



Ocean City Inlet Projects



U.S. Army Corps of Engineers



Scour Hole History

1916: First automobile bridge constructed at Worcester Street
Aug. 25, 1933: Baltimore & Eastern Railroad Bridge destroyed and washed to bottom of inlet
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

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 far exceeds Army Corps ability to fund maintenance dredging (currently two or more times per year). Maintenance dredging at a higher rate would not be cost effective. Shoaling creates navigation restrictions and hazards for vessels.

What is the Project?

The Corps will evaluate sediment transport in the inlet and recommend options for addressing the shoaling to include structural solutions like jetties or channel modifications like deepening the channel in the inlet.



Make a recommendation by early 2020; complete plans by end of 2020.



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



90 percent federal funding and 10 percent non-federal funding; 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). Sediment movement may also influence shoaling in adjacent channels.

What is the Project?

The Corps Engineer Research and Development Center (ERDC) began work in 2017 to gather 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. Data gathered on sediment transport is expected to benefit long-term efforts to address navigation issues at Ocean City Inlet. The team will develop a plan to address the hole.



Develop options in 2019; public review of draft report in summer 2020.



Stakeholders include Maryland Department of Natural Resources, Worcester County and Town of Ocean City.



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

Aug. 25, 1933	1934-1935	1936	1985	1998	2004	2017
Inlet forms during Hurricane	Construction of north and south jetties; 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. Recommends feasibility study to investigate structural solutions for shoaling. Lack of funding, partnership stopped recommendations from moving forward	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