



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

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

APPLICATION FOR STATE ASSENT

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

Project Location <u>82C Point Ave, South Kingstown</u> No. Street City/Town	File No. (CRMC USE ONLY) <u>2025-06-057</u>
Owner's Name: Daniel Cromie and Susan Egan Cromie	Plat: 82-4 Lot(s): 32
Mailing Address <u>109 Hazard Ave, Providence, RI 02906</u> Address Zip Code City/Town, State	Owner's Contact: Number: 917-406-9049 (Daniel) Email Address: danielcromie@gmail.com
Contractor RI Reg. No Contractor Engaged Address NA	Email: NA Tel. No. NA
Designer Russ Morgan Address 49 Pond St. Wakefield 02879	Tel. No. 401-474-9550
Name of Waterway: Pt Judith Salt Pond	Estimated Project Cost (EPC): 40,000 Application Fee: \$1,500.00
Provide Below a Description of Work As Proposed (required). New Residential Boating Facility see attached Narrative and plans for description.	

Have you or any previous owner filed an application for and/or received an assent for any activity on this property? Yes

(If so please provide the file and/or assent numbers): 2012-10-008

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.

Joyce Dunphy, 117H Sherman Road, South Kingstown, 02879(Lot 33 Northern Abutter), Susan Cromie Revocable Trust, 109 Hazard Ave, Providence, 02906 (Lot 31 Southern Abutter), Daniel Cromie, 109 Hazard Ave, Providence, 02906 (Lot 30 Also Southern Abutter)

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.

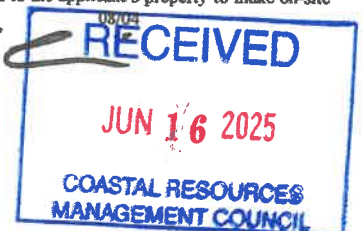
NOTE: The applicant acknowledges by evidence of their signature that they have reviewed the Rhode Island Coastal Resources Management Program, and have, where possible, adhered to the policies and standards of the program. Where variances or special exceptions are requested by the applicant, the applicant 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.

Daniel Cromie

Owner Name (PRINT)

[Signature]
Owner's Signature (SIGN)

PLEASE REVIEW REVERSE SIDE OF APPLICATION FORM



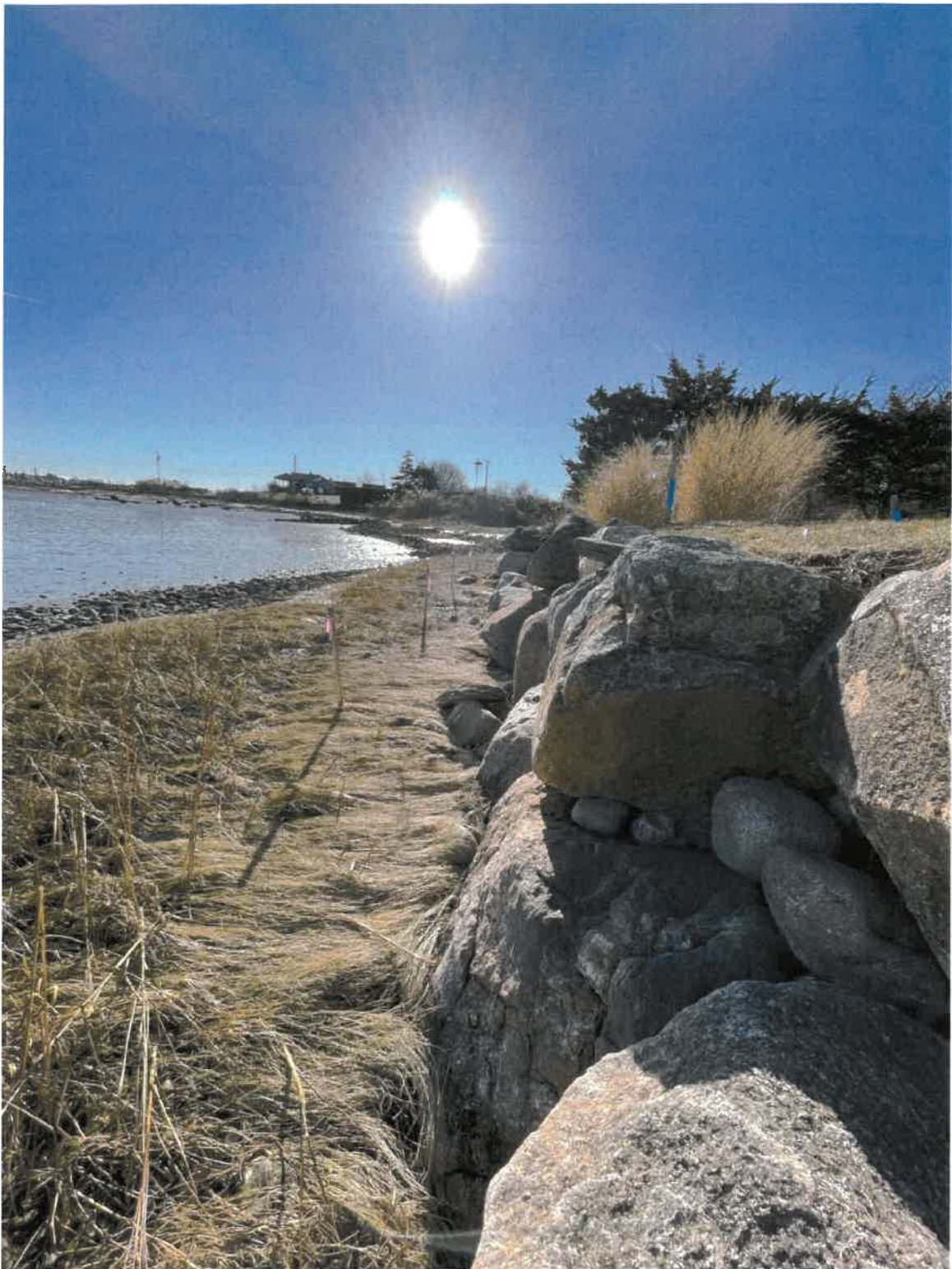


Photo 1 Along Shoreline South Facing





Photo 2 - Facing Northeast



Photo 3 - Facing Southeast



PROJECT SPECIFICATIONS

Project: Proposed Residential Dock
Location: 82C Point Ave, South Kingstown, Narragansett, RI
Prepared for: Susan Egan Cromie and Daniel Cromie
Date: June 15, 2025

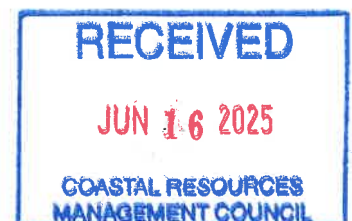


GENERAL NOTES:

1. ALL WORK TO BE PERFORMED IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL CODES.
2. ALL WORK SHALL BE COMPLETED IN CONFORMANCE WITH THE CRMC AND ACOE PERMIT REQUIREMENTS AND STIPULATIONS.
3. VERTICAL DATUM IS MEAN LOW WATER (MLW) = EL. 0.0 FEET. MLW DATUM IS REFERENCED TO NAVD 88 DATUM (-1.5' MLW DATUM IS ALSO 0.0' NAVD 88 DATUM)
4. FIXED DOCK IS DESIGNED FOR 40 PSF LIVE LOAD
5. SITE AND EXISTING STRUCTURE ELEVATIONS AND PROPERTY LINE LOCATIONS ARE BASED ON A SITE SURVEY PLAN PREPARED BY DIPRETE ENGINEERING AND DATED SEPTEMBER 26, 2024.
6. STORAGE, FUELING AND LUBRICATION OF EQUIPMENT AND MOTOR VEHICLES SHALL BE CONDUCTED IN A MANNER THAT AFFORDS THE MAXIMUM PROTECTION AGAINST SPILL AND EVAPORATION. FUEL, LUBRICANTS AND OIL SHALL BE MANAGED AND STORED IN ACCORDANCE WITH FEDERAL, STATE, REGIONAL AND LOCAL LAWS AND REGULATIONS. THERE SHALL BE NO STORAGE OF FUEL ON THE PROJECT SITE. FUEL MUST BE BROUGHT TO THE PROJECT SITE AS NEEDED. EQUIPMENT OPERATION, ACTIVITIES, OR PROCESSES PERFORMED BY THE CONTRACTOR SHALL BE IN ACCORDANCE WITH FEDERAL AND STATE AIR EMISSION AND PERFORMANCE LAWS AND STANDARDS.
7. THE OWNER AND ENGINEER MAKE NO WARRANTY REGARDING THE ACCURACY OF THE INFORMATION PRESENTED IN THESE DRAWINGS REGARDING EXISTING CONDITIONS.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ENVIRONMENTAL PROTECTION AND KEEPING THE SURROUNDING WATERS CLEAN AND FREE OF ALL WASTE MATERIAL.
9. ALL DIMENSIONS AND CONDITIONS MUST BE VERIFIED IN THE FIELD. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER BEFORE PROCEEDING WITH THE AFFECTED PART OF THE WORK.
10. THIS DESIGN INCLUDES GUARD RAILS ALONG EACH SIDE OF FIXED PIER.
11. CONSTRUCTION MATERIALS AND DEMOLITION DEBRIS WILL NOT BE STORED ON SITE
12. CONTRACTOR OR OWNER SHALL ENGAGE A RHODE ISLAND REGISTERED PROFESSIONAL LAND SURVEYOR TO LOCATE PROPERTY LINES AND LOCATE DOCK LAYOUT LINES WITH CONTROL STAKES PRIOR TO CONSTRUCTION. THE SURVEYOR WILL BE REENGAGE AFTER CONSTRUCTION TO CERTIFY CORRECT AS BUILT LOCATION CONFORMS WITH CRMC ASSENT.

CONSTRUCTION NOTES:

1. THE WORK UNDER THIS CONTRACT SHALL INCLUDE, BUT IS NOT LIMITED TO, THE FOLLOWING:
 - 1.1. SUPPLY AND INSTALLATION OF TIMBER PILES,
 - 1.2. SUPPLY AND INSTALLATION OF ALL FRAMING TIMBER;
 - 1.3. SUPPLY AND INSTALLATION OF A SEASONAL ALUMINUM GANGWAY;
 - 1.4. SUPPLY AND INSTALLATION OF A SEASONAL TIMBER FLOATING DOCK;
2. LOCATION OR PRESENCE OF UTILITIES SHOWN ON THESE DRAWINGS ARE APPROXIMATE. CONTRACTOR MUST NOTIFY DIGSAFE 72 HOURS PRIOR TO COMMENCING WORK. VERIFY LOCATIONS, DEPTHS AND OVERHEAD CLEARANCE OF ALL EXISTING UTILITIES AND NOTIFY THE APPROPRIATE UTILITY COMPANY AND AUTHORITY TO ALLOW MARKING OF THEIR LINES.



3. CONTRACTOR SHALL EXERCISE EXTREME CAUTION TO AVOID DAMAGE TO ANY EXISTING UTILITIES TO REMAIN IN PLACE DURING CONSTRUCTION AND/OR AFTER CONSTRUCTION IS COMPLETE.

TIMBER PILES:

1. TIMBER PILES SHALL CONFORM TO ASTM D25 WITH THE FOLLOWING MINIMUM DIMENSIONS:
 - 1.1. BUTT DIAMETER = 12"
 - 1.2. TIP DIAMETER = 10"
2. TIMBER PILES SHALL BE SOUTHERN YELLOW PINE (S.Y.P.) TREATED WITH CCA TO A FINAL NET RETENTION OF NOT LESS THAN 2.5 PCF IN ACCORDANCE WITH AWPA SPECIFICATION G.
3. CUT ENDS OF PILES SHALL BE COATED WITH TENINO COPPER NAPHTHATE SOLUTION, BY COPPER CARE WOOD PRESERVATIVES, INC. OR OTHER COPPER NAPHTHATE SOLUTION WITH NO LESS THAN 2% COPPER METAL CONTENT, AS APPROVED BY THE ENGINEER.
4. PILE BUTTS SHALL BE CUT AT AN ANGLE AND CAPPED WITH FIBERGLASS OR A PLASTIC COVER.

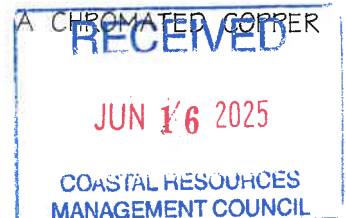
PILE INSTALLATION

VIBRATORY & IMPACT DRIVING:

1. MOORING PILES SHALL DRIVEN TO A MINIMUM EMBEDMENT OF 15 FEET. FIXED PIER PILES SHALL BE DRIVEN TO THE MINIMUM DEPTH PRESENTED ON SHEET 6.
2. EQUIPMENT AND METHODS FOR INSTALLING PILES SHALL BE SUCH THAT PILES ARE INSTALLED IN THEIR PROPER POSITION AND ALIGNMENT.
3. PILES SHALL BE DRIVEN WITHIN 3 INCHES OF THE POSITIONS INDICATED ON THE DRAWINGS. PILES SHALL BE DRIVEN STRAIGHT AND TRUE WITH DEVIATION FROM LONGITUDINAL ACCESS OF NOT MORE THAN 2%.
4. ALL PILES SHOWING SIGNS OF HEAVING OR LIFTING, OR PILES INSTALLED IN THE WRONG LOCATION SHALL BE EXTRACTED AND REINSTALLED TO THE EMBEDMENT DEPTH AND LOCATION AS SPECIFIED AT NO ADDITIONAL COST TO THE OWNER.
5. PILES WHICH ARE DAMAGED AND HAVE HEADS WHICH SPLIT, BROOM, CRACK, OR CRUSH DURING DRIVING, SHALL BE REMOVED AND DISPOSED OFF-SITE AND REPLACED WITH NEW PILES. NO ADDITIONAL COMPENSATION WILL BE MADE FOR REPLACEMENT PILES AND INSTALLATION.

GENERAL TIMBER CONSTRUCTION:

1. THE WORK COVERED UNDER THIS SECTION INCLUDES, BUT IS NOT NECESSARILY LIMITED TO; PILE CAPS, STRINGERS, DIAGONAL BRACING, AND BLOCKING.
2. ALL VISUALLY GRADED STRUCTURAL LUMBER AND WOOD CONSTRUCTION SHALL CONFORM TO THE "NATIONAL DESIGN SPECIFICATION FOR WOOD CONSTRUCTION" (ANSI/NFPA NDS - LATEST EDITION), ITS SUPPLEMENT, AND COMMENTARY BY THE AMERICAN FOREST & PAPER ASSOCIATION / AMERICAN WOOD COUNCIL.
3. TIMBER SHALL MEET THE REQUIREMENTS OF THE SOUTHERN PINE INSPECTION BUREAU INSPECTION RULES, LATEST EDITION FOR SOUTHERN YELLOW PINE NO. 1 GRADE MINIMUM, SAWN FOUR SIDES (S4S).
4. ALL TIMBER SHALL BE CUT AND FRAMED TO A CLOSE FIT IN SUCH A MANNER THAT THE JOINTS SHALL HAVE FULL CONTACT BETWEEN PLIES OR MEMBERS. NO SHIMMING WILL BE PERMITTED IN MAKING JOINTS NOR WILL OPEN JOINTS BE ACCEPTED.
5. STRINGERS, BLOCKING, PILE CAPS, & BRACING SHALL BE PRESSURE TREATED IN ACCORDANCE WITH THE AMERICAN WOOD PRESERVER'S ASSOCIATION (AWPA) SPECIFICATION G WITH A CHROMATED COPPER ARSENATE (CCA) PRESERVATIVE TO A RETENTION OF 0.6 LBS/FT³.



6. ALL CUT ENDS SHALL BE COATED WITH TENINO COPPER NAPHTHANATE SOLUTION, BY COPPER CARE WOOD PRESERVATIVES, INC. OR OTHER COPPER NAPHTHANTE SOLUTION WITH NO LESS THAN 2% COPPER METAL CONTENT, AS APPROVED BY THE ENGINEER.
7. ALL MATERIAL SHALL BE SOUND, WELL SEASONED, AND STRAIGHT GRAINED, FREE FROM SHAKES AND LARGE OR LOOSE KNOTS, AND SHALL HAVE NO DECAYED WOOD, WORM HOLES, OR ANY OTHER DEFECTS WHICH THE OWNER DETERMINES WILL IMPAIR ITS STRENGTH OR DURABILITY.
8. WOOD PIECES OF EXCEPTIONALLY LIGHT WEIGHT WILL NOT BE ACCEPTED.
9. ALL MATERIAL SHALL BE STORED OFF OF THE GROUND IN MANNER TO PREVENT DAMAGE AND TO PERMIT EASY INSPECTION.

DECKING

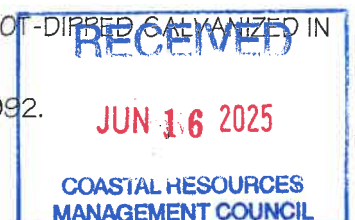
1. DECKING SHALL CONSIST OF SYP NO 1 GRADE 2X8 SPACED ¼" APART OR 5/4" BY 6" SYNTHETIC DECKING. SYNTHETIC DECKING MANUFACTURER SHALL SPECIFY REQUIRED MIN. STRINGER SPACING.
2. DECKING SHALL BE INSTALLED WITH APPROXIMATELY ¼" GAP BETWEEN DECK BOARDS. DECK SHALL BE ATTACHED TO EACH STRINGER USING TWO STAINLESS STEEL SCREWS MEETING ASTM TYPE 304 OR 316. IF SYNTHETIC DECKING IS USED CONTRACTOR SHALL INSTALL DECKING IN ACCORDANCE WITH MANUFACTURERS REQUIREMENTS.
6. TOP OF DECK BOARDS SHALL BE FLUSH WITH ADJACENT DECK BOARDS. MAXIMUM ACCEPTABLE DIFFERENCE BETWEEN ADJACENT DECK BOARDS IS 1/8". DEVIATION EXCEEDING THIS AMOUNT SHALL BE CORRECTED BY THE CONTRACTOR. MEANS OF CORRECTING DEVIATION SHALL BE SUBJECT TO THE ENGINEER'S ACCEPTANCE.

GUARDRAIL

1. THE GUARDRAIL POSTS, STRONG-BACK AND TOP RAIL SHALL BE TREATED SYP NO 2 OR BETTER.
2. ALL RAILING JOINTS SHALL BE KERF CUT, LOCATED AT HANDRAIL POSTS & GLUED USING WELDWOOD PLASTIC RESIN GLUE OR APPROVED EQUAL BY THE ENGINEER.
3. FOUR (4) SCREWS SHALL BE USED AT A TOP RAIL JOINT WHEN THE JOINT LANDS ON A POST, (2) PER EACH TOP RAIL.
4. CABLE FOR GUARDRAIL SHALL BE 3/16 INCH DIAMETER, 316 STAINLESS STEEL WIRE ROPE WITH 1X19 STRAND. SPACING OF WIRE ROPE SHALL NOT BE GREATER THAN 3 INCHES FROM WIRE TO WIRE OR 3 1/2 INCHES FROM WIRE TO SOLID SURFACE.
5. CABLE LENGTH SHALL NOT EXCEED FIFTY FEET. DECK TOGGLE TURNBUCKLES SHALL BE USED AT ONE END OF CABLE AND DECK TOGGLE CONNECTOR SHALL BE USED AT THE OPPOSITE END. END CONNECTIONS SHALL BE THRU-BOLTED.
6. FOR CABLE LENGTHS EXCEEDING FIFTY FEET, ONE ADDITIONAL TURNBUCKLE SHALL BE PROVIDED FOR EACH ADDITIONAL FIFTY-FOOT LENGTH OR PORTION THEREOF.
7. CABLE CONNECTION HARDWARE SHALL BE STAINLESS STEEL AND SHALL BE AS MANUFACTURED BY JOHNSON ARCHITECTURAL HARDWARE, INC., EAST HADDAM, CT OR AN EQUIVALENT ACCEPTED BY THE ENGINEER. SAMPLES OR PRODUCT LITERATURE SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.

MISCELLANEOUS METALS AND HARDWARE

1. ALL CONNECTION HARDWARE, STEEL PLATES, INSERTS, AND FASTENERS TO BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A-123, AND A-153 CLASS C.
2. STRUCTURAL STEEL, INCLUDING CHANNEL SHAPES SHALL CONFORM TO ASTM A992.



- 2.1. STEEL ANGLES, PLATES AND THREADED ROUND BAR SHALL CONFORM TO ASTM A36, 36 KSI YIELD.
- 2.2. CARRIAGE BOLTS AND LAG SCREWS SHALL CONFORM TO ASTM A307, GRADE A.
- 2.3. HIGH STRENGTH STRUCTURAL BOLTS: SHALL CONFORM TO ASTM A325 WITH HEXAGONAL HEADS.
- 2.4. TIMBER BOLTS: SHALL CONFORM TO ASTM A307 WITH HEXAGONAL HEADS.
- 2.5. NUTS: SHALL BE HEXAGONAL AND CONFORM TO ASTM A563.
3. HOT ROLLED SECTIONS SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A123. BOLTS, NUTS, WASHERS, AND OTHER HARDWARE SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153.
4. GALVANIZED PARTS SHALL BE HANDLED IN A MANNER THAT DOES NOT DAMAGE THE COATING.
5. DAMAGE TO HOT-DIPPED GALVANIZED COATINGS SHALL BE REPAIRED IN ACCORDANCE WITH ASTM A780 "STANDARD PRACTICE FOR REPAIR OF DAMAGED AND UNCOATED AREAS OF HOT-DIP GALVANIZED COATINGS."
6. FIELD TOUCH-UP SHALL BE PERFORMED USING ZRC GALVILITE GALVANIZING REPAIR COMPOUND OR EQUIVALENT ACCEPTED BY THE ENGINEER. SURFACE PREPARATION AND COATING APPLICATION SHALL BE IN STRICT ACCORDANCE WITH MANUFACTURERS WRITTEN INSTRUCTIONS.

FLOATING DOCK

1. THE CONTRACTOR SHALL FURNISH ALL TOOLS, EQUIPMENT, MATERIALS, AND SUPPLIES AND SHALL PERFORM ALL LABOR, SUPERVISION, ASSEMBLY, AND INSTALLATION OF THE COMPLETE FLOATING DOCK SYSTEMS.
2. DESIGN, PROVIDE AND INSTALL FLOATING DOCK OF THE SIZE INDICATED IN THE DRAWINGS. THE FLOATING DOCK SHALL PROVIDE BETWEEN 15 INCHES AND 18 INCHES OF FREEBOARD UNDER DEAD LOADING AND SHALL BE CAPABLE OF SUPPORTING A MINIMUM UNIFORM LIVE LOADING OF 20 PSF OR A 400 POUND CONCENTRATED LOAD ANYWHERE ON THE FLOAT WITH FREEBOARD NO LESS THAN 12 INCHES AND TILT NO MORE THAN 6 DEGREES FROM HORIZONTAL. UNDER THE GANGWAY LANDING PROVIDE ADDITIONAL FLOATATION AS REQUIRED TO MAINTAIN A HORIZONTAL DECK.
3. FLOATING DOCK DECK SURFACE AND STRUCTURAL FRAMING SHALL BE DESIGNED TO WITHSTAND A UNIFORMLY DISTRIBUTED VERTICAL LIVE LOAD OF 20 PSF AND A CONCENTRATED VERTICAL LOAD OF 400 LBS APPLIED OVER 1 SQUARE FOOT, HOWEVER LOAD CASES SHALL NOT NEED TO BE ANALYZED SIMULTANEOUSLY.
4. FLOTATION SHALL BE DESIGNED TO SUPPORT THE DEAD LOAD PLUS A UNIFORMLY DISTRIBUTED VERTICAL LIVE LOAD OF 20 PSF APPLIED TO THE FULL AREA OF THE DECK SURFACE.
5. FLOATING DOCK SHALL BE DESIGNED TO WITHSTAND THE FORCES OF NON-MOVING ICE.
6. DEAD LOADS SHALL CONSISTS OF THE ENTIRE WEIGHT OF THE FLOATING STRUCTURE, INCLUDING THE GANGWAY AND OTHER ACCESSORIES AND APPURTENANCES.
7. THE LOSS OF FREEBOARD AFTER ONE YEAR OF SERVICE FROM THE TIME OF ACCEPTANCE SHALL NOT EXCEED 1" AND SHALL NOT EXCEED 2" AFTER FIVE YEARS.
8. THE BOTTOM OF THE DOCK STRUCTURAL FRAMING SHALL BE ABOVE THE WATER SURFACE DURING DEAD LOAD CONDITIONS.
9. FLOATING DOCK SURFACES SHALL NOT SLOPE MORE THAN 1/2 INCH PER 6 FEET OF DOCK WIDTH OR LENGTH AT THE TIME OF ACCEPTANCE AND NO MORE THAN 3/4 INCH PER 6 FEET AT THE END OF FIVE YEARS OF SERVICE.
10. DOCK UNITS UNDER GANGWAY LOCATIONS SHALL BE NO MORE THAN 2" HIGHER OR LOWER THAN THE FREEBOARD OF THE REST OF THE FLOATING DOCK SYSTEM DURING DEAD LOAD CONDITIONS.
11. FLOTATION SHALL BE HIGH STRENGTH, HIGH DENSITY, POLYETHYLENE. CORE SHALL BE EXPANDED POLYSTYRENE, FACTORY PRE-MOLDED TO ENSURE COMPLETE EXPANSION TO MINIMUM OF 1.0 LB/CF DENSITY.



FLOTATION UNITS SHALL BE DESIGNED TO MAINTAIN THE DESIRED BUOYANCY AND FREEBOARD EVEN IF PUNCTURED OR CRACKED. FLOTATION ATTACHMENT TO STRUCTURAL FRAME SHALL BE POSITIVELY ATTACHED BY MEANS OF A THRU BOLT AND NUT. FLOTATION UNIT AND FRAME TO ACT AS ONE INTEGRAL SECTION.

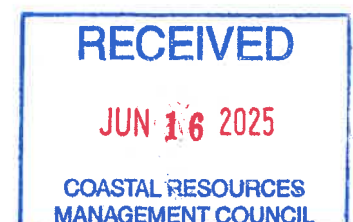
12. FLOATING DOCK AND PILE GUIDES SHALL BE DESIGNED AND FABRICATED TO RESIST MOORING FORCES IMPOSED BY A RECREATIONAL POWER OR SAILBOAT.
13. DOCK FRAMING TIMBER SHALL BE VISUALLY GRADED STRUCTURAL LUMBER AND SHALL BE SOUTHERN YELLOW PINE NO.1 GRADE MINIMUM, SPIB GRADING RULES. ALL LUMBER SHALL BE CCA PRESSURE TREATED TO A MINIMUM RETENTION OF 0.6 PCF.
14. DOCK FRAMING TIMBER SHALL BE KILN DRIED AFTER TREATMENT.
15. DOCK FRAMING TIMBER SHALL BE SOUND, WELL SEASONED, AND STRAIGHT GRAINED, FREE FROM SHAKES AND LARGE OR LOOSE KNOTS AND SHALL HAVE NO DEFECTS WHICH WILL IMPAIR ITS STRENGTH OR DURABILITY FOR THE INTENDED PURPOSE.
16. DOCK DECKING SHALL BE 2x6 SOUTHERN YELLOW PINE MEET THE REQUIREMENTS OF THE SOUTHERN PINE INSPECTION BUREAU INSPECTION RULES, LATEST EDITION FOR SOUTHERN YELLOW PINE NO. 1 GRADE MINIMUM, SAWN FOUR SIDES (S4S) AND TREATED W/ ACQ RETAINED AT A MIN. 0.6 PCF OR SYNTHETIC DECKING OR 5/4" BY 6" SYNTHETIC DECKING.
17. STRUCTURAL STEEL CONNECTORS, BRACKETS AND MISCELLANEOUS PARTS TO BE FABRICATED FROM ASTM A 36 GRADE STEEL.
18. STRUCTURAL STEEL, BOLTS, NUTS, AND WASHERS SHALL BE FABRICATED TO ASTM A307 AND HOT DIPPED GALVANIZED IN ACCORDANCE TO ASTM A 123. A MINIMUM COATING OF 2 OUNCES PER SQUARE FOOT SHALL BE APPLIED. FASTENERS SHALL BE A MINIMUM 1/2" DIAMETER.
19. CLEATS SHALL BE 12" MALLEABLE CAST IRON, CONFORMING TO ASTM A47. CLEATS SHALL BE FASTENED TO INTERIOR STEEL ANGLES WITH (2) - 3/8" DIAMETER THRU BOLTS. CLEATS SHALL BE PLACED AT LOCATIONS SPECIFIED ON THE CONTRACT DRAWINGS.

GANGWAY

1. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF THE ALUMINUM GANGWAY TO THE ENGINEER FOR REVIEW PRIOR TO ORDERING. SHOP DRAWINGS SHALL INCLUDE HINGE, ROLLER, AND TRANSITION PLATE DATA. ALL GANGWAY PARTS ARE SUBJECT TO REVIEW AND ACCEPTANCE OF THE ENGINEER.
2. THE GANGWAY AND THE RAMP SHALL BE DESIGNED TO WITHSTAND A DISTRIBUTED VERTICAL LIVE LOAD OF 40 PSF AND A CONCENTRATED LIVE LOAD OF 400 LBS AT ANY LOCATION.
3. DEFLECTION OF THE GANGWAY AND RAMP UNDER LIVE LOAD CONDITIONS SHOULD NOT EXCEED L/180.
4. THE GANGWAY AND RAMP SHALL BE DESIGNED FOR A LATERAL WIND LOAD OF 15 PSF ON EXPOSED SURFACES.
5. THE GANGWAY AND RAMP SHALL INCLUDE RAILINGS THAT ARE COMPLIANT WITH ALL APPLICABLE CODES THAT ARE SMOOTH AND SNAG-FREE AND ABLE TO WITHSTAND A 50 PLF LIVE LOAD OR 200 LB POINT LOAD, WHICHEVER IS GREATER, IN ANY DIRECTION.
6. THE WALKWAY SURFACE SHALL BE OPEN TYPE GRATING WITH INTEGRAL TRANSVERSE NON-SKID PATTERN.
7. OPERIES, WITHOUT AFFIXED CROSS CLEATS OR OTHER MECHANICAL DEVICES TO ACHIEVE NON-SKID CAPABILITY.



8. THE GANGWAY AND RAMP SHALL BE FABRICATED OF 5000 AND 6000 SERIES ALUMINUM COMPATIBLE WITH A MARINE ENVIRONMENT. HINGES AND FASTENERS SHALL BE STAINLESS STEEL OR OTHER MATERIALS COMPATIBLE WITH ALUMINUM IN A MARINE ENVIRONMENT.
9. THE GANGWAY SHALL REST ON A METAL OR HDPE PLASTIC SKID PLATE ON THE FLOATING DOCK SIDE THAT WILL ALLOW FOR FREE AND SILENT MOVEMENT OF THE GANGWAY WITH CHANGING WATER LEVELS.
10. THE GANGWAY AND RAMP SHALL BE EQUIPPED WITH A TRANSITION PLATE LOCATED AT THE FLOATING DOCK SIDE. THE TRANSITION PLATE SHALL BE 3'-0" LONG AND EXTEND THE WIDTH OF THE GANGWAY.
11. CONTRACTOR SHALL ENSURE THAT THE PIN CONNECTION FOR THE GANGWAY AND RAMP MOUNT CAN BE REMOVED WITHOUT INTERFERING WITH THE PIER STRUCTURE.
12. AT THE SEAWARD TERMINUS, THE GANGWAY SHALL REST ON A UHMW OR APPROVED EQUAL ROLLER ASSEMBLY.





State of Rhode Island and Providence Plantations
Coastal Resources Management Council
Oliver H. Stedman Government Center
4808 Tower Hill Road, Suite 116
Wakefield, RI 02879-1900

(401) 783-3370
Fax (401) 783-3767

Certificate of Maintenance

October 3, 2012

Dan Cromie
One Sound Shore Drive
Greenwich, CT 06830

RE: CRMC Assent No. M2012-10-008: Spread 4"-5" of loam over existing gravel driveway & hydroseed area.

Project Location: 82C Point Ave; South Kingstown; Plat 82-4, Lot 32

Dear Applicant:

The Coastal Resources Management Council has reviewed your project proposal and has determined that it conforms to RICRMP Section 300.14 and applicable standards. Construction authorized by this approval shall be limited to replacement, reconstruction, or rebuilding to approved, pre-existing conditions and dimensions of the above noted structure. In accordance with revisions to RIGL 46-23-6.3 Expiration Tolling Periods (as amended effective June 8, 2011), all work being permitted must be completed on or before July 1, 2016. If this project involves excess construction materials or debris, these materials shall be removed from the site and disposed of at a suitable legal upland location. No equipment access or storage of equipment, construction material or debris shall occur on coastal features. If the project involves earthwork, appropriate erosion controls shall be utilized. All applicable conditions of original CRMC Assents that pertain to this property shall be upheld unless otherwise modified by the CRMC. All applicable policies, prohibitions, and standards of the RICRMP shall be upheld.

A copy of this maintenance authorization to perform maintenance work shall be kept on site and available for inspection. The maintenance (blue) card must be posted on site during the project duration.

Sincerely,

William J. Mosunick
Administrative Officer
Coastal Resources Management Council

/rcm



CAUTION:

Permits issued by the CRMC confer no property rights, and are valid only with the conditions and stipulations under which they are granted. Permits imply no guarantee of renewal, and may be subject to denial, revocation, or modification.

Applicant agrees that as a condition to the granting of this assent, members of the Coastal Resources Management Council or its staff shall have access to applicant's property to make on-site inspections to insure compliance with the assent.

The limits of authorized work shall be only for that which was approved by the CRMC. Any activities or alterations in which deviate from the approved plans will require a separate application and review. If the information provided to the CRMC for this review is inaccurate or did not reveal all necessary information or data, then this permit may be found to be null and void. Plans for any future alteration of the shoreline or construction or alteration within the 200' zone of CRMC jurisdiction or in coastal waters must be submitted for review to the CRMC prior to commencing such activity.

Permits, licenses or easements issued by the Council are valid only with the conditions and stipulation under which they are granted and imply no guarantee of renewal. The initial application or an application for renewal may be subject to denial or modification. If an application is granted, said permit, license and easement may be subject to revocation and/or modification for failure to comply with the conditions and stipulations under which the same was issued or for other good cause.

ATTENTION: ALL STRUCTURES AND FILLED AREAS IN THE TIDAL, COASTAL, OR NAVIGABLE WATERS OF THE STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS ARE SUBJECT TO:

1. The Superior Property Rights of the State of Rhode Island and Providence Plantations in the Submerged and Submersible Lands of the Coastal, Tidal, and Navigable Waters;
2. The Superior Navigation Servitude of the United States;
3. The Police Powers of the State of Rhode Island and the United States to regulate Structures in the Tidal, Coastal, or Navigable Waters.

THE SUBMERGED AND SUBMERSIBLE LANDS OF THE TIDAL, COASTAL, AND NAVIGABLE WATERS OF THE STATE ARE OWNED BY THE STATE AND HELD IN TRUST FOR THE PUBLIC. CONVEYANCE OF THESE LANDS IS ILLEGAL; TITLES PURPORTING TO TRANSFER SUCH LANDS ARE VOID. ASSENTS THAT INVOLVE THE FILLING OR USE OF THE STATES SUBMERGED LANDS ARE GRANTED WITH THE PROVISIO THAT IT IS SUBJECT TO THE IMPOSITION OF A USAGE FEE TO BE ESTABLISHED BY THE COASTAL RESOURCES MANAGEMENT COUNCIL.



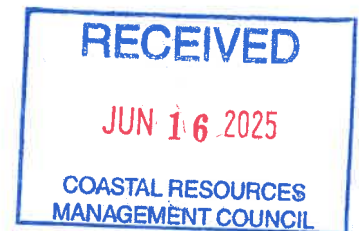
**CRMC ASSENT REQUEST
82C POINT AVE – NEW RESIDENTIAL DOCK RECONSTRUCTION
SOUTH KINGSTOWN, RHODE ISLAND**

Owner: Susan and Daniel Cromie
Mailing Address: 109 Hazard Ave, Providence, RI 02906
Project Location: Plat 82-4, Lot 32, 82C Point Ave, South Kingstown, RI 02879

This section provides a narrative to accompany the CRMC Application for State Assent.

Drawings depicting characteristics of the overall site, existing conditions, and proposed new construction are attached:

Figure 1	Locus Plan
Figure 2	Existing Conditions Site Plan
Figure 3	Proposed Site Plan
Figure 4	Proposed Dock with Areal Photo Overlay
Figure 5 and 6	Proposed Dock Section
Figures 7, & 8	Proposed Dock and Float Details
Figure 9	Ramp Section and Framing



Description of facility to be constructed, type of facility and present conditions:

The site is a residential property located on the west shore of Pt. Judith Pond in South Kingstown. Point Judith Pond is designated as Type 2 waters. An existing residence is present at the site. The building lot is relatively level and grassed between the residence and coastal bank. The grassed backyard, at approximately elev. 7 to 8' (MLW Datum), transitions to a stone retaining wall along the shoreline. The top of the stone wall exists at approximately el. 7 and bottom of wall at approximately elev. 3' and Mean High Water.

The project base plan was developed based on a Site survey and Topographic Plan ("Plan") completed by Diprete Engineering and dated September 26, 2024. The topographic information was converted to MLW datum and used to develop the proposed dock plans. The coastal feature at the site is a coastal beach backed by a manmade shoreline (stone wall). The inland limit of the coastal feature is the crest of the stone wall. Site conditions inland of the coastal feature is a maintained residential lawn area.

A fringe marsh that transitions to a cobble beach is located across a majority of the pond frontage. There is an existing sloped and grassed ramp within the stone wall alignment providing access to the water.

In conjunction with the development of the dock design a Submerged Aquatic Vegetation Survey was completed by Natural Resource Services and summarized in a report dated August 1, 2024. The report associated with this survey is attached to this application submittal. The survey indicated that aquatic vegetation was not present at the site. The substrate in the area of the proposed boating facility is silty sand.

The proposed dock is depicted on the attached plans. The alignment of the proposed facility is located such that the landside terminus is immediately to the north of the existing access ramp and

the alignment facility is skewed from the property lines. The layout was made as shown to allow the terminal float to be at a minimum sediment elevation of -2.0 feet. As a result to the alignment at the terminus float is within 2 feet of the northern property line extension. The dock location, alignment, and length were selected to minimize coastal impacts and meet the design requirements for depth of water at the float.

The western end of the proposed facility is terminated on the existing backyard lawn area of the residence at a deck elevation of 9 ft and existing grade of approximately elev. 7 ft. The deck of the fixed portion of the structure will be accessed via several framed stair steps. The fixed dock deck will be installed at elevation 9 ft (MLW) between the first and second bents to allow for approximately 5 feet of vertical clearance at the Mean High Water (MHW) grade for continuous access across the waterfront to meet the airgap requirements between the dock framing and sediment grade. The fixed dock elevation transitions via a ramp from elev. 9 ft to 7 ft across two pile bents. The deck elevation at the eastern end is elev. 7 ft.

The overall dock length is 113 ft. The dock length from High Tide Line and Mean Low Water Line is 107 ft and 85 ft respectively. This dock length is necessary to reach adequate float depth.

The terminal float is located such that the end of the float is at a sediment elevation below -1.5 ft (MLW Datum) and is anchored with 4 mooring piles. The float is also to be fitted with chains to support the float when still water elevation occurs below elev. 0 ft (MLW).

The grades presented on the PLAN were converted to MLW for the purposes of this application. The relationship between NAVD and MLW datums was established using ACOE published data for Point Judith Salt Pond and contained in a report titled "Section 107 Navigation Improvement Project, Detailed Project Report and Environmental Assessment" and dated September 2018. The relationship used with Sea Level Rise data to determine that Mean Low Water is equal to approximately -1.5 ft NAVD 88.

The proposed landside and outboard terminus locations were determined based on the state plan coordinate referenced plan. A point at the center of the pier at the western terminus is to be located at State Plane Coordinate Northing: 323523.078 and Easting: 112108.598. The center line of the dock structure at the eastern terminus is located at State Plane Coordinate Northing: 323625.186 and Easting: 112062.778.

The portion of the facility accessible by barge mounted equipment will be installed using barge mounted equipment. A sonotube foundation will be installed directly below the grade landing of the proposed ramp. The contractor will install the pile bents piles a minimum of 10 feet below at or above MLW grade and 15 ft below grade within sediment below MLW grade. After foundations are installed the remaining framing will be installed. The ramp and float will be constructed offsite, transported via vessel to the project site and installed.

This Application includes a variance request for two items. These include 1) a 85 ft length of facility beyond MLW (CRMP Section E.3.(l). and 2) Location of dock within 25 feet of property line extension. See additional explanation below. The requests are described in the following section in accordance with the procedure in Section 120 of the Coastal Resource Management Program.

RECEIVED

JUN 16 2025

COASTAL RESOURCES
MANAGEMENT COUNCIL

NARRATIVE DISCUSSION TO ADDRESS RELEVANT PORTIONS OF:
TITLE 680 – COASTAL RESOURCE MANAGEMENT COUNCIL, CHAPT 20 – COASTAL
MANAGEMENT PROGRAM

The sections of the Coastal Management Program that are applicable to this Assent Application are presented below with a response relative to the proposed work. The responses are in *italic* and in **red font**.

1.3.1 A. Category B Requirements (formerly § 300.1)

1. All persons applying for a Category B Assent are required to:
 - a. Demonstrate the need for the proposed activity or alteration; *The property owners own a small vessel and require a residential dock to berth a vessel.*
 - b. Demonstrate that all applicable local zoning ordinances, building codes, flood hazard standards, and all safety codes, fire codes, and environmental requirements have or will be met; local approvals are required for activities as specifically prescribed for nontidal portions of a project in §§ 1.3.1(B), (C), (F), (H), (I), (K), (M), (O) and (Q) of this Part; for projects on state land, the state building official, for the purposes of this section, is the building official; *Not Applicable*
 - c. Describe the boundaries of the coastal waters and land area that is anticipated to be affected; *The coastal waters are part of Point Judith Salt Pond, a Type 2 water. The proposed western (landside) terminus of the dock is proposed to be located within an existing lawn area. The proposed structure layout was developed to meet the minimal water depth requirements.*
 - d. Demonstrate that the alteration or activity will not result in significant impacts on erosion and/or deposition processes along the shore and in tidal waters; *The proposed dock will be elevated on pile bents and will not impact currents or the depositional process along the shoreline.*
 - e. Demonstrate that the alteration or activity will not result in significant impacts on the abundance and diversity of plant and animal life; *The proposed dock is elevated and will allow angular sunlight beneath the structure. The structure will span wetland vegetation and will provide adequate vertical clearance.*
 - g. Demonstrate that the alteration will not unreasonably interfere with, impair, or significantly impact existing public access to, or use of, tidal waters and/or the shore; *The proposed elevated portion of the dock will not impede public access or lateral egress along the shoreline. The proposed dock is similar, in terms of type and length, to other residential boating facilities along this portion of the Salt Pond shoreline. The dock structure is also set at an elevation that*



will provide lateral access beneath the structure. The public use of the waterway will not be impacted by the proposed facility.

- h. Demonstrate that the alteration will not result in significant impacts to water circulation, flushing, turbidity, and sedimentation; *The dock is not significantly intrusive in the water column and therefore should not impact circulation.*
- i. Demonstrate that there will be no significant deterioration in the quality of the water in the immediate vicinity as defined by DEM; *The proposed dock will not degrade the water quality, the materials used in the dock are generally accepted in the marine environment including treated timber and encapsulated plastic floats.*
- j. Demonstrate that the alteration or activity will not result in significant impacts to areas of historic and archaeological significance; *I am not aware of areas of historic or archaeological significance at the subject site.*
- J. Demonstrate that the alteration or activity will not result in significant conflicts with water dependent uses and activities such as recreational boating, fishing, swimming, navigation, and commerce, and; *The proposed construction is similar to other residential docks along the shoreline. The length of the proposed dock will not adversely impact boating along this length of shoreline. In fact the terminal float location proposed is consistent with the adjacent boating facility and other facilities located to the north of the subject site.*
- k. Demonstrate that measures have been taken to minimize any adverse scenic impact (see § 1.3.5 of this Part). *The proposed dock construction is similar to other docks along the shoreline and there are no features that would change the appearance relative to other residential docks in the area.*

1.3.1 (D)

7. Prohibitions

- a. The building of new marinas in Type 1 and 2 waters is prohibited. *Not Applicable.*
- b. The building of residential and limited recreational boating facilities in Type 1 waters is prohibited. This prohibition shall not apply to functional structures previously assented by the Rhode Island Division of Harbors and Rivers, the Army Corps of Engineers, or the CRMC. Additionally, in those instances where an applicant cannot produce a previous assent but can demonstrate by clear and convincing evidence that a residential dock in Type 1 Waters pre-existed and has been continuously functional prior to the formation of the Council, the Council may grant a permit provided the applicant can meet the requirements herein. Any assent granted pursuant to this section shall be

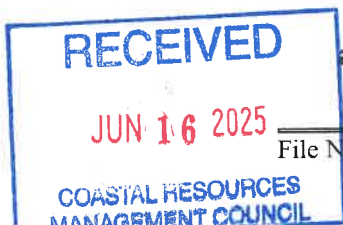


recorded in the land evidence records and is transferable to a subsequent owner or purchaser of the subject property, provided however, that all assent conditions are adhered to and the dock is removed at the termination of assent. *Not Applicable.*

- c. The unloading of catches by commercial fishing vessels at residential and limited recreational boating facilities is prohibited.
- d. The building of structures in addition to the piles/ pile cap / stringer / deck / handrail on a residential or limited recreational boating facility, including but not limited to gazebos, launching ramps, wave fences, boat houses, and storage sheds, is prohibited. However, the construction of boat lifts may be allowed in Type 3, 5, and 6 waters, and in Type 2 waters in accordance with the provisions of § 1.3.1(P) of this Part (Boat Lift and Float Lift Systems). *No additional structures are proposed on the dock.*
- e. Rhode Island is an EPA designated a No Discharge State; all vessel discharges within State Waters are prohibited.
- f. In Type 2 waters, the building of private launching ramps that propose to alter a coastal feature are prohibited, except along manmade shorelines. Where a coastal wetland fronts a manmade shoreline, the building of private launching ramps shall be prohibited. This prohibition does not apply to marinas with Council-approved marina perimeters (MPL). *Not Applicable*
- g. New residential or limited recreational boating facilities are prohibited from having both a fixed T section or L-section, and a float. *Proposed dock does not have structure described above.*
- h. Terminal Floats at residential and limited recreational docks in excess of two hundred (200) square feet are prohibited. *Proposed Terminal Float is 150 square feet in area.*
 - i. Residential recreational docks shared by owners of waterfront property are prohibited from exceeding more than two (2) terminalfloats and a combined total terminal float area in excess of three-hundred (300) square feet. *Not Applicable*
 - J. Marine railway systems are prohibited except in association with: a marina; or, a commercial or industrial water dependent activity in type 3, 5 and 6 waters. *Not Applicable*
 - k. The installation or use of more than one (1) residential or limited recreational boating facility per lot of record as of October 7, 2012 is prohibited. *Not Applicable*
 - I. The construction and use of cribs for residential or limited recreational boating facilities is prohibited when located within coastal wetlands. *Proposed work does not include cribs.*

8. Standards

- a. All new or significantly expanded recreational boating facilities shall be located



on site plans that clearly show the Mean Low Water (MLW) and Mean High Water Elevation (MHW) contours. The MLW shall be determined utilizing the "Short Term Tide Measurement" method. The Executive Director shall have the discretion to require a more accurate method of MLW determination when utilizing the Short Term Tide Measurement method will not provide accurate results. Guidance for the Short Term Tide Measurement is available from the CRMC. At the discretion of the Executive Director, a previously established tidal determination may be utilized if the areas have similar tidal characteristics.

Engineering completed for this project utilized tidal datum relationships established by the U.S. Army Corps of Engineers. These datum relationships are presented in using ACOE published data for Point Judith Salt Pond and contained in a report titled "Section 107 Navigation Improvement Project, Detailed Project Report and Environmental Assessment" and dated September 2018. The MSL was adjusted for sea level rise based on Newport tide station data. The Mean Low Water elevation is equal to approximately -1.5 ft NAVD 88.

- b. All new marinas, docks, piers, bulkheads or any other structure proposed in tidal waters shall be designed and certified (stamped) by a Registered Professional Engineer licensed in the State of Rhode Island. *Stamp attached to the Design Figures.*
- c. All structural elements shall be designed in accordance with Minimum Design Criteria or the Minimum Design Loads for Buildings and Other Structures, current Edition published by the American Society of Civil Engineers (ASCE) or the RI State Building Code as applicable. *The dock design used all applicable codes and standards.*
- d. All new or significantly expanded recreational boating facilities shall comply with the policies and prohibitions of § 1.3.1(R) of this Part (Submerged Aquatic Vegetation and Aquatic Habitats of Particular Concern). *A SAV survey was completed at the site on August 1, 2024. The results indicated that no vegetation was observed within 160 feet of the shoreline. The proposed facility extends approximately 113 feet from the shoreline. Therefore, the proposed facility should not impact existing SAV. The SAV report is attached.*

11. Residential and limited recreational docks, piers, and floats standards

- a. All residential and limited recreational dock designs shall be in accordance with Table 8 in § 1.3.1(D) of this Part (Minimum design criteria), but in no case shall any structural member be designed to withstand less than 50 year storm frequency, including breaking wave conditions in accordance ASCE 7 (Minimum Design Loads For Buildings and Other Structures, 2016) and FEMA Manual 55 (Coastal Construction Manual, 2011) incorporated by reference, not including any further editions or amendments thereof and only to the extent that the provisions therein are not inconsistent with these regulations. All design elements including the bathymetry shall be stamped by a Rhode Island registered Rhode Island Professional Engineer. *All elements were design in accordance with the above and each design plan is stamped by a RI PE.*



- b. Applications for all residential and limited recreational boating facilities shall indicate all work associated with these structures including at a minimum: a bottom survey showing water-depth contour lines and sediment types along the length of the proposed structure the seaward and landward extent of any SAV or coastal wetland vegetation present at the site, the permitted/authorized dimensions of any CRMC buffer zone and/or access way, as well as all associated work involved in accessing the proposed facility. All pathways, boardwalks, and cutting or filling of coastal features shall be specified. All such work shall be in accordance with applicable standards in §§ 1.3.1(B) and 1.3.1(C) of this Part. All of the above work shall be certified by a Professional Engineer licensed in the State of Rhode Island. *Design work was completed in accordance with the above requirements. All plans are stamped by a RI PE.*
- c. Fixed structures which are for pedestrian access only shall be capable of supporting forty (40) pounds per square foot live load as well as their own dead weight; floating structures shall be capable of supporting a uniform twenty (20) pounds per square foot live load, or a concentrated load of four hundred (400) pounds. A written certification by the designer that the structure is designed to support the above design loads shall be included with the application. *The fixed and floating structures were designed using the design basis stated above.*
- d. No creosote shall be applied to any portion of the structure. *There is no use of creosote on this project.*
- e. A residential or limited recreational boating facility shall be a maximum of four (4) feet wide, whether accessed by a fixed pier or float. The terminal float size shall not exceed one hundred fifty (150) square feet and may be reviewed as a Category A application. Residential boating facilities shared by owners of waterfront property may have a maximum of two (2) terminal floats not to exceed a combined total terminal float area of three-hundred (300) square feet. Such applications may be reviewed as a Category A application. In excessive fetch areas only, the terminal float size shall not exceed two hundred (200) square feet and shall be reviewed as a Category B application. The combined terminal float size for shared residential boating facilities shall not exceed three-hundred (300) square feet regardless of fetch. In the absence of a terminal float, a residential boating facility may include a fixed terminal T or L section, no greater than four (4) by twenty (20) feet in size. *The proposed facility includes a 4 ft wide fixed dock, 3 ft wide ramp, and an 8 ft by 18.75 ft (150 sf) terminal float. No T or L sections are planned as part of this project.*
- f. All new or replacement floats shall utilize floatation that was specifically fabricated for marine use and warranted by its manufacturer for such use. Foam billets or foam bead shall not be utilized unless they are completely encapsulated within impact resistant plastic. *The terminal float will be constructed using impact resistant plastic floats drums specifically designed and manufactured for this use.*
- g. Where possible, residential boating facilities shall avoid crossing coastal

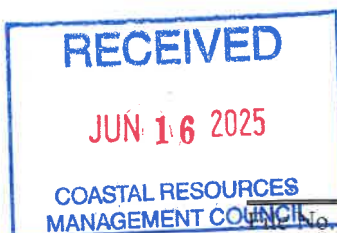


wetlands. In accordance with § 1.3.1(Q) of this Part, those structures that propose to extend beyond the limit of emergent vegetative wetlands are considered residential boating facilities.

Facilities shall be located along the shoreline so as to span the minimal amount of wetland possible. Facilities spanning wetlands shall be elevated a minimum of four (4) feet above the marsh substrate to the bottom of the stringers, or constructed at a 1:1 height to width ratio. Construction in a coastal wetland shall be accomplished by working out from completed sections. When pilings are placed within coastal wetlands, only the immediate area of piling penetration may be disturbed. Pilings should be spaced so as to minimize the amount of wetland disturbance. No construction equipment shall traverse the wetland while the facility is being built.

A thin area between the seawall and cobble beach is a vegetated fringe marsh area. The fixed deck portion of the proposed dock exists 5 feet above the marsh and therefore meets the requirements of this section.

- h. Owners are required to maintain their facilities in good working condition. Facilities may not be abandoned. The owner shall remove from tidal waters and coastal features any structure or portions of structures which are destroyed in any natural or man-induced manner. CRMC authorization for a recreational boating facility allows a dock owner to undertake minor repairs of approved facilities without further review, where such repairs will not alter the assented and/or permitted design, capacity, purpose or use of the facility. For the purposes of this policy, minor repairs shall include the repair or replacement of dock decking or planks, hand railings and support, and other activities of a similar and non-substantial nature. Minor repairs do not include alterations to the approved design of the facility, expansion of the facility, or work requiring the use of heavy machinery, such as a pile driver; these activities require that a Certification of Maintenance be obtained from the Council.
- i. Float ramps and other marine appurtenances or equipment shall not be stored on a coastal feature or any area designated as a CRMC buffer zone. *The float and ramp will be stored in place.*
- j. The use of cribs for structural support shall be avoided. The use of cribs as support in tidal waters may be permitted given certain environmental design considerations. However, in these instances the size and square footage shall be minimized and not exceed six (6) feet by six (6) feet in footprint dimension and the structure cannot pose a hazard to navigation. When cribs are permitted for structural support, they must be removed when the useful life of the structure has ceased (e.g. the structure is no longer used as a means of accessing tidal waters). *There are no cribs being installed as part of this project.*
- k. Residential and limited recreational boating facilities shall not
 - (1) intrude into the area within twenty-five (25) feet of an extension of abutting property lines unless:
 - (2) it is to be common structure for two or more adjoining owners, concurrently applying or



- (3) a letter or letters of no objection from the affected owner or owners are forwarded to the CRMC with the application. *The proposed facility is located within 2 feet of the northern property line extension to gain access to lower sediment elevations. The homeowners are currently engaging with the northern abutter to produce a letter of no objection. Should the northern abutter choose to not agree to sign a letter of no objection, then the homeowners will request a variance.*
- (4) In the event that the applicant must seek a variance to this standard, the variance request must include a plan prepared by a RI registered Land Surveyor which depicts the relationship of the proposed facility to the effected property line(s) and their extensions.
- I. Residential and limited recreational boating facilities shall not extend beyond that point which is:
- (1) 25% of the distance to the opposite shore (measured from mean low water), or
- (2) fifty (50) feet seaward of mean low water, whichever is the lesser. *The proposed facility extends 116 feet beyond the MLW contour at the center line of the dock. The dock length was increased beyond the standard to attain a water depth at MLW of 2 feet to allow adequate water depth for the vessel owned by the applicantys. A variance from the 50 ft standard is made below as described at the end of this narrative.*
- m. All residential and limited recreational docks, piers, and floats shall meet the setback policies and standards contained in municipal harbor management plans and/or harbor ordinances approved by the Council. However, in all cases, residential and limited recreational docks, piers, and floats shall be setback at least fifty (50) feet from approved mooring fields and three-times the U.S. Army Corps of Engineers authorized project depth from federal navigation projects (e.g., navigation channels and anchorage areas). *We are not aware of any mooring fields in the area of the proposed dock.*
- n. No sewage, refuse, or waste of any kind may be discharged from the facility or from any vessel utilizing it.
- o. A Council Assent for a residential or limited recreational boating facility permits the owner to undertake minor repairs of approved facilities without further review, where such repairs will not alter the assented and/or permitted design, capacity, purpose or use of the facility. For the purposes of this section, minor repairs shall include the repair or replacement of dock decking or planks, hand railings and support, and other activities of a similar and non-substantial nature. Minor repairs do not include alterations to the approved design of the facility, expansion of the facility, or work requiring the use of heavy machinery (such as a pile driver); these activities require that a Certification of Maintenance be obtained from the Council in accordance with

RECEIVED

JUN 16 2025

COASTAL RESOURCES
MANAGEMENT COUNCIL

§ 1.3.1(N) of this Part. Residential boating facilities shall be in continuous and uninterrupted use to meet this standard, in accordance with permit conditions.

- P. Materials used for the construction of residential and limited recreational boating facilities shall not include steel or concrete piles. *The proposed dock is to be constructed using southern Yellow Pine piles.*
- q. The surface of the dock, pier and float shall be designed in a manner which provides safe traction and allows for the appropriate drainage of water. *The deck is to consist of wood or synthetic deck boards with air gap between adjacent boards.*
- r. Geologic site conditions shall exist which are appropriate for driven pile structural support. *No borings have been completed for this project. Based on discussions with a local dock builder the area is underlain by silty or sandy soils.*
- s. As part of a residential or limited recreational boating facility, the terminal float may be designed such that it facilitates the access of small vessels such as kayaks, dinghies, personal water craft, etc., onto the float, provided that all other programmatic requirements are met. Mechanical apparatus to accomplish this shall not exceed twenty-four (24) inches in height from the top of the float. *No mechanical devices are proposed for installation on the terminal float.*
- t. All residential and limited recreational docks shall have the centerline of the structure between its most seaward and most landward portion designated on the plans with State Plane Coordinates (NAD83). A WAAS enabled GPS system with an accuracy of +1- 3 meters shall be considered acceptable. The Executive Director shall have the discretion to require greater accuracy. *At a point at the center of the pier at the western terminus is to be located at State Plane Coordinate Northing: 323523.078 and Easting: 112108.598. The center line of the dock structure at the eastern terminus is located at State Plane Coordinate Northing: 323625.186 and Easting: 112062.778. These coordinates were determined based on a base plan developed by Diprete Engineering using the NAD83 horizontal plane datum.*
- u. Recreational boating facilities other than marinas and those facilities associated with residential development, where applicable, shall follow the design standards contained herein including those described in Table 8 in § 1.3.1(D) of this Part. *The design of the proposed dock follows the design basis contained in Table 8.*
- v. Lateral access shall be provided under, around or over as appropriate for the site conditions at all new residential docks. *The proposed deck elevation has been set at Elev. 9.0 MLW to allow lateral access between the bottom of the stringers and grade.*

RECEIVED

JUN 16 2025

COASTAL RESOURCES
MANAGEMENT COUNCIL

File No 024-003

June 15, 2025

Page 10

- w. In order to minimize impacts to existing areas of submerged aquatic vegetation (SAV) habitat, new residential boating facilities or modifications to existing residential boating facilities shall be designed in accordance with the guidelines and standards contained within § 1.3.1(R) of this Part, as most recently revised. Facilities shall be located along the shoreline so as to impact the minimal amount of habitat possible. No SAV observed during SAV survey, see attached report.
- x. The long-term docking of vessels at a recreational boating facility shall be prohibited over SAV. Such facilities shall be used for touch and go only.
- y. All residential and limited recreational docks shall be certified by the design engineer that it was constructed according to the approved plans within typical marine construction standards. The Executive Director shall have the discretion to require as-built survey plans of residential and limited recreational docks that includes property lines.
- z. All residential and limited recreational boating facilities must have affixed to them a registration plate and number located on the seaward face of the most seaward piling. If a facility does not have pilings and/or is generally a floating structure, or is built on crib supports, then the registration plate must be affixed to the seaward face of the most seaward dock or floating dock. Regardless of the type of residential or limited recreational boating facility structure, the registration plate and number must be permanently affixed to the facility on its most seaward face and be visible from the navigation channel or fairway to the structure at all times.
-



VARIANCE REQUEST

We are requesting one variance for this project: 1) Proposed float location at 85 feet from the MLW contour and 107 ft to HTL.

Explanation:

1. The dock float terminus as proposed is located 116 feet beyond the MLW sediment contour which is greater than 50 ft standard (Standard 11.l.(2)). This distance is required to meet the minimum depth of water at the float of 24 inches to allow adequate water depth for the vessel to be berthed at the terminal float. The design has also incorporated a dock stop detail to prevent float from exceeding this standard.
2. The eastern limit of the terminal float is offset from the northern property line extension a distance of 2 feet which does not meet the 25 foot standard (Standard 1.3.1.D.11.k.(3)). The fixed dock and terminal float were aligned at the proposed location to maximize water depth at the terminal float and minimize overall dock length. The sediment grading is such that the cove to the south has built up sediment and increased grade, the impact of the cove is less to the north. Additionally, historic use of the fixed dock adjacent and to the north has limited sediment accumulation in this area.

1.1.7 Variances

A. Applicants requiring a variance from a standard shall make such request in writing and address the six criteria listed below in writing. The application shall only be granted a variance if the Council finds that the following six criteria are met.

1. The proposed alteration conforms with applicable goals and policies of the Coastal Resources Management Program. *In my opinion the proposed structure confirms with the goals and policies of the Coastal Resources Management Program. The proposed dock allows access to coastal waters for a waterfront property owner using best practices to minimize impacts to the environment. Additionally, the terminal end of the dock is generally the same eastern extent as the existing docks installed at residences north of the proposed facility.*

2. The proposed alteration will not result in significant adverse environmental impacts or use conflicts, including but not limited to, taking into account cumulative impacts. *The proposed dock will not significantly impact the coastal environment. The excess dock length consists of fixed deck support by timber piles. The impact due to the additional piles is small as a pile diameter is approximately 1 foot at the mud line and the increase length of dock will create more shading on the substrate however the deck elevation will be greater than 5 feet above the substrate so impacts should be minimal.*



3. Due to conditions at the site in question, the applicable standard(s) cannot be met. *The pond sediment topography will not allow the 18 inches of water depth within 50 feet of MLW to be met.*

4. The modification requested by the applicant is the minimum variance to the applicable standard(s) necessary to allow a reasonable alteration or use of the site. *In my opinion the variance request is the least impactful and minimum variances required to install the proposed dock.*

5. The requested variance to the applicable standard(s) is not due to any prior action of the applicant or the applicant's predecessors in title. With respect to subdivisions, the Council will consider the factors as set forth in § 1.1.7(B) of this Part below in determining the prior action of the applicant. *The variance request is not the result of previous actions by the current or past property owners.*

6. Due to the conditions of the site in question, the standard(s) will cause the applicant an undue hardship. In order to receive relief from an undue hardship an applicant must demonstrate inter alia the nature of the hardship and that the hardship is shown to be unique or particular to the site. Mere economic diminution, economic advantage, or inconvenience does not constitute a showing of undue hardship that will support the granting of a variance. *The variance request is required due to the physical conditions at the site and are not due to an owners preference. The hardship, if these variances are not granted, will be the inability to use their owned property for recreational boating and water access.*

RECEIVED

JUN 16 2025

COASTAL RESOURCES

File No. 024-003

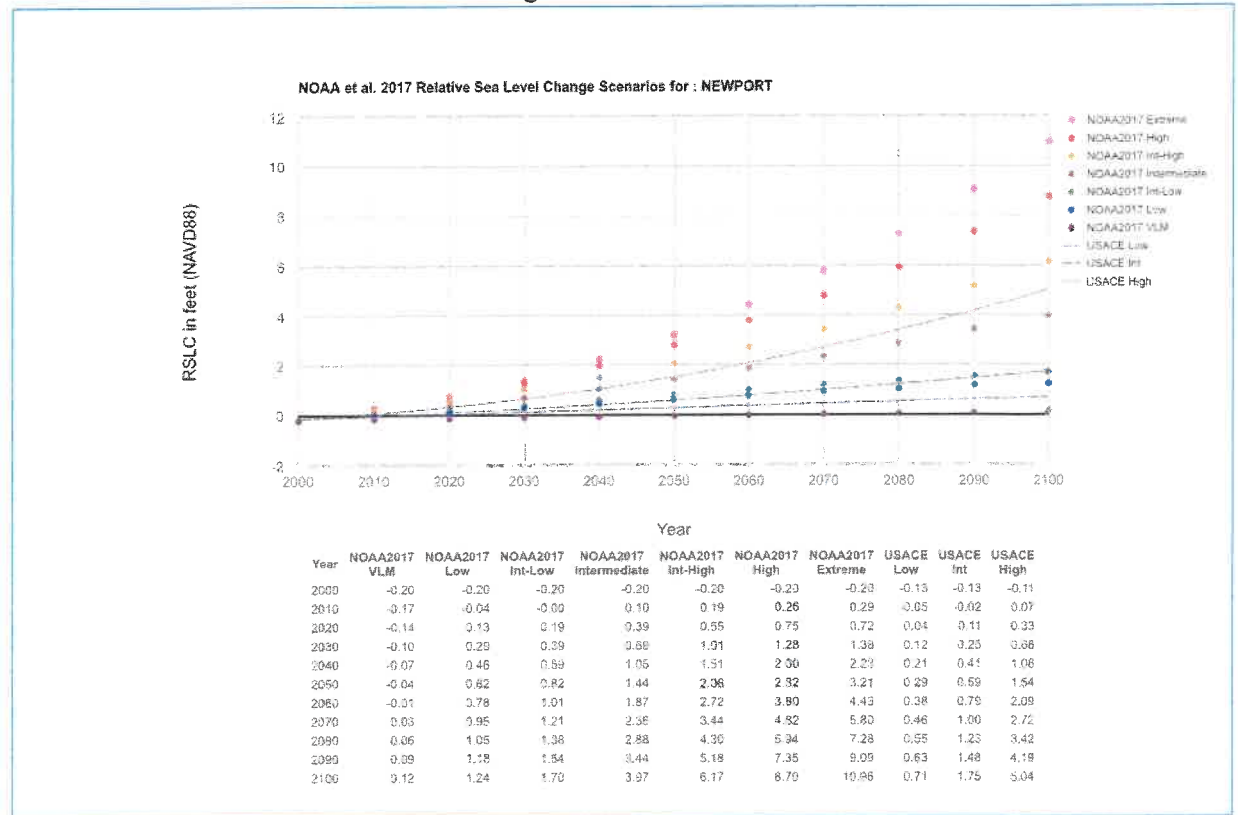
June 15, 2025

Page 13

IMPACTS DUE TO SEA LEVEL RISE

We evaluated the impact of Sea Level Rise (SLR) on the proposed structure over the 50 year design life of the structure. This evaluation was based the NOAA sea level rise data for Newport as developed using the U.S. Army Corps of Engineers sea level rise calculator. Figure 1 presents the predicted SLR for the site.

Figure 1



The predicted amount of SLR from 2020 to 2070 (50 year design life) is approximately:

“Intermediate” Curve: Army Corps of Eng – 1.00 ft, NOAA 2017 – 2.36 ft

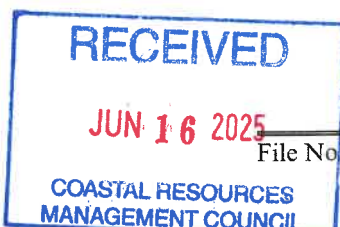
“High” Curve: Army Corps of Eng – 2.72 ft, NOAA 2017 – 4.82 ft

The area of the proposed dock structure is not considered to be subject to significant wave energy due to the limited fetch and water depths. Therefore the resiliency of the structure and planning for resiliency will be primarily dependent on SLR and impacts to the facility use and retainage of the float during a large storm event.

The proposed residential dock will be constructed primarily with timber and metal connectors. These materials deteriorate with exposure to the elements and require periodic maintenance and replacement.

The strategy to account for impacts to the structure due to SLR will be primarily:

1. Each time the float guide piles are replaced, the butt elevation of the piles should be increased to account for SLR and storm surge. The basis of determining a pile butt elevation should be based on the site Base Flood



Elevation (site is currently in a FEMA AE zone with 11 ft base flood elevation) and considering anticipated SLR.

2. The deck elevation of the fixed pier portion of the structure should be raised through periodic maintenance as SLR occurs. This could include raising of pile bent framing during periods of deck framing replacement and or installation of replacement piles with corresponding increase in elevation of connection framing.
3. The landside fixed pier terminus will require relocations landward as SLR occurs. The relocation could be completed during periods of deck maintenance and would require relocating up the current site slope to a grade elevation that would allow pier access during high tide events.





Natural Resource Services, Inc.

Submerged Aquatic Vegetation Survey

82C Point Avenue
A.P. 82-4, Lot 32
South Kingstown, Rhode Island



Prepared for:
Daniel E. Cromie
109 Hazard Avenue
Providence, RI 02906

Report Prepared by:

Scott P. Rabideau, PWS
Principal

August 5, 2024

P.O. Box 311 Harrisville, RI 02830

401-568-7390

RECEIVED

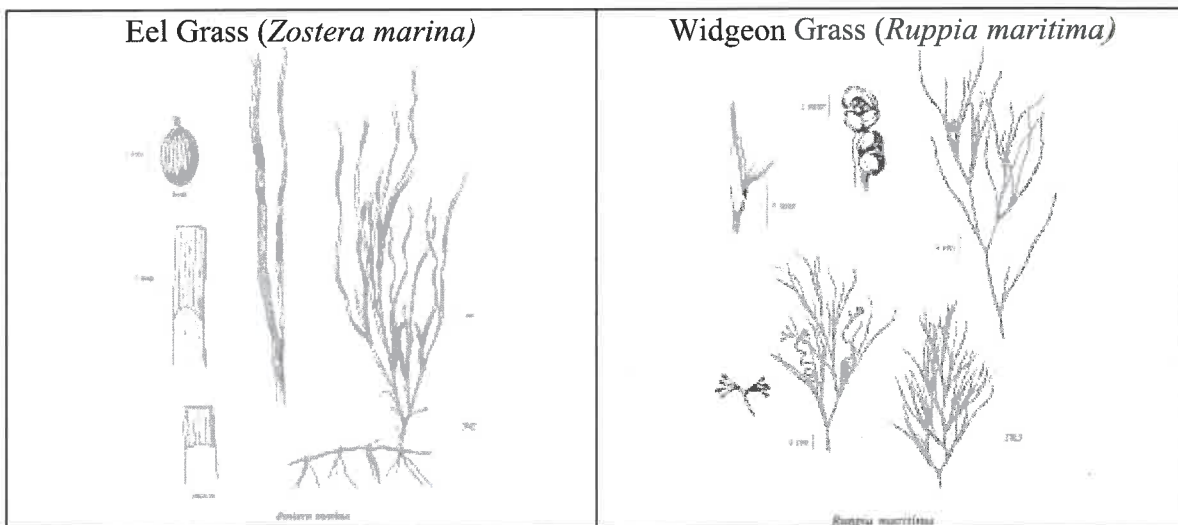
JUN 16 2025

COASTAL RESOURCES
MANAGEMENT COUNCIL

Introduction

Natural Resource Services, Inc. (NRS) has completed a Submerged Aquatic Vegetation (SAV) Survey in the waters adjacent to the subject property 82C Point Avenue (A.P. 82-4, Lot 32), in South Kingstown, Rhode Island. This study was performed in accordance with the standards established within Section 1.3.1(R)(4) (a-e) of the RI Coastal Resources Management Program (CRMP). This report and the enclosed graphic and data table can be used for any submission to the Coastal Resources Management Council (CRMC) requiring proof of an SAV study. An SAV study is valid for up to three (3) years pursuant to Section 1.3.1(R)(4)(c).

The primary purpose of this SAV study is to identify and map existing eelgrass (*Zostera marina*) and/or widgeon grass (*Ruppia maritima*) beds, substrate within the study area, mean height of eelgrass or widgeon grass shoots, and depth of water (at time of sampling) at each quadrat location. Eelgrass and widgeon grass are perennial, rooted, submerged, aquatic plants that occupies shallow, estuarine waters in sheltered bays and coves. The following illustration depicts eelgrass and widgeon grass.



SAV beds provide habitat and cover for various shellfish and fin fish species, while subsequently providing food for waterfowl species. Eelgrass and widgeon grass also play an important role in protecting the shorelines from sedimentation and erosion by stabilizing bottom sediments. It is for these functions and values that the CRMC requires a study of SAV habitats.

Methodology

The SAV Study was performed on August 1, 2024, by myself and Kayleigh Actis, with all work occurring between 10:30 am – 12:30 p.m. in a portion of Point Judith Pond (Waterbody ID:RI0010043E-06A) classified as Type 2 Waters. Type 2 Waters are defined as low intensity use waters; docks are permittable in these waters.



NRS has established eight (8) transects (A – H) to encompass the area along the shoreline associated with the subject property. The first transect, transect A, was established towards the northern property line. Transects B-H are placed at approximate ten-foot (10') intervals along the shoreline toward the southern property line. The transect start points are identified by blue ribbons tied to wooden stakes adjacent to the shoreline. The established transects extend southeast into the pond perpendicular to the shoreline. Each transect is 160 feet in length.

Along each transect, one-meter square sampling stations (quadrats) were established every 10 feet. Substrate characteristics, percent cover of *Zostera marina* or *Ruppia maritima*, and mean shoot height were recorded at each quadrat location.

The locations of the transect start points and other benchmarks were GPS located in the field using a handheld Trimble Geo7X unit. While this GPS data should not be considered a survey plan, it can be helpful for preliminary planning purposes.

Findings and Conclusion

Upon completion of the NRS site investigation, it was determined that no SAV is present in the surveyed area.

The coastal feature is the back of a stone wall. There is a fringe of marsh adjacent to the stone wall which transitions to a cobble shoreline. The substrate then consists of sandy muck. Low tide was recorded to be at 12:17 PM on August 1st (Tidal Data Source: Point Judith, RI ([8455083](#))). At the time of the survey, the water depth in the study area extended to approximately 2 feet.

Please do not hesitate to contact our office should you have any questions or require additional information.



Appendix





View along shoreline



View of existing shoreline access

RECEIVED

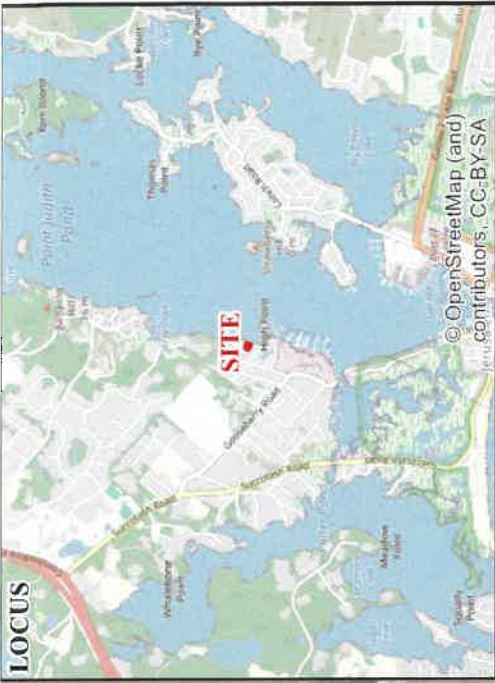
JUN 16 2025

**COASTAL RESOURCES
MANAGEMENT COUNCIL**

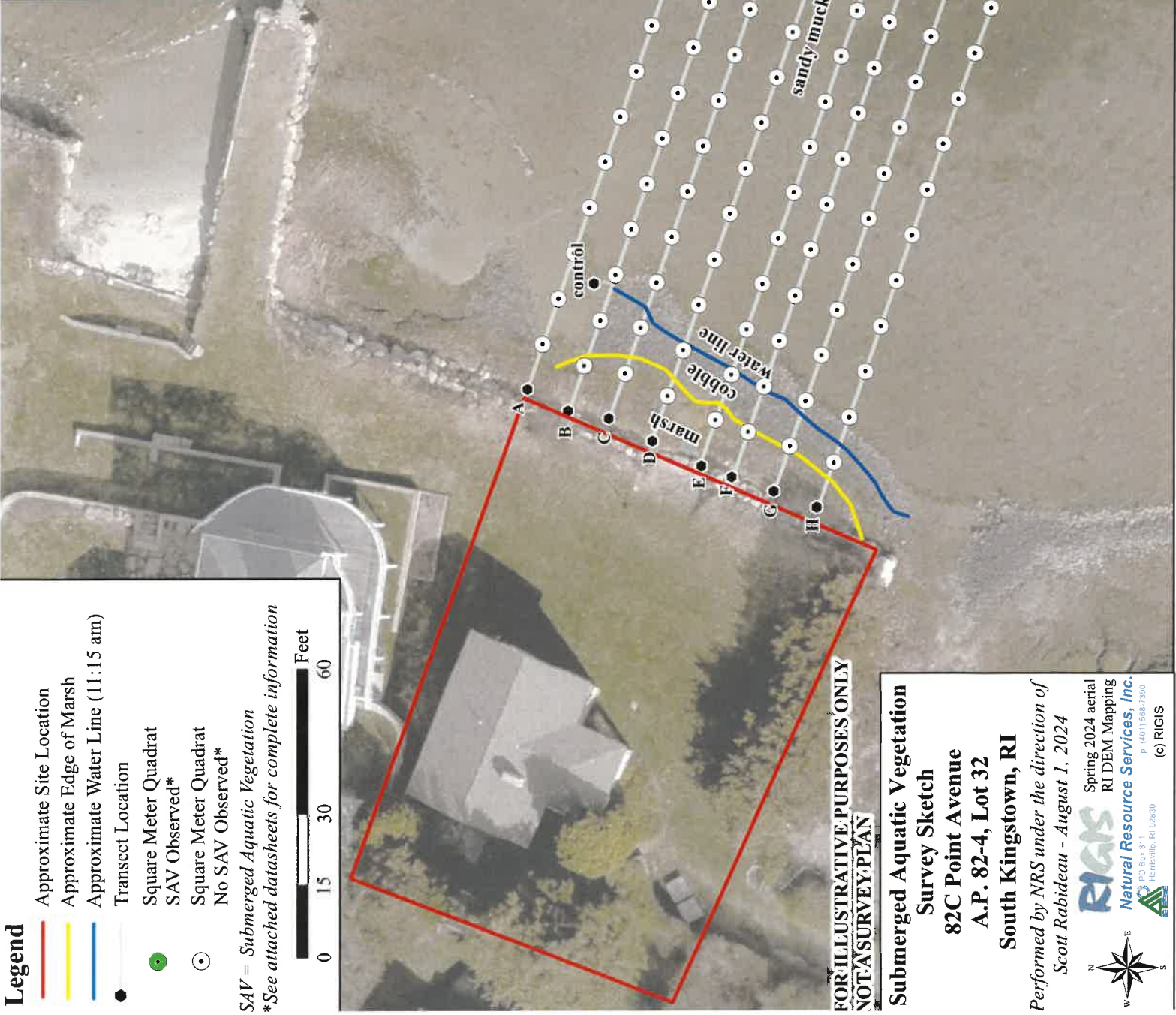


View into Point Judith Pond





RECEIVED
JUN 16 2025
COASTAL RESOURCES
MANAGEMENT COUNCIL



Legend

- Approximate Site Location
- Approximate Edge of Marsh
- Approximate Water Line (11:15 am)
- Transsect Location
- Square Meter Quadrat
- SAV Observed*
- Square Meter Quadrat
- No SAV Observed*

SAV = Submerged Aquatic Vegetation
*See attached datasheets for complete information



FOR ILLUSTRATIVE PURPOSES ONLY
NOT A SURVEY PLAN

**Submerged Aquatic Vegetation
Survey Sketch**
82C Point Avenue
A.P. 82-4, Lot 32
South Kingstown, RI

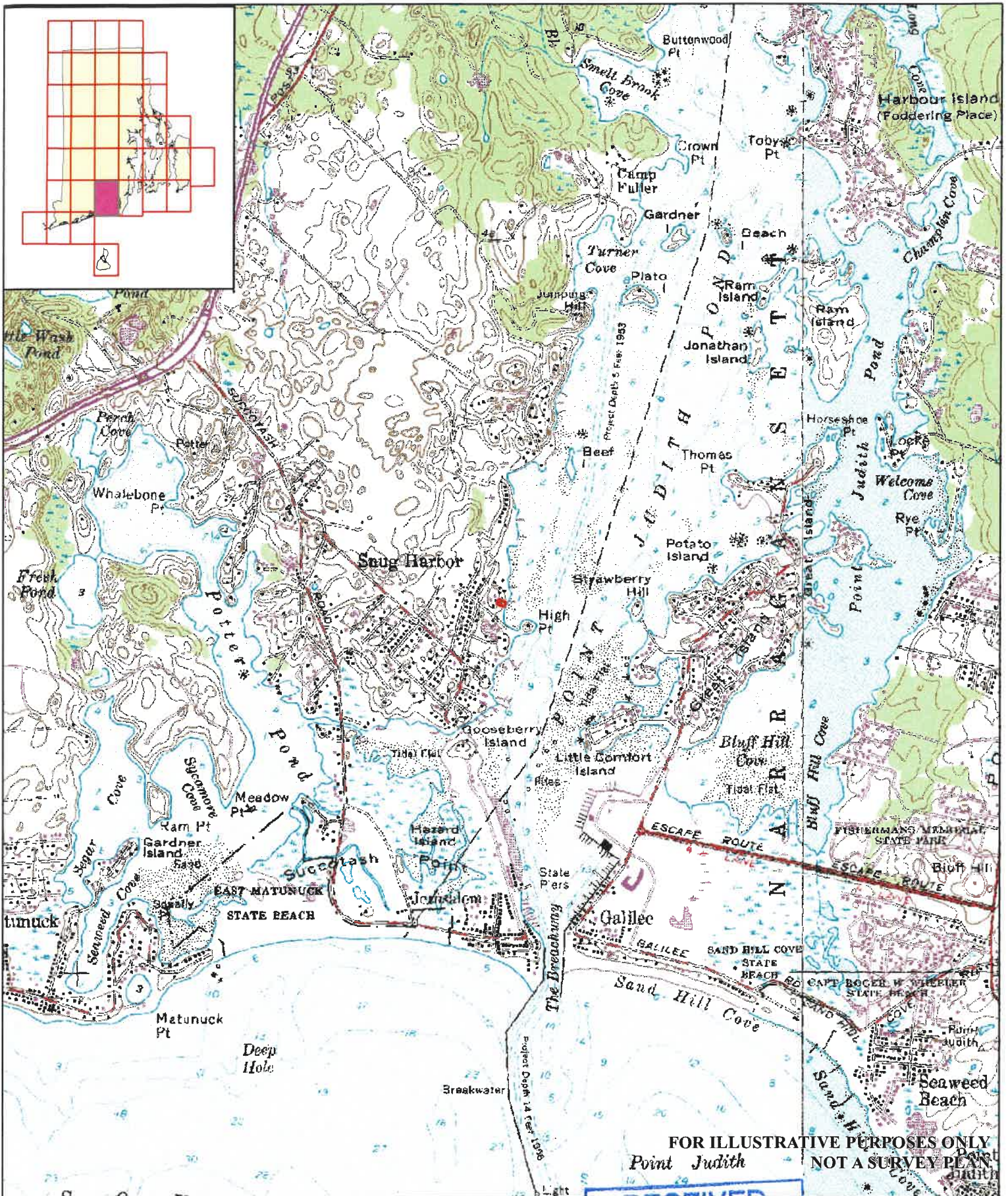
Performed by NRS under the direction of
Scott Rabideau - August 1, 2024

A										B										C									
Sample ID	Distance from transect (ft)	Depth	Bottom substrate	% Cover of SAV	Mean Shoot Height (ft)	Sample ID	Distance from transect (ft)	Depth	Bottom substrate	% Cover of SAV	Mean Shoot Height (ft)	Sample ID	Distance from transect (ft)	Depth	Bottom substrate	% Cover of SAV	Mean Shoot Height (ft)												
A1	10	0	sandy muck	0	-	B1	10	0	marsh	0	-	C1	10	0	marsh	0	-												
A2	20	0	sandy muck	0	-	B2	20	0	cobble	0	-	C2	24	water line	cobble	0	-												
A3	27	water line	sandy muck	0	-	B3	28	water line	sandy muck	0	-	C3	30	4"	sandy muck	0	-												
A4	40	4"	sandy muck	0	-	B4	40	4"	sandy muck	0	-	C4	40	6"	sandy muck	0	-												
A5	50	4"	sandy muck	0	-	B5	50	4"	sandy muck	0	-	C5	50	6"	sandy muck	0	-												
A6	60	6"	sandy muck	0	-	B6	60	7"	sandy muck	0	-	C6	60	7.5"	sandy muck	0	-												
A7	70	8"	sandy muck	0	-	B7	70	11"	sandy muck	0	-	C7	70	9"	sandy muck	0	-												
A8	80	1'	sandy muck	0	-	B8	80	1'	sandy muck	0	-	C8	80	1'	sandy muck	0	-												
A9	90	1' 6"	sandy muck	0	-	B9	90	1' 2"	sandy muck	0	-	C9	90	1' 3"	sandy muck	0	-												
A10	100	1' 6"	sandy muck	0	-	B10	100	1' 4"	sandy muck	0	-	C10	100	1' 6"	sandy muck	0	-												
A11	110	1' 8"	sandy muck	0	-	B11	110	1' 4"	sandy muck	0	-	C11	110	1' 7"	sandy muck	0	-												
A12	120	1' 10"	sandy muck	0	-	B12	120	1' 10"	sandy muck	0	-	C12	120	1' 10"	sandy muck	0	-												
A13	130	2'	sandy muck	0	-	B13	130	1' 11"	sandy muck	0	-	C13	130	2'	sandy muck	0	-												
A14	140	2'	sandy muck	0	-	B14	140	2'	sandy muck	0	-	C14	140	2'	sandy muck	0	-												
A15	150	2'	sandy muck	0	-	B15	150	2'	sandy muck	0	-	C15	150	2'	sandy muck	0	-												
A16	160	2' 2"	sandy muck	0	-	B16	160	2' 2"	sandy muck	0	-	C16	160	2' 2"	sandy muck	0	-												

D						E						F					
Sample ID	Distance from transect (ft)	Depth	Bottom substrate	% Cover of SAV	Mean Shoot Height (ft)	Sample ID	Distance from transect (ft)	Depth	Bottom substrate	% Cover of SAV	Mean Shoot Height (ft)	Sample ID	Distance from transect (ft)	Depth	Bottom substrate	% Cover of SAV	Mean Shoot Height (ft)
D1	10	0	marsh	0	-	E1	10	0	marsh	0	-	F1	10	0	marsh	0	-
D2	23	water line	cobble	0	-	E2	22	water line	cobble	0	-	F2	19	water line	cobble	0	-
D3	30	5"	sandy muck	0	-	E3	30	6"	sandy muck	0	-	F3	30	6"	sandy muck	0	-
D4	40	6"	sandy muck	0	-	E4	40	8"	sandy muck	0	-	F4	40	9"	sandy muck	0	-
D5	50	8"	sandy muck	0	-	E5	50	8"	sandy muck	0	-	F5	50	9"	sandy muck	0	-
D6	60	9"	sandy muck	0	-	E6	60	8"	sandy muck	0	-	F6	60	11"	sandy muck	0	-
D7	70	10"	sandy muck	0	-	E7	70	11"	sandy muck	0	-	F7	70	1'	sandy muck	0	-
D8	80	1' 1"	sandy muck	0	-	E8	80	1' 1"	sandy muck	0	-	F8	80	1' 2"	sandy muck	0	-
D9	90	1' 4"	sandy muck	0	-	E9	90	1' 2"	sandy muck	0	-	F9	90	1' 4"	sandy muck	0	-
D10	100	1' 6"	sandy muck	0	-	E10	100	1' 5"	sandy muck	0	-	F10	100	1' 5"	sandy muck	0	-
D11	110	1' 8"	sandy muck	0	-	E11	110	1' 6"	sandy muck	0	-	F11	110	1' 6"	sandy muck	0	-
D12	120	1' 9"	sandy muck	0	-	E12	120	1' 7"	sandy muck	0	-	F12	120	1' 9"	sandy muck	0	-
D13	130	1' 11"	sandy muck	0	-	E13	130	1' 8"	sandy muck	0	-	F13	130	1' 9"	sandy muck	0	-
D14	140	2'	sandy muck	0	-	E14	140	1' 11"	sandy muck	0	-	F14	140	1' 9"	sandy muck	0	-
D15	150	2'	sandy muck	0	-	E15	150	2'	sandy muck	0	-	F15	150	1' 9"	sandy muck	0	-
D16	160	2' 1"	sandy muck	0	-	E16	160	2' 1"	sandy muck	0	-	F16	160	1' 9"	sandy muck	0	-

G						H					
Sample ID	Distance from transect (ft)	Depth	Bottom substrate	% Cover of SAV	Mean Shoot Height (ft)	Sample ID	Distance from transect (ft)	Depth	Bottom substrate	% Cover of SAV	Mean Shoot Height (ft)
G1	16	water line	cobble	0	-	H1	13	water line	cobble	0	-
G2	20	2"	sandy muck	0	-	H2	20	6"	sandy muck	0	-
G3	30	8"	sandy muck	0	-	H3	30	9"	sandy muck	0	-
G4	40	9"	sandy muck	0	-	H4	40	10"	sandy muck	0	-
G5	50	10"	sandy muck	0	-	H5	50	11"	sandy muck	0	-
G6	60	10"	sandy muck	0	-	H6	60	1'	sandy muck	0	-
G7	70	11"	sandy muck	0	-	H7	70	1'	sandy muck	0	-
G8	80	1' 1"	sandy muck	0	-	H8	80	1' 2"	sandy muck	0	-
G9	90	1' 3"	sandy muck	0	-	H9	90	1' 4"	sandy muck	0	-
G10	100	1' 4"	sandy muck	0	-	H10	100	1' 6"	sandy muck	0	-
G11	110	1' 6"	sandy muck	0	-	H11	110	1' 6"	sandy muck	0	-
G12	120	1' 8"	sandy muck	0	-	H12	120	1' 6"	sandy muck	0	-
G13	130	1' 9"	sandy muck	0	-	H13	130	1' 9"	sandy muck	0	-
G14	140	1' 9"	sandy muck	0	-	H14	140	1' 9"	sandy muck	0	-
G15	150	1' 10"	sandy muck	0	-	H15	150	1' 9"	sandy muck	0	-
G16	160	1' 11"	sandy muck	0	-	H16	160	1' 10"	sandy muck	0	-





USGS Topographic Map

82C Point Ave
A.P. 82-4, Lot 32

South Kingstown, RI

Kingston Quad Map

— Approximate Site Location

USGS Topographic Series
Contour Interval 10 Feet
National Geodetic Vertical Datum of 1929

0 1,000 2,000 4,000

RECEIVED

JUN 16 2025

COASTAL RESOURCES
MANAGEMENT COUNCIL

RIGIS

Natural Resource Services, Inc.

PO Box 311
Harrisville, RI 02830



p: (401) 553-7390
(c) RIGIS