

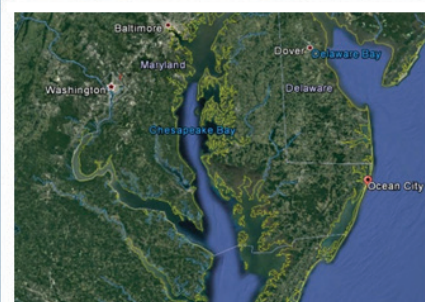


Ocean City Inlet Projects

U.S. Army Corps of Engineers

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Navigation Improvement Project

What is the Problem?

Shoaling, or sediment accumulation, in the federal channels within the Ocean City Inlet occurs at a rate that challenges the ability of the Army Corps to perform maintenance dredging (currently two or more times per year). Dredging more often would not be cost effective. Shoaling creates navigation restrictions and hazards for vessels.

What is the Project?

Realign channel to deeper water, connect the breakwaters and add a spur breakwater to the standalone breakwater to minimize shoaling in the Isle of Wight channel and private marinas. The goal is to improve transportation inefficiencies in the inlet and harbor system.



Recommended plan selected in fall 2021, following public input; complete environmental assessment and design by early 2022; start construction in fall 2022.



Partnership agreement signed in 2019 with Maryland Department of Natural Resources & Worcester County.



90 percent federal funding and 10 percent non-federal funding for Design and Implementation phase; federal funding through Continuing Authorities Program, Section 107, Navigation Improvements.

Scour Hole Study

What is the Problem?

A scour hole, estimated to be at least 50 feet deep near Homer Gudelsky Park, is growing and threatening shoreline stability, foundations and nearby homes (rip rap at Harbor Lights Condominium is failing).

What is the Project?

The Corps Engineer Research and Development Center (ERDC) gathered field data to better understand the scour hole, including collecting sediment samples, deploying instruments, and mapping the region to obtain information about the movement of sediment in and around the scour hole. 2D and 3D modeling has evaluated hydrodynamics and sediment movement. The project team has evaluated filling the scour hole with sediment and capping the hole with a non-erodible material.



Public review of draft report in fall 2022; approve study document in 2023.



Stakeholders include Maryland Department of Natural Resources & Worcester County.



100 percent federal funding; funding through Continuing Authorities Program, Section 204, Regional Sediment Management.

Scour Hole History

1916: First automobile bridge constructed at Worcester Street

1948: Old bridge (Route 707) removed after Route 50 bridge constructed

1978: Survey shows scour hole (47 feet deep) in Isle of Wight channel in line with old bridge

1986-1987: Scour protection placed at Route 50 bridge

1997: Shorelines adjacent to Homer Gudelsky Park armored with stone

2002: Riprap extended north by 145 feet through footprint of old bridge

Aug. 25, 1933	1934-1935	1936	1985	1998	2004	2017
Inlet forms during Hurricane	Construction of north and south jetties to stabilize inlet; repairs made in late 30s, 50s and early 60s (south jetty extended)	Construction of inlet, harbor federal channels to 10 feet deep, 200 feet wide	Construction of 3 breakwaters at north end of Assateague	Ocean City Water Resources Study recommends deepening inlet to 16 feet and harbor to 14 feet. Lack of funding stopped further action	Corps begins removing material from inlet shoals for Assateague restoration project	Non-federal partner sends letter to Corps to reaffirm interest in a project to prevent shoaling

Ocean City Inlet Timeline