DarrowEverett LLP

Sean O. Coffey, Esq.
scoffey@darroweverett.com

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MAY 05 2025
COASTAL RESOURCES
MANAGEMENT COUNCIL

May 1, 2025

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

Attention: Mr. Rich Lucia

Reference: Barry Residence
Boston Neck Road Properties
Seawall Maintenance Project
131 Boston Neck Road
Narragansett, RI 02882

Dear Mr. Lucia:

I write on behalf of the John Francis & Daria Becker Barry Revocable Trust, (the "Applicants'") to provide you with responses to the Notice of Deficient Application (2025-01-058) that is dated February 4, 2025. These responses have been provided as the Applicants' initial response to the CRMC's concerns. Prior to resubmitting the application, we are seeking a meeting to discuss the necessary maintenance work.

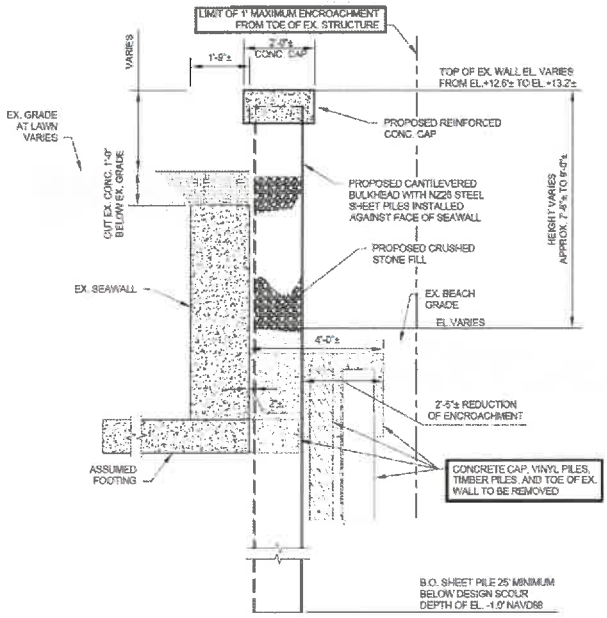
This letter focuses on Barry's Property portion of The Seawall Maintenance Project. Separate letters will be provided to you to address the notices issued to The Dune Club, Application # 2025-01-022 (137 Boston Neck Road) and to Joseph Healey Application # 2025-01-038 (129 Boston Neck Road). While separate applications have been requested, The Seawall Maintenance Project is an integrated effort involving the three properties.

Provide a Concise and complete description of the work proposed

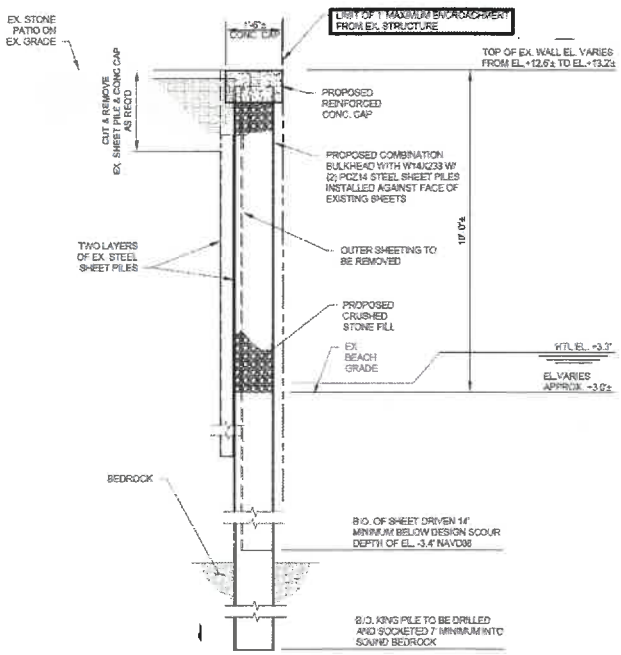
The proposed maintenance work will remove the previous repair that extends waterward approximately 48" from the face of the seawall, as authorized under Ascent 2013-03-170 and then drive new sheetpiles as close to the existing seawall face as possible in the following sequence. Additionally, we will remove the existing concrete cap and steel sheet pile veneer along the arched section of wall. This work will be completed by excavating sections in front of the existing walls to expose the footing while simultaneously bracing the wall. With the footing exposed and the work area safe, removal of the footing toe with concrete saws and or hydraulic demolition hammers

will be executed. The hydraulic hammers will also be used to remove the cap and steel veneer sheet piles from the previously existing bulkhead. Once the footing is demolished, the vinyl and timber piles will be extracted with a vibratory hammer. The demolition materials will be removed from the site and legally disposed of at an authorized facility. Once a section of the existing seawall toe is removed, the steel sheet piles will be installed down to bedrock. The process would continue in approximately 25' to 50' sections until the work is complete on either side of the arch bulkhead section. As for the repair within the arch bulkhead area, once the concrete cap and steel sheet pile veneer is removed, a casing will be installed down to bedrock. Once the casing is installed, a King pile(s) will be drilled and set with grout a minimum of 7' into bedrock. Once the king piles are set, steel sheeting would be driven to bedrock in between the piles. This process would continue until the arch area is over sheeted.

The proposed repairs reduce the encroachment of the seawall by removing the previous repair outside of the arched section and remains within (1) foot of the existing encroachment within the arch bulkhead section. Below is a cross section of the proposed repair that graphically details the above descriptions.



PROPOSED SECTION A-A



PROPOSED SECTION B-B

The work proposed in this application appears to require a variance(s) and/or a special exception(s) to applicable sections of the Red Book. Please address, in writing, the Variance

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criteria (Section 1.1.7) and/or the Special Exception criteria (Section 1.1.8) for each of the Red Book standards that your application does not meet.

As can be seen in the cross-sections the proposed maintenance meets the standard outlined in 650-RICR-20-00-1.3.1(G).6.a since the proposed work will not extend beyond the 1 foot seaward limit. The work proposed consists of necessary maintenance to keep a permitted structure from a potential of catastrophic failure. The application material will elaborate on the alternatives investigated, however over sheeting of walls is a typical repair solution that has been performed in Rhode Island in hundreds of locations. We respectfully disagree that the proposed maintenance is a Category B, or requires a variance/special exception.

The proposed new shoreline protection does not meet the standards of the 650-RICR-20-00-1.3.1.(G).6.(a). and would be considered new construction which would be prohibited on this shoreline (Type 1, Conservation area) "The maintenance or repair of shoreline protection shall not extend beyond one (1) foot seaward of the existing toe of the structure. In most cases, expansion of the shoreline protection structure beyond one (1) foot seaward of the existing toe and one (1) foot vertical above the existing or shoreline protection elevation will be considered new construction."

As submitted the wall will extend (Cross Section D-D) 20.32" seaward (3" (start of sheetpile) + 17.32" (height of NZ26)). The design will need to be revised in order to meet the 12" requirement. Cross Section E-E has the same issue, the wall will sheetpile, this will extend 20.32" (3" + 17.32" height of NZ26).

The proposed repair option has been chosen after careful consideration of the other alternatives specifically so that it will meet the standards for Maintenance and Repair of shoreline protection. The construction sequence discussed above and shown on the proposed cross-sections demonstrate this. It is our opinion that the design as shown does not need to be revised as it meets the 12" requirement. It is important to note that within the area of the existing arched steel bulkhead system the sheet size has been modified to use PZC14 steel sheet piles between the king piles.

Additionally, regarding the depth of sheetpile (NZ26), please give the design depth of scour on plans.

The design scour depth is based on USACE recommended methodology. For the concrete wall areas the scour depth is to El. -1' NAVD88 with the sheets extending 25' below that elevation. Within the area of the arched bulkhead, the scour depth is to El. -3.4' with sheets extending 14' below that elevation. This is also detailed on the proposed repair plans in the application.

Other important details that need to be shown are cross-section of the existing wall and the W14 x132 and NZ26 layout/connection. Boring results need to be submitted to showing soil profile and the depth required to reach bedrock.

These details will be added to the project plans, including the boring data as part of the application resubmittal.

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Also plans state the King Pile (W14 x 132) will be drilled and socketed, please address construction methodology. In particular, what is the extent of excavation required, what construction equipment will be utilized and where equipment will be sited. There should be no impedance to the level of lateral public access existing before, during and after construction (See reference below regarding public access). Any excavation, especially for the drilling and Pocketing (will these grouted?) of the King Piles will most likely require that lateral public access during and/or after construction remain at its existing level of access. This proposed wall will now further encroach into public trust and will further impede lateral access. This must be addressed through constructing a walkway or some other method that safely allows for public access along this shoreline. All this information needs to be properly addressed in the narrative and plans.

We addressed some of this in the complete description of the proposed work response, we will elaborate here for the King Pile. The concrete cap and steel sheet pile veneer will be removed with hydraulic hammers and demolition saws back to the original bulkhead face. The area will then be clean of any debris and prepped from the installation of the king piles. The king piles will be installed by drilling within a 24" diameter cased hole. An excavator with a rock augur or drill rig will be utilized from the area in front of the wall or from the upland as needed. The work will be done at low water for access and visibility of the work being done. The machinery needed for the work will be stored in the upland area of the adjacent property (The Dunes Club) when the beach is not accessible due to high tide events. Once drilled the king pile would be installed and grout would be installed to the top of the bedrock. Once cured the hole would be backfilled and the casing removed. The steel sheet pile sections would then be installed between the king piles using a vibratory hammer. The process will then repeat for the entirety of the proposed repairs. A temporary public access path will be provided along the upland area of the project site during construction. Upon completion of the project, the public access would continue along the beach as is currently provided. We have included the proposed public access plan during construction and this will also be included with the revised application submittal.

1. *Per 650-RICR-20-00-1.3.6(B)(1), "Any public access impacts associated with a proposed project should be avoided and minimized to the maximum extent possible."*

The project, as proposed, does not demonstrate the negative impacts to public access have been minimized to the maximum extent possible.

The proposed project minimizes negative impacts to public access to the maximum extent possible. Impacts to public access are temporary during construction. A temporary access path will be provided as depicted within the attached drawing such that the public can still have access along the beach. It is important to note that during high water events, access from the Town beach to the river is limited in front of 131 Boston Neck Road unless you wade through water. Access would be maintained and continue during non-high water events as currently exists. Additionally, there would be a significant adverse impact to the public access should repairs not be completed and failure was allowed to occur. Debris, upland soils, underground structures, and other upland amenities on this property would end up impacting the beach and create a significant hazard to the beach as well as the water body.

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2. *Per 650-RICR-20-00-1.3.6(B)(4), "All structural shoreline protection facilities should be designed and constructed in a manner which does not reasonably interfere with the public's right to pass and re-pass along the shore."*

The work, as proposed, does not demonstrate the structural shoreline protection has been designed in a manner which avoids interference with the public's right to pass and re-pass along the shore.

The proposed project minimizes negative impacts to public access to the maximum extent possible. Impacts to public access are temporary during construction. A temporary access path will be provided as depicted within the attached drawing such that the public can still have access along the beach. It is important to note that during high water events, access from the Town beach to the river is limited in front of 131 Boston Neck Road unless you wade through water. Access would be maintained and continue during non-high water events as currently exists. Additionally, there would be a significant adverse impact to the public access should repairs not be completed and failure was allowed to occur. Debris, upland soils, underground structures, and other upland amenities on this property would end up impacting the beach and create a significant hazard to the beach as well as the water body.

3. *Per 650-RICR-20-00-1.3.1(G)(5)(n), "Applicants shall provide appropriate on-site lateral shoreline access of a similar type and level to that which will be impacted by the proposed project. Applicants shall submit a plan detailing the lateral public access over or around the landward side of the proposed structure."*

Lateral shoreline access may be negatively impacted by the proposed work. Applicant shall need to submit a plan which mitigates the negative impacts to lateral public access as part of this application.

Please see the public access plan included in the drawing set.

4. *Per 650-RICR-20-00-1.3.6(C)(5), "All public access plans should provide for long-term maintenance."*

The public access plan will need to provide long-term maintenance of the proposed access pathway/route.

No permanent impacts to public access are anticipated as part of this project. Access will remain as currently existing once the project is complete, limited during high water event unrestricted during low water events.

5. *Per 650-RICR-20-00-1.2.1(B)(2)(g), "Activities and alterations subject to Council jurisdiction contiguous to public parks, public beaches, public Rights of way to the shore, and conservation areas abutting Type 1 waters shaft not significantly interfere with public use and enjoyment of such facilities. Where significant interference is found, the Council shall suitably modify or prohlbit that alteration or activity."*

The proposed work is contiguous to the Narragansett Town Beach and may significantly interfere with the public use and enjoyment of the beach.

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The work is contiguous to the Narragansett Town Beach but for the aforementioned reasons will not significantly interfere with the public use and enjoyment of the beach.

6. *Per 650-RICR-20-00-1.3.6(A)(1): Protection and Enhancement of Public Access to the Shore*

"As trustee of Rhode Island's coastal resources and in accordance with state and federal statutory mandates, the Council has a responsibility to ensure that public access to the shore is protected, maintained and, where possible, enhanced for the benefit of all."

The Barry Property the Dunes Club, and the adjacent private homeowner have a long history of providing and not impeding public access along the shore. In the case of the Barry Property, public access has been provided and maintained along the shore.

As noted in The Dunes Club response, the historic significance of the Dunes Club and seawall are acknowledged as worthy of protection under the Coastal Management Program regulations contained at 650-RICR 20-00-01, see sections 1.2.3 and 1.2.3.5. Of note both adjacent homes are also eligible for listing in the National Register of Historic Places and inclusion of maintenance of the seawalls fronting those properties is critical to protecting the Dunes Club.

Finally, it cannot be overstated that the shoreline scenic view along Narragansett Beach, from the Coast Guard House and Towers, along the town beach and its bathhouse facilities, the Barry and Healey homes adjacent to the Club, and the Dunes Club itself, comprise an iconic scenic coastal vista representing the Rhode Island seashore which together are filmed, photographed, and frequently displayed and viewed on local television nightly news. This unique coastal vista is recognized as worthy of protection under Section 1.3.5. The proposed shoreline protection project will assure the unobstructed view from Ocean Road of this shore vista for those in vehicles and on foot is maintained and "… provide continuity with the existing scenic and historic character" of this coastal vista. Additionally, under Section 1.3.6 the proposed maintenance plan for the seawall along all three properties will collectively protect public access along the shore.

We look forward to your timely review of this Response. Should you have any questions concerning this Response, please contact the undersigned by email or phone at (401)-453-1200 or 401-529-8967.

Very truly yours,

Sean O. Coffey, Esq.
Partner

cc: Jeffrey Willis

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TEMPORARY ACCESS PLAN

NOTE(S):

1. TEMPORARY PATH TO BE PROVIDED BY TEMPORARY FENCING OR CONCRETE BARRIER TO SEPARATE DRIVING AREAS FROM PUBLIC ACCESS PATH.

RACE COASTAL ENGINEERING
611 Access Road Stratford, CT 06615
Tel: 203-377-0663 racecoastal.com

Prepared For: THE DUNES CLUB
137 BOSTON NECK ROAD
NARRAGANSETT, RI 02882-3106

Project: SEAWALL REPAIRS
129, 131, & 137 BOSTON NECK ROAD
NARRAGANSETT, RI 02882-3106

SEAL.

Date:	Rev.:
03-19-2025	
Drawn By: ZMV/CLW	Checked By: ADS/MRR
Datum: NAVD 88	Scale: 1"=150'
Project No.: 2024081	Drawing No.: 1 of 1

ALL RIGHTS RESERVED.
©2024 RACE COASTAL ENGINEERING, INC.
NOT FOR CONSTRUCTION
FOR REGULATORY REVIEW ONLY
NOT VALID WITHOUT ENGINEER'S SEAL

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

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

CRMC NOTICE OF DEFICIENT APPLICATION

Date:	February 4, 2025
Owner:	John Francis & Daria Becker Barry Rev. Trust
Location:	131 Boston Neck Road
Town:	Narragansett
App #:	2025-01-058

John Francis & Daria Becker Barry Rev. Trust
131 Boston Neck Road
Narragansett, RI 02882

Proposed Project: Seawall Repairs

Dear Applicant,

We wish to thank you for your recent submittal to the Coastal Resources Management Council application process. However, a preliminary review of your application indicates that it is deficient and processing cannot be initiated as submitted. On this basis, your application fee is being returned to you. **Due to the cost of postage, your application materials will not be returned. These materials will be held for thirty (30) days during which time they may be picked up by you or your authorized agent at our Wakefield office. If they are not picked up within this time frame, they will be disposed of.**

In order to process your application, you must retrieve your application to replace the information submitted with the newly requested information along with the appropriate application fee. All checks must have a current date. No checks back-dated more than 6 months will be accepted.

Please Note: Additional information regarding this notice may be obtained from the CRMC Administrative staff, or the undersigned. **All correspondence regarding this deficiency letter (including phone calls) must reference the CRMC File No., the owner's name, location, town and date of this letter, as noted above. Please refer to CRMC web site at www.crmc.ri.gov to review applicable rules and regulations.**

Sincerely,

Rich Lucia, Permit Staff
Coastal Resources Management Council

CC: Matthew Rakowski, PE
/bms

Date: February 4, 2025
Owner: John Francis & Daria Becker Barry Rev. Trust
Location: 131 Boston Neck Road
Town: Narragansett

For the application to be deemed Complete, and to begin processing your request, please PICK UP your deficient application and RE-SUBMIT with the following MINIMUM ADDITIONAL INFORMATION:

( )Four (4) Copies of Completed Application with site plans

( )A completed Building Officials Form (enclosed; to be filled-out by the building official at local town hall)

( )Proof of Property Ownership (see tax assessor at local town hall).

( )Copy of other state permits as required, such as:
___ RIDEM/OWTS (Onsite Wastewater Treatment System)
___ RIDEM/Water Quality/Groundwater Quality Certification
___ RIDEM/Permit Discharge Elimination System

( )Correct application fee: $_____

(✓)Concise and complete description of work proposed

( )Four (4) sets of Site Plans (minimum scale of 1" = 50'); and, Project Location map

( )Four (4) sets of Plans stamped by a Professional Engineer (P.E.) registered in the State of Rhode Island are required for this project.

( )The work proposed in this application is listed as "Category B" in the Red Book 650-RICR-20-00-1 (see Section 1.1.6(F)). As such, Section 1.3.1(A) of the Red Book must be addressed in writing. Also coastal feature must be shown; and, all property lines must be shown on at least one plan view.

(✓)The work proposed in this application appears to require a variance(s) and/or a special exception(s) to applicable sections of the Red Book. Please address, in writing, the Variance criteria (Section 1.1.7) and/or the Special Exception criteria (Section 1.1.8) for *each* of the Red Book standards that your application does not meet.

( )The work proposed in this application is required to be advertised for public review. As such, site plans reduced to 8 ½" x 11" must *also* be provided (use of more than one sheet to delineate project is acceptable).

( )The application type that has been submitted - _____ - has been deemed inappropriate for this project. Please complete the enclosed application form and provide all information requirements noted on the enclosed checklist.

Please see the following page for additional informational needs.

Date:	February 4, 2025
Owner:	John Francis & Daria Becker Barry Rev. Trust
Location:	131 Boston Neck Road
Town:	Narragansett

The following informational needs have been identified by staff to help with a more efficient review of your request. Supplying it along with the above minimum information requirements will ensure a timely processing of your application. Not supplying it at this time will not prevent your application from being accepted by the CRMC. However, this information will be needed to properly review your request. Staff may not be able to begin or complete its review until this information is received.

( ) Please fill out all information as noted on the enclosed checklist.

( ) Please provide photographs of the area of work and shoreline feature(s) (in retrospect if possible).

( ) Where the applicant chooses not to meet any of the applicable Red Book standards noted below, a written variance request must be submitted for each standard not met. The criteria for the consideration of a variance are provided in Red Book Section 1.1.7. Each of the six criteria must be addressed in writing. Submitting a written variance request is required. It is advised that the written variance request is submitted at the time of application.

(✓)See additional information/comments as follows:

Structural Shoreline Protection Standards and Regulations:
CRMC is aware that this application is one of three applications along this stretch of shoreline.

The proposed new shoreline protection does not meet the standards of the Per 650-RICR-20-00-1.3.1.(G).6.(a). and would be considered new construction which would be prohibited on this shoreline (Type 1, Conservation area) "*The maintenance or repair of shoreline protection shall not extend beyond one (1) foot seaward of the existing toe of the structure. In most cases, expansion of the shoreline protection structure beyond one (1) foot seaward of the existing toe and one (1) foot vertical above the existing or shoreline protection elevation will be considered new construction*."

As submitted the wall will extend **(Cross Section B-B)** 20.32" seaward (3" (start of sheetpile) + 17.32" (height of NZ26)). The design will need to be revised in order to meet the 12" requirement**. Cross Section C-C** has the same issue, the wall will sheetpile, this will extend 20.32" (3" + 17.32" height of NZ26).

Additionally, regarding the depth of sheetpile (NZ26), please give the design depth of scour on plans.

Other important details that need to be shown are cross-section of the existing wall and the W14 x132 and NZ26 layout/connection. Boring results need to be submitted to showing soil profile and the depth required to reach bedrock.

Date:	February 4, 2025
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Location:	131 Boston Neck Road
Town:	Narragansett

Also plans state the King Pile (W14 x 132) will be drilled and socketed, please address construction methodology. In particular, what is the extent of excavation required, what construction equipment will be utilized and where will the equipment/materials be sited. There should be no impedance to the level of lateral public access existing before, during and after construction (**See reference below regarding public access**). Any excavation, especially for the drilling and socketing (will these grouted?) of the King Piles will most likely require that lateral public access during and/or after construction remain at its existing level of access. This proposed wall will now further encroach into public trust and will further impede lateral access. This must be addressed through constructing a walkway or some other method that safely allows for public access along this shoreline. All this information needs to be properly addressed in the narrative and plans.

There is a note in the narrative that requests an additional temporary toe sheetpile wall be constructed during the review process. This would need a separate assent, plans etc. and must meet the 12" seaward limitation. To emphasize, this cannot be done without permitting.

Public Use/Access Standards and Regulations

Per 650-RICR-20-00-1.3.6(B)(1), "*Any public access impacts associated with a proposed project should be avoided and minimized to the maximum extent possible*."

> The project, as proposed, does not demonstrate the negative impacts to public access have been minimized to the maximum extent possible.

Per 650-RICR-20-00-1.3.6(B)(4), "*All structural shoreline protection facilities should be designed and constructed in a manner which does not reasonably interfere with the public's right to pass and re-pass along the shore*."

> The work, as proposed, does not demonstrate the structural shoreline protection has been designed in a manner which avoids interference with the public's right to pass and re-pass along the shore.

Per 650-RICR-20-00-1.3.1(G)(5)(n), "*Applicants shall provide appropriate on-site lateral shoreline access of a similar type and level to that which will be impacted by the proposed project. Applicants shall submit a plan detailing the lateral public access over or around the landward side of the proposed structure."*

> Lateral shoreline access may be negatively impacted by the proposed work. Applicant shall need to submit a plan which mitigates the negative impacts to lateral public access as part of this application.

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Per 650-RICR-20-00-1.3.6(C)(5), "*All public access plans should provide for long-term maintenance*."

The public access plan will need to provide long-term maintenance of the proposed access pathway/route.

Per 650-RICR-20-00-1.2.1(B)(2)(g), "*Activities and alterations subject to Council jurisdiction contiguous to public parks, public beaches, public rights of way to the shore, and conservation areas abutting Type 1 waters* ***shall not significantly interfere with public use and enjoyment of such facilities****. Where significant interference is found, the Council shall suitably modify or prohibit that alteration or activity*."

The proposed work is contiguous to the Narragansett Town Beach and may significantly interfere with the public use and enjoyment of the beach.

Coastal Resource Management Council Goals and Responsibilities

Per 650-RICR-20-00-1.3.6(A)(1): Protection and Enhancement of Public Access to the Shore

"*As trustee of Rhode Island's coastal resources and in accordance with state and federal statutory mandates,* ***the Council has a responsibility to ensure that public access to the shore is protected, maintained and, where possible, enhanced for the benefit of all***."

State of Rhode Island
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

MAINTENANCE CERTIFICATION APPLICATION

Project Location: 131 Boston Neck Road, Narragansett (No. Street City/Town)	File No. (CRMC USE ONLY): 2025-01-058
Owner's Name: John Barry & Daria Becker Barry	Plat: A Lot(s): 34
Mailing Address: 131 Boston Neck Road City/Town Narragansett State RI Zip Code 02882	Owner's Contact: Matt Barry Phone Number: 212-448-1006 Email Address: matt@prospectcap.com
Contractor RI Reg. #: Narragansett Dock Works DBA Reagan Marine Construction, LLC License No. #14796 Address: 221 Third Street, Suite 201, Newport, RI 02840	
Name of Waterway: Rhode Island Sound	Estimated Project Cost: $ 1,000,000 Fee (chart based on EPC): $5,100

Description of facility to be maintained (type of facility and present conditions)
Please see attachment.

Describe accurately the maintenance work proposed. (Use additional sheets of paper if necessary and attach this form.)
Please see attachment.

Describe equipment to be used, construction methods, access routes, etc.
Please see attachment.

Have you or any previous owner filed an application for and/or received an assent for any activity on this property?
(If so please provide the file and/or assent numbers): HU-D 2012-03-170, Please see attached list.

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: _____

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. 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. The filing of false information can result in the Coastal Resources Management Council revoking state assent.

DARIA BECKER BARRY
Owner Name (PRINT)

JOHN F. BARRY
Owner's Signature (SIGN)

/ajt 10-2021

SEE REVERSE SIDE →

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STATE OF RHODE ISLAND COASTAL RESOURCES MANAGEMENT COUNCIL

Maintenance Certification Application

APPLICANT(S):

John Barry & Daria Becker Barry
131 Boston Neck Road
Narragansett, RI 02882-3106

Seawall Maintenance

January 2025

Prepared by:

611 Access Road
Stratford, CT 06615
Tel: (203) 377-0663
Fax: (203) 375-6561
Project No. 2024081

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Table of Contents

Section	***Attachment***	***Description***
1.		Maintenance Certification Application
2.	A	Photographs of Existing Activity
3.	B	Proof of Property Ownership
5.	C	Project Plans
6.	D	Previous CRMC Permit List

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SECTION 1

Maintenance Certification Application

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Site: 131Boston Neck Road Seawalls

Location: 131 Boston Neck Road, Narragansett, RI 02282-3106

Water Use Category: Type 1- Conservation Areas

Description of Facility to be Maintained:

131 Boston Neck Road is a residential site with structures that are made of concrete on the east and west sides of the properties and a curved steel sheet pile bulkhead in the middle. The concrete sections total approximately 152-ft long and the steel sheet pile bulkhead is approximately 131-ft long. The steel sheet pile bulkhead section appears to have been refaced, however the lower section of the bulkhead shows significant deterioration. The upland near the seawall has a residence with a deck and patio near the waterfront, lawn and driveway. While the condition of the existing seawalls appears to be in fair condition, recent storm events have undermined sections of the wall resulting in significant erosion to the upland area. The Applicant is seeking to install a system that will stabilize the upland area and eliminate the erosion/movement of landside sediment into the beach and waterway. The Applicant is seeking to oversheet the existing structures with deeply driven steel sheeting prior to a failure event. Please see drawings for more information.

Property	Type	Length
131 Boston Neck Road	Concrete / Steel Sheet Pile	152'± / 131'±

Describe accurately the maintenance work proposed:

The maintenance will primarily involve removing the existing toe of the concrete footings and driving the sheets as close to the existing face of wall. This would be completed by excavating sections in front of the existing walls to find the existing footing. Once found, the wall would be braced as required and the existing footing that extends beyond the face of the seawall would be removed. The existing footing will be removed by concrete saw and/or jack hammers. Past repairs on the waterward side of the structures will also be removed by similar methods. The materials from the footings and repairs will be removed from the site and disposed of at an authorized facility. Sheet piles would then be installed with a vibratory hammer as close as possible to the existing structures. It is important to note that due to the length of the existing toe, the waterward encroachment in some areas will be reduced. Please see drawings for more details.

Various alternatives were reviewed during the preliminary stages of this project to minimize encroachment and impacts while keeping cost viability into consideration. Some alternatives included oversheeting the existing structures in their entirety or undersheeting the existing seawalls. The oversheeting was rejected due to the amount of encroachment while undersheeting was also rejected due to several factors, including but not limited to, site limitations/existing structures, below grade structures, existing seawall anchoring systems, etc.

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Based on these factors the proposed maintenance as depicted in the permit drawings was selected and will prevent loss of soil from beneath the existing walls, stabilize the upland area, minimize impacts to the adjacent beach area, and can be installed with minimal impacts to the surrounding area compared to other options.

RACE completed a preliminary design for the proposed seawall taking into consideration soil conditions, waves, scour, and typical soil/surcharge loads. Based on this analysis, in some locations a cantilevered steel sheet pile bulkhead can be used but, in some locations, due to the exposed height and high bedrock, king piles are required to be drilled and pinned. The structural analysis resulted in a steel sheet pile that has a depth of 17.32". It is anticipated that these sheets will be driven as close to the existing seawall face as possible.

Describe equipment to be used, construction methods, access routes, etc.:

In coordination with adjacent property owners, the site can be accessed by the beach during outgoing tides from The Dunes Club (137 Boston Neck Road). The project is anticipated to be a uniform repair across three properties (129, 131 and 137 Boston Neck Road. An application for 129 and 137 have also been submitted for CRMC's review). It is anticipated that the work would start at the 129 property and extend until completed at the 137 property pending approvals. All these properties are seeking to install this maintenance solution to provide uniform protection. It is anticipated that work will proceed in sections. The contractor would excavate to expose the existing toe of the seawall and remove it. Once removed the steel sheets would be driven as close to the existing seawall as possible. As sheeting progresses, depending upon the design solution, king piles will need to be drilled and set into bedrock (see plans). It is anticipated that the contractor will use a drill rig and casings to set the specified steel pile into bedrock. Once the king pile is set, steel sheets will be installed between the king piles to seal the gaps. This process will continue until the work is complete. Once sections of the sheet pile are installed, a reinforced concrete cap will be installed on top of the sheets and king piles to provide support to the combination wall system.

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SECTION 2

Attachment A
Photographs of Existing Activity

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Aerial Image;

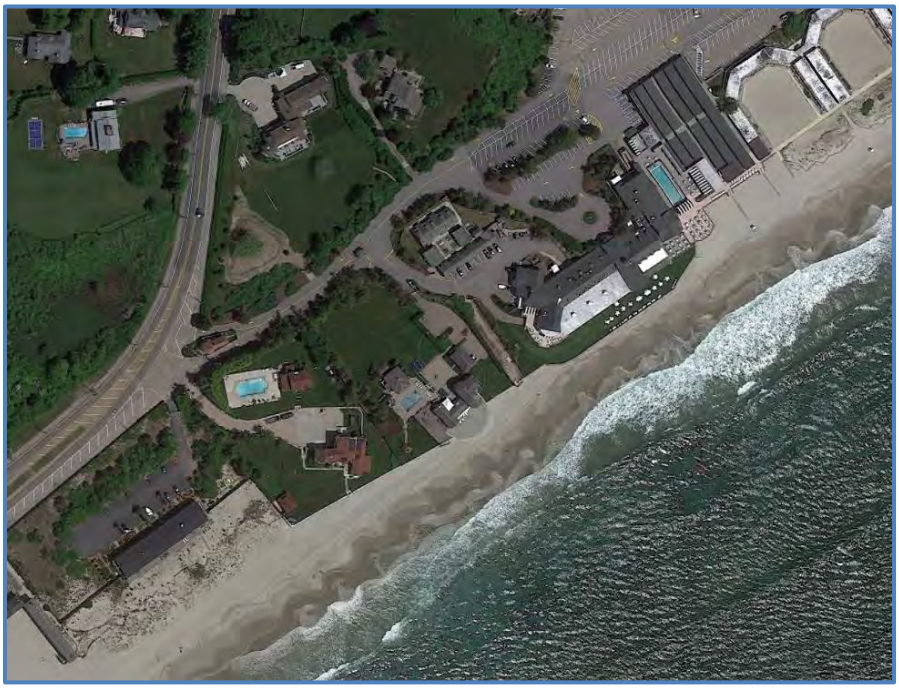

Figure 1: Aerial Image of Sites

Figure 2: Western Section of Concrete Seawall and Steel Bulkhead

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Figure 3: Western Section of Seawall at Property Line

Figure 4: Western Section of Seawall and Access Stairs

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Figure 5: Middle Section with Curved Bulkhead

Figure 6: Middle Section with Curved Bulkhead

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Figure 7: Middle Section with Curved Bulkhead and Eastern Side of Seawall

Figure 8: Upland behind Western Section of Seawall

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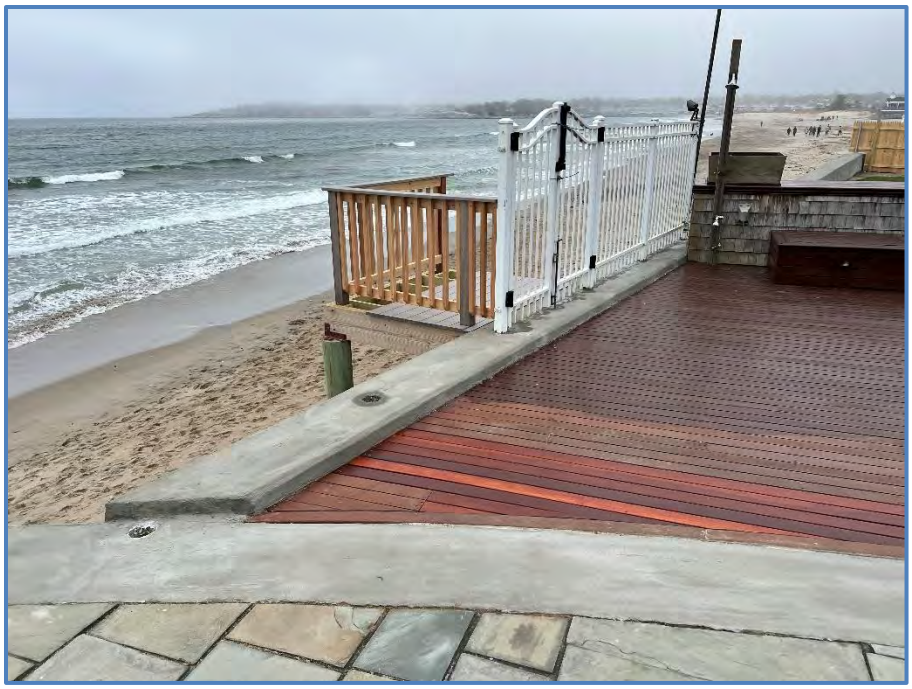

Figure 9: Upland behind Western Section of Seawall near Access Stairs

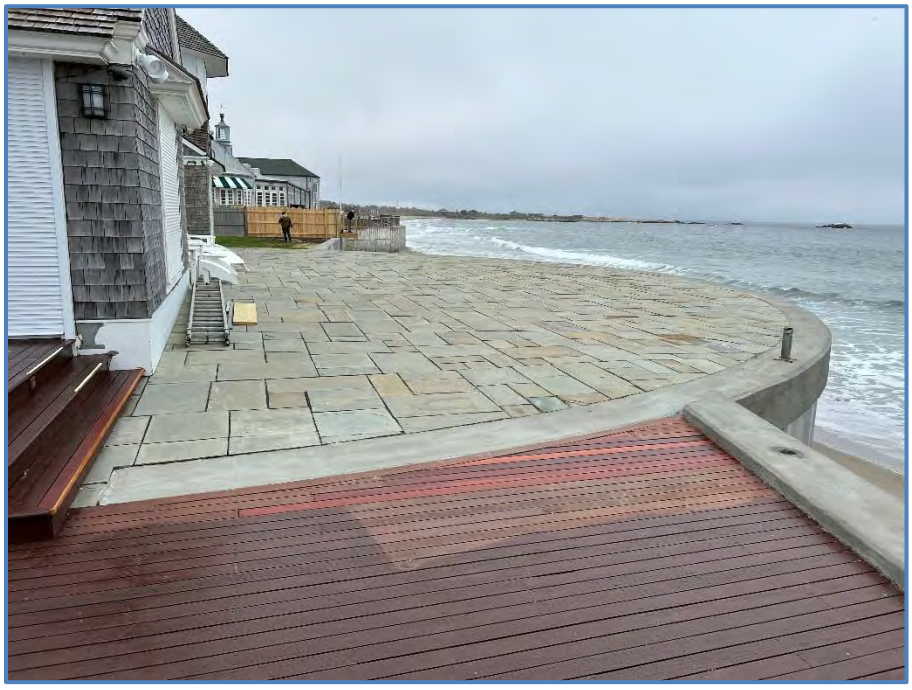

Figure 10: Upland Patio behind Middle Section of SSP Bulkhead

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Figure 11: Upland behind Eastern Section of Seawall

Figure 12: Area Undermined During Storm

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Figure 13: Area Restored From Undermining

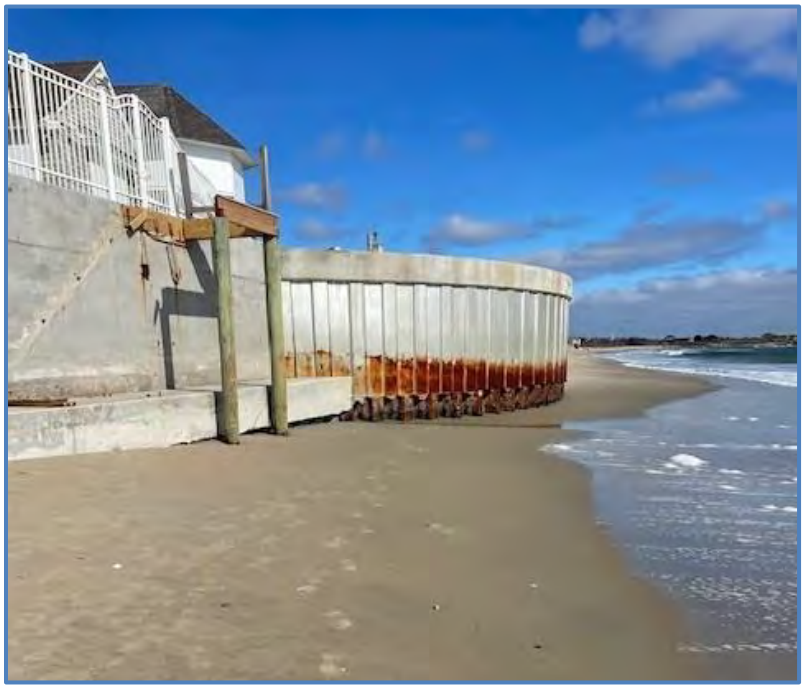

Figure 14: Scour along Seawall and Bulkhead after Storm

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Figure 15: Exposed Toe of Pan Over sheeting at Time of Site Visit

Figure 16: Concrete Seawalls Facing Northeast at Property Line

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SECTION 3

Attachment B
Proof of Ownership

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TOWN OF NARRAGANSETT
Town Hall • 25 Fifth Avenue • Narragansett, RI 02882-3699
Tel. (401) 789-1044 TDD (401) 782-0610 Fax (401) 783-9637

FINANCE DEPARTMENT

July 10, 2024

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

Dear Sir/Madam:

This is to verify that JOHN FRANCIS BARRY III REV TR and DARIA BECKER BARRY REV TRUST are the owners of Assessor's Map A Lot 34 located at 131 BOSTON NECK ROAD in the Town of Narragansett.

Sincerely,

Erin A. Jacobs, RICA
Tax Assessor

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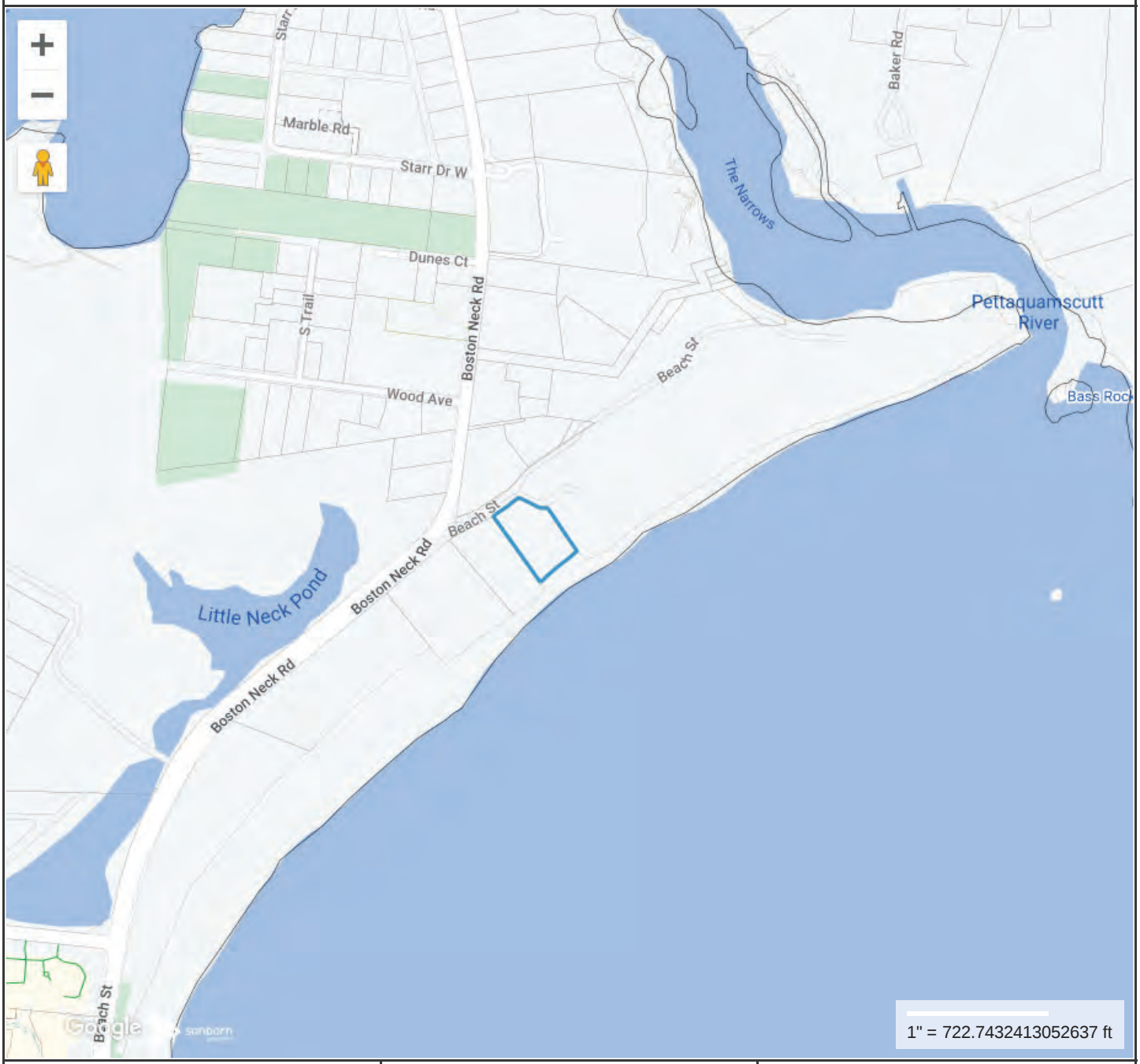

Property Information

Property ID	A-34
Location	131 BOSTON NECK ROAD
Owner	BARRY III, JOHN FRANCIS REV TR

MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT

Town of Narragansett, RI makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 9/10/2018
Data updated 9/10/2018

Print map scale is approximate. Critical layout or measurement activities should not be done using this resource.

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TOWN OF NARRAGANSETT
TAX ASSESSORS PLAT A

SCALE 1"= 100'

CORRECTED TO

DECEMBER 31, 1979.
DECEMBER 31, 1989.
DECEMBER 31, 1999.
DECEMBER 31, 2004.
SEPTEMBER 11, 2007
DEC. 31, 2011, 2019

PETTAQUAMSCUTT COVE

PETTAQUAMSCUTT RIVER (NARROW)

PLAT N-W

PLAT B

ATLANTIC OCEAN

MAGNETIC

STARR DRIVE

STARR COVE ROAD

CASTLE ROAD

MARBLE DRIVE

WEST DRIVE

SOUTH TRAIL

WOOD AVENUE

DUNES COURT

LEDGE ROAD

NECK

BOSTON

RIGHT OF WAY

SPRAGUE BRIDGE

Match Line

Match Line

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SECTION 4

Attachment C
Project Plans

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BARRY RESIDENCE
SEAWALL REPAIR

DRAWING LIST	
DWG No.	DRAWING TITLE
1	TITLE SHEET & GENERAL NOTES
2	PROPOSED OVERSHEETING PLAN
3	REPAIR SECTION A
4	REPAIR SECTION B

GENERAL NOTES

1. THE PURPOSE OF THESE DRAWINGS ARE FOR REGULATORY REVIEW ONLY.
2. ELEVATIONS REFERENCE NORTH AMERICAN VERTICAL DATUM OF 1988, UNLESS NOTED OTHERWISE.
3. EXISTING SITE OBSERVATIONS BASED ON A SITE VISIT COMPLETED BY RACE ON MAY 2, 2024.
4. TIDAL ELEVATION DATA HAS BEEN TAKEN FROM BENCH MARK SHEET FOR WICKFORD RI FROM THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) TIDES AND CURRENTS WEBSITE.
5. CONVERSION FROM MLW TO NAVD 88 TAKE FROM NOAA ONLINE VERTICAL DATUM TRANSFORMATION. CONVERSION FROM MLW TO NAVD 88 TAKEN AS -1.8'.
6. WALL DESIGNED FOR 5' OF SCOUR BASED ON ANALYSIS.
7. STEEL SHEET PILES DESIGN FOR A MAXIMUM EXPOSURE HEIGHT OF 16'
8. STEEL SHEET PILE BULKHEAD DESIGNED FOR A 50 PSF LIVE LOAD
9. STEEL SHEET PILE BULKHEAD DESIGN FOR 2' OF HYDROSTATIC PRESSURE.

PROJECT TIDAL ELEVATIONS (NAVD 88)	
DATUM	ELEVATION (FT)
HIGH TIDE LINE (HTL)	+3.3
MEAN HIGHER HIGH WATER (MHHW)	+2.2
MEAN HIGH WATER (MHW)	+1.9
NAVD 88	0.0
MEAN LOW WATER (MLW)	-1.8
MEAN LOWER LOW WATER (MLLW)	-2.0

RACE COASTAL ENGINEERING
611 Access Road Stratford, CT 06615
Tel: 203-377-0663 racecoastal.com

Prepared For: JOHN BARRY & DARIA BECKER
131 BOSTON NECK ROAD
NARRAGANSETT, RI 02882-3106

Project: SEAWALL REPAIR
131,BOSTON NECK ROAD
NARRAGANSETT, RI 02882-3106

SEAL:
DEVIN JON SANTA
No. 11854
REGISTERED
PROFESSIONAL ENGINEER
NOT VALID WITHOUT ENGINEER'S SEAL

Date:	Rev.:
12-23-2024	
Drawn By:	Checked By:
MJW/CLW	ADS/MRR
Datum:	Scale:
NAVD 88	N/A
Project No.:	Drawing No.:
2024081	1 of 4

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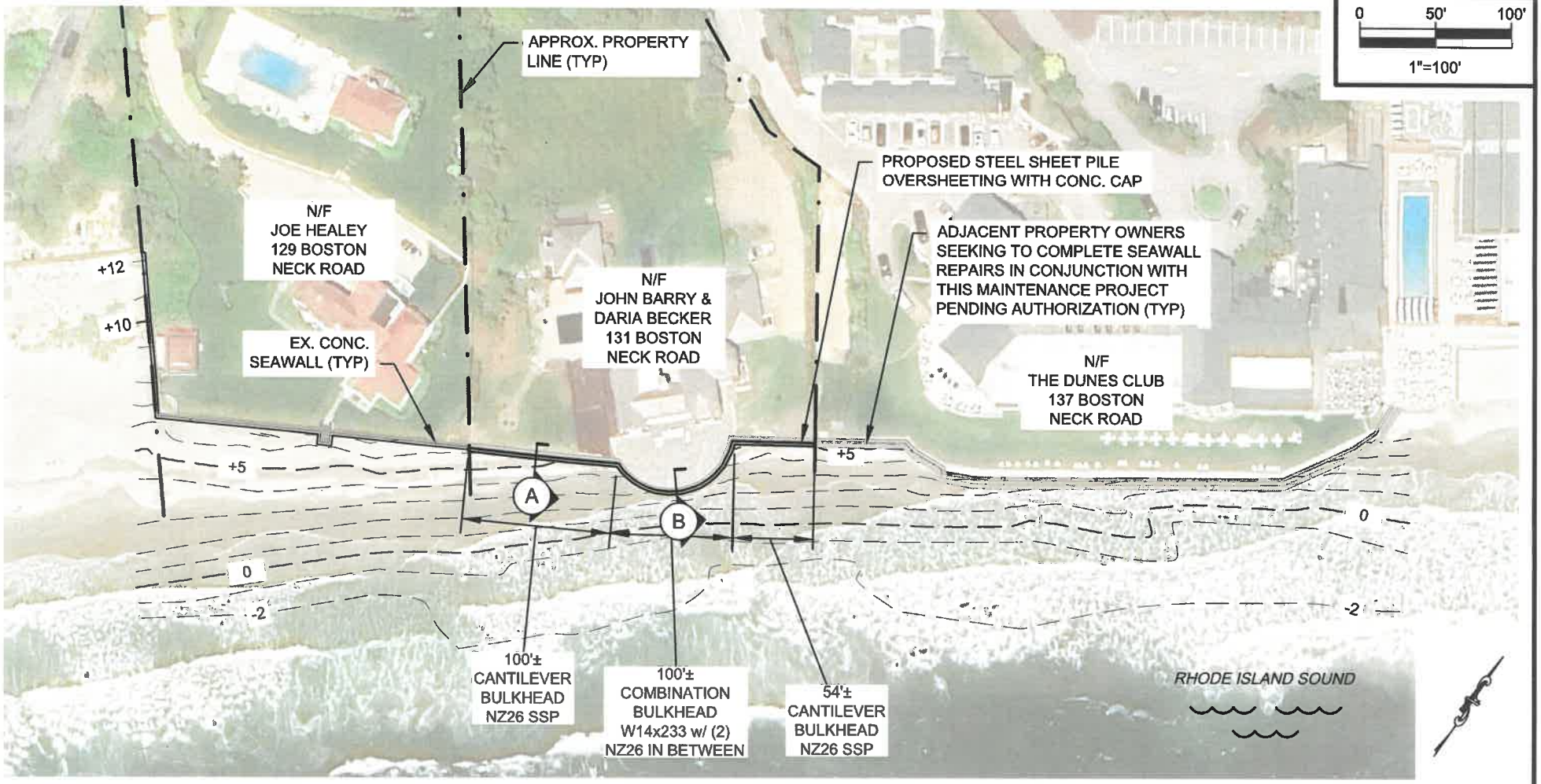

PROPOSED OVERSHEETING PLAN

RACE COASTAL ENGINEERING
611 Access Road Stratford, CT 06615
Tel: 203-377-0663 racecoastal.com

Prepared For: JOHN BARRY & DARIA BECKER
131 BOSTON NECK ROAD
NARRAGANSETT, RI 02882-3106

Project: SEAWALL REPAIR
131,BOSTON NECK ROAD
NARRAGANSETT, RI 02882-3106

SEAL: BRIAN JON SANTA
No. 11854
REGISTERED PROFESSIONAL ENGINEER
CIVIL
NOT VALID WITHOUT ENGINEER'S SEAL

Date:	Rev.:
12-23-2024	
Drawn By:	Checked By:
MJW/CLW	ADS/MRR
Datum:	Scale:
NAVD 88	1"=100'
Project No.:	Drawing No.:
2024081	2 of 4

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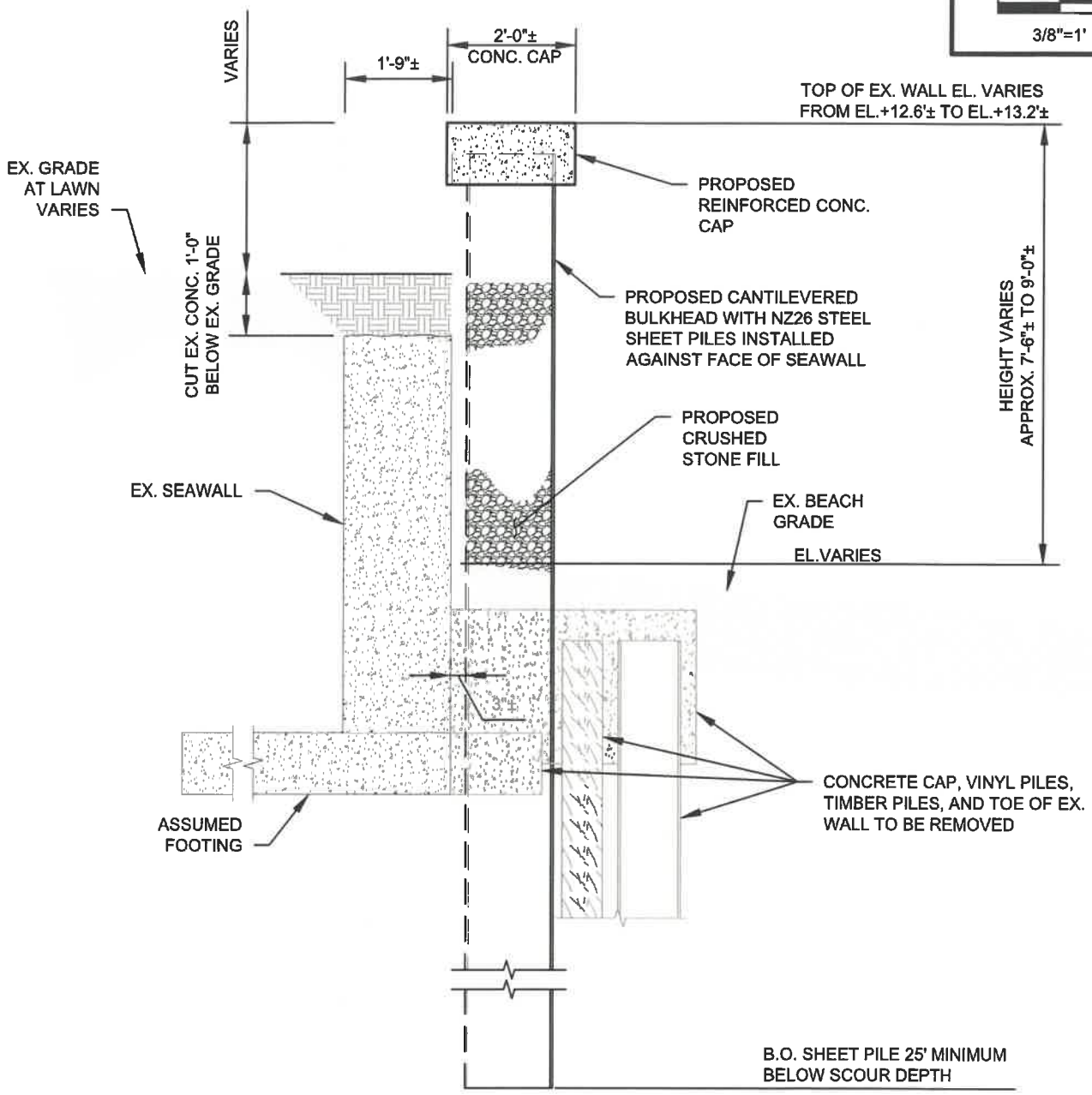

NOTE(S):
HTL EL. +3.3' , MHW EL. +1.9', MLW EL -1.8', NOT IN DRAWING SCALE, APPROX. GRADE AT TOE OF EX. WALL EL. +5.9'±.

PROPOSED SECTION A-A

RACE COASTAL ENGINEERING
611 Access Road Stratford, CT 06615
Tel: 203-377-0663 racecoastal.com

Prepared For: JOHN BARRY & DARIA BECKER
131 BOSTON NECK ROAD
NARRAGANSETT, RI 02882-3106

Project: SEAWALL REPAIR
131,BOSTON NECK ROAD
NARRAGANSETT, RI 02882-3106

SEAL: DEVIN JON SANTA No. 11854 REGISTERED PROFESSIONAL ENGINEER
NOT VALID WITHOUT ENGINEER'S SEAL

Date:	Rev.:
12-23-2024	
Drawn By:	Checked By:
MJW/CLW	ADS/MRR
Datum:	Scale:
NAVD 88	3/8"=1'
Project No.:	Drawing No.:
2024081	3 of 4

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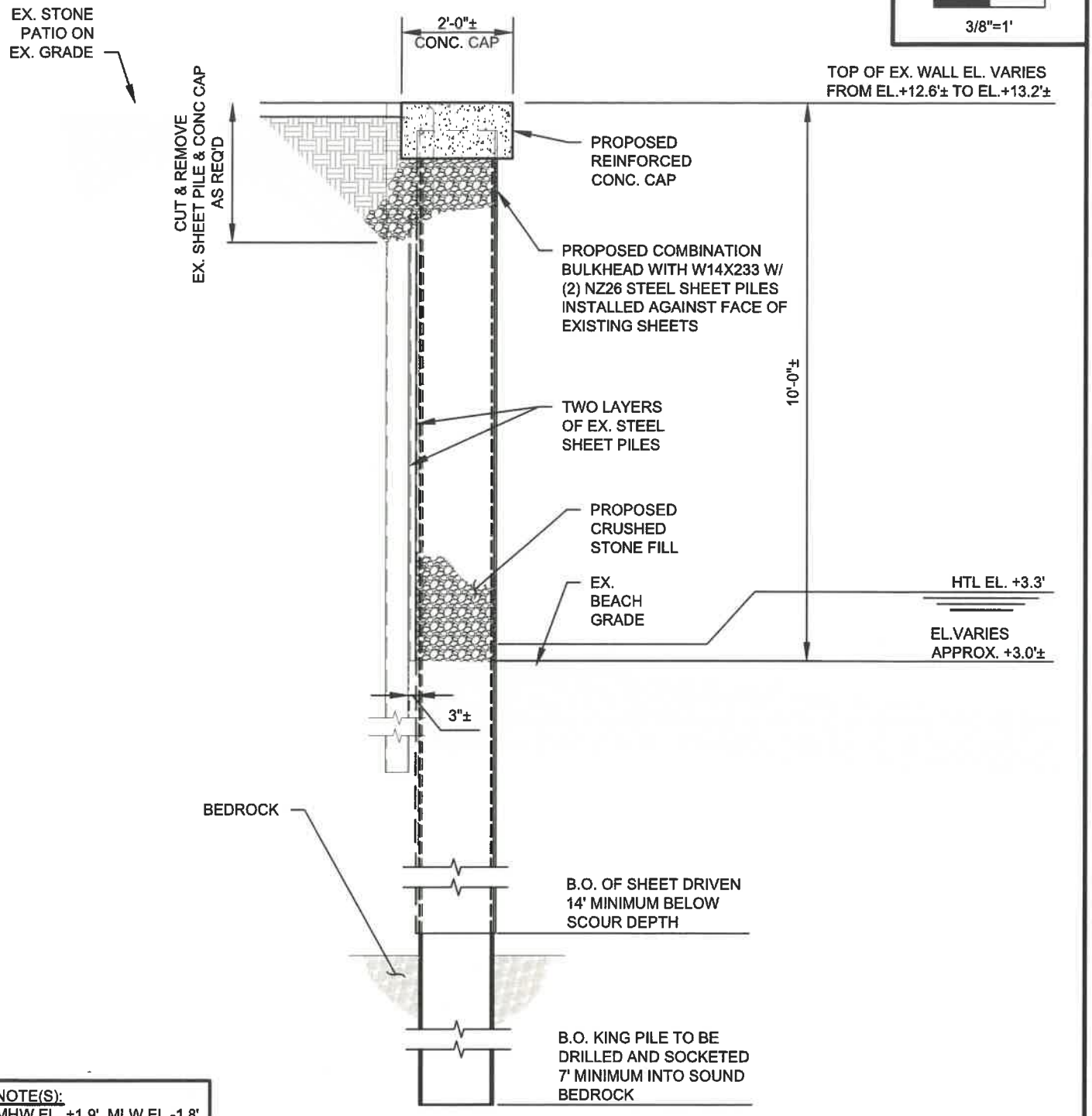

NOTE(S):
MHW EL. +1.9', MLW EL -1.8', NOT IN DRAWING SCALE, APPROX. GRADE AT TOE OF EX. WALL EL. +3.0'±.

PROPOSED SECTION B-B

RACE COASTAL ENGINEERING
611 Access Road Stratford, CT 06615
Tel: 203-377-0663 racecoastal.com

Prepared For: JOHN BARRY & DARIA BECKER
131 BOSTON NECK ROAD
NARRAGANSETT, RI 02882-3106

Project: SEAWALL REPAIR
131,BOSTON NECK ROAD
NARRAGANSETT, RI 02882-3106

SEAL: DEVIN JON SANTA No. 11854 REGISTERED PROFESSIONAL ENGINEER
NOT VALID WITHOUT ENGINEER'S SEAL

Date:	Rev.:
12-23-2024	
Drawn By:	Checked By:
MJW/CLW	ADS/MRR
Datum:	Scale:
NAVD 88	3/8"=1'
Project No.:	Drawing No.:
202408	T of 4

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SECTION 5

Attachment D
Previous CRMC Permit List

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COASTAL RESOURCES MANAGEMENT COUNCIL

File No	Town	First Name	Last Name	Location	Plat	Lot	Decision Date
2024-01-089	Narragansett	John Francis & Daria Becker Ba		131 Boston Neck Road	A	34	Jan 30, 2024
2022-03-042	Narragansett	John Francis & Daria Becker Ba		131 Boston Neck Road	A	34	Mar 10, 2022
2013-03-196	Narragansett	Nicole	Berg	131 Boston Neck Road			Mar 26, 2013
2013-03-170	Narragansett	Nicole	Berg	131 Boston Neck Road			Mar 22, 2013
2005-05-041	Narragansett	Alan	Wasserman	131 Boston Neck Road	A	34	May 20, 2005
2004-11-012	Narragansett	Alan	Wasserman	131 Boston Neck Road	A	34	Nov 05, 2004
1997-07-065	Narragansett	Alan	Wasserman	131 Boston Neck Road	A	34	Oct 09, 1997
1992-03-070	Narragansett	Janice/Arthur	Leeming/Little/Wasserman	131 Boston Neck Road	A	34	Apr 14, 1992
1989-01-007	Narragansett	Arthur	Little/Wasserman	131 Boston Neck Road	A	34	Jan 19, 1989
1988-12-018	Narragansett	Arthur/Janice	Little/Leeming/Wasserman	131 Boston Neck Road	A	34	Dec 08, 1988
1988-11-063	Narragansett	Arthur/Janice	Little/Leeming/Wasserman	131 Boston Neck Road	A	34	Dec 12, 1988

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