 6) No in-water fueling or maintenance of vessels shall be performed at this facility.



- 7) No dredging beyond the limits of the steel sheet pile cofferdam, as depicted on sheet 6 of the above-mentioned plans, is authorized under this approval.
- 8) The temporary steel sheet pile cofferdam must be completely removed upon construction completion; the cofferdam shall not be cut and left in-place.
- 9) A copy of this WQC must be kept at the site at all times during site preparation, construction, and final stabilization. Copies of this WQC must be made available for review by any RIDEM or Town representative upon request.
- 10) Any alterations, additions, or modifications to the project design plans from that approved herein must first be reviewed and approved by RIDEM OWR.
- 11) You must notify the RIDEM OWR contact person identified below upon completion of the project.
- 12) This WQC shall expire on November 24, 2024. Project construction is to be completed by this date. You are required to submit a request for any modification(s) and/or extension(s).
- 13) This WQC does not relieve your obligation to obtain and adhere to any other applicable local, state and federal permits prior to commencing construction. Should any stipulation/condition identified within any other applicable permit be in conflict with the conditions set forth in this WQC, the applicant shall notify RIDEM OWR immediately.

You are required to adhere to all above Terms and Conditions and carry out this project in compliance with the State Water Quality Regulations at all times. Issuance of this certificate/permit does not bar RIDEM, nor any of its various Divisions, from initiating any investigation and/or enforcement actions that it may deem necessary for violations of this permit or of any and all applicable statutes, regulations and/or permits.

This is the State's Water Quality Certification, which shall have the full force and effect of a permit issued by the Director. Violation of the Terms and Conditions of this Certification may result in violation of the State's Water Quality Regulations and appropriate enforcement action.

If you have any questions regarding the contents of this WQC, you may contact Sarah Frazar at sarah.frazar@dem.ri.gov or (401) 222-6820, extension 2777243.

Sincerely,

A handwritten signature in black ink, appearing to read "Neal Personeus".

Neal Personeus, Senior Environmental Scientist
Federal 401/State WQC Program
Office of Water Resources
Rhode Island Department of Environmental Management

ec: Charles A. Horbert, RIDEM
Russel Morgan, GZA
Igor Runge, GZA
Dan Goulet, CRMC
Charlotte Skolnick, USACOE, New England District



State of Rhode Island
Coastal Resources Management Council
Oliver H. Stedman Government Center
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879-1900

(401) 783-3370
Fax (401) 783-2069

PUBLIC NOTICE

File Number: 2021-10-062 Date: November 15, 2021

This office has under consideration the application of:

Town of South Kingstown
180 High Street
Wakefield, RI 02879

for a State of Rhode Island Assent to construct and maintain: Remove and replace the boat ramp and adjacent floating dock at the Marina Boat Launching Facility. The ramp will be the same width, the rebuilt ramp will have a slightly steeper slope and include a new 4 foot run-off slab and a 10 foot stone apron. The new ramp will be constructed using interlocking concrete panels installed on an engineered stone sub-base. The existing floating dock will be replaced with an ADA aluminum gangway with 2 – 6-foot wide by 20-foot long floats which will be 11-feet longer than the existing floats. The proposal contains 2 new floats that are 6 feet wide and 20 feet long each installed perpendicular to the main float.

Project Location:	218 Salt Pond Road
City/Town:	South Kingstown
Plat/Lot:	64-4 / 11
Waterway:	Point Judith Pond

Plans of the proposed work may be seen at the CRMC office in Wakefield.

In accordance with the Administrative Procedures Act (Chapter 42-35 of the Rhode Island General Laws) you may request a hearing on this matter.

You are advised that if you have good reason to enter protests against the proposed work it is your privilege to do so. It is expected that objectors will review the application and plans thoroughly, visit site of proposed work if necessary, to familiarize themselves with the conditions and cite what law or laws, if any, would in their opinion be violated by the work proposed.

If you desire to protest, you must attend the scheduled hearing and give sworn testimony. A notice of the time and place of such hearing will be furnished you as soon as possible after receipt of your request for hearing. If you desire to request a hearing, to receive consideration, it should be in writing (**with your correct mailing address, e-mail address and valid contact number**) and be received at this office on or before December 15, 2021.

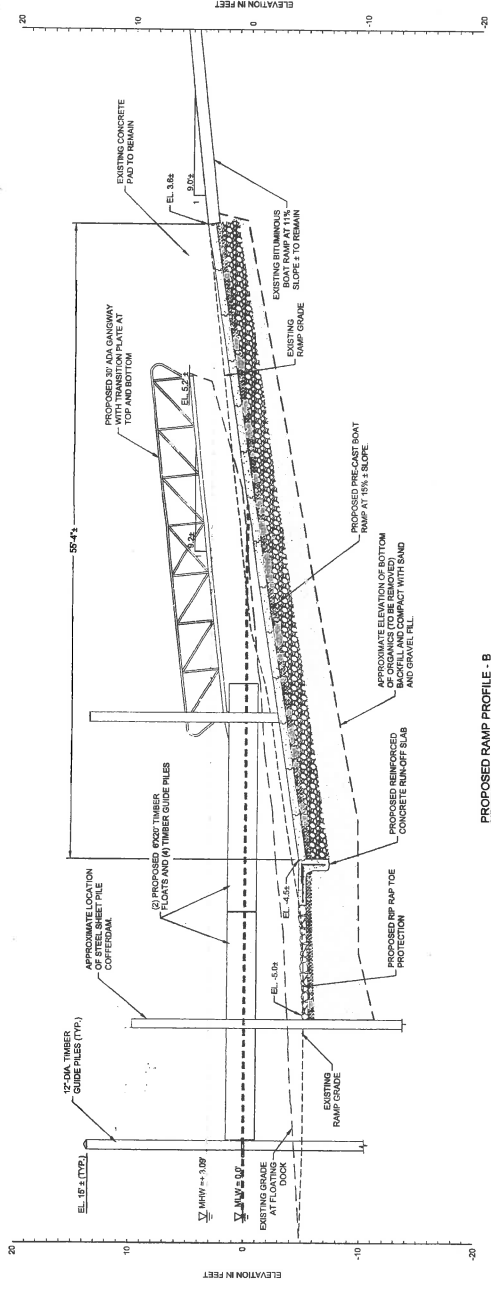
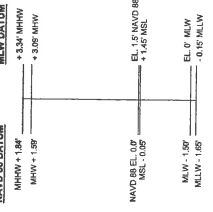
GENERAL NOTES:

- ELEVATIONS ARE IN FEET AND REFERENCE MEAN LOW WATER FOR THE STATE OF MINNESOTA, MINNEAPOLIS, FEMA 100-YEAR FLOOD ZONE ASH-1.0.
- LIMITED TOPOGRAHIC AND HYDROGRAPHIC SURVEY PERFORMED BY FRIEDEL & BALCH & ASSOCIATES, LAND SURVEYORS, INC., IN 2017 AND REPRESENTS CONDITIONS AT THE TIME OF THE SURVEY.
- THE SUBJECT PROPERTY DELETED PERSON ASSUMES TO BE WITHIN ZONES X AS ELEVATION 10, REFERENCE FEMA FLOOD INSURANCE RATE MAP A00002311, DATED OCTOBER 16, 2013.
- THE LOCATION OF EXISTING STRUCTURES ON ADJUTING ORTHOPHOTOPANOGRAPHY IS INDICATED USING DIGITAL AERIAL

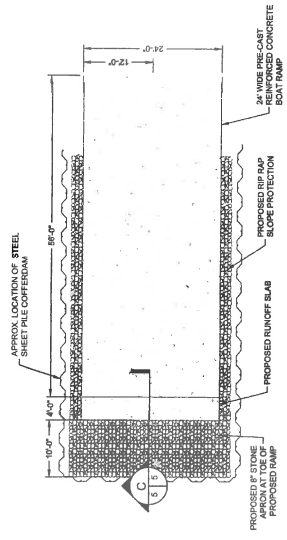
LEGEND

- MEAN HIGH WATER (MHW)
- MEAN SEA LEVEL (MSL)
- MEAN LOW WATER (MLW)

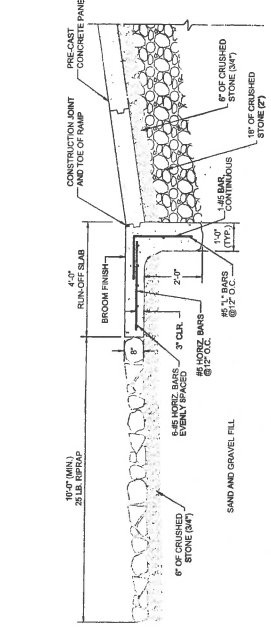
VERTICAL DATUM CONVERSION



PROPOSED RAMP PROFILE - B
SCALE 1/4"=1'-0"



PROPOSED RAMP DETAIL
SCALE 1/8"=1'-0"



PROPOSED SECTION - C
SCALE 1/4"=1'-0"

PERMITTING ONLY
NOT FOR CONSTRUCTION

NO.	ISSUE/DESCRIPTION	BY	DATE

UNLESS SPECIFICALLY STATED BY WRITTEN AGREEMENT, THIS DRAWING IS THE SOLE PROPERTY OF GZA. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF GZA. THE USER OF THIS DRAWING IS TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR OBTAINING ALL NECESSARY INFORMATION FROM THE LOCAL AGENCIES AND AGENCIES OF THE STATE OF MINNESOTA. THE USER OF THIS DRAWING IS TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INFORMATION FROM THE LOCAL AGENCIES AND AGENCIES OF THE STATE OF MINNESOTA. THE USER OF THIS DRAWING IS TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INFORMATION FROM THE LOCAL AGENCIES AND AGENCIES OF THE STATE OF MINNESOTA.

PROPOSED PROFILES AND DETAILS PLAN

PREPARED BY: GZA GeoEnvironmental, Inc.
ENGINEER: [Signature]
PROJECT NO.: 24832.00
DRAWN BY: [Signature]
CHECKED BY: [Signature]
DATE: SEPTEMBER 2021

RECEIVED
OCT 08 2021
SOUTH KINGSTOWN TOWN COUNCIL



STATE OF RHODE ISLAND

HISTORICAL PRESERVATION & HERITAGE COMMISSION

Old State House 150 Benefit Street Providence, RI 02903

Telephone 401-222-2678
TTY 401-222-3700

Fax 401-222-2968
www.preservation.ri.gov

Mr. Raymond Coia, Chair
Coastal Resources Management Council
Stedman Government Center, 4808 Tower Hill Road
Wakefield, RI 02879

CRMC File Number: 2021-10-062
Applicant: Tommy Scott Kinghorn
Town: South Kingstown
Response Date: 10/26/21

Dear Mr. Coia,

The Rhode Island Historical Preservation & Heritage Commission has reviewed the above- referenced project. It is our conclusion that this project will have no effect on any significant cultural resources (those listed on or eligible for listing on the National Register of Historic Places).

These comments are provided in accordance with 650-RICR-20-00-1.2.3 Areas of Historic and Archaeological Significance of the Coastal Resources Management Council. If you have any questions, please contact Charlotte Taylor, Senior Archaeologist, or Elizabeth Totten, Project Review Coordinator, at this office.

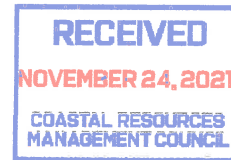
Very truly yours,

Jeffrey Emidy
Acting Director, RIHPHC



Fill Areas for Permitting - Marina Park Boat Ramp

· Area (square feet) of fill proposed to be placed waterward of the HTL:			
Concrete Boat Ramp Panels	1,344		
Concrete Runoff Slab	96		
Stone Apron	280		
Rip Rap Around Sides of Boat Ramp	168		
Total Area Below HTL	1,888		
· Volume (cubic feet) of fill proposed to be placed waterward of MHW:			
Concrete Boat Ramp Panels	832		
¾" Crushed Stone Base	792		
2" Crushed Stone Base	1872		
Sand and Gravel Fill	3840		
Concrete Runoff Slab	120		
Stone Apron	186.7		
Rip Rap Around Sides of Boat Ramp	420		
Total Volume Below MHW	8063	CF	
	299	CY	
· Volume (cubic feet) of fill proposed to be placed landward of MHW:			
Concrete Boat Ramp Panels	64		
¾" Crushed Stone Base	48		
2" Crushed Stone Base	144		
Sand and Gravel Fill	108		
Concrete Runoff Slab	0		
Stone Apron	0		
Rip Rap Around Sides of Boat Ramp	0		
Total Volume Above MHW	364	CF	
	13	CY	
· Total Volume (cubic feet) of fill proposed to be placed:			
	8427	CF	
	312	CY	
· Total Volume (cubic feet) of removed material (incl. sediment and existing ramp):			
	10388	CF	(no contingency)
	385	CY	
· Net Volume (cubic feet) of fill:			
	-1961	CF	
	-73	CY	



November 22, 2021

To: Rebecca K. Thormann, P.E. MA, ME, NH
Assistant Project Manager | Marine & Waterfront Engineering
GZA | p: 603-762-7352 | rebecca.thormann@gza.com | www.gza.com

Dear: Rebecca

**Re: 218 Salt Pond Road, Wakefield, RI. (A.P 64-4, Lot 11)
Marina Park Boat Ramp and Town Dock Replacement.**

Lynn Landfill is providing this letter as an expression of its intent to accept the COMM-97-001 suitably stabilized sediments your company has to offer for our closure project contingent upon the material meeting our acceptance criteria. The following is the current facility information:

Facility Name: Lynn Landfill
Facility Address: Hanson Street, Lynn MA 01905
Contact Person: Jon Simpson - Project Manager – 857-246-6801
Sean Roberts – Approvals Manager – 857-246-6819
MADEP BWP Permit #: X282455

Currently the project is working under the DEP approved CAD which requires grading and shaping material to be used in order to complete the closure. There is no specific limitation regarding the daily amount of material that may be received but we reserve the right to limit the daily volumes in order to address local or operations constraints.

Charter appreciates the opportunity to assist you with material disposal requirements now and into the future. If we can be of further assistance, please feel free to call me at 857-246-6801.

Sincerely,

Jon Simpson

LYNN LANDFILL

The cornerstone of the COMM-97 soils disposal market for Boston projects. Currently taking soils daily, through 2022. (Saturdays Optional)

2021-10-062



Accepted Materials:

- Soils meeting the requirements for unlined landfills of MassDEP's Policy COMM-97-001, Reuse and Disposal of Contaminated Soil at Massachusetts Landfills
 - Parameters not specified in COMM-97-001 approved for use if less than applicable MassDEP RCS-2 standards established in the MCP
- High conductivity marine soils
- Street sweepings
- Dewatered dredge spoils that meet the acceptance criteria established for unlined landfills in MassDEP's COMM-97-001 Policy
- Dewatered catch basin cleanings from stormwater only drainage systems
- BUD materials with statewide approvals for use in unlined landfills as grading and shaping materials subject to the specific conditions for use of the material.
- Materials otherwise approved by the Department for grading and shaping at unlined landfills such as water treatment plant residuals.

Contact

Facility pricing requests: jsimpson@charter.us

Facility approval packages: approvals@charter.us

Next day trucking requests (once approved): trucks@charter.us

RECEIVED

NOVEMBER 24, 2021

DEANAL WATSON
INTEGRITY GROUP

**Lynn Landfill Company, LLC
Material Profile**

PWO#: _____
Approval #: _____

A. PROJECT INFORMATION:

Project Name:	On Site Contact Email:
Address:	On Site Contact Name: Cell Phone #:
Trucking Start Time: 6:00AM 7:00AM	Trucking Route Attached: Yes No
Anticipated Trucking Start Date:	Anticipated Trucking Completion Date:

B. CUSTOMER (Who The Landfill Invoice Is Going To):

Company:	Billing Contact:
Billing Address:	Billing Phone: Extension:
Project Number or PO#:	Billing Contact Email:

C. CONSTRUCTION MANAGER INFORMATION:

Company:	Project Contact: Title:
Address:	Office Phone: Extension:

D. MATERIAL TYPE & QUANTITY:

Material Type: _____ Yards = _____ x _____ = _____ Tons

Cubic Yards = _____ / Number of Samples _____ = Frequency of one Sample Per _____ CY

Physical Description of Material:

E. MATERIAL CHARACTERIZATION METHODS:

- | | | |
|---|---|--|
| <input type="checkbox"/> Grab Samples | <input type="checkbox"/> Composite Samples | <input type="checkbox"/> _____ # Grabs per Composite |
| <input type="checkbox"/> Headspace Screened | <input type="checkbox"/> Visual Contamination | <input type="checkbox"/> Olfactory Contamination |
| <input type="checkbox"/> Stockpile Samples | <input type="checkbox"/> In-Situ Samples | <input type="checkbox"/> Other: _____ |

F. LAB ANALYSIS PERFORMED:

- | | | |
|--------------------------------|---|---|
| <input type="checkbox"/> VOCs | <input type="checkbox"/> TPH | <input type="checkbox"/> Flash Point/Ignitability |
| <input type="checkbox"/> SVOCs | <input type="checkbox"/> RCRA 8 | <input type="checkbox"/> Conductivity |
| <input type="checkbox"/> PCBs | <input type="checkbox"/> pH, Reactivity | <input type="checkbox"/> |

Other Analysis Performed & Why: _____



Lynn Landfill Company, LLC
Material Profile

PWO#: _____
Approval #: _____

G. LSP OPINION LETTER (REQUIRED STATEMENT(S)):

Attach a letter from a Licensed Site Professional or Qualified Environmental Professional (as defined by COMM-97-001) indicating that they have reviewed the analytical data and have formed the opinion that the soil is suitable for use as subgrade fill at the Lynn Landfill. At a minimum the Letter must contain the following statements”

- *“In my opinion, the analysis performed as submitted for review are sufficient to adequately characterize the identity and concentrations of contaminants in the material proposed for reuse at the Lynn Landfill”*
- *“Based on my review of the attached data, it is my opinion as a Licensed Site Professional (Or Qualified Environmental Professional) that the material is appropriate for reuse as pre-capping shaping and grading material at the Lynn Landfill”*

*If additional chemicals are detected, the material shall be acceptable if one or both of following conditions are met. Check applicable condition(s):

- A - The detected chemicals are solely the result of background conditions and not the result of a release at the site or anthropogenic activities
- B- The concentrations of detected chemicals are less than the applicable **RCS-2** levels as defined in 310 CMR 40.1600 (MCP)

If Box “A” is checked then include the following statement in the LSP Opinion Letter:

“In my opinion, the chemicals that were detected that are not specifically listed in Table 1 of COMM-97-001 represent background conditions (naturally occurring) and are not the results of a release or anthropogenic activities and are therefore appropriate for reuse as pre-capping shaping and grading material at the Lynn Landfill”

The letter shall include sufficient information concerning the site of generation, regional background concentrations, and contaminants associated with those releases, and any additional information sufficient to justify this opinion.

H. GENERATOR CERTIFICATION:

By signing this Attachment, I hereby certify that I have reviewed the documentation provided by _____ under their LSP or QEP Opinion Letter dated _____ and have confirmed that it, and accompanying documents, contain true and accurate descriptions of the material intended for reuse at the Lynn Landfill, meet the acceptance criteria, screening procedures, and due diligence described within the COMM-97-001 Policy. There is no reason to suspect or believe material intended for reuse at the Lynn Landfill site has been impacted by any release of oil or hazardous materials or contains any other contaminants than those at levels described herein. I agree to promptly remove any material delivered to the Lynn Landfill site that is determined by the Lynn Landfill Company, LLC. to not meet the Lynn Landfill acceptance criteria. Should Lynn Landfill Company take action to remove such materials from the Lynn Landfill site, Lynn Landfill Company, LLC will be compensated by the Generator for all costs incurred including damages. Furthermore, I agree and give permission to Lynn Landfill Company or its Environmental Consultant to collect confirmatory samples for QA/QC purposes or for any other reason Lynn Landfill Company determines necessary.

Generator Signature:	Date:
Generator – Printed Name:	





Lynn Landfill Company, LLC - Approval Package Acceptance Checklist

~ RETURN this with Opinion Letter that Contains Details Listed Below ~

The following details are provided within the Approval Package:	<u>Circle One</u>	
1. Laboratory Results comply with DEP COMM-97-001 or COMM-94-007	Yes / No	
2. Opinion provided to support why data older than 1 year is still representative	Yes / No	NA
3. Generator/LSP used Due Diligence in Characterization of the proposed material	Yes / No	
4. VOC Sample(s) were taken as discrete samples per EPA Method 5035	Yes / No	
5. Composite samples consist of at least 5 grab samples	Yes / No	
6. Description of source, type of release, and contamination is provided.	Yes / No	
7. Description of current and former site usage/history is provided.	Yes / No	
8. Onsite LSP Representative will witness excavation/loading of material.	Yes / No	
9. Field screening data used to support chemical composition provided.	Yes / No	
10. Detailed physical description of the material is provided.	Yes / No	
11. Site characterization and sampling plan is provided.	Yes / No	
12. Is asbestos containing material (ACM) present in the material?	Yes / No	
13. TCLP results provided for totals at or above RCRA 20x TCLP trigger levels	Yes / No	NA
14. RCRA and/or TSCA delineation sampling details & lab results provided	Yes / No	NA
15. LSP statement material is not a listed or characteristic hazardous waste.	Yes / No	
16. Data table comparing Site results to MA Unlined Landfill criteria attached	Yes / No	
17. Material was tested for Conductivity. (If "No" reason to be in Opinion Letter)	Yes / No	
18. Have all Lab data QA/QC discrepancies been discussed in LSP Opinion Letter	Yes / No	
19. Chains of Custody have been provided and verified to not be broken.	Yes / No	
20. Contaminants not listed Under COMM-97 or COMM-94 are discussed	Yes / No	
21. Completed "Lynn Landfill Company – Material Profile" sheet attached	Yes / No	
22. Signed & Stamped MSR or BOL is provided.	Yes / No	
23. Submitted analytical was performed by a Massachusetts Certified Laboratory	Yes / No	
24. Complete analytical reports are provided with non-applicable sheets X'd out	Yes / No	

MA LANDFILLS

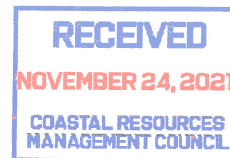


Table 1
CONTAMINANT LEVELS FOR SOIL REUSE AT LANDFILLS
APPROVAL CRITERIA

CONTAMINANT	Reuse Levels (mg/kg) ^a	
	Lined Landfills	Unlined Landfill
Total Arsenic	40	40
Total Cadmium	80	30
Total Chromium	1000	1000
Total Lead	2000	1000
Total Mercury	10	10
Total Petroleum Hydrocarbons (TPH)	5000	2500
Total PCBs ^b	<2	<2
Total SVOCs ^c	100	100
Total VOCs ^d	10	4
Conductivity ^e (umhos/cm)	8000 umhos/cm	4000 umhos/cm
Listed or Characteristic Hazardous Waste (TCLP) ^f	NONE	NONE

TABLE 1 NOTES:

- a. The reuse levels are expressed as total levels in mg/kg and apply to reuse of soil as daily cover, intermediate cover, and pre-capping contour material at lined landfills and unlined landfills as described in this Policy.
- b. Total concentrations of polychlorinated biphenyls EPA Method 8080.
- c. Total concentrations of compounds listed in EPA Method 8270.
- d. Total Concentration of compounds listed in EPA Method 8260.
- e. For soil which may be expected to contain elevated NaCl.
- f. TCLP testing shall be performed for metals or organic compounds when the total concentrations in the soil are above the theoretical levels at which the TCLP criteria may be exceeded. For guidance parties shall consult United States Environmental Protection Agency, Memorandum #36, "Notes on RCRA Methods and QA Activities", pp. 19-21, Gail Hanson, January 12, 1993

[Please note that the methods specified in footnotes d, e, and f indicate the universe of chemicals to be added up in calculating the total concentrations for these classes of contaminants.

Lynn Landfill Company, LLC



This Attachment Expires: **December 31, 2022**

As permit and project details are updated the information in this attachment will change and therefore an “Expiration” date has been supplied above for this attachment. If this version has expired, please request a current one via Approvals@Charter.us

LSP Opinion Letter & MSR/BOL Receiving Facility Information:

Operator/Facility Name:	Lynn Landfill Company, LLC.
Contact Person:	Jon Simpson
Title:	Director of Environmental Services
Street:	Hanson Street
City/Town:	Lynn
State:	MA
Zip Code:	01905
BOL/MSR Scale Telephone:	857-443-4194
MADEP BWP SW25 CAD Permit #:	X282455
Type of Facility:	Other – Grading & Shaping Soils

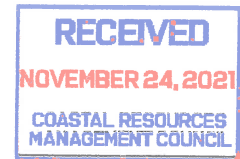
Note: The attached “Lynn Landfill Trucking Rules” Must be attached to front of every BOL or MSR used to send material to the Lynn Landfill. Trucks will not be allowed access without this as the front page of the shipping document they present to the scale house.

Email Approval Packages to: Approvals@Charter.us

If Charter will be the Transporter of this material, use information below for MSR/BOL

Transporter/Common Carrier Name:	Charter Contracting Company, LLC
Contact Person:	Jon Simpson
Title:	Director of Environmental Services
Street:	500 Harrison Avenue, 4R
City/Town:	Boston
State:	MA
Zip Code:	02118
Telephone:	(617) 594-4054

Lynn Landfill Company, LLC



Trucking Rules – v 5.0

1. **TRUCK ROUTE:** Access to the Lynn Landfill for all trucks delivering Materials to the Lynn Landfill will be from the Lynnway (Route 1A) to the signalized intersection at **Hanson Street**, turning onto Hanson Street and following to the end and then into the site. Trucks exiting the Lynn Landfill will then exit via Riley Way and Marine Blvd.
2. **NO CELL PHONE USE WHILE AT THE LANDFILL**
3. While inbound and at landfill, use CB **CHANNEL 3** to speak with Scale & Dozer.
4. CB Radios are required at landfill, trucks without CBs will NOT be permitted to dump.
5. No queuing before 7:00AM at scale, local parking lots, or on adjacent roads, including cutting through or waiting in the Flea Market parking lot.
6. Adhere to all posted speed limit at all times. Site Speed Limit is **10 MPH**
7. PPE shall be worn while out of the truck; Hard hat, Safety Glasses, Hi-visibility clothing
8. Pay attention while dumping the load to observe load in the tub
9. Use of engine brake or “Jake” brake is STRICTLY prohibited in **Lynn**.
10. Deliveries during facility/scale permitted operating hours only.
11. No stopping/shopping at local businesses for any reason.
12. Use caution when entering and leaving site. Come to a complete STOP at the Exit gate.
13. No Slamming of tailgates.
14. Show signed “Lynn Landfill Trucking Rules” sheet to Landfill Scale Operator on every load.

ATTENTION DRIVERS: If for any reason you are going to arrive at the scale after 3:30 pm please call scale house by 3:00 pm to let us know. Scale will stay open until 4:00 pm for scheduled deliveries.

Scale Phone – (857) 443-4194

Alt 1 Contact – Luis Medina (857) 300-0556

Alt 2 Contact – Rob Sharp (857) 206-0179 or Sean Roberts (978) 420-5890

Trucks not adhering to these rules shall be restricted from working onsite

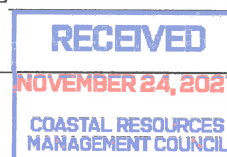
I (print name) _____ Truck driver for the

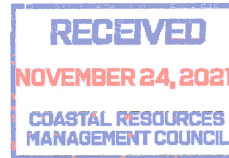
Truck Company _____ .I have read the

above Lynn Landfill Trucking Rules. I understand the Lynn Landfill Trucking Rules and will abide by the Lynn Landfill Trucking Rules.

SIGNATURE _____ DATE _____

Truck Drivers Cell phone # _____





DATE

Mr. Jon Simpson
Lynn Landfill Company, LLC.
500 Harrison Avenue, Suite 49
Boston, Massachusetts 02118

Subject: Request for Acceptance of Catch Basin Cleanings at the Lynn Landfill Site
SOURCE AND/OR OWNER NAME

Dear Mr. Simpson:

OWNER requests that the Lynn Landfill Company, LLC. accept up to **QUANTITY** cubic yards (cy) of catch basin cleanings as grading and shaping materials at the Lynn Landfill Closure project in Lynn, Massachusetts. These materials were generated by **OWNER's** operations at the following locations:

LIST LOCATIONS OR TOWN STREETS, ETC...

We are providing the attached sampling and laboratory analysis for these catch basin cleanings. **THEY ARE NOT REQUIRED TO TEST CBC's BUT SHOULD PROVIDE ANY DATA THAT THEY MAY HAVE – If there is not testing, they should replace this paragraph with "No sampling and laboratory analysis of these catch basin cleanings has been performed."**

This letter certifies that these catch basin cleanings have been collected only from drainage systems that are physically separated from a wastewater collection system (e.g. not from a combined sewer/drainage system).

This letter also certifies that the catch basin cleaning materials have not been impacted by a spill of petroleum products, hazardous materials or other impacts, and that the catch basin cleanings are not mixed with any other materials (e.g. soils or street sweepings).

A good quality picture of the stockpiled material has been attached and the material has drained of free liquids and does not contain large amounts of leaves and/or solid waste such as road debris, roadkill, bottles, cans, etc.

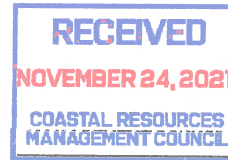
If you have any questions please feel free to contact me.

Sincerely,

OWNER'S REPRESENTATIVE
ADDRESS
PHONE NUMBER

DATE

Mr. Jon Simpson
Lynn Landfill Company, LLC
500 Harrison Avenue, Suite 4R
Boston, Massachusetts 02118



Subject: Request for Acceptance of Street Sweepings at the Lynn Landfill Site
SOURCE AND/OR OWNER NAME

Dear Mr. Simpson:

OWNER requests that the Lynn Landfill Company accept up to **QUANTITY** cubic yards (cy) of street sweepings as grading and shaping materials at the Lynn Landfill Closure project in Lynn, Massachusetts. These street sweepings were generated by **OWNER's** operations at the following locations:

LIST LOCATIONS OR TOWN STREETS, ETC...

We are providing the attached sampling and laboratory analysis for these street sweepings and have compared them to the Massachusetts COMM-97-001 Unlined Landfill acceptance limits and have determined them to be acceptable.

This letter certifies that the street sweeping material has not been impacted by a spill of petroleum products, hazardous materials or other impacts, and that the street sweepings are not mixed with any other materials (e.g. soils or catch basin cleanings).

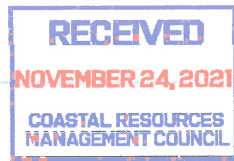
A good quality picture of the stockpiled material has been attached and the material has drained of free liquids and does not contain large amounts of leaves and/or solid waste such as road debris, roadkill, bottles, cans, etc.

The majority of the material is comprised of sand and very little organic matter such as leaves and branches.

If you have any questions please feel free to contact me.

Sincerely,

OWNER'S REPRESENTATIVE
ADDRESS
PHONE NUMBER



Section 2 Materials Management Plan

2.1 Introduction

This section of the CAD permit application is the Materials Management Plan (MMP) that describes the environmental controls and approaches for the acceptance of specific types of Grading and Shaping Materials (Materials) to be placed as part of final cap construction of the Landfill. The MMP also includes the acceptance of a limited quantity of asphalt, brick and concrete (ABC) rubble for construction purposes. The MMP was prepared in accordance with the Solid Waste Regulations and other pertinent policies.

During implementation of the corrective actions, Lynn HarborPark may submit permit applications to accept specific Beneficial Use Determination (BUD) materials to be incorporated into the grading and shaping portion of the Project.

The final grades shown on the Plans allow for approximately 540,000 cy of Materials below the final cap. The Landfill will be graded to the pre-capping grades shown on the Plans with the appropriate controls. Monitoring that the Materials are placed to the approved final grades will be verified with periodic site control surveys by on-site construction staff. A final as-built of the subgrade (below the final cap) will be provided with the final closure certification permit submittal.

The following sections discuss each of the pertinent requirements for placement of Materials at the Landfill. A copy of this MMP and the MassDEP approval will be maintained on-site at all times during corrective action implementation.

A similar MMP was submitted with the Site Preparation and Interim Stockpile permit application. The interim MMP will be superseded by this version once the CAD permit is issued.

2.2 Materials to be Accepted

The following Materials will be accepted at the Landfill during grading and shaping operations:

- Soil from source sites that are not listed under Massachusetts General Law (MGL) Chapter 21E and have no anthropogenic contamination;
- Street sweepings in compliance with MassDEP's BAW-18-01 policy¹;
- Soils with anthropogenic impacts appropriate for acceptance at unlined landfills as defined by MassDEP Policy COMM-97-001²;
- Catch basin cleanings (dewatered) from drainage systems that are separated from sanitary sewers;
- Dredge spoils (dewatered) that meet the acceptance criteria for unlined landfills contained in the COMM-97-001 policy; and
- Limited quantities of asphalt, brick and concrete rubble to be used for temporary roadway and other construction purposes.

¹ "Reuse and Disposal of Street Sweepings, MassDEP Policy BAW-18-001," MassDEP, dated May 14, 2018.

² "Reuse and Disposal of Contaminated Soils at Massachusetts Landfills, MassDEP Policy COMM-97-001," MassDEP, dated August 15, 1997.



These Materials have all been approved by MassDEP at similar projects to generate revenues to fund the closure of unlined landfills without financially-viable responsible parties. These Materials have been determined by MassDEP to be non-putrescible with concentrations of contaminants that will not leach in amounts that will impact human health, safety or the environment; will not significantly increase the quantity or quality of leachate released at a landfill site; will not increase the quantity or impacts of landfill gas released by landfilled waste; and, with the implementation of the proven controls outlined below, will not increase nuisance conditions such as noise, dust or traffic. These Materials are not anticipated to have more than 35% organics by weight.

Construction and demolition (C&D) waste fines or residuals will not be accepted.

Limited quantities of uncoated Asphalt, Brick and Concrete (ABC) rubble, processed off-site may be accepted for construction of temporary roadways and other related uses during placement of the Materials. The ABC that will be accepted will be pre-processed rubble that contains only weathered (cured) asphalt pavement, clay bricks and attached mortar normally used in construction, or concrete that may contain rebar. The rubble shall not be painted, coated or impregnated with any substance. The rubble shall not be mixed with or contaminated by any other wastes or debris. Certain loads of soils received at the Landfill may have quantities of ABC rubble that can be utilized for similar purposes within the limits of the final cap.

The following is a discussion of the procedures that will be implemented to conduct the operations related to the acceptance and placement of Materials at the Landfill. MassDEP will be notified of any significant changes to this MMP.

2.3 Material Acceptance Procedures

Acceptable Materials will be determined in accordance with the referenced MassDEP regulations and guidelines and provisions as outlined below. A summary of the procedures to accept Materials at the Landfill is provided in Table 2-1.

2.3.1 COMM-97 Soils Acceptance Procedures

One of the Materials to be accepted are soils considered appropriate for unlined landfills in compliance with MassDEP's COMM 97-001 Policy. Based on the Definition in this Policy, these soils are from Source Sites that are either (1) listed disposal sites under the Massachusetts Contingency Plan (310 CMR 40.0000) or (2) have anthropogenic concentrations of oil and hazardous materials less than their corresponding Reportable Concentrations established in the MCP. Lynn HarborPark will also accept natural soils with no anthropogenic contamination from listed 21E disposal sites under the provisions outlined in this section. Lynn HarborPark will not accept any soils that are either a listed or characteristic hazardous waste or Treated TCLP Lead or Non-Lead Soils as defined in the COMM-97-001 Policy.

**Table 2-1
Summary of Proposed Grading and Shaping Materials Source Site Acceptance Procedures**

Source Site or Material Type	Source Site Definition	Contamination Source	Source Site Contaminant Levels	Policy/Regulatory Requirements	Minimum Testing Frequency (See Note 1)	Minimum Testing Parameters (See Note 2)	Acceptance Standards
MCP Site	Site listed under Ch. 21E	Anthropogenic contamination present	Greater than MCP reportable concentrations	COMM-97-001, MCP Regulations and guidance	1/750 cy's	Full COMM 97-001 parameters	All parameters meet COMM-97-001 unlined landfill criteria (See Notes 3 and 4)
		Anthropogenic contamination present	Less than MCP reportable concentrations	COMM-97-001, MCP Regulations and guidance	1/1,500 cy's	Full COMM 97-001 parameters	
		None - Natural Soils at 21E site	Natural Soils - No anthropogenic contaminants	COMM-97-001, MCP Regulations and guidance	1/1,500 cy's	Full COMM 97-001 parameters	
Non-MCP Site	Site is not listed under Ch. 21E	Soil has anthropogenic contamination	Less than MCP reportable concentrations	COMM-97-001, MCP Regulations and guidance	1/750 cy's	Full COMM 97-001 parameters	
Non-MCP Site	Site is not listed under Ch. 21E	None	No anthropogenic contamination	None	1/2,500 cy's	Full COMM 97-01 parameters	
Dredge Sediments	May or may not be listed as Ch. 21E Site	Sediment may have anthropogenic contamination	Anthropogenic contaminants meet COMM 97-001 unlined landfill criteria	COMM-94-007	1/1,000 cy's	Full 94-007 parameters plus conductivity	
Street Sweepings	Not Applicable	Anthropogenic contamination potentially present	Anthropogenic contaminants meet COMM 97-001 unlined landfill criteria	Policy BAW-18-01	1/2,500 cy's	Full COMM 97-01 parameters	All parameters meet COMM-97-001 unlined landfill criteria (See Notes 3 and 4)

See continuation of Table 2-1 on next page for Notes.

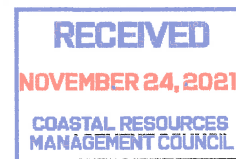
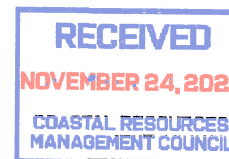


Table 2-1, continued
Summary of Proposed Grading and Shaping Materials Source Site Acceptance Procedures

Source Site or Material Type	Source Site Definition	Contamination Source	Source Site Contaminant Levels	Policy/Regulatory Requirements	Minimum Testing Frequency (See Note 1)	Minimum Testing Parameters (See Note 2)	Acceptance Standards
Catch Basin Cleanings	Collected from separated stormwater systems	Stormwater run-off	Not Applicable	MassDEP Guidance	None	None	Letter from Municipality or generator confirming No Release and Separate System
ABC Rubble	Not Applicable	Not Applicable	Not Applicable	MassDEP Guidance	None	None	Letter from Source Site confirming no painted or coated ABC.

Notes

1. There is a minimum sampling frequency of two samples for each Source Site where analytical testing is required.
2. All laboratory data shall comply with MassDEP's document entitled "Compendium of Quality Control Requirements and Performance Standards for Selected Analytical Protocols (WSC-10-320)."
3. For contaminants or constituents for which acceptance criteria are not identified in MassDEP's COMM-97-001 or COMM-94-007 policies, Lynn HarborPark shall use RCS-2 notification criteria as established in the Massachusetts Contingency Plan (310 CMR 40.0000, MCP) as the acceptance criteria.
4. Results of the Extractable Petroleum Hydrocarbon (EPH) test for each of the three carbon ranges (C9-C18 Aliphatics; C19-C36 Aliphatics and C11-C22 Aromatics) plus the total detected Semi-Volatile Organic Compounds (SVOCs), used to cover the target Polycyclic Aromatic Hydrocarbons (PAHs), can be used as a substitute for the Total Petroleum Hydrocarbon (TPH) results for comparison to the 2,500 mg/kg standard for unlined landfill soils under the COMM-97-001 Policy (and for other Materials that require testing for TPH).



For soils to be accepted at the Landfill, the following procedures will be implemented:

- Contaminants will not exceed the limits established in the COMM-97-001 policy for unlined landfills. For contaminants or constituents for which acceptance criteria are not identified in MassDEP's COMM-97-001 Policy, Lynn HarborPark shall use RCS-2 notification criteria as established in the Massachusetts Contingency Plan (310 CMR 40.0000, MCP) as the maximum acceptable concentration.
- Lynn HarborPark shall obtain sufficient information to demonstrate that the soil from a specific Source Site may be accepted by the Landfill. This will include sufficient information to determine and document:
 - Type (natural or fill) and quantity of soil with adequate analytical testing to demonstrate that it meets the COMM-97-001 unlined landfill acceptance criteria;
 - If the Source Site is a listed site under the MCP, a Licensed Landfill Professional (LSP) statement that the proposed soil meets the requirements of COMM-97-001 for unlined landfills. If the Source Site is not a listed Chapter 21E disposal site, a statement from a Qualified Environmental Professional (QEP)³ that the soil meets the requirements of the COMM-97 Policy and that there are no exceedances of the appropriate Reportable Concentrations. If the Source Site is exempt from reporting conditions, a statement from the LSP or QEP explaining the rationale for exemption and present evidence for exemption; and
 - Sufficient information and documentation to determine that the soils and natural soils are adequately characterized and meet the COMM-97-001 unlined landfill acceptance criteria. At a minimum, the required documentation is as follows:
 1. Quantity of soils proposed to be accepted from the Source Site;
 2. Description of the source and type of release and the associated contaminants;
 3. Description of current and historic Source Site usage;
 4. Chemical characterization of the soils including any laboratory analytical data used to support the determination;
 5. Any field screening analytical data used to support the determination;

³In COMM 97-001, a Qualified Environmental Professional is "an individual who: is knowledgeable about the procedures and methods for characterizing wastes and contaminated media; is familiar with the receiving state, Massachusetts, and federal regulations applicable to the management of such materials; performs or oversees the management of Contaminated Soil as an integral part of his or her professional duties; and is professionally licensed or certified in a discipline related to environmental assessment (i.e., engineering, geology, soil science, LSP, or environmental science) by a state or recognized professional organization."

6. Physical description of the COMM-97-001 soils and natural soils including the soil classification method used;
7. Statement from the generator as to whether any other releases or spills have occurred in the vicinity of the Source Site which may have affected the Source Site, including the types of oils and hazardous material spilled/released; and
8. Statement that the generator has used due diligence, as described in the Department's Policy HW93-01 in characterizing the soil and as to whether or not the soil contains a listed hazardous waste and/or is itself a characteristic hazardous waste.

The Source Site will provide a package summarizing the above information to Lynn HarborPark for an initial review. Once the initial review by Lynn HarborPark is completed, the package will be forwarded to a third-party QEP selected by Lynn HarborPark with all of the above listed information for each Source Site proposed for delivery to the Landfill. Prior to the acceptance of Source Site soils at the Landfill, the QEP shall review the package for completeness and conformance with the COMM-97-001 policy and the requirements of the CAD permit. If the proposed soil source is approved, it can then be delivered to the Landfill for placement.

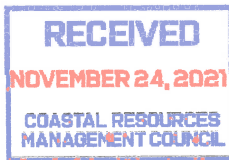
For each Source Site, the independent QEP will prepare a letter and maintain an electronic file including the information submitted.

2.3.2 Soil with No Anthropogenic Contamination Acceptance Procedures

Soils from a Source Site may be accepted as Materials at the Landfill if they (1) have no anthropogenic (man-made) contaminants; (2) are physically separated from any documented Chapter 21E disposal site and (3) have no documented history of disposal of oils or hazardous materials.

A Source Site for this type of soils will be required to provide a package that includes the following information:

1. Quantity of soils proposed from the Source Site;
2. Description of the Source Site including documentation that the proposed soils are separated from any historic releases of contaminants;
3. Description of current and former Source Site usage;
4. Available chemical characterization of the Source Site soils including any laboratory analytical data of both the proposed soil and other areas where a historic release may have occurred. At a minimum, representative samples shall be collected from the Source Site at a frequency of one per 2,500 cy's proposed for delivery and analyzed for the COMM-97-001 analytical parameters;
5. Physical description of the soil including the soil classification method used; and



6. Statement from the generator as to whether any other releases or spills have occurred in the vicinity of the Source Site which may have affected the Source Site, including the types of oils and hazardous material spilled/released.

The Source Site QEP or LSP will be required to provide a package to Lynn HarborPark for an initial review. Following this initial review, the package will then be forwarded to the third-party independent QEP with all of the above listed information for each soil source proposed for delivery to the Landfill. Prior to the acceptance of soils at the Landfill, the QEP shall review the package for completeness and determine that the information clearly demonstrates that the proposed soils do not have any anthropogenic contamination. If the proposed soil is approved by the QEP, it can then be delivered to the Landfill for placement.

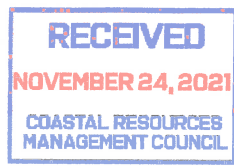
For each Source Site, the independent QEP will prepare a letter and maintain an electronic file including the information submitted.

2.3.3 Dredge Sediments Acceptance Procedures

Soils from dredging operations shall be accepted in accordance with MassDEP's "Interim Policy for Sampling, Analysis, Handling and Tracking Requirements for Dredged Sediment Reused or Disposed at Massachusetts Permitted Landfills (COMM-94-007)" as revised below.

Policy COMM-94-007 specifically provides maximum contaminant concentrations for reuse of dredge sediments in lined landfills. It also allows for acceptance of dredged sediments for reuse at unlined landfills with MassDEP approval. Lynn HarborPark is requesting MassDEP approval for the acceptance of dredge sediments at the Landfill as Materials subject to the following procedures:

- Laboratory testing of the dredge sediments shall be conducted for all of the parameters outlined for all of the contaminants outlined in Table 1 of the COMM-94-007 policy. Sampling frequency and procedures shall be performed in accordance with the requirements of this policy (e.g. one sample per 1,000 cubic yards of sediments with a minimum of two samples, core samples that are representative of the sediments to be dredged). Testing for conductivity may also be required if the sediments are from a marine environment or may be expected to contain elevated salt concentrations.
- Results of the laboratory testing for each parameter and sample shall meet their corresponding concentration for re-use of soils at unlined landfills under MassDEP's COMM-97-001 policy. For contaminants or constituents for which acceptance criteria are not identified in MassDEP's COMM-97-001 or COMM-94-007 policies, Lynn HarborPark shall use RCS-2 notification criteria as established in the Massachusetts Contingency Plan (310 CMR 40.0000, MCP) as the maximum acceptance concentration.
- Sediments shall be dewatered prior to trucking to the Landfill for reuse. Dewatering shall be sufficient so that the sediments pass the paint filter test (EPA Method 9095) upon delivery to the Landfill. A package will be provided that includes all of the information outlined for



Contaminated Soil Source Sites for each proposed dredge sediment Source Site. The package shall be accompanied by a statement from a QEP⁴ that the proposed sediments are appropriate for reuse at the Landfill in accordance with these procedures.

- For Source Sites in Massachusetts, the package shall also include a copy of the Water Quality Certification permit approval issued by MassDEP.

The package will be initially reviewed by Lynn HarborPark. Following this initial review, a third-party independent QEP will then review the package submitted and evaluate its completeness and compliance with the requirements outlined herein. If the proposed sediment Source Site is approved, it can then be delivered to the Landfill for placement. For each sediment Source Site, the QEP will prepare a letter and maintain an electronic file including the information submitted.

2.3.4 Street Sweepings Acceptance Procedures

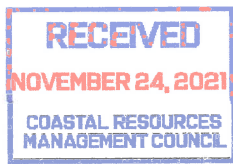
Per MassDEP policy BAW-18-01, street sweepings may be reused at a permitted Massachusetts landfill if the sweepings have been adequately characterized pursuant to the MassDEP Policy #COMM-97-001 and the street sweepings have been screened to remove debris and solid waste. Street sweepings for use at the Landfill may contain only incidental, randomly dispersed, de minimis quantities of ash and/or Solid Waste as defined in the Solid Waste Regulations, which collectively shall comprise less than 1% by volume of the street sweepings, as determined by visual inspections. Any street sweepings accepted at the Landfill shall contain no more than 5% (by volume) of ABC, as determined by visual inspection. Any ABC material must measure less than 6 inches in any dimension.

Lynn HarborPark will obtain a certification from the generator stating that the Materials are street sweepings and the source (e.g. street sweepings generated by MassDOT or from a specific community) and that there has not been any release associated with the street sweepings. This certification, the required testing and the approval letter from the third-party independent QEP retained by Lynn HarborPark will be incorporated into an electronic file documenting the review.

2.3.5 Catch Basin Cleanings Acceptance Procedures

Catch basin cleanings will be accepted at the Landfill for reuse as Materials without any laboratory testing. Catch basin cleanings will only be accepted from drainage systems that are physically separated from a wastewater collection system. Lynn HarborPark will obtain a certification from the generator stating the source of the catch basin cleanings and that they have been collected from portions of the stormwater drainage systems that are separate from wastewater collection and that there has not been any release associated with the catch basin cleanings. An approval letter from the third-party independent QEP retained by Lynn HarborPark will be incorporated into the file documenting review of the certification for each source of catch basin cleanings.

⁴Note that the assessment and handling of sediments from a dredging operation may not be subject to the requirements of the Massachusetts Contingency Plan (MCP, 310 CMR 40.0000) including the requirement to utilize an LSP.



2.3.7 Other Acceptance Criteria for Grading and Shaping Materials

All Materials must meet the following requirements:

- Be granular and composed predominantly of inorganic (mineral) materials to minimize settlement due to decomposition, gas generation, etc.;
- Be easy to spread, compact to high density and not readily decompose over time;
- Have a typical maximum nominal size of 12 inches unless a smaller size is noted above;
- Have a gradation where 50 percent of the material is 6-inches (nominal) or less in size;
- Organic content shall be less than 35 percent (by weight) on a material specific basis;
- Contain no free-draining liquids; and
- Shall have minimal solid waste, as determined by visual inspections.

Materials which exceed 35 percent organic content shall be mixed with other Materials to meet the organic content requirement, either prior to or during the actual placement of that material.

2.3.7 ABC Rubble Materials Acceptance Procedures

The ABC rubble that will be accepted will be pre-processed and contain only weathered (cured) asphalt pavement, clay bricks and attached mortar normally used in construction, or concrete that may contain rebar. The rubble shall not be painted, coated or impregnated with any substance. The rubble shall not be mixed with or contaminated by any other wastes or debris. Lynn HarborPark will obtain a certification from the generator stating that the rubble is ABC and are not painted or have other coatings and any information on a specific Source Site including any asbestos or hazardous materials abatement performed. A letter from the Source Site or generator will be incorporated into the file documenting review of the source certification.

The ABC rubble shall be pre-processed off-site and have been generally crushed to a nominal maximum size of 6-inches. Note that there may be larger pieces of ABC on-site for specific uses. Larger pieces of ABC from demolition projects may be accepted on-site and reduced using on-site construction equipment. ABC will generally be placed outside of the limits of the area where the other Materials are being placed or within a separate stockpile area so that it can be utilized as needed. The quantity of ABC rubble accepted will be limited to the amount needed for roads, site access and other construction-related uses.

2.4 Material Tracking Procedures

All of the Materials including ABC rubble will be weighed at a certified scale. Records will be maintained by Lynn HarborPark on-site of all Materials accepted. These records will include information on the source, date of receipt at the Landfill, weight and type.

MARINA PARK BOAT RAMP AND TOWN DOCK REPLACEMENT

SALT POND ROAD
SOUTH KINGSTOWN, RHODE ISLAND

PERMIT SET
SEPTEMBER 2021

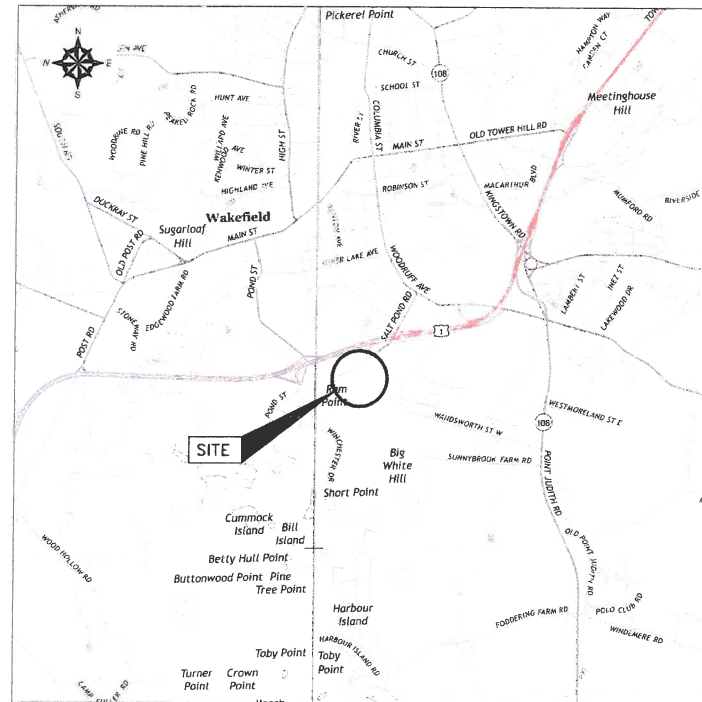
PREPARED FOR:

TOWN OF SOUTH KINGSTOWN
509 COMMODORE PERRY HIGHWAY
WAKEFIELD, RHODE ISLAND

DESIGNED BY:



GZA GEOENVIRONMENTAL, INC.
188 VALLEY ST. SUITE 300
PROVIDENCE RHODE ISLAND, 02909



PROJECT LOCUS MAP



SOURCE:
BASE MAP FROM THE FOLLOWING USGS QUADRANGLE MAP:
GEORGIATVILLE, RI (2018), BLACKSTONE, MA (2018)
DIGITAL TOPOGRAPHIC MAPS PROVIDED BY USGSSTORE.GOV.
CONTOUR ELEVATIONS REFERENCE NAVD 88,
CONTOURS ARE SHOWN IN FEET AT 10 FOOT INTERVALS



QUADRANGLE LOCATION

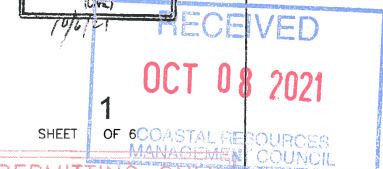
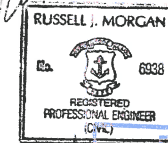


PROJECT VICINITY MAP



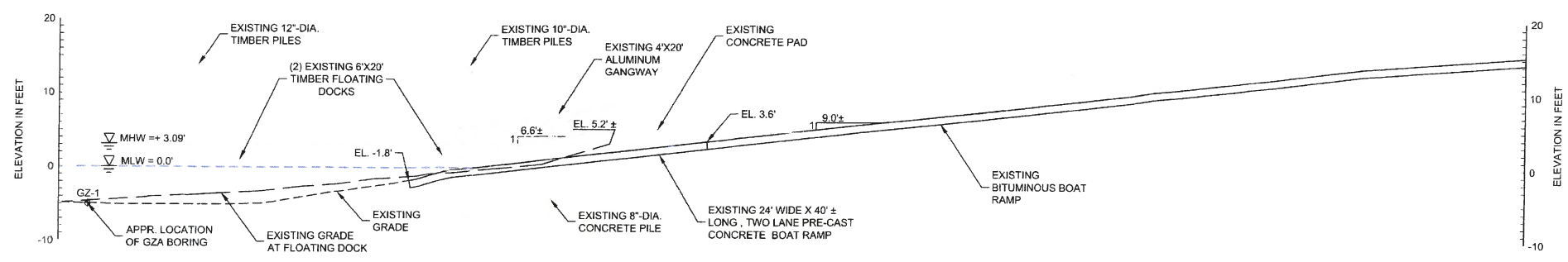
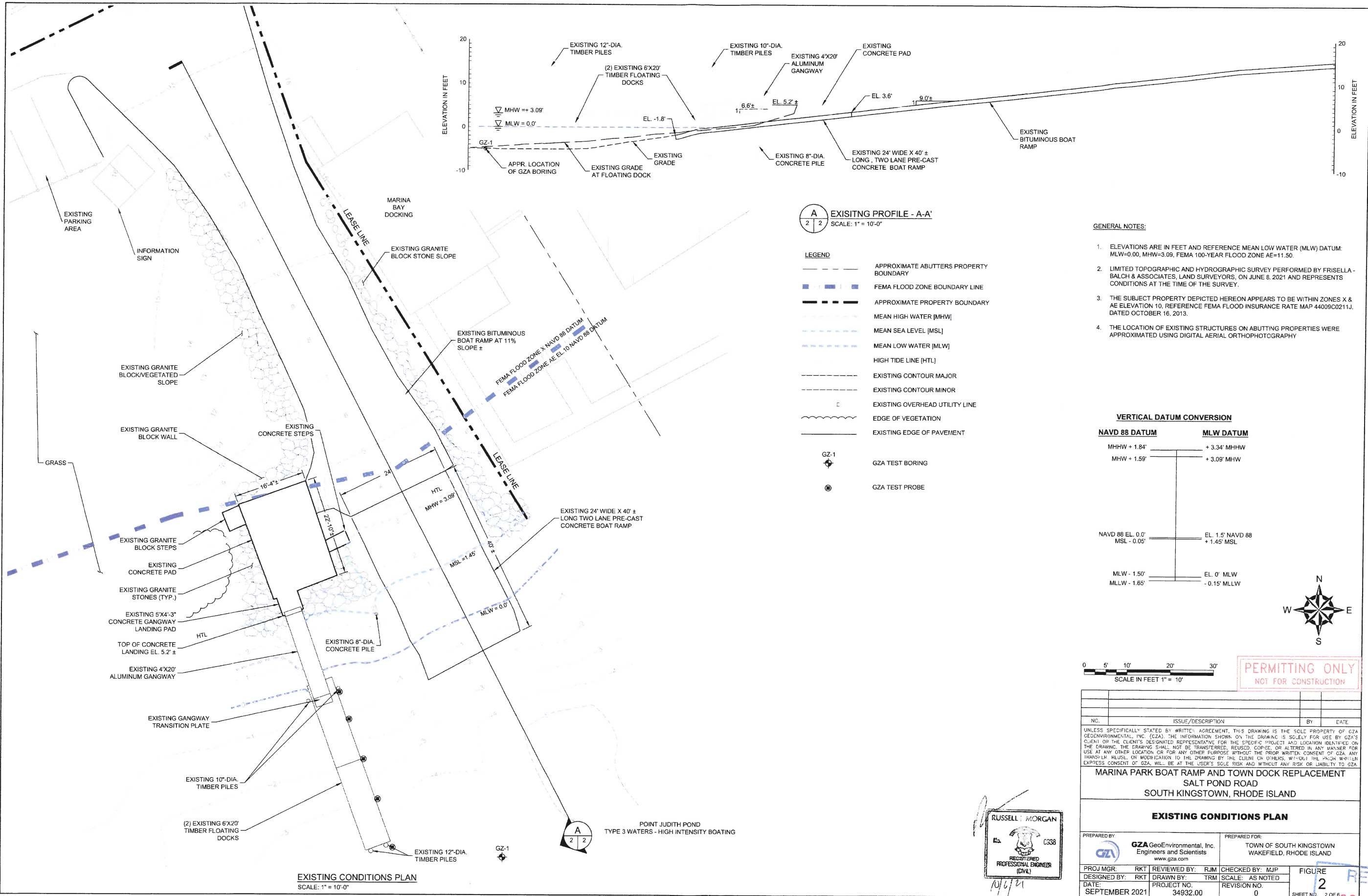
SOURCE: AERIAL MAP DEVELOPED FROM BING AERIAL IMAGERY
ACCESSED ON JUNE 11, 2021

INDEX OF DRAWINGS	
SHEET NUMBER	SHEET TITLE
1	COVER SHEET
2	EXISTING CONDITIONS PLAN
3	DEMOLITION AND SEDIMENTATION & EROSION CONTROL PLAN
4	PROPOSED CONDITIONS PLAN
5	PROPOSED PROFILES AND DETAILS PLAN
6	MISCELLANEOUS DETAILS



PERMITTING ONLY
NOT FOR CONSTRUCTION

© 2021 - GZA GeoEnvironmental, Inc. GZA - \GZAPROVIDENCE\JOBS\GEO\44932.RTY\FIGURES\CAD\CURRENT\PLANS\PERMIT SET\2 - EXISTING CONDITIONS PLAN\DWG 2 - EXISTING CONDITIONS PLAN\DWG 2 - EXISTING CONDITIONS PLAN - SEPTEMBER 29, 2021 1:58PM TIMOTHY MARTIN



A
2 2
EXISTING PROFILE - A-A'
SCALE: 1" = 10'-0"

- LEGEND**
- APPROXIMATE ABUTTERS PROPERTY BOUNDARY
 - FEMA FLOOD ZONE BOUNDARY LINE
 - APPROXIMATE PROPERTY BOUNDARY
 - MEAN HIGH WATER [MHW]
 - MEAN SEA LEVEL [MSL]
 - MEAN LOW WATER [MLW]
 - HIGH TIDE LINE [HTL]
 - EXISTING CONTOUR MAJOR
 - EXISTING CONTOUR MINOR
 - EXISTING OVERHEAD UTILITY LINE
 - EDGE OF VEGETATION
 - EXISTING EDGE OF PAVEMENT
 - GZ-1 GZA TEST BORING
 - ⊙ GZA TEST PROBE

GENERAL NOTES:

1. ELEVATIONS ARE IN FEET AND REFERENCE MEAN LOW WATER (MLW) DATUM: MLW=0.00, MHW=3.09, FEMA 100-YEAR FLOOD ZONE AE=11.50.
2. LIMITED TOPOGRAPHIC AND HYDROGRAPHIC SURVEY PERFORMED BY FRISELLA-BALCH & ASSOCIATES, LAND SURVEYORS, ON JUNE 8, 2021 AND REPRESENTS CONDITIONS AT THE TIME OF THE SURVEY.
3. THE SUBJECT PROPERTY DEPICTED HEREON APPEARS TO BE WITHIN ZONES X & AE ELEVATION 10, REFERENCE FEMA FLOOD INSURANCE RATE MAP 44009C0211J, DATED OCTOBER 16, 2013.
4. THE LOCATION OF EXISTING STRUCTURES ON ABUTTING PROPERTIES WERE APPROXIMATED USING DIGITAL AERIAL ORTHOPHOTOGRAPHY

VERTICAL DATUM CONVERSION

NAVD 88 DATUM	MLW DATUM
MHHW + 1.84'	+ 3.34' MHHW
MHW + 1.59'	+ 3.09' MHW
NAVD 88 EL. 0.0'	EL. 1.5' NAVD 88
MSL - 0.05'	+ 1.45' MSL
MLW - 1.50'	EL. 0' MLW
MLLW - 1.65'	- 0.15' MLLW

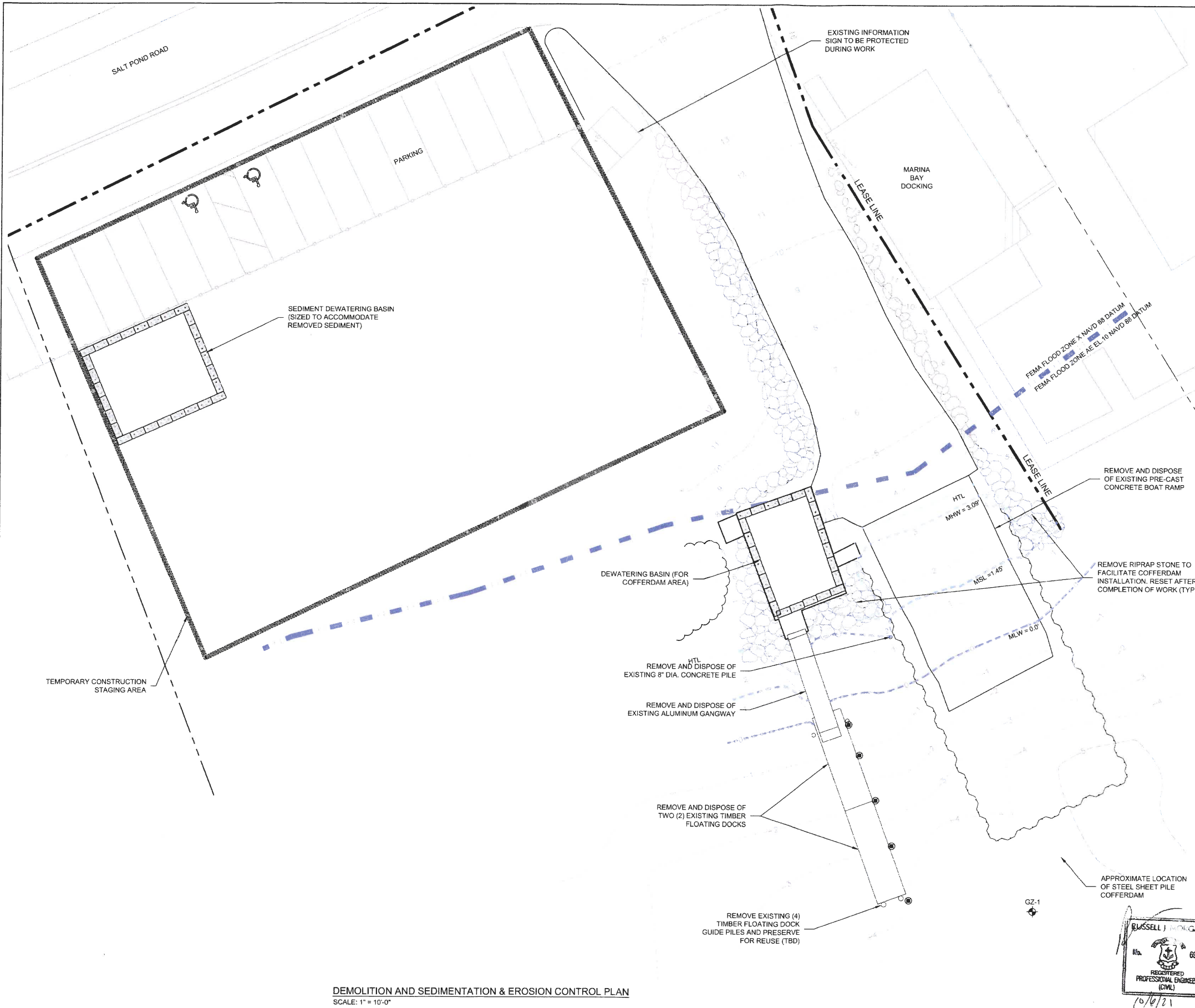


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MARINA PARK BOAT RAMP AND TOWN DOCK REPLACEMENT			
SALT POND ROAD SOUTH KINGSTOWN, RHODE ISLAND			
EXISTING CONDITIONS PLAN			
PREPARED BY:	GZA GeoEnvironmental, Inc. Engineers and Scientists www.gza.com	PREPARED FOR:	TOWN OF SOUTH KINGSTOWN WAKEFIELD, RHODE ISLAND
PROJ MGR:	RKT	REVIEWED BY:	RJM
DESIGNED BY:	RKT	DRAWN BY:	TRM
DATE:	SEPTEMBER 2021	CHECKED BY:	MJP
		SCALE:	AS NOTED
		PROJECT NO.:	34932.00
		REVISION NO.:	0
		FIGURE	2
		SHEET NO.	2 OF 6



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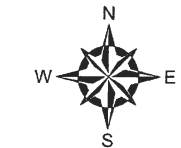


- GENERAL NOTES:**
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 - THE SUBJECT PROPERTY DEPICTED HEREON APPEARS TO BE WITHIN ZONES X & AE ELEVATION 10, REFERENCE FEMA FLOOD INSURANCE RATE MAP 44009C0211J, DATED OCTOBER 16, 2013.
 - THE LOCATION OF EXISTING STRUCTURES ON ADJUTING PROPERTIES WERE APPROXIMATED USING DIGITAL AERIAL ORTHOPHOTOGRAPHY.
 - DESIGN AND FINAL LOCATION OF COFFERDAM TO BE DETERMINED BY THE CONTRACTOR.
 - COFFERDAM WILL BE INSTALLED PRIOR TO DEMOLITION OR EXCAVATION AND WILL PROVIDE TURBIDITY CONTROL.

- LEGEND**
- APPROXIMATE ABUTTERS PROPERTY BOUNDARY
 - FEMA FLOOD ZONE BOUNDARY LINE
 - APPROXIMATE PROPERTY BOUNDARY
 - MEAN HIGH WATER (MHW)
 - MEAN SEA LEVEL (MSL)
 - MEAN LOW WATER (MLW)
 - HIGH TIDE LINE (HTL)
 - EXISTING CONTOUR MAJOR
 - EXISTING CONTOUR MINOR
 - E EXISTING OVERHEAD UTILITY LINE
 - EDGE OF VEGETATION
 - EXISTING EDGE OF PAVEMENT
 - FILTREXX SOXX (SEDIMENTATION CONTROL)
 - GZ-1 GZA TEST BORING
 - GZA TEST PROBE

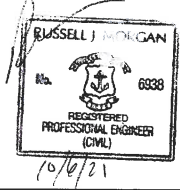
VERTICAL DATUM CONVERSION

NAVD 88 DATUM	MLW DATUM
MHW + 1.84'	+ 3.34' MHW
MHW + 1.59'	+ 3.09' MHW
NAVD 88 EL. 0.0'	EL. 1.5' NAVD 88
MSL - 0.05'	+ 1.45' MSL
MLW - 1.50'	EL. 0' MLW
MLLW - 1.65'	- 0.15' MLLW



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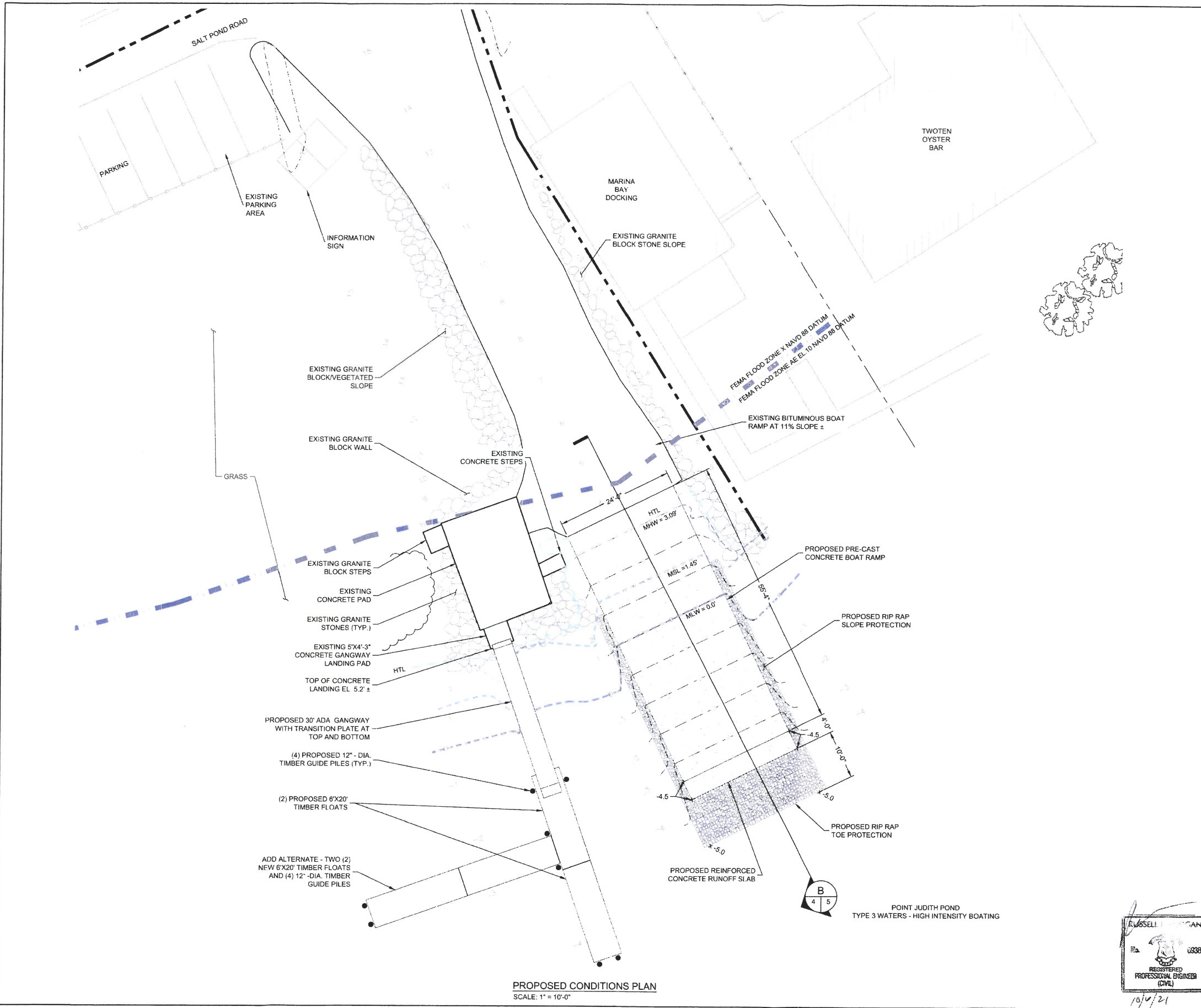
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MARINA PARK BOAT RAMP AND TOWN DOCK REPLACEMENT			
SALT POND ROAD SOUTH KINGSTOWN, RHODE ISLAND			
DEMOLITION AND SEDIMENTATION & EROSION CONTROL PLAN			
PREPARED BY:	GZA GeoEnvironmental, Inc. Engineers and Scientists www.gza.com	PREPARED FOR:	TOWN OF SOUTH KINGSTOWN WAKEFIELD, RHODE ISLAND
PROJ MGR:	RKT	REVIEWED BY:	RJM
DESIGNED BY:	RKT	DRAWN BY:	TRM
DATE:	SEPTEMBER 2021	PROJECT NO.:	34932.00
		CHECKED BY:	MJP
		SCALE:	AS NOTED
		REVISION NO.:	0
			FIGURE 3
			SHEET NO. 3 OF 3



DEMOLITION AND SEDIMENTATION & EROSION CONTROL PLAN
SCALE: 1" = 10'-0"

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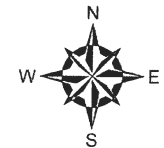


- GENERAL NOTES:**
- ELEVATIONS ARE IN FEET AND REFERENCE MEAN LOW WATER (MLW) DATUM: MLW=0.00, MHW=3.09; FEMA 100-YEAR FLOOD ZONE AE=11.50.
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- LEGEND**
- APPROXIMATE ABUTTERS PROPERTY BOUNDARY
 - FEMA FLOOD ZONE BOUNDARY LINE
 - APPROXIMATE PROPERTY BOUNDARY
 - MEAN HIGH WATER (MHW)
 - MEAN SEA LEVEL (MSL)
 - MEAN LOW WATER (MLW)
 - HIGH TIDE LINE (HTL)
 - PROPOSED CONTOUR MAJOR
 - PROPOSED CONTOUR MINOR
 - EXISTING CONTOUR MAJOR
 - EXISTING CONTOUR MINOR
 - EXISTING OVERHEAD UTILITY LINE
 - EDGE OF VEGETATION
 - EXISTING EDGE OF PAVEMENT
 - x-4.3' PROPOSED SPOT GRADE

VERTICAL DATUM CONVERSION

NAVD 88 DATUM	MLW DATUM
MHHW + 1.84'	+ 3.34' MHHW
MHW + 1.59'	+ 3.09' MHW
NAVD 88 EL. 0.0'	EL. 1.5' NAVD 88
MSL - 0.05'	+ 1.45' MSL
MLW - 1.50'	EL. 0' MLW
MLLW - 1.65'	- 0.15' MLLW



0 5 10 20 30
SCALE IN FEET 1" = 10'

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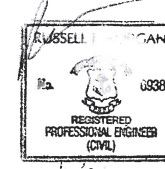
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MARINA PARK BOAT RAMP AND TOWN DOCK REPLACEMENT
SALT POND ROAD
SOUTH KINGSTOWN, RHODE ISLAND

PROPOSED CONDITIONS PLAN

PREPARED BY: GZA GeoEnvironmental, Inc. Engineers and Scientists www.gza.com	PREPARED FOR: TOWN OF SOUTH KINGSTOWN WAKEFIELD, RHODE ISLAND
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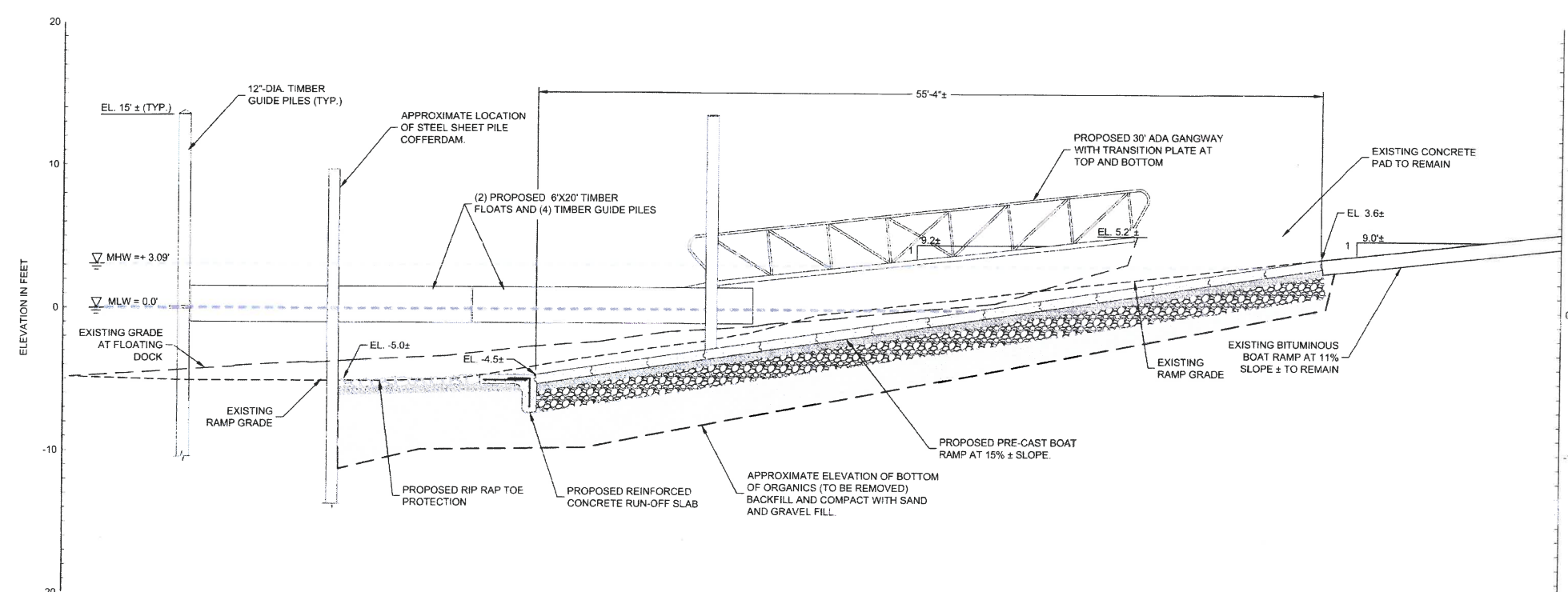
PROJ MGR: RKT	DESIGNED BY: RKT	DATE: SEPTEMBER 2021	REVIEWED BY: RJM	DRAWN BY: TRM	PROJECT NO: 34932.00	CHECKED BY: MJP	SCALE: AS NOTED	REVISION NO: 0
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PROPOSED CONDITIONS PLAN
SCALE: 1" = 10'-0"

FIGURE 4
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PROPOSED RAMP PROFILE - B
SCALE: 1" = 5'-0"

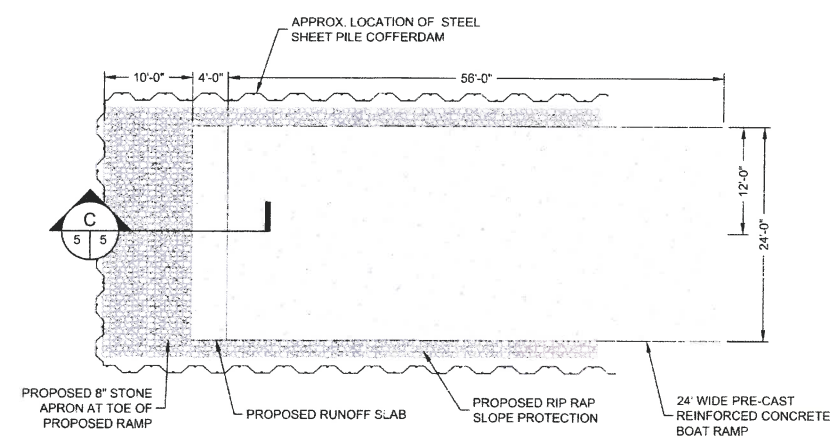
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 - THE LOCATION OF EXISTING STRUCTURES ON ABUTTING PROPERTIES WERE APPROXIMATED USING DIGITAL AERIAL ORTHOPHOTOGRAPHY.

LEGEND

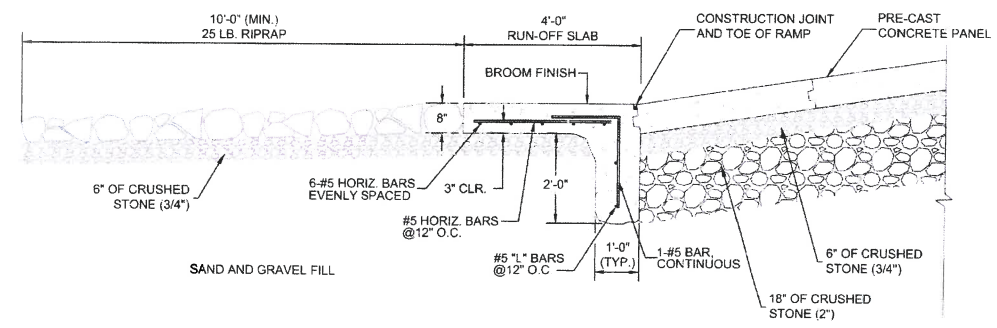
	MEAN HIGH WATER (MHW)
	MEAN SEA LEVEL (MSL)
	MEAN LOW WATER (MLW)

VERTICAL DATUM CONVERSION

NAVD 88 DATUM	MLW DATUM
MHHW + 1.84'	+ 3.34' MHHW
MHW + 1.59'	+ 3.09' MHW
NAVD 88 EL. 0.0'	EL. 1.5' NAVD 88
MSL - 0.05'	+ 1.45' MSL
MLW - 1.50'	EL. 0' MLW
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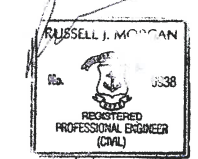


PROPOSED RAMP DETAIL
SCALE: 1" = 10'-0"



PROPOSED SECTION - C
SCALE: 1" = 2'-0"

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MARINA PARK BOAT RAMP AND TOWN DOCK REPLACEMENT
SALT POND ROAD
SOUTH KINGSTOWN, RHODE ISLAND

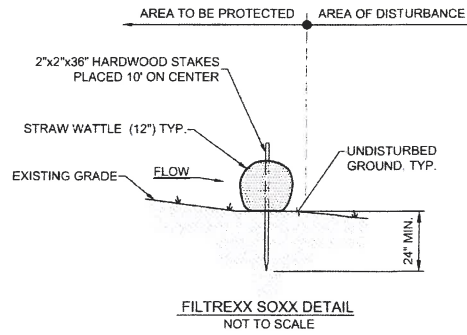
PROPOSED PROFILES AND DETAILS PLAN

PREPARED BY:	GZA GeoEnvironmental, Inc. Engineers and Scientists www.gza.com	PREPARED FOR:	TOWN OF SOUTH KINGSTOWN WAKEFIELD, RHODE ISLAND
PROJ MGR:	RKT	REVIEWED BY:	RJM
DESIGNED BY:	RKT	DRAWN BY:	TRM
DATE:	SEPTEMBER 2021	PROJECT NO.:	34932.00
		CHECKED BY:	MJP
		SCALE:	AS NOTED
		REVISION NO.:	0

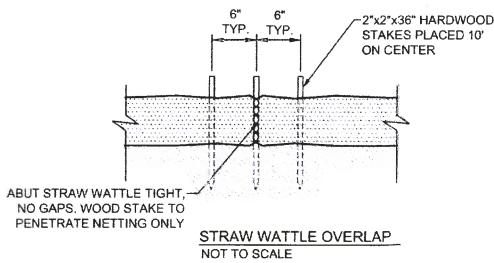
FIGURE
5
SHEET NO. 5 OF 5

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FILTREXX SOXX DETAIL
NOT TO SCALE

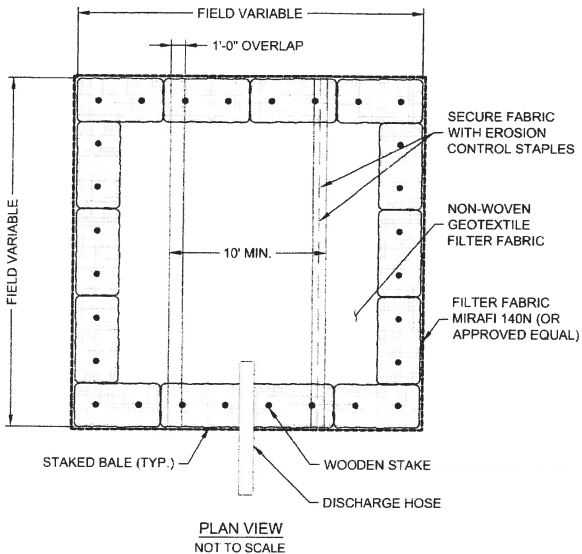


STRAW WATTLE OVERLAP
NOT TO SCALE

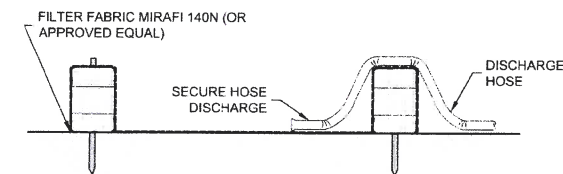
NOTES:

1. ALL MATERIAL TO MEET STRAW WATTLE SPECIFICATIONS
2. FILTER MEDIA (TM) FILL TO MEET APPLICATION REQUIREMENTS
3. COMPOST MATERIAL TO BE DISPERSED ON SITE AS APPROVED BY ENGINEER.

STRAW WATTLE SEDIMENT CONTROL DETAIL
NOT TO SCALE



PLAN VIEW
NOT TO SCALE

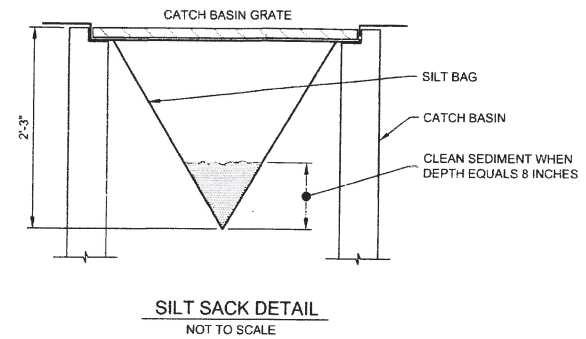


CROSS-SECTION
NOT TO SCALE

DETAIL DEWATERING BASIN
NOT TO SCALE

NOTES:

1. NUMBER OF BALES MAY VARY DEPENDING ON SITE CONDITIONS
2. THE BASIN TO BE SIZED TO PREVENT DISCHARGE WATER FROM OVERTOPPING BASIN.
3. LOCATE BASIN PER SHEET SHEET 3 UNLESS OTHERWISE DIRECTED BY ENGINEER
4. CLEAN AND REMOVE AS SOON AS DEWATERING IS COMPLETE.

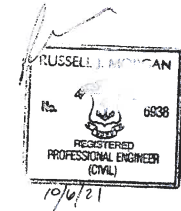


SILT SACK DETAIL
NOT TO SCALE

NOTES:

1. SEDIMENT BAG INLET PROTECTION TO BE SILT SACK MANUFACTURED BY ATLANTIC CONSTRUCTION FABRICS INC. RICHMOND, VA OR APPROVED EQUAL.
2. STORMWATER CATCH BASINS OR DRAINS SHALL BE PROTECTED FROM MATERIALS RUN-OFF. CONTRACTOR SHALL SHALL INSTALL SILT SACKS WITHIN EACH CATCH BASIN IN THE VICINITY OF ANY WORK AREAS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. CONTRACTOR SHALL USE ALL BMP'S NECESSARY TO PROTECT THESE INLETS FROM SEDIMENT AND DEBRIS.

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MARINA PARK BOAT RAMP AND TOWN DOCK REPLACEMENT SALT POND ROAD SOUTH KINGSTOWN, RHODE ISLAND			
MISCELLANEOUS DETAILS			
PREPARED BY GZA GeoEnvironmental, Inc. Engineers and Scientists www.gza.com		PREPARED FOR TOWN OF SOUTH KINGSTOWN WAKEFIELD, RHODE ISLAND	
PROJ MGR: RKT	DESIGNED BY: RKT	REVIEWED BY: RJM	CHECKED BY: MJP
DATE: SEPTEMBER 2021	PROJECT NO: 34932.00	DRAWN BY: TRM	SCALE: AS NOTED
			REVISION NO: 0
FIGURE 6			
SHEET NO. 6 OF 6			

