



**US Army Corps
of Engineers®**

PUBLIC NOTICE

Applicant:
David DeCost
RI Department of Environmental
Management

Published: November 5, 2025
Expires: December 5, 2025

**New England District
Permit Application No. NAE-2025-00669**

TO WHOM IT MAY CONCERN: The New England District of the U.S. Army Corps of Engineers (Corps) has received an application for a Department of the Army permit pursuant to Section 404 of the Clean Water Act (33 U.S.C. §1344) and Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. §403). The purpose of this public notice is to solicit comments from the public regarding the work described below:

APPLICANT: David DeCost
RI Department of Environmental Management
235 Promenade Street
Providence, RI 02908

AGENTS: Tim Smith
Megan Elwell
GZA GeoEnvironmental
188 Valley Street, Suite 300
Providence, RI 02909

WATERWAY AND LOCATION: The project would affect waters of the United States associated with the Sakonnet River in Narragansett Bay's east passage at 169 Riverside Drive in Tiverton, RI at 41.637769°N, -71.211462°W.

EXISTING CONDITIONS: Chase Marina is a former medium sized, state-operated commercial fishing facility located on the Sakonnet River in Tiverton, RI. Chase Marina has the capacity to berth 17 commercial fishing vessels ranging in size from 25 to 40-feet. The dock system consists of 26 floating docks of various dimensions, a timber access walkway adjacent to the building, and two aluminum gangways for a total of 1,184 SF of dock space over tidal waters of the U.S.

The facility is comprised of approximately 17,000 square foot (SF) upland area and a 20,400 SF Marina Perimeter Limit (MPL) for a combined total area of approximately 0.85 acres. The upland area contains a two-story commercial building and gravel parking lot. The facility building is supported by a 105 linear feet (LF) granite block seawall and rip-rap revetment. The marina is adjacent to a public access right-of-way with a boat ramp maintained by the Rhode Island Turnpike and Bridge Authority (RITBA) and abutted to the south by a residential property.

PROJECT PURPOSE:

Basic: To repair existing infrastructure and redevelop the marina in support of the State's commercial fishing industry.

Overall: The marina requires structural and operational improvements to provide safe operational conditions as a commercial marina. The restored facility would provide berthing for commercial fishermen and job opportunities to individuals interested in the fishing industry, which is vital to the RI economy.

PROPOSED WORK: The applicant requests authorization to repair existing infrastructure and redevelop the Chase Marina facility site as a commercial marina. The Chase Marina facility, which was constructed prior to 1939, now consists of a two-story building, onsite parking, and remnants of vessel berthing infrastructure. The facility was previously used for seafood processing, sales, and as a recreational marina. RIDEM proposes to redevelop the facility in support of the State's commercial fishing industry and bring back the potential for the processing and distribution of seafood.

Approximately 2,025 SF (260 cubic yards) of permanent impacts (fill) will be discharged below the high tide line for the installation of a new 130 LF sheet pile bulkhead, repairing voids in rip rap slopes behind the existing bulkhead, and raising grades to match the existing parking area. The project also includes vibratory installation of 52, 16-inch diameter steel pipe piles and 29, 14-inch diameter timber piles, which will impact a total of 104 SF of bottom habitat below the mean high water (MHW) line. Proposed maintenance activities will also occur along approximately 350 LF of shoreline.

AVOIDANCE AND MINIMIZATION: The applicant has provided the following information in support of efforts to avoid and/or minimize impacts to the aquatic environment: Minimal soil disturbance is anticipated at the landward connection area, where sand-gravel fill is proposed. During the construction phases, composite silt filter socks will be utilized as perimeter controls at the limit of work to minimize soil erosion and deposition. A turbidity curtain will be deployed around the perimeter of all in-water work to minimize disturbance of soils within the tidal zone. Construction entrances will be established to prevent sediment tracking. Sediment bag inlet protection will be used within Site catch basins. Temporary controls are illustrated in Drawing 5 with details included in Drawing 6, attached.

COMPENSATORY MITIGATION: The applicant offered the following compensatory mitigation plan to offset unavoidable functional loss to the aquatic environment: As the Chase Marina project involves unavoidable permanent fill and the functional loss of aquatic resources in an intertidal area exceeding 1,000 SF, compensatory mitigation is required in accordance with the NAE Mitigation SOP, Appendix O, at a 1:1 replacement ratio. To offset the loss, the applicant, Rhode Island Department of Environmental Management (RIDEM) is considering the construction of a compensatory mitigation

project at a site within the same watershed as the proposed project or utilization of the Massachusetts In-Lieu Fee Program as the sole compensatory mitigation vehicle.

CULTURAL RESOURCES:

The Corps evaluated the undertaking pursuant to Section 106 of the National Historic Preservation Act (NHPA) utilizing its existing program-specific regulations and procedures along with 36 CFR Part 800. The Corps' program-specific procedures include 33 CFR 325, Appendix C, and revised interim guidance issued in 2005 and 2007, respectively. The District Engineer consulted district files and records and the latest published version of the National Register of Historic Places and initially determines that should historic properties (i.e., properties listed in or eligible for inclusion in the National Register of Historic Places) be present within the Corps' permit area, the proposed activity requiring the DA permit (the undertaking) is a type of activity that has no potential to cause an effect to an historic property.

The District Engineer's final eligibility and effect determination will be based upon coordination with the SHPO and THPO, as appropriate and required, and with full consideration given to the proposed undertaking's potential direct and indirect effects on cultural resources and historic properties within the Corps-identified permit area.

ENDANGERED SPECIES: The Corps has performed an initial review of the application, the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC), National Marine Fisheries Service (NMFS) Greater Atlantic Regional Fisheries Office (GARFO) Section 7 Mapper, and the NMFS Critical Habitat Mapper to determine if any threatened, endangered, proposed, or candidate species, as well as the proposed and final designated critical habitat may occur in the vicinity of the proposed project. Based on this initial review, the Corps has made a preliminary determination that the proposed project may affect species and critical habitat listed below. No other ESA-listed species or critical habitat will be affected by the proposed action.

GZA reached a "no effect" determination under Section 7 of the ESA for the proposed endangered tricolored bat (*Perimyotis subflavus*) and endangered roseate tern (*Sterna dougallii dougallii*) on September 9, 2025 utilizing the IPaC online determination keys (IPaC Record Locator 2025-0144889). Thus, Corps coordination for these two species is complete.

Species Common Name and/or Critical Habitat Name	Scientific Name	Federal Status
Atlantic sturgeon	<i>Acipenser oxyrinchus oxyrinchus</i>	Threatened/Endangered
Shortnose sturgeon	<i>Acipenser brevirostrum</i>	Endangered
Green sea turtle	<i>Chelonia mydas</i>	Threatened
Kemp's Ridley sea turtle	<i>Lepidochelys kempii</i>	Endangered
Leatherback sea turtle	<i>Dermochelys coriacea</i>	Endangered
Loggerhead sea turtle	<i>Caretta caretta</i>	Endangered
North Atlantic right whale	<i>Eubalaena glacialis</i>	Endangered
Fin whale	<i>Balaenoptera physalus</i>	Endangered

Pursuant to Section 7 ESA, any required consultation with the Service(s) will be conducted in accordance with 50 CFR part 402.

This notice serves as request to the U.S. Fish and Wildlife Service and National Marine Fisheries Service for any additional information on whether any listed or proposed to be listed endangered or threatened species or critical habitat may be present in the area which would be affected by the proposed activity.

ESSENTIAL FISH HABITAT: Pursuant to the Magnuson-Stevens Fishery Conservation and Management Act 1996, the Corps reviewed the project area, examined information provided by the applicant, and consulted available species information.

The Corps intends to initiate Essential Fish Habitat (EFH) consultation separately from this public notice. A separate EFH consultation package will be sent to the National Marine Fisheries Service (NMFS). The Corps will not make a permit decision until the consultation process is complete.

Our final determination relative to project impacts and the need for mitigation measures is subject to review by and coordination with the National Marine Fisheries Service.

NAVIGATION: The proposed structure or activity is located within the Sakonnet River and between the federal navigation channel reaches of CENAE_RI_01_SAR_1 and CENAE_MA_62_FLR_9, however the project will not impact the channel reaches.

SECTION 408: The applicant will not require permission under Section 14 of the Rivers and Harbors Act of 1899 (33 USC 408) because the activity, in whole or in part, would not alter, occupy, or use a Corps Civil Works project.

WATER QUALITY CERTIFICATION: Water Quality Certification under Section 401 of the Federal Clean Water Act (33 USC 1341) is required from the RI Department of Environmental Management (RIDEM).

COASTAL ZONE MANAGEMENT ACT CONSISTENCY: A Consistency Determination is required under the Federal Coastal Zone Management Act (16 USC 33) from the RI Coastal Resources Management Council (CRMC).

NOTE: This public notice is being issued based on information furnished by the applicant. This information has not been verified or evaluated to ensure compliance with laws and regulation governing the regulatory program. The geographic extent of aquatic resources within the proposed project area that either are, or are presumed to be, within the Corps jurisdiction has not been verified by Corps personnel.

EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and

utilization of important resources. The benefits, which reasonably may be expected to 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 cumulative impacts thereof; among these are conservation, economics, esthetics, general environmental concerns, wetlands, historical properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food, and fiber production, mineral needs, considerations of property ownership, and in general, the needs and welfare of the people. Evaluation of the impact of the activity on the public interest will also include application of the guidelines promulgated by the Administrator, EPA, under authority of Section 404(b) of the Clean Water Act or the criteria established under authority of Section 102(a) of the Marine Protection Research and Sanctuaries Act of 1972. A permit will be granted unless its issuance is found to be contrary to the public interest.

COMMENTS: The 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. Any comments received will be considered by the Corps to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this determination, comments are used to assess impacts to 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 (EA) and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act (NEPA). Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

The New England District will receive written comments on the proposed work, as outlined above, until December 5, 2025. Comments should be submitted electronically via the Regulatory Request System (RRS) at <https://rrs.usace.army.mil/rrs> or to cenae-r-ri@usace.army.mil. Alternatively, you may submit comments in writing to the Commander, U.S. Army Corps of Engineers, New England District, Attention: Elizabeth Waterhouse, 696 Virginia Road, Concord, Massachusetts 01742. Please refer to the permit application number in your comments.

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 public hearings shall state, with particularity, the reasons for holding a public hearing. Requests for a public hearing will be granted, unless the District Engineer determines that the issues raised are insubstantial or there is otherwise no valid interest to be served by a hearing.

CHASE MARINA

169 RIVERSIDE DRIVE
TIVERTON, RHODE ISLAND

90% DESIGN
AUGUST, 2025

PREPARED FOR:



RHODE ISLAND DEPARTMENT
OF ENVIRONMENTAL MANAGEMENT
301 GREAT ISLAND ROAD
NARRAGANSETT, RHODE ISLAND

DESIGNED BY:



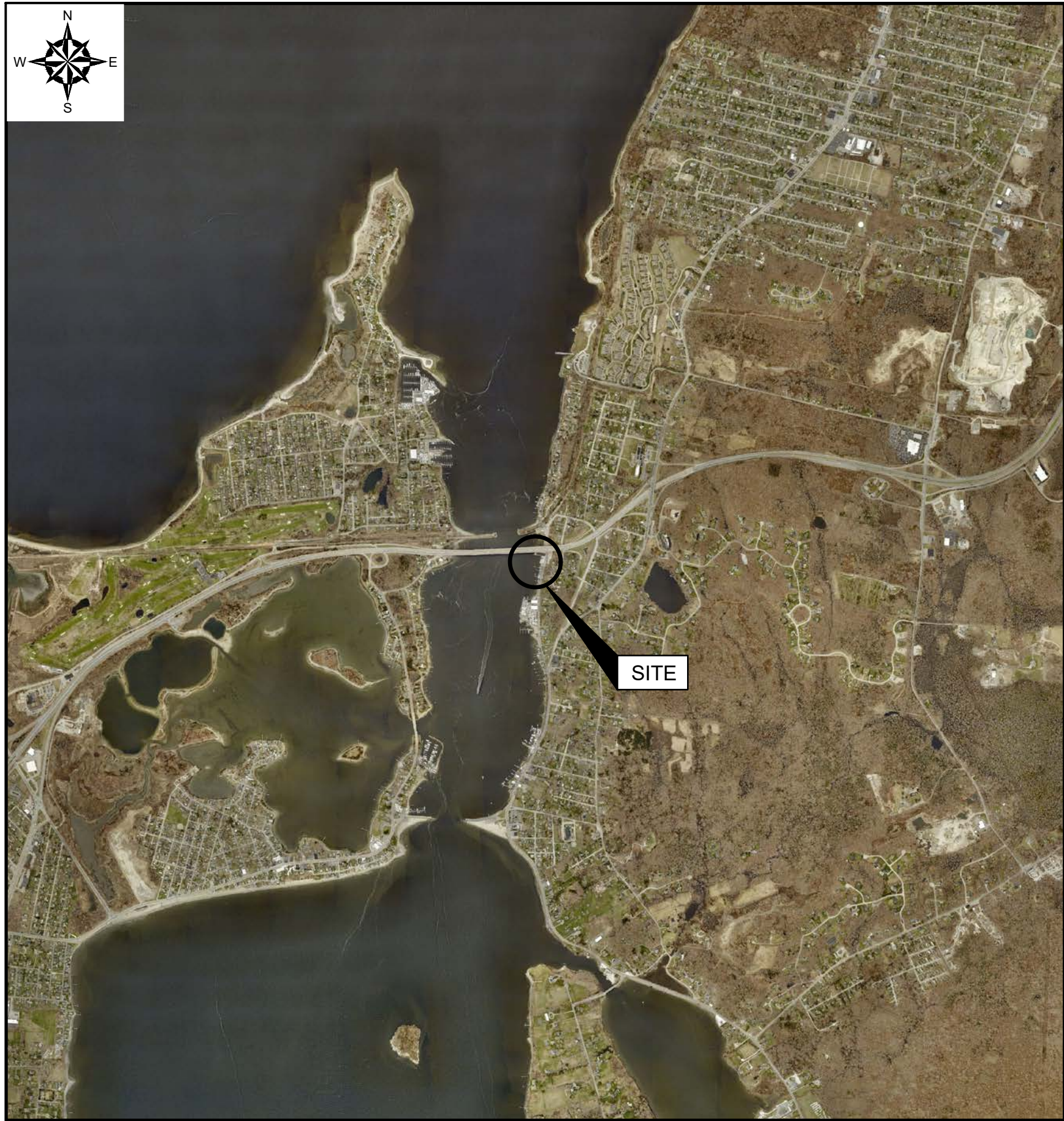
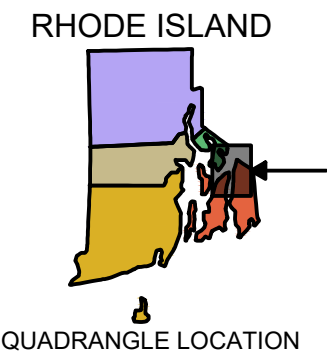
GZA GEOENVIRONMENTAL, INC.
188 VALLEY ST. SUITE 300
PROVIDENCE RHODE ISLAND, 02909



PROJECT LOCUS MAP



SOURCE: USGSSTORE.GOV
BASE MAP FROM THE FOLLOWING USGS QUADRANGLE MAP:
TIVERTON, RHODE ISLAND (2021), FALL RIVER, MASSACHUSETTS (2021)
DIGITAL TOPOGRAPHIC MAPS PROVIDED BY USGSSTORE.GOV.
CONTOUR ELEVATIONS REFERENCE NAVD 88.
CONTOURS ARE SHOWN IN FEET AT 10 FOOT INTERVALS.



PROJECT VICINITY MAP



BASE MAP DEVELOPED FROM RIGIS AERIAL IMAGERY
PUBLISHED IN APRIL 2019.

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6	TEMPORARY CONTROLS DETAILS
7	DEMOLITION PLAN
8	DEMOLITION SECTIONS
9	PROPOSED CONDITIONS PLAN - PHASE I
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UNLESS SPECIFICALLY STATED BY WRITTEN AGREEMENT, THIS DRAWING IS THE SOLE PROPERTY OF GZA GEOENVIRONMENTAL, INC. (GZA). THE INFORMATION SHOWN ON THE DRAWING IS SOLELY FOR USE BY GZA'S CLIENT OR THE CLIENT'S DESIGNATED REPRESENTATIVE FOR THE SPECIFIC PROJECT AND LOCATION IDENTIFIED ON THE DRAWING. THE DRAWING SHALL NOT BE TRANSFERRED, REUSED, COPIED, OR ALTERED IN ANY MANNER FOR USE AT ANY OTHER LOCATION OR FOR ANY OTHER PURPOSE WITHOUT THE PRIOR WRITTEN CONSENT OF GZA. ANY TRANSFER, REUSE, OR MODIFICATION TO THE DRAWING BY THE CLIENT OR OTHERS, WITHOUT THE PRIOR WRITTEN EXPRESS CONSENT OF GZA, WILL BE AT THE USER'S SOLE RISK AND WITHOUT ANY RISK OR LIABILITY TO GZA.

REFERENCE NOTES

EXISTING CONDITIONS PLAN BASE MAP DEVELOPED FROM THE FOLLOWING:

- BASE MAP DEVELOPED FROM ELECTRONIC DRAWING FILE 8630A TOPO SHIPPED 2024-09-16, PREPARED BY DOUCET SURVEY AND TRANSMITTED TO GZA ON SEPTEMBER 16, 2024..
- BATHYMETRIC SURVEY PERFORMED BY GZA IN SEPTEMBER, 2024..
- LOCATION OF OVERHEAD BRIDGE APPROXIMATED USING GOOGLE EARTH IMAGERY.

GENERAL NOTES

- LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE ONLY, AND ARE NOT WARRANTED TO BE CORRECT. ADDITIONAL UTILITIES MAY EXIST WHICH ARE NOT INDICATED ON THESE PLANS. ALL EXISTING UTILITIES SHALL BE VERIFIED FOR SERVICE, SIZE, INVERT ELEVATION, LOCATION, ETC. PRIOR TO ANY CONSTRUCTION WORK IN THE VICINITY THEREOF. THE CONTRACTOR MUST NOTIFY DIGSAFE (PHONE NUMBER: 811) AT LEAST 3 FULL WORKING DAYS PRIOR TO ANY CONSTRUCTION. APPROPRIATE MUNICIPAL DEPARTMENTS MUST ALSO BE NOTIFIED. NOTIFY OWNER AND ENGINEER IN WRITING OF ANY AND ALL DISCREPANCIES PRIOR TO COMMENCING WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR FINDING, VERIFYING, AND RE-SETTING (IF NECESSARY) CONTROL POINTS AND BENCHMARKS FOR THE WORK OF THE CONTRACT OR OTHERWISE ESTABLISHING THEIR OWN.
- THE RESPONSIBILITY FOR SAFETY IN, ON, OR ABOUT THE JOBSITE SHALL BE THAT OF THE CONSTRUCTION CONTRACTOR. THESE DRAWINGS DO NOT INCLUDE COMPONENTS WHICH MAY BE NECESSARY FOR CONSTRUCTION SAFETY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION, EXCEPT WHERE SPECIFICALLY DETAILED IN THE PLANS. LIKEWISE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SEQUENCE OF THE WORK, EXCEPT WHERE SPECIFICALLY DETAILED IN THE PLANS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SURFACE AND GROUNDWATER CONTROL DURING THE WORK OF THE CONTRACT. TEMPORARY WATER CONTROL MEASURES SHALL BE, AT MINIMUM, AS REQUIRED BY THE PROJECT PLANS, SPECIFICATIONS, AND PERMIT CONDITIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ADDITIONAL MEASURES NECESSARY FOR WATER CONTROL NECESSARY TO EXECUTE THE WORK OF THE CONTRACT "IN THE DRY". WATER CONTROL MEASURES ARE SUBJECT TO SPECIFIC LIMITS AND CONDITIONS AS MAY BE SHOWN ON THE PLANS.
- ACCESS TO THE SITE SHALL BE FROM RIVERSIDE DRIVE. THE CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED BY CONSTRUCTION AS PER THE PLANS AND SPECIFICATIONS. WHERE NO SPECIFIC INSTRUCTION IS GIVEN, RESTORATION SHALL BE TO THE ORIGINAL CONDITION OR BETTER AND AT NO ADDITIONAL COST TO THE OWNER. THE CONTRACTOR IS SPECIFICALLY INFORMED THAT THE RESTORATION REQUIREMENT APPLIES TO ALL AREAS DISTURBED AS A RESULT OF THE PROJECT, INCLUDING ACCESS ROADS.
- CONTRACTOR STAGING AREAS SHALL BE WITHIN LIMITS OF WORK AS DELINEATED ON THE PLANS. THE CONTRACTOR SHALL USE THESE AREAS AND THESE AREAS ONLY FOR ON-SITE PARKING, OFFICE TRAILERS (IF NECESSARY), EQUIPMENT AND MATERIAL STORAGE, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY NECESSARY SIGNAGE, FENCING, SAFETY, SEDIMENT/EROSION CONTROL IMPROVEMENTS, RESTORATIONS, ETC. IN THESE AREAS. AREAS WITHIN THE LIMITS OF THE WORK MAY BE USED FOR TEMPORARY STORAGE, HAUL ROADS, PARKING, ETC.; HOWEVER, NO ADDITIONAL CONSIDERATIONS OR PAYMENT WILL BE MADE FOR WORK NECESSARY TO RE-GRADE AND RESTORE SUCH AREAS TO PRE-CONSTRUCTION CONDITIONS OR RELOCATE ANY MATERIALS OR EQUIPMENT TEMPORARILY STORED WITHIN THE LIMITS OF THE WORK. IF THE CONTRACTOR REQUIRES AND IDENTIFIES ADDITIONAL STAGING AREAS ON THE OWNER'S PROPERTY, THE CONTRACTOR SHALL MAKE A WRITTEN REQUEST TO THE OWNER AND ENGINEER DESCRIBING THE NEED AND LOCATION OF THE PROPOSED AREA. NO GUARANTEE IS MADE THAT ADDITIONAL STAGING AREAS WILL BE MADE AVAILABLE.
- PRIOR TO THE START OF WORK, THE CONTRACTOR SHALL DEVELOP, SUBMIT, AND MAINTAIN AN EMERGENCY CONTACT LIST WITH NAMES AND PHONE NUMBERS (DAY AND NIGHT) OF ALL KEY PERSONNEL INVOLVED WITH THE PROJECT. THE LIST SHALL SPECIFICALLY INCLUDE THE PERSON FROM THE CONTRACTOR WHO SHALL BE RESPONSIBLE FOR ENVIRONMENTAL COMPLIANCE. THE LIST SHALL BE PROVIDED TO THE OWNER, ENGINEER, AND RIDEM AND UPDATED AS NEEDED.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL PENALTIES AND DELAYS DUE TO NON-COMPLIANCE WITH PERMIT CONDITIONS.
- THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD.

EROSION AND SEDIMENTATION CONTROL

- TEMPORARY CONTROL OF EROSION AND SEDIMENT DISCHARGE IS REQUIRED THROUGHOUT THE DURATION OF THE PROJECT AND UNTIL PROPOSED STABILIZATION IS ACHIEVED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROTECT THE AREAS WITHIN THE LIMITS OF WORK AND BEYOND FROM SEDIMENT AND/OR POLLUTANTS ORIGINATING FROM ANY WORK DONE ON OR IN SUPPORT OF THE PROJECT, INCLUDING SEDIMENT DUE TO EROSION FROM STORMWATER RUNOFF.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING ALL TEMPORARY SEDIMENT AND EROSION CONTROL MEASURES NECESSARY TO EXECUTE AND COMPLETE THE WORK OF THE CONTRACT, IN COMPLIANCE WITH THE TERMS AND CONDITIONS CONTAINED IN THE CONTRACT, PROJECT PERMITS AND ALL STATE AND LOCAL ORDINANCES THAT APPLY. CONTROLS SHOWN ON THE CONTRACT DRAWINGS SHALL BE CONSIDERED MINIMUM REQUIREMENTS. THE CONTRACTOR SHALL EMPLOY WHATEVER SUPPLEMENTARY MEASURES NECESSARY TO PROTECT WATER, AND ADJACENT AREAS FROM DISTURBANCE OR DISCHARGE OF SEDIMENTS.
- ALL NECESSARY PRECAUTIONS SHALL BE TAKEN TO PREVENT MIGRATION INTO WATER BY SILT, SEDIMENT, FUELS, SOLVENTS, LUBRICANTS, CONCRETE, OR ANY OTHER POLLUTANTS ASSOCIATED WITH CONSTRUCTION PROCEDURES.
- ACTUAL LOCATION OF EROSION CONTROLS AND BEST MANAGEMENT PRACTICES (BMP) MAY VARY DUE TO FIELD CHANGES, ONGOING CONSTRUCTION, ACCESS NEEDS, WEATHER, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTIFYING THESE CHANGES AND ADJUSTING EROSION CONTROLS AND BMP LOCATIONS ACCORDINGLY. IN PARTICULAR, THE CONTRACTOR SHALL COORDINATE THE INSTALLATION AND RELOCATION OF BMPS WITH PROJECT PHASING, AS NECESSARY.
- ALL EROSION CONTROLS AND BMPS SHALL REMAIN IN PLACE, EXCEPT AS OTHERWISE NECESSARY, UNTIL CONSTRUCTION IS COMPLETED AND PROPOSED STABILIZATION IS ACHIEVED. ALL CONTROLS AND BMPS SHALL BE SUBJECT TO INSPECTION BY THE OWNER AND THEIR REPRESENTATIVE AT ANYTIME THEREAFTER.
- ADDITIONAL EROSION CONTROL BARRIERS SHALL BE INSTALLED AT THE DIRECTION OF THE ENGINEER TO MINIMIZE THE THREAT OF ADVERSE IMPACT DURING THE CONSTRUCTION PROCESS. AN ADEQUATE SUPPLY OF REPLACEMENT EROSION CONTROL BARRIERS WILL BE AVAILABLE ON-SITE FOR EMERGENCY PURPOSES.
- PERIODIC INSPECTION, MAINTENANCE, AND CLEANING OF TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES AND BMPS ARE REQUIRED. ALL CONTROLS AND BMPS SHALL BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS OF RAINFALL EVENTS OF 0.5 INCHES OR GREATER. ROUTINE INSPECTION AND MAINTENANCE WILL REDUCE THE CHANCE OF POLLUTING STORMWATER BY FINDING AND CORRECTING PROBLEMS BEFORE THE NEXT RAIN EVENT. THE CONTRACTOR WILL BE REQUIRED TO KEEP A WRITTEN, UPDATED SITE MAINTENANCE LOG DOCUMENTING INSPECTION AND MAINTENANCE ACTIVITY.
- CONTRACTOR SHALL PROVIDE AND MAINTAIN TURBIDITY CURTAINS AND IS RESPONSIBLE FOR DETERMINING LAYOUT AND INSTALLATION PROCEDURES IN ACCORDANCE WITH CONTRACT DOCUMENTS.
- TURBIDITY CURTAINS SHALL BE INSTALLED TO SURROUND THE LIMIT OF WORK, AS NEEDED, INCLUDING BUT NOT LIMITED TO DEMOLITION AND WALL CONSTRUCTION.

WATER CONTROL NOTES

- TEMPORARY WATER CONTROL BY THE CONTRACTOR SHALL BE PERFORMED AS SPECIFIED IN THE CONTRACT DOCUMENTS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY WATER CONTROL, SURFACE WATER AND GROUNDWATER CONTROL, NECESSARY TO EXECUTE AND COMPLETE THE WORK OF THE CONTRACT SUBJECT TO THE RESTRICTIONS CONTAINED IN THE CONTRACT AND PROJECT PERMITS. CONTROLS SHOWN IN THE CONTRACT DRAWINGS SHALL BE CONSIDERED MINIMUM REQUIREMENTS. THE CONTRACTOR SHALL EMPLOY WHATEVER SUPPLEMENTARY MEASURES NECESSARY TO PROTECT THE SITE AND THE WORK.
- ALL TEMPORARY WATER CONTROL MEASURES SHALL BE IMPLEMENTED IN CONJUNCTION WITH APPROPRIATE SEDIMENT AND EROSION CONTROL MEASURES SO AS TO MINIMIZE TO THE GREATEST EXTENT POSSIBLE RELEASE OF SEDIMENT INTO WATER BODIES AND POTENTIAL EROSION OF SOIL.
- ANY TEMPORARY PUMPS USED AT THE SITE MUST BE PROPERLY BAFFLED AGAINST EXCESSIVE NOISE. PUMPS OR GENERATORS WHICH USE LIQUID FUEL MUST BE PLACED WITHIN AN IMPERMEABLE SECONDARY CONTAINMENT AREA WITH SUFFICIENT CAPACITY TO CONTAIN THE FULL VOLUME OF THE FUEL TANK.
- WATER PUMPED FROM THE EXCAVATIONS MUST BE PASSED THROUGH A PUMPED WATER FILTER BAG OR OTHER SUCH BEST MANAGEMENT PRACTICE FEATURE PRIOR TO BEING DISCHARGED BACK TO A WATER BODY. DISCHARGE WATER SHALL MEET APPROPRIATE WATER QUALITY STANDARDS.
- PUMPED WATER DISCHARGE AREAS MUST BE PROPERLY PROTECTED TO PREVENT EROSION BY HIGH VELOCITY FLOW.

CONSTRUCTION NOTES:

- THE CONTRACTOR AND/OR SUBCONTRACTORS MUST SHOW EVIDENCE OF PRIOR EXPERIENCE AND SUCCESSFUL COMPLETION OF THE TYPE OF REPAIR WORK INDICATED.

LAYOUT NOTES:

- ALL LINES ARE PERPENDICULAR OR PARALLEL TO THE LINES FROM WHICH THEY ARE MEASURED UNLESS OTHERWISE INDICATED.
- WALL LAYOUTS SHALL BE FIELD ADJUSTED TO PROVIDE THE MINIMUM WALKWAY OR GROUND FEATURE DIMENSIONS AS SHOWN ON THE PLANS.

LOAM AND SEED NOTES:

- CONTRACTOR SHALL APPLY FERTILIZER AND LOAM TO PREPARE TOPSOIL SURFACE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- CONTRACTOR SHALL SEED ENTIRE DISTURBED AREA AS INDICATED IN THE PROJECT DOCUMENTS.
- CONTRACTOR SHALL MULCH ENTIRE SEEDED AREA WITH STRAW MULCH TO HELP DEVELOP AN ACCEPTABLE STAND OF GRASS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE SEEDED AREA THROUGH ONE GROWING SEASON, MAINTENANCE INCLUDES MOWING, WATERING, AND RE-SEEDING AS REQUIRED TO DEVELOP A SATISFACTORY STAND OF HEALTHY GRASS.

DEMOLITION NOTES:

- EXCAVATED MATERIALS SUSPECTED OF CONTAMINATION SHALL BE SEPARATED, AND WRAPPED IN POLYTHENE SHEETING STOCKPILED ON-SITE FOR EVALUATION BY THE ENGINEER.
- CONTRACTOR SHALL EXERCISE EXTREME CAUTION TO AVOID DAMAGE TO ANY EXISTING UTILITIES AND STRUCTURES TO REMAIN IN PLACE DURING CONSTRUCTION AND/OR AFTER CONSTRUCTION IS COMPLETE.
- ALL MATERIALS REMOVED AND NOT SPECIFIED TO BE SALVAGED OR REUSED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND LEGALLY DISPOSED OF OFF-SITE.

MATERIAL NOTES:

- MATERIAL AND PRODUCT REQUIREMENTS, WHERE REFERENCED AS RIDOT, THE REQUIREMENT REFERS TO THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE DESIGN "BLUE BOOK", LATEST EDITION.

GRAVEL BORROW: M.01.02.1

CRUSHED STONE: M.01.06

COMMON FILL: M.01.01

LOAM: L.01.01.1 / M.18.01

FILTER FABRIC: NON-WOVEN FABRIC, INERT TO UV LIGHT, EQUAL IN PROPERTIES TO MIRAFI 180N OR APPROVED EQUAL

- REINFORCING SHALL HAVE A MINIMUM OF 2 INCHES OF COVER WHEN CONCRETE IS CAST AGAINST FORMWORK. FOR CONCRETE CAST AGAINST EARTH, THE COVER SHALL BE 3 INCHES MINIMUM.

CONCRETE NOTES:

CONCRETE - 28-DAY COMPRESSIVE STRENGTH OF 5,000 PSI MINIMUM
3/4 INCH MAXIMUM AGGREGATE SIZE
AIR CONTENT OF 5.0% - 7.0%
COLD WEATHER OR HOT WEATHER REQUIREMENTS AS APPLICABLE AND AS DETERMINED BY THE ENGINEER

CEMENT - PORTLAND CEMENT, ASTM C 150, TYPE II

REINFORCING STEEL NOTES:

REINFORCING BAR: ASTM A 615, GRADE 60, GALVANIZED ASTM A 123, ASTM A 153

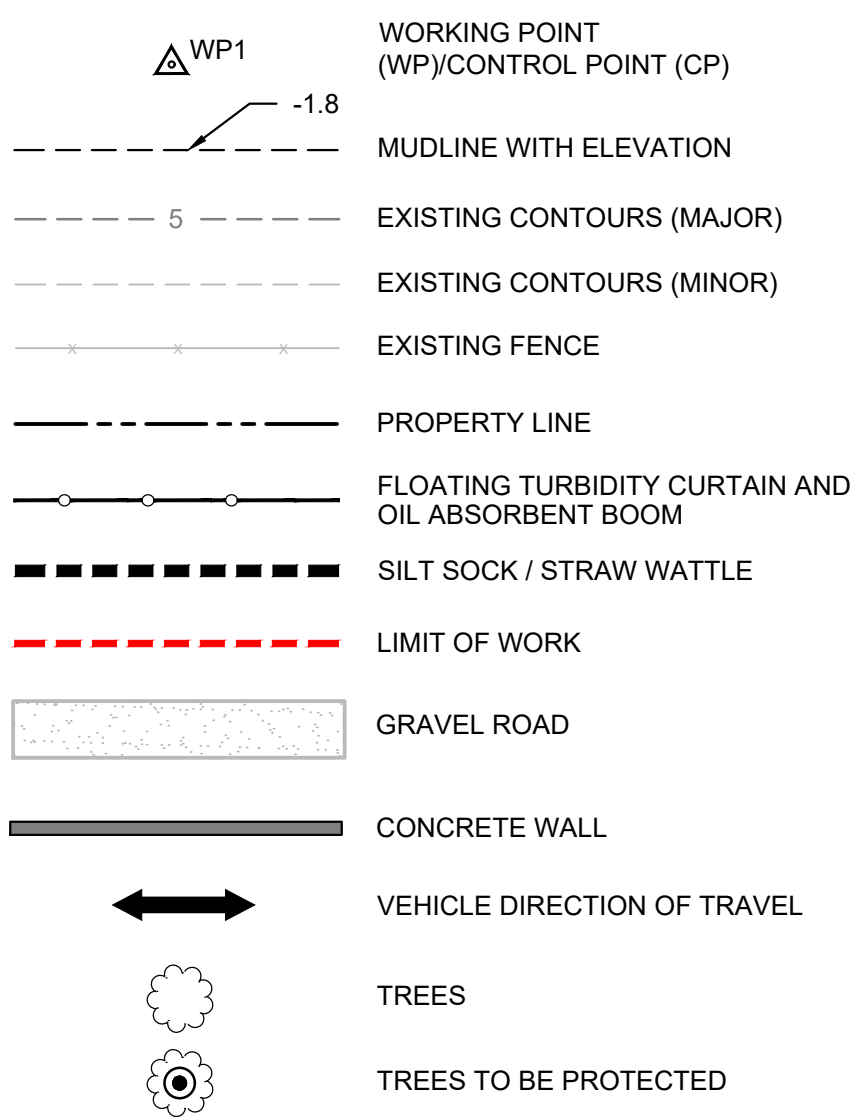
DOWELS: ASTM A 615, GRADE 60, GALVANIZED ASTM A 123, ASTM A 153

GROUT: TWO-COMPONENT TYPE EPOXY ADHESIVE SIKADUR 32, HI MOD OR APPROVED EQUAL

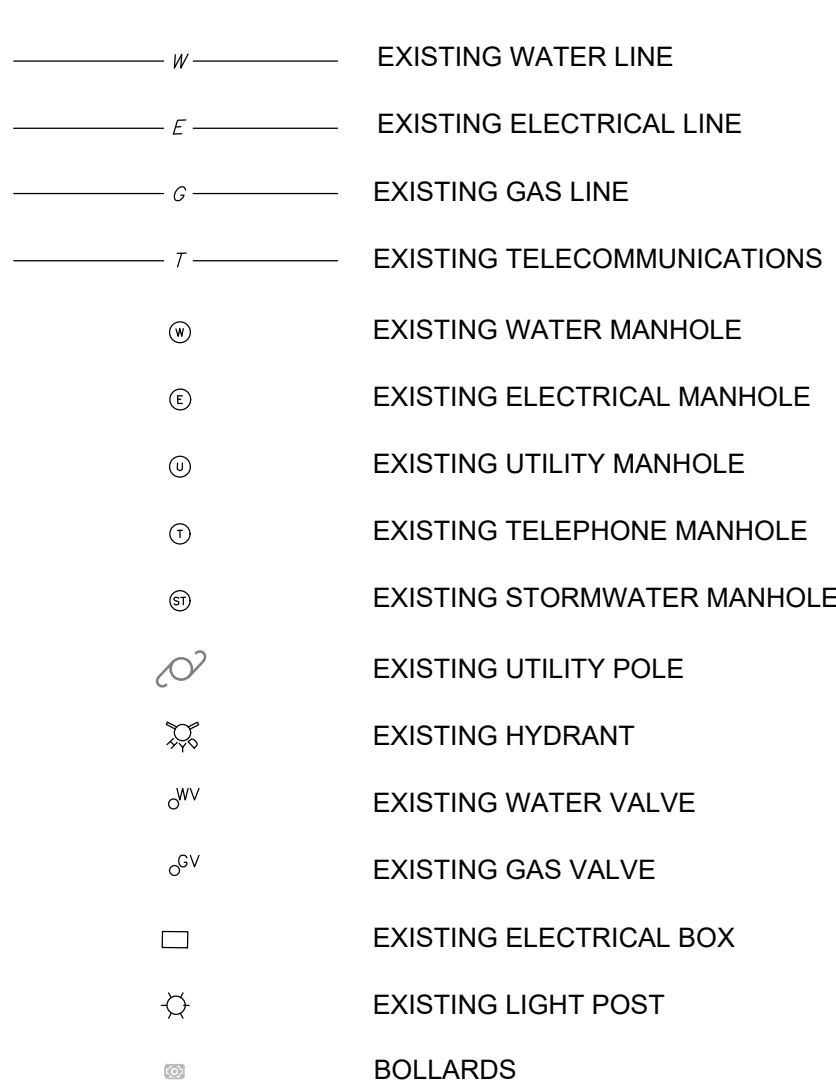
DESIGN CRITERIA:

- AMERICAN CONCRETE INSTITUTE, ACI 318, (LATEST EDITION)
- STEEL CONSTRUCTION MANUAL, AMERICAN INSTITUTE OF STEEL CONSTRUCTION (LATEST EDITION)
- WELDING OF STRUCTURAL AND MISCELLANEOUS STEEL - STRUCTURAL WELDING CODE (LATEST EDITION)
- RHODE ISLAND BUILDING CODE

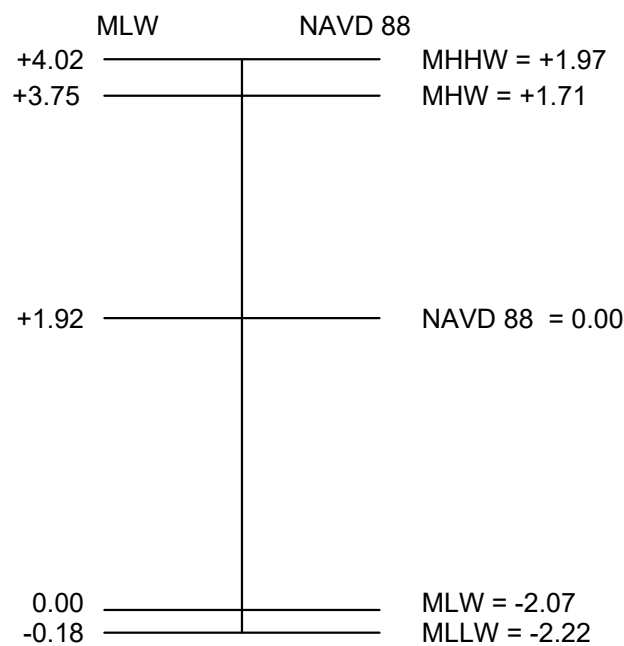
LEGEND



UTILITIES LEGEND:



TIDAL ELEVATIONS



NOTE:
TIDAL ELEVATIONS ARE REFERENCED TO NOAA STATION 8450948, ANTHONY POINT, TIVERTON, RI.

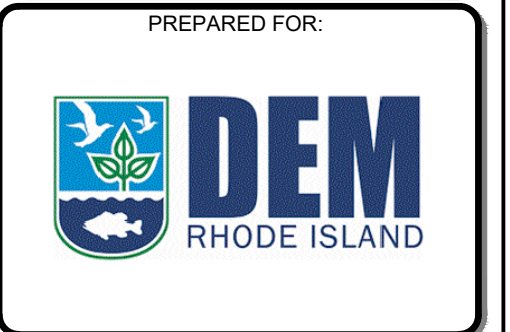
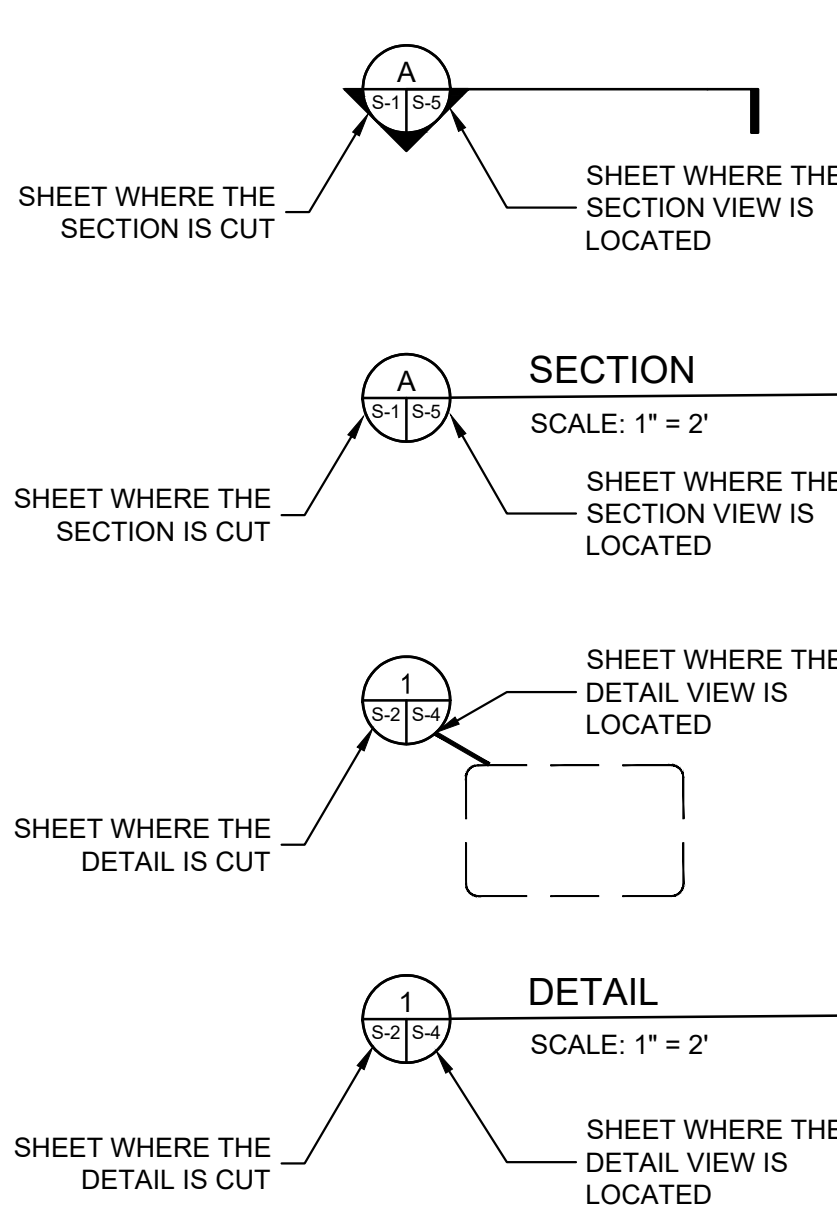
SURVEY AND PROJECT DATUM:

- ALL ELEVATIONS SHOWN ON PLANS ARE IN U.S. FEET AND REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
- COORDINATES ARE BASED ON NORTH AMERICAN DATUM OF 1983 (NAD83), RHODE ISLAND STATE PLANE, EASTERN ZONE, U.S. FEET (RI83-EF).
- CONTRACTOR SHALL MAINTAIN ADEQUATE SURVEY CONTROL AT ALL TIMES TO ESTABLISH AND MAINTAIN ALL LINES AND ELEVATIONS.

ABBREVIATIONS AND ACRONYMS

CON	CITY OF NEWPORT
DIA.	DIAMETER
D.I.	DUCTILE IRON
EL.	ELEVATION
HASP	HEALTH AND SAFETY PLAN
HDPE	HIGH-DENSITY POLYETHYLENE
INV.	INVERT
MHHW	MEAN HIGH, HIGH WATER
MHW	MEAN HIGH WATER
MIN.	MINIMUM
MLLW	MEAN LOW, LOW WATER
MLW	MEAN LOW WATER
NOAA	NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
OHW	OVERHEAD WIRES
PCP	PRE-CAST PIPE
STA.	STATION
TYP.	TYPICAL
N / F	NON OR FORMERLY

ANNOTATIONS AND LABELS



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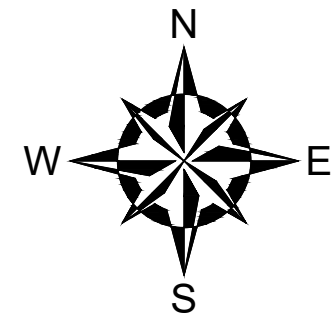
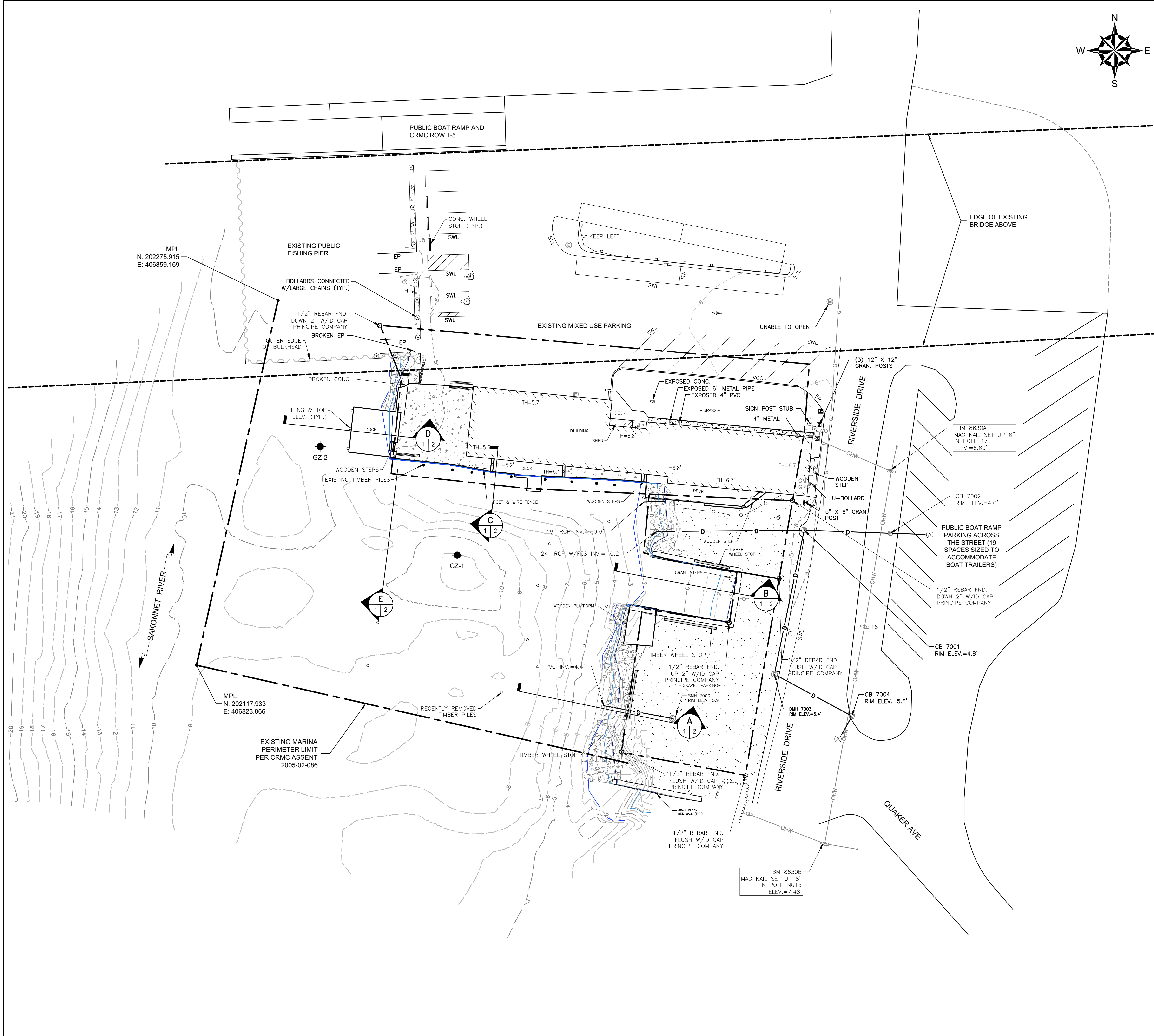
REV	DESCRIPTION	DATE	BY

PROJECT NO:	35429.00
DATE:	AUGUST, 2025
PROJECT MGR:	TWS
DESIGNED BY:	JTF
DRAWN BY:	GRB
CHECKED BY:	TWS
REVIEWED BY:	MJP
SCALE:	AS NOTED
REVISION NO.	

CHASE MARINA 169 RIVERSIDE DRIVE TIVERTON, RHODE ISLAND	GENERAL NOTES
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DRAWING 2 SHEET NO. 2 OF 15

APPROVED:

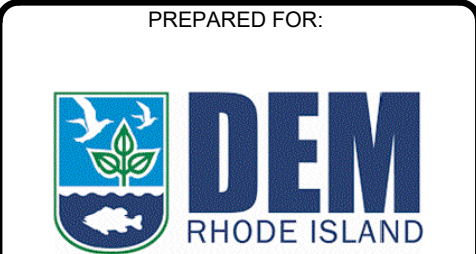


REFERENCE NOTES:

1. BASE MAP DEVELOPED FROM ELECTRONIC DRAWING FILE 8630A TOPO SHIPPED 2024-09-16 PREPARED BY DOUCET SURVEY TRANSMITTED TO GZA ON SEPTEMBER 16, 2024.
2. BATHYMETRIC SURVEY PERFORMED BY GZA IN SEPTEMBER, 2024.

LEGEND

- APPROXIMATE LOT LINE PER REF. PLAN
- MAJOR CONTOUR LINE
- MINOR CONTOUR LINE
- RETAINING WALL
- CHAIN LINK FENCE
- HANDRAIL
- GUARDRAIL
- OVERHEAD WIRE
- DRAIN LINE
- GAS LINE
- PROPERTY BOUNDARY
- HIGH TIDE LINE (HTL) = EL. 3.2'
- MEAN HIGH WATER (MHW) = EL. 1.71'
- MEAN LOW WATER (MLW) = EL. -2.07'
- SHRUB LINE
- CONCRETE
- RIP RAP
- CRUSHED STONE
- SPOT GRADE
- PIPE/ROD FOUND
- UTILITY POLE
- UTILITY POLE & GUY WIRE
- UTILITY POLE STUB
- DRAIN MANHOLE
- CATCH BASIN
- FLARED END SECTION
- SEWER MANHOLE
- CLEANOUT
- GAS METER
- GAS REGULATOR VALVE
- ELECTRIC MANHOLE
- MANHOLE
- SIGN
- SQUARE POST
- POST
- WOODEN PILING & TOP ELEVATION
- ACCESSIBLE PARKING SPACE
- FLOW DIRECTION
- JERSEY BARRIER
- CONCRETE
- EDGE OF PAVEMENT
- GRANITE
- POLYVINYL CHLORIDE PIPE
- REINFORCED CONCRETE PIPE
- RETAINING WALL
- SINGLE WHITE LINE
- SINGLE YELLOW LINE
- THRESHOLD ELEVATION
- TYPICAL
- VERTICAL GRANITE CURB
- INVERT I.D. CONNECTION UNKNOWN
- TEST BORINGS PERFORMED BY REAGAN MARINE CONSTRUCTION ON FEBRUARY 25 AND 26, 2025 AND OBSERVED BY GZA.



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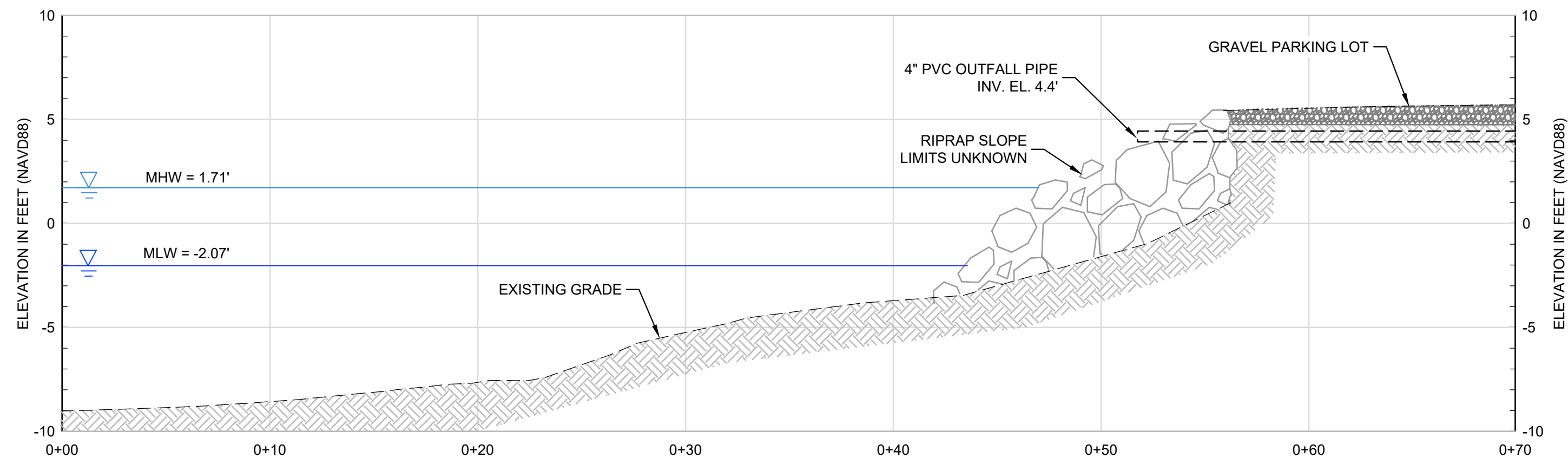
CHASE MARINA
169 RIVERSIDE DRIVE
TIVERTON, RHODE ISLAND

EXISTING CONDITIONS PLAN

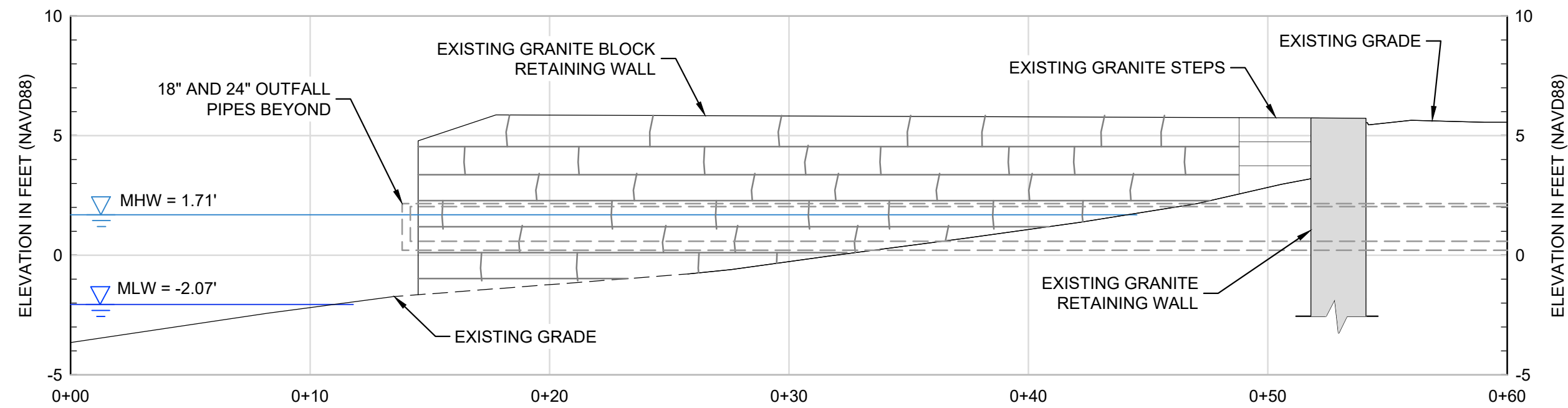
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3
SHEET NO. 3 OF 15



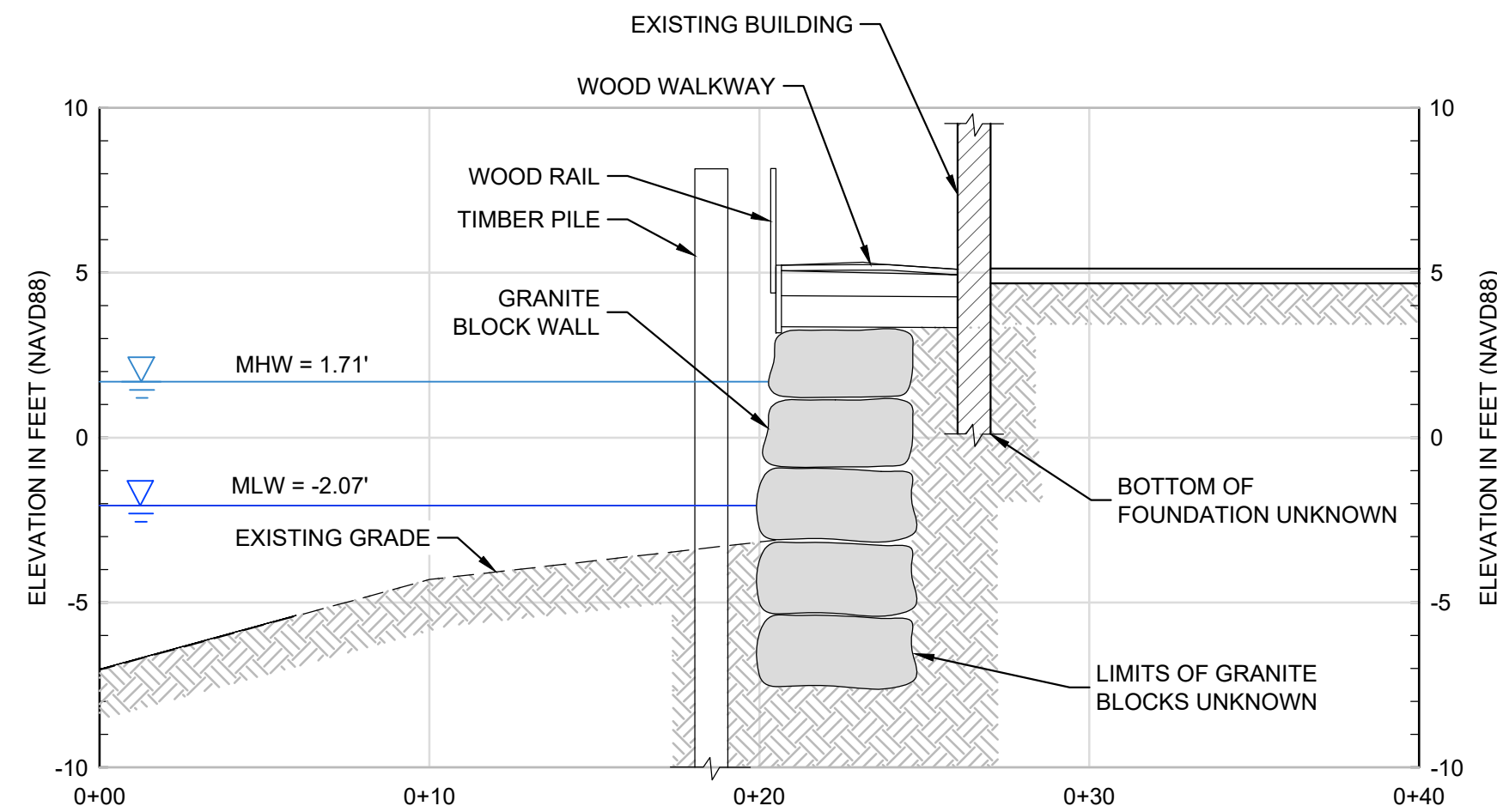
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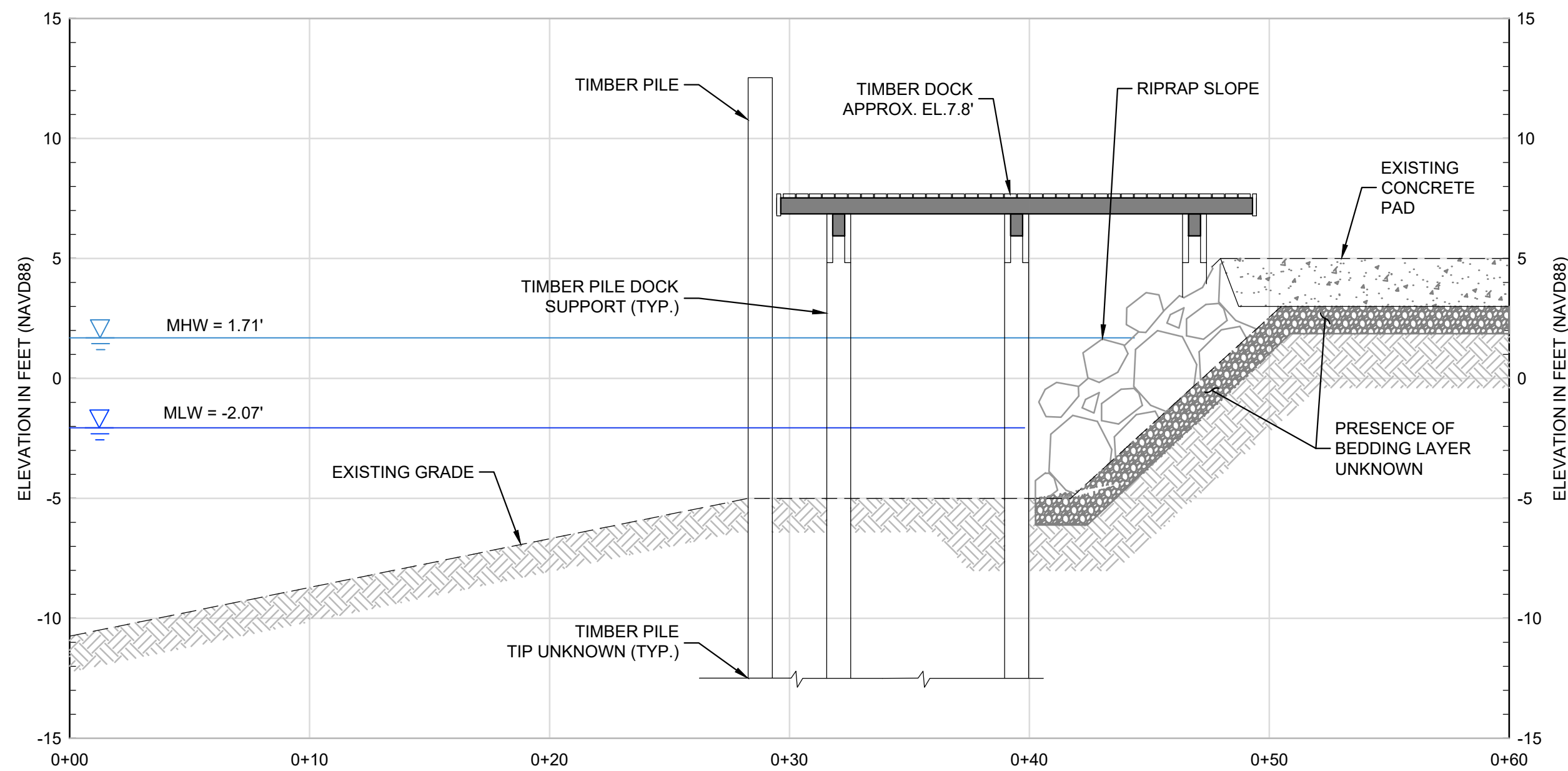
A
1 2
RIPRAP SLOPE / PARKING LOT - SECTION
SCALE: 1"=5'



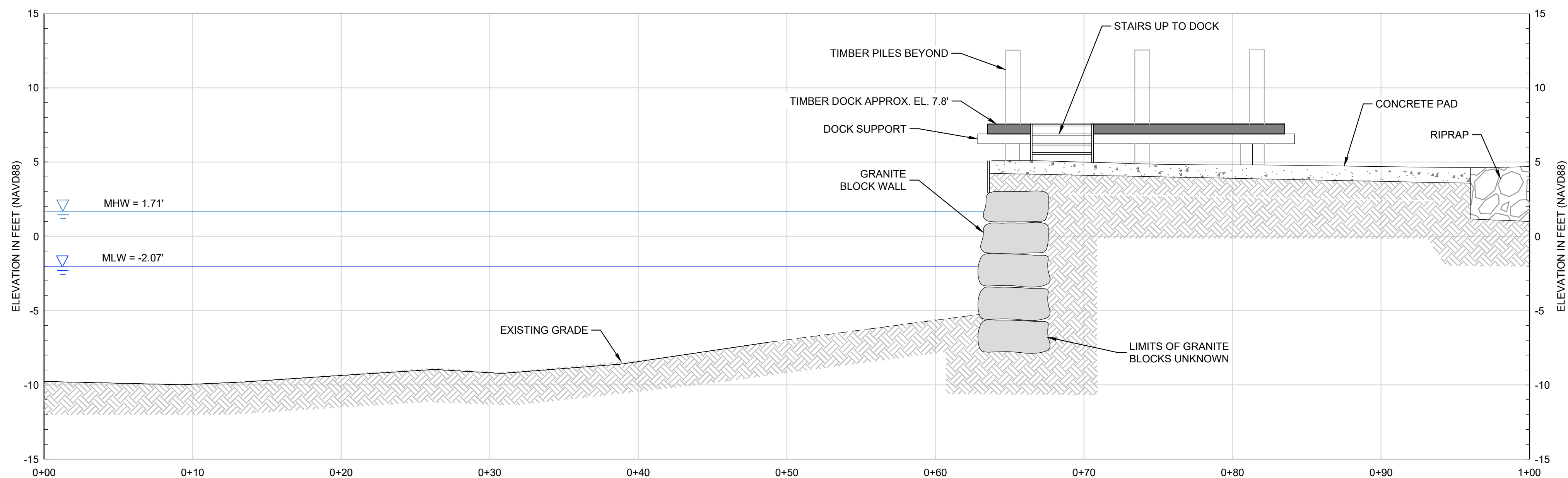
B
1 2
GRANITE BLOCK WALL - SECTION
SCALE: 1"=5'



C
1 2
GRANITE BLOCK WALL - SECTION
SCALE: 1"=5'



D
1 2
DOCK PLATFORM - SECTION
SCALE: 1"=5'



E
1 2
DOCK PLATFORM - SECTION
SCALE: 1"=5'



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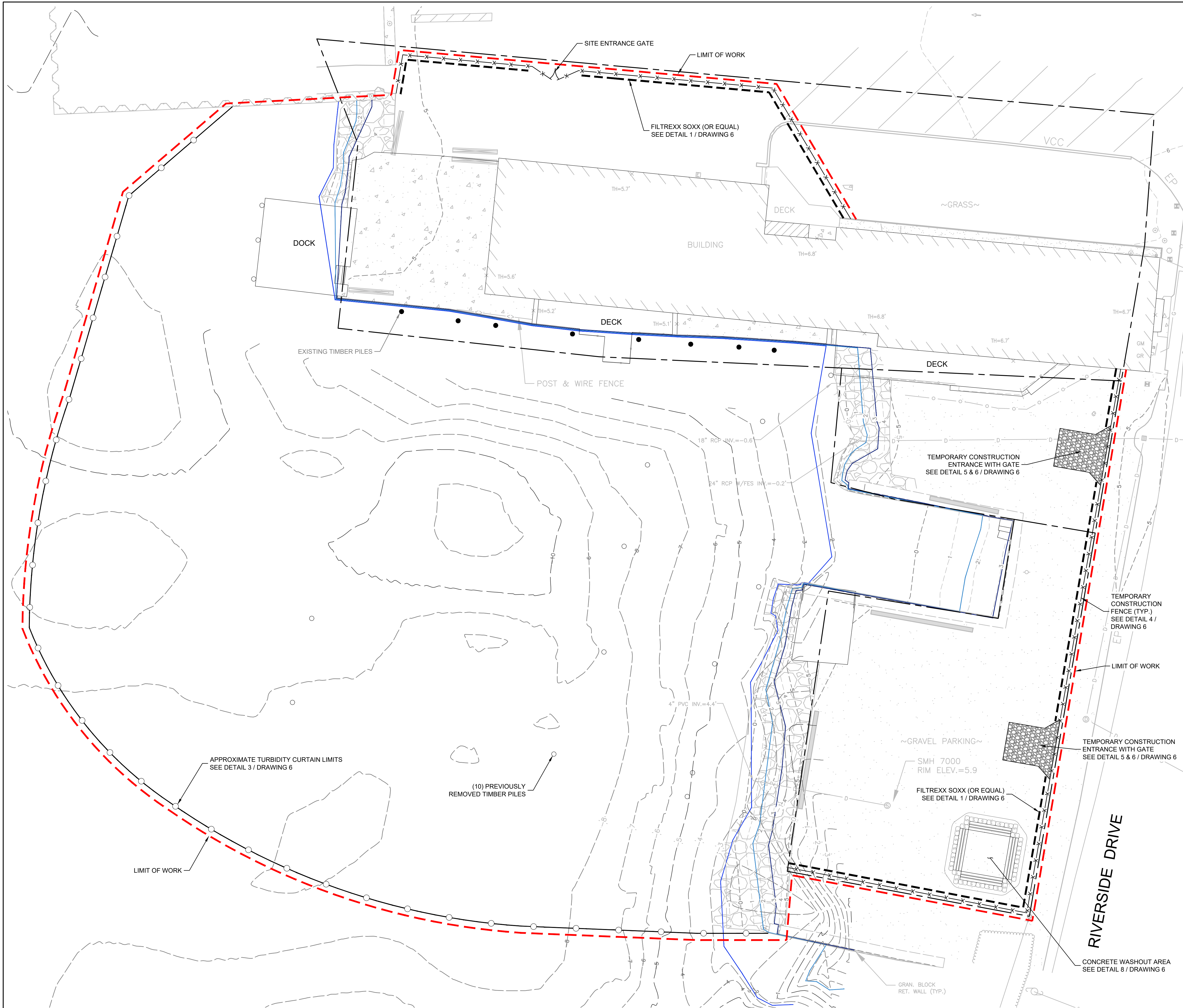
CHASE MARINA
169 RIVERSIDE DRIVE
TIVERTON, RHODE ISLAND

EXISTING CONDITIONS SECTIONS

DRAWING

4

SHEET NO. 4 OF 15



REFERENCE NOTES:

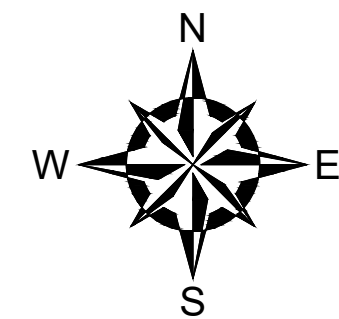
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TEMPORARY CONTROL NOTES:

1. CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING ALL TEMPORARY EROSION AND SEDIMENT CONTROLS IN ACCORDANCE WITH PERMITS AND CONTRACT DOCUMENTS.
2. INSTALL EROSION AND SEDIMENT CONTROLS BEFORE DISTURBING ANY SOILS, SEDIMENT OR VEGETATION AT THE SITE.
3. ADJUST, RELOCATE OR PROVIDE ADDITIONAL EROSION AND SEDIMENT CONTROLS AS WORK PROGRESSES INTO PREVIOUSLY UNDISTURBED AREAS OF THE SITE.
4. MAINTAIN EROSION AND SEDIMENT CONTROLS UNTIL THE SITE IS RESTORED AND SITE IMPROVEMENTS INCLUDING LANDSCAPING, IF ANY, ARE COMPLETE WITH UNDERLYING SOILS PERMANENTLY STABILIZED.
5. CARE SHALL BE TAKEN NOT TO PLACE REMOVED SEDIMENTS WITHIN THE PATH OF EXISTING, NEWLY CREATED OR PROPOSED AREAS THAT ARE SUBJECT TO STORMWATER FLOW.
6. LIMITS OF TURBIDITY CURTAIN ARE SHOW FOR ILLUSTRATION PURPOSES ONLY. CONTRACTOR SHALL PROVIDE AND MAINTAIN TURBIDITY CURTAINS AND IS RESPONSIBLE FOR DETERMINING LAYOUT AND INSTALLATION PROCEDURES IN ACCORDANCE WITH CONTRACT DOCUMENTS.
7. TURBIDITY CURTAINS SHALL BE INSTALLED TO SURROUND THE LIMIT OF WORK, AS NEEDED, INCLUDING BUT NOT LIMITED TO DEMOLITION AND WALL CONSTRUCTION.
8. DEWATER LANDWARD OF BULKHEAD USING A PUMP WITH A FILTER BAG. PUMP WATER INTO SAKONNET RIVER.
9. PROTECTING DEVICES SHALL BE USED AROUND TREES AND TRANSFORMERS ON SITE.

LEGEND - EROSION CONTROL

- APPROXIMATE PROPERTY BOUNDARY
- LIMIT OF WORK
- FILTREXX (R) SILT SOXX (OR EQUAL)
- TEMPORARY FENCE LINE
- FLOATING TURBIDITY CURTAIN



0 5' 10' 20' 30'
SCALE IN FEET 1" = 10'



PREPARED FOR:



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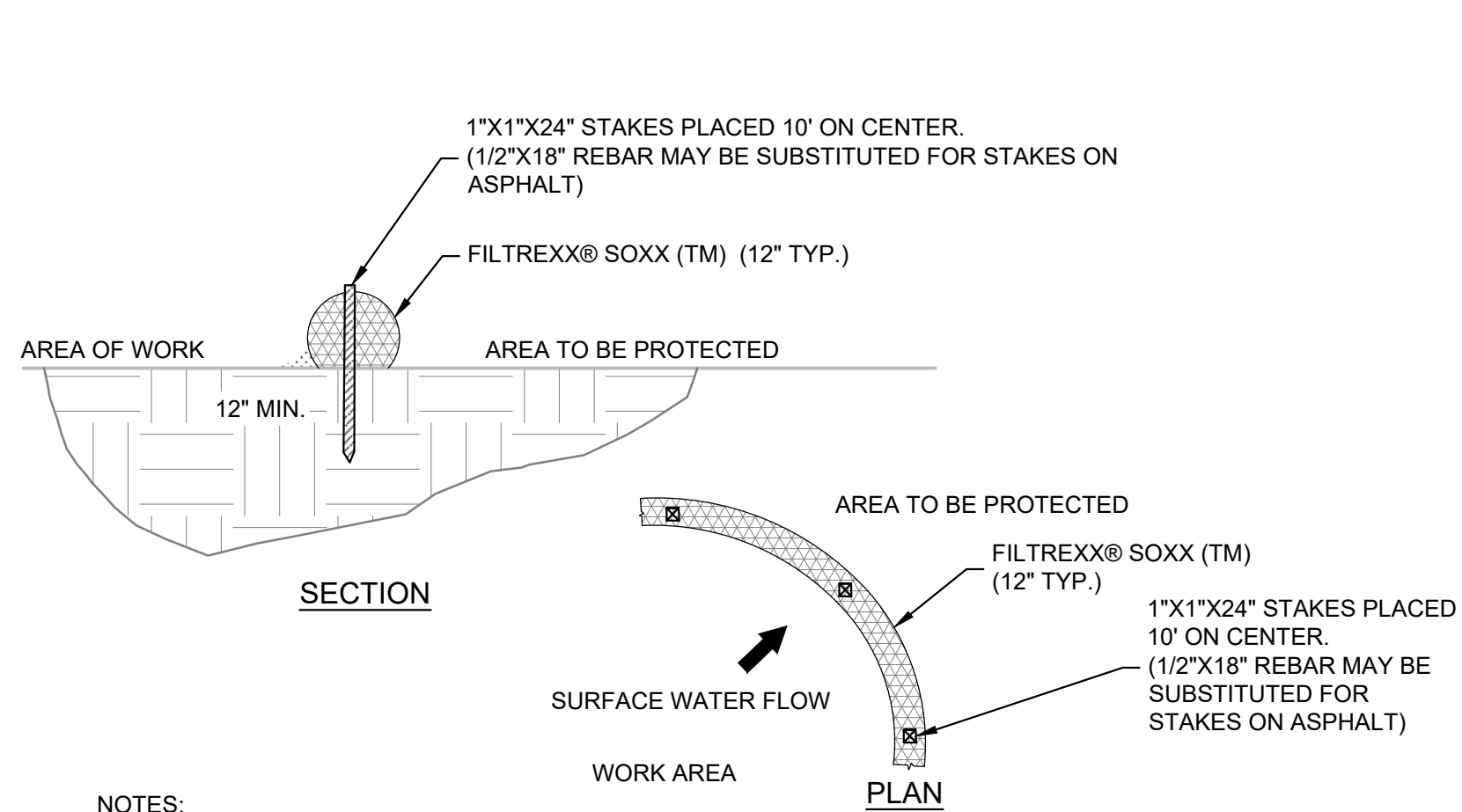
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TEMPORARY CONTROLS PLAN

DRAWING

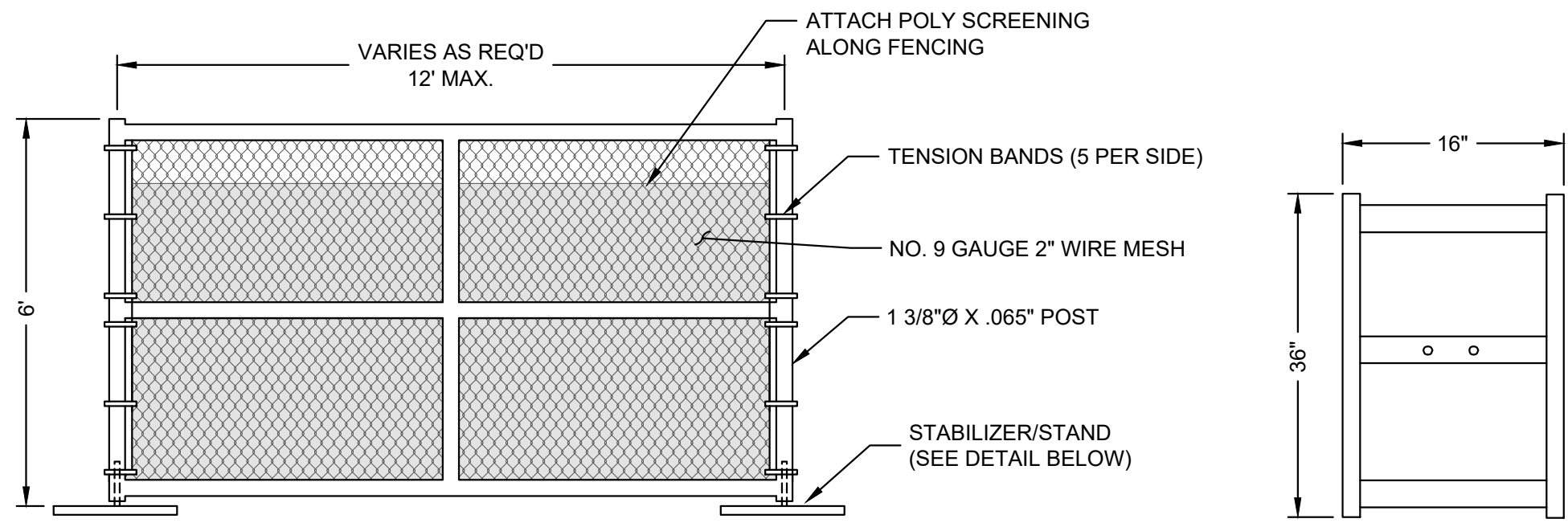
5

SHEET NO. 5 OF 15



- NOTES:**
1. ALL MATERIAL TO MEET FILTREX® SPECIFICATIONS.
 2. STAKES/REBAR PINS SHALL HAVE PROTECTIVE CAPS INSTALLED TO PREVENT FALL INJURY.

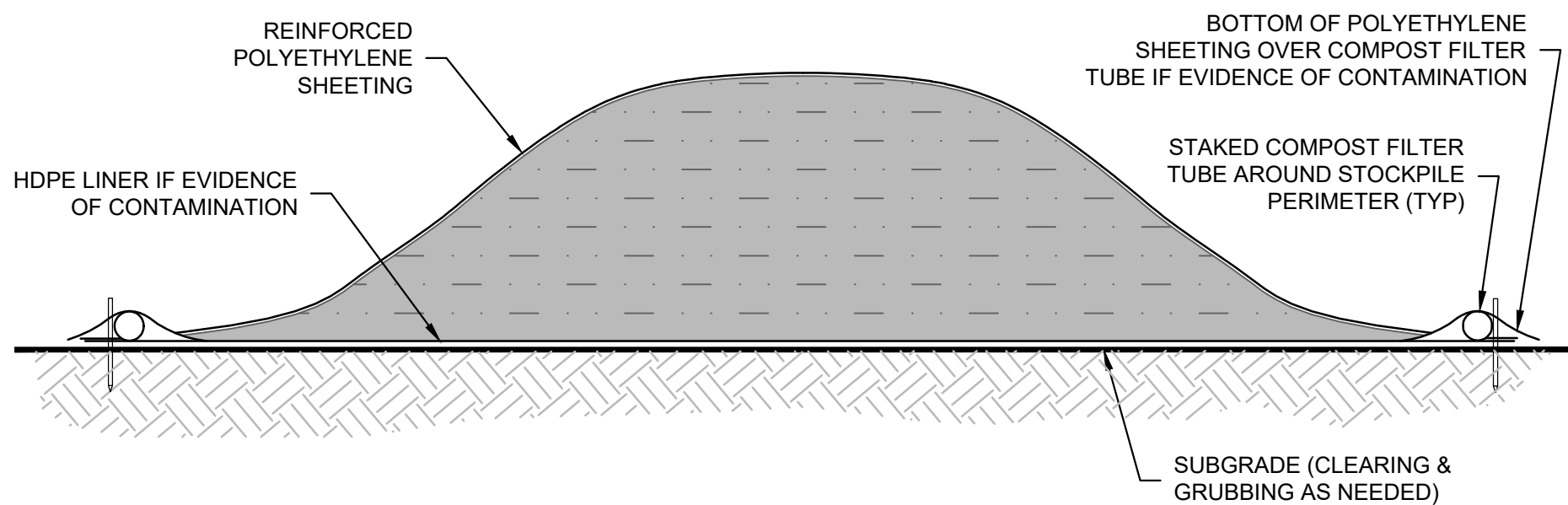
1 Filtrex® SOXX SEDIMENT CONTROL DETAIL
5 6 NOT TO SCALE



TEMPORARY CONSTRUCTION FENCING NOTES:

1. FENCES SHALL BE CONSTRUCTED WITH A TOP AND BOTTOM RAIL.
2. GATES MUST REMAIN IN GOOD WORKING ORDER AND MUST BE CLOSED AND SECURED DURING NON-WORKING HOURS.
3. GATES SHALL BE CONSTRUCTED SO THAT THEY SWING IN TOWARDS THE CONSTRUCTION SITE.
4. GATES MUST BE CONSTRUCTED WITH THE SAME DESIGN CHARACTERISTICS AS THE TEMPORARY CONSTRUCTION FENCE.
5. FABRIC SHALL BE ANCHORED IN EACH GROMMET WITH ALUMINUM TIES.

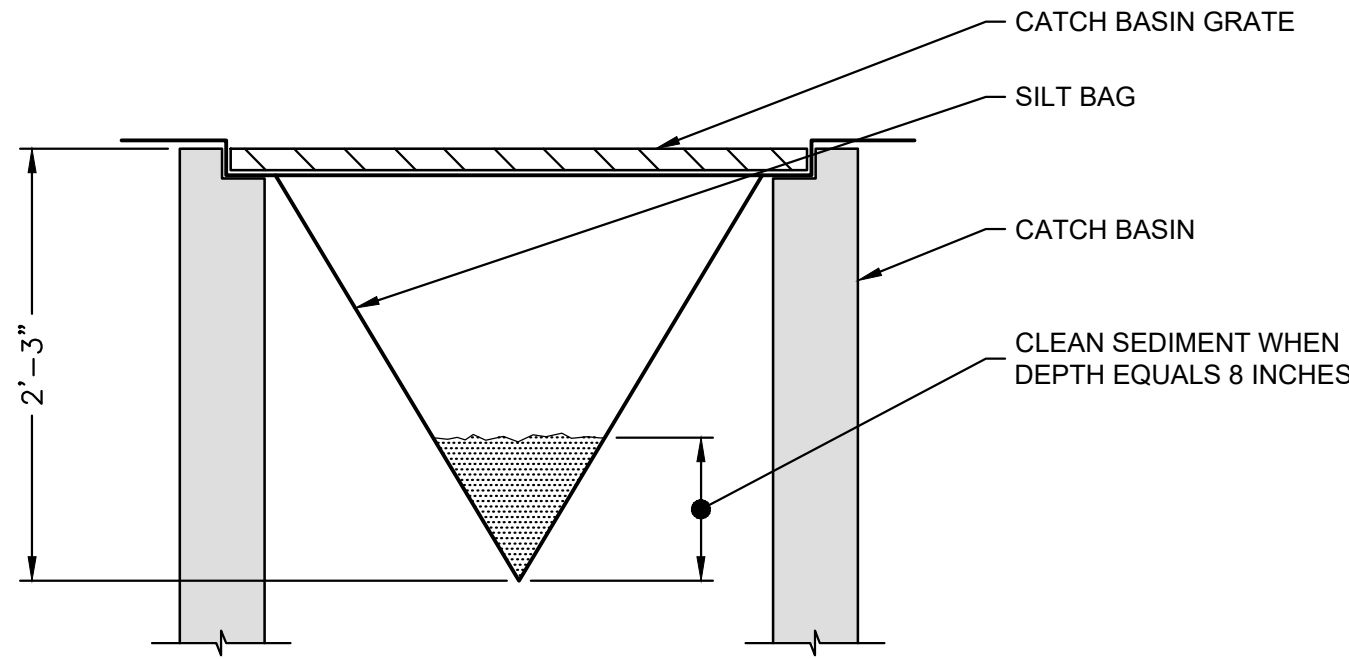
4 TYPICAL TEMPORARY CONSTRUCTION FENCE PANEL
5 6 NOT TO SCALE



SOIL STOCKPILE NOTES:

1. SOIL STOCKPILES SHALL BE PLACED ON AND COVERED WITH POLYETHYLENE SHEETING AT ALL TIMES TO PREVENT DUST OR IS SUSPECTED OF CONTAMINATION.
2. SHEETING COVERING STOCKPILE SHALL BE MAINTAINED TIGHTLY IN PLACE BY USING SANDBAGS ON ROPES WITH A MAXIMUM 10'-0" GRID SPACING IN ALL DIMENSIONS.
3. MINIMUM 12" OVERLAP OF ALL SEAMS REQUIRED.
4. STOCKPILE SIDE SLOPES SHALL BE NO STEEPER THAN 3 (HORIZONTAL) TO 1 (VERTICAL).
5. STOCKPILE SHALL BE SURROUNDED BY EROSION CONTROLS AS SHOWN.

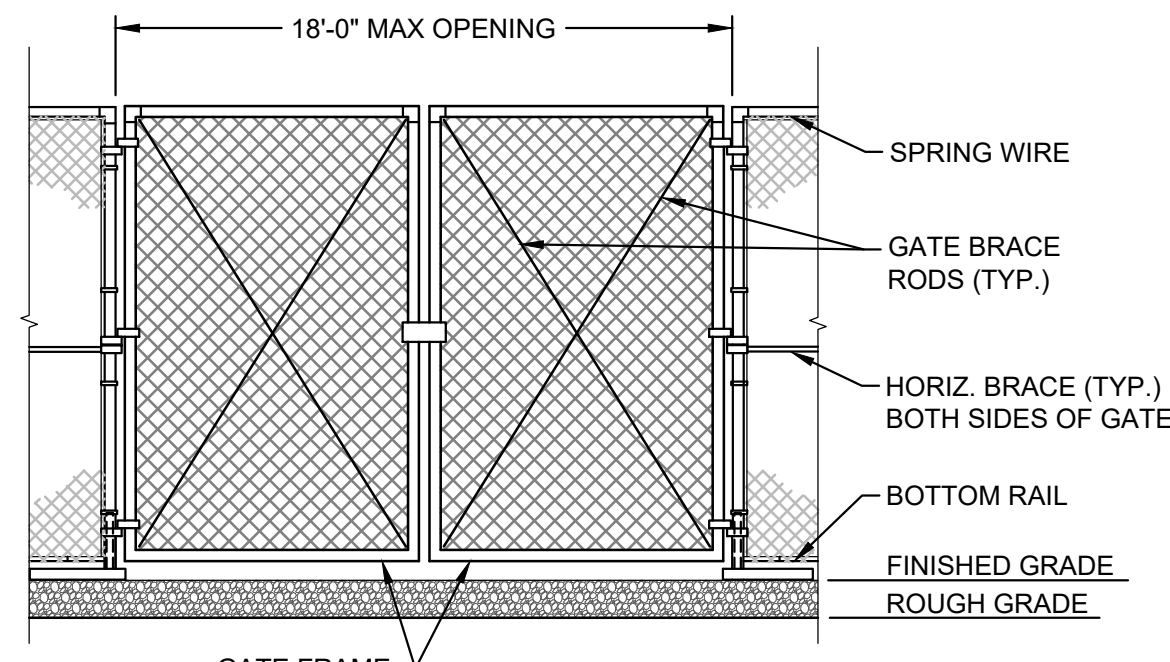
7 TYPICAL MATERIAL STOCKPILE DETAIL
5 6 NOT TO SCALE



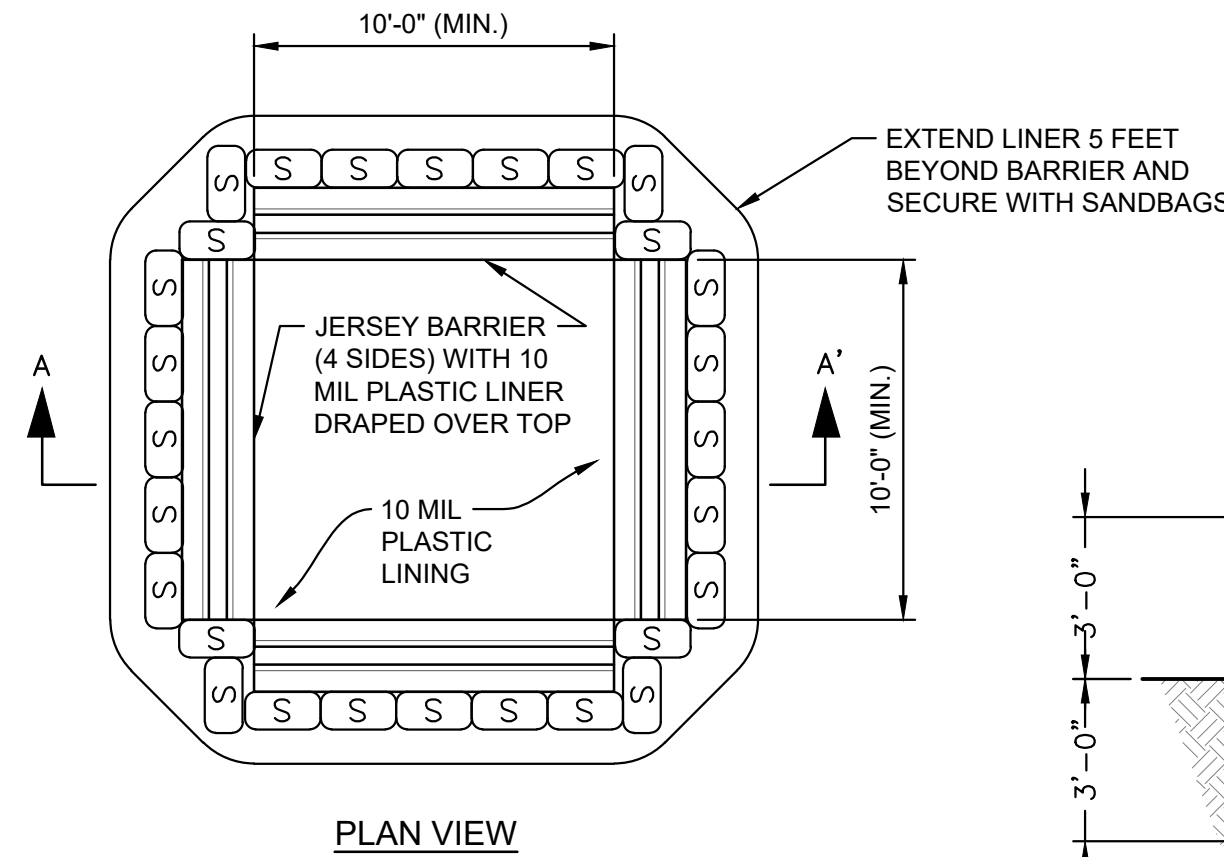
NOTES:

1. SEDIMENT BAG INLET PROTECTION TO BE SILT SACK MANUFACTURED BY ATLANTIC CONSTRUCTION FABRICS INC. RICHMOND, VA OR APPROVED EQUAL.
2. STORM WATER CATCH BASINS OR DRAINS SHALL BE PROTECTED FROM MATERIALS RUN-OFF. CONTRACTOR SHALL INSTALL SILT SACKS WITHIN EACH CATCH BASIN IN THE VICINITY OF ANY WORK AREAS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. CONTRACTOR SHALL USE ALL BMP'S NECESSARY TO PROTECT THESE INLETS FROM SEDIMENT AND DEBRIS.

2 SILT SACK DETAIL
5 6 NOT TO SCALE

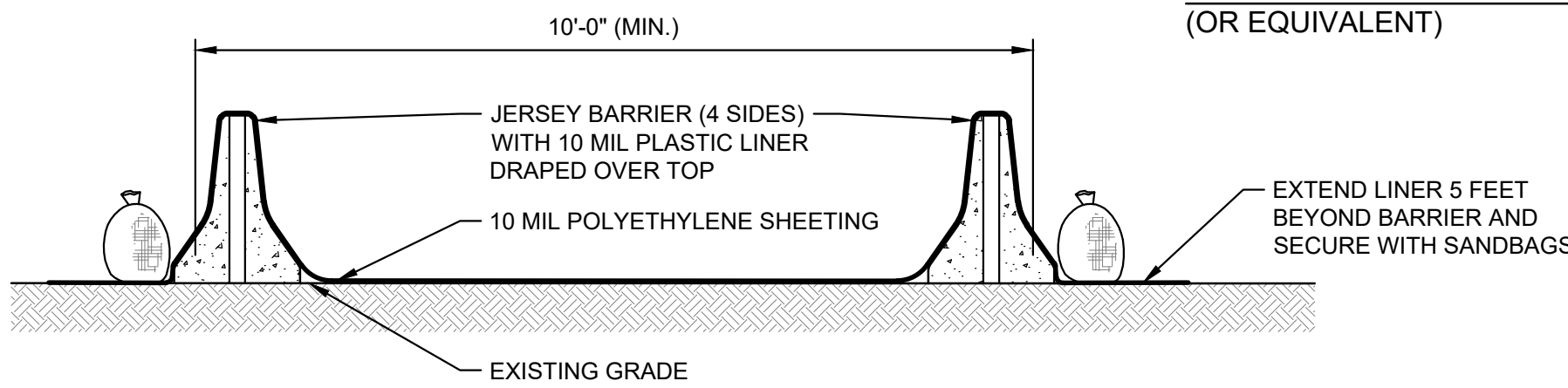


5 TYPICAL TEMPORARY CONSTRUCTION DOUBLE SWING GATE
5 6 NOT TO SCALE



PLAN VIEW

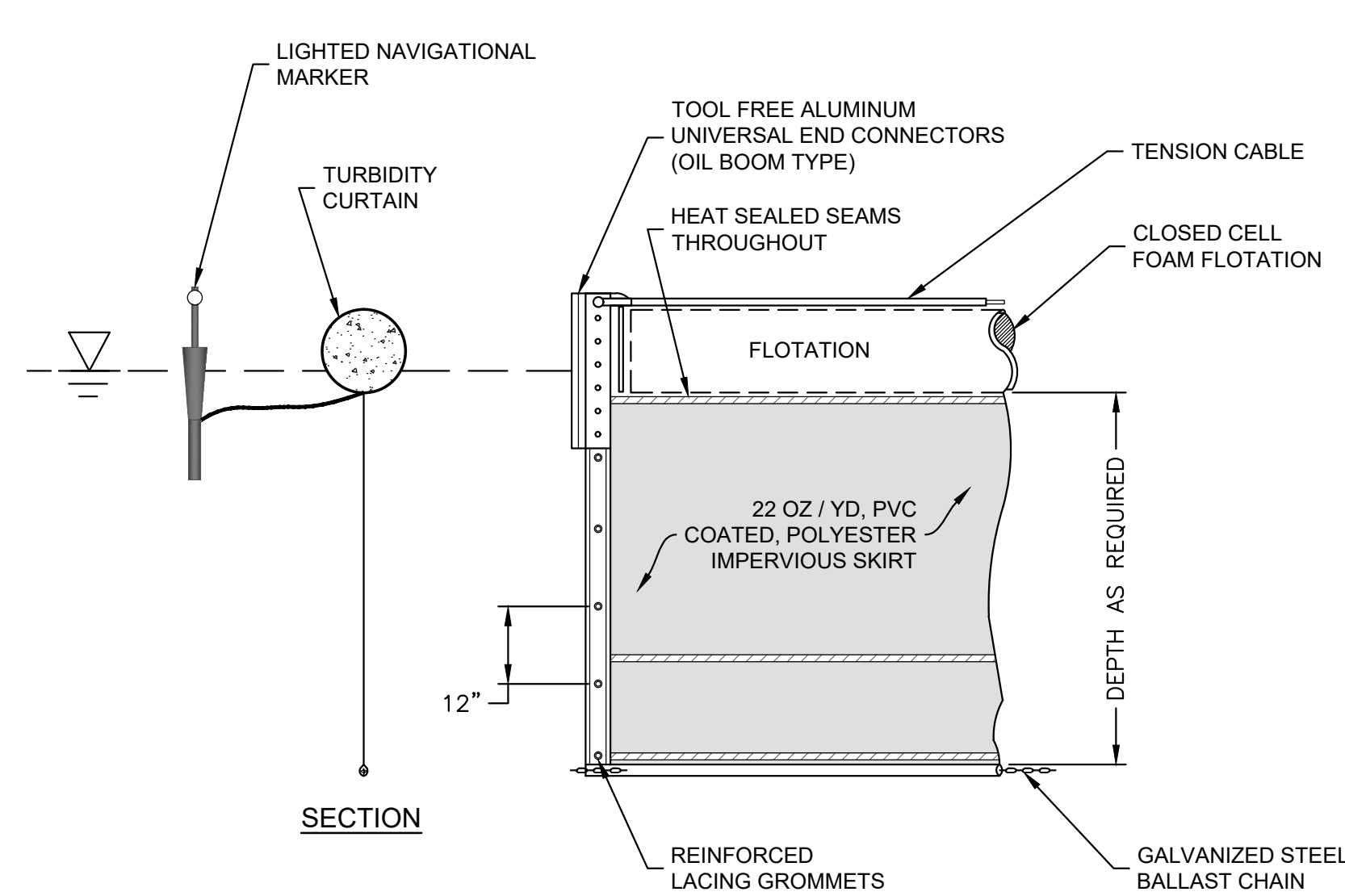
CONCRETE WASHOUT SIGN DETAIL (OR EQUIVALENT)



NOTES:

1. SUMPS TO BE CLEANED AND WASTE CONCRETE AND WATER REMOVED AND PROPERLY DISPOSED OF UPON COMPLETION OF WORK.

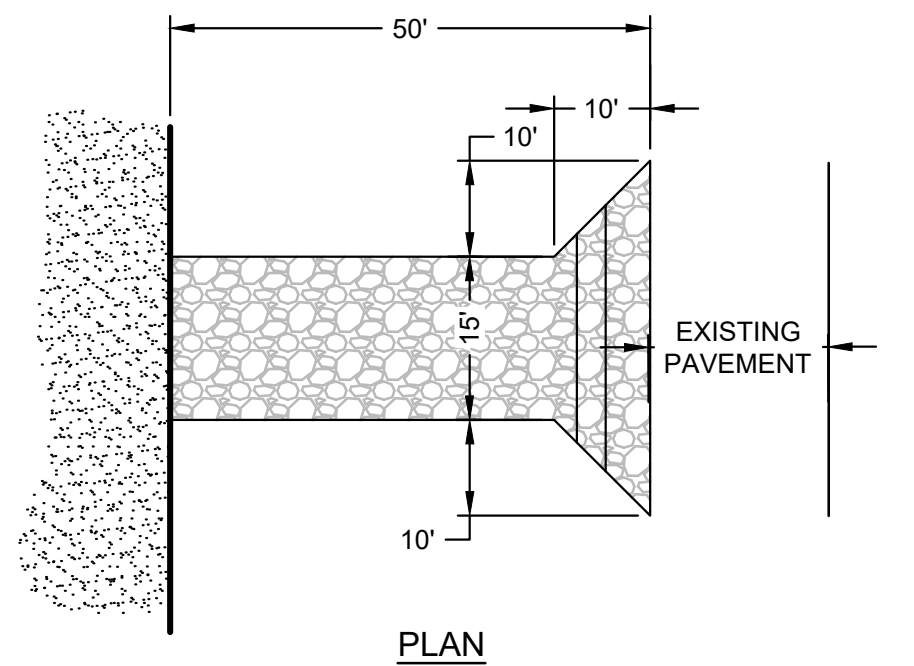
8 CONCRETE WASHOUT AREA
5 6 NOT TO SCALE



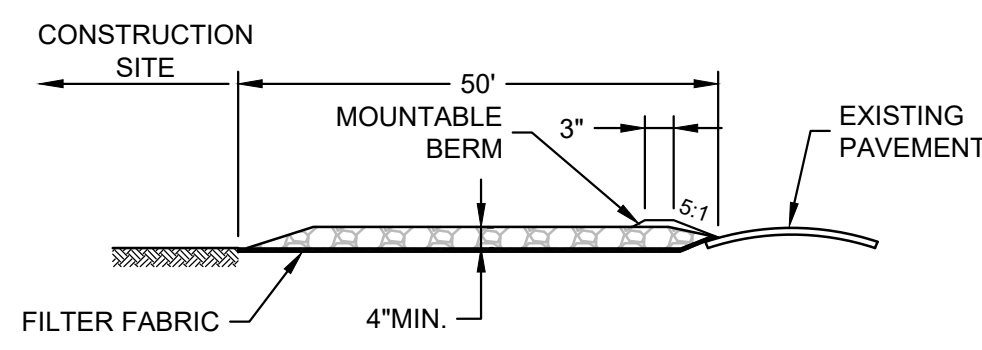
NOTES:

1. REFER TO SECTION 01 57 00 - TEMPORARY CONTROLS FOR MINIMUM REQUIREMENTS OF TURBIDITY CURTAINS.
2. END OF CURTAIN SHALL BE ANCHORED SECURELY AT THE SHORELINE ABOVE MEAN HIGH WATER ELEVATION IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS.
3. TURBIDITY CURTAINS SHALL BE INSPECTED REGULARLY TO DETERMINE IF ALL COMPONENTS ARE FUNCTIONING PROPERLY.

3 TURBIDITY CURTAIN
5 6 NOT TO SCALE



PLAN



SECTION

6 TEMPORARY CONSTRUCTION ENTRANCE / EXIT
5 6 NOT TO SCALE

NOTES:

1. STONE SIZE - USE 2" STONE (MINIMUM) TO 6" STONE (MAXIMUM).
2. LENGTH - GREATER THAN OR EQUAL TO 50 FEET WITH THICKNESS OF 4".
3. WIDTH - FIFTEEN (15) FOOT TYP., BUT NOT LESS THAN FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS.
4. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS ENTRANCE. IF PIPING IS IMPRACTICAL, MOUNTABLE BERM SHALL BE PERMITTED.
5. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH SHALL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING AND ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
6. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED.
7. THE CLEAN STONE SHOULD BE INSTALLED OVER A GEOTEXTILE FABRIC. GEOTEXTILE FABRIC MAY BE OMITTED FOR PERMANENT CONSTRUCTION ENTRANCES-EXITS ON A CASE-BY-CASE BASIS WITH THE APPROVAL OF THE NATIONAL GRID ENVIRONMENTAL.
8. FOLLOWING CONSTRUCTION, THE CONSTRUCTION ENTRANCE / EXIT SHALL BE REMOVED AND THE AREA GRADED, SEEDED, AND MULCHED AS NEEDED. ENTRANCE / EXITS MAY REMAIN DEPENDING UPON FUTURE ACCESS NEEDS AND / OR PROJECT-SPECIFIC APPROVALS BUT REQUIRES APPROVALS FROM THE NATIONAL GRID ENVIRONMENTAL AND PROPERTY LEGAL.



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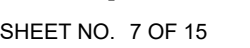
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TEMPORARY CONTROLS DETAILS

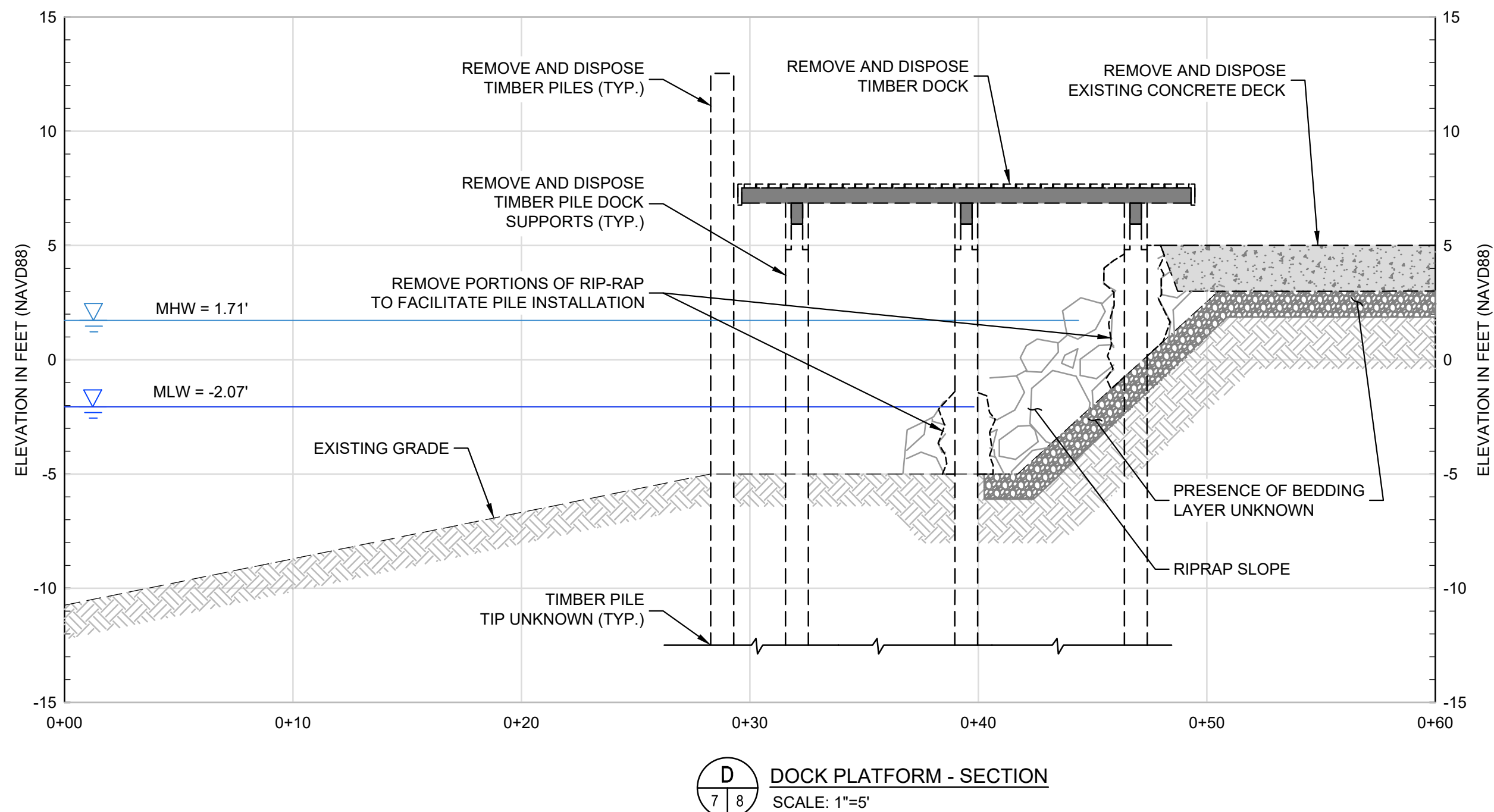
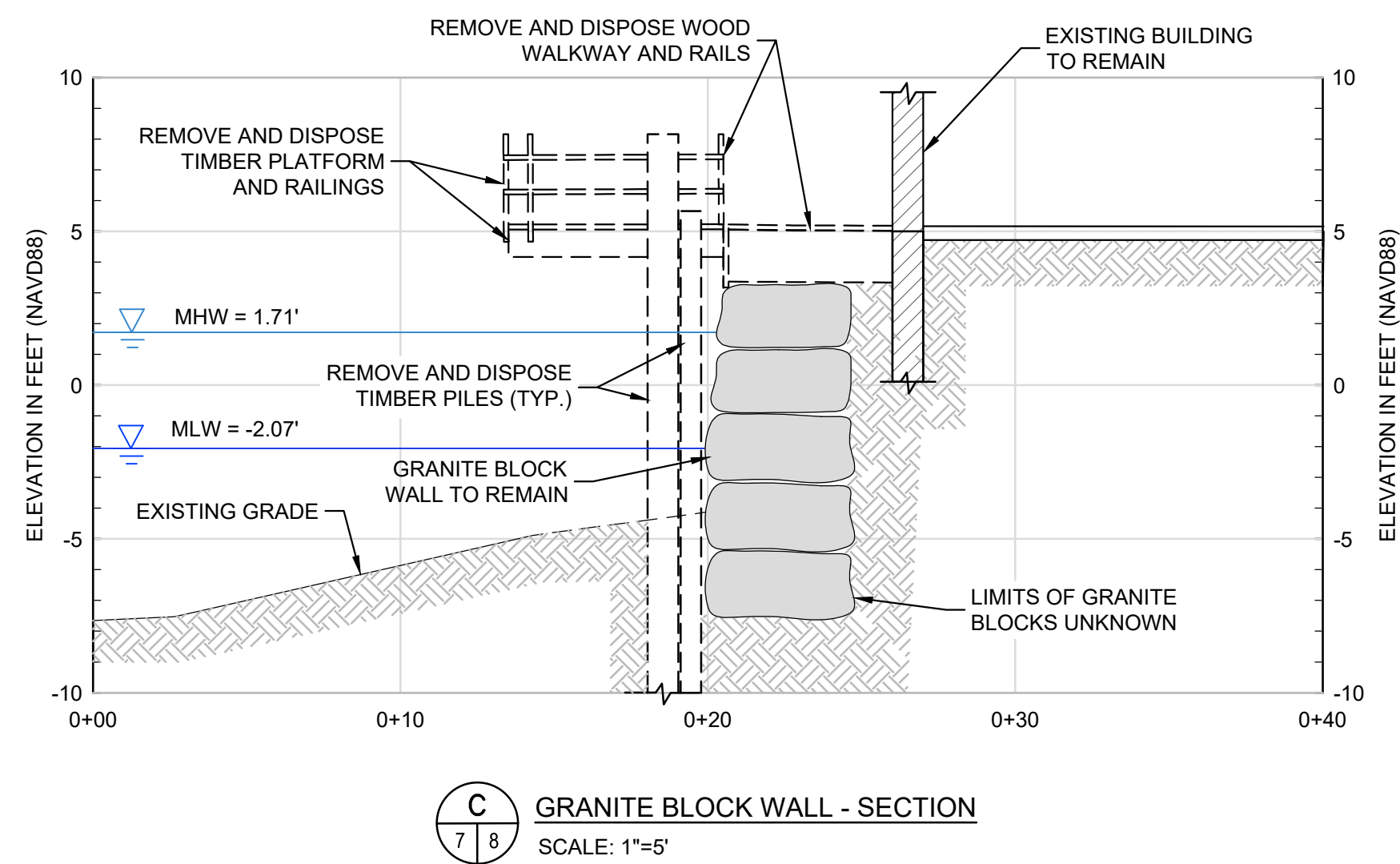
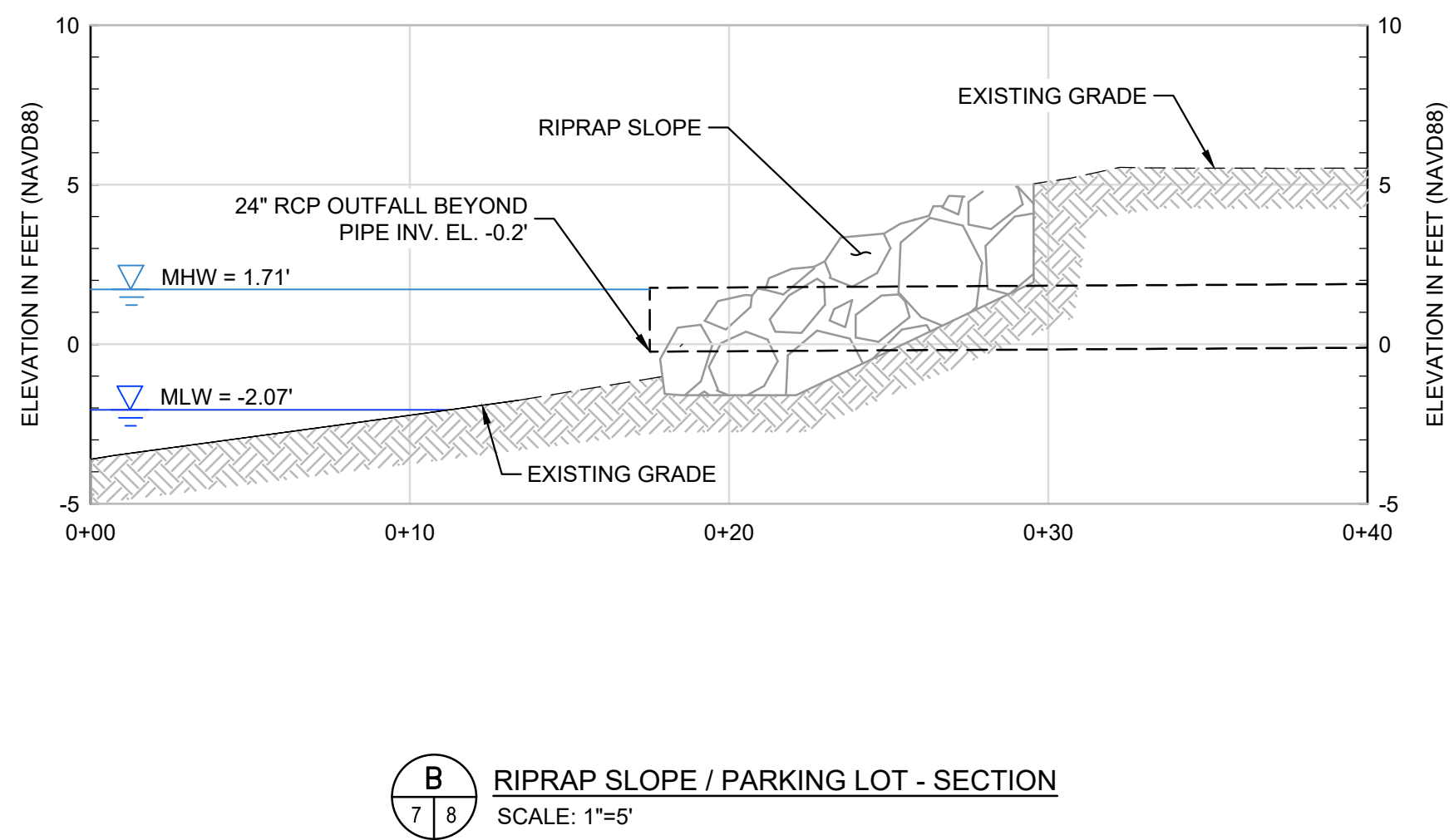
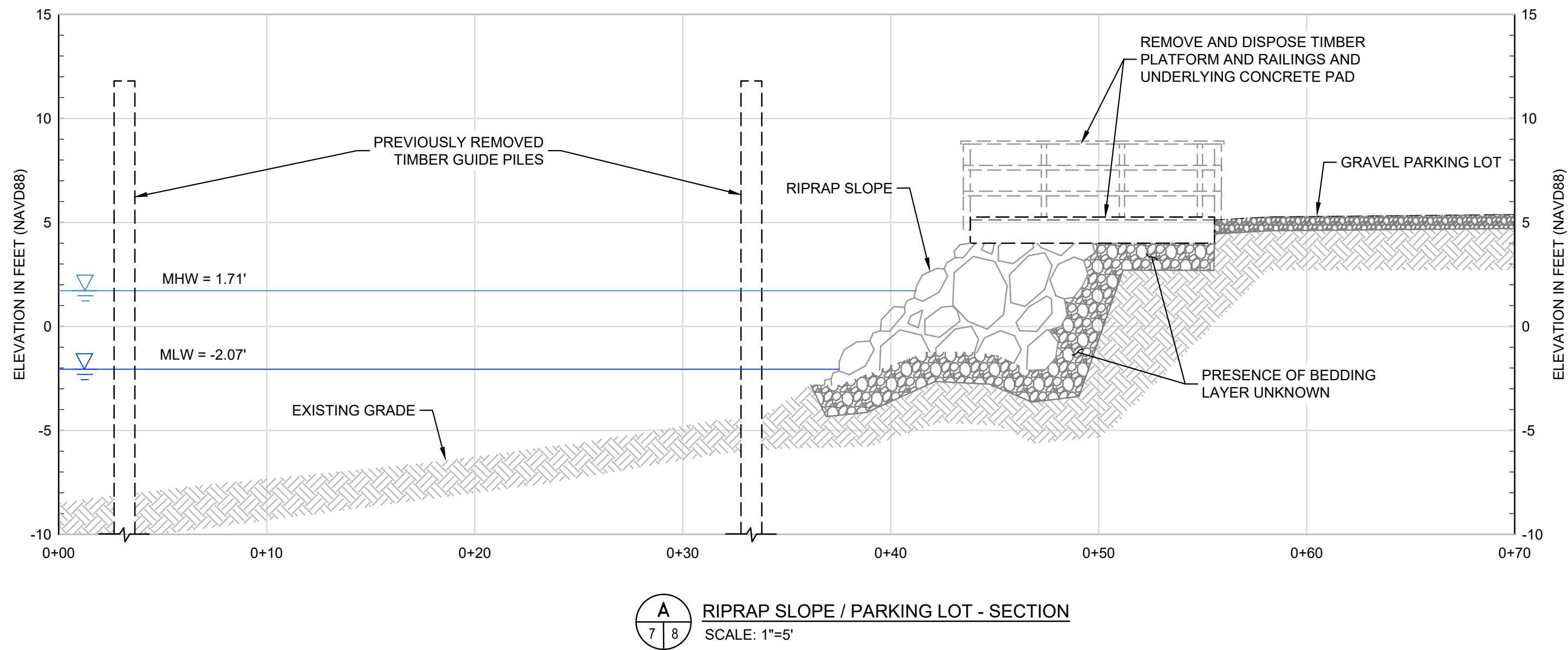
DRAWING

6

SHEET NO. 6 OF 15



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NOTES:

1. LIMITS AND EXTENT OF BELOW GRADE RIPRAP, BEDDING LAYERS, BUILDING FOUNDATIONS, AND STONE WALLS ARE UNKNOWN.



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REVISION NO.

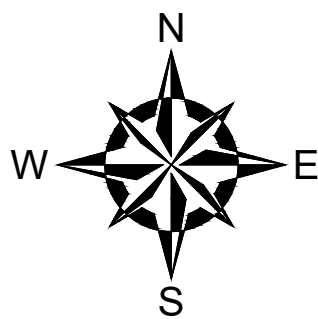
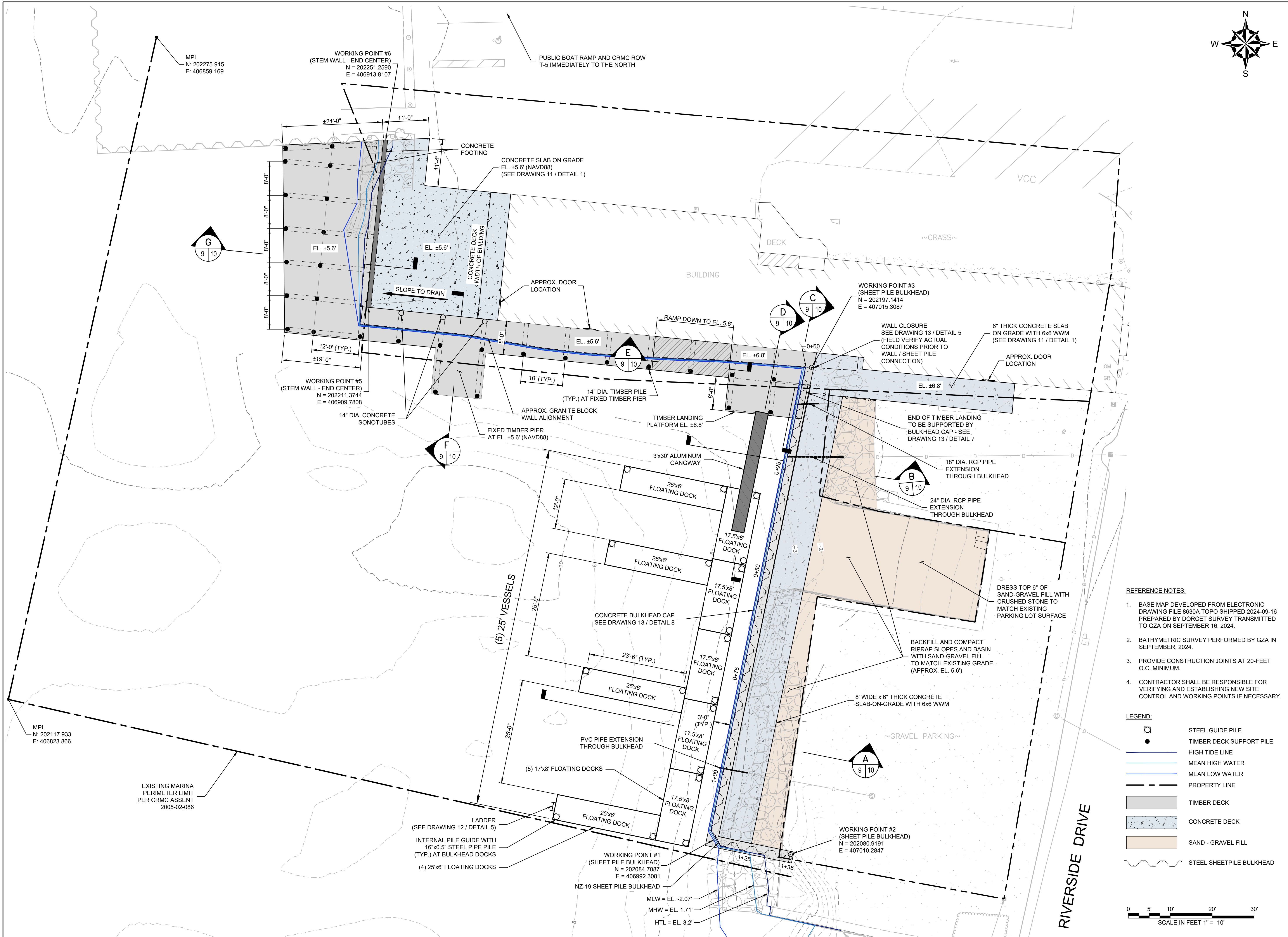
CHASE MARINA
169 RIVERSIDE DRIVE
TIVERTON, RHODE ISLAND

DEMOLITION SECTIONS

DRAWING

8

SHEET NO. 8 OF 15



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REV	DESCRIPTION	DATE	BY

PROJECT NO: 35429.00
DATE: AUGUST, 2025
PROJECT MGR: TWS
DESIGNED BY: JTF
DRAWN BY: GRB
CHECKED BY: TWS
REVIEWED BY: MJP
SCALE: AS NOTED
REVISION NO.

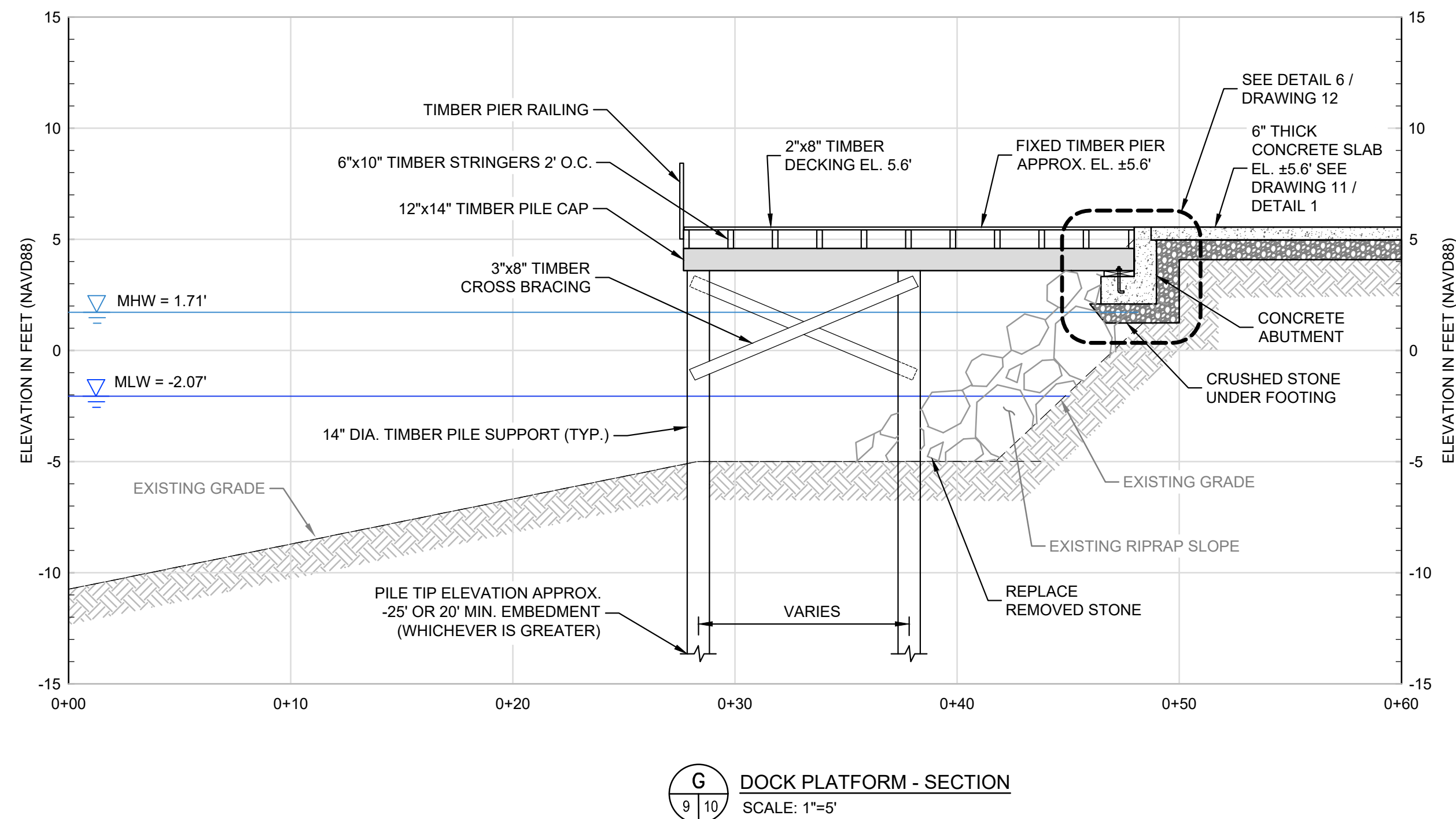
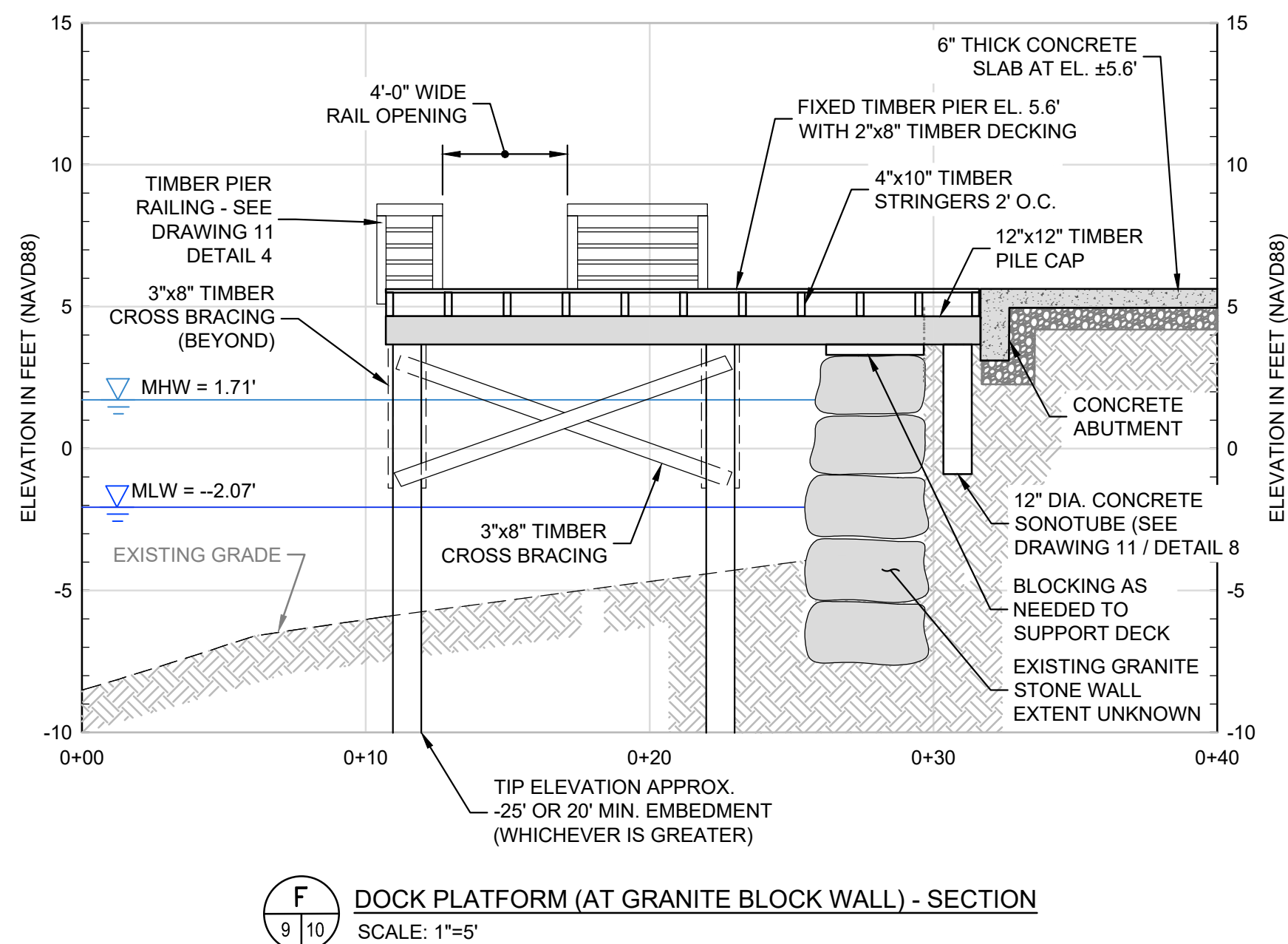
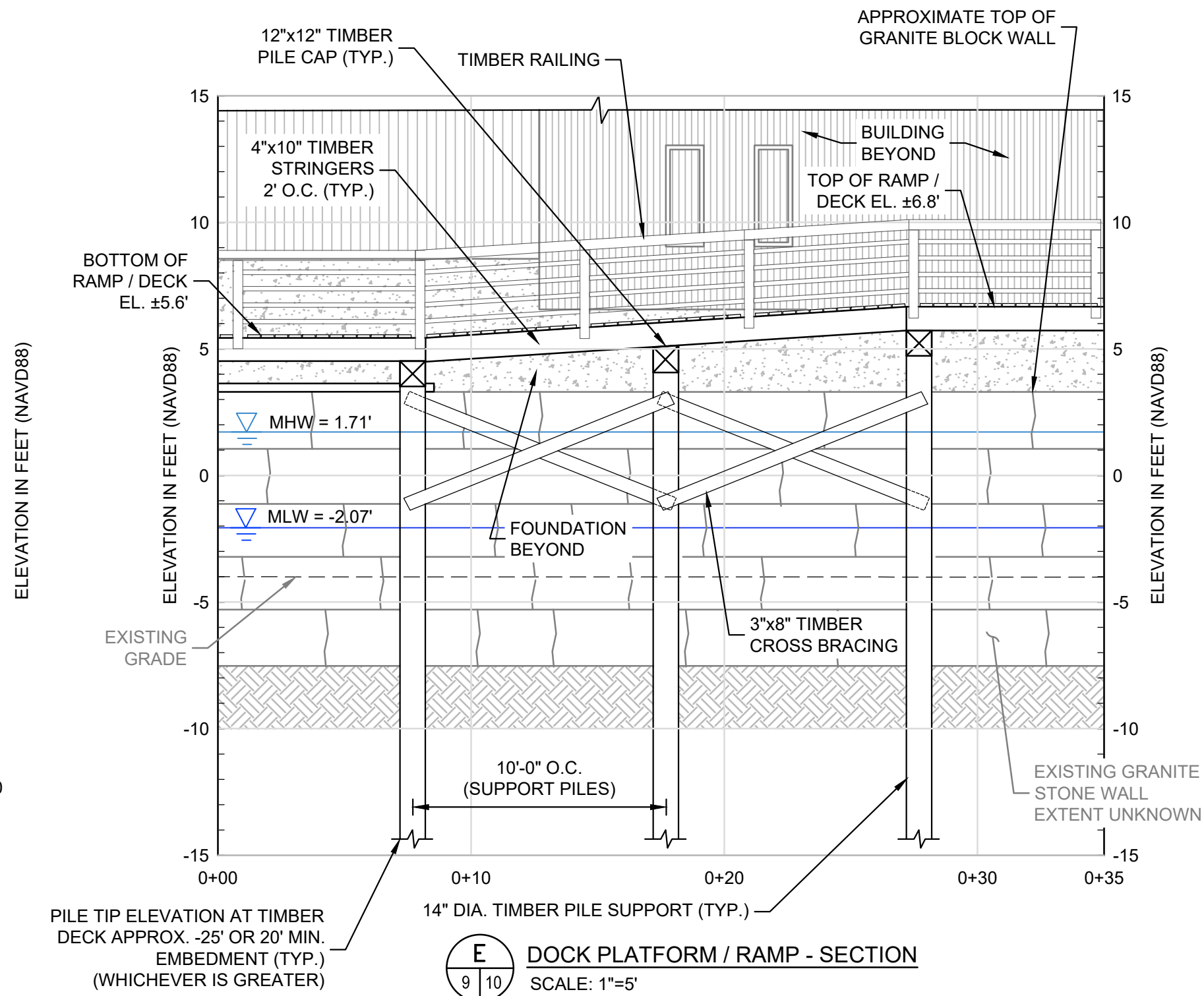
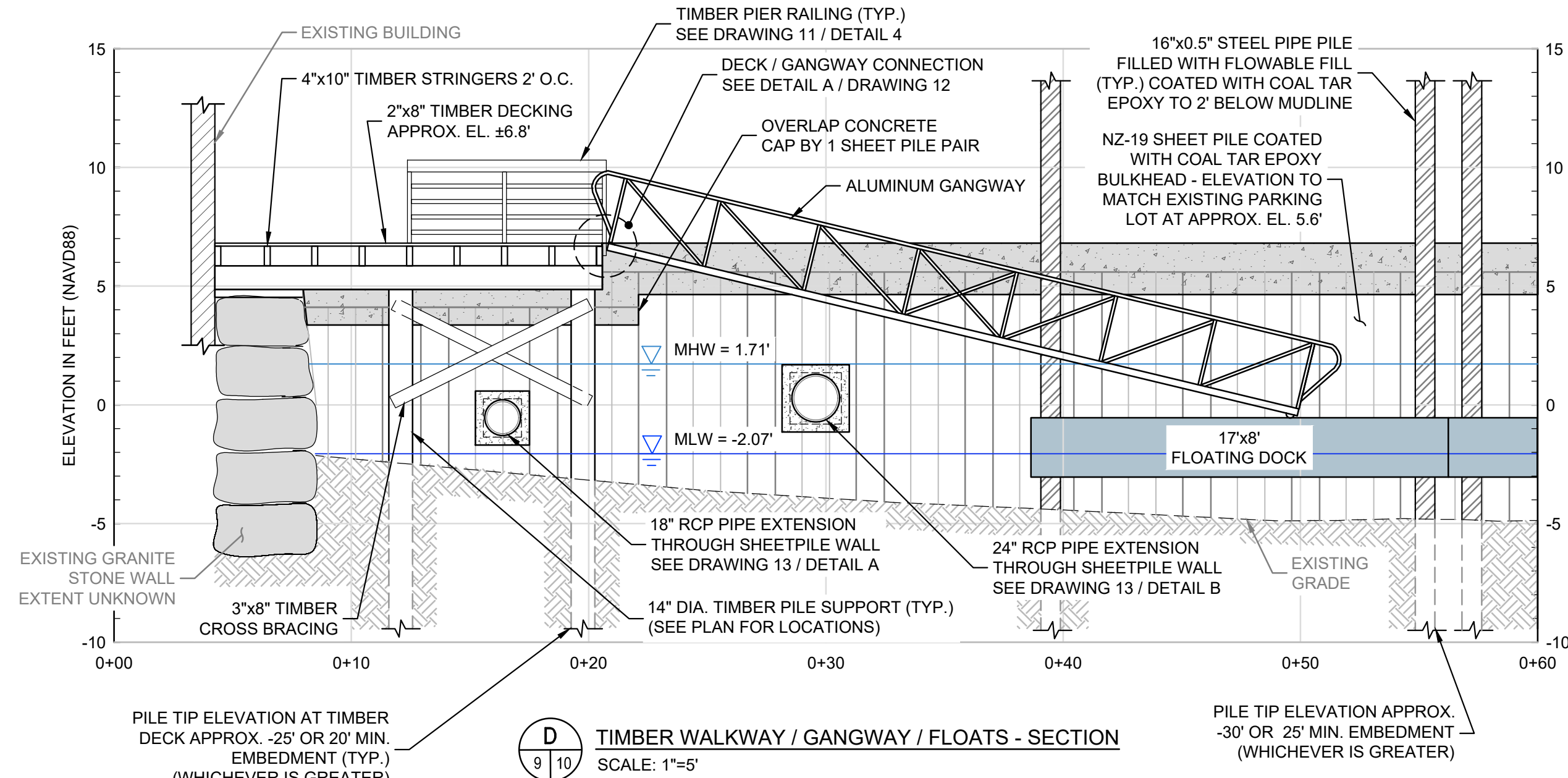
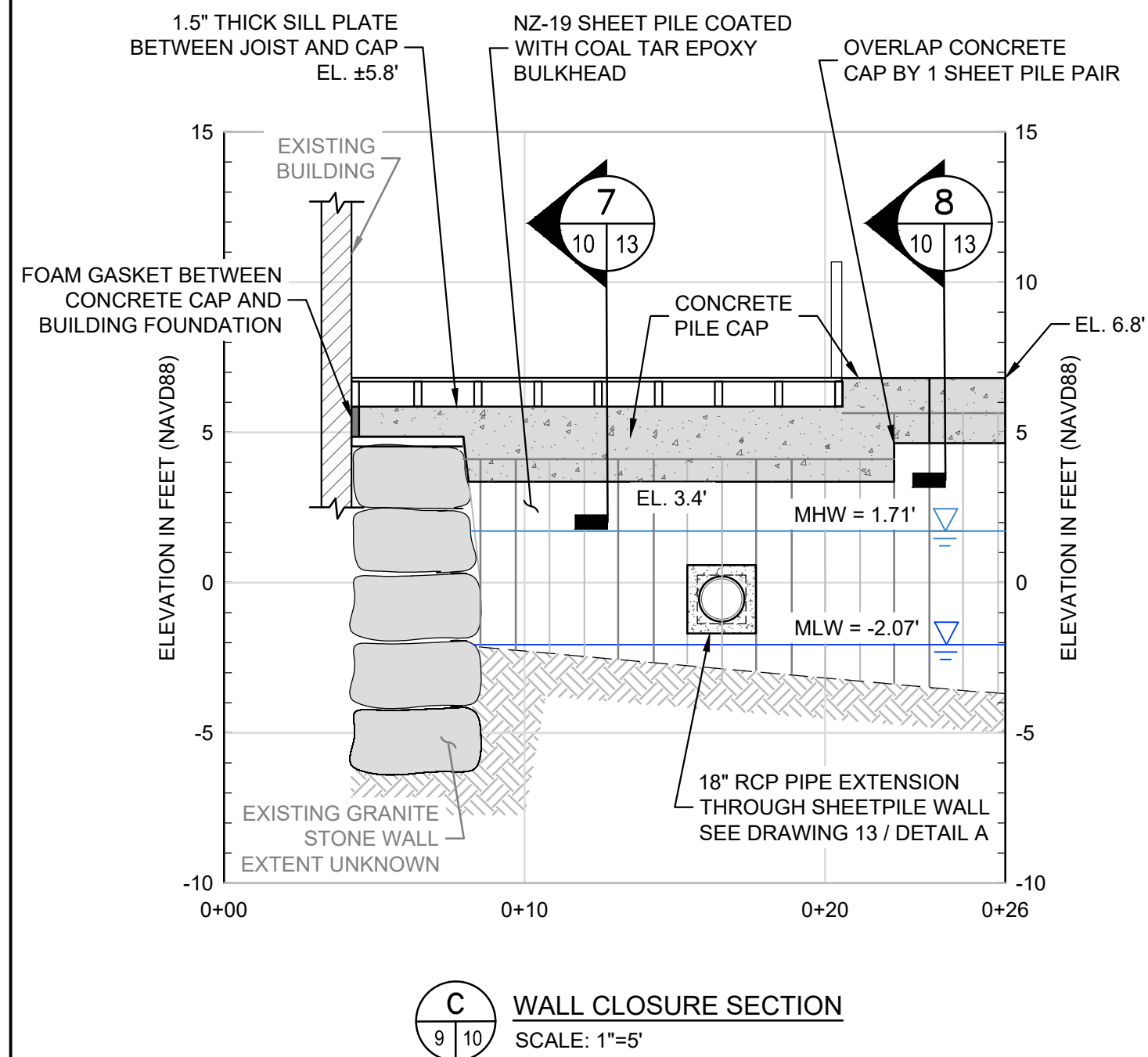
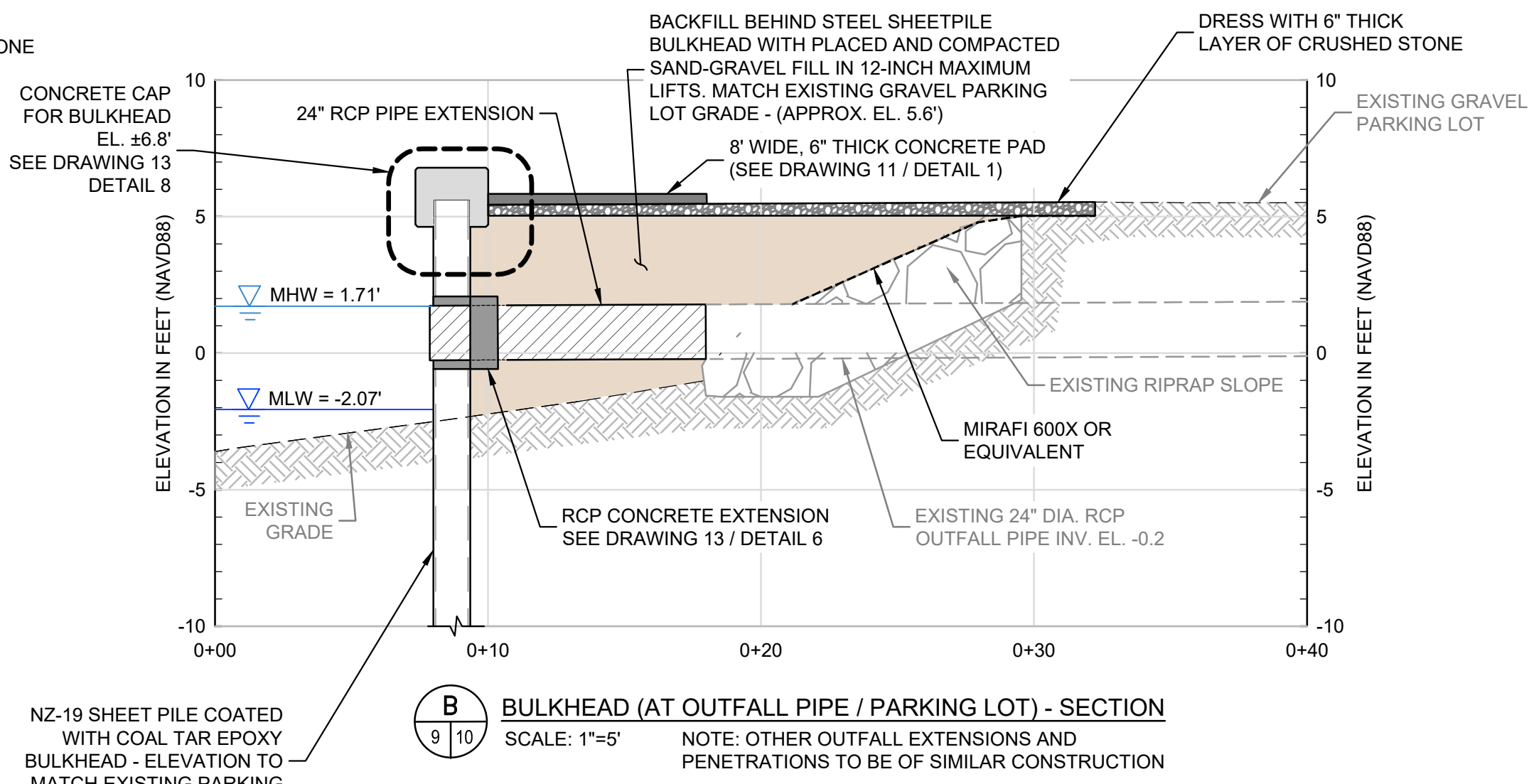
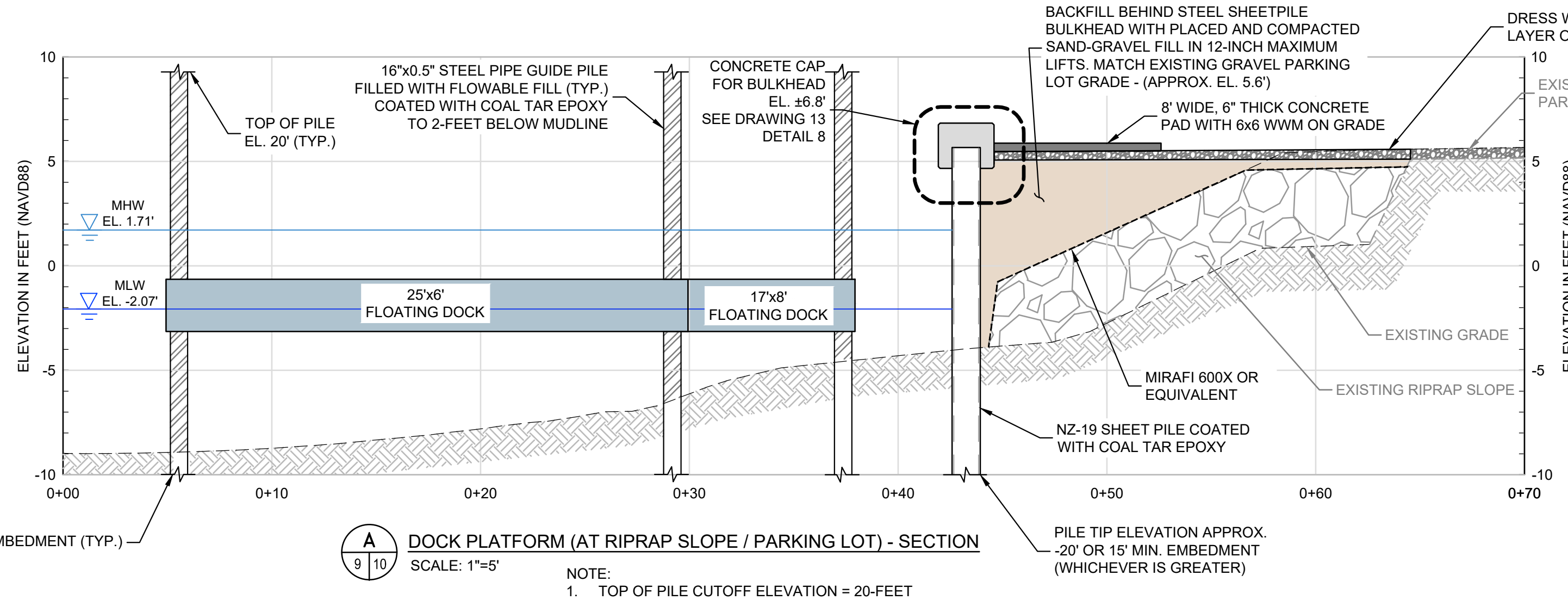
CHASE MARINA
169 RIVERSIDE DRIVE
TIVERTON, RHODE ISLAND

PROPOSED CONDITIONS PLAN
PHASE 1

DRAWING

9

SHEET NO. 9 OF 15



NOTES:

- ALL PILE SUPPORTED CROSS BRACING TO BE 3x8 TIMBER AND ATTACHED TO PILES WITH 1" DIA. HDG. THRU BOLTS.
 - TOP OF BRACING THRU BOLTS EL. 3.0' (NAVD88)
 - BOTTOM OF BRACING THRU BOLTS EL. -0.9' (NAVD88)
- NZ-19 SHEET PILES WILL BE COATED WITH COAL TAR EPOXY.
- ALL STEEL PIPE GUIDE PILES TO BE CAPPED WITH A PVC PILE CAP.



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DRAWN BY: GRB

CHECKED BY: TWS

REVIEWED BY: MJP

SCALE: AS NOTED

REVISION NO.

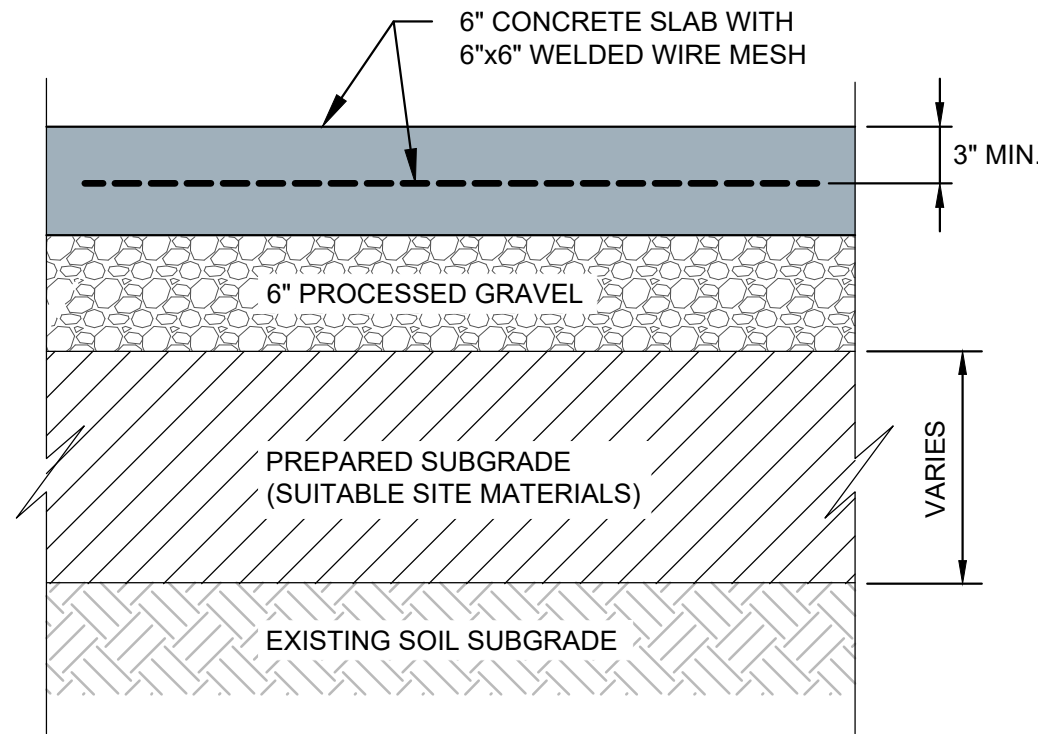
CHASE MARINA
169 RIVERSIDE DRIVE
TIVERTON, RHODE ISLAND

PROPOSED CONDITIONS SECTIONS
PHASE 1

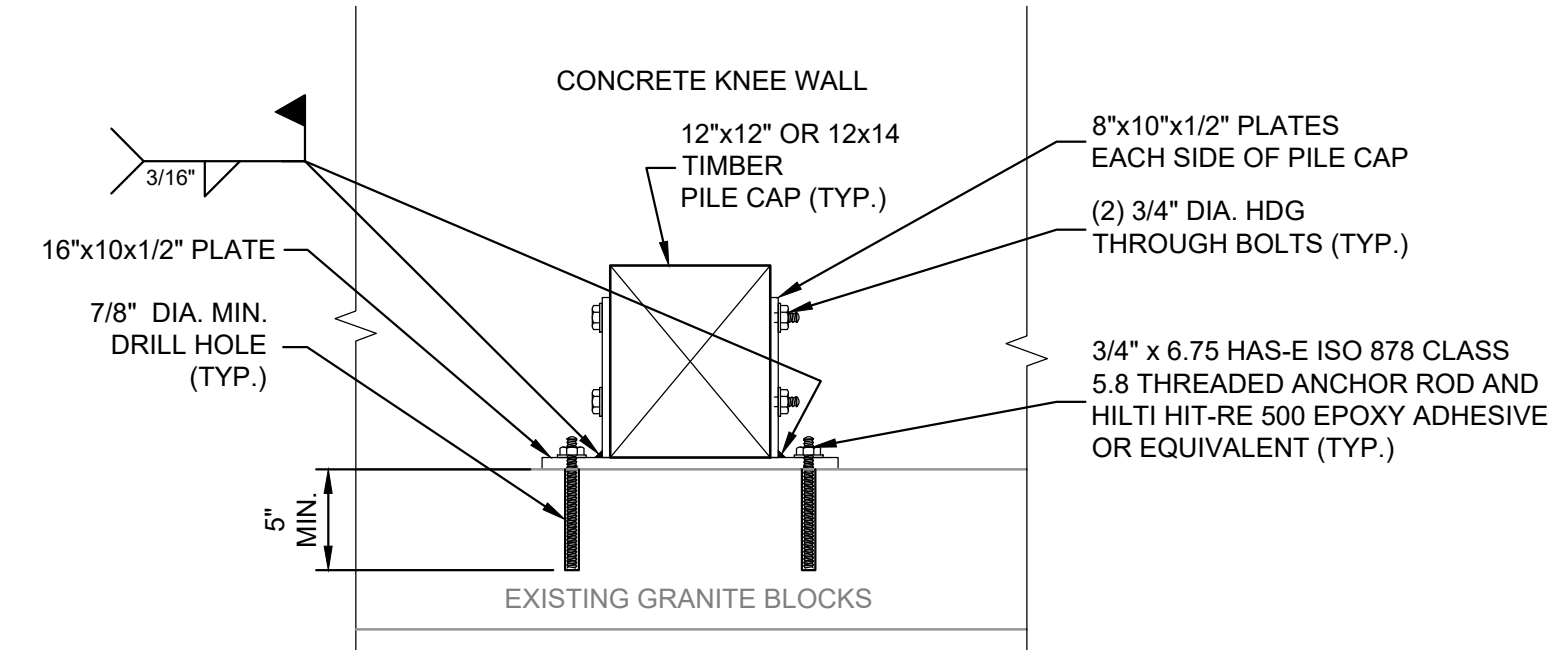
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10

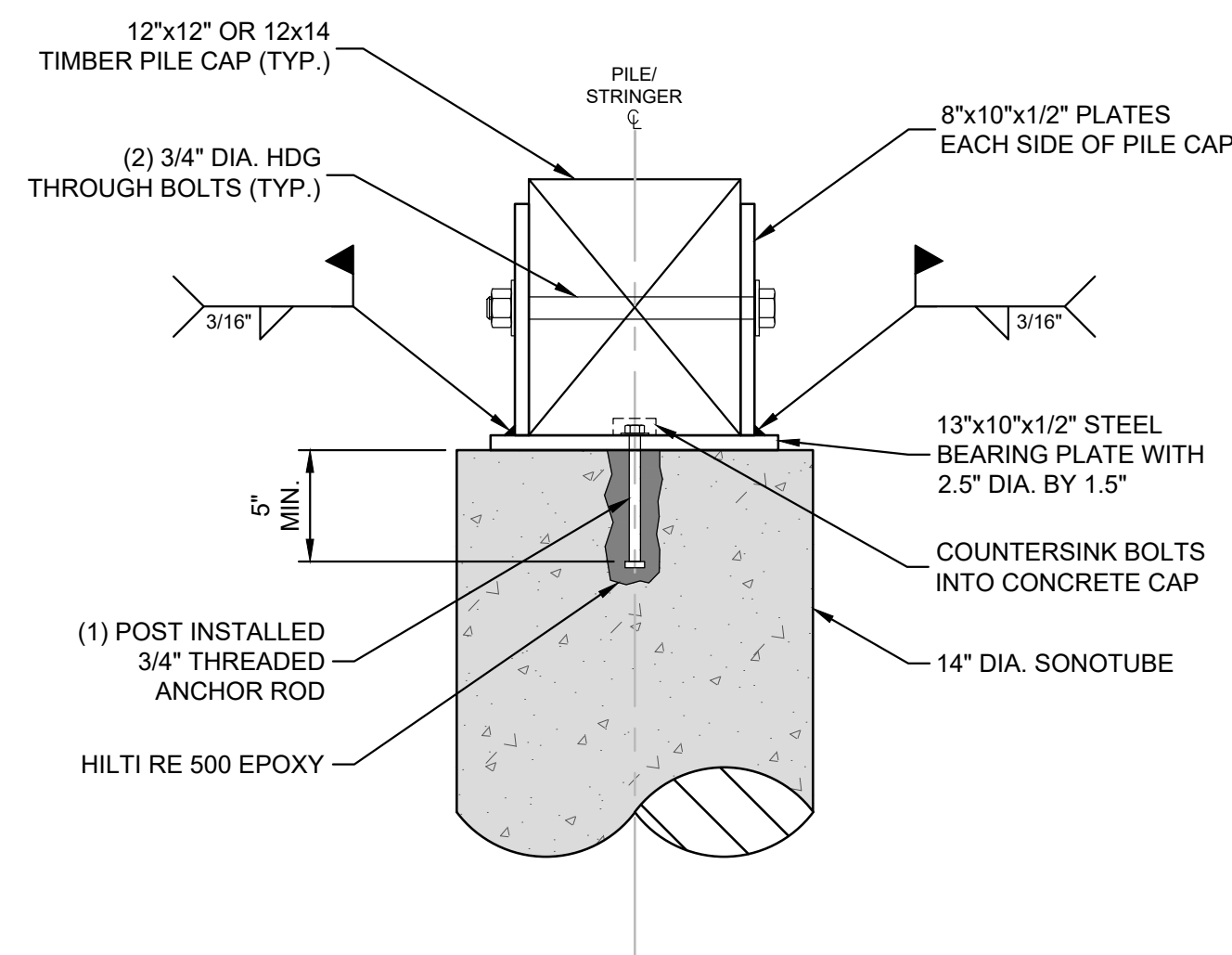
SHEET NO. 10 OF 15



1 CONCRETE SLAB-ON-GRADE DETAIL
SCALE: 1" = 4'



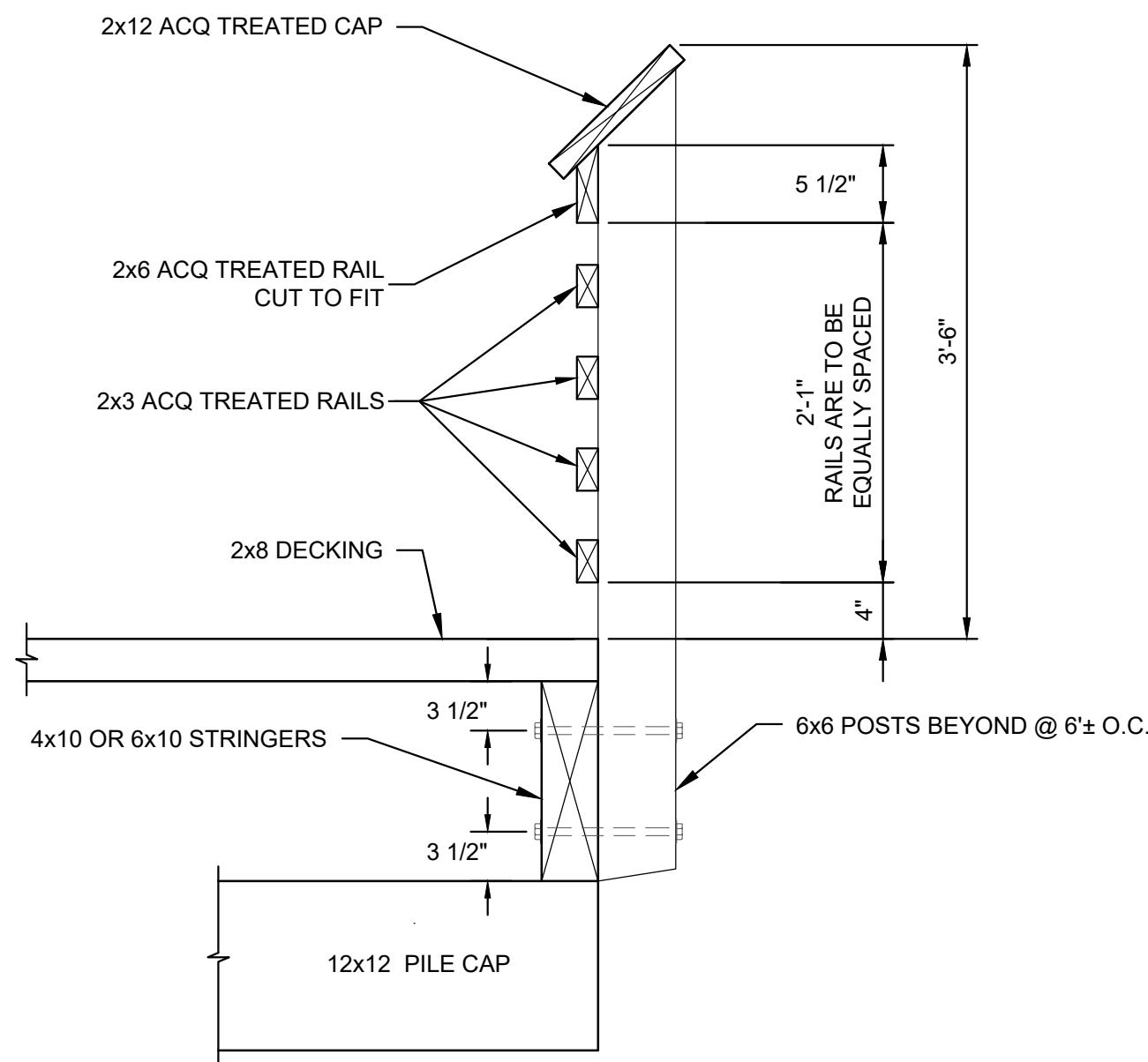
2 TIMBER PILE CAP TO GRANITE BLOCK CONNECTION DETAIL
NOT TO SCALE



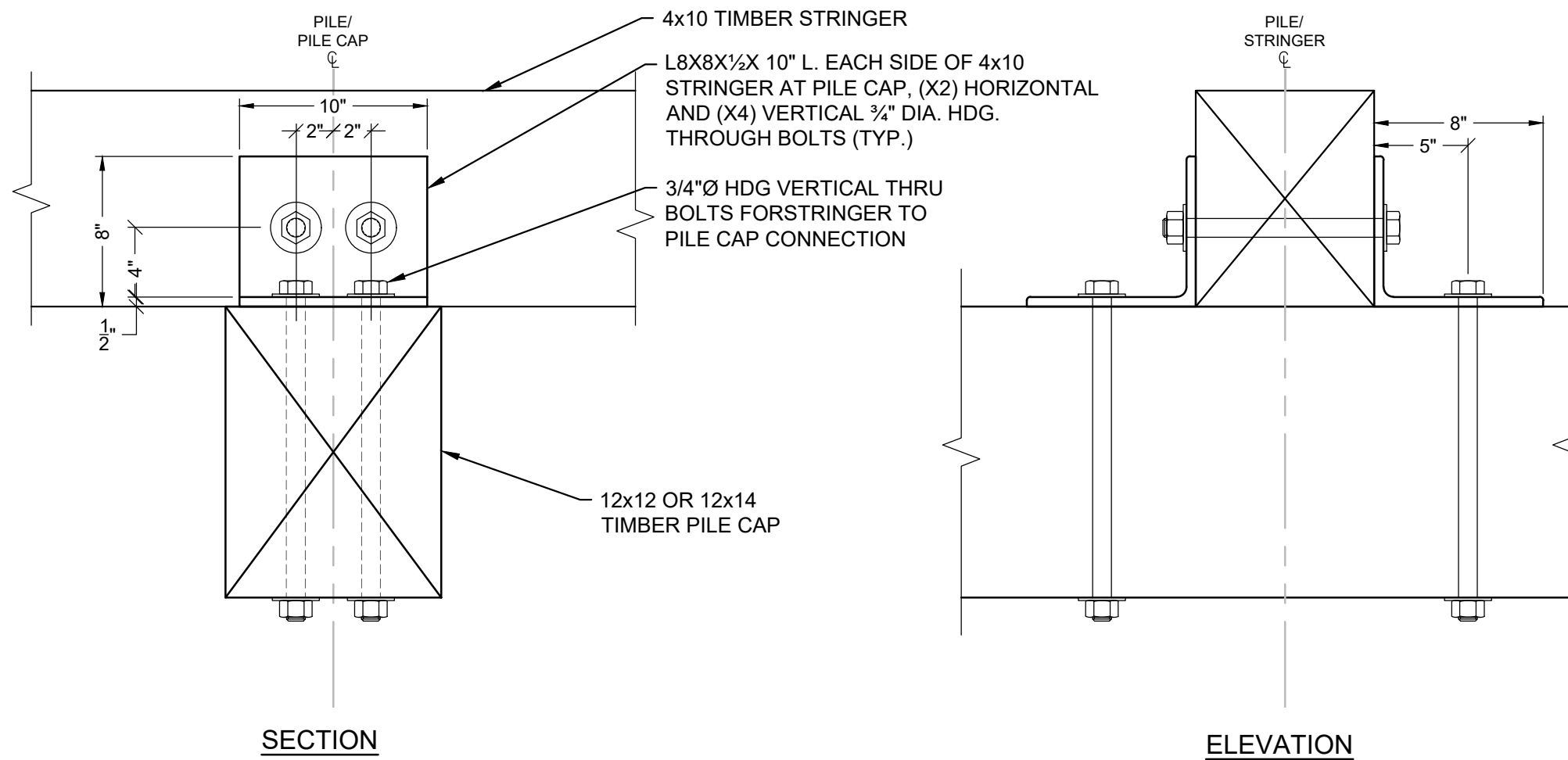
3 TIMBER PILE CAP TO SONOTUBE CONNECTION
SCALE: 1-1/2" = 1'

NOTES:

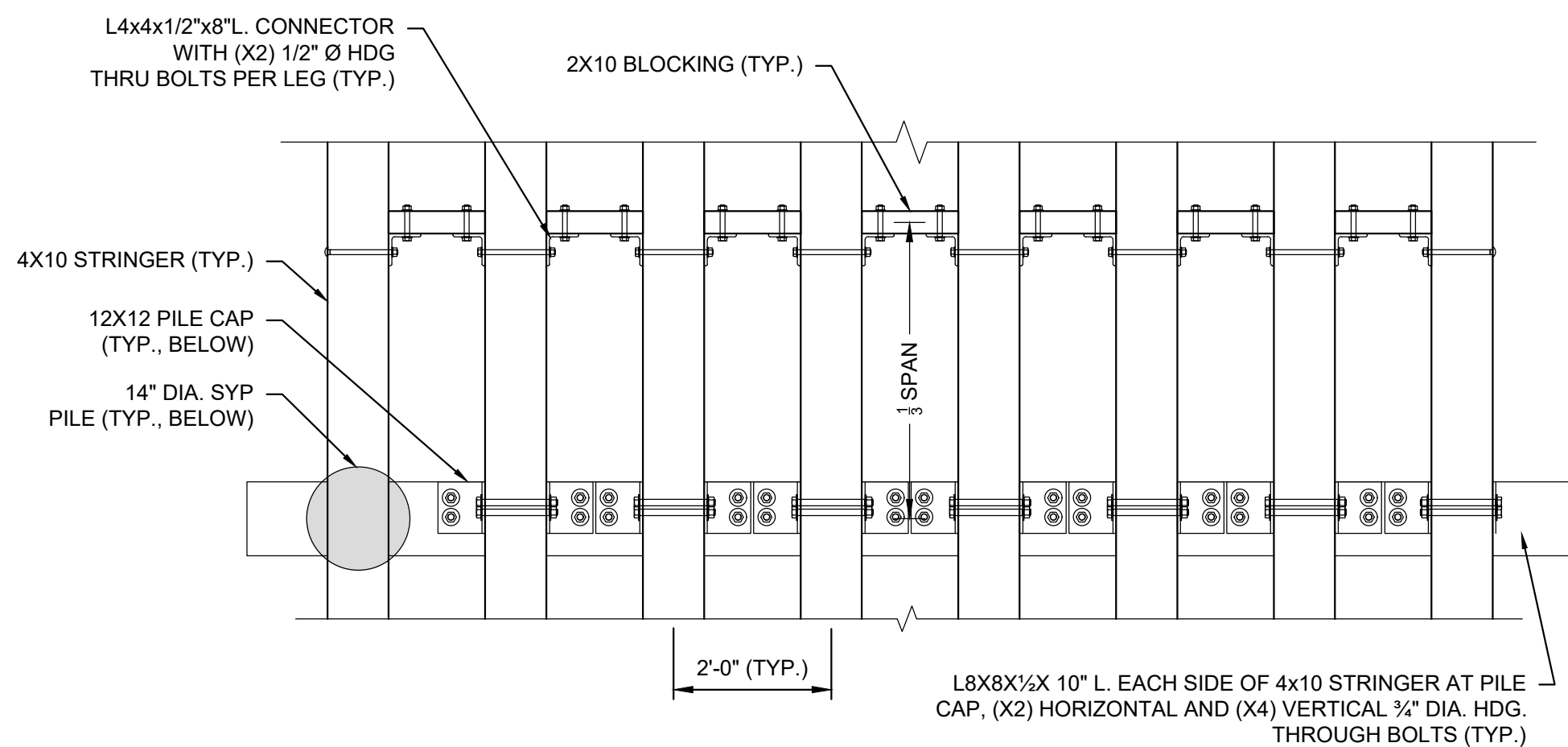
- TIMBER MEMBERS LOCATED BELOW THE DECKING SHALL BE SOUTHERN YELLOW PINE (SYP) GRADE NO. 2, TREATED WITH 2.5# CCA, UNLESS NOTED OTHERWISE.
- TIMBER PILE CAPS IN THE ALIGNED IN THE EAST-WEST DIRECTION SHALL BE SYP GRADE NO. 1, TREATED WITH 2.5# CCA, UNLESS NOTED OTHERWISE.
- TIMBER MEMBERS LOCATED ON OR ABOVE THE PIER DECKING SHALL BE SYP GRADE NO. 2, TREATED WITH 0.6# ACQ, UNLESS OTHERWISE NOTED.
- ALL BOLTS, PLATES, AND MISCELLANEOUS METALS IN CONTACT WITH TIMBER TREATED WITH ACQ SHALL BE TYPE 316 STAINLESS STEEL OR HAVE PVC SLEEVES & PVC FLAT STOCK TO PREVENT HDG STEEL CONTACT WITH ACQ-PRESERVED TIMBER.
- TIMBER DECKING SHALL BE FASTENED TO THE STRINGERS WITH #8 - 2 1/2" LONG, WOOD SCREWS. MINIMUM 2 SCREWS EACH LOCATION PER STRINGER PER PLANK.
- ALL PILE SUPPORTED CROSS BRACING TO BE 3x8 AND ATTACHED TO PILES WITH 1" DIA. HDG. THRU BOLTS.
- CONTRACTOR SHALL PLACE 15# ASPHALT ROOFING FELT (TAR PAPER) BETWEEN HORIZONTAL TIMBER TO TIMBER OR CONCRETE INTERFACES AND ALL TIMBER TO STEEL INTERFACES.
- EPOXY ADHESIVE FOR ANCHORS DRILLED AND SET IN CONCRETE SHALL BE HILTI HIT-RE 500 V3, OR APPROVED EQUIVALENT.



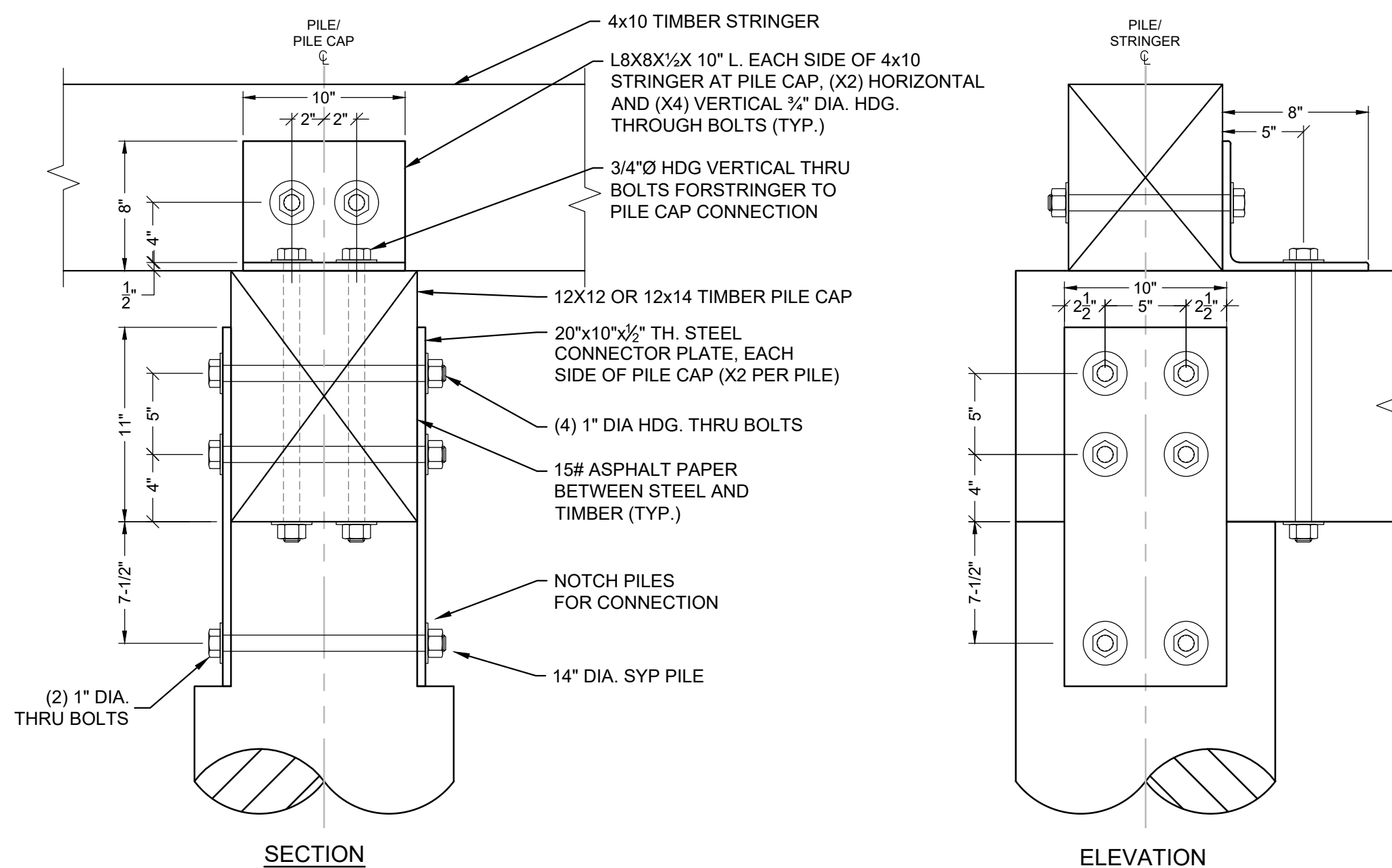
4 TIMBER RAIL - SECTION
SCALE: 1" = 1'
NOTES: SEE NOTE 4



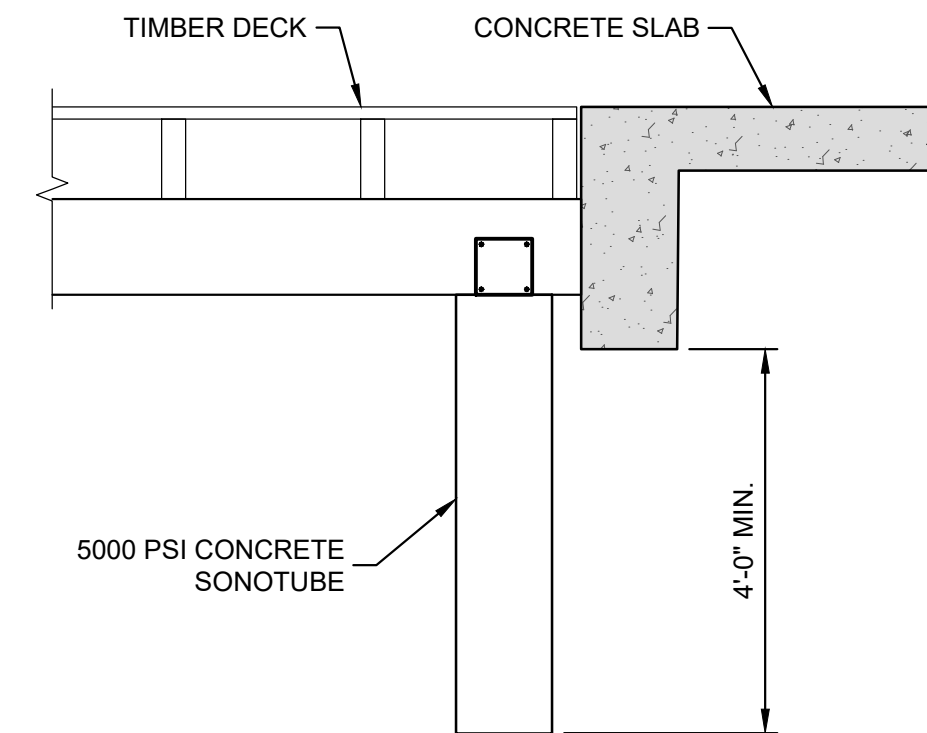
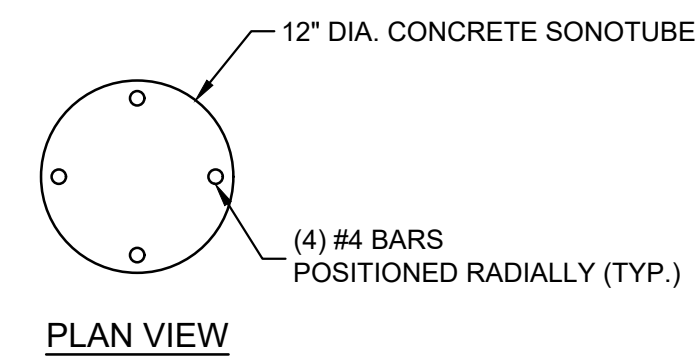
5 INTERIOR STRINGER TO PILE CAP CONNECTION DETAILS
SCALE: 1-1/2" = 1'



6 STRINGER BLOCKING CONNECTION DETAIL (AT GRANITE BLOCK WALL)
SCALE: 1" = 2'



7 EXTERIOR STRINGER TO PILE CAP AND PILE CAP TO PILE CONNECTION - DETAILS
SCALE: 1-1/2" = 1'



8 SONOTUBE - DETAIL
SCALE: 1" = 1'



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PROJECT NO:	35429.00
DATE:	AUGUST, 2025
PROJECT MGR:	TWS
DESIGNED BY:	JTF
DRAWN BY:	GRB
CHECKED BY:	TWS
REVIEWED BY:	MJP
SCALE:	AS NOTED
REVISION NO.	

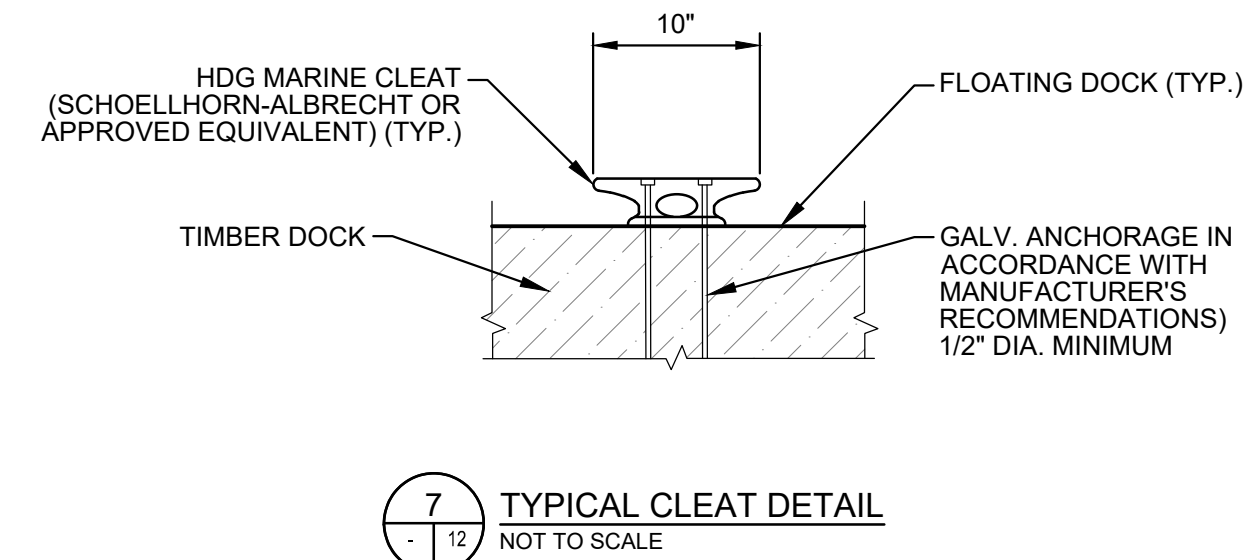
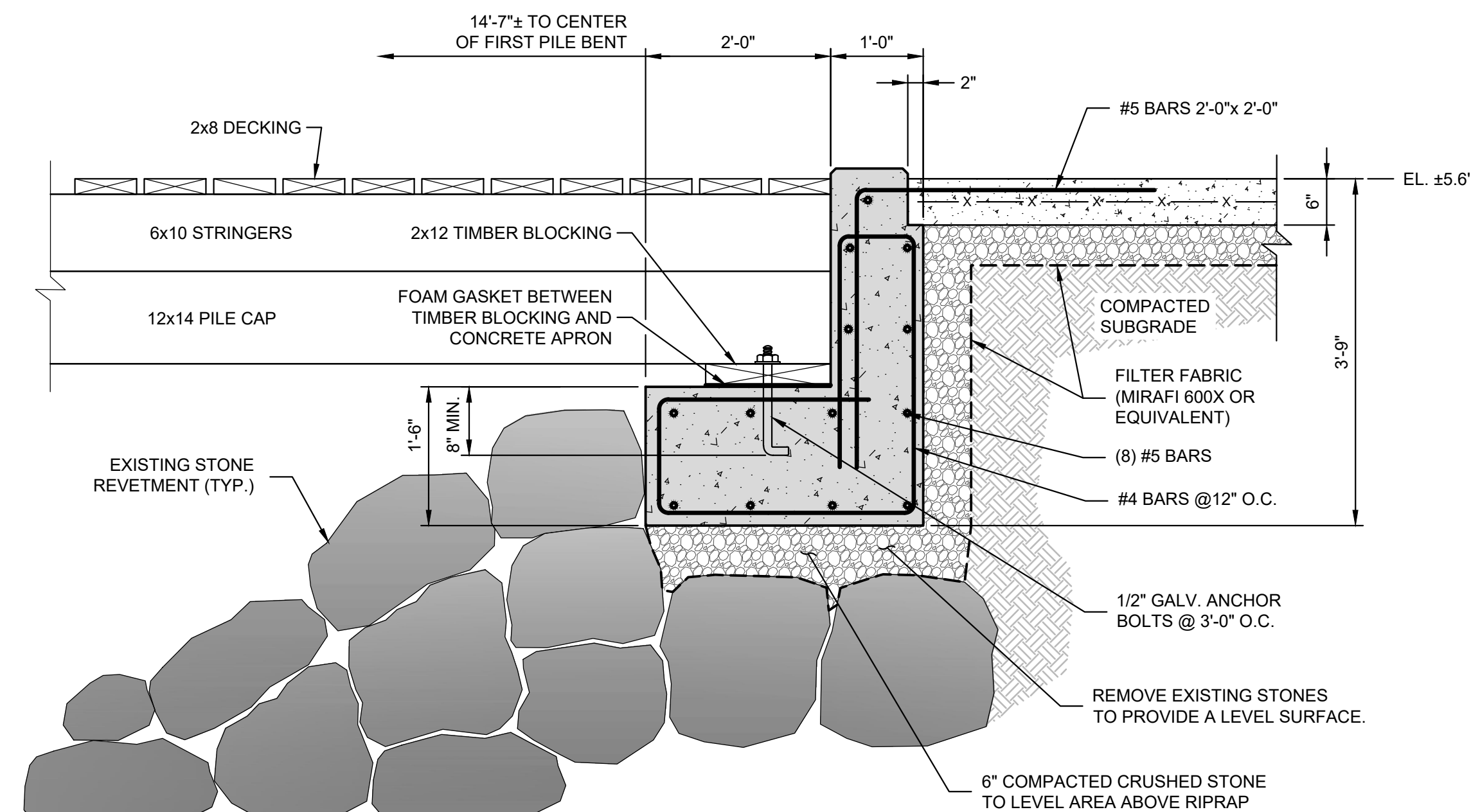
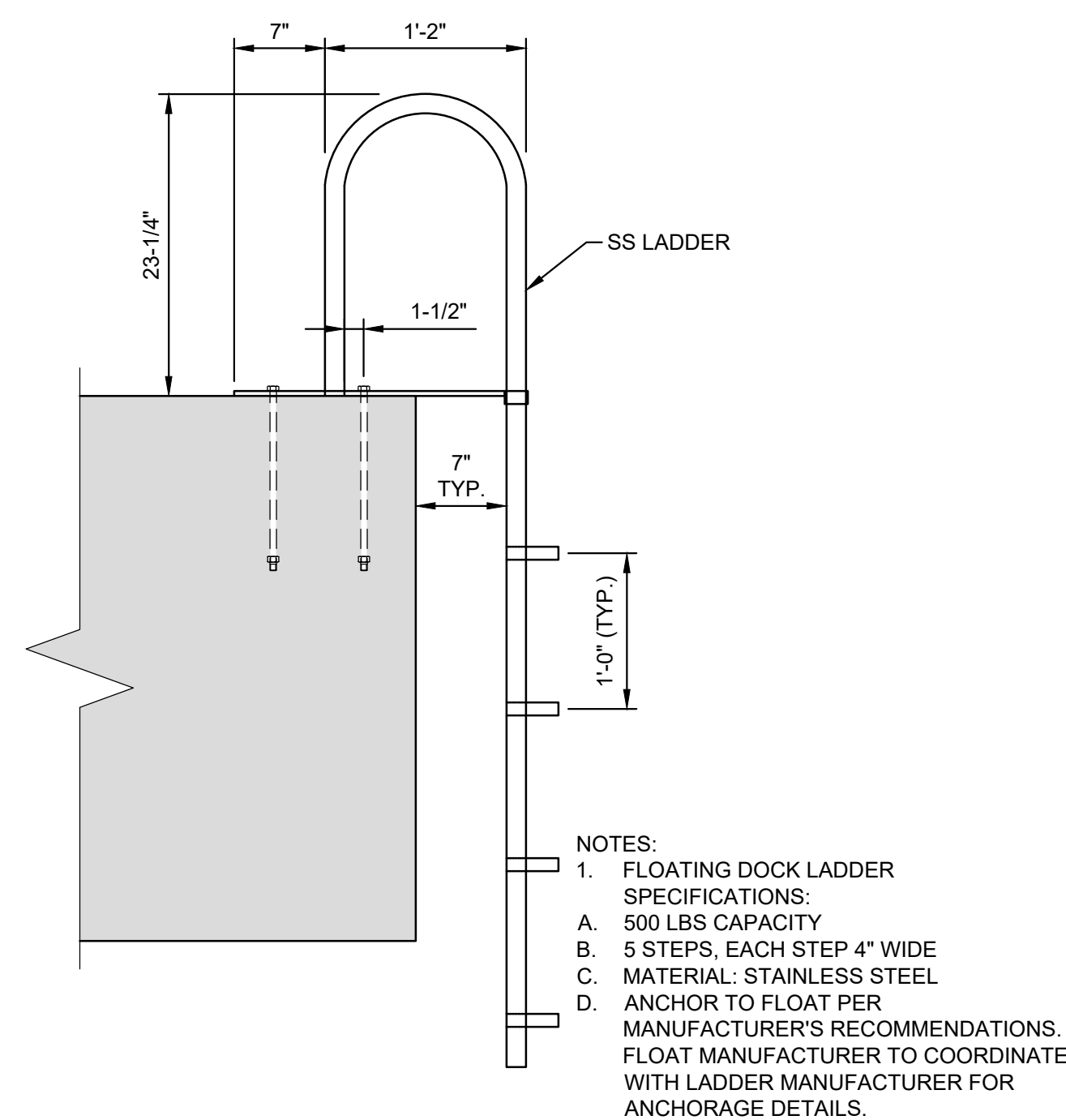
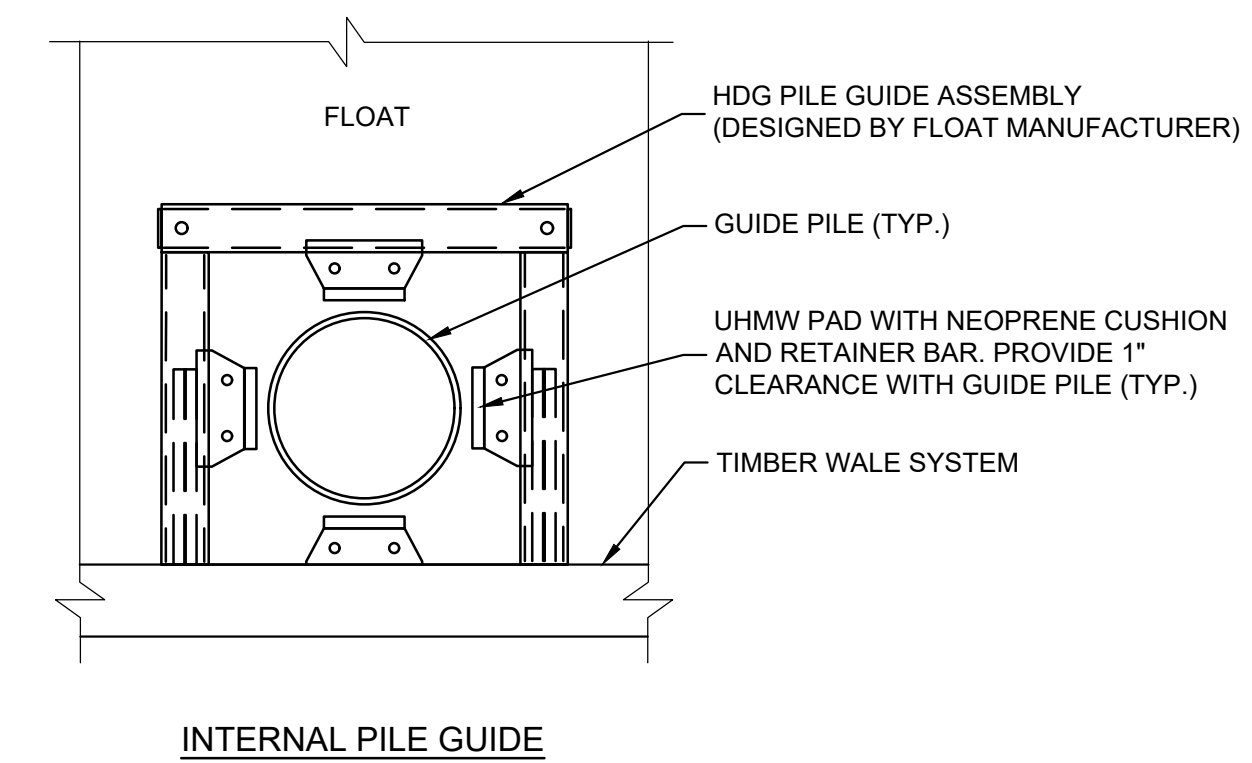
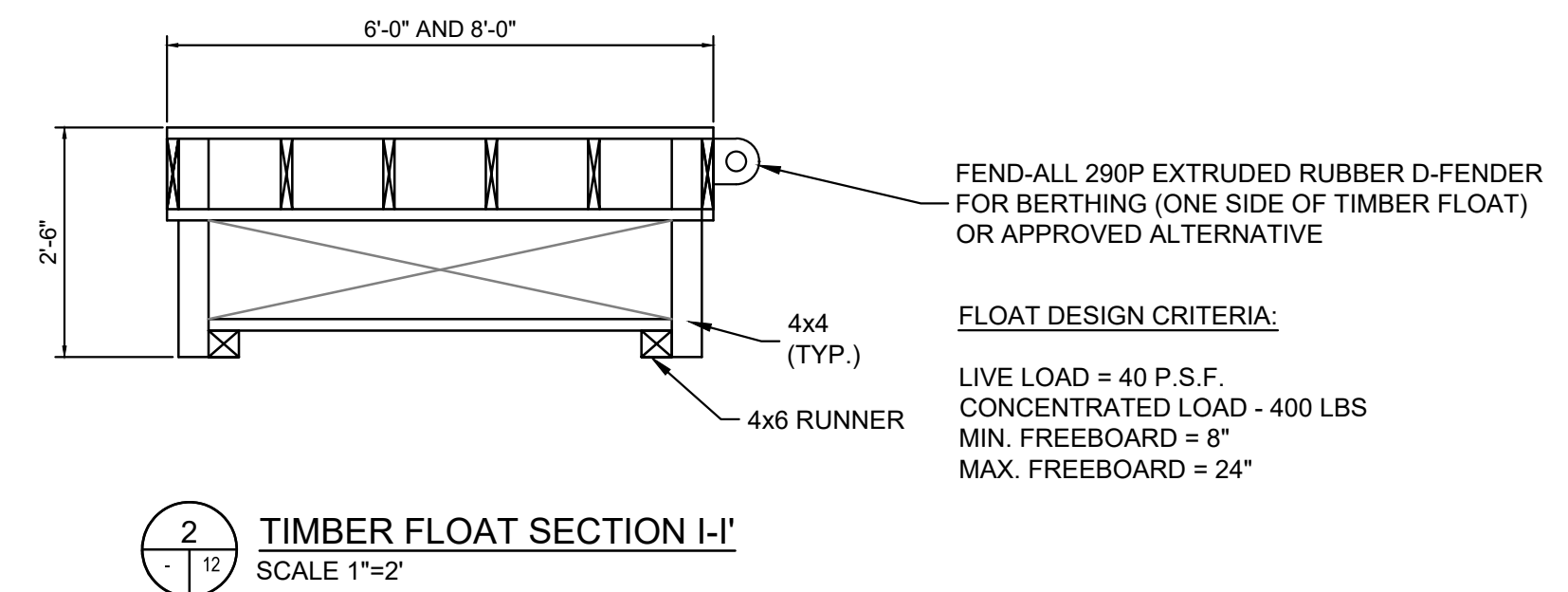
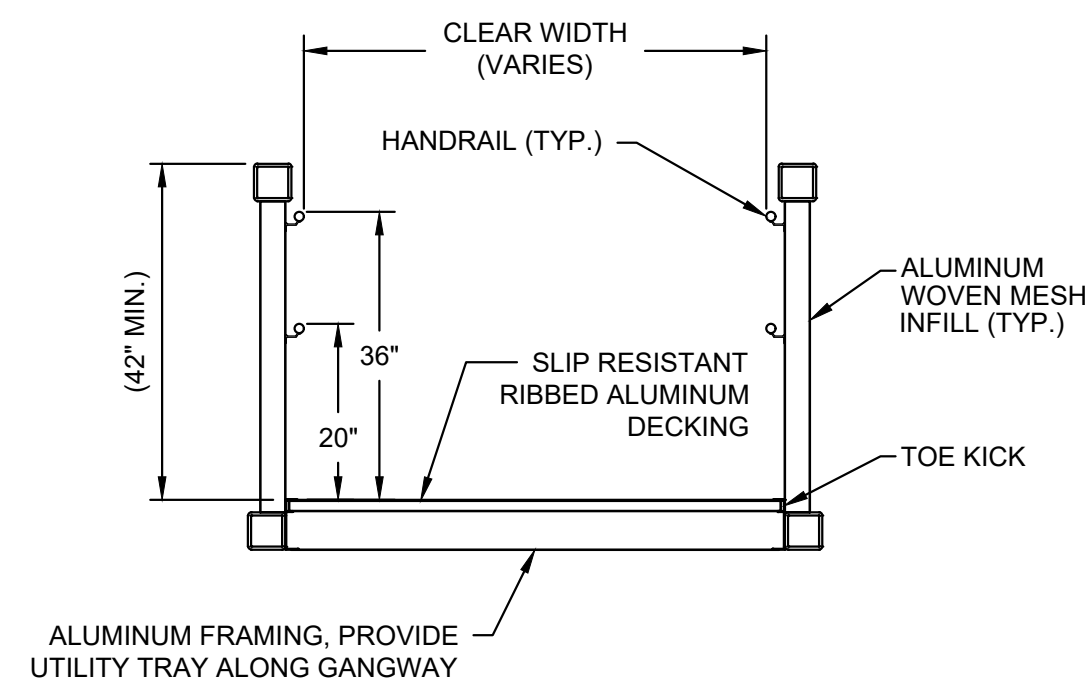
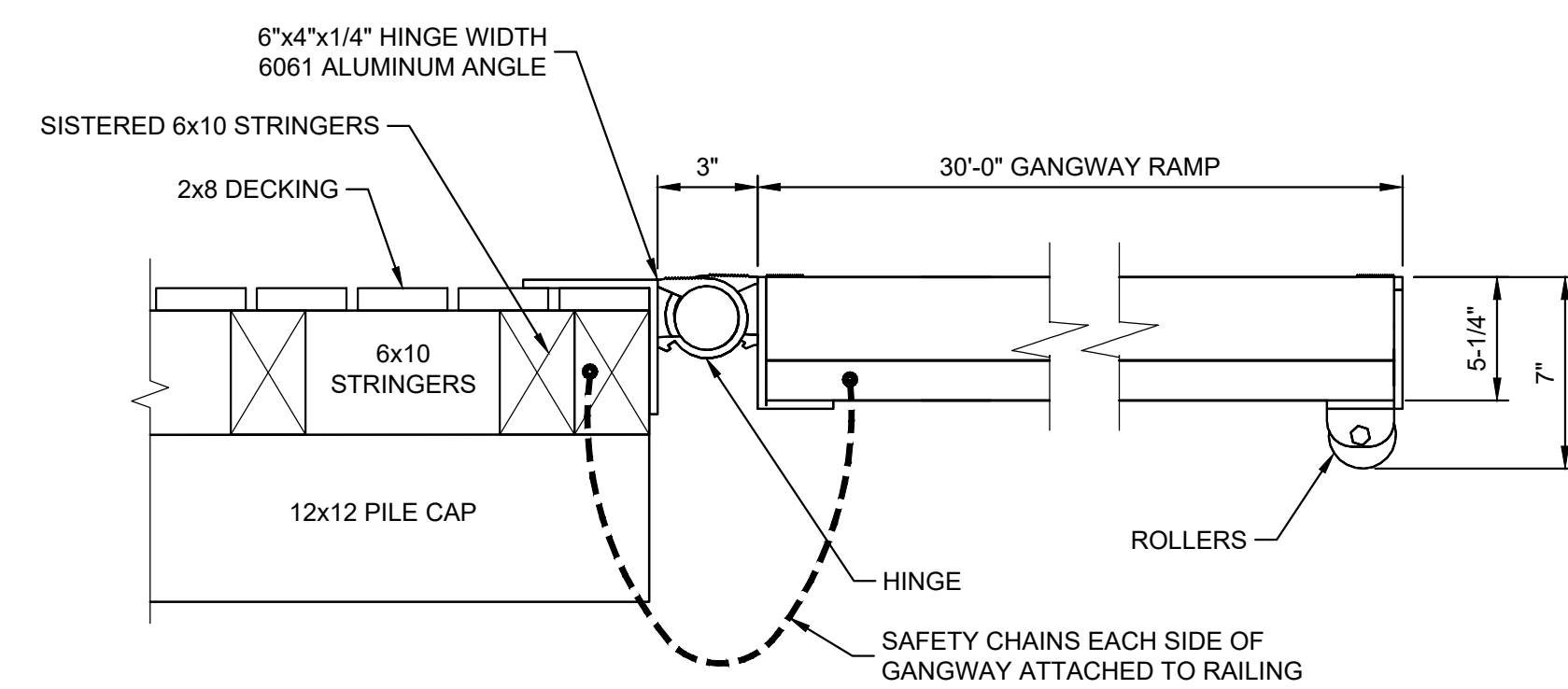
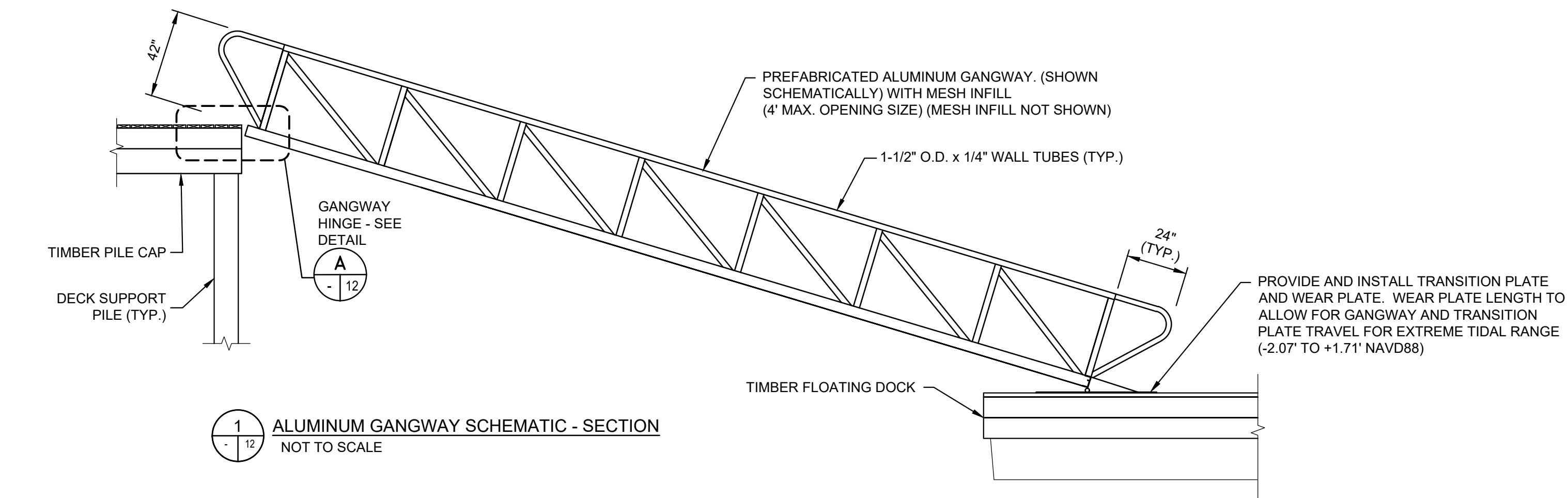
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TIVERTON, RHODE ISLAND

PROPOSED TIMBER DETAILS
PHASE 1

DRAWING

11

SHEET NO. 11 OF 15



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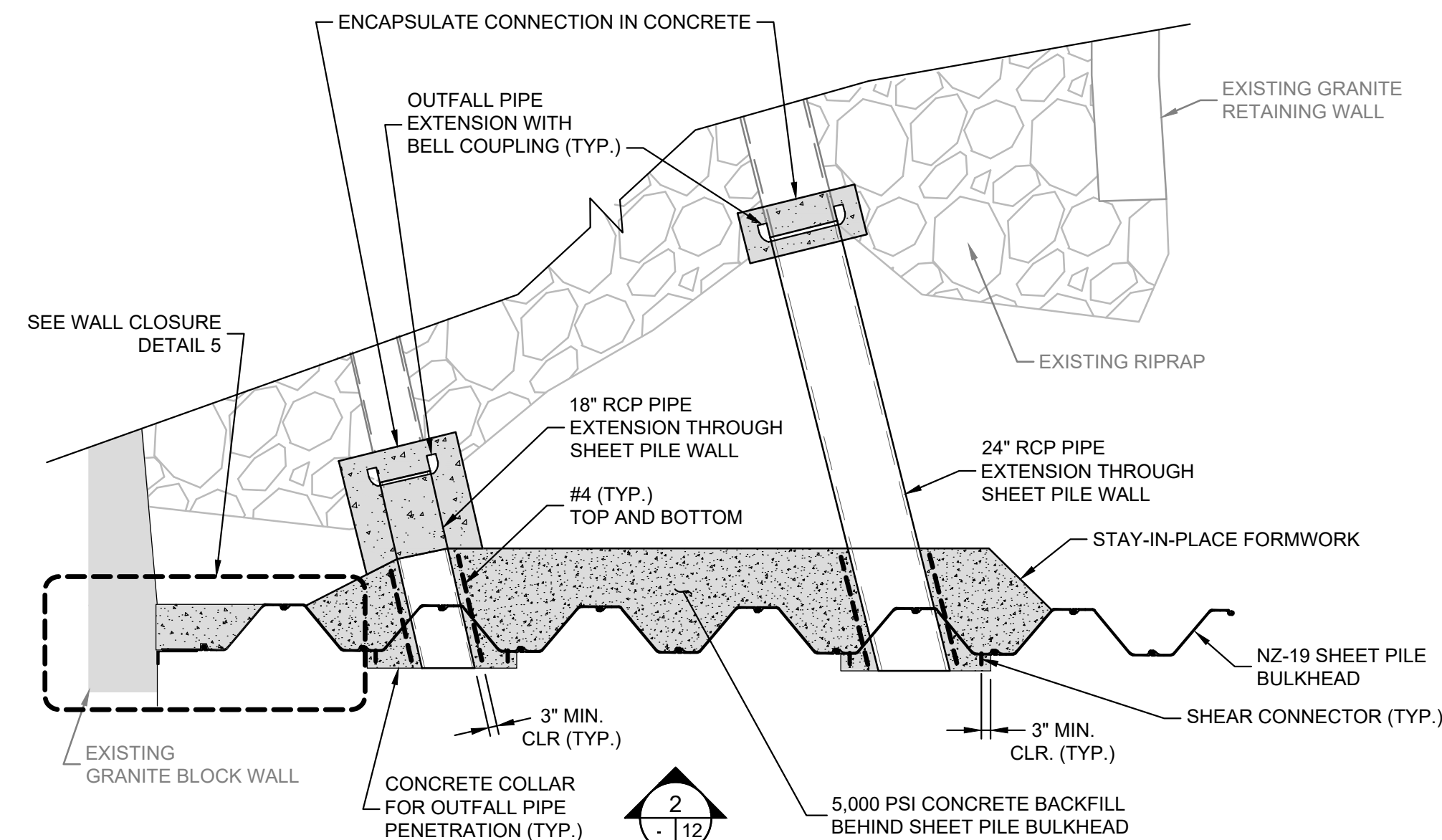
REV	DESCRIPTION	DATE	BY

PROJECT NO:	35429.00
DATE:	AUGUST, 2025
PROJECT MGR:	TWS
DESIGNED BY:	JTF
DRAWN BY:	GRB
CHECKED BY:	TWS
REVIEWED BY:	MJP
SCALE:	AS NOTED
REVISION NO.	

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WIVERTON, RHODE ISLAND

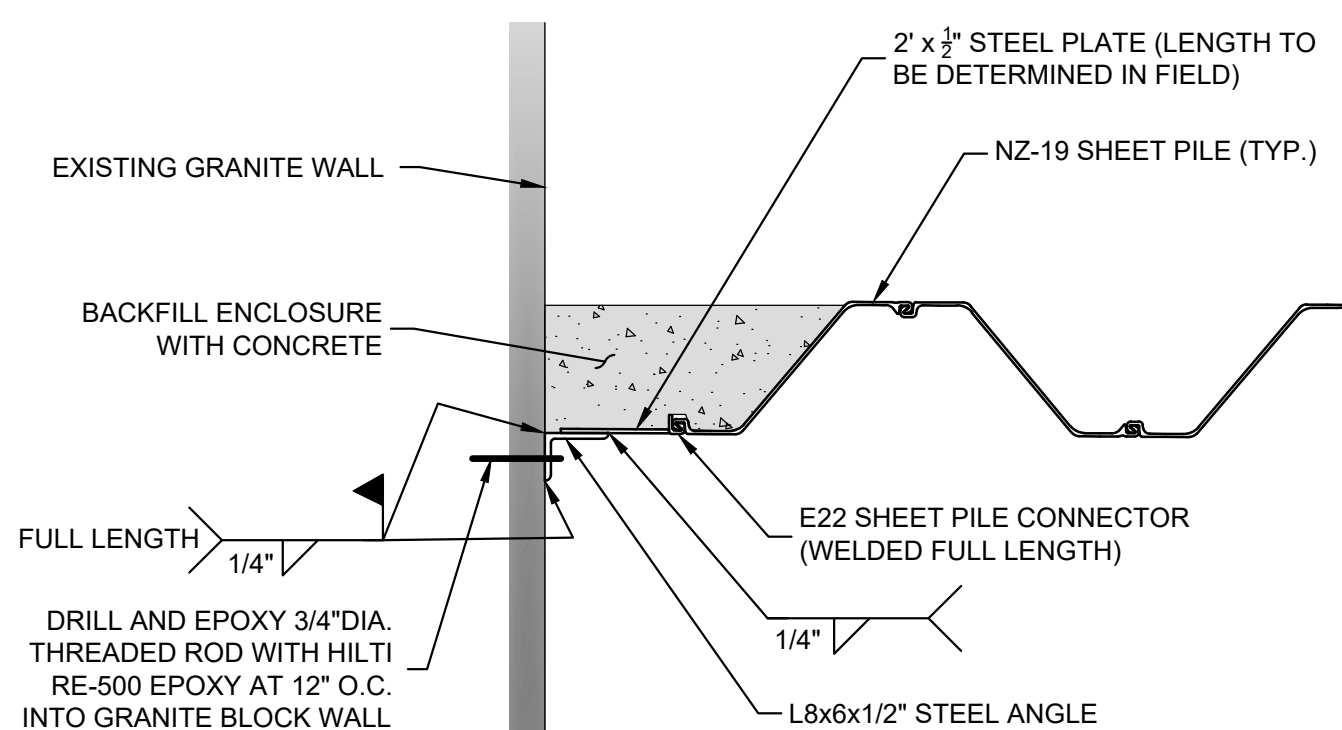
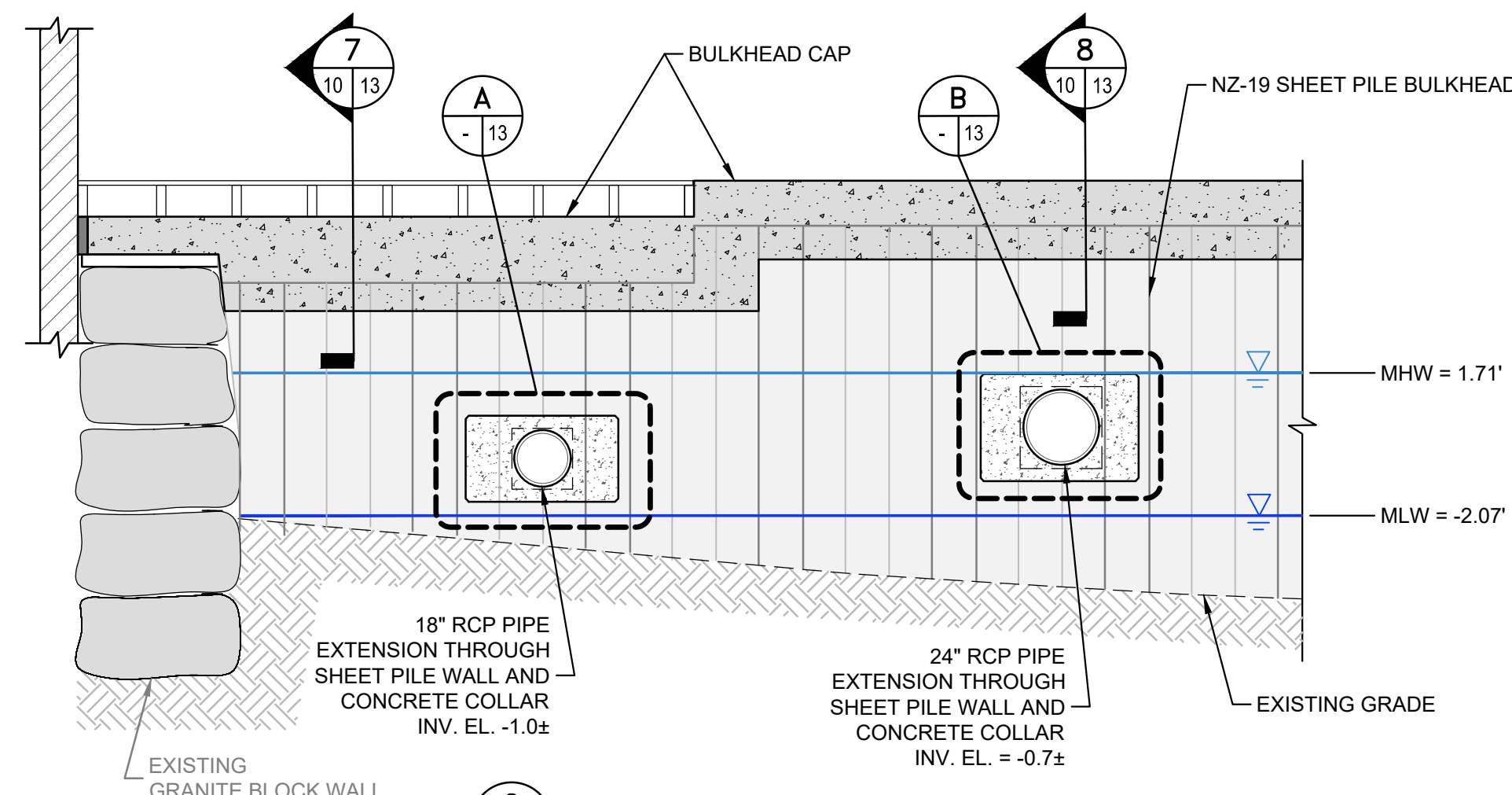
PROPOSED GANGWAY - DOCK DETAILS / PHASE 1

DRAWING
12
SHEET NO. 11 OF 15

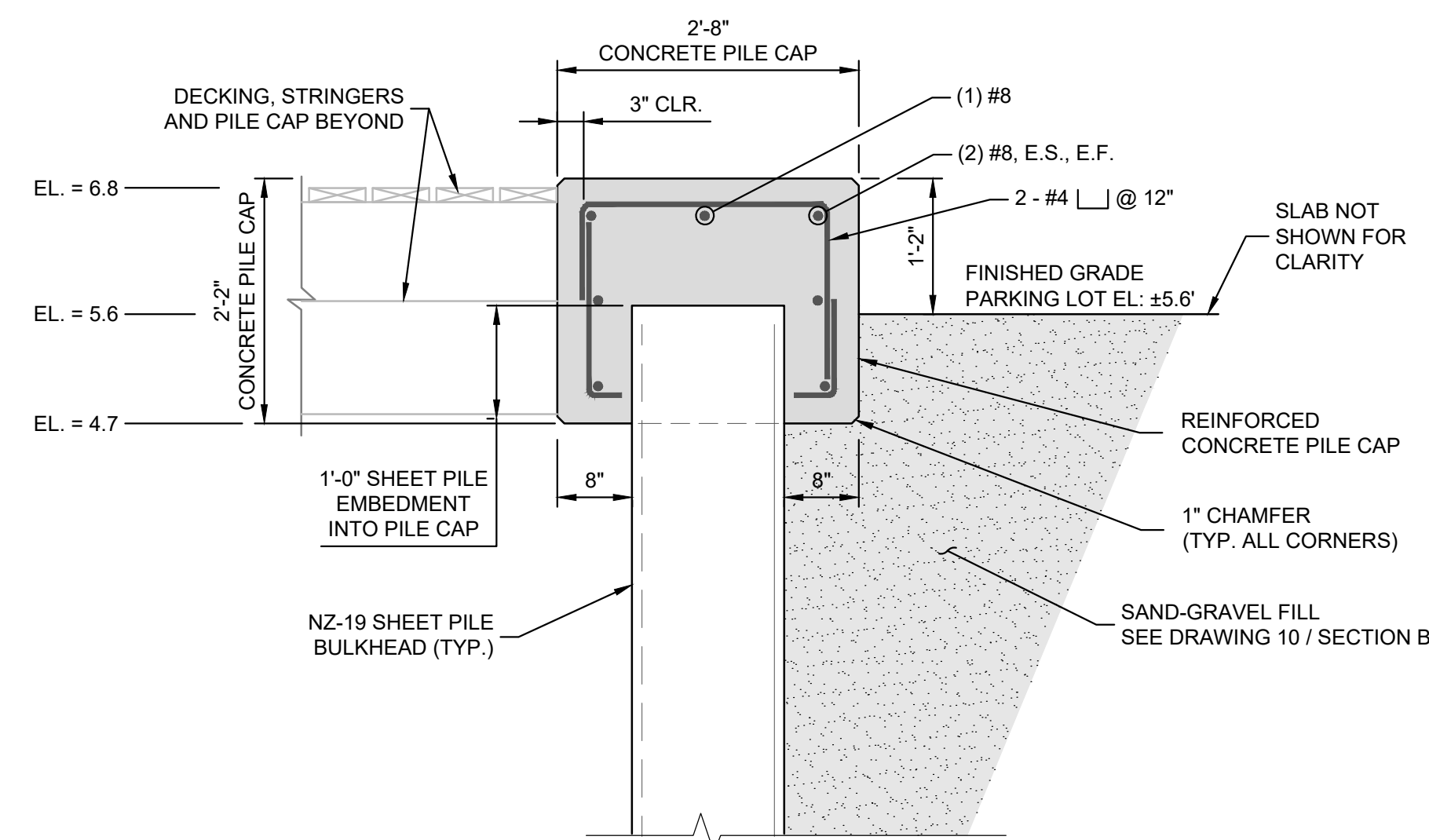


1
- 13

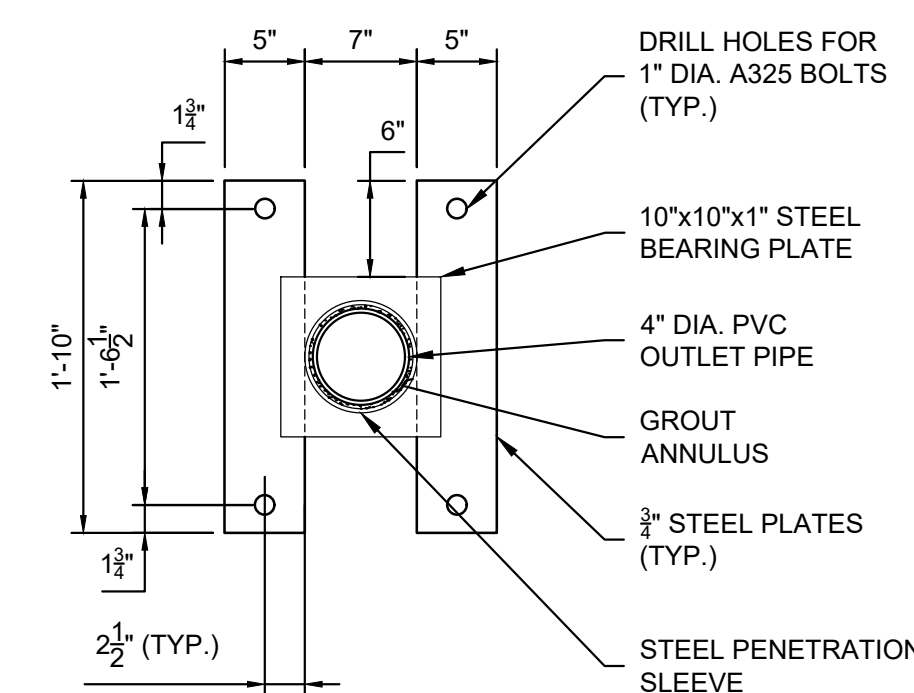
OUTFALL LOCATIONS - PARTIAL PLAN
SCALE: 1"=4'



5 BULKHEAD CLOSURE AT GRANITE BLOCK WALL
SCALE: 1"=1'

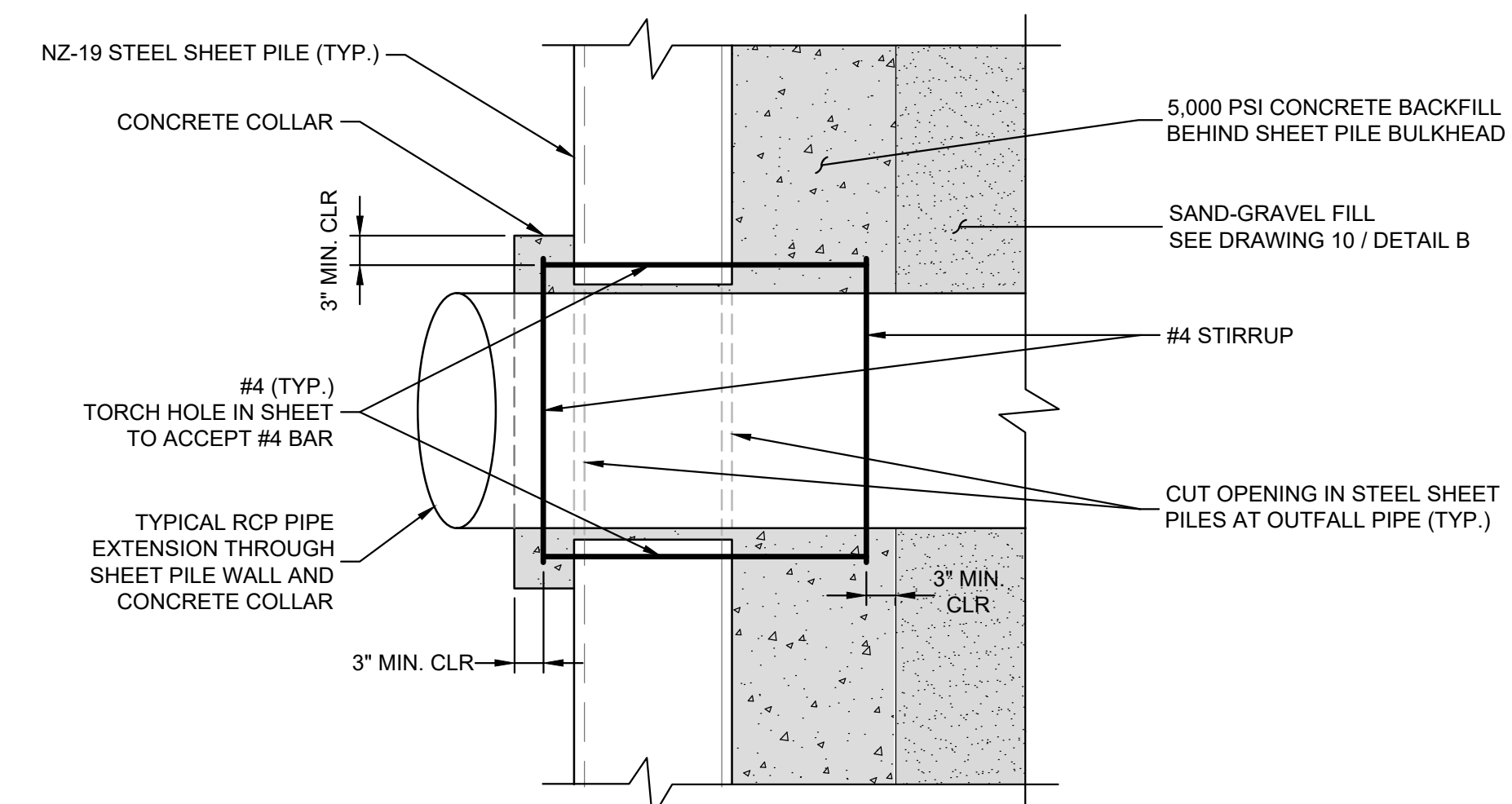


8 SECTION - CONCRETE BULKHEAD CAP
- 13 SCALE: .75"=1'

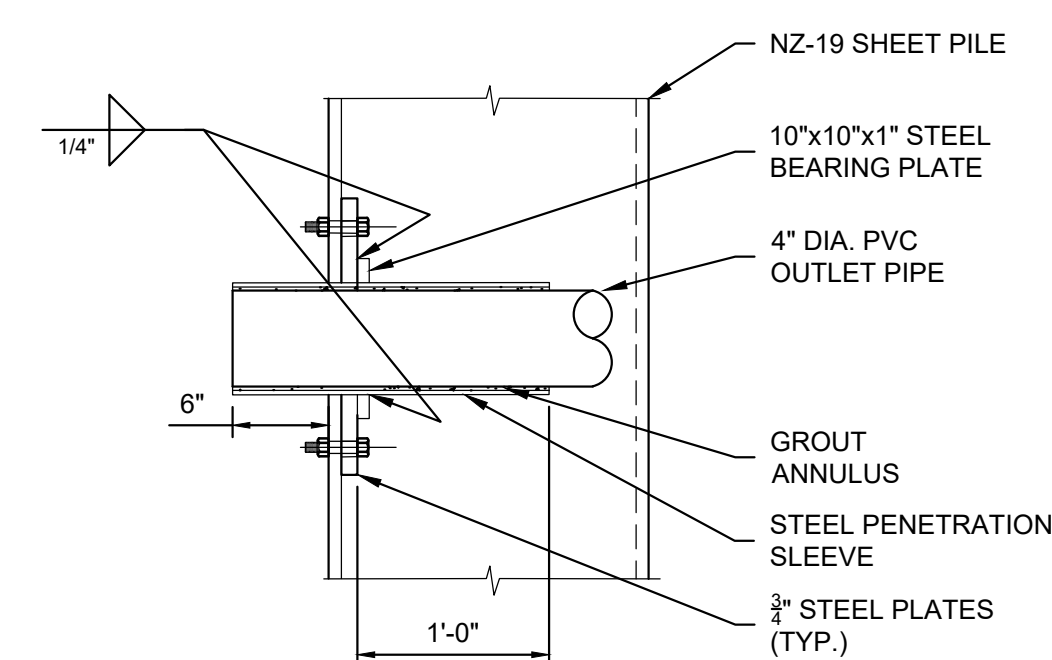


9
- 13

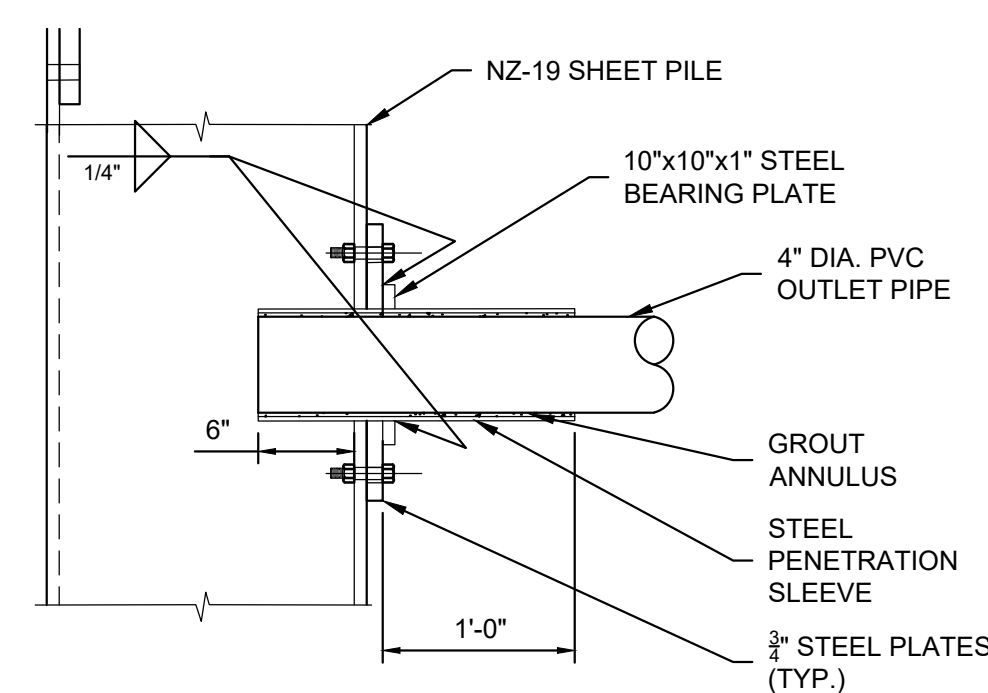
DETAIL - PVC OUTFALL PENETRATION
SCALE: 1" = 1'



6 TYPICAL RCP EXTENSION THROUGH BULKHEAD - DETAIL
- 13
SCALE: .75"=1'

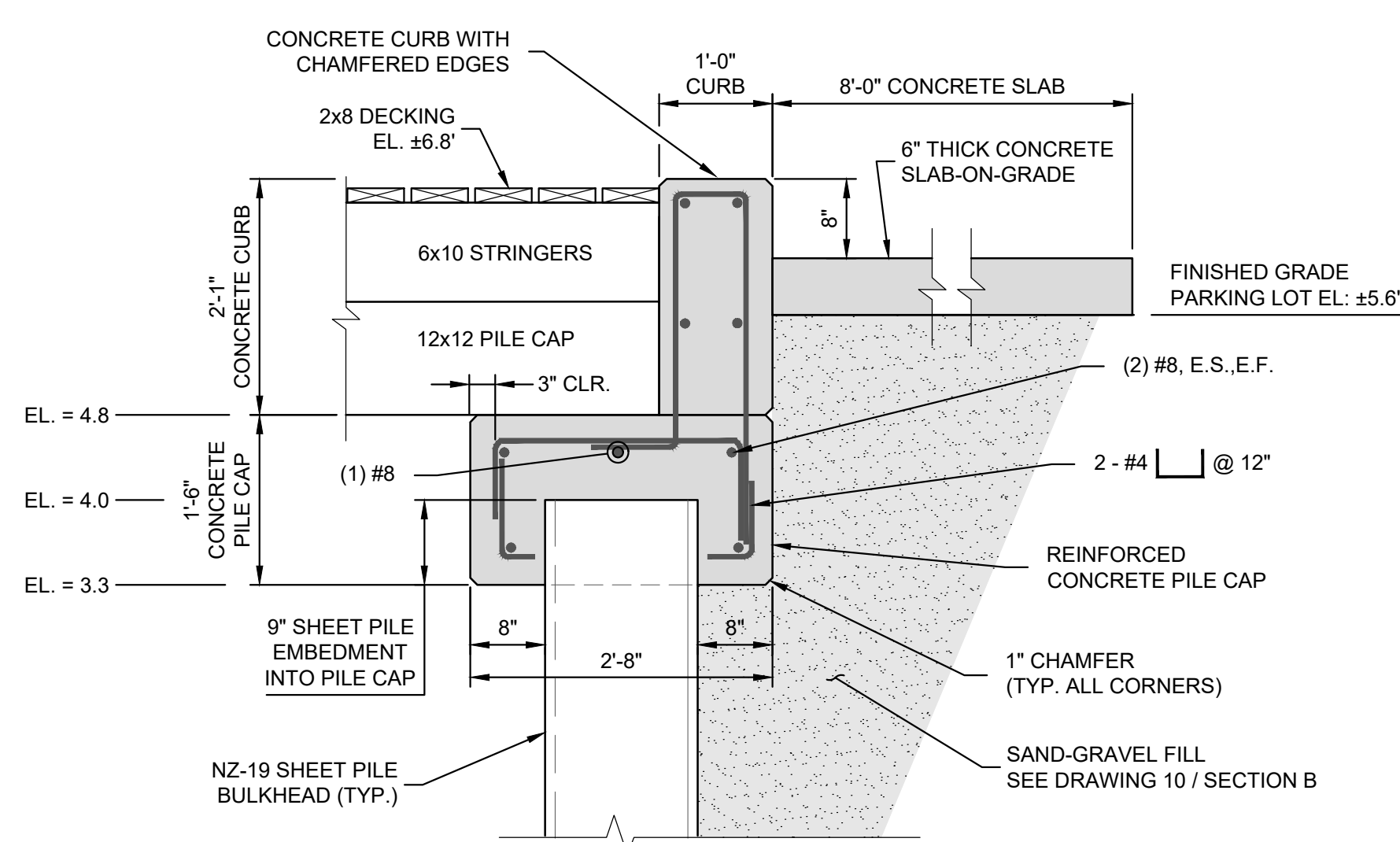


10 DETAIL - PVC OUTFALL PENETRATION
- 13 SCALE: 1" = 1'



11
- 13

DETAIL - PVC OUTFALL PENETRATION
SCALE: 1" = 1'



7 SECTION - CONCRETE BULKHEAD CAP WITH CURB
- 13 SCALE: .75"=1'



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REV	DESCRIPTION	DATE	BY
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PROJECT NO:

DATE: AUGUST, 2021

PROJECT MGR:	TWS
DESIGNED BY:	JTF
DRAWN BY:	GRB
CHECKED BY:	TWS
REVIEWED BY:	MJP
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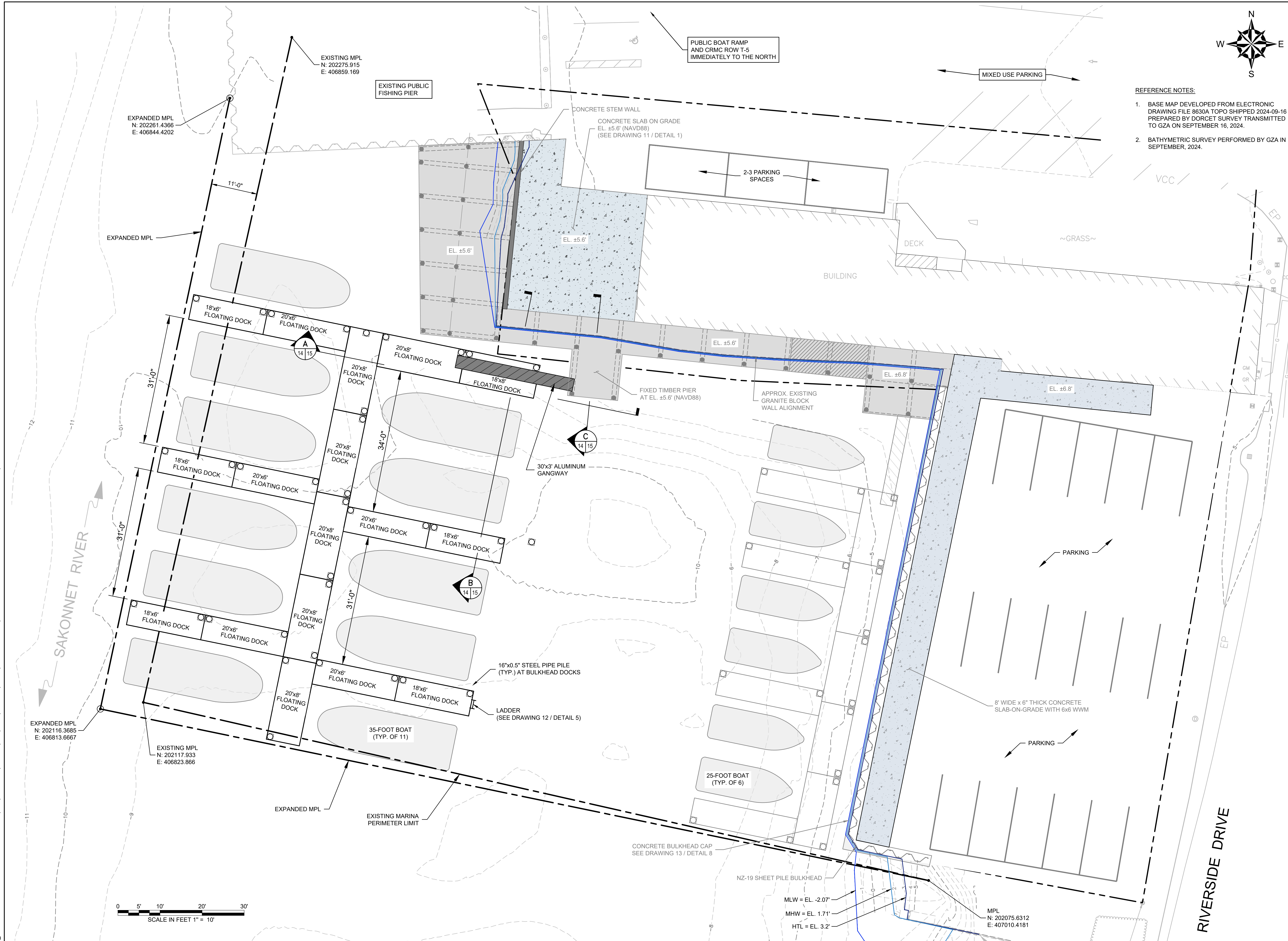
CHASE MARINA
169 RIVERSIDE DRIVE
VERTON, RHODE ISLAND

PROPOSED BULKHEAD - OUTFALL

DRAWING

13

SHEET NO. 13 OF 15



- REFERENCE NOTES:
1. BASE MAP DEVELOPED FROM ELECTRONIC DRAWING FILE 8630A TOPO SHIPPED 2024-09-16 PREPARED BY DORCET SURVEY TRANSMITTED TO GZA ON SEPTEMBER 16, 2024.
 2. BATHYMETRIC SURVEY PERFORMED BY GZA IN SEPTEMBER, 2024.

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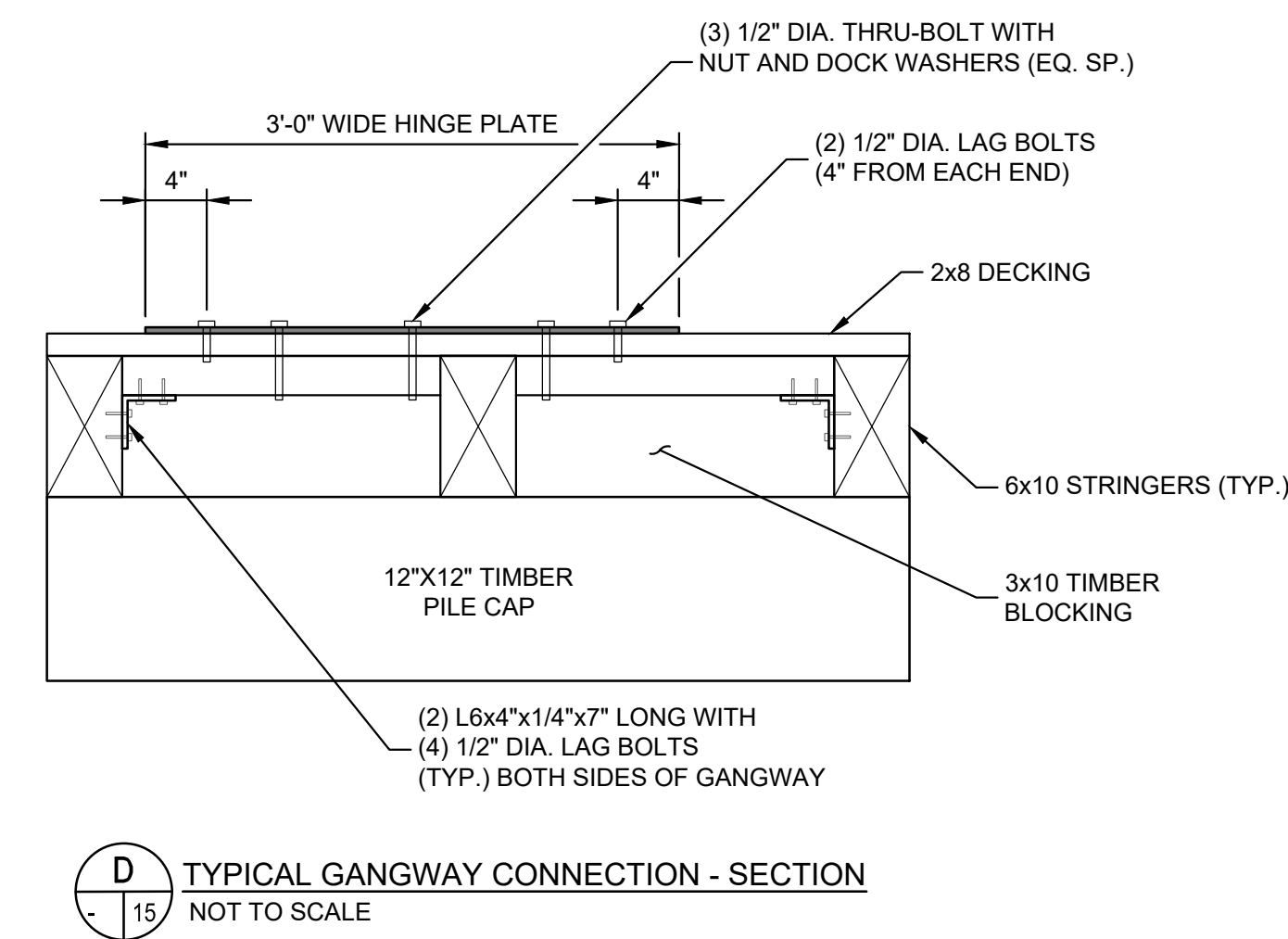
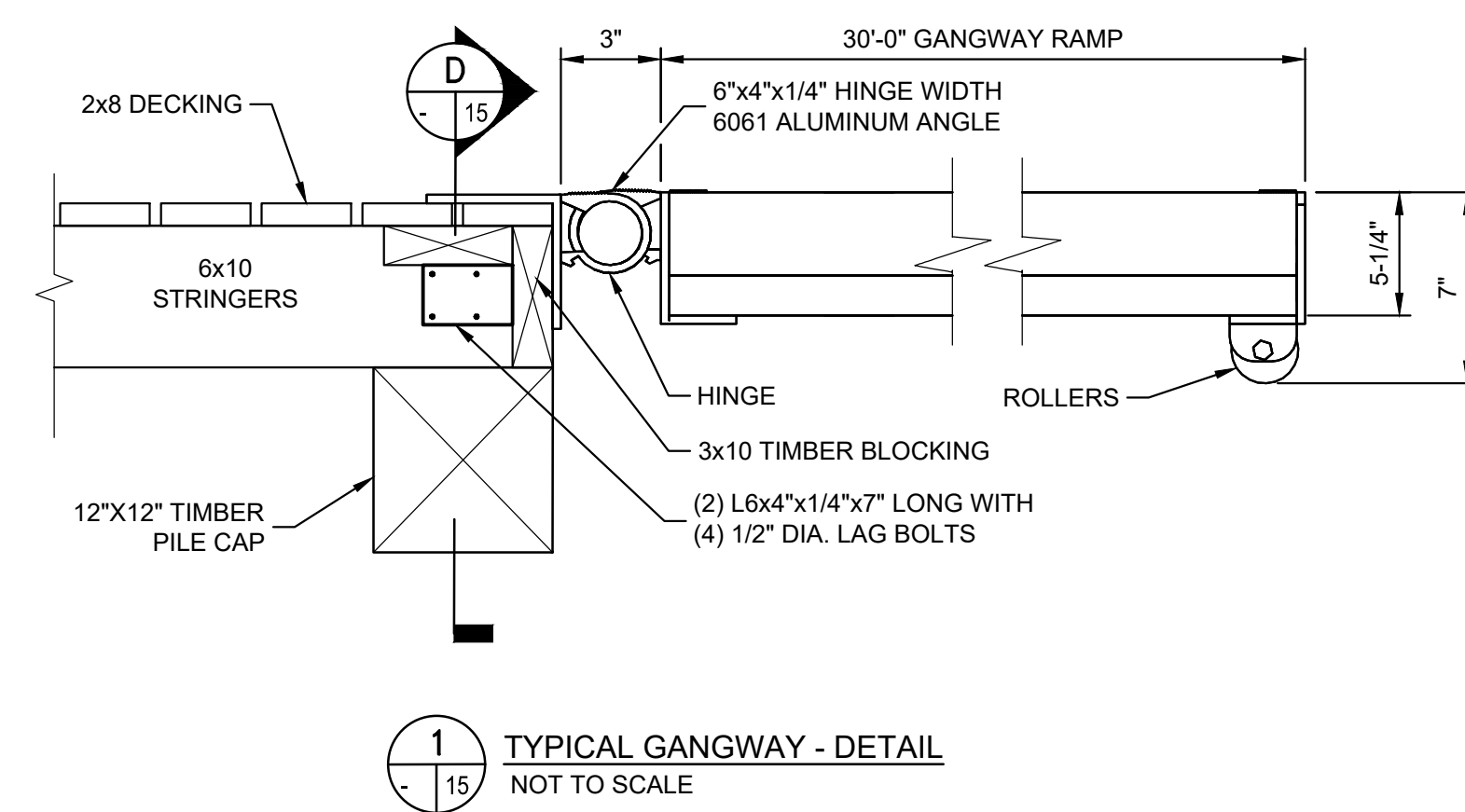
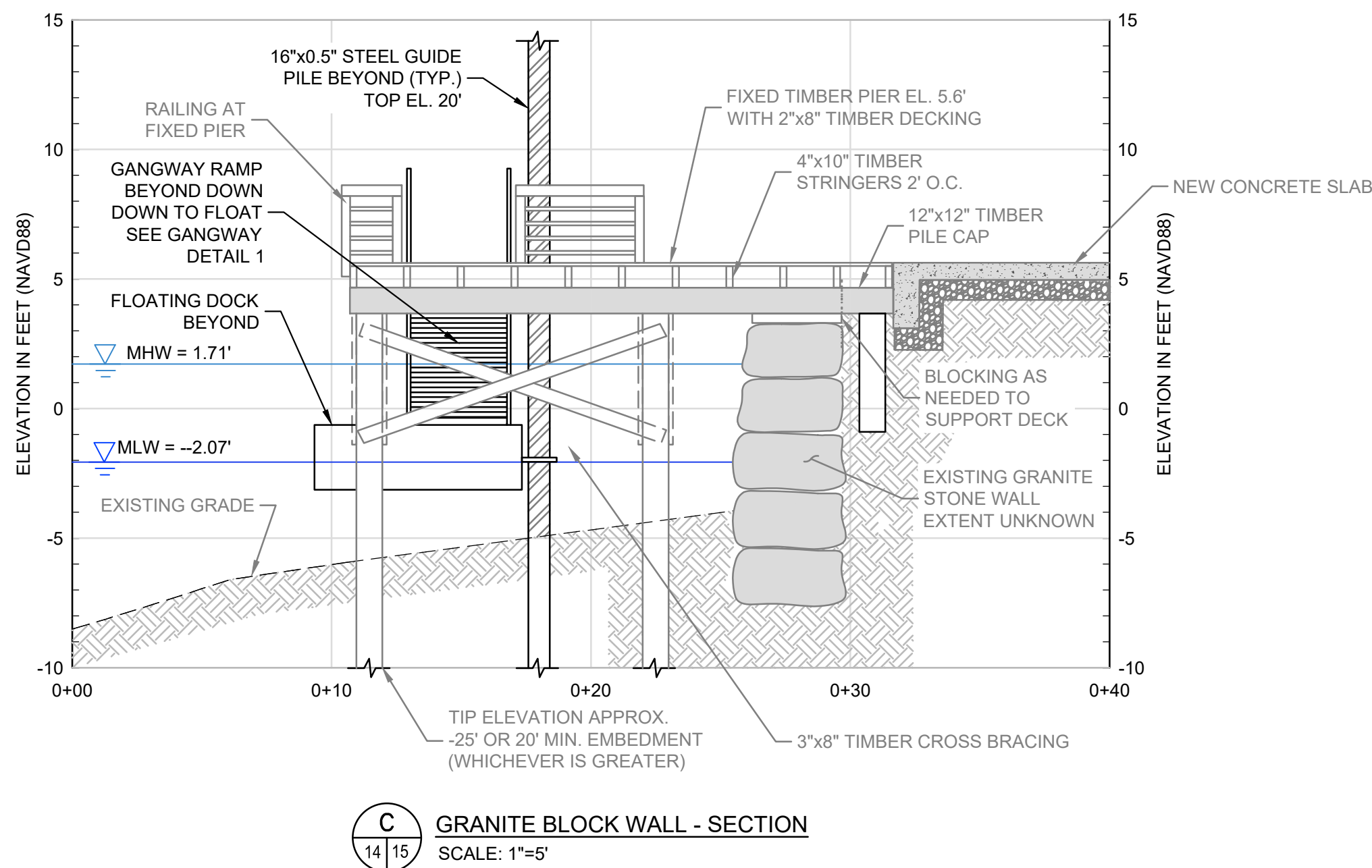
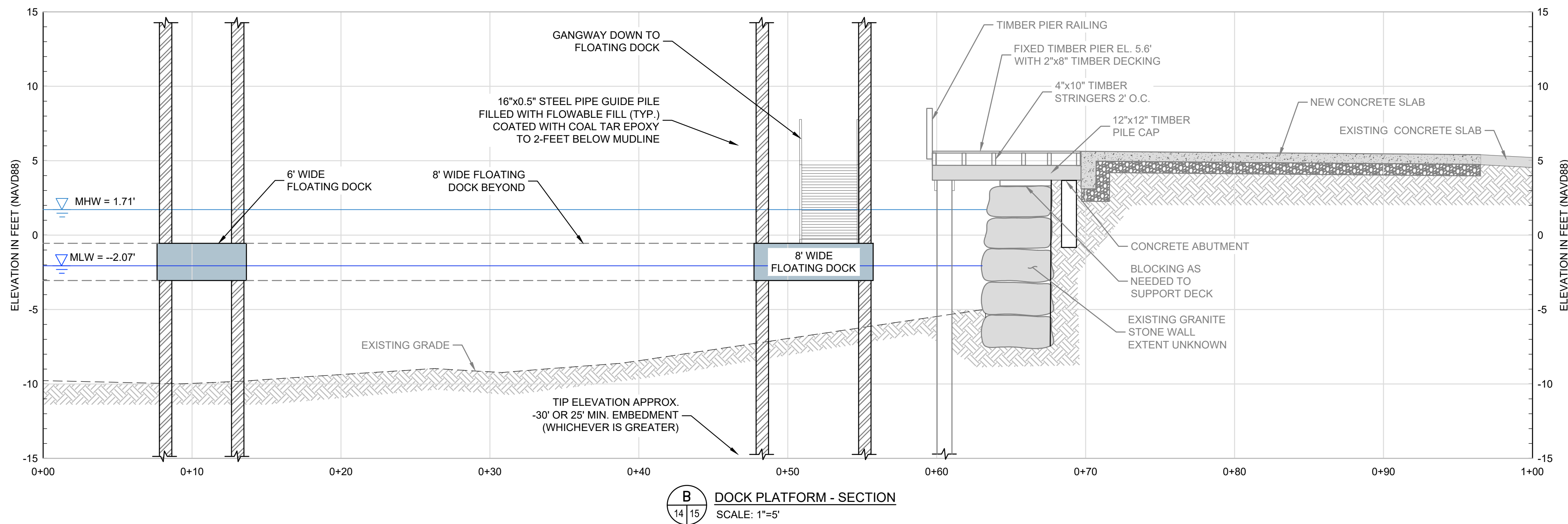
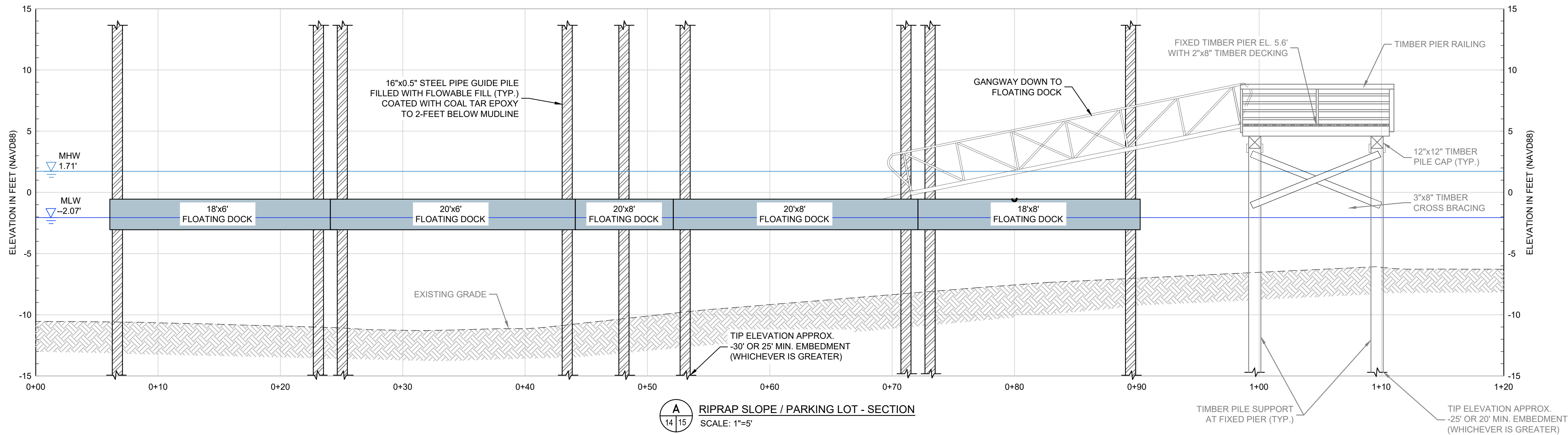
SCALE: AS NOTED

REVISION NO.

CHASE MARINA
169 RIVERSIDE DRIVE
TIVERTON, RHODE ISLAND

PROPOSED CONDITIONS PLAN - PHASE 2
AND FINAL CONDITIONS PLAN

DRAWING
14
SHEET NO. 14 OF 15

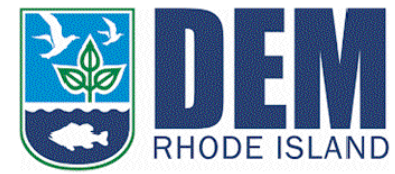


- NOTE:
1. TOP OF PILE CUTOFF ELEVATION = 20'-FEET
 2. ALL STEEL PIPE GUIDE PILES TO BE CAPPED WITH A PVC PILE CAP.



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CHASE MARINA
169 RIVERSIDE DRIVE
TIVERTON, RHODE ISLAND

PROPOSED CONDITIONS SECTIONS
PHASE 2

DRAWING
15
SHEET NO. 15 OF 15