The District Engineer has received a permit application to conduct work in waters of the United States from Quonset Development Corporation. This work is proposed in Narragansett Bay at the seaward end of MacNaught Street, North Kingstown, Rhode Island. The site coordinates are: Latitude 41.584929, Longitude -71.420113.

Beginning inland and working seaward, the work includes the installation of a bulkhead, pile-supported pier with a catwalk and dolphin system. Removal of existing riprap along 183-linear-feet of shoreline generally within the footprint of the new pier. The existing riprap extends approximately 17 feet seaward from the sheetpile and the proposed riprap would extend out approximately 19.5 feet from the new sheetpile equating to an area of 2,288 SF of new riprap fill. The installation of 161-linear-feet of steel bulkhead, with approximately 62-linear-feet to run the full width of the new pier and the rest will extend approximately 50-feet on either side. The new bulkhead will be installed approximately 14-inches seaward of the outermost edge of the existing bulkhead with a section depth of 18-inches for a total distance of 2 feet 8 inches. Approximately 118-cubic-yards of fill material sourced from salvaged riprap from the existing revetment would be placed as backfill to stabilize the new bulkhead. Approximately 51 CY of the total volume of backfill will be discharged below the High Tide Line (HTL) between the existing bulkhead and the new bulkhead.

The pier will consist of a 62-foot-wide by 102-foot-long trestle supported by sixty (60) 30-inch-diameter pipe piles with HDPE sleeves running from Mean Low Water (MLW) to the bottom of the concrete cap. Twelve (12) of the total piles supporting the trestle will be located inshore. Located seaward and facing perpendicular of the trestle will be a 15-foot-wide by 120-foot-long sill supported by thirty (30) 30-inch-diameter pipe piles with HDPE sleeves running from Mean Low Water (MLW) to the bottom of the concrete cap. The deck will cover approximately 7,070 square feet of Narragansett Bay and the seventy-eight (78) pipe piles will impact 383 square feet of the bottom.

Seaward of the sill will be two (2) mooring dolphins protected by a fender. The dolphin system will have three (3) 4-foot-wide by 100-foot-long catwalks supported by two (2) 20-inch-diameter pipe piles. The monopole dolphins will consist of a 16-foot-wide by 16-foot-long reinforced concrete cap supported by a single 96-inch-diameter 1-inch-thick coated steel pipe pile. The fender unit will be mounted directly on the eastern side of the monopole.

The proposed permanent structures seaward of the existing bulkhead include the pier (7,070 sq. ft.), the sheet pile bulkhead (670 square feet), rip-rap (2,288 square feet) and the catwalk and dolphin system (1,670 square feet), with a total of 11,698 square feet.
Depending on the location, some work will be performed by land using a controlled route, Burlington Avenue, while the more seaward work will be completed from barge mounted equipment. Piles and pile caps at the pier extension will be installed using a barge mounted crane. Piles will be driven using a combination of vibratory and impact hammering. Concrete caps will be poured by crew from barges and work floats.

The work is shown on the enclosed plans entitled “QUONSET DEVELOPMENT CORPORATION” on 18 sheets, and dated “April 17, 2020”.

The removal of existing rip-rap will offset some of the permanent impacts associated with the construction of the bulkhead, pier, catwalk and dolphin structures.

AUTHORITY

Permits are required pursuant to:

- X Section 10 of the Rivers and Harbors Act of 1899
- X Section 404 of the Clean Water Act
- ___ Section 103 of the Marine Protection, Research and Sanctuaries Act.

The decision whether to issue a permit will be based on an evaluation of the probable impact of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which may reasonably accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are: conservation, economics, aesthetics, general environmental concerns, wetlands, cultural value, fish and wildlife values, flood hazards, flood plain value, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people.

The U.S. Army Corps of Engineers, New England District (Corps), is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. The Corps will consider all comments received to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Where the activity involves the discharge of dredged or fill material into waters of the United States or the transportation of dredged material for the purpose of disposing it in ocean waters, the evaluation of the impact of the activity in the public interest will also include application of the guidelines promulgated by the Administrator, U.S Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act, and/or Section 103 of the Marine Protection Research and Sanctuaries Act of 1972, as amended.

ESSENTIAL FISH HABITAT
The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), requires all federal agencies to consult with the National Marine Fisheries Service on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). Essential Fish Habitat describes waters and substrate necessary for fish for spawning, breeding, feeding or growth to maturity.

This project will impact 0.27 of EFH. This habitat consists of organic silt and sand with organic fine sediments. Loss of this habitat may adversely affect species that use these waters and substrate. However, the District Engineer has made a preliminary determination that the site-specific adverse effect will not be substantial. Further consultation with the National Marine Fisheries Service regarding EFH conservation recommendations is being conducted and will be concluded prior to the final decision.

NATIONAL HISTORIC PRESERVATION ACT

Based on his initial review, the District Engineer has determined that little likelihood exists for the proposed work to impinge upon properties with cultural or Native American significance, or listed in, or eligible for listing in, the National Register of Historic Places. Therefore, no further consideration of the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended, is necessary. This determination is based upon one or more of the following:

a. The permit area has been extensively modified by previous work.
b. The permit area has been recently created.
c. The proposed activity is of limited nature and scope.
d. Review of the latest published version of the National Register shows that no presence of registered properties listed as being eligible for inclusion therein are in the permit area or general vicinity.
e. Coordination with the State Historic Preservation Officer and/or Tribal Historic Preservation Officer(s).

ENDANGERED SPECIES CONSULTATION

The Corps has reviewed the application for the potential impact on Federally-listed threatened or endangered species and their designated critical habitat pursuant to section 7 of the Endangered Species Act as amended. It is our preliminary determination that the proposed activity for which authorization is being sought is designed, situated or will be operated/used in such a manner that it is not likely to adversely affect a listed species or their critical habitat. We are coordinating with the National Marine Fisheries Service and/or U.S. Fish and Wildlife Service on listed species under their jurisdiction and the ESA consultation will be concluded prior to the final decision.

OTHER GOVERNMENT AUTHORIZATIONS

The states of Connecticut, Maine, Massachusetts, New Hampshire and Rhode Island have approved Coastal Zone Management Programs. Where applicable, the applicant states that any proposed activity will comply with and will be conducted in a manner that is consistent with the approved Coastal Zone Management Program. By this Public Notice, we are requesting the State concurrence or objection to the applicant’s consistency statement.
The following authorizations have been applied for, or have been, or will be obtained:
( X ) Permit, license or assent from State.
( X ) Permit from local wetland agency or conservation commission.
( X ) Water Quality Certification in accordance with Section 401 of the Clean Water Act.

COMMENTS

In order to properly evaluate the proposal, we are seeking public comment. Anyone wishing to comment is encouraged to do so. Comments should be submitted in writing by the above date. If you have any questions, please contact Michael S. Wierbonics at (978) 318-8723, (800) 343-4789 or (800) 362-4367, if calling from within Massachusetts.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for a public hearing shall specifically state the reasons for holding a public hearing. The Corps holds public hearings for the purpose of obtaining public comments when that is the best means for understanding a wide variety of concerns from a diverse segment of the public.

The initial determinations made herein will be reviewed in light of facts submitted in response to this notice. All comments will be considered a matter of public record. Copies of letters of objection will be forwarded to the applicant who will normally be requested to contact objectors directly in an effort to reach an understanding.

THIS NOTICE IS NOT AN AUTHORIZATION TO DO ANY WORK.

Kevin R. Kotelly, P.E.
Chief, Permits and Enforcement Branch
Regulatory Division

If you would prefer not to continue receiving Public Notices by email, please contact Ms. Leslie Martin at (978) 318-8688 or e-mail her at leslie.martin@usace.army.mil. You may also check here (     ) and return this portion of the Public Notice to: Leslie Martin, Regulatory Division, U.S. Army Corps of Engineers, 696 Virginia Road, Concord, MA 01742-2751.

NAME: ________________________________
ADDRESS: ________________________________
PHONE: ________________________________
# Electric Boat Ocean Transport Barge Pier

## North Kingston, Rhode Island

**Contract No:** 2020-020

**Issue for Permitting**

**Not for Construction**

**April 17, 2020**

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<td>Moorings Pier Details</td>
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<tr>
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<td>S-109</td>
<td>Typical General Pier Details</td>
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<tr>
<td>19</td>
<td>S-110</td>
<td>Typical Pier Cross Sections</td>
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### Vignette Map

- **Site:** Project Site

### Location Map

- **Site:** Project Site

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*Cover Sheet*
TURBIDITY CURTAIN:
1. A floating turbidity barrier shall be deployed around and adjacent to the work area during each construction phase, shall be extended to protect areas of temporary storage of fill, materials, or equipment, and shall be extended to areas where erosion control is not anticipated. Use of portable steel, concrete, or bagged sandbag barriers is required. Fencing, when used, shall be of wire mesh, concrete, or bagged sandbag, and shall be securely anchored in place. The use of floating barriers is not permitted. A floating turbidity barrier shall be employed around and adjacent to the work area during each construction phase. The use of portable steel, concrete, or bagged sandbag barriers is required. Fencing, when used, shall be of wire mesh, concrete, or bagged sandbag, and shall be securely anchored in place.

NOTES:
1. Fencing must be maintained daily. Temporary fencing shall be submitted for approval.
2. Concrete barriers must be removed as required.
3. All barriers must be removed prior to removing the barrier systems.

TURBIDITY BARRIER DETAIL

GATE POST 1B

<table>
<thead>
<tr>
<th>Gate No.</th>
<th>Gate Type</th>
<th>Gate Height</th>
<th>Gate Width</th>
<th>Gate Length</th>
<th>Gate Weight</th>
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<tr>
<td>G-003</td>
<td>Steel</td>
<td>6'</td>
<td>5'</td>
<td>10'</td>
<td>300 lbs</td>
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5. Pre-cutting lines and gusset plates for placement of gusset plates shall be extended beyond the working area.
6. A gusset plate shall be extended beyond the working area.
7. All gusset plates shall be extended beyond the working area.
8. Gusset plate shall be extended beyond the working area.
9. Gusset plate shall be extended beyond the working area.
10. Gusset plate shall be extended beyond the working area.

SECTION B

NOTES:
1. The fence is designed to be used for temporary fencing.
2. See the temporary fencing requirements for use on this project.
3. All temporary fencing shall be removed before the work is completed.
SCHEDULE OF ESTIMATED IMPACTS DUE TO CONSTRUCTION ACTIVITIES

<table>
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<tr>
<th>LOCATION</th>
<th>LEGEND</th>
<th>ESTIMATED PERMANENT IMPACTS (SF)</th>
<th>ESTIMATED TEMPORARY IMPACTS (SF)</th>
<th>APPROXIMATE AVERAGE DIMENSIONS</th>
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<tr>
<td>PROPOSED PIER</td>
<td>PROPOSED APPROACH SLAB</td>
<td>670</td>
<td>1650</td>
<td>110FT LONG X 4FT AT PIER</td>
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<tr>
<td>PROPOSED BULKHEAD</td>
<td>PROPOSED CATWALK &amp; DOLPHINS (2 TOTAL)</td>
<td>670</td>
<td>1650</td>
<td>30FT LONG X 4FT AT CATWALK</td>
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<tr>
<td>REMOVAL EXISTING SEAPLANE RAMPS</td>
<td>LIST OF DISTURBANCE</td>
<td>1050</td>
<td>1050</td>
<td>SEE PLAN</td>
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<tr>
<td>REMOVAL EXISTING LIMIT OF DISTURBANCE</td>
<td>LIMIT OF DISTURBANCE</td>
<td>1050</td>
<td>1050</td>
<td>SEE PLAN</td>
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<tr>
<td>TOTAL</td>
<td>TOTAL</td>
<td>11050</td>
<td>3060</td>
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TEMPORARY AND PERMANENT IMPACTS DUE TO CONSTRUCTION

Quonset Business Park.
DEMOlITION SECTION - THROUGH PROPOSED PIER

EXISTING FENCE TO REMAIN

EXISTING SEEPAGE DRAINS TO REMAIN

EXISTING RIP RAP TO REMAIN

REMOVe AND SALVAGE EXISTING RIP RAP TO LIMITS OF DEMOLITION

REMOVe AND SALVAGE EXISTING CONCRETE
DAY TO LIMITS OF DEMOLITION

REMOVe AND SALVAGE EXISTING CHAIN LINK FENCE TO LIMITS OF DEMOLITION

EXISTING UTILTY TO REMAIN

EXISTING SEEPAGE DRAINS TO REMAIN

DEMOlITION PLAN AT NEW PIER
DEMOULITION PLAN OF SEAPLANE RAMP

1. REMOVE EXISTING CONCRETE FENCE AND EXISTING SEAPLANE RAMP.
2. REMOVE EXISTING CONCRETE WALKER TO REMAIN.
3. EXTRACT WOODEN PILES TO BE REMOVED.

DEMOOLITION SECTION - THROUGH SEAPLANE RAMP

1. REMOVE EXISTING SEAPLANE RAMP AND EXTRACT WOODEN PILES.
2. REMOVE WOODEN PILES TO BE EXTRACTED, TYP.

DELTA DEMOLITION PLAN

Quonset Business Park,

Quonset Business Park, D-102

PERMIT SUBMITTAL

ISSUED: 2020-04-17
NOT TO BE USED FOR CONSTRUCTION

DEMOULITION PLAN

SEAPLANE RAMP

Quonset Business Park,

DEMOULION PLAN

SEAPLANE RAMP

Quonset Business Park,

DEMOULION PLAN

SEAPLANE RAMP

Quonset Business Park,
FIRE PROTECTION NOTES

1. PIPING MATERIAL AND FIREPROOF SYSTEM SHALL BE IN COMPLIANCE WITH NFPA 14, NFPA 70, AND REQUIREMENTS OF AUTORITY HAVING JURISDICTION. ALL MATERIALS SHALL BE UL LISTED WHERE AVAILABLE.

2. THE PIER FIRE WATER SYSTEM SHALL BE A CLASSE POOL SYSTEM, PER NFPA 14.
NOTE:
1. CONTRACTOR SHALL ADJUST ANGLE TO MEET EXISTING STEEL SHEETING AT BEST POSSIBLE LOCATION.

C1 SHEET PILE CLOSURE DETAIL

SCALE: 1" = 1'-0"

C1 SECTION AT CONNECTION FOR APPROACH RAMP TO PIER

TYPICAL BULKHEAD DETAILS

Quonset Business Park