



# PUBLIC NOTICE

US Army Corps  
of Engineers  
Baltimore  
District

In Reply to Application Number  
CENAB-OP-RMN(MD MPA/HARBOR  
WIDE/DREDGING)04-60754-1

Comment Period: 04 January 2005 to 04 February 2005

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THE PURPOSE OF THIS PUBLIC NOTICE IS TO SOLICIT COMMENTS FROM THE PUBLIC ABOUT THE WORK DESCRIBED BELOW. AT THIS TIME, NO DECISION HAS BEEN MADE AS TO WHETHER OR NOT A PERMIT WILL BE ISSUED.

The Baltimore District has received an application for a Department of the Army permit pursuant to Section 10 of the River and Harbor Act of 1899 and Section 404 of the Clean Water Act, and State authorization pursuant to the Tidal Wetlands Act and/or Nontidal Wetlands Protection Act, as described below:

APPLICANT: *Maryland Port Administration*  
*Attn: Mr. Mark Kreafler*  
*2310 Broening Highway*  
*Baltimore, Maryland 21224*

LOCATION Patapsco River and Chesapeake Bay, Baltimore City, and Baltimore County, Maryland

WORK: The applicant has applied for a permit to dredge at seven MPA facilities in Baltimore City and one in Baltimore County. These areas have been dredged previously. The permit for this project would authorize periodic maintenance dredging for 10 years, subject to the prior notification of the District Engineer. The volume of dredged material includes the amount expected to be dredged over a 10-year period. The dredged material is to be deposited at the Hart Miller Island and/or the Cox Creek disposal sites.

North Locust Point: To mechanically dredge six berthing areas of approximately 25.3 acres to a maximum of 42 feet below mean low water. Approximately 90,000 cubic yards of silt are to be removed from these areas.

South Locust Point: To mechanically dredge three berthing areas, and access channels and turning basins to a maximum of 38 feet below mean low water. Approximately 150,000 cubic yards of silt are to be removed from this approximate 34 acre area.

Dundalk and Seagirt Marine Terminals: To mechanically dredge access channels, turning basins, and berthing areas to a maximum of 52 feet below mean low water. Approximately 6,000,000 cubic yards of sand and silt and clay are to be dredged from an area of approximately 413 acres.

Clinton Street Marine Terminal: To mechanically dredge three berthing areas of approximately 15 acres to a maximum of 40 feet below mean low water. Approximately 75,000 cubic yards of silt are to be dredged from these areas.

Hawkins Point Marine Terminal: To mechanically dredge a channel and berthing area of approximately 14.5 acres to a maximum of 40 feet below mean low water. Approximately 80,000 cubic yards of silt are to be removed from these areas.

Northwest Branch Channel: Mechanically dredge a channel to 26 feet below mean low water to remove approximately 70,000 cubic yards of silt from an approximate 13 acre area.

Hart Miller Island: To mechanically or hydraulically dredge at two unloading areas to 18 feet below mean low water, removing approximately 20,000 cubic yards of sand, silt, and clay from an approximate 90 acre area.

Fairfield Marine Terminal: Mechanically dredge a channel, turning basin, and berthing areas of approximately 68.8 acres to a maximum of 44 feet below mean low water, removing approximately 390,000 cubic yards of silt.

The total area proposed to be dredged at the above facilities is approximately 673.6 acres. Approximately 6.9 million cubic yards are expected to be dredged over a 10 year period.

All work is to be completed in accordance with the enclosed plan(s). If you have any questions concerning this matter, please contact Mr. Jon Romeo at (410) 962-6079.

Essential Fish Habitat (EFH) Assessment: The Magnuson-Stevens Fishery Conservation Act (MSFCA), as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), requires all Federal agencies to consult with the National Marine Fisheries Service (NMFS) on all actions, or proposed actions, permitted, funded, or undertaken by the agency that may adversely affect EFH. The project sites lie in or adjacent to EFH as described under the MSFCA for juvenile and adult windowpane flounder (Scopthalmus aquosus), juvenile and adult bluefish (Pomatomus saltatrix), juvenile and adult summer flounder (Paralichthys dentatus), and egg, larvae, juvenile, and adult stages of red drum (Sciaenops ocellatus), king mackerel (Scomberomorus cavalla), spanish mackerel (Scomberomorus maculatus), and cobia (Rachycentron canadum). All are managed species under the MSFCMA. The projects have the potential to adversely affect EFH or the species of concern by loss of spawning, nursery, forage, and/or shelter habitat. The Baltimore District has determined that the adverse effects of this project would not be substantial, and an abbreviated consultation will be conducted with the NMFS. No mitigative measures are recommended to minimize adverse effects on EFH at this time. This determination may be modified if additional information indicates otherwise and would change the preliminary determination.

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 benefit 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 the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, and, in general, the needs and welfare of the people.

The Corps of Engineers 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 of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on 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 and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

The applicant is required to obtain a water quality certification in accordance with Section 401 of the Clean Water Act from the Maryland Department of the Environment. Any written comments concerning the work described above which relate to water quality certification must be received by the Standards and Certification Division Maryland Department of the Environment, Montgomery Park Business Center, 1800 Washington Boulevard, Suite 430, Baltimore, Maryland 21230-1708 within the comment period as specified above to receive consideration. Written comments concerning the work described above related to the factors listed above or other pertinent factors must be received by the District Engineer, US Army Corps of Engineers, Baltimore District, PO Box 1715, Baltimore, Maryland 21203-1715, within the comment period as specified above to receive consideration. The 401 certifying agency has a statutory limit of one year to make its decision.

The applicant has certified in this application that the proposed activity complies with and will be conducted in a manner consistent with the Maryland Coastal Zone Program. This certification statement is available for inspection in the District Office; however, public comments relating to consistency must be received by the Coastal Zone Division, Maryland Department of the Environment, Montgomery Park Business Center, 1800 Washington Boulevard, Suite 430, Baltimore, Maryland, 21230-1708, within the comment period as specified above. It should be noted that CZ Division has a statutory limit of 6 months in which to make its consistency determination.

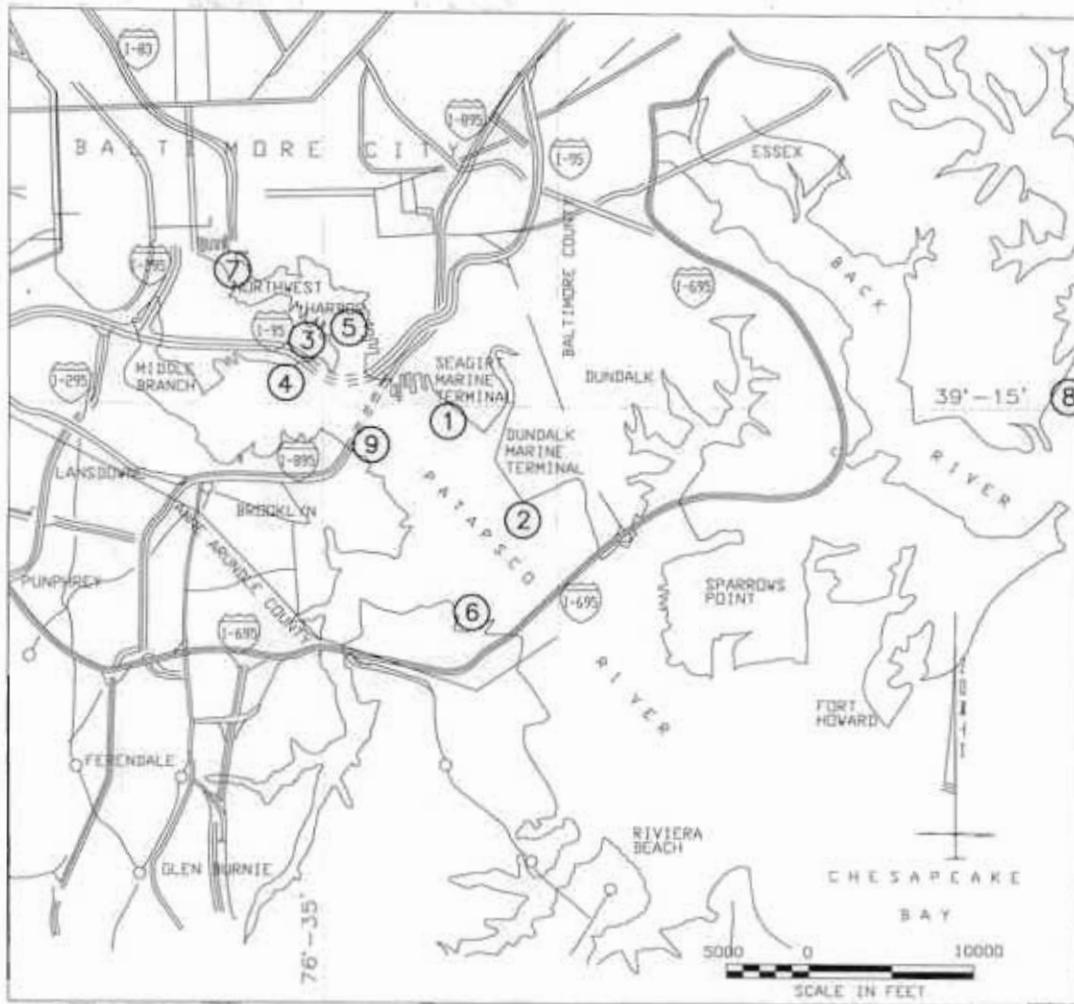
The applicant must obtain any State or local government permits which may be required.

A preliminary review of this application indicates that the proposed work will not affect listed species or their critical habitat pursuant to Section 7 of the Endangered Species Act as amended. As the evaluation of this application continues, additional information may become available which could modify this preliminary determination.

Review of the latest published version of the National Register of Historic Places indicates that no registered properties listed as eligible for inclusion therein are located at the site of the proposed work. Currently unknown archeological, scientific, prehistoric, or historical data may be lost or destroyed by the work to be accomplished under the requested permit.

The evaluation of the impact of the work described above on the public interest will include application of the guidelines promulgated by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404 of the Clean Water Act. Any person who has an interest which may be adversely affected by the issuance of this permit may request a public hearing. The request, which must be in writing, must be received by the District Engineer, US Army Corps of Engineers, Baltimore District, PO Box 1715, Baltimore, Maryland 21203-1715, within the comment period as specified as above to receive consideration. Also, it must clearly state forth the interest which may be adversely affected by this activity in the manner in which the interest may be adversely affected.

It is requested that you communicate the foregoing information concerning the proposed work to any persons known by you to be interested and not being known to this office, who did not receive a copy of this notice.



**SITE LOCATIONS**

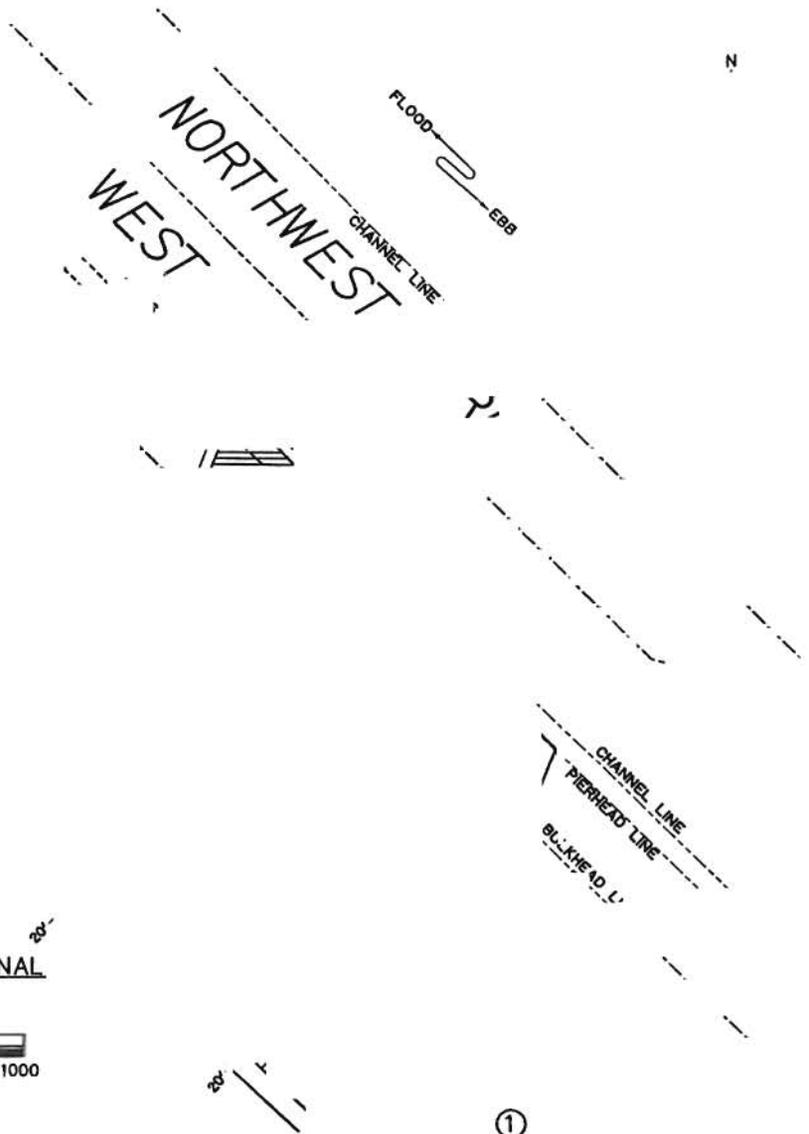
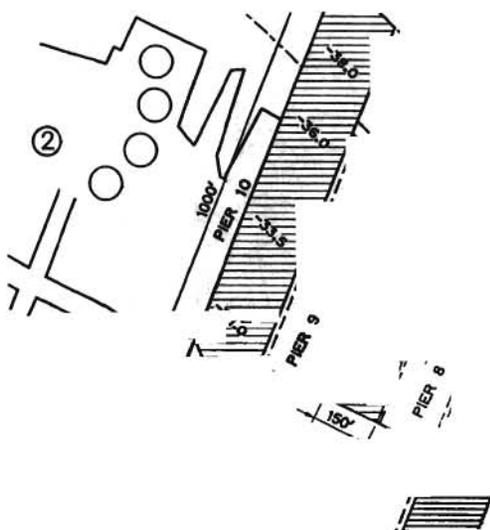
**SITE LOCATIONS**

- ① SEAGIRT MARINE TERMINAL.
- ② DUNDALK MARINE TERMINAL.
- ③ NORTH LOCUST POINT MARINE TERMINAL.
- ④ SOUTH LOCUST POINT MARINE TERMINAL.
- ⑤ CLINTON ST. MARINE TERMINAL.
- ⑥ HAWKINS POINT MARINE TERMINAL.
- ⑦ NORTHWEST CHANNEL.
- ⑧ HART MILLER ISLAND.
- ⑨ FAIRFIELD MARINE TERMINAL.

12/17/04

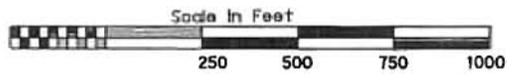
**PROPOSED DREDGING  
IN  
PATAPSCO RIVER**

BALTIMORE HARBOR, MARYLAND  
 APPLICATION BY:  
 MARYLAND PORT ADMINISTRATION  
 MARITIME CENTER AT POINT BREEZE  
 2310 BROENING HIGHWAY  
 BALTIMORE, MARYLAND 21224  
 DATE: DEC. 2004 SHEET 1A OF 18



② PLAN 30'

NORTH LOCUST POINT MARINE TERMINAL



NOTES:

- APPROXIMATELY 90,000 CY OF BLACK AND GRAY SILT TO BE DREDGED BY CLAM SHELL METHOD TO -36'.  
(SLIPS - PIER, 4/5-6, 7-8, 8-9 & 9-10) -41' (SLIP - PIER 6-7) -42' (SLIP-PIER, 3-4/5)  
AND DISPOSED OF AT THE HART-MILLER ISLAND, MASONVILLE OR HAWKINS POINT DISPOSAL SITE.
- SOUNDINGS ARE IN FEET AND REFER TO MEAN LOW WATER (MLW) BALTIMORE CITY DATUM (O.O').

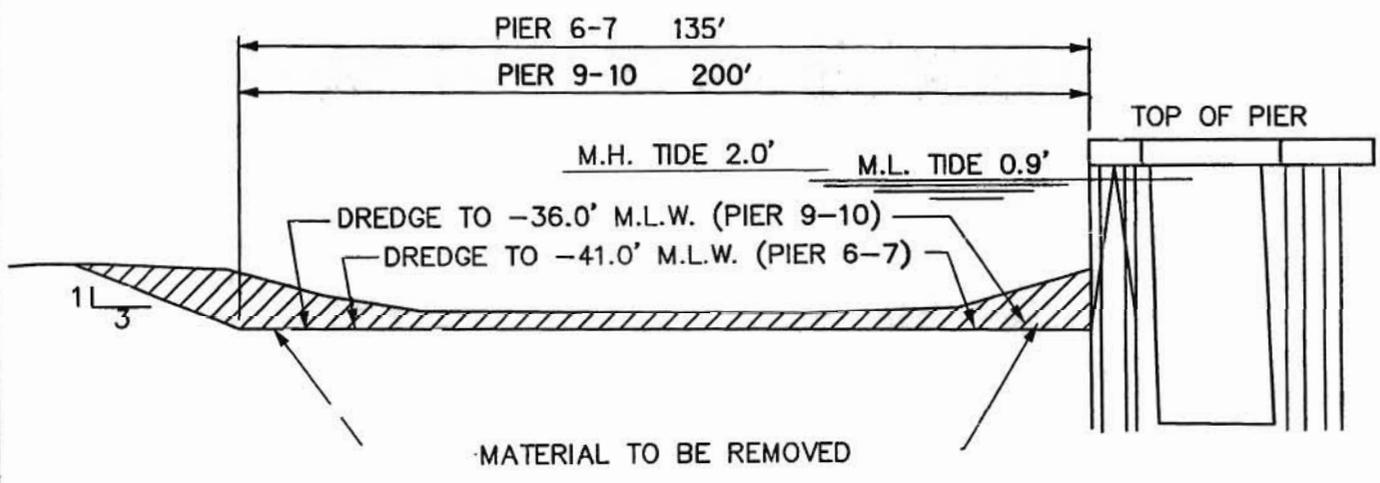
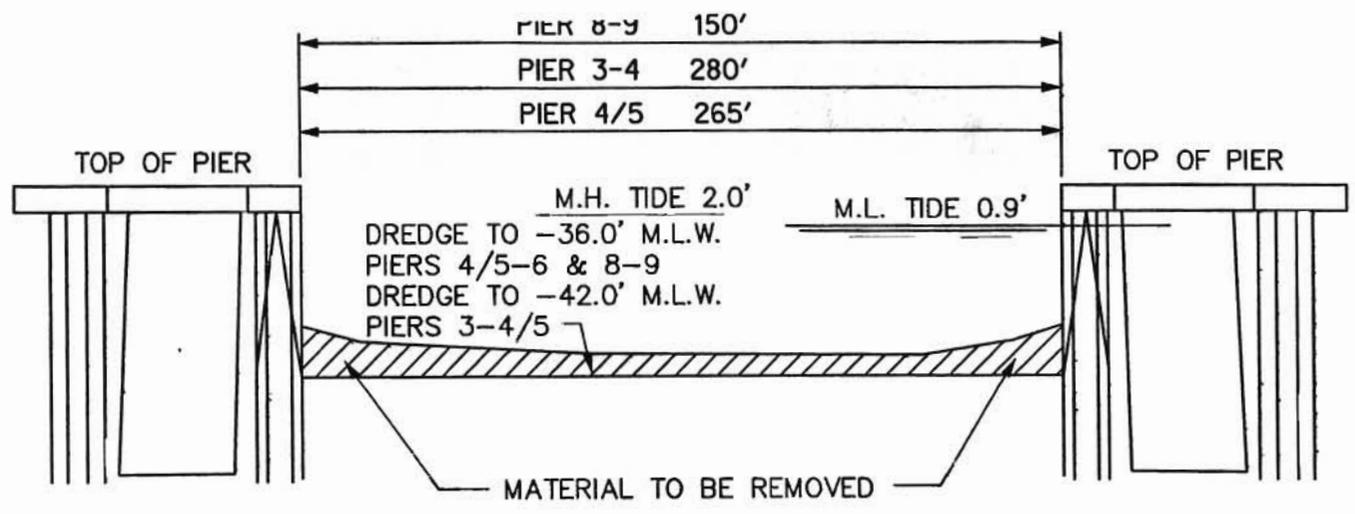
PURPOSE:

MAINTENANCE OF BERTHING AREAS

PROPOSED DREDGING  
IN  
PATAPSCO RIVER

BALTIMORE HARBOR, MARYLAND  
APPLICATION BY:  
MARYLAND PORT ADMINISTRATION  
MARITIME CENTER AT POINT BREEZE  
2310 BROENING HIGHWAY  
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DATE: DEC. 2004 SHEET 1 OF 18

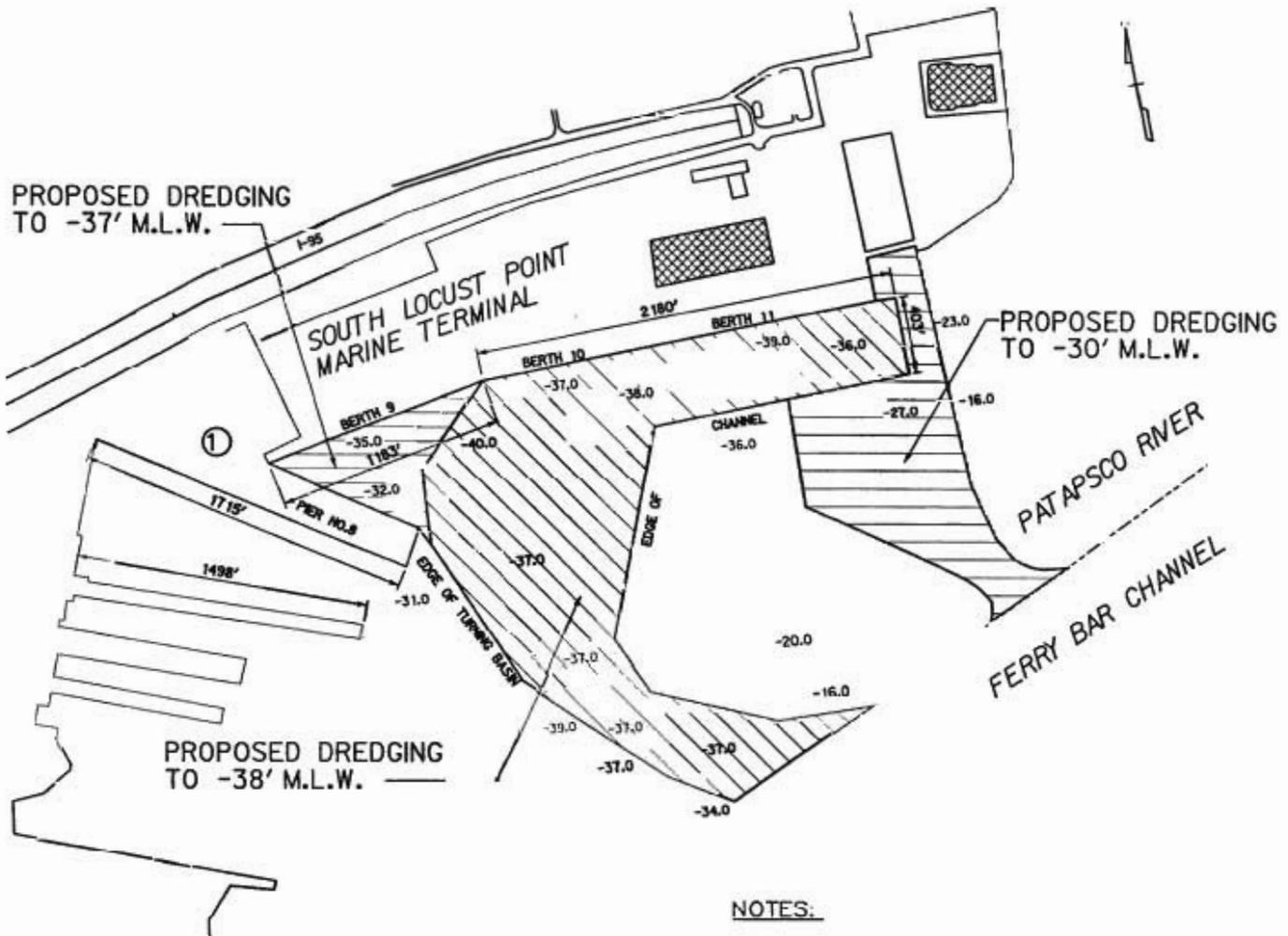
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PROPOSED DREDGING  
IN  
PATAPSCO RIVER

BALTIMORE HARBOR, MARYLAND  
APPLICATION BY:  
MARYLAND PORT ADMINISTRATION  
MARITIME CENTER AT POINT BREEZE  
2310 BROENING HIGHWAY  
BALTIMORE, MARYLAND 21224  
DATE: DEC. 2004 SHEET 2 OF 18

PROPOSED DREDGING  
TO -37' M.L.W.



PATAPSCO RIVER  
FERRY BAR CHANNEL

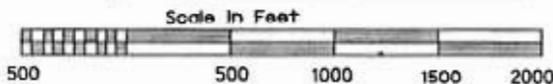
PROPOSED DREDGING  
TO -38' M.L.W.

NOTES:

- APPROXIMATELY 150,000 CY OF BLACK AND GRAY RIVER SILT TO BE DREDGED BY CLAM SHELL METHOD TO -38'
- TURNING BASIN, BERTHS 10 & 11
- CHANNELS: -37'
- BERTH 9 CHANNELS: -30' ACCESS CHANNEL AND DISPOSED OF AT THE HART-MILLER ISLAND DISPOSAL SITE.
- SOUNDINGS ARE IN FEET AND REFER TO MEAN LOW WATER (MLW)
- BALTIMORE CITY DATUM (0.0').

PLAN

© SOUTH LOCUST POINT MARINE TERMINAL

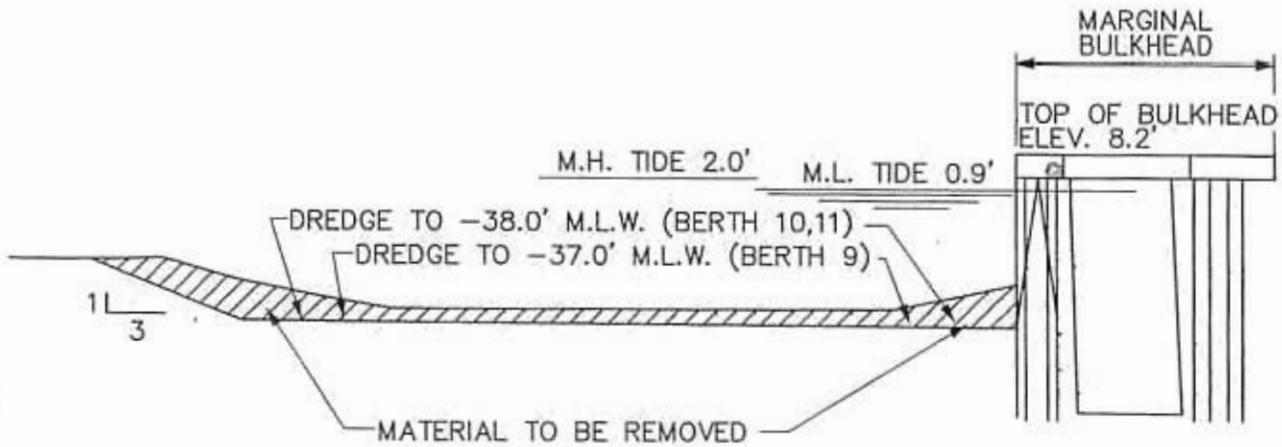


ADJACENT PROPERTY OWNERS:

- ① A.T.&T.
- ② UNITED STATES OF AMERICA

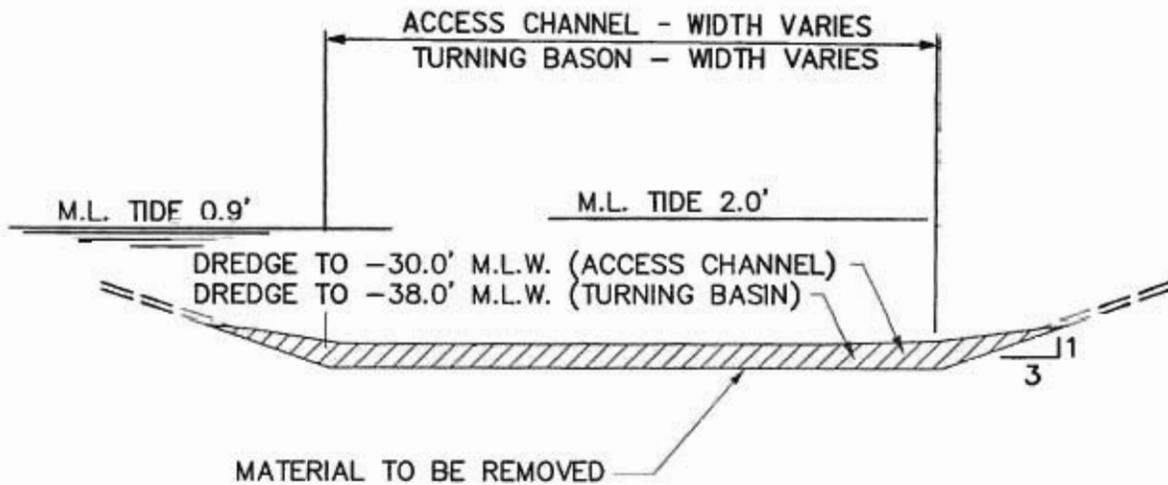
PROPOSED DREDGING  
IN  
PATAPSCO RIVER

BALTIMORE HARBOR, MARYLAND  
APPLICATION BY:  
MARYLAND PORT ADMINISTRATION  
MARITIME CENTER AT POINT BREEZE  
2310 BROENING HIGHWAY  
BALTIMORE, MARYLAND 21224  
DATE: DEC. 2004 SHEET 3 OF 18



SECTION - WHARFSIDE CHANNEL

SCALE HORIZ. 1"=100'  
VERT. 1"=50'



SECTION - ACCESS CHANNEL & TURNING BASIN

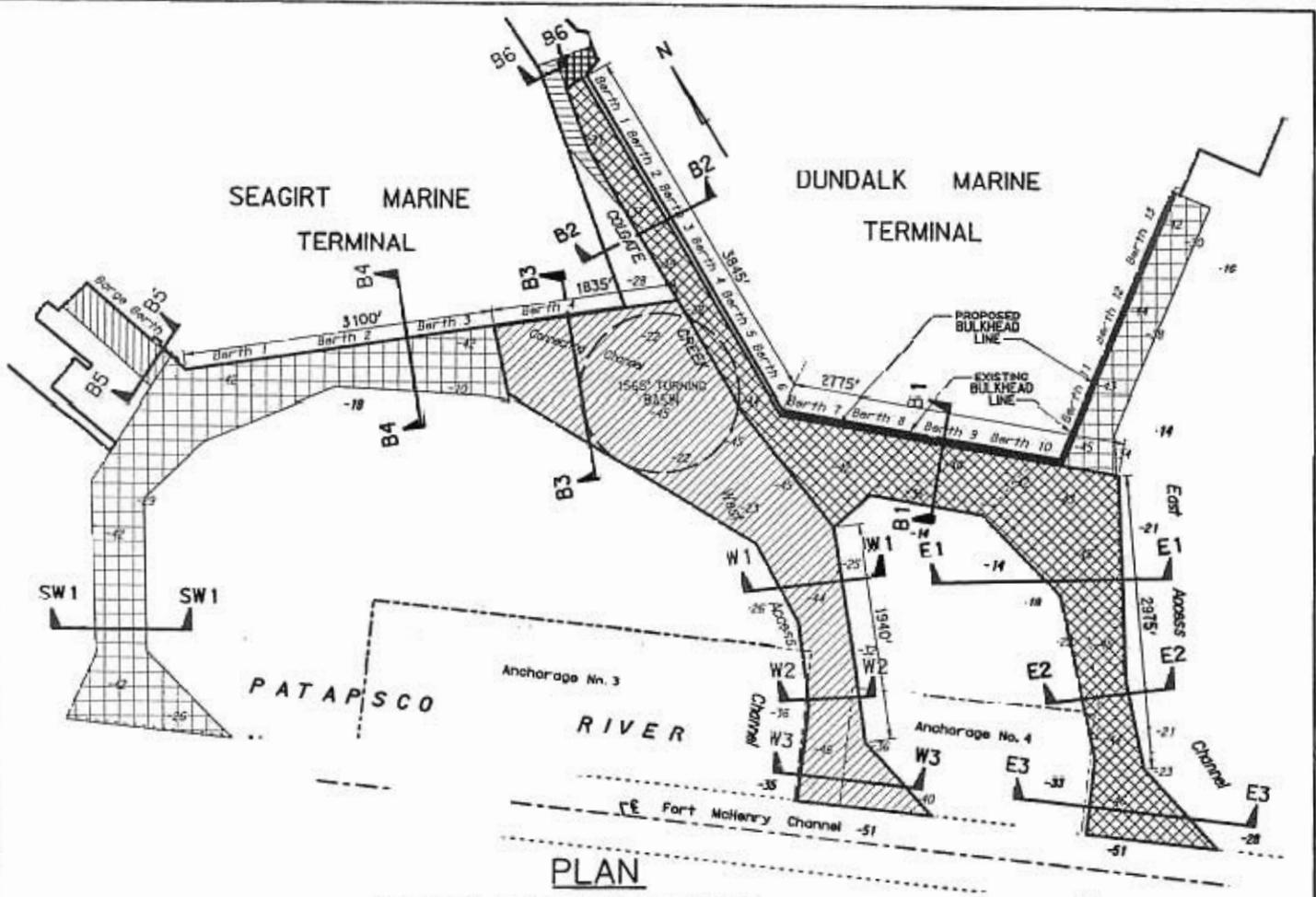
SCALE HORIZ. 1"=100'  
VERT. 1"=50'

©

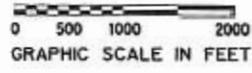
TYPICAL SECTIONS  
SOUTH LOCUST POINT MARINE TERMINAL

PROPOSED DREDGING  
IN  
PATAPSCO RIVER

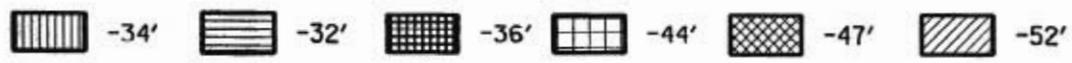
BALTIMORE HARBOR, MARYLAND  
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MARYLAND PORT ADMINISTRATION  
MARITIME CENTER AT POINT BREEZE  
2310 BROENING HIGHWAY  
BALTIMORE, MARYLAND 21224  
DATE: DEC. 2004 SHEET 4 OF 18



**PLAN**  
**DUNDALK AND SEAGIRT MARINE TERMINALS**



**PROPOSED DREDGING**



**LEGEND**

- 23 Existing Water Depth
- Existing Channel Line
- - - - - New Channel Line
- Existing Anchorage

**NOTES:**

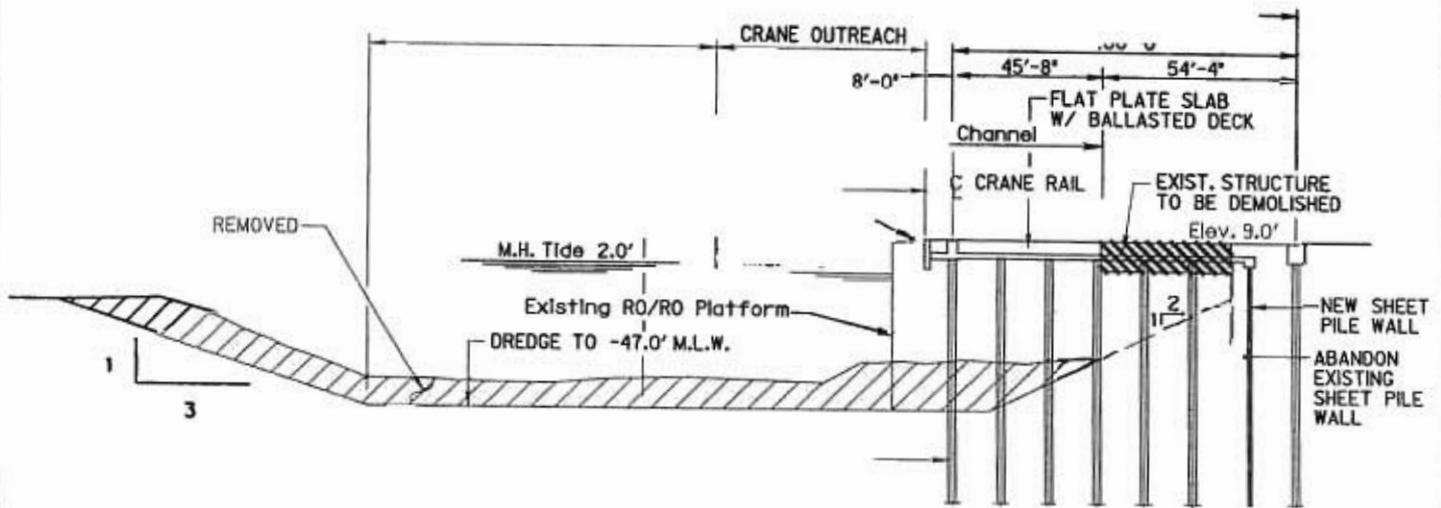
- APPROXIMATELY 6,000,000 CY OF SILT, MUD, CLAY AND SAND TO BE DREDGED BY CLAM SHELL METHOD AND DISPOSED OF AT HART-MILLER ISLAND,
- PROPOSED DEPTHS:
  - EAST ACCESS CHANNEL TO -47'
  - DMT BERTHS 1 THRU 6 TO -47'
  - DMT BERTHS 7,8,9 & 10 TO -47'
  - DMT BERTHS 11 THRU 13 TO -44'
  - DMT BARGE BERTH TO -34'
  - DMT WHARFSIDE CHANNEL IN COLGATE CREEK TO -32'
  - DMT NORTH OF BERTH 1 TO -36'
  - SMT BERTH 4 TO -52'
  - WEST ACCESS CHANNEL TO -52'
  - WEST SMT ACCESS CHANNEL TO -44'
- SOUNDINGS ARE IN FEET AND REFER TO MEAN LOW WATER (MLW) BALTIMORE CITY DATUM (0.0')

**PURPOSE:**

WIDEN AND DEEPEN BERTHING AREAS AND ACCESS CHANNELS

**PROPOSED DREDGING  
 IN  
 PATAPSCO RIVER**

BALTIMORE HARBOR, MARYLAND  
 APPLICATION BY:  
 MARYLAND PORT ADMINISTRATION  
 MARITIME CENTER AT POINT BREEZE  
 2310 BROENING HIGHWAY  
 BALTIMORE, MARYLAND 21224  
 DATE: DEC. 2004 SHEET 5 OF 18



**SECTION - DUNDALK BERTHS 7 THRU 10**

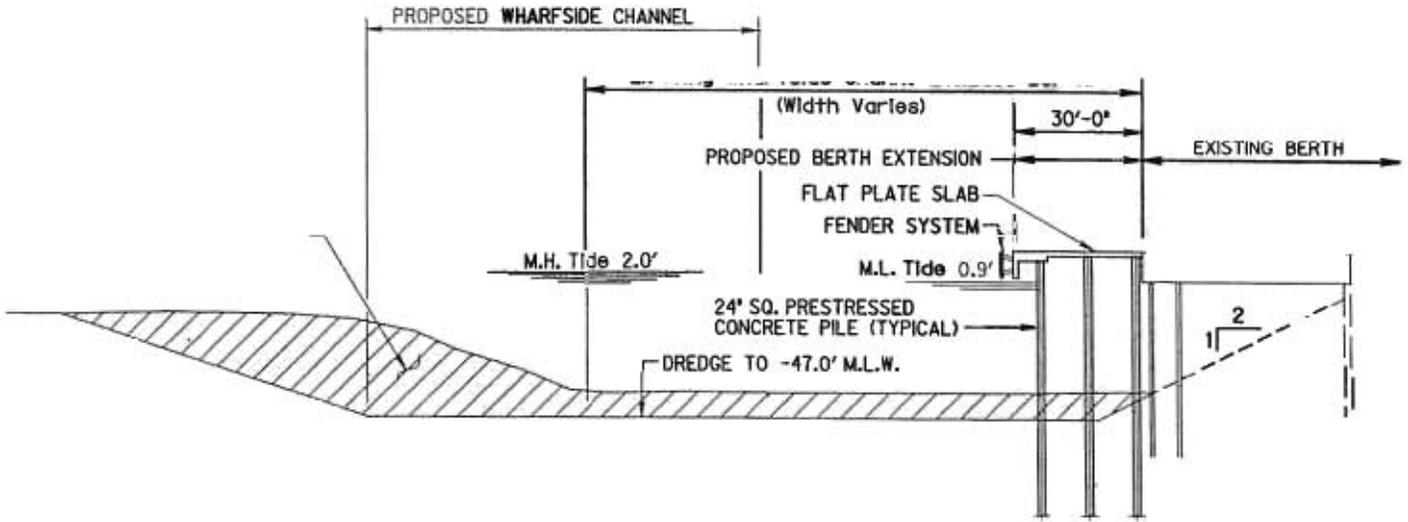
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**TYPICAL SECTION**

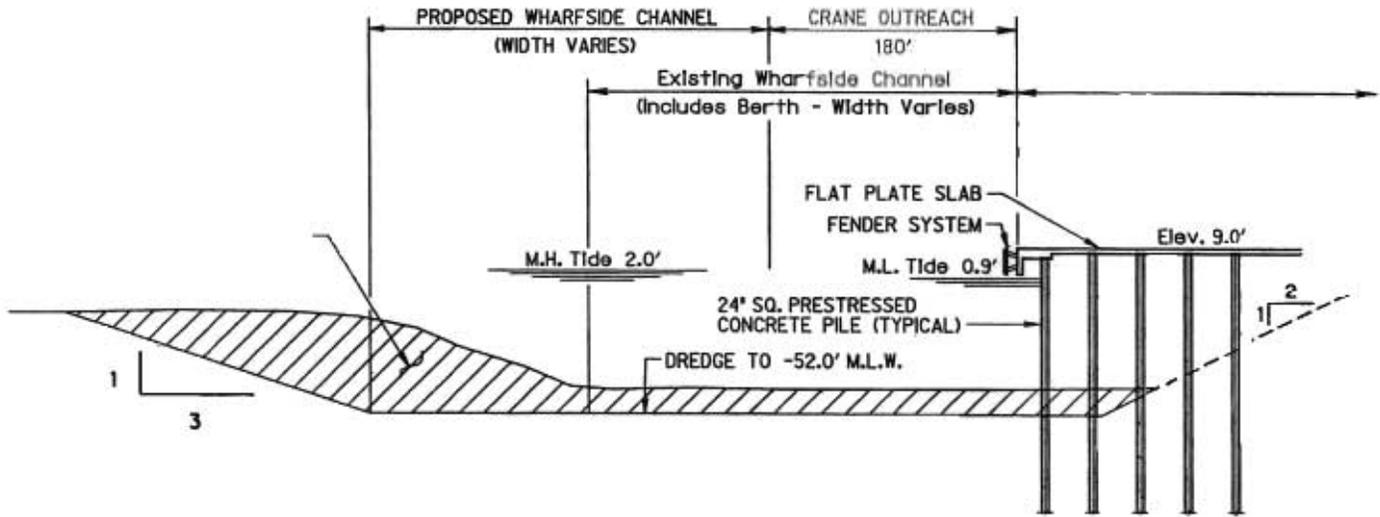
**BERTHING AREAS  
DUNDALK MARINE TERMINAL**

**PROPOSED DREDGING  
IN  
PATAPSCO RIVER**

BALTIMORE HARBOR, MARYLAND  
APPLICATION BY:  
MARYLAND PORT ADMINISTRATION  
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DATE: DEC. 2004 SHEET 6 OF 18



**SECTION B2 - DUNDALK BERTHS 1 THRU 6**  
Not To Scale



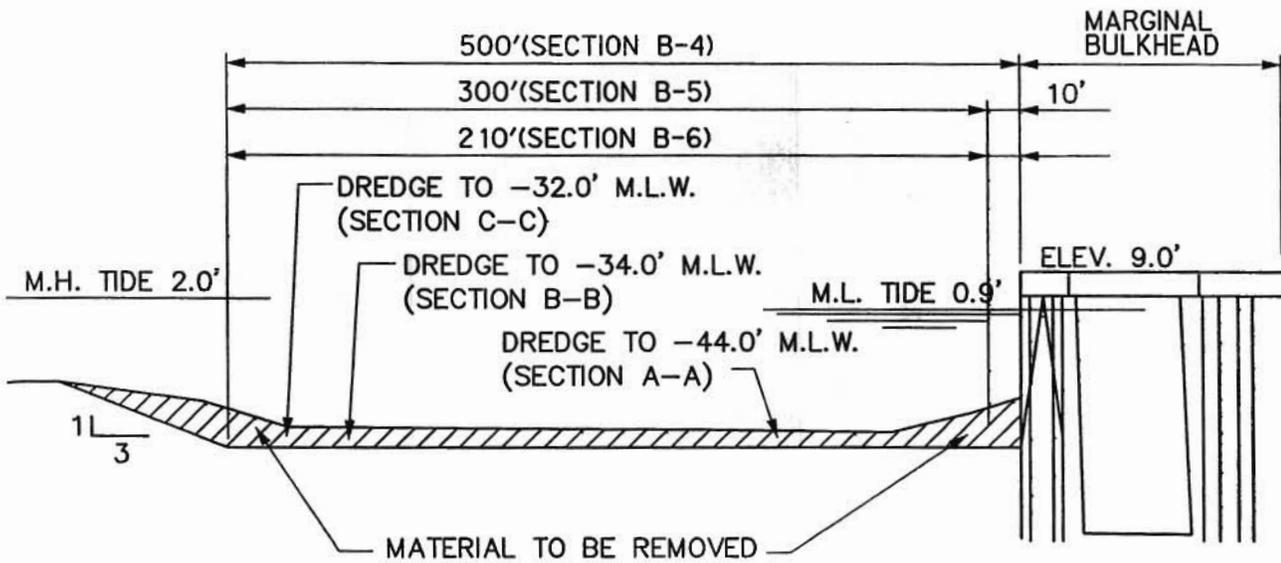
**SECTION B3 - SEAGIRT BERTH 4**  
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**TYPICAL SECTIONS**

DUNDALK & SEAGIRT MARINE TERMINALS

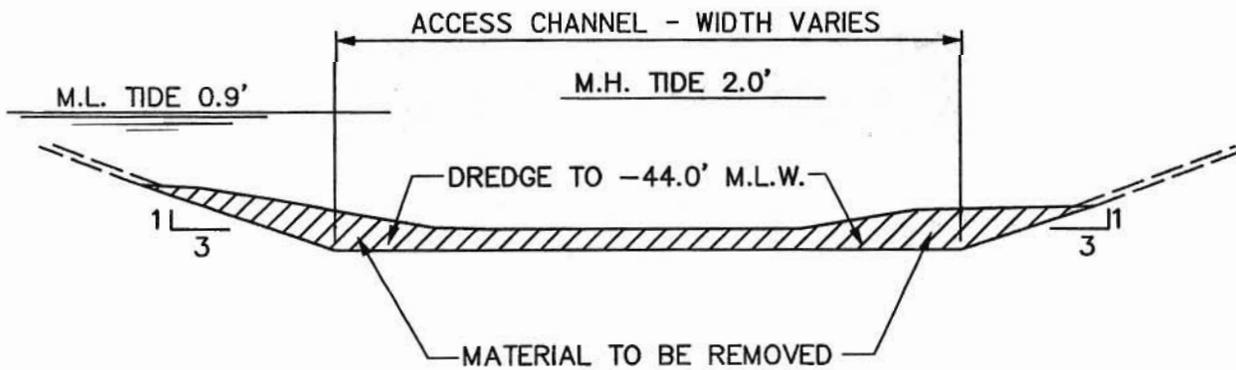
**PROPOSED DREDGING  
IN  
PATAPSCO RIVER**

BALTIMORE HARBOR, MARYLAND  
APPLICATION BY:  
MARYLAND PORT ADMINISTRATION  
MARITIME CENTER AT POINT BREEZE  
2310 BROENING HIGHWAY  
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DATE: DEC. 2004 SHEET 7 OF 18



TYPICAL SECTIONS B-4, B-5, B-6  
WHARFSIDE CHANNELS & COLGATE CREEK CHANNEL

N.T.S.



TYPICAL SECTIONS SW-1  
ACCESS AND CONNECTING CHANNELS

N.T.S.

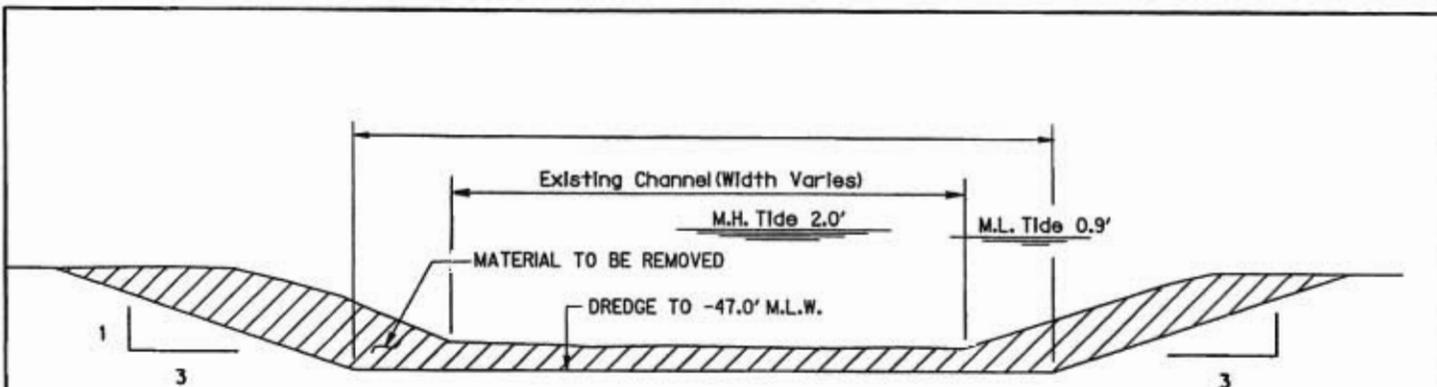
TYPICAL SECTIONS

(F) SEAGIRT MARINE TERMINAL

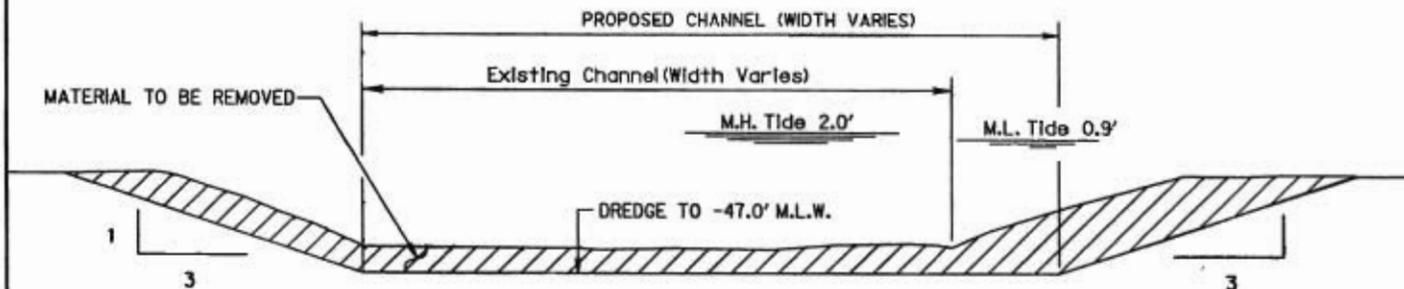
PROPOSED DREDGING  
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BALTIMORE HARBOR, MARYLAND  
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 MARYLAND PORT ADMINISTRATION  
 MARITIME CENTER AT POINT BREEZE  
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 BALTIMORE, MARYLAND 21224  
 DATE: DEC. 2004 SHEET 8 OF 18

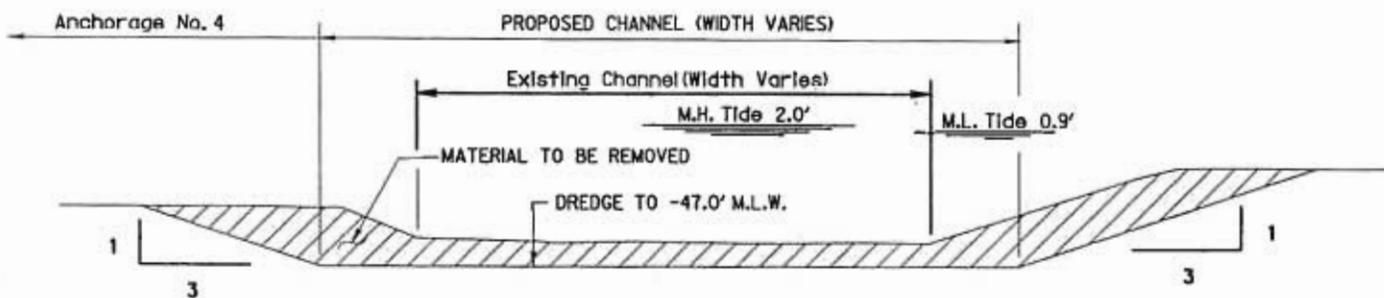
PA5423-04V49E 1-13\HARBOR PERMITS\CADD\JPEG5 TURNED 3 CADD\DEC 2004\SHEET 9 OF 18.DGN



SECTION E1 - NORTH  
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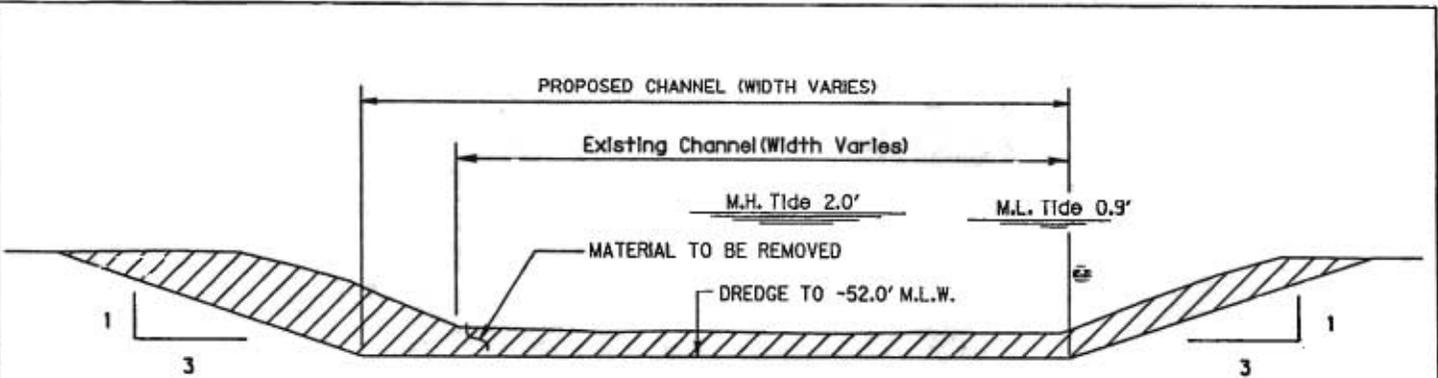
SECTION E2 - MIDDLE  
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SECTION E3 - SOUTH  
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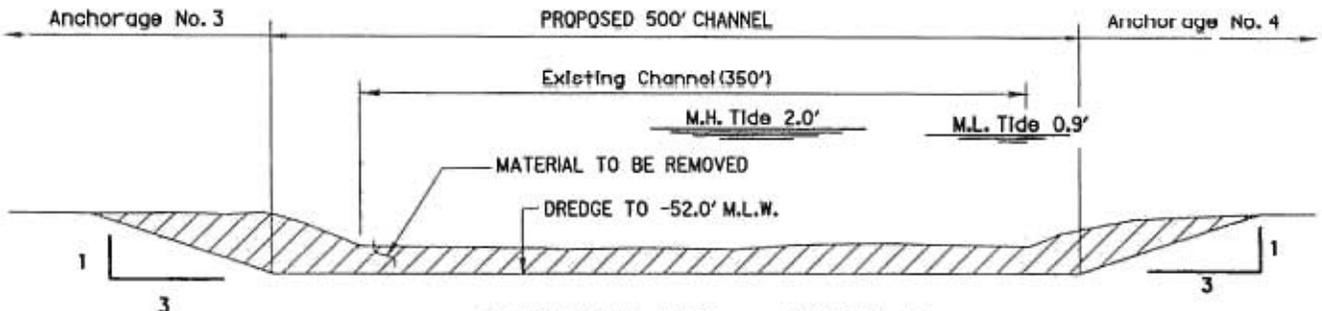
**PROPOSED DREDGING  
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BALTIMORE HARBOR, MARYLAND  
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MARYLAND PORT ADMINISTRATION  
MARITIME CENTER AT POINT BREEZE  
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BALTIMORE, MARYLAND 21224  
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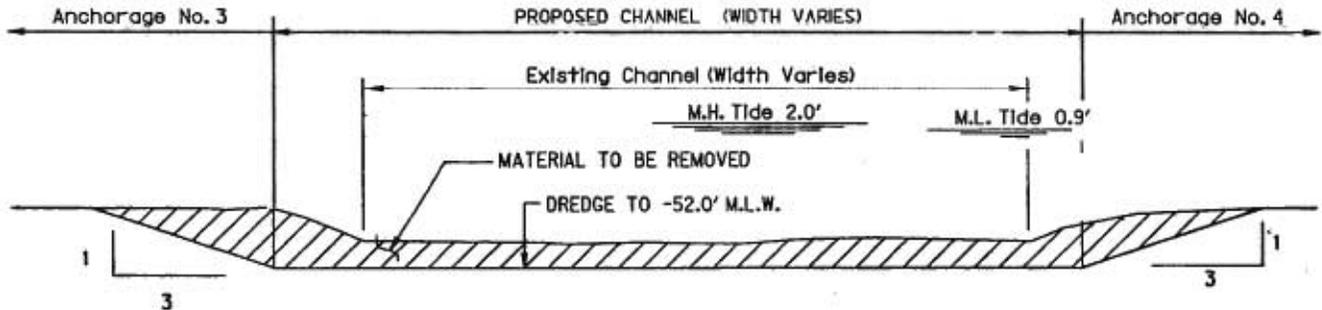
**SECTION W1 – NORTH**

Not To Scale



**SECTION W2 – MIDDLE**

Not To Scale



**SECTION W3 – SOUTH**

Not To Scale

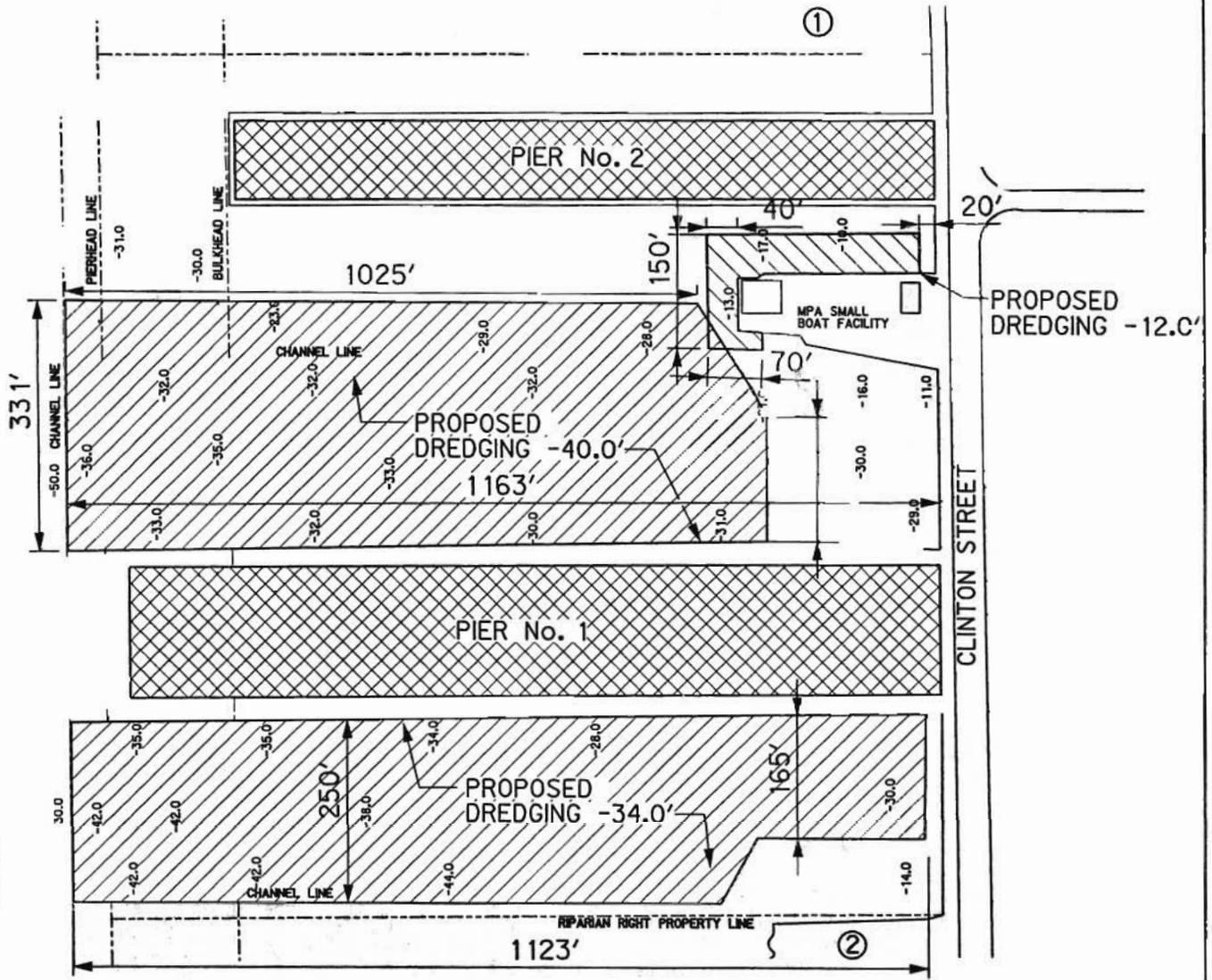
**TYPICAL SECTIONS**

WEST ACCESS CHANNEL  
DUNDALK MARINE TERMINAL

**PROPOSED DREDGING  
IN  
PATAPSCO RIVER**

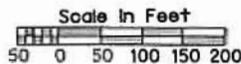
BALTIMORE HARBOR, MARYLAND  
APPLICATION BY:  
MARYLAND PORT ADMINISTRATION  
MARITIME CENTER AT POINT BREEZE  
2310 BROENING HIGHWAY  
BALTIMORE, MARYLAND 21224  
DATE: DEC. 2004 SHEET 10 OF 18

NORTHWEST BRANCH PATAPSCO RIVER



**PLAN**

① CLINTON STREET MARINE TERMINAL



**PURPOSE:**

MAINTENANCE OF BERTHING AREAS

**ADJACENT PROPERTY OWNERS:**

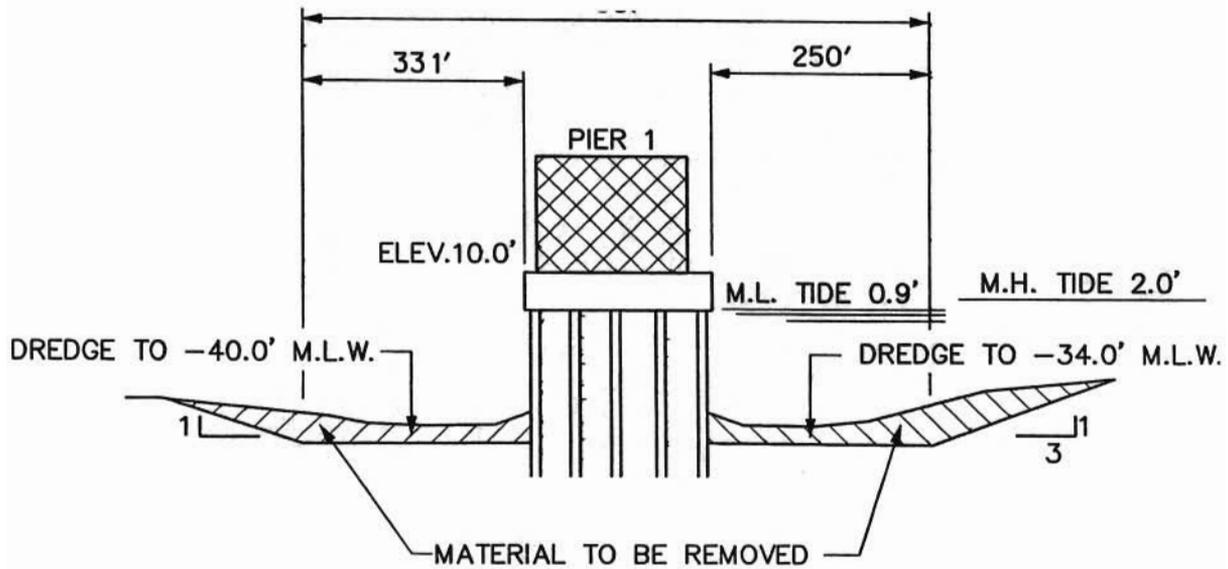
- ① HALE CONTAINER LINE, PIER No. 7
- ② RUKERT TERMINALS, INC.

**NOTES:**

— APPROXIMATELY 100,000 CY OF BLACK AND GRAY SILT TO BE DREDGED BY CLAM SHELL METHOD TO -34' SOUTH CHANNEL PIER #1 TO -40' NORTH CHANNEL PIER #1 AND -12' SMALL BOAT FACILITY AND DISPOSED OF AT HART-MILLER ISLANDS, MASONVILLE, OR HAWKINS POINT DISPOSAL SITES.  
 — SOUNDINGS ARE IN FEET AND REFER TO MEAN LOW WATER (MLW) BALTIMORE CITY DATUM (0.0').

**PROPOSED DREDGING  
IN  
PATAPSCO RIVER**

BALTIMORE HARBOR, MARYLAND  
 APPLICATION BY:  
 MARYLAND PORT ADMINISTRATION  
 MARITIME CENTER AT POINT BREEZE  
 2310 BROENING HIGHWAY  
 BALTIMORE, MARYLAND 21224  
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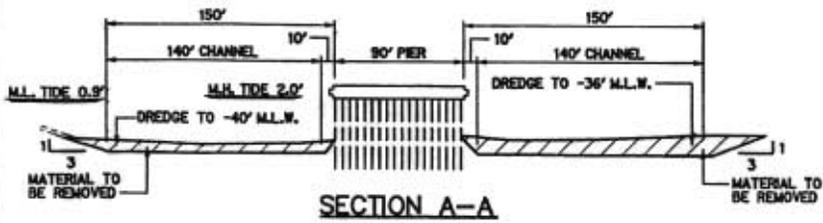


## TYPICAL SECTIONS

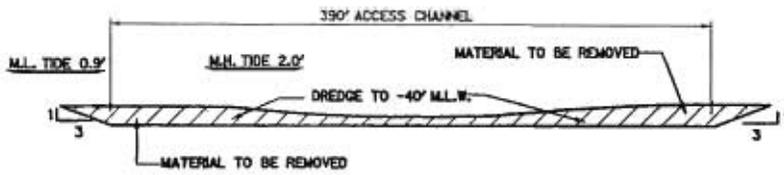
### ④ CLINTON STREET MARINE TERMINAL

SCALE HORIZ. 1"=200'  
VERT. 1"=40'

PROPOSED DREDGING  
IN  
PATAPSCO RIVER

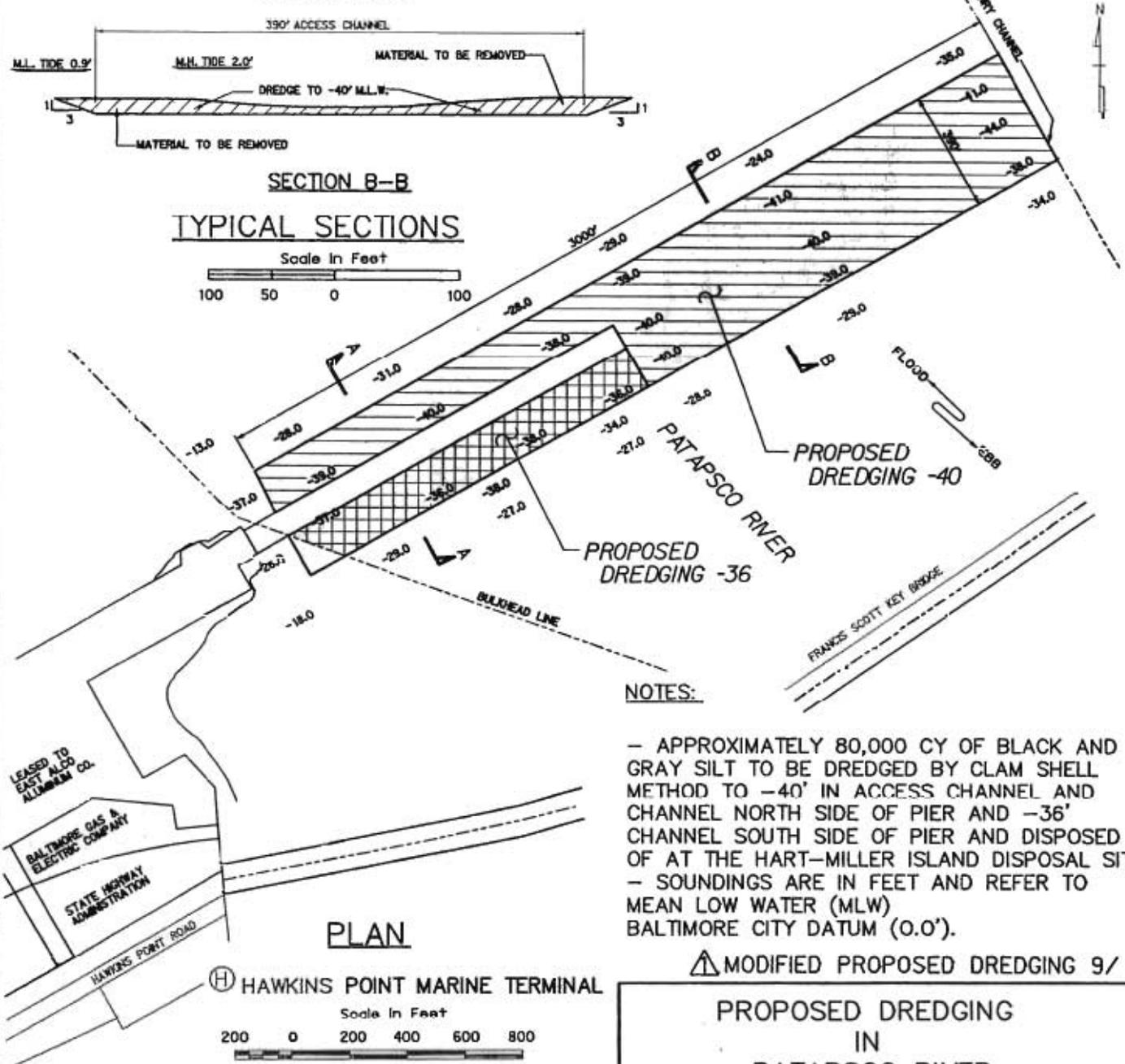
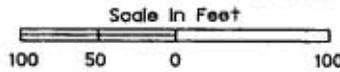


SECTION A-A



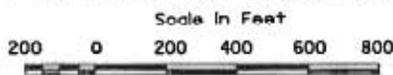
SECTION B-B

TYPICAL SECTIONS



PLAN

Ⓜ HAWKINS POINT MARINE TERMINAL



NOTES:

- APPROXIMATELY 80,000 CY OF BLACK AND GRAY SILT TO BE DREDGED BY CLAM SHELL METHOD TO -40' IN ACCESS CHANNEL AND CHANNEL NORTH SIDE OF PIER AND -36' CHANNEL SOUTH SIDE OF PIER AND DISPOSED OF AT THE HART-MILLER ISLAND DISPOSAL SITE.
- SOUNDINGS ARE IN FEET AND REFER TO MEAN LOW WATER (MLW) BALTIMORE CITY DATUM (0.0').

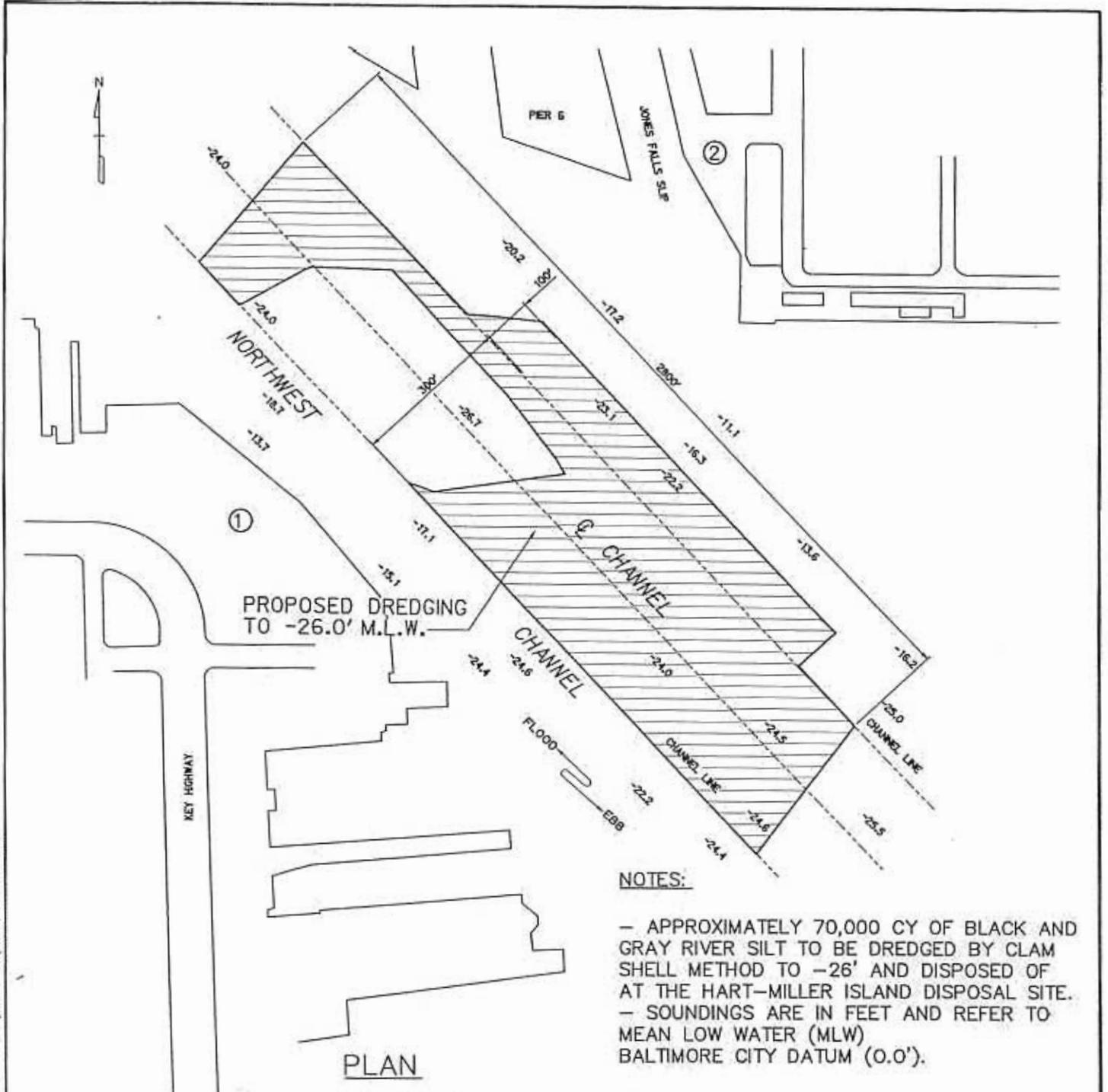
▲ MODIFIED PROPOSED DREDGING 9/

PROPOSED DREDGING  
IN  
PATAPSCO RIVER

BALTIMORE HARBOR, MARYLAND  
APPLICATION BY:  
MARYLAND PORT ADMINISTRATION  
MARITIME CENTER AT POINT BREEZE  
2310 BROENING HIGHWAY  
BALTIMORE, MARYLAND 21224  
DATE: DEC. 2004 SHEET 13 OF 18

**PURPOSE:**  
MAINTENANCE OF BERTHING AREAS

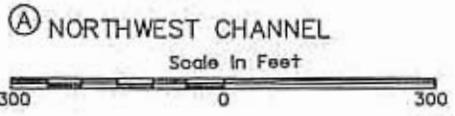
**ADJACENT PROPERTY OWNERS:**  
① HALE CONTAINER LINE, PIER No.7  
② RUKERT TERMINALS, INC.



PROPOSED DREDGING TO -26.0' M.L.W.

**NOTES:**  
 - APPROXIMATELY 70,000 CY OF BLACK AND GRAY RIVER SILT TO BE DREDGED BY CLAM SHELL METHOD TO -26' AND DISPOSED OF AT THE HART-MILLER ISLAND DISPOSAL SITE.  
 - SOUNDINGS ARE IN FEET AND REFER TO MEAN LOW WATER (MLW) BALTIMORE CITY DATUM (0.0').

**PLAN**

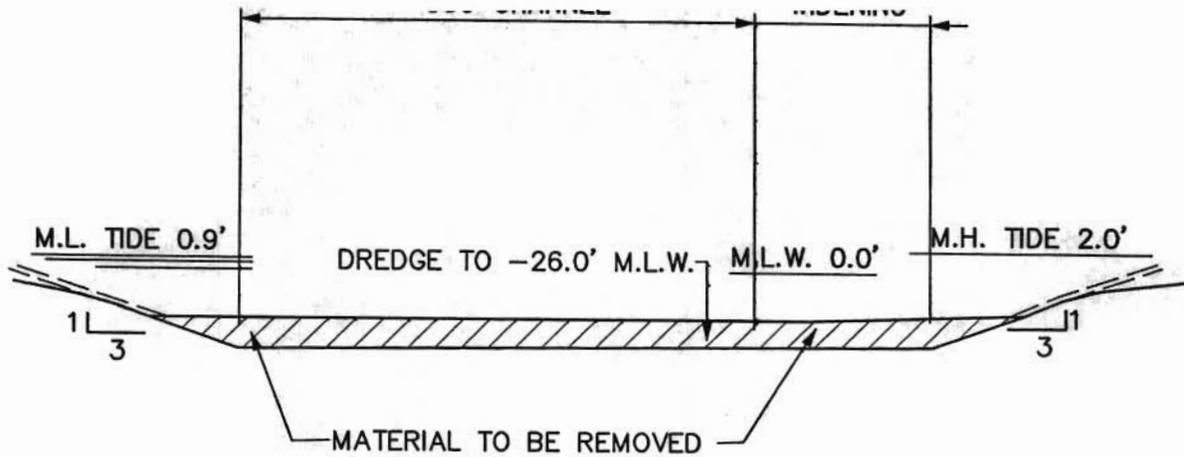


**PROPOSED DREDGING IN PATAPSCO RIVER**

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 DATE: DEC. 2004 SHEET 14 OF 18

**PURPOSE:**  
 MAINTENANCE OF CHANNEL

**ADJACENT PROPERTY OWNERS:**  
 ① HARBORVIEW PROPERTIES, INC.  
 ② MAYOR & CITY COUNCIL OF BALTIMORE



## TYPICAL SECTIONS

### (A) NORTHWEST CHANNEL

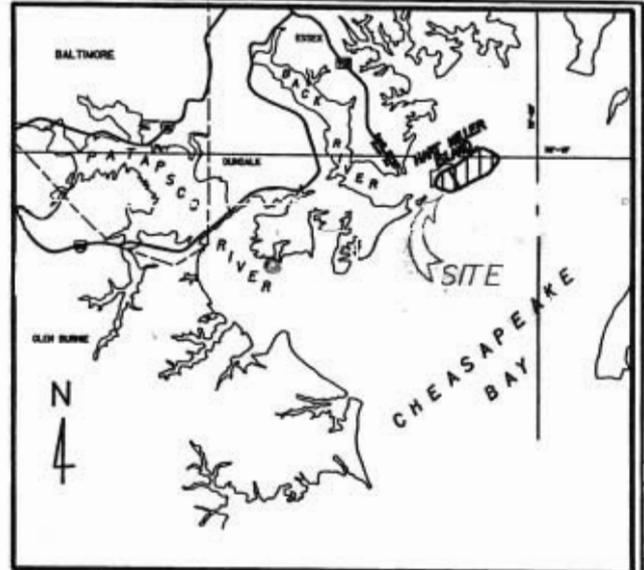
SCALE HORIZ. 1"=100'  
VERT. 1"=50'

### PROPOSED DREDGING IN PATAPSCO RIVER

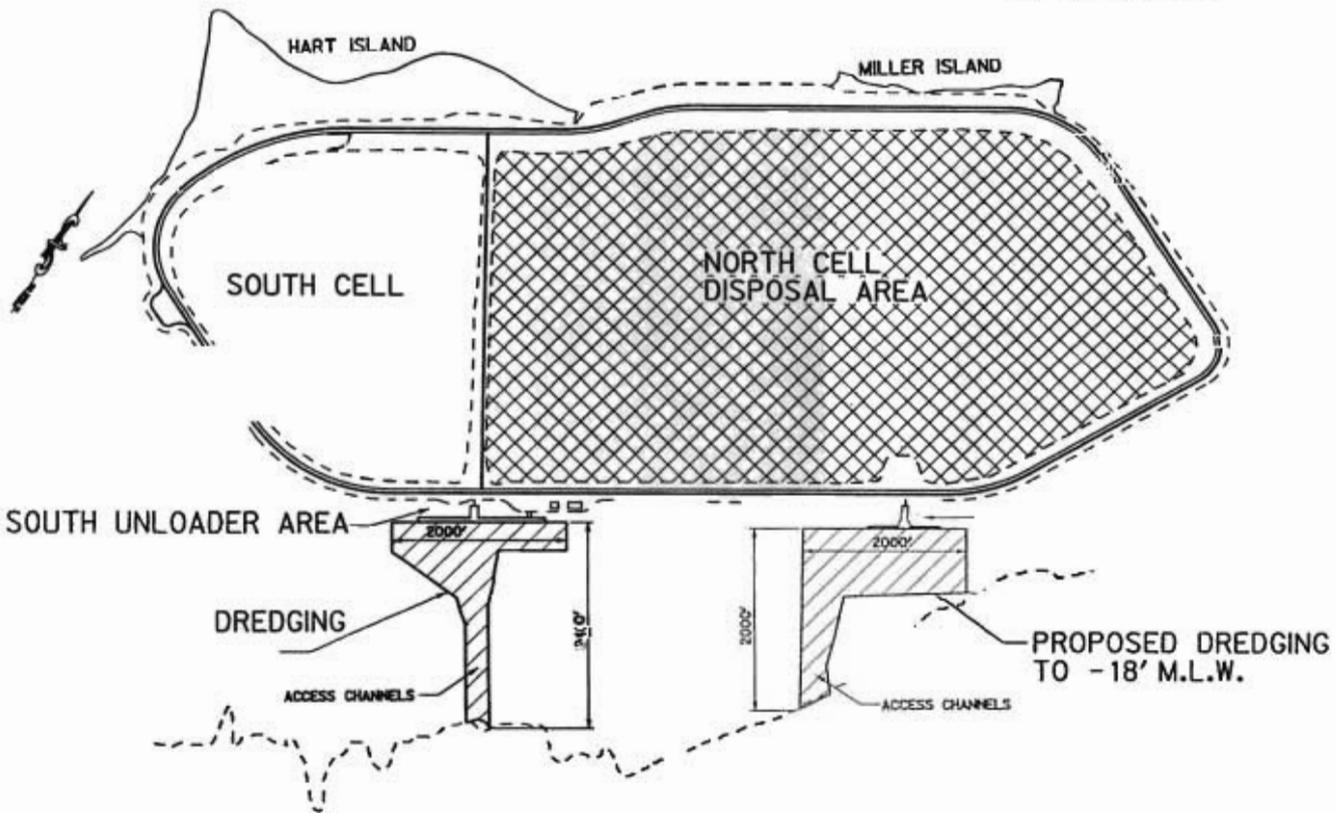
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BALTIMORE, MARYLAND 21224  
DATE: DEC. 2004 SHEET 15 OF 18

PURPOSE:  
 MAINTENANCE OF BERTHING AREAS

NOTES:  
 - APPROXIMATELY 20,000 CY OF SILT, SAND, CLAY TO BE DREDGED BY CLAM SHELL HYDRAULIC METHODS TO -18' ACCESS CHANNELS TO NORTH AND SOUTH UNLOADERS AND DISPOSED OF AT HART-MILLER ISLAND, MASONVILLE OR HAWKINS POINT DISPOSAL SITE.  
 - SOUNDINGS ARE IN FEET AND REFER TO MEAN LOW WATER (MLW) BALTIMORE CITY DATUM (O.O').



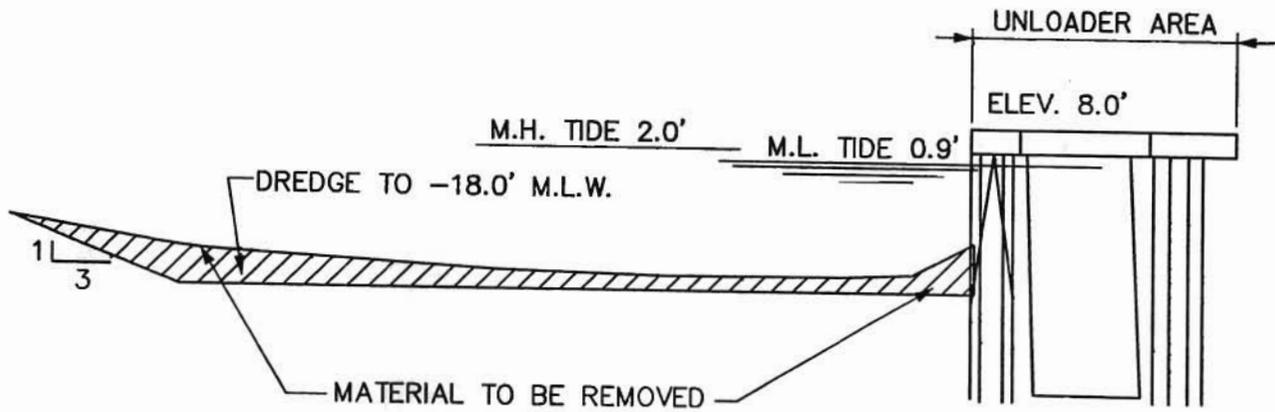
VICINITY MAP



PLAN

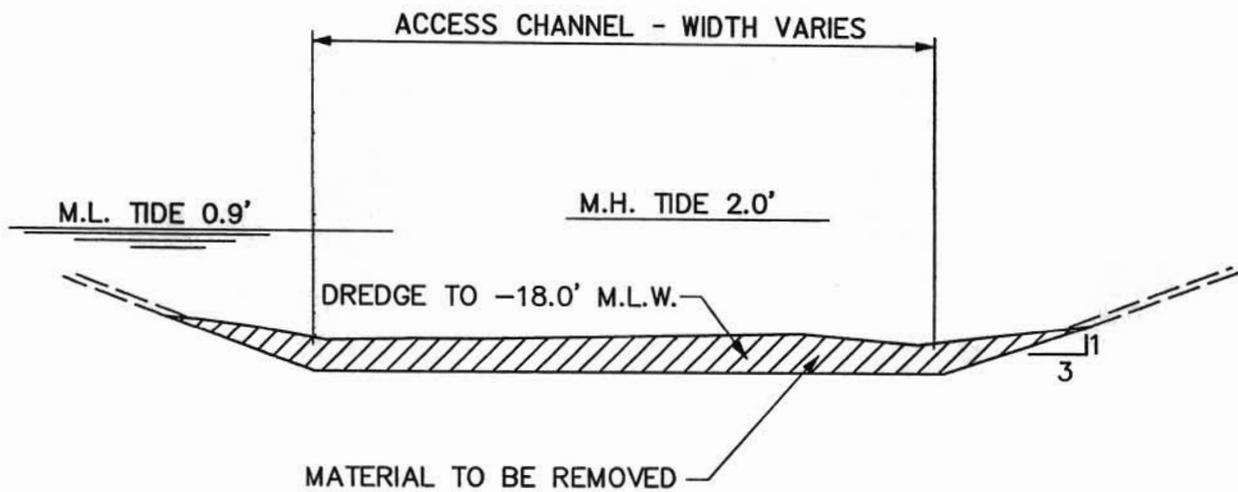
PROPOSED DREDGING  
 IN  
 PATAPSCO RIVER

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SECTION - WHARFSIDE CHANNEL

N.T.S.



SECTION - ACCESS CHANNEL

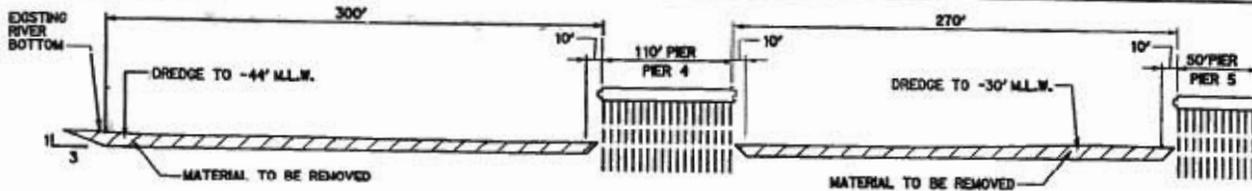
N.T.S.

TYPICAL SECTIONS

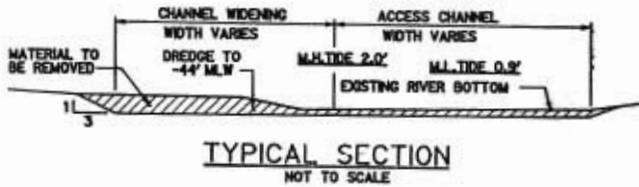
① HART-MILLER ISLAND DISPOSAL SITE

PROPOSED DREDGING  
IN  
PATAPSCO RIVER

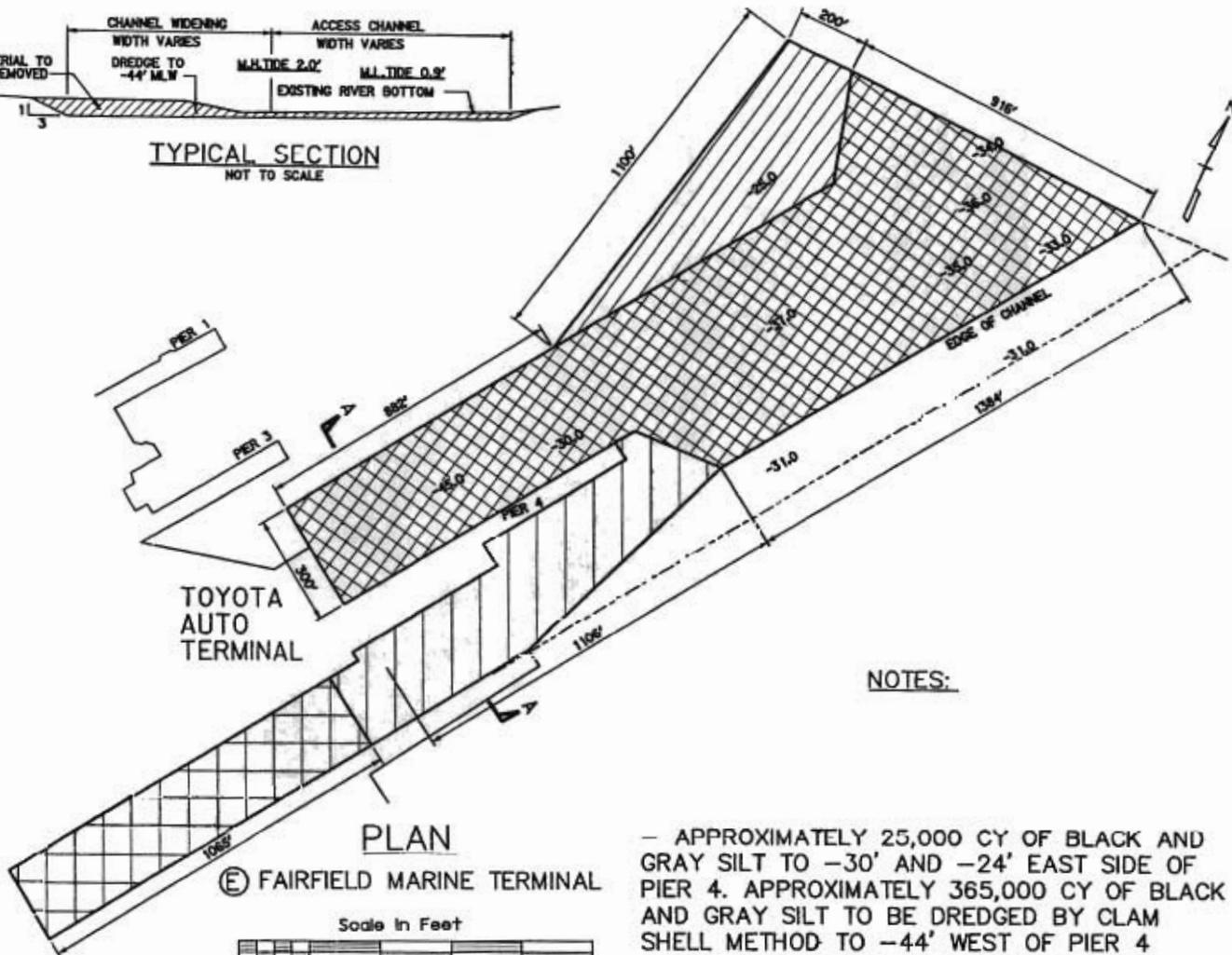
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SECTION A-A

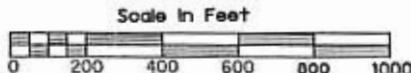


TYPICAL SECTION  
NOT TO SCALE



PLAN

Ⓔ FAIRFIELD MARINE TERMINAL



NOTES:

- APPROXIMATELY 25,000 CY OF BLACK AND GRAY SILT TO -30' AND -24' EAST SIDE OF PIER 4. APPROXIMATELY 365,000 CY OF BLACK AND GRAY SILT TO BE DREDGED BY CLAM SHELL METHOD TO -44' WEST OF PIER 4 AND DISPOSED OF AT THE HART-MILLER ISLAND DISPOSAL SITE.
- SOUNDINGS ARE IN FEET AND REFER TO MEAN LOW WATER (MLW) BALTIMORE CITY DATUM (0.0').

LEGEND

- CHANNEL WIDENING AREA TO BE DREDGED TO -44'
- CHANNEL DEEPENING AREA TO BE DREDGED TO -44'
- DREDGE TO -24'
- DREDGE TO -30'

PURPOSE:

MAINTENANCE OF BERTHING AREAS  
ADJACENT PROPERTY OWNERS:

- ① M.P.A.
- ② ATLANTIC TERMINAL-  
HOBELMAN PORT SERVICES

PROPOSED DREDGING  
IN  
PATAPSCO RIVER

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