Description of Work Proposed

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The Rhode Island Department of Environmental Management (RIDEM) is a government organization whose mission is to protect, restore, and promote the environment of Rhode Island. RIDEM serves as the chief steward of the state's natural resources and provides this service in a variety of ways including environmental laws, law enforcement, and guidance. RIDEM has many divisions such as Agriculture, Forest Environment, Law Enforcement, Fish & Wildlife, Marine Fisheries and more. The Division of Marine Fisheries (DMF) exists to manage and enhance Rhode Island's marine resources and habitats through sound science, informed management decisions, and education. Overall, DMF works to protect, preserve, and promote the marine resources of Rhode Island through sustainable fisheries management and scientific research.

DMF is headquartered at the Fort Wetherill Marine Laboratory in Jamestown. DMF also operates the Commercial Fisheries Laboratory (CFL) on Succotash Road in South Kingston as an additional field facility. The lab is used as a platform for research and monitoring in the coastal ponds, shellfish restoration, aquatic education, and is the home of the Access Point Angler Intercept Survey (APAIS) program.

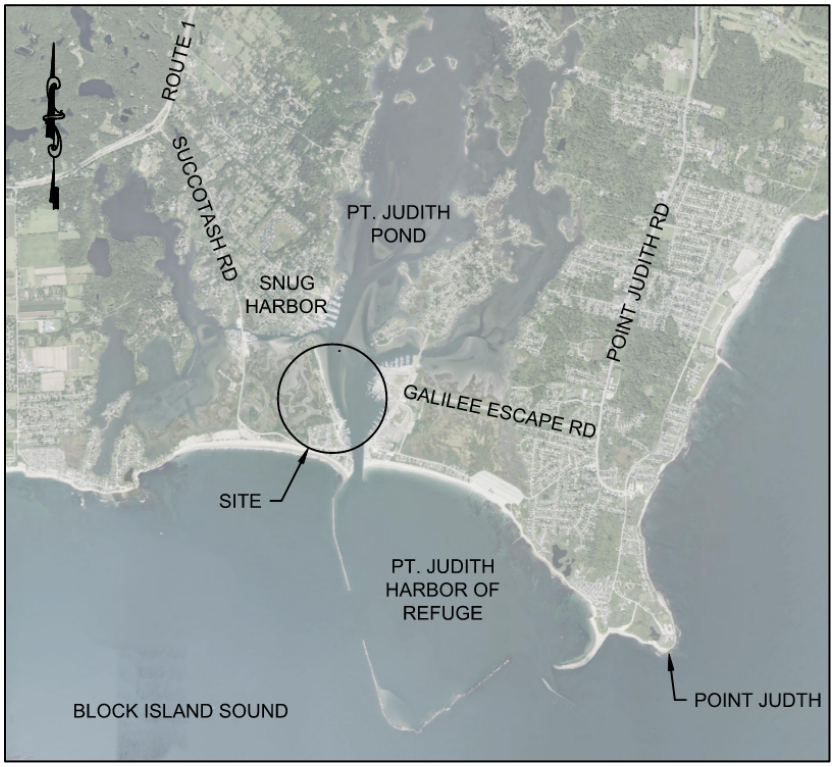


Figure 1-1 Site Location

The Commercial Fisheries Laboratory (CFL) is located at 1221 Succotash Road, Narragansett RI. The site is located on the east side of Point Judith Pond, across from the port of Galilee. To the west is the Succotash Marsh State Management Area. The site has significant exposure primarily from the northeast with fetches ranging from 1,000' – 11,000'. Major site amenities include three buildings, a storage area, a boat ramp, and a timber pier.

The State of Rhode Island has owned and managed this site since at least 1900. The CFL has been active and received multiple site upgrades over the last 50 years. Typical activities at the

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CFL include research, catch monitoring, education and more. A variety of vessels from multiple agencies use the existing pier and a few are permanently berthed at the facility.

The existing timber pier is roughly 110' x 5' and the piers L-head is about 30' x 10'. The deck elevation varies from 3.5' – 6' NAVD88. The existing pier includes utilities running on the underside of the deck. The site does not currently include a Structural Perimeter Limit (SPL) or a Marina Perimeter Limit (MPL). Although the existing timber pier is still in use, it is reaching the end of its useful service life and is in need of replacement. The following deficiencies related to the existing pier have been identified:

- The current layout does allow for vessel berthing at all locations. Due to local sedimentation processes, the surrounding area has lost available water depths.
- The timber pier is in poor condition with missing/broken deck boards, cleats, and hardware.
- The pier elevation is relatively low, allowing for frequent overtopping which prevents CFL staff from performing their regular operations.
- The current utility service is inadequate for RIDEM CFL operations and their increased fleet size.

Due to these deficiencies, the proposed activities and rehabilitation are to consist of the following:

- Remove and replace the timber pier and associated structures in an improved configuration that utilizes available water depths.
- Create an SPL for the new in-water structures.
- Raise the new timber pier elevation by about 2ft to improve resiliency while maintaining operational for RIDEM DLE staff.
- Remove and reconfigure existing utilities according to current industry standards.

The proposed reconfiguration includes floating docks and will relocate the timber pier to the north so that it lands on an existing concrete pad. This location will have multiple benefits such as increased offset from historical and current SAV locations, utilization of existing infrastructure, and operational logistics. In this location, the proposed pier will cover about 100 sq.ft. of existing vegetation. To offset this, a minimum of 100 sq.ft. (1:1) native vegetation will be planted north of the pier adjacent to an existing patch vegetation.

A Submerged Aquatic Vegetation (SAV) survey was performed by Foth on 7/8/2026. The survey results show two regions of SAV; one large patch runs through the existing pier and continues south while the second, much smaller patch is just north of the existing boat ramp. The proposed relocation has been designed around the existing SAV and the proposed reconfiguration allows the new structure to avoid SAV entirely.

All components of the proposed structure will be designed to the 100-year storm and in no case will any structural element not meet the minimum design criteria outline in Table 8 in 1.3.1(D) of the CRMP. If found during demolition, creosote piles will be disposed of in accordance with "Washington Department of Natural Resources – Derelict Creosote Piling Removal Best Management Practices for Pile Removal & Disposal".

The proposed activities are to be constructed using cranes, excavators and other equipment by barge. Care will be taken by the contractor to work within the tides and use low draft barges when performing work closest to shore. Erosion control measures will be implemented including, but not limited to, silt booms/curtains.