



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

APPLICATION FOR STATE ASSENT

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

Project Location _____ <div style="display: flex; justify-content: space-around; font-size: small;"> No. Street City/Town </div>	File No. (CRMC USE ONLY) <p style="color: blue; font-weight: bold; text-align: center;">2024-01-061</p>
Owner's Name	Plat: Lot(s):
Mailing Address _____ <div style="display: flex; justify-content: space-around; font-size: small;"> City/Town State Zip Code </div>	Contact No.: Email Address:
<div style="display: flex; justify-content: space-between; font-size: small;"> Narragansett Dock Works Address </div> Contractor RI Reg. # 14796	Email address: Tel. No.
Designer _____ <div style="display: flex; justify-content: space-around; font-size: small;"> Address </div>	Tel. No.
Name of Waterway _____	Estimated Project Cost (EPC): Application Fee:
<p>Describe accurately the work proposed. (Use additional sheets of paper if necessary and attach this form.)</p> 	

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): _____

Is this site within a designated historic district? YES NO

Is this application being submitted in response to a coastal violation? YES NO

If YES, you must indicate NOV or C&D Number: _____

Name/mailing addresses of adjacent property owners whose property adjoins the project site. Accurate mailing addresses will insure proper notification. _____ Applicant **must** initial to certify accuracy of adjacent property owners and accuracy of mailing addresses.

STORMTOOLS (<http://www.beachsamp.org/resources/stormtools/>) is a planning tool to help applicants evaluate the impacts of sea level rise and storm surge on their projects. The Council encourages applicants to use STORMTOOLS to help them understand the risk that may be present at their site and make appropriate adjustments to the project design.

NOTE: The applicant acknowledges by evidence of their signature that they have reviewed the Rhode Island Coastal Resources Management Program, and have, where possible, adhered to the policies and standards of the program. Where variances or special exceptions are requested by the applicant, the applicant will be prepared to meet and present testimony on the criteria and burdens of proof for each of these relief provisions. The applicant also acknowledges by evidence of their signature that to the best of their knowledge the information contained in the application is true and valid. If the information provided to the CRMC for this review is inaccurate or did not reveal all necessary information or data, then the permit granted under this application may be found to be null and void. Applicant requires that as a condition to the granting of this assent, members of the CRMC or its staff shall have access to the applicant's property to make on-site inspections to insure compliance with the assent. This application is made under oath and subject to the penalties of perjury. 08/04

 Owner's Signature (sign and print)

PLEASE REVIEW REVERSE SIDE OF APPLICATION FORM



APPLICATION FOR STATE ASSENT

Pare Project No. 23153.00

Pier F Removal and Replacement Port of Galilee: Phase III

Narragansett, Rhode Island
Washington County

Applicant:

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

January 17, 2023



January 17, 2024

Mr. Jeffrey Willis, Executive Director
RI Coastal Resources Management Council
Stedman Government Center
4808 Tower Hill Road
Wakefield, RI 02879-1900

**RE: CRMC Application for State Assent
RI Department of Environmental Management
Port of Galilee, Narragansett, RI
Pier F Replacement
Pare Project No: 23153.00**

Dear Mr. Willis:

On Behalf of our client, the State of Rhode Island Department of Environmental Management (RIDEM) Port of Galilee, and in accordance with the Coastal Resources Management Program, Pare Corporation (Pare) is submitting the attached Application for State Assent for the proposed replacement of the previously existing Pier F, within the Port of Galilee.

The project area is located at 270 Great Island Road, Narragansett, RI, which is land owned by the RIDEM, ground leased to Narragansett Crab Company (NCC), a subsidiary of Bethic Fishing Corp. NCC owns the building both landside and on the building previously located on the existing pier, identified as Pier F in the port. NCC owns and operates a year-round unloading and processing seafood facility at Pier F and landside buildings.

The previously existing Pier F was recently demolished in November 2023 due to safety and navigational concerns. The proposed replacement of Pier F is within the same footprint and for the same use as the previously existing pier, but since the previously existing Pier F is not currently in place, as requested this is being submitted as a Category B Assent rather than a Maintenance Certification.

Enclosed for your review are the following materials:

- Signed and completed Application for State Assent and other administrative documentation.
- A Narrative Project Description, Category B Requirements, Site Location Map and other graphics.
- Site Photographs
- Four (4) copies of Permit Submission Plans entitled "Pier F Removal and Replacement Port of Galilee: Phase III" dated December 2023
- Self-Verification GP-2 as outlined in Department of the Army general permits for the state of Rhode Island.
- Letter of Notification of Maintenance, dated November 2, 2023, and response letter dated November 10, 2023.


10 Lincoln Road, Suite 210
Foxborough, MA 02035
508-543-1755

8 Blackstone Valley Place
Lincoln, RI 02865
401-334-4100

14 Bobala Road, Suite 200
Holyoke, MA 01041
413-507-3448



Mr. Jeffrey Willis

(2)

January 17, 2023

The applicant is a state agency, and the project will result in a significant public benefit, and therefore a waiver of the customary filing fee is requested in accordance with CRMC Management Procedures Section 1.4.2(D).

This application is being submitted concurrently to the Army Corps of Engineers for coverage under the USACE General Permit for Rhode Island. An application to the RI State Building Code Commission has been submitted and a permit number has been assigned, B-24-12.

Please feel free to contact the undersigned at 401-334-4100 or via email at tturcotte@parecorp.com if you have any questions, comments, or require additional information.

Best regards,

A handwritten signature in blue ink, appearing to read 'Todd D. Turcotte', is written over a light blue rectangular background.

Todd D. Turcotte, PE
Vice President
Waterfront/Marine Group Manager

Attachments

cc: U.S. Army Corps of Engineers New England District, Regulatory Division
Dan Costa, RIDEM
Dave DeCost, RIDEM (Contractor)
Matt Melchiori, NDW

Y:\JOBS\23 Jobs\23153.00 NDW Galilee Dock Replacement PH3-RI\Permitting\Pier F\Working Files\23153.00 RIDEM Galilee Pier F Cat B Assent.doc



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RIDEM

Pier F Removal and Replacement Port of Galilee: Phase III

SECTION 1

Administrative Documentation



STATEMENT OF DISCLOSURE AND APPLICANT AGREEMENT AS TO FEES

The fees which must be submitted to the Coastal Resources Management Council are based upon representations made to the Coastal Resources Management Council by the applicant. If after submission of this fee the Coastal Resources Management Council determines that an error has been made either in the applicant's submission or in determining the fee to be paid, the applicant understands that additional fees may be assessed by the Coastal Resources Management Council. These fees must be paid prior to the issuance of any assent by the Coastal Resources Management Council.

The applicant understands the above conditions and agrees to comply with them.

Signature

Date

Print Name and Mailing Address

**THIS SHEET IS NOT SIGNED AS A WAIVER IS
BEING REQUESTED**



Removal and Replacement of Pier F
Port of Galilee: Phase III

Application of State Assent – Attachment A

ATTACHMENT A
List of Adjacent Property Owners
Removal and Replacement of Pier F Port of Galilee: Phase III
Narragansett, Rhode Island

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

Attachment B

List of Previous CRMC Permits to Map I Block G/Lots 96, 219-AS, 219-S, 222-S, 223-S, 227-S, 227-SXM, 230-AS, 230-ASXM, 230-BS, 240-S, 241-S
Galilee North Bulkhead Repairs
Narragansett, Rhode Island
October 2023

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



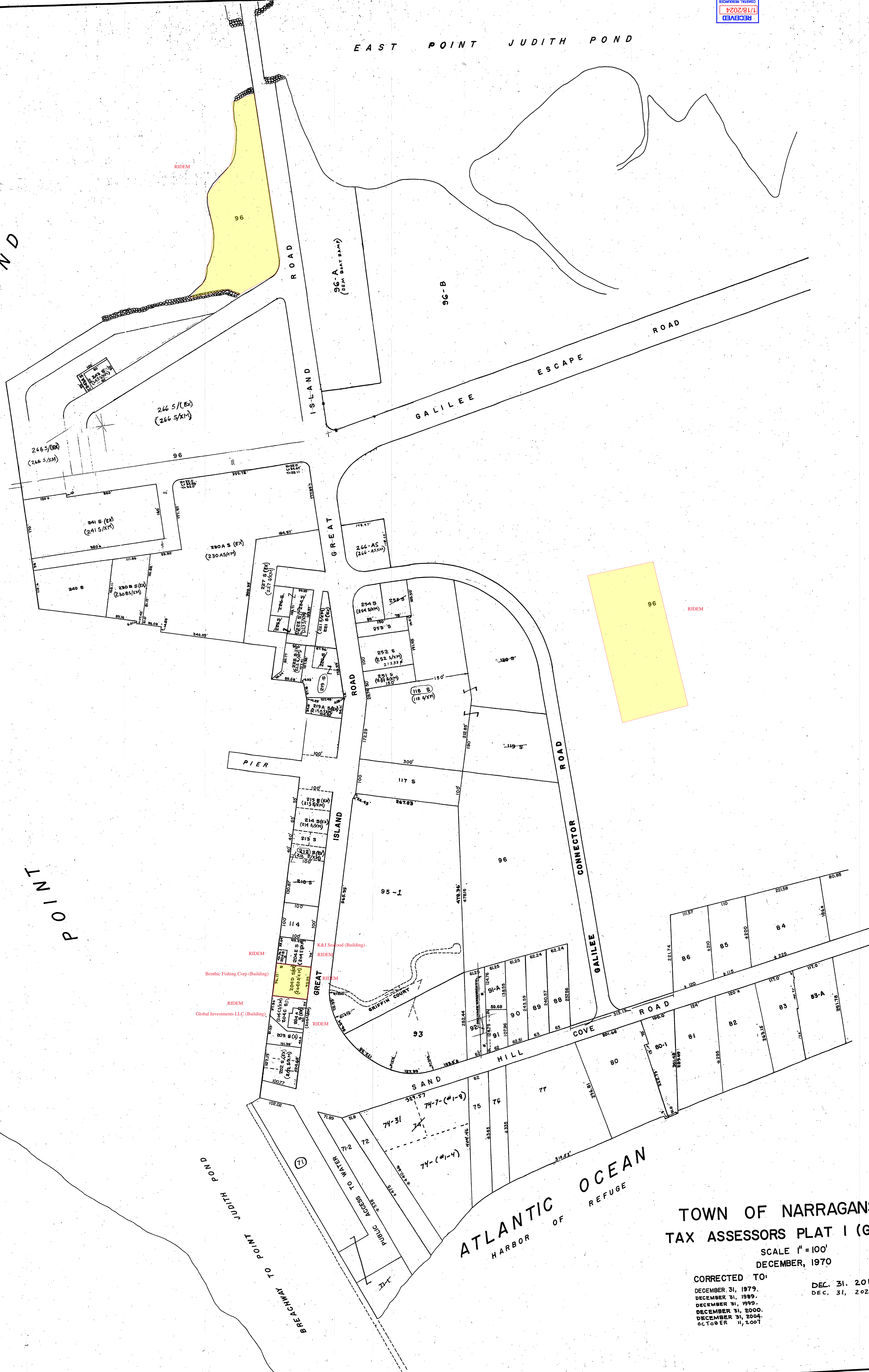
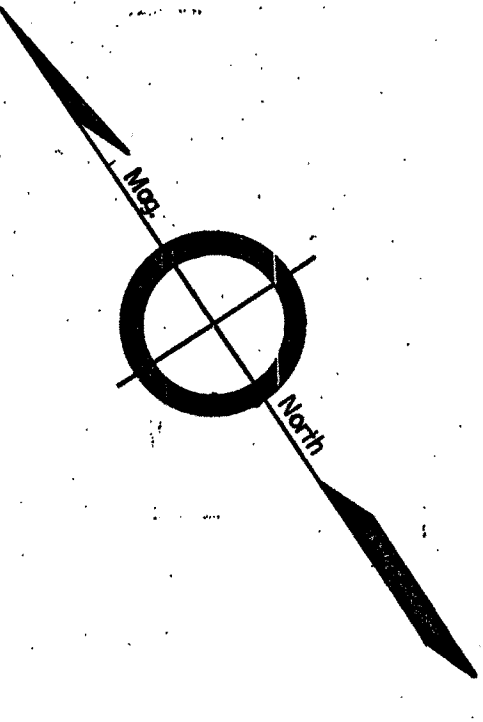
EAST POINT JUDITH POND

POND

JUDITH

POINT

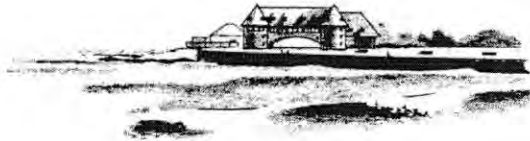
BEACHWAY TO POINT JUDITH POND



TOWN OF NARRAGANSETT
TAX ASSESSORS PLAT I (GALILEE)

SCALE 1" = 100'
DECEMBER, 1970

CORRECTED TO:
DECEMBER 31, 1979.
DECEMBER 31, 1989.
DECEMBER 31, 1999.
DECEMBER 31, 2004.
OCTOBER 1, 2007.
DEC. 31, 2011, 13, 17, 19
DEC. 31, 2020



TOWN OF NARRAGANSETT

Town Hall • 25 Fifth Avenue • Narragansett, RI 02882-3699
Tel. (401)-782-0616 TDD (401)-782-0610 Fax (401)-788-2555

Office of the Tax Assessor

December 8, 2023

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

Dear Sir/Madam:

According to our records, this is to verify that the State of Rhode Island, RI Department of Environmental Management is the owner of Assessor's Map I-G Lot 204-BS located at 0 Great Island Road in the Town of Narragansett.

Sincerely,

A handwritten signature in cursive script that reads "Erica Duckworth".

Erica Duckworth
Deputy Tax Assessor

RECEIVED

1/18/2024

COASTAL RESOURCES
MANAGEMENT COUNCIL



TOWN OF NARRAGANSETT

Town Hall • 25 Fifth Avenue • Narragansett, RI 02882-3699
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Office of the Tax Assessor

December 8, 2023

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

Dear Sir/Madam:

According to our records, this is to verify that the State of Rhode Island, RI Department of Environmental Management is the owner of Assessor's Map I-G Lot 204-DSXM located at 270 Great Island Road in the Town of Narragansett.

Sincerely,

A handwritten signature in blue ink that reads "Erica Duckworth". The signature is written in a cursive, flowing style.

Erica Duckworth
Deputy Tax Assessor

RECEIVED

1/18/2024

COASTAL RESOURCES
MANAGEMENT COUNCIL



TOWN OF NARRAGANSETT

Town Hall • 25 Fifth Avenue • Narragansett, RI 02882-3699
Tel. (401)-782-0616 TDD (401)-782-0610 Fax (401)-788-2555

Office of the Tax Assessor

December 8, 2023

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

Dear Sir/Madam:

According to our records, this is to verify that the Benthic Fishing Corp is the owner of Assessor's Map I-G Lot 204-DS located at 270 Great Island Road in the Town of Narragansett.

Sincerely,

A handwritten signature in blue ink that reads "Erica Duckworth". The signature is written in a cursive, flowing style.

Erica Duckworth
Deputy Tax Assessor





TOWN OF NARRAGANSETT

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Office of the Tax Assessor

December 8, 2023

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

Dear Sir/Madam:

According to our records, this is to verify that KSJ Seafood, Inc. is the owner of Assessor's Map I-G Lot 204-ES located at 272 Great Island Road in the Town of Narragansett.

Sincerely,

A handwritten signature in blue ink that reads "Erica Duckworth".

Erica Duckworth
Deputy Tax Assessor

RECEIVED

1/18/2024

COASTAL RESOURCES
MANAGEMENT COUNCIL



TOWN OF NARRAGANSETT

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Office of the Tax Assessor

December 8, 2023

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

Dear Sir/Madam:

According to our records, this is to verify that the State of Rhode Island, RI Department of Environmental Management is the owner of Assessor's Map I-G Lot 204-ESXM located at 270 Great Island Road in the Town of Narragansett.

Sincerely,

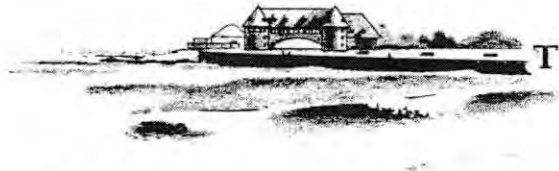
A handwritten signature in blue ink that reads "Erica Duckworth". The signature is written in a cursive, flowing style.

Erica Duckworth
Deputy Tax Assessor

RECEIVED

1/18/2024

COASTAL RESOURCES
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Tel. (401)-782-0616 TDD (401)-782-0610 Fax (401)-788-2555

Office of the Tax Assessor

December 8, 2023

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

Dear Sir/Madam:

According to our records, this is to verify that Global Investments LLC DBA Narragansett Bay Lobster is the owner of Assessor's Map I-G Lot 204-CS located at 268 Great Island Road in the Town of Narragansett.

Sincerely,

A handwritten signature in blue ink that reads "Erica Duckworth".

Erica Duckworth
Deputy Tax Assessor

RECEIVED

1/18/2024

COASTAL RESOURCES
MANAGEMENT COUNCIL



TOWN OF NARRAGANSETT

Town Hall • 25 Fifth Avenue • Narragansett, RI 02882-3699
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Office of the Tax Assessor

December 8, 2023

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

Dear Sir/Madam:

According to our records, this is to verify that the State of Rhode Island, RI Department of Environmental Management is the owner of Assessor's Map I-G Lot 204-CSXM located at 0 Great Island Road in the Town of Narragansett.

Sincerely,

A handwritten signature in blue ink that reads "Erica Duckworth". The signature is written in a cursive style.

Erica Duckworth
Deputy Tax Assessor

RECEIVED

1/18/2024

COASTAL RESOURCES
MANAGEMENT COUNCIL



TOWN OF NARRAGANSETT

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Office of the Tax Assessor

December 8, 2023

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

Dear Sir/Madam:

According to our records, this is to verify that the State of Rhode Island, RI Department of Environmental Management is the owner of Assessor's Map I-G Lot 204-ASXM located at 0 Great Island Road in the Town of Narragansett.

Sincerely,

A handwritten signature in blue ink that reads "Erica Duckworth".

Erica Duckworth
Deputy Tax Assessor

RECEIVED

1/18/2024

COASTAL RESOURCES
MANAGEMENT COUNCIL



TOWN OF NARRAGANSETT

Town Hall • 25 Fifth Avenue • Narragansett, RI 02882-3699
Tel. (401)-782-0616 TDD (401)-782-0610 Fax (401)-788-2555

Office of the Tax Assessor

October 4, 2023

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

Dear Sir/Madam:

According to our records, this is to verify that The State of Rhode Island, Rhode Island DEM is the owners of Assessor's Map I-G Lot 96 located at 0 Galilee Connector Road in the Town of Narragansett.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Cruz-Perry".

Robert Cruz-Perry
Tax Assessor Clerk



RICRMC COASTAL HAZARD ANALYSIS WORKSHEET

APPLICANT NAME:

PROJECT SITE ADDRESS:

STEP 1. PROJECT DESIGN LIFE

- A. For properties in a FEMA-designated **A**, or **X** Zone, provide the first floor elevation (FFE) of the proposed structure referenced to NAVD88, **OR** For properties in a FEMA-designated **V** or **Coastal A** Zone, please provide the elevation of the lowest horizontal structural member (LHSM) referenced to NAVD88.

FFE OR LHSM elevation ft
 ft
- B. How long do you want your project to last? Identify the expected design life for the project (CRMC recommends a **minimum of 30 years**)

Design Life: yrs
- C. Add the number of years you identified in 1B to the current year. (For example, if you are completing this form in the year 2020, and you want your project to last 30 years, your design life year will be 2050.)

Design Life Year:

<input type="checkbox"/> D. CHECK beneath the sea level rise (SLR) projection that matches or comes closest to project design life year.		2030	2040	2050	2060	2070	2080	2090	2100
Year		2030	2040	2050	2060	2070	2080	2090	2100
SLR		0.71	1.11	1.60	2.29	3.17	4.19	5.35	6.47
		<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Source: Sea Level Rise (SLR) Projections (Feb. 2022). NOAA High Curve, Newport, RI Tide Gauge. All values are expressed in feet relative to NAVD88. https://sealevel.nasa.gov/task-force-scenario-tool?psmsl_id=351

NOTE: The present National Tidal Datum Epoch (NTDE) is 1983 through 2001. The NOAA 2017 data use a baseline starting at 2000, and the NOAA 2022 data use a baseline starting at 2020. Between 1991 and 2020 there was an annual average of 4.03 mm/year of sea level rise at the Newport (8452660) tide station based on the trends data from the Permanent Service for Mean Sea Level (<https://www.psmsl.org/products/trends/>). Because the PSMSL trends are based on a minimum 30 years of data we will assume a similar trend applies to the shorter 20 year period of 2000 to 2020. Thus, there was approximately 8.06 cm (3.39 inches) of sea level rise during the period 2000 to 2020. Accordingly, the MHHW elevation of 3.85 feet at the Newport station (Epoch 1983-2001) would be adjusted an additional 3.39 inches to 4.13 feet MHHW. For reference, NAVD88 at Newport is 2.04 feet.

STEP 2. SITE ASSESSMENT

- A. Open RICRMC [Coastal Hazard Mapping Tool](#). Following the tutorial along the left side of the screen, enter the project site address and turn on the sea level layer closest to the number you circled in 1D.
- B. **ENTER** the STORMTOOLS SLR map layer closest to the SLR value you checked in Step 1D above. If the value falls between the available STORMTOOLS SLR map layers, round up to the closest of these sea level rise (SLR) numbers: 1ft, 2ft, 3ft, 5ft, 7ft, 10ft, or 12ft ft
- C. Does the STORMTOOLS SLR map layer you circled above expose your project site to future tidal inundation? **CHECK YES or NO**
 YES
 NO
- D. List any **roads or access routes** that are potentially inundated from SLR. To do this, ZOOM OUT from your project location, change BASEMAP on the viewer to “street view” – see Step 2A.

****Please be advised that CRMC staff may also review the implications of sea level rise in combination with nuisance storm flooding and discuss these potential project concerns with the applicant. Nuisance flooding impacts may be viewed in STORMTOOLS [here](#).**

STEP 3. STORMTOOLS DESIGN ELEVATION (SDE)

- A. Follow the tutorial included along the left panels of the viewer to enter the address of your project site. Select the tab across the top that corresponds to the sea level rise projection you identified in STEP 1
- B. Click on the map at project site to identify **STORMTOOLS Design Elevation (SDE)** from the pop up box. **Enter the SDE value:** ft



RICRMC COASTAL HAZARD APPLICATION WORKSHEET

STEP 4. SHORELINE CHANGE

A. Using the [CRMC Shoreline Change maps](#), indicate the transect number closest to your site, and erosion rate listed for that transect. Transect Number: _____
Erosion Rate: _____ ft/year

No applicable no noted transect within Point Judith Pond. The shoreline at the project site is a steel sheet pile wall

B. CHECK below the Projected Erosion Rate that corresponds to the design life you identified above.

Year	2050	2060	2070	2080	2090	2100
Projected Future Erosion Multiplier	1.34	1.45	1.57	1.70	1.84	2.00
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Source: Projected Shoreline Change Rate multipliers. (Oakley et al., 2016)

C. COMPLETE EROSION SETBACK CALCULATION:

Historic shoreline change rate, STEP 4A	Design Life, STEP 1C	Projected Future Erosion Multiplier, STEP 4B	Erosion Setback (ft) 4A x 1C x 4B
X	X	=	

NOTE: Setbacks are required per the [CRMC Red Book, Section 1.1.9](#). A minimum setback of 50-feet is required, but a greater setback may be necessary and/or desirable based on this analysis.

STEP 5. OTHER SITE CONSIDERATIONS: CERl & SLAMM

A. Use the **Coastal Environmental Risk Index (CERl) map** (See Tab 5A on the viewer) to enter your address and CHECK the level of projected damage to your location, as indicated on the map that corresponds to the design life identified in STEP 1.

CERl Level: Moderate High Severe Extreme Inundated by 2100 Not applicable

B. **Sea Level Affecting Marshes Model (SLAMM)** (See Tab 5B on the Viewer) - This step is for Large Projects and Subdivisions only, six (6) or more units, as defined by the [CRMC Red Book Section 1.1.6.l\(1\)\(f\)](#). This step may be skipped for other projects. Use the Sea Level Affecting Marshes Model (SLAMM) Maps to assess potential impacts to large projects and subdivisions from salt marsh migration resulting from projected sea level rise. CRMC SLAMM maps can be accessed [here](#). The CRMC recommends using the 3-foot SLR projection within SLAMM to assess future potential project impacts on migrating marshes. Does the SLAMM map that corresponds to the design life you identified in STEP 1 expose your project site to future salt marsh migration? **CHECK YES or NO**

 YES NO

Skipped as project is limited to the replacement of one pier

C. Consider and discuss with your design consultant other forces or factors that might impact the development, such as coastal habitats, shoreline features, public access, wastewater, storm water, depth to water table/groundwater dynamics, saltwater intrusion, or other issues not listed above. In addition, pressure from rising sea levels will result in rising subsurface groundwater levels ultimately effecting wells and septic systems.

STEP 6: DESIGN EVALUATION

A. Using Chapter 7 of the RI Shoreline Change SAMP as a guide, investigate mitigation options for the exposure identified above and include that in the final application.

This fully completed Coastal Hazard Application Guidance worksheet must accompany the application. If you are a design or engineering professional, please print and sign here that you have discussed the findings of this worksheet with the Owner.

DESIGN/ENGINEER SIGNATURE: _____

DATE: _____

OWNER'S SIGNATURE: _____

DATE: _____



RIDEM

Pier F Removal and Replacement Port of Galilee: Phase III

SECTION 2

Narrative Project Description



I. Introduction

This Application for State Assent is submitted pursuant to the Coastal Resources Management Program (CRMP), under Type 6 Tidal and Coastal Pond Waters; and jurisdiction of the United States Army Corps of Engineers (ACOE), including navigable Waters of the United States. On behalf of the Rhode Island Department of Environmental Management (RIDEM), the proposed project includes the Replacement of Pier F, located at 270 Great Island Road, Narragansett, RI within the Port of Galilee, and included within the Memorandum of Agreement between the RIDEM and RICRMC. The land and Pier at the project location is owned by the RIDEM, ground leased to Narragansett Crab Company (NCC), a subsidiary of Bethic Fishing Corp. NCC owns the building both landside and on the building previously located on the existing pier, identified as Pier F in the port. NCC owns and operates a year-round unloading and processing seafood facility at Pier F and landside buildings.

In response to a failing and unsafe condition, the demolition of the building on Pier F was conducted by NCC in February of 2022, and subsequent removal of Pier F by RIDEM commenced as an emergency action as it provided an unsafe condition at the existing pier facility. As preliminarily determined by CRMC the proposed replacement of Pier F will require a Category B submission. The intent of this project is to restore the functionality of Pier F to the leaseholders and the existing offloading and seafood processing facility. The impacts associated with the proposed construction are to be equal or less than the pre-existing conditions as the footprint of the pier is to be reduced as discussed herein.

Pier F located within the Port of Galilee in Narragansett, Rhode Island, is located within Block Island Sound and inside Point Judith Pond. The Port of Galilee serves as the largest fishing facility within the State of Rhode Island and one of the largest ports along the eastern coast of the United States; as such, it supports 428 total firms and a gross sale generation of over \$500 million per a 2016 URI study.

Because of the Port and the State's reliance on the productivity of the Port, RIDEM has begun an ongoing capital improvement project throughout the Port to bring structurally deficient assets, per ASCE Waterfront Facilities Inspections and Assessments, to a functional standard. It is also the initiative of the Port to prioritize piers and other assets based upon the state of the deteriorated condition, and as such, the need for the replacement of Pier F is being applied for herein.

The most recent project completed at or near the project location was the bulkhead improvements in 2013, under RICRMC Maintenance Certification to install a new steel sheet pile bulkhead seaward of the existing bulkhead, with a timber pile and lagging system under Pier F. As a result of the removal of Pier F, RIDEM has requested under a separate maintenance application that the bulkhead in the vicinity of Pier F be replaced to match the previously constructed adjacent bulkhead and similar to the current RICRMC Maintenance Certification, 2023-

Existing site conditions, proposed work, and conformance with the CRMP, including Type 6 Tidal and Coastal Pond Waters, and jurisdiction of the ACOE, including navigable Waters of the United States, are discussed herein.



II. Existing Conditions

The proposed Pier F replacement is located on Narragansett Assessor's Plat I-G, Lots 204-DS, 204-DSXM, 96 within the Port of Galilee. The Pier and adjoining properties are an active seafood fishing business operated by Narragansett Crab Company, NCC, on land and piers that are owned by RIDEM. Pier F is within the Port of Galilee, an active commercial fishing port, and the adjacent properties and structures include other commercial fishing industries as well as the United States Coast Guard Station.

The previously existing Pier F was a timber pile supported structure with Timber framing and decking, as shown on the attached plans and photos. The Pier also supported a single-story metal panel building used for seafood processing during the offloading process. The building was demolished by NCC in 2022 after storm damage occurred. The remaining timber pier structure was removed by RIDEM in November 2023, with the seven pile dolphin end clusters being left in place.

Before the building removal, a site verification of existing members was conducted due to a lack of existing As-Builts. Based on available aerial imagery, the pier predates 1995 based on the observed alignment of the structure when comparing images. The pier extended 100 feet seaward and had a main pier width of 30-feet wide. The pier consisted of eleven spans spaced at generally 9 feet on center, with each bent having five piles spaced roughly 7 feet on center. The fendering piles and chocks extended approximately 18 inches off the pier on either side. Based upon an As-Built rehabilitation plan, which did not have the framing configuration of Pier F, there were, on average, two fenders on each side of the pier per bent. There is a total of nine fender piles on the on the exterior of the last bent. Based upon the in-field observations, the chocks were 10" x 12" timber members. The interior stringers were 3" x 12" timber members at 2 feet on center spacing. The exterior stringers were 6" x 12" members. The stringers were orientated on top of two 6" by 12" timber split caps. Cross bracing was 3" by 10". The observed piles ranged from 10 inches to 14 inches in diameter. The observed timber callouts are the nominal dimensions, and the timber was southern yellow pine (SYP).

Prior to the storm damage and demolition, the building was a metal panel structure that covered the majority of the pier with a 3-foot buffer from the exterior limits of the pier.

Coastal Resources and Floodplain

The entire project site is in Point Judith Pond, located between Point Judith Harbor of Refuge and Block Island Sound. Point Judith Pond in the vicinity of the site is classified as Type 6 Waters-Industrial Waterfronts and Commercial Navigation Channels under the CRMP.

Review of the most recent RIGIS data layers on the RIDEM Environmental Resource Map indicates the site is not located in any Natural Heritage Areas and there is no submerged aquatic vegetation in the vicinity of the project site. The shoreline feature in the vicinity of the site consists of a Manmade Shoreline comprised of steel sheet pile (SSP) bulkhead that runs along the length of the Port with isolated locations of timber lagging supported by steel H-Piles. These features are classified as Manmade Shoreline according to § 1.1.2 (A)(83) of the CRMP.

According to the FEMA Flood Insurance Rate Map for the Town of Narragansett (Community Panel 44009C0194J, effective date 10/16/2013), the seaward facing portion of the site is located in floodplain



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

Utilities

The utilities of the building are the sole responsibility of the leaseholder as this Assent application's scope of work is limited to providing a functional pier and does not include the establishment of a building or utilities. That is to be handled by the leaseholder under a separate permit for scheduling purposes as the design has not been finalized.

Drainage

Stormwater runoff generated along the project area ultimately flows off the roof and/or pier and into Point Judith Pond. The proposed pier will have a reduction in footprint size of 600 SF. The two current alternatives proposed to the owner are a timber deck that will allow for drainage between the decking members or the second alternative being a concrete deck that will slow for drainage by crowning at the center of the pier and sloping to the edges. No work is proposed landward of the bulkhead under this Assent and is work completed seaward of the bulkhead.

Historic Resources

Due to the long history of industrialized buildings and piers and with the previous historical research on other permits within the port and the project limits are also limited to the existing footprint, therefore it is not anticipated that there will be a historical impact as a result of this scope of work.

Natural Heritage and Endangered Species

A review of RIDEM Natural Heritage Data and USFWS Information for Planning and Consultation (IPaC) Species Lists were performed in 2023 to confirm this presumption. A copy of the updated IPaC Species List is provided in Section 6 of the Assent application documentation. According to the most recent RIGIS Natural Heritage layer (natHeritage19.shp) there are no Natural Heritage Areas mapped within the limits of work. Based upon consultation with the USFWS IPaC Tool accessed on January 2, 2023, no critical habitat or federally threatened, endangered, or candidate species were identified within the project limits. Two migratory birds listed under the USFWS Birds of Conservation Concern were identified as potentially occurring within the project site including: Roseate Tern (*Sterna dougalli dougallii*) and Rufa Red Knot (*Calidris canutus rufa*). One mammal was identified as potentially occurring within the project site including: Northern Long-eared Bat (*Myotis septentrionalis*).

Based upon the Essential Fish Habitat (EFH) Mapper Report within the Port of Galilee migratory species within the area were noted, but not limited to: Albacore Tuna (*Tunnus alalunga*), Atlantic Cod (*Gadus morhua*), Atlantic Herring (*Clupea harengus*), Bluefin Tuna (*Thunnus thynnus*), Longfin Inshore Squid (*Doryteuthis pealeii*), Pollock (*Pollachius*), Skipjack Tuna (*Katsuwonus pelamis*), Smoothhound Shark Complex (*Mustelus mustelus*), White Shark (*Carcharodon carcharias*), Windowpane Flounder (*Scophthalmus aquosus*), Winter Flounder (*Pseudopleuronectes americanus*), and Yellowfin Tuna (*Thunnus albacares*).



III. Proposed Project

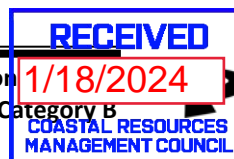
As mentioned in the existing conditions, the pier was demolished as an emergency action due to the inoperable, unsafe, and deteriorated condition. Since the storm and removal, the functionality of the NCC operations at Pier F are unable to be met. The typical berthing and unloading activities have been rerouted to other berthing locations outside of the Port of Galilee, which has added time and expenses to the leaseholder and decreased in the fishing production within the Port of Galilee for the State. The project would include installing Pier F to a condition satisfactory to restore berthing operations for the leaseholder. The replaced pier is to be designed in accordance with applicable loads provided in the IBC, ASCE, and acceptable port designing criteria. Because of the further extent of design and building requirements to be met, the proposed project is to solely meet the needs of establishing a pier to support berthing operations. The building and utilities needed to meet the leaseholder's needs will be permitted and designed separately by the leaseholder.

The dimensions of the previously existing pier were 100 feet seaward of the bulkhead alignment and 30 feet total in width. Sacrificial fendering extended outside of the 30 feet in width +/- 16 inches on each side of the pier. The work being proposed would be a pier extending 100 feet seaward of the bulkhead with a reduction in the permanent pier width to 24 feet. Similarly, to the previously existing pier the sacrificial fendering system is to extend beyond the 24 feet width of the permanent structure. The sacrificial fendering but is not considered permanent by design nature. The delineation of the 24 feet permanent structure allows the pier to stay at the 24-foot threshold to be compliant with the fire code and not require an installed fire suppression system on the pier. The total reduction in permanent decking area is 600 square feet. The reduction in permanent pier size is also a result of discussions with the leaseholder as previous operations did not require the full size of the pier provided.

As a result of the reduction in the proposed pier size, the proposed Pier F is not anticipated to create a navigational or safety issue for vessels within the harbor or impact the operations of adjacent piers. It is also not anticipated to increase the environmental impacts, as show in the table later within this section, as the total number of timber piles at the mudline are being reduced.

As a result of the replacement nature of this project and previously performed work within the port, there are no anticipated historic or heritage site concerns. From a review of the USFWS Information for Planning and Consultation (IPaC) Species Lists and the EFH Mapper there are no anticipated endangered or migratory species impacted by the proposed scope of work.

The general pier configuration being proposed consists of a four-pile bent, with timber piles spaced roughly 8 feet on center and the pile bents are spaced 10-feet on center along the pier with batter piles and cross bracing at each bent. The superstructure consists of a 12"x12" pile cap with stringers and decking as shown on the attached drawings in order to support the intended design load of 250 pounds per square foot (PSF) Live Load. The fendering system outboard of the fixed timber pier will also be installed to absorb excess energy from berthing and is considered a wearing/sacrificial component of the pier. The bearing piles will be pressure treated southern yellow pile and the fender piles will be greenheart timber fender piles.



There is an alternative proposed, to the leaseholder, of a concrete decking which would require a more robust fendering system. Should the concrete alternative be selected a rubber fendering block is anticipated to offset the fender pile. The summary of the pile reduced impacts is summarized below:

Previously Existing Pier F			
	Quantity	Size	Total Pile Area (ft²)
Timber Support Piles	55	12"	43.2
Timber Batter Piles	22	12"	17.3
Sacrificial Timber Fender Piles	48	12"	37.6
Proposed Pier F			
Timber Support Piles	40	12"	31.4
Timber Batter Piles	20	12"	15.7
Sacrificial Timber Fender Piles	46	12"	36.1
Net Area			14.9

The site constraints to complete the construction of this pier will result in the use of a floating barge with a crane as the land side buildings and adjacent piers do not provide ample area for stockpiling material. Based on the barge dimensions a temporary limit of disturbance is required around the pier footprint of approximately 30 feet. The general limitation in the barge size will result in the need to utilize the available spacing in previously permitted stockpiling areas within the M2023-03-049 Maintenance certification.



IV. Alternatives Evaluation

Due to this work's replace in kind nature, a traditional alternative analysis has been limited to three alternatives: Replace the pier with a reduced footprint, replace the pier in kind, and do nothing. The selected approach fulfills the project goals while avoiding and minimizing impacts to coastal resources and public access restrictions.

Alternative 1 – Replace the Timber Pier with a reduced footprint: Alternative 1 includes the installation of a fixed 100 foot long by 24-foot-wide pier as described above in the proposed work. The pier will be extended landward to connect to the FFE of the leaseholder building, as was a preexisting condition. Within this preferred alternative there will be two decking options, and related fendering needs, that will be selected by the leaseholder. The first option being the 4 x 10 timber decking as the anticipated use of equipment may require thicker than typically used decking within the port. The second option would be a concrete deck, in a similar consideration to the thickness of decking, however this alternative would require a more robust fendering system as the concrete is more susceptible to cracking if movement were to occur during the lateral loads from boat impact.

Advantages of Alternative 1 Timber Decking are:

- Berthing operations would be restored to the lease holder.
- Greater berthing space between adjacent piers.
- Reduction of the width of the pier reduces impacts and also allows the pier to not require a fire protection system as more up to date codes do not allow a pier of 30 feet to be installed without one.
- Cost effective compared to the original construction as the total timber required is less than previously utilized.
- The operational needs of the leaseholders are anticipated to be met with the decking provided as it allows for more wear and tear than thinner deck boards.

Disadvantages of Alternative 1 Timber Decking are:

- A concrete system would have a lower anticipated maintenance need than the timber decking.

Advantages of Alternative 1 Concrete Decking are:

- Berthing operations would be restored to the lease holder.
- Reduction of the width of the pier reduces impacts and also allows the pier to not require a fire protection system as more up to date codes do not allow a pier of 30 feet to be installed without one.
- More robust and provides more moisture protection to the stringers than timber decking as drainage would be off the sides of the deck and not through the deck boards.
- The operational needs of the leaseholders are anticipated to be met with the decking provided as it allows for more wear and tear than timber decking.

Disadvantages of Alternative 1 Concrete Decking are:

- More expensive than traditional timber decking both in the decking footprint and the additional fendering required to protect the concrete decking.
- Should damage to decking occur it is not as easily repaired as timber decking.



-
- Access to below deck framing from the top of the deck would no longer be possible for below deck framing damages.
 - Could result in more construction time than the timber decking alternative as the fendering system would need to be upgraded.

Alternative 2 – Replace the Timber Pier in-kind: Alternative 2 includes the installation of a fixed 100 foot long by 30-foot-wide pier as was previously constructed. The decking of this alternative would be 3 x 10 and the general configuration can be seen on the existing conditions plan set attached. The building would not be included in this alternative.

Advantages of Alternative 2 Timber Pier in-kind:

- Pier was observed to exceed its intended design life.
- Berthing operations would be restored to the lease holder.

Disadvantages of Alternative 2 Timber Pier in-kind:

- More expensive than alternative 1 from the increased pier with and required piles.
- As indicated by the leaseholder, the required operations are not anticipated to benefit of having a 30-foot pier over a 24-foot pier.
- Updated code standards would require fire protection and potentially other modifications from the in-kind conditions.

Alternative 3 – Do Nothing: The do nothing alternative is provided as an option, but is a recommended course of action as it does not meet the needs of the Port or lease holder.

Advantages of Alternative 3 Do Nothing:

- No funds are needed to replace the pier.
- Less environmental impact.

Disadvantages of Alternative 3 Do Nothing:

- Leaseholder operations unable to continue.
- Economic loss to the State of Rhode Island as the lease would need to be modified as no pier is being provided. The loss of pier may result in the loss of a tenant since berthing is no longer provided.
- Updated code standards would require fire protection and potentially other modifications from the in-kind conditions.



V. Consistency with Coastal Resources Management Program

This Assent application covers all activity associated with the Construction Phase of the replacement of the Pier “F” located in the Port of Galilee in Narragansett, Rhode Island. According to Table 1 and Table 2 of the CRMP, the following project elements are listed as Category B activities for Type 6 waters and Contiguous Area:

- Commercial/Industrial Structures;
- Filling, Removal, and Grading of Shoreline Features; and
- Filling in Tidal Waters; and

The remaining project elements including Point Discharges – Runoff appear to qualify as Category A activities. The following sections are intended to demonstrate that the project as proposed is consistent with the policies for Type 6 waters and complies with the other applicable standards of the Program.

Section 1.3.1(A)1 Category B Requirements

a. *Demonstrate the need for the proposed activity or alteration;*

As demonstrated in the Project Narrative and previously submitted correspondence on November 10, 2023 sent to CRMC noting the current deficient condition of Pier “F”, the Pier “F” was demolished in an emergency action due to the risk to the public safety of an in operable pier in a publicly traversed environment. Although the demolition and removal of this structure is not included in the current application, the necessary replacement is included. The pier provides the sole berthing and processing location for the Narragansett Crab Company within the Port of Galilee. The downtime of the pier has caused an economic loss to the stakeholder and the continued downtime may pose an economic loss to the State regarding the leasing agreements. The proposed work will remain within the existing footprint, reducing the pier from 30 feet to 24 feet, as the operational need as discussed with the stakeholders does not require a 30-foot-wide pier. The provided application is limited to the replacement of the pier to restore berthing opportunity to the Narragansett Crab Company, the restoration of the building is anticipated to be submitted by the lease holder at a later date due to the extended scheduling constraints of including the building.

b. *Demonstrate that all applicable local zoning ordinances, building codes, flood hazard standards, and all safety codes, fire codes, and environmental requirements have or will be met; local approvals are required for activities as specifically prescribed for nontidal portions of a project in §§ 1.3.1(B), (C), (F), (H), (I), (K), (M), (O) and (Q) of this Part; for projects on state land, the state building official, for the purposes of this section, is the building official;*

The project will comply with all State and local building codes. Through other projects within the Port, an active line of communication has been kept with the local and state fire to implement needed updates to design based upon local needs and state requirements. The main permanent pier section will be 24 feet wide which has it exempt from the need of fire protection systems to be installed.



It is understood the contractor will submit separately to the state building official concurrently with this submission. When a response from the State Building Official has been received the correspondence can be supplemented to this permit application.

c. *Describe the boundaries of the coastal waters and land area that is anticipated to be affected;*

The project area is more completely described in Section V of the Project Narrative and is depicted on the project plans.

The amount of Tidal Waters and Contiguous Area to be affected by construction of the replaced Pier "F" total permanent pier mudline impacts of 31.5 square feet and 240 square feet of shoreline impacts. These impacts are a reduction from the previously existing permanent pier mudline impacts of 47 square feet and 330 square feet of shoreline impacts.

The fendering systems are considered generally sacrificial, not permanent impacts, the current proposed mudline impact from the sacrificial fendering is approximately 31.5 square feet compared to the previously existing configuration of approximately 48.5 square feet. The general decking cover of the pier will be 2,400 square feet compared to the previous decking area of 3,000 square feet.

Construction activities will utilize a floating barge that will generally operate within a 5,400 square foot operational area defined by the LOD line on the attached Plan Set.

d. *Demonstrate that the alteration or activity will not result in significant impacts on erosion and/or deposition processes along the shore and in tidal waters;*

In general, the proposed work will remain within the existing footprint and the anticipated mudline disturbance will be reduced from the previous conditions. A total of 80 piles, permanent and sacrificial, will be used comparatively to the previous total of 122 piles. The previously existing piles have been removed which will allow the sediment to return to a normal state and during installation the resulting changes to the mudline are anticipated to be less. The shoreline feature in this location is a steel sheet pile bulkhead, therefore erosion impacts are not anticipated.

e. *Demonstrate that the alteration or activity will not result in significant impacts on the abundance and diversity of plant and animal life;*

As a result of the commercial and industrial use of the port, the anticipated vegetation life within the limits of the bulkhead and pier at the mudline depth is anticipated to be low. The proposed work is expected to have no significant impact on biodiversity or population as it is a reduction in disturbance compared to the previously existing pier. Avoidance, minimization, and mitigation measures include the use of turbidity barrier to protect water quality and sedimentation disturbance during pile driving activities.

f. *Demonstrate that the alteration will not unreasonably interfere with, impair, or significantly impact existing public access to, or use of, tidal waters and/or the shore;*



The facilities are utilized by the Narragansett Crab Company public access to the shoreline does not occur at this location. The replacement of the pier will not obstruct the public's access at other locations within the port.

- g. Demonstrate that the alteration will not result in significant impacts to water circulation, flushing, turbidity, and sedimentation;**

The total number of piles utilized for the replaced pier will be less than the previously existing pier which will increase the water circulation conditions. During pile driving activities turbidity barriers will be used to lower the sedimentation disturbance. The Port of Galilee is a commercial fishing port, therefor the amount of boat traffic, under normal circumstances, has turbid conditions.

- h. Demonstrate that there will be no significant deterioration in the quality of the water in the immediate vicinity as defined by DEM;**

Potential construction phase water quality impacts will be avoided by isolating the work areas from the tidal waters using turbidity barriers. More traditional erosion and sedimentation controls, including silt socks and/or siltation fence, will also be utilized as appropriate.

Potential post construction water quality impacts are related to stormwater runoff are not anticipated as the pier replacement is reducing the footprint from the previous size. The limits of the proposed work is to only provide a functioning pier and not to provide the previously existing processing building. Concerns regarding the processing operations are to be addressed when the building is being provided in a separate permit application.

- i. Demonstrate that the alteration or activity will not result in significant impacts to areas of historic and archaeological significance;**

The current site has already seen development and contains no historic or archaeological significance. The site required no additional response from any regulatory body on the grounds of historic significance.

- j. Demonstrate that the alteration or activity will not result in significant conflicts with water dependent uses and activities such as recreational boating, fishing, swimming, navigation, and commerce, and;**

The proposed structure will remain within the original footprint of the existing structure and should pose no additional conflicts with water uses and activities. During construction activities adequate space will be provided such that it does not impede on neighboring berthing needs of adjacent piers. Substantial spacing existing within the channel that the replacement of this location does not require an alteration of boat travel further into the port.

- k. Demonstrate that measures have been taken to minimize any adverse scenic impact (see § 1.3.5 of this Part).**



The proposed structure is a reduction in size compared to the existing structure, which in the previous deteriorated and destroyed condition provided an eye sore. The replaced structure will be in similar aesthetic to the other commercial fishing piers.

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

Filling, removal, and/or grading of the manmade Shoreline Feature is considered incidental to this work as the modification to the existing bulkhead cap will be required to accommodate the pier extending to the finished floor elevation of the existing building as shown in the attached Plan Set. An individual Erosion and Sedimentation Control Plan has not been prepared for the proposed work as the additional staging area at Pier "F" and the modification to the existing bulkhead will be approximately 1,000 square feet combined temporary and permanent disturbance. The amount of disturbance is within the 5,000 square feet threshold stated under § 1.3.1(B)1(c).

Other stockpile and laydown areas of timber that potentially will be utilized are already permitted under maintenance work on other projects within the port of Galilee and will be contained on work barges.

Section 1.3.1(C) Residential, Commercial, Industrial, and Recreational Structures

a. It shall be the policy of the Council to undertake all appropriate actions to prevent, minimize or mitigate the risks of storm damage to property and coastal resources, endangerment of lives and the public burden of post storm disaster assistance consistent with policies of the State of Rhode Island as contained in the Hazard Mitigation Plan element of the State Guide Plan when considering applications for the construction of residential, commercial, industrial and recreational structures, including utilities such as gas, water and sewer lines, in high hazard areas.

The design of piers will be in accordance with the recommending design loadings provided in ASCE and the design of timber members provided in the most recent version of the National Design Specification (NDS) for timber construction.

b. It is the Council's policy to require a public access plan, in accordance with § 1.3.6 of this Part, as part of any application for a commercial or industrial development or redevelopment project in or impacting coastal resources. In accordance with § 1.1.7 of this Part, a variance from this policy may be granted if an applicant can demonstrate that no significant public access impacts will occur as result of the proposed project.

The proposed project maintains the current public access as maintained throughout the Port of Galilee and will not adversely affect the public's access in the operating commercial fishing port.

c. All commercial and industrial structures and operations located within tidal waters shall obtain a structural perimeter limit (SPL). Owners/operators of these facilities may apply to the Council for definition and establishment of this structural perimeter at any time. However, the Council shall establish a structural perimeter limit (SPL) when an application subject to this section is under review.



The proposed pier footprint will remain within the previous pier footprint which will not impact any previously defined SPL.

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

The Port of Galilee is an active commercial fishing port which does not exhibit high amounts of vegetative life of sustained aquatic habitats near the bulkhead as a result of the port operations. The Pier “F” being proposed for replacement has been established within the port in excess of 40 years therefore the replacement is not anticipated to increase any impact to aquatic life.

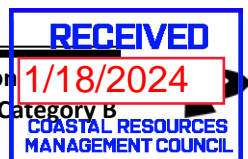
Section 1.3.6 Policies and Enhancement of Public Access to the Shore

The proposed project will neither provide additional nor impede existing public access to the Point Judith Pond. The proposed project is re-establishment of commercial berthing access.

Section 1.4 Federal Consistency

The proposed project has been designed in compliance with applicable performance standards established in the CRMP and in accordance with the General Permit (GP-2) of the USACOE, this project is eligible for the self-verification as stated in bullet four (4) of the attached and excerpted below:

“pile supported structures reconstructed in the same footprint using the same materials except steel piles using an impact hammer.”



RIDEM

Pier F Removal and Replacement Port of Galilee: Phase III

SECTION 3

Figures





RIGIS

SITE LOCATION MAP

SCALE: 1"=2,000'



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

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

PARE PROJECT No. 23153.00

DECEMBER 2023

FIGURE 1

RIDEM GALILEE PIER F
SITE LOCATION
NARRAGANSETT, RI

RECEIVED

1/18/2024


**COASTAL RESOURCES
MANAGEMENT COUNCIL**



ANNOTATED AERIAL PHOTOGRAPH

SCALE: 1 " = 50 '




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

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

 PARE PROJECT No. 23153 DEC 2023

FIGURE 2
 RIDEM GALILEE PIER F REPLACEMENT
 NARRAGANSETT, RI

RECEIVED
 1/18/2024
 COASTAL RESOURCES
 MANAGEMENT COUNCIL

National Flood Hazard Layer FIRMMette



71°31'4"W 41°22'54"N



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
OTHER FEATURES		Levee, Dike, or Floodwall
		20.2 Cross Sections with 1% Annual Chance
MAP PANELS		17.5 Water Surface Elevation
		8 Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped
		The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 12/7/2023 at 2:43 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

0 250 500 1,000 1,500 2,000 Feet 1:6,000

Basemap Imagery Source: USGS National Map 2023



December 7, 2023

Wetlands

-  Estuarine and Marine Deepwater
-  Estuarine and Marine Wetland
-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Freshwater Pond
-  Lake
-  Other
-  Riverine

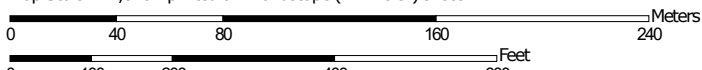


This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Esri Mapper web site.

Soil Map—State of Rhode Island: Bristol, Kent, Newport, Providence, and Washington Counties



Map Scale: 1:2,840 if printed on A landscape (11" x 8.5") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 19N WGS84



Natural Resources
Conservation Service


Web Soil Survey
National Cooperative Soil Survey


MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

Water Features



Streams and Canals

Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

Background



Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: State of Rhode Island: Bristol, Kent, Newport, Providence, and Washington Counties

Survey Area Data: Version 23, Sep 8, 2023

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 14, 2022—Jul 1, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

RECEIVED

1/18/2024

COASTAL RESOURCES
MANAGEMENT COUNCIL

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
FtA	Fortress sand, 0 to 3 percent slopes	10.2	26.1%
UrS	Urban land, 0 to 3 percent slopes, sandy substratum	9.9	25.3%
WAa0	Anguilla sand, 0 to 1 meter water depth	0.0	0.0%
WMd	Massapog fine sand, 2 to 5 meter water depth, dredged	3.4	8.7%
WPd	Pishagqua silt loam, 2 to 5 meter water depth, dredged	7.5	19.3%
Ws	Water, saline	8.0	20.6%
Totals for Area of Interest		39.0	100.0%

RIDEM

Pier F Removal and Replacement Port of Galilee: Phase III

SECTION 4

Annotated Site Photographs



**Pier F Removal and Replacement
Port of Galilee: Phase III**

Application for State Assent



Photo 1: Pier F with missing and/or dislodged exterior chocks. Fenders along the building observed to be damaged and/or missing.



Photo 2: Support piles splintering and/or necking exhibiting signs that the piles are beyond the serviceable life in the current condition

**Pier F Removal and Replacement
Port of Galilee: Phase III**

Application for State Assent



Photo 3: Prior to construction the building collapsed due to a snowstorm in March of 2023. The pier at this time is not in operation.



Photo 4: Original pier elevation continuing at an elevation higher than the existing bulkhead to connect to the landside buildings FFE.

**Pier F Removal and Replacement
Port of Galilee: Phase III**

Application for State Assent



Photo 5: Gaps in decking board resulting from the removal of the previously collapsed building building.

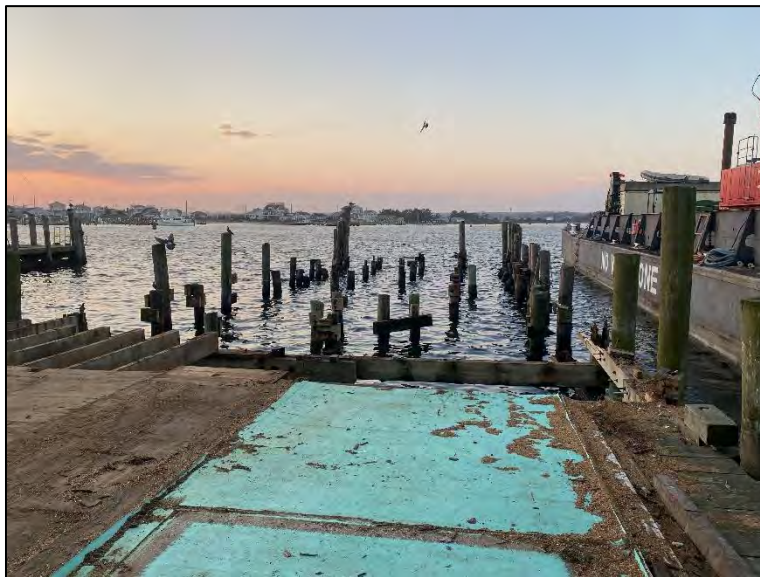


Photo 6: View of the 5-pile alignment post building and pier removal.

RIDEM

Pier F Removal and Replacement Port of Galilee: Phase III

SECTION 5

U.S. Fish and Wildlife Service IPaC Updated Species List





United States Department of the Interior



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

In Reply Refer To:
Project Code: 2024-0031640
Project Name: Pier F Replacement

January 02, 2024

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:

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 feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. 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. This verification can be completed formally or informally as desired. 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 through IPaC by completing the same process used to receive the enclosed list.

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. Under sections 7(a)(1) and 7(a)(2) 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 and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological



evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, 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 Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. 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/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

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

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

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: 2024-0031640
 Project Name: Pier F Replacement
 Project Type: Boatlift/Boathouse/Dock/Pier/Piles - Maintenance/Modification
 Project Description: Replacement of an Existing Timber Pier Building that supports a building for commercial fishing use.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@41.37785615,-71.51244925890545,14z>



Counties: Washington County, Rhode Island



ENDANGERED SPECIES ACT SPECIES

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

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA 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

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
Rufa Red Knot <i>Calidris canutus rufa</i> There is proposed critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate



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: Rhode Island Department of Environmental Management

Name: Jon Nanni

Address: 10 Lincoln Road Suite 210

City: Foxboro

State: MA

Zip: 02830

Email: jpnanni@parecorp.com

Phone: 5085431755



RIDEM

Pier F Removal and Replacement Port of Galilee: Phase III

SECTION 6

EFH Mapper List



EFH Mapper Report

EFH Data Notice

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

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

Query Results

Degrees, Minutes, Seconds: Latitude = 41° 22' 33" N, Longitude = 72° 29' 11" W
 Decimal Degrees: Latitude = 41.376, Longitude = -71.514

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
		Albacore Tuna	Juvenile	Secretarial	Amendment 10 to the 2006 Consolidated HMS FMP: EFH
		Atlantic Cod	Eggs, Juvenile, Larvae	New England	Amendment 14 to the Northeast Multispecies FMP
		Atlantic Herring	Adult, Juvenile	New England	Amendment 3 to the Atlantic Herring FMP
		Bluefin Tuna	Adult, Juvenile	Secretarial	Amendment 10 to the 2006 Consolidated HMS FMP: EFH
		Longfin Inshore Squid	Eggs	Mid-Atlantic	Atlantic Mackerel, Squid, & Butterfish Amendment 11
		Pollock	Juvenile	New England	Amendment 14 to the Northeast



Link	Data Caveats	Species/Management Unit	Lifestage(s) Found at Location	Management Council	FMP
		Skipjack Tuna	Adult	Secretarial	Amendment 10 to the 2006 Consolidated HMS FMP: EFH
		Smoothhound Shark Complex (Atlantic Stock)	ALL	Secretarial	Amendment 10 to the 2006 Consolidated HMS FMP: EFH
		White Shark	Neonate	Secretarial	Amendment 10 to the 2006 Consolidated HMS FMP: EFH
		Windowpane Flounder	Adult, Juvenile	New England	Amendment 14 to the Northeast Multispecies FMP
		Winter Flounder	Eggs, Juvenile, Larvae/Adult	New England	Amendment 14 to the Northeast Multispecies FMP
		Yellowfin Tuna	Juvenile	Secretarial	Amendment 10 to the 2006 Consolidated HMS FMP: EFH



Pacific Salmon EFH

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

Atlantic Salmon

No Atlantic Salmon were identified at the report location.

HAPCs

Link	Data Caveats	HAPC Name	Management Council
		Inshore 20m Juvenile Cod	New England Fishery Management Council

EFH Areas Protected from Fishing

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

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

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

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

Atlantic Highly Migratory Species EFH,

- Bigeye Sand Tiger Shark,
- Bigeye Sixgill Shark,
- Caribbean Sharpnose Shark,
- Galapagos Shark,
- Narrowtooth Shark,
- Sevengill Shark,
- Sixgill Shark,
- Smooth Hammerhead Shark,
- Smalltail Shark



RIDEM

Pier F Removal and Replacement Port of Galilee: Phase III

SECTION 7

General Permit Notification of Intent



PLACEHOLDER FOR RHODE ISLAND GENERAL PERMIT
NOTICE OF INTENT



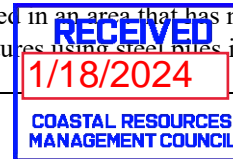
GP 2. REPAIR OR MAINTENANCE OF EXISTING CURRENTLY SERVICEABLE, AUTHORIZED, OR GRANDFATHERED STRUCTURES & FILLS, AND REMOVAL OF STRUCTURES

Repair, rehabilitation, or replacement of any previously authorized, currently serviceable structure, or fill, or of any currently serviceable structure or fill authorized by 33 CFR 330.3, provided that the structure or fill is not to be put to uses differing from those uses specified or contemplated for it in the original permit or the most recently authorized modification. Minor deviations in the structure's configuration or filled area, including those due to changes in materials, construction technique requirements of other regulatory agencies, or current construction codes or safety standards that are necessary to make the repair, rehabilitation, or replacement are authorized. Includes removal of structures and fill and accumulated sediment/debris. Stream, river, brook, or other tributary crossings are not eligible under GP 2 (GP 19). Maintenance dredging, beach nourishment or beach restoration are not eligible under GP 2 (GP 7).

See Section VI – Definitions: SAS = Special Aquatic Sites. USCG = U.S. Coast Guard. SF = Square Feet. SVNf = Self-Verification Notification Form.

Applies to: Section 10 & 404; tidal and non-tidal waters of the U.S.

SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
<p><u>Not eligible for SV (PCN or individual permit required):</u></p> <ul style="list-style-type: none"> • Permanent or temporary impacts in tidal waters, except activities listed below as eligible. • Permanent and temporary impacts in SAS other than non-tidal wetlands. • Slip lining or culvert relining. • Additional riprap beyond the existing, previously authorized footprint. • Unconfined work in streams with diadromous fish occurring between March 1 and June 30. • Unconfined fill in waterways identified as habitat for Atlantic sturgeon and shortnose sturgeon including designated critical habitat, foraging, and overwintering areas. <p><u>Eligible for SV (see below for SVNf requirements):</u></p> <ul style="list-style-type: none"> • Permanent impacts ≤1,000 SF in non-tidal waters, including wetlands. • Temporary impacts ≤ 5,000 SF in non-tidal waters, including wetlands. • Bulkhead replacement in tidal and non-tidal waters via installation of new bulkhead within 18” of the existing bulkhead and associated backfill. • Pile supported structures reconstructed in the same footprint using the same materials, except steel piles installed using an impact hammer. • Drawdown of impoundment for dam/levee repair provided it does not exceed 18 months and one growing season (April through September). • Any stream channel modification is limited to the minimum necessary for the repair, rehabilitation, or replacement of the structure or fill; such modifications, including the removal of material from the stream channel, must be immediately adjacent to the project or within the boundaries of the structure or fill. • Appropriate measures must be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable, when temporary 	<p><u>Not eligible for PCN (individual permit required):</u></p> <ul style="list-style-type: none"> • Permanent and temporary impacts > 5,000 SF in tidal and non-tidal waters. • Permanent and temporary impacts > 1,000 SF in tidal SAS (other than vegetated shallows). • Permanent and temporary impacts > 100 SF in tidal vegetated shallows. • New riprap fill that exceeds the minimum necessary to protect the existing fill/structure. <p><u>Eligible for PCN:</u></p> <ul style="list-style-type: none"> • Permanent and temporary impacts ≤ 5,000 SF in tidal and non-tidal waters. • Permanent and temporary impacts ≤ 1,000 SF in tidal SAS (other than vegetated shallows). • Permanent and temporary impacts ≤ 100 SF in tidal vegetated shallows. • Additional riprap beyond the existing, previously authorized footprint. • Removal of accumulated sediments and debris in the vicinity of existing structures (e.g., bridges, culverted road crossings, water intake structures, etc.). • Removal of bridge structures subject to USCG jurisdiction are covered under GP 8, provided the USCG issues a bridge permit. • Any bank stabilization measures not directly associated with the structure requires a separate authorization under GP 9. • The removal of accumulated sediment is limited to the minimum necessary to restore the waterway in the vicinity of the structure to the approximate dimensions that existed when the structure was built but cannot extend farther than 200 feet in any direction from the structure. Excavated materials must be deposited and retained in an area that has no waters of the U.S. • Pile supported structures using steel piles installed using an impact hammer.



discharges, such as sandbag cofferdams, access fills, etc. are necessary for construction activities or dewatering of construction sites.

- Temporary fills must consist of materials installed in a manner that will not be eroded by high flows. Materials must be removed in their entirety and affected areas returned to pre-construction elevations and must be re-vegetated as appropriate.
- Work to previously approved tide gates with a USACE-approved operation and maintenance plan and tide gates not affecting the hydraulic regime.

An SVNF is not required if reviewed by CRMC.

Notes:

1. Removal of bridge structures in navigable waters are covered under GP 8, if the Coast Guard issues a bridge permit.
2. Stream, river, brook or other watercourse crossings are not eligible under GP 2 (GP 19).
3. Grandfather dates include work performed & structures installed before December 18, 1968 & fill placed before October 18, 1972.
4. Temporary construction mats of any area necessary to conduct activities do not count towards the impact thresholds and should be removed as soon as work is completed.
5. Where a threshold identifies permanent and temporary impacts, the threshold limit applies to the combined impact quantities of both categories.



RIDEM

Pier F Removal and Replacement Port of Galilee: Phase III

SECTION 8

Project Plans

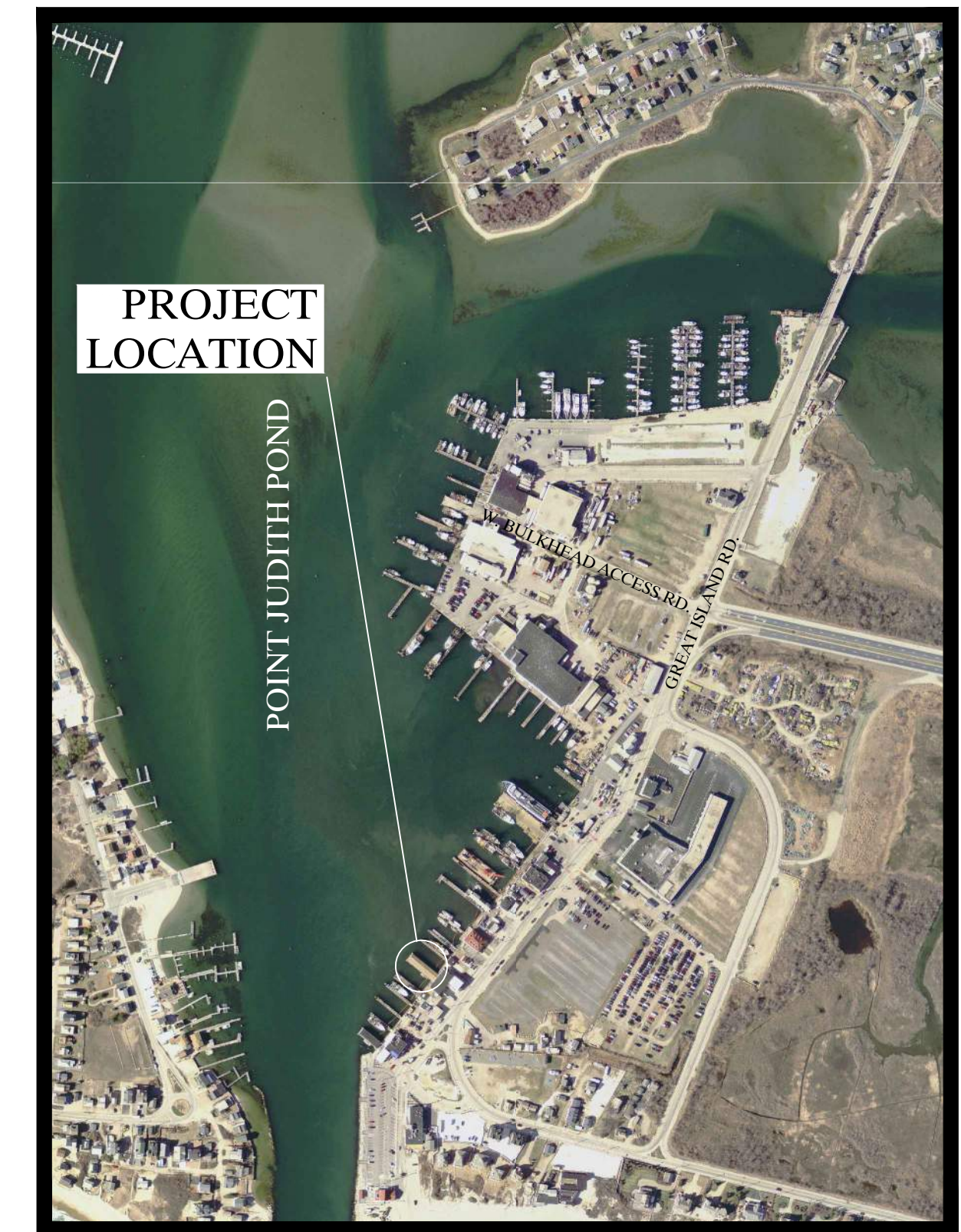


Index of Drawings

Sheet No.	Dwg. No.	Description
1	-	COVER SHEET
2	1.0	GENERAL NOTES
3	2.0	STAGING AND ACCESS PLAN
4	3.0	EXISTING SITE PLAN
5	4.0	PIER 'F' PLAN
6	4.1	PIER 'F' CROSS SECTION
7	4.2	PIER 'F' DETAILS
8	4.3	PIER F ALTERNATIVE DETAILS

STATE OF RHODE ISLAND

D ■ E ■ M



Locus Map

Scale: 1"=500'

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
DIVISION OF PLANNING AND DEVELOPMENT

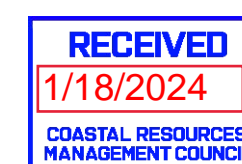
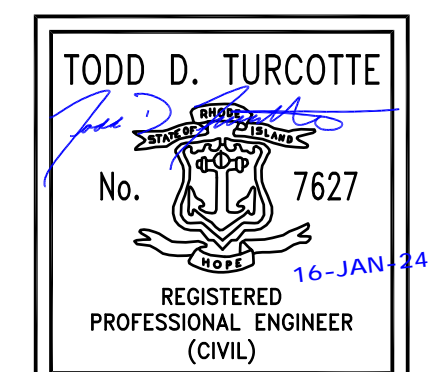
PIER F REMOVAL AND REPLACEMENT PORT OF GALILEE: PHASE III

NARRAGANSETT, RHODE ISLAND
Pare Project No. 23153.00



PARE CORPORATION
ENGINEERS - SCIENTISTS - PLANNERS
10 LINCOLN ROAD, SUITE 210
FOXBORO, MA 02035
508-543-1755

JANUARY, 2023



GENERAL NOTES:

- FOR THE PURPOSE OF THIS PROJECT
OWNER - DEPARTMENT OF ENVIRONMENTAL MANAGEMENT, STATE OF RHODE ISLAND
235 PROMENADE STREET, FL. 3
PROVIDENCE, RI 02908
ENGINEER - PARE CORPORATION
10 LINCOLN ROAD, SUITE 210
FOXBORO, MA 02035
CONTACT - TODD D TURCOTTE, PE
- ALL CONSTRUCTION INDICATED ON THESE PLANS SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF THE RHODE ISLAND STATE BUILDING CODE, ALL FEDERAL AND MUNICIPAL BUILDING CODES, AND THE SPECIFICATIONS INCLUDED IN THIS CONTRACT. THESE PLANS ARE INCOMPLETE UNLESS ACCOMPANIED BY THE SPECIFICATIONS INCLUDED IN THE CONTRACT DOCUMENTS.
- THE PROJECT SITE IS A WORKING COMMERCIAL FISHING PORT WITH LIMITED SHORESIDE ACCESS. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER TO REDUCE THE IMPACT TO FISHING OPERATIONS.
- CONTRACTOR IS SOLELY RESPONSIBLE FOR MEANS, METHODS, AND SAFETY OF WORK.
- THE CONTRACTOR SHALL COORDINATE ALL ACTIVITIES WITH THE LEASE TENANTS THAT WILL BE IMPACTED BY DEMOLITION AND CONSTRUCTION, INCLUDING TEMPORARY REMOVAL AND REPLACEMENT OF ANY EQUIPMENT OR MATERIALS OWNED BY THE TENANTS THAT WILL BE AFFECTED BY THE WORK. (OWNER WILL BE NOTIFIED OF ANY WORK REQUIRED BY LEASE HOLDER IN ORDER FOR CONTRACTOR TO PERFORM WORK)
- HORIZONTAL DATUM: RHODE ISLAND STATE PLANE - NAD83
VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM - NAVD88
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS. PLANS SHALL NOT BE SCALED FOR DIMENSIONS.
- NOTES, TYPICAL DETAILS, AND SCHEDULES APPLY TO ALL WORK UNLESS OTHERWISE NOTED. FOR CONDITIONS NOT SPECIFICALLY SHOWN, PROVIDE DETAILS OF SIMILAR NATURE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSAL OF ALL PROJECT DEMOLITION AND EXCESS MATERIAL IN ACCORDANCE WITH RHODE ISLAND, LOCAL, AND FEDERAL LAWS.
- THE CONTRACTOR SHALL PROTECT ALL ADJACENT STRUCTURES AND UTILITIES.
- THE CONTRACTOR SHALL FOLLOW ALL OSHA, FEDERAL, STATE, AND LOCAL STANDARDS. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL SITE SAFETY PROCEDURES AND PRACTICES REGARDLESS OF THE PRESENCE OF THE OWNER OR ENGINEER.
- THE CONTRACTOR WILL SUBMIT A CONSTRUCTION SCHEDULE TO THE OWNER. THE CONTRACTOR WILL UPDATE SCHEDULE AS NEEDED THROUGHOUT THE COURSE OF WORK.
- THE CONTRACTOR SHALL STAGE ALL EQUIPMENT IN THE DESIGNATED STAGING AREA. ALL GREASING AND REFUELING ACTIVITIES SHALL OCCUR IN THE STAGING AREA. ALL NECESSARY MEASURES SHALL BE TAKEN TO PREVENT BY ANY METHOD, OIL, CONSTRUCTION DEBRIS, STOCKPILED MATERIALS, AND OTHER MATERIALS ON THE SITE, FROM ENTERING THE WATERWAY. STAGING/LAYDOWN AREAS SHALL BE RESTORED BY THE CONTRACTOR TO THE EXISTING CONDITION. IN ADDITION, THE CONTRACTOR SHALL REPLACE ALL DAMAGED MATERIALS AS A RESULT OF HIS OPERATIONS, TO THE SATISFACTION OF THE ENGINEER.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT ALL CONSTRUCTION DEBRIS OR WASTE FROM FALLING INTO THE WATER. ANY DEBRIS FALLING INTO THE WATER SHALL BE RECOVERED AND PROPERLY DISPOSED OF.
- THE CONTRACTOR SHALL MAINTAIN A SECURE SITE AND PROVIDE APPROPRIATE SAFETY MEASURES TO PREVENT ACCIDENTS. THE SAFETY MEASURES SHALL INCLUDE, BUT NOT BE LIMITED TO SIGNAGE, BARRICADES, FENCES, FLASHING WARNING LIGHTS, AND POLICING IF NECESSARY.
- UPON COMPLETION OF THE PROJECT, CONTRACTOR DESIGN BUILDER WILL PROVIDE TWO AS-BUILT PLAN SETS, ONE ELECTRONIC PDF, AND ONE HARD COPY, TO THE OWNER DEPICTING ANY FIELD CHANGES OF DIMENSION OR DETAIL, LOCATION OF UNDERGROUND STRUCTURES AND/OR UTILITIES, CONSTRUCTION DEVIATIONS, CHANGES DUE TO FIELD OR CHANGE ORDER, AND DETAILS NOT ON THE ORIGINAL DRAWINGS.
- ANY ITEMS REFERENCED AS BEING ON "HOLD" WILL BE PRICED AND BID AS SHOWN, HOWEVER, DETAILING, FABRICATION OR CONSTRUCTION WILL NOT BEGIN UNTIL THE HOLD NOTE IS REMOVED.

STRUCTURAL TIMBER NOTES

- STRUCTURAL DESIGN IS BASED UPON THE USE OF #2 SOUTHERN YELLOW PINE, WITH A MINIMUM BENDING CAPACITY OF:
F_b=1200 PSI FOR 2-4 INCH MEMBERS
F_b=1000 PSI FOR 5-6 INCH MEMBERS
F_b=800 PSI FOR 12 INCH MEMBERS
- ALL RESIDENTIAL CONSTRUCTION (OCCUPANCIES R2 AND R3) IS TO CONFORM TO SBCCI SSTD 10-97, UNLESS OTHERWISE SPECIFIED BY THE ENGINEER OR ARCHITECT.
- ALL NAILING REQUIREMENTS SHALL BE AS PER THE STANDARD BUILDING CODE TABLE 2306.1, OR SBCCI SSTD 10-97, APPENDIX E., UNLESS NOTED DIFFERENTLY ON THE DRAWINGS. NAILING REQUIREMENTS ARE IN ADDITION TO THE REQUIREMENTS OF SPECIFIED TIMBER CONNECTORS
- ALL NAILING REQUIREMENTS LISTED ARE BASED UPON THE USE OF COMMON WIRE NAILS (NOT SINKERS, BOX, ETC.). ALTERNATIVE NAIL TYPES OF EQUIVALENT DIAMETERS MAY BE SUBSTITUTED, WITH PRIOR APPROVAL OF THE ENGINEER OF RECORD.
- ALL BOLTS, NUTS, WASHERS, LAGS, SCREWS, AND DRIFT PINS SHALL BE MEDIUM CARBON STEEL WITH GALVANIZED COATING. SIZE AND TYPE TO SUIT APPLICATION IN CONFORMANCE WITH ASTM A153.
- ALL TIMBER SHALL BE ROUGH GRADED UNLESS OTHERWISE NOTED.
- BRUSH OR ROLLER APPLY TWO COATS OF WOOD PRESERVATIVE TO ANY SURFACE WHICH HAS BEEN FIELD CUT, DRESSED, OR DRILLED
- TIMBER DESIGNATED AS TREATED SHALL BE PRESSURE TREATED IN ACCORDANCE WITH AWWA STANDARD C2, SERVICE CONDITION UC5A-B. THE PRESSURE TREATMENT PER COMPONENT IS AS FOLLOWS:
A. SYP TIMBER PILES 2.50 CCA
B. 3 X 10 CROSS BRACING 2.50 CCA
C. 4 X 10 SPLIT CAPS 0.80 CCA
D. 6 X 10 STRINGERS 0.80 CCA
E. 4 X 10 STRINGERS 0.80 CCA
F. 10 X 12 FENDER CHOCKS 0.80 CCA
G. 3 X 10 TIMBER DECKING (S4S) .. 0.23 MCA

SPILL PREVENTION AND CONTROL NOTES:

- SPILLS AND LEAKS SHALL BE AVOIDED THROUGH FREQUENT INSPECTION OF EQUIPMENT AND MATERIAL STORAGE AREAS, AND SHALL BE REMEDIATED AND REPAIRED AS NECESSARY.
- HAZARDOUS MATERIAL STORAGE TO BE PLACED ONLY IN DESIGNATED AREAS. MATERIAL STORAGE AREAS SHALL BE ROUTINELY INSPECTED FOR LEAKY CONTAINERS, OPEN CONTAINERS, OR IMPROPER STORAGE TECHNIQUES THAT MAY LEAD TO SPILLS OR LEAKS.
- APPROPRIATE SPILL REMEDIATION PROCEDURES AND SUPPLIES SHALL BE READILY AVAILABLE ON-SITE. TOOLS AND SUPPLIES SHALL BE CLEARLY MARKED SO THAT ALL PERSONNEL CAN LOCATE AND ACCESS THESE SUPPLIES.
- SPILL REMEDIATION SHALL BE PERFORMED IMMEDIATELY. CONTRACTOR SHALL FOLLOW PROPER RESPONSE PROCEDURES IN ACCORDANCE WITH ANY APPLICABLE REGULATORY REQUIREMENTS.
- AT NO TIME SHALL SPILLS BE DIVERTED TOWARD STORM DRAINS OR TO THE WATERWAY.
- EQUIPMENT/VEHICLE FUELING AND REPAIR/MAINTENANCE OPERATIONS SHALL TAKE PLACE ONLY WITHIN DESIGNATED STAGING AREAS.
- THE EQUIPMENT OPERATOR SHALL FULLY MONITOR FUELING OPERATIONS TO EQUIPMENT AND VEHICLES AT ALL TIMES.
- ANY SPILLAGE SHALL BE IMMEDIATELY CLEANED WITH SPILL KITS KEPT ON SITE.
- IN THE CASE OF SMALL AMOUNTS OF SOIL CONTAMINATION, SUCH SOIL SHALL BE PLACED IN 55 GALLON DRUMS FOR DISPOSAL BY A LICENSED HAZARDOUS WASTE HAULER.
- IN THE CASE OF A LARGE AMOUNT OF SOIL CONTAMINATION OR DISCHARGE TO THE WATERWAY, RHODE ISLAND DEM AND APPLICABLE AGENCIES SHALL BE NOTIFIED AS REQUIRED. A HAZARDOUS WASTE REMEDIATION FIRM SHALL BE CONTRACTED TO REMOVE AND DISPOSE OF THE CONTAMINATED MATERIAL OR CONTAIN THE SPILL AT NO ADDITIONAL COST.

CONCRETE NOTES (ALTERNATIVE B):

- CONCRETE WORK SHALL CONFORM TO THE LATEST EDITION OF ACI 318 - "BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE" AND THE RHODE ISLAND STATE BUILDING CODE.
- CONCRETE SHALL BE NORMAL WEIGHT, WITH TYPE II CEMENT, AND SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS OF 5,000 PSI ALL CONCRETE DESIGN MIXES SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.
- CONCRETE SHALL CROW AT THE CENTER OF THE PIER AND CARRY AN APPROXIMATE 1.5% GRADE TO THE EDGES.
- ALL CONCRETE SHALL BE AIR-ENTRAINED WITH AN AIR CONTENT OF 6% +/- 1%.
- ALL EXPOSED EDGES SHALL BE CHAMFERED 1" UNLESS NOTED OTHERWISE.
- WHEN CONCRETE IS PLACED AGAINST PREVIOUSLY HARDENED CONCRETE, THE INTERFACE SHALL BE CLEAN, FREE OF LAITANCE AND INTENTIONALLY ROUGHENED TO FULL AMPLITUDE OF APPROXIMATELY 1/4 INCH.
- CONCRETE WASHOUT OPERATIONS TO OR WITHIN THE WATERWAY MUST NOT TAKE PLACE AT ANY TIME.
- CONCRETE TO BE REINFORCED WITH DL STEEL MESH.

GENERAL SCOPE OF WORK

- PRIOR TO PROJECT COMMENCEMENT, DESIGN BUILDER AND OWNER WILL NOTIFY AND COORDINATE WITH ALL STATE, LOCAL AND FEDERAL AUTHORITIES AS REQUIRED.
- MOBILIZE CONSTRUCTION EQUIPMENT AND PERSONNEL TO THE SITE. UTILIZATION OF OFFSITE STAGING AREA WILL BE COORDINATED WITH THE OWNER AS APPROPRIATE AND AS NECESSARY. INSTALL EROSION CONTROLS.
- PREVIOUS PIER HAS BEEN REMOVE. IN PLACE PILED TO BE CUT AT MUDLINE WHEN NECESSARY.
- LAYOUT THE PRELIMINARY ALIGNMENT OF PILES SUCH THAT THE CENTER OF PIER IS ALIGNED WITH THE CENTER OF THE GARAGE DOOR FOR THE EXISTING NARRAGANSETT CRAB COMPANY BUILDING.
- DRIVE NEW TIMBER SUPPORT PILES TO THE SPECIFIED DEPTH AS SEEN ON SHEET 4.1.
- INSTALL L ANGLE ON EXISTING CONCRETE BULKHEAD AND EXTEND THE PIER TO THE EXISTING FFE OF THE NARRAGANSETT CRAB COMPANY BUILDING.
- INSTALL NEW TIMBER PIER FRAMING AS INDICATED ON THE DRAWINGS.
- ALTERNATIVE A: INSTALL PLYWOOD ON TOP OF EXISTING STRINGERS AND PLACE FORMWORK FOR THE 5 INCH CONCRETE SLAB.
- ALTERNATIVE B: INSTALL 3 X 12 INCH DECKING ON TOP OF INSTALLED STRINGERS.
- INSTALL FENDER SYSTEM AND END PILE CLUSTERS.
- DEMobilize AND RETURN DISTURBED AREAS OF THE SITE TO PRE-CONSTRUCTION CONDITIONS.

EROSION CONTROL NOTES:

- CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL DEVICES FOR THE DURATION OF THE PROJECT.
- CONTRACTOR SHALL PREVENT SEDIMENT FROM ENTERING THE WATERWAY VIA DISCHARGES THROUGH ANY DRAINAGE STRUCTURES OR RUNOFF FROM WITHIN THE LIMITS OF WORK.
- CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING, RESTORING AND REPAIRING ALL DAMAGE AS A RESULT OF UNAUTHORIZED WORK OR DISCHARGES AT NO ADDITIONAL COST TO THE OWNER.
- SOIL STOCKPILES SHALL BE A MINIMUM OF 2-FEET FROM THE EDGE OF THE BULKHEAD TO LIMIT RUNOFF INTO THE HARBOR.
- DISCHARGE OF TURBID WATER TO THE WATERWAY IS PROHIBITED.

LEGEND

EXISTING		NOT ALL ITEMS SHOWN WILL APPEAR ON THE SURVEY	
BUILDING		▲/▲	NAIL FOUND/SET
ASPHALT		●/●	DRILL HOLE FOUND/SET
AP		●/●	IRON ROD/PIPE FOUND/SET
N/F		■/■	BOUND FOUND/SET
(D)		▲	SIGN
(M)		●	BOLLARD
(C)		●	SOIL EVALUATION
(CA)		⊙ CB	CATCH BASIN
HC		⊙ DCB	DOUBLE CATCH BASIN
		⊙ DMH	DRAINAGE MANHOLE
		⊙ FES	FLARED END SECTION
		→	GUY POLE
		⊙ EMH	ELECTRIC MANHOLE/HANDHOLE
		⊙ UP	UTILITY/POWER POLE
		⊙ SMH	SEWER/SEPTIC MANHOLE
		⊙	CLEANOUT
		⊙	HYDRANT
		⊙	IRRIGATION VALVE
		⊙	WATER VALVE
		⊙	WELL
		⊙	MONITORING WELL
		⊙	UNKNOWN MANHOLE
		⊙	GAS VALVE
		▲ B-1	WETLAND FLAG
		⊙	BORING
		⊙	BUSH
		⊙	TREE
		▲	BENCH MARK
		○	TIMBER PILE
			EROSION CONTROL
			BITUMINOUS PAVEMENT
			MILLED AND RESURFACED PAVEMENT
			TEMPORARY CONSTRUCTION FENCE
			STEEL SHEET PILE WALL
			TIMBER PILE

DESIGN LOADS

DOCKING AND MOORING DESIGN CRITERIA

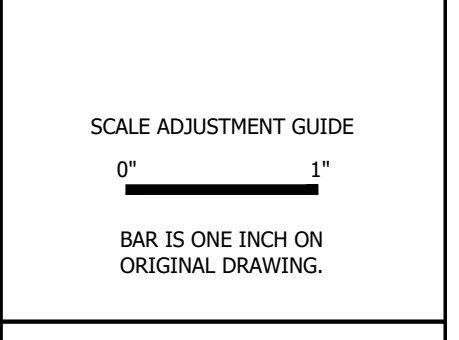
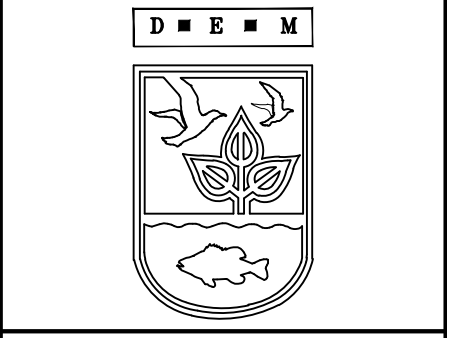
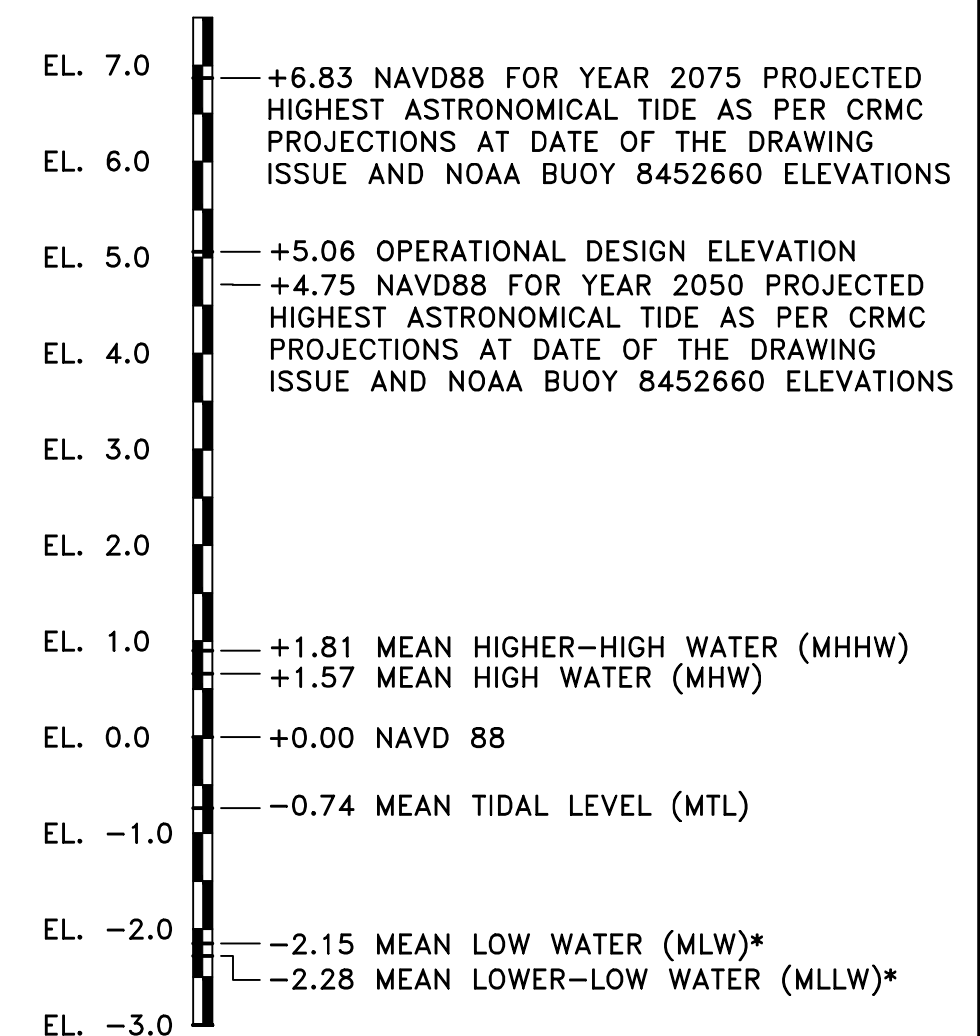
- DESIGN VESSEL

A. L (FT)	81.0
B. BM (FT)	25.8
C. DRAFT (FT)	14.6
D. GW (TONS, US)	193
E. SAIL AREA (SF)	41,979.3
F. CLASS	
G. NAME	
H. TYPE	FISHING VESSEL
- DOCKING STATION HYDRODYNAMIC DATA

A. DESIGN DREDGE DEPTH, MIN (FT) .	15
B. WATER DENSITY (Pcf)	64
C. WIND SPEED (MPH)	94
D. DESIGN FETCH (NM)	
E. BERTHING CONDITION	GOOD
F. BERTHING EXPOSURE	EXPOSED
- BERTHING DESIGN DATA

A. CM	1.80
B. CB	0.20
C. CE	0.60
D. CS	1.00
E. CC	1.00
F. VELOCITY (FPS)	0.5
G. BERTHING ENERGY (T-F)	4.0
- BERTHING SYSTEM PRODUCTS ARE BASED UPON THE FOLLOWING MANUFACTURERS, LATEST PUBLISHED DATA AT THE DATE OF ISSUE;
 - TRELLEBORG MARINE SYSTEMS NORTH AMERICA
- EXISTING DOCKING AND MOORING CONSTRUCTION BASED UPON DRAWINGS BY **** DATED ****, PROVIDED BY THE OWNER.

DATUM INFORMATION
NEWPORT 8452660
*PT. JUDITH 8455083 (5083 D 1987 DISC)
*WEEKAPKAUG 8458022



PIER F REMOVAL AND REPLACEMENT
PORT OF GALILEE PHASE III
 NARRAGANSETT, RHODE ISLAND
 RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

TODD D. TURCOTTE
 No. 7627
 REGISTERED PROFESSIONAL ENGINEER (CIVIL)
 16-JAN-24

REVISIONS:

A	08/16/2023	ISSUED FOR 60% REVIEW
B	12/12/2023	ISSUED FOR PERMIT

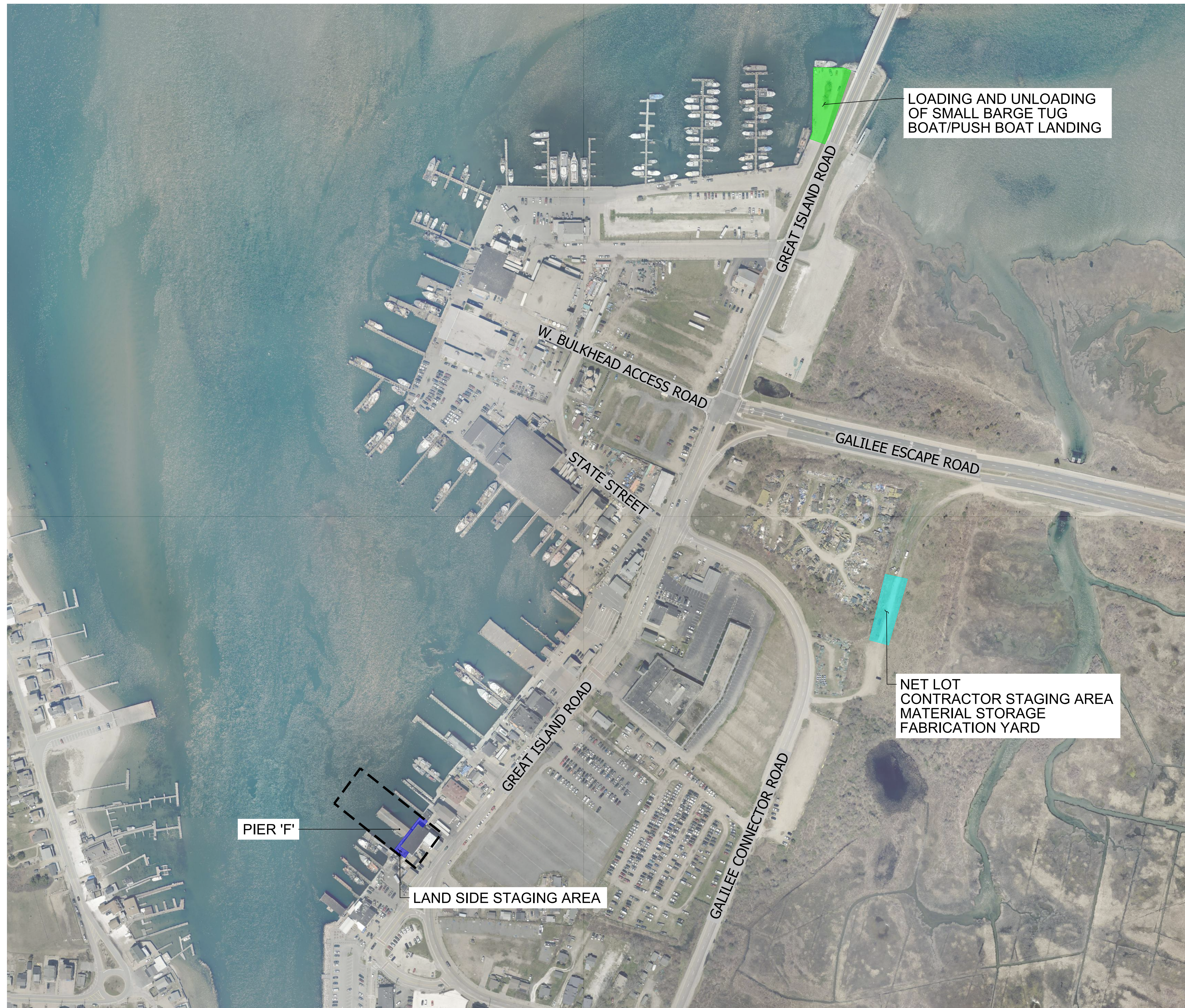
PROJECT NO.:	23153.00
DATE:	JANUARY 2023
SCALE:	AS NOTED
DESIGNED BY:	JPN
CHECKED BY:	TDI
DRAWN BY:	JPN
APPROVED BY:	TDI

GENERAL NOTES

SHEET NO.: 1.0



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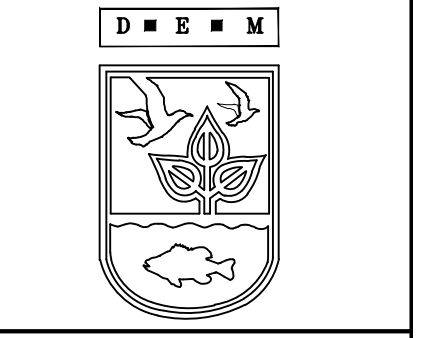


LOADING AND UNLOADING OF SMALL BARGE TUG BOAT/PUSH BOAT LANDING

NET LOT CONTRACTOR STAGING AREA MATERIAL STORAGE FABRICATION YARD

PIER 'F'

LAND SIDE STAGING AREA



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

PIER F REMOVAL AND REPLACEMENT
PORT OF GALILEE PHASE III
NARRAGANSETT, RHODE ISLAND
RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

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DRAWN BY: JPN
APPROVED BY: TDT

STAGING AND ACCESS PLAN

SHEET NO.: 2.0

- SHEET NOTES:**
- REFER TO STRUCTURAL NOTES ON SHEET S1.0 FOR MATERIAL SPECIFICATIONS AND DESIGN CRITERIA.

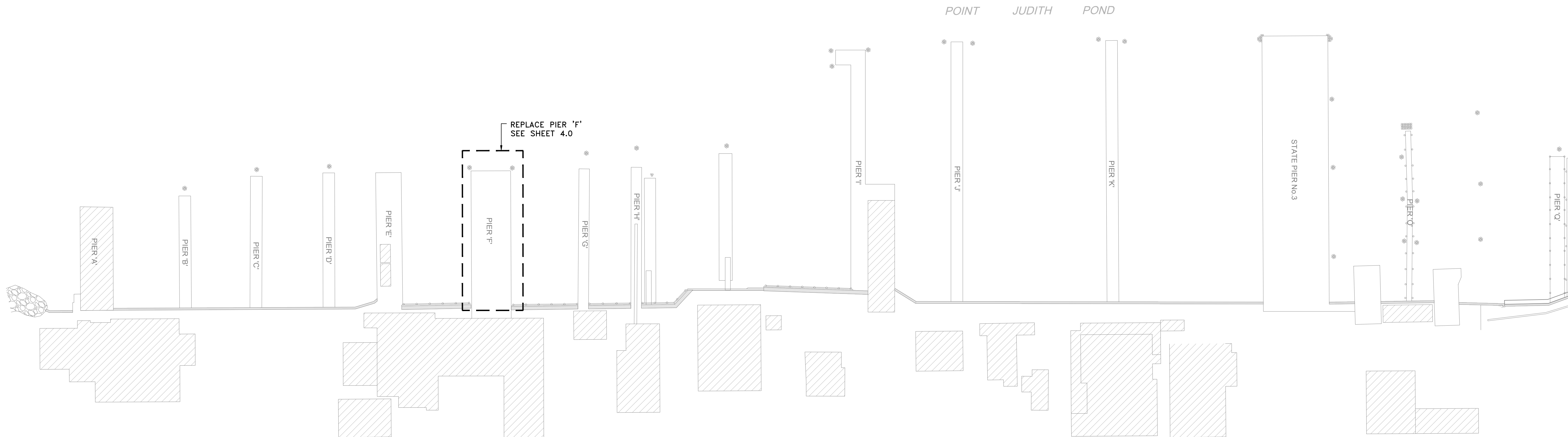
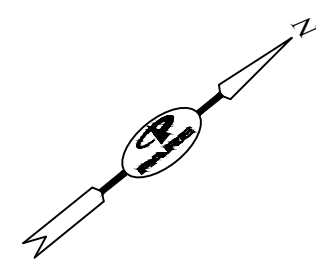


STAGING AND ACCESS PLAN
SCALE: 1"=150'

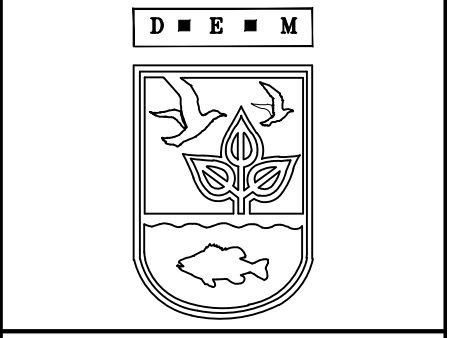
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EXISTING SITE PLAN
SCALE: 1"=40'



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

**PIER F REMOVAL AND REPLACEMENT
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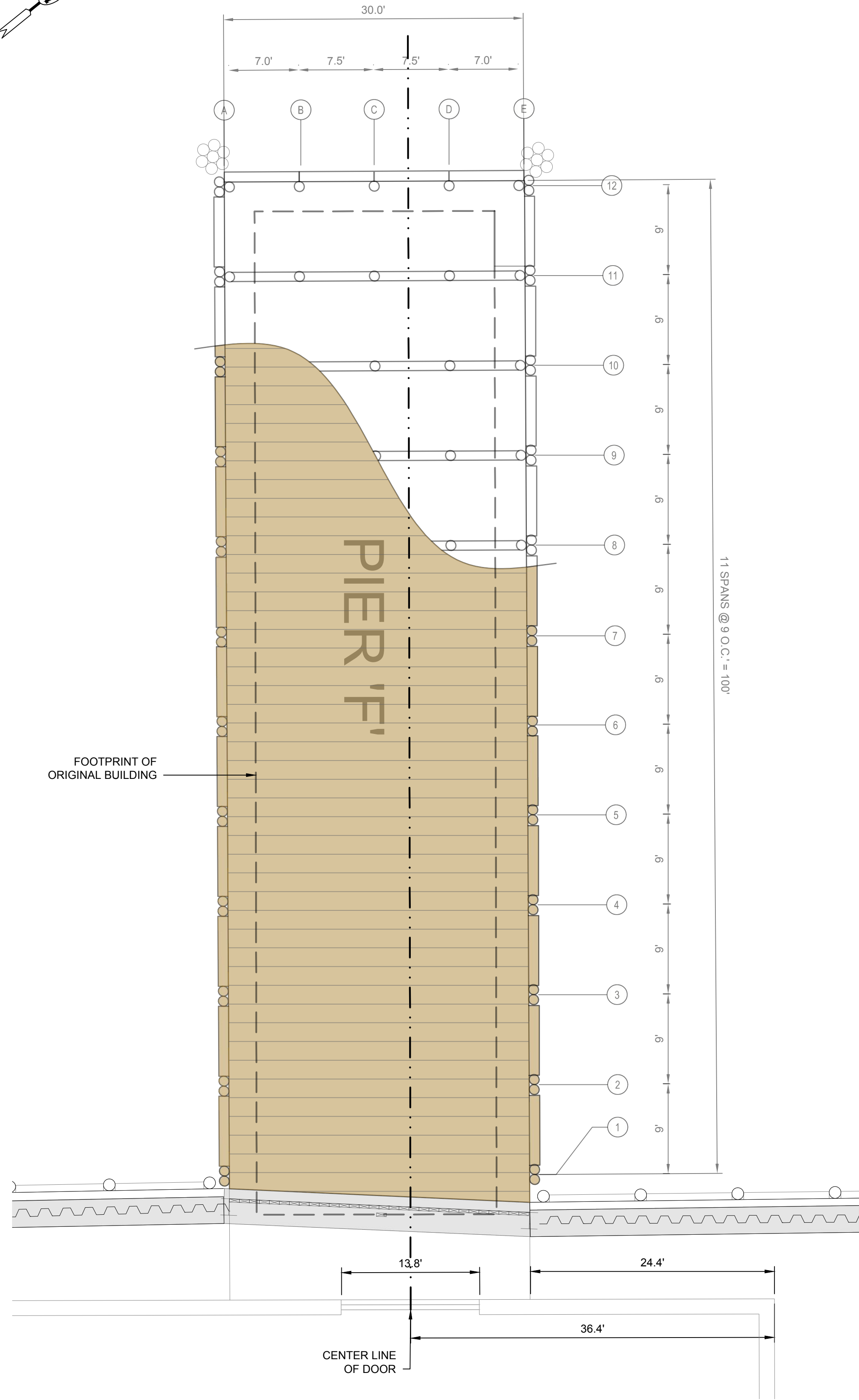
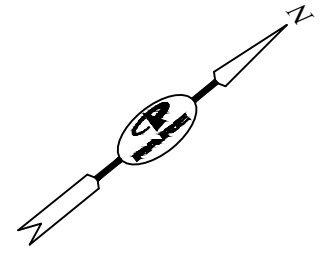


EXISTING
SITE PLAN

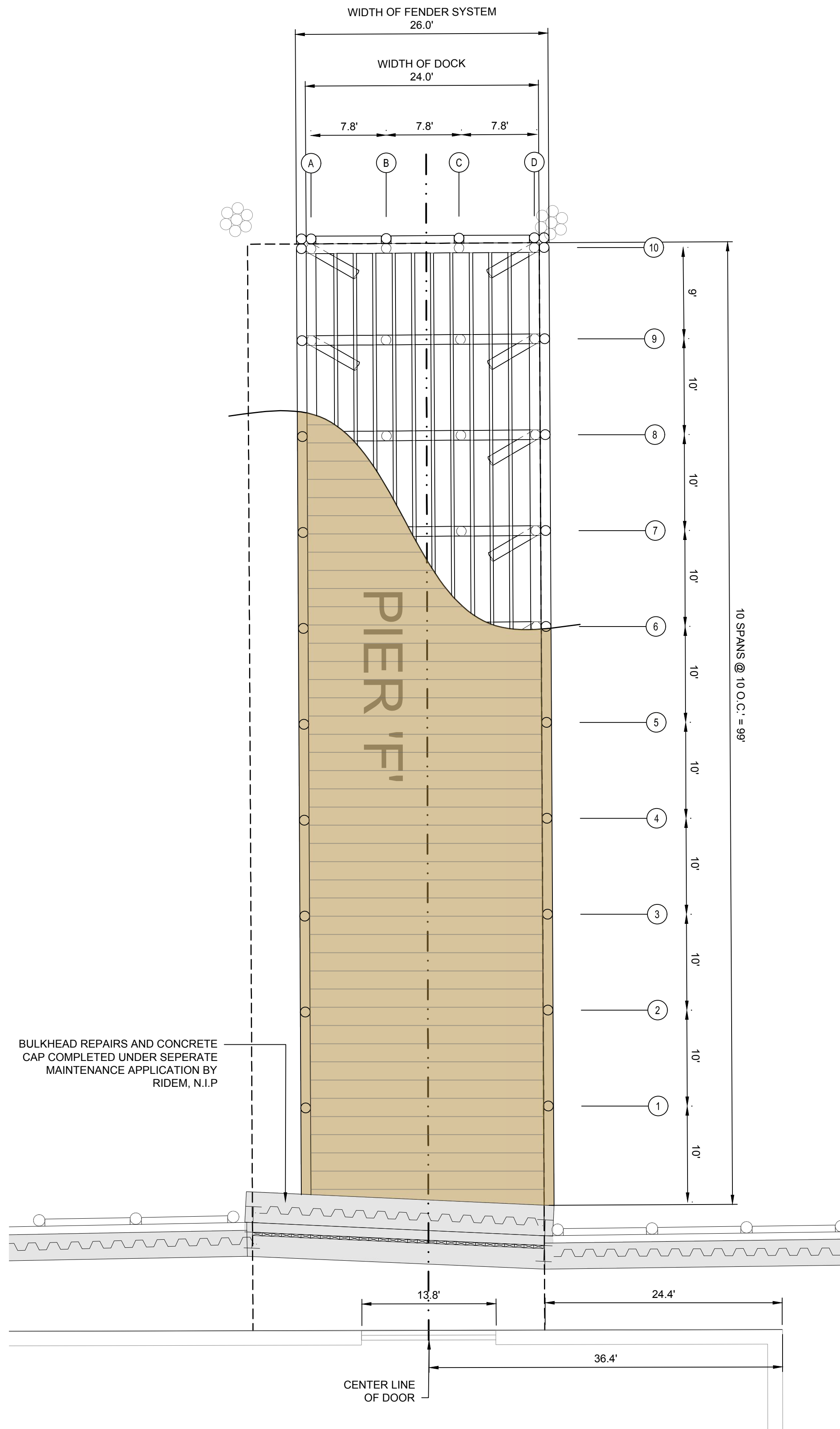
SHEET NO.: **3.0**

RECEIVED
1/18/2024
COASTAL RESOURCES
MANAGEMENT COUNCIL

P:\2023\23-000\23153.00_NDW_Coastal_Resource_Management_Pier_F\1.0_EXIST_SIT_Plan.dwg



PIER 'F' EXISTING PLAN
SCALE: 1/8"=1'

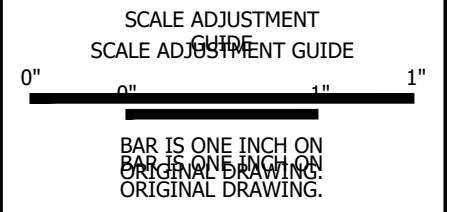
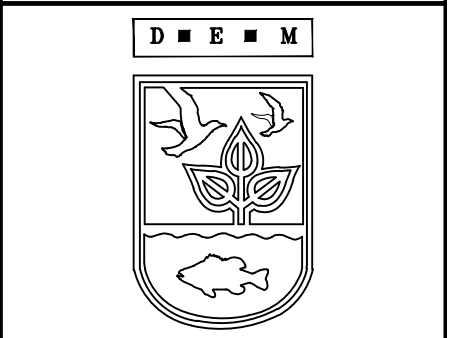


PIER 'F' PROPOSED PLAN
SCALE: 1/8"=1'

BULKHEAD REPAIRS AND CONCRETE CAP COMPLETED UNDER SEPERATE MAINTENANCE APPLICATION BY RIDEM, N.I.P

NOTES:

1. THE CONSTRUCTION OF A NEW BUILDING IS NOT WITHIN THE SCOPE OF THIS WORK.



**PIER F REMOVAL AND REPLACEMENT
PORT OF GALILEE PHASE III**
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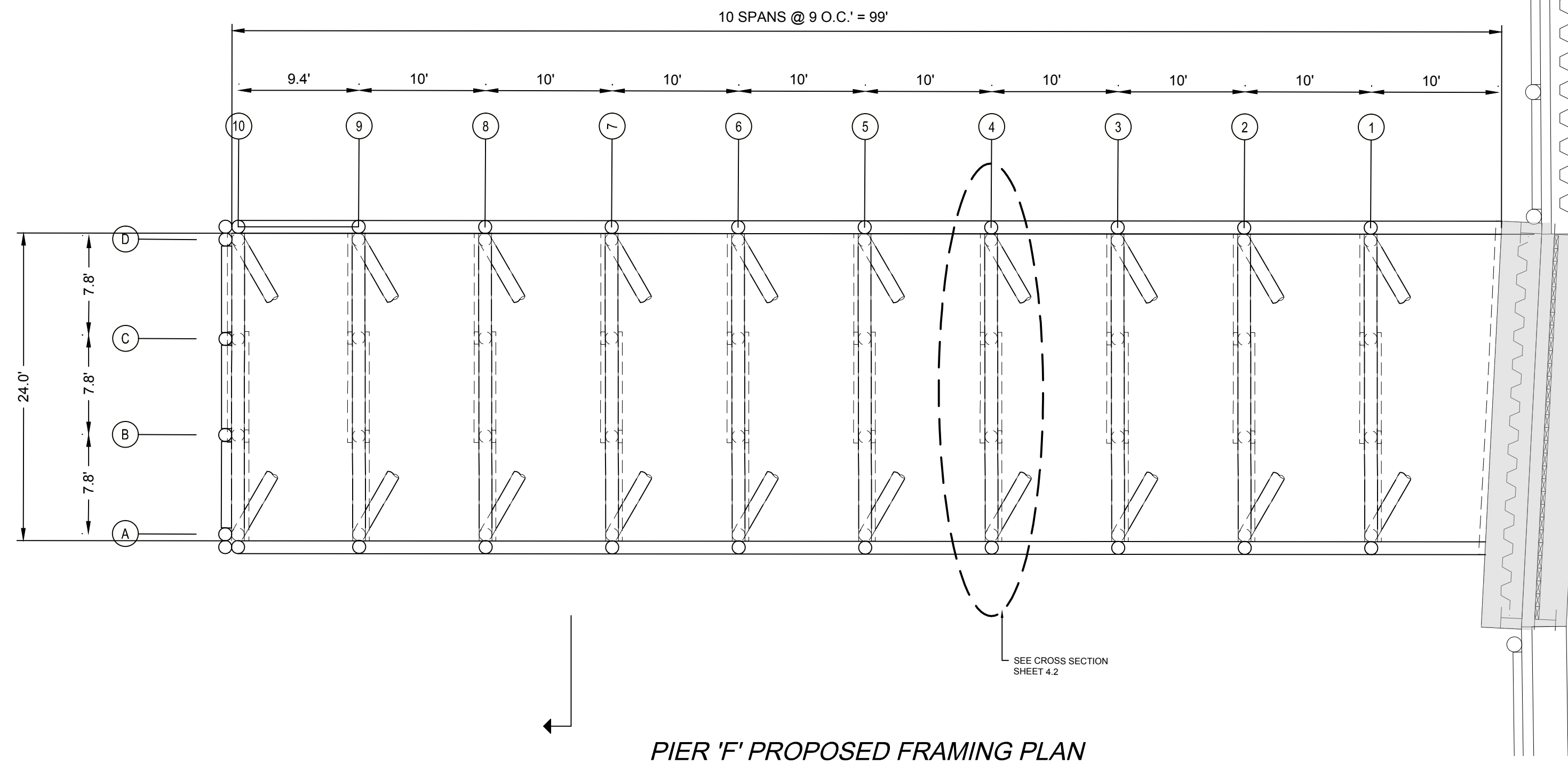
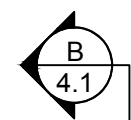
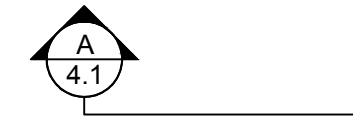
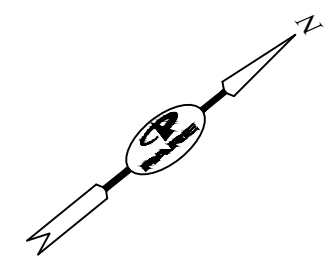


PIER 'F' PLAN

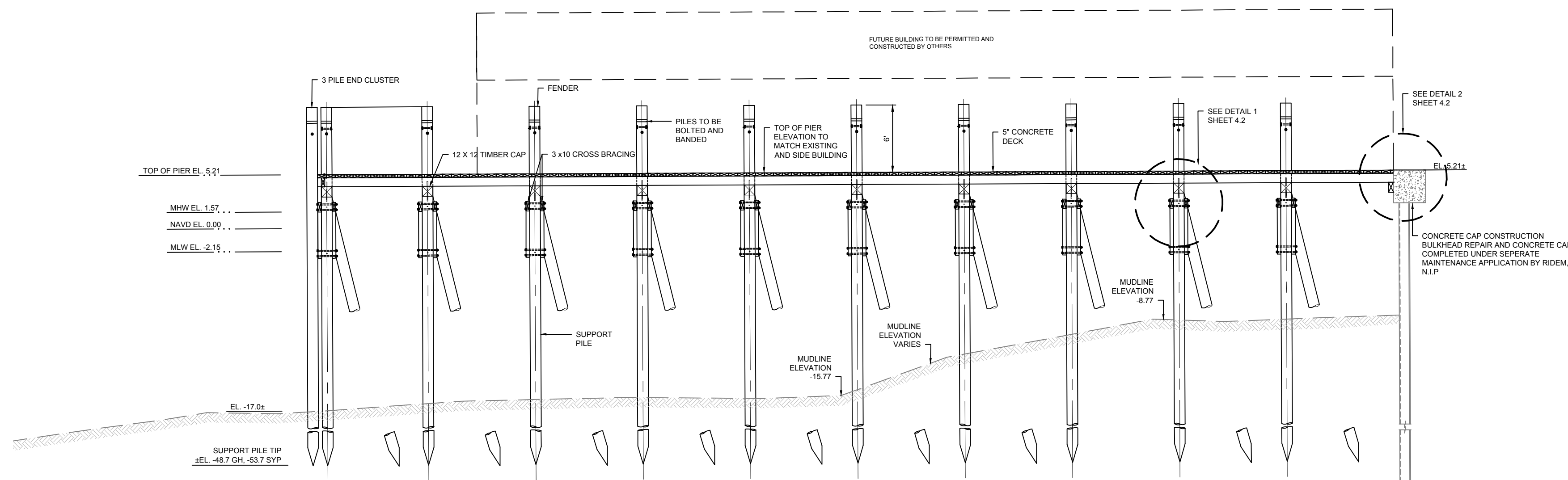
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PIER 'F' PROPOSED FRAMING PLAN
SCALE: 1/8"=1'



PIER 'F' PROPOSED SECTION VIEW
SCALE: 1/8"=1'

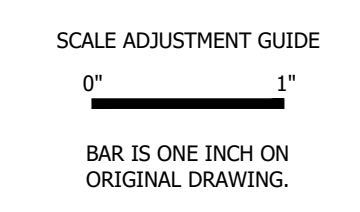
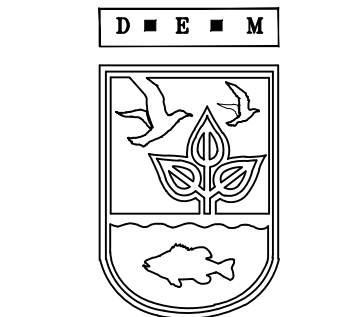
NOTES:

1. FINAL FENDER/BEARING PILE STICK UP ELEVATION TO BE DETERMINED BY OWNER.
2. TOP OF PIER TO MATCH F.F.E. OF BUILDING.
3. FUTURE BUILDING NOT SHOWN ON PLAN VIEW FOR CLARITY.

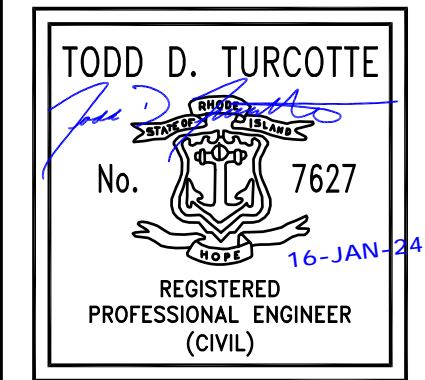


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**PIER F REMOVAL AND REPLACEMENT
PORT OF GALILEE PHASE III**
NARRAGANSETT, RHODE ISLAND
RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

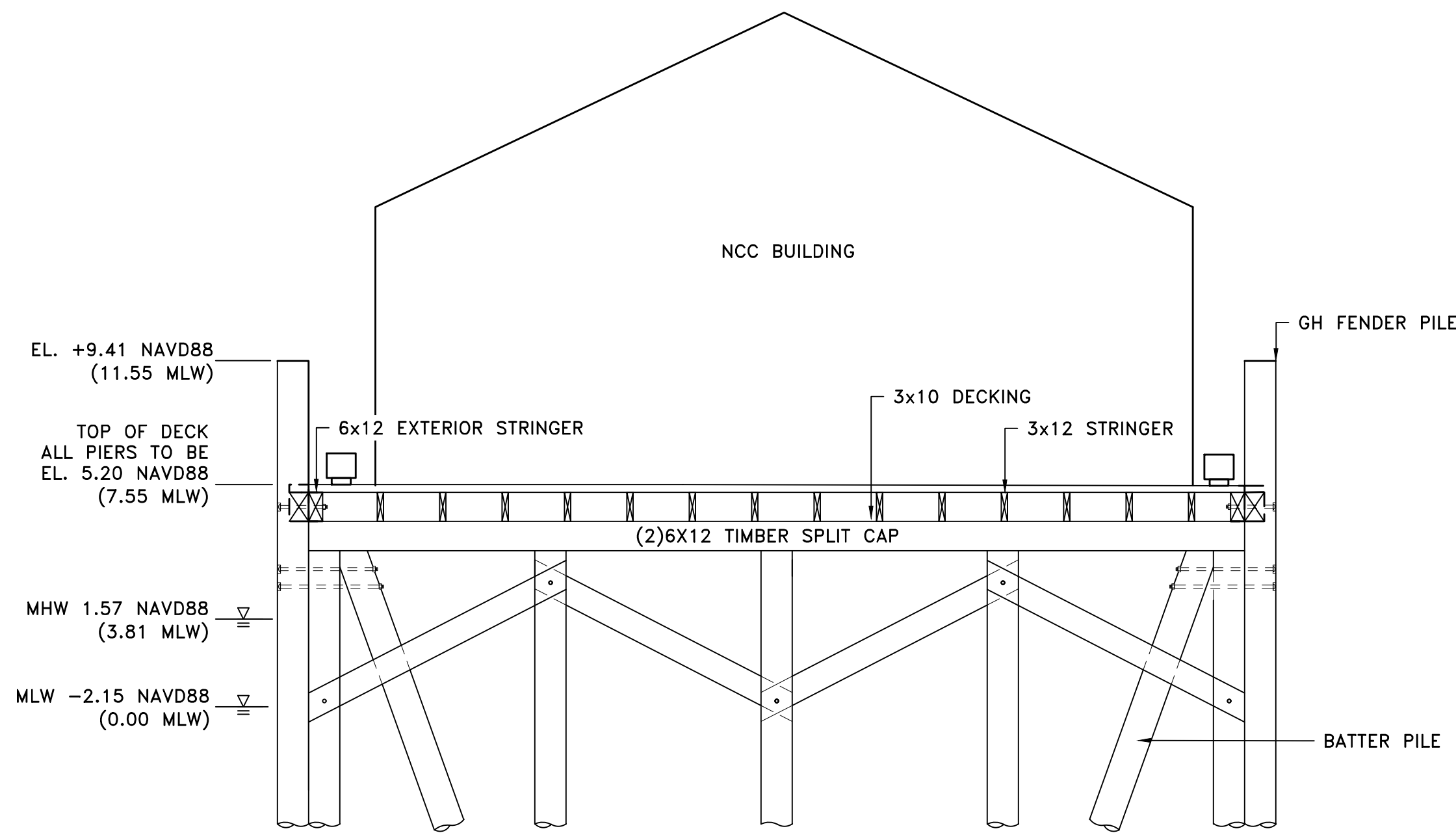


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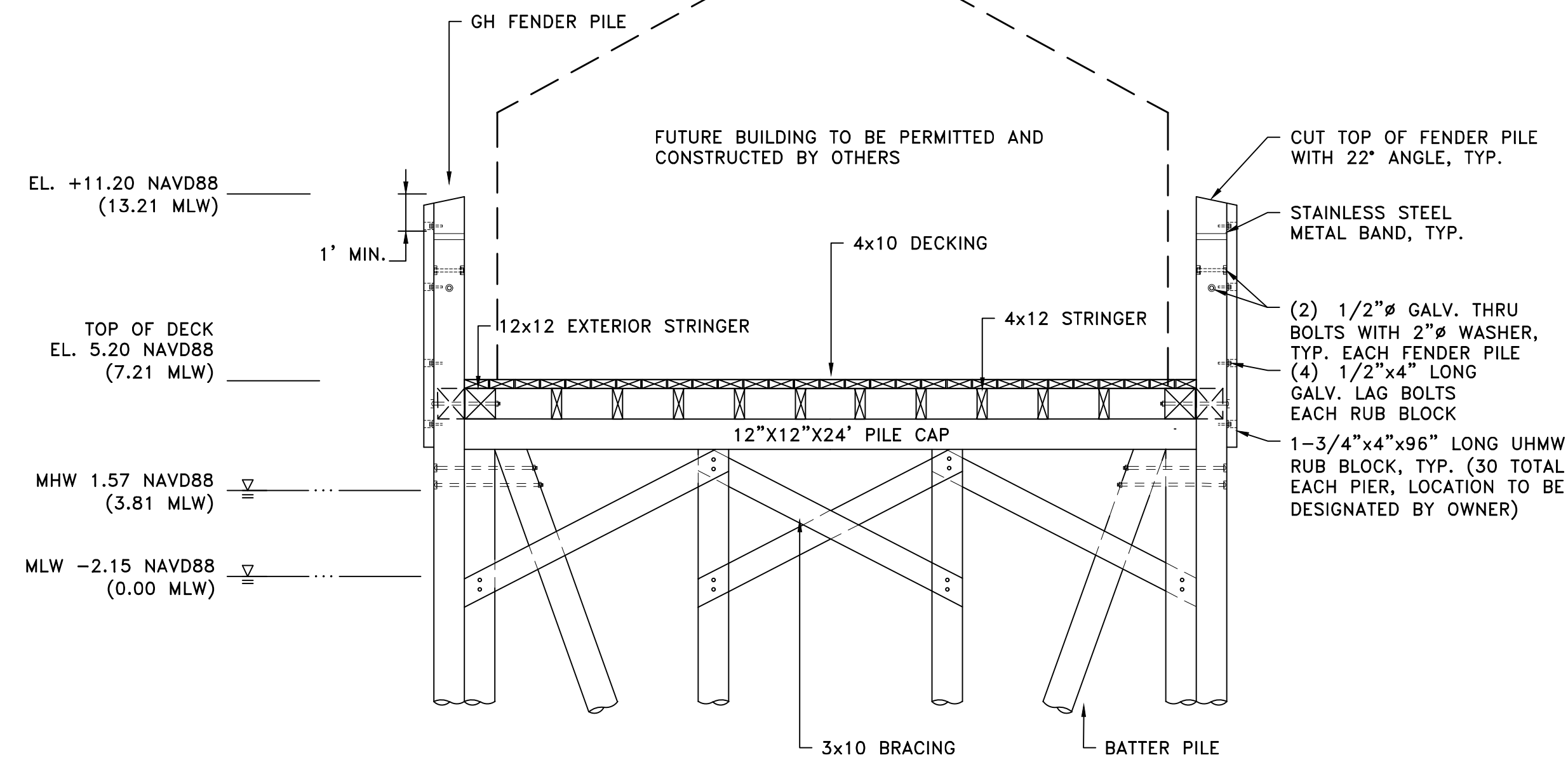
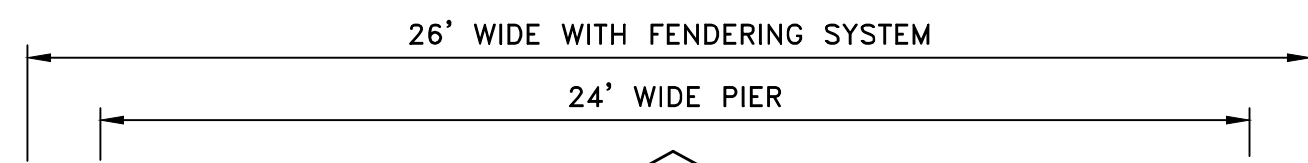
PROJECT NO.:	23153.00
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APPROVED BY:	TDT

PIER 'F'
CROSS SECTION VIEW

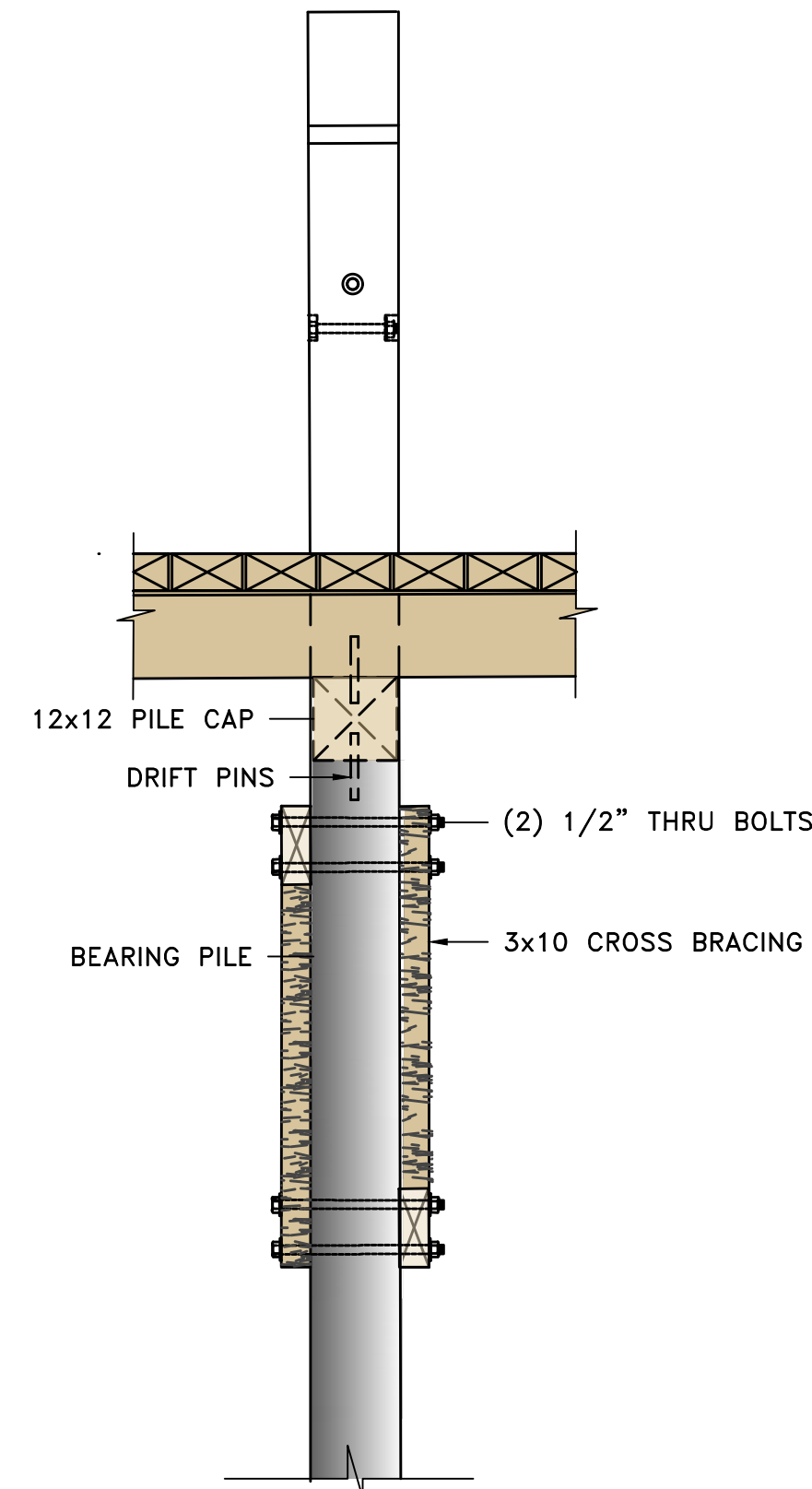
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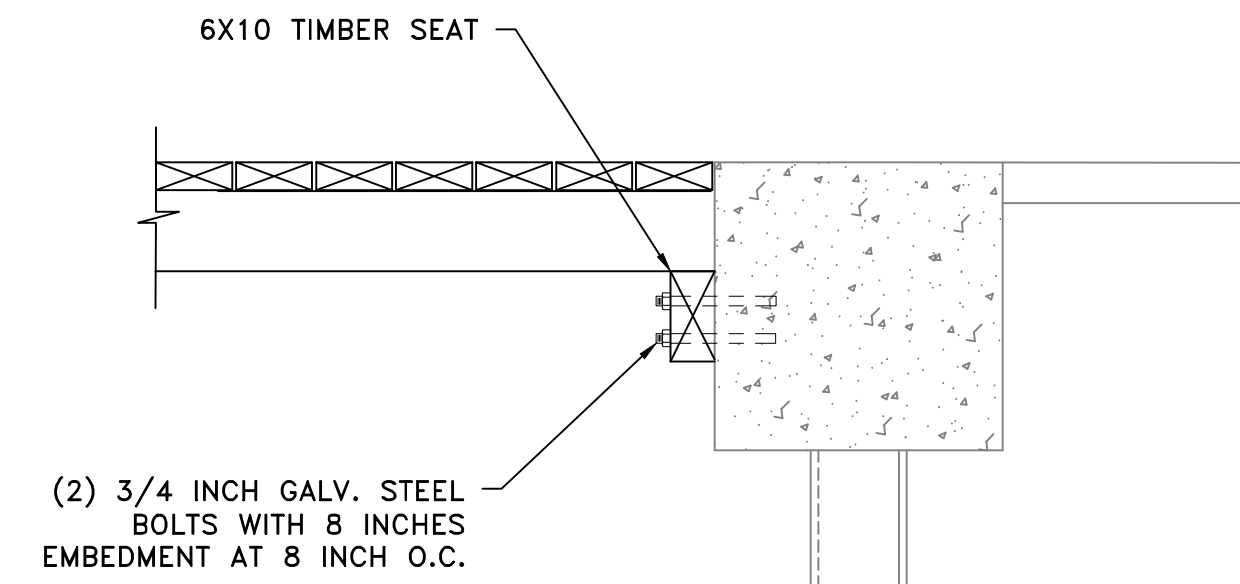
PIER 'F' EXISTING SECTION
SCALE: 1"=4'



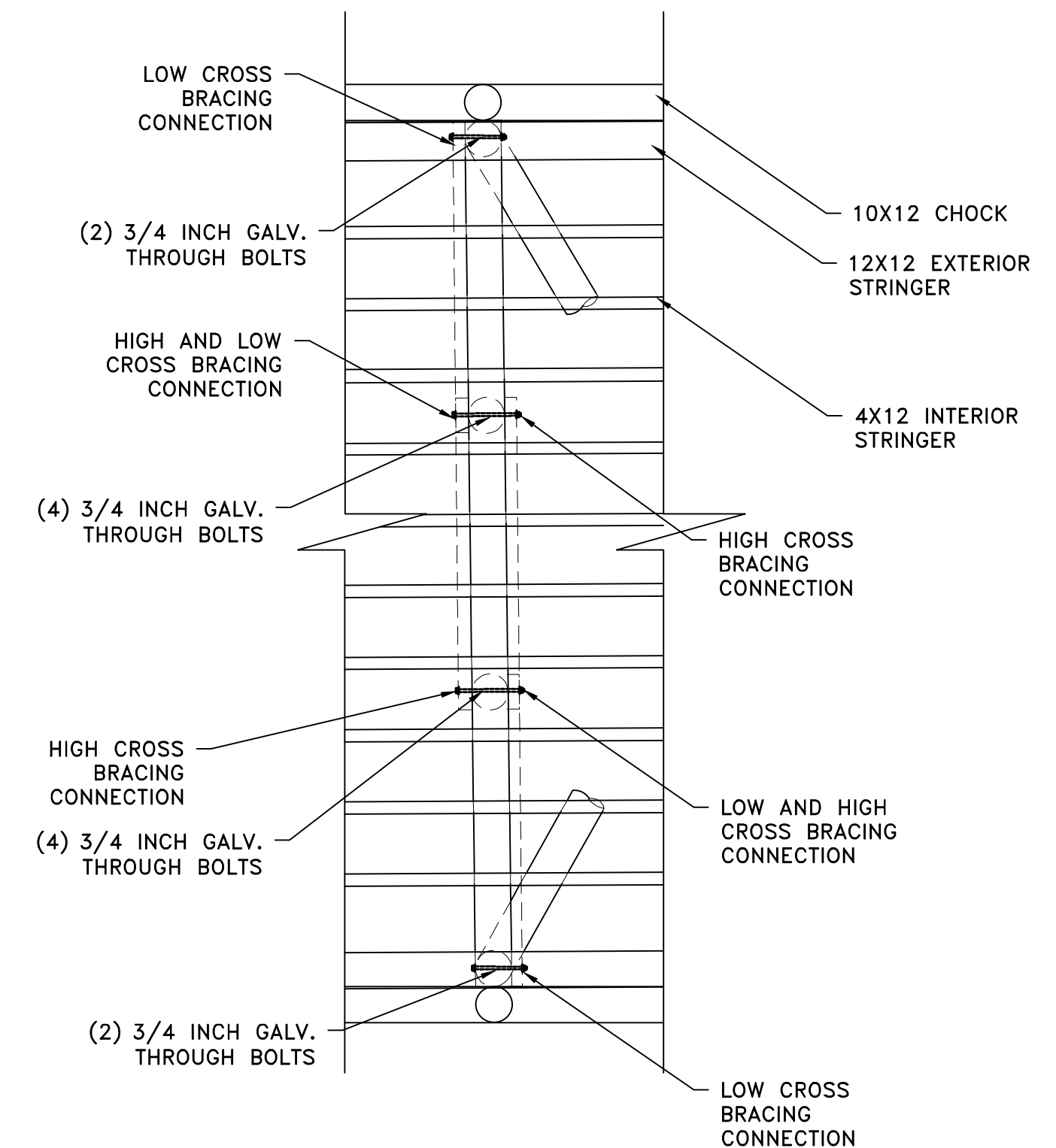
ALTERNATIVE A PIER 'F' TIMBER PROPOSED SECTION
SCALE: 1"=4'



DETAIL 1 PILE CAP AND BRACING
SCALE: 1"=2'



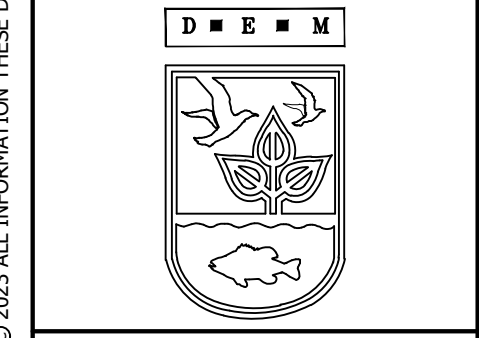
DETAIL 2 BULKHEAD CONNECTION
SCALE: 1"=1'



DETAIL 1 PILE CAP AND BRACING
SCALE: 1"=4'

NOTES:

1. LOW CROSS BRACING CONNECTION TO OCCUR UNDER BATTER PILE ELEVATION.
2. BOLTS NOT RELATING TO CROSS BRACING NOT SHOWN FOR CLARITY



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

**PIER F REMOVAL AND REPLACEMENT
PORT OF GALILEE PHASE III**
NARRAGANSETT, RHODE ISLAND
RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

TODD D. TURCOTTE
No. 7627
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16-JAN-24

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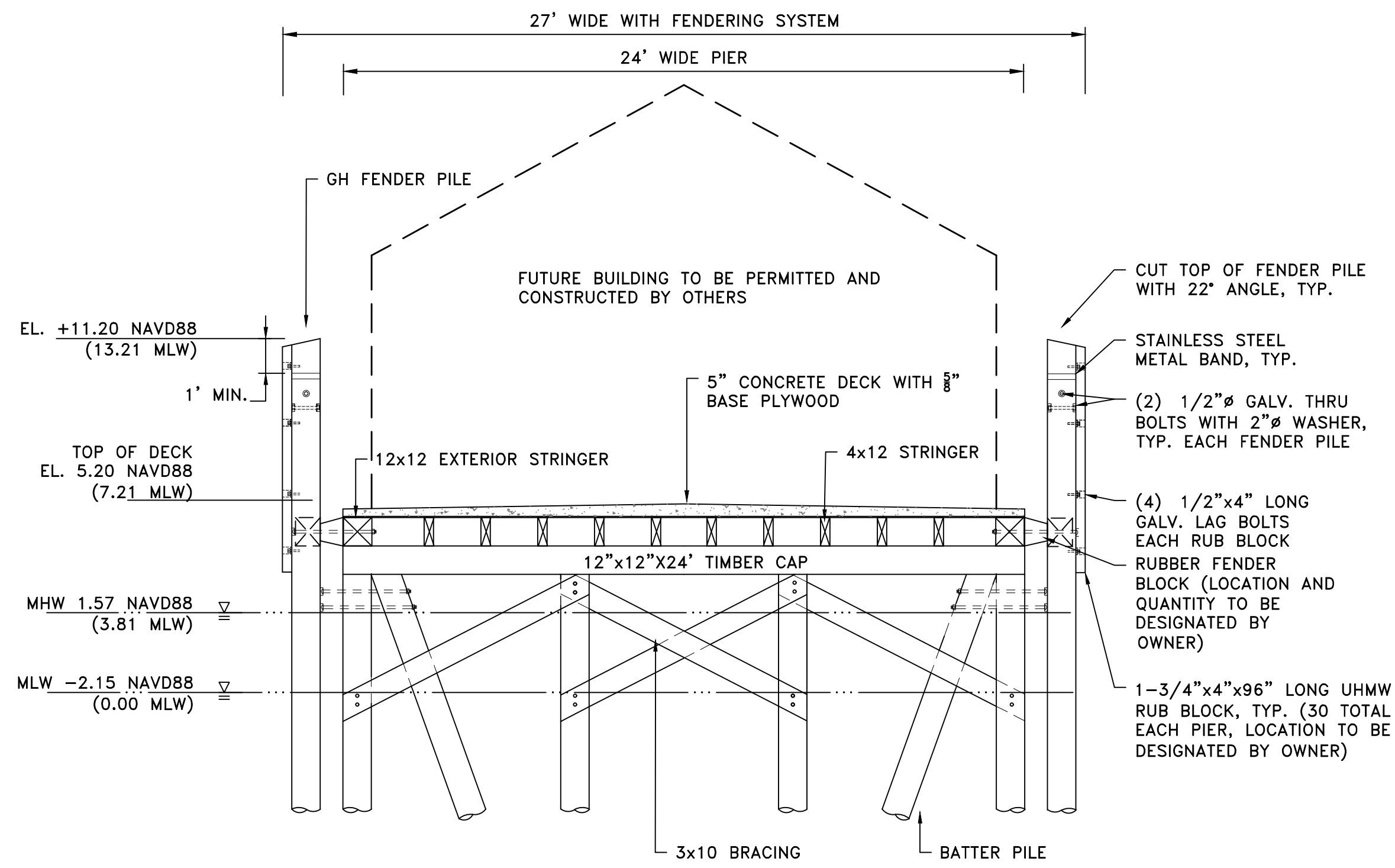
PROJECT NO.: 23153.00
DATE: JANUARY 2023
SCALE: AS NOTED
DESIGNED BY: JPN
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DRAWN BY: JPN
APPROVED BY: TDT

PIER 'F'
DETAILS

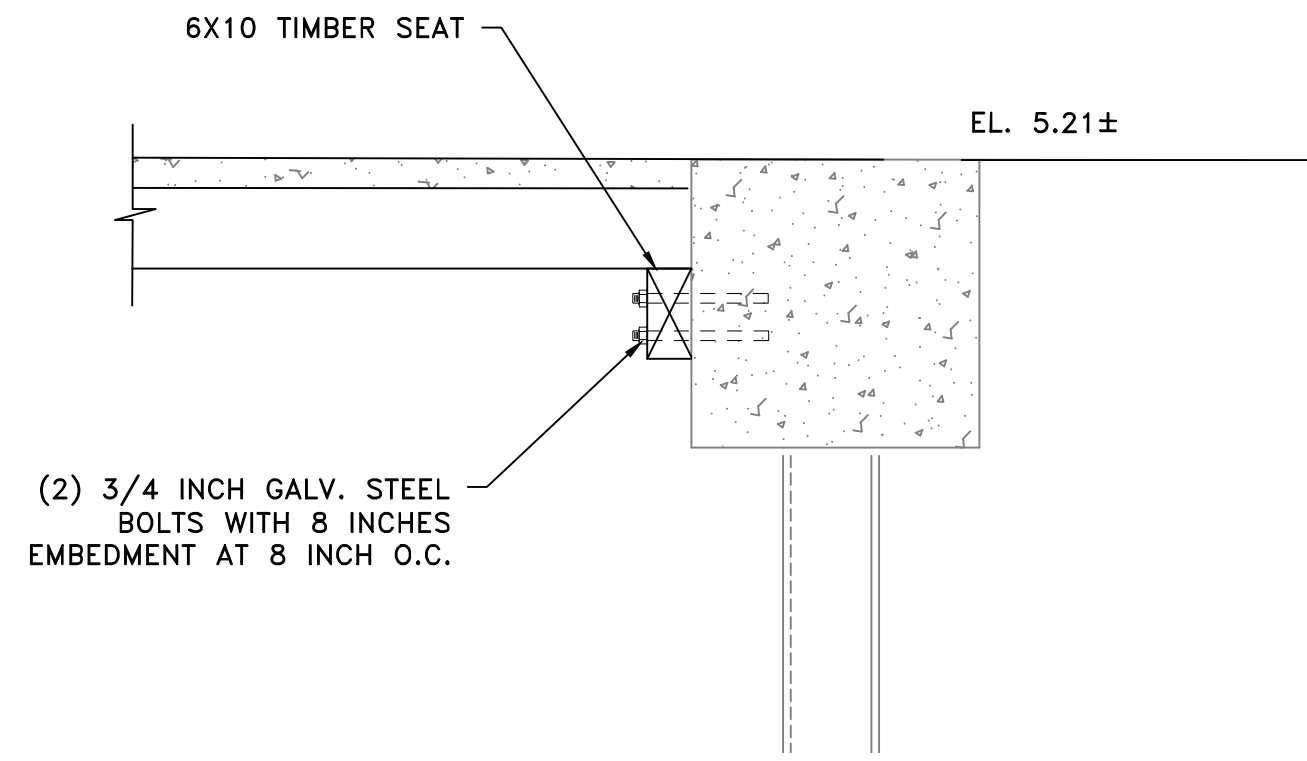
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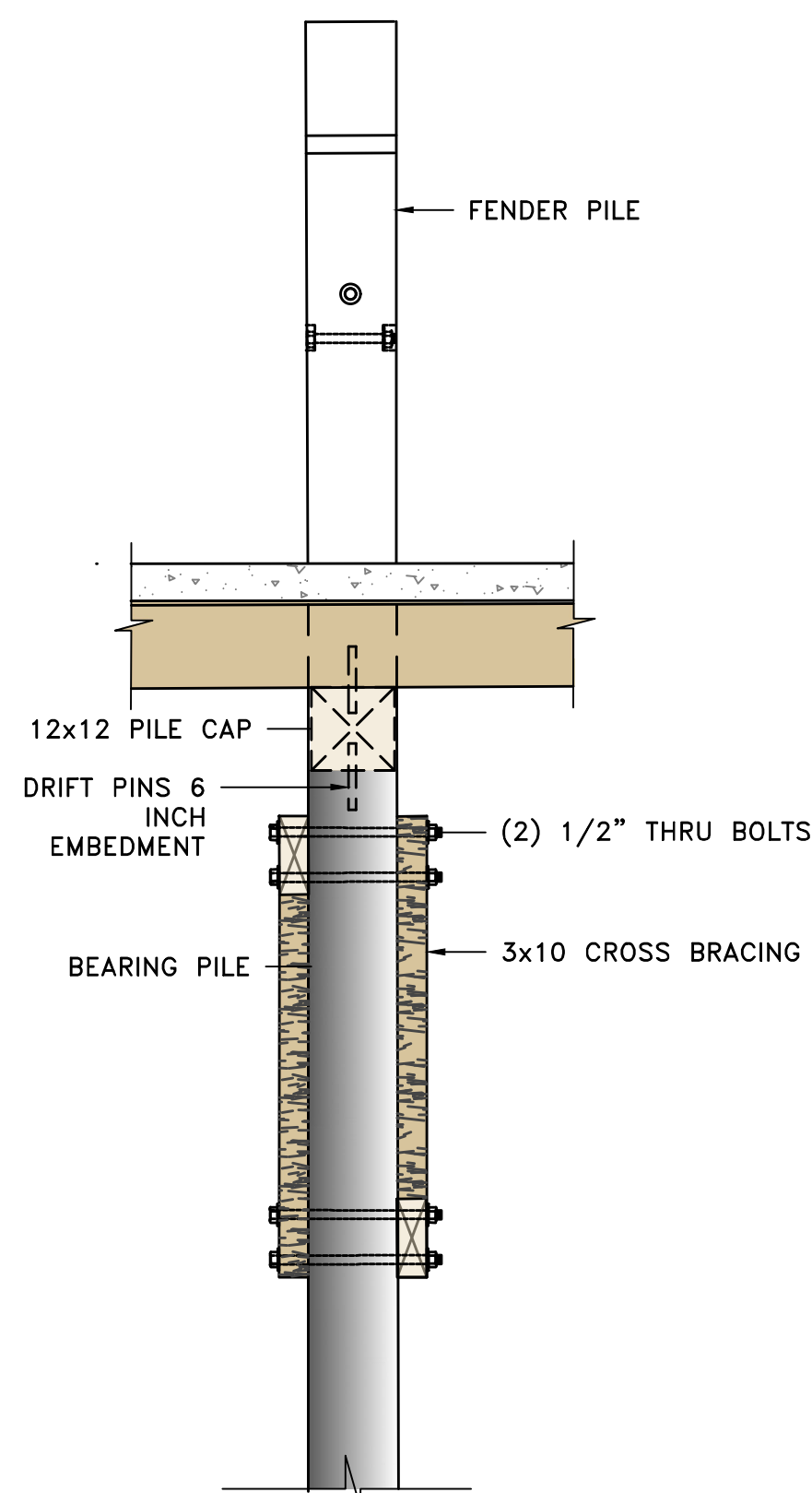
P:\WORK\23_000\23153.00_NARRAGANSETT DOCKWORKS\Drawings\PIER F DETAIL 1.dwg



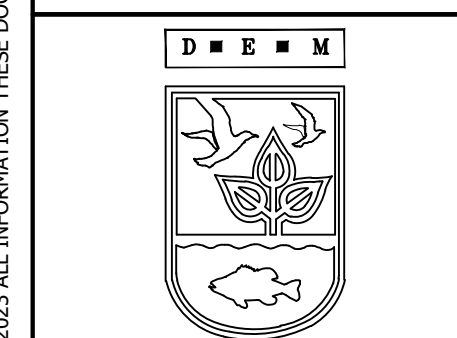
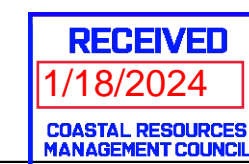
ALTERNATIVE B
PIER 'F' CONCRETE PROPOSED SECTION
 SCALE: 1"=4'



DETAIL 2
BULKHEAD CONNECTION
 SCALE: 1"=1'

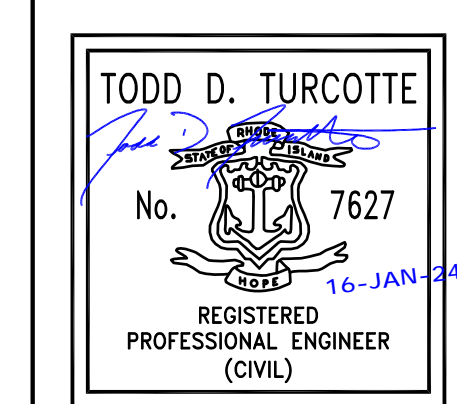


DETAIL 1
PILE CAP AND BRACING
 SCALE: 1"=2'



SCALE ADJUSTMENT
 SCALE ADJUSTMENT GUIDE
 0" 1"
 BAR IS ONE INCH ON EACH END OF ORIGINAL DRAWING.

PIER F REMOVAL AND REPLACEMENT
PORT OF GALILEE PHASE III
 NARRAGANSETT, RHODE ISLAND
 RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT



REVISIONS:

A	08/16/2023	ISSUED FOR 60% REVIEW
B	12/12/2023	ISSUED FOR PERMIT

PROJECT NO.: 23153.00
 DATE: JANUARY 2023
 SCALE: AS NOTED
 DESIGNED BY: JPN
 CHECKED BY: TDT
 DRAWN BY: JPN
 APPROVED BY: TDT

PIER 'F'
 ALTERNATIVE DETAILS

SHEET NO.: 4.3

RIDEM

Pier F Removal and Replacement Port of Galilee: Phase III

SECTION 9

CRMC MAINTENANCE APPLICATION

RECEIVED

1/18/2024

**COASTAL RESOURCES
MANAGEMENT COUNCIL**

November 16, 2023

Mr. Thomas Fitzpatrick, Environmental Engineer II
RI Coastal Resources Management Council
Stedman Government Center
4808 Tower Hill Road
Wakefield, RI 02879-1900

RE: **CRMC Maintenance Application**
RI Department of Environmental Management
Division of Planning and Development
Pier R and Q Removal and Repair, Port of Galilee: Phase III
Narragansett, RI
(Pare Project No: 23153.00)

Dear Mr. Fitzpatrick:

Attached is a CRMC Maintenance Certification Application submitted on behalf of the State of Rhode Island Department of Environmental Management (RIDEM) for the proposed Pier 'R' and 'Q' repair; located at the Port of Galilee (the Port) in Narragansett, Rhode Island. The project includes maintenance work within areas under the jurisdiction of the Coastal Resources Management Program (CRMP), including Type 6 Tidal and Coastal Pond Waters, and jurisdiction of the United States Army Corps of Engineers (ACOE), including navigable Waters of the United States. Work within Coastal Management Resource Council (CRMC) and ACOE jurisdiction is limited to repairing and replacing existing timber piers and dolphin components. No work is proposed that will result in additional fills outside the footprint of the existing structures.

The provided plans attached include several maintenance activities:

1. Removal/Replacement of previously established fender, batter, and support piles.
2. Removal/Replacement of previously established dolphin clusters
3. Removal/Replacement of timber decking, cross-bracing, and lateral and longitudinal bracing
4. Removal/Replacement of chocks
5. Removal/Replacement of OSHA safety ladders
6. Removal/Replacement of existing timber floats

The provided plans for Pier 'R' and the floating dock adjacent to Pier 'Q' are proposed to remain within the existing footprints, as shown on Sheets 4.0 and 5.0, respectively. As a result, the proposed work is anticipated to conform with the self-verification of General Permit Number 2 of the Army Core General Permits for the State of Rhode Island and Tribal Lands.

Enclosed for your review are the following materials:

- One (1) full-size set of the project plans, entitled "Pier R and Q Repairs and Pier 'F' Demolition of Port of Galilee: Phase III" prepared by Pare Corporation, dated November 2023.

Mr. Thomas Fitzpatrick

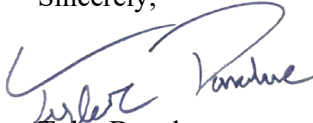
(2)

November 16, 2023


- One (1) full-size set of the digitalized project plans, entitled “Pier R and Q Repairs and Pier ‘F’ Demolition of Port of Galilee: Phase III” prepared by Pare Corporation, dated November 2023.
- Four (4) bound copies of application materials consisting of the CRMC Maintenance Certification Application and other administrative documentation, Annotated Photographs of the project area, Proof of Ownership, USACOE supplemental documentation.

Please note that Pier ‘F’ that is referenced in the enclosed plan set will be addressed under another cover. Thank you very much for your consideration, Please feel free to contact the undersigned at 401-334-4100 or via email at tturcotte@parecorp.com if you have any questions, comments, or require additional information.


Sincerely,



Tyler Donahue
Waterfront Engineer



Jon Paul Nanni II
Waterfront Structures Engineer



Todd Turcotte, P.E.
Vice President Waterfront/Marine Group

Enclosures

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

Y:\JOBS\23 Jobs\23153.00 NDW Galilee Dock Replacement PH3A-RI\Permitting



RIDEM

Pier F Removal and Replacement Port of Galilee: Phase III

SECTION 10

Letter of Notification for Pier "F" Demolition



November 10, 2023

Mr. Thomas Fitzpatrick
RI Coastal Resources Management Council
Stedman Government Center
4808 Tower Hill Road
Wakefield, RI 02879-1900

**RE: Response to Email dated November 9, 2023
RI Department of Environmental Management
Port of Galilee, Narragansett, RI
Pier R & Q Repairs and Pier F Demolition
Pare Project No: 23153.00**

Dear Tom:

Thank you for your prompt response and clarification of RICRMC's request that the removal of the docks is not permitted under the MOA and requires a CRMC Maintenance Application. We have completed the application and are in the process of obtaining signatures. The maintenance application will be submitted under separate cover next week.

I am writing specifically regarding the demolition of Dock F as originally indicated in our submission, and the health and safety concerns that need to be addressed immediately, which we believe does fall under the second bullet of the MOA. Please see the attached letter from Narragansett Dock Works regarding the actual condition and concerns that is requiring the immediate demolition of Dock F. We have reviewed the conditions observed, concur with NDW, and recommend that for the health and safety of the Port occupants/users, and the potential for hazards to navigation, the immediate removal of the remaining components of Dock F is required. A full maintenance application for its replacement will be provided prior to reconstructing the dock in the future.

Please feel free to contact the undersigned at 401-334-4100 or via email at tturcotte@parecorp.com if you have any questions, comments, or require additional information.

Best regards,



Todd D. Turcotte, PE
Vice President
Waterfront/Marine Group Manager

Attachments

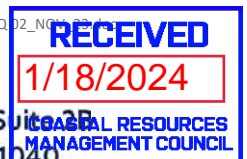
cc: Dave DeCost, RIDEM
Matt Melchiori, NDW

Y:\JOBS\23 Jobs\23153.00 NDW Galilee Dock Replacement PH3-RI\Permitting\Sent\To Review\23153.00 RIDEM Galilee Pier Maintenance F-R-02_NG\023153.00


10 Lincoln Road, Suite 210
Foxborough, MA 02035
508-543-1755

8 Blackstone Valley Place
Lincoln, RI 02865
401-334-4100

14 Bobala Road, Suite 250
Holyoke, MA 01040
413-507-3448





"Personal High-Quality Professional Service"

November 10, 2023

Mr. Tom Fitzpatrick
CRMC
4808 Tower Hill Road
Wakefield, RI 02882

Regarding: **DEM Pier F Demolition**

Dear Tom,

I am providing written correspondence to the ongoing demolition work on Pier F as part of the CRMC submission that PARE Engineering is making on behalf of Narragansett Dock Works as the General Contractor and legal obligee of the project. It is both NDW and Pare's understanding that the MOU between CRMC and DEM allows for work to be performed where there is an emergency nature / Health and Safety Matter. NDW was asked by DEM to remove the top deck of the pier because it was structurally unsound and a possible health and safety issue to the building owner and the general public. NDW, while in the process of removing the top deck for safety reasons, was forced to continue the removal of the work below that top deck due to the extensive deterioration of the structural member and framing. This led to the need to also begin the removal of piles which were falling over. Without the frame each pile is only able to act as a single pile and is subject to breaking by ongoing boat operation to either side of the dock. Therefore, in an effort to minimize any and all hazards to navigation, and liability associated with broken or floating debris, as well as future work not associated with the broken piles and not part of NDW's contract it was decided by NDW that for both parties the removing all of the piles associated with the structure would be the best course of action.

I am attaching some of the photos of the pier as we started the removal to describe how bad it was and that leaving anything in place was not practical.

I thank you for your time in this matter and look forward to working with you on this project moving forward.

Best Regards,

A handwritten signature in blue ink, appearing to read "Matthew Melchiori".

Matthew E. Melchiori, EIT
President
RI State Contractor's License No. 14796

91 Point Judith Road Drawer 314
Narragansett, RI 02882
Phone / Fax 401-789-0867
Web: NarragansettDockWorks.Com
E-Mail: Matt@NarragansettDockWorks.Com



After Removal of the Plywood surface holding the dock together



Areas' where the decking stringers are falling in on their own.

Marine & General Contractors

*Specializing in Design Build Construction Services
Marina and Waterfront Development, Pile Driving and Floating Wood Dock Manufacturing*





View of structurally deficient framing.



Marine & General Contractors

*Specializing in Design Build Construction Services
Marina and Waterfront Development, Pile Driving and Floating Wood Dock Manufacturing*



November 2, 2023

Mr. Jeffrey Willis, Executive Director
RI Coastal Resources Management Council
Stedman Government Center
4808 Tower Hill Road
Wakefield, RI 02879-1900

**RE: CRMC Notification of Maintenance – MOA June 2020
RI Department of Environmental Management
Port of Galilee, Narragansett, RI
Pier R & Q Repairs and Pier F Demolition
Pare Project No: 23153.00**

Dear Mr. Willis:

On Behalf of our client, the State of Rhode Island Department of Environmental Management (RIDEM) Port of Galilee, please accept this letter as notification under the current Memorandum of Agreement (MOA) dated June 1, 2020, for the proposed maintenance/replacement of components for Pier R and Q and the demolition of Pier F in advance of final repair drawings at the Port of Galilee, Narragansett Rhode Island. In accordance with Exhibit A of the MOA (attached for reference), the replacement and maintenance of the existing docks are being completed by removing and replacing the components as outlined in the attached Drawings.

The proposed maintenance Removal and Replacement, located at the Port includes maintenance work within areas under the jurisdiction of the Coastal Resources Management Program (CRMP), including Type 6 Tidal and Coastal Pond Waters, and jurisdiction of the United States Army Corps of Engineers (ACOE), including navigable Waters of the United States. The proposed work remains in the existing footprint of the existing piers and does not result in additional fill outside the footprint of the existing structures. The proposed maintenance falls under the MOA between RICRMC and RIDEM and under the ACOE, SV General Permit 2, as it does not result in an increase to the existing footprint.

Enclosed for your review are the following materials:

- Project Plans entitled “Pier R & Q Repairs, and Pier F Demolition, Port of Galilee Phase III” prepared by Pare Corporation, dated November 2023.
- Memorandum of Agreement dated June 1, 2020.
- GP-2 as outlined in Department of the Army general permits for the state of Rhode Island.
- Confirmations of parcel Ownership within areas of proposed work and/or staging.

It is our understanding that the proposed scope of work is permitted under Exhibit A of the MOA for Pre-Approved Activities and does not require a formal filing of a CRMC Maintenance application on behalf of RIDEM. Thank you very much for your consideration, and please feel free to contact this office with any questions regarding the submittal.


10 Lincoln Road, Suite 210
Foxborough, MA 02035
508-543-1755

8 Blackstone Valley Place
Lincoln, RI 02865
401-334-4100

14 Bobala Road, Suite 200
Holyoke, MA 01041
413-507-3448



Mr. Jeffrey Willis

(2)

November 2, 2023

Please feel free to contact the undersigned at 401-334-4100 or via email at tturcotte@parecorp.com if you have any questions, comments, or require additional information.

Best regards,

A handwritten signature in blue ink, appearing to read 'Todd D. Turcotte', is placed over a light blue rectangular background.

Todd D. Turcotte, PE
Vice President
Waterfront/Marine Group Manager

Attachments

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

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