













<div><div>US WIND, INC. 401 EAST PRATT STREET, SUITE 1810 BALTIMORE, MD 21202</div></div> <div></div>	<div>Revisions</div> <div>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)</div>	<div>WORCESTER COUNTY</div> <div>OPERATIONS AND MAINTENANCE FACILITY PIER INSTALLATION</div>		
		<div>LOCATION MAP</div>		
		<div>SCALE: 1" = 2,500'</div>	<div>DATE: JULY 2024</div>	<div>PLATE 01 of 07</div>

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

23-WL-0813 & 24-WQC-0004

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7/15/2024

RMS



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Revisions

Revision 1: 3/24
Revision 2: 4/30/24
Revision 3: 6/03/24
Revision 4: 7/15/24

WORCESTER COUNTY

OPERATIONS AND MAINTENANCE FACILITY PIER INSTALLATION

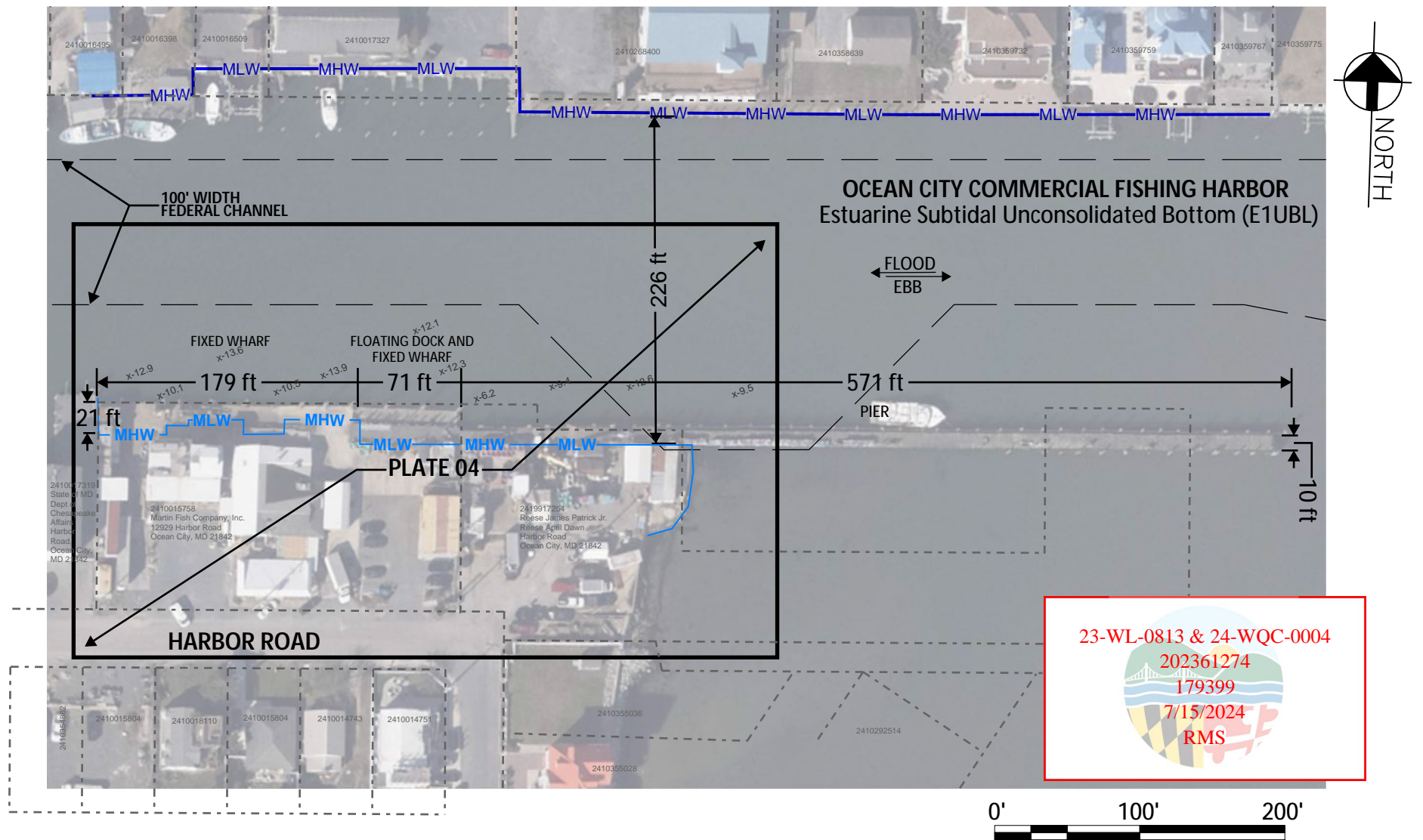
LEGEND AND NOTES

NOT TO SCALE

DATE: JULY 2024

PLATE 02 of 07





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WORCESTER COUNTY

OPERATIONS AND MAINTENANCE FACILITY PIER INSTALLATION

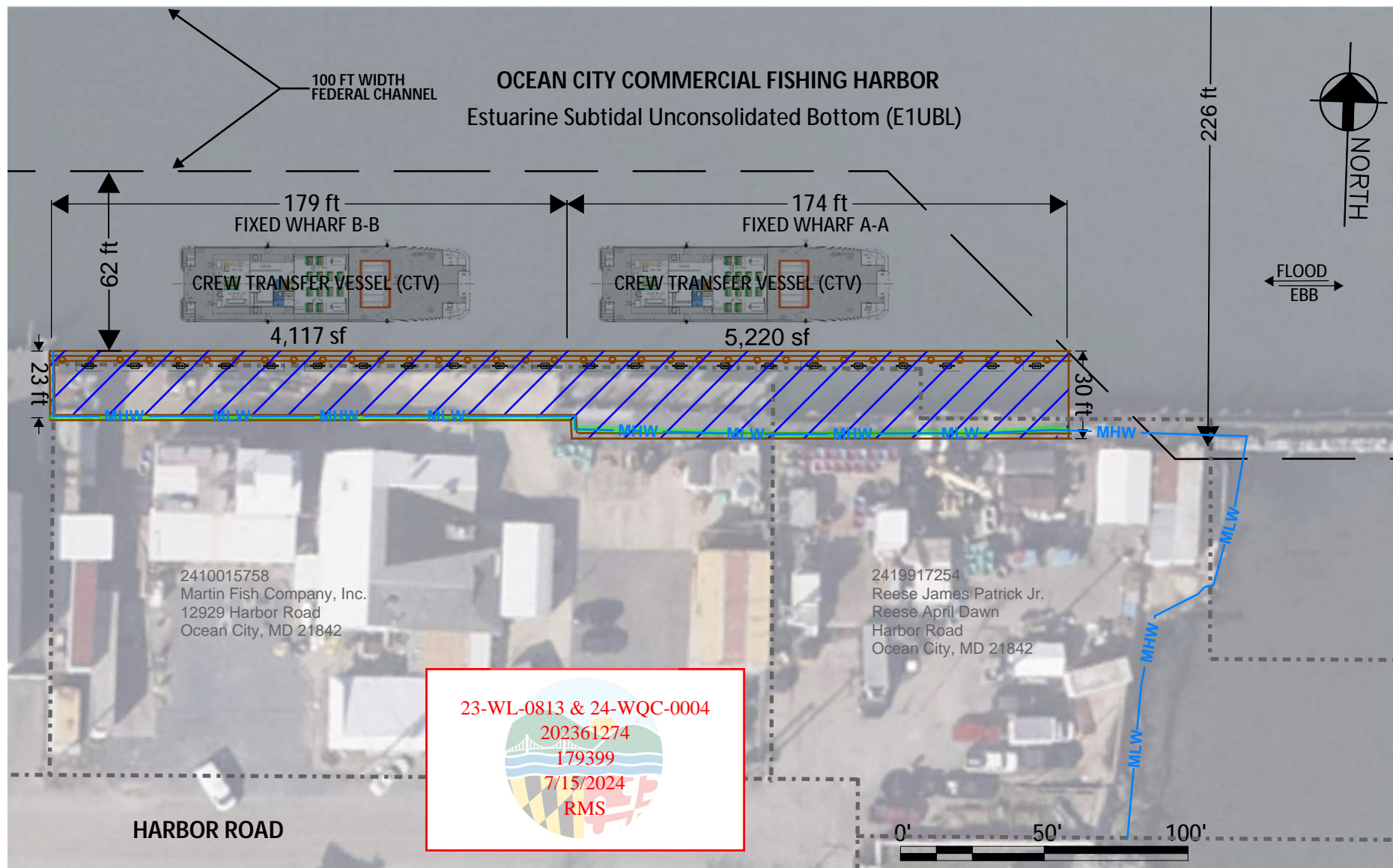


EXISTING CONDITIONS

SCALE: 1" = 100'

DATE: JULY 2024

PLATE 03 of 07



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WORCESTER COUNTY

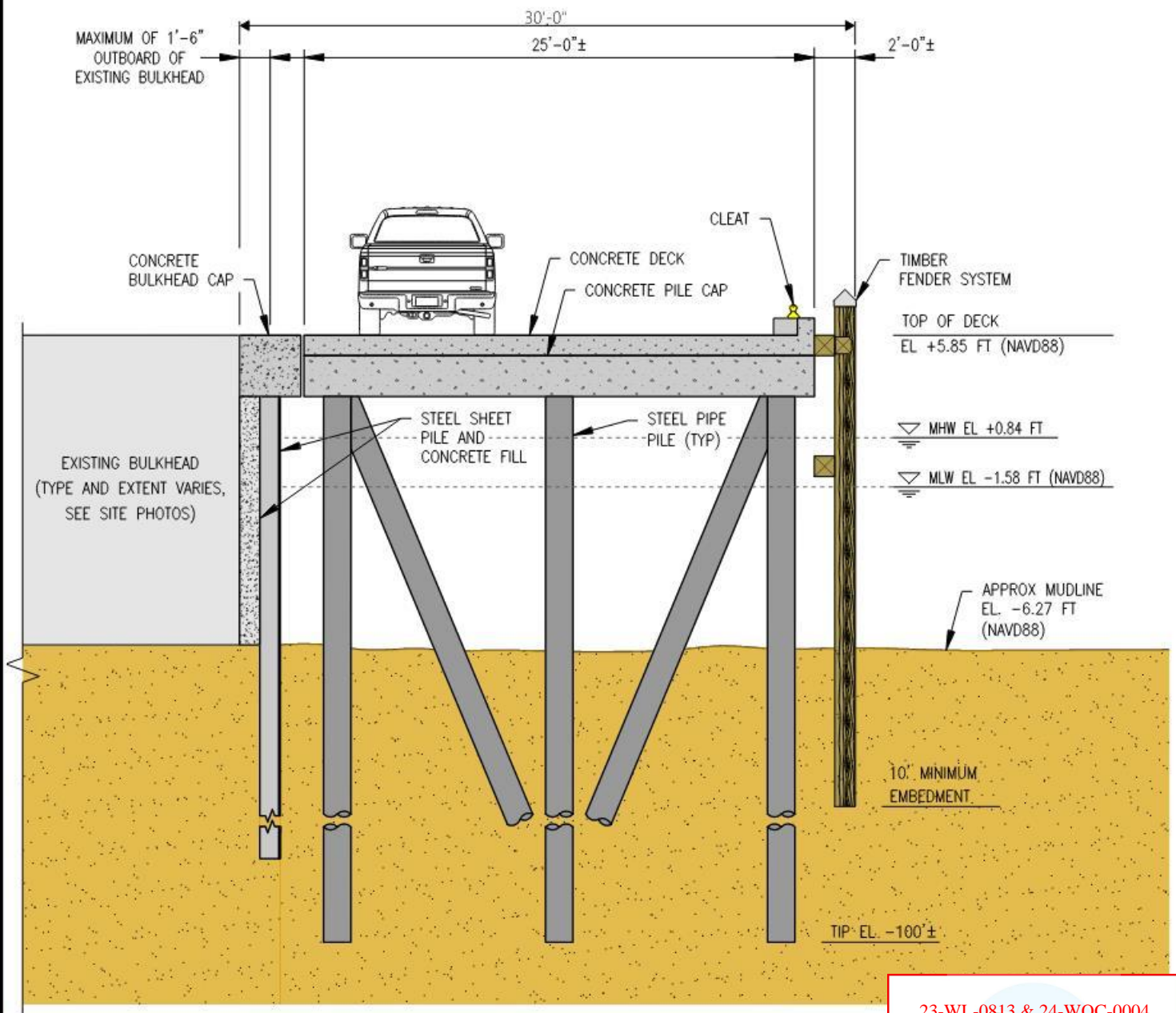
OPERATIONS AND MAINTENANCE FACILITY PIER INSTALLATION

WETLAND IMPACTS

SCALE: 1" = 50'

DATE: JULY 2024

PLATE 04 of 07



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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WORCESTER COUNTY

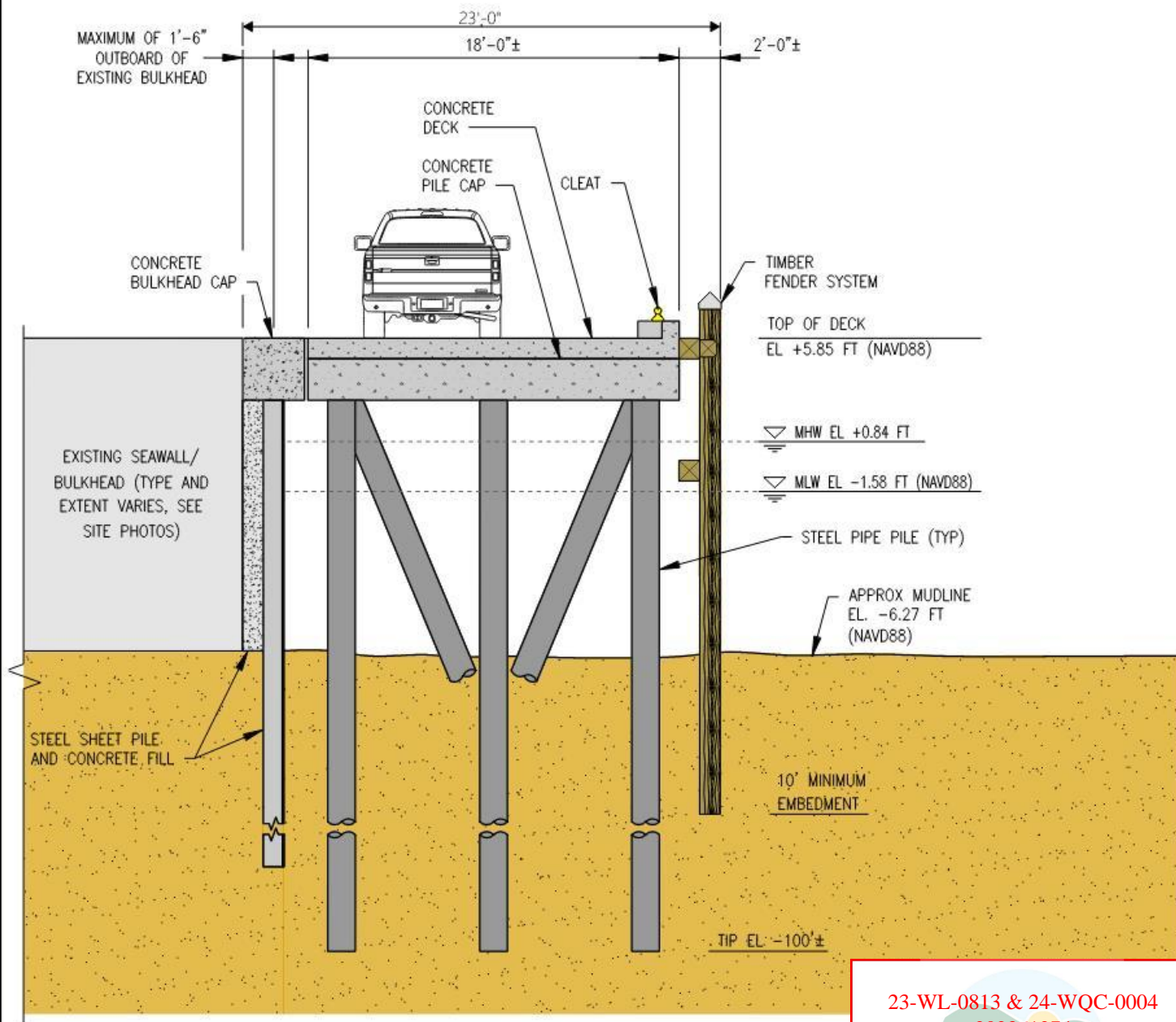
OPERATIONS AND MAINTENANCE FACILITY PIER INSTALLATION

LEGEND AND NOTES

NOT TO SCALE

DATE: JULY 2024

PLATE 05 of 07



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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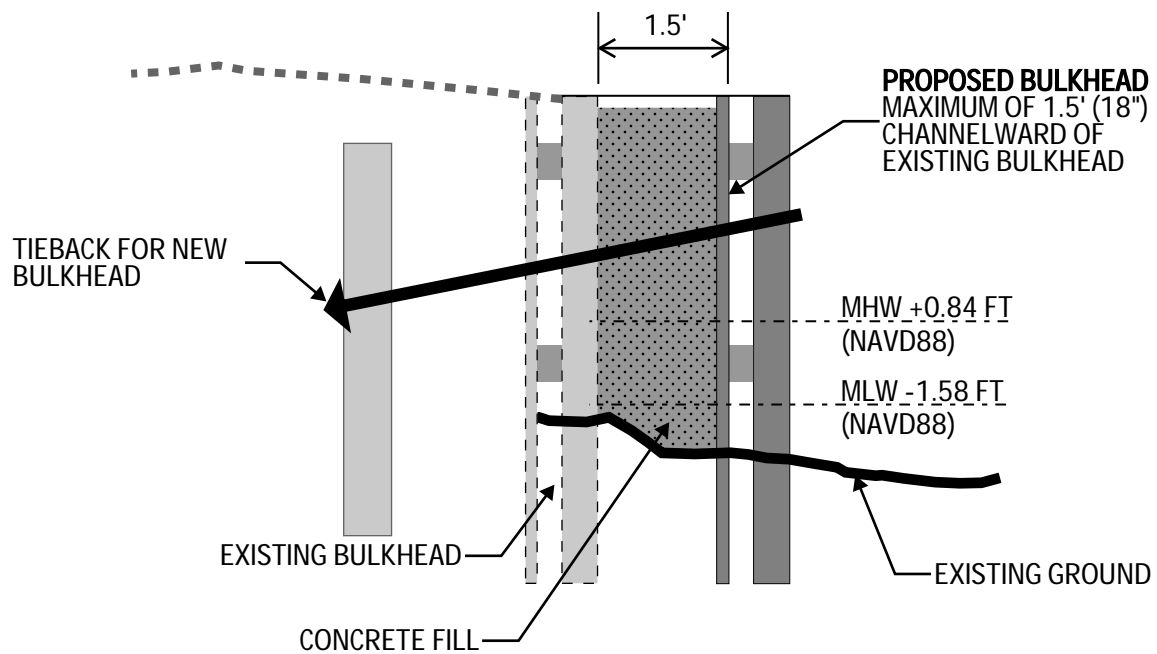
OPERATIONS AND MAINTENANCE FACILITY PIER INSTALLATION

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PLATE 06 of 07



TYPICAL DETAIL - TIEBACK

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**OPERATIONS AND MAINTENANCE FACILITY
PIER INSTALLATION**

LEGEND AND NOTES

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