



State of Rhode Island
Coastal Resources Management Council
 Oliver H. Stedman Government Center
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MAINTENANCE CERTIFICATION APPLICATION

Project Location 520 Allens Avenue Providence <small>No. Street City/Town</small>		File No. (CRMC USE ONLY): 2025-08-070
Owner's Name: Triton Termaniling, LLC		Plat: 55 Lot(s): 16 & 17
Mailing Address 520 Allens Avenue <small>City/Town Providence State RI Zip Code 02905</small>		Owner's Contact: Michael Sullivan (Shell) Kaitlyn Cross (Foth) Phone Number: 401-239-0472 (Kaitlyn - Foth) Email Address: michael.j.sullivan@shell.com kaitlyn.cross@foth.com
Contractor RI Reg. #: TBD Address:		
Name of Waterway: Providence River		Estimated Project Cost: \$ 2,168,000 Fee (chart based on EPC): \$ 10,890
Description of facility to be maintained (type of facility and present conditions) Shell Oil Company Providence RI Terminal used for petroleum product distribution.		
Describe accurately the maintenance work proposed. (Use additional sheets of paper if necessary and attach this form.) Proposed maintenance will include the removal, repair, rehabilitation and replacement of structures. Demolition will consist of removing existing timber supported and framed structures at the offloading pier including catwalks, dolphins and abandoned support bents. The demolished catwalks will be replaced with new steel pile supported and framed catwalks and a new steel framed drip pan will be installed beneath the pipeline manifold hookup. Maintenance will be performed at the boat launch facility on site, including replacing hardware and timber piles for the floating docks in-kind.		
Describe equipment to be used, construction methods, access routes, etc. Construction is anticipated to be performed using typical construction equipment including excavators and cranes. For any piles removed or installed from the water, a barge mounted crane will be towed to the site and held in place by driving spuds and/or deploying anchors. A crane mounted vibratory or impact hammer will be utilized for pile installation. Access to the site will be completely from the waterside via the Providence River.		

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): See Attachment G

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.

Michael J Sullivan
 Owner Name (PRINT)

Michael J Sullivan Digitally signed by Michael J Sullivan
 Date: 2025.08.01 12:15:32 -04'00'
 Owner's Signature (SIGN)



INCLUDE THE FOLLOWING FOR REVIEW IN 4 COLLATED PACKAGES

(See CRMC Fee Schedule for Application Fees)

****PLEASE NOTE**** When submitting large scale plans, **four (4) physical copies** as well as **one (1) digital copy** (sent via email to cstaff1@crmc.ri.gov) are both required. This is for submitting new applications as well as any revisions or modifications made.

- **APPLICATION FEE** (See chart below)
- **PHOTOGRAPHS OF EXISTING ACTIVITY ARE REQUIRED.**
- **PHOTOGRAPHS OF COASTAL FEATURE AND PROJECT AREA ARE RECOMMENDED.**
- **APPLICATION FORM.**
- **LETTER FROM LOCAL BUILDING OFFICIAL** (except for dock repairs, seawall, tree removal, OWTS).
- **PROOF OF PROPERTY OWNERSHIP/LETTER FROM TAXASSESSOR'S OFFICE.**
- **LOCATION MAP.**
- **SITE PLANS, SPECIFICATIONS AND DESCRIPTIONS OF PROPOSED MAINTENANCE ACTIVITY.**
 - DETAILED SITE PLANS, CROSS SECTIONS ARE APPROPRIATE, ESPECIALLY IF NO PRIOR CRMC APPROVAL IS ON FILE.
- COPY OF ANY PREVIOUS CRMC PERMITS
- COPY OF ANY PREVIOUSLY APPROVED PLANS & SPECIFICATIONS (IF NONE CAN BE FOUND, PROVIDE PREVIOUS OWNERS NAMES BACK TO 1971).
- **FOR OWTS PROJECTS: APPLICANT MUST SUBMIT DEM OWTS PERMIT AND APPROVED STAMPED PLANS.**

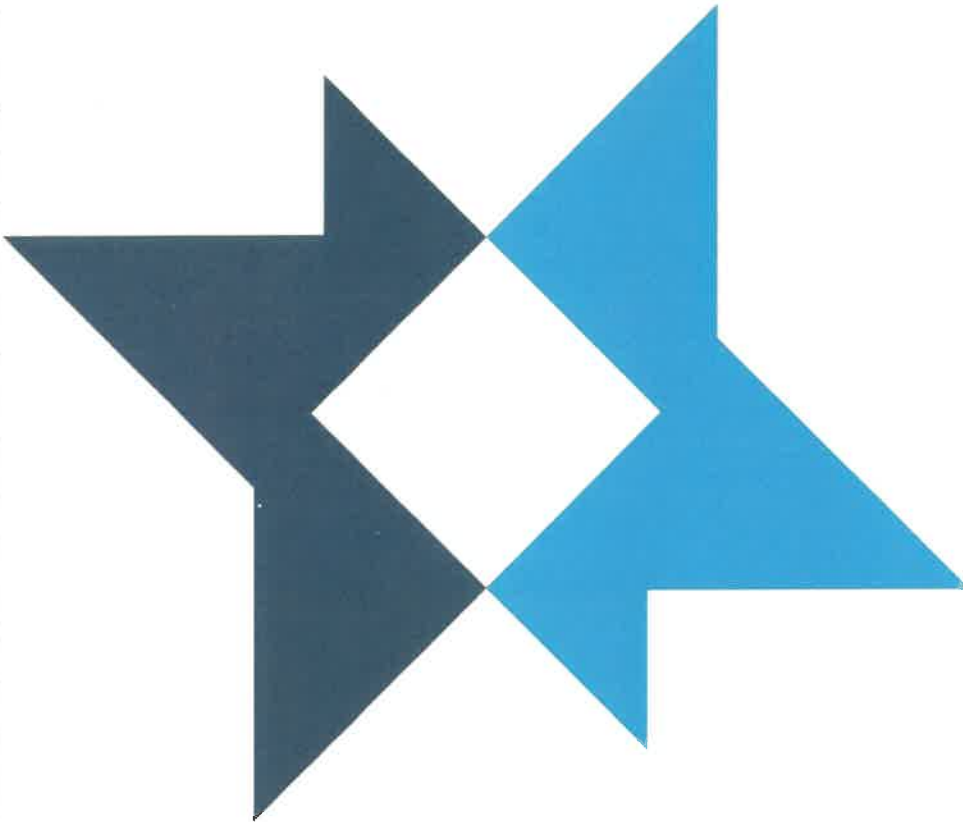
NOTE "A" - PLEASE NOTE THAT PER RICRMP 1.3.1(N), MAINTENANCE OF STRUCTURES INCLUDES REBUILDING, RECONSTRUCTION, REPAIRING, OR RE-ESTABLISHING TO PREVIOUSLY ASSENTED CONDITIONS AND DIMENSIONS OF A DAMAGED OR DETERIORATED STRUCTURE OR FACILITY. WITH THE EXCEPTIONS OF MARINAS (SEE SECTION 300.4) MAINTENANCE INCLUDES ONLY THOSE ACTIVITIES THAT DO NOT ALTER THE APPROVED DESIGN, PURPOSE, AND SIZE OF THE STRUCTURE. HOWEVER, CONSTRUCTION, REPAIR, ALTERATION OR REPLACEMENT OF EXISTING MALFUNCTIONING ONSITE WASTEWATER TREATMENT SYSTEM (OWTS) OR CESSPOOLS TO MEET D.E.M. REQUIRED DESIGN STANDARDS SHALL ALSO BE CONSIDERED MAINTENANCE ACTIVITY. IN THE CASE OF STRUCTURES FOR WHICH NO C.R.M.C. ASSENT HAS BEEN OBTAINED, THE COUNCIL'S EXECUTIVE DIRECTOR SHALL DETERMINE WHAT STANDARDS OF THE R.I. COASTAL RESOURCES MANAGEMENT PROGRAM APPLY.

<u>EPC (Estimated Project Cost)</u>	<u>APPLICATION FEE</u>
Up to \$500.00	\$20.00
Greater than \$500.00 less than or equal to \$1,000.00	\$35.00
Greater than \$1,000.00 less than or equal to \$5,000.00	\$50.00
\$5,001.00 - \$10,000.00	\$100.00
\$10,001.00 - 20 million	\$100.00 plus .005 of EPC beyond \$10,000 up to fee = \$100,050.00
> \$20 million	\$100,050.00 plus .0025 of EPC beyond \$20 million



Permit Application

**Shell Oil
Providence Terminal
Dolphin Access
& Timber Demolition**



Triton Terminaling, LLC

Providence, RI

August 2025

Project ID: 0023T014.00

Solving our clients' toughest
science and engineering challenges.



Shell Oil Providence Terminal Dolphin Access & Timber Demolition

Project ID: 0023T014.00

Prepared for
Triton Terminaling, LLC
520 Allens Avenue
Providence, RI 02905

Prepared by
Foth Infrastructure & Environment, LLC

August 2025

REUSE OF DOCUMENTS

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Shell Oil Providence Terminal Dolphin Access & Timber Demolition

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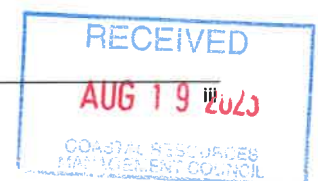
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Attachments

Attachment A	RI CRMC Maintenance Certification Application
Attachment B	Project Plans
Attachment C	Site Photographs
Attachment D	RI CRMC Cranston, Providence & East Providence (Metro Bay – south) Water Type Classification
Attachment E	IPaC Official Species List
Attachment F	EFH & ESA Consultation
Attachment G	GARFO Tool Results
Attachment H	Historic Permits
Attachment I	Letter from Local Building Official
Attachment J	Proof of Property Ownership



1. Introduction

Triton Terminating, LLC (Triton) is proposing to rehabilitate the Shell Oil Providence Terminal located within the Providence River (Site). The Site distributes petroleum products that are delivered by ships and barges and piped to a truck filling manifold onshore.

The proposed improvements to the terminal, which are intended to extend the service life utilizing a 50-year design. Project demolition will consist of the removal of the existing timber supported dolphins, timber catwalks, abandoned timber support bents. The project improvements will consist of installing new steel framed catwalks and a steel framed drip pan beneath the pipeline manifold hookups. The proposed maintenance at the boat ramp and floating docks includes replacing hardware and support piles for the floating docks. These efforts will maintain the current operations at the Site.

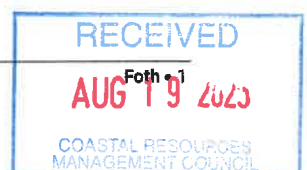
It is presumed that the project meets the criteria to be classified as a General Permit No. 2 (GP 2) under a Pre-Construction Notification (PCN) for Rhode Island as part of the United State Army Corps of Engineers (USACE), as it includes the repair, rehabilitation or replacement of a previously authorized and currently serviceable structure with no expansion or change in use. It will be constructed in the same footprint with only a minor deviation in the structure configuration. In addition, Triton is requesting review of this application by the Rhode Island Coastal Resources Management Council (RI CRMC) under a Maintenance Certification.

1.1 Project Location

The proposed project site is located at 520 Allens Avenue, Providence, RI on plat 55, Lots 16 & 17 on the Providence Assessors Map and at Lat. 41° 48' 6" N Long. 71° 23' 45" W along the west side of the Providence River. The proposed project location can be seen in **Figure 1-1** below and locus can be seen in the project plans in **Attachment B**.



Figure 1-1: Proposed Project Location



1.2 Project Site

The overall Site is approximately 110-ft wide and extends 1025-ft into the Providence River from the western shore and is comprised of the following components:

- ◆ timber and steel supported concrete approach way
- ◆ two (2) steel supported steel pipe racks
- ◆ three (3) steel supported concrete platforms
- ◆ three (3) abandoned timber supported concrete mooring dolphins
- ◆ six (6) steel monopile supported concrete mooring dolphins (MD1, MD2, MD3, MD4, MD5 & MD6)
- ◆ six (6) steel monopile breasting dolphins (M1, M2, M3, M4, M5 & M6)
- ◆ two (2) steel catwalks
- ◆ two (2) timber catwalks
- ◆ two (2) property marker piles
- ◆ boat ramp
- ◆ floating dock
- ◆ pipe outfall

The terminal was reportedly constructed as the Harbor Junction Wharf in 1907 and supported a railroad spur. A fire on July 18, 2006 destroyed a portion of the dock requiring reconstruction of the approach way, hose rack, dock house, breasting dolphins, and mooring dolphins shortly afterwards to restore operations. **Attachment H** includes record plan and permit information found to be available through record requests made by Foth to the RI CRMC for historic permits for activity at the Site.

The terminal distributes petroleum products that are delivered by ships and barges. The product is piped from the dock to a truck filling manifold onshore. Barges are typically berthed on the north side of the dock and ships are berthed in the deeper water on the south side of the dock. A boat ramp and floating dock on Site just north of the terminal provides access to launching and fendering for small vessels to support terminal operations and maintenance. The tidal range at the site is summarized in **Table 1-1** below. An aerial of the site with an overview of all terminal components can be seen below in **Figure 1-2** on the following page.

Table 1-1. Tidal Data (NOAA Station 8454000 - Providence, RI)

Tide Information	Elevation (ft)
Mean High Water (MHW):	4.59
Mean Low Water (MLW):	0.18
Mean Lower Low Water (MLLW):	0.00

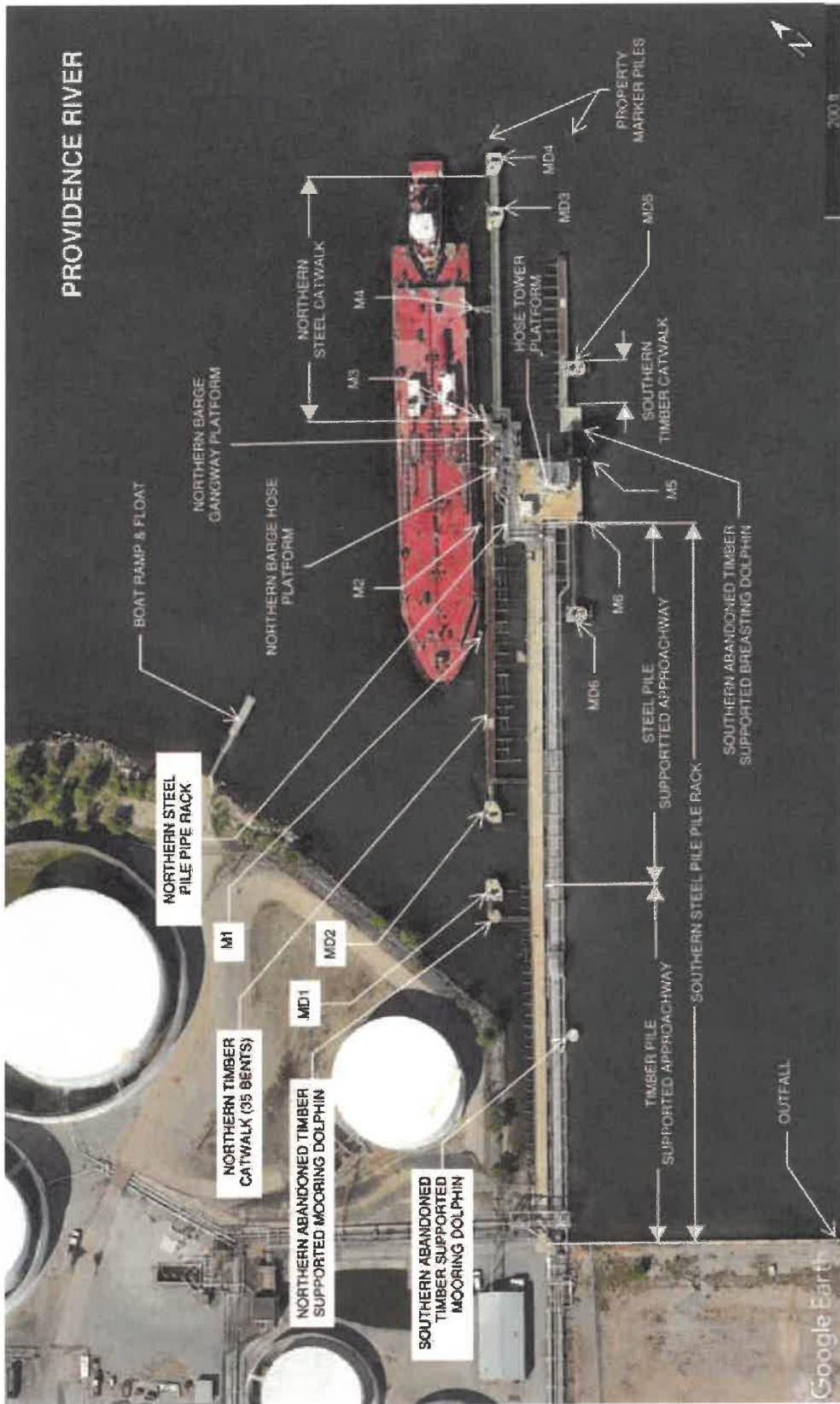


Figure 1-2: Shell Oil Company Providence Terminal Site Overview

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1.3 Proposed Action

All proposed work to be performed at the Site are anticipated to be confined within the existing terminal structure perimeter limits, with only minor deviations in pile locations. It is not anticipated that these minor deviations will impact previously undisturbed habitat due to the industrial nature of the site as well as the adjacent maintenance dredging which occurs along the existing fender line. The project is intended to maintain the existing currently serviceable authorized structures in order to maintain the Site operations. No expansion or change in use is proposed. The proposed scope of work to be performed as part of this application includes the following:

- Demolition and disposal of approximately 8,663 square feet (SF) of timber supported components within the existing terminal footprint including but not limited to:
 - Two (2) timber catwalks and abandoned timber support bents.
 - Two (2) abandoned timber supported concrete mooring dolphins.
- Installation of approximately 1,138 SF / 200 linear feet (LF) of steel pipe pile supported steel framed dolphin access catwalks to the terminal including but not limited to:
 - Installing twelve (12) 12.75-inch diameter steel pipe piles.
 - Steel caps will be placed atop the driven piles followed by steel catwalk framing and grating.
 - Approximately 1200 LF of steel handrails will be placed along the edges of the proposed catwalks.
- Installation of an approximately 260 SF steel framed drip pan beneath the existing pipeline manifold hookups to the terminal.
- Replacement and maintenance to support hardware and framing for the floating docks including but not limited to:
 - Replacing four (4) 12-inch diameter timber piles in-kind.
 - Replacing two (2) connection pins in-kind.
 - Replacing four (4) pile guides in-kind.
 - Replacing gangway header in-kind.
 - Installing 1-inch diameter HILTI HIT-RE 500 V3 + HAS-R 316 SS anchors to two (2) piles with two (2) per pile and an embedment in concrete of 9 inches.

Foth will perform a post construction hydrographic survey to confirm that all debris has been removed within the footprint of the proposed work along with the berth locations for the vessels. Routine surveys have already been performed at the Site.

1.4 Purpose and Need

The project will provide no enhancements, expansion or change in use for the Site. The goal of the proposed work is to maintain the current functionality of the terminal and operations at the Site. The timber supported structures are at the end of their service life and in need of repair or replacement. Once the demolition of existing timber structures is complete the intent of the proposed work is to restore access to existing mooring and breasting structures. The change in support and framing material to steel is consistent with the other serviceable steel supported structures of the terminal and will keep the asset operational, efficient, safe and in a state of good repair for the coming 50+ years.

The maintenance to the floating dock gangway header, piles, pile guides and connection hardware will ensure small vessel launching and fendering at the site will remain functional to support terminal operations and maintenance.

2. Alternative Analysis

This section describes the alternatives considered when evaluating the long-term strategy for maintaining the Site. In all, a total of three (3) alternatives were assessed, as follows:

1. Partial Terminal Reconstruction
2. Continued Maintenance of Existing Timber Supported Structures
3. No Action

A description of each alternative and the results of its assessment are provided below.

2.1 Partial Terminal Reconstruction

This alternative consists of demolishing and removing the timber supported structures that are abandoned or in use and in serious need of repair. The demolition would include the timber supported catwalks and dolphins. The removed timber catwalks would be replaced with steel pile supported and steel framed catwalks utilizing a 50-year design life. The support hardware and piles for the floating docks at the boat launch facility on site will be replaced in-kind.

With the goal of keeping the terminal operational, efficient and safe and in a state of good repair for the coming 50+ years, this alternative was identified as being the best candidate. Removing and replacing the existing timber supported catwalks with steel supported and framed catwalks will increase navigation and operation safety and overall reduce the terminal footprint over water.

2.2 Continued Maintenance of Existing Timber Supported Structures

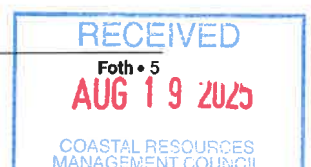
This alternative consists of performing continued maintenance of the existing timber supported components of the terminal. This would include repairing the deteriorated or damaged timber supported catwalks, pile caps, piles, dolphins and repairing/replacing fender and mooring hardware on an as needed basis. Most of the timber supported components have already been abandoned and only serve as obstacles for navigation. Performing maintenance functions to the structures in use will become more costly and will not provide the load carrying capacity and structural resiliency or lifespan required to service the terminal in the long-term. Based on this, this scenario was not considered the most effective or beneficial alternative.

2.3 No Action

This alternative would propose no improvements to the terminal. Eventually, no action would leave the terminal with an unusable berth and a deteriorating asset. This would be detrimental to the Triton's operations as the structures would become navigational and safety hazards over time. To maintain the effectiveness of operations and navigational and worker safety this scenario was not considered a viable alternative.

3. Mitigation Measures and Permits

All special or supplemental requirements identified in permitting documents shall be adhered to during the construction process. Best management practices will be followed during construction. No removal of vegetation or grading of natural soil profiles is necessary to prepare the site. The terminal exists within an existing industrial waterfront area of the Providence River



and is anticipated to be enclosed entirely within the existing footprint. The following mitigation measures will be taken to minimize adverse impacts associated with the proposed project.

3.1 Threatened and Endangered Species

The proposed project will implement the following practices to limit impact to threatened and endangered species in the vicinity of the Site:

- ◆ For any impacts to habitat or conditions that temporarily render affected water bodies unsuitable for the threatened and endangered species in the project vicinity, the use of timing restrictions for in-water work shall be implemented.
- ◆ For activities that increase levels of suspended sediment, the use of silt management and/or soil erosion best practices shall be implemented.
- ◆ For activities that may affect underwater noise levels, the use of a soft start, cushion blocks, and/or other noise attenuating tools such as a bubble curtain shall be used to avoid reaching noise levels that will cause injury or behavioral disturbance to sturgeon. The table below shall be referenced regarding noise criteria for injury/behavioral disturbance in sturgeon.

Table 3-1. Behavioral and Physiological (Injury) Thresholds for ESA- Listed Species in NMFS' Greater Atlantic Region

Species	Thresholds	Units
Sturgeon Behavioral	150	dB re 1 μ PA RMS
Sturgeon Physiological	206	dB re 1 μ PA Peak
Sturgeon Physiological (>2g)	187	dB re 1 μ Pa ² s cSEL
Sturgeon Physiological (<2g)	183	dB re 1 μ Pa ² s cSEL

cSEL = cumulative sound exposure levels

dB = decibel

g = gram

RMS = root mean square

SEL = sound exposure level

μ PA = micro Pascal

The maximum extents of the sound wave have been estimated using the GARFO Acoustic Tool to calculate the estimated sound exposure level (SEL) limits based on the design parameters. The governing threshold criteria for this project was determined from the above-mentioned table. The agreed upon criteria identify sound pressure levels of 206 dB peak and 187 dB accumulated SEL for Sturgeon.

Estimated SEL limits were calculated using 13-inch steel pipe piles driven using vibratory and impact hammers and 12-inch timber piles driven using vibratory hammers. Twelve (12) steel piles are anticipated to be driven, and eighty (80) blows were used for the number of strikes with the impact hammer in the tool. Four (4) timber piles are anticipated to be driven, and 20-minutes was used to drive the steel and timber piles in the tool. It is the intent of the contractor to drive piles using a vibratory hammer to the maximum extent possible but may require an impact hammer to drive piles based on field conditions.

Table 3-2. Project Specific Behavioral and Physiological (Injury) Thresholds for ESA – Listed Species

Pile Size	Pile Material	Hammer	Water Depth (m)	SEL Threshold (dB)	Peak Threshold (dB)	Single Strike Sound Exposure Level (dBsel)	Distance (m) to 150 dBsSEL (surrogate for 187 dB cSEL injury)	Distance (m) to Fish Behavioral Disturbance Threshold 150 dB
13"	steel pipe	impact	5	160	185	177	15.4	215.4
13"	steel pipe	vibratory	<5	155	N/A	N/A	N/A	21.5
NP	timber	vibratory	NP	158	N/A	N/A	N/A	34.1

m = meter

*Pile size and water depth based on best available data.

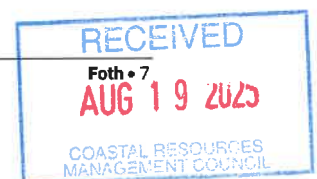
The potential impacts of this project are minimal based on the overall impact area of the project. Nevertheless, the project shall implement the following additional mitigation measures into the proposed project to reduce any adverse impacts:

- ◆ Soft start pile driving/removal will be conducted This is to protect any threatened or endangered species that may be in the project vicinity.
- ◆ The piles are to be driven utilizing a vibratory hammer to the best of their ability with the least amount of impact driving possible and is not expected to exceed NMFS specifications regarding dBs noise levels.
- ◆ The extent of the project disturbance and ground disturbance shall be limited to the minimum necessary during construction.
- ◆ All debris generated as a result of the project construction shall be removed from the site and disposed of at an appropriate upland disposal location.
- ◆ Appropriate BMPs shall be implemented throughout the project site as deemed necessary by State and Federal permit approvals.

3.2 Erosion Controls

The proposed action will have short-term effects to the physical environment during the demolition and pile driving activities; these impacts are anticipated to last only during the construction period and be limited to the existing footprint of the terminal. No long-term or cumulative impacts to the physical environment are anticipated. The short-term impacts on the physical environment due to construction will be minimized with the implementation of best management practices (BMP), and mitigation measures specified in the required permits. In summary, the physical impacts from this project have minimal adverse impacts and are anticipated to be limited to construction activities.

Erosion controls, such as a debris boom, shall be placed to prevent discharge material from entering waterways. This is proposed to be erected prior to starting work, and their effectiveness will be maintained until all work at the site is completed and the area has been stabilized against erosion.



3.3 Regulated Resources

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

Table 3-3. Project Impacts in Waters of The U.S. (WOTUS)

	*MUDLINE ELEVATION (MLLW DATUM) [FT]	NUMBER OF PILES	DIAMETER OF PILES [IN]	AREA OF PILES IN WOTUS [SF]	**LENGTH TO MUDLINE BELOW AHT (6.06FT MLLW) [FT]	VOLUME OF PILES IN WOTUS (CF)
EXISTING TO BE REMOVED	-8	-4	12	-3.14	14.06	-44.1
	-10	-13	12	-10.21	16.06	-163.9
	-12	-370	12	-290.45	18.06	-5245.5
	-14	-287	12	-225.30	20.06	-4519.4
	-20	-114	12	-89.49	26.06	-2332.1
	-30	-82	12	-64.37	36.06	-2321.2
PROPOSED	-8	4	12	3.14	14.06	44.1
	-12	8	12	6.28	18.06	113.4
	-28	4	12	3.14	34.06	106.9
NET NUMBER OF PILES		-854	TOTAL AREA IMPACT TO WOTUS (SF)	-667.25	TOTAL VOLUME IMPACT TO WOTUS (CF)	-14317.6
					TOTAL VOLUME IMPACT TO WOTUS (CY)	-530.3

*MUDLINE ELEVATIONS BASED ON BATHYMETRIC DATA GATHERED BY FOTH ON 4/25/2023

**ANNUAL HIGH TIDE (AHT) BASED ON PREDICTED TIDES FOR 2025 DATE 04/27/2025 AT NOAA STATION 8454000, PROVIDENCE, RI

The Rhode Island Water Quality Regulations have classified the waters adjacent to the terminal as Class SB1{a}. SB1{a} waters are designated for primary and secondary contact recreational activities, fish and wildlife habitat, navigation, industrial cooling and aquacultural uses excluding shellfish for direct human consumption.

The proposed project will not negatively affect the objectives of the RI CRMC, and in fact, support RI CRMC’s stated purpose of the Type 6 classification. Coastal zone environmental concerns, such as wetlands, historic preservation, public access and nonpoint pollution control, are not anticipated to be encountered during demolition, excavation, construction or operation and the project presents no adverse or beneficial impacts to the site. Wildlife habitat is anticipated to have no long-term impacts due to the location and existing nature of the site.

No wetlands are located on or adjacent to the terminal. The nearest wetlands are approximately 1.0 miles from the Property across the Providence River located around Metacomet Brook. The proposed action will not impact wetlands, either in the short-term or long term.

3.4 Performance Standards

The New England District of the U.S. Army Corps of Engineers (USACE) has issued Programmatic General Permit (PGP) for the State of Rhode Island that expedites review of minimal impact work in coastal and inland waters. The PGP establishes a Category 2 (GP2) Pre-Construction Notification (PCN) permit class that authorizes specified activities with notification to the Corps provided all state permits are obtained, and the terms and conditions of the PGP are met. The repair or maintenance of existing currently serviceable authorized structures that are rebuilt in the same footprint are allowed with minor deviations. Minor deviations to the structure's configuration including those due to changes in materials are permitted provided the adverse environmental effects resulting from the work are minimal. The USACE states that in Rhode Island a project is eligible under PCN of the GP2 if they are subject to USACE jurisdiction, meet the general conditions of the GPs and are regulated by the State and received all applicable State approvals. Since this project consists of maintenance work this falls within GP-2 for the repair, rehabilitation, or replacement of any previously authorized, currently serviceable structure. Projects within Rhode Island seeking PCN authorizations must comply with the general conditions and other Federal laws such as the National Historic Preservation Act, the Endangered Species Act and the Wild and Scenic Rivers Act. The CZM program is administered by the CRMC which has determined that any project in the Coastal Area that is authorized under Category 2 of the USACE PGP is consistent with the CZM program and does not require additional CZM review.

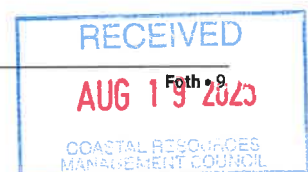
The Rhode Island Water Quality Regulations (Regulations) describe a number of impacts to water quality that are not allowed as the result of any activity. The repairs to the Terminal will not result in the discharge of pollutants that will violate Water Quality Standards, interfere with the above-listed uses, or violate the Antidegradation provisions of the Regulations. The RI CRMC Water Type Classification for the surrounding waters of the project in the Providence River is Type 6 for industrial waterfronts and commercial navigation channels. Type 6 waters and adjacent lands under RI CRMC jurisdiction are to encourage and support modernization and increased commercial activity related to shipping including the berthing, loading and unloading, and servicing of commercial vessels and construction and maintenance of facilities required to support those activities. The maintenance of the terminal will allow for its continued use and is consistent with the CRMC goals for Type 6 Waters

3.5 Air

All local, state, and federal requirements shall be adhered to maintain and preserve air quality in and around the vicinity of the Terminal during construction. Project activities will employ dust suppression measures during construction to minimize impacts. In order to reduce any impacts due to the construction phase anti-idling and other measures to limit emissions from construction equipment shall be implemented. All construction equipment will be maintained in compliance with all applicable state and federal emission regulations. Equipment will not be idled without an operator in the cab.

3.6 Construction Methodology

The proposed work is expected to be completed using barge-mounted cranes, as determined by the selected contractor and approved by the Engineer. A general sequence of construction is provided below:



- ◆ The contractor will mobilize all equipment to the site, which is expected to consist of crane and materials barges, driving hammers (vibratory and impact), demolition equipment, and support vehicles.
- ◆ Erosion and sediment control devices will be deployed as required.
- ◆ Demolition of the existing pile-supported concrete dolphins and timber catwalk and abandoned support bents will be completed.
- ◆ Extraction and/or cutting of the existing timber piles will be completed.
- ◆ The new steel piles for the proposed steel catwalks will be installed.
- ◆ Steel caps atop the driven piles will be installed followed by the steel catwalk framing and grating.
- ◆ Steel handrails will be placed along the edges of the steel catwalks.
- ◆ The proposed steel drip pan will be installed.
- ◆ Maintenance work including pile anchors, gangway header replacement, float connection pins and pile guides will be conducted.
- ◆ Contractor will demobilize all materials, equipment, and personnel.
- ◆ The contractor will minimize impacts to coastal resource areas at all times during the proposed work.

3.7 Summary of Mitigation Measures

The proposed repairs to the Terminal will be conducted to minimize impacts to the surrounding coastal resource areas as follows:

- ◆ Soft start pile driving/removal will be conducted This is to protect any threatened or endangered species that may be in the project vicinity.
- ◆ The piles are to be driven utilizing a vibratory hammer to the best of their ability with the least amount of impact driving possible and is not expected to exceed NMFS specifications regarding dBs noise levels.
- ◆ The extent of the project disturbance and ground disturbance shall be limited to the minimum necessary during construction.
- ◆ All debris generated as a result of the project construction shall be removed from the site and disposed of at an appropriate upland disposal location.
- ◆ Appropriate BMPs shall be implemented throughout the project site.
- ◆ Debris booms shall be placed to prevent discharge material from entering waterways.
- ◆ All local, state, and federal requirements shall be adhered to maintain and preserve air quality in and around the vicinity of terminal during construction.
- ◆ Project activities will employ dust suppression measures during construction to minimize impacts. To reduce any impacts due to the construction phase anti-idling and other measures to limit emissions from construction equipment shall be implemented.
- ◆ All construction equipment will be maintained in compliance with all applicable state and federal emission regulations. Equipment will not be idled without an operator in the cab.

Any additional conditions as required by State and Federal permits will be incorporated in the contract documents and enforced during construction to ensure there are no negative impacts to the coastal and marine resources resulting from the essential and extremely critical maintenance of the Shell Oil Terminal.

Attachment A
RI CRMC Maintenance Certification Application



Attachment B
Project Plans

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GENERAL NOTES:

1. HORIZONTAL COORDINATES REFER TO NAD83 RHODE ISLAND STATE PLANES, US FOOT.
2. THE VERTICAL REFERENCE PLANE FOR THIS PROJECT IS MEAN LOWER-LOW WATER (MLLW).
3. RESULTS OF TOPOGRAPHY FROM SURVEY BY FOTH INFRASTRUCTURE & ENVIRONMENT, LLC (FOTH) DATED 8/1/2018 & 8/13/2020.
4. THE BATHYMETRIC DATA SHOWN ON THIS PLAN WAS GATHERED BY FOTH ON 4/25/2023. CONTOURS ARE BASED ON THE 1'X1' AVERAGE VALUE DATA SET. RTK CORRECTIONS FOR THIS SURVEY PROVIDED BY KEYNET - VRS (GEOID 12A). ELEVATIONS ARE IN FEET AND TENTHS, AND REFER TO THE MLLW DATUM.
5. ANNUAL HIGH TIDE (AHT) IS +6.06' MLLW BASED ON PREDICTED TIDES FOR 2025 DATE 04/27/2025 AT NOAA STATION 8454000, PROVIDENCE, RI.
6. DATUM CONVERSIONS PERFORMED USING NOAA'S VDATUM SOFTWARE ON 2/9/2025.
7. ORTHO-IMAGERY AND SCALED DATA IS APPROXIMATE UNLESS OTHERWISE NOTED AND SHOULD BE USED AS A GENERAL REFERENCE ONLY.
8. PROJECT SITE IS IN FEMA ZONE VE (EL. +14' NAVD88; EL. +16.47' MLLW) IN ACCORDANCE TO FEMA FIRM MAP #44007C0317J, EFFECTIVE DATE SEPTEMBER 18, 2023.
9. PROJECT SITE IS LOCATED ENTIRELY WITHIN RI CRMC TYPE 6 WATERS FOR INDUSTRIAL WATERFRONTS AND COMMERCIAL NAVIGATION CHANNELS AS MAPPED BY RIGIS ONLINE TOOL.
10. PROJECT SITE IS LOCATED ENTIRELY WITHIN AN ENDANGERED SPECIES FISH HABITAT FOR ATLANTIC STURGEON AND SHORTNOSE STURGEON AS MAPPED BY NOAA'S ESA SECTION 7 ONLINE TOOL.
11. PROJECT SITE IS LOCATED ENTIRELY WITHIN A SHELLFISH HARVEST RESTRICTION AREA DESIGNATED AS SHELLFISHING PROHIBITED AS MAPPED BY RIGIS ONLINE TOOL.
15. SURFACE WATER IWQMA WATER QUALITY STANDARD IMPARIMENTS WITHIN THE PROJECT SITE INCLUDE DISSOLVED OXYGEN, TOTAL NITROGEN, AND FECAL COLIFORM AS MAPPED BY RIDEM ENVIRONMENTAL RESOURCE ONLINE TOOL.
16. NO GRADE CHANGES ARE PROPOSED.
17. POSSESSION AND USE OF THE MATERIAL CONTAINED ON THESE DRAWINGS IS GRANTED ONLY IN CONNECTION WITH ITS USE AS IT RELATES TO THE TITLED PROJECT, ANY OTHER USE, REPRODUCTION OR DISCLOSURE OF THE INFORMATION CONTAINED HEREON IS EXPRESSLY PROHIBITED WITHOUT THE WRITTEN CONSENT OF FOTH.

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SURVEY NOTES:

- | | |
|---------------------|---|
| 1. PROJECT NAME: | SHELL PROVIDENCE TERMINAL - CONDITIONAL BATHYMETRIC SURVEY |
| 2. PROJECT NUMBER: | 0023T026 |
| 3. PLOT SCALE: | AS NOTED |
| 4. SURVEY DATE: | APRIL 25, 2023 |
| 5. SURVEYOR: | J.RAY, J.BARANELO |
| 6. VESSEL: | OSCAR |
| 7. TRANS./FATH.: | 320KHZ, 150 DEGREE, RESON T-50, APPLANIX POS/MV, KEYNET VRS |
| 8. WEATHER COND: | SUNNY, NW 10-20, SLIGHT CHOP |
| 9. PROJECT DATUM: | MLLW AS NOTED IN DATUM CONVERSION CHART |
| 10. COOR. SYSTEM: | NAD-83, RHODE ISLAND STATE PLANE |
| 11. DATA REDUCTION: | DATA SORTED 10'X10' MINIMUM FOR SOUNDINGS, 1'X1' AVERAGE FOR CONTOURS AND DTM |

TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
 HYDRO SURVEY: FOTH ON 4/25/2024

PROJECT NOTES

SHELL OIL PROVIDENCE TERMINAL
 DOLPHIN ACCESS & TIMBER DEMOLITION

DATUM: AHTL = +6.06' MLW = +0.18'
 MHW = +4.59' MLLW = 0.00'


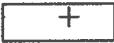


TRITON TERMINALING, LLC
 520 ALLENS AVENUE, PROVIDENCE RI
 MAP 55 LOTS 16 & 17

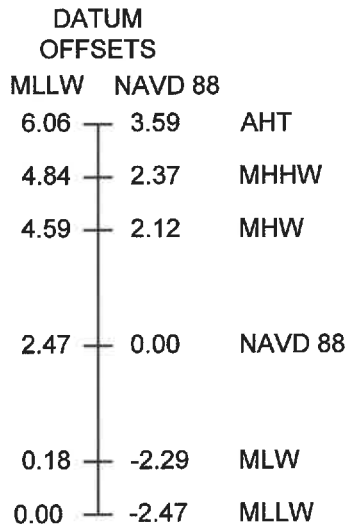
FOTH INFRASTRUCTURE & ENVIRONMENT, LLC
 114 TOURO ST, NEWPORT, RI 02840

3/25/2025

SHEET 2 OF 27

LEGEND

US FEDERAL CHANNEL LIMITS (ACOE)	-----
PROPERTY LINE (MASSGIS)	- - - - -
FEMA FLOOD ZONE (FEMA)	-----
EXISTING CONTOUR MAJOR	
EXISTING CONTOUR MINOR	- - - - -
APPROX. EXTENTS OF EXISTING PIPELINE MANIFOLD	-----
STRUCTURAL PERIMETER LIMIT	- . - . - .
ANNUAL HIGH TIDE LINE (HTL EL. 7.72')	-----
MEAN HIGH WATER (MHW EL. 4.59')	-----
MEAN LOW WATER (MLW EL. 0.18')
CRMC TYPE 6 WATERS - INDUSTRIAL WATERFRONTS & COMMERCIAL NAVIGATIONAL CHANNELS	
SHELLFISH HARVEST RESTRICTION AREA	
RIDEM SB1{a} WATERS	
PROPOSED DEMOLITION	



OFFSETS TAKEN FROM
VDATUM ONLINE ON 2/9/2025
FOR 41.802483N, -71.394146W

TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
HYDRO SURVEY: FOTH ON 4/25/2024

DATUM: AHTL = +6.06' MLW = +0.18'
 MHW = +4.59' MLLW = 0.00'

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

LEGEND & DATUMS

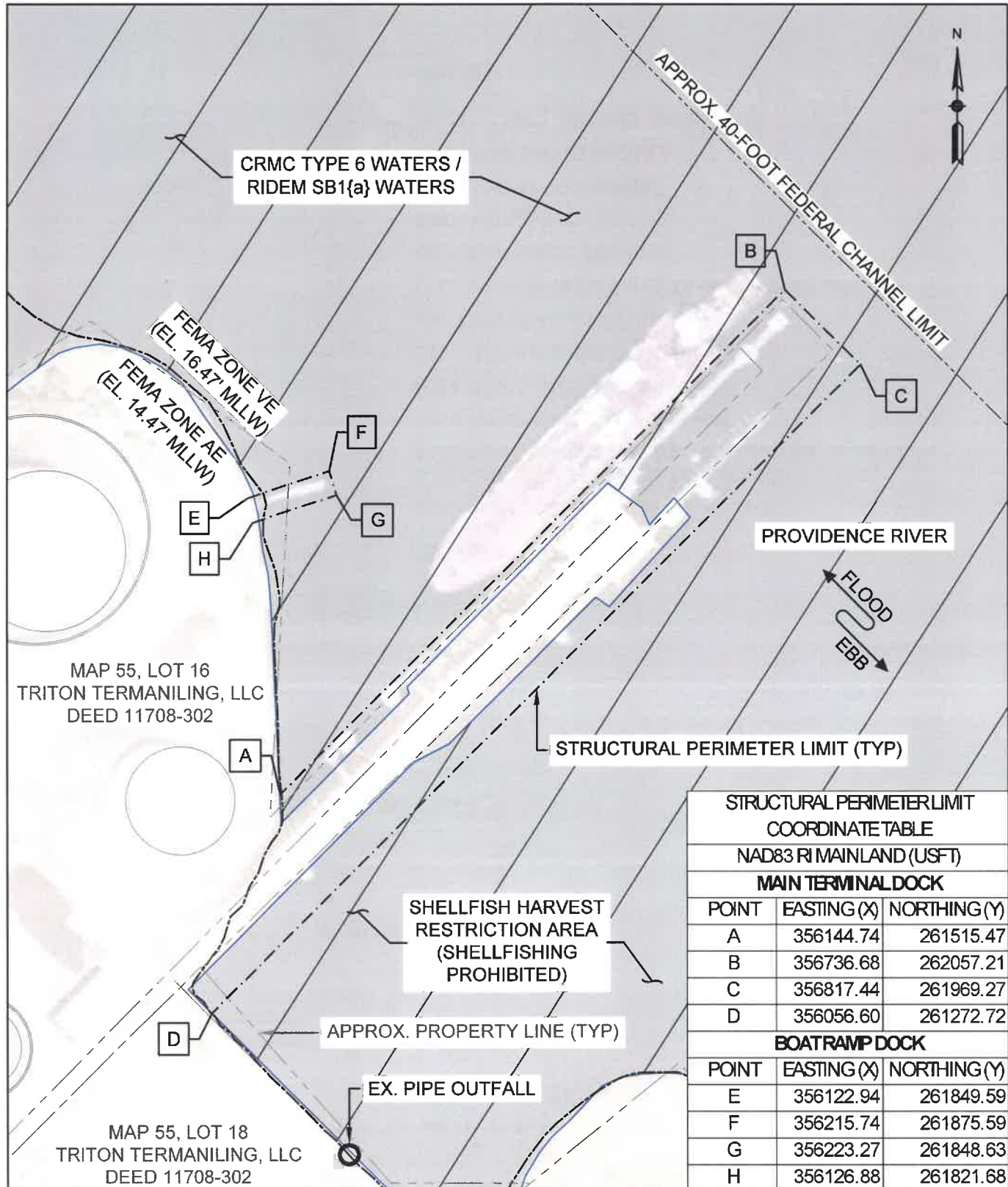
SHELL OIL PROVIDENCE TERMINAL
DOLPHIN ACCESS & TIMBER DEMOLITION

TRITON TERMINALING, LLC
520 ALLENS AVENUE, PROVIDENCE RI
MAP 55 LOTS 16 & 17

3/25/2025

SHEET 3 OF 27





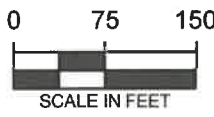
STRUCTURAL PERIMETER LIMIT COORDINATE TABLE		
NAD83 RI MAINLAND (USFT)		
MAIN TERMINAL DOCK		
POINT	EASTING (X)	NORTHING (Y)
A	356144.74	261515.47
B	356736.68	262057.21
C	356817.44	261969.27
D	356056.60	261272.72
BOATRAMP DOCK		
POINT	EASTING (X)	NORTHING (Y)
E	356122.94	261849.59
F	356215.74	261875.59
G	356223.27	261848.63
H	356126.88	261821.68

TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
 HYDRO SURVEY: FOTH ON 4/25/2024

DATUM: AHTL = +6.06' MLW = +0.18'
 MHW = +4.59' MLLW = 0.00'

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

RESOURCE MAP

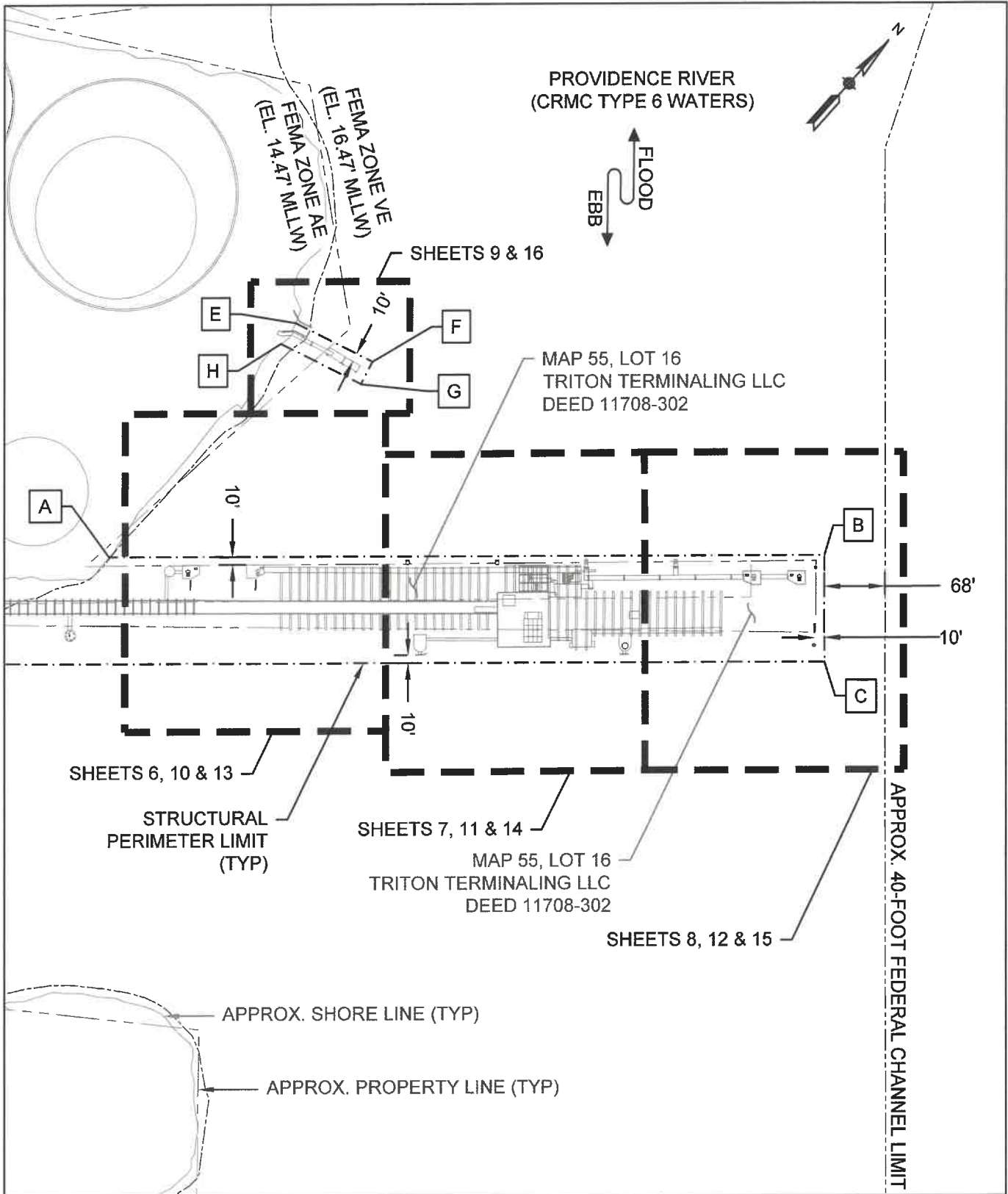


SHELL OIL PROVIDENCE TERMINAL
 DOLPHIN ACCESS & TIMBER DEMOLITION

TRITON TERMINALING, LLC
 520 ALLENS AVENUE, PROVIDENCE RI
 MAP 55 LOTS 16 & 17

3/25/2025

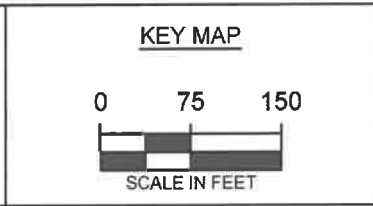
SHEET 4 OF 27



TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
 HYDRO SURVEY: FOTH ON 4/25/2024

 DATUM: AHTL = +6.06' MLW = +0.18'
 MHW = +4.59' MLLW = 0.00'

 FOTH INFRASTRUCTURE & ENVIRONMENT, LLC
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SHELL OIL PROVIDENCE TERMINAL
 DOLPHIN ACCESS & TIMBER DEMOLITION

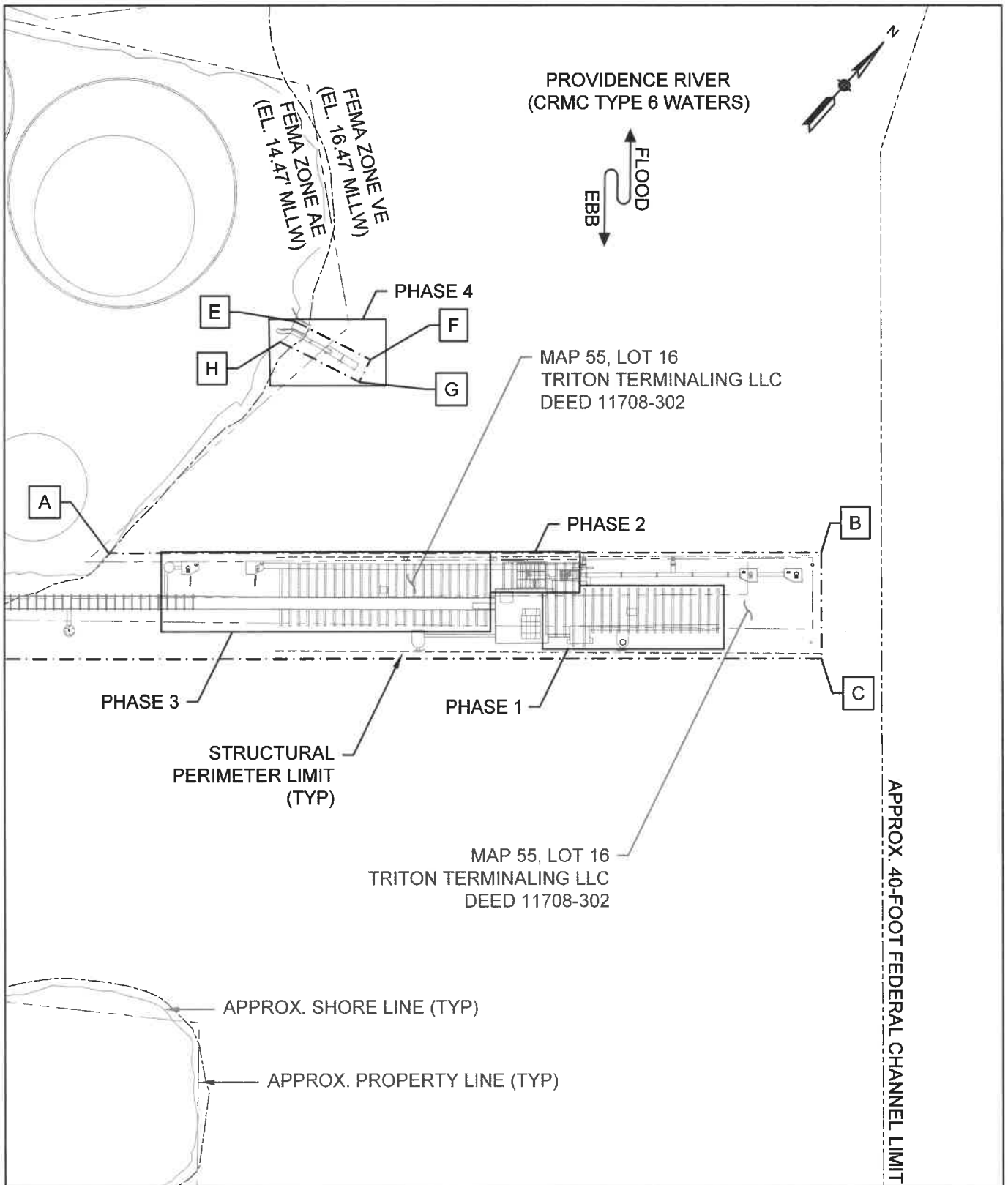
 TRITON TERMINALING, LLC
 520 ALLENS AVENUE, PROVIDENCE RI
 MAP 55 LOTS 16 & 17

 3/25/2025

SHEET 5 OF 27

AUG 19 2025

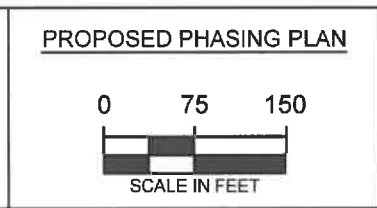
COASTAL RESOURCES
MANAGEMENT COUNCIL



TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
 HYDRO SURVEY: FOTH ON 4/25/2024

 DATUM: AHTL = +6.06' MLW = +0.18'
 MHW = +4.59' MLLW = 0.00'

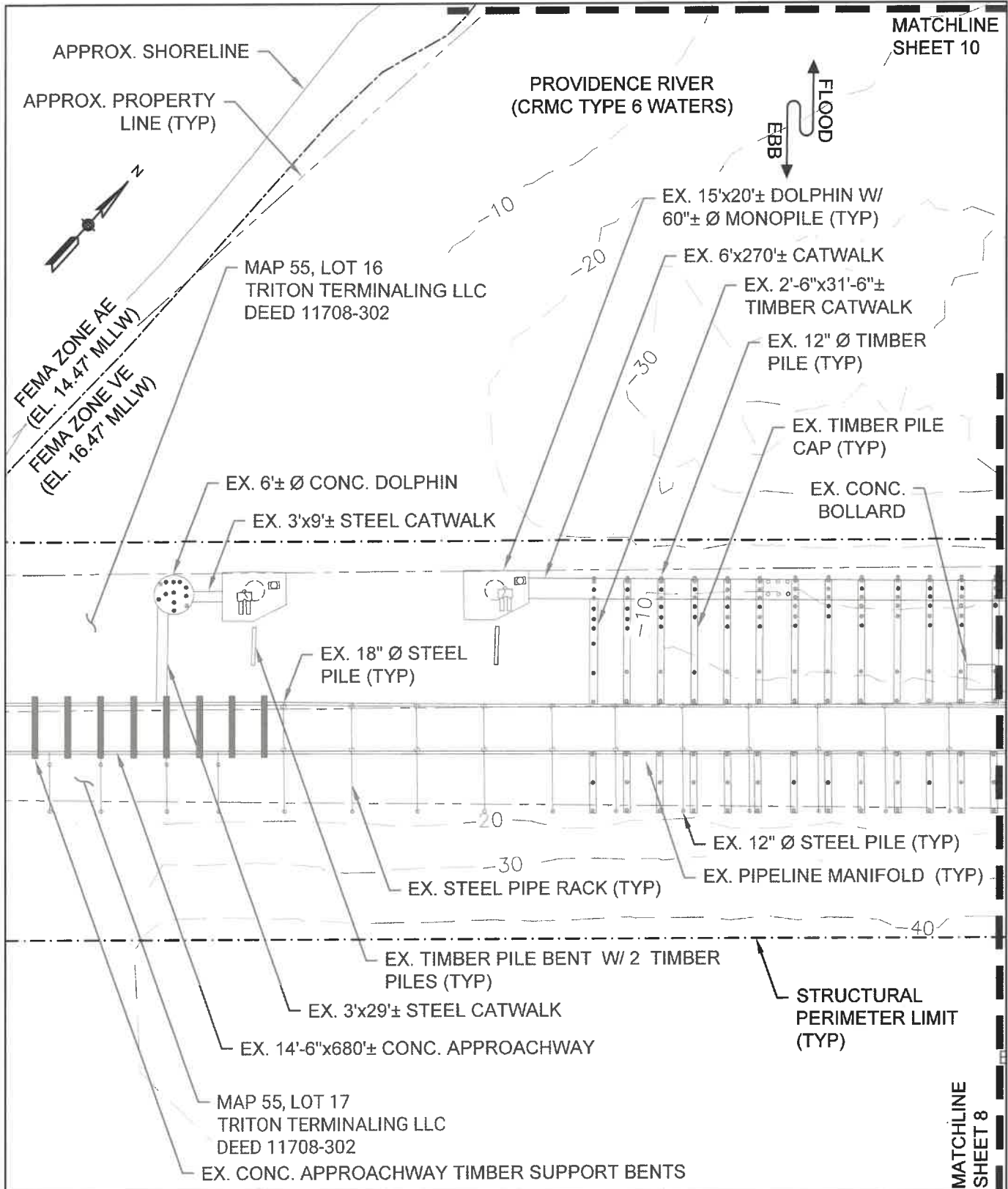
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 114 TOURO ST, NEWPORT, RI 02840



SHELL OIL PROVIDENCE TERMINAL
 DOLPHIN ACCESS & TIMBER DEMOLITION

 TRITON TERMINALING, LLC
 520 ALLENS AVENUE, PROVIDENCE RI
 MAP 55 LOTS 16 & 17

 3/25/2025 SHEET 6 OF 27



TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
 HYDRO SURVEY: FOTH ON 4/25/2024

DATUM: AHTL = +6.06' MLW = +0.18'
 MHW = +4.59' MLLW = 0.00'

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

EXISTING CONDITIONS 1 OF 4

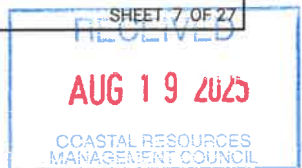


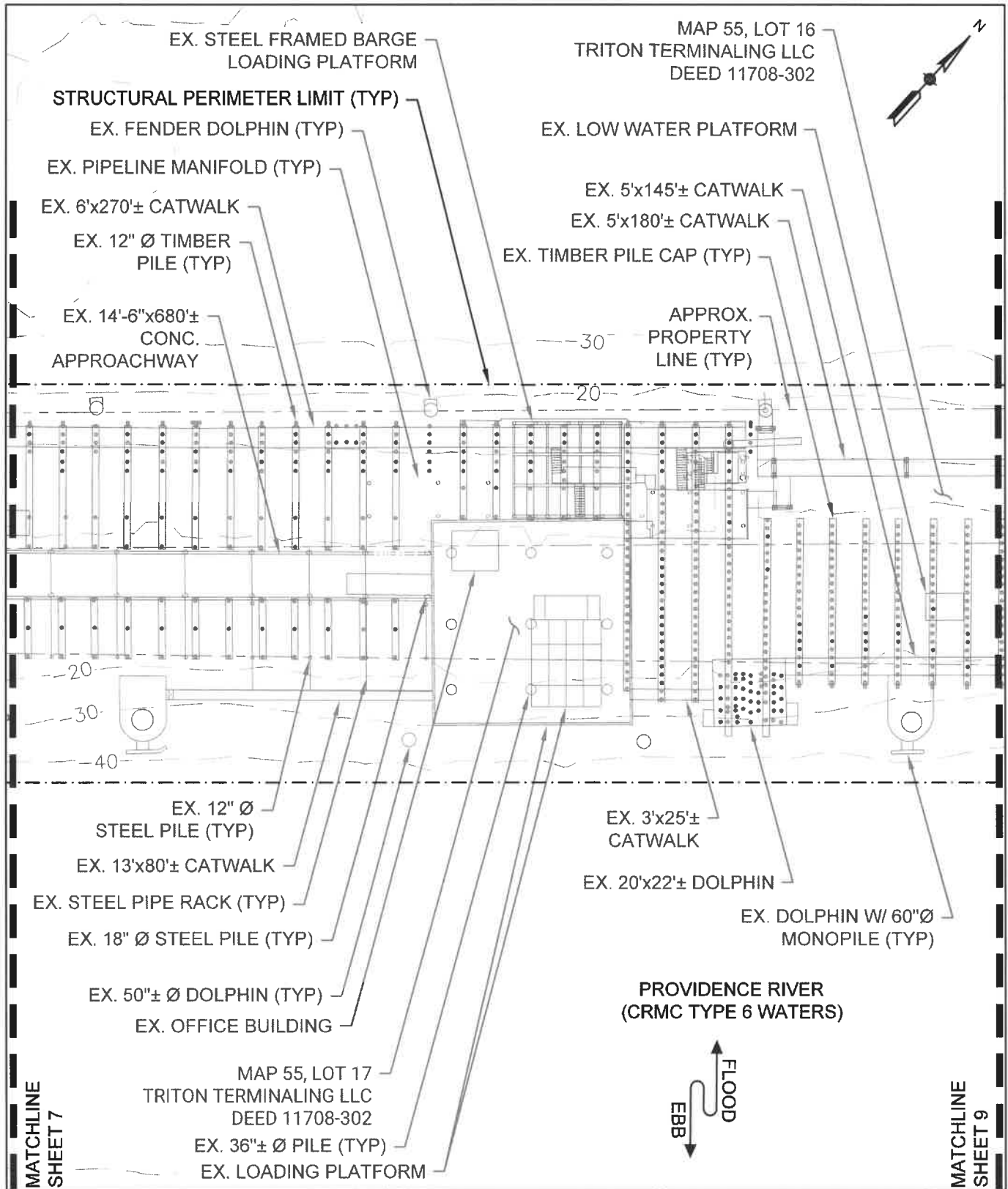
SHELL OIL PROVIDENCE TERMINAL
 DOLPHIN ACCESS & TIMBER DEMOLITION

TRITON TERMINALING, LLC
 520 ALLENS AVENUE, PROVIDENCE RI
 MAP 55 LOTS 16 & 17

3/25/2025

SHEET 7 OF 27





TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
 HYDRO SURVEY: FOTH ON 4/25/2024

DATUM: AHTL = +6.06' MLW = +0.18'
 MHW = +4.59' MLLW = 0.00'

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

EXISTING CONDITIONS 2 OF 4



SHELL OIL PROVIDENCE TERMINAL
 DOLPHIN ACCESS & TIMBER DEMOLITION
 TRITON TERMINALING, LLC
 520 ALLENS AVENUE, PROVIDENCE RI
 MAP 55 LOTS 16 & 17

3/25/2025

SHEET 8 OF 27



PROVIDENCE RIVER
(CRMC TYPE 6 WATERS)

APPROX. 40-FOOT FEDERAL CHANNEL LIMIT



EX. FENDER DOLPHIN

EX. 5'x180'± CATWALK

MAP 55, LOT 16
TRITON TERMINALING LLC
DEED 11708-302

EX. 5'x30'± CATWALK

EX. 15'x20'± DOLPHIN (TYP)

30'

20'

10'

20'

30'

40'

EX. TIMBER
PILE CAP (TYP)

EX. 12" Ø TIMBER PILE (TYP)

MAP 55, LOT 17
TRITON TERMINALING LLC
DEED 11708-302

EX. 36" Ø MARKER
PILE (TYP)

APPROX. PROPERTY
LINE (TYP)

STRUCTURAL
PERIMETER LIMIT (TYP)

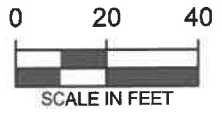
EX. 5'x145'± CATWALK

MATCHLINE
SHEET 8

TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
HYDRO SURVEY: FOTH ON 4/25/2024

EXISTING CONDITIONS 3 OF 4

DATUM: AHTL = +6.06' MLW = +0.18'
 MHW = +4.59' MLLW = 0.00'

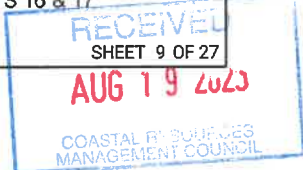


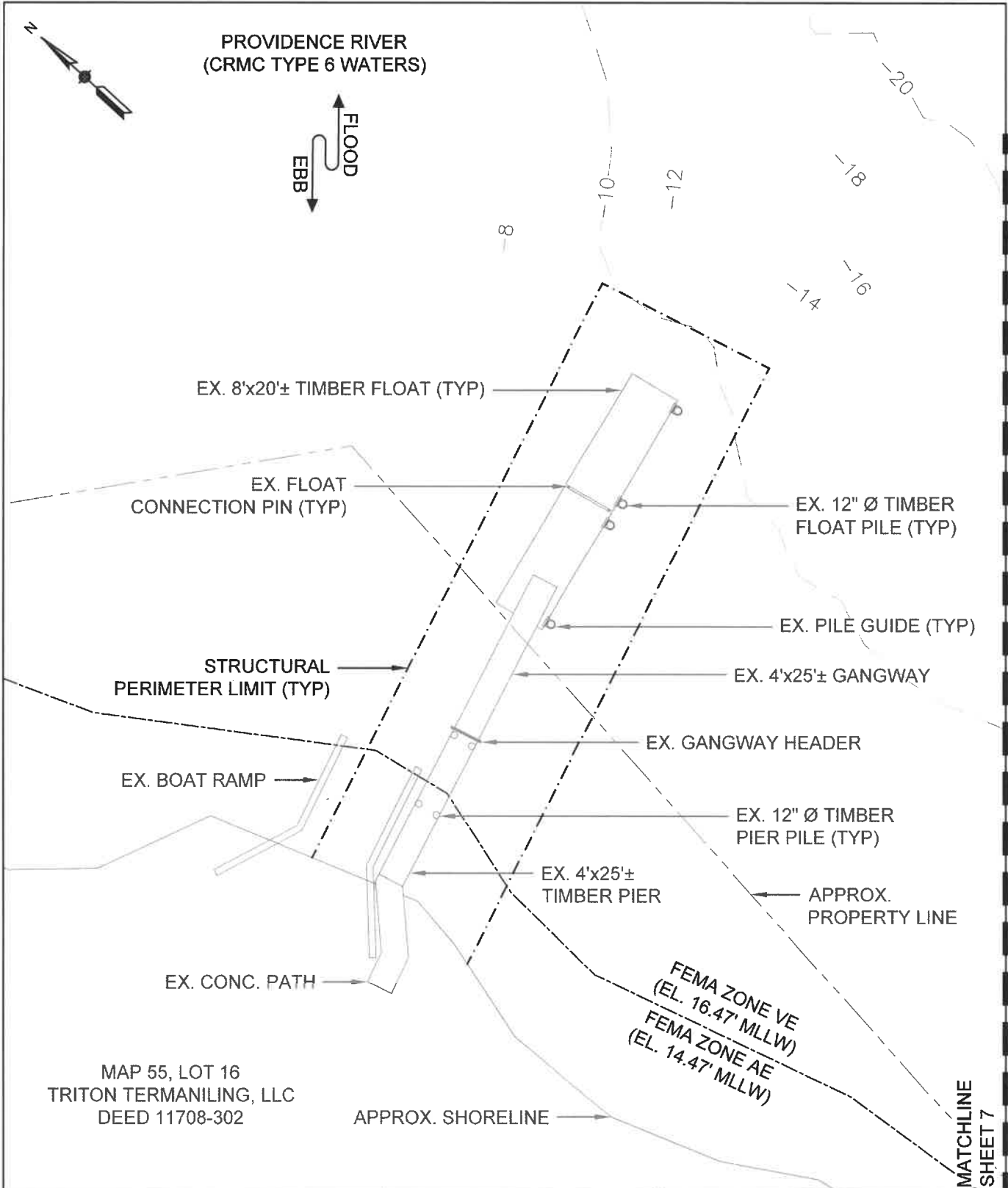
SHELL OIL PROVIDENCE TERMINAL
DOLPHIN ACCESS & TIMBER DEMOLITION

TRITON TERMINALING, LLC
520 ALLENS AVENUE, PROVIDENCE RI
MAP 55 LOTS 16 & 17

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

3/25/2025





TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
 HYDRO SURVEY: FOTH ON 4/25/2024
 DATUM: AHTL = +6.06' MLW = +0.18'
 MHW = +4.59' MLLW = 0.00'
 FOTH INFRASTRUCTURE & ENVIRONMENT, LLC
 114 TOURO ST, NEWPORT, RI 02840

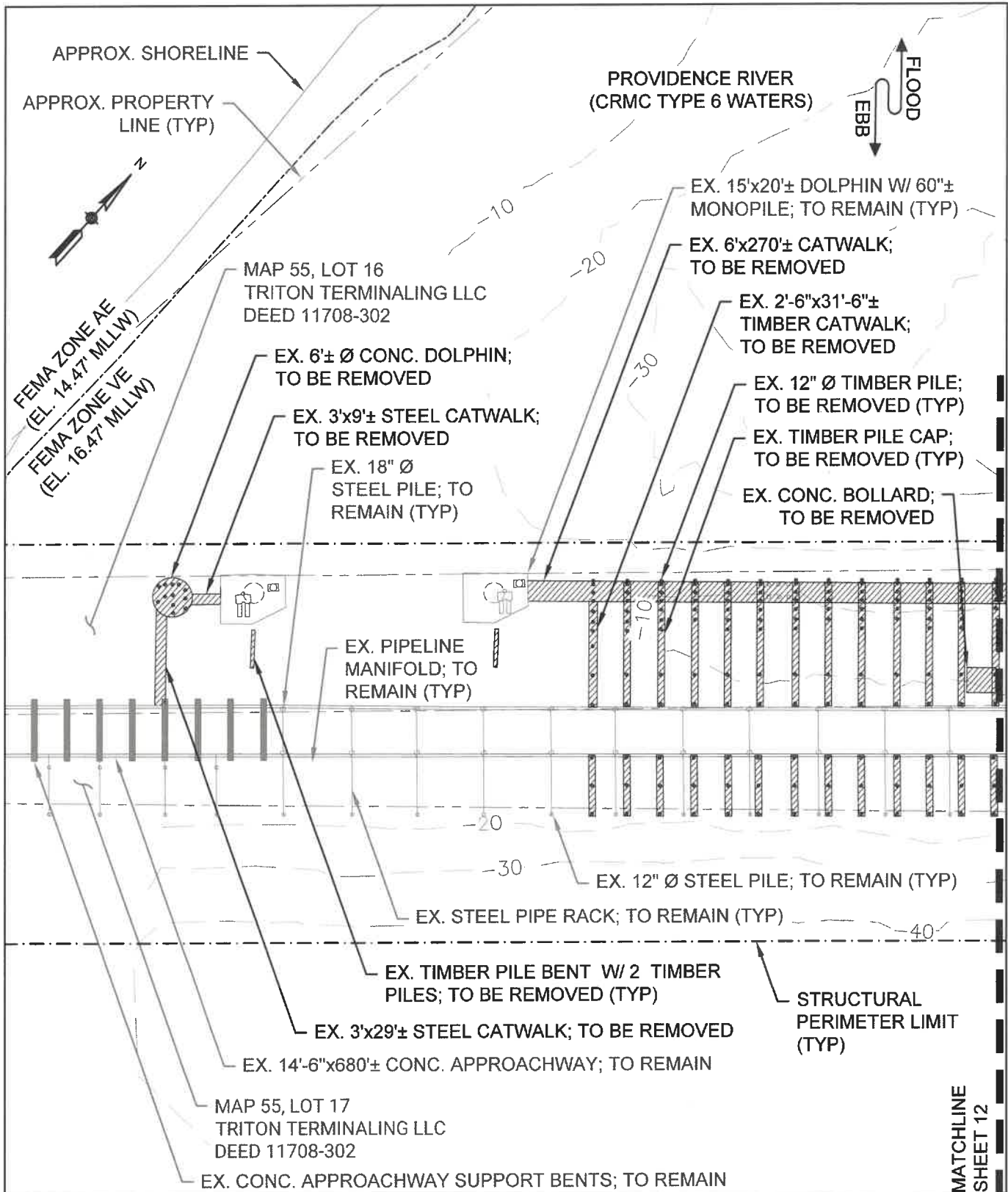
EXISTING CONDITIONS 4 OF 4

0 20 40

SCALE IN FEET

SHELL OIL PROVIDENCE TERMINAL
 DOLPHIN ACCESS & TIMBER DEMOLITION
 TRITON TERMINALING, LLC
 520 ALLENS AVENUE, PROVIDENCE RI
 MAP 55 LOTS 16 & 17
 3/25/2025 SHEET 10 OF 27

MATCHLINE SHEET 7



TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
 HYDRO SURVEY: FOTH ON 4/25/2024

DATUM: AHTL = +6.06' MLW = +0.18'
 MHW = +4.59' MLLW = 0.00'

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

DEMOLITION PLAN 1 OF 3

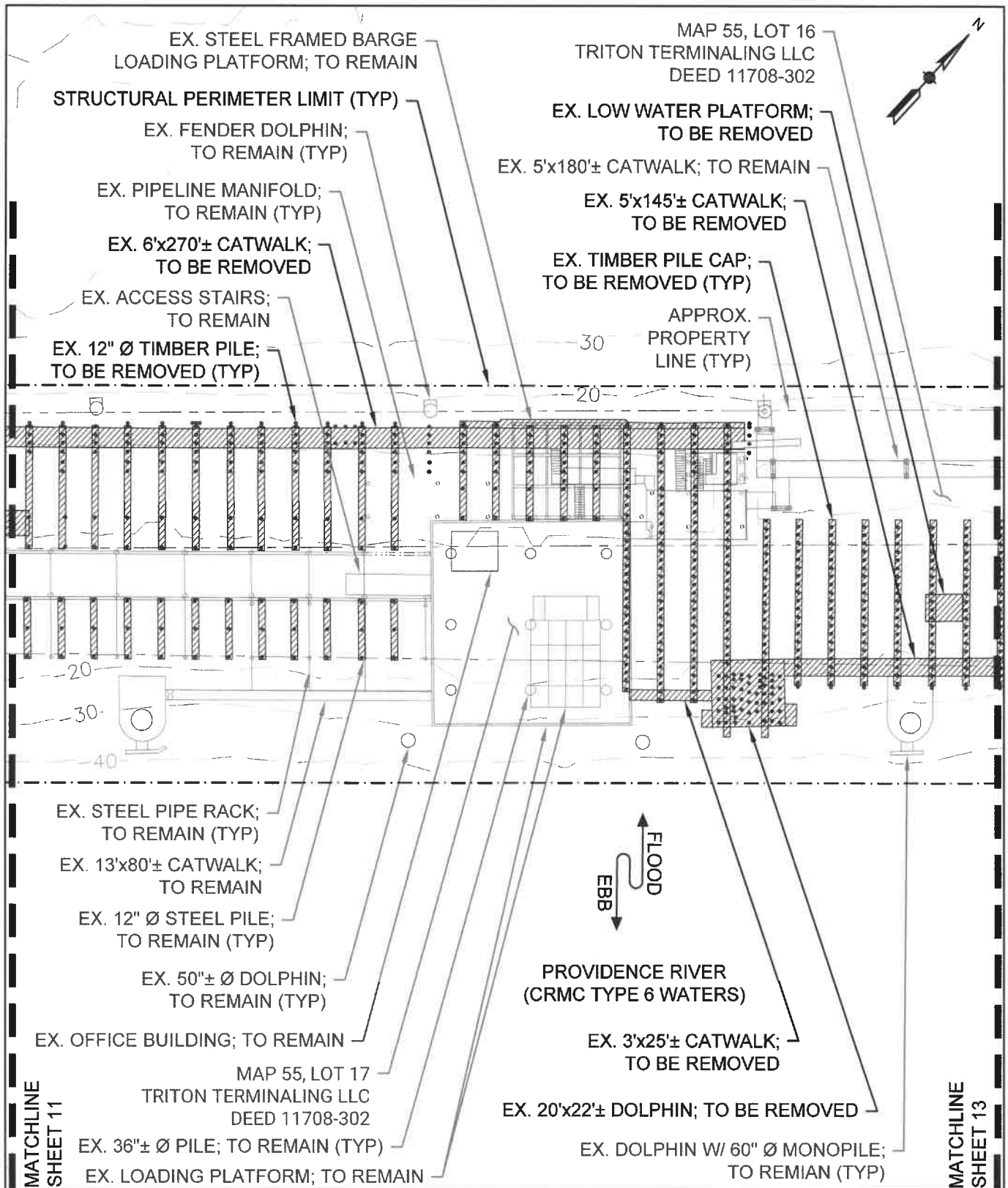
0 20 40
 SCALE IN FEET

SHELL OIL PROVIDENCE TERMINAL
 DOLPHIN ACCESS & TIMBER DEMOLITION

TRITON TERMINALING, LLC
 520 ALLENS AVENUE, PROVIDENCE RI
 MAP 55 LOTS 16 & 17

3/25/2025 SHEET 11 OF 27

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TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
HYDRO SURVEY: FOTH ON 4/25/2024

DATUM: AHTL = +6.06' MLW = +0.18'
MHW = +4.59' MLLW = 0.00'

FOTH INFRASTRUCTURE & ENVIRONMENT, LLC
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DEMOLITION PLAN 2 OF 3

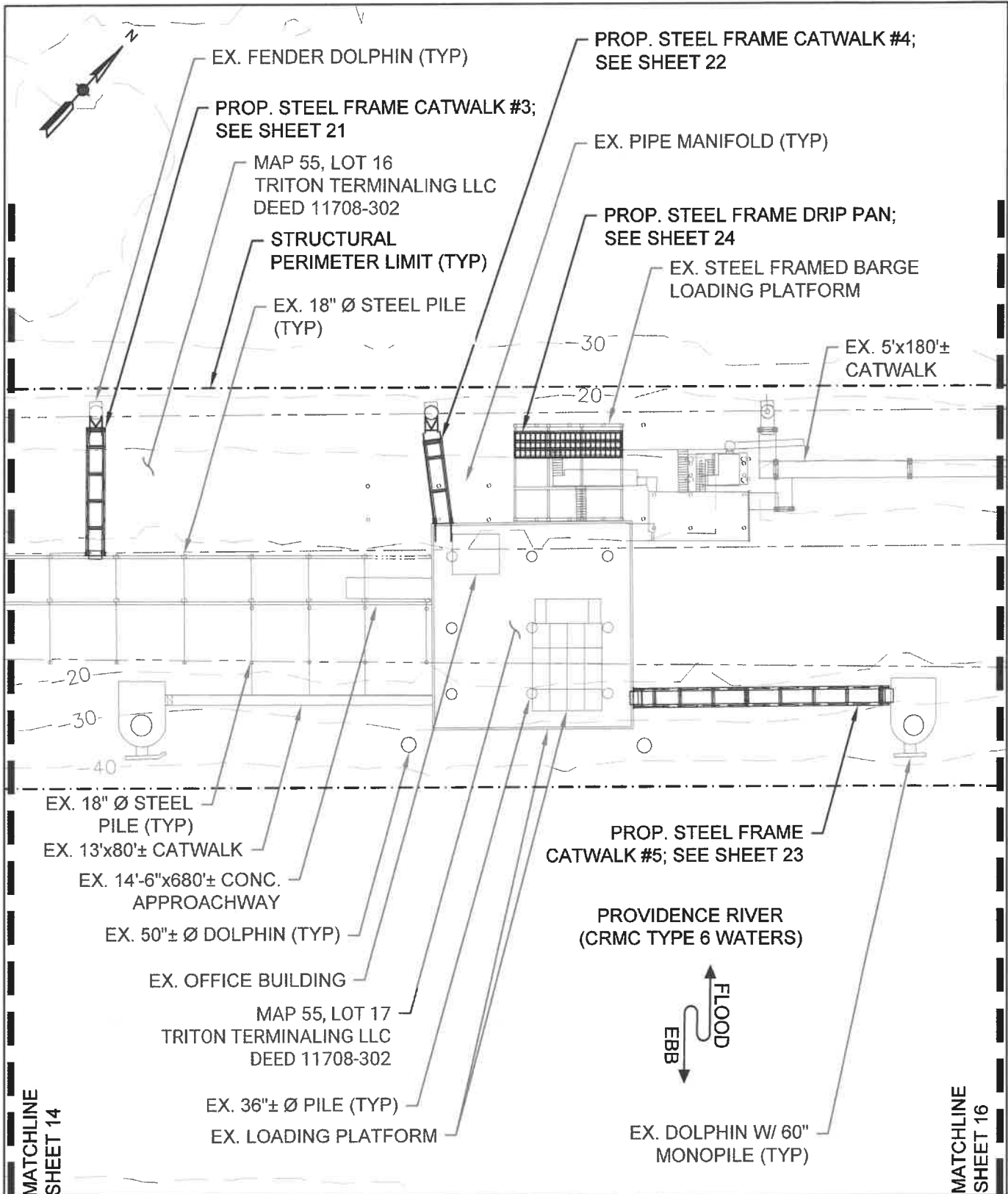


SHELL OIL PROVIDENCE TERMINAL
DOLPHIN ACCESS & TIMBER DEMOLITION

TRITON TERMINALING, LLC
520 ALLENS AVENUE, PROVIDENCE RI
MAP 55 LOTS 16 & 17

3/25/2025

SHEET 12 OF 27



TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
 HYDRO SURVEY: FOTH ON 4/25/2024
 DATUM: AHTL = +6.06' MLW = +0.18'
 MHW = +4.59' MLLW = 0.00'
 FOTH INFRASTRUCTURE & ENVIRONMENT, LLC
 114 TOURO ST, NEWPORT, RI 02840

PROPOSED CONDITIONS 2 OF 4

 SCALE IN FEET

SHELL OIL PROVIDENCE TERMINAL
 DOLPHIN ACCESS & TIMBER DEMOLITION
 TRITON TERMINALING, LLC
 520 ALLENS AVENUE, PROVIDENCE RI
 MAP 55 LOTS 16 & 17
 3/25/2025 SHEET 15 OF 27

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APPROX. 40-FOOT FEDERAL CHANNEL LIMIT

PROVIDENCE RIVER
(CRMC TYPE 6 WATERS)



EX. FENDER DOLPHIN

EX. 5'x180'± CATWALK

EX. 5'x30'± CATWALK

EX. 15'x20'± DOLPHIN (TYP)

30

20

10

20

30

40

EX. 36" Ø MARKER
PILE (TYP)

STRUCTURAL
PERIMETER LIMIT (TYP)



MATCHLINE
SHEET 15

TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
HYDRO SURVEY: FOTH ON 4/25/2024

DATUM: AHTL = +6.06' MLW = +0.18'
 MHW = +4.59' MLLW = 0.00'

FOTH INFRASTRUCTURE & ENVIRONMENT, LLC
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PROPOSED CONDITIONS 3 OF 4

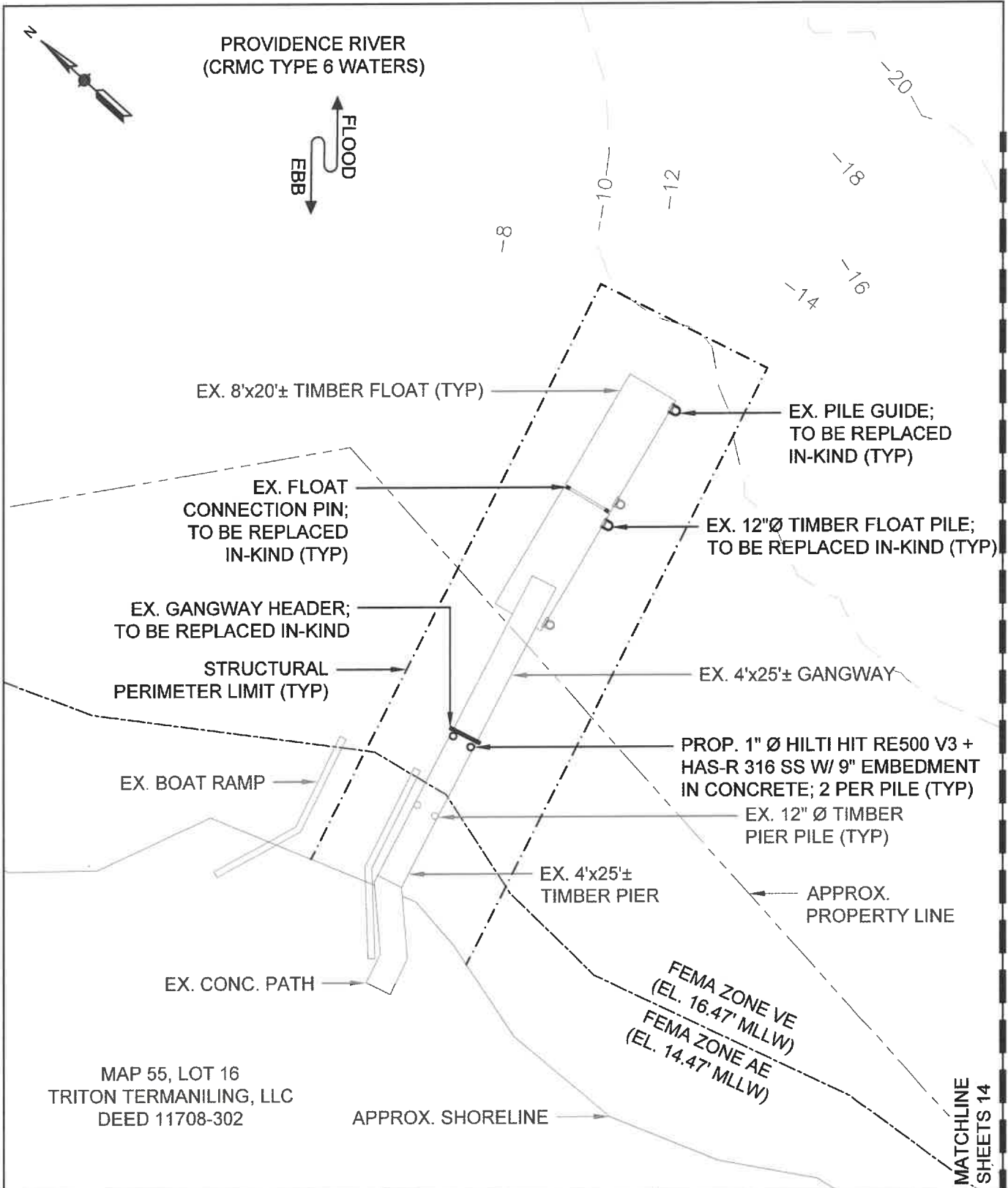


SHELL OIL PROVIDENCE TERMINAL
DOLPHIN ACCESS & TIMBER DEMOLITION

TRITON TERMINALING, LLC
520 ALLENS AVENUE, PROVIDENCE RI
MAP 55 LOTS 16 & 17

3/25/2025

SHEET 16 OF 27



TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
HYDRO SURVEY: FOTH ON 4/25/2024

DATUM: AHTL = +6.06' MLW = +0.18'
 MHW = +4.59' MLLW = 0.00'

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

PROPOSED CONDITIONS 4 OF 4

SCALE IN FEET

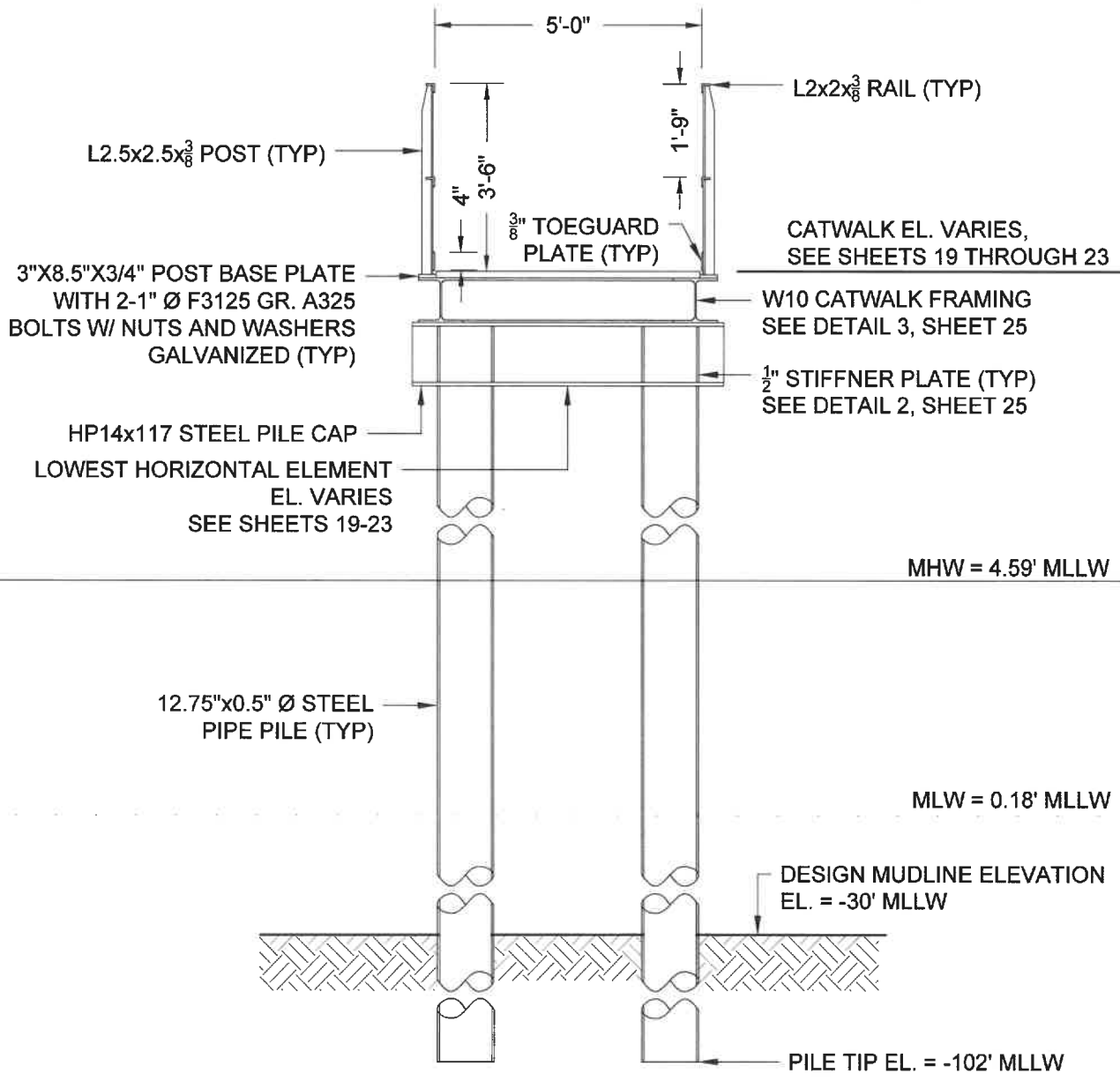
SHELL OIL PROVIDENCE TERMINAL
DOLPHIN ACCESS & TIMBER DEMOLITION

TRITON TERMINALING, LLC
520 ALLENS AVENUE, PROVIDENCE RI
MAP 55 LOTS 16 & 17

3/25/2025

SHEET 17 OF 27

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COASTAL RESOURCES
MANAGEMENT COUNCIL



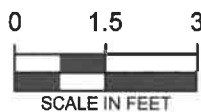
1
18 TYPICAL CATWALK ELEVATION
SCALE: 1" = 3'

TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
HYDRO SURVEY: FOTH ON 4/25/2024

DATUM: AHTL = +6.06' MLW = +0.18'
MHW = +4.59' MLLW = 0.00'

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

FRAMING PLANS &
SECTIONS 1 OF 7



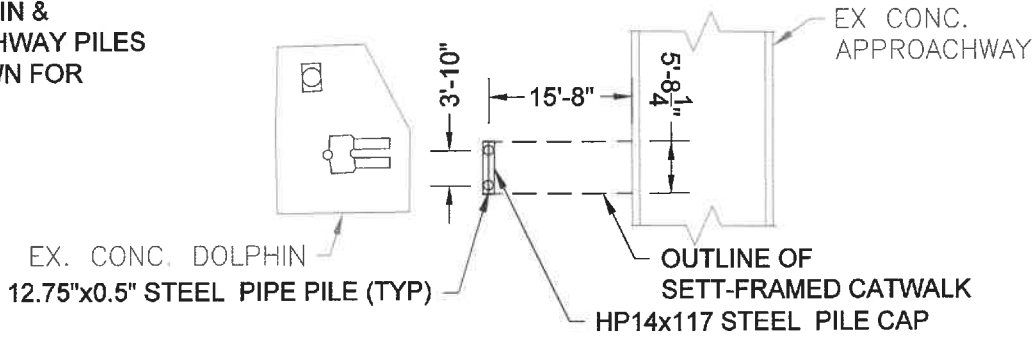
SHELL OIL PROVIDENCE TERMINAL
DOLPHIN ACCESS & TIMBER DEMOLITION

TRITON TERMINALING, LLC
520 ALLENS AVENUE, PROVIDENCE RI
MAP 55 LOTS 16 & 17

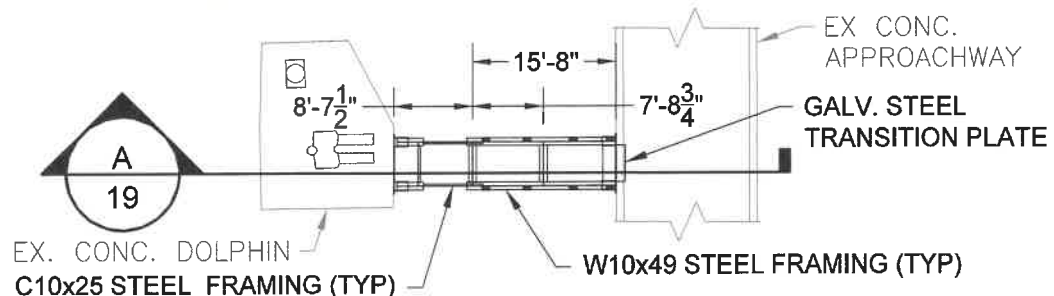
3/25/2025

SHEET 18 OF 27

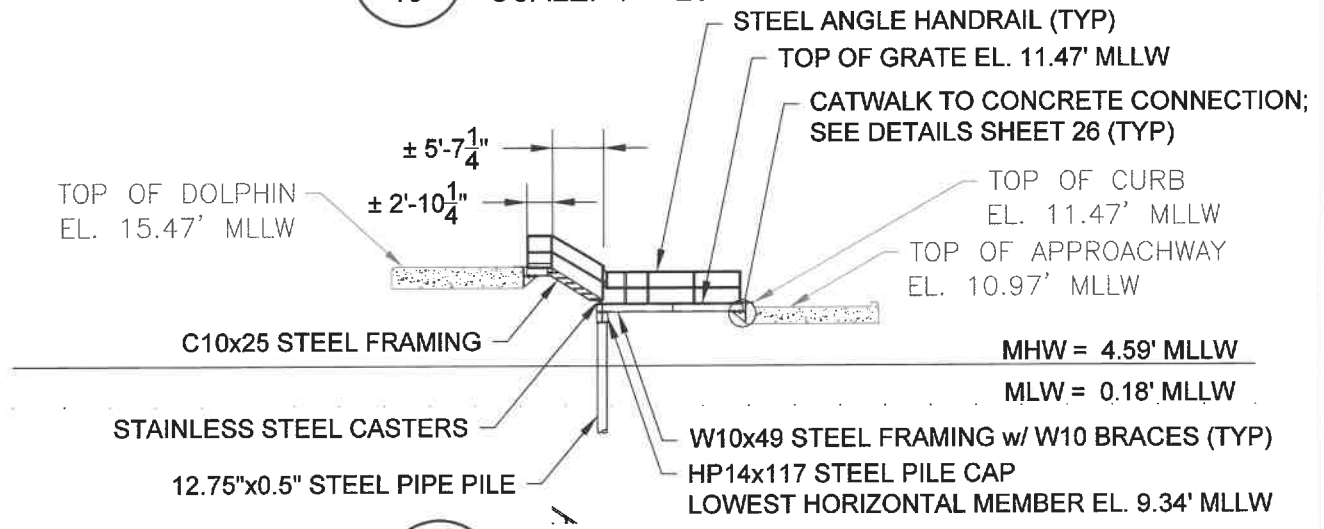
NOTE:
EX. DOLPHIN &
APPROACHWAY PILES
NOT SHOWN FOR
CLARITY.



1 CATWALK #1: PILE & PILE CAP LAYOUT PLAN
19 SCALE: 1" = 20'

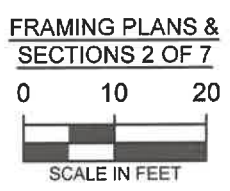


2 CATWALK #1: FRAMING PLAN
19 SCALE: 1" = 20'



A SECTION A - CATWALK #1
19 SCALE: 1" = 20'

TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
HYDRO SURVEY: FOTH ON 4/25/2024
DATUM: AHTL = +6.06' MLW = +0.18'
MHW = +4.59' MLLW = 0.00'
FOTH INFRASTRUCTURE & ENVIRONMENT, LLC
114 TOURO ST, NEWPORT, RI 02840

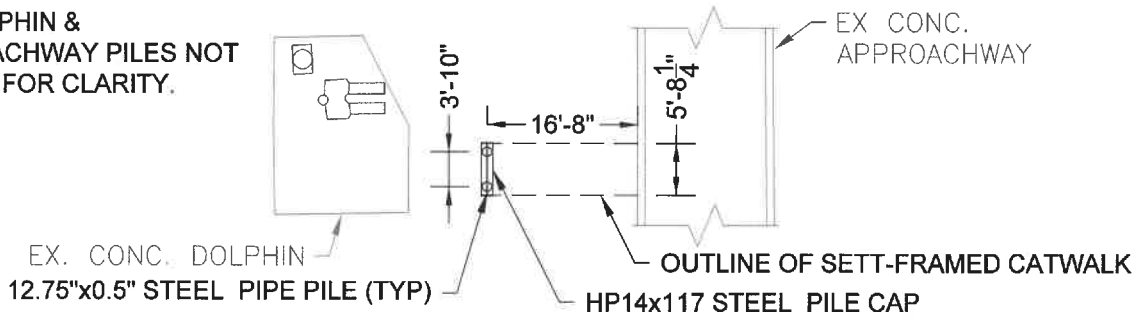


SHELL OIL PROVIDENCE TERMINAL
DOLPHIN ACCESS & TIMBER DEMOLITION
TRITON TERMINALING, LLC
520 ALLENS AVENUE, PROVIDENCE RI
MAP 55 LOTS 16 & 17
3/25/2025 SHEET 19 OF 27

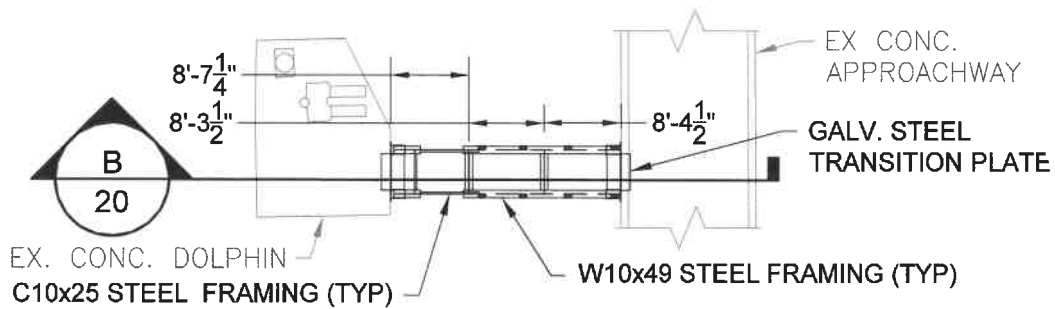


NOTE:

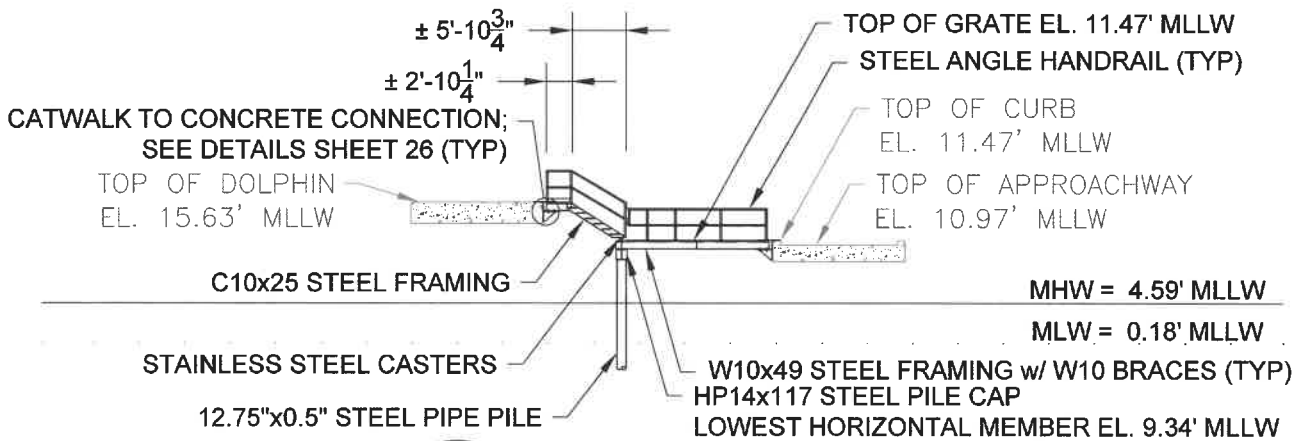
EX. DOLPHIN & APPROACHWAY PILES NOT SHOWN FOR CLARITY.



1 CATWALK #2: PILE & PILE CAP LAYOUT PLAN
20 SCALE: 1" = 20'



2 CATWALK #2: FRAMING PLAN
20 SCALE: 1" = 20'



B SECTION B - CATWALK #2
20 SCALE: 1" = 20'

TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
 HYDRO SURVEY: FOTH ON 4/25/2024

DATUM: AHTL = +6.06' MLW = +0.18'
 MHW = +4.59' MLLW = 0.00'

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

FRAMING PLANS & SECTIONS 3 OF 7



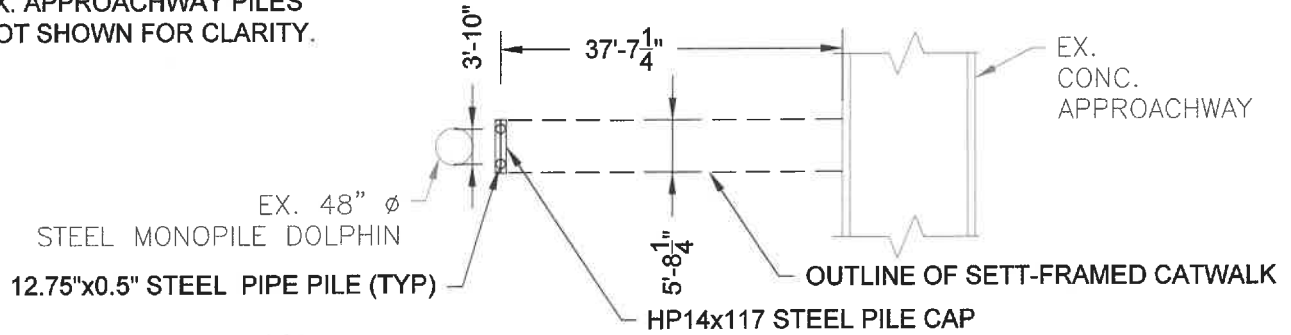
SHELL OIL PROVIDENCE TERMINAL
 DOLPHIN ACCESS & TIMBER DEMOLITION

TRITON TERMINALING, LLC
 520 ALLENS AVENUE, PROVIDENCE RI
 MAP 55 LOTS 16 & 17

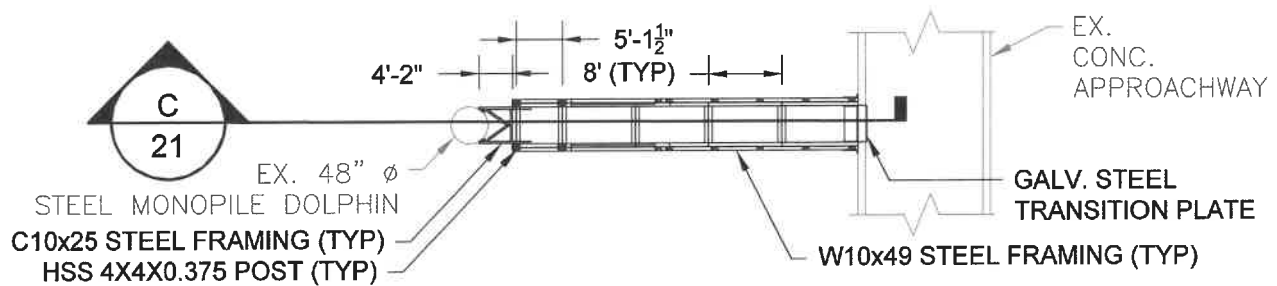
3/25/2025

SHEET 20 OF 27

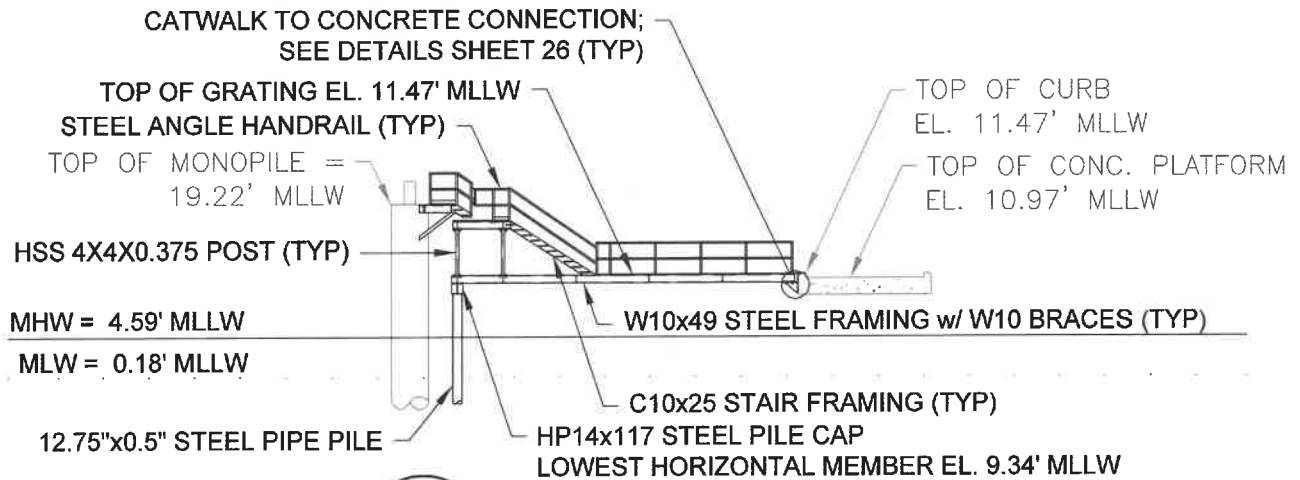
NOTE:
EX. APPROACHWAY PILES
NOT SHOWN FOR CLARITY.



1 CATWALK #3: PILE & PILE CAP LAYOUT PLAN
21 SCALE: 1" = 20'



2 CATWALK #3: FRAMING PLAN
21 SCALE: 1" = 20'



C SECTION C - CATWALK #3
21 SCALE: 1" = 20'

TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
HYDRO SURVEY: FOTH ON 4/25/2024

DATUM: AHTL = +6.06' MLW = +0.18'
MHW = +4.59' MLLW = 0.00'

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

FRAMING PLANS &
SECTIONS 4 OF 7



SHELL OIL PROVIDENCE TERMINAL
DOLPHIN ACCESS & TIMBER DEMOLITION

TRITON TERMINALING, LLC
520ALLENS AVENUE, PROVIDENCE RI
MAP 55 LOTS 16 & 17

3/25/2025

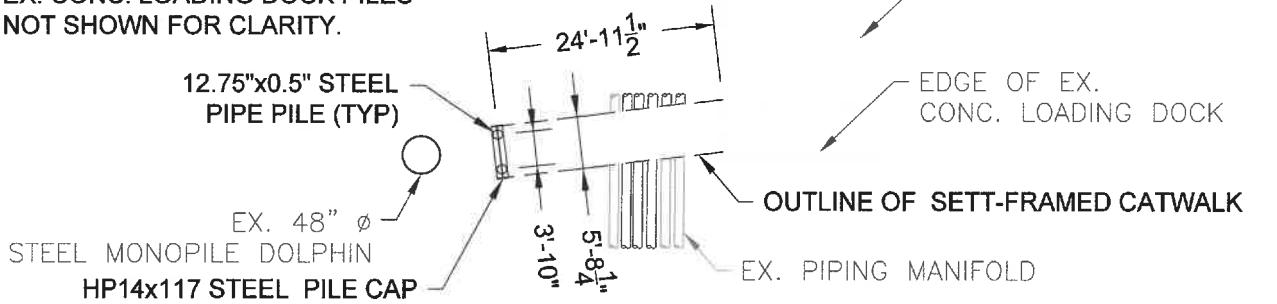
SHEET 21 OF 27

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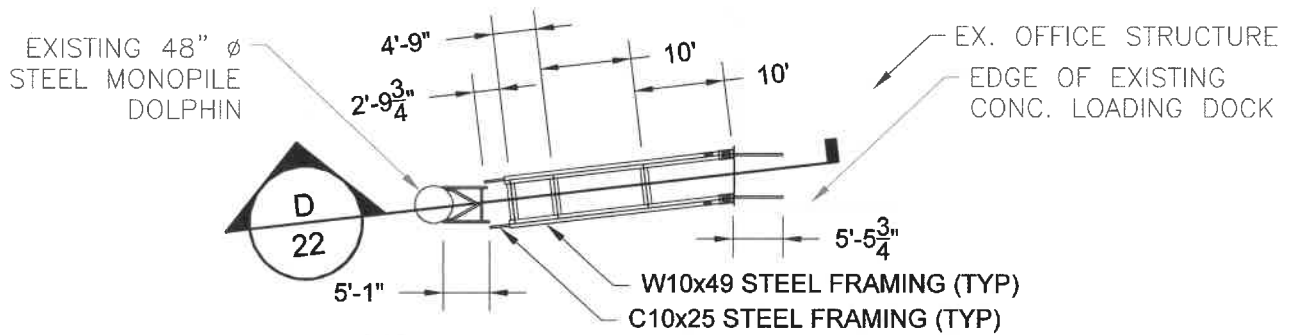
COASTAL RESOURCES
MANAGEMENT COUNCIL

NOTE:

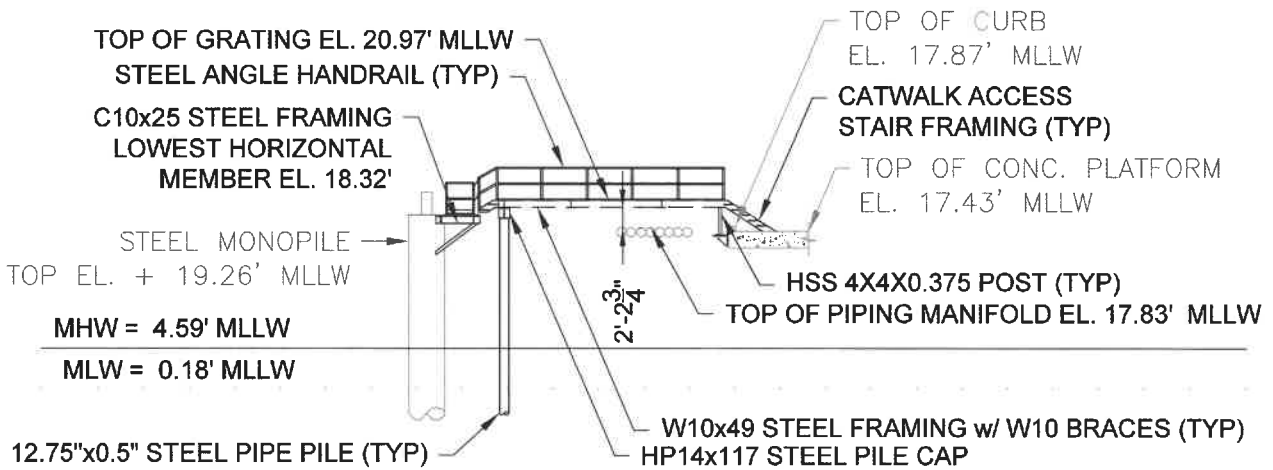
EX. CONC. LOADING DOCK PILES
NOT SHOWN FOR CLARITY.



1 CATWALK #4: PILE & PILE CAP LAYOUT PLAN
22 SCALE: 1" = 20'



2 CATWALK #4: FRAMING PLAN
22 SCALE: 1" = 20'



D SECTION D - CATWALK #4
22 SCALE: 1" = 20'

TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
HYDRO SURVEY: FOTH ON 4/25/2024

DATUM: AHTL = +6.06' MLW = +0.18'
MHW = +4.59' MLLW = 0.00'

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

FRAMING PLANS & SECTIONS 5 OF 7

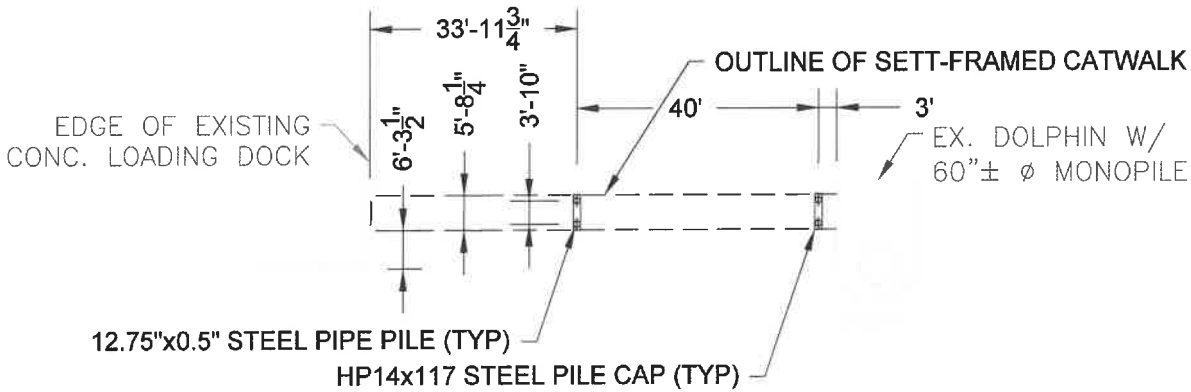


SHELL OIL PROVIDENCE TERMINAL
DOLPHIN ACCESS & TIMBER DEMOLITION

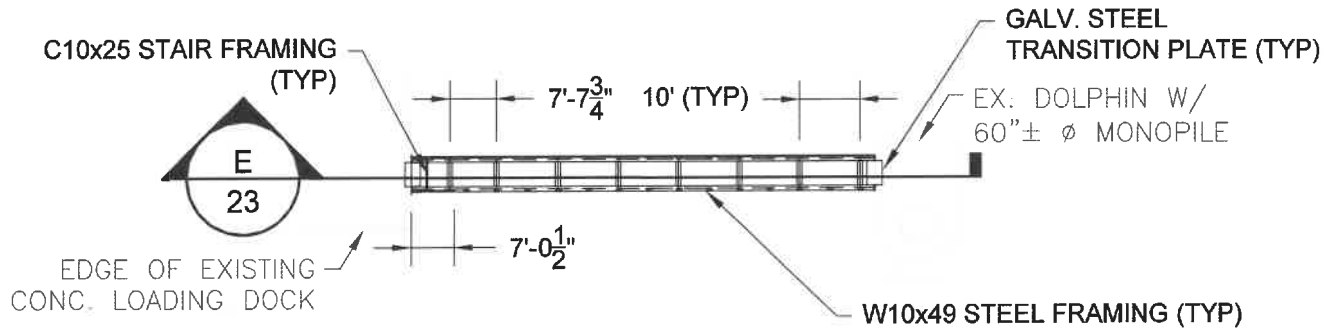
TRITON TERMINALING, LLC
520 ALLENS AVENUE, PROVIDENCE RI
MAP 55 LOTS 16 & 17

3/25/2025

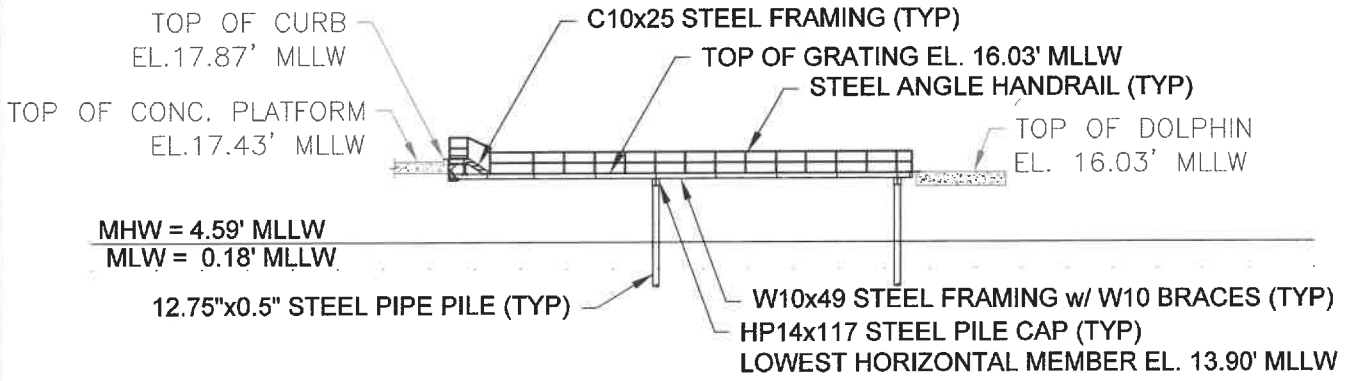
SHEET 22 OF 27



1
23 CATWALK #5: PILE & PILE CAP LAYOUT PLAN
 SCALE: 1" = 30'



2
23 CATWALK #5: FRAMING PLAN
 SCALE: 1" = 30'



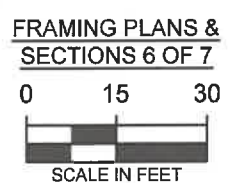
E
23 SECTION E - CATWALK #5
 SCALE: 1" = 30'

NOTE:
 EX. PLATFORM AND
 DOLPHIN PILES NOT
 SHOWN FOR CLARITY.

TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
 HYDRO SURVEY: FOTH ON 4/25/2024

DATUM: AHTL = +6.06' MLW = +0.18'
 MHW = +4.59' MLLW = 0.00'

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

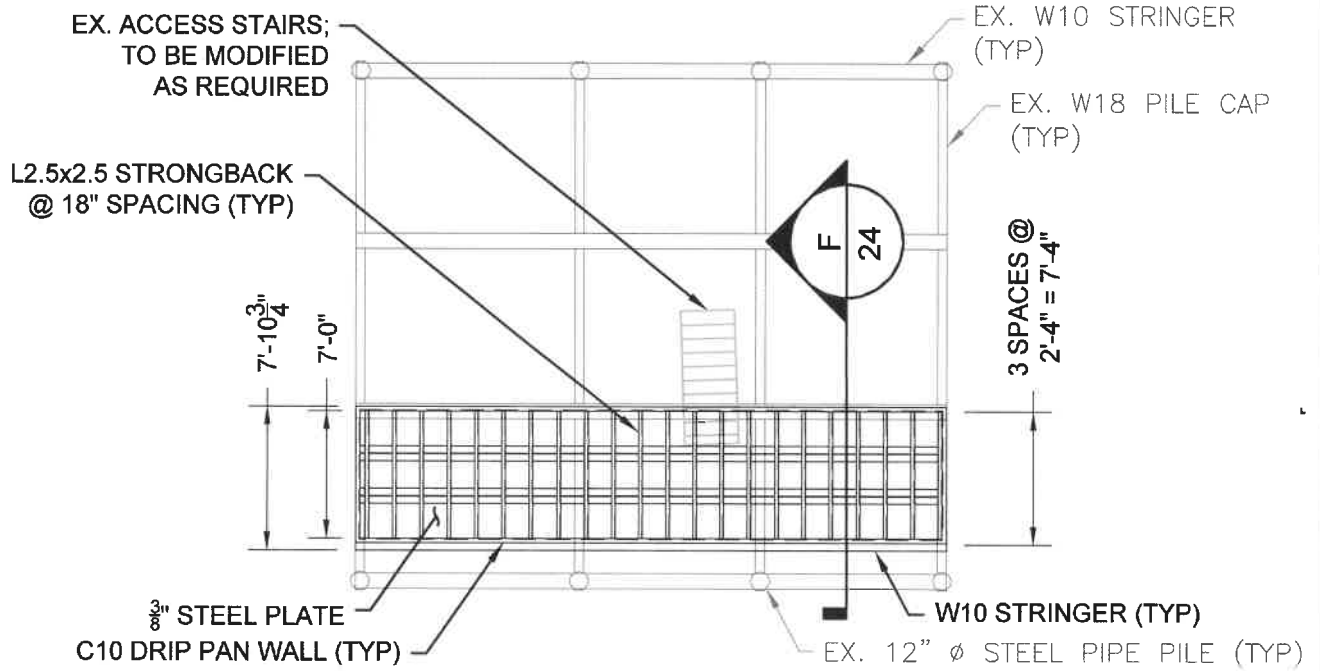


SHELL OIL PROVIDENCE TERMINAL
 DOLPHIN ACCESS & TIMBER DEMOLITION

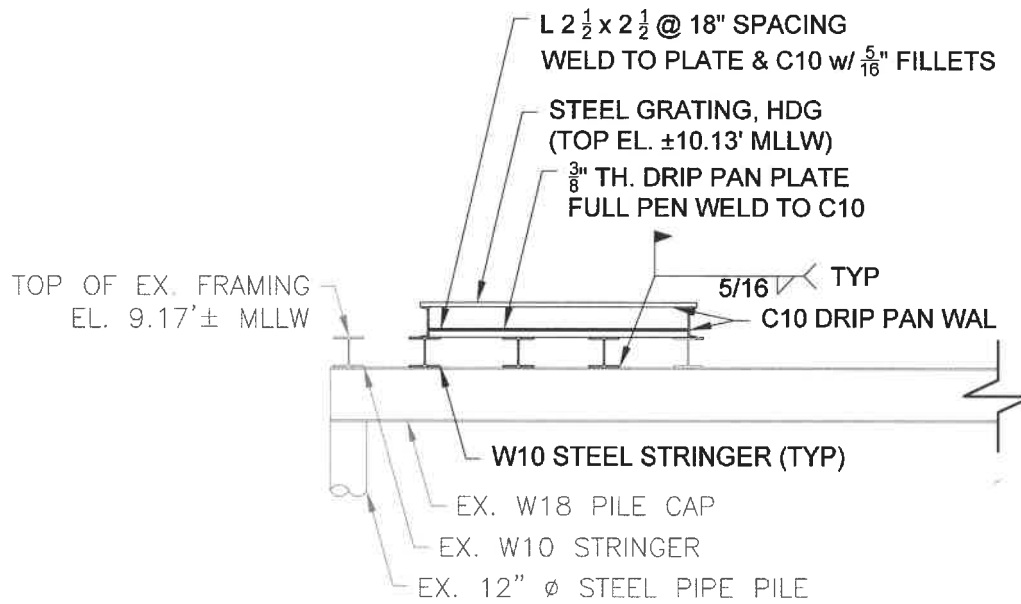
TRITON TERMINALING, LLC
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 MAP 55 LOTS 16 & 17

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1 DRIP PAN FRAMING PLAN
24 SCALE: 1" = 10'



F SECTION G - DRIP PAN FRAMING
24 SCALE: 1" = 5'

TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
HYDRO SURVEY: FOTH ON 4/25/2024

DATUM: AHTL = +6.06' MLW = +0.18'
MHW = +4.59' MLLW = 0.00'

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

FRAMING PLANS &
SECTIONS 7 OF 7

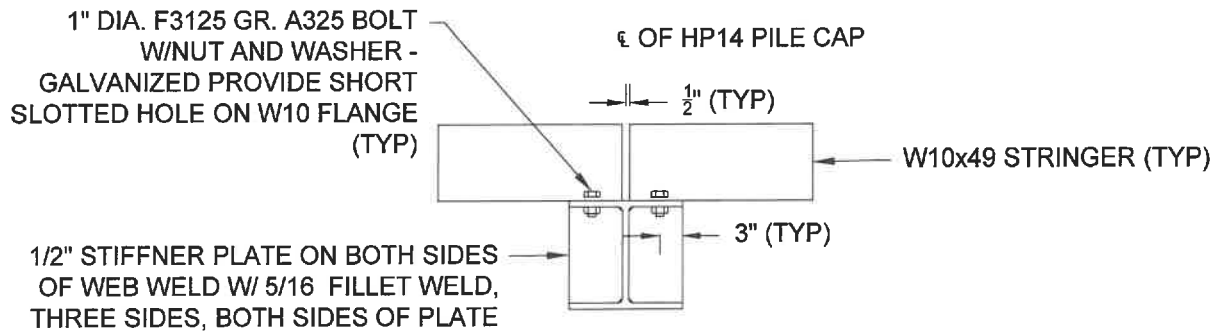


SHELL OIL PROVIDENCE TERMINAL
DOLPHIN ACCESS & TIMBER DEMOLITION

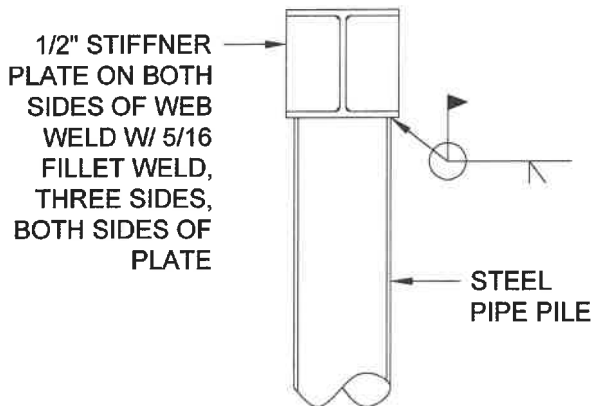
TRITON TERMINALING, LLC
520ALLENS AVENUE, PROVIDENCE RI
MAP 55 LOTS 16 & 17

3/25/2025

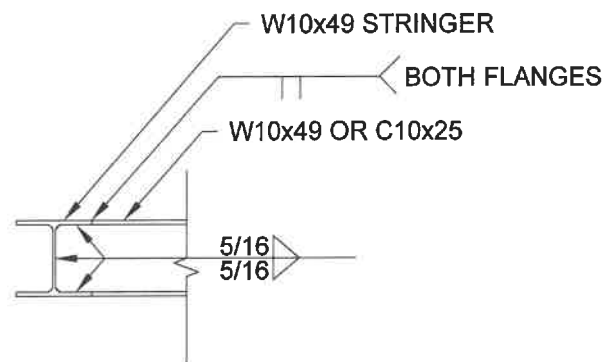
SHEET 24 OF 27



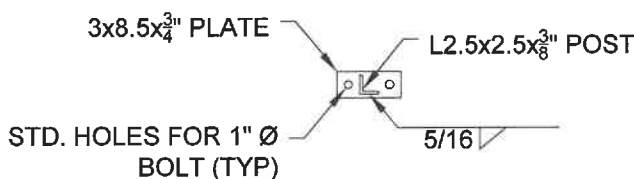
1
25 **STRINGER - PILE CAP CONNECTION**
SCALE: 1" = 2'



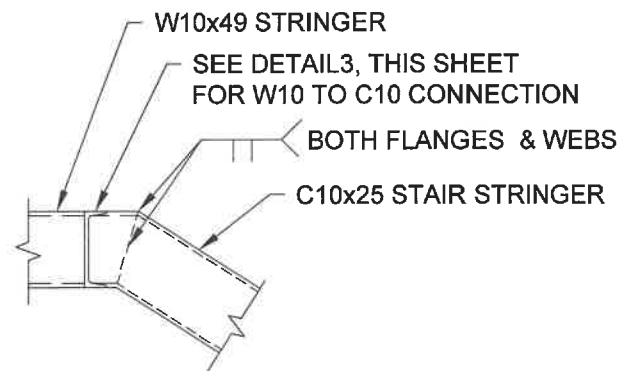
2
25 **PILE - PILE CAP CONNECTION**
SCALE: 1" = 2'



3
25 **STRINGER - BRACE CONNECTION**
SCALE: 1" = 2'



4
25 **HANDRAIL POST BASE
PLATE CONNECTION**
SCALE: 1" = 2'



5
25 **STRINGER - BRACE CONNECTION**
SCALE: 1" = 2'

TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
HYDRO SURVEY: FOTH ON 4/25/2024

DATUM: AHTL = +6.06' MLW = +0.18'
MHW = +4.59' MLLW = 0.00'

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

DETAILS 1 OF 3



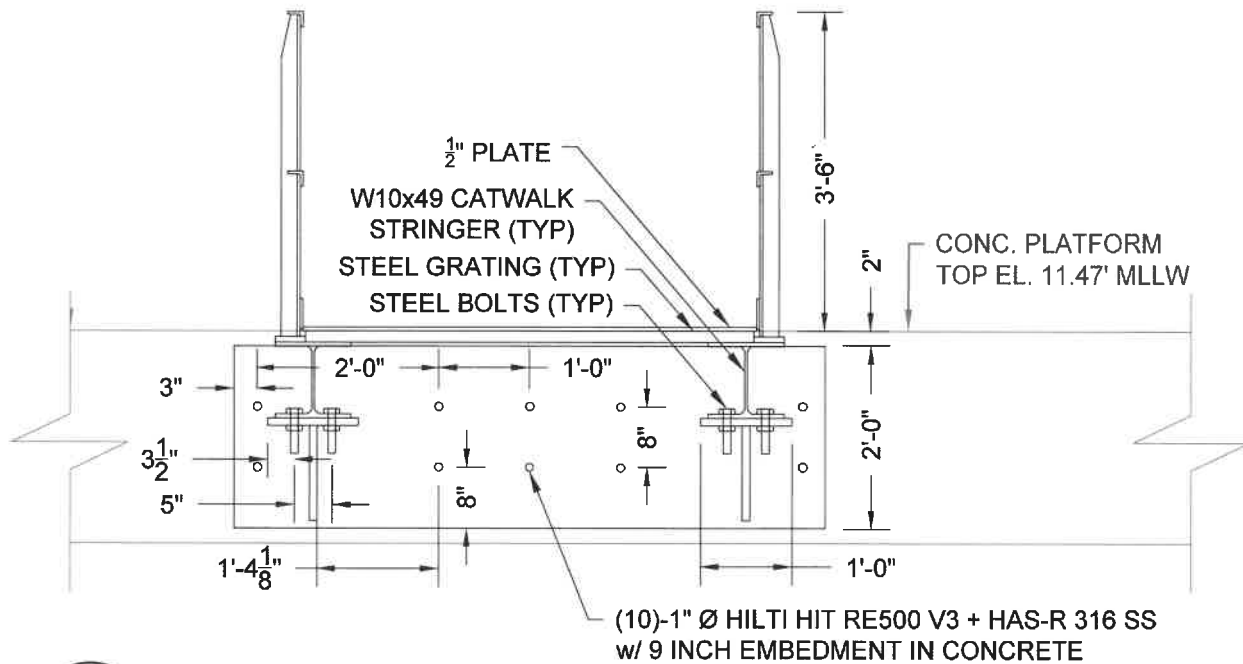
SHELL OIL PROVIDENCE TERMINAL
DOLPHIN ACCESS & TIMBER DEMOLITION

TRITON TERMINALING, LLC
520 ALLENS AVENUE, PROVIDENCE RI
MAP 55 LOTS 16 & 17

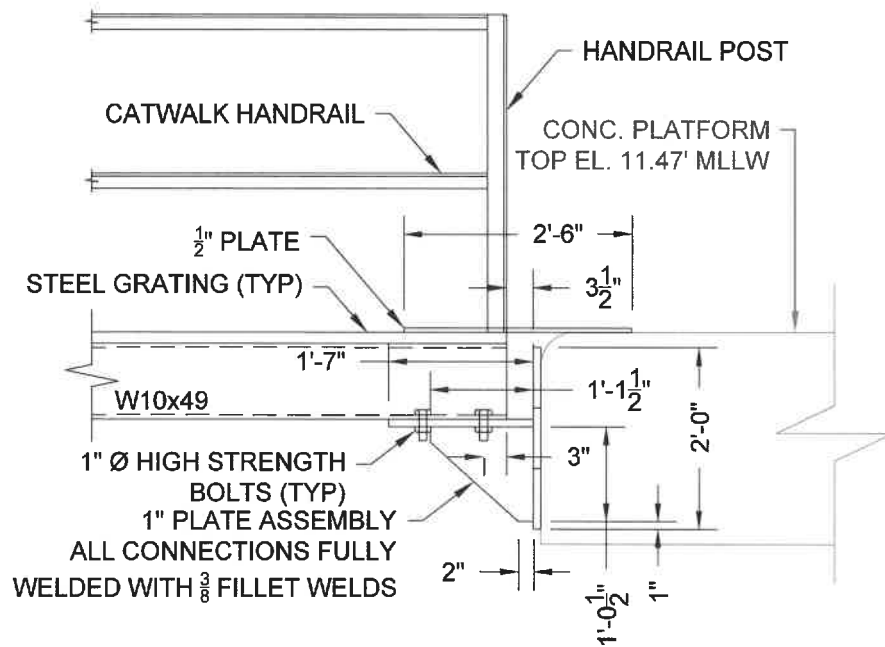
3/25/2025

SHEET 25OF 27

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1
26 STRINGER TO DOLPHIN PLATFORM CONNECTION - FRONT ELEVATION
SCALE: 1" = 2'



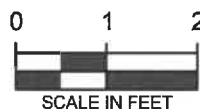
2
26 STRINGER TO DOLPHIN PLATFORM CONNECTION - SIDE ELEVATION
SCALE: 1" = 2'

TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
HYDRO SURVEY: FOTH ON 4/25/2024

DATUM: AHTL = +6.06' MLW = +0.18'
MHW = +4.59' MLLW = 0.00'

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

DETAILS 2 OF 3

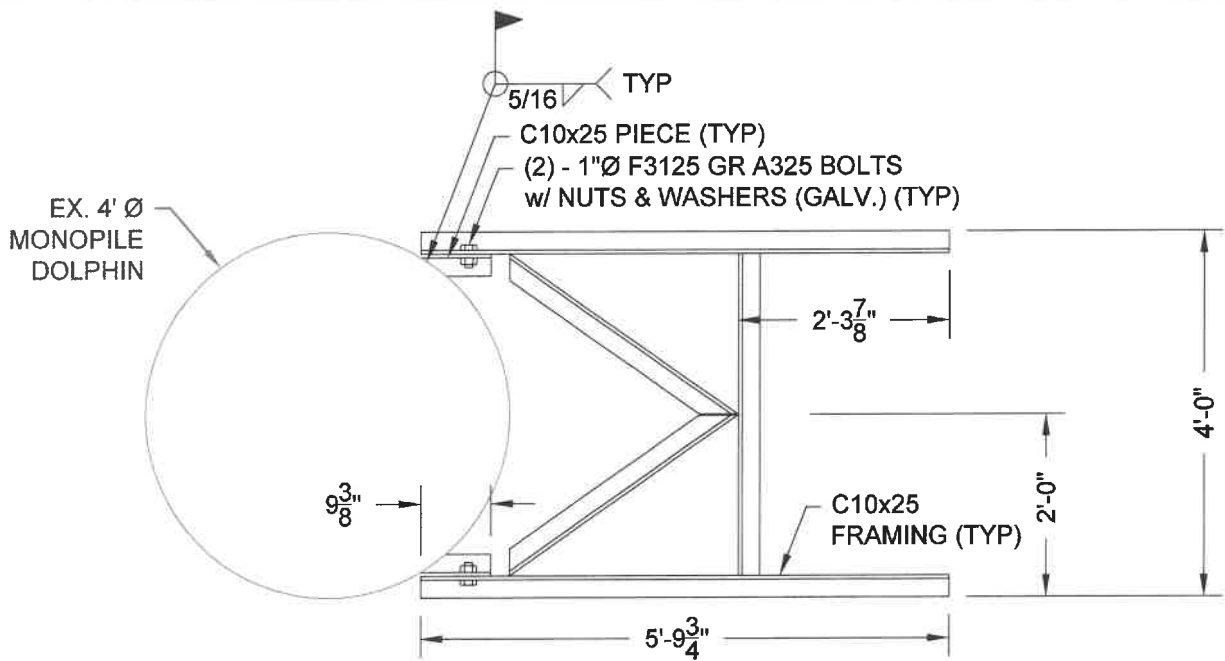


SHELL OIL PROVIDENCE TERMINAL
DOLPHIN ACCESS & TIMBER DEMOLITION

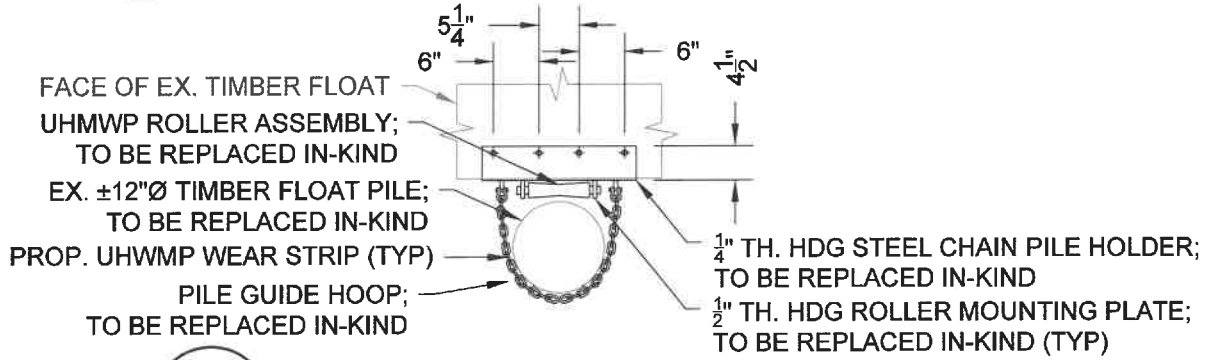
TRITON TERMINALING, LLC
520 ALLENS AVENUE, PROVIDENCE RI
MAP 55 LOTS 16 & 17

3/25/2025

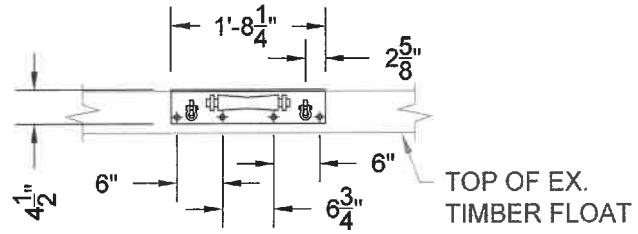
SHEET 26 OF 27



1 TYPICAL MONOPILE CONNECTION FRAMING PLAN
27 SCALE: 1" = 2'



2 PILE GUIDE REPAIR DETAIL - PLAN VIEW
27 SCALE: 1" = 2'



3 PILE GUIDE REPAIR DETAIL - ELEVATION VIEW
27 SCALE: 1" = 2'

TOPO SURVEY: FOTH ON 8/1/2018 & 8/13/2020
 HYDRO SURVEY: FOTH ON 4/25/2024

DATUM: AHTL = +6.06' MLW = +0.18'
 MHW = +4.59' MLLW = 0.00'

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

DETAILS 3 OF 3



SHELL OIL PROVIDENCE TERMINAL
 DOLPHIN ACCESS & TIMBER DEMOLITION

TRITON TERMINALING, LLC
 520 ALLENS AVENUE, PROVIDENCE RI
 MAP 55 LOTS 16 & 17

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 CONSULTING CORPORATION

Attachment C
Site Photographs

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Photo 1: Northern abandoned timber supported concrete mooring dolphin.



Photo 2: Steel monopile supported concrete mooring dolphin MD3.
(Typical configuration for MD1, MD2, MD3 & MD4)

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MANAGEMENT COUNCIL



Photo 3: Steel monopile breasting dolphin M3.
(Typical configuration for M1, M2, M3 & M4)



Photo 4: Northern timber catwalk.



Photo 5: Northern steel catwalk.



Photo 6: Southern abandoned timber supported concrete mooring dolphin.

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CORPORATION



Photo 7: Steel monopile supported concrete mooring dolphin MD5.
(Typical configuration for MD5 & MD6)



Photo 8: Steel monopile breasting dolphin M5.
(Typical configuration for M5 & M6)



Photo 9: Southern timber catwalk.



Photo 10: Southern steel catwalk.

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Photo 11: Property marker pile.
(Typical configuration)



Photo 12: Hose tower platform.



Photo 13: Barge hose platform.



Photo 14: Barge gangway platform.

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Photo 15: Southern steel pipe rack.



Photo 16: Northern steel pipe rack.



Photo 17: Boat ramp and floating dock.



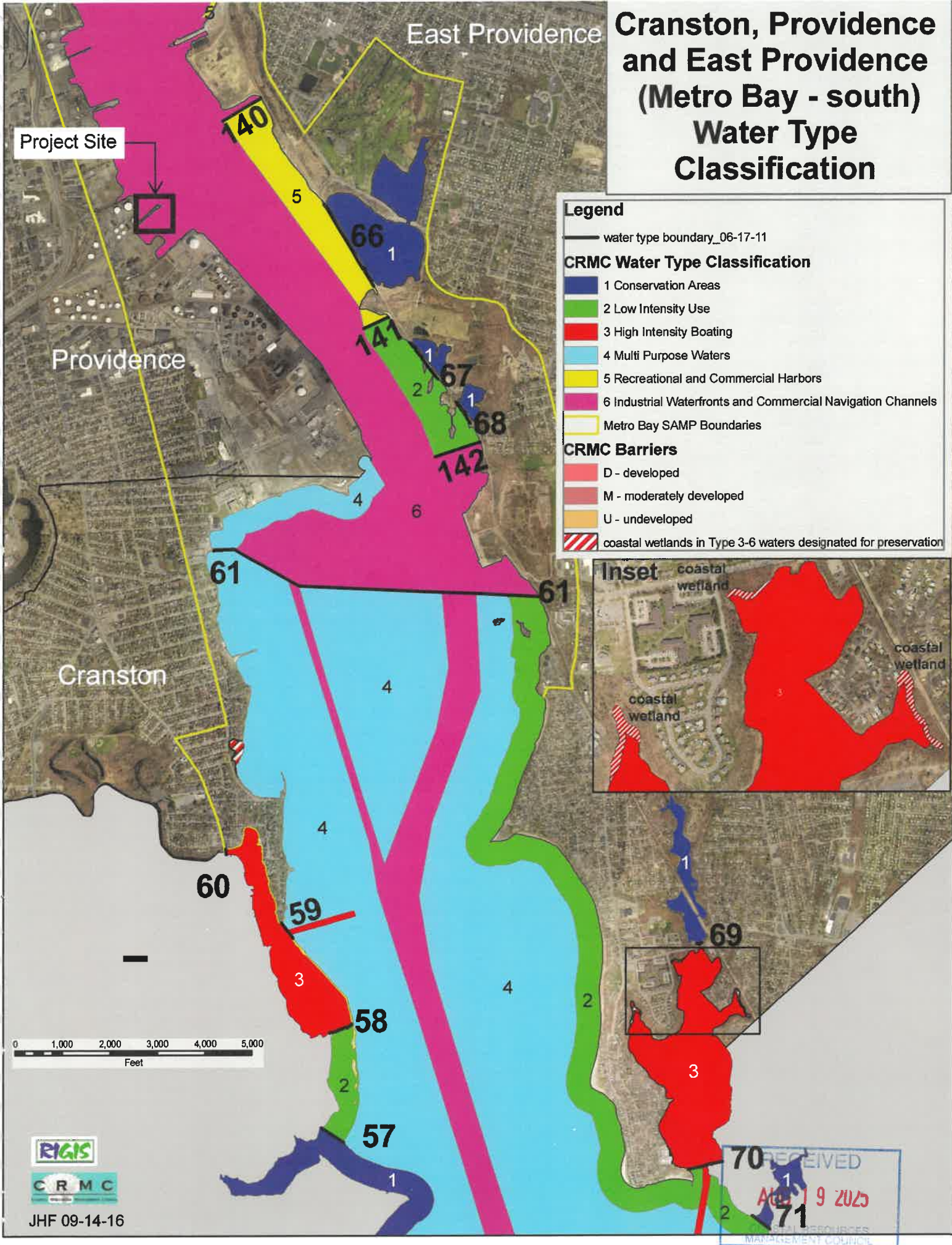
Photo 18: Boat ramp and floating dock pile guide.

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Attachment D
RI CRMC Cranston, Providence & East Providence (Metro Bay – south)
Water Type Classification

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Cranston, Providence and East Providence (Metro Bay - south) Water Type Classification



Attachment E
IPaC Official Species List

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MANAGEMENT COUNCIL



United States Department of the Interior

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



In Reply Refer To:
Project Code: 2025-0119527
Project Name: Shell Providence Terminal Rehabilitation

07/09/2025 16:51:30 UTC

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

To Whom It May Concern:

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

About Official Species Lists

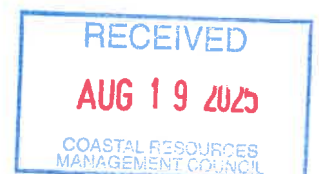
The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Federal and non-Federal project proponents have responsibilities under the Act to consider effects on listed species.

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

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

Endangered Species Act Project Review

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



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

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

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

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

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

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

Additional Info About Section 7 of the Act

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

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

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

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

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

Migratory Birds

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

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

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

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

Attachment(s): Official Species List

Attachment(s):

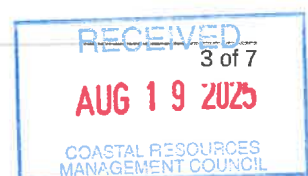
- Official Species List

OFFICIAL SPECIES LIST

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

This species list is provided by:

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



PROJECT SUMMARY

Project Code: 2025-0119527

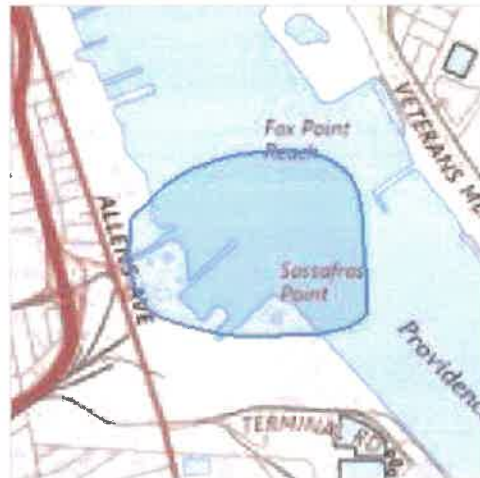
Project Name: Shell Providence Terminal Rehabilitation

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

Project Description: Proposed maintenance will include the removal, repair, rehabilitation and replacement of structures. Demolition will consist of removing existing timber supported and framed structures at the offloading pier including catwalks, dolphins and abandoned support bents. The demolished catwalks will be replaced with new steel pile supported and framed catwalks and a new steel framed drip pan will be installed beneath the pipeline manifold hookup. Maintenance will be performed at the boat launch facility on site, including replacing hardware and timber piles for the floating docks in-kind.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@41.802198649999994,-71.3942376796777,14z>



Counties: Providence County, Rhode Island

ENDANGERED SPECIES ACT SPECIES

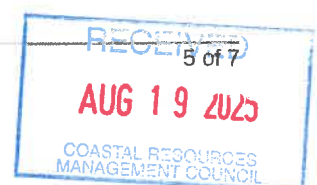
There is a total of 4 threatened, endangered, or candidate species on this species list.

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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



MAMMALS

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Roseate Tern <i>Sterna dougallii dougallii</i> Population: Northeast U.S. nesting population No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2083	Endangered

INSECTS

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

CRITICAL HABITATS

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

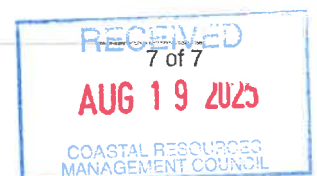
YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: Private Entity
Name: Spencer Cartwright
Address: 114 Touro Street, Newport, RI 02840
City: Newport
State: RI
Zip: 02840
Email: spencer.cartwright@foth.com
Phone: 4018357587

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Army Corps of Engineers



Attachment F
EFH & ESA Consultation

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MANAGEMENT COUNCIL

EFH Mapper Report

EFH Data Notice

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

[Greater Atlantic Regional Office](#)
[Atlantic Highly Migratory Species Management Division](#)

Query Results













Degrees, Minutes, Seconds: Latitude = 41° 48' 7" N, Longitude = 72° 36' 16" W
 Decimal Degrees: Latitude = 41.802, Longitude = -71.396

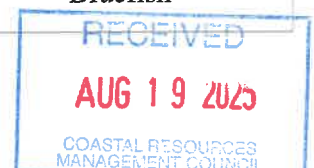
The query location intersects with spatial data representing EFH and/or HAPCs for the following species/management units.

*** WARNING ***

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

EFH

Link	Data Caveats	Species/Management Unit	Lifestage(s) Found at Location	Management Council	FMP
		Atlantic Butterfish	Adult, Eggs, Juvenile, Larvae	Mid-Atlantic	Atlantic Mackerel, Squid, & Butterfish Amendment 11
		Atlantic Cod	Eggs, Juvenile, Larvae	New England	Amendment 14 to the Northeast Multispecies FMP
		Atlantic Herring	Adult, Juvenile, Larvae	New England	Amendment 3 to the Atlantic Herring FMP
		Atlantic Mackerel	Adult, Eggs, Juvenile, Larvae	Mid-Atlantic	Atlantic Mackerel, Squid, & Butterfish Amendment 11
		Black Sea Bass	Adult, Juvenile	Mid-Atlantic	Summer Flounder, Scup, Black Sea Bass
		Bluefish	Adult, Juvenile	Mid-Atlantic	Bluefish



Link	Data Caveats	Species/Management Unit	Lifestage(s) Found at Location	Management Council	FMP
		Little Skate	Adult, Juvenile	New England	Amendment 2 to the Northeast Skate Complex FMP
		Longfin Inshore Squid	Adult, Juvenile	Mid-Atlantic	Atlantic Mackerel, Squid, & Butterfish Amendment 11
		Pollock	Juvenile	New England	Amendment 14 to the Northeast Multispecies FMP
		Red Hake	Adult, Eggs/Larvae/Juvenile	New England	Amendment 14 to the Northeast Multispecies FMP
		Sand Tiger Shark	Neonate/Juvenile	Secretarial	Amendment 10 to the 2006 Consolidated HMS FMP: EFH
		Scup	Adult, Eggs, Juvenile, Larvae	Mid-Atlantic	Summer Flounder, Scup, Black Sea Bass
		Silver Hake	Eggs/Larvae	New England	Amendment 14 to the Northeast Multispecies FMP
		Summer Flounder	Adult, Juvenile, Larvae	Mid-Atlantic	Summer Flounder, Scup, Black Sea Bass
		Windowpane Flounder	Adult, Eggs, Juvenile, Larvae	New England	Amendment 14 to the Northeast Multispecies FMP
		Winter Flounder	Eggs, Juvenile, Larvae/Adult	New England	Amendment 14 to the Northeast Multispecies FMP
		Winter Skate	Adult, Juvenile	New England	Amendment 2 to the Northeast Skate Complex FMP





Pacific Salmon EFH

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

Atlantic Salmon

No Atlantic Salmon were identified at the report location.

HAPCs

Link	Data Caveats	HAPC Name	Management Council
		Inshore 20m Juvenile Cod	New England Fishery Management Council
		Summer Flounder SAV	Mid-Atlantic Fishery Management Council

EFH Areas Protected from Fishing

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

Spatial data does not currently exist for all the managed species in this area. The following is a list of species or management units for which there is no spatial data.

****For links to all EFH text descriptions see the complete data inventory: [open data inventory -->](#)**

All EFH species have been mapped for the Greater Atlantic region,

Atlantic Highly Migratory Species EFH,

Bigeye Sand Tiger Shark,

Bigeye Sixgill Shark,

Caribbean Sharpnose Shark,

Galapagos Shark,

Narrowtooth Shark,

Sevengill Shark,

Sixgill Shark,

Smooth Hammerhead Shark,

Smalltail Shark

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Drawn Action Area & Overlapping S7 Consultation Areas

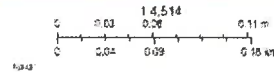
Area of Interest (AOI) Information

Area : 2,340.7 acres

Mar 26 2025 13:15:52 Eastern Daylight Time



-  Atlantic Sturgeon
-  Shortnose Sturgeon



Summary

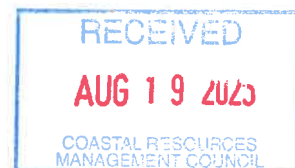
Name	Count	Area(acres)	Length(mi)
Atlantic Sturgeon	2	1,182.73	N/A
Shortnose Sturgeon	1	591.36	N/A
Atlantic Salmon	0	0	N/A
Sea Turtles	0	0	N/A
Atlantic Large Whales	0	0	N/A
In or Near Critical Habitat	0	0	N/A

Atlantic Sturgeon

#	Feature ID	Species	Lifestage	Behavior	Zone	From	Until	From (2)	Until (2)	Area(acres)
1	ANS_NRB SUB_MA F	Atlantic sturgeon	Subadult	Migrating & Foraging	Narragansett Bay	01/01	12/31	N/A	N/A	591.36
2	ANS_NRB ADU_MA F	Atlantic sturgeon	Adult	Migrating & Foraging	Narragansett Bay	01/01	12/31	N/A	N/A	591.36

Shortnose Sturgeon

#	Feature ID	Species	Life Stage	Behavior	Zone	From	Until	From (2)	Until (2)	Area(acres)
1	SNS_NRB ADU_MA F	Shortnose sturgeon	Adult	Migrating & Foraging	Narragansett Bay	04/01	11/30	N/A	N/A	591.36



Attachment G
GARFO Tool Results

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IMPACT PILE DRIVING REPORT
VERSION 2.0-Multi-Species: 2024

PRINT IN LANDSCAPE TO CAPTURE ENTIRE SCREEN
 (if OTHER INFO or NOTES get cut-off, please include information elsewhere)

Shell Providence Terminal Rehabilitation

PROJECT INFORMATION	PEAK	SELss	RMS	OTHER INFO
Single strike level (dB)	185	160	170	12.75" dia. steel pipe
Distance associated with single strike level (meters)	10	10	10	
Transmission loss constant	15			
Number of piles per day	12			
Number of strikes per pile	80			
Number of strikes per day	960			
Cumulative SEL at measured distance	190			

NOTES

Attenuation 0

RESULTANT ISOPLETHS (Range to Effects)				
ISOPLETHS (meters) Isopleth (feet)	ONSET OF Peak Isopleth	PHYSICAL INJURY		BEHAVIOR RMS Isopleth
		SEL _{cum} Fish ≥ 2 g	Fish < 2 g	
0.4	0.4	15.4	28.5	215.4
1.3	1.3	50.6	93.5	706.8
SEA TURTLES				
ISOPLETHS (meters) Isopleth (feet)	PTS ONSET		BEHAVIOR	
	Peak Isopleth	SEL _{cum} Isopleth	RMS Isopleth	
0.0	1.1	4.6	NO SEA TURTLES	
0.0	3.7	15.2		
MARINE MAMMALS				
AUD INJ ONSET (Peak isopleth, meters) AUD INJ ONSET (Peak isopleth, feet)	LF Cetacean	MF Cetaceans	HF Cetaceans	OW Pinnipeds
	0.0	0.0	0.7	0.0
AUD INJ ONSET (SEL _{cum} isopleth, meters) AUD INJ ONSET (SEL _{cum} isopleth, feet)	0.1	0.0	2.4	0.0
	28.4	3.6	43.9	25.2
Behavior (RMS isopleth, meters) Behavior (RMS isopleth, feet)	93.0	11.9	144.0	82.7
	ALL MM	NO MF CET.	NO HF CET.	NO OTARIIDS
	46.4	NO LF CET.		
	152.3			

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VIBRATORY PILE DRIVING REPORT

VERSION 2.0-Multi-Species: 2024

PRINT IN LANDSCAPE TO CAPTURE ENTIRE SCREEN

(if OTHER INFO or NOTES get cut-off, please include information elsewhere)

Shell Providence Terminal Rehabilitation

PROJECT INFORMATION

	RMS
Sound pressure level (dB)	155
Distance associated with sound pressure level (meters)	10
Transmission loss constant	15
Number of piles per day	12
Duration to drive pile (minutes)	20
Duration of sound production in day	14400
Cumulative SEL at measured distance	197

OTHER INFO 12.75" steel pipe

NOTES 0

Attenuation 0

RESULTANT ISOPLETHS

(Range to Effects)

FISHES

BEHAVIOR
RMS Isoleth
21.5
70.7

Fishes present
ISOPLETHS (meters)
ISOPLETHS (feet)

SEA TURTLES

PTS ONSET	BEHAVIOR
SEL _{cum} Isoleth	RMS Isoleth
0.3	0.5
0.9	1.5

NO SEA TURTLES
ISOPLETHS (meters)
ISOPLETHS (feet)

MARINE MAMMALS

LF Cetacean	MF Cetaceans	HF Cetaceans	PW Pinniped	OW Pinnipeds
9.3	3.6	7.6	11.9	4.0
30.4	11.7	24.8	39.1	13.2
ALL MM	NO MF CET.	NO HF CET.	NO PHOCIDS	NO OTARIIDS
Behavior (RMS isopleth, meters)	2,154.4	NO LF CET.		
Behavior (RMS isopleth, feet)	7,068.4			

UD INJ ONSET (SELcum isopleth, meters)
AUD INJ ONSET (SELcum isopleth, feet)

Behavior (RMS isopleth, meters)
Behavior (RMS isopleth, feet)

VIBRATORY PILE DRIVING REPORT

VERSION 2.0-Multi-Species: 2024

Shell Providence Terminal Rehabilitation

PRINT IN LANDSCAPE TO CAPTURE ENTIRE SCREEN
(if OTHER INFO or NOTES get cut-off, please include information elsewhere)

PROJECT INFORMATION

	RMS
Sound pressure level (dB)	158
Distance associated with sound pressure level (meters)	10
Transmission loss constant	15
Number of piles per day	4
Duration to drive pile (minutes)	20
Duration of sound production in day	4800
Cumulative SEL at measured distance	195

OTHER INFO 12" timber piles

NOTES 0

Attenuation 0

RESULTANT ISOPLETHS

(Range to Effects)

FISHES

BEHAVIOR
RMS isopleth
ISOPLETHS (meters)
ISOPLETHS (feet)

Fishes present
34.1
112.0

SEA TURTLES

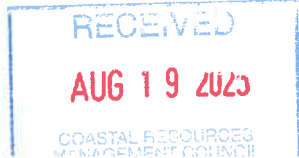
PTS ONSET	BEHAVIOR
SEL _{cum} isopleth	RMS isopleth
ISOPLETHS (meters)	ISOPLETHS (feet)

NO SEA TURTLES
0.2
0.7
0.7
2.4

MARINE MAMMALS

LF Cetacean	MF Cetaceans	HF Cetaceans	PW Pinniped	OW Pinnipeds
7.0	2.7	5.8	9.1	3.1
23.1	8.9	18.9	29.8	10.0
ALL MM	NO MF CET.	NO HF CET.	NO PHOCIDS	NO OTARIIDS
Behavior (RMS isopleth, meters)	3,414.5	NO LF CET.		
Behavior (RMS isopleth, feet)	11,202.6			

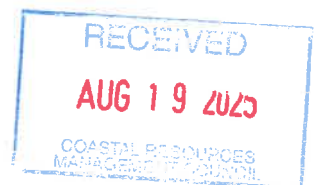
UD INJ ONSET (SELcum isopleth, meters)
AUD INJ ONSET (SELcum isopleth, feet)
Behavior (RMS isopleth, meters)
Behavior (RMS isopleth, feet)



Attachment H
Historic Permits

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Copies of previously approved plans and specifications found to be available through record requests made by Foth Infrastructure & Environment, LLC to the RI CRMC for historic permits for activity at the project site are included on the digital submittal.



Attachment I
Letter from Local Building Official

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A Building Official's form was submitted to the City of Providence Building inspector for his review, but has not yet been provided back to Triton Terminaling, LLC. Once this form is returned, it will be forwarded to CRMC. However, it is not expected that this work will require a local building permit, as it does not fall under the Rhode Island State Building Code



Attachment J
Proof of Property Ownership

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Providence

(Summary Data - may not be Complete Representation of Property)

Parcel: 55-16	Location: 520 ALLENS AVE	Owner: Triton Terminaling LLC	
Account: 26183	User Acct: 05500160000	LUC: 06 - Commercial II	Zoning: W-3

Parcel Values				
Total: \$4,120,900	Land: \$3,892,200	Land Area: 721,389 SF	Building: \$228,700	Assessed: \$4,120,900

Sales Information

Book and Page	Instrument Type	Date	Price	Grantor
11708-302	DEED	05/08/2017	\$0	

Building Type: Office Bldg Base	Year Built: 1930	Grade: C	Condition: AV
Heat Fuel: Oil	Heat Type: Forced Warm Air	Air Conditioned: 100.00	Fireplaces: 0
Exterior Wall: Brick	Bsmnt Garage: 0	Roof Cover: Tar & Gravel/Refr	Life Units: 1
# of Rooms: 0	# of Bedrooms: 0	Full Bath: 0	1/2 Baths: 0

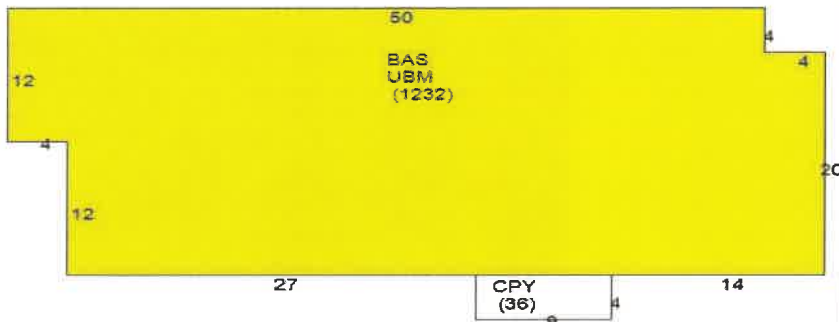
Yard Item(s)

Description	Quantity	Size	Year	Condition	Quality	Value
Garage (Commercial)	1	800	2012	GD	2	\$47,000.00
Fence (Chain Link)	1	450	1970	AV	2	\$4,400.00
Paving (Asphalt)	1	75000	1970	AV	2	\$75,000.00
Paving (Concerete)	1	10600	1970	AV	2	\$21,200.00
Shed (Wood Frame)	1	96	2017	AV	2	\$1,300.00

Building Areas

Area	Net Area	Finished Area
Basement	1,232 SF	0 SF
Canopy	36 SF	0 SF
First Floor	1,232 SF	1,232 SF

Disclaimer: This information is for tax assessing purposes and is not warranted



Providence

(Summary Data - may not be Complete Representation of Property)

Parcel: 55-17	Location: 544 ALLENS AVE	Owner: Triton Terminating LLC	
Account: 26190	User Acct: 05500170000	LUC: 14 - Commercial Ind Vct	Zoning: W-3

Parcel Values				
Total: \$239,200	Land: \$239,200	Land Area: 116,813 SF	Building: \$0	Assessed: \$239,200

Sales Information

Book and Page	Instrument Type	Date	Price	Grantor
11708-302	DEED	05/08/2017	\$0	

Building Type:	Year Built:	Grade:	Condition: AV
Heat Fuel:	Heat Type:	% Air Conditioned: 0.00	Fireplaces: 0
Exterior Wall:	Bsmnt Garage: 0	Roof Cover:	# of Units: 0
# of Rooms: 0	# of Bedrooms: 0	Full Bath: 0	1/2 Baths: 0

Yard Item(s)

Description	Quantity	Size	Year	Condition	Quality	Value
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Building Areas

Area	Net Area	Finished Area
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