













<div><p>US WIND, INC. 401 EAST PRATT STREET, SUITE 1810 BALTIMORE, MD 21202</p></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)</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: JUNE 2024</div>	<div>PLATE 01 of 06</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
	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 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: 360 linear feet



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## Revisions

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

## WORCESTER COUNTY

## OPERATIONS AND MAINTENANCE FACILITY PIER INSTALLATION

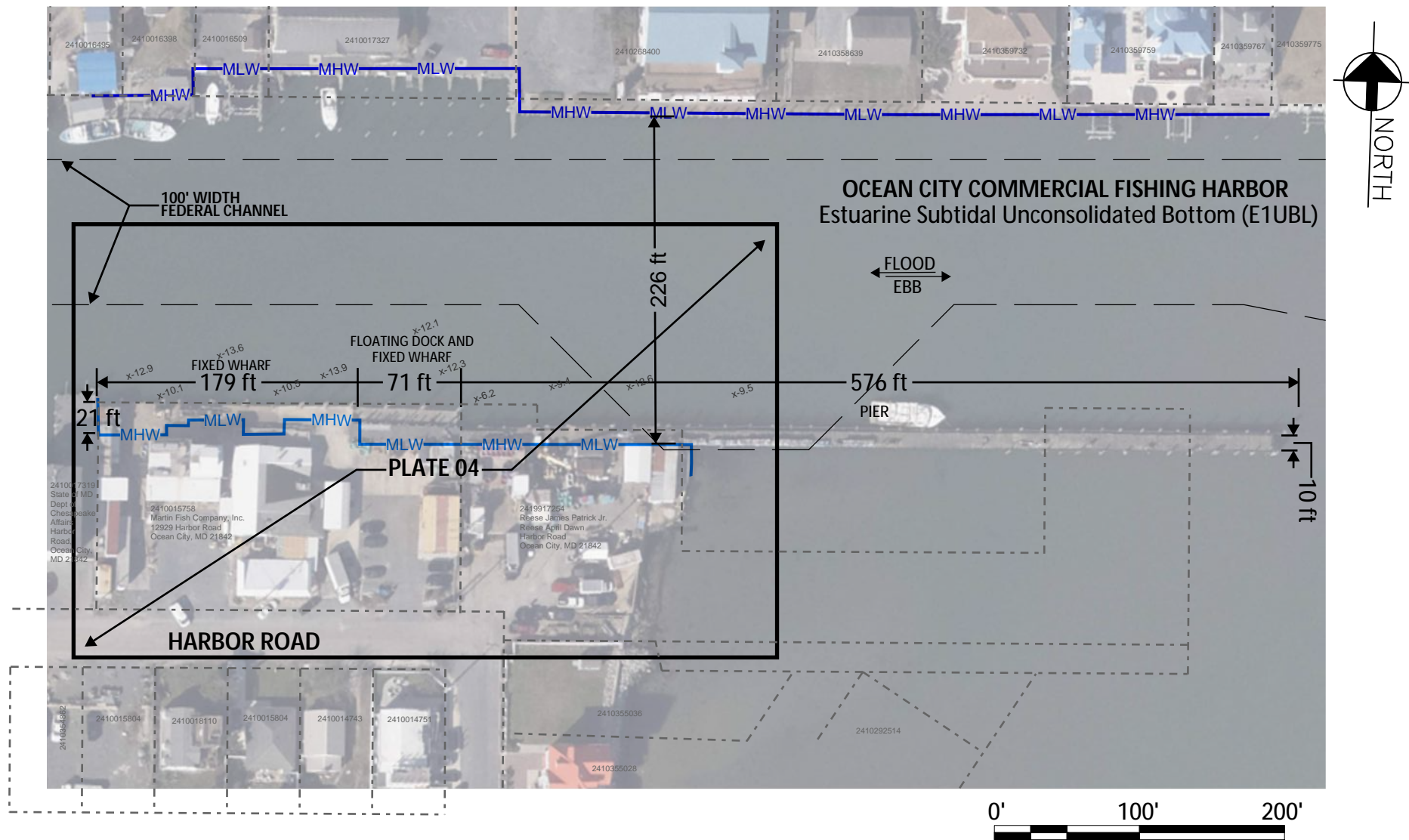


## LEGEND AND NOTES

NOT TO SCALE

DATE: JUNE 2024

PLATE 02 of 06



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Revision 2: Updated Wharf dimensions and impacts (4/30/2024)  
Revision 3: Revised Existing Conditions - Bulkhead (6/03/2024)

### WORCESTER COUNTY

### OPERATIONS AND MAINTENANCE FACILITY PIER INSTALLATION

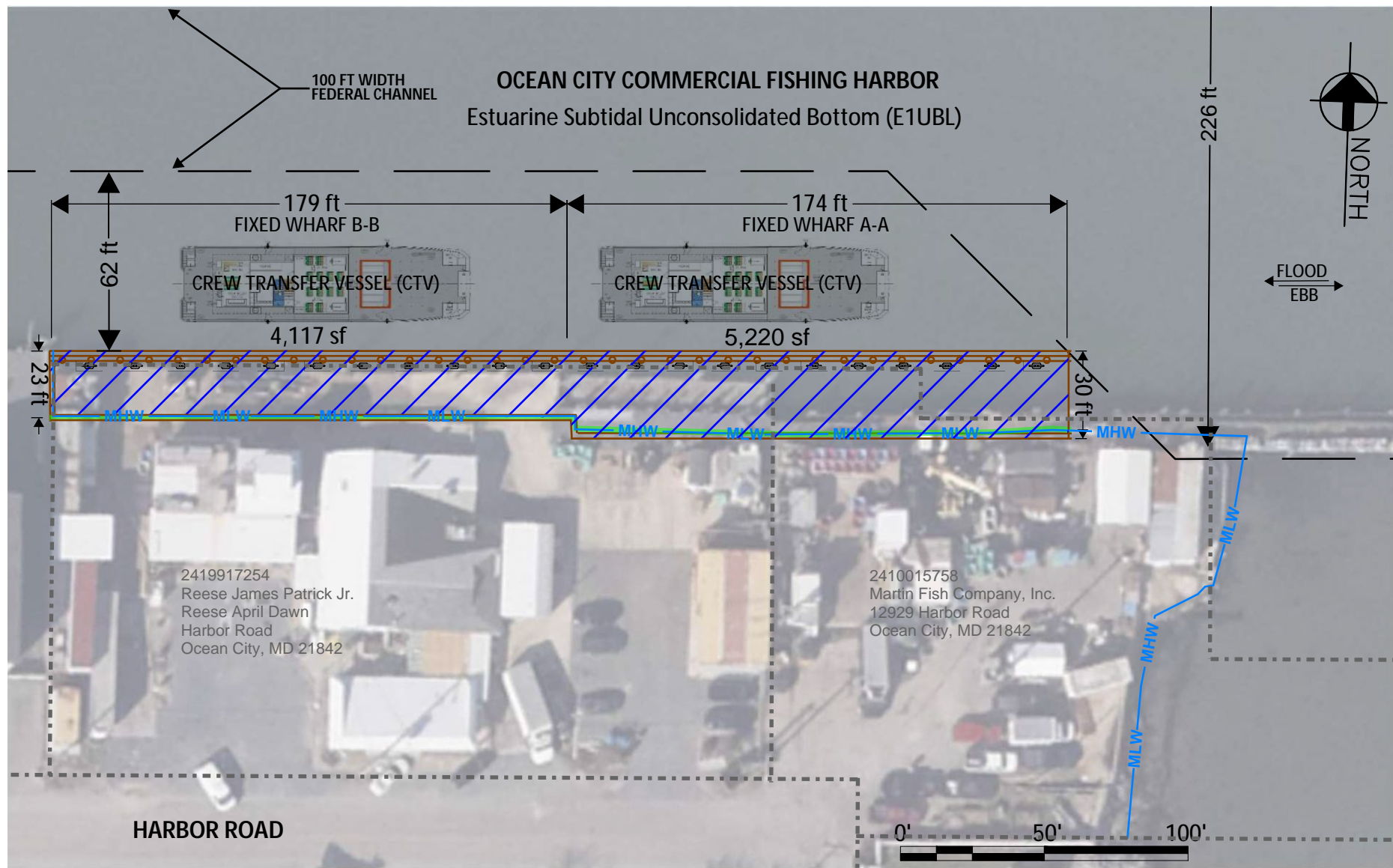
### EXISTING CONDITIONS

SCALE: 1" = 100'

DATE: JUNE 2024

PLATE 03 of 06





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### WORCESTER COUNTY

### OPERATIONS AND MAINTENANCE FACILITY PIER INSTALLATION

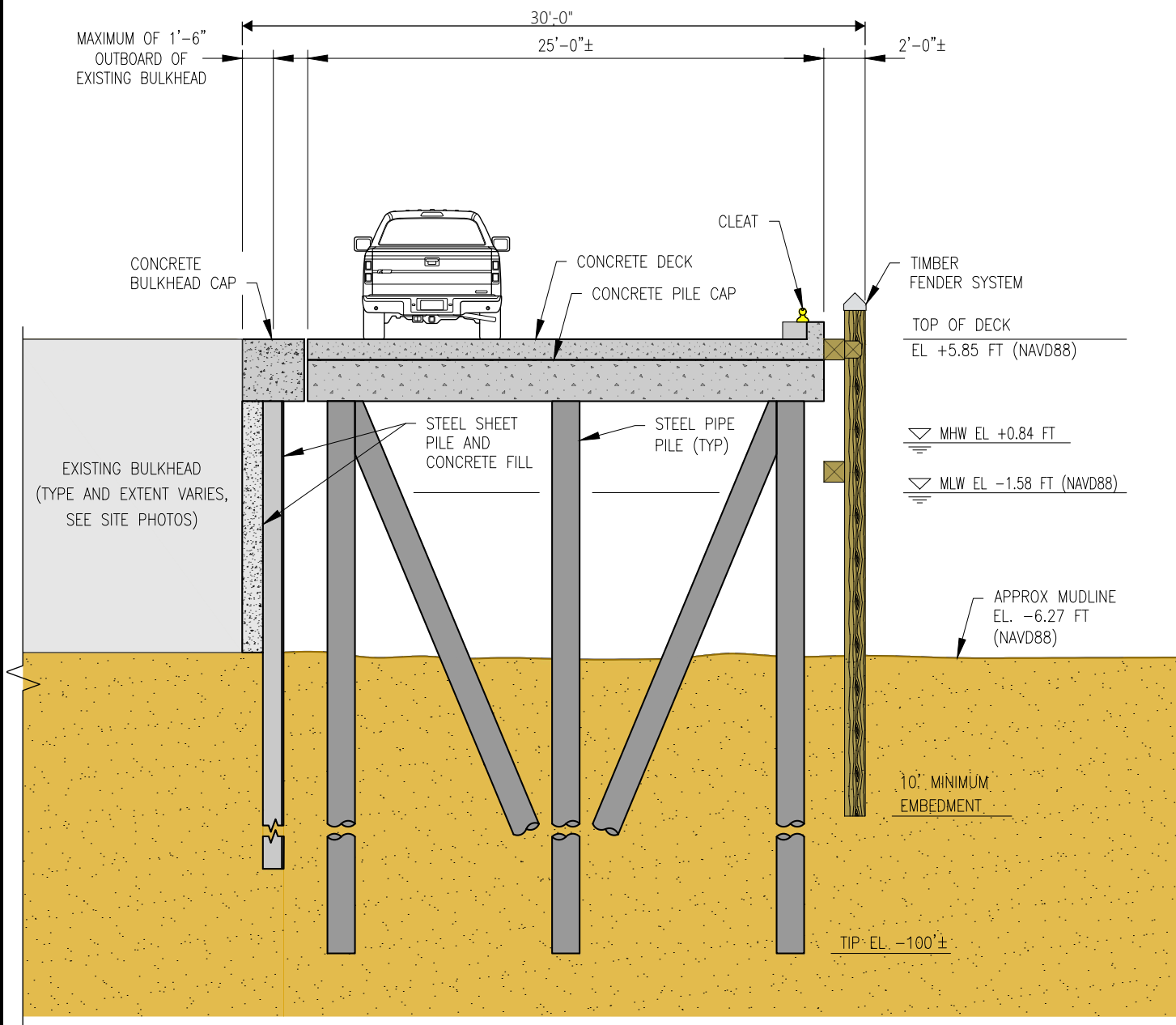


### WETLAND IMPACTS

SCALE: 1" = 50'

DATE: JUNE 2024

PLATE 04 of 06



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

### CONCEPTUAL FIXED WHARF SECTION A-A



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#### OPERATIONS AND MAINTENANCE FACILITY PIER INSTALLATION

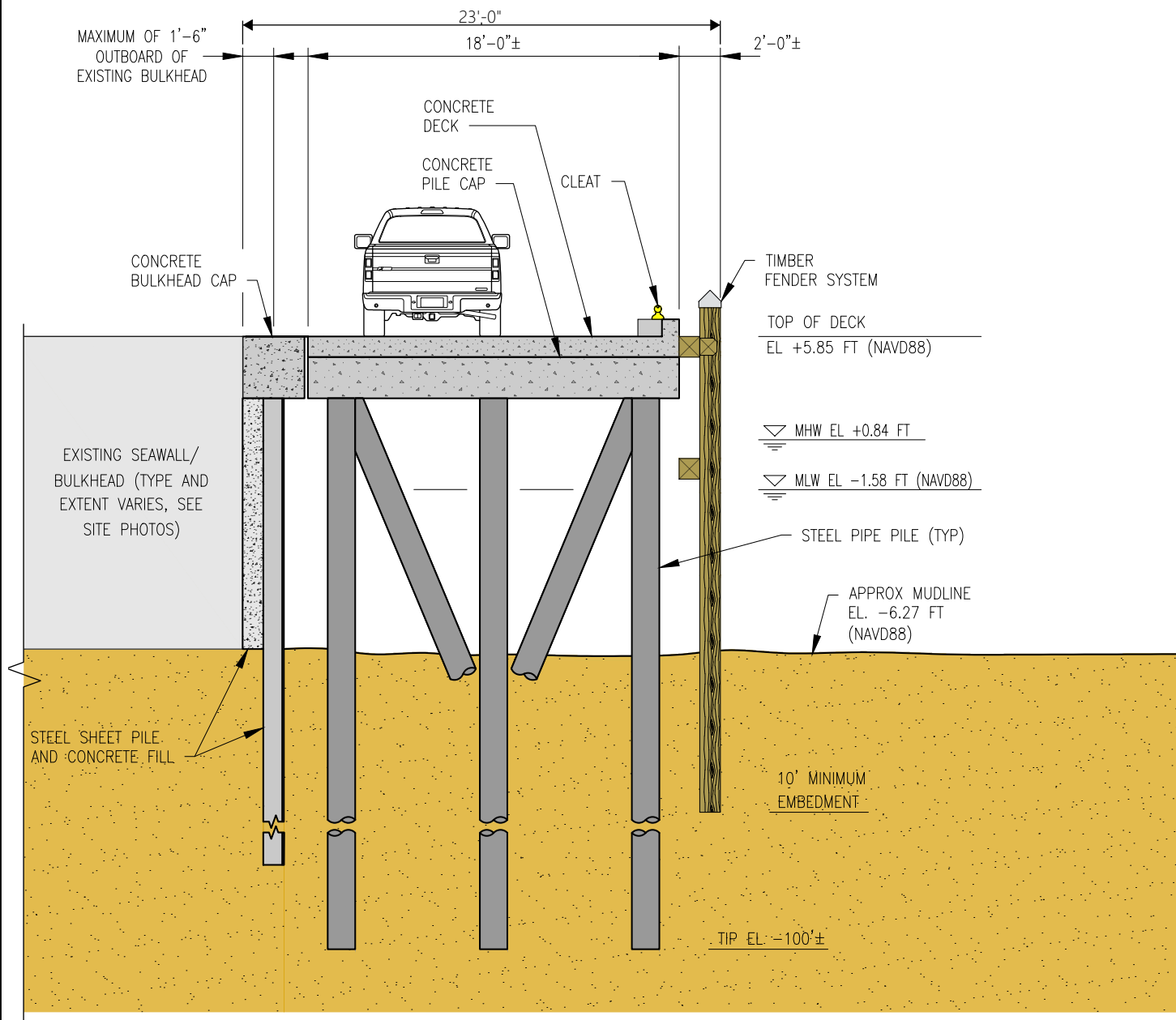


#### LEGEND AND NOTES

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PLATE 05 of 06



NOTE: MHW LINE BASED ON  
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SPENCER ROWE, INC., IN A  
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### CONCEPTUAL FIXED WHARF SECTION B-B



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#### OPERATIONS AND MAINTENANCE FACILITY PIER INSTALLATION

#### LEGEND AND NOTES

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PLATE 06 of 06