

23-WL-0813 & 24-WQC-0004

202361274

179399

7/15/2024

RMS

US Wind

US WIND, INC.
401 EAST PRATT
STREET, SUITE 1810
BALTIMORE, MD
21202



Revisions

Revision 1: Update to Pier Length and Associated Impacts (3/2024)
 Revision 2: Updated Wharf dimensions and impacts (4/30/2024)
 Revision 3: Revised Existing Conditions - Bulkhead (6/03/2024)
 Revision 4: Added Typical Tieback Detail, added existing MHWL, and identified the proposed pier in the legend (7/15/2024)

WORCESTER COUNTY

**OPERATIONS AND MAINTENANCE FACILITY
PIER INSTALLATION**









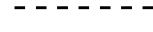

LOCATION MAP

SCALE: 1" = 2,500'

DATE: JULY 2024

PLATE 01 of 07

LEGEND

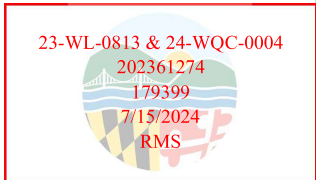
-  Mean High Water Elevation (0.84' NAVD88 per Spencer Rowe Inc Report, August 2022)
-  Mean Low Water Elevation (-1.58' NAVD88 per Spencer Rowe Inc Report, August 2022)
-  Approximate Mean High Water Elevation (Northern Boundary)
-  Approximate Mean Low Water Elevation (Northern Boundary)
-  18 inch Bulkhead Repair
-  New Timber Fender System
-  New Cleat
-  Proposed Pier: Estuarine Subtidal Unconsolidated Bottom (E1UBL) - Permanent Impact
-  Limit of Federal Channel
-  Property Line

Operations & Maintenance Facility

Plate Number	Name	Permanent Impact (SF)		
		Bulkhead	Pier	TOTAL
04	Estuarine Subtidal Unconsolidated Bottom (E1UBL), Section B-B	306	3,811	4,117
	Estuarine Subtidal Unconsolidated Bottom (E1UBL), Section A-A	268.5	4,951.5	5,220
Totals		574.5	8,762.5	9,337

NOTES

- No dredging is proposed for construction or operation of the pier as shown herein.
- Existing concrete wharf (B-B) is approximately 21 ft wide by 180 ft long (approximately 3,780 SF).
- Bulkhead repairs will be performed by placing sheet piling a maximum of 18 inches beyond the existing face and filling the void between the two before being capped.
- New straight and uniform steel sheet pile bulkhead will be placed 18 inches beyond current deteriorating and multi-material bulkhead under the concrete wharf in Section B-B. New fixed concrete wharf will replace existing fixed concrete wharf in Section B-B.
- The MHW and the MLW on the northern boundary of the channel is approximate based upon aerial imagery.
- Spot elevations in the channel shown on Plate 03 with an 'x' are based on bathymetric survey (May 2023).
- Tiebacks, if necessary, will be installed utilizing standard installation procedures and best management practices.
- Notional Crew Transfer Vessels (CTVs) shown on Plate 4 are approximately 100' x 33' x 5'.
- Support Steel Piles: Approximately 185, spacing of 10', diameter 12-18"
- Timber Fender Piles: Approximately 72, spacing of 5', diameter 12-18"
- Sheet Pile: 383 linear feet



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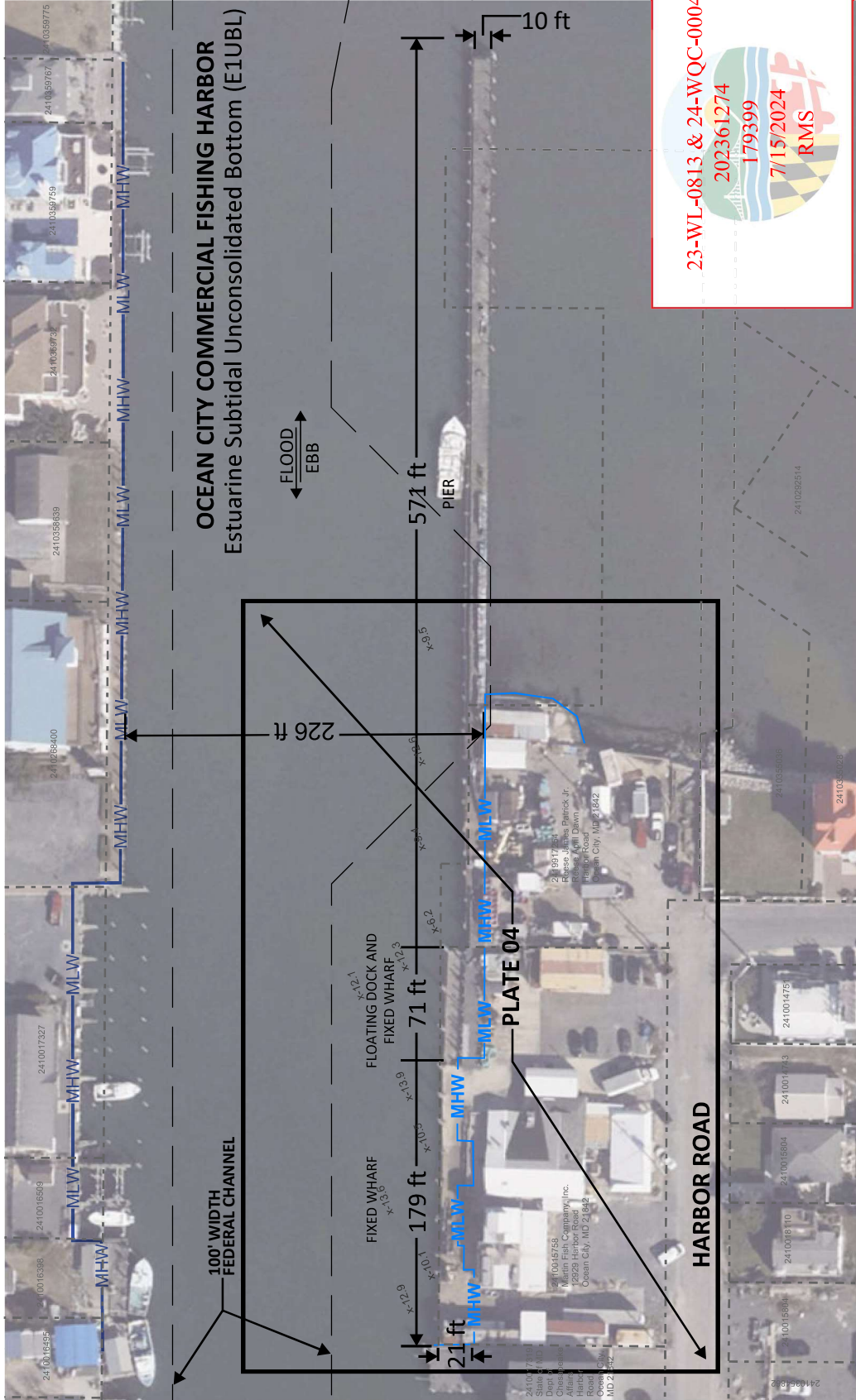
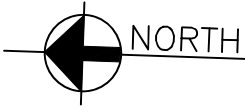
LEGEND AND NOTES

NOT TO SCALE

DATE: JULY 2024

PLATE 02 of 07





OCEAN CITY COMMERCIAL FISHING HARBOR
Estuarine Subtidal Unconsolidated Bottom (E1UBL)

FLOOD
EBB

10 ft

571 ft
PIER

226 ft

FLOATING DOCK AND
FIXED WHARF
71 ft

FIXED WHARF
179 ft

PLATE 04

HARBOR ROAD



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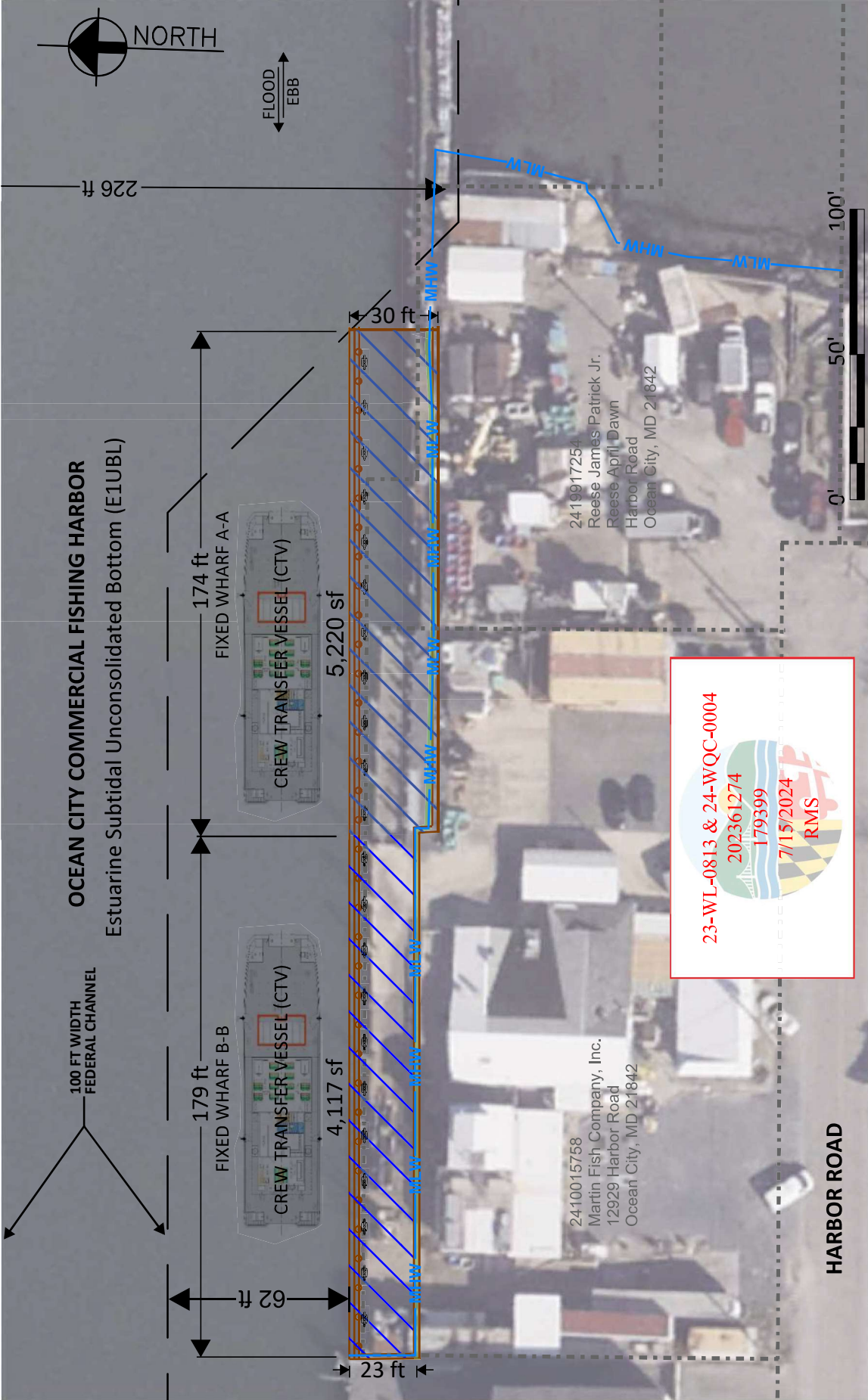
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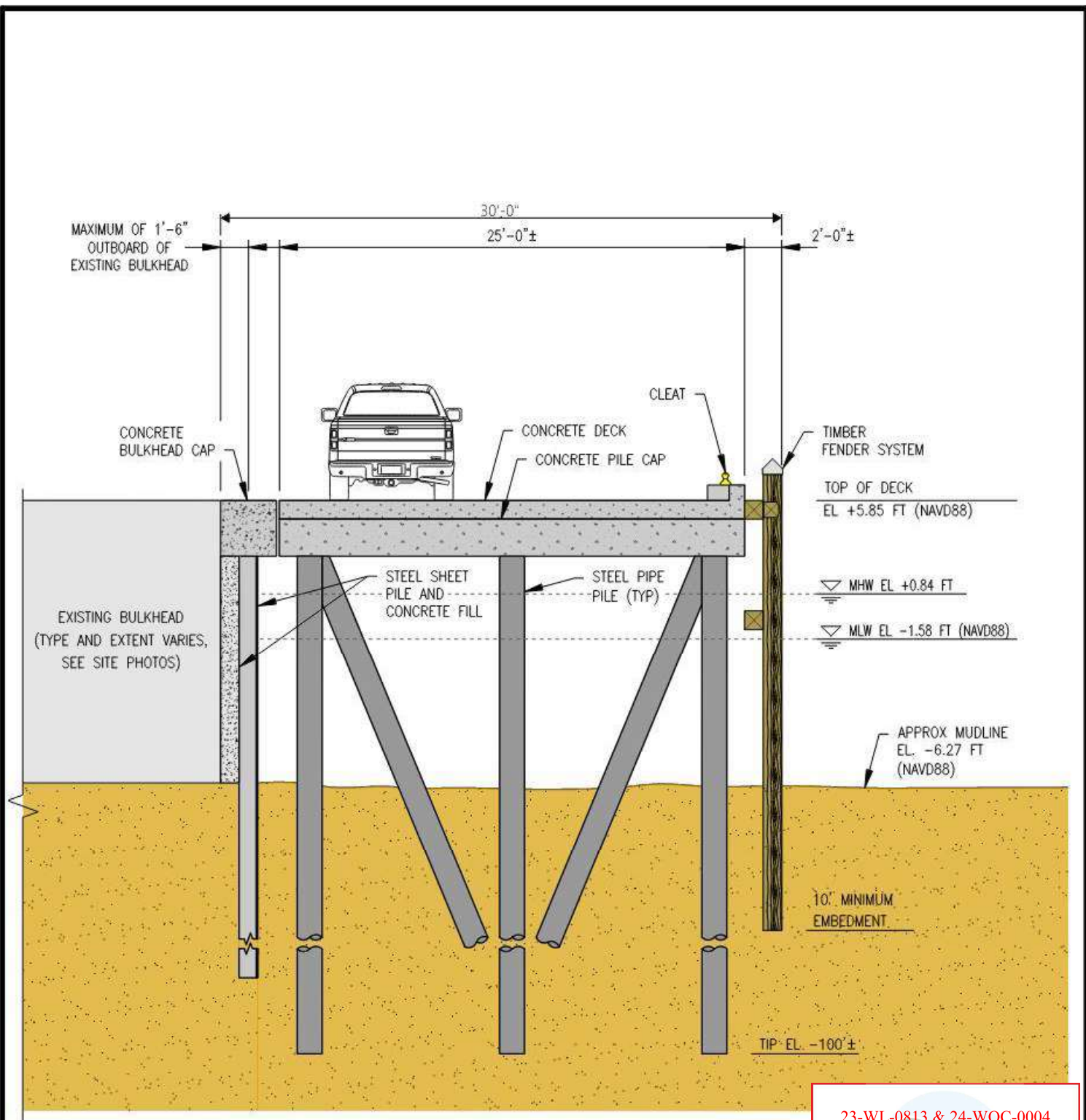
EXISTING CONDITIONS

SCALE: 1" = 100' DATE: JULY 2024 PLATE 03 of 07







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<p>US Wind US WIND, INC. 401 EAST PRATT STREET, SUITE 1810 BALTIMORE, MD 21202</p>	<p>McCormick TAYLOR</p>
<p>OPERATIONS AND MAINTENANCE FACILITY PIER INSTALLATION</p>	<p>WETLAND IMPACTS</p>
<p>SCALE: 1" = 50'</p>	<p>DATE: JULY 2024</p>
<p>PLATE 04 of 07</p>	<p></p>

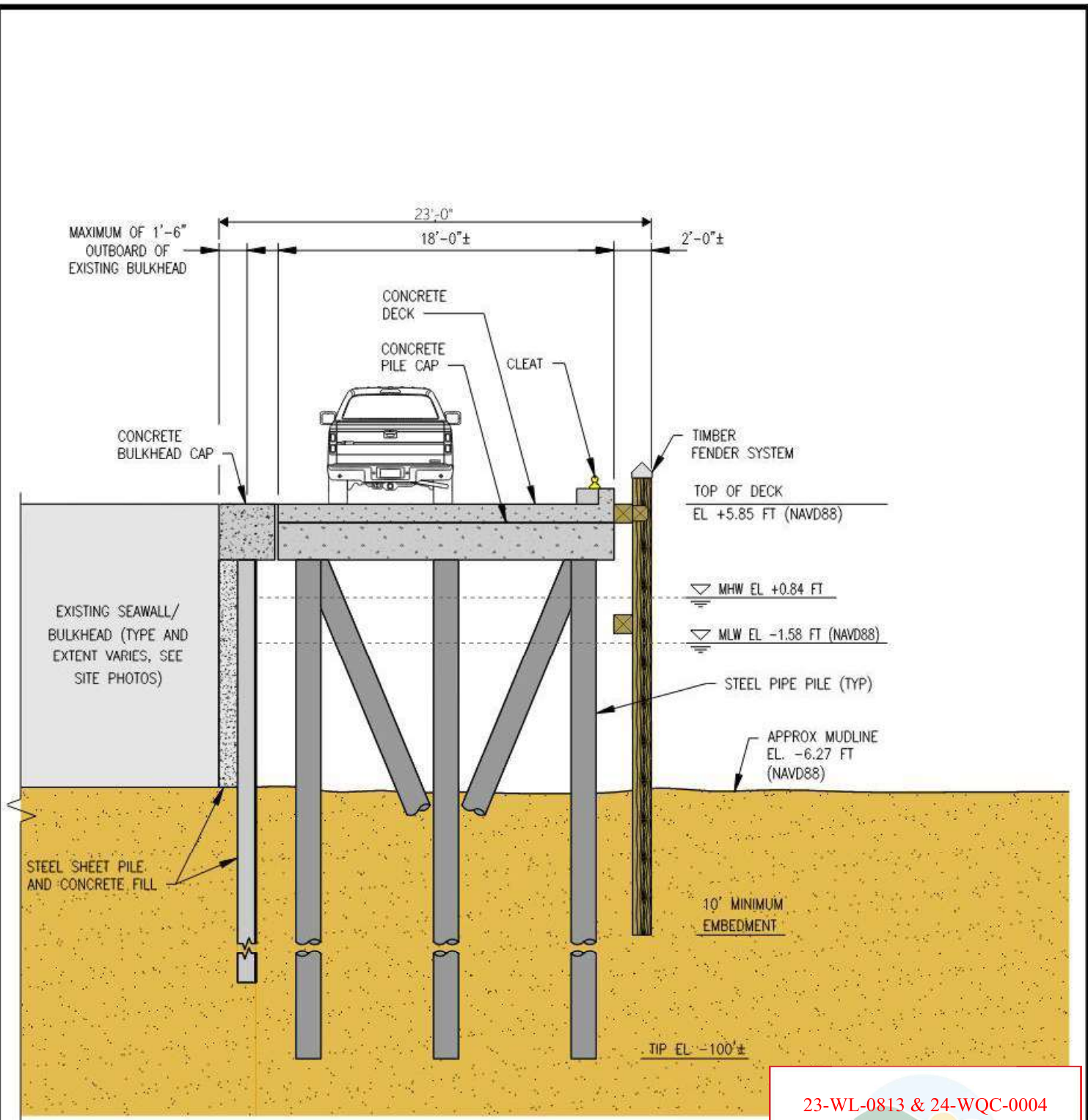


NOTE: MHW LINE BASED ON STUDY PERFORMED BY SPENCER ROWE, INC., IN A REPORT DATED AUGUST 2022.

FIXED WHARF SECTION A-A

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	<p>LEGEND AND NOTES</p>		
	<p>NOT TO SCALE</p>	<p>DATE: JULY 2024</p>	<p>PLATE 05 of 07</p>

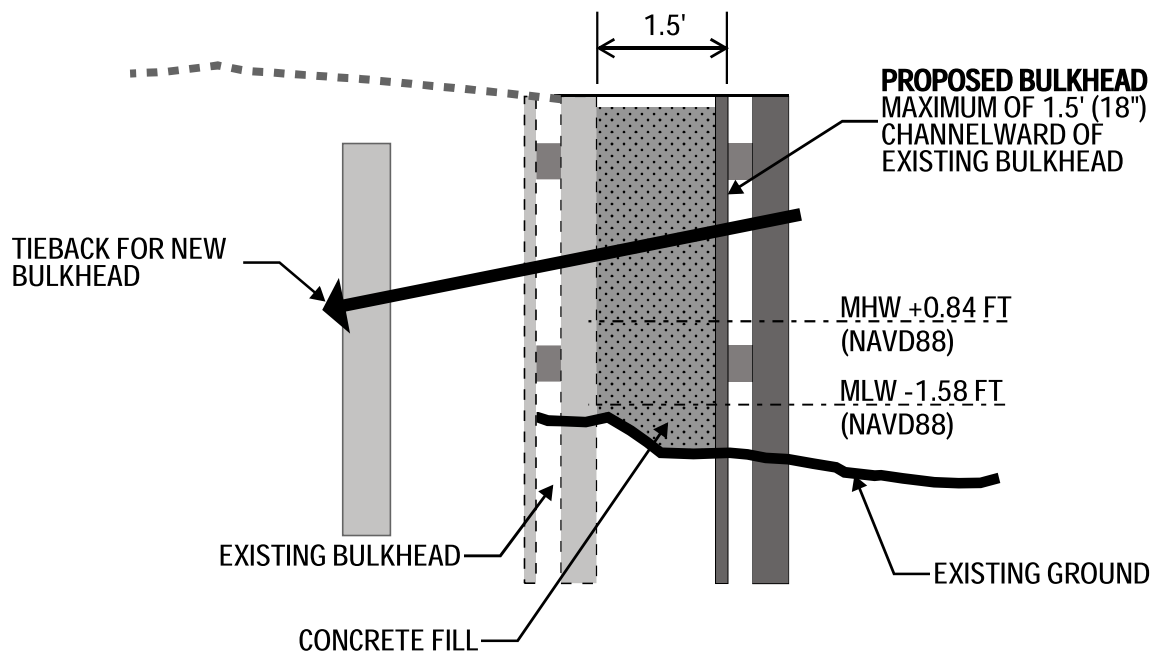


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NOTE: MHW LINE BASED ON STUDY PERFORMED BY SPENCER ROWE, INC., IN A REPORT DATED AUGUST 2022.

FIXED WHARF SECTION B-B

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TYPICAL DETAIL - TIEBACK

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PLATE 07 of 07

