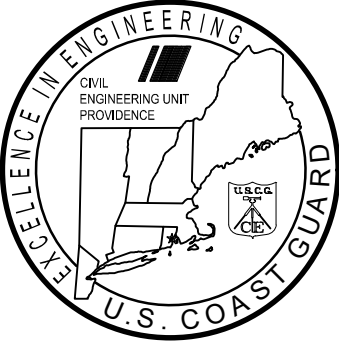




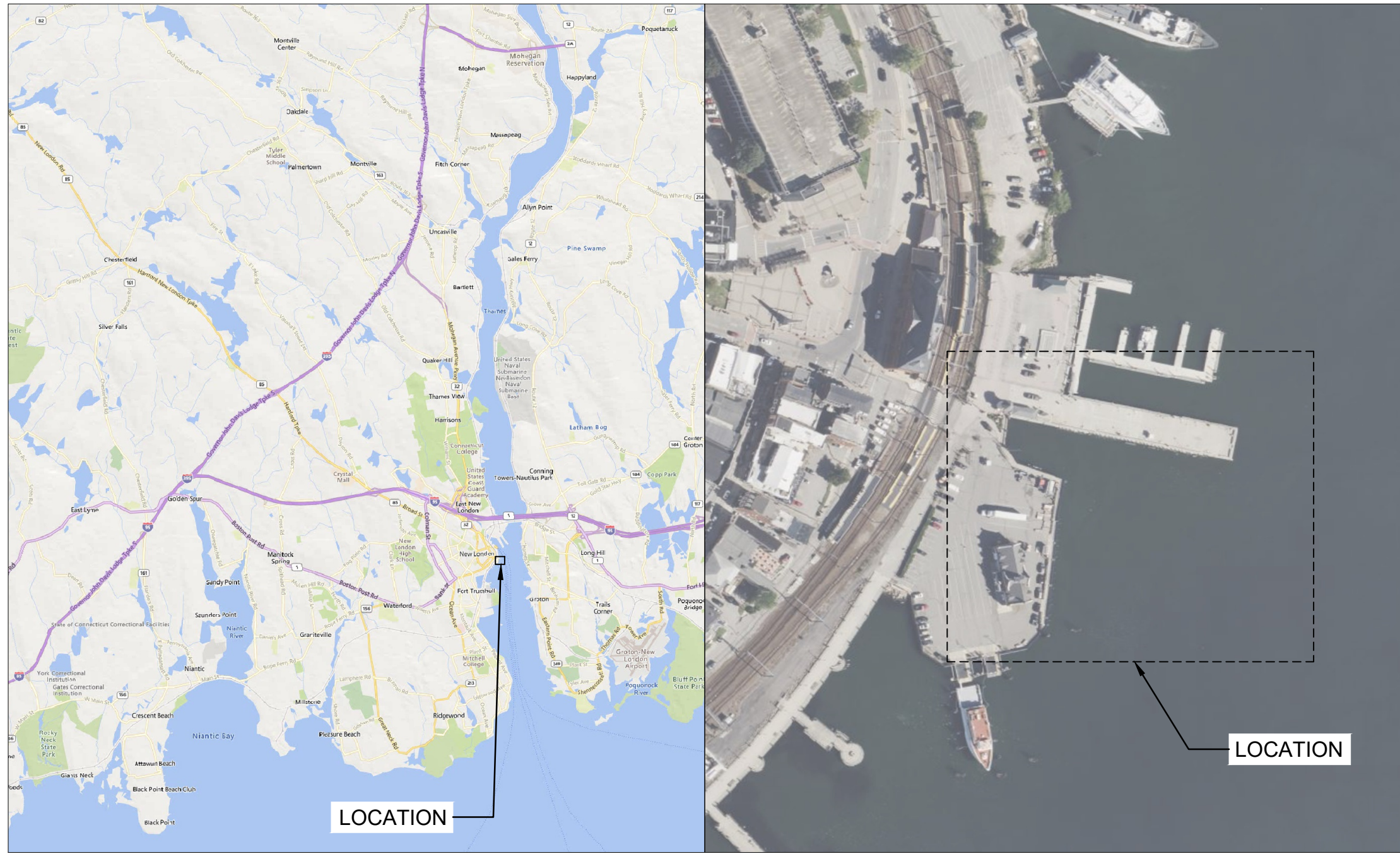
U.S. COAST GUARD
CIVIL ENGINEERING UNIT
PROVIDENCE



USCG PROJECT NUMBER 23946211

EAGLE NEW DREDGING

NEW LONDON, CONNECTICUT USA



CONNECTICUT VICINITY MAP
SCALE: NTS

CONNECTICUT LOCATION MAP
SCALE: NTS

DRAWING INDEX		
SHEET ID	SHEET #	SHEET TITLE
G-001	01	COVER SHEET
G-002	02	GENERAL NOTES
C-101	03	EXISTING SURVEY WITH DREDGE PRISM
C-102	04	PROPOSED DREDGE SITE PLAN
C-301	05	PROPOSED CROSS SECTIONS 1 OF 3
C-302	06	PROPOSED CROSS SECTIONS 2 OF 3
C-303	07	PSOPOSED CROSS SECTIONS 3 OF 3
C-501	08	SIDE SCAN AND PILE REMOVAL



0	ISSUED FOR BIDDING	MAR 2026	DATE
0	MARK	DESCRIPTION	

A/E COMPANY:
LEOYD COLLINS JV
1000 WILSON ST., STE 100
WARWICK, RI 02886
A/E PROJECT NO.:
23946211
CONSULTING A/E:

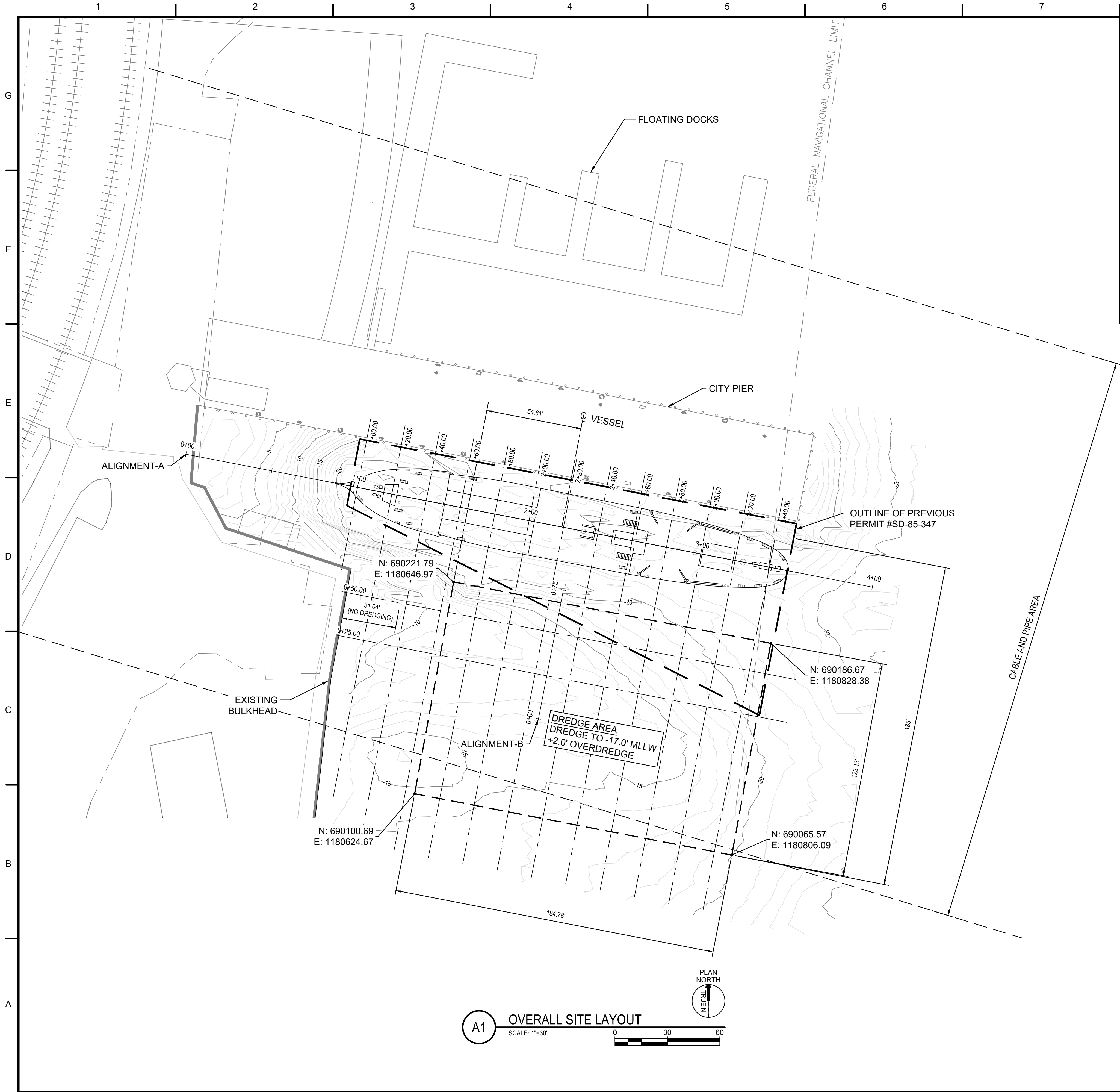
CIVIL ENGINEERING UNIT PROVIDENCE
475 KILVERT ST., STE 100
WARWICK, RI 02886
USCG PROJECT MANAGER:
L.T. BECK, JUSTIN
DESIGNED BY:
KEM
EDITED BY:
KEM
DRAWN BY:
JB
CHECKED BY:
CF

USCG PROJECT NUMBER
P723946211
USCG DRAWING SERIES NUMBER
23946211
USCG FILENAME
23946211C-001
SHEET 01 OF 08

EAGLE NEW DREDGING
COAST GUARD MUSEUM
NEW LONDON
GENERAL
COVER SHEET

SHEET ID
CITY PIER
(LEASED)
G-001

 Digitally signed by
M. P. CAROSOTTO, P.E.
TECHNICAL DIRECTOR
DATE
GLASS.DAVID.N. Digitally signed by
1273006709
DAVID GLASS, PE
BRANCH CHIEF
DATE
PROJECT ENGINEER
DATE



NOTES

- GRID SYSTEM IS IN FEET AND IS THE CONNECTICUT STATE PLANE COORDINATE SYSTEM, NAD83.
- DEPTHS ARE IN FEET AND ARE REFERENCED TO MEAN LOWER LOW WATER (MLLW).
- CUTTER EAGLE POSITION AND HULL SHAPE BASED ON INFORMATION PROVIDED BY THE USCG (S-104), FORCE PROTECTION PLAN.
- SEE ESTIMATED DREDGING CROSS-SECTIONS ON SHEETS C-301 THRU C-303. DREDGING CROSS-SECTIONS HAVE BEEN DEVELOPED RELATIVE TO ALIGNMENT A (ALONG SIDE / PARALLEL CITY PIER) AND ALIGNMENT B (PERPENDICULAR CITY PIER AT APPROXIMATE AREAS WITH BURIED PILING).

3/6/2026

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U.S.C.G.	
U. S. COAST GUARD	
CIVIL ENGINEERING	

ISSUED FOR BIDDING	DATE
0	MAR 2026
MARK	DESCRIPTION

MEASUREMENT BAR: 1" = 1' (HALF SIZE = 1/2")

USCG PROJECT NUMBER
P723948211

USCG DRAWING SERIES NUMBER
23948211

USCG FILENAME
23948211C-101

CIVIL ENGINEERING UNIT PROVIDENCE
475 KILVERT ST. STE 100
WARWICK, RI 02886

USCG PROJECT MANAGER:
L.T. BECK, JUSTIN

DESIGNED BY:
KEM

EDITED BY:
KEM

USCG PROJECT NO.:
23948278

CONSULTING A/E:

EAGLE NEW DREDGING

COAST GUARD MUSEUM

NEW LONDON

CT

CIVIL

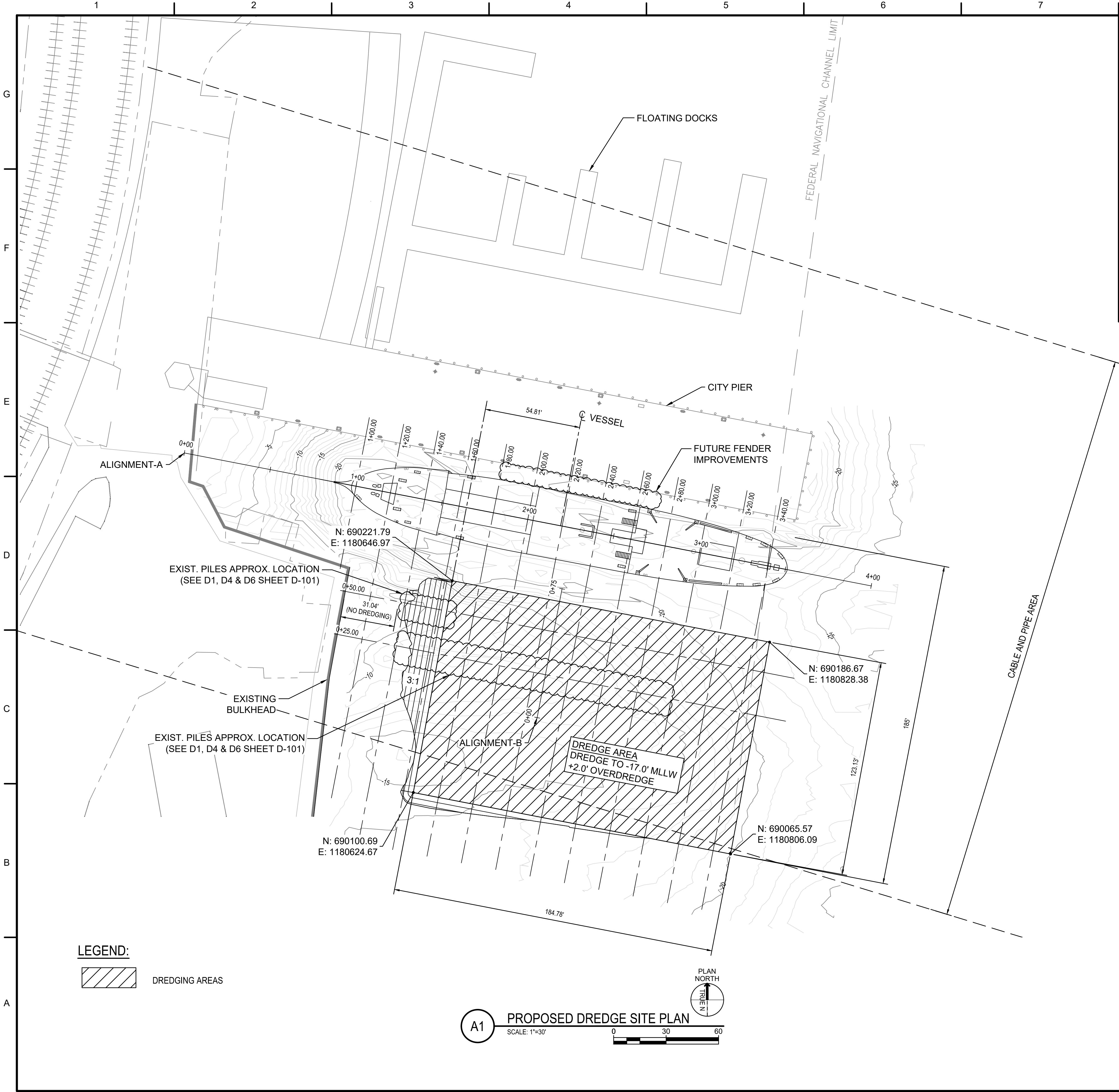
EXISTING SURVEY WITH DREDGE PRISM

SHEET ID

CITY PIER

(LEASED)

C-101



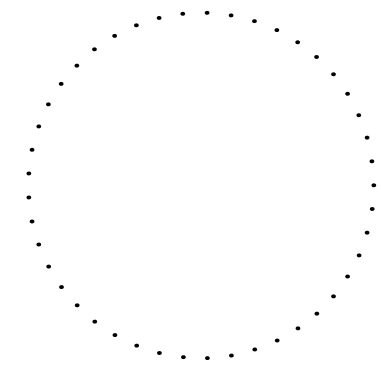
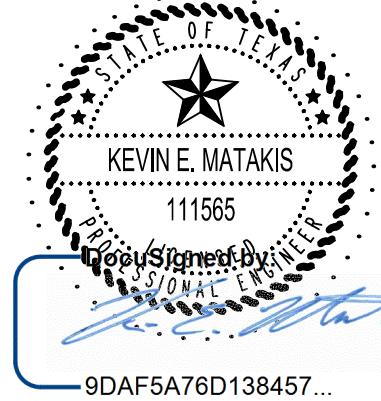
NOTES

- GRID SYSTEM IS IN FEET AND IS THE CONNECTICUT STATE PLANE COORDINATE SYSTEM, NAD83.
- DEPTHS ARE IN FEET AND ARE REFERENCED TO MEAN LOWER LOW WATER (MLLW).
- CUTTER EAGLE POSITION AND HULL SHAPE BASED ON INFORMATION PROVIDED BY THE USCG (S-104), FORCE PROTECTION PLAN.
- SEE ESTIMATED DREDGING CROSS-SECTIONS ON SHEETS C-301 THRU C-303. DREDGING CROSS-SECTIONS HAVE BEEN DEVELOPED RELATIVE TO ALIGNMENT A (ALONG SIDE / PARALLEL CITY PIER) AND ALIGNMENT B (PERPENDICULAR CITY PIER AT APPROXIMATE AREAS WITH BURIED PILING).

APPROXIMATE DREDGE VOLUMES:

DESIGN DREDGE TEMPLATE	=	1,978 CU YDS
+2.0' OVERDREDGE	=	1,685 CU YDS
TOTAL	=	3,663 CU YDS

3/6/2026



U. S. COAST GUARD
CIVIL ENGINEERING

ISSUED FOR BIDDING	DATE
0	MAR 2026
MARK	DESCRIPTION

MEASUREMENT BAR: 1" = 1' (HALF SIZE = 1/2")

A/E COMPANY:
LLOYD COLLINS JV
1000 W. 10TH ST., STE 708 BELLAIRE, TEXAS 77401
(832) 436-4666

A/E PROJECT NO.:
23948211

CONSULTING A/E:
J.B.

CIVIL ENGINEERING UNIT PROVIDENCE
475 KILVERT ST., STE 100
WARWICK, RI 02886

USCG PROJECT MANAGER:
L.T. BECK, JUSTIN

DRAWN BY:
J.B.

CHECKED BY:
C.F.

USCG PROJECT NUMBER
P723948211

USCG DRAWING SERIES NUMBER
23948211

USCG FILENAME
23948211C-102

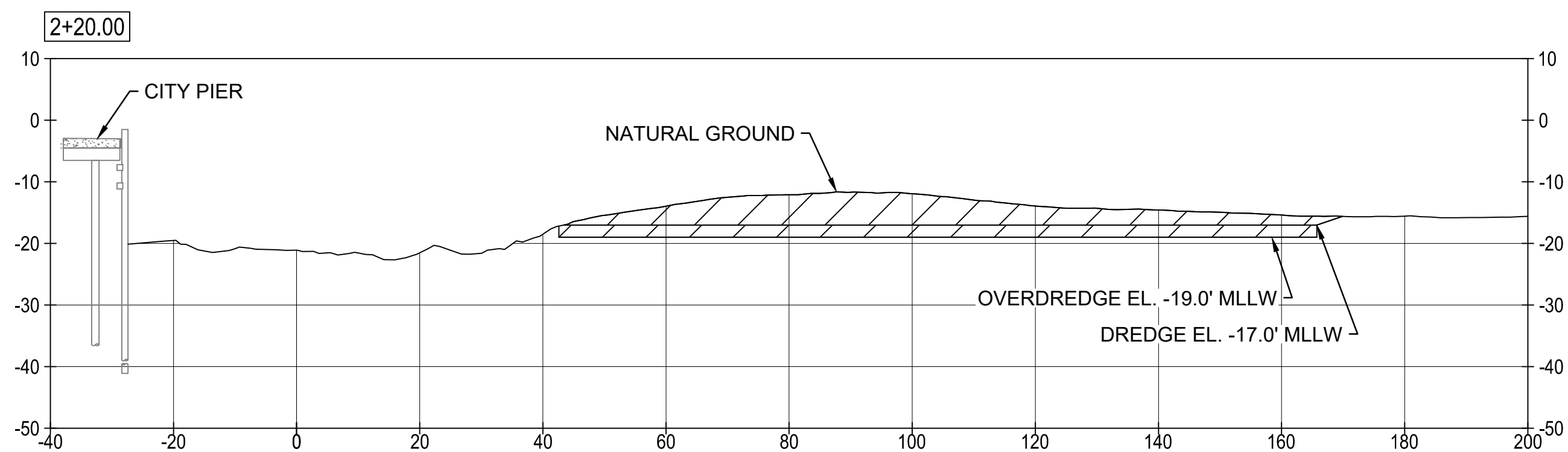
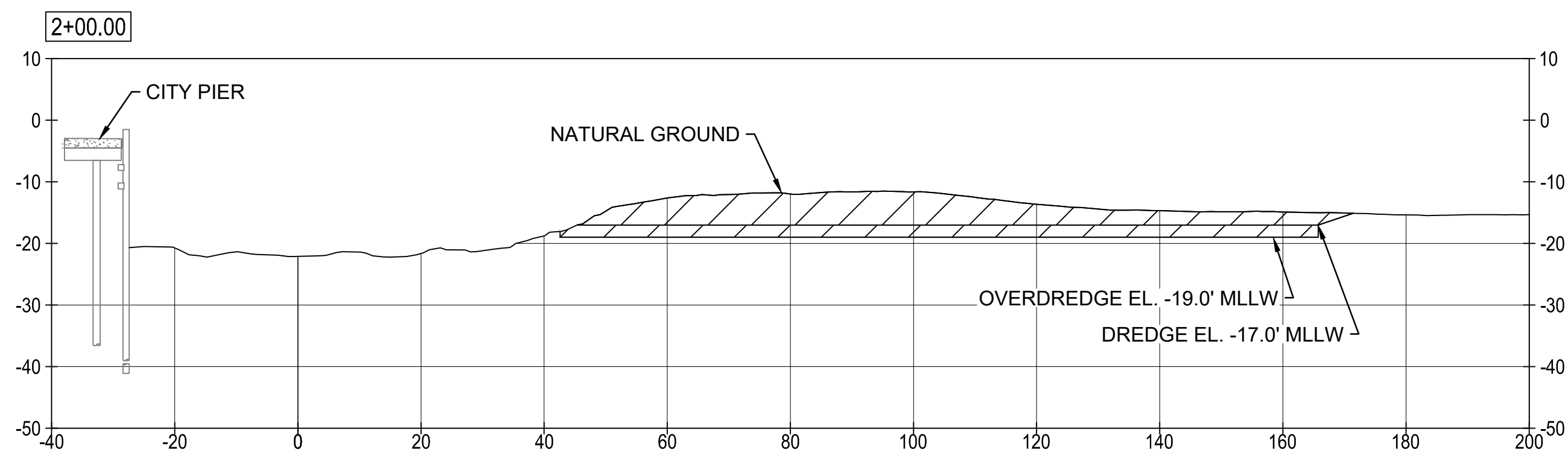
SHEET 04 OF 08

EAGLE NEW DREDGING
COAST GUARD MUSEUM
NEW LONDON

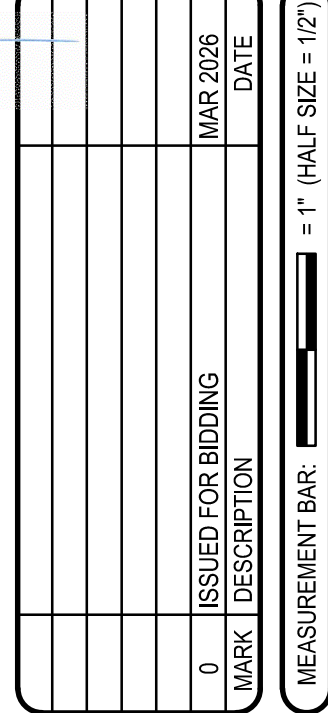
CIVIL

PROPOSED DREDGE SITE PLAN

SHEET ID
CITY PIER
(LEASED)
C-102



-



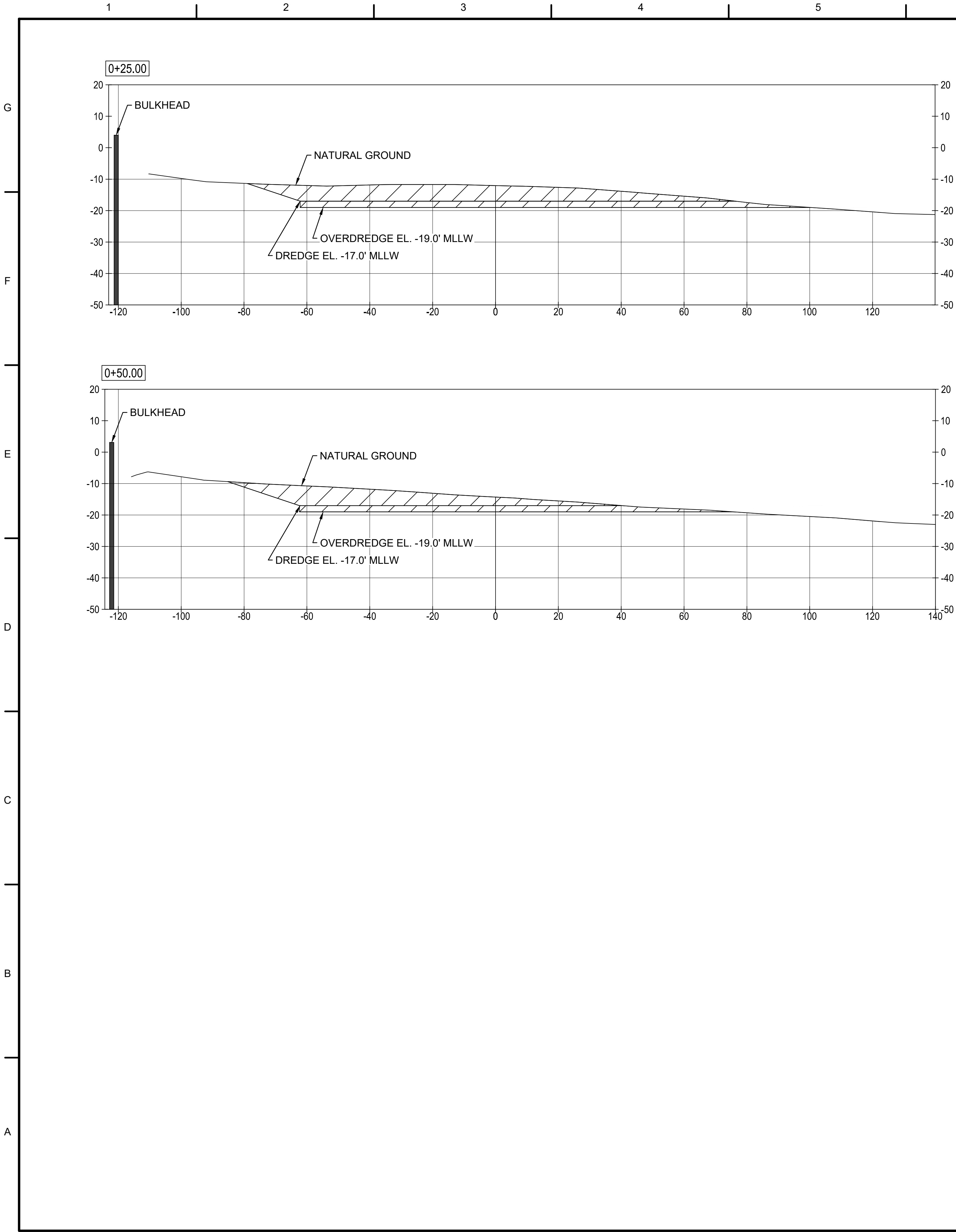
AE COMPANY:
LLOYD/COLLINS JV
6665 WEST LOOP S., STE 708 BELLAIRE, TEXAS 77401
(832) 428-4656
AE PROJECT NO.:
23946278
CONSULTING A/E:

USCG PROJECT NUMBER P723946211	CIVIL ENGINEERING UNIT PROVIDENCE 475 KILVERT ST. STE 100 WARWICK, RI 02886
USCG DRAWING SERIES NUMBER 23946211	USCG PROJECT MANAGER: LT BECK, JUSTIN
USCG FILENAME 23946211C-301	DESIGNED BY: KEM
SHEET 05 OF 08	DRAWN BY: JB CHECKED BY: CF

EAGLE NEW DREDGING COAST GUARD MUSEUM NEW LONDON	CIVIL	CT
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PROPOSED CROSS SECTIONS 1 OF 3

SHEET ID
CITY PIER
(LEASED)
C-301



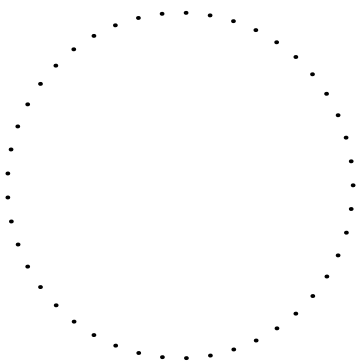
NOTES

- GRID SYSTEM IS IN FEET AND IS THE CONNECTICUT STATE PLANE COORDINATE SYSTEM, NAD83.
- DEPTHS ARE IN FEET AND ARE REFERENCED TO MEAN LOWER LOW WATER (MLLW).
- CROSS-SECTIONS SHOWN THIS SHEET ARE RELATIVE ALIGNMENT B.

3/6/2026



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MARK	DESCRIPTION	DATE
0	ISSUED FOR BIDDING	MAR 2026

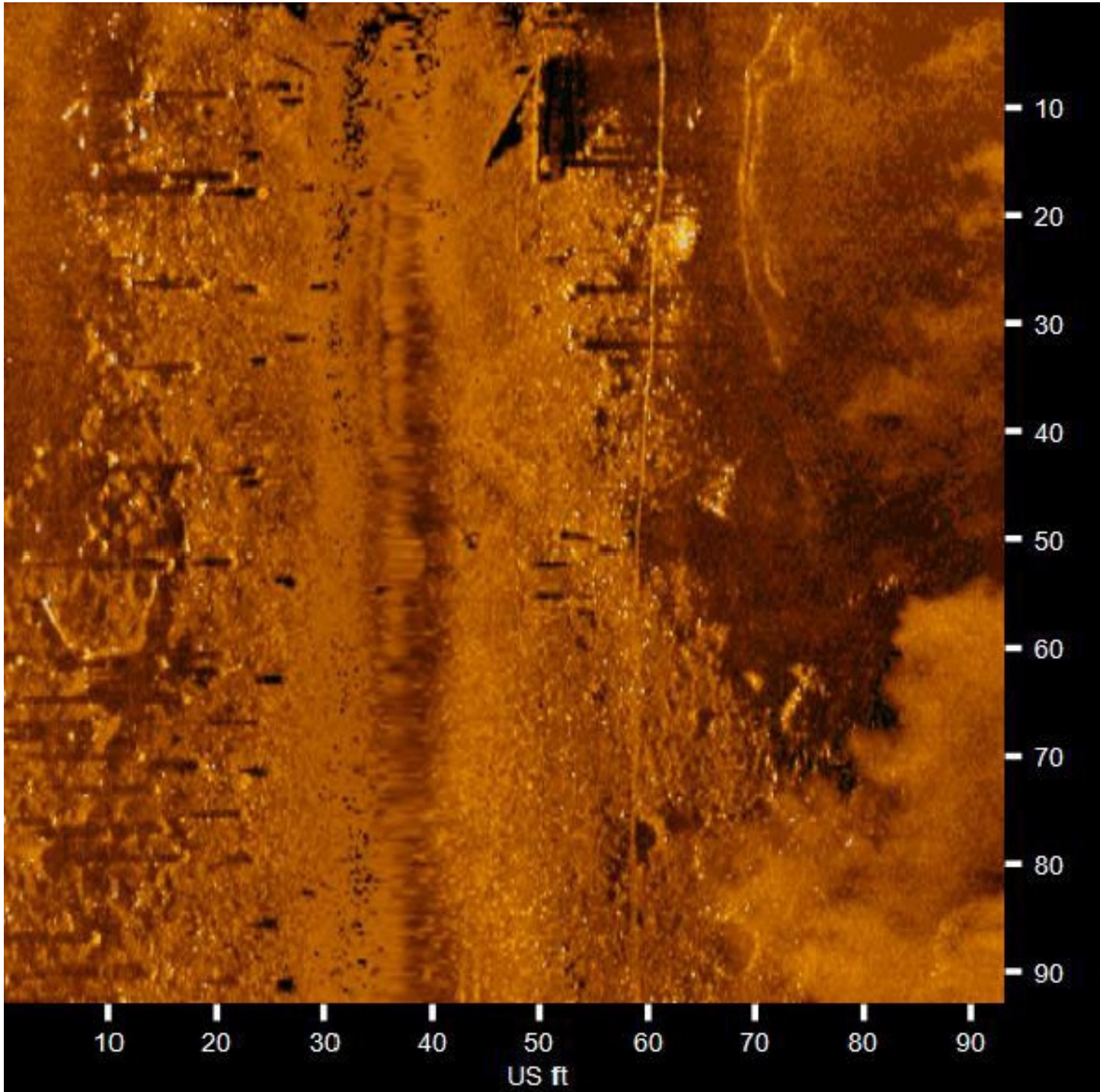
MEASUREMENT BAR: 1" = 10' (HALF SIZE = 1/2")

A/E COMPANY: LLOYD COLLINS & ASSOCIATES 1000 WILSON AVENUE SUITE 100 WARWICK, RI 02886 (401) 438-4666 A/E PROJECT NO.: 23948278	CIVIL ENGINEERING UNIT PROVIDENCE 475 KILVERT ST., STE 100 WARWICK, RI 02886 USCG PROJECT MANAGER: L.T. BECK, JUSTIN	DESIGNED BY: KEM	DRAWN BY: JB	CHECKED BY: CF
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EAGLE NEW DREDGING COAST GUARD MUSEUM NEW LONDON	CT
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SHEET ID CITY PIER (LEASED) C-303
--

PSOPOSED CROSS SECTIONS 3 OF 3



D4

NOTABLE SONAR TARGETS
OR TARGET CLUSTERS

SCALE: N.T.S.

(NUMBER OF PROBABLE PILES THAT
SHOULD BE REMOVED: APPROX. 50-QTY)

**NOTABLE SONAR TARGETS
OR TARGET CLUSTERS**

D6

SCALE: N.T.S.

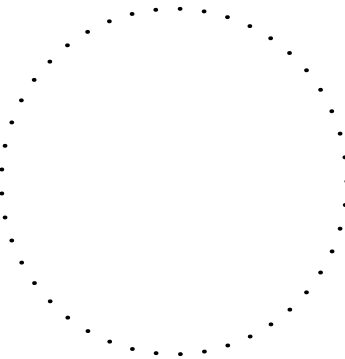


1. PRIOR TO COMMENCEMENT OF THE WORK, THE CONTRACTOR SHOULD ASSESS THE CONDITION OF THE PILING AND IDENTIFY THE BEST MEANS FOR REMOVAL OF THE PILING. THE CONTRACTOR'S WORK PLAN MUST INCLUDE PROCEDURES FOR EXTRACTING AND HANDLING PILING THAT BREAK OFF DURING REMOVAL. IN GENERAL, COMPLETE EXTRACTION OF PILING IS ALWAYS PREFERABLE TO PARTIAL REMOVAL.
2. THE CRANE OPERATOR SHALL REMOVE PILING SLOWLY. THIS WILL MINIMIZE TURBIDITY IN THE WATER COLUMN AS WELL AS SEDIMENT DISTURBANCE.
3. THE OPERATOR SHALL MINIMIZE OVERALL DAMAGE TO TREATED WOOD PILING DURING REMOVAL. IN PARTICULAR, TREATED WOOD PILING MUST NOT BE BROKEN OFF INTENTIONALLY BY TWISTING, BENDING OR OTHER DEFORMATION. THIS WILL HELP REDUCE THE RELEASE OF WOOD-TREATING COMPOUNDS (E.G., CREOSOTE) AND WOOD DEBRIS TO THE WATER COLUMN AND SEDIMENTS.
4. UPON REMOVAL FROM THE SUBSTRATE AND WATER COLUMN, THE PILING SHALL BE MOVED EXPEDITIOUSLY INTO THE CONTAINMENT AREA FOR PROCESSING, AND DISPOSAL AT AN APPROVED OFF-SITE, UPLAND FACILITY
5. THE PILING SHALL NOT BE SHAKEN, HOSED-OFF, STRIPPED OR SCRAPPED ON, LEFT HANGING TO DRIP OR ANY OTHER ACTION INTENDED TO CLEAN OR REMOVE ADHERING MATERIAL FROM THE PILING. ANY SEDIMENT ASSOCIATED WITH REMOVED PILING MUST NOT BE RETURNED TO THE WATERWAY. ADHERED SEDIMENTS ASSOCIATED WITH TREATED PILING ARE LIKELY CONTAMINATED AND MAY, ALONG WITH PILING, REQUIRE SPECIAL HANDLING AND DISPOSAL.
6. THE OPERATOR SHALL MAKE MULTIPLE ATTEMPTS TO REMOVE A PILE BEFORE RESORTING TO CUTTING.
7. VIBRATORY EXTRACTION IS THE PREFERRED METHOD OF PILING REMOVAL BECAUSE IT CAUSES THE LEAST DISTURBANCE TO THE SEABED, RIVER OR MUDLINE AND IT TYPICALLY RESULTS IN THE COMPLETE REMOVAL OF THE PILING FROM THE AQUATIC ENVIRONMENT.
8. THE OPERATOR SHOULD "WAKE UP" PILING BY VIBRATING TO BREAK THE SKIN FRICTION BOND BETWEEN PILING AND SEDIMENT. BOND BREAKING AVOIDS PULLING OUT A LARGE BLOCK OF SEDIMENT AND POSSIBLY BREAKING OFF THE PILING IN THE PROCESS.
9. DIRECT PULL EXTRACTION REFERS TO THE REMOVAL OF PILING BY GRABBING OR WRAPPING THE PILING AND THEN DIRECTLY PULLING THE PILING FROM THE SEDIMENT - USING A CRANE OR OTHER LARGE MACHINERY. FOR EXAMPLE, PILING IS WRAPPED WITH A CHOKER CABLE OR CHAIN AND THEN REMOVED BY CRANE WITH A DIRECT UPWARD PULL. ANOTHER METHOD COULD INVOLVE AN EXCAVATOR WITH A PINCHER ATTACHMENT THAT CAN GRASP A PILE AND REMOVE IT WITH A DIRECT UPWARD PULL. THE USE OF DIRECT PULL CAN BE COMBINED WITH INITIAL VIBRATORY EXTRACTION.
10. CLAMSHELL REMOVAL OF PILING USES A BARGE-BASED CLAMSHELL BUCKET. THE CLAMSHELL IS LOWERED FROM A CRANE AND THE JAWS GRASP THE PILING STUB AS THE CRANE PULLS UP. CLAMSHELL BUCKET EXTRACTION HAS THE POTENTIAL TO DISTURB SEDIMENTS IF DEPLOYED CLOSE TO THE SEDIMENT SURFACE AND INCREASES THE LIKELIHOOD OF DAMAGING PILING WHICH CAN RESULT IN INCOMPLETE REMOVAL OF A PILE. HOWEVER, A CLAMSHELL BUCKET MAY BE NEEDED WHEN BROKEN OR DAMAGED PILING CANNOT BE REMOVED USING VIBRATORY OR DIRECT PULL EXTRACTION METHODS. EXTRACTION WITH A CLAMSHELL MIGHT BE THE BEST WAY TO REMOVE PILING THAT WERE CUT AT OR BELOW THE MUDLINE PREVIOUSLY AND HAVE LITTLE OR NO STUB ACCESSIBLE ABOVE THE MUDLINE.

11. TO THE EXTENT POSSIBLE, CLAMSHELL EXTRACTION SHOULD BE PERFORMED DURING LOW TIDE OR LOW RIVER FLOWS. UNDER THESE CONDITIONS, THE OPERATOR CAN SEE THE REMOVAL SITE AND PILING, IMPROVING THE CHANCE FOR FULL REMOVAL OF PILING.
12. SINCE SEDIMENT MANAGEMENT IS POTENTIALLY A LARGER CONCERN WHEN USING A BUCKET, EVERY EFFORT SHOULD BE MADE TO PROPERLY SIZE THE BUCKET TO THE JOB AND OPERATE IT IN WAYS THAT MINIMIZE SEDIMENT DISTURBANCE.
13. EXCAVATION OF SEDIMENT FROM AROUND THE BASE OF A PILE MAY BE REQUIRED TO GAIN ACCESS TO PORTIONS OF THE PILE THAT ARE SOUND, AND TO ALLOW FOR EXTRACTION USING EITHER DIRECT PULL METHODS OR CLAM SHELL. HYDRAULIC JETTING DEVICES SHOULD NOT BE USED TO MOVE SEDIMENT AWAY FROM PILING, IN ORDER TO MINIMIZE TURBIDITY AND RELEASE TO THE WATER COLUMN AND SURROUNDING SEDIMENTS.
14. BECAUSE CLAMSHELL EXTRACTION HAS A HIGHER POTENTIAL TO GENERATE DEBRIS, AN OFFSHORE BOOM SHALL BE IN PLACE WITH THIS REMOVAL TECHNIQUE. IF TREATED WOOD PILINGS ARE BEING REMOVED, EXTRACTED PILES SHALL BE TRANSFERRED TO THE CONTAINMENT BASIN WITHOUT LEAVING THE BOOMED AREA TO PREVENT LOSS OF TREATED WOOD CHEMICALS (E.G., CREOSOTE) AND DEBRIS TO THE WATER COLUMN AND SEDIMENTS.
15. THE OPERATOR MUST MINIMIZE PINCHING OF TREATED WOOD AND OVERALL DAMAGE TO TREATED WOOD PILING DURING REMOVAL. THIS WILL HELP REDUCE THE POTENTIAL FOR RELEASING TREATED WOOD CHEMICALS (E.G., CREOSOTE) AND DEBRIS TO THE WATER COLUMN AND SEDIMENTS.
16. NO GRUBBING FOR BROKEN PILING IS ALLOWED.
17. PILE CUTTING SHALL BE CONSIDERED A LAST RESORT FOLLOWING MULTIPLE ATTEMPTS TO FULLY EXTRACT PILING USING VIBRATORY, DIRECT PULL, AND/OR CLAMSHELL BUCKET EXTRACTION. A PNEUMATIC UNDERWATER CHAINSAW, SHEARING EQUIPMENT, OR OTHER EQUIPMENT SHOULD BE USED TO CUT A PILE.
18. PILING SHALL BE CUT BELOW THE MUDLINE, WITH CONSIDERATION GIVEN TO THE MUDLINE ELEVATION, SLOPE AND STABILITY OF THE SITE.
19. PILING SHALL BE CUT OFF AT LEAST 2-FEET BELOW THE PROPOSED MUDLINE AND FINAL DREDGE ELEVATION.
20. HAND EXCAVATION OF SEDIMENT (WITH DIVERS) IS NEEDED TO GAIN ACCESS FOR CUTTING EQUIPMENT. TO MINIMIZE TURBIDITY AND RELEASE TO THE WATER COLUMN AND SURROUNDING SEDIMENTS, HYDRAULIC JETTING DEVICES SHALL NOT BE USED TO MOVE SEDIMENT AWAY FROM PILING.
21. THE CONTRACTOR SHALL PROVIDE A POST-PILE REMOVAL DRAWING/MAP TO THE GOVERNMENT FOR THE ADMINISTRATIVE RECORD, WHICH SHOWS THE LOCATION AND NUMBER OF PILINGS LEFT IN PLACE (ABOVE AND BELOW MUDLINE) WITH THE GPS LOCATION(S) IN NAD 83.

3/6/2026

STATE OF TEXAS
KEVIN E. MATAKIS
111565
COUNTY CLERK
JANUARY 17, 2025
9DAF5A76D138457...



CIVIL ENGINEERING UNIT PROVIDENCE 475 KILVERT ST. STE 100 WARWICK, RI 02886 USCG DRAWING SERIES NUMBER 23946211	USCG PROJECT NUMBER P723946211	A/E COMPANY: LLOYD COLLINS JV 1000 WOODBURY RD. STE 709 BELLAIRE, TEXAS 77401 (832) 426-4656
USCG DRAWING MANAGER: LT. BECK, JUSTIN	USCG FILENAME 23946211C-501	PROJECT NO.: 23946278
DESIGNED BY: KGM	DRAWN BY: JAB	CONSULTING A/E:
CHECKED BY: CF	SHEET 07 OF 08	

EAGLE NEW DREDGING COAST GUARD MUSEUM NEW LONDON	CIVIL
SIDE SCAN AND PILE REMOVAL	
CT	

SHEET ID
CITY PIER
(LEASED)
C-501

[illegible]

MEASUREMENT BAR: = 1" (HALF SIZE = 1/2")