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: 0 Great Island Road Narragansett (No. / Street / City/Town)	File No. (CRMC USE ONLY): 2025-03-047
Owner's Name: Rhode Island Department of Environmental Management	Plat: 1-G Lot(s): 204-BS
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 G, with some minor modifications in terms of size and amount of piles. The existing pier dimensions are 9-feet wide by 103-feet long. It will be removed entirely along with all piles (including the dolphin pile cluster). The replacement pier will be installed with 4 less piles and 3 less bents than the existing design. The width of the new pier will be 10-feet total and the total length will be reduced to 100 feet long, yielding an approximately 75 sq. ft. increase in size. The dolphin pine cluster located at the terminus of the pier will be replaced with 2 additional piles.

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.

Benthic Fishing Corp - 132 Herman Melville Blvd. New Bedford, MA 02740

KSJ Seafood, Inc. - 272 Great Island Rd. Narragansett, RI 02882

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: 2025.03.11 08:45:50 -04'00'
Owner's Signature (SIGN)

PLEASE REVIEW REVERSE SIDE OF APPLICATION FORM

RECEIVED
3/12/2025
COASTAL RESOURCES MANAGEMENT COUNCIL

APPLICATION FOR STATE ASSENT

Pare Project No. 23153.01

RHODE ISLAND COASTAL RESOURCES MANAGEMENT COUNCIL

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

A.P. I-G, Lot 204-BS

Applicant:

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

MARCH 2025

PARE CORPORATION
ENGINEERS SCIENTISTS PLANNERS

March 12, 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 G Removal and Replacement, 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 G 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 4 of the improvements to the western portion of the Port. Enclosed for your review are three (3) copies of the following materials:

- Signed and complete CRMC Application for State Assent, Statement of Disclosure, list of previous CRMC permits, and Coastal Hazard Analysis Worksheet;
- 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 G Removal and Placement” dated March 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.

The existing ‘Pier G’, is considered to be in poor condition due to aging and has deteriorated to the point of requiring a complete replacement in order to ensure that it remains operationally serviceable as a fueling dock. The existing pier dimensions are 7-feet wide (9-feet with the inclusions of the sacrificial fendering) by 103-feet long. It will be removed entirely along with all 79 of its fender, batter, and support piles. The dolphin pile cluster at the western extent of the pier will be removed entirely as well. The

replacement pier will require less fill/structures below the Mean High Water line, as it will be installed with 75 piles and 11 bents, a reduction of 3 bents from the existing design. The width of the new pier will be increased to 10-feet total and the total length will be reduced to 100 feet long, yielding an approximately 73 sq. ft. increase in size. The dolphin pile cluster located at the terminus of the pier will be replaced with two additional piles as compared to the existing. The increase in one foot, a modification necessary to the existing footprint for an increase in robustness, will no longer qualify this removal and replacement as a maintenance application. Therefore, under the Type 6 Waters Activity Matrix the proposed activity is classified as a Category B Assent. However, the proposed project is being requested to be considered as a Category A Assent rather than a Category B Assent at the discretion of the Council's Executive Director or Deputy Director. While the proposed structure is a very minor increase in size from the original footprint, we believe the structural changes are de minimis in nature and the reduction in pile pose no significant impact. In addition, the State of Rhode Island DEM are the abutters to this project and will not object to the modifications proposed.

The provided plans for Pier 'G' are proposed to alter the footprint of the structure but to decrease number of piles and impacts below the waterline, as shown on Sheets S-101. As a result, Pare is currently working with the USACE to determine if the proposed work will conform within the self-verification (SV) of General Permit Number of the Army Corps General Permits for the State of Rhode Island and Tribal Lands.

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 Waterfront/Marine Group

Enclosures

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

Y:\JOBS\23 Jobs\23153.01 RIDEM Galilee Phase 4_NDW-Reagan DB-RI\PERMITS\Pier G CRMC Assent A Application

TABLE OF CONTENTS

Rhode Island Department of Environmental Management

PIER G REMOVAL AND REPLACEMENT

SECTION 1

ADMINISTRATIVE DOCUMENTATION

Application for State Assent
Statement of Disclosure
Proof of Ownership
Attachment A – List of Previous CRMC Permits
Attachment B – List of Abutters
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.

Daniel Costa Digitally signed by Daniel Costa Date: 2025.03.11 08:47:46 -04'00'

Owner Signature

3/11/25

Date

Daniel Costa, State Port Manager, RIDEM / 301 Great Island Rd Narragansett RI 02882

Print Name and Mailing Address

/ajt 03-2020

RECEIVED
3/12/2025
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

February 26, 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 204-BS located at 0 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

January 13, 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 96 located at 0 Galilee Connector 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, 219-AS, 219-S, 222-S, 223-S, 227-S, 227-SXM, 230-AS, 230-ASXM, 230-BS, 240-S, 241-S
Pier 'G' Removal and Replacement
Narragansett, Rhode Island
March 2025

File Number	Name	Map	Lot(s)	Decision Date
M2024-01-061	Department of Environmental Management	I-G	204-DS	January 31, 2024
M2023-03-049	Department of Environmental Management	I-G	240-S, 241-S, 96	May 15, 2023
M2022-06-130	Department of Environmental Management	I-G	222-S,223-S,227-S,240-S	November 22, 2022
M2021-07-051	Department of Environmental Management	I-G	219-AS, 219-S, 222-S, 230-ASXM	August 5, 2021
2016-06-097	75 State Street LLC	I/G	230	Jun 27, 2016
2003-09-073	Dept of Environmental Management	I-G	100-100, 219A-S, 291S, 220S	Dec 29, 2003
2000-05-105	Interstate Navigation/RIDEM	I-G	100-100, S-219A, S-219, S-226	Oct 05, 2000
1999-03-063	Department of Environmental Management	I	5240, 5241, 5230A, 5230B	Jul 16, 1999
1998-02-006	Department of Environmental Management	I	100, 219, 220	Feb 04, 1998
1992-01-026	Department of Environmental Management	I	230	Apr 02, 1993
1991-03-011	Point Judith Lobster	I-G	219	Mar 14, 1991

ATTACHMENT B

List of Adjacent Property Owners
Pier 'G' Removal and Replacement
Narragansett, Rhode Island

Plat	Lot	Street Address	Owner and Mailing Address
I-G	96	0 Galilee Connector Rd	Rhode Island DEM 235 Prominade St Providence, RI 02908
I-G	204-BS	0 Great Island Rd	Rhode Island DEM 235 Prominade St Providence, RI 02908
I-G	204-CSXM	0 Great Island Rd	Rhode Island DEM 235 Prominade St Providence, RI 02908
I-G	204-ASXM	0 Great Island Rd	Rhode Island DEM 235 Prominade St Providence, RI 02908
I-G	204-CS	268 Great Island Rd	Global Investments LLC DBA Narragansett Bay Lobster 268 Great Island Rd Narragansett, RI 02882
I-G	204-DSXM	270 Great Island Rd	Rhode Island DEM 235 Prominade St Providence, RI 02908
I-G	204-DS	270 Great Island Rd	Benthic Fishing Corp 132 Herman Melville Blvd New Bedford, MA 02740
I-G	204-ESXM	270 Great Island Rd	Rhode Island DEM 235 Prominade St Providence, RI 02908
I-G	204-ES	272 Great Island Rd	KSJ Seafood, Inc. 272 Great Island Rd Narragansett, RI 02882

CRMC File Number:

RICRMC COASTAL HAZARD ANALYSIS WORKSHEET

APPLICANT NAME: Rhode Island Department of Environmental Management

PROJECT SITE ADDRESS: 0 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:** 18.3 **ft**

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 Erosion Multiplier	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 Erosion Multiplier, 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:** 3/11/25

OWNER'S SIGNATURE: Daniel Costa Digitally signed by Daniel Costa Date: 2025.03.11 09:20:49 -04'00' **DATE:** 3/11/25

SECTION 2

FIGURES

RIGIS

SITE LOCATION MAP

SCALE: 1" = 2,000'

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

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

PARE PROJECT No. 23153.01 MARCH 2025

FIGURE 1

RIDEM GALILEE PIER G 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

PARE PROJECT No. 23153.01 MARCH 2025

FIGURE 2

RIDEM GALILEE PIER G REMOVAL AND REPLACEMENT
NARRAGANSETT, RI

National Flood Hazard Layer FIRMette

FEMA

71°31'4"W 41°22'54"N

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

1:6,000

71°30'26"W 41°22'27"N

Basemap Imagery Source: USGS National Map 2023

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3/12/2025
COASTAL RESOURCES MANAGEMENT COUNCIL

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 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- 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 12/7/2023 at 2:43 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 G' Removal and Replacement project located at 0 Great Island Road (Parcel ID: I-G-204-BS), 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 6 (Industrial Waterfronts and Commercial Navigation Channels) Tidal and Coastal Pond Waters is unavoidable. Tidal waters are also within jurisdiction of the United States Army Corps of Engineers (ACOE) 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 G (the pier). The land and pier at the project location is owned by RIDEM (Parcel ID: I-G-204-BS). The pier and associated landside building are utilized as a year-round fueling services pier for vessels within the Port of Galilee.

The most recent project completed at or near the project location was the removal and replacement of Pier F, which is the adjacent pier located immediately southwest of Pier G (Assent No. 2024-01-061). This project proposes removal of Pier G and replacement with a substantially similar new pier. The new pier will be slightly modified with a 75 square foot (sf) increase in area and 3 foot decrease in length. It will have the same center line location of the existing pier and the total number of piles will be reduced by 4 and bents by 3. The dolphin pile cluster at the terminus of the pier will be replaced in-kind. Existing site conditions, proposed work, and conformance with the CRMP, are discussed herein.

II. Existing Conditions

The proposed Pier G replacement is located off of Narragansett Assessor's Plat I-G, Lot 204-BS, within the Port of Galilee. The Pier serves as a refueling dock for the Port with frequent use throughout the day. Adjacent properties and structures include other commercial fishing industries as well as the United States Coast Guard Station.

Based on available historical plans, the current pier was constructed in 2000. However, the original pier configuration predates 1995 based on the observed alignment of the structure when comparing images from historic aerials. The existing Pier G is a timber pile supported structure with timber framing and decking, as shown on the attached plans and photos. The pier extends 105 feet seaward and has a main pier width of 7-feet wide (9-feet with the inclusion of sacrificial fendering). The pier consists of 14-bents spans spaced at generally 8 feet on center, with 79 piles total and each bent having five piles. The five piles consist of 2-fender piles on either end of the bent, 2-support piles immediately inside of the fender piles, and a battered pile extending diagonally across the bent. The fendering piles and chocks extended approximately 12 inches off the pier on either side. The interior and exterior stringers are 3" x 10" timber members at approximately 2 feet on center spacing. The stringers are orientated on top of two 3" by 12" timber split caps. Cross bracing is 3" by 10" with a lower 3" by 10" horizontal bracing. The observed piles ranged from 10 inches to 14 inches in diameter. The observed timber callouts are the nominal dimensions, the timber is southern yellow pine (SYP), the fender piles are white oak. Since the original construction 9 sacrificial timber fender piles and dolphin piles have been removed.

In 2024, a repair program of sistering the pile caps to the intact fender piles was implemented to allow for the continued operations of the pier structure due to the deteriorated condition. The sistering of the pile caps occurred at locations where section loss was observed as noted in the attached photo documentation. This work was covered under the Memorandum of Agreement between RIDEM and CRMC.

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 Waters-Industrial Waterfronts and Commercial Navigation Channels 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.

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 with an elevation of 15 feet (NAVD 88). Landside of the bulkhead, the area is located in Zone AE with a base flood elevation of 13 feet.

Utilities

The utilities associated with this pier are fueling lines that shall be removed and established post construction of the pier. The building or fueling operations are not anticipated to be modified as a part of this project or scope. Fire protection required by this pier to be handled by others as necessary.

Drainage

Stormwater runoff generated along the project area ultimately flows off the pier and into Point Judith Pond. The proposed pier will have minor increase of 75 square feet (sf). The proposed design is a timber deck that will allow for drainage between the decking members. No work is proposed landward of the bulkhead under this Assent Application.

Historic Resources

Work is limited to the existing footprint of the pier, therefore it is not anticipated that there will be a historical impact as a result of this scope of work. 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 and Endangered Species

A review of RIDEM Natural Heritage Data and USFWS Information for Planning and Consultation (IPaC) Species Lists were performed in 2025. Review of the most recent RIGIS data layers on the RIDEM Environmental Resource Map indicates the site is not located in any Natural Heritage Areas (BIO_Natural_Heritage_Areas_2023.shp) and there is no submerged aquatic vegetation mapped in the vicinity of the project site (RIGIS Submerged Aquatic Vegetation and Eel Grass Data Layers).

Based upon consultation with the USFWS IPaC Tool accessed on February 20, 2025, no critical habitat for federally threatened, endangered, or candidate species were identified within the project limits. According to IPaC; two migratory birds were 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: Tri-Colored Bay (*Myotis septentrionalis*) which is Proposed Endangered and Monarch Butterfly (*Danaus plexippus*) which is Proposed Threatened. A copy of the current IPaC Species List is provided in Section 6 of the Assent application documentation.

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*), Pollock (*Pollachius*), Skipjack Tuna (*Katsuwonus pelamis*), Windowpane Flounder (*Scophthalmus aquosus*), Winter Flounder (*Pseudopleuronectes americanus*), and Yellowfin Tuna (*Thunnus albacares*). A copy of the EFH Mapper Report is included as Section 7 of this Assent Application.

III. Proposed Project

The pier is currently functioning as a result of the 2024 interim repairs described above, however it is recommended to be replaced prior to the pier losing functionality. Pier G does not service the port for long term berthing operations; however, it is in integral structure to the Port as it is the lone fueling pier within the Port. The project would include removing and reinstalling Pier G to allow for continued use as a fueling pier with a more robust pier design as shown in the attached plans. The replaced pier is to be designed in accordance with applicable loads provided in the IBC, ASCE, and acceptable port designing criteria. The existing pier use and size of the fueling operation will not change as a result of this replacement.

The dimensions of the existing pier are 105 feet seaward of the bulkhead alignment and 7-feet in width (9-feet with the inclusion of sacrificial fendering). The work being proposed would be a pier extending 100 feet seaward of the bulkhead with a slight increase in the permanent pier width to 10 feet total, including the sacrificial fendering. The total increase in permanent decking area is approximately 75 sf. As the increase in pier size is minimal and the length of the pier will be reduced, the proposed Pier G will not create a navigational or safety issue for vessels within the harbor or impact the operations of adjacent piers. It is also not anticipated to increase the environmental impacts, as shown in Table 1 below, as the total number of timber piles at the mudline are being reduced.

The general pier configuration being proposed consists of a six-pile bent (two support, two fenders, 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 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 will be pressure treated southern yellow pile and the fender piles will be greenheart timber fender piles. The pier decking will be constructed with 6” by 12” stringers and timber boarding. The increase in member sizing is to better support the berthing needs while reducing the amount of mudline impact from the pilings. The amount of piles per bents is increasing, however the amount of bents for the entire pier is decreasing. A secondary benefit to the proposed design it to utilize greenheart support piles driven with a higher butt elevations. By utilizing more resilient piles at a higher elevation the intent is to limit the future replacing and raising of just the SYP framing, minimal mudline disturbance in the future phasing.

The summary of the pile reduced impacts is summarized below:

Existing Pier G			
	Quantity	**Diameter**	**Total Pile Area (ft^2)**
Timber Support Piles	30	12”	23.6
Timber Batter Piles	13	12”	10.2
Sacrificial Timber Fender Piles	36	12”	28.3
Proposed Pier G			
Timber Support Piles	22	12”	17.3
Timber Batter Piles	20	12”	15.7
Sacrificial Timber Fender Piles	33	12”	25.9
		Net Area	-3.1

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 30-foot wide limit of disturbance is required around the pier footprint. 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.

No turbidity barriers are proposed as the site is within an active fishing port that regularly causes turbid water conditions. In addition, installation of a turbidity barrier would potentially encroach on berthing space for adjacent piers and should the turbidity barrier become loose during non-working periods, it would hinder vessels using the navigation channel.

Removal of the decking and superstructure will involve the selective cutting of portions of the structure into manageable pieces which will then be placed in the landside staging area by the barge for removal from the site. Piles will be removed through a soft start using the 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. A soft start process with a vibratory hammer will also be used to install all new piles. Temporary H-pile falsework may be used to assist with the plumbness of the piles during installation.

IV. Alternatives Evaluation

Three alternatives were considered for Pier G while planning how to address the noted deficiencies: Replace the pier in-kind, replace the pier with a modified footprint, and no action. The selected approach fulfills the project goals while avoiding and minimizing impacts to coastal resources and public access restrictions.

Alternative 1 – Replace the Timber Pier In-Kind: Alternative 1 includes the installation of a fixed 105 foot long by 9-foot-wide pier as described above in the proposed work. The pier will connect to the existing bulkhead, as was a preexisting condition. Within this alternative there will be two decking options, and related fendering needs, that will be selected by the leaseholder. This option would include a framing configuration as shown in the existing conditions details on the attached plan set.

Advantages of Alternative 1 Replace the Timber Pier in-kind are:

- Fueling operations would be restored to the leaseholders within the Port.
- No anticipated increase in environmental impacts anticipated as the footprint and use will remain constant.
- Permitting would likely fall under a maintenance application as it is within the existing footprint.
- Pier was observed to be toward the end of its design life as interim modifications were made to extend the serviceability, but a replacement is recommended.
- The operational needs of the leaseholders are anticipated to be met by this alternative.

Disadvantages of Alternative 1 Replace the Timber Pier in-kind are:

- Current pier design may not accommodate an increase in vessel size of future fleets.
- Temporary relocation of fueling will be required during construction.

Alternative 2 – Replace the Timber Pier with a Modified Footprint: Alternative 2, the preferred alternative, includes the installation of a fixed 102 foot long by 10-foot-wide pier, a small expansion on what was previously constructed by 75 SF. The number of bents for the pier would be increased in spacing, 8 feet to 10 feet, but decreased in total quantity, 14 bents to 11 bents. The bent adjustment would result in an increase in the framing members from 3” by 10” members to 6” by 12” members. The modification would alter the number of existing piles from 79 piles to 75 piles. In the existing condition there were alternating batter pile orientations at each bent, the proposed conditions would have two batter piles per bent for a more robust berthing system. This proposed alternative shall also include greenheart timber piles, a naturally more resilient piling material in a marine environment. By the inclusion of this material and driving the piles with a higher butt elevation, as shown in the attached plan set, it will allow for a future raising of the pier on the same support piles. The elimination of needing to replace the piles for the next phasing is anticipated to limit the temporary environmental impacts from driving and removing of the pile, while also have the replacement fall under a maintenance application as the work will be limited to the replacement of the framing and decking.

Advantages of Alternative 2 Timber Pier with a modified footprint:

- Fueling operations would be restored to the leaseholders within the Port.
- No significant anticipated increase in environmental impacts as the footprint is substantially similar to the existing footprint and use will remain consistent.

- A reduction in mudline impact as the pilings will be reduced from 79 piles to 75 piles.
- Pier was observed to be toward the end of its design life as interim modifications were made to extend the serviceability, but a replacement is recommended.
- The operational needs of the leaseholders are anticipated to be met as well as future needs of potentially larger fishing vessels are met by the proposed alternative.
- Future phasing anticipated to fall under maintenance.
- Accounts for sea level rise.
- Reduction in pier replacement cost as pilings anticipated to remain, long term savings.

Disadvantages of Alternative 2 Timber Pier with a modified footprint:

- Minorly more expensive than alternative 1 from the increased pier member sizes, short term.
- Not anticipated to be applicable for a Maintenance application as the footprint is to be modified. Assent Application is required.
- Temporary relocation of fueling will be required during construction.

Alternative 3 – No Action: The no action alternative is provided as an option, but is not a recommended course of action as it does not meet the needs of the Port or lease holder.

Advantages of Alternative 3 No Action:

- No funds are needed to replace the pier.

Disadvantages of Alternative 3 No Action:

- Leaseholder operations unable to continue as pier reaches an unserviceable state.
- Economic loss to the State of Rhode Island as fueling operations within the Port need to be permanently modified or serviced elsewhere.
- Potential detrimental environmental impacts if the pier were allowed to continue to deteriorate over time leaving it potentially vulnerable to damage or collapse during a storm event.

V. Consistency with Coastal Resources Management Program

This Assent application covers all activity associated with the Construction Phase of the replacement of the Pier "G" located in the Port of Galilee in Narragansett, Rhode Island. According to Table 1 and Table 2 of the CRMP, the project as proposed falls under a Category B activity for Type 6 waters and Contiguous Area. However, RIDEM is seeking to have the proposed work reviewed as under as a Category A activity because the project is seeking to replace a previously existing structure with minimal modifications to the layout and a reduction of impacts/fill below the Mean High Water mark. The project will not result in a significant impact to the coastal environment; and RIDEM requests that the proposed project be reduced from a Category B to a Category A Assent, due to the following reasons:

- The proposed use of the structure will match the existing use;
- Minimal fisheries and wildlife habitat is present within the limit of disturbance due to the historic use of the pier as the main fueling dock within the Port;
- There is a reduction in permanent fill below Mean High Water, as a result of the proposed reduction in total number of piles from 79 to 75;
- The increase in total area of the pier is less than 10% the size of the existing pier and is associated with the pier decking that sits over the water and not additional driven piles; and
- The proposed footprint does not encroach seaward towards the navigation channel but instead will be pulled back landward by 3-feet.

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

Filling, removal, and/or grading of the manmade Shoreline Feature is considered incidental to this work as the modification to the existing bulkhead cap will be 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 "G" and the modification to the existing bulkhead will be approximately 2,014 square feet combined temporary and permanent disturbance. The amount of disturbance is within the 5,000 square feet 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.

Stockpile and laydown areas for timber piles that will be utilized for this project have been previously permitted under maintenance work on Maintenance Certification M2023-03-049 within the port of Galilee and will be contained on work barges.

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 design of piers will be 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. A state building permit is anticipated to be required and will be obtained.

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 as maintained 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 structural perimeter limit (SPL) has been shown on the project plans and the proposed pier will stay entirely inside of it. The size of the pier will be exceeded by 1-foot due to the 1-foot increase in width of the proposed pier. However, the length of the pier will be reduced by 3-feet which will act to pull the pier farther from the navigation channel located seaward of the pier terminus. In addition, the one foot increase in width is not anticipated to impact the functionality of any of the adjacent pier structures due to the exceedingly minor nature of the change.

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

The Port of Galilee is an active commercial fishing port which does not support submerged aquatic vegetation or critical aquatic habitats within the proposed work area as a result of the port operations. Pier "G" has been established within the port from prior to 1995 therefore the replacement is not anticipated to increase long term impacts to aquatic or wildlife habitat. Pile removal and driving will be performed in accordance with approved methods to minimize turbidity and sedimentation impacts to surrounding tidal waters.

From a review of the USFWS Information for Planning and Consultation (IPaC) Species Lists and the EFH Mapper there are no anticipated endangered or migratory species impacted by the proposed scope of work.

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 in accordance with the General Permit (GP-2) of the USACE. This project is eligible for coverage as self verification under General Permit 2 - Repair or Maintenance of Existing Currently Serviceable, Authorized, or Grandfathered Structures & Fills, and Removal of Structures."

SECTION 4
ANNOTATED SITE PHOTOGRAPHS

Photo No. 1.: Deterioration of decking typical of Pier "G".

Photo No. 2.: Typical deterioration of pile and cross bracing on Pier "G".

Photo No. 3.: Typical deterioration of pile and cross bracing on Pier "G".

Photo No. 4.: Deterioration of timber chocks typical of Pier "G".

Photo No. 5.: Weathered timber below the decking of Pier "G".

Photo No. 6.: Typical deterioration of the dolphin adjacent to Pier "G".

Photo No. 7.: Elevation view of Pier "G"

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: 02/20/2025 15:33:36 UTC
Project Code: 2025-0058937
Project Name: Pier G 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: 2025-0058937
Project Name: Pier G Removal and Replacement Port of Galilee: Phase IV
Project Type: Boatlift/Boathouse/Dock/Pier/Piles - Maintenance/Modificaton
Project Description: Work proposed as part of the project involves the replacement of Pier G, with some minor modifications in terms of size and amount of fender, batter, support, and dolphin piles. The existing pier dimensions are 7-feet wide (9-feet with the inclusions of the sacrificial fendering) by 103-feet long. It will be removed entirely along with all 80 of its fender, batter, and support piles. The dolphin pile cluster at the western extent of the pier will be removed entirely as well. The replacement pier will require less fill/ structures below the Mean High Water line, as the it will be installed with 71 piles and 11 bents, a reduction of 3 bents from the existing design. The width of the new pier will be increased to 10-feet total and the total length will be reduced to 100 feet long, yielding an approximately 73 sq. ft. increase in size. The dolphin pine cluster located at the terminus of the pier will be replaced with two additional piles as compared to the existing.

The Pier is located within the Port of Galilee (the Port). The Port is located in Narragansett, Rhode Island adjacent to Point Judith Pond. The Port serves the thriving community of Rhode Island's largest commercial fishing fleet. It is also a popular tourist attraction with sandy beaches, deep sea charters, and ferry transportation to Block Island. The poor condition of the Port infrastructure has resulted in reduced desire or ability to invest in the industry's operations and sustain long-term business decisions. The existing 'Pier G', located westerly of Great Island Road, is considered to be in poor condition due to aging and has deteriorated to the point of requiring a complete replacement in order to ensure that it remains operationally serviceable.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.3780534,-71.51222698176431,14z

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

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 = 41° 22' 41" N, Longitude = 72° 29' 16" W
Decimal Degrees: Latitude = 41.378, Longitude = -71.512

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, Juvenile, 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
		Pollock	Juvenile	New England	Amendment 14 to the Northeast Multispecies FMP
		Skipjack Tuna	Adult	Secretarial	Amendment 10 to the 2006 Consolidated HMS FMP: EFH
		Windowpane Flounder	Adult, Juvenile	New England	Amendment 14 to the Northeast Multispecies FMP

Link	Data Caveats	Species/Management Unit	Lifestage(s) Found at Location	Management Council	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

Rhode Island Department of Environmental Management

PIER G REMOVAL AND REPLACEMENT

SECTION 7

PROJECT PLANS

titled "Pier G Removal and Replacement Port of Galilee: Phase IV"
dated March 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		
S-101	EXISTING & PROPOSED PIER PLAN		
S-201	PROPOSED PIER ELEVATION AND PILE PLAN		
S-501	PROPOSED PIER DETAILS		

STATE OF RHODE ISLAND

D ■ E ■ M

Locus Map

Scale: 1"=500'

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
DIVISION OF PLANNING AND DEVELOPMENT

PIER 'G' REMOVAL AND REPLACEMENT
PORT OF GALILEE: PHASE IV

NARRAGANSETT, RHODE ISLAND

Pare Project No. 23153.01

PARE

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

Narragansett DockWorks

REVISIONS		
NO.	DESCRIPTION	DATE
A	30% DESIGN IFCR	12-10-24
B	ISSUED FOR PERMIT	03-12-25

MARCH 2025

TODD D. TURCOTTE
No. 7627
11-MAR-25
REGISTERED PROFESSIONAL ENGINEER (CIVIL)

RECEIVED
3/12/2025
COASTAL RESOURCES MANAGEMENT COUNCIL

ISSUED FOR PERMIT
NOT FOR CONSTRUCTION

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 AREA(S). ALL GREASING AND REFUELING ACTIVITIES SHALL OCCUR IN THE STAGING AREA(S). 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 NUMVER 44009(0194). 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. LAYOUT THE PRELIMINARY ALIGNMENT OF PILES SUCH THAT THE PROPOSED NORTHERN EDGE OF PIER IS ALIGNED WITH THE EXISTING NORTHERN EDGE.
5. DRIVE NEW TIMBER SUPPORT PILES TO THE SPECIFIED DEPTH AS SEEN ON SHEET S-201 - PROPOSED PIER ELEVATION AND PILE PLAN.
6. INSTALL L ANGLE ON EXISTING CONCRETE BULKHEAD.
7. INSTALL NEW TIMBER PIER FRAMING AS INDICATED ON THE DRAWINGS.
8. INSTALL 4 X 10 INCH DECKING ON TOP OF INSTALLED STRINGERS.
9. INSTALL FENDER SYSTEM AND END PILE CLUSTERS.
10. 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 NO. 2 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 THE 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	1100	175	565	1450	0.80 CCA
10x12 RGH	800	175	565	1300	0.80 CCA
12x12 RGH	750	175	565	1250	0.80 CCA
4x10 DECKING	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.

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.	VELOCITY (FT/SEC)	0.5
Q.	BERTHING ENERGY (KIP-FT)	1.1

2. VERTICAL LOADS

A.	PIER DESIGN LIVE LOAD (PSF)	250
B.	GROUND SNOW LOAD (PSF)	30
C.	DEAD LOAD (PSF) TIMBER MEMBERS	SELF WEIGHT OF

LEGEND

EXISTING

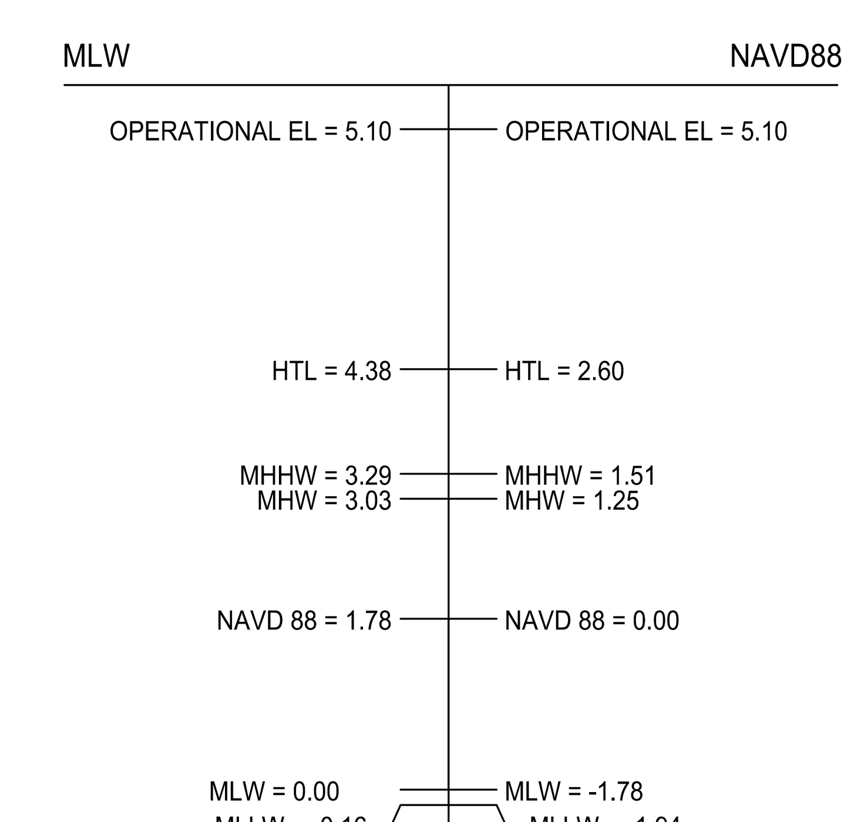
NOT ALL ITEMS SHOWN WILL APPEAR ON THE SURVEY

BUILDING
ASPHALT
AP ASSESSOR'S PLAT
N/F NOW OR FORMERLY
(D) DEED
(M) MEASURED
(C) CALCULATED
(CA) CHORD ANGLE
HC HANDICAPPED
T.O.C. TOP OF CAP
PROPERTY LINE
ASSESSORS LINE
TREELINE
GUARDRAIL
FENCE
STEEL SHEET PILE
STONE WALL
MINOR CONTOUR LINE
MAJOR CONTOUR LINE
WATER LINE
SEWER LINE
SEWER FORCE MAIN
GAS LINE
ELECTRIC LINE
OVERHEAD WIRES
DRAINAGE LINE

NAIL FOUND/SET
DRILL HOLE FOUND/SET
IRON ROD/PIPE FOUND/SET
BOUND FOUND/SET
SIGN
BOLLARD
SOIL EVALUATION
CB CATCH BASIN
DCB DOUBLE CATCH BASIN
DMH DRAINAGE MANHOLE
FES FLARED END SECTION
GUY POLE
EMH ELECTRIC MANHOLE/HANDHOLE
UP UTILITY/POWER POLE
LIGHTPOST
SMH SEWER/SEPTIC MANHOLE
SEWER VALVE
CLEANOUT
HYDRANT
IRRIGATION VALVE
WATER VALVE
WELL
MONITORING WELL
UNKNOWN MANHOLE
GAS VALVE
B-1 WETLAND FLAG
BORING
BUSH
TREE
BENCH MARK
TIMBER PILE

PROPOSED

LOD LIMIT OF DISTURBANCE
FP FIRE PROTECTION LINE
EROSION CONTROL
TEMPORARY CONSTRUCTION FENCE
STEEL SHEET PILE WALL
TIMBER PILE
FLOOD/EBB DIRECTION
PILE COLUMN NUMBERING INDEX
PILE BENT NUMBERING INDEX
WATER ELEVATION
2 1/2" BRASS GR x NST BRASS ANGLE FIRE DEPARTMENT HOSE VALVE



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

ISSUED FOR PERMIT
NOT FOR CONSTRUCTION

RECEIVED
3/12/2025
COASTAL RESOURCES MANAGEMENT COUNCIL

PARE

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

PIER 'G' 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)
11-MAR-25

REVISIONS:

PROJECT NO.:	23153.01
DATE:	MARCH 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 7

CONSTRUCTION ACCESS PLAN

SCALE: 1"=150'

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Narragansett DockWorks

PARE

D E M

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

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

TODD D. TURCOTTE
No. 7627
HOPE
11-MAR-25
REGISTERED PROFESSIONAL ENGINEER (CIVIL)

REVISIONS:

PROJECT NO.:	23153.01
DATE:	MARCH 2025
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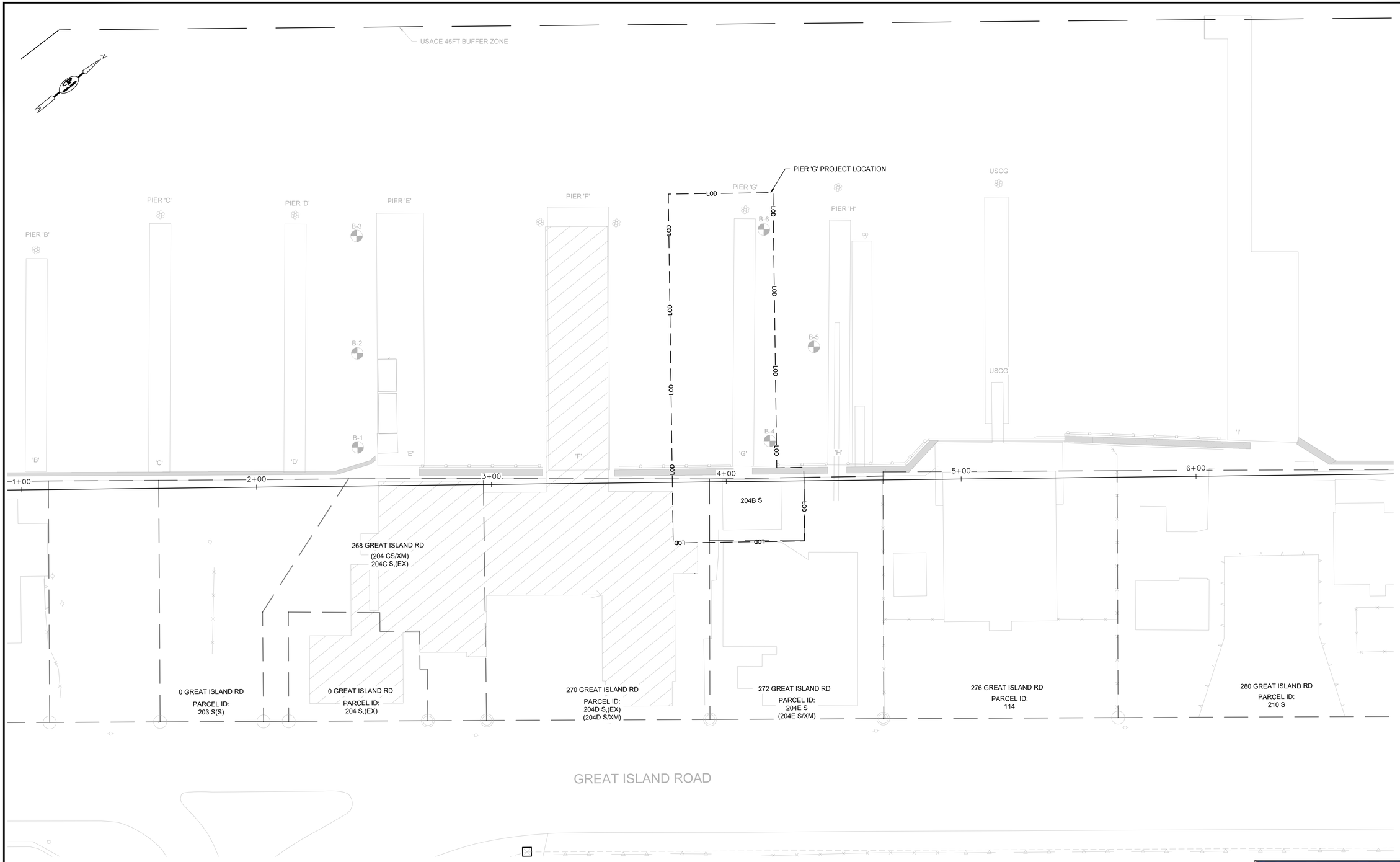
DESIGNED BY:	JPN
CHECKED BY:	TGD
DRAWN BY:	TJD
APPROVED BY:	TDT

DRAWING TITLE:
CONSTRUCTION ACCESS PLAN

DRAWING NO.:
C-101

SHEET NO. 3 OF 7



EXISTING CONDITIONS PLAN

SCALE: 1"=20'

NOTES:

1. BORINGS REFERENCE BORING LOCATION PLAN AND LOGS COMPLETED IN MAY, 1999 BY GUILD DRILLING CO., INC.
2. STATIONS REFERENCES A BASELINE BEGINNING AT THE CORNER OF THE SOUTH BULKHEAD TIE IN, SOUTH OF PIER 'A', TO THE 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'

RECEIVED
3/12/2025
COASTAL RESOURCES MANAGEMENT COUNCIL

ISSUED FOR PERMIT
NOT FOR CONSTRUCTION

PARE

D E M

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

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

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

TODD D. TURCOTTE
No. 7627
11-MAR-25
REGISTERED PROFESSIONAL ENGINEER (CIVIL)

REVISIONS:

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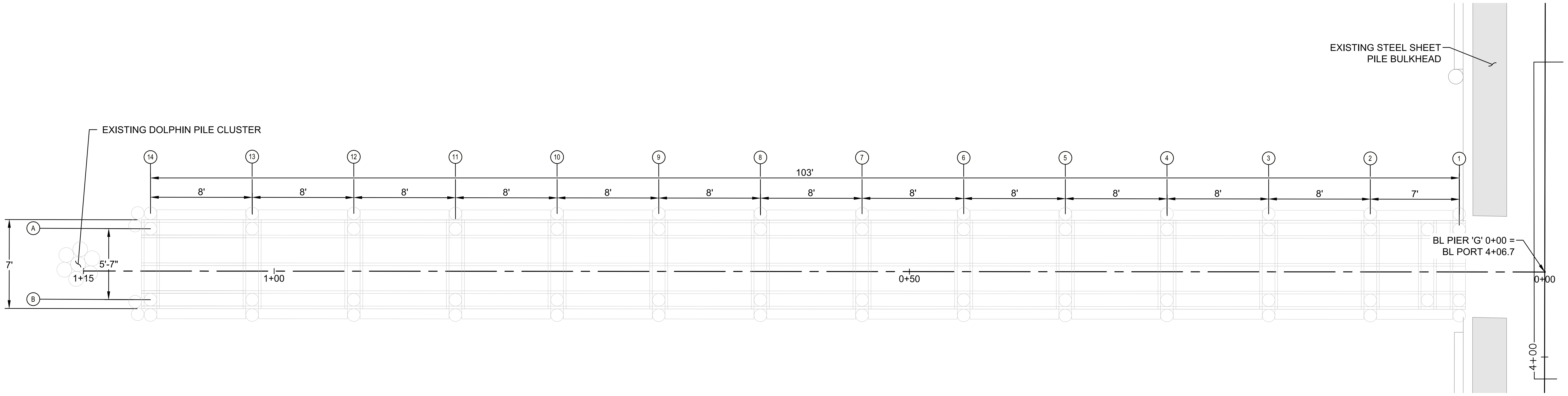
CHECKED BY:	TGD
DRAWN BY:	TJD
APPROVED BY:	TDT

DRAWING TITLE:
EXISITING CONDITIONS PLAN

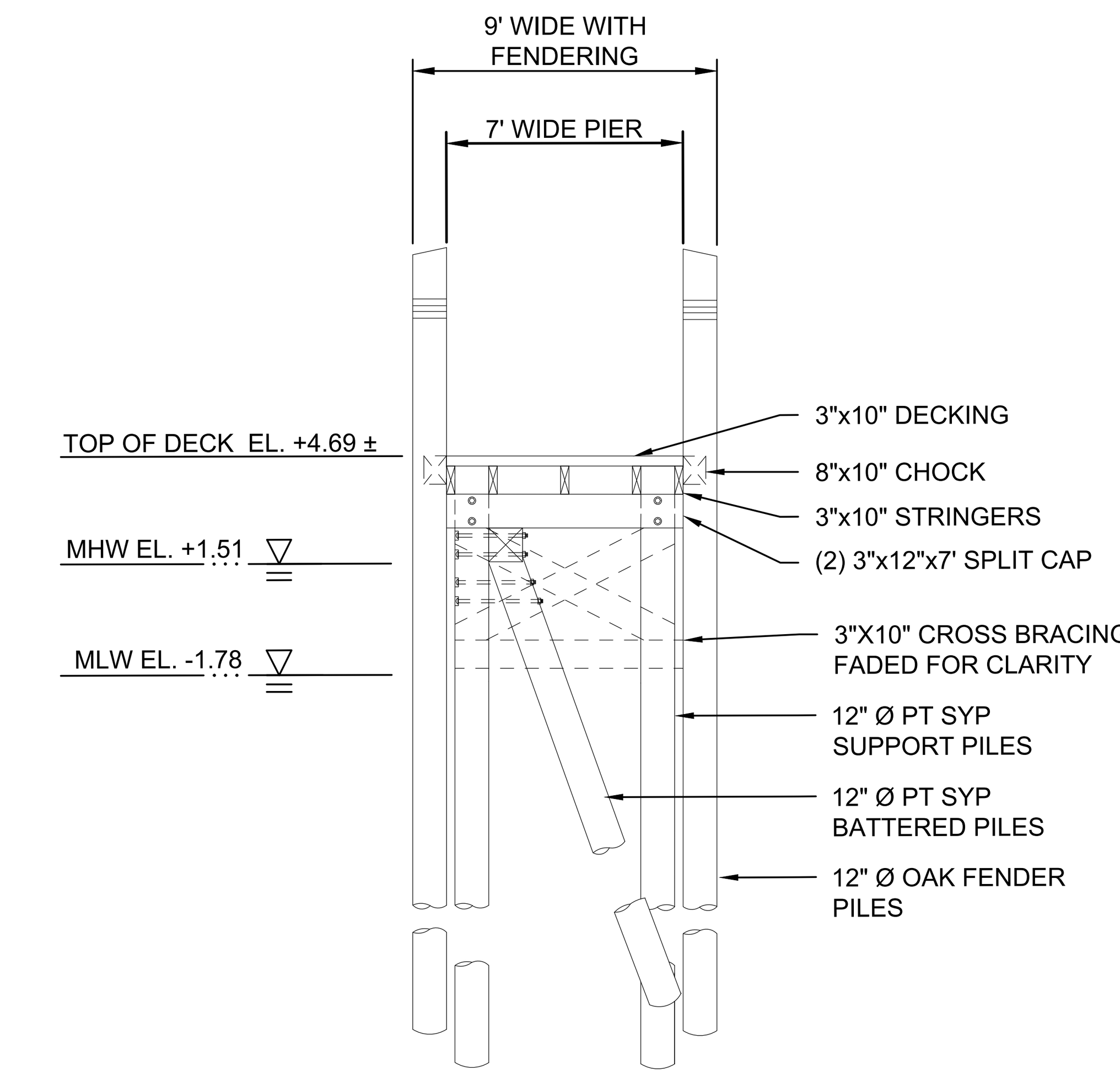
DRAWING NO.:
C-102

SHEET NO. 4 OF 7



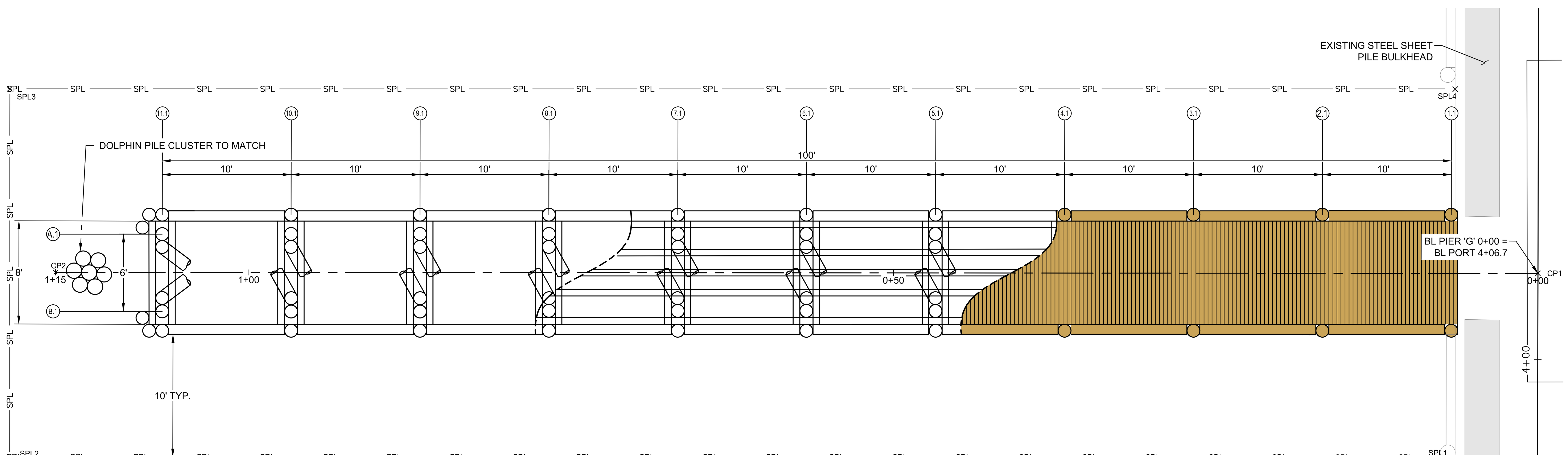
EXISTING PIER 'G' PLAN

SCALE: 3/16"=1'



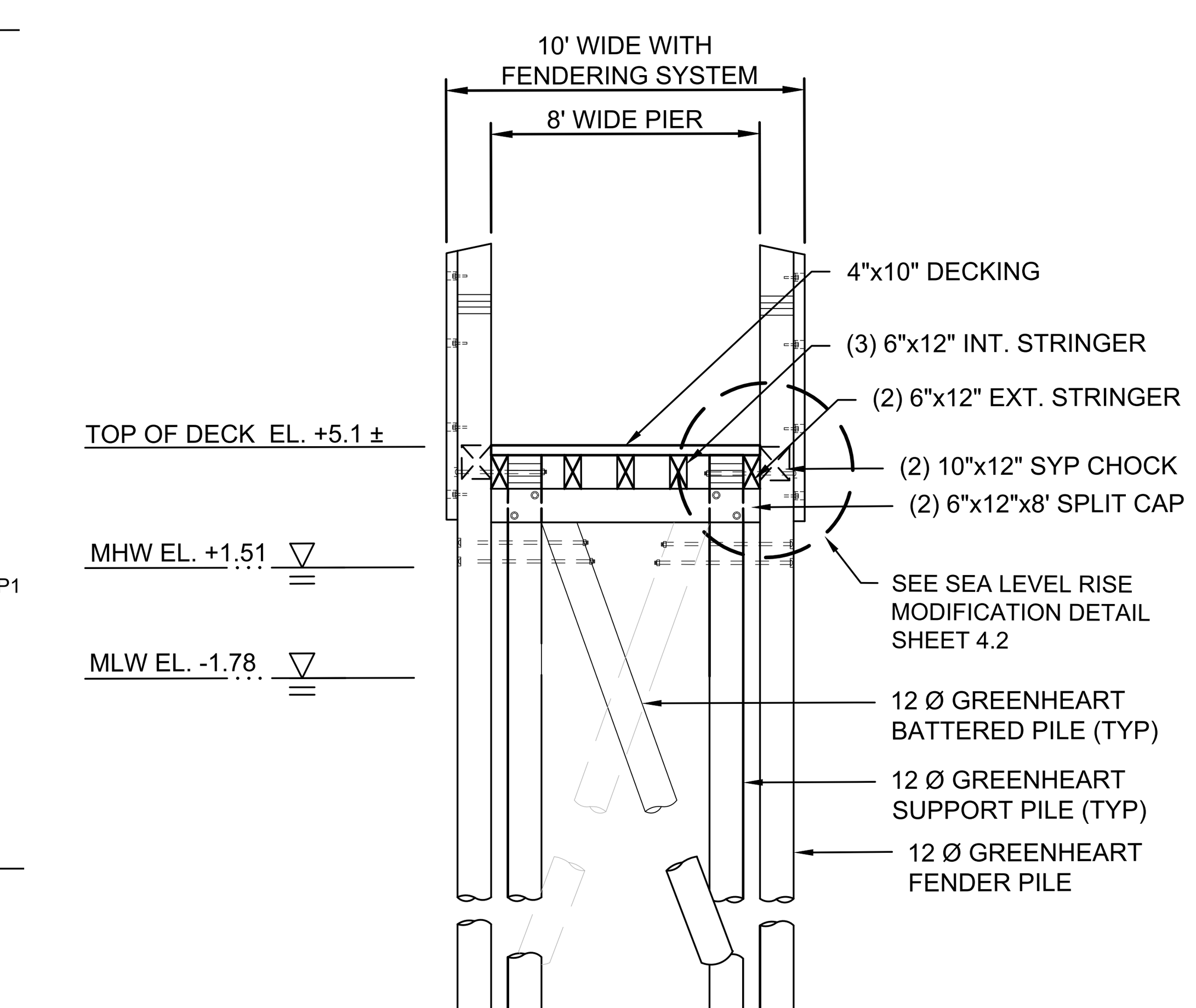
PIER 'G' EXISTING SECTION

SCALE: 1"=4'



PROPOSED PIER 'G' PLAN

SCALE: 3/16"=1'



PIER 'G' PROPOSED SECTION

SCALE: 1"=4'

NOTES:

1. SUPPORT PILES TO BE LEFT HIGH, ± BOTTOM OF DECKING ELEVATION, FOR FUTURE SEA LEVEL RISE MODIFICATION

Name	Northing	Easting
SP4	107373.2579	324764.2915
CP2	107429.2815	324670.2047
CP1	107358.0647	324760.4995
SP1	107351.3219	324745.9833
SP2	107420.2352	324658.5550
SP3	107442.6562	324676.2141

PARE

DEM

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

PIER 'G' 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)
11-MAR-25

REVISIONS:

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DRAWN BY:	TJD
APPROVED BY:	TDT

DRAWING TITLE:

EXISTING & PROPOSED PIER PLAN

DRAWING NO.:

S-101

SHEET NO. 5 OF 7

Narragansett DockWorks

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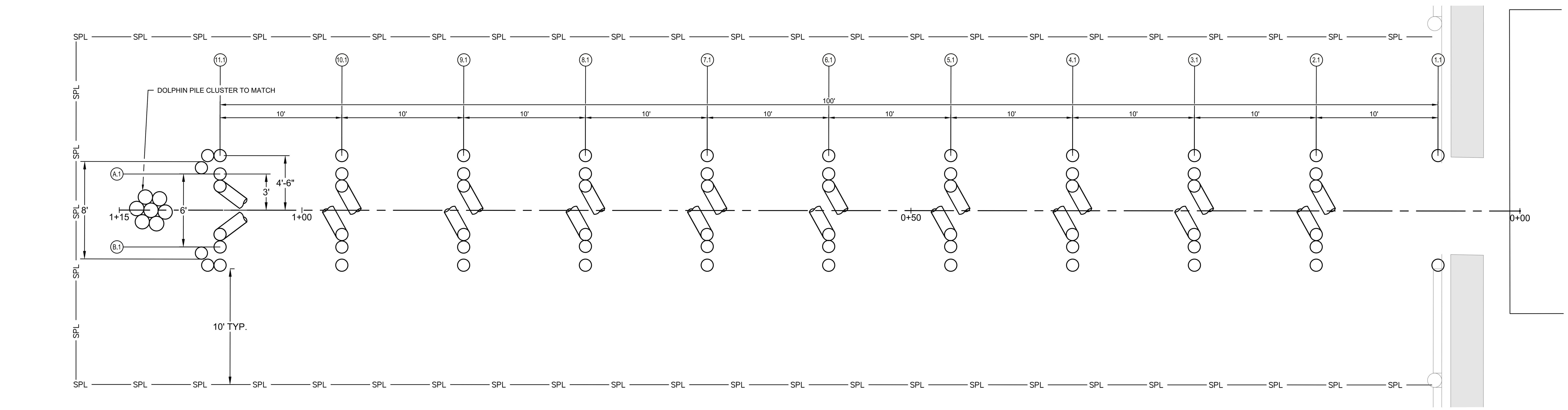
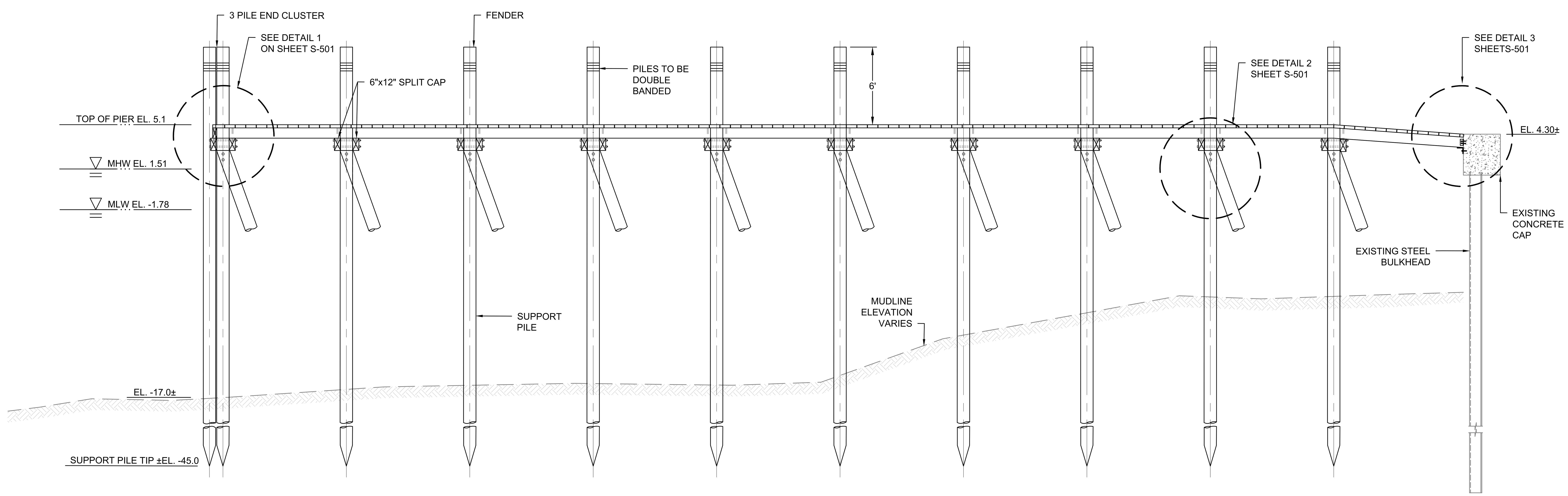
3/12/2025
COASTAL RESOURCES MANAGEMENT COUNCIL



PROPOSED PILE PLAN

SCALE: 3/16"=1'



PROPOSED PILE ELEVATION

SCALE: 3/16"=1'

Narragansett DockWorks

ISSUED FOR PERMIT
NOT FOR CONSTRUCTION

PARE

DEM

SCALE ADJUSTMENT GUIDE
0" 1"
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PIER 'G' 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)
11-MAR-25

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

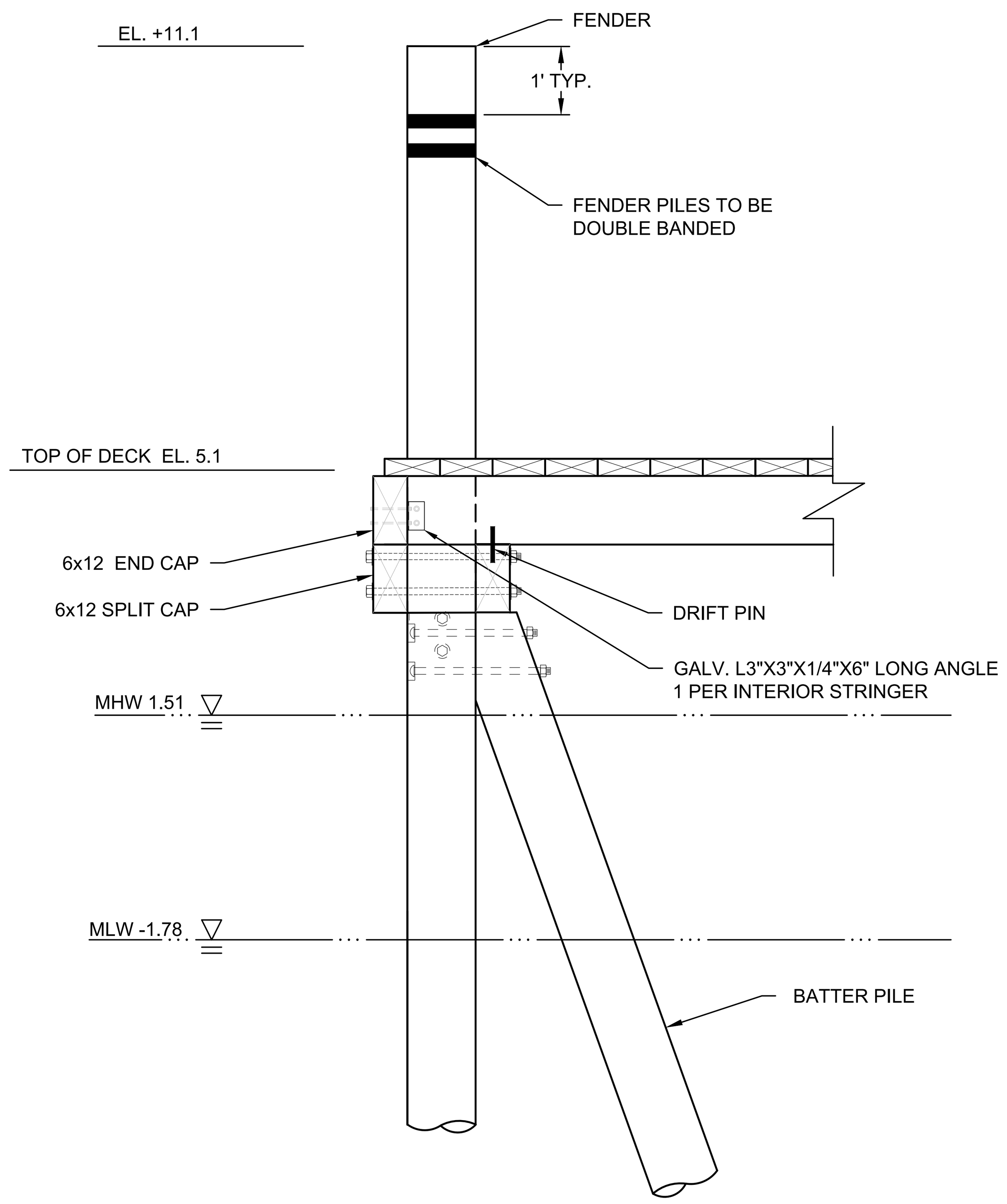
DRAWING TITLE:

PROPOSED PIER ELEVATION AND PILE PLAN

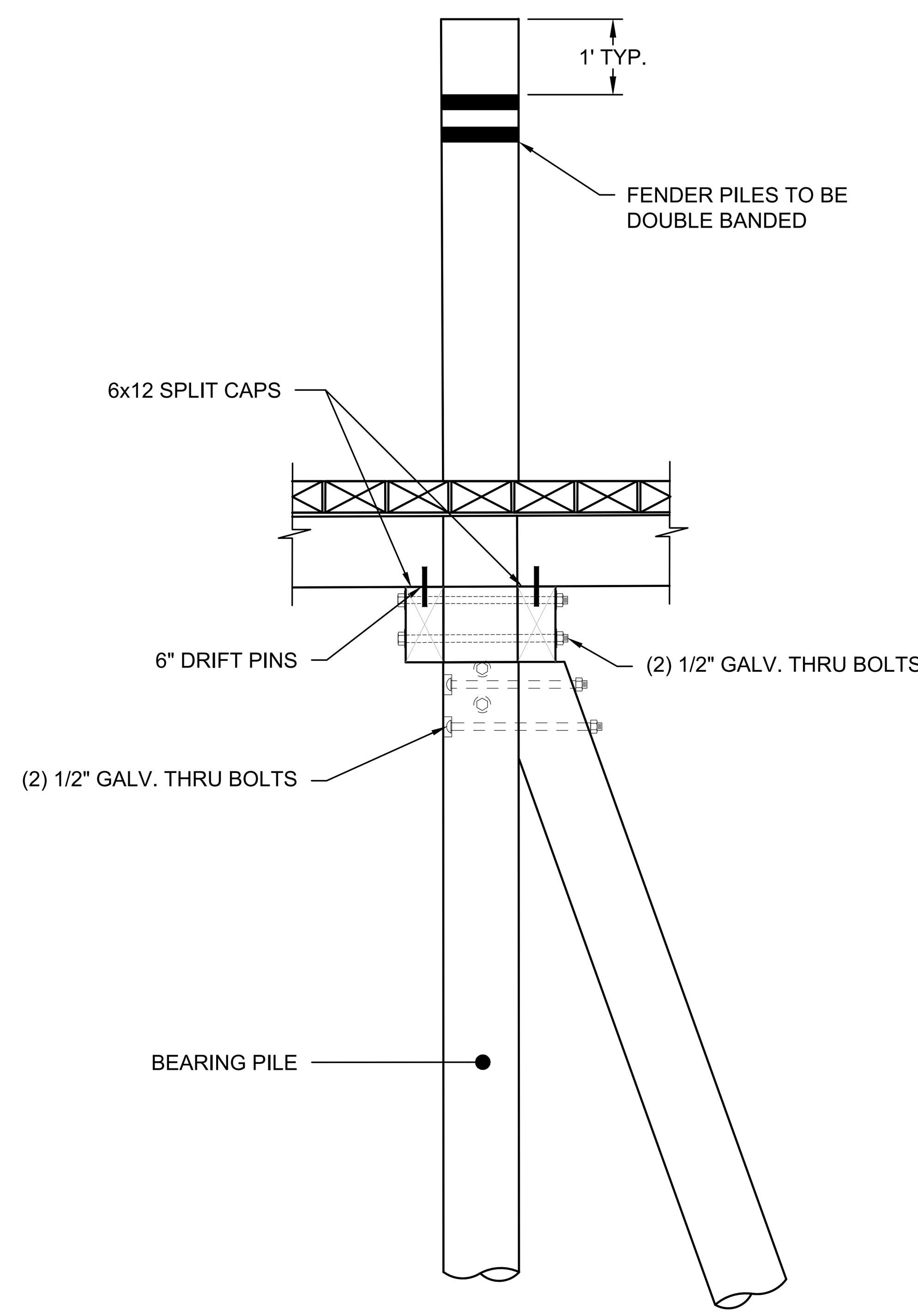
DRAWING NO.:

S-201

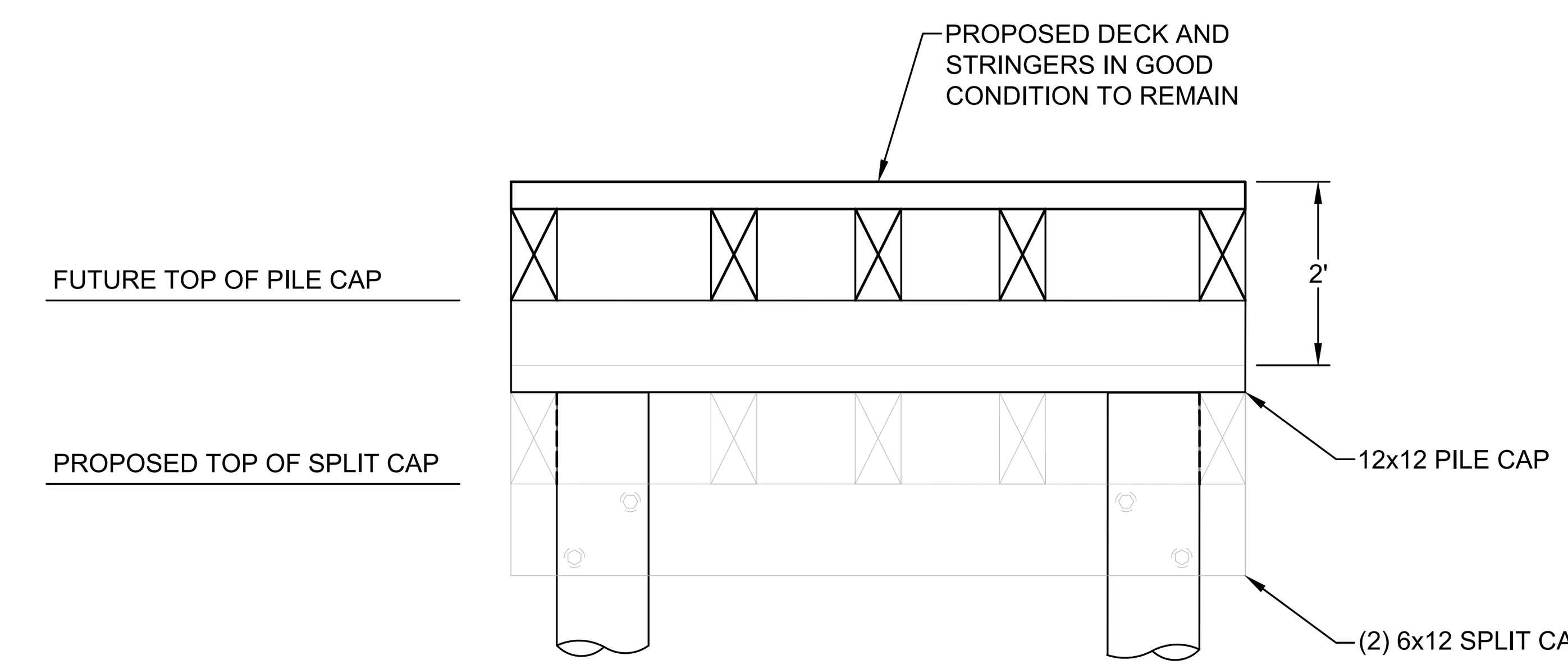
SHEET NO. 6 OF 7



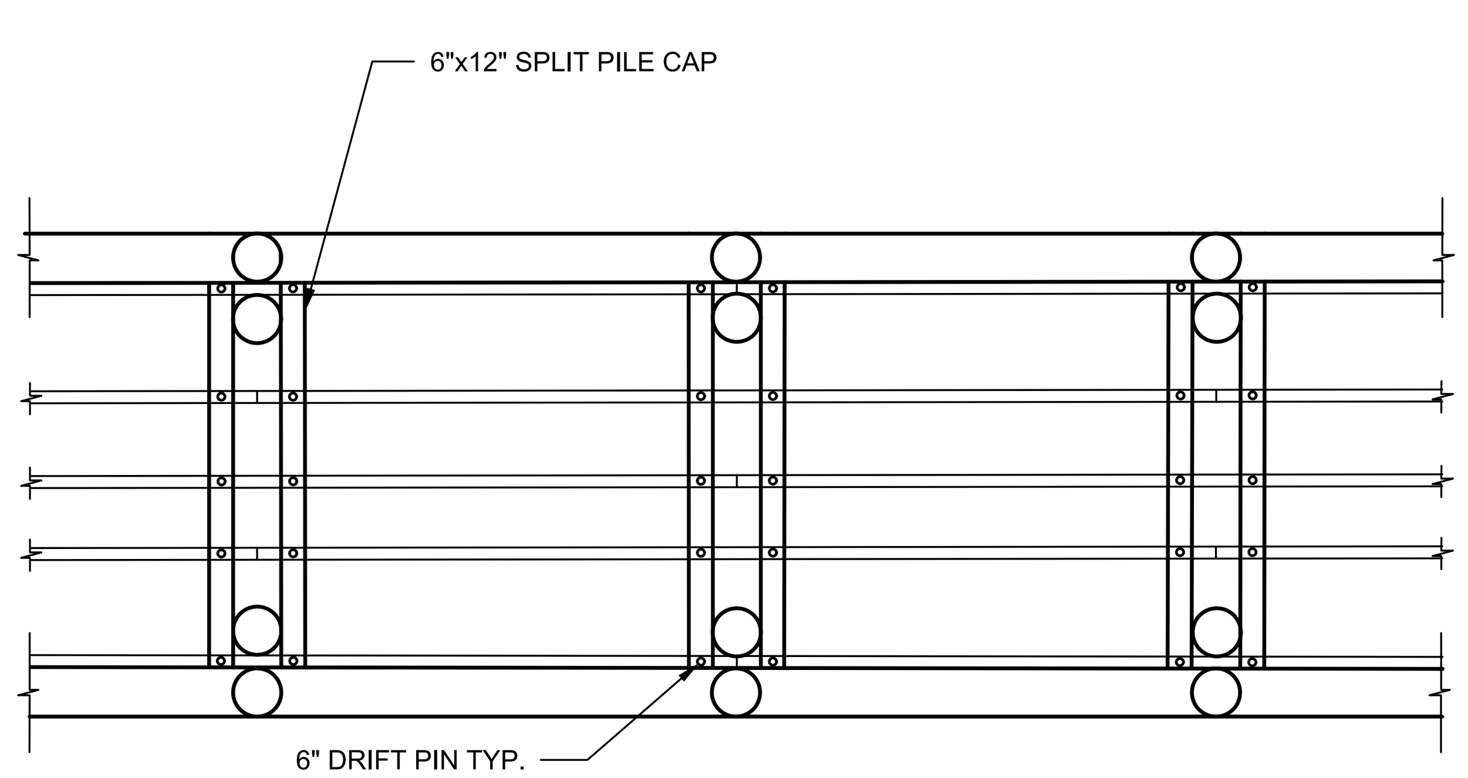
1 S-201 END BENT DETAIL
SCALE: 1/2"=1'-0"



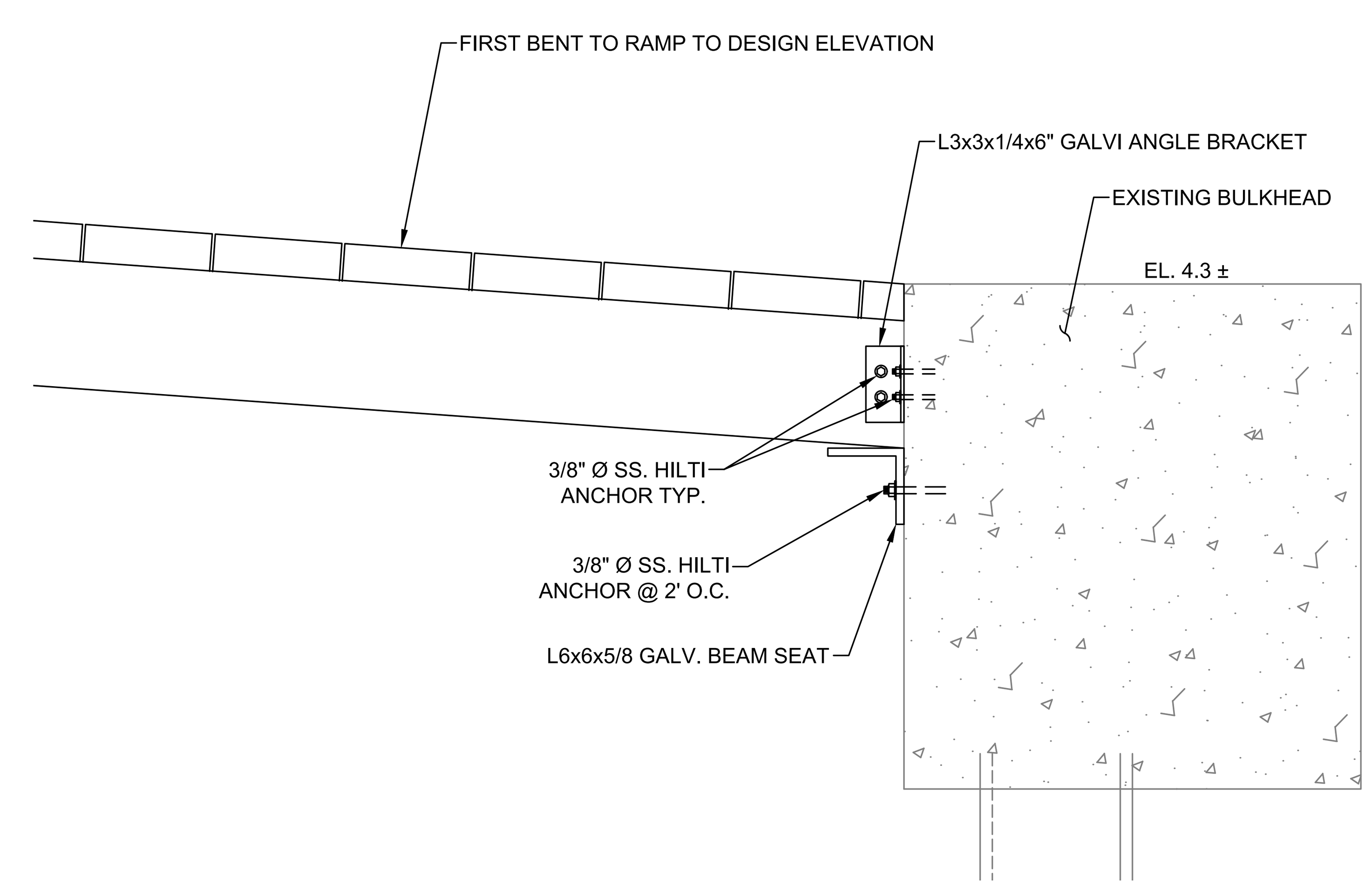
2 S-201 PILE SPLIT CAP AND BEARING PILE
SCALE: 1/2"=1'



FUTURE SEA LEVEL RISE MODIFICATIONS TO PIER CAP
SCALE: 1/2"=1'



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



3 S-201 PIER TO BULKHEAD CONNECTION DETAIL
SCALE: 1"=1'

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.

Narragansett DockWorks

ISSUED FOR PERMIT
NOT FOR CONSTRUCTION

PARE

D E M

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

PIER 'G' 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)
11-MAR-25

REVISIONS:

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

DRAWING TITLE:

PROPOSED PIER DETAILS

DRAWING NO.:
S-501

SHEET NO. 6 OF 7