

**U.S. Army Corps of Engineers:
South Quay Marine Terminal
File No. NAE-1998-01739
S. 408 Review Request Information**

To: District Commander, Colonel Atilano

Prepared by: RI Waterfront Enterprises

Date: May 10, 2021

Subject: South Quay Marine Terminal, East Providence, RI
Section 408 Review

Transmitted via email.

Dear Colonel Atilano,

In accordance with our recent correspondence with USACE regarding the above referenced South Quay Marine Terminal Project, RI Waterfront Enterprises (RIWE), owner of the property known as the South Quay in East Providence, RI, located at 649 Waterfront Drive is providing this memorandum and accompanying plans to assist in your review of the project.

As project proponent, my contact information is listed below:

Ms. Melissa Martin
RI Waterfront Enterprises
1080 Main Street
Pawtucket, RI 02860
T +1 508 965 3342
melissa@riwaterfrontevents.com,

Included with this memorandum is a copy of the project design drawings, updated to include the actual coordinates of the Providence River Federal Navigation Project. We would draw your attention to sheets PC-1 and PC-2 to see the distances of the proposed bulkhead and proposed dredge footprint from the federal navigation project as well as the distances from what was historically permitted for this project (originally permitted in 1978). Sheets PD-1 through PD-6 shows cross-sections and details of the dredge profile as well as the anticipated proposed CAD cell fill area in CAD Cell 3AR. CAD cell filling is being coordinated through the State of Rhode Island and its Coastal Resources Management Council.

The original USACE permit allowed for filling out to the harbor line, which is set back 100 feet from the Federal Navigational project limits (as shown on our permit drawings, lines labeled as "Approximate Limit of Harbor Line" and "Limit of the Federal Navigational Channel Line."). The closest aspect of the proposed work would involve the dredging of the 32-foot (depth) berth and the installation of the jack-up pad. That work would be performed more than 130 feet from the Federal Navigational project limits and the existing slope down to the navigational channel, from -32 ft to -40 ft MLLW would remain in place and not be

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disturbed. The closest structure would be the bulkhead, located over 280 feet away from the Federal Navigational project limits.

Currently, the program design calls for the re-use on the upland site of as much of the dredge material removed from the dredge footprint as can be classified as geotechnically competent material (e.g., sandy materials, low organic content). For materials that have a high fines content, the design anticipates disposal of that material within the adjacent Confined Aquatic Disposal (CAD) cells that already exist within the Harbor. The CAD cells are managed by the Rhode Island Coastal Resources Management Council (CRMC) and we have been actively coordinating with them on the project, including the submittal of a Preliminary Determination Application, and a Dredge Material Sampling and Analysis Plan.

With respect to the dredge project, based on the available data reviewed, we anticipate that the following materials exist within the proposed dredge prism of the proposed facility's berth:

- Materials that require removal from a thin strip of the berth located along the face of the proposed bulkhead which represent the outer slope of the existing berm materials that were placed at the site when the upland facility was constructed through the filling behind to berm with dredge materials. The berm materials that need to be removed are classified as "Brown Sand, little silt, no fines." For the purposes of this application, we have considered this to be maintenance material, since it was historically placed as part of the creation of the berm. This material will be segregated/ dredged separately from the others and re-used on site as fill.
- Materials from the dredge footprint seaward of the berm-related material along the existing berm face. These sediments make up the bulk of the material to be removed from the dredge prism and have been classified as a "Gray Organic Silts" on the boring logs reviewed. For the purposes of this application, we have considered this to be improvement material. This material will be dredged into a scow and disposed of into a CRMC managed CAD cell.
- If required based upon the results of the geotechnical analysis and design, the area of 68,250 sf for the jack-up berth would be over-dredged and backfilled up to the proposed final dredge depth (-32-feet MLLW) with a gravelly material such as crushed stone to provide a stable base for the jack-up vessel operations. This material would be dredged into a scow and disposed of into a CRMC managed CAD cell.

Based on our surveys and our sediment sampling information, we have created the following table to identify the phases of the dredge program, how much of each type of material we expect to encounter during each phase and where those sediments will be disposed of or placed after dredging:

Dredge Phase	Material Composition	Volume to Neat Line (CY)	Volume to Overdredge (CY)	Disposal/Placement Area
Phase 1	Organic and Riverine Silts – Native	50,000	58,300	CAD Cell
Phase 1	Brown Sand – Placed fill	14,400	16,100	Re-use on site
Phase 2	Organic and Riverine Silts- Native	54,400	62,000	CAD Cell
Phase 2	Brown Sand – Placed Fill	18,100	20,100	Re-use on site
Phase 3	Native Riverine Silts -	13,300	13,300	CAD Cell
Project Totals	-	150,200	169,800	-

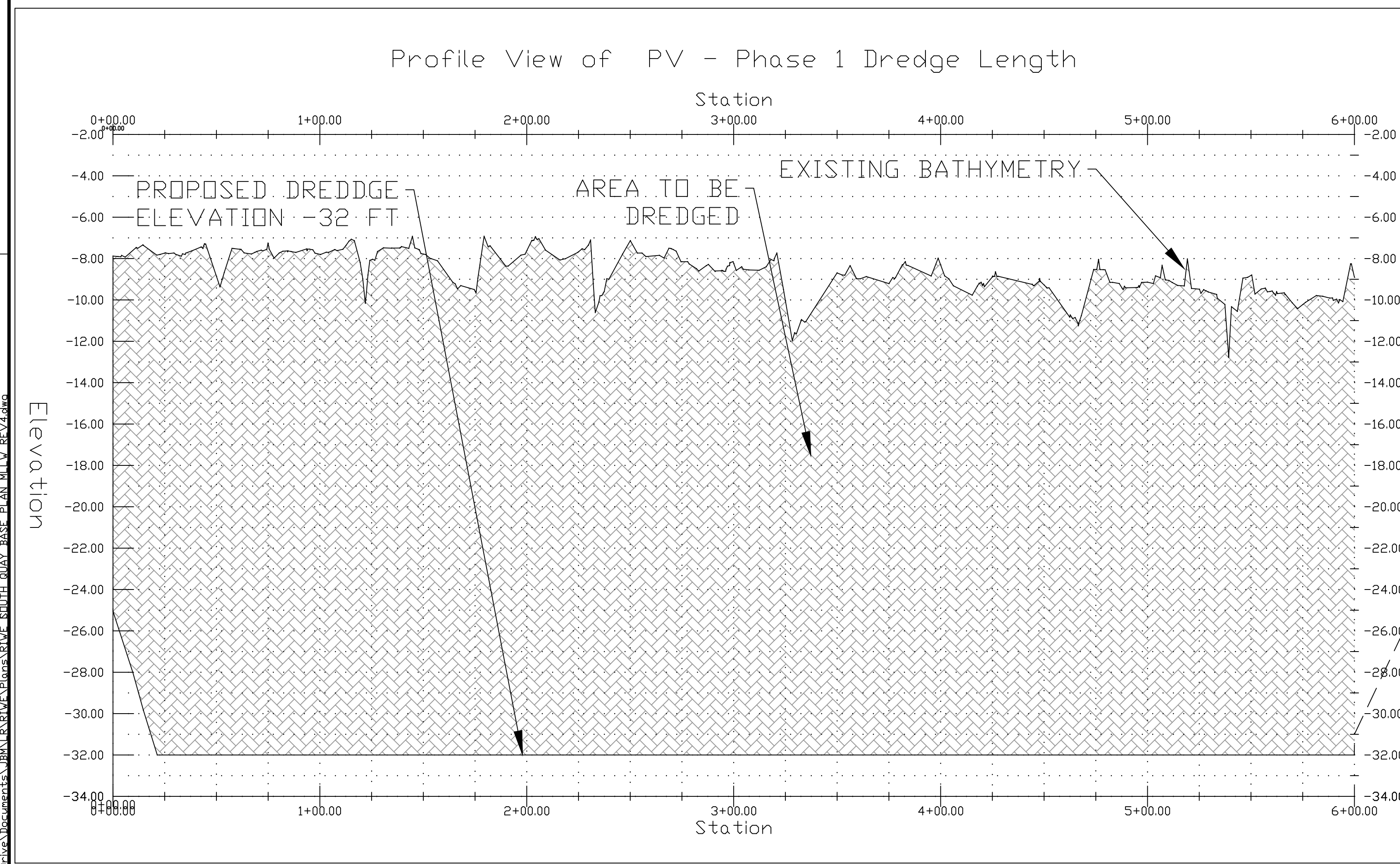
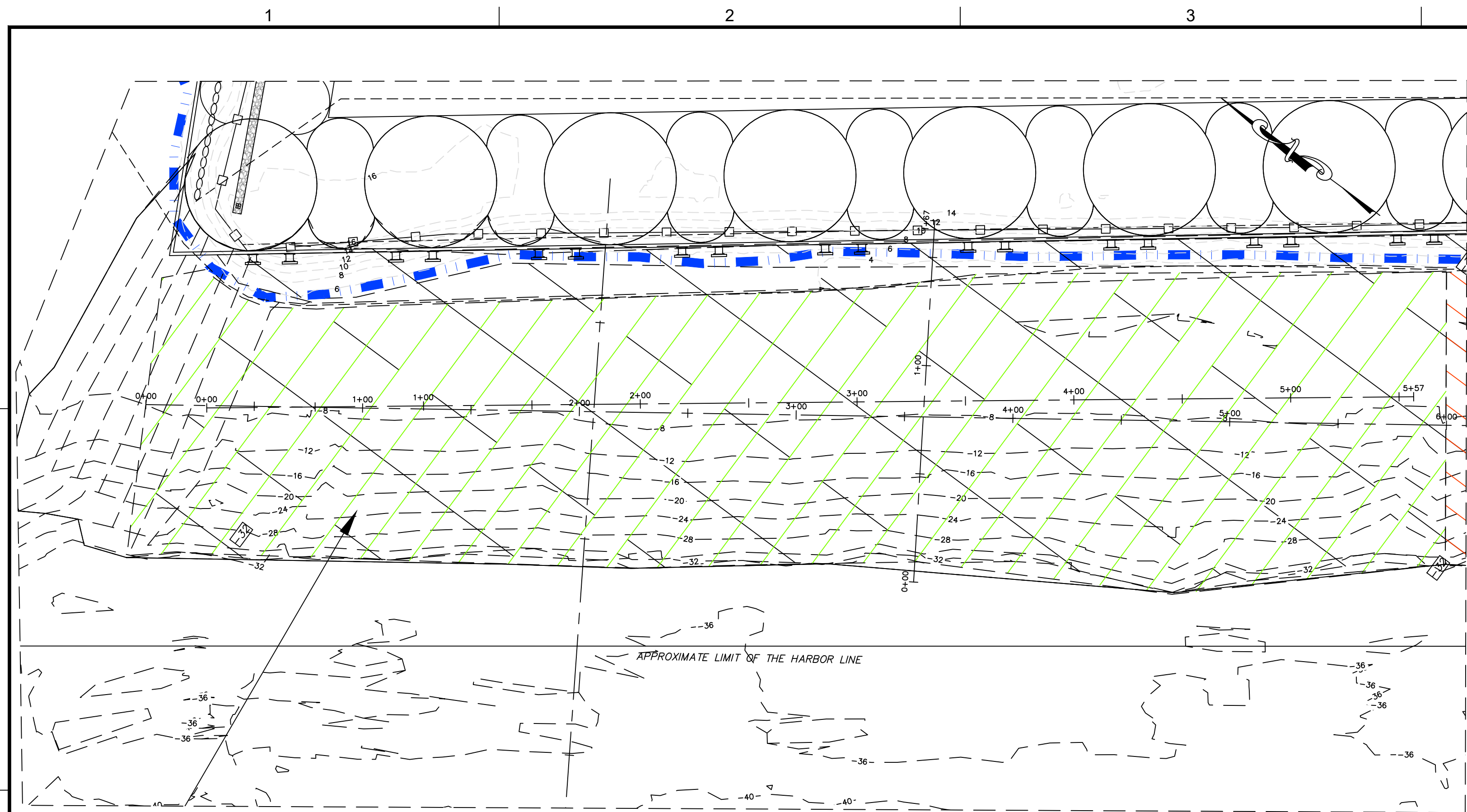
The dredge sampling program is underway. We understand that you need a Water Quality Certification from the Rhode Island Department of Environmental Management (DEM) in order to complete the S.408 review. We anticipate having the dredge sample results shortly and we will prepare the WQC application and submit it to DEM for approval. We will provide a copy of that correspondence to your office and keep you updated with the progress of the review.

We appreciate your attention to this project and please do not hesitate to reach out with questions or if you wish to discuss the project in more detail.

Sincerely,

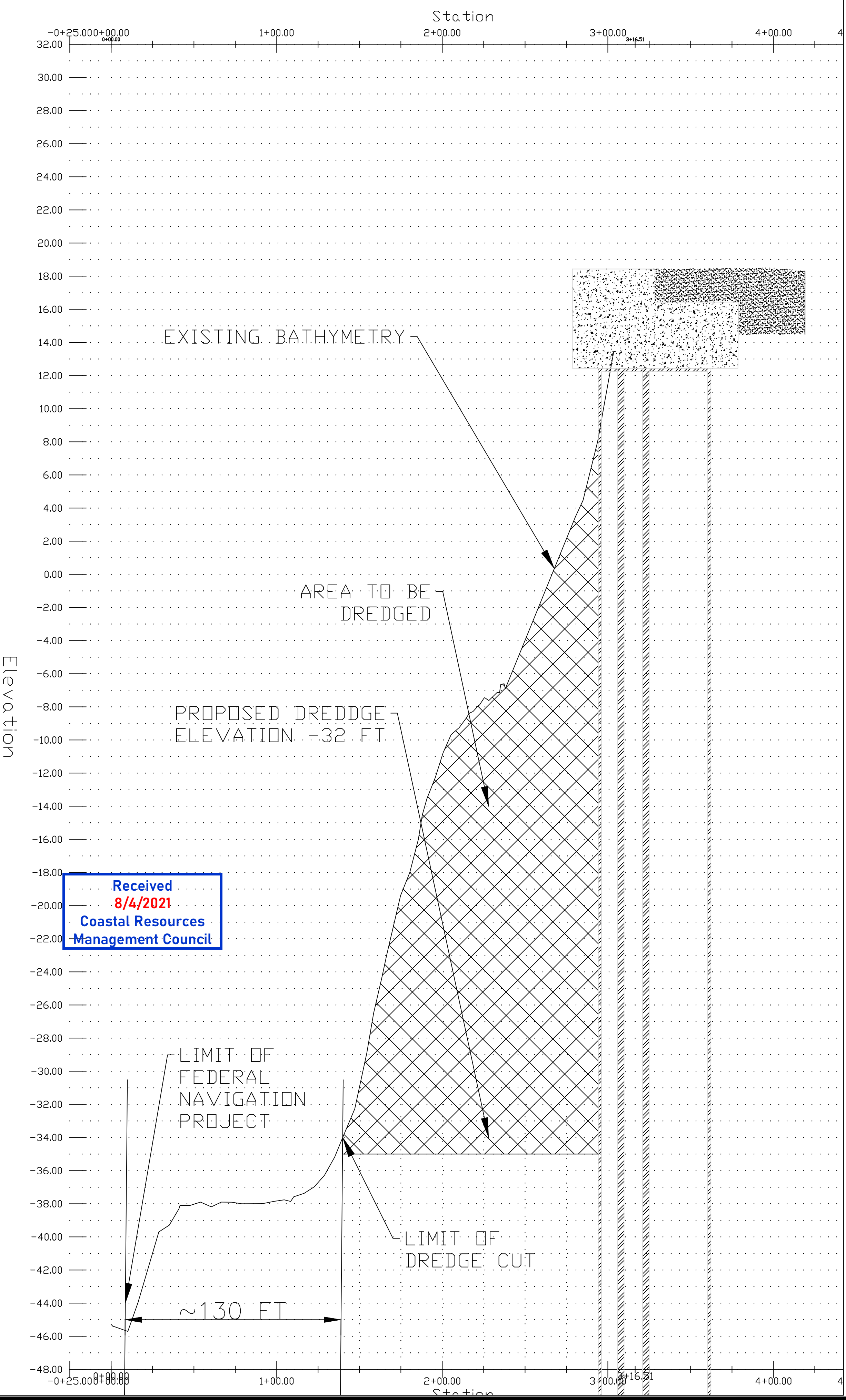


Melissa Martin
RI Waterfront Enterprises



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Profile View of DREDGE PROFILE STA 2



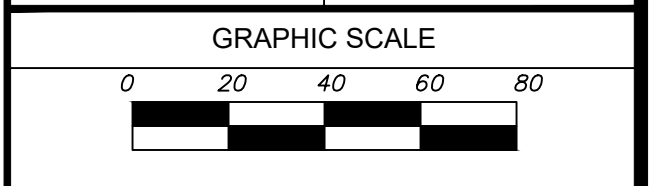
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16 HOXIE AVENUE
CHARLESTOWN, RI 02813

PROJECT
SOUTH QUAY PROPOSED SITE REDEVELOPMENT PROJECT
OWNER
RHODE ISLAND WATERFRONT ENTERPRISES, LLC
222 BERKELEY STREET
BOSTON, MA 02116

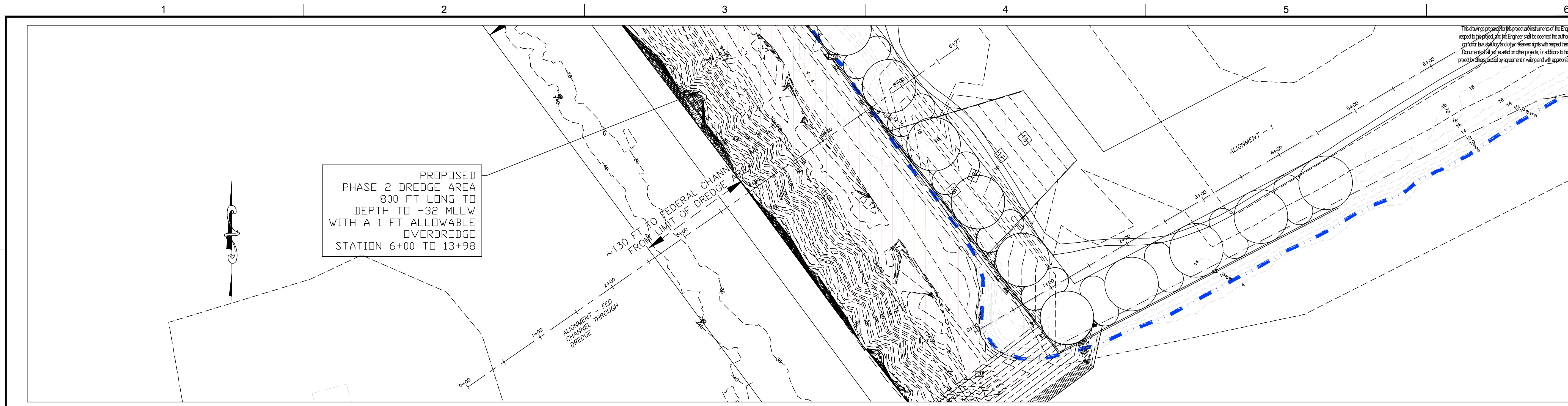
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2	3/11/2021	USACE CHANNEL LIMITS	JBM
1	11/2/2020	UPDATED BATHY	JBM

PROJECT NO.	
CADD FILE	
DESIGNED BY	JBM
DRAWN BY	
CHECKED BY	JAB
DATE	SEPTEMBER 2020
DRAWING SCALE	1" = 40'



SHEET TITLE
PROPOSED PHASE 1 DREDGE PLAN AND PROFILE

DRAWING NO.
PD-2
10 OF 27



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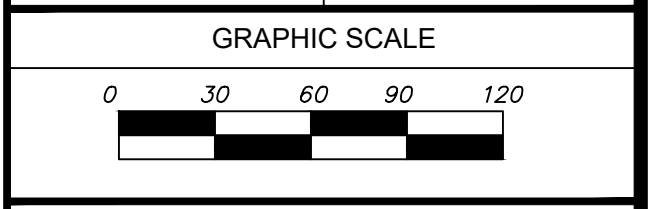
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PROPOSED SITE
REDEVELOPMENT PROJECT

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222 BERKELEY STREET
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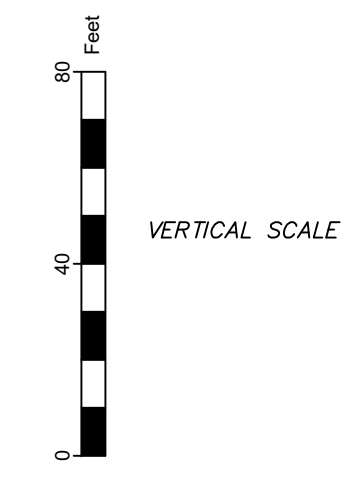
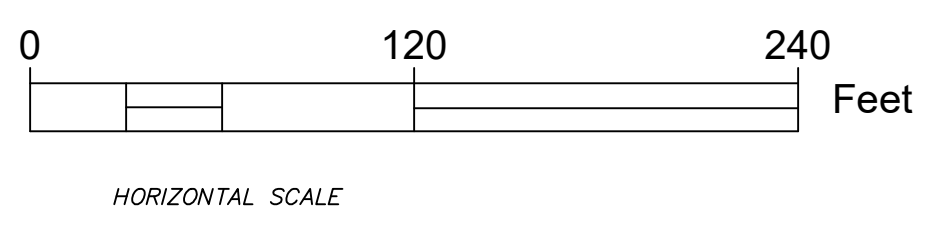
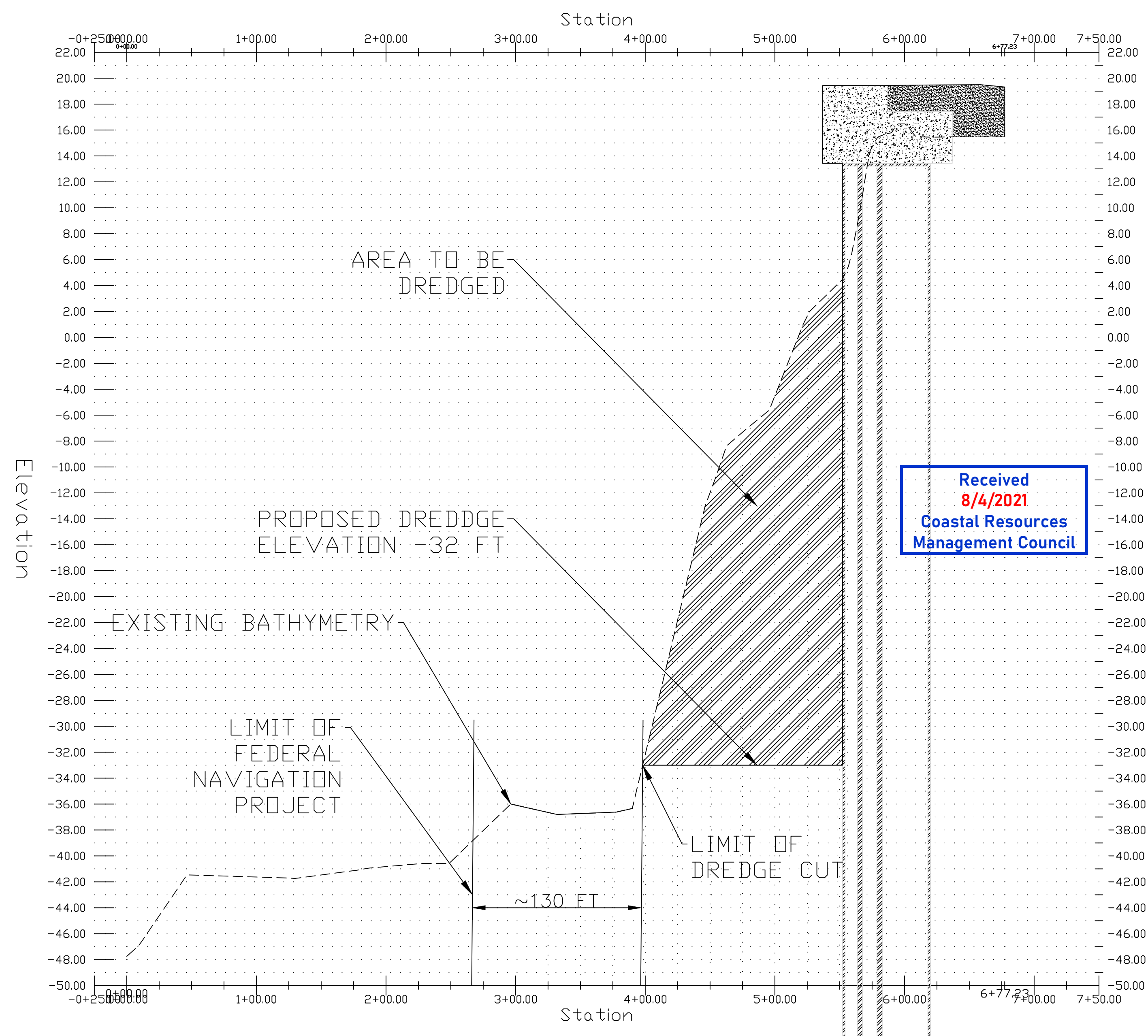


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DREDGE AREA
PHASE 2
CROSS-SECTIONS

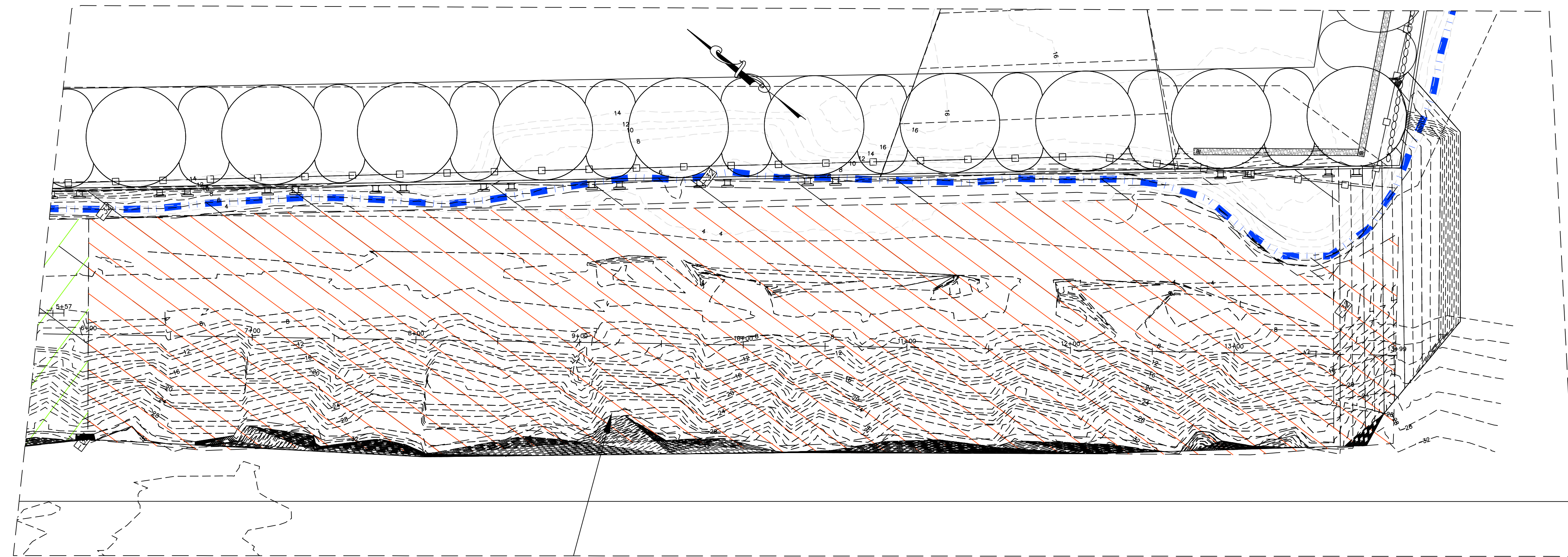
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Profile View of PV -Dredge Profile



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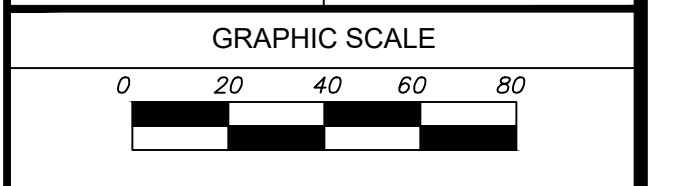
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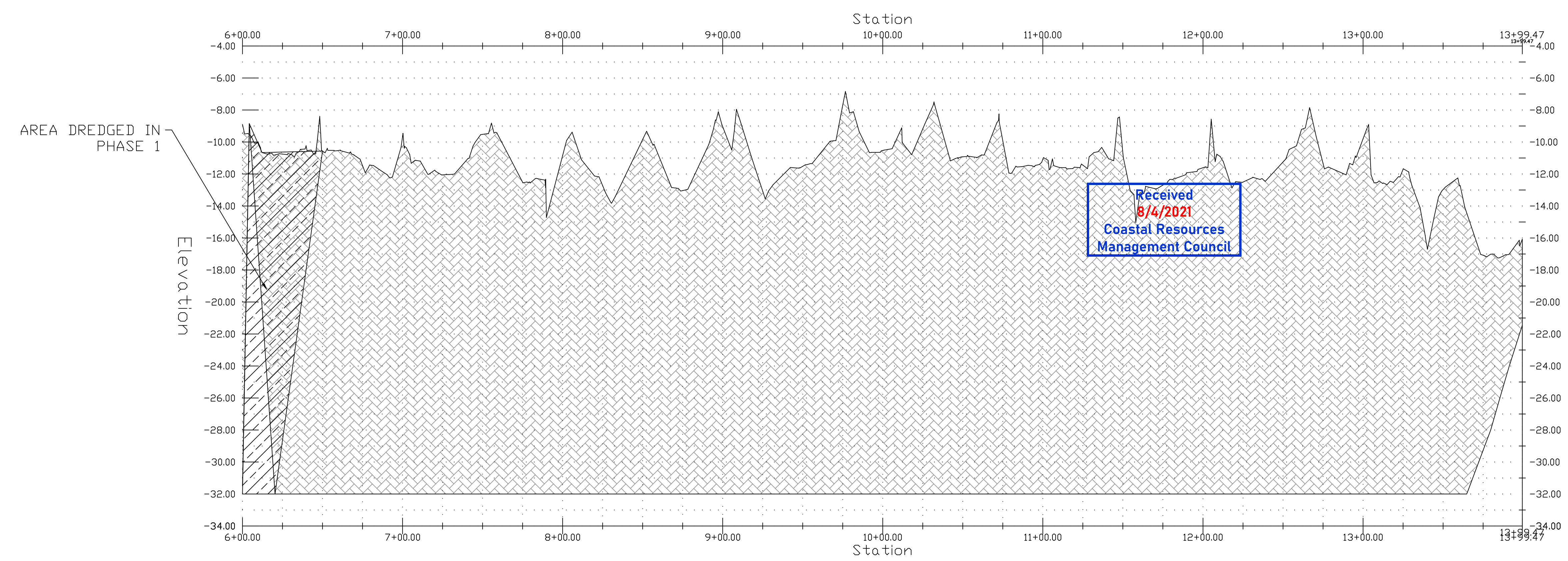
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 PHASE 2
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Profile View of PV - Phase 2 Dredge Length



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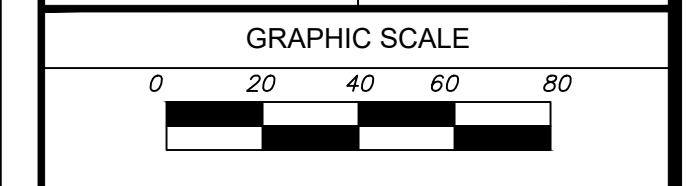
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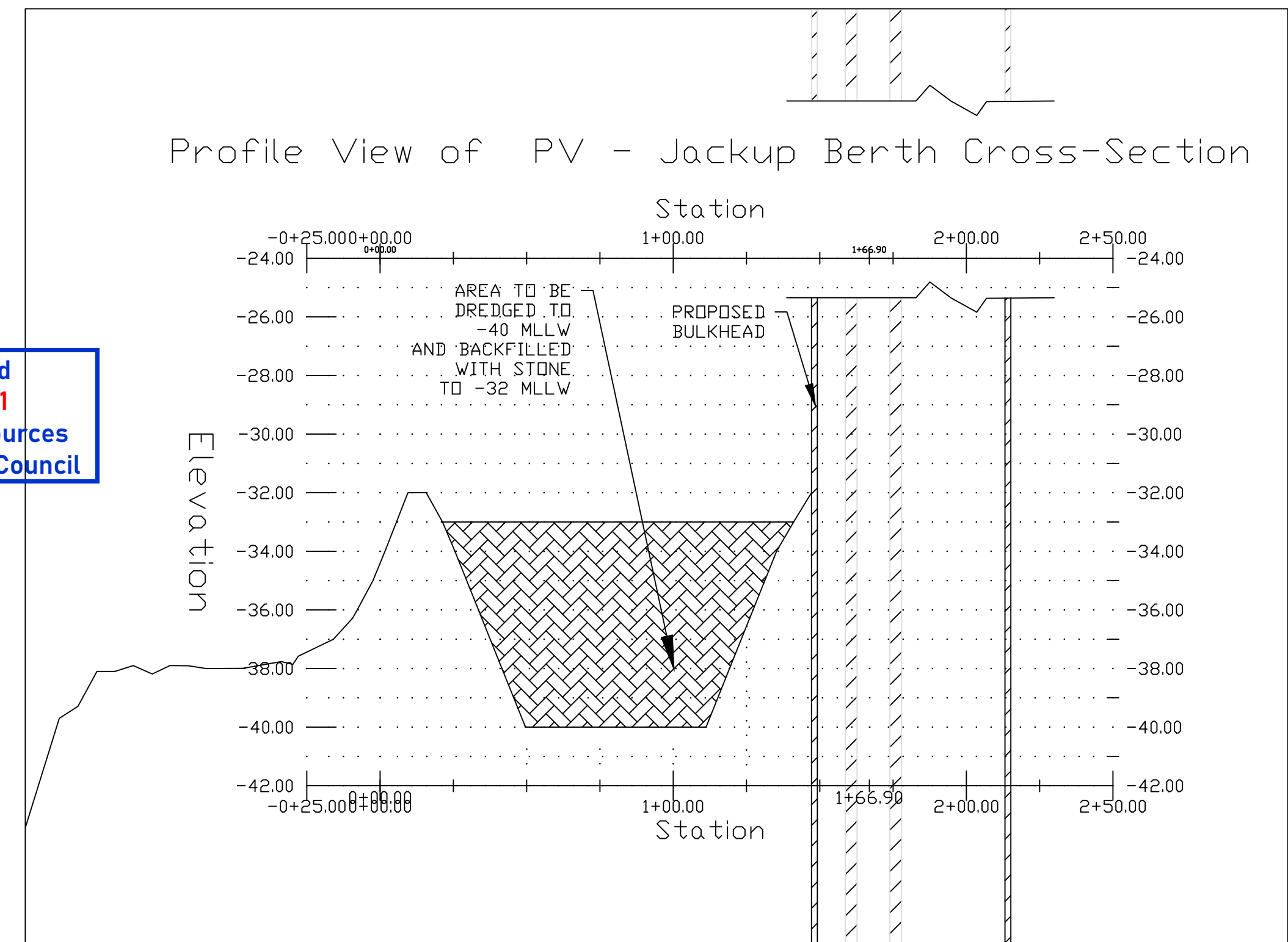
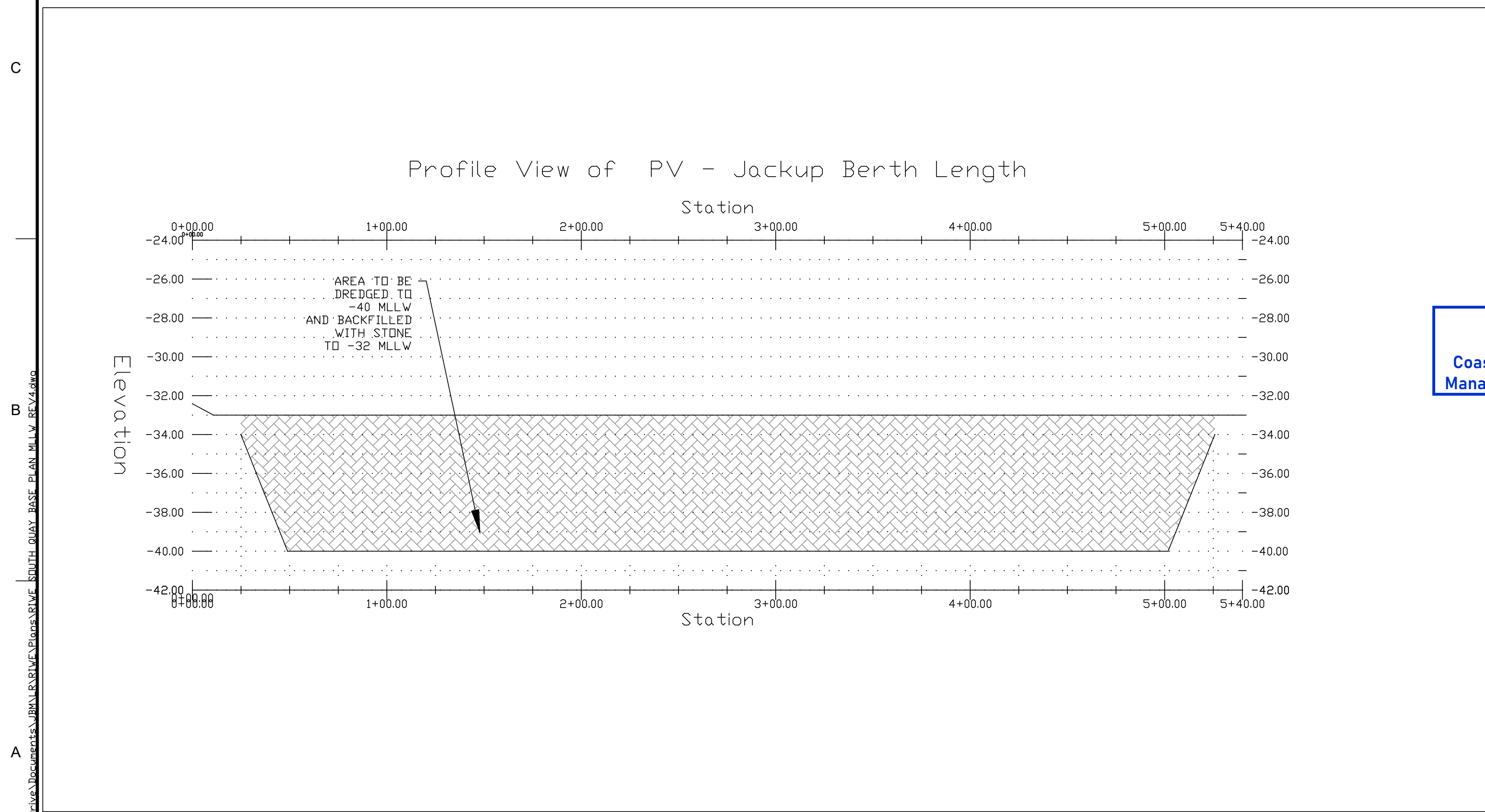
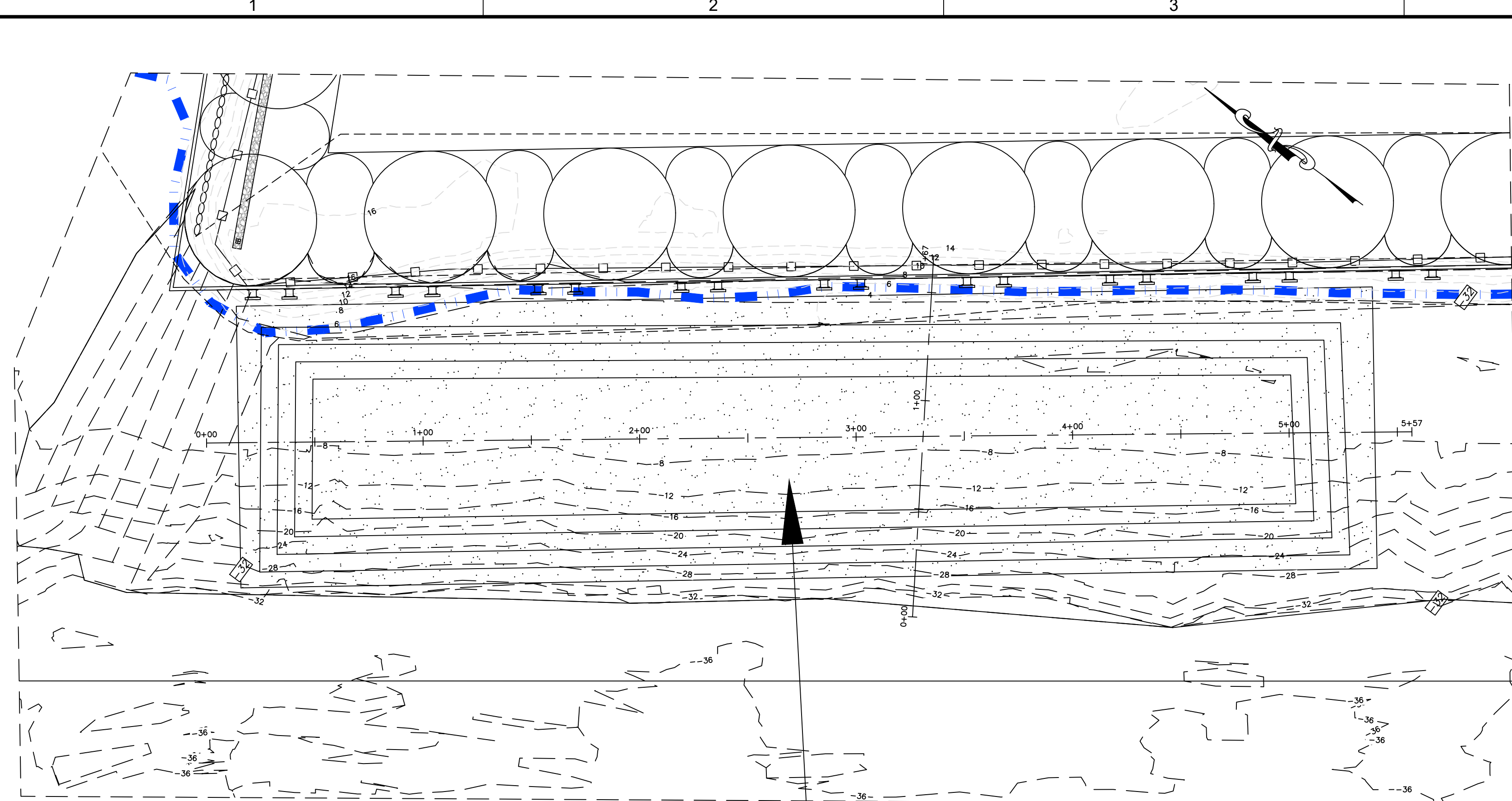
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PLOT SCALE 1/16"=1'-0"

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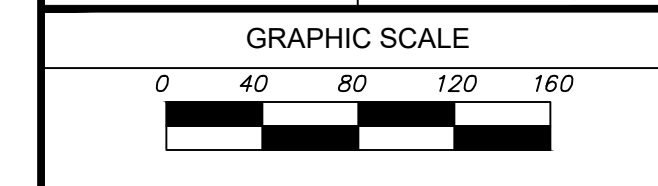
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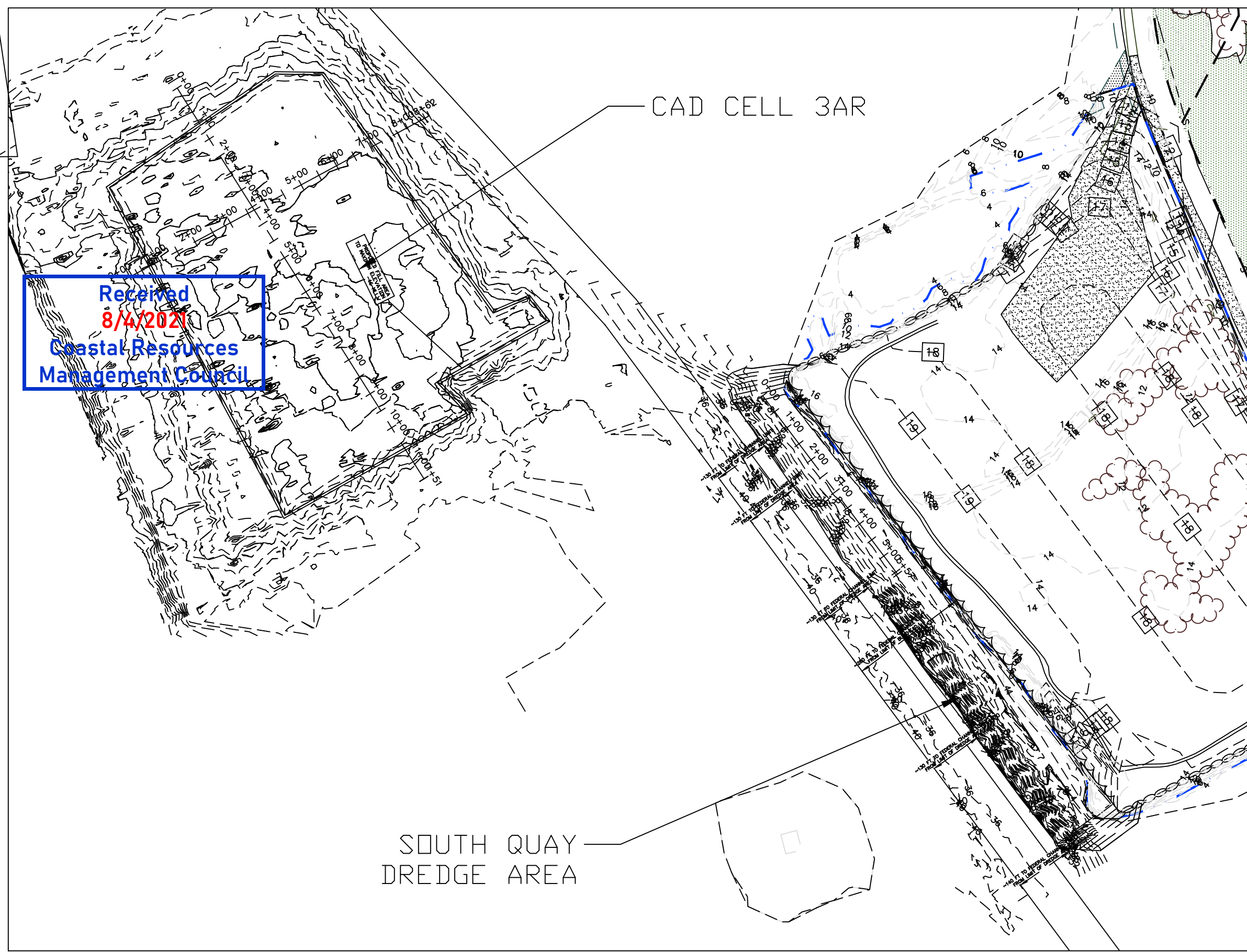
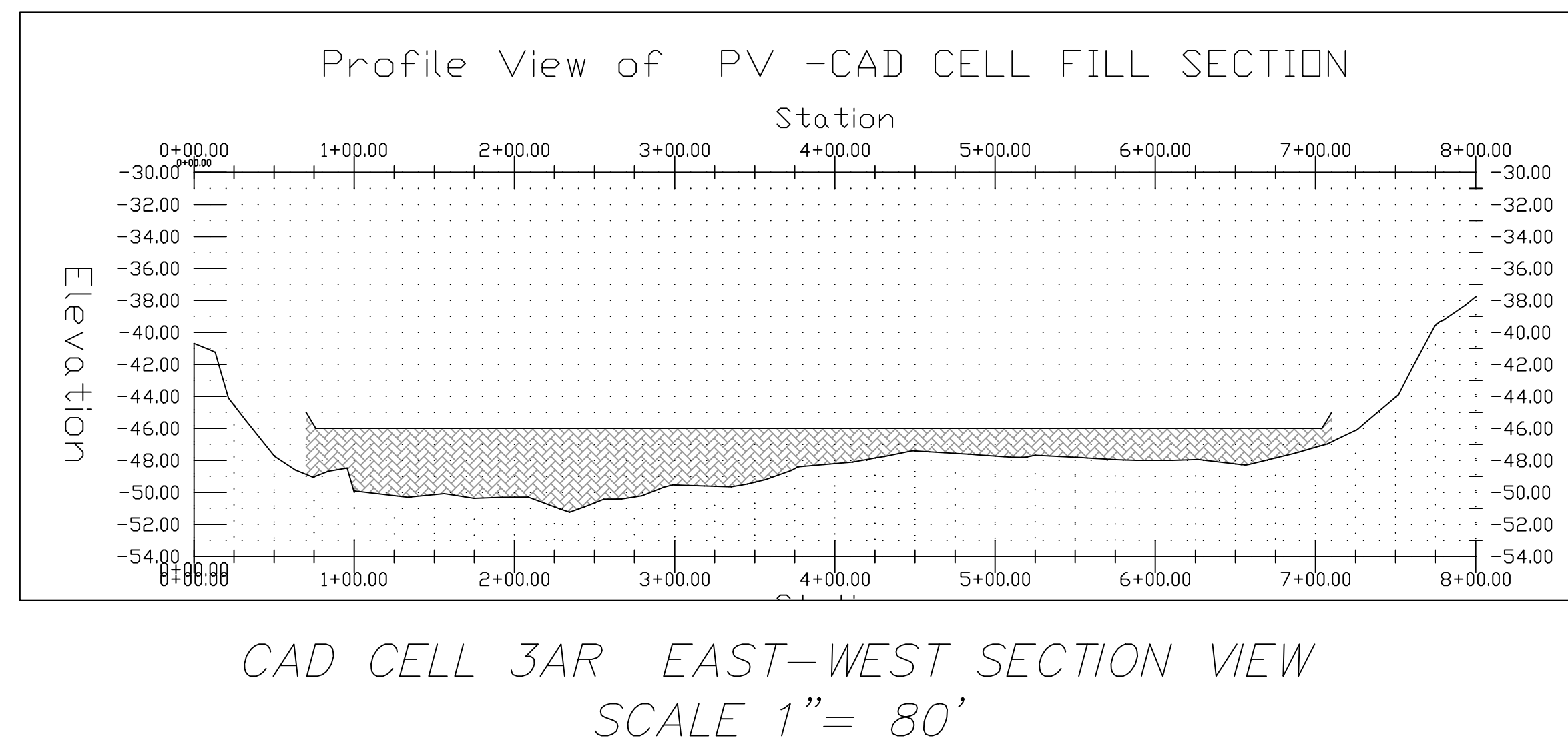
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**PROPOSED
CAD CELL 3AR
FILL PLAN
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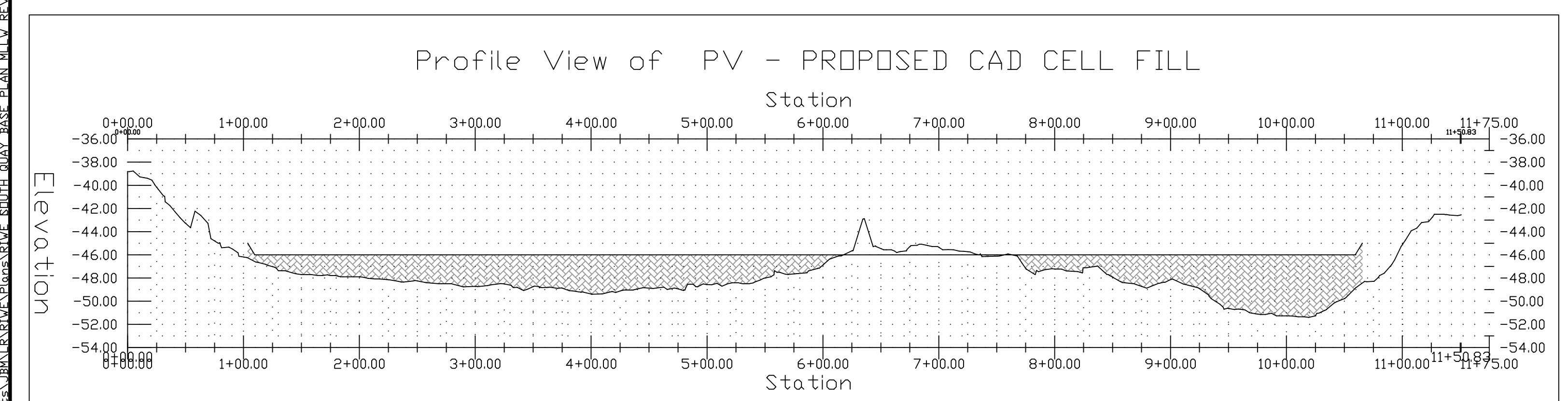
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CAD CELL 3AR PLAN VIEW
SCALE 1" = 80'



CAD CELL 3AR NORTH-SOUTH SECTION VIEW
SCALE 1" = 80'

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