Rhode Island Coastal Resources Management Council
Oliver H. Stedman Government Center
Wakefield, RI 02879
(401) 783-3370

Rhode Island Department of Environmental Management
235 Promenade Street
Providence, RI 02908-5767
(401) 222-6820

APPLICATION FOR MARINE DREDGING AND ASSOCIATED ACTIVITIES pursuant to the Marine Infrastructure Maintenance Act of 1996 and the Marine Waterways and Boating Facilities Act of 2001, Chapter 46-6.1 of the Rhode Island General Laws.

PURPOSE OF APPLICATION

Agency Use Only
File Number
2025-06-055
Date Received

- [X] Application for Dredging and Disposal of Dredged Material
- [ ] Request Renewal of RIDEM Dredge Permit File # _____
- [ ] Request Renewal of CRMC Dredge Permit File # _____
- [ ] Request Modification of RIDEM Dredge Permit File # _____
- [ ] Request Modification of CRMC Dredge Permit File # _____

(Please Type or Print)

APPLICANT INFORMATION

Applicant Name: Quonset Development Corporation; Mr. Steven J. King, P.E.

(NOTE: Applicant must be the owner of the property on which the activity is proposed)

Applicant Address: 95 Cripe St. Telephone No. 401-295-0044

City/Town: North Kingstown State: RI Zip: 02852

PROJECT INFORMATION

Project Address: 1347 Roger Williams Way

City/Town: North Kingstown State: RI Zip: 02852

Tax Assessor's Plat(s) and Lot Number(s): Plat 186 Lot 12

Project Consultant/Engineer Name: Foth Infrastructure & Environment, LLC; Kaitlyn Cross

Consultant/Engineer Address 114 Touro St. Newport, RI 02840

Consultant/Engineer Telephone No. 401-626-7208

RECEIVED
6/16/2025
COASTAL RESOURCES MANAGEMENT COUNCIL

ACTIVITIES ASSOCIATED WITH THE PROPOSED DREDGE PROJECT (check all that apply)*

- ☐ Filling of Waters of the State
- ☐ Marinas – New construction or expansion
- ☐ Site Disturbances
  - __ Residential Development: six (6) or more dwellings
  - __ Commercial, Industrial, State or Municipal Development
  - __ Any project ≥ five (5) acres of disturbance
- ☐ Flow Alterations
- ☐ Point Source Discharge of Pollutants

GENERAL INFORMATION

Identify program and associated application number for any other RIDEM applications filed for this project

_____	Freshwater Wetlands	Application Number _____
_____	RIPDES	Application Number _____
_____	Individual Sewage Disposal System	Application Number _____
X	Other (401 WQC / DP)	Application Number TBD

If you have any questions, please contact the RIDEM at 222-7500 or CRMC at 783-3379.

CERTIFICATION OF APPLICANT

I hereby certify that I have requested and authorized the investigation, compilation, and submission of all the information, in whatever form, contained in this Application; that I have personally examined and am familiar with the information submitted herein; and that such information is true, accurate and complete to the best of my knowledge.

Signature of Applicant: _____ Date: 5/14/25

Please return this completed application form and all supporting information, as indicated on the accompanying Submittal Checklist to:

Rhode Island Coastal Resources Management Council
Oliver H. Stedman Government Center
Wakefield, RI, 02879

and

Rhode Island Department of Environmental Management
Office of Technical & Customer Assistance
235 Promenade Street
Providence, RI 02908

* Water Quality Certification required for these activities pursuant to Section 401 of the CWA and the Rhode Island Water Quality Rules may be incorporated into an approval issued as part of this application.

Office Use Only:

Suitable for Public Notice _____ Date: _____

- ☐ Approved
- ☐ Denied
- ☐ Withdrawn

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6/16/2025
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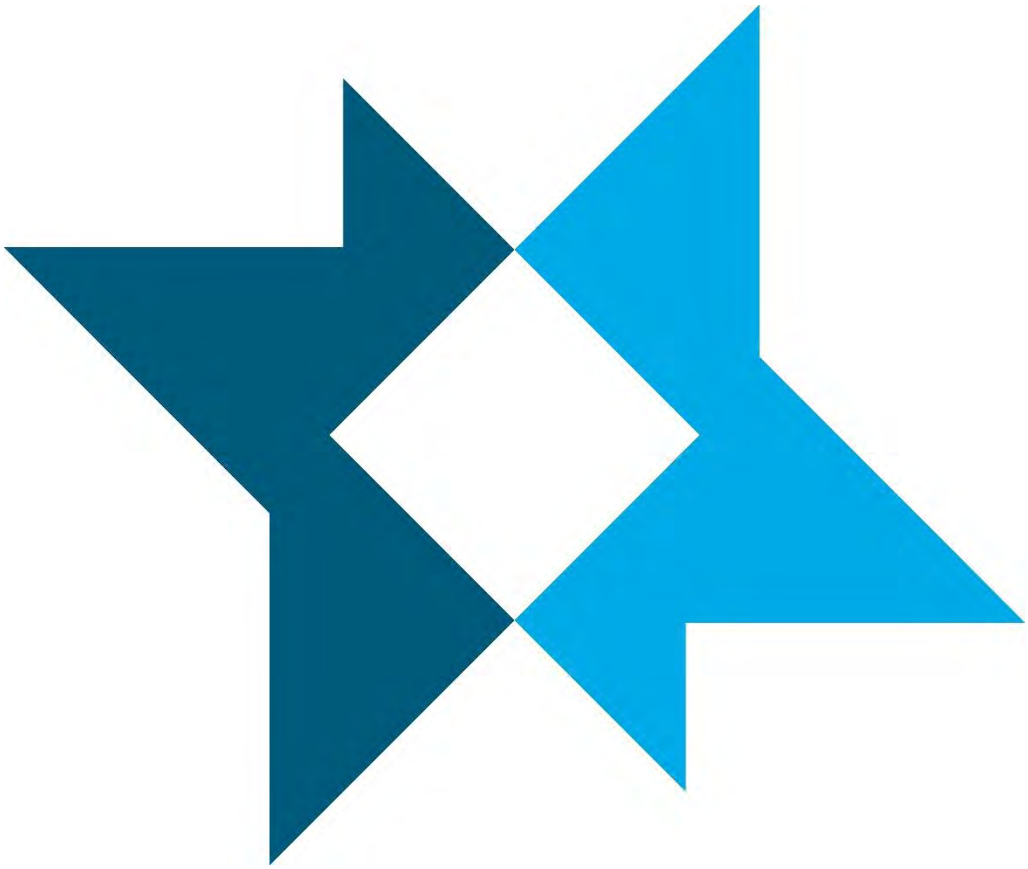
Foth

Permit Application

Rhode Island Fast Ferry Terminal Dredging



Quonset Development Corporation
North Kingstown, Rhode Island

June 2025

Project ID: 0022Q002.00

Solving our clients' toughest science and engineering challenges.

114 Touro Street
Newport, RI 02840
(401) 236-0360
foth.com

June 4, 2025

Mason Sherman
Rhode Island Coastal Resources Management Council
4808 Tower Hill Rd # 116
Wakefield, RI 02879

Re: Rhode Island Fast Ferry Terminal Dredging Permit Application
Quonset Development Corporation, North Kingstown, Rhode Island

Dear Mr. Sherman:

On behalf of Quonset Development Corporation (QDC), Foth Infrastructure & Environment, LLC (Foth) is pleased to present the attached request for a dredging permit for the above-subject project. This application is being submitted as part of the General Permit (GP) for the State of Rhode Island under Section 10 of the Rivers and Harbors Act of 1899, the Marine Infrastructure Maintenance Act of 1996, and the Marine Waterways and Boating Facilities Act of 2001, Chapter 46-6.1 of the Rhode Island General Laws, and Section 401 of the Clean Water Act. It is anticipated that the proposed project will fall under the following permits:

- Rhode Island Costal Resource Management Council Assent Application for Marine Dredging and Associated Activities.
- Rhode Island Department of Environmental Management Section 401 Water Quality Certificate (WQC).
- U.S. Army Corp of Engineers (USACE) GP No. 7 for Dredging, disposal of dredged material, beach nourishment & rock removal and rock relocation (PGP).

The proposed work includes maintenance and new dredging in the Rhode Island Fast Ferry Basin, with proposed placement upland at Parcel 7A within the Quonset Business Park.

Thank you for your attention to this request. Should you have any questions or require any further information, please do not hesitate to contact me at (401) 626-7208 or at Kaitlyn.Cross@foth.com.

Sincerely,

Foth Infrastructure & Environment, LLC

Kaitlyn Cross

Kaitlyn Cross, EIT
Project Manager

Michael Campagnone, P.E.

Michael Campagnone, P.E.
Senior Technology Manager
Licensed in RI, MA, NY

cc: Greg Coren (QDC), Christian Jones (QDC), Ethan Bowe (Foth), Wendy Rocha (Foth)

Rhode Island Fast Ferry Terminal Dredging

Project ID: 0022Q002.00

Prepared for

Quonset Development Corporation

95 Cripe St,
North Kingstown, RI 02852

Prepared by

Foth Infrastructure & Environment, LLC

June 2025

114 Touro St. • Newport, RI 02840 • (401) 236-0360
foth.com

Rhode Island Fast Ferry Terminal Dredging

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1. Introduction

The Quonset Development Corporation (QDC) and their consultants, Foth Infrastructure & Environment, LLC (Foth), have prepared this Permit Application to complete maintenance and new dredging of approximately +/- 1.1 acre from within the Rhode Island Fast Ferry (RIFF) Terminal Basin in the Quonset Business Park (the Park). The proposed design dredge depth is -9.0 feet Mean Lower-Low Water (MLLW) plus an allowable 1-foot over depth (-9.0' MLLW + 1' OD), resulting in approximately 15,000 cubic yards (CY) of material to be removed from the terminal basin. The dredged material is proposed for upland placement as beneficial re-use within the Park as a part of the development of a former Naval remediation site.

This application is being submitted in an effort to unlock the use of a recently constructed sheet pile bulkhead at the site, and to maintain safe & efficient navigation for RIFF, which is a crucial public transportation provider in Rhode Island. This application is intended to provide existing and historical information on the anticipated dredge area to allow for the approval of the proposed dredging.

1.1 Site Location

RIFF, established at the site in 2003, is located in North Kingstown, RI along the southeastern shore of the Park, just south of the Quonset State Airport. It is referenced as Plat 186, Lot 12 on the North Kingstown Assessors Map. The site is formerly known as the "Small Boat Basin", which was constructed as part of the Quonset Naval Air Station in the 1940's. The site location and proposed placement site within the Quonset Business Park can be seen in Figure 1-1 below.

FIGURE 1-1: Site Location Map Quonset Business Park, RI

1.2 Purpose

RIFF is a family-owned public transportation provider with over 20 years of marine transportation experience, specializing in the operation of high-speed catamarans for passenger transport. The RIFF Terminal services marine transportation including, but not limited to:

- Fast Ferry services to Martha's Vineyard;
- Lighthouse Cruises, Sightseeing Cruises, Sunset Cruises on the Narragansett Bay; and
- Crew and cargo transfer services in support of the Atlantic Wind Transfers "Atlantic Pioneer".

The proposed maintenance and new dredging is critical to maintaining consistent, safe, and reliable water transit service for both passenger vessels and commercial vessel services. In addition, the new dredging is proposed to allow the use of a recently installed steel sheet pile bulkhead for offshore crew-transfer vessel and other small vessel operations at the Terminal. Both the maintenance and new dredging will allow RIFF to better serve their current markets, expand their service offerings to new markets, and provide safe, reliable water-dependent transportation for the general public.

1.3 Scope of Work

QDC is proposing to mechanically and/or hydraulically dredge approximately +/-1.1 acres of material from the RIFF Terminal Basin, with the removal of approximately 15,230 cubic yards (CY) of sediment. The sediment is proposed to be placed for beneficial re-use at the Parcel 7A Navy Remediation Site (Parcel 7A) (also known as *QDC Site Readiness Parcel 43)* in the North Davisville District of the Park. Proposed trucking routes, dredging, dewatering, and placement locations can be seen in Appendix A.

1.3.1 Dredging and Dewatering

The proposed project consists of mechanically and/or hydraulically dredging to a depth of minus nine feet (-9.0') at mean lower low water (MLLW) plus a one foot of allowable over dredge (-9.0' MLLW + 1' OD). Dredged materials are proposed to be dewatered on-site and trucked approximately 3.2 miles upland to Parcel 7A. It is anticipated that the contractor will deploy a silt curtain to contain any turbidity caused by the dredging within the RIFF basin. Proposed silt curtain location can be seen in Appendix A. A summary of proposed dredging dimensions, depth, and estimated quantities are presented in **Table 1-1**.

Table 1-1 Rhode Island Fast Ferry Terminal Dredge Volumes

Site	Dredge Depth	Area (sf)	Area (acres)	Volume to Design (CY)	Over depth Volume (CY)	Total Dredge Volume (CY)
Rhode Island Fast Ferry Terminal	9.0' MLLW + 1.0' OD	47,990	1.1	12,481	2,749	15,230

Notes:
sf = square feet
CY = cubic yards
Total dredge areas are approximate and based on the locations shown on plans.
Volumes include a 10% contingency and include all side slopes and OD.

Dredged material will be dewatered on-site at the RIFF terminal entirely within the property limits. Means of dewatering will be dictated by the type of dredging employed by the contractor

(i.e., mechanical or hydraulic). The proposed dewatering area is noted within the project plans provided in Appendix A. It is not anticipated that dewatering will utilize the entirety of the RIFF site, It is anticipated that the contractor will also utilize any remaining upland areas of the RIFF Terminal for staging and construction access as needed. Any discharge from the dewatering process will be returned to the dredge footprint. It is anticipated that dewatering will occur by one of the following means:

- Passively dewatered utilizing stockpiles,
- Passively dewatered utilizing geotubes, or
- Mechanical dewatering utilizing filter presses.

The dewatered material will be transported approximately 3.2 miles from the dredge site to its final placement area at Parcel 7A. The entire trucking route will remain within the boundaries of the Park. The proposed trucking route is depicted below in Figure 2 as well as Appendix A. It is anticipated that the contractor will clean all trucks prior to transport from RIFF to Parcel 7A to ensure roadways remain clear.

FIGURE 1-2: Proposed Trucking Route for Dewatered Dredge Material (~3.2 miles)

1.3.2 Placement

The proposed placement area, Parcel 7A, is located in the Davisville district of the Park and is currently unutilized by the QDC. The dewatered dredged material is planned to be temporarily stockpiled on the site for final site grading by QDC. All stockpiled material will implement dust control as necessary throughout the proposed work. It is anticipated that material will be evenly dispersed over the site to approximately plus one foot (+1') above existing grade. At Parcel 7A, there are twelve (12) storm drains throughout the placement area. All storm drains will be protected with appropriate erosion controls throughout placement actitivites. Prior to the placement and grading of dredged material, the storm drain would be elevated to ensure no

seepage from the dredge material enters the storm drains. All work associated with the elevation of the existing storm drains is not considered part of this permit application and will be completed in advanced of the final placement.

1.4 Historical Site Use

1.4.1 Rhode Island Fast Ferry

The facility was constructed by the United States Navy in the early 1940's, and was utilized as a repair facility and marine rail launch way for small craft until the site was transferred from the US Navy to the State of Rhode Island in the 1970's. In 2003, RIFF began ferry operations from a floating dock system, and later added two (2) fixed timber docks for service to Oak Bluffs, Martha's Vineyard. Facility improvements made in 2019 included installing a steel sheet pile bulkhead along the western edge of the basin to accommodate future vessel usage.

1.4.2 Parcel 7A

The Parcel 7A site was historically used by the Navy, and it is now considered a remediation site. A 2021 Record of Decision for the Construction Equipment Department (CED) Area Study, Formal Naval Construction Battalion Center (NAVFAC 2021) describes the historical uses and documented contamination levels of Parcel 7A, labeled as Study Area 01 (SA 01) (also known as OU7). The study notes that from the late 1960s to 1974, SA 01 stored up to 500 solvent and waste oil drums, which deteriorated and potentially leaked. The drums were removed in 1974. From December 1991 to April 1992, the area was used as a leaching field for runoff from a truck washing area at Building 224.

In January 2022, NAVFAC issued a Final Finding of Suitability for Transfer (FOST), which transferred ownership of the parcel from the Navy to QDC. The FOST was issued following remediation activities completed by the Navy, at which point it was deemed environmentally suitable for deed transfer.

1.5 Previous Dredge Events

Authorizations for the proposed dredging have been previously issued as maintenance dredging of approximately 10,382 CY of material to a depth of -9.0' MLLW +1.0' OD in 2018. The previous authorization included the offshore placement of the dredged material at the Rhode Island Sound Disposal Site (RISDS). The authorization for the dredging was issued, however the dredging for this permit did not occur and the authorization expired in 2022.

Based on review of historical bathymetry, it is presumed that dredging had occurred during the Navy's ownership of the basin. This assumption is based on the consistent benthic nature of the basin and its intended use for small vessels by the Navy.

1.6 Outfall Discharge and Spill History

A due diligence assessment has been conducted to identify potential sources of sediment contamination that could have resulted from outfall discharges and/or spill events within the Narragansett Bay near the RIFF Terminal Basin. Existing outfall discharge locations within the proximity of proposed dredge site and/or those that could have potentially discharged into nearby tributary/tributaries where dredging will occur are presented in **Appendix B**. It should be noted that there are two (2) outfall locations within the RIFF basin.

The spill histories for the Narragansett Bay are based upon the available incident information reported by the federal National Response Center (NRC). Based on Foth's review of the available

information there have been no significant spills reported within the proximity of the RIFF Terminal Basin or within the proposed dredge footprints. Spill History locations and descriptions, as provided by the NRC are provided in **Appendix C**.

1.7 Known Sources of Contamination

The North Davisville and Port of Davisville districts in the norther part of the Park were part of the Naval Construction Battalion Center (NCBC) Davisville, which was established in 1942 by the United States Navy. Its primary mission was to provide mobilization support to Naval construction forces, and the Base remained functional throughout the 1970's. Adjoining NCBC's south boundary was the Naval Air Station Quonset Point, which was sold to the Rhode Island Port Authority between 1978 and 1980. The Navy historically disposed of wastes on site. A 2021 study focused on four former disposal and drum storage sites on the property, including proposed disposal area, Parcel 7A Navy Remediation Site at Quonset Point, designated as Study Area 01.

- The 2021 Record of Decision for the Construction Equipment Department (CED) Area Study, Formal Naval Construction Battalion Center (NAVFAC 2021) describes the historical uses and current contamination levels of Parcel 7A, labeled as Study Area 01 (SA 01) in this study. Carcinogenic polynuclear aromatic hydrocarbon (cPAH) contamination was noted in SA 01 surface soil, where detected concentrations typically exceeded criteria by more than one order of magnitude. Additionally, RIDEM Residential Exposure Criteria were exceeded for benzo(a)pyrene, chrysene, and lead in surface soil; and manganese in subsurface soil in SA 01. Metals were also frequently detected in the soil samples from SA 01. Arsenic, beryllium, cadmium, cobalt, lead, and manganese were detected at concentrations exceeding screening criteria.

- The 2022 Finding of Suitability to Transfer (FOST) for Parcel 7A (NAVFAC 2022) describes the investigation of groundwater contamination due to historic Navy activities within the CED area. Although the groundwater at the site is contaminated with chlorinated solvents, the source of the contaminant plume is located west of Parcel 7A. The remedy for groundwater throughout the plume found in Parcel 7A is being implemented by the USACE (USACE, 2019).

2. 2023 Sediment Testing and Data Review

Sediment cores were collected in April 2023 from eight (8) locations within the proposed dredge prism. All core samples were collected to the original proposed dredge depth using appropriate sampling methods in accordance with the USACE Regional Implementation Manual (RIM) for The Evaluation of Dredged Material Proposed for Disposal In New England Waters dated April 2004. The target depths for these cores reflect a previously proposed maintenance dredge depth of -9.0' MLLW + 1' OD for a total penetration depth of -10.0' MLLW. Core lengths were determined based on the measured water depths at each location at the time of sampling and corrected to MLLW. Upon deployment of the core, geographic coordinates were recorded in log sheets. Upon collection of each sample core, penetration depth and sediment retrieval length were measured and recorded. Foth has reviewed the samples collected within this sampling event and has isolated samples collected within the footprint as indicated within the plans in **Appendix A**. Final sample location coordinates, sampling depths, and core lengths, are provided in **Table 2-1**.

Table 2-1 Locations of Sampling Stations and Core Depths

Sample ID	Northing*	Easting*	Total Core Depth (ft MLLW)	Proposed Dredge Depth (ft MLLW)	Required Core Length (ft)	Recovered Core Length (ft)
FFA	183491.292	351865.721	-10.6	-9.0	6.1	4.2
FFB	183443.870	351755.661	-10.4	-9.0	9.3	8.1
FFC	183402.910	351895.448	-10.1	-9.0	4.4	3.8
FFD	183461.334	351958.653	-10.9	-9.0	0.9	1.4
FFE	183319.057	351982.833	-11.5	-9.0	3.1	3.9
FFF	183424.539	351699.187	-13.3	-9.0	11.3	9.9
FFG	183483.830	351702.041	-14.5	-9.0	12.1	11.0

2.1 Results of Physical and Chemical Sediment Analysis

All samples from the proposed dredge footprint were individually analyzed for grain size, bulk chemistry, and Volatile Organic Compounds (VOC's). Results of the grain size, bulk chemistry, and VOC's analysis performed on the RIFF Terminal sediment samples are provided in **Appendix D.** Grain size results from within the Terminal can be categorized as the following:

- Fine sand with some fines, trace gravel. (>50% sand, 15-25% fines, 0-5% gravel)
- Fine to medium sand, trace fines, trace gravel. (>50% sand, 0-5% fines, 0-5% gravel)
- Fine sand with fines, trace gravel. (>50% sand, 35-45% fines, 0-5% gravel)
- Fines with little fine sand, trace gravel. (>50% fines, 10-20% sands, 0-5% gravel)
- Fines with trace fine sand. (>50% fines, 0-5% sands)
- Gravel with some fine sand, some medium sand and some coarse sand, trace fines. (40-50% Gravel, 40-50% sands, 0-5% fines.)

The results of the sediment sample analysis from the proposed dredge footprint showed RI DEM Residential Direct Exposure (RDE) criteria exceedances of total HPAH's in most samples, specifically with Benzo(a)pyrene being the most common. One (1) sediment sample (FFF 0-2.80) showed a RI DEM Commercial Direct Exposure (CDE) criteria exceedance for Benzo(a)pyrene. No other RDE or CDE exceedances of either residential or commercial limits were found in the samples collected from the RIFF Terminal.

3. Alternatives Analysis

As part of the evaluation process Foth reviewed feasible disposal alternatives available for the RIFF terminal site as well as previously utilized disposal alternatives. Mechanical and/or hydraulic dredging are considered viable options for the proposed project. In order to provide the most thorough review of the possible placement alternatives several options were reviewed.

3.1 Offshore Placement

The Rhode Island Sound Disposal Site (RISDS) is located south of Narragansett Bay approximately 16.7 kilometers (9.03 nautical miles) south of Point Judith, Rhode Island, within the separation zone for the Narragansett Bay shipping lanes. The site is defined as a 5900 × 5900-foot area on the seafloor with water depths ranging from 111 to 127 feet. This site is the same location as Site 69B, selected for short-term use by the U.S. Army Corps of Engineers to receive dredged material from the Providence River and Harbor Maintenance Dredging Project.

The unconfined offshore disposal of dredge sediments at the RISDS is regulated by the USACE and U.S. Environmental Protection Agency (USEPA). For projects of large dredge volumes and proximity to the disposal site, unconfined offshore disposal may provide a time efficient and cost-effective solution for dredge disposal. The time and cost savings recognized with offshore disposal result from not having to dewater and re-handle sediments as required with all upland disposal options. This option utilizes a barge-mounted dredge to place dredge sediments into a dump scow to be towed via tug to the offshore disposal site located at RISDS.

The USACE uses ERL (Effects Range-Low) and ERM (Effects Range-Median) values when assessing the suitability of dredged sediments for placement at the RISDS. Results from the 2023 sampling event produced elevated contaminants of copper with values above the ERL limits and mercury with values above the ERM limits. In addition, the 2023 sediment also contained discrete levels of polycyclic aromatic hydrocarbons (PAH's), pesticides and total polychlorinated biphenyls (PCBs) above the ERL limit.

Based on the results of the sediment sample analysis, the proposed dredged material may not be suitable for offshore placement due to its levels of contaminants of concern above the ERL and ERM limits. Additionally, disposal at the RISDS would not be authorized by the USACE/USEPA without first performing biological testing. Biological testing can be a costly undertaking and is not typically economical for small quantities of disposal volume.

In addition to requiring biological testing, it must be reasonably determined by the USACE and the USEPA that no other feasible disposal option exists for the material outside of offshore disposal under EPA Evaluation of Dredge Material subpart C to evaluate the Need for Ocean Dumping (40 CRF 227.15(c)). The USACE has established an internal goal to beneficially dispose of 70% of all dredge material within the New England District by 2030. This initiative has led the USACE to begin working with project proponents to ensure that beneficial reuse options are exhausted prior to issuing offshore disposal permits. The following disposal options must be deemed reasonably unfeasible by means other than project cost prior to the issuance of an offshore disposal authorization:

- Land fill;
- Well Injection;
- Incineration;
- Spread of material over open ground;
- Recycling of material for reuse;

- Additional biological, chemical, or physical treatment of intermediate or final waste streams; and
- Storage

Only after it has been shown that none of the above options are feasible will the agencies consider the dredged material be considered for disposal offshore at an unconfined disposal site.

3.1.1 Conclusion

While a previous dredging permit allowing offshore disposal was issued for this site, the proximity and need for upland disposal within the Park, as well as the cost implications for biological testing and offshore disposal, makes the offshore disposal alternative less attractive than the proposed upland disposal alternative.

3.2 Upland Landfill and Confined Aquatic Disposal (CAD) Cell Placement

The sediment sample results for the RIFF terminal basin show discrete exceedances of the limits of the ERL, ERM, RDE, and CDE criteria as described in the "Rules and Regulations for Dredging and the Management of Dredged Material" and the USACE RIM.

Generally, upland disposal is an expensive disposal option due to the amount of handling required and tipping fees associated with the facility accepting the material. Other upland disposal options may require additional permitting and site development to accept the material.

Foth coordinated with the RI CRMC to discuss the potential for CAD Cell disposal within the Providence River CAD Cell. The CRMC indicated that there is no available volume within the existing CAD Cell or as capping material.

3.2.1 Conclusion

Currently no opportunities exist for material to be used within the existing Providence River CAD Cells for placement or as capping material, therefore, this alternative was not reviewed.

Foth's review of the data collected during the sediment sampling events at the RIFF basin indicate that upland placement of dredged material at a landfill may be a viable option. However, due to the elevated cost for placement, additional sire preparation, and increased project schedule associated with upland placement at a landfill, this option was not considered practical. Additionally, based on the availability of an upland facility within the Park, it is assumed that upland placement at a landfill will not be required.

3.3 Upland Disposal at Parcel 7A within the Quonset Buisness Park

The Parcel 7A site in North Davisville is a vacant parcel of land on the northern end of the Park. The site has adequate space to receive the dredge material and there is a need to raise the site for future development. The 2021 Record of Decision found several instances of metals and other contaminants in the surface and subsurface soils exceeding RIDEM Residential Disposal Criteria standards. Consequently, the proposed dredge material placement at Parcel 7A is not expected to negatively impact the site beyond the current monitoring parameters.

3.3.1 Conclusion

Based on the results of the physical and chemical analysis of the sediment samples collected at the site, it is anticipated that the placement of dredged material at Parcel 7A is currently the

most practical placement option for this project. With the lack of available CAD cell space and the chemical exceedances of the sediment potentially impacting offshore disposal, upland placement of dredged material within the Park is the preferred option at this time.

3.4 Placement Alterntives Analysis Conclusion

Results of the alternatives analysis above indicate that upland disposal of the sediments generated from the maintenance and new dredging from the RIFF Terminal at Parcel 7A within the Park is the preferred alternative.

4. Regulated Resource Areas

4.1 USACE

Section 404 of the Federal Clean Water Act and Section 10 of the Federal Rivers and Harbors Act of 1899 give the U.S. Army Corps of Engineers (Corps) authority to regulate work and structures located in or that affect navigable waters of the United States. The waters at the site are considered both "waters of the U.S." and "navigable waters of the U.S." as defined in the above referenced Acts and are therefore under the jurisdiction of the Corps.

The Corps has issued a Programmatic General Permit (PGP) for the State of Rhode Island that expedites review of minimal impact work in coastal and inland waters. The PGP regulates work in Navigable Waters as either Category 1, Category 2, or under an Individual Permit. It is anticipated that the proposed project falls under PGP No. 7 for dredging. Under GP 7, Foth anticipates this work to fall under a Pre-Construction Notification (PCN) due to its classification as maintenance dredging and new dredging with upland placement of material above the Annual High Tide Line (AHTL).

The proposed work described in this application includes the proposed maintenance and new dredging of approximately 3,701 sf of intertidal area on the western end of the terminal basin. This intertidal area extending from the face of the bulkhead and out into the terminal approximately 40 feet mostly consists of sand, scattered gravel/cobble, and broken up pieces of concrete. Based on the research of available GIS data, no sensitive aquatic sites or habitat exist within this intertidal area. In 2020 a new sheet pile bulkhead was installed within this intertidal area to allow for the expansion of the RIFF site. Given the terminal basin's consistent use for commercial activity, particularly by the Rhode Island Fast Ferry service, and the recent expansion, the proposed dredging of the intertidal area is not expected to result in significant overall habitat loss. The area is highly industrialized and heavily trafficked, suggesting limited ecological value or viable habitat within the intertidal zone.

4.2 RIDEM

The quality of Rhode Island's surface waters is regulated under the Rhode Island and Providence Plantations Department of Environmental Management's (DEM) Office of Water Resources through the Water Quality Regulations (Regulations). The Regulations are adopted in accordance with the Federal Water Pollution Control Act (33 U.S.C. sec. 1251 et seq.) and the Rhode Island General Laws Chapter 46-12. The Regulations establish standards to "provide for the protection of the surface waters from pollutants so that the waters will, where attainable, be fishable and swimmable, be available for all designated uses, taking into consideration their use and value for public water supplies, propagation of fish and wildlife, recreational purposes, and also taking into consideration their use and value for navigation, and thus assure protection of the public health, safety, welfare, a healthy economy and the environment." A review of the RIDEM Office of Water Resources Shellfish Program Shellfish Map 2011-2012 indicates that the taking of shellfish is prohibited from the proposed dredge area. The area is further described as within Growing Area 7 – West Passage as GA 7-1. Review of data on the RIGIS website also indicated the dredge area does not contain eelgrass, or any Estimated Habitat and Range of Rare Species and Noteworthy Natural Communities.

Narragansett Bay is located on the north side of Rhode Island Sound. It covers approximately 147 square miles, making it New England's largest estuary. The Bay functions as a natural harbor and includes a small archipelago. The watershed has seven river sub-drainage basins,

including the Taunton, Pawtuxet, and Blackstone Rivers, and they provide freshwater input at a rate of approximately 2.1 billion gallons per day.

The waters of the project area are classified as SB1 by the RIDEM. SB1 waters are designed for primary and secondary contact recreational activities, fish and wildlife habitat, and fish consumption.

Potential water quality impacts resulting from the proposed maintenance and new dredging and resultant increased shipping traffic include:

- Loss of shellfish habitat due to dredging:
    - Dredging will occur within the Time of Year (TOY) window specified within the federal and state regulatory agency permits as well as conform to any and all turbidity standards required to reduce or prevent impact to shellfish habitat.
- Increased turbidity during dredging:
    - Turbidity will be monitored during all dredging activities.
- Discharge of pollutants from vessels:
    - Evidence of floating and suspended materials generated by project activities will be removed forthwith by the dredging contractor. All monitoring, report preparation and adaptive management will be in conformity with all permits for the respective site.

In addition to the regulation of Rhode Island's surface water quality, the protection of the state's groundwater as it relates to the upland placement of dredged material is also regulated by the DEM. The Regulations are adopted in accordance with the Hazardous Waste Management Act, R.I. General Laws Chapter 23-19.1 and the Groundwater Protection Act, R.I. General Laws Chapter 46-13.1. Based on the research of the available GIS data, impacts to the following were assessed for the proposed placement area.

- Freshwater Wetlands:
    - The closest freshwater wetlands to the Parcel 7A placement site is located approximately 185 feet to the north of the proposed placement area. Between the proposed placement area and the adjacent freshwater wetland, there is a roughly 9ft tall berm that extends along the entire north side of the Parcel 7A site. With this earthen berm in place, it is anticipated that the placement of dredged material will not affect the adjacent freshwater wetland. Erosion, sedimentation, and stormwaters controls will be employed at the site additionally.
- Existing Groundwater:
    - Based on the research of available RI GIS data, the groundwater classification at the Parcel 7A placement site is classified as GB groundwater. GB groundwater is defined by the RI DEM as groundwater which may not be suitable for drinking water use without treatment due to known or presumed degradation. Groundwater classified as GB is typically located beneath areas with dense concentrations of industrial and commercial activity, that have been identified

from land use information. Based on the GB groundwater classification at the site, it is not anticipated that the placement of dredged material at Parcel 7A would negatively impact the groundwater beyond its existing classification. The Parcel 7A placement site is not within the vicinity of any community wellhead protection areas (CWHPA) or non-community well protection areas (NCWPHA).

4.2.1 Conclusion

The Rhode Island Water Quality Regulations have classified the waters within the proposed RIFF Terminal dredging as Class SB1 waters. SB1 waters are designed for primary and secondary contact recreational activities, fish and wildlife habitat, and fish consumption. Through the implementation of the mitigation measures detailed above, the maintenance and new dredging goals for this project can be obtained while remaining consistent with the water classification.

4.3 CRMC

The Rhode Island Coastal Resources Management Council (CRMC) has mapped the dredging area as the following (**Appendix A**):

- Type 6 Waters – Industrial waterfront and commercial

The proposed dredge area is entirely located within the Type 6 Industrial Waterfronts and Commercial Navigation Channels that are defined as extensively altered for use by commercial and industrial water dependent activities. It is CRMC policy to support modernization and increased commercial activity related to shipping. The highest priority uses of Type 6 waters and adjacent lands include the construction and maintenance of berths and facilities required for the support of commercial shipping and fisheries. The new, and maintenance dredging will allow for the expansion and continued use of the Rhode Island Fast Ferry and is consistent with the CRMC goals for Type 6 Waters.

4.3.1 CRMC Section 1.3.1(A) Category B Requirements

4.3.1.1 Demonstration of need for the proposed dredging

QDC is proposing maintenance and new dredging of the Rhode Island Fast Ferry facility in order to facilitate vessel traffic of this significant waterfront parcel.

- *Demonstration of compliance with all applicable local zoning ordinances, building codes, flood hazard standards, and all safety codes, fire codes, and environmental requirements:*
    - A RIDEM Water Quality Certificate and a US Army Corps of Engineers PGP will be required in addition to a CRMC Assent. Quonset District is based on the Quonset Business Park “Master Land Use and Development Plan,” which identifies the area as General Industrial Use. Dredging is supportive to the manufacturing activities permitted in this General Industrial use. The State Building Code does not regulate dredging activities. The dredging activity for safety, navigability and environmental requirements are regulated by RIDEM, CRMC and USACE.
- *Description of the boundaries of the coastal waters and land area that are anticipated to be affected:*
    - The work will be conducted in CRMC Type 6 – Industrial Waterfronts and Commercial Navigation Channels (see attached plans). CRMC policies indicate the ‘goals for Type 6 waters and adjacent lands under Council jurisdiction are: (a)

berthing, loading and unloading, and services of commercial vessels; (b) construction and maintenance of facilities required for the support of commercial shipping and fishing activities. The Council will prohibit activities that substantially detract from or interfere with these priorities.' The proposed dredging of the RIFF benefits these activities as described above.

- *Demonstration that the alteration or activity will not result in significant impacts on erosion and/or deposition processes along the shore and in tidal waters:*
    - The proposed project consists of dredging material from RIFF within the dredging template to a to a depth of -9.0' MLLW plus a 1.0' allowable over dredge along the channel. The proposed project will not cause an impact on erosion and/or deposition along the shoreline and within the tidal waters. The proposed dredging is below the splash and tidal zones, and no significant erosion will occur.
- *Demonstration that the alteration or activity will not result in significant impacts on the abundance and diversity of plant and animal life:*
    - Plant life
        - Eelgrass – based on the results of a desktop survey it was indicated that there is no existence of eelgrass beds or other wetlands within or adjacent to the proposed dredge footprint.
    - Animal Life
        - Shellfish – The proposed dredge footprint is located within RIDEM SB1 waters, which are not designated for shellfish harvesting. A review of the RIDEM Office of Water Resources Shellfish Program Shellfish Map 2011-2012 indicates that the taking of shellfish is prohibited from the proposed dredge area. The area is further described as within Growing Area 7 – West Passage as GA 7-1.
        - Tautog (*Tuatoga onitus)* This species of fish lives in close association with structures such as rocks, wrecks, pilings, jetties, natural and artificial reefs, and other bottom discontinuities. They are active in the daytime and become quiescent at night often retiring to shelter. Adult tautog migrate into Narragansett Bay in late April and remain through September and are essentially absent in the Bay from late November to March. Spawning takes place within the Bay from May through August, and peak spawning occurs in June and July. Juvenile tautog are present from July through October in Narragansett Bay but likely begin settling in June. Dredging is best conducted between mid-Fall and mid-Spring, when adult fish are in deeper waters and no spawning is happening (Normandeau Associates 1999). The proposed dredge window for this project is October – January, which falls between the recommended window to protect mature and spawning tautog.
        - Winter flounder – These fish are bottom dwelling fish. They are active during the day. Winter flounder make short seasonal migrations into willower bays and estuaries in the fall and winter to span in the late

winter-early spring. They may move offshore in response to warmer waters in the late summer-early fall or to sever cold in willow bays in the winter, returning in spring to spawn. Winter flounder spawn from January to May in Narragansett Bay, with peak spawning occurring in February and March. Dredging is best between September and November after young fish have migrated to deeper waters (Normandeau Associates 1999). The proposed dredge window for this project is October – January, which falls between the recommended window.

- Scup – These are a pelagic schooling fish and appears to school more closely at night. The Narragansett Bay serves as a spawning ground and nursery area for the species with the latter being the more important function, as the bay is a host to both young and juveniles. In addition, scup serve as a food source for weakfish, bluefish, and striped bass. The migration patterns for scup into and out of the bay suggest that dredging should occur between November and April (Normandeau Associates 1999).

- Other Fish – The populations in Narragansett Bay include summer flounder, bluefish, and weakfish. Minimal dredging impacts would occur for these species within the proposed environmental window for the project. The peak of bivalve larvae occurs as water temperatures are around 68˚F, as summer progresses.

- In summary, dredging the Rhode Island Fast Ferry facility will not significantly impact the presently low abundance of plant and animal life, nor will it impact its diversity. It is likely the dredged area will be re-colonized by the benthic organisms found in the adjacent undisturbed sediments and the finfish will return to their habitat once dredging reaches completion. In addition, few studies have found organisms with a need or preference for a change in suspended sediment or sedimentation in the field or laboratory (Berry et al 2003). Species living in frequently active areas have adapted characteristics to repopulate more easily (Normandeau 2017).

- *Demonstration 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 project will not interfere with, impair, or significantly impact the access to the tidal waters except during the duration of the dredging operation, which is anticipated to be minimal. The intent of the project is to provide safe and reliable access for the Rhode Island Fast ferry.

- *Demonstration that the alteration will not result in significant impacts to water circulation, flushing, turbidity, and sedimentation:*

  - The proposed dredging will provide for unimpeded flow. Cyclonic current in the Rhode Island Sound is related to density stratification and summer winds modulate the flow. Any increases in turbidity resulting from the dredging operation will be short term and have no long-term negative impacts. The proposed design of RIFF Basin utilizes a 3H:1V side slope template to diminish the creation of deep sumps within the project area.

- *Demonstration that there will be no significant deterioration in the quality of the water in the immediate vicinity as defined by RIDEM:*

    - No change of water quality is expected as a result of the dredging. It will be necessary to obtain a Water Quality Certificate from the Rhode Island DEM prior to commencement of dredging. The Water Quality Certificate will contain any conditions required to ensure state water quality regulations. Additionally, the Contractor will adhere to the mitigation measures proposed for the project. These will be incorporated in the contract documents and enforced during construction to ensure there are no negative impacts to the coastal and marine resources. Tidal circulation tends to move up and down away from the release site, as a result, locations away from the immediate dredging. The RIFF Terminal is a protected basin which will allow for the containment of any turbidity that would occur during the course of dredging.

- *Demonstration that the alteration or activity will not result in significant impacts to areas of historic and archaeological significance:*

    - There are no identifiable historical and archaeological resources within the area to be affected by the dredging.

- *Demonstration that the alteration or activity will not result in significant conflicts with water-dependent uses and activities such as recreation boating, fishing, swimming, navigation, and commerce:*

    - The project will not create any permanent conflicts with the water dependent uses. On the contrary, the project is intended to promote recreational water-dependent activities, navigation, and commerce.

- *Demonstration that measures have been taken to minimize any adverse scenic impact:*

    - No change in use of the site is proposed. There will be no alteration of present water dependent uses and activities. Other than the temporary visual impact of the dredge within the Narragansett Bay, the impacts to the site will be below the water and will not have an adverse scenic impact.

4.3.2 CRMC Section 1.3.1(I) Dredging and Dredged Material Disposal

4.3.2.1 Demonstration of Compliance with Standards

- ***<u>For Dredging:</u>***

    - *Bottoms of dredged areas will slope downward into the waterway so as to maximize tidal flushing:*

        - As shown on the proposed permit plans (**Appendix A**), the bottom of the berth is proposed to be dredged to the toe of the proposed RIFF.

    - *Bottom slopes at the edges of the dredged areas will have a maximum slope of 50%:*

        - The proposed RIFF terminal dredge template utilizes a 3H:1V (33.3%) slope throughout the footprint to minimize flow restrictions and the creation of deep holes.

- *Dredging will be planned so as to avoid undermining adjacent shoreline protection facilities and/or coastal features:*
    - The proposed dredge limit will not impact the structural integrity of the adjacent bulkhead or timber piers based on the design plans prepared by Bourne Consulting Engineering and St. Jean Engineering, LLC (See Appendix E).

- ***For Dredged Materials Disposal in Open Water:***
    - *Dredged materials may not be placed in areas determined by the CRMC to be prime fishing grounds:*
        - The dredged materials are proposed to be deposited upland at Parcel 7A in the Park.
    - *Measures must be employed and described to ensure that all dredged materials will be dumped solely within the confines of an approved site:*
        - The monitoring plan developed by the RIDEM will be compiled in order to ensure the dredged materials are placed solely with the confines of the Park Parcel 7A as outlined in the permit plans in **Appendix A**.
    - *Hydrographic conditions at the approved disposal site must be such that the disposed dredged materials will remain within the disposal area and that re-suspension of bottom sediments will be minimal:*
        - The dredged material will be deposited in accordance with the permits.
    - *Following disposal operations involving polluted materials, clean coarse-grained materials must be deposited to cap the spoil mound and minimize the release of any potential contaminants to the water column. The cap will have a minimum thickness of six inches:*
        - The dredged material will be deposited in accordance with the permits.
    - *The applicant will provide for an environmental monitoring program designed to detail physical conditions and biological activity at and near the site for a period of at least one year. The results of such programs will be made public. However, if the monitoring of the disposal of dredged materials at a site is to be performed by, and/or in conjunction with, a state or federally-sponsored motoring program, then the applicant will adhere to the requirements of such state-or-federally – sponsored program:*
        - The proposed dredging will adhere with the requirements as set forth in the permits.

- ***For Dredged Materials Disposal in the Creation of Wetlands, Aquatic Habitat, or Island:***
    - This Standard is not applicable as the material is to be dewatered and disposed upland at Parcel 7A in the Park.

- ***For Upland Disposal:***

- *Dewatering of dredged material will occur within a properly designed dewatering facility.*
    - Dredged material will be properly dewatered on the adjacent site prior to the trucking of material to Parcel 7A. The return water from the dewatered material is intended to return to the RIFF Terminal Basin from which the material was dredged. The dewatering area will be confined to the proposed work limits in the permit plans in **Appendix A**.
- *After dewatering, dredged materials placed on uplands adjacent to tidal waters will be vegetated or otherwise permanently stabilized. Surface slopes of the disposal area will be graded as to prevent surface ponding.*
    - Dredged material will not be placed upland adjacent to tidal waters. The material will be graded as detailed within the permit plans in Appendix A.
- *Where dredged materials care placed behind a wall or bulkhead:*
    - No material will be permanently placed behind a wall or bulkhead for this project.

- ***Disposal for Beach Nourishment:***
    - This Standard is not applicable as the material is to be dewatered and disposed upland at Parcel 7A in the Park.

5. Mitigation Measures

The QDC will implement the following mitigation measures into the proposed project to reduce any adverse impacts to resource areas, water quality, or biological impacts:

- The proposed dredging will occur during the permitted environmental windows.
- Dredging will be performed by mechanical and/or hydraulic means.
- The contractor will utilize a silt curtain to contain any turbidity created by the dredging activity within the RIFF basin.
- The contractor will ensure all trucks are cleaned prior to leaving the RIFF site for placement at Parcel 7A.
- Visual Evidence of floating and suspended materials generated by project activities will be remedy immediately by the dredging contractor. All monitoring, report preparation, and adaptive management will be in conformity with all permits for the respective site.
- The work will be performed by an experienced marine contractor.
- The extent of the project area will be clearly delineated, and all construction personnel will be informed of the boundaries of the project area.
- The Contractor will maintain adequate materials onsite for containment and cleanup of any spills.
- The Contractor conducting the work will utilize good housekeeping practices, safer alternative products where feasible and employee training programs to prevent or reduce the discharge of pollutants from construction activities.
- All debris generated as a result of the project construction will be removed from the site and disposed of at an appropriate upland disposal location.
- No debris, oil, petroleum products or other organic material resulting from construction activities will be allowed to enter or be placed where it may be washed by rainfall or runoff into the Bay or adjacent water of the US.
- Project activities will employ dust suppression measures during construction to minimize impacts.
- Activities will adhere to all regulators set by the RIDEM 401 Water Quality Standards.
- Appropriate Best Management Practices (BMP) will be implemented throughout the project site.

6. Conclusions

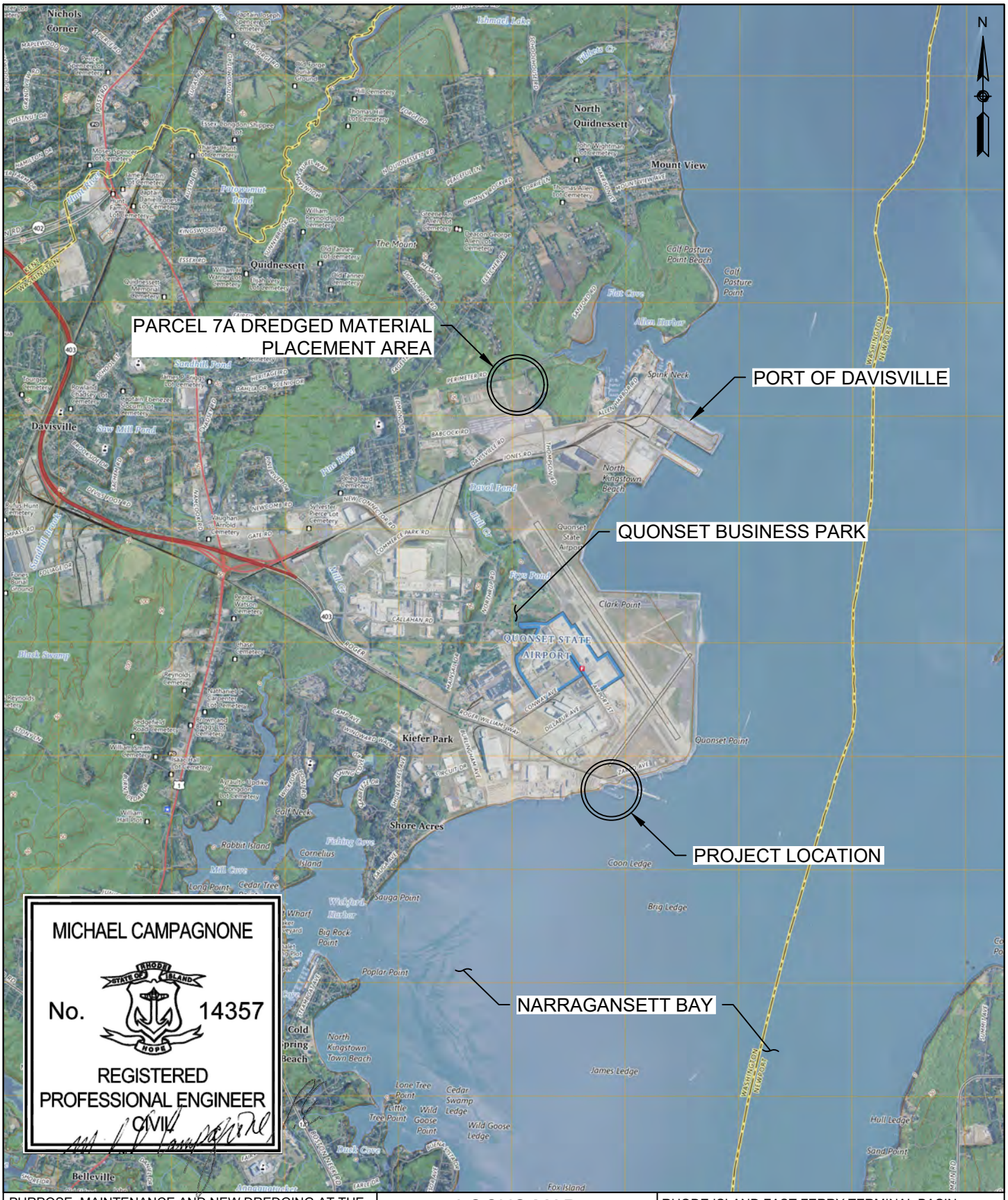
The Rhode Island Fast Ferry (RIFF) Terminal, located within Quonset Point in North Kingstown, Rhode Island, is used to service two (2) fast ferry boats to Oak Bluffs, Martha's Vineyard. The proposed new and maintenance dredging is a critical component to maintaining consistent, safe, and reliable water transit service serving the regional transportation needs for the fast ferry vessels. In order to sufficiently protect the transportation needs of the vessels that use the Terminal, dredging is proposed to a navigational depth of -9.0' MLLW plus a 1.0' allowable over depth.

Based on the results of the physical, chemical, and biological testing performed on the sediment from within the RIFF, the sediment is deemed suitable for placement at Parcel 7A within the Quonset Business Park. Based on the results of the desktop study performed by Foth for the surrounding plant and animal habitat, it is not anticipated that any permanent impacts will be present as a result of the proposed dredging activities. Any impacts to benthic or shoreline habitats as a result of the proposed dredging are anticipated to be resolved within one year of disturbance.

Any additional mitigation measures or conditions, as required by the USACE, RI CRMC, or RI DEM, will be incorporated into the proposed dredging contract documents and enforced during construction. The QDC is committed to ensuring that there are no negative impacts to the coastal or marine resources as a result of the essential new, and maintenance dredging proposed for the Rhode Island Fast Ferry Terminal.

Appendix A

RIFF Dredging Permit Plans (Dated May 30, 2025)



MICHAEL CAMPAGNONE

No. 14357

REGISTERED PROFESSIONAL ENGINEER

CIVIL

PURPOSE: MAINTENANCE AND NEW DREDGING AT THE RHODE ISLAND FAST FERRY TERMINAL

DATUM: AHTL = +5.25'
MHW = +3.86'
NAVD88 = +2.24'
MLLW = 0.0'

FOTH INFRASTRUCTURE & ENVIRONMENT, LLC.
114 TOURO ST. NEWPORT, RI 02840

LOCUS MAP

GRAPHIC SCALE
0 NTS NTS
SCALE IN FEET

RHODE ISLAND FAST FERRY TERMINAL BASIN

AT: NORTH KINGSTOWN
COUNTY OF: WASHINGTON
APPLICATION BY: QUONSET DEVELOPMENT CORPORATION

DATE: 05/30/2025

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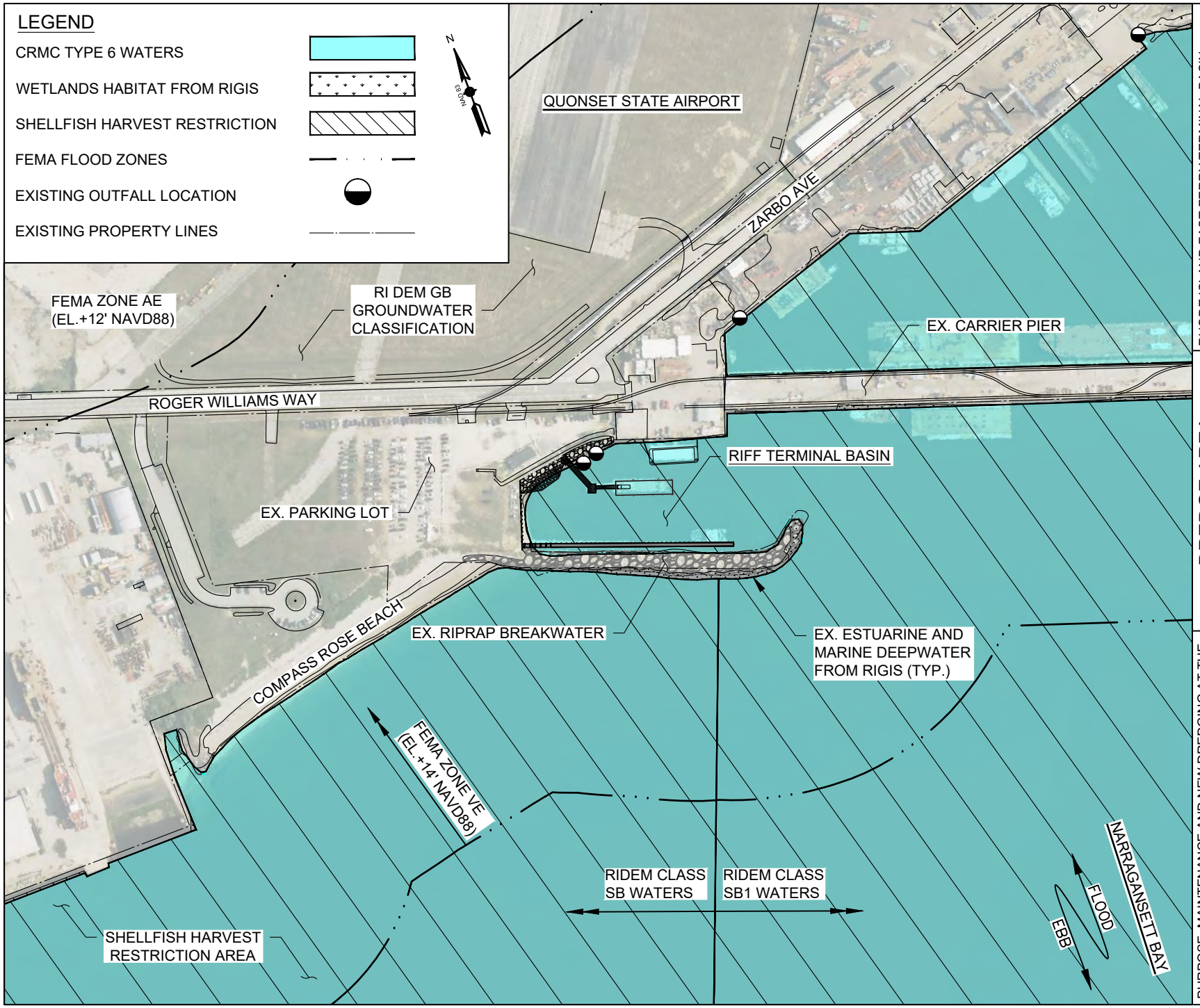

RHODE ISLAND FAST FERRY TERMINAL BASIN

AT: NORTH KINGSTOWN
COUNTY OF: WASHINGTON
APPLICATION BY: QUONSET DEVELOPMENT
CORPORATION

DATE: 05/30/2025

SHEET 2 OF 12

DREDGE AREA RESOURCE PLAN

GRAPHIC SCALE
0 150 300
SCALE IN FEET

PURPOSE: MAINTENANCE AND NEW DREDGING AT THE
RHODE ISLAND FAST FERRY TERMINAL

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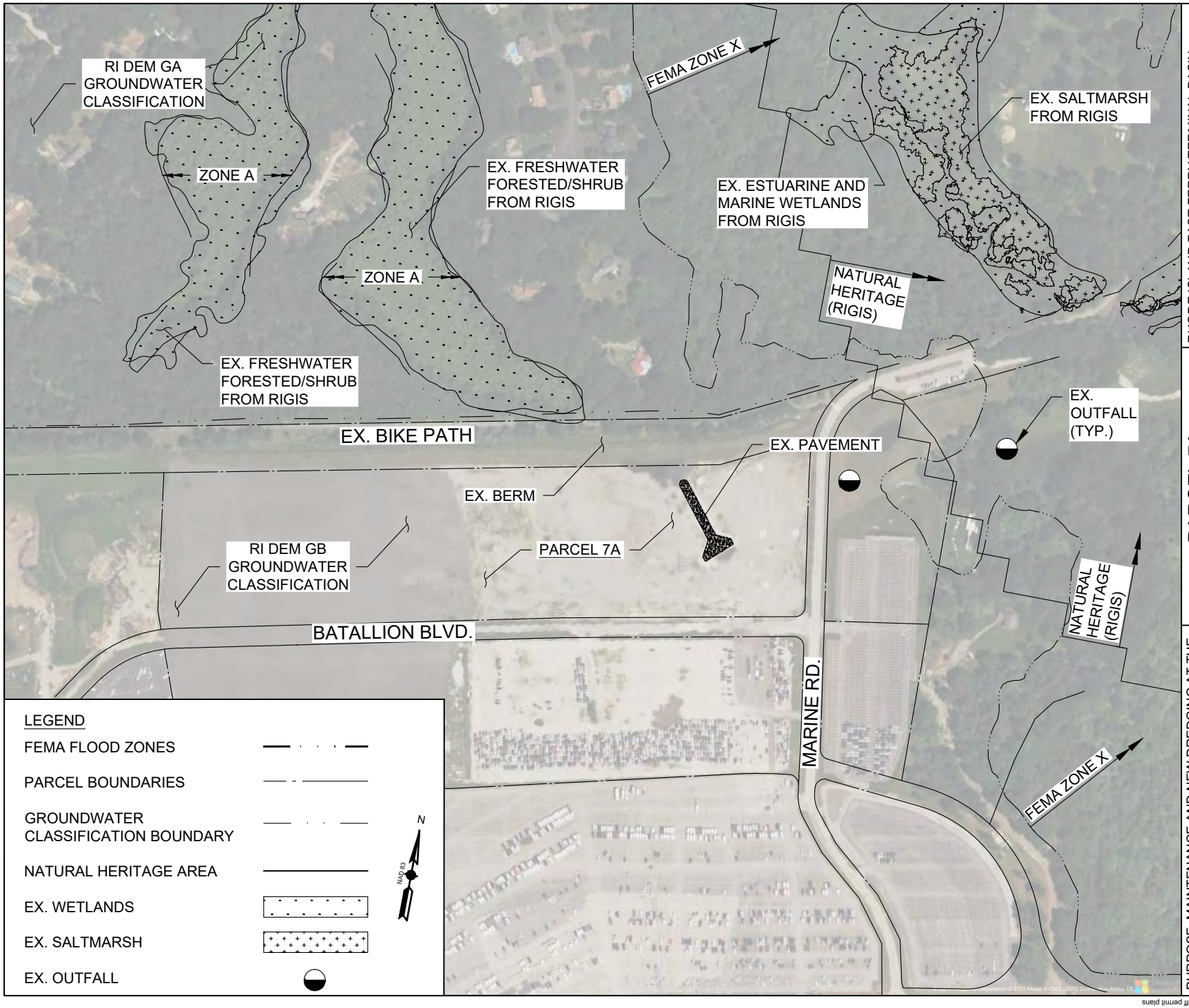

RHODE ISLAND FAST FERRY TERMINAL BASIN

AT: NORTH KINGSTOWN
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SHEET 3 OF 12

PARCEL 7A RESOURCE PLAN

GRAPHIC SCALE
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SCALE IN FEET

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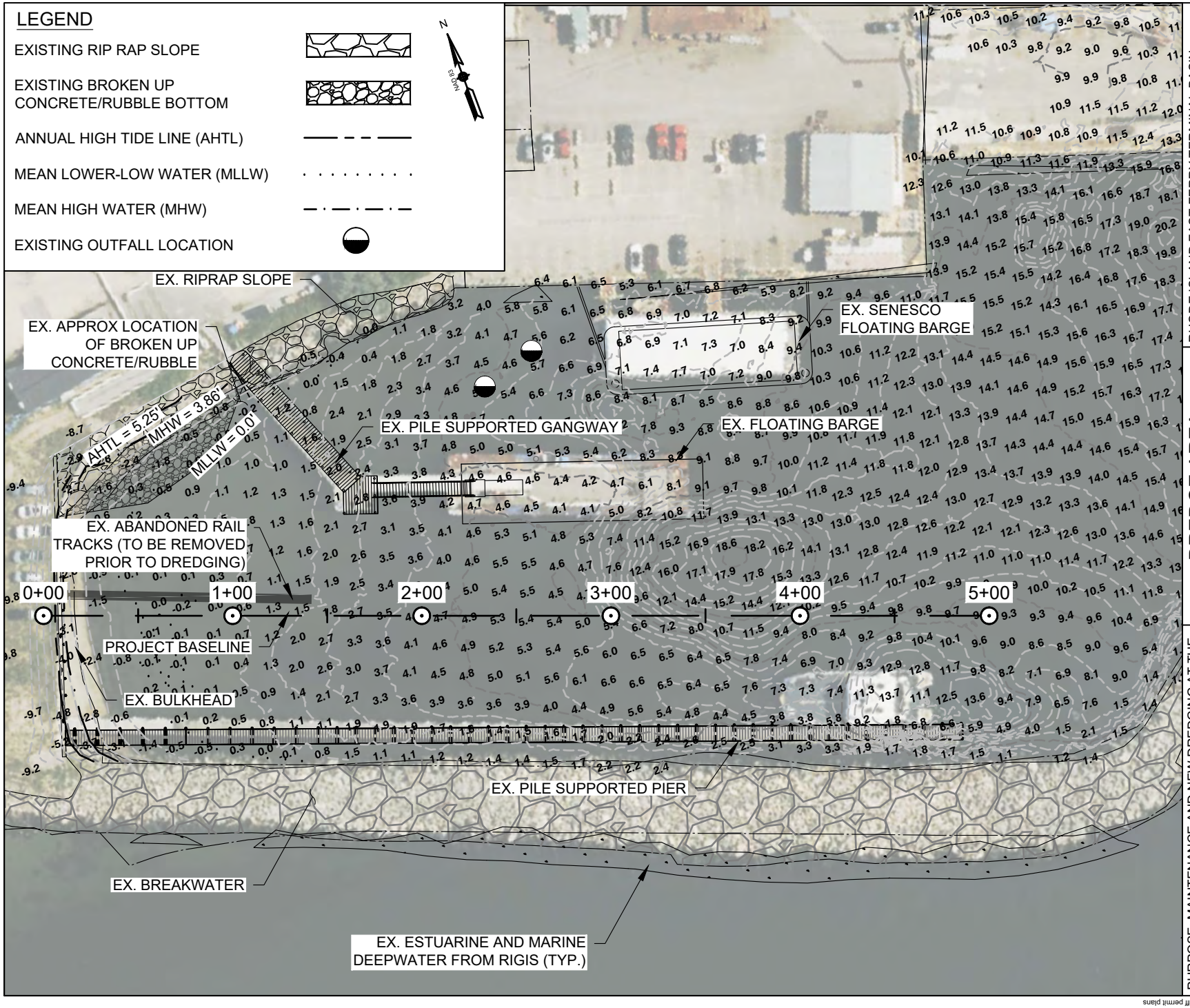

RHODE ISLAND FAST FERRY TERMINAL BASIN

AT: NORTH KINGSTOWN
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SHEET 4 OF 12

DREDGE AREA EXISTING CONDITIONS

GRAPHIC SCALE
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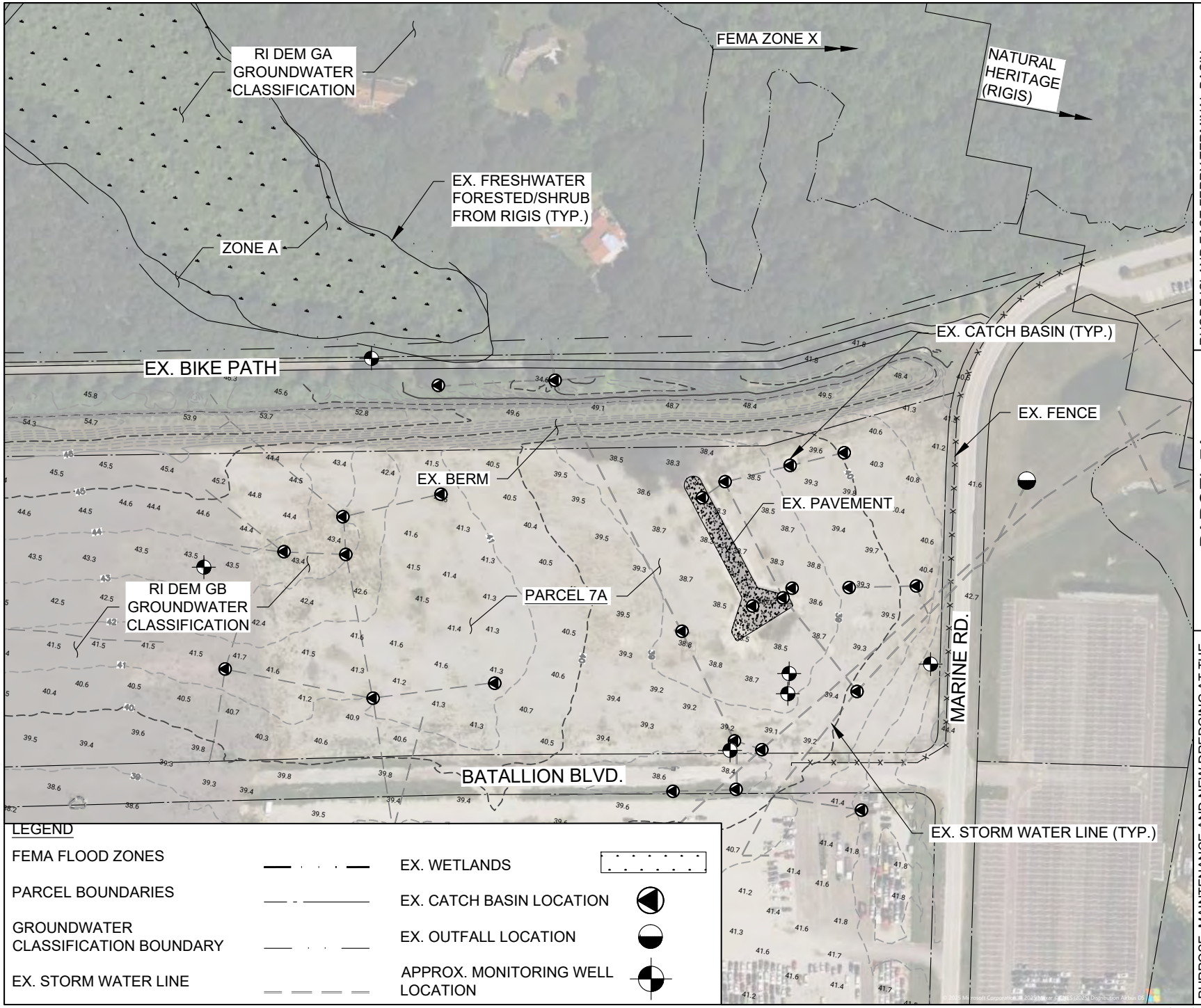

RHODE ISLAND FAST FERRY TERMINAL BASIN

AT: NORTH KINGSTOWN
COUNTY OF: WASHINGTON
APPLICATION BY: QUONSET DEVELOPMENT
CORPORATION

DATE: 05/30/2025

SHEET 5 OF 12

PARCEL 7A
EXISTING CONDITIONS

GRAPHIC SCALE
0 100 200
SCALE IN FEET

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MANAGEMENT COUNCIL

PURPOSE: MAINTENANCE AND NEW DREDGING AT THE
RHODE ISLAND FAST FERRY TERMINAL

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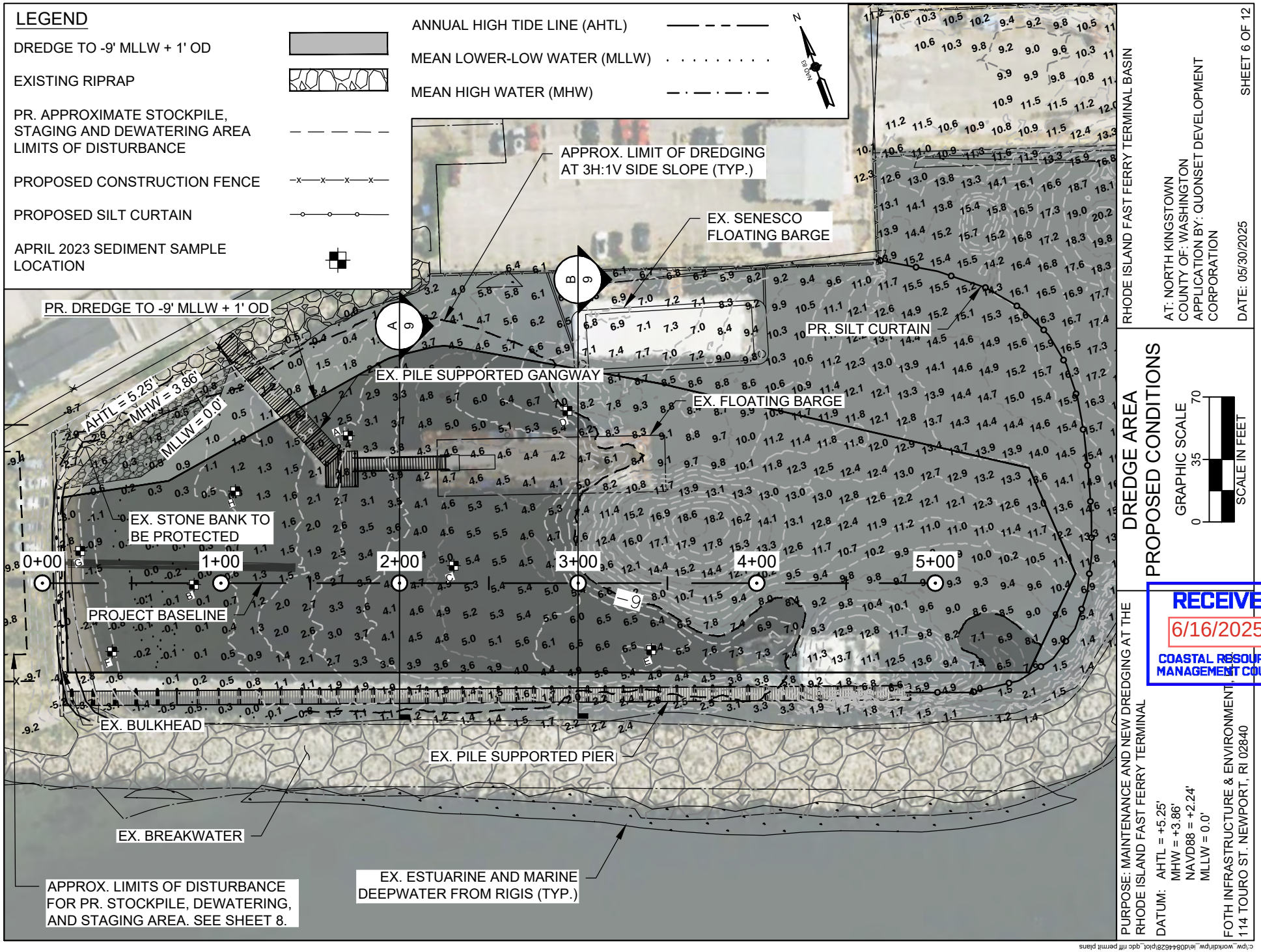
LEGEND
DREDGE TO -9' MLLW + 1' OD
EXISTING RIPRAP
PR. APPROXIMATE STOCKPILE, STAGING AND DEWATERING AREA LIMITS OF DISTURBANCE
PROPOSED CONSTRUCTION FENCE
PROPOSED SILT CURTAIN
APRIL 2023 SEDIMENT SAMPLE LOCATION
ANNUAL HIGH TIDE LINE (AHTL)
MEAN LOWER-LOW WATER (MLLW)
MEAN HIGH WATER (MHW)
APPROX. LIMIT OF DREDGING AT 3H:1V SIDE SLOPE (TYP.)
EX. SENESCO FLOATING BARGE
PR. DREDGE TO -9' MLLW + 1' OD
PR. SILT CURTAIN
EX. PILE SUPPORTED GANGWAY
EX. FLOATING BARGE
AHTL = 5.25'
MHW = 3.86'
MLLW = 0.0'
EX. STONE BANK TO BE PROTECTED
0+00
1+00
2+00
3+00
4+00
5+00
PROJECT BASELINE
EX. BULKHEAD
EX. PILE SUPPORTED PIER
EX. BREAKWATER
APPROX. LIMITS OF DISTURBANCE FOR PR. STOCKPILE, DEWATERING, AND STAGING AREA. SEE SHEET 8.
EX. ESTUARINE AND MARINE DEEPWATER FROM RIGIS (TYP.)
RHODE ISLAND FAST FERRY TERMINAL BASIN
AT: NORTH KINGSTOWN
COUNTY OF: WASHINGTON
APPLICATION BY: QUONSET DEVELOPMENT CORPORATION
DATE: 05/30/2025
SHEET 6 OF 12
DREDGE AREA
PROPOSED CONDITIONS
GRAPHIC SCALE
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35
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SCALE IN FEET
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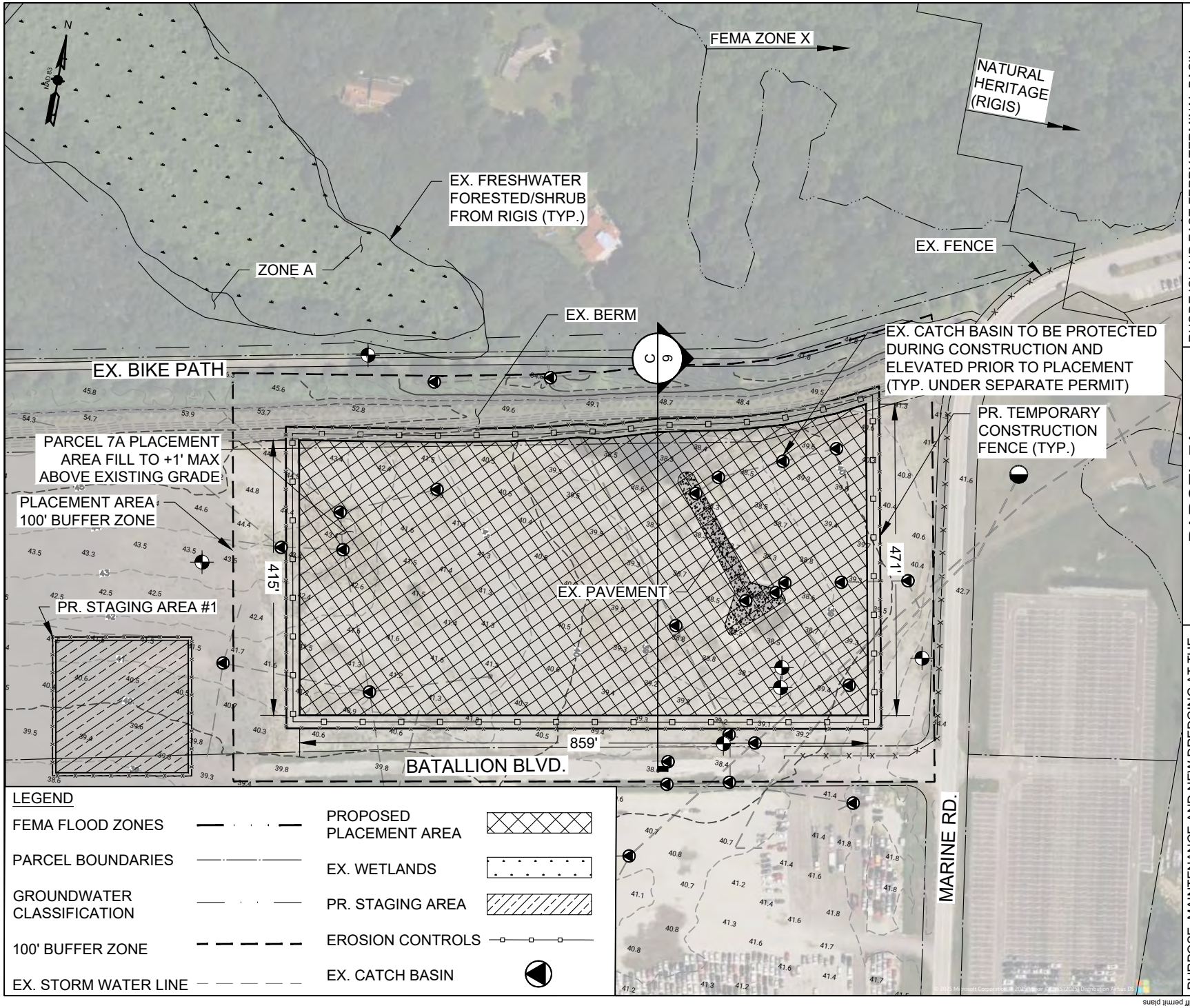

RHODE ISLAND FAST FERRY TERMINAL BASIN

AT: NORTH KINGSTOWN
COUNTY OF: WASHINGTON
APPLICATION BY: QUONSET DEVELOPMENT CORPORATION

DATE: 05/30/2025

SHEET 7 OF 12

PARCEL 7A PROPOSED PLAN

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SCALE IN FEET

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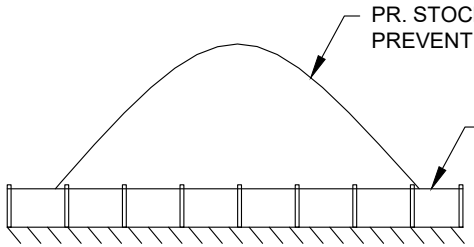
LEGEND

- DREDGE TO -9' MLLW + 1' OD
- PROPOSED LIMITS OF DISTURBANCE
- SHELLFISH HARVEST RESTRICTION
- PROPOSED EROSION CONTROLS
- PROPOSED SILT FENCING
- PROPOSED CONSTRUCTION FENCE
- EXISTING PROPERTY LINES

N 68.0W

FIGURE 1: PROPOSED STOCKPILE DETAIL



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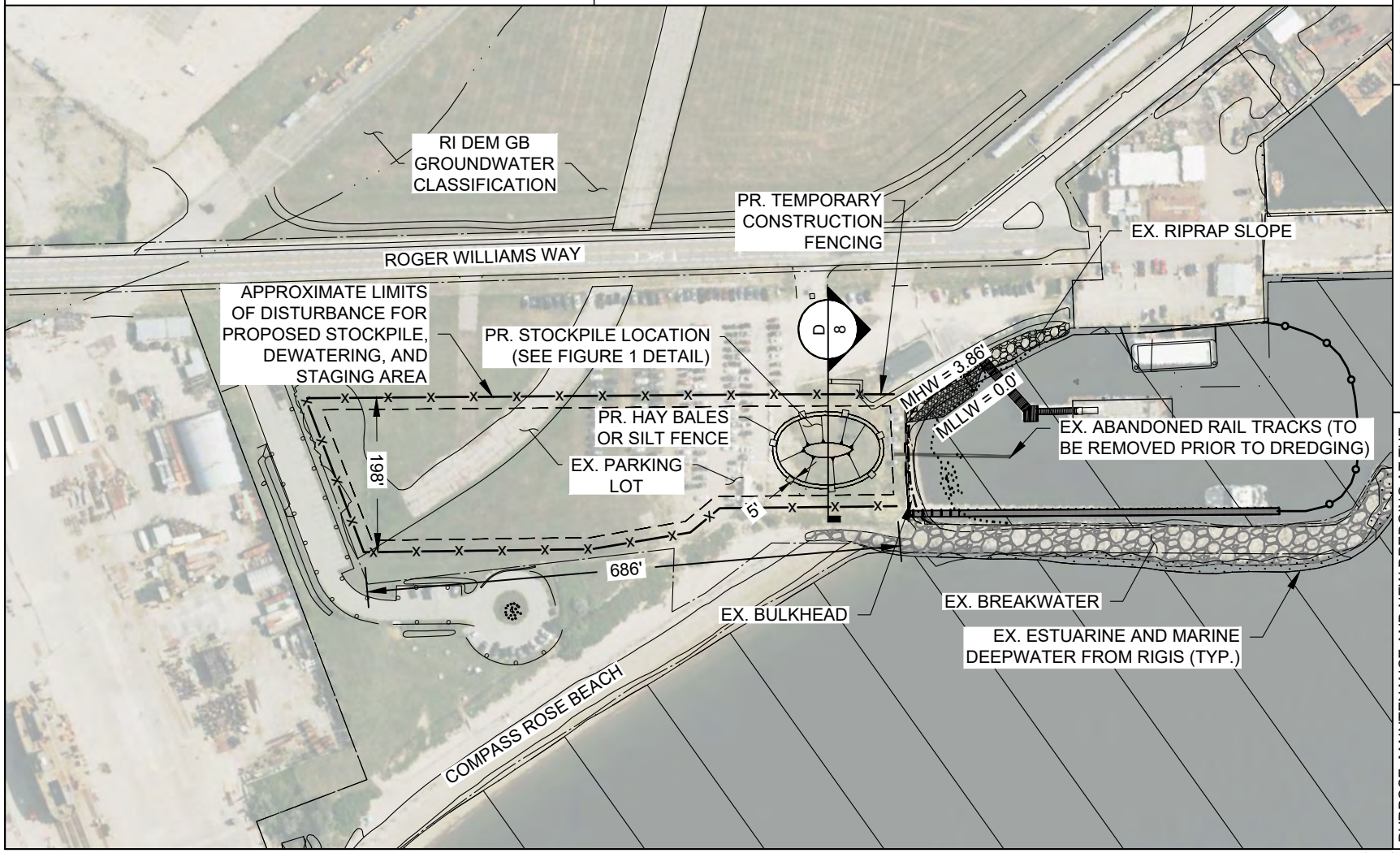

RHODE ISLAND FAST FERRY TERMINAL BASIN

AT: NORTH KINGSTOWN
COUNTY OF: WASHINGTON
APPLICATION BY: QUONSET DEVELOPMENT CORPORATION

DATE: 05/30/2025

SHEET 8 OF 12

DEWATERING PLAN

GRAPHIC SCALE 0 100 200 SCALE IN FEET

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6/16/2025
COASTAL RESOURCES MANAGEMENT COUNCIL

PURPOSE: MAINTENANCE AND NEW DREDGING AT THE RHODE ISLAND FAST FERRY TERMINAL

DATUM: AHTL = +5.25'
MHW = +3.86'
NAVD88 = +2.24'
MLLW = 0.0'

FOTH INFRASTRUCTURE & ENVIRONMENT, LLC
114 TOURO ST. NEWPORT, RI 02840

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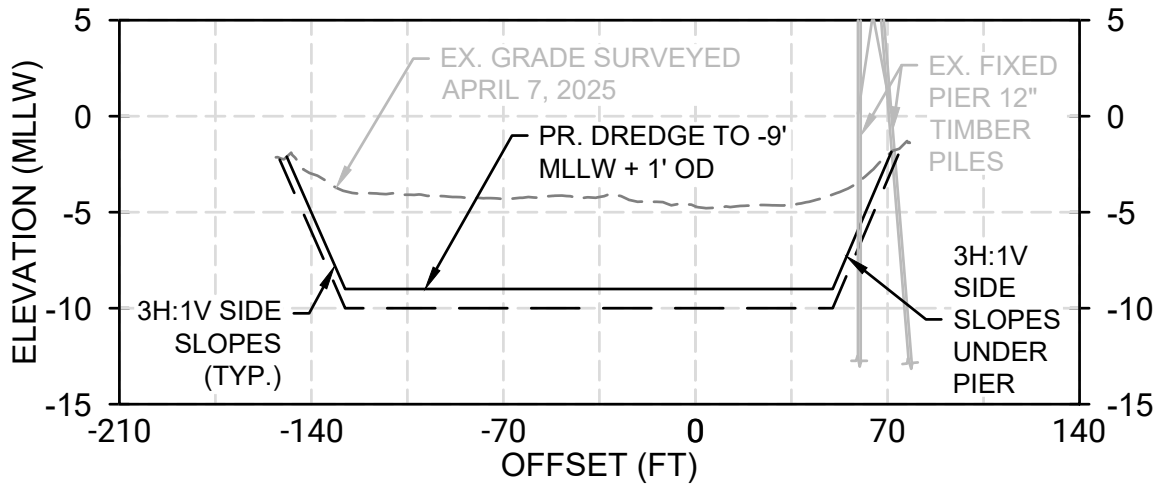
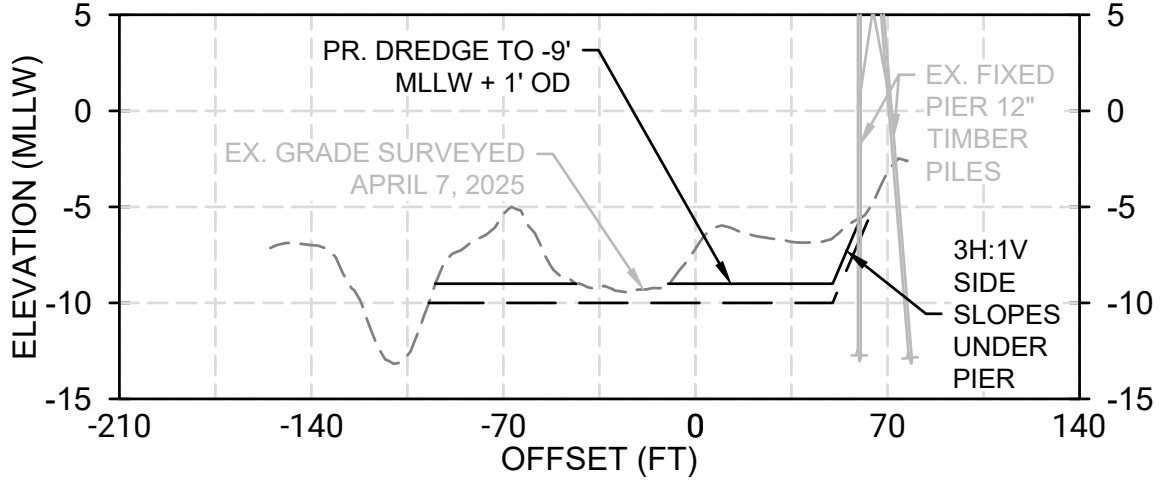
2+00



A / 5 SECTION A / RIFF TERMINAL
SCALE: HORIZONTAL: 1" = 70' VERTICAL: 1" = 10'

3+00



B / 5 SECTION B / RIFF TERMINAL
SCALE: HORIZONTAL: 1" = 70' VERTICAL: 1" = 10'

RECEIVED
6/16/2025
COASTAL RESOURCES MANAGEMENT COUNCIL

RHODE ISLAND FAST FERRY TERMINAL BASIN
AT: NORTH KINGSTOWN
COUNTY OF: WASHINGTON
APPLICATION BY: QUONSET DEVELOPMENT CORPORATION
DATE: 05/30/2025
SHEET 9 OF 12

PROPOSED DREDGE SECTIONS
GRAPHIC SCALE 0 35 70
SCALE IN FEET

PURPOSE: MAINTENANCE AND NEW DREDGING AT THE RHODE ISLAND FAST FERRY TERMINAL
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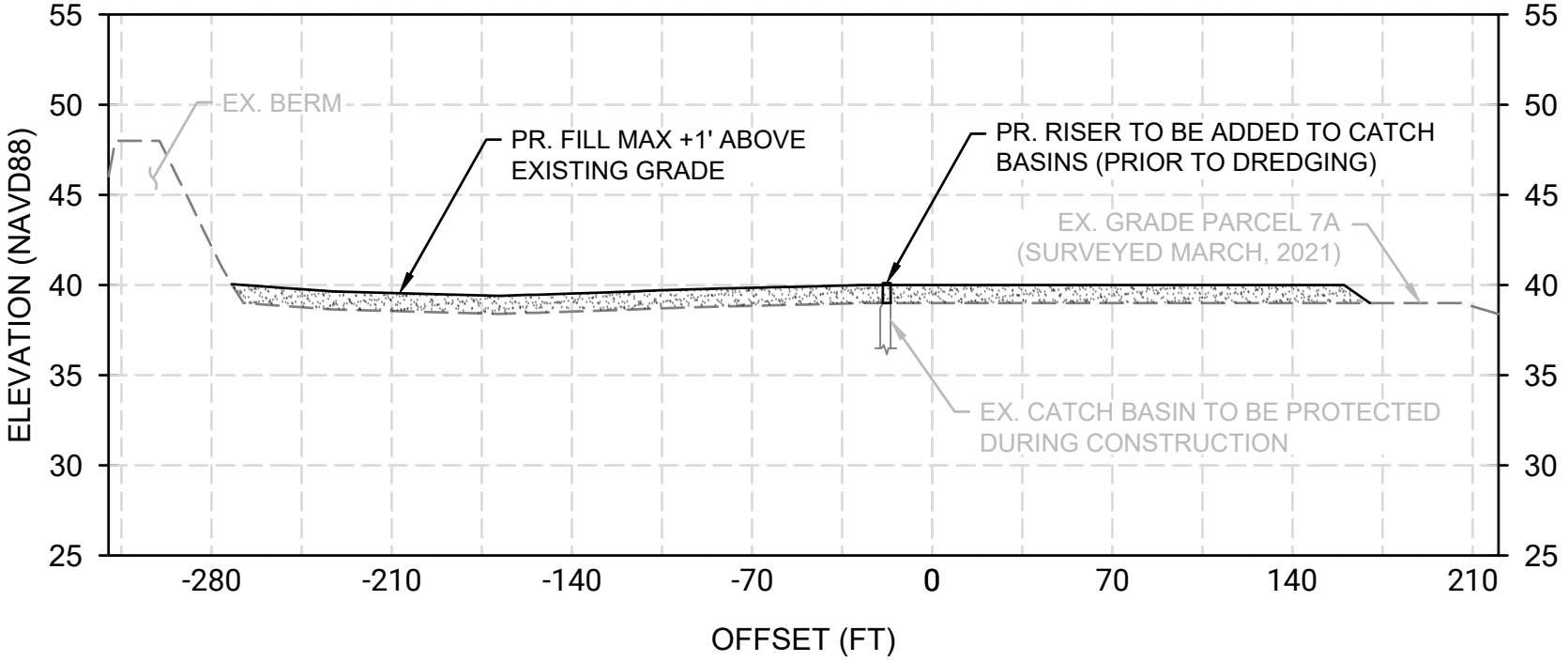

C / 6 — SECTION C / PARCEL 7 A PLACEMENT AREA

SCALE: HORIZONTAL: 1" = 70' VERTICAL: 1" = 10'

RHODE ISLAND FAST FERRY TERMINAL BASIN

AT: NORTH KINGSTOWN
COUNTY OF: WASHINGTON
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DATE: 05/30/2025

SHEET 10 OF 12

PROPOSED PARCEL 7A SECTION

GRAPHIC SCALE 0 35 70
SCALE IN FEET

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PROPOSED TRUCKING ROUTE

GRAPHIC SCALE
0 1000 2000
SCALE IN FEET

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DATE: 05/30/2025

SHEET 11 OF 11

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DREDGE & FILL VOLUME SUMMARY:

Rhode Island Fast Ferry Terminal				
	Volume to Design (CY)	**Overdepth Volume (CY)**	**Total Dredge Volume (CY)**	**Total Dredge Square Footage (SF)**
Dredge to -9' MLLW +1' OD	12,481	2,749	15,230	47,990

Parcel 7A Placement Area		
	Available Fill (CY)	**Available Fill (SF)**
Parcel 7A Fill to Max +1' Above Existing Grade	14,852	364,538

VOLUME NOTES: VOLUMES ARE CONSIDERED APPROXIMATE FOR CONCEPTUAL PURPOSES. VOLUMES INCLUDE A +10% CONTINGENCY. VOLUMES ARE BASED ON A COMBINATION OF TOPOGRAPHIC DATA COLLECTED IN MARCH OF 2021, JUNE OF 2022 AND HYDROGRAPHIC DATA COLLECTED ON APRIL 7, 2025.

DATUM OFFSETS

MLLW	NAVD 88	
5.25	3.01	AHTL
3.86	1.62	MHW
2.24	0.00	NAVD 88
0.16	-2.08	MLW
0.00	-2.24	MLLW
-0.89	-3.13	ALTL

OFFSETS TAKEN FROM THE U.S. DEPARTMET OF COMMERCE, NATIONAL OCEANIC AND ATMOSPHERIC ADINISTRATION (NOAA) ONLINE VERTICAL DATUM TRANSFORMATION PROGRAM DETERMINED AT LAT: 41.614062 N; LONG: 71.401935

AHTL AND ALTL VALUES DETERMINED FROM NOAA TIDE STATION #8454049 QUONSET POINT, RI 2025 PREDICTED TIDES. ALTL VALUE PREDICTED 3/30/2025. AHTL VALUE PREDICTED 11/6/2025.

SURVEY NOTES:

1. PROJECT NAME: RHODE ISLAND FAST FERRY TERMINAL DREDGING
2. PROJECT NUMBER: 0022Q020
4. SURVEY DATE: JUNE 2, 2022, APRIL 7, 2025, MARCH OF 2021
5. SURVEYOR: M. CAMPAGNONE, M. COUNT, QDC
8. WEATHER COND: FAIR, LIGHT WINDS, CALM
9. PROJECT DATUM: MLLW AS NOTED IN DATUM CONVERSION CHART
10. COOR. SYSTEM: NAD83 - RHODE ISLAND STATE PLANE
12. BENCHMARK: NOAA TIDE STATION QUONSET 8454049

GENERAL NOTES:

1. THE CONCEPTUAL DESIGNS SHOWN ON THIS PLAN ARE BASED ON DATA THAT WAS GATHERD BY FOTH ON APRIL 7, 2025, JUNE 2, 2022 AND PARCEL 7A DATA COLLECTED BY QDC IN MARCH OF 2021 USING TOPOGRAPHIC AND MULTIBEAM HYDROGRAPHIC SURVEY METHODS.
2. COORDINATES ARE BASED ON NAD 83 RHODE ISLAND STATE PLANE GRID SYSTEM.
3. SOUNDINGS AND CONTOURS ARE BASED ON THE HYDROGRAPHIC DATA COLLECTED ON APRIL 7, 2025 AND TOPOGRAPHIC SURVEYS COLLECTED ON JUNE 2, 2022 AND MARCH OF 2021.
4. SOUNDINGS ARE IN REFERENCE TO THE MEAN LOWER-LOW WATER (MLLW) DATUM AND BASED ON THE 15' MINIMUM VALUE DATA SET AT THE ACTUAL LOCATION OF THE SOUNDING FOR MAPPING.
5. RTK CORRECTIONS FOR THIS SURVEY PROVIDED BY KEYNET - VRS (GEOID 12A)
6. ORTHO-IMAGERY AND SCALED DATA IS APPROXIMATE UNLESS OTHERWISE NOTED AND SHOULD BE USED AS GENERAL REFERENCE ONLY.
7. THE INFORMATION DEPICTED ON THIS PLAN REPRESENTS THE RESULTS OF TOPOGRAPHIC AND HYDROGRAPHIC SURVEYS PERFORMED ON THE DATES SHOWN, AND CAN ONLY BE CONSIDERED AS INDICATING THE SEABED CONDITIONS AT THAT TIME. INTERPOLATED INFORMATION FROM BETWEEN SOUNDING RUNS IS NOT GUARANTEED. SHOALS, OBSTRUCTIONS OR OTHER DIFFERING CONDITIONS MAY EXIST BETWEEN THESE RUNS. CONSULT WITH FOTH INFRASTRUCTURE & ENVIRONMENT, LLC. FOR MORE DETAILED INFORMATION.
8. POSSESSION AND USE OF THE MATERIAL CONTAINED ON THESE DRAWINGS IS GRANTED ONLY IN CONNECTION WITH ITS USE AS IT RELATES TO THE TITLED PROJECT, ANY OTHER USE, REPRODUCTION OR DISCLOSURE OF THE INFORMATION CONTAINED HEREON IS EXPRESSLY PROHIBITED WITHOUT THE WRITTEN CONSENT OF FOTH.

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PROJECT NOTES

GRAPHIC SCALE
0 NTS NTS
SCALE IN FEET

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Appendix B

Outfall Locations

Outfall Locations In Proximity To Rhode Island Fast Ferry

Outfall Coordinates

Outfall #	Easting	Northing
1	353366.012	184011.077
2	352301.02	183717.49
3	351857.66	183534.94
4	350770.583	183297.89
5	349326.141	183281.971
6	348448.36	182863.649
7	347696.198	182628.313