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: 256 Great Island Road Narragansett (No. Street City/Town)	File No. (CRMC USE ONLY): 2025-05-035
Owner's Name: Rhode Island Department of Environmental Management	Plat: I-G Lot(s): 202-S
Mailing Address: 235 Promenade Street Providence, RI 02908 (Address City/Town, State Zip Code)	Owner's Contact: Number: 401-783-2046 Email Address: dan.costa@dem.ri.gov
Contractor RI Reg. # 401-789-0 Address: 91 Point Judith Road Drawer 314 Narragansett, RI 02882	Email address: meclchiori1@outlook.com Tel. No. 401-789-0867
Designer: Pare Corporation Address: 10 Lincoln Rd. #210 Foxborough, MA 02035	Tel. No. 508-543-1755
Name of Waterway: Point Judith Pond	Estimated Project Cost (EPC): Waiver Application Fee: Requested

Provide Below a Description of Work As Proposed (*required*).

Work proposed involves the replacement of Pier A, with modifications in terms of size and amount of piles. The pier will be removed entirely along with all piles and the building that it supports. The replacement pier will be installed with reduction in piles but with an increased footprint than the existing design. This application is not seeking the replacement of the existing building, as the design and permitting for the building replacement will be done by others. Oversheeting and a new concrete cap is proposed along the bulkhead to tie into the pier and support the future building.

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): Attachment A

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. _____Applicant must initial to certify accuracy of adjacent property owners and accuracy of mailing addresses.

Champlin Seafood - 256 Great Island Road Narragansett, RI 02882

State of Rhode Island - Project Applicant

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. 08/04

Daniel Costa
Owner Name (PRINT)

Daniel Costa Digitally signed by Daniel Costa Date: 2025.05.06 13:53:25 -04'00'
Owner's Signature (SIGN)

PLEASE REVIEW REVERSE SIDE OF APPLICATION FORM

APPLICATION FOR STATE ASSENT

Pare Project No. 23153.01

RHODE ISLAND COASTAL RESOURCES MANAGEMENT COUNCIL

Pier A Removal and Replacement
Port of Galilee: Phase IV
280 Great Island Road
Narragansett, RI 02882

A.P. I-G, Lot 202-S

Applicant:

Rhode Island Department of Environmental Management
235 Promenade Street
Providence, RI 02908

MAY 2025

PARE CORPORATION
ENGINEERS SCIENTISTS PLANNERS

Engineers Scientists Planners

parecorp.com

PARE CORPORATION

May 2, 2025

Mr. Jeffrey Willis
RI Coastal Resources Management Council
Stedman Government Center
4808 Tower Hill Road
Wakefield, RI 02879-1900

RE: **CRMC Assent Application**
RI Department of Environmental Management
Division of Planning and Development
Pier A Removal and Repair, Port of Galilee: Phase IV
Narragansett, RI
(Pare Project No: 23153.01)

Dear Mr. Willis:

On behalf of the State of Rhode Island Department of Environmental Management (RIDEM) Division of Planning and Development, and in accordance with the Coastal Resources Management Program (CRMP), Pare Corporation (Pare) is pleased to submit the attached Application for State Assent for the proposed Pier A Removal and Replacement; located at the Port of Galilee (the Port) in Narragansett, Rhode Island. This project is part of ongoing improvements to the Galilee Commercial Port and is in Phase IV of the improvements to the westerly portion of the Port. Enclosed for your review are three (3) copies of the following materials:

- Signed and complete CRMC Application for State Assent;
- Supplemental Documentation including a Proof of Ownership letter from the Town of Narragansett tax assessor, figures, project narrative, annotated photographs of the project area, a copy of historic and cultural coordination, and NOAA essential fish habitat report; and
- Permit Submission Plans entitled "Pier 'A' Removal and Replacement" dated April 2025.

The applicant is a state agency and the project will result in a significant public benefit, and therefore a waiver for the customary filing fee is requested in accordance with CRMC Management Procedures Section 1.4.2(D). The Port of Galilee is state land and is not in the town of Narragansett jurisdiction, therefore a local Building Official Form is not required for this Assent Application. A modification to the existing RI State Building Code Commission permit (B-24-12) will be requested by the contractor, Narragansett Dock Works. A copy of their review can be provided upon request once finalized. A digital copy of the complete submission has been sent via email to ctaff1@crmc.ri.gov.

Champlin's Seafood (Champlin's) leases Pier A to operate their commercial fishing receiving and processing facility on the pier and adjacent lands. The pier requires replacement as it is in poor to critical condition and has undergone multiple interim repairs to keep it serviceable. An additional goal of the project is to modify the design of the pier to allow better maintenance access to fender piles and avoid damage to the building.

10 Lincoln Road, Suite 210
Foxborough, MA 02035
508-543-1755

8 Blackstone Valley Place
Lincoln, RI 02865
401-334-4100

14 Bobala Road, Suite 2B
Holyoke, MA 01040
413-507-3448

Pier A and the landside work area is in, or directly adjacent to Point Judith Pond which is classified as Type 6 – Industrial Waterfronts and Commercial Navigation Channels and Type 5 – Commercial and Recreational Harbor in this area. The shoreline feature on the site consists of a Manmade Shoreline comprised of steel sheet pile bulkhead that runs along the length of the port. The proposed replacement pier will be approximately 295 square feet larger in footprint and will require 4 less piles than the existing pier. Oversheeting may be installed with a concrete cap over the existing concrete capped bulkhead, depending on the observed condition of the bulkhead during construction. This application does not include reconstruction of the building supported by the pier, for which the reconstruction is anticipated to be provided under separate cover by the Lesee, Champlin's and/or their consultant. In accordance with recent submissions for similar projects at Galilee, separate applications were acceptable per discussions with CRMC staff.

Pare has met with the U.S. Army Corps of Engineers (USACE) in March 2025. It was indicated at the meeting that the proposed project will be required to be submitted as a PCN under the Regional General Permits.

Thank you very much for your consideration, Please feel free to contact the undersigned at 401-334-4100 or via email at tturcotte@parecorp.com if you have any questions, comments, or require additional information.

Sincerely,

Todd Turcotte, P.E.
Vice President
Manager of Waterfront/Marine Group

Enclosures

cc: U.S. Army Corps of Engineers New England District, Regulatory Division
Dan Costa, RIDEM
Dave DeCost, RIDEM

Y:\JOBS\23 Jobs\23153.01 RIDEM Galilee Phase 4_NDW-Reagan DB-RI\PERMITS\Pier A CRMC\Cover Letter.doc

TABLE OF CONTENTS

Rhode Island Department of Environmental Management

PIER A REMOVAL AND REPLACEMENT

SECTION 1

ADMINISTRATIVE DOCUMENTATION

Application for State Assent
Statement of Disclosure
Proof of Ownership
Attachment A – List of Previous CRMC Permits
Coastal Hazard Analysis Worksheet

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.

	5/6/25
Owner Signature	Date

Daniel Costa 301 Great island Rd Narragansett RI 02882

Print Name and Mailing Address

RECEIVED
5/7/2025
COASTAL RESOURCES MANAGEMENT COUNCIL

TOWN OF NARRAGANSETT
Town Hall • 25 Fifth Avenue • Narragansett, RI 02882-3699
Tel. (401)-782-0616 TDD (401)-782-0610 Fax (401)-788-2555

Office of the Tax Assessor

April 18, 2025

Coastal Resources Management Council
Oliver Stedman Government Center
4800 Tower Hill Road
Wakefield, RI 02879

Dear Sir/Madam:

According to our records, this is to verify that Champlin Seafood is the owner of Assessor's Map I-G Lot 202-S located at 256 Great Island Road in the Town of Narragansett.

Sincerely,

Erica Duckworth

Erica Duckworth
Deputy Tax Assessor

TOWN OF NARRAGANSETT
Town Hall • 25 Fifth Avenue • Narragansett, RI 02882-3699
Tel. (401)-782-0616 TDD (401)-782-0610 Fax (401)-788-2555

Office of the Tax Assessor

April 18, 2025

Coastal Resources Management Council
Oliver Stedman Government Center
4800 Tower Hill Road
Wakefield, RI 02879

Dear Sir/Madam:

According to our records, this is to verify that the State of Rhode Island, RI DEM is the owner of Assessor's Map I-G Lot 202-SXM located at 256 Great Island Road in the Town of Narragansett.

Sincerely,

Erica Duckworth

Erica Duckworth
Deputy Tax Assessor

TOWN OF NARRAGANSETT
Town Hall • 25 Fifth Avenue • Narragansett, RI 02882-3699
Tel. (401)-782-0616 TDD (401)-782-0610 Fax (401)-788-2555

Office of the Tax Assessor

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Oliver Stedman Government Center
4800 Tower Hill Road
Wakefield, RI 02879

Dear Sir/Madam:

According to our records, this is to verify that Champlin Seafood is the owner of Assessor's Map I-G Lot 202-S located at 256 Great Island Road in the Town of Narragansett.

Sincerely,

Erica Duckworth

Erica Duckworth
Deputy Tax Assessor

Attachment A

List of Previous CRMC Permits to Map I Block G/Lots 96, 202-S, 202-SX, 203-S, 204A-SX, 204C-S, 204CSX,
Pier 'A' Removal and Replacement
Narragansett, Rhode Island
March 2025

File Number	Name	Map	Lot(s)	Decision Date
2011-06-089	Chaplin Seafood	I-G	202	June 22, 2011
2011-02-031	Department of Environmental Management	I-G	114, 202-S, 203-S, 204C-S, 204E-S	March 15, 2011

CRMC File Number:

RICRMC COASTAL HAZARD ANALYSIS WORKSHEET

APPLICANT NAME: Rhode Island Department of Environmental Management

PROJECT SITE ADDRESS: 256 Great Island Rd, Narragansett, RI 02882

STEP 1. PROJECT DESIGN LIFE

☐ A. For properties in a FEMA-designated **A,** or **X** Zone, provide the first floor elevation (FFE) of the proposed structure referenced to NAVD88, **OR**
For properties in a FEMA-designated **V** or **Coastal A** Zone, please provide the elevation of the lowest horizontal structural member (LHSM) referenced to NAVD88.

FFE _____ ft

OR

LHSM elevation 3.26 ft

☐ B. How long do you want your project to last? Identify the expected design life for the project (CRMC recommends a **minimum of 30 years**)

Design Life: 30 yrs

☐ C. Add the number of years you identified in 1B to the current year. (For example, if you are completing this form in the year 2020, and you want your project to last 30 years, your design life year will be 2050.)

Design Life Year: 2055

☐ D. **CHECK** beneath the sea level rise (SLR) projection that matches or comes closest to project design life year.

Year	2030	2040	2050	2060	2070	2080	2090	2100
SLR	0.71	1.11	1.60	2.29	3.17	4.19	5.35	6.47
	○	○	○	○	○	○	○	○

Source: Sea Level Rise (SLR) Projections (Feb. 2022). NOAA High Curve, Newport, RI Tide Gauge. All values are expressed in feet relative to NAVD88. https://sealevel.nasa.gov/task-force-scenario-tool?psmsl_id=351

NOTE: The present National Tidal Datum Epoch (NTDE) is 1983 through 2001. The NOAA 2017 data use a baseline starting at 2000, and the NOAA 2022 data use a baseline starting at 2020. Between 1991 and 2020 there was an annual average of 4.03 mm/year of sea level rise at the Newport (8452660) tide station based on the trends data from the Permanent Service for Mean Sea Level (https://www.psmsl.org/products/trends/). Because the PSMSL trends are based on a minimum 30 years of data we will assume a similar trend applies to the shorter 20 year period of 2000 to 2020. Thus, there was approximately 8.06 cm (3.39 inches) of sea level rise during the period 2000 to 2020. Accordingly, the MHHW elevation of 3.85 feet at the Newport station (Epoch 1983-2001) would be adjusted an additional 3.39 inches to 4.13 feet MHHW. For reference, NAVD88 at Newport is 2.04 feet.

STEP 2. SITE ASSESSMENT

☐ A. Open *RICRMC Coastal Hazard Mapping Tool*. Following the tutorial along the left side of the screen, enter the project site address and turn on the sea level layer closest to the number you circled in 1D.

☐ B. **ENTER** the STORMTOOLS SLR map layer closest to the SLR value you checked in Step 1D above. If the value falls between the available STORMTOOLS SLR map layers, round up to the closest of these sea level rise (SLR) numbers: 1ft, 2ft, 3ft, 5ft, 7ft, 10ft, or 12ft

3 ft

☐ C. Does the STORMTOOLS SLR map layer you circled above expose your project site to future tidal inundation? **CHECK YES or NO**

◉ YES
○ NO

☐ D. List any **roads or access routes** that are potentially inundated from SLR. To do this, ZOOM OUT from your project location, change BASEMAP on the viewer to "street view" – see Step 2A.

Great Island Road

Please be advised that CRMC staff may also review the implications of sea level rise in combination with nuisance storm flooding and discuss these potential project concerns with the applicant. Nuisance flooding impacts may be viewed in STORMTOOLS here.

STEP 3. STORMTOOLS DESIGN ELEVATION (SDE)

☐ A. Follow the tutorial included along the left panels of the viewer to enter the address of your project site. Select the tab across the top that corresponds to the sea level rise projection you identified in STEP 1

☐ B. Click on the map at project site to identify **STORMTOOLS Design Elevation (SDE)**

from the pop up box. **Enter the SDE value:** 18.7 ft

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RI CRMC COASTAL HAZARD APPLICATION WORKSHEET

STEP 4. SHORELINE CHANGE

☒ A. Using the *CRMC Shoreline Change maps*, indicate the transect number closest to your site, and erosion rate listed for that transect.

Transect Number: NA

Erosion Rate: 0 **ft/year**

B. **CHECK** below the Projected Erosion Rate that corresponds to the design life you identified above.

Year	2050	2060	2070	2080	2090	2100
Projected Future ErosionMultiplier	1.34	1.45	1.57	1.70	1.84	2.00
	◉	○	○	○	○	○

Source: Projected Shoreline Change Rate multipliers. (Oakley et al., 2016)

C. **COMPLETE EROSION SETBACK CALCULATION:**

Historic shoreline change rate, STEP 4A		Design Life, STEP 1C		Projected Future ErosionMultiplier, STEP 4B		Erosion Setback (ft) 4A x 1C x 4B
0	X	30	X	1.34	=	0

NOTE: *Setbacks are required per the CRMC Red Book, Section 1.1.9.* ***A minimum setback of 50-feet is required****, but a greater setback may be necessary and/or desirable based on this analysis.*

STEP 5. OTHER SITE CONSIDERATIONS: CERI & SLAMM

☒ A. Use the **Coastal Environmental Risk Index (CERI) map (See Tab 5A on the viewer)** to enter your address and CHECK the level of projected damage to your location, as indicated on the map that corresponds to the design life identified in STEP 1.

CERI Level:	Moderate	High	Severe	Extreme	Inundated by 2100	Not applicable
	○	○	○	○	○	○

☐ B. **Sea Level Affecting Marshes Model (SLAMM) (See Tab 5B on the Viewer) -** This step is for Large Projects and Subdivisions only, six (6) or more units, as defined by the CRMC Red Book Section 1.1.6.I(1)(f). This step may be skipped for other projects. Use the Sea Level Affecting Marshes Model (SLAMM) Maps to assess potential impacts to large projects and subdivisions from salt marsh migration resulting from projected sea level rise. CRMC SLAMM maps can be accessed here. The CRMC recommends using the 3-foot SLR projection within SLAMM to assess future potential project impacts on migrating marshes. Does the SLAMM map that corresponds to the design life you identified in STEP 1 expose your project site to future salt marsh migration? **CHECK YES or NO**

YES	NO
○	○

☒ C. Consider and discuss with your design consultant other forces or factors that might impact the development, such as coastal habitats, shoreline features, public access, wastewater, storm water, depth to water table/groundwater dynamics, saltwater intrusion, or other issues not listed above. In addition, pressure from rising sea levels will result in rising subsurface groundwater levels ultimately effecting wells and septic systems.

STEP 6: DESIGN EVALUATION

☒ A. Using Chapter 7 of the RI Shoreline Change SAMP as a guide, investigate mitigation options for the exposure identified above and include that in the final application.

This fully completed Coastal Hazard Application Guidance worksheet must accompany the application. If you are a design or engineering professional, please print and sign here that you have discussed the findings of this worksheet with the Owner.

DESIGN/ENGINEER SIGNATURE: _____ **DATE:** 02-MAY-25

OWNER'S SIGNATURE: _____ **DATE:** 5/6/25

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COASTAL RESOURCES MANAGEMENT COUNCIL

SECTION 2

FIGURES

RIGIS

SITE LOCATION MAP

SCALE: 1" = 2,000'

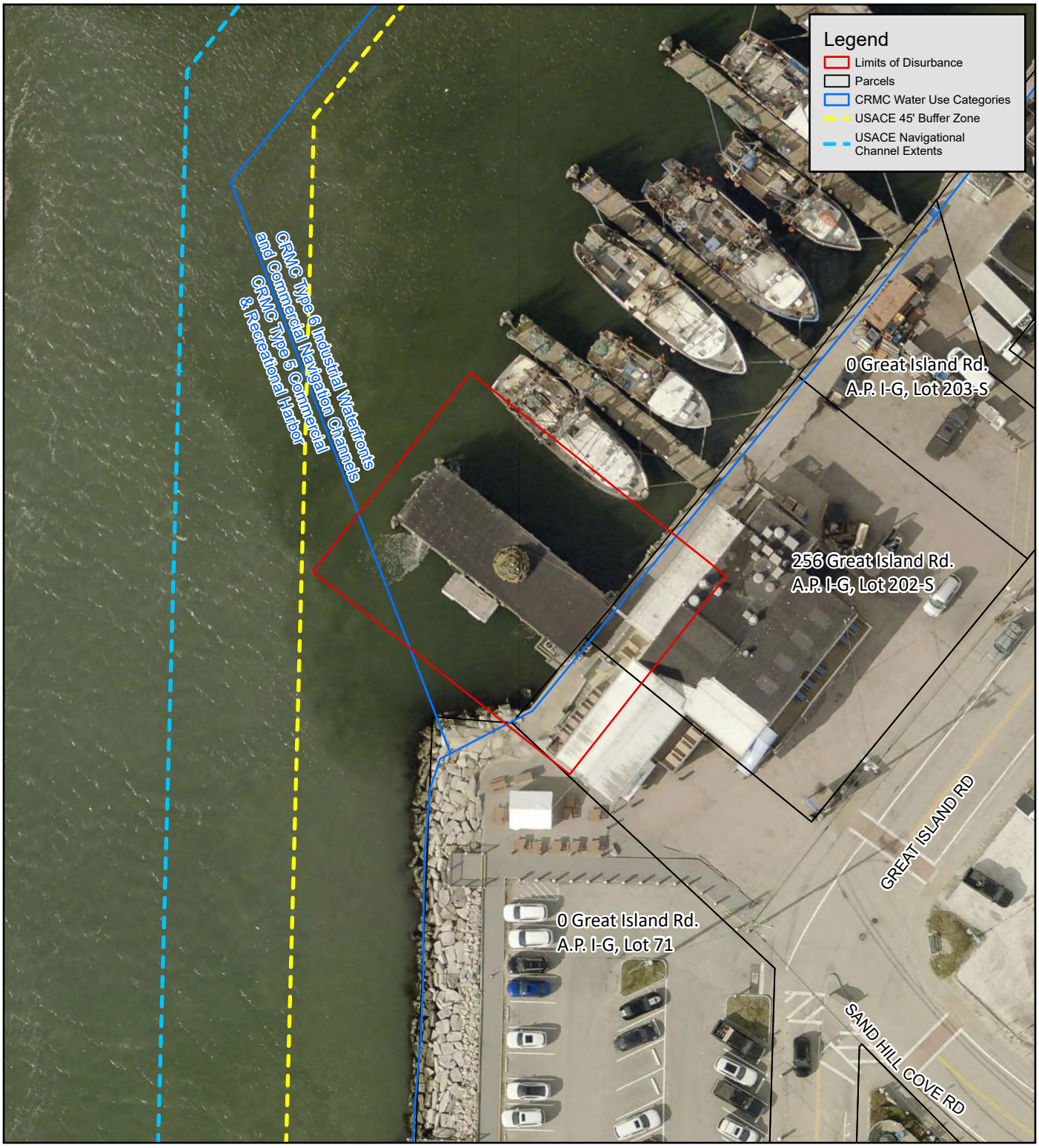
N
W E
S

8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
(401) 334-4100

10 LINCOLN ROAD, SUITE 210
FOXBORO, MA 02035
(508) 543-1755

FIGURE 1

RIDEM GALILEE PIER A
REMOVAL AND REPLACEMENT
NARRAGANSETT, RI



RIGIS

ANNOTATED AERIAL PHOTOGRAPH

SCALE: 1" = 50'

N
W E
S

8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
(401) 334-4100

10 LINCOLN ROAD, SUITE 210
FOXBORO, MA 02035
(508) 543-1755

PAGE PROJECT NO. 21153.01 MAY 2025

FIGURE 2

RIDEM GALILEE PIER A
REMOVAL AND REPLACEMENT
NARRAGANSETT, RI

National Flood Hazard Layer FIRMette

FEMA

71°31'5"W 41°22'51"N

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0 250 500 1,000 1,500 2,000 Feet

1:6,000

71°30'27"W 41°22'24"N

Basemap Imagery Source: USGS National Map 2023

Legend

FIGURE 3

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 4/23/2025 at 8:06 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

SECTION 3

NARRATIVE PROJECT DESCRIPTION

I. Introduction

This Supporting Documentation has been prepared by Pare Corporation (Pare) on behalf of the Rhode Island Department of Environmental Management (RIDEM) to supplement an Assent Application for the proposed 'Pier A' Removal and Replacement project located at 256 Great Island Road (Parcel ID: I-G-202-S), Narragansett, RI within the Port of Galilee, and included within the Memorandum of Agreement between the RIDEM and RI Coastal Resources Management Council. This application is submitted pursuant to Part 1 of the Coastal Resources Management Council (CRMC) Coastal Management Program (the Red Book). Due to the water dependent nature of the pier replacement, work within Type 5 and Type 6 Tidal and Coastal Pond Waters is unavoidable. Tidal waters are also within the jurisdiction of the United States Army Corps of Engineers (USACE) as Navigable Waters of the United States.

The proposed work is within the Port of Galilee (the Port) located near the Point Judith Pond breachway. The Port serves as the largest fishing facility within the State of Rhode Island and one of the largest ports along the eastern coast of the United States. According to a 2016 URI study it supports 428 total firms and a gross sale generation of over $500 million. RIDEM has begun an ongoing capital improvement project throughout the Port to bring structurally deficient assets, per ASCE Waterfront Facilities Inspections and Assessments, to a functional standard to maintain the Ports' productivity. It is also the initiative of the Port to prioritize piers and other assets based upon the state of the deteriorated condition, prompting the proposed replacement of Pier A (the pier). The pier and adjacent parcel (Parcel ID: I-G-202-S) at the project location is owned by RIDEM. The pier and building that it supports are leased by Champlin's Seafood, which operates a commercial fishing vessel receiving and processing facility, seafood market, and restaurant from the pier and adjacent parcel.

In 2024, interim repairs were implemented for critically identified deficiencies to extend the serviceability until a full replacement of the pier could occur. The interim repairs included mechanical shimming between the pile butt where contact was not consistent between the pile cap and pile butt. The repairs also included five pile jackets to rebuild the support piles where greater than 50% section loss was observed. The repairs were intended to only extend serviceability between 12 and 18 months. The most recent project completed near the project location was the removal and replacement of Pier F (Assent No. 2024-01-061). More recently, applications have been submitted to replace "Pier G" and "Pier I", which are located northeast from Pier A, along the same bulkhead.

This project proposes the removal of Pier A and replacement with a new pier that has a slightly modified footprint, with a decrease in pile number and an increase in decking area. The increase in size needed for the pier is due to an increase in the width of the pier to accommodate future maintenance of fender piles adjacent to the existing building. In addition to the pier replacement, oversheeting may be necessary depending on the condition of the existing bulkhead. During demolition, the condition of the existing bulkhead will be assessed and a decision on whether or not to install the oversheeting will be made at that stage in construction. The highest impact scenario is being represented in this application. The replacement of the building supported by Pier A will be designed and permitted under a separate CRMC assent application and is not discussed within this application. Existing site conditions, proposed work, and conformance with the CRMP, are discussed herein.

II. Existing Conditions

The proposed Pier A replacement is located off of Narragansett Assessor's Plat I-G, Lot 202-S, within the Port of Galilee. The entire Pier A is occupied by the lease holder, Champlin's, which operates a commercial fishing vessel receiving and processing facility, seafood market, and restaurant. Adjacent properties and structures include other commercial fishing industries as well as the United States Coast Guard Station.

Pier A is a fixed timber pier that is 80.5-feet long and 24-feet wide, not including the sacrificial fendering system. A 15-square foot access platform abuts the pier to the south along the bulkhead. In addition, the pier supports a building that covers it entirely. While pier/dock structures are prevalent in the vicinity of Pier A prior to the 1950's based on aerial imagery, the existing pier appears to have been constructed in 1997 under CRMC assent no. 1996-05-109 which identifies the project as a pier replacement. As the pier is approaching 30-years old, it is currently in poor to critical condition and has required interim repairs.

Fender piles are located on the ends of each bent along the perimeter of the pier with either one or two support piles immediately inside of them. Where two support piles are present, the inside one is battered. The fendering piles and chocks extended approximately 12 inches off the pier on either side. The interior and exterior stringers are 4" x 10" timber members at approximately 16-inch on center spacing. The stringers are orientated on top of two 12" by 14" pile caps. Cross bracing is 3" by 10" without a lower horizontal bracing. The observed piles are 12-inches in diameter with some variation. The observed timber callouts are the nominal dimensions.

Coastal Resources and Floodplain

The project site is located in Point Judith Pond, between Point Judith Harbor of Refuge and Block Island Sound. Point Judith Pond in the vicinity of the site is classified as Type 6 – Industrial Waterfronts and Commercial Navigation Channels and Type 5 – Commercial and Recreational Harbor under the CRMP.

The shoreline feature in the vicinity of the site consists of a Manmade Shoreline comprised of steel sheet pile (SSP) bulkhead that runs along the length of the Port with isolated locations of timber lagging supported by steel H-Piles. These features are classified as Manmade Shoreline according to § 1.1.2 (A)(83) of the CRMP. There are no coastal wetlands located within the immediate vicinity of the Pier as this is an active commercial port.

According to the FEMA Flood Insurance Rate Map for the Town of Narragansett (Community Panel 44009C0194J, effective date 10/16/2013), the seaward facing portion of the site is located in floodplain designated as Zone VE up to the manmade shoreline. Landside of the bulkhead, the area is located in Zone AE with a base flood elevation of 13 (NAVD 88).

Utilities

The utilities associated with this pier are associated with the building that exists on the pier for the fish processing operation. The building reconstruction is not covered under the proposed work and will be permitted by others. As such, while the building is associated with the work as it is supported by the pier, it will not be discussed with this application other than it will be demolished as part of the Pier Replacement. Fire protection required for the building is to be handled by others as necessary.

Drainage

Stormwater runoff generated along the project area ultimately flows off the sides of the pier or between decking and into Point Judith Pond. No treatment for stormwater generated on the pier or the pier-supported building exists.

Historic Resources

Coordination with the Rhode Island Historical Preservation & Heritage Commission, as well as the Narragansett Indian Tribe and Wampanoag Tribe of Gay Head (Aquinnah), has been undertaken to identify any historical resources near the site. No responses have been received to date.

Natural Heritage, Endangered Species, and Other Environmental Considerations

Review of the most recent RIGIS data layers (BIO_Natural_Heritage_Areas_2023.shp) on the RIDEM Environmental Resource Map indicates the site is not located in any Natural Heritage Areas and there is no submerged aquatic vegetation mapped in the vicinity of the project site (RIGIS Submerged Aquatic Vegetation and Eel Grass Data Layers, Natural Heritage Areas 2023).

A copy of the current IPaC Species List is provided in Section 6 of the Assent application documentation. Based upon consultation with the USFWS IPaC Tool accessed on April 28, 2025, no critical habitat for federally threatened, endangered, or candidate species were identified within the project limits. According to IPaC; two migratory birds are listed as potentially occurring within the project site including: Roseate Tern (*Sterna dougalli dougallii*) which is a listed Endangered Species and Rufa Red Knot (*Calidris canutus rufa*) which has a Status of Threatened. In addition, one mammal and one insect were identified as potentially occurring within the project site including: Tricolored Bay (*Myotis septentrionalis*) which is Proposed Endangered and Monarch Butterfly (*Danaus plexippus*) which is Proposed Threatened.

The site does not appear to provide suitable habitat for the Tricolored Bat as there are no potential roost trees in the area and the underside of the pier platform is regularly in contact with the water surface. The pier and surrounding area do not provide suitable stopover habitat for the Roseate Tern or Rufa Red Knot due to the hardened manmade shoreline and developed port that lacks a natural intertidal zone. Potential forage and stopover habitat exists nearby in Point Judith Pond, Block Island Sound and coastal wetlands and beaches along the shoreline. Neither bird is likely to nest in this area as the Rufa Red Knot prefers freshwater wetland habitat for nesting (USFWS), and Roseate Terns are known to nest primarily on islands (MA NHESP).

Based upon the NOAA Fisheries Essential Fish Habitat (EFH) Mapper Report within the Port of Galilee species potentially found within the area include, but are not limited to: Albacore Tuna (*Tunnus alalunga*), Atlantic Cod (*Gadus morhua*), Atlantic Herring (*Clupea harengus*), Bluefin Tuna (*Thunnus thynnus*), Longfin Inshore Squid (*Doryteuthis pealeii*), Pollock (*Pollachius*), Sand Tiger Shark (), Skipjack Tuna (*Katsuwonus pelamis*), Smoothhound Shark Complex (*Mustelus sp.*), Windowpane Flounder (*Scophthalmus aquosus*), Winter Flounder (*Pseudopleuronectes americanus*), and Yellowfin Tuna (*Thunnus albacares*). A copy of the EFH Mapper Report is included as Section 6 of this Assent Application.

Based upon the NOAA ESA Section 7 Mapper Report within the Port of Galilee, species potentially found within the project area include but are not limited to: Atlantic Sturgeon (*Acipenser oxyrinchus oxyrinchus)*, Shortnose Sturgeon (*Acipenser brevirostrum)*, Green Sea Turtle (*Chelonia mydas)*, Kemp's Ridley Sea Turtle (*Lepidochelys kempii)*, Leatherback Sea Turtle (*Dermochelys coriacea)*, Loggerhead Sea Turtle

(*Caretta caretta)*, North Atlantic Right Whale (*Eubalaena glacialis)*, and Fin Whale (*Balaenoptera physalus)*. A copy of the ESA Section 7 Mapper is included as Section 6 of this Assent Application.

III. Proposed Project

Pier A is maintaining operations as a result of the 2024 interim repairs, however, it is recommended to be replaced prior to the pier losing functionality. This project will include removal and replacement of Pier 'A' to allow for its continued use, as detailed in the attached plans. The proposed replacement pier is to be designed in accordance with the IBC, ASCE, and acceptable port designing criteria. The intended use and operations of the pier is not anticipated to change as a result of this replacement; however, the layout of the pier was altered to better address the current operational needs and future maintenance requirements of the pier.

Construction Access, Erosion and Sedimentation Controls

The site constraints to complete the construction of this pier will result in the use of a floating barge with a crane as the land side buildings and adjacent piers do not provide ample area for stockpiling material. Based on the barge dimensions a temporary limit of disturbance is required around the pier footprint of approximately 30 feet. The general limitation in the barge size will result in the need to utilize the available spacing in previously permitted stockpiling areas within the M2023-03-049 Maintenance certification.

A landside staging area adjacent to the pier will be established and designated with construction fencing. A designated concrete washout will be located in the staging area. Installation of a turbidity barrier is not feasible as it would potentially encroach on berthing space for adjacent piers and should the turbidity barrier become loose during non-working periods, it would interfere with vessels using the Federal Navigation Channel.

Demolition

Initial work will consist of the removal of the existing structures including the building, decking, superstructure, and piles. Removal of the building, decking, and superstructure will involve the selective cutting of portions of the structures into manageable pieces which will then be placed on the barge by a crane on the barge for removal from the site. Piles will be removed through a soft start using a vibratory hammer. The goal of the soft start will be to extract the piles in full, however if a pile snaps, it will be cut at the mudline and left in place.

Pier Re-Construction

Pier re-construction will include three primary elements: possible oversheeting along an existing sheet pile bulkhead (pending inspection post pier removal), an 80.5-foot by 26-foot pier supporting a new proposed building with a 20-foot by 6-foot access platform located on the southwest face of the pier. The overall seaward extents of the pier will increase by 1.5-feet, and the width of the pier will increase by 2-feet to the southwest. These extensions are not anticipated to affect any operations or navigation, and this design will be more resilient when considering future sea level rise.

The general pier configuration of the proposed pier consists of an eight-pile bent (four support, two fender, two batters), with the pile bents being spaced 10-feet on center along the pier with batter piles and cross bracing at each bent. The access platform will be attached to the first two bents with an

additional 2 bearing piles increasing width by 6-feet. No fendering will be provided along the access platform. The fendering system outboard of the fixed timber pier will also be installed to absorb excess energy from berthing and is considered a wearing/sacrificial component of the pier. The bearing piles and the fender piles will be greenheart timber piles. The pier decking will be constructed with 6" by 12" interior stringers, 12 x 12 exterior stringers, and 4 x 10 timber decking. The increase in member sizing is to provide additional capacity for future deterioration and section loss. A benefit to the proposed design is its utilization of greenheart support piles driven with higher butt elevations. By utilizing more resilient piles at a higher elevation the intent is to limit future maintenance, and future environmental impacts. Temporary H-pile falsework may be used to assist with the plumbness of the piles during installation.

The general over sheeting configuration will include DZ80 sheet piles driven 4 to 8" in front of the existing PZ-27 sheet pile wall. Concrete will be poured behind the proposed over sheeting with a rebar cage, and a tie-back anchor system. A concrete cap will be poured along the top of the proposed sheet pile with the sheet piles partially embedded. The proposed cap will be approximately 3-feet wide, and 2-feet in depth. The over sheeting isn't expected to affect any port operations or navigability. Once demolition and removal of the existing pier is complete, the existing sheet pile wall will be inspected and reassessed in the extents of the existing pier. Oversheeting will be provided in any areas of existing bulkhead where the structural members are found to be in an unsatisfactory condition.

IV. Coastal Resource Impacts

As a water dependent project, work within tidal waters is unavoidable for the pier replacement. The proposed pier replacement design has minimized impacts to tidal waters and coastal resources to the maximum extent practicable while also achieving project goals and providing a pier that will be resilient to future sea level rise.

Tables 1, 2, and 3 below, include a summary of the proposed fill areas and volumes in tidal waters (referenced to HTL). The widened pier deck will result in an approximately 217.6 square foot increase in the portion of the pier *over* tidal waters, a net reduction of 3.1 square feet of pile area *within* tidal waters, and approximately 77 square foot impact in the portion of the oversheeting *within* tidal waters. The increase in fill associated with increased piles and oversheeting is not anticipated to have a significant adverse impact on the coastal environment. Turbidity from pile removal and installation will be minimized by utilizing standard approved methods for driving and removal. Turbidity will be limited to the construction phase and is not expected to be significant. The location of the pier and flushing rate in this portion of Point Judith Pond will prevent sedimentation or adverse impacts to surrounding essential fish habitat. Adverse impacts to habitat for Roseate Tern, Rufa Red Knot, or Tricolored Bat are not expected due to the unsuitability of the existing habitat and manmade condition of the shoreline within the work area.

***Table 1**:* Existing and proposed pile counts and areas.

Existing Pier A			
	Quantity	**Diameter**	**Total Pile Area (ft^2) within Tidal Waters of the U.S.**
Timber Support Piles	44	12"	34.6
Timber Batter Piles	10	12"	7.9
Sacrificial Timber Fender Piles	26	12"	20.4
Proposed Pier A			
Timber Support Piles	34	12"	26.7
Timber Batter Piles	18	12"	14.1
Sacrificial Timber Fender Piles	24	12"	18.8
		Net Area	-3.1

Table 2: Fill areas and volume associated with oversheeting within Tidal Waters.

Proposed Oversheeting Fill within Tidal Waters of the U.S.	
Area (ft^2)	77
Total Volume (CY)	30

***Table 3**:* Existing and proposed decking and sheet pile areas.

Existing Pier A	
	Total surface Area (ft^2) over Tidal Waters of the U.S.
Existing Pier Decking	1995.4
Proposed Pier A	
Proposed Pier Decking	2213
Proposed Pier Oversheeting	77
Net Area	+294.6

V. Alternatives Analysis

Due to this work's existing conditions and unalterable operational requirements, a traditional alternative analysis has been limited to three alternatives: Replace the pier in-kind with the original footprint, replace the pier with a more resilient design with an increased footprint for operability, and to do nothing. The selected approach should fulfill the project goals while avoiding and minimizing impacts to coastal resources and public access restrictions.

Alternative 1 – Replace in Kind: Alternative 1 includes the demolition and removal, and the subsequent reconstruction of an in-kind pier. Existing conditions include: an 80.5-foot by 24-foot pier supporting an existing building. A layout of existing conditions is provided on sheet S-101 in the contract documents. Structural member diameters would have to be increased to meet growing operational requirements and to meet NFPA 307 requirements for design life. Additionally, the bulkhead directly behind and under the pier would be inspected, and oversheeting may be required.

Advantages of Alternative 1:

- Berthing operations would remain the same.
- Distance between piers would remain the same.
- No changes in current operation.

Disadvantages of Alternative 1:

- Does not support the growing operations of the leaseholder.
- Temporary construction phase impacts to tidal waters and shoreline.
- Does not allow for the maintenance of fendering piles, limiting service life of entire structure.

Alternative 2 – Replace Pier with a more Resilient Design with an Increased Footprint: Alternative 2 includes the expansion of the pier to match the increased operational requirements, and maintenance requirements of the pier. The proposed design for this alternative includes increasing the width of the building pier by two feet, and the length of the pier by 1.5 feet; to allow for future access for maintenance on the fender piles. The proposed structure would include an 80-foot by 26-foot pier supporting a proposed replacement of the existing building, and a 6-foot by 20-foot access platform. Additionally, the bulkhead directly behind and under the pier would be inspected, and oversheeting may be required.

Advantages of Alternative 2:

- Increased operational space.
- Berthing operations would be largely unaffected.
- Increased space for maintenance around the proposed building.
- Increased design life.

Disadvantages of Alternative 2:

- Impacts along the mudline, and minor increase in footprint above the water.
- Temporary construction phase impacts to tidal waters and shoreline.

Alternative 3 – No Action: This is alternative is provided as an option but is not a recommended course of action. Pier "A" has been in service for 28 years and was rated "critical" in its previous inspection. Emergency repairs were conducted due to highly deteriorated bearing piles.

Advantages of Alternative 3:

- Reduction of immediate impacts.
- No funding to be presently distributed.

Disadvantages of Alternative 3:

- Does not support the growing operations of the leaseholder.
- Economic loss to the State of Rhode Island as the lease would eventually need to be modified as the deteriorated pier could no longer support current operations.
- Potential for future environmental impacts and debris as the pier continues to deteriorate.
- Possible unsafe conditions as the pier continues to deteriorate.

VI. Consistency with Coastal Resources Management Program

This Assent application covers all activity associated with the Construction Phase of the Pier 'A' Removal and Replacement project located in the Port of Galilee in Narragansett, Rhode Island. According to Table 1 and Table 2 of the CRMP, the following project elements are listed as Category B activities for work within or along Tidal Waters or Manmade Shorelines associated with Type 6 waters and Contiguous Area:

- Commercial/Industrial Structures; and
- Filling in Tidal Waters.

Setbacks and Coastal Buffer Zone do not apply for the proposed project as the project purpose is water dependent, and all of the proposed work is located seaward of the shoreline. The following sections are intended to demonstrate that the project as proposed is consistent with the policies for Type 6 waters and complies with the other applicable standards of the Program.

Section 1.2.2(F) Manmade Shoreline

Filling, removal, and/or grading of the manmade Shoreline Feature is considered incidental to this work as the existing bulkhead cap is deteriorated, the modification to it will be required to accommodate the pier. However, the proposed work would replace a deteriorated bulkhead and in doing so, significantly increase the design life and resiliency of the shoreline. The work will maintain the manmade shoreline and mitigate the potential for future erosion that may occur as a result of bulkhead failure.

Section 1.3.1(A) Category B Requirements

a. ***Demonstrate the need for the proposed activity or alteration;***

Pier A is an essential structure within the Port of Galilee and required for Champlin's daily commercial fishery operations. Due to existing structural deficiencies and the general aging of the pier into a poor/critical condition, interim repairs have been made to keep the pier serviceable. However, a long-term solution in the form of a complete pier replacement is unavoidable as discussed in the proposed work and alternatives analysis sections. The pier replacement project is the appropriate time to accomplish needed modifications to the pier in order to better meet the operational needs of Champlin's and provide increased port resiliency. Modifications and expansions have been limited to only what is necessary for the operability of the pier, and the replacement pier is primarily within the footprint of the existing pier.

b. ***Demonstrate that all applicable local zoning ordinances, building codes, flood hazard standards, and all safety codes, fire codes, and environmental requirements have or will be met; local approvals are required for activities as specifically prescribed for nontidal portions of a project in §§ 1.3.1(B), (C), (F), (H), (I), (K), (M), (O) and (Q) of this Part; for projects on state land, the state building official, for the purposes of this section, is the building official;***

The project will comply with all State and local building codes. Through other projects within the Port, an active line of communication has been kept with the local and state fire to implement needed

updates to design based upon local and state requirements. The Port of Galilee is state land and is not in the town of Narragansett jurisdiction, therefore a local Building Official Form is not required for this Assent Application. A modification to the existing RI State Building Code Commission permit (B-24-12) will be requested by the contractor, Narragansett Dock Works. A copy of their review can be provided upon request once finalized.

c. ***Describe the boundaries of the coastal waters and land area that is anticipated to be affected;***

The project area is more completely described in Section II and III of the Project Narrative and impacts are discussed in Section IV. The amount of Tidal Waters to be affected by the construction of the new pier and oversheeting includes total permanent impacts of approximately 2,290 square feet, much of which is associated with shading from pier decking. Impacts over tidal waters are associated with the oversheeting and new widened pier deck (2,290 sf), which will result in an increase of approximately 294.6 sf when compared with the existing pier area(1995.4 sf). Total direct permanent impacts below mean high water (MHW) and HTL are associated with the replaced timber piles and potential oversheeting along the bulkhead (see Table 1, 2 and 3, Section IV). New fill associated with the replacement structure includes 59.8 sf of pile area and 77 sf of oversheeting (136.8 sf total), which represents an increase in 73.9 sf of fill below MHW and HTL when compared with the existing 62.9 sf of piles.

Additional temporary impacts through the use of the floating barge will occur surrounding the pier during construction. However, these impacts are similar to typical conditions as commercial vessels are regularly operating around the port and Pier A.

d. ***Demonstrate that the alteration or activity will not result in significant impacts on erosion and/or deposition processes along the shore and in tidal waters;***

In general, the proposed work will replicate the current pier and bulkhead shoreline conditions with modifications in layout and therefore will not introduce any erosion potential not currently present. The pile removal and driving process presents a potential for temporary turbid waters in the vicinity of the project area. Through the use of soft start vibratory hammer practices, the goal is to reduce incidental turbidity and not break existing piles, allowing complete removal. Once the new piles are installed, no impacts are anticipated on the erosion and/or deposition processes of the area as the use of the pier will remain unchanged and a minor increase in the number of piles is not anticipated to lead to any significant changes.

For the bulkhead over sheeting, the cross-sectional area of the sheet piles is considered low disturbance piles due to the sheet thickness, 0.375 inches. The driven sheet will only serve as separation to the material that will be confined by the bulkhead and the material seaward of the bulkhead. The sheets are to be driven to approximately 30 feet below the existing mudline, a sufficient depth to mitigate the potential for sediment erosion under the toe of the steel sheets.

e. ***Demonstrate that the alteration or activity will not result in significant impacts on the abundance and diversity of plant and animal life;***

As a result of the port's commercial and industrial use, submerged aquatic vegetation is not present within the bulkhead's limits. The proposed work is not expected to have significant impact on biodiversity or population of fisheries or other wildlife as the replacement pier generally matches the footprint of the previous pier and bulkhead area.

f. ***Demonstrate that the alteration will not unreasonably interfere with, impair, or significantly impact existing public access to, or use of, tidal waters and/or the shore;***

The facilities are utilized by Champlin's for daily operations. Public access to the shoreline does not occur at this location, and the pier replacement will not obstruct the public's access at other locations within the Port or the adjacent public parking lot.

g. ***Demonstrate that the alteration will not result in significant impacts to water circulation, flushing, turbidity, and sedimentation;***

The decrease in piles amount is not anticipated to yield a significant impact to water circulation, flushing, turbidity, and sedimentation as it only represents a small change when compared to the existing conditions at the pier and Port as a whole. The bulkhead is considered the terminal point of water flow before refraction occurs. Therefore, the conditions will not be impacted beyond their normal conditions with the pier replacement and bulkhead replacements. As discussed in Section IV, above, construction phase impacts are not anticipated to impact turbidity or result in sedimentation of surrounding areas.

h. ***Demonstrate that there will be no significant deterioration in the quality of the water in the immediate vicinity as defined by DEM;***

The proposed construction phase is not anticipated to impact water quality in the near or long term. Work may temporarily increase turbidity during pile removal and installation activities; however, turbidity is expected to quickly dissipate due to the flushing rate in this area. In addition, the active prop wash from transversing vessels results in a typically turbid environment within the vicinity of the pier and bulkhead.

i. ***Demonstrate that the alteration or activity will not result in significant impacts to areas of historic and archaeological significance;***

The current site has already seen development and contains no known historical or archaeological significance. Coordination with the Rhode Island Historical Preservation& Heritage Commission, as well as the Narragansett Indian Tribe and Wampanoag Tribe of Gay Head (Aquinnah), has been undertaken in accordance with the U.S. Army Corps of Engineers General Permits for Rhode Island to identify any historical resources near the site. No responses have been received to date.

j. ***Demonstrate that the alteration or activity will not result in significant conflicts with water dependent uses and activities such as recreational boating, fishing, swimming, navigation, and commerce, and;***

The proposed pier replacement will be the same length, with a small (2-foot) increase in width and an increase in size of the access platform to the south. This will not impact the berthing condition of the adjacent Pier "B" to the north as the increase in width is minor and the access platform is located on the far side of the pier from Pier B. In addition, the terminus of the existing pier will not intrude into the Buffer Zone of the Federal Navigation Channel, remaining approximately 27.9 linear feet from it at the closest point.

There will be a minimal change in the distance between Pier A and adjacent Pier B in the proposed condition, and no part of the replacement pier will intersect with the Buffer Zone of the Federal Navigation Channel. Therefore, the project is not anticipated to result in significant conflicts with water dependent uses and activities. Adequate space will be provided during construction to not impede the neighboring berthing needs of adjacent piers.

k. ***Demonstrate that measures have been taken to minimize any adverse scenic impact (see § 1.3.5 of this Part).***

The proposed pier replacement and bulkhead over sheeting largely replaces similar structures in the same locations. The pier will be constructed with the same materials as other pier replacement projects happening throughout the port. As such, no adverse scenic impacts to the port are anticipated.

Section 1.3.1(B) Filling, Removing, or Grading Shoreline Features

Filling, removal, and/or grading of the manmade Shoreline Feature will consist of the concrete backfilling between the proposed bulkhead modifications and the existing bulkhead wall, if necessary. This work is also addressed under Section 1.3.1(J) Filling in Tidal Waters. As demonstrated in the alternatives analysis, the configuration of the bulkhead, resulting in the modest expansion of the bulkhead, is the most feasible option to maintain the port's current operations. This work is considered incidental to the pier replacement as modification to the existing bulkhead cap is required to accommodate the pier. An individual Erosion and Sedimentation Control Plan has not been prepared for the proposed work as the additional staging area at Pier A. Modification to the existing bulkhead will be approximately 594 sf combined temporary and permanent disturbance. The amount of disturbance is within the 5,000 sf threshold stated under § 1.3.1(B)1(c). Appropriate controls and construction methods will be utilized to minimize temporary turbidity impacts from occurring during construction and prevent debris from falling in the water.

Section 1.3.1(C) Residential, Commercial, Industrial, and Recreational Structures

a. It shall be the policy of the Council to undertake all appropriate actions to prevent, minimize or mitigate the risks of storm damage to property and coastal resources, endangerment of lives and the public burden of post storm disaster assistance consistent with policies of the State of Rhode Island as contained in the Hazard Mitigation Plan element of the State Guide Plan when

considering applications for the construction of residential, commercial, industrial and recreational structures, including utilities such as gas, water and sewer lines, in high hazard areas.

The pier design is in accordance with the recommended design loadings provided in ASCE and the design of timber members provided in the most recent version of the National Design Specification (NDS) for timber construction.

The design of bulkhead modification will be in accordance with the recommended design loadings provided in ASCE and the Rhode Island State Building Code.

b. It is the Council's policy to require a public access plan, in accordance with § 1.3.6 of this Part, as part of any application for a commercial or industrial development or redevelopment project in or impacting coastal resources. In accordance with § 1.1.7 of this Part, a variance from this policy may be granted if an applicant can demonstrate that no significant public access impacts will occur as result of the proposed project.

The proposed project maintains the current public access provided throughout the Port of Galilee and will not adversely affect the publics access in the operating commercial fishing port.

c. All commercial and industrial structures and operations located within tidal waters shall obtain a structural perimeter limit (SPL). Owners/operators of these facilities may apply to the Council for definition and establishment of this structural perimeter at any time. However, the Council shall establish a structural perimeter limit (SPL) when an application subject to this section is under review.

A proposed structural perimeter limit (SPL) has been shown on the project plans and the proposed pier will stay entirely inside of it. The layout of the proposed pier and bulkhead will differ from existing conditions and will represent an increase in area; however, this is not anticipated to impact the Federal Navigation Channel or berthing at adjacent piers. The size of the offset compared to the available berthing length of pier is not anticipated to impact the berthing to the degree a SPL will differ from the currently defined conditions.

Section 1.3.1(J) Filling in Tidal Waters

a. It is the Council's policy to discourage and minimize the filling of coastal waters.

Filling in coastal waters has been minimized to the extent practicable while still achieving the project purpose. The proposed number of piles are necessary in order to properly stabilize the proposed pier. The bulkhead replacement is necessary to make the bulkhead's design life the same or longer than the design life of the building that it supports. The number of proposed piles has been reduced from what is present under existing conditions.

b. Filling which is determined by the Council to be incidental to activities conducted in accordance with § 1.3.1(G) of this Part is not "filling in tidal waters" and is addressed by the policies, prerequisites, prohibitions, requirements, and standards contained in § 1.3.1(G) of this Part.

Does not apply.

c. In considering the merits of any given proposal to fill tidal waters, the Council shall weigh the public benefit to be served by the proposal against the loss or degradation of the affected public resource(s).

The current location of the pier replacement and over sheeting is to extend the life and use of the pier in this location for use by Champlin's daily operations. The current bulkhead within this section is timber and therefore is not anticipated to last for the design life of the pier structure. The current use of the pier is to support a building for leaseholder operations. The building presence limits the ability to repair a section of bulkhead under the building, should future maintenance of the bulkhead be required. In addition, the work is providing a public benefit as it will directly improve the Port of Galilee which is the largest fishing port in the state.

d. Filling may be permitted where necessary for an approved erosion control or bulkheading project, but only when it has been demonstrated that the amount of filling has been minimized in accordance with the requirements of § 1.3.1(G) of this Part.

The proposed fill in tidal waters are the minimum necessary to install the new section of over sheeting bulkhead to support the continued use of the Port of Galilee as a commercial port. The proposed design will only vary from existing conditions where absolutely necessary in order to install the new over sheeting and ensure the required design life of the structure. The proposed fill will not impact navigability or existing uses of Point Judith Pond, which is a Type 6 Water in the vicinity of the site. The proposed area of fill avoids coastal wetland vegetation and submerged aquatic vegetation.

e. ***It is the Council's policy to require a public access plan, in accordance with § 1.3.6 of this Part, as part of any application for filling of tidal waters. A variance from this policy may be granted if an applicant can meet the variance requirements set forth in § 1.1.7 of this Part and demonstrate that no significant public access impacts will occur as a result of the proposed project.***

The current bulkhead modification location does not serve as a point of public access, so a public access plan is not being provided. As a result of this project, public access to tidal waters is not impeded at Salty Brine Beach, the boat ramp located off of Great Island Road, or the adjacent parking lot.

Section 1.3.1(R) Submerged Aquatic Vegetation and Aquatic Habitats of Particular Concern

The commercial uses of the Port of Galilee inhibit growth of aquatic vegetation and aquatic habitats of particular concern within the pier footprint and proposed work zone. The proposed replacement pier does not substantially differ from the existing pier, which is a manmade structure that has been established within the port for approximately 30 years. Therefore, a decrease in habitat quality is not anticipated to occur as a result of the project. Temporary turbidity during construction is unlikely to impact surrounding estuarine habitat in Point Judith Pond.

Section 1.3.6 Policies and Enhancement of Public Access to the Shore

The proposed project will neither provide additional nor impede existing public access to the Point Judith Pond. The proposed project is re-establishment of commercial berthing access.

Section 1.4 Federal Consistency

The proposed project has been designed in compliance with applicable performance standards established in the CRMP and the Coastal Zone Management Act (CZMA).

SECTION 4
ANNOTATED SITE PHOTOGRAPHS

Photo No. 1.: View of the Pier from the Southern Side

Photo No. 2.: View of the Pier from the Northern Side

Photo No. 3.: View from within the existing building.

Photo No. 4.: Damage on fender piles due to limited ability of maintenance.

Photo No. 5.: Typical deterioration found below high water.

Photo No. 6.: Deterioration along pile caps.

SECTION 5

U.S. FISH AND WILDLIFE SERVICE IPaC SPECIES LIST

United States Department of the Interior

FISH AND WILDLIFE SERVICE
New England Ecological Services Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5094
Phone: (603) 223-2541 Fax: (603) 223-0104

In Reply Refer To: 04/28/2025 16:50:45 UTC
Project Code: 2025-0089066
Project Name: Pier A Removal and Replacement Port of Galilee: Phase IV

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

Updated 4/12/2023 - Please review this letter each time you request an Official Species List, we will continue to update it with additional information and links to websites may change.

About Official Species Lists

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Federal and non-Federal project proponents have responsibilities under the Act to consider effects on listed species.

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested by returning to an existing project's page in IPaC.

Endangered Species Act Project Review

Please visit the "**New England Field Office Endangered Species Project Review and Consultation**" website for step-by-step instructions on how to consider effects on listed

species and prepare and submit a project review package if necessary:

https://www.fws.gov/office/new-england-ecological-services/endangered-species-project-review

NOTE Please do not use the **Consultation Package Builder** tool in IPaC except in specific situations following coordination with our office. Please follow the project review guidance on our website instead and reference your **Project Code** in all correspondence.

Northern Long-eared Bat - (**Updated 4/12/2023**) The Service published a final rule to reclassify the northern long-eared bat (NLEB) as endangered on November 30, 2022. The final rule went into effect on March 31, 2023. You may utilize the **Northern Long-eared Bat Rangewide Determination Key** available in IPaC. More information about this Determination Key and the Interim Consultation Framework are available on the northern long-eared bat species page:

https://www.fws.gov/species/northern-long-eared-bat-myotis-septentrionalis

For projects that previously utilized the 4(d) Determination Key, the change in the species' status may trigger the need to re-initiate consultation for any actions that are not completed and for which the Federal action agency retains discretion once the new listing determination becomes effective. If your project was not completed by March 31, 2023, and may result in incidental take of NLEB, please reach out to our office at newengland@fws.gov to see if reinitiation is necessary.

Additional Info About Section 7 of the Act
Under section 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to determine whether projects may affect threatened and endangered species and/or designated critical habitat. If a Federal agency, or its non-Federal representative, determines that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Federal agency also may need to consider proposed species and proposed critical habitat in the consultation. 50 CFR 402.14(c)(1) specifies the information required for consultation under the Act regardless of the format of the evaluation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/service/section-7-consultations

In addition to consultation requirements under Section 7(a)(2) of the ESA, please note that under sections 7(a)(1) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species. Please contact NEFO if you would like more information.

Candidate species that appear on the enclosed species list have no current protections under the ESA. The species' occurrence on an official species list does not convey a requirement to

consider impacts to this species as you would a proposed, threatened, or endangered species. The ESA does not provide for interagency consultations on candidate species under section 7, however, the Service recommends that all project proponents incorporate measures into projects to benefit candidate species and their habitats wherever possible.

Migratory Birds

In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see:

https://www.fws.gov/program/migratory-bird-permit

https://www.fws.gov/library/collections/bald-and-golden-eagle-management

Please feel free to contact us at **newengland@fws.gov** with your **Project Code** in the subject line if you need more information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat.

Attachment(s): Official Species List

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

New England Ecological Services Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5094
(603) 223-2541

PROJECT SUMMARY

Project Code: 2025-0089066

Project Name: Pier A Removal and Replacement Port of Galilee: Phase IV

Project Type: Boatlift/Boathouse/Dock/Pier/Piles - Maintenance/Modificaton

Project Description: Champlin's Seafood (Champlin's) leases Pier A to operate their commercial fishing vessel receiving and processing facility on the pier and adjacent lands. The pier requires replacement as it is in poor to critical condition and has undergone multiple interim repairs to keep it serviceable. An additional goal of the project is to modify the design of the pier to better meet the operational needs of Champlin's. The shoreline feature on the site consists of a Manmade Shoreline comprised of steel sheet pile bulkhead that runs along the length of the port. The proposed replacement pier will be approximately 294.6 square feet larger in footprint and will require 4 less piles than the existing pier. Oversheeting may be installed with a concrete cap over the existing concrete capped bulkhead, depending on the observed condition of the bulkhead during construction. This application does not include reconstruction of the building supported by the pier, for which the reconstruction is anticipated to be provided under separate cover by the Lesee, Champlin's and/or their consultant.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.3772574,-71.51307901549889,14z

Counties: Washington County, Rhode Island

ENDANGERED SPECIES ACT SPECIES

There is a total of 4 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Roseate Tern *Sterna dougallii dougallii* Population: Northeast U.S. nesting population No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2083	Endangered
Rufa Red Knot *Calidris canutus rufa* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: Pare Corporation
Name: Gregory Lacroix
Address: 8 Blackstone Valley Place
City: Lincoln
State: RI
Zip: 02865
Email glacroix@parecorp.com
Phone: 4013344100

SECTION 6

EFH MAPPER LIST & SECTION 7 ESA MAPPER RESULTS

EFH Mapper Report

EFH Data Notice

Essential Fish Habitat (EFH) is defined by textual descriptions contained in the fishery management plans developed by the regional fishery management councils. In most cases mapping data can not fully represent the complexity of the habitats that make up EFH. This report should be used for general interest queries only and should not be interpreted as a definitive evaluation of EFH at this location. A location-specific evaluation of EFH for any official purposes must be performed by a regional expert. Please refer to the following links for the appropriate regional resources.

Greater Atlantic Regional Office
Atlantic Highly Migratory Species Management Division

Query Results

Degrees, Minutes, Seconds: Latitude = 41º 22' 39" N, Longitude = 72º 29' 13" W
Decimal Degrees: Latitude = 41.377, Longitude = -71.513

The query location intersects with spatial data representing EFH and/or HAPCs for the following species/management units.

*** W A R N I N G ***

Please note under "Life Stage(s) Found at Location" the category "ALL" indicates that all life stages of that species share the same map and are designated at the queried location.

EFH

Link	Data Caveats	Species/Management Unit	Lifestage(s) Found at Location	Management Council	FMP
		Albacore Tuna	Juvenile	Secretarial	Amendment 10 to the 2006 Consolidated HMS FMP: EFH
		Atlantic Cod	Eggs, Larvae	New England	Amendment 14 to the Northeast Multispecies FMP
		Atlantic Herring	Adult, Juvenile	New England	Amendment 3 to the Atlantic Herring FMP
		Bluefin Tuna	Juvenile	Secretarial	Amendment 10 to the 2006 Consolidated HMS FMP: EFH
		Longfin Inshore Squid	Eggs	Mid-Atlantic	Atlantic Mackerel, Squid,& Butterfish Amendment 11
		Pollock	Juvenile	New England	Amendment 14 to the Northeast Multispecies FMP

Link	Data Caveats	Species/Management Unit	Lifestage(s) Found at Location	Management Council	FMP
		Sand Tiger Shark	Neonate/Juvenile	Secretarial	Amendment 10 to the 2006 Consolidated HMS FMP: EFH
		Skipjack Tuna	Adult	Secretarial	Amendment 10 to the 2006 Consolidated HMS FMP: EFH
		Smoothhound Shark Complex (Atlantic Stock)	ALL	Secretarial	Amendment 10 to the 2006 Consolidated HMS FMP: EFH
		Windowpane Flounder	Adult, Juvenile	New England	Amendment 14 to the Northeast Multispecies FMP
		Winter Flounder	Eggs, Juvenile, Larvae/Adult	New England	Amendment 14 to the Northeast Multispecies FMP
		Yellowfin Tuna	Juvenile	Secretarial	Amendment 10 to the 2006 Consolidated HMS FMP: EFH

Pacific Salmon EFH

No Pacific Salmon Essential Fish Habitat (EFH) were identified at the report location.

Atlantic Salmon

No Atlantic Salmon were identified at the report location.

HAPCs

Link	Data Caveats	HAPC Name	Management Council
		Inshore 20m Juvenile Cod	New England Fishery Management Council

EFH Areas Protected from Fishing

No EFH Areas Protected from Fishing (EFHA) were identified at the report location.

Spatial data does not currently exist for all the managed species in this area. The following is a list of species or management units for which there is no spatial data.
****For links to all EFH text descriptions see the complete data inventory: open data inventory -->**

All EFH species have been mapped for the Greater Atlantic region,
Atlantic Highly Migratory Species EFH,
Bigeye Sand Tiger Shark,
Bigeye Sixgill Shark,
Caribbean Sharpnose Shark,
Galapagos Shark,
Narrowtooth Shark,
Sevengill Shark,
Sixgill Shark,
Smooth Hammerhead Shark,
Smalltail Shark

Drawn Action Area & Overlapping S7 Consultation Areas

Area of Interest (AOI) Information

Area : 2,059.61 acres

Apr 28 2025 13:08:36 Eastern Daylight Time

Summary

Name	Count	Area(acres)	Length(mi)
Atlantic Sturgeon	2	2,340.10	N/A
Shortnose Sturgeon	1	1,170.03	N/A
Atlantic Salmon	0	0	N/A
Sea Turtles	4	3,204.44	N/A
Atlantic Large Whales	4	3,196.32	N/A
In or Near Critical Habitat	0	0	N/A

Atlantic Sturgeon

#	Feature ID	Species	Lifestage	Behavior	Zone	From	Until	From (2)	Until (2)	Area(acres)
1	ANS_C50_ADU_MAF	Atlantic sturgeon	Adult	Migrating & Foraging	N/A	01/01	12/31	N/A	N/A	1,170.05
2	ANS_C50_SUB_MAF	Atlantic sturgeon	Subadult	Migrating & Foraging	N/A	01/01	12/31	N/A	N/A	1,170.05

Shortnose Sturgeon

#	Feature ID	Species	Life Stage	Behavior	Zone	From	Until	From (2)	Until (2)	Area(acres)
1	SNS_C50_ADU_MAF	Shortnose sturgeon	Adult	Migrating & Foraging	N/A	04/01	11/30	N/A	N/A	1,170.03

Sea Turtles

#	Feature ID	Species	Life Stage	Behavior	Zone	From	Until	From (2)	Until (2)	Area(acres)
1	GRN_STS_AJV_MAF	Green sea turtle	Adults and juveniles	Migrating & Foraging	Massachusetts (S of Cape Cod) through Virginia	5/1	11/30	*No Data*	*No Data*	801.11
2	KMP_STS_AJV_MAF	Kemp's ridley sea turtle	Adults and juveniles	Migrating & Foraging	Massachusetts (S of Cape Cod) through Virginia	5/1	11/30	*No Data*	*No Data*	801.11
3	LTR_STS_AJV_MAF	Leatherback sea turtle	Adults and juveniles	Migrating & Foraging	Massachusetts (S of Cape Cod) through Virginia	5/1	11/30	*No Data*	*No Data*	801.11
4	LOG_STS_AJV_MAF	Loggerhead sea turtle	Adults and juveniles	Migrating & Foraging	Massachusetts (S of Cape Cod) through Virginia	5/1	11/30	*No Data*	*No Data*	801.11

Atlantic Large Whales

#	Feature ID	Species	Lifestage	Behavior	Zone	From	Until	From (2)	Until (2)	Area(acres)
1	RIT_WRN_AJV_FOR	North Atlantic right whale	Adults and juveniles	Foraging	Northeast (ME to Cape Cod, MA)	1/1	12/31	*No Data*	*No Data*	799.08
2	RIT_WRN_AJV_WIN	North Atlantic right whale	Adults and juveniles	Overwintering	Northeast (ME to Cape Cod, MA)	11/1	1/31	*No Data*	*No Data*	799.08
3	FIN_WFN_AJV_WIN	Fin whale	Adults and juveniles	Overwintering	Northeast (ME to Cape Cod, MA)	11/1	3/31	*No Data*	*No Data*	799.08
4	FIN_WFN_AJV_FOR	Fin whale	Adults and juveniles	Foraging	Northeast (ME to Cape Cod, MA)	1/1	12/31	*No Data*	*No Data*	799.08

Rhode Island Department of Environmental Management

PIER A REMOVAL AND REPLACEMENT

SECTION 7

PROJECT PLANS

titled "Pier A Removal and Replacement Port of Galilee: Phase IV"
dated April 2025 by Narragansett Dock Works/Pare
(bound separately)

INDEX OF DRAWINGS

Sheet No.	Sheet Title	Rev. No.	Rev. Date
G-001	COVER SHEET		
G-002	GENERAL NOTES		
C-101	CONSTRUCTION ACCESS PLAN		
C-102	EXISITING CONDITIONS PLAN		
C-103	PROPOSED SITE PLAN		
S-101	EXISTING PIER 'A' PLAN		
S-102	PROPOSED PIER 'A' PLAN		
S-201	PROPOSED PIER 'A' ELEVATION AND PILE PLAN		
S-501	PROPOSED PIER 'A' DETAILS		

STATE OF RHODE ISLAND

D ■ E ■ M

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
DIVISION OF PLANNING AND DEVELOPMENT

PIER 'A' REMOVAL AND REPLACEMENT
PORT OF GALILEE: 25004463: PHASE IV

NARRAGANSETT, RHODE ISLAND

Pare Project No. 23153.01

Locus Map

Scale: 1"=500'

PARE CORPORATION
ENGINEERS - SCIENTISTS - PLANNERS

8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
401-334-4100

10 LINCOLN ROAD, SUITE 210
FOXBORO, MA 02035
508-543-1755

14 BOBALA ROAD, SUITE 2B
HOLYOKE, MA 01040
413.507.3448

MAY 2025

TODD D. TURCOTTE
No. 7627
02-MAY-25
REGISTERED PROFESSIONAL ENGINEER (CIVIL)

REVISIONS		
NO.	DESCRIPTION	DATE
A	30% DEISGN IFCR	1/10/2025
B	ISSUED FOR PERMIT	5/2/2025

ISSUED FOR PERMIT
NOT FOR CONSTRUCTION
IF PRINTED 11x17, DRAWING IS HALFSCALE

RECEIVED 5/7/2025 COASTAL RESOURCES MANAGEMENT COUNCIL

GENERAL NOTES:

1. FOR THE PURPOSE OF THIS PROJECT

   OWNER - DEPARTMENT OF ENVIRONMENTAL MANAGEMENT, STATE OF RHODE ISLAND
   235 PROMENADE STREET, FL. 3
   PROVIDENCE, RI 02908

   ENGINEER - PARE CORPORATION
   10 LINCOLN ROAD, SUITE 210
   FOXBORO, MA 02035
   CONTACT - TODD D TURCOTTE, PE

2. ALL CONSTRUCTION INDICATED ON THESE PLANS SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF THE RHODE ISLAND STATE BUILDING CODE, ALL FEDERAL AND MUNICIPAL BUILDING CODES, AND THE SPECIFICATIONS INCLUDED IN THIS CONTRACT.

3. THE PROJECT SITE IS A WORKING COMMERCIAL FISHING PORT WITH LIMITED SHORESIDE ACCESS. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER TO REDUCE THE IMPACT TO FISHING OPERATIONS.

4. CONTRACTOR IS SOLELY RESPONSIBLE FOR MEANS, METHODS, AND SAFETY OF WORK.

5. THE CONTRACTOR SHALL COORDINATE ALL ACTIVITIES WITH THE LEASE TENANTS THAT WILL BE IMPACTED BY DEMOLITION AND CONSTRUCTION, INCLUDING TEMPORARY REMOVAL AND REPLACEMENT OF ANY EQUIPMENT OR MATERIALS OWNED BY THE TENANTS THAT WILL BE AFFECTED BY THE WORK. (OWNER WILL BE NOTIFIED OF ANY WORK REQUIRED BY LEASE HOLDER IN ORDER FOR CONTRACTOR TO PERFORM WORK)

6. HORIZONTAL DATUM: RHODE ISLAND STATE PLANE - NAD83
   VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM - NAVD88

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS. PLANS SHALL NOT BE SCALED FOR DIMENSIONS.

8. NOTES, TYPICAL DETAILS, AND SCHEDULES APPLY TO ALL WORK UNLESS OTHERWISE NOTED. FOR CONDITIONS NOT SPECIFICALLY SHOWN, PROVIDE DETAILS OF SIMILAR NATURE.

9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSAL OF ALL PROJECT DEMOLITION AND EXCESS MATERIAL IN ACCORDANCE WITH RHODE ISLAND, LOCAL, AND FEDERAL LAWS.

10. THE CONTRACTOR SHALL PROTECT ALL ADJACENT STRUCTURES AND UTILITIES.

11. THE CONTRACTOR SHALL FOLLOW ALL OSHA, FEDERAL, STATE, AND LOCAL STANDARDS. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL SITE SAFETY PROCEDURES AND PRACTICES REGARDLESS OF THE PRESENCE OF THE OWNER OR ENGINEER.

12. THE CONTRACTOR WILL SUBMIT A CONSTRUCTION SCHEDULE TO THE OWNER. THE CONTRACTOR WILL UPDATE SCHEDULE AS NEEDED THROUGHOUT THE COURSE OF WORK.

13. THE CONTRACTOR SHALL STAGE ALL EQUIPMENT IN THE DESIGNATED STAGING AREAS. ALL GREASING AND REFUELING ACTIVITIES SHALL OCCUR IN THE STAGING AREAS. ALL NECESSARY MEASURES SHALL BE TAKEN TO PREVENT BY ANY METHOD, OIL, CONSTRUCTION DEBRIS, STOCKPILED MATERIALS, AND OTHER MATERIALS ON THE SITE, FROM ENTERING THE WATERWAY. STAGING/LAYDOWN AREAS SHALL BE RESTORED BY THE CONTRACTOR TO THE EXISTING CONDITION. IN ADDITION, THE CONTRACTOR SHALL REPLACE ALL DAMAGED MATERIALS AS A RESULT OF HIS OPERATIONS, TO THE SATISFACTION OF THE ENGINEER.

14. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT ALL CONSTRUCTION DEBRIS OR WASTE FROM FALLING INTO THE WATER. ANY DEBRIS FALLING INTO THE WATER SHALL BE RECOVERED AND PROPERLY DISPOSED OF.

15. THE CONTRACTOR SHALL MAINTAIN A SECURE SITE AND PROVIDE APPROPRIATE SAFETY MEASURES TO PREVENT ACCIDENTS. THE SAFETY MEASURES SHALL INCLUDE, BUT NOT BE LIMITED TO SIGNAGE, BARRICADES, FENCES, FLASHING WARNING LIGHTS, AND POLICING IF NECESSARY.

16. UPON COMPLETION OF THE PROJECT, CONTRACTOR DESIGN BUILDER WILL PROVIDE TWO AS-BUILT PLAN SETS, ONE ELECTRONIC PDF, AND ONE HARD COPY, TO THE OWNER DEPICTING ANY FIELD CHANGES OF DIMENSION OR DETAIL, LOCATION OF UNDERGROUND STRUCTURES AND/OR UTILITIES, CONSTRUCTION DEVIATIONS, CHANGES DUE TO FIELD OR CHANGE ORDER, AND DETAILS NOT ON THE ORIGINAL DRAWINGS.

17. THE PROJECT LIMITS IS LOCATED WITHIN THE FEMA FLOOD ZONE VE EL. 15 AND WILL BE INUNDATED DURING THE 100-YR STORM AS SHOWN ON THE WASHINGTON COUNTY FLOOD INSURANCE (FIS) MAP, PANEL 194/386, MAP NUMBER 44009C0194J. REVISED DATE OCT. 16, 2013

GENERAL SCOPE OF WORK

1. PRIOR TO PROJECT COMMENCEMENT, DESIGN BUILDER AND OWNER WILL NOTIFY AND COORDINATE WITH ALL STATE, LOCAL AND FEDERAL AUTHORITIES AS REQUIRED.

2. MOBILIZE CONSTRUCTION EQUIPMENT AND PERSONNEL TO THE SITE. UTILIZATION OF OFFSITE STAGING AREA WILL BE COORDINATED WITH THE OWNER AS APPROPRIATE AND AS NECESSARY. INSTALL EROSION CONTROLS.

3. PREVIOUS PIER TO BE DEMOLISHED AND REMOVED. IN PLACE PILES TO BE CUT AT MUDLINE WHEN NECESSARY.

4. INSPECT EXISTING SHEET PILE WALL DIRECTLY BEHIND PROPOSED PIER, AND IT'S REMAINING DESIGN LIFE TO BE ASSESSED. IF NECESSARY, DRIVE OVERSHEETING ALONG THE PROPOSED PIER CONNECTION, AND CAST A NEW CONCRETE CAP.

5. LAYOUT THE PRELIMINARY ALIGNMENT OF PILES SUCH THAT THE PROPOSED PIER'S NORTHERN EDGE IS ALIGNED WITH THE EXISTING PIER NORTHERN EDGE.

6. DRIVE NEW TIMBER SUPPORT PILES TO THE SPECIFIED DEPTH AS SEEN ON SHEET S-201.

7. INSTALL L ANGLE ON EXISTING CONCRETE BULKHEAD.

8. INSTALL NEW TIMBER PIER FRAMING AS INDICATED ON THE DRAWINGS.

9. INSTALL DECKING ON TOP OF INSTALLED STRINGERS.

10. INSTALL FENDER SYSTEM.

11. DEMOBILIZE AND RETURN DISTURBED AREAS OF THE SITE TO PRE-CONSTRUCTION CONDITIONS.

SEDIMENT AND EROSION CONTROL NOTES

1. CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL DEVICES FOR THE DURATION OF THE PROJECT.

2. CONTRACTOR SHALL PREVENT SEDIMENT FROM ENTERING THE WATERWAY VIA DISCHARGES THROUGH ANY DRAINAGE STRUCTURES OR RUNOFF FROM WITHIN THE LIMITS OF WORK.

3. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING, RESTORING AND REPAIRING ALL DAMAGE AS A RESULT OF UNAUTHORIZED WORK OR DISCHARGES AT NO ADDITIONAL COST TO THE OWNER.

4. SOIL STOCKPILES SHALL BE A MINIMUM OF 2-FEET FROM THE EDGE OF THE BULKHEAD TO LIMIT RUNOFF INTO THE HARBOR.

5. DISCHARGE OF TURBID WATER TO THE WATERWAY IS PROHIBITED.

STRUCTURAL TIMBER NOTES

1. TIMBER DESIGNATED AS TREATED SHALL BE PRESSURE TREATED IN ACCORDANCE WITH AWPA STANDARD C2, SERVICE CONDITION UC5A-B AS SPECIFIED IN THE TABLE BELOW.

2. STRUCTURAL DESIGN IS BASED ON SOUTHERN YELLOW PINE KD-19 WITH MINIMUM REFERENCE DESIGN VALUES AS SPECIFIED IN THE TABLE BELOW:

3. ALL TIMBER FRAMING MEMBERS SHALL BE ROUGH GRADED UNLESS OTHERWISE NOTED.

4. ALL NAILING REQUIREMENTS LISTED ARE BASED UPON THE USE OF COMMON WIRE NAILS (NOT SINKERS, BOX, ETC.). ALTERNATIVE NAIL TYPES OF EQUIVALENT DIAMETERS MAY BE SUBSTITUTED, WITH PRIOR APPROVAL OF ENGINEER OF RECORD.

5. ALL BOLTS, NUTS, WASHERS, LAGS, SCREWS, AND DRIFT PINS SHALL BE MEDIUM CARBON STEEL WITH GALVANIZED COATING. SIZE AND TYPE TO SUIT APPLICATION IN CONFORMANCE WITH ASTM A153.

6. BRUSH OR ROLLER APPLY TWO COATS OF WOOD PRESERVATIVE TO ANY SURFACE WHICH HAS BEEN FIELD CUT, DRESSED, OR DRILLED.

COMPONENT	BENDING Fb (PSI)	SHEAR Fv (PSI)	COMPRESSION PERP. TO GRAIN Fc (PSI)	COMPRESSION PAR. TO GRAIN Fc (PSI)	TREATMENT
6x12 RGH GRADE 1	1100	175	565	1450	0.80 CCA
10x12 CHOCK RGH GRADE 2	800	175	565	1300	0.80 CCA
12x12 RGH GRADE 1	750	175	565	1250	0.80 CCA
4x10 RGH DECKING GRADE 1	1150	175	375	N/A	0.23 MCA

TIMBER PILE NOTES

1. ALL TIMBER PILES ARE TO BE GREENHEART TIMBER PILES WITH A MINIMUM DIAMETER RANGING BETWEEN 12 AND 14-INCHES, 3 FEET FROM BUTT

   1.1. BENDING STRESS = 20,000 PSI
   1.2. MODULUS OF ELASTICITY = 3,000 KSI
   1.3. MAXIMUM CRUSHING STRENGTH = 10,500 PSI

2. GREENHEART PILES TO HAVE TWO STAINLESS STEEL BANDS MINIMUM 1 FOOT FROM TOP OF PILE

3. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING A PILE DRIVING LOG OF DRIVEN DEPTHS AND WILL BE RESPONSIBLE FOR REPORTING ANY PILE OR SET OF PILES NOT MEETING DESIGN REQUIREMENTS AS STATED ON THE SET OF PLANS

SPILL PREVENTION AND CONTROL NOTES

1. SPILLS AND LEAKS SHALL BE AVOIDED THROUGH FREQUENT INSPECTION OF EQUIPMENT AND MATERIAL STORAGE AREAS, AND SHALL BE REMEDIATED AND REPAIRED AS NECESSARY.

2. HAZARDOUS MATERIAL STORAGE TO BE PLACED ONLY IN DESIGNATED AREAS. MATERIAL STORAGE AREAS SHALL BE ROUTINELY INSPECTED FOR LEAKY CONTAINERS, OPEN CONTAINERS, OR IMPROPER STORAGE TECHNIQUES THAT MAY LEAD TO SPILLS OR LEAKS.

3. APPROPRIATE SPILL REMEDIATION PROCEDURES AND SUPPLIES SHALL BE READILY AVAILABLE ON-SITE. TOOLS AND SUPPLIES SHALL BE CLEARLY MARKED SO THAT ALL PERSONNEL CAN LOCATE AND ACCESS THESE SUPPLIES.

4. SPILL REMEDIATION SHALL BE PERFORMED IMMEDIATELY. CONTRACTOR SHALL FOLLOW PROPER RESPONSE PROCEDURES IN ACCORDANCE WITH ANY APPLICABLE REGULATORY REQUIREMENTS.

5. AT NO TIME SHALL SPILLS BE DIVERTED TOWARD STORM DRAINS OR TO THE WATERWAY.

6. EQUIPMENT/VEHICLE FUELING AND REPAIR/MAINTENANCE OPERATIONS SHALL TAKE PLACE ONLY WITHIN DESIGNATED STAGING AREAS.

7. THE EQUIPMENT OPERATOR SHALL FULLY MONITOR FUELING OPERATIONS TO EQUIPMENT AND VEHICLES AT ALL TIMES.

8. ANY SPILLAGE SHALL BE IMMEDIATELY CLEANED WITH SPILL KITS KEPT ON SITE.

9. IN THE CASE OF SMALL AMOUNTS OF SOIL CONTAMINATION, SUCH SOIL SHALL BE PLACED IN 55 GALLON DRUMS FOR DISPOSAL BY A LICENSED HAZARDOUS WASTE HAULER.

10. IN THE CASE OF A LARGE AMOUNT OF SOIL CONTAMINATION OR DISCHARGE TO THE WATERWAY, RHODE ISLAND DEM AND APPLICABLE AGENCIES SHALL BE NOTIFIED AS REQUIRED. A HAZARDOUS WASTE REMEDIATION FIRM SHALL BE CONTRACTED TO REMOVE AND DISPOSE OF THE CONTAMINATED MATERIAL OR CONTAIN THE SPILL AT NO ADDITIONAL COST.

LEGEND

EXISTING — NOT ALL ITEMS SHOWN WILL APPEAR ON THE SURVEY

BUILDING		△/▲	NAIL FOUND/SET
ASPHALT		◉/●	DRILL HOLE FOUND/SET
AP	ASSESSOR'S PLAT	●/●	IRON ROD/PIPE FOUND/SET
N/F	NOW OR FORMERLY	■/■	BOUND FOUND/SET
(D)	DEED		SIGN
(M)	MEASURED	●	BOLLARD
(C)	CALCULATED		SOIL EVALUATION
(CA)	CHORD ANGLE	CB	CATCH BASIN
HC	HANDICAPPED	DCB	DOUBLE CATCH BASIN
	PROPERTY LINE	DMH	DRAINAGE MANHOLE
	ASSESSORS LINE	FES	FLARED END SECTION
	TREELINE		GUY POLE
	GUARDRAIL	EMH	ELECTRIC MANHOLE/HANDHOLE
x x	FENCE	UP	UTILITY/POWER POLE
	STEEL SHEET PILE		LIGHTPOST
	STONE WALL	SMH	SEWER/SEPTIC MANHOLE
2	MINOR CONTOUR LINE		SEWER VALVE
10	MAJOR CONTOUR LINE		CLEANOUT
W W	WATER LINE		HYDRANT
S S	SEWER LINE		IRRIGATION VALVE
SFM	SEWER FORCE MAIN		WATER VALVE
G	GAS LINE		WELL
E	ELECTRIC LINE		MONITORING WELL
OHW	OVERHEAD WIRES		UNKNOWN MANHOLE
D	DRAINAGE LINE		GAS VALVE
		B-1	WETLAND FLAG
			BORING
			BUSH
			TREE
			BENCH MARK
			TIMBER PILE

PROPOSED

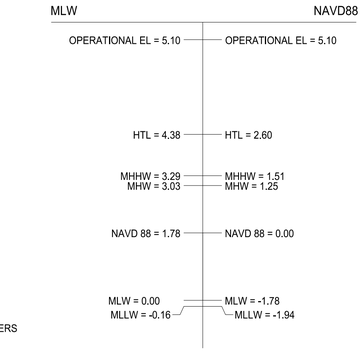
	EROSION CONTROL
	STEEL SHEET PILE WALL
SPL SPL	STRUCTURAL PERIMETER LIMIT (SPL)
LOD	LIMIT OF DISTURBANCE (LOD)
	TIMBER PILE
	FLOOD/EBB DIRECTION
A	PILE COLUMN NUMBERING INDEX
A	PILE BENT NUMBERING INDEX
	WATER ELEVATION

DESIGN LOADS:

PIER LOADINGS

1.	BERTHING AND MOORING LOADS	
A.	L (FT)	81
B.	BM (FT)	26
C.	DRAFT (FT)	15
D.	GW (TONS, US)	193
E.	DT (ASSUMED)(TONS, US)	330
F.	SAIL AREA (SF)	41,979
G.	CLASS	
H.	NAME	
I.	TYPE	FISHING VESSEL
J.	DESIGN DREDGE DEPTH, MAX (FT)	15
K.	WATER DENSITY (PCF)	64
L.	WIND SPEED (MPH)	94
M.	DESIGN FETCH (NM)	
N.	BERTHING CONDITION	GOOD
O.	BERTHING EXPOSURE	EXPOSED
P.	BERTHING VELOCITY (FT/SEC)	0.5
Q.	BERTHING ENERGY (KIP-FT)	2.2
2.	VERTICAL LOADS	
A.	PIER DESIGN LIVE LOAD (PSF)	250
B.	GROUND SNOW LOAD (PSF)	30
C.	DEAD LOAD (PSF)	SELF WEIGHT OF TIMBER MEMBERS
D.	BUILDING COLUMN DEAD LOAD	IN DEVELOPMENT BY OTHERS
E.	BUILDING COLUMN LIVE LOAD	IN DEVELOPMENT BY OTHERS
F.	BUILDING COLUMN WIND LOAD	IN DEVELOPMENT BY OTHERS
3.	HORIZONTAL LOADING	
A.	BUILDING WIND LOAD	IN DEVELOPMENT BY OTHERS
B.	FEMA FLOOD LOAD	IN DEVELOPMENT BY OTHERS

*BUILDING LOADS REFERENCE THE RHODE ISLAND STATE BUILDING CODE AND ASCE-7



DATUM INFORMATION
INTERPOLATED BASED ON
PT. JUDITH 8455083 & NEWPORT 8452660 STATIONS
ALL FIGURES IN FEET

ISSUED FOR PERMIT
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REAGAN MARINE CONSTRUCTION

Narragansett DockWorks

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SCALE ADJUSTMENT GUIDE
0" 1"
BAR IS ONE INCH ON ORIGINAL DRAWING

PIER 'A' REMOVAL AND REPLACEMENT
PORT OF GALILEE: PHASE IV
NARRAGANSETT, RHODE ISLAND
RHODE ISLAND
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

TODD D. TURCOTTE
No. 7627
REGISTERED PROFESSIONAL ENGINEER (CIVIL)
02-MAY-25

REVISIONS:

A	01/10/2025	30% IFCR
B	05/02/2025	IFP

PROJECT NO.:	23153.01
DATE:	MAY 2025
SCALE:	AS NOTED
DESIGNED BY:	JPN
CHECKED BY:	TGD
DRAWN BY:	TJD
APPROVED BY:	TDT

DRAWING TITLE:
GENERAL NOTES

DRAWING NO.:
G-002

SHEET NO. 2 OF

RECEIVED 5/7/2025 COASTAL RESOURCES MANAGEMENT COUNCIL

CONSTRUCTION ACCESS PLAN
SCALE: 1"=150'

REAGAN MARINE CONSTRUCTION

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PIER 'A' REMOVAL AND REPLACEMENT
PORT OF GALILEE: PHASE IV
NARRAGANSETT, RHODE ISLAND

RHODE ISLAND
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

TODD D. TURCOTTE
Todd D. Turcotte
No. 7627
02-MAY-25
REGISTERED PROFESSIONAL ENGINEER (CIVIL)

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DRAWN BY:	TJD
APPROVED BY:	TDT

DRAWING TITLE:

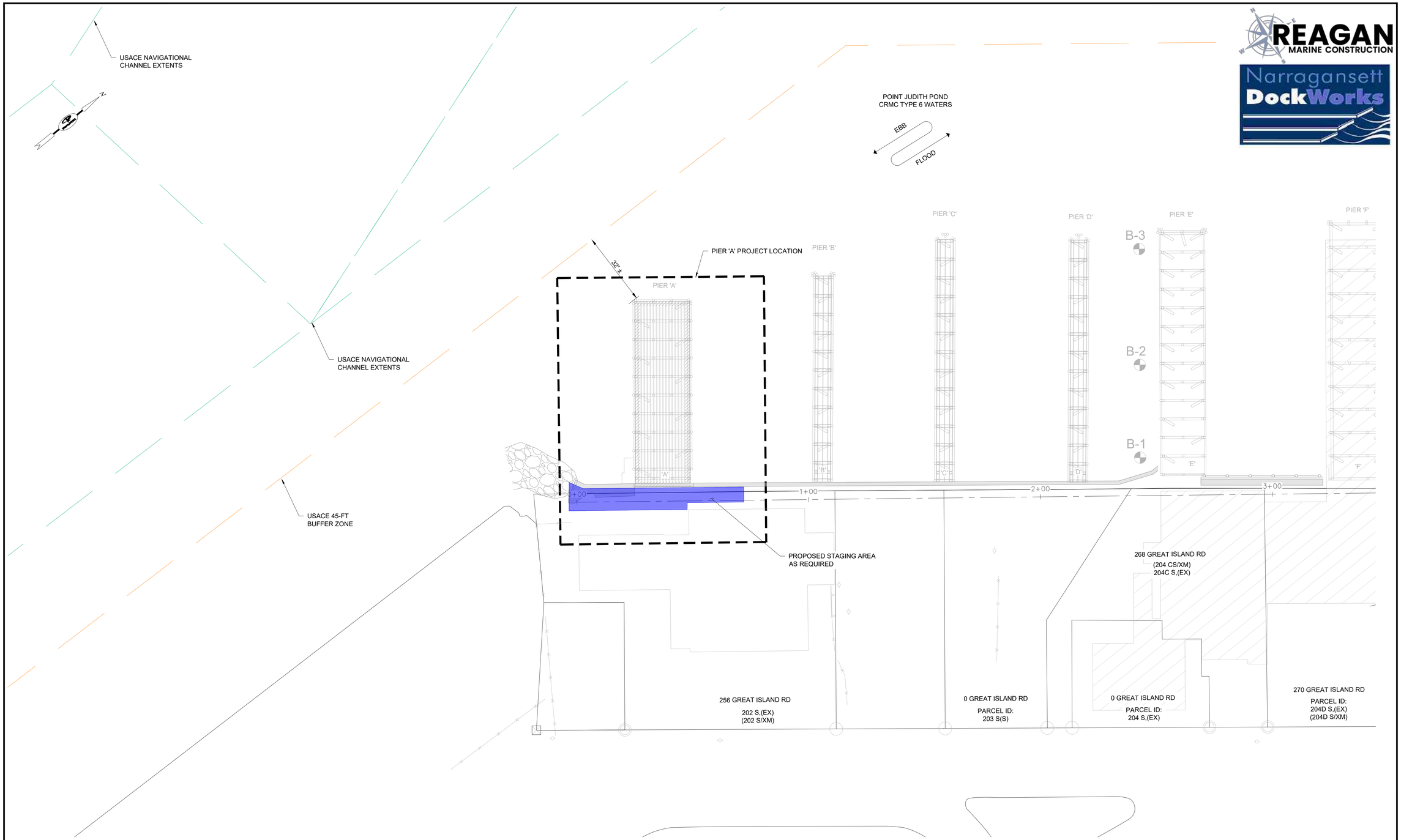
CONSTRUCTION ACCESS PLAN

DRAWING NO.:
C-101

SHEET NO. 3 OF 9

RECEIVED
5/7/2025
COASTAL RESOURCES MANAGEMENT COUNCIL

Y:\JOBS\23 Jobs\23153.01 RIDEM Galilee Phase 4_NDW-Reagan DB-RI\DWGS\- Pier A\C-101 CONSTRUCTION ACCESS PLAN.dwg



EXISTING LOCATION PLAN
SCALE: 1"=20'

NOTES:

1. BORINGS REFERENCE BORING LOCATION PLAN AND LOGS COMPLETED IN MAY, 1999 BY GUILD DRILLING CO., INC.
2. ADDITIONAL BORINGS TO BE COMPLETED VIA A BARGE BY NDW IN 2025. BORINGS AT THE TIME OF THIS SUBMISSION HAVE NOT BEEN COMPLETED.
3. STATIONS REFERENCES A BASELINE BEGINNING AT THE CORNER OF THE SOUTH BULKHEAD TIE IN, SOUTH OF PIER 'A', AND TERMINATING AT THE RIGHT BULKHEAD TIE IN TO THE EAST OF PIER 'UU'.

Scale: 1"=20'
0 10' 20' 40'

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REAGAN MARINE CONSTRUCTION
Narragansett DockWorks
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SCALE ADJUSTMENT GUIDE
0" 1"
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PIER 'A' REMOVAL AND REPLACEMENT
PORT OF GALILEE: PHASE IV
NARRAGANSETT, RHODE ISLAND
RHODE ISLAND
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

TODD D. TURCOTTE
No. 7627
REGISTERED PROFESSIONAL ENGINEER (CIVIL)
02-MAY-25

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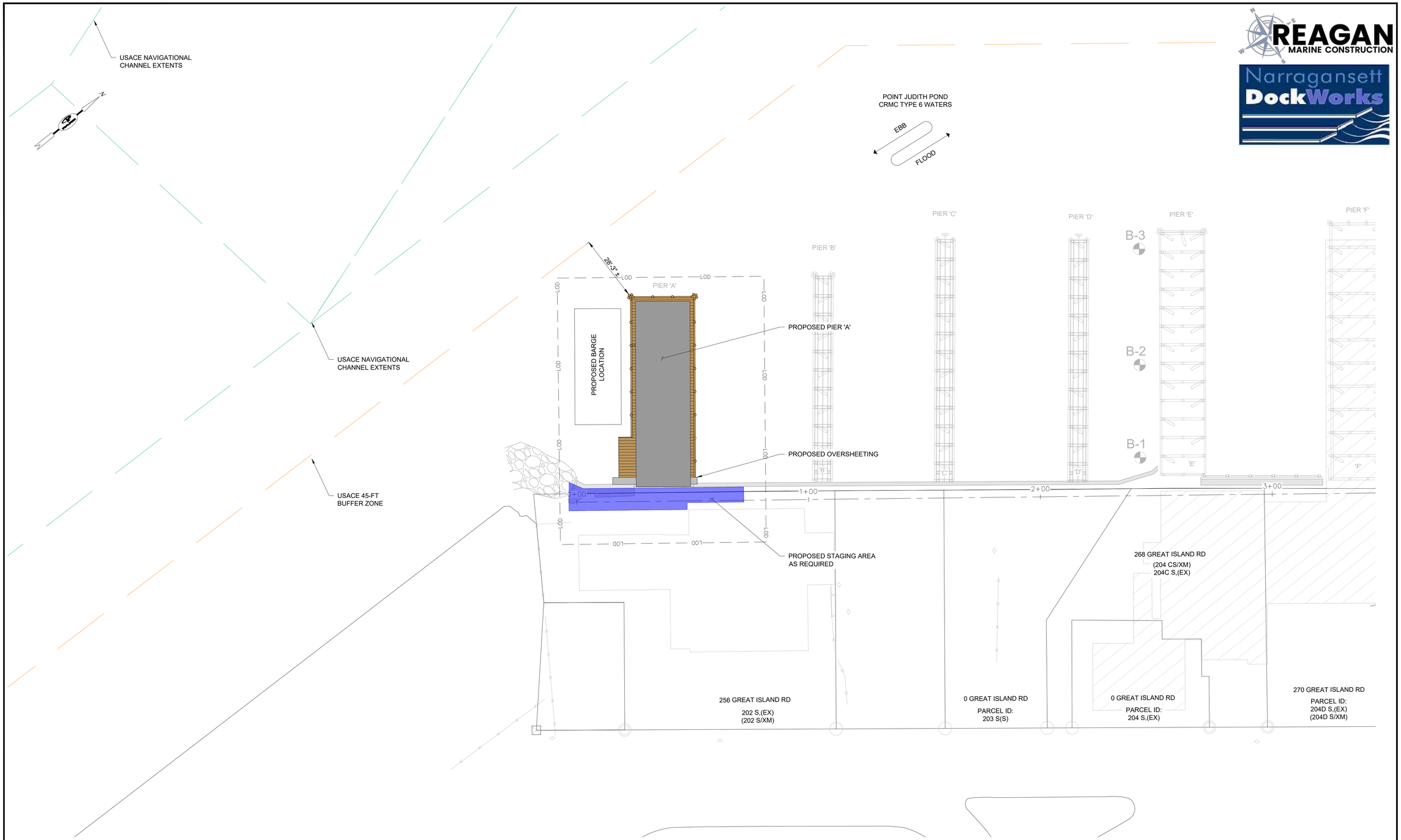
DESIGNED BY:	JPN
CHECKED BY:	TGD
DRAWN BY:	TJD
APPROVED BY:	TDT

DRAWING TITLE:
EXISITING CONDITIONS PLAN

DRAWING NO.:
C-102

SHEET NO. 4 OF 9

RECEIVED 5/7/2025 COASTAL RESOURCES MANAGEMENT COUNCIL



PROPOSED SITE PLAN
SCALE: 1"=20'

NOTES:

1. BORINGS REFERENCE BORING LOCATION PLAN AND LOGS COMPLETED IN MAY, 1999 BY GUILD DRILLING CO., INC.
2. ADDITIONAL BORINGS TO BE COMPLETED VIA A BARGE BY NDW IN 2025. BORINGS AT THE TIME OF THIS SUBMISSION HAVE NOT BEEN COMPLETED.
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Scale: 1"=20'
0 10' 20' 40'

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REAGAN MARINE CONSTRUCTION
Narragansett DockWorks
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0" 1"
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PIER 'A' REMOVAL AND REPLACEMENT
PORT OF GALILEE: PHASE IV
NARRAGANSETT, RHODE ISLAND
RHODE ISLAND
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

TODD D. TURCOTTE
No. 7627
02-MAY-25
REGISTERED PROFESSIONAL ENGINEER (CIVIL)

REVISIONS:		
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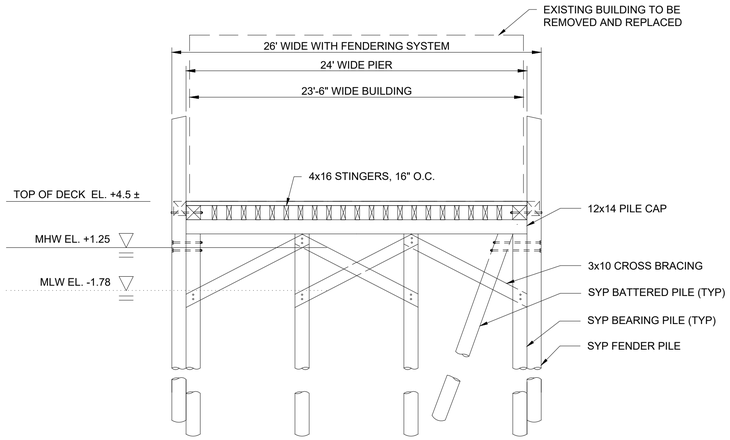
B	05/02/2025	IFP

PROJECT NO.:	23153.01
DATE:	MAY 2025
SCALE:	AS NOTED
DESIGNED BY:	JPN
CHECKED BY:	TGD
DRAWN BY:	TJD
APPROVED BY:	TDT

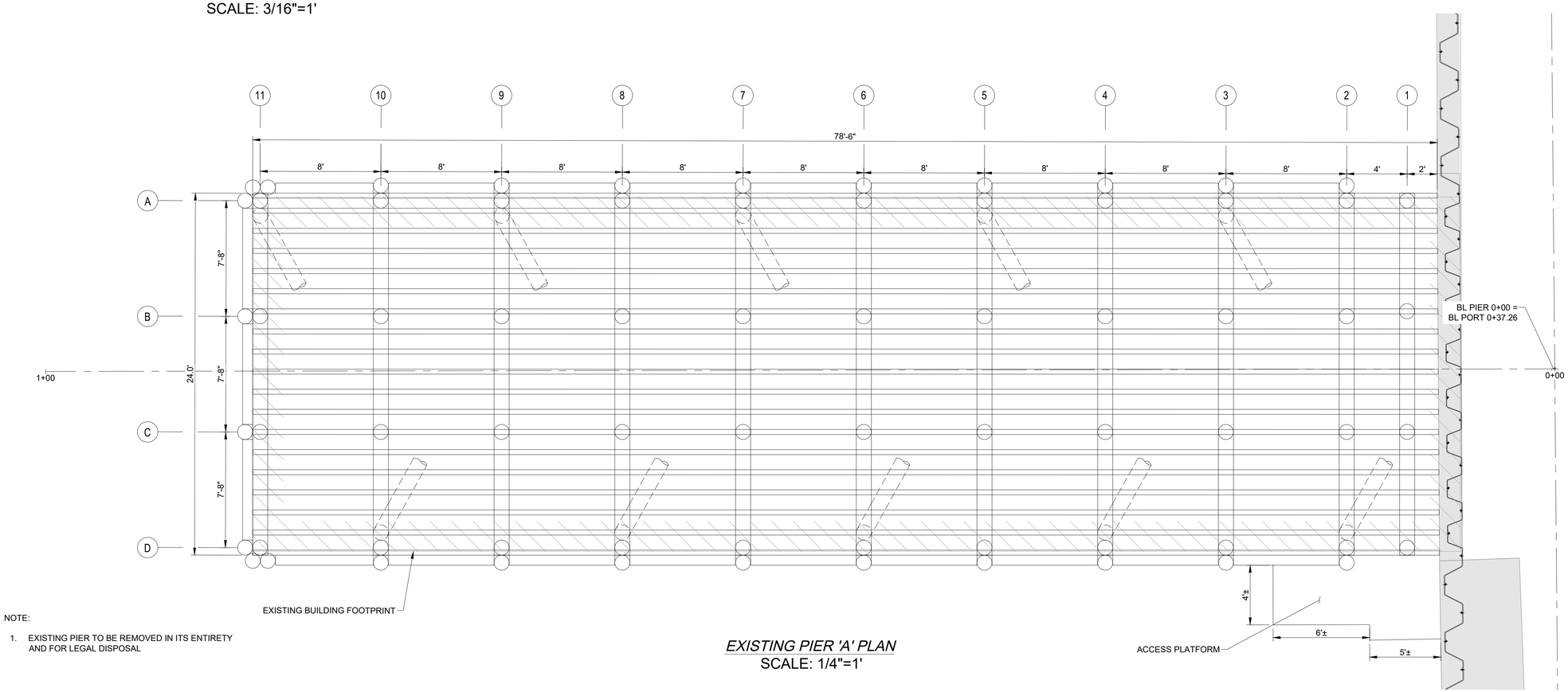
DRAWING TITLE:
PROPOSED SITE PLAN

DRAWING NO.:
C-103
SHEET NO. 5 OF 9

RECEIVED [5/7/2025]
COASTAL RESOURCES MANAGEMENT COUNCIL



PIER 'A' EXISTING SECTION
SCALE: 3/16"=1'



NOTE:

1. EXISTING PIER TO BE REMOVED IN ITS ENTIRETY AND FOR LEGAL DISPOSAL

EXISTING PIER 'A' PLAN
SCALE: 1/4"=1'

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SCALE ADJUSTMENT GUIDE
0" 1"
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PIER 'A' REMOVAL AND REPLACEMENT
PORT OF GALILEE: PHASE IV
NARRAGANSETT, RHODE ISLAND

RHODE ISLAND
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TODD D. TURCOTTE
No. 7627
02-MAY-25
REGISTERED PROFESSIONAL ENGINEER (CIVIL)

REVISIONS:		
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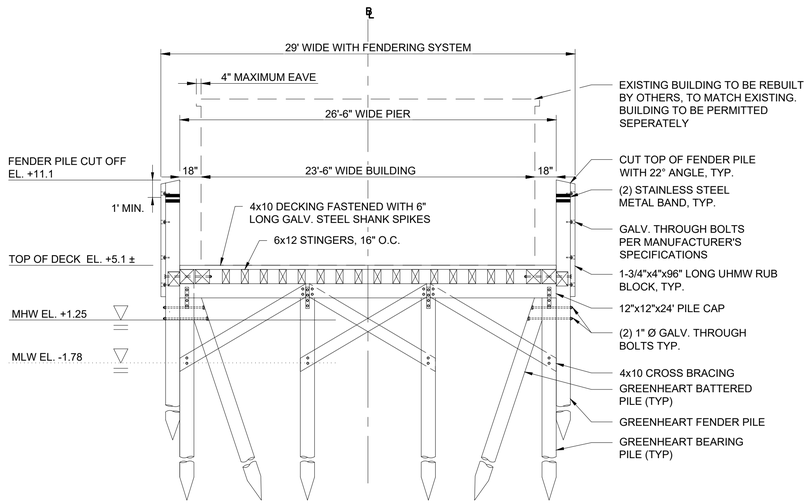
PROJECT NO.:	23153.01
DATE:	MAY 2025
SCALE:	AS NOTED
DESIGNED BY:	JPN
CHECKED BY:	TGD
DRAWN BY:	TJD
APPROVED BY:	TDT

DRAWING TITLE:
EXISTING PIER 'A' PLAN

DRAWING NO.:
S-101

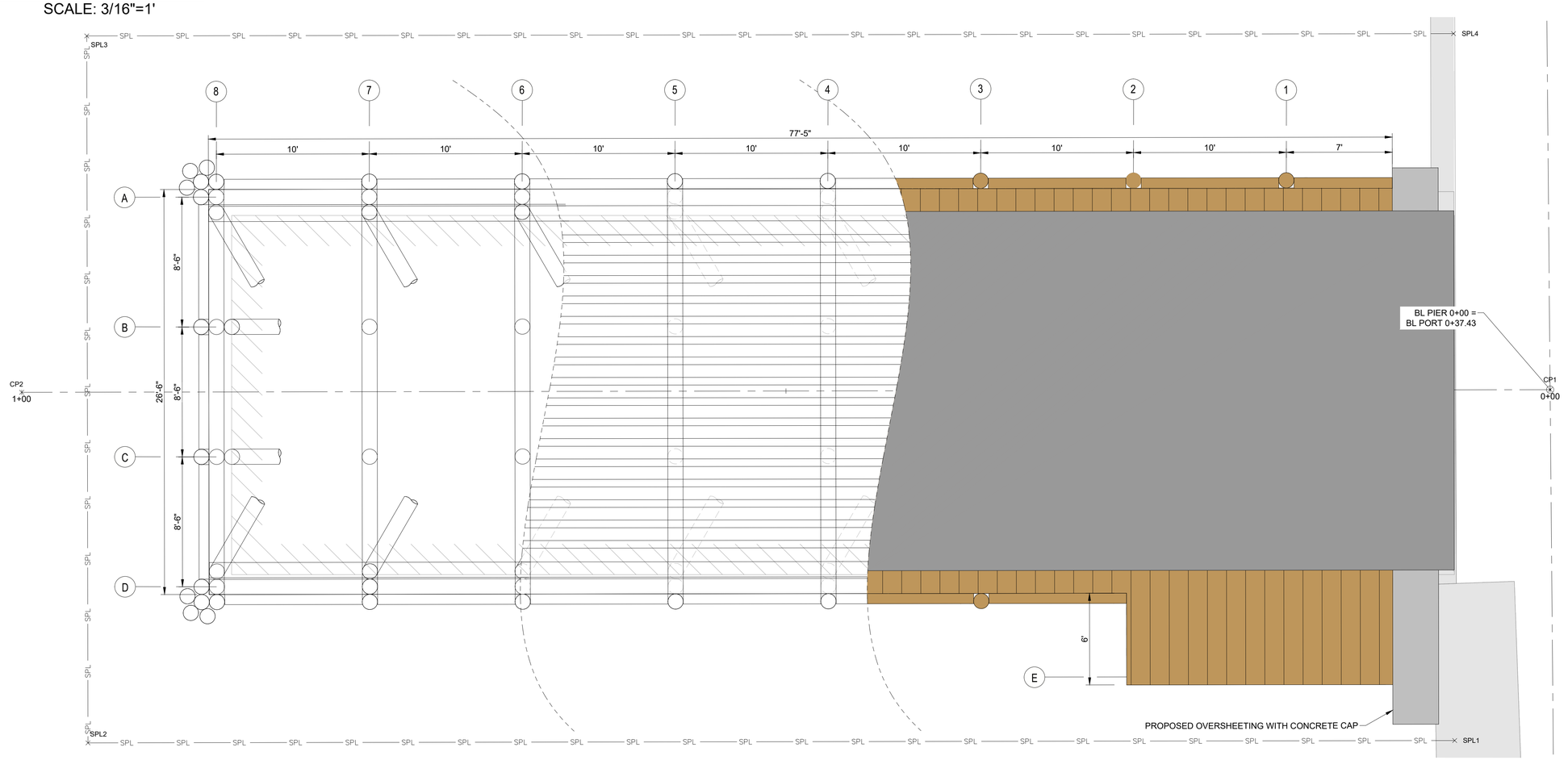
SHEET NO. 6 OF

RECEIVED 5/7/2025 COASTAL RESOURCES MANAGEMENT COUNCIL



PIER 'A' PROPOSED SECTION

SCALE: 3/16"=1'



PROPOSED PIER 'A' PLAN

SCALE: 1/4"=1'

CONTROL POINTS & STRUCTURAL PERIMETER LIMIT		
POINT	Northing	Easting
CP2	107130.9983	324453.4641
CP1	107068.4221	324531.4632
SPL1	107054.4580	324512.2001
SPL2	107110.4130	324442.4553
SPL3	107146.4927	324471.4015
SPL4	107090.5350	324541.1473

NOTE:

1. POST DEMOLITION AND REMOVAL, THE EXISTING SHEET PILE WALL SHALL BE INSPECTED AND REASSESSED IN THE EXTENTS OF THE EXISTING PIER. OVERSHEETING WILL BE PROVIDED AS NECESSARY FOLLOWING INSPECTION.

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REAGAN MARINE CONSTRUCTION

Narragansett DockWorks

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SCALE ADJUSTMENT GUIDE
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PIER 'A' REMOVAL AND REPLACEMENT
PORT OF GALILEE: PHASE IV
NARRAGANSETT, RHODE ISLAND
RHODE ISLAND
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

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CHECKED BY:	TGD
DRAWN BY:	TJD
APPROVED BY:	TDT

DRAWING TITLE:

PROPOSED PIER 'A' PLAN

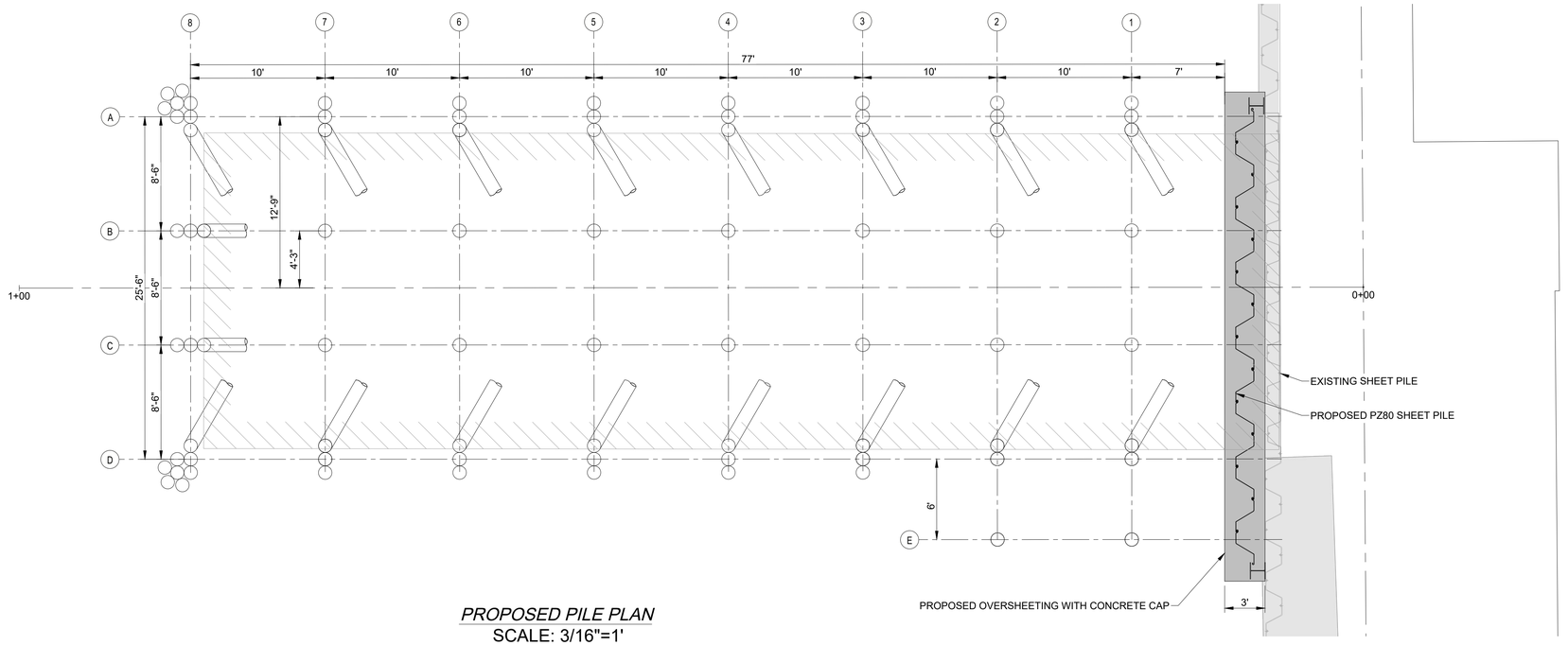
DRAWING NO.:

S-102

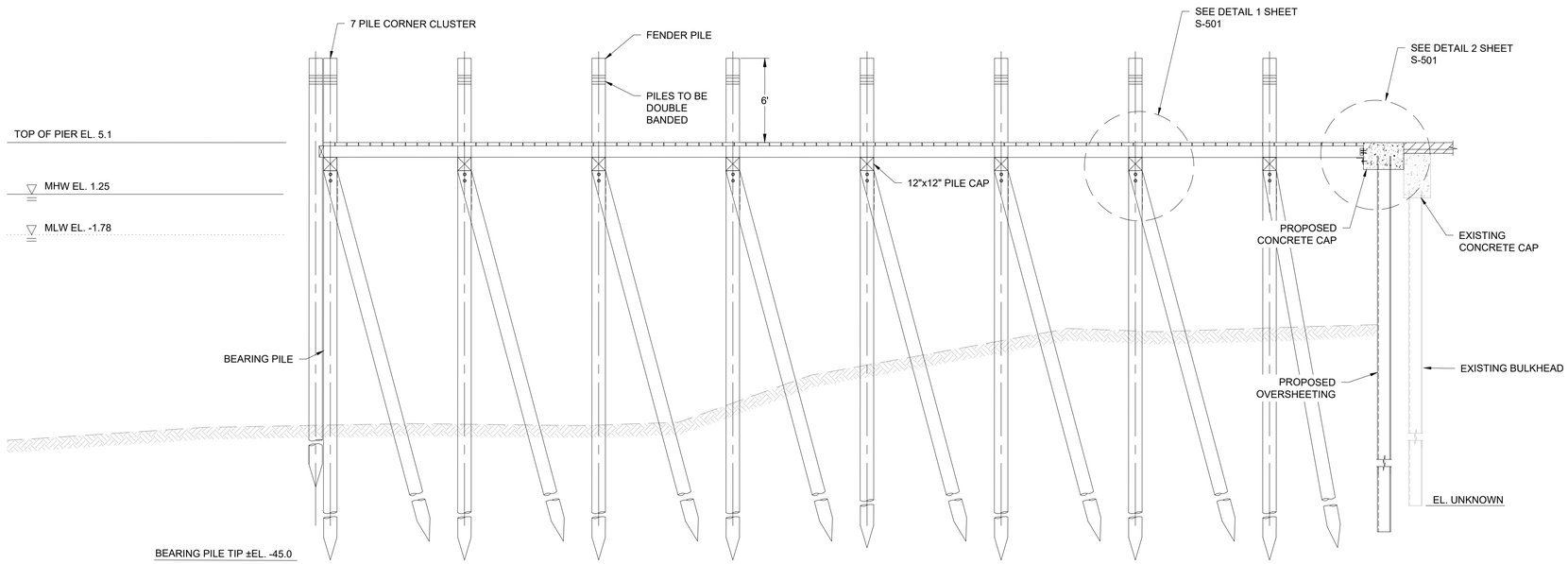
SHEET NO. 7 OF

RECEIVED 5/7/2025 COASTAL RESOURCES MANAGEMENT COUNCIL

X:\JOBS\23153.01 Reagan Galilee Phase 4_NSWK-Reagan GB-JR\DWGS\ - Plan A\S-102 PROPOSED PIER 'A' PLAN.dwg



PROPOSED PILE PLAN
SCALE: 3/16"=1'



PROPOSED PILE SECTION
SCALE: 3/16"=1'

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REAGAN MARINE CONSTRUCTION

Narragansett DockWorks

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SCALE ADJUSTMENT GUIDE
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PIER 'A' REMOVAL AND REPLACEMENT
PORT OF GALILEE: PHASE IV
NARRAGANSETT, RHODE ISLAND

RHODE ISLAND
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

TODD D. TURCOTTE
No. 7627
REGISTERED PROFESSIONAL ENGINEER (CIVIL)
02-MAY-25

REVISIONS:		
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CHECKED BY:	TGD
DRAWN BY:	TJD
APPROVED BY:	TDT

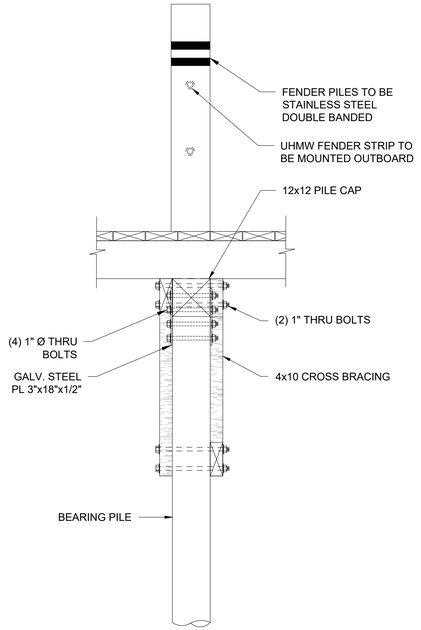
DRAWING TITLE:
PROPOSED PIER 'A' ELEVATION AND PILE PLAN

DRAWING NO.:
S-201

SHEET NO. 8 OF 9

RECEIVED 5/7/2025 COASTAL RESOURCES MANAGEMENT COUNCIL

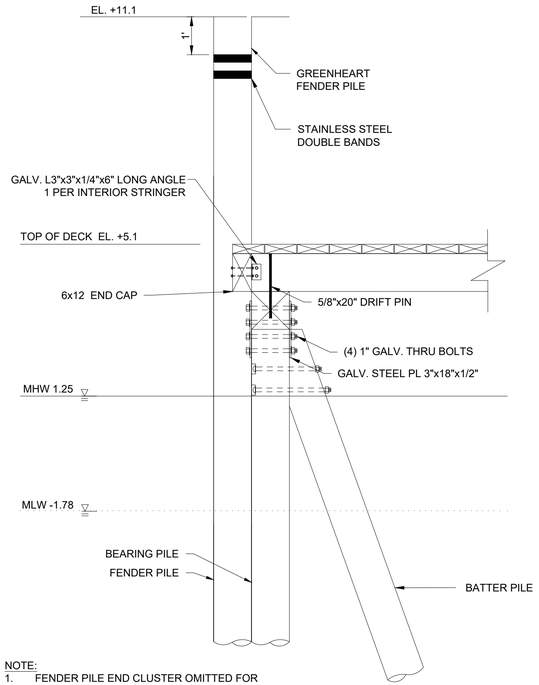
X:\JOBS\23 Jobs\23153.01 RIDEM Galilee Phase 4_Kolb-Reagan DB-SR\DWGS\ - Pier A\S-201 PROPOSED PIER 'A' ELEVATION AND PILE PLAN.dwg



DETAIL 1
CROSS BRACING AND PILE CAP CONNECTION DETAILS
SCALE: 1/2" = 1'-0"

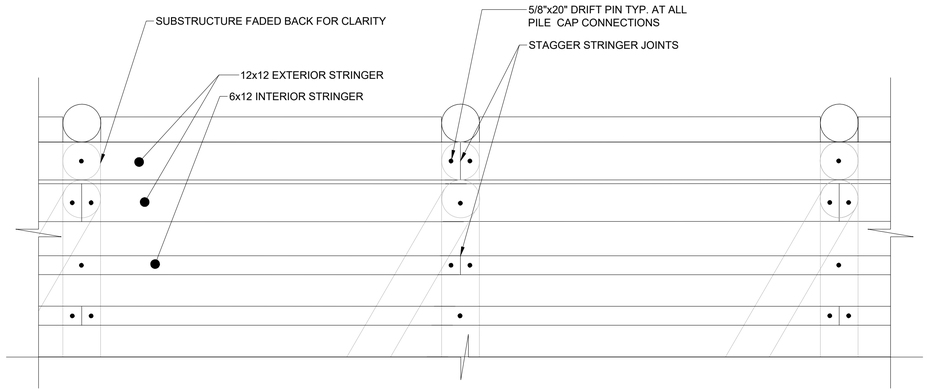
NOTE:

1. DOUBLE BANDING ON SUPPORT AND BATTER PILES NOT SHOWN FOR CLARITY. BAND POSITIONS TO VARY PENDING BATTER PILE AND BOLTING LOCATIONS.



NOTE:
1. FENDER PILE END CLUSTER OMITTED FOR CLARITY. SEE SHEET S-201 FOR ORIENTATION.

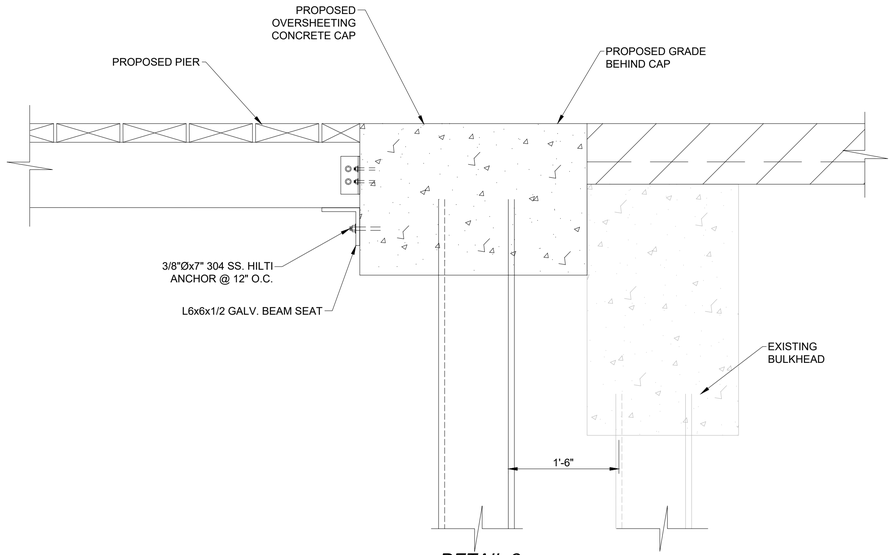
END BENT DETAIL
SCALE: 1/2" = 1'-0"



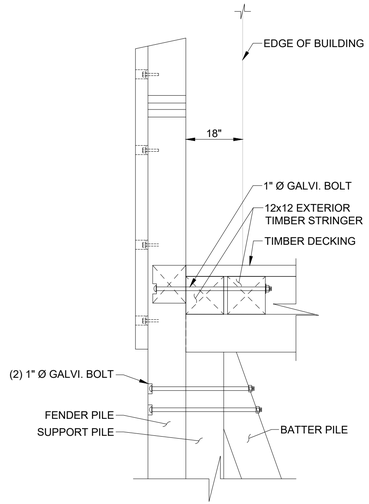
PILE CAP TO STRINGER CONNECTION DETAIL
SCALE: 1/4" = 1'-0"

NOTES:

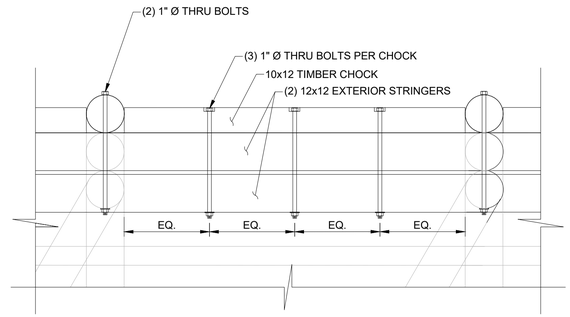
1. ADJACENT STRINGERS TO BE STAGGERED SO THE TERMINAL POINT OF THE STRINGER IS NOT LOCATED AT THE SAME BENT AS AN ADJACENT BENT
2. BATTER PILES NOT SHOWN FOR CLARITY



DETAIL 2
BULKHEAD CONNECTION
SCALE: 1/2" = 1'-0"



SECTION



PLAN

CHOCK AND PILE CONNECTION DETAIL
SCALE: 1/2" = 1'-0"

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REAGAN MARINE CONSTRUCTION

Narragansett DockWorks

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SCALE ADJUSTMENT GUIDE
0" 1"
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PIER 'A' REMOVAL AND REPLACEMENT
PORT OF GALILEE: PHASE IV
NARRAGANSETT, RHODE ISLAND

RHODE ISLAND
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

TODD D. TURCOTTE
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02-MAY-25

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APPROVED BY:	TDT

DRAWING TITLE:
PROPOSED PIER 'A' DETAILS

DRAWING NO.:
S-501

SHEET NO. 9 OF 9

RECEIVED 5/7/2025 COASTAL RESOURCES MANAGEMENT COUNCIL

V:\JOBS\23_xxx\23153.01 RIDEM Galilee Phase 4 ADA-Reagan DS-AV\DWGS\ - Pier A\S-501 PROPOSED PIER 'A' DETAILS.dwg