FEDERAL AWARD PROPOSAL

Office of
CONSERVATION
INVESTMENT

Office of Conservation Investment

U.S. Fish and Wildlife Service

Point Lookout State Park Boat Launch & Marina Infrastructure Improvements

TRACS Federal Award Proposal Generated 11/06/2026

Recipient Grant ID:

Federal Award Number:

Funding Program(s) Name:

Boating Access (Saltwater/Marine)

Federal Award Start and End Date:

Mar 01, 2027 to Apr 30, 2032

Federal Award Recipient Contact(s):

Jennifer Jackson

Tracy Bateman

Federal Award Specialist(s):

Joshua Newhard

TRACS Group:

Maryland Department of Natural Resources, Engineering and Construction

Public Description:

Point Lookout State Park occupies the southernmost tip of the St. Mary's County peninsula in Maryland, positioned at the confluence of the Potomac River and the Chesapeake Bay. The park's boat launch and marina facility is situated on the sheltered waters of Lake Conoy with navigable access to both the lower Potomac and the open Bay. It serves as one of the most critical public motorized and non-motorized water access facilities in Southern Maryland.

- **Public Demand & Recreational Value:** The facility provides 24-hour public boating and sportfishing access year-round. Anglers launch vessels from this site to target striped bass (rockfish), red drum, cobia, bluefish, flounder, and croaker across the middle and lower Chesapeake Bay.

- **Site Capacity:** The complex supports high launch volumes with three concrete ramp lanes, an expansive staging area, approximately 90 dedicated vehicle/boat-trailer parking spaces, a fish cleaning station, and pedestrian boardwalks connecting to marina slips and shore amenities.

- **Need for Grant Assistance:** The existing infrastructure has reached the end of

its design life. Repeated exposure to coastal storms, saltwater immersion, tidal surges, and heavy trailered-vessel traffic has caused concrete spalling, scour at ramp toes, and structural rot across fixed timber elements. Furthermore, the existing fixed timber piers present significant vertical clearance and footing barriers during extreme low and high tides, preventing full universal access for boaters with mobility disabilities.

Table of Contents - Project Statements

Point Lookout State Park Boat Launch & Marina Infrastructure Improvements 5
Project Statement Attachments 12
Grant Detail Attachments 13
Appendix 14

Project Statement: Point Lookout State Park Boat Launch & Marina Infrastructure Improvements
Project Statement Approval Status: Awaiting Non-federal Review and Submission

Location:

- General Location: Maryland
- Includes Marine Federal Waters: No
- Detailed Location:
- Location Description:

  10560 Point Lookout Rd, Scotland, MD 20687

  Point Lookout State Park is located at the southernmost tip of the St. Mary's County peninsula, positioned at the confluence of the Potomac River and the Chesapeake Bay.

Need:

Point Lookout State Park's boat launch and marina sits on the sheltered waters of Lake Conoy, where the Potomac River meets the Chesapeake Bay. It is one of the most important public water access sites in Southern Maryland. The facility is open 24 hours a day, year-round, and anglers launch here to fish for striped bass, red drum, cobia and other species in the middle and lower Bay.

After years of coastal storms, saltwater exposure and heavy trailer traffic, the infrastructure has reached the end of its design life. The concrete ramp slabs are cracked and spalled, and scour has undermined the ramp toes. That leaves underwater drop-offs where trailer wheels can drop off the edge and axles can hang up, especially with larger vessels. The two fixed timber courtesy piers stay at one height while the water level changes with the tide, so boaters with disabilities cannot board safely at extreme high or low tide. The site has no kayak launch, so paddlers use the motorized ramp lanes, which slows launches and puts paddlers in the path of backing trailers. Rotted framing and uneven decking on the boardwalks and secondary piers create trip hazards and break the accessible route from parking to the water.

Without repairs, these conditions will get worse with each storm season, and ramp lanes may have to close.

Purpose:

This project will restore safe, reliable and fully accessible public boating access at Point Lookout State Park so the facility can keep serving recreational boaters and anglers on the lower Potomac River and Chesapeake Bay. The work replaces infrastructure that has reached the end of its design life with durable, marine-grade facilities built for this exposed coastal site.

The first part of the project rebuilds all three concrete launch ramps. Crews will remove the deteriorated slabs down to the sub-base, then regrade and stabilize the footprint with geotextile fabric and crushed stone bedding. They will pour new reinforced concrete slabs with V-groove traction finishes and protect the toes and flanks with heavy riprap so scour does not undermine the ramps again. This removes the underwater drop-offs and gives trailered vessels, including larger offshore boats, a safe surface for launch and retrieval.

The second part replaces the two fixed timber courtesy piers with a floating pier system anchored on guide piles. ADA-compliant aluminum gangways, transition plates and boarding grab bars will let boaters with mobility disabilities board without help at any tide. Two new accessible kayak launches will give paddlers their own entry point, which keeps the ramp lanes clear for motorized boats.

The final part rehabilitates the secondary marina piers and rebuilds the overland boardwalks that connect the parking area, restrooms, fish cleaning station and ramps. New stainless hardware, marine-grade framing and slip-resistant decking with edge protection and passing spaces will create one continuous accessible route from vehicle to water.

Expected Results and Benefits:

When the project is complete, Point Lookout State Park will have a rebuilt, fully accessible boat launch and marina built to withstand the coastal conditions at the mouth of the Potomac. Each objective will produce a lasting improvement in public boating and fishing access.

The three reconstructed ramp lanes will remove the underwater drop-offs and unstable ramp toes that now put trailers and vessels at risk. Boaters will be able to launch and retrieve safely at all tide levels, including larger offshore-capable boats heading to the open Bay. Riprap scour protection and a stabilized sub-base will extend the life of the ramps and cut down on the emergency repairs and lane closures that the current conditions would eventually force.

The floating courtesy piers will move with the tide and stay at a consistent height above the water, so boaters can board and tie up safely at any water level. With ADA-compliant gangways

and grab bars, boaters with mobility disabilities will be able to use the facility on their own for the first time.

The two kayak launches will move paddlers off the motorized ramp lanes. Trailered boats will get through the staging area faster during peak periods, and paddlers will no longer have to launch beside backing trailers.

The rehabilitated secondary piers and rebuilt boardwalks will remove trip hazards and give visitors one continuous accessible route from their vehicles to the restrooms, fish cleaning station and water.

Together, these improvements will keep a key Southern Maryland boating access site open and dependable for years to come. Anglers will keep reaching the striped bass, red drum, cobia and other fisheries of the lower Chesapeake from this site, and the investment will support the program's goal of public access for recreational boating while lowering the state's long-term maintenance costs.

Objectives:

Objective Name: Accessible Kayak Launch Construction

Strategy: Facilities/Areas Construction, Renovation or Acquisition
Proposed Objective: Construct, renovate or acquire facilities
Pertains to R3: No

Activity: Recreational boating facilities
- Launch ramps

# of Facilities: 2

Objective Approach:

Install two ADA-accessible kayak launches so paddlers have a dedicated entry point and no longer need to use the motorized ramp lanes.

Objective Attachments

Note: Some attachments listed here may not appear in the Appendix due to file incompatibility. All attachments can be accessed using the links below.

Descriptive Name	Field Tags	Attachment Type
No Files Attached		

Objective Name: Construct ADA-Accessible Floating Courtesy Piers

Strategy: Facilities/Areas Construction, Renovation or Acquisition
Proposed Objective: Construct, renovate or acquire facilities
Pertains to R3: No

Activity: Recreational boating facilities

- Docks
- Gangways

# of Facilities: 1

Objective Approach:

Remove the two fixed timber courtesy piers beside the ramps. Install a floating pier system on guide piles, with ADA-compliant aluminum gangways, transition plates, handrails and boarding grab bars, so boaters with disabilities can board on their own at any tide.

Objective Attachments

Note: Some attachments listed here may not appear in the Appendix due to file incompatibility. All attachments can be accessed using the links below.

Descriptive Name	Field Tags	Attachment Type
No Files Attached		

Objective Name: Renovate (3) existing boat launch lanes

Strategy: Facilities/Areas Construction, Renovation or Acquisition
Proposed Objective: Construct, renovate or acquire facilities
Pertains to R3: No

Activity: Recreational boating facilities
- Launch ramps

# of Facilities: 1

Objective Approach:

Demolish the three existing concrete launch lanes and replace them in kind with reinforced marine-grade concrete slabs with V-groove traction finishes. Rebuild the sub-base with geotextile fabric and crushed stone bedding, and place Class I/II riprap toe guards and flanking revetments to keep scour from undermining the new ramps.

Objective Attachments

Note: Some attachments listed here may not appear in the Appendix due to file incompatibility. All attachments can be accessed using the links below.

Descriptive Name	Field Tags	Attachment Type
No Files Attached		

Objective Name: Secondary Pier and Boardwalk Rehabilitation

Strategy: Facilities/Areas Construction, Renovation or Acquisition
Proposed Objective: Construct, renovate or acquire facilities
Pertains to R3: No

Activity: Recreational boating facilities
- Docks
- Fish cleaning stations
- Gangways
- Parking areas
- Restrooms

# of Facilities: 1

Objective Approach:

Replace rotted stringers, cross-bracing and hardware on the secondary marina piers using 316 stainless steel fasteners and marine-grade lumber or composite framing. Rebuild the overland boardwalks between the parking area, restrooms, fish cleaning station and ramps with slip-resistant ADA-compliant decking, edge curbing and passing spaces to provide one continuous accessible route.

Objective Attachments

Note: Some attachments listed here may not appear in the Appendix due to file incompatibility. All attachments can be accessed using the links below.

Descriptive Name	Field Tags	Attachment Type
No Files Attached		

Point of Contact:

Jennifer Jackson

Budget Narrative:

The estimated project total cost is $2,097,011. The Maryland Department of Natural Resources is requesting $1,000,000 in Federal Boating Access funds and will provide $1,097,011 in State match funds. Please see the attached document with the estimated construction costs.

Indirect Costs:

Indirect Cost information has been provided separately from TRACS.

Equipment Narrative:

No equipment will be purchased as part of this project.

Program Income:

No program income is being generated as part of this project.

Useful Life Narrative:

A useful life determination (minimum 20 years) will be prepared by the design engineer

Multipurpose Project:

This is not a Multipurpose Project.

Relationship to Other Grants:

Not Applicable

Timeline:

The project is scheduled to go to bid in Spring/Summer 2027 and construction will commence in late Fall 2027.

Conflict of Interest Disclosure Statement:

Not Applicable.

General:

Construction Documents are attached.

Literature Cited:

Not Applicable.

Project Statement Attachments

Note: Some attachments listed here may not appear in the Appendix due to file incompatibility. All attachments can be accessed using the links below.

Descriptive Name	Field Tags	Attachment Type
Point Lookout State Park Map VIew	• Project Statement Location Description	Project Statement Approach / Map
Cracked Ramp	• Need	Photo / Before
Point Lookout Marina 100% Construction D...	• General	Project Statement Approach / Engineering Design / Drawing
Boat Ramps	• Need	Photo / Before
Walkway	• Need	Photo / Before
Worn Pier	• Need	Photo / Before
Point Lookout Marina Cost Estimate	• Budget Narrative	Budget / Budget Table

Grant Detail Attachments

Note: Some attachments listed here may not appear in the Appendix due to file incompatibility. All attachments can be accessed using the links below.

Descriptive Name	Field Tags	Attachment Type
No Files Attached		

Appendix

Cracked Ramp



Boat Ramps



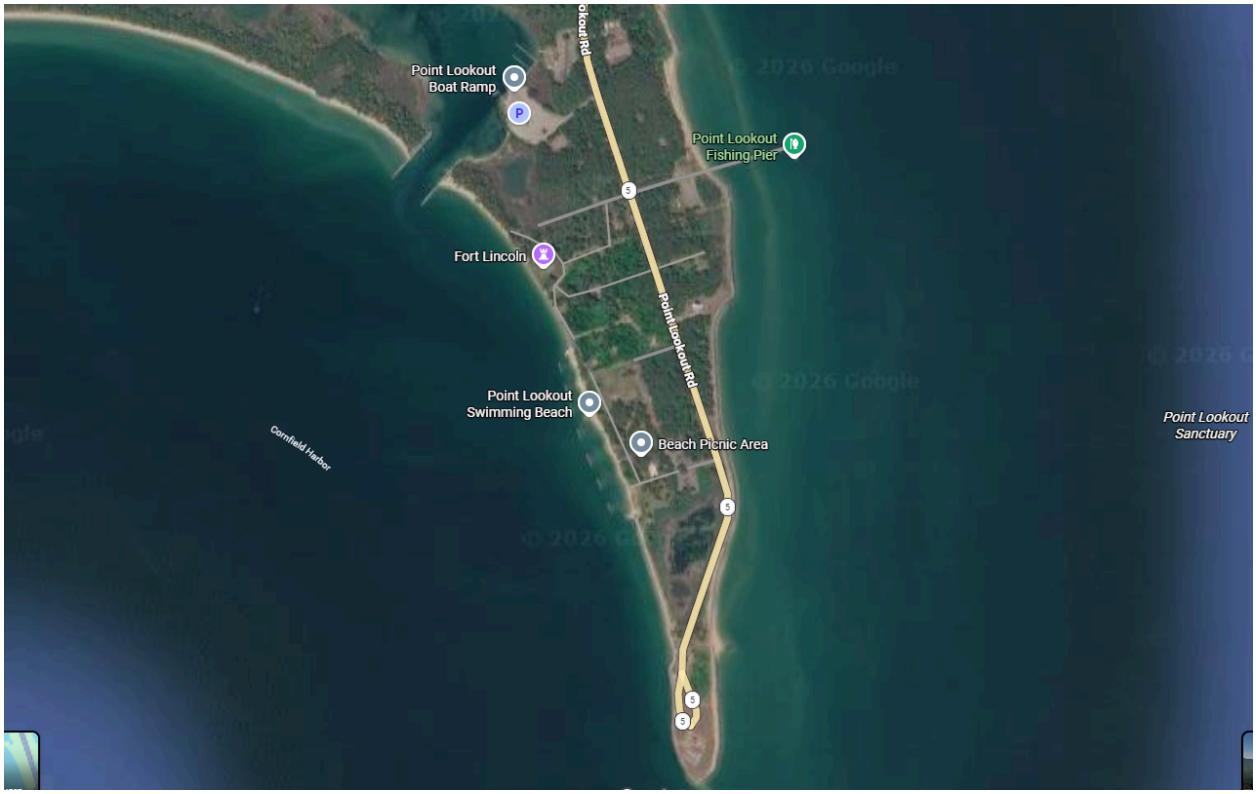
Walkway

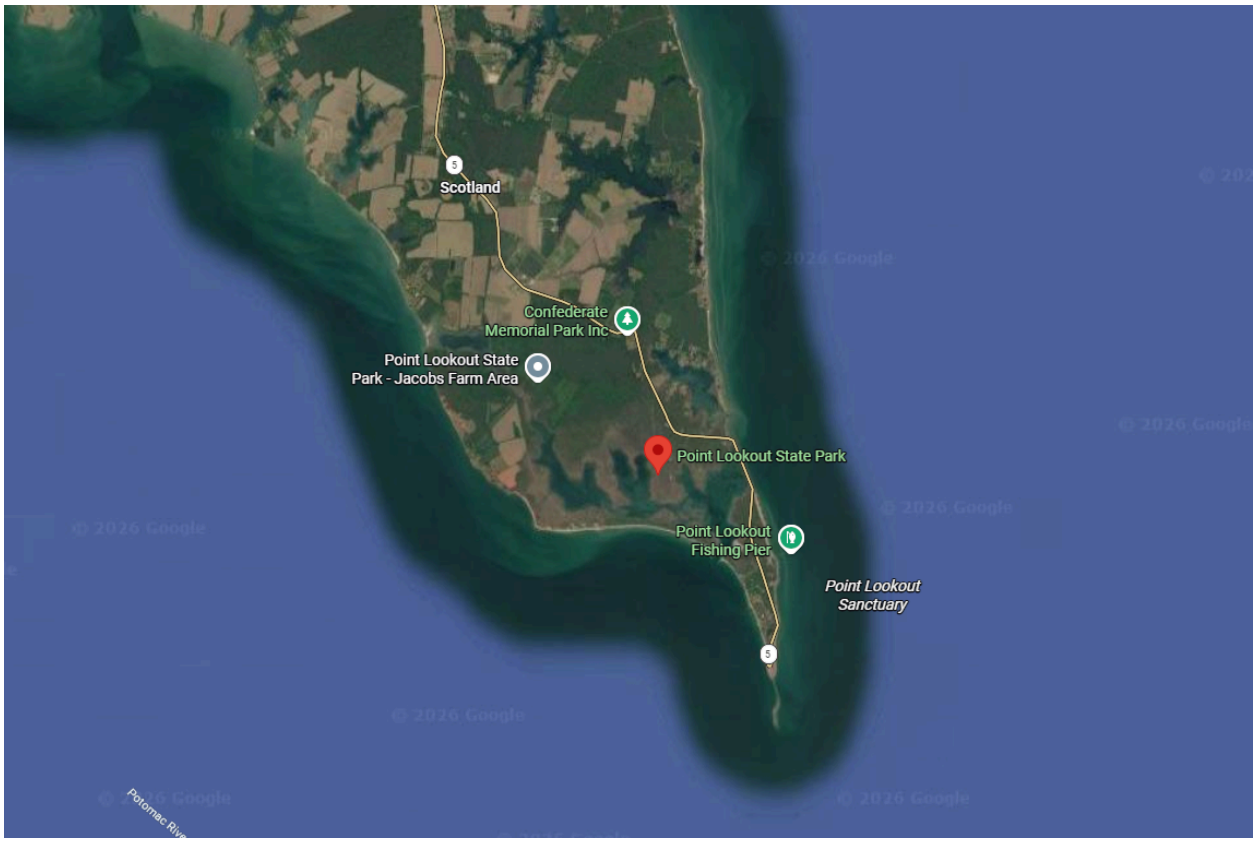


Worn Pier



Point Lookout State Park Map View





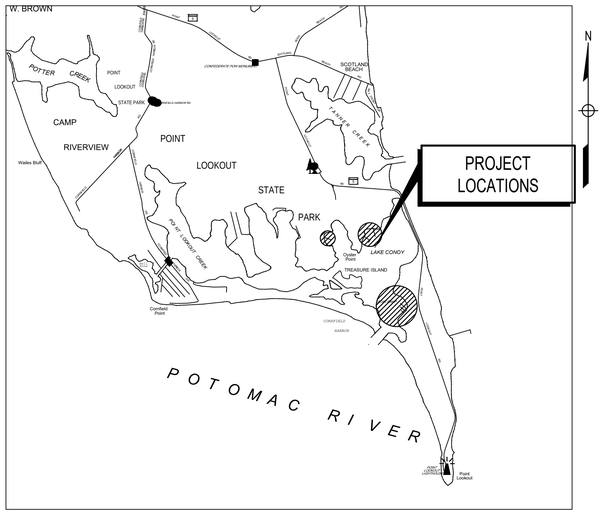
RENOVATION OF POINT LOOKOUT MARINA

POINT LOOKOUT ROAD
SCOTLAND, MD 20687

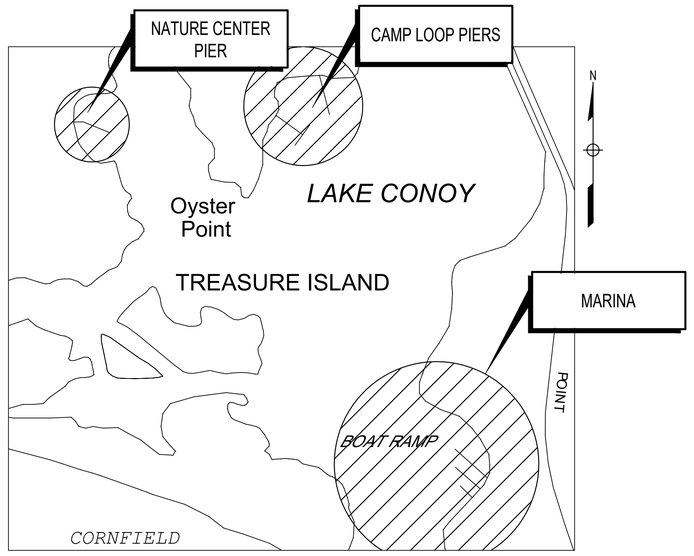
DGS PROJECT NUMBER: P-065-241-010
100% CONSTRUCTION DOCUMENTS

LIST OF DRAWINGS

1. G-001 COVER SHEET
2. G-002 GENERAL NOTES AND LEGEND
3. B-101 BORING PLAN
4. B-102 BORING LOGS
5. C-101 EXISTING CONDITIONS AND DEMOLITION PLAN - MARINA
6. C-102 CIVIL SITE PLAN - MARINA
7. C-103 EXISTING CONDITIONS AND DEMOLITION PLANS - NATURE CENTER PIER AND CAMP LOOP PIERS
8. S-001 STRUCTURAL GENERAL NOTES
9. S-002 TYPICAL DETAILS
10. S-003 TYPICAL DETAILS
11. S-004 TYPICAL DETAILS
12. S-005 TYPICAL DETAILS
13. S-101 STRUCTURAL PART PLANS
14. S-102 STRUCTURAL PART PLAN
15. S-103 STRUCTURAL PART PLANS
16. S-104 STRUCTURAL PART PLANS
17. S-301 BOARDING PIER AND BOAT RAMP SECTIONS AND DETAILS
18. S-401 ENLARGED PLAN AND SECTIONS
19. S-501 TYPICAL SECTIONS
20. S-901 EXISTING CONDITION PHOTOGRAPHS
21. S-902 EXISTING CONDITION PHOTOGRAPHS
22. S-903 EXISTING CONDITION PHOTOGRAPHS



VICINITY MAP
SCALE: 1" = 5 MILES



LOCATION MAP
SCALE: 1" = 1 MILE

NAVD'88 TIDAL DATUM ELEVATIONS		
DESCRIPTION		ELEVATION (FEET)
100-YEAR FLOOR ELEVATION	(BFL)	5.00
HIGHEST ASTRONOMICAL TIDE	(HAT)	1.13
MEAN HIGHER HIGH WATER	(MHHW)	0.68
MEAN HIGH WATER	(MHW)	0.53
MEAN SEA LEVEL	(MSL)	-0.07
NORTH AMERICAN VERTICAL DATUM 1988	(NAVD88)	0.00
MEAN LOW WATER	(MLW)	-0.71
MEAN LOWER LOW WATER	(MLLW)	-0.83
LOWEST ASTRONOMICAL TIDE	(LAT)	-1.36

NOTE:
ELEVATIONS SHOWN FOR NAVD'88 DATUM ARE DERIVED FROM NOAA TIDAL STATION ID 8635750 LEWISETTA VA

APPLICABLE CODES, STANDARDS, AND REGULATIONS

- INTERNATIONAL BUILDING CODE: IBC - 2021
- ALUMINUM ASSOCIATION (AA) ADM1-2020: "ALUMINUM DESIGN MANUAL"
- AMERICAN CONCRETE INSTITUTE ACI 318 (2019): "BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE"
- AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC): "STEEL CONSTRUCTION MANUAL - 15TH EDITION"
- AMERICAN SOCIETY OF CIVIL ENGINEERS ASCE 7 (2016): "MINIMUM DESIGN LOADS AND ASSOCIATED CRITERIA FOR BUILDINGS AND OTHER STRUCTURES"
- AMERICAN SOCIETY OF CIVIL ENGINEERS ASCE MANUALS AND REPORTS ON ENGINEERING PRACTICE NO. 50 , 3RD EDITION "PLANNING AND DESIGN GUIDELINES FOR SMALL CRAFT HARBORS".
- AMERICAN WELDING SOCIETY (AWS) D1.1: "STRUCTURAL WELDING CODE - STEEL"
- AMERICAN WELDING SOCIETY (AWS) D1.2: "STRUCTURAL WELDING CODE - ALUMINUM"
- MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS - 2025
- MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL - 2011
- NATIONAL DESIGN SPECIFICATION (NDS) FOR WOOD CONSTRUCTION - WITH 2018 SUPPLEMENT
- UNITED STATES ACCESS BOARD "ACCESSIBLE BOATING FACILITIES" - 2003
- UNITED STATES DEPARTMENT OF JUSTICE "ADA STANDARDS FOR ACCESSIBLE DESIGN" - 2020

STATE OF MARYLAND

DEPARTMENT OF GENERAL SERVICES	DEPARTMENT OF NATURAL RESOURCES	BOARD OF PUBLIC WORKS
ATIF CHAUDHRY, SECRETARY	JOSH KURTZ, SECRETARY	WES MOORE, GOVERNOR
301 WEST PRESTON STREET	580 TAYLOR AVENUE	DERECK E. DAVIS, TREASURER
BALTIMORE, MARYLAND 21201	ANNAPOLIS, MARYLAND 21401	BROOKE E. LIERMAN, COMPTROLLER

DEPARTMENT OF NATURAL RESOURCES
OWNER / USING AGENCY APPROVAL

NAME DATE

TITLE

DEPARTMENT OF GENERAL SERVICES APPROVAL

CHIEF OF DESIGN DATE

PROJECT MANAGER DATE

REVISIONS

CLIENT INFORMATION

STATE OF MARYLAND
DEPARTMENT OF
GENERAL SERVICES

RENOVATION OF POINT LOOKOUT MARINA

KEY PLAN

GRAPHIC SCALES

0 1 2
SCALE: 1" = 1 MILE

0 5 10
SCALE: 1" = 5 MILES

SIGNATURE

CONSTRUCTION DOCUMENTS SUBMISSION NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION.
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND,
LICENSE NO. _____
EXPIRATION DATE: _____

Whitman, Requardt & Associates, LLP
801 South Caroline Street, Baltimore, Maryland 21231

DGS PROJECT NO: P-065-241-010

COVER SHEET

DRAWING NO.

G-001

SCALE: AS SHOWN		
DATE: OCTOBER 22, 2026	SHEET 1 OF 22	
DES: MHC	DRAWN: CJM	CHECK: AUO

LEGEND

EXISTING	PROPOSED	DESCRIPTION
1		MINOR CONTOUR
0		MAJOR CONTOUR
x 1.94		SPOT ELEVATION
8"W W		WATER
6"SAN S		SANITARY SEWER
		SIGN
S		SANITARY MANHOLE
D		STORM DRAIN
MHW		MEAN HIGH WATER (FIELD DELINEATED)
MLW		MEAN LOW WATER (BASED ON TIDAL STATION, FOR REFERENCE ONLY)
		APPROXIMATE MEAN HIGH WATER (BASED ON AERIAL IMAGERY, FOR REFERENCE ONLY)
	LOD	LIMIT OF DISTURBANCE
	LOW	LIMIT OF WORK
		WETLAND
		CONCRETE
		BUILDING
		EDGE OF ASPHALT
X		FENCE
		COFFERDAM
		STONE SILL / RIPRAP
		DEMOLISH ASPHALT
		DEMOLISH CONCRETE
		DEMOLISH PIER
		DEMOLISH DECKING AND FRAMING

GENERAL NOTES

1. THE EXISTING TOPOGRAPHY AND PHYSICAL FEATURES SHOWN ON THIS PLAN ARE BASED ON A FIELD SURVEY BY CHESAPEAKE ENVIRONMENTAL MANAGEMENT (CEM) PERFORMED IN JULY 2024 AND PUBLICLY AVAILABLE GIS PROVIDED BY ST. MARY'S COUNTY, ACCESSED IN SEPTEMBER 2024.
2. THE MEAN HIGH WATER (MHW) LINE WAS FIELD DELINEATED BY CHESAPEAKE ENVIRONMENTAL MANAGEMENT (CEM) IN JULY 2024 AND REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). THE MEAN LOW WATER (MLW) LINE IS BASED ON THE MEAN LOW WATER ELEVATION OF NOAA TIDAL STATION ID 8635750 IN LEWISETTA, VIRGINIA, AND IS SHOWN FOR REFERENCE ONLY. THE APPROXIMATE MEAN HIGH WATER LINE OUTSIDE THE LIMITS OF THE FIELD DELINEATION IS BASED ON AERIAL IMAGERY AND IS SHOWN FOR REFERENCE ONLY.
3. HORIZONTAL AND VERTICAL COORDINATES SHOWN ARE BASED ON GPS-RTK MEASUREMENTS RELATIVE TO THE NORTH AMERICAN HORIZONTAL DATUM OF 1983/1991 (NAD83/91) MARYLAND STATE PLANE AND THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY ACTUAL SITE CONDITIONS PRIOR TO ORDERING MATERIALS. THERE IS NO WARRANTY OF GUARANTEE ON THE COMPLETENESS OF CORRECTNESS OF THE EXISTING CONDITIONS INFORMATION. ANY DISCREPANCY FOUND SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE OWNER PRIOR TO THE START OF ANY WORK.
5. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY ALL UTILITY COMPANIES, ALL PIPELINE OWNERS, OR OTHER PARTIES AFFECTED WITHIN THE CONSTRUCTION AREA AT LEAST TEN (10) DAYS PRIOR TO COMMENCING WORK.
6. EXISTING UTILITIES WHICH ARE NOT TO BE REMOVED OR ABANDONED SHALL REMAIN OPERATIONAL AT ALL TIMES.
7. SHOULD EXISTING CONDITIONS IN THE FIELD NECESSITATE CONSTRUCTION METHODS OR MEANS OTHER THAN THOSE SHOWN OR SPECIFIED ON THESE PLANS, THE CONTRACTOR SHALL NOTIFY THE OWNER TO OBTAIN APPROVAL PRIOR TO PROCEEDING WITH CONSTRUCTION.

REVISIONS

CLIENT INFORMATION

STATE OF MARYLAND
DEPARTMENT OF
GENERAL SERVICES

RENOVATION OF POINT LOOKOUT MARINA

KEY PLAN

GRAPHIC SCALES

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801 South Caroline Street, Baltimore, Maryland 21231

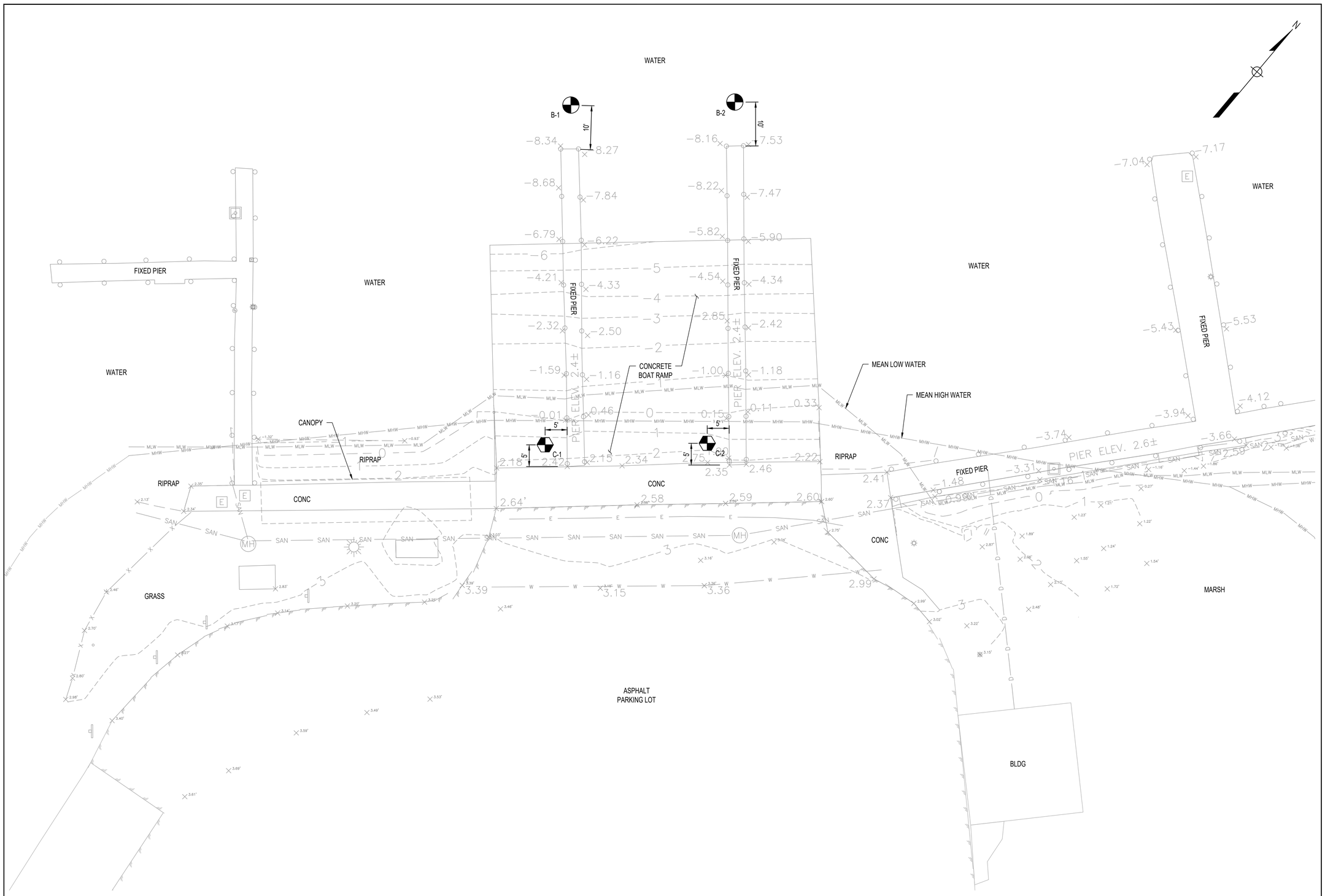
DGS PROJECT NO: P-065-241-010

GENERAL NOTES AND LEGEND

DRAWING NO.

G-002

SCALE: NONE		
DATE: OCTOBER 22, 2026	SHEET 2 OF 22	
DES: MHC	DRAWN: CJM	CHECK: AUO



BORING PLAN

SCALE: 1" = 10'

LEGEND

B-1 — BORING TO A DEPTH OF 60 FEET

C-1 — CONCRETE CORE

REVISIONS		

CLIENT INFORMATION

STATE OF MARYLAND
DEPARTMENT OF
GENERAL SERVICES

RENOVATION OF POINT LOOKOUT MARINA

KEY PLAN

GRAPHIC SCALES

0 5' 10' 20'

SCALE: 1" = 10'

SIGNATURE

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EXPIRATION DATE: _____

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801 South Caroline Street, Baltimore, Maryland 21231

DGS PROJECT NO: P-065-241-010

BORING PLAN

DRAWING NO.

B-101

SCALE: AS SHOWN			
DATE: OCTOBER 22, 2026	SHEET 3 OF 22		
DES: MHC	DRAWN: MHC	CHECK: AUO	

TEST BORING LOG — Boring No. C-1

Whitman, Requardt & Associates, LLP
Engineers · Architects · Environmental Planners — Est. 1915

PROJECT: Renovation of Point Lookout Marina (P-065-241-010)
LOCATION: Saint Mary's , MD
DRILLING BY: E2CR **RIG:** CME 75 Truck

WO #: 42143-003
NORTH:
EAST:
ELEVATION: 2.5
START DATE: 10/7/2024
END DATE: 10/7/2024
DRILLER: Ed Hill
LOGGED BY: NLP

GROUNDWATER DATA (ft)

Date	Time	Water	Casing	Cave-In
10/7/2024	completion	1.33		2.75

EQUIPMENT	CASING	SAMPLER	CORE
TYPE		SPT	
SIZE, ID (in)	3.25	1.5	
HAMMER WT. (lb)		140	-
HAMMER FALL (in)		30	-

DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE RECOVERY (in)	BLOWS/6" (% RQD)	ELEV. / DEPTH	GRAPHIC	DESCRIPTION AND CLASSIFICATION (moisture, density, color, proportions, etc.)	NOTES:
					EL 2.5 / 0.0		7" concrete	First attempted boring on ramp, encountered #6 rebar E/W @ 3" depth; offset to level apron slab
					EL 1.9 / 0.6		subbase-several inches	
					EL 1.5 / 1.0		wet GRAVEL @ 16" depth (possible FILL)	Sample 1 taken from 2' to avoid capturing slough from coring
				3 6 4 2	EL 0.5 / 2.0		Gray-brown, wet, loose, sandy GRAVEL, some silt (GM; possible FILL)	
5	1		10		EL -0.5 / 3.0		Gray, very moist, loose, clayey SAND (SC)	
				4 2 3 5	EL -1.5 / 4.0		Blue-gray, very moist, medium stiff, CLAY, trace sand (CL)	
	2		17					
				3 2 6 5				
	3		22		EL -5.5 / 8.0		Bottom of Boring @ 8 FT	

SAMPLE IDENTIFICATION	DRILLING METHOD	BLOWS/FT	DENSITY	BLOWS/FT	CONSISTENCY
- S - SPLIT SPOON	HSA - HOLLOW STEM AUGERS	0-4	VERY LOOSE	0-2	VERY SOFT
- ST - SHELBY TUBE	SSA - SOLID STEM AUGERS	5-10	LOOSE	3-4	SOFT
- RC - ROCK CORE	DC - DRIVING CASING	11-30	MEDIUM DENSE	5-8	MEDIUM STIFF
- DS -DENNISON	MD - MUD DRILLING	31-50	DENSE	9-15	STIFF
	HA - HAND AUGER	50-80	VERY DENSE	16-30	VERY STIFF
		OVER 80	EXTREMELY DENSE	OVER 30	HARD

Boring No. C-1
Page 1 of 1

TEST BORING LOG — Boring No. C-2

Whitman, Requardt & Associates, LLP
Engineers · Architects · Environmental Planners — Est. 1915

PROJECT: Renovation of Point Lookout Marina (P-065-241-010)
LOCATION: Saint Mary's , MD
DRILLING BY: E2CR **RIG:** CME 75 Truck

WO #: 42143-003
NORTH:
EAST:
ELEVATION: 2.5
START DATE: 10/7/2024
END DATE: 10/7/2024
DRILLER: Ed Hill
LOGGED BY: NLP

GROUNDWATER DATA (ft)

Date	Time	Water	Casing	Cave-In
10/7/2024	1 hour	6		6.17

EQUIPMENT	CASING	SAMPLER	CORE
TYPE		SPT	
SIZE, ID (in)	3.25	1.5	
HAMMER WT. (lb)		140	-
HAMMER FALL (in)		30	-

DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE RECOVERY (in)	BLOWS/6" (% RQD)	ELEV. / DEPTH	GRAPHIC	DESCRIPTION AND CLASSIFICATION (moisture, density, color, proportions, etc.)	NOTES:
					EL 2.5 / 0.0		9" concrete	HSA with concrete cutting head cored concrete apron slab
					EL 1.8 / 0.6		~3" subbase	
					EL 1.5 / 1.0			Sample 1 taken from 2' to avoid capturing slough from coring
				4 3 4 6	EL 0.5 / 2.0		Brown-variable, very moist, loose, sandy GRAVEL, some clay (GC; FILL)	
					EL 0.0 / 2.5		Blue-gray with beige, moist, loose, clayey SAND (SC)	
5	1		21					
				1 1 1 3				
	2		16		EL -1.5 / 4.0		Blue-gray with beige, moist, soft to medium stiff, sandy CLAY (CL)	
				1 3 4 4				
	3		24		EL -5.5 / 8.0		Bottom of Boring @ 8 FT	Groundwater not encountered while drilling

SAMPLE IDENTIFICATION	DRILLING METHOD	BLOWS/FT	DENSITY	BLOWS/FT	CONSISTENCY
- S - SPLIT SPOON	HSA - HOLLOW STEM AUGERS	0-4	VERY LOOSE	0-2	VERY SOFT
- ST - SHELBY TUBE	SSA - SOLID STEM AUGERS	5-10	LOOSE	3-4	SOFT
- RC - ROCK CORE	DC - DRIVING CASING	11-30	MEDIUM DENSE	5-8	MEDIUM STIFF
- DS -DENNISON	MD - MUD DRILLING	31-50	DENSE	9-15	STIFF
	HA - HAND AUGER	50-80	VERY DENSE	16-30	VERY STIFF
		OVER 80	EXTREMELY DENSE	OVER 30	HARD

Boring No. C-2
Page 1 of 1

TEST BORING LOG — Boring No. PLP-1

Whitman, Requardt & Associates, LLP
Engineers · Architects · Environmental Planners — Est. 1915

PROJECT: Renovation of Point Lookout Marina (P-065-241-010)
LOCATION: Saint Mary's , MD
DRILLING BY: E2CR **RIG:** CME 75 Barge

WO #: 42143-003
NORTH:
EAST:
ELEVATION: -9.0
START DATE: 10/9/2024
END DATE: 10/9/2024
DRILLER: Ed Hill
LOGGED BY: NLP

GROUNDWATER DATA (ft)

Date	Time	Water	Casing	Cave-In
10/9/2024	0	-9		

EQUIPMENT	CASING	SAMPLER	CORE
TYPE		SPT	
SIZE, ID (in)	3.25	1.5	
HAMMER WT. (lb)		140	-
HAMMER FALL (in)		30	-

DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE RECOVERY (in)	BLOWS/6" (% RQD)	ELEV. / DEPTH	GRAPHIC	DESCRIPTION AND CLASSIFICATION (moisture, density, color, proportions, etc.)	NOTES:
				WOH/9	EL -9.0 / 0.0		Dark gray, wet, very soft, SILT (ML)	Boring set 10' left and 14' out from center of dock end
	1		12	1 3	EL -9.2 / 0.2		Light brown-gray, very moist, soft, CLAY, trace sand (CL)	
				2 5 3	EL -12.5 / 3.5		Gray and orange-brown, very moist, medium stiff, CLAY, mixed with silt, some shells and organics, trace gravel and ironstone, transitional to Sample 3 (CL)	Deck measured 12.3' from lake bed; 3.3' to water line
	2		12		EL -14.5 / 5.5		Tan-brown and orange-brown, wet, loose, SAND, trace silt, alternating with clayey seams (SM)	
				2 4 3				
5	3		10				-with purple clayey seams	
				3 3 5				
	4		10					
				4 6 7				
	5		9					
10				5 8 10				
	6		7					
				7 10 9				
	7		13		EL -30.0 / 21.0		Orange-brown, wet, medium dense, SAND, trace gravel and silt (SP-SM)	
15								
				11 8 8			- coarser sand with purple clay seams	Auger chatter near 25'-26'
	8		14					
20								
25								Synthetic polymer added to borehole after S-8

SAMPLE IDENTIFICATION	DRILLING METHOD	BLOWS/FT	DENSITY	BLOWS/FT	CONSISTENCY
- S - SPLIT SPOON	HSA - HOLLOW STEM AUGERS	0-4	VERY LOOSE	0-2	VERY SOFT
- ST - SHELBY TUBE	SSA - SOLID STEM AUGERS	5-10	LOOSE	3-4	SOFT
- RC - ROCK CORE	DC - DRIVING CASING	11-30	MEDIUM DENSE	5-8	MEDIUM STIFF
- DS -DENNISON	MD - MUD DRILLING	31-50	DENSE	9-15	STIFF
	HA - HAND AUGER	50-80	VERY DENSE	16-30	VERY STIFF
		OVER 80	EXTREMELY DENSE	OVER 30	HARD

Boring No. PLP-1
Page 1 of 2

TEST BORING LOG — Boring No. PLP-1

PROJECT: Renovation of Point Lookout Marina (P-065-241-010)
LOCATION: Saint Mary's, MD
DRILLING BY: E2CR **RIG:** CME 75 Barge

DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE RECOVERY (in)	BLOWS/6" (% RQD)	ELEV. / DEPTH	GRAPHIC	DESCRIPTION AND CLASSIFICATION (moisture, density, color, proportions, etc.)	NOTES:
					EL -40.0 / 31.0			
	9		18	14 6 4	EL -40.8 / 31.8		Tan and gray, wet, medium dense, coarse SAND, trace gravel and silt (SP)	
35							Dark gray, very moist, soft, CLAY (CL)	
	10		24	1 3 4			- trace sand	Overdrive of cleanout spoon 6"-12" before S-10
40								
	11		18	1 WOH 4	EL -50.0 / 41.0		Dark gray, wet, very loose, varying between sandy CLAY and silty SAND, trace organics (SC)	
45								
	12		18	2 2 4	EL -55.0 / 46.0		Dark gray, wet, medium stiff, CLAY, trace sand (CL)	
50								
	13		18	2 3 5			- trace to some shells - trace organics	
55								
	14		18	1 3 5			- trace shells	
60								
	15			2 3 5	EL -71.5 / 62.5		Bottom of Boring @ 62.5 FT	

Boring No. PLP-1
Page 2 of 2

TEST BORING LOG — Boring No. PLP-2

Whitman, Requardt & Associates, LLP
Engineers · Architects · Environmental Planners — Est. 1915

PROJECT: Renovation of Point Lookout Marina (P-065-241-010)
LOCATION: Saint Mary's , MD
DRILLING BY: E2CR **RIG:** CME 75 Barge

WO #: 42143-003
NORTH:
EAST:
ELEVATION: -7.9
START DATE: 10/8/2024
END DATE: 10/8/2024
DRILLER: Ed Hill
LOGGED BY: NLP

GROUNDWATER DATA (ft)

Date	Time	Water	Casing	Cave-In
10/8/2024	0	-7.9		

EQUIPMENT	CASING	SAMPLER	CORE
TYPE		SPT	
SIZE, ID (in)	3.25	1.5	
HAMMER WT. (lb)		140	-
HAMMER FALL (in)		30	-

DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE RECOVERY (in)	BLOWS/6" (% RQD)	ELEV. / DEPTH	GRAPHIC	DESCRIPTION AND CLASSIFICATION (moisture, density, color, proportions, etc.)	NOTES:
					EL -7.9 / 0.0		Dark gray, wet, medium stiff, SILT, some organics (ML)	Boring set 10' right and 14' out from center of dock end
	1		18	6 6 6	EL -8.7 / 0.8		Gray, wet, medium stiff, CLAY (CL)	
					EL -9.0 / 1.1		Orange-tan and gray, very moist, medium dense, clayey SAND, variable (SC)	Deck measured 10.4' from lake bed; 2.5' to water line
					EL -11.4 / 3.5			
5	2		13	2 4 4			Orange-brown, wet, loose, SAND, alternating with clayey silt, trace organics (SM)	
	3		18	3 3 3				
10	4		11	2 2 6				
15	5		13	3 5 4				
20	6		12	2 4 4				Synthetic polymer solution added @ ~20' to borehole
					EL -30.9 / 23.0		Orange-tan-brown, wet, medium dense, SAND, some silt and clayey seams (SM)	
25	7		11	5 11 13				
	8		12	7 7 10				

SAMPLE IDENTIFICATION	DRILLING METHOD	BLOWS/FT	DENSITY	BLOWS/FT	CONSISTENCY
- S - SPLIT SPOON	HSA - HOLLOW STEM AUGERS	0-4	VERY LOOSE	0-2	VERY SOFT
- ST - SHELBY TUBE	SSA - SOLID STEM AUGERS	5-10	LOOSE	3-4	SOFT
- RC - ROCK CORE	DC - DRIVING CASING	11-30	MEDIUM DENSE	5-8	MEDIUM STIFF
- DS -DENNISON	MD - MUD DRILLING	31-50	DENSE	9-15	STIFF
	HA - HAND AUGER	50-80	VERY DENSE	16-30	VERY STIFF
		OVER 80	EXTREMELY DENSE	OVER 30	HARD

Boring No. PLP-2
Page 1 of 2

TEST BORING LOG — Boring No. PLP-2

PROJECT: Renovation of Point Lookout Marina (P-065-241-010)
LOCATION: Saint Mary's, MD
DRILLING BY: E2CR **RIG:** CME 75 Barge

DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE RECOVERY (in)	BLOWS/6" (% RQD)	ELEV. / DEPTH	GRAPHIC	DESCRIPTION AND CLASSIFICATION (moisture, density, color, proportions, etc.)	NOTES:
	9		18	11 10 10	EL -40.9 / 33.0		Tan to orange-brown, wet, medium dense, SAND, trace clay and gravel with some coarse sand (SP-SM)	
35								
	10		17	5 1 2	EL -46.7 / 39.8		Gray, soft to medium stiff, very moist, CLAY, trace sand (CL)	
40	T1		0					T1 setup time: 45 minutes
45	11		18	2 4 4			- trace to some sand	
	12		16	3 3 4			- some to trace sand	
50								
	13			2 4 5				
55	T2		22					T2 setup time: 60 minutes
	14		2	3 3 4 7	EL -67.9 / 60.0		Bottom of Boring @ 60 FT	
60								

Boring No. PLP-2
Page 2 of 2

REVISIONS

CLIENT INFORMATION

STATE OF MARYLAND
DEPARTMENT OF
GENERAL SERVICES

RENOVATION OF POINT
LOOKOUT MARINA

KEY PLAN

GRAPHIC SCALES

SIGNATURE

CONSTRUCTION DOCUMENTS SUBMISSION NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION.
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND,
LICENSE NO. _____
EXPIRATION DATE: _____

Whitman, Requardt & Associates, LLP
801 South Caroline Street, Baltimore, Maryland 21231

DGS PROJECT NO: P-065-241-010

BORING LOGS

DRAWING NO.

B-102

SCALE: NONE

DATE: OCTOBER 22, 2026 | SHEET 4 OF 22

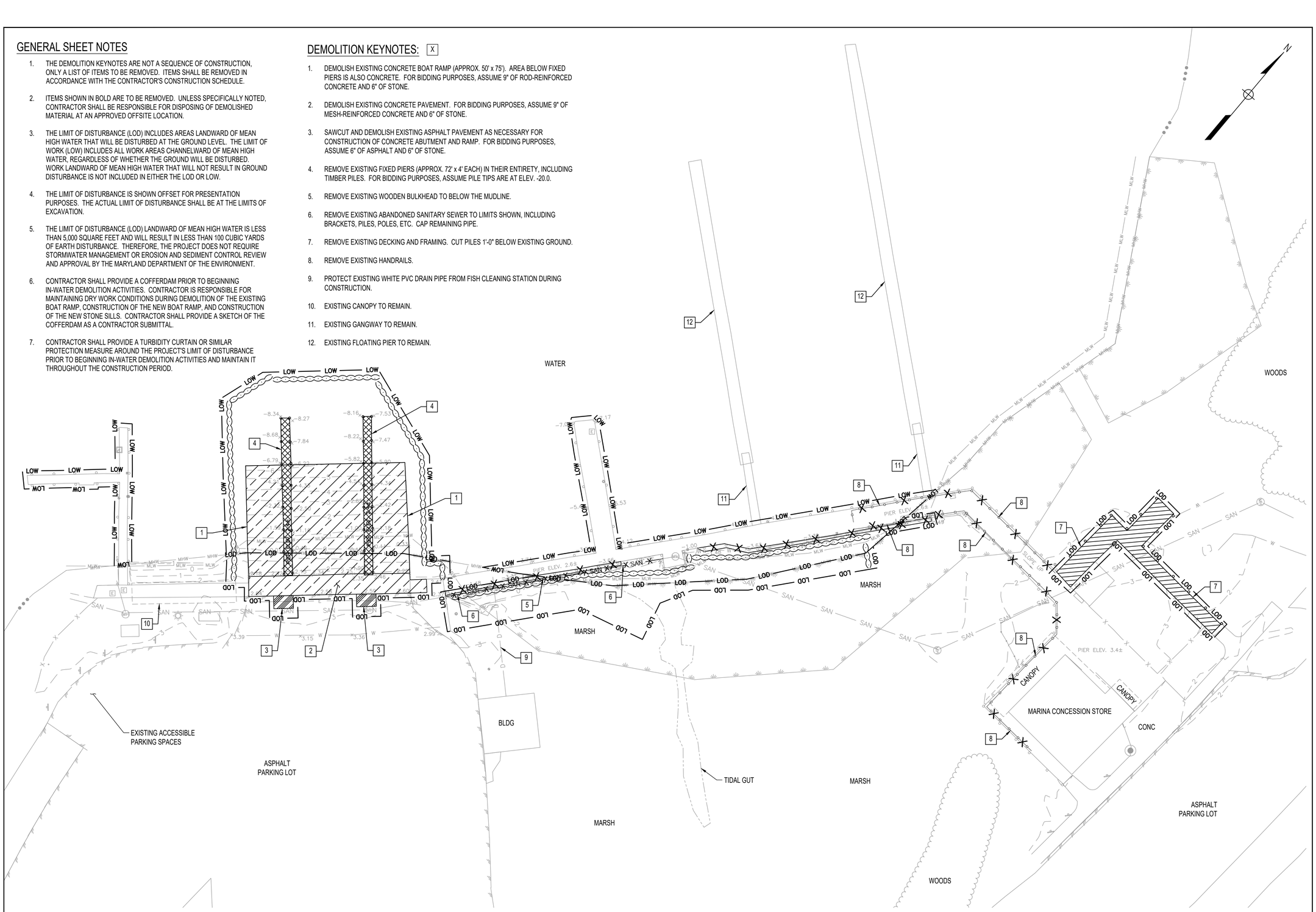
DES: MHC | DRAWN: MHC | CHECK: AUO

GENERAL SHEET NOTES

1. THE DEMOLITION KEYNOTES ARE NOT A SEQUENCE OF CONSTRUCTION, ONLY A LIST OF ITEMS TO BE REMOVED. ITEMS SHALL BE REMOVED IN ACCORDANCE WITH THE CONTRACTOR'S CONSTRUCTION SCHEDULE.
2. ITEMS SHOWN IN BOLD ARE TO BE REMOVED. UNLESS SPECIFICALLY NOTED, CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSING OF DEMOLISHED MATERIAL AT AN APPROVED OFFSITE LOCATION.
3. THE LIMIT OF DISTURBANCE (LOD) INCLUDES AREAS LANDWARD OF MEAN HIGH WATER THAT WILL BE DISTURBED AT THE GROUND LEVEL. THE LIMIT OF WORK (LOW) INCLUDES ALL WORK AREAS CHANNELWARD OF MEAN HIGH WATER, REGARDLESS OF WHETHER THE GROUND WILL BE DISTURBED. WORK LANDWARD OF MEAN HIGH WATER THAT WILL NOT RESULT IN GROUND DISTURBANCE IS NOT INCLUDED IN EITHER THE LOD OR LOW.
4. THE LIMIT OF DISTURBANCE IS SHOWN OFFSET FOR PRESENTATION PURPOSES. THE ACTUAL LIMIT OF DISTURBANCE SHALL BE AT THE LIMITS OF EXCAVATION.
5. THE LIMIT OF DISTURBANCE (LOD) LANDWARD OF MEAN HIGH WATER IS LESS THAN 5,000 SQUARE FEET AND WILL RESULT IN LESS THAN 100 CUBIC YARDS OF EARTH DISTURBANCE. THEREFORE, THE PROJECT DOES NOT REQUIRE STORMWATER MANAGEMENT OR EROSION AND SEDIMENT CONTROL REVIEW AND APPROVAL BY THE MARYLAND DEPARTMENT OF THE ENVIRONMENT.
6. CONTRACTOR SHALL PROVIDE A COFFERDAM PRIOR TO BEGINNING IN-WATER DEMOLITION ACTIVITIES. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRY WORK CONDITIONS DURING DEMOLITION OF THE EXISTING BOAT RAMP, CONSTRUCTION OF THE NEW BOAT RAMP, AND CONSTRUCTION OF THE NEW STONE SILLS. CONTRACTOR SHALL PROVIDE A SKETCH OF THE COFFERDAM AS A CONTRACTOR SUBMITTAL.
7. CONTRACTOR SHALL PROVIDE A TURBIDITY CURTAIN OR SIMILAR PROTECTION MEASURE AROUND THE PROJECT'S LIMIT OF DISTURBANCE PRIOR TO BEGINNING IN-WATER DEMOLITION ACTIVITIES AND MAINTAIN IT THROUGHOUT THE CONSTRUCTION PERIOD.

DEMOLITION KEYNOTES: [X]

1. DEMOLISH EXISTING CONCRETE BOAT RAMP (APPROX. 50' x 75'). AREA BELOW FIXED PIERS IS ALSO CONCRETE. FOR BIDDING PURPOSES, ASSUME 9" OF ROD-REINFORCED CONCRETE AND 6" OF STONE.
2. DEMOLISH EXISTING CONCRETE PAVEMENT. FOR BIDDING PURPOSES, ASSUME 9" OF MESH-REINFORCED CONCRETE AND 6" OF STONE.
3. SAWCUT AND DEMOLISH EXISTING ASPHALT PAVEMENT AS NECESSARY FOR CONSTRUCTION OF CONCRETE ABUTMENT AND RAMP. FOR BIDDING PURPOSES, ASSUME 6" OF ASPHALT AND 6" OF STONE.
4. REMOVE EXISTING FIXED PIERS (APPROX. 72' x 4' EACH) IN THEIR ENTIRETY, INCLUDING TIMBER PILES. FOR BIDDING PURPOSES, ASSUME PILE TIPS ARE AT ELEV. -20.0.
5. REMOVE EXISTING WOODEN BULKHEAD TO BELOW THE MUDLINE.
6. REMOVE EXISTING ABANDONED SANITARY SEWER TO LIMITS SHOWN, INCLUDING BRACKETS, PILES, POLES, ETC. CAP REMAINING PIPE.
7. REMOVE EXISTING DECKING AND FRAMING. CUT PILES 1'-0" BELOW EXISTING GROUND.
8. REMOVE EXISTING HANDRAILS.
9. PROTECT EXISTING WHITE PVC DRAIN PIPE FROM FISH CLEANING STATION DURING CONSTRUCTION.
10. EXISTING CANOPY TO REMAIN.
11. EXISTING GANGWAY TO REMAIN.
12. EXISTING FLOATING PIER TO REMAIN.



EXISTING CONDITIONS AND DEMOLITION PLAN - MARINA

SCALE: 1" = 20'

REVISIONS		

CLIENT INFORMATION

STATE OF MARYLAND
DEPARTMENT OF
GENERAL SERVICES

RENOVATION OF POINT LOOKOUT MARINA

KEY PLAN

GRAPHIC SCALES

0 10' 20' 40'

SCALE: 1" = 20'

SIGNATURE

CONSTRUCTION DOCUMENTS SUBMISSION NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION.
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND,
LICENSE NO. _____
EXPIRATION DATE: _____

Whitman, Requardt & Associates, LLP
801 South Caroline Street, Baltimore, Maryland 21231

DGS PROJECT NO: P-065-241-010

EXISTING CONDITIONS AND DEMOLITION PLAN - MARINA

DRAWING NO.

C-101

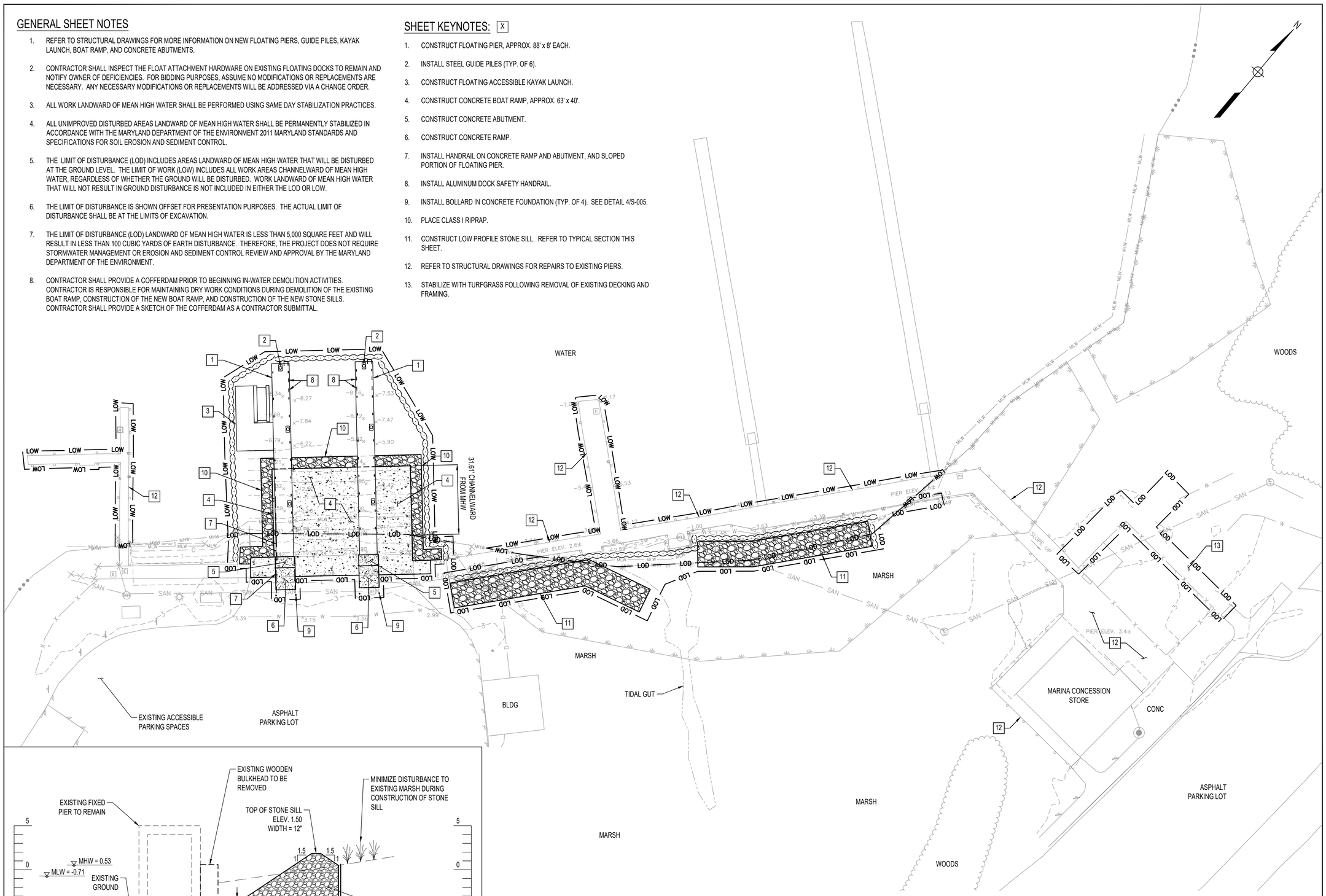
SCALE: AS SHOWN		
DATE: OCTOBER 22, 2026	SHEET 5 OF 22	
DES: MHC	DRAWN: MHC	CHECK: AUO

GENERAL SHEET NOTES

1. REFER TO STRUCTURAL DRAWINGS FOR MORE INFORMATION ON NEW FLOATING PIERS, GUIDE PILES, KAYAK LAUNCH, BOAT RAMP, AND CONCRETE ABUTMENTS.
2. CONTRACTOR SHALL INSPECT THE FLOAT ATTACHMENT HARDWARE ON EXISTING FLOATING DOCKS TO REMAIN AND NOTIFY OWNER OF DEFICIENCIES. FOR BIDDING PURPOSES, ASSUME NO MODIFICATIONS OR REPLACEMENTS ARE NECESSARY. ANY NECESSARY MODIFICATIONS OR REPLACEMENTS WILL BE ADDRESSED VIA A CHANGE ORDER.
3. ALL WORK LANDWARD OF MEAN HIGH WATER SHALL BE PERFORMED USING SAME DAY STABILIZATION PRACTICES.
4. ALL UNIMPROVED DISTURBED AREAS LANDWARD OF MEAN HIGH WATER SHALL BE PERMANENTLY STABILIZED IN ACCORDANCE WITH THE MARYLAND DEPARTMENT OF THE ENVIRONMENT 2011 MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL.
5. THE LIMIT OF DISTURBANCE (LOD) INCLUDES AREAS LANDWARD OF MEAN HIGH WATER THAT WILL BE DISTURBED AT THE GROUND LEVEL. THE LIMIT OF WORK (LOW) INCLUDES ALL WORK AREAS CHANNELWARD OF MEAN HIGH WATER, REGARDLESS OF WHETHER THE GROUND WILL BE DISTURBED. WORK LANDWARD OF MEAN HIGH WATER THAT WILL NOT RESULT IN GROUND DISTURBANCE IS NOT INCLUDED IN EITHER THE LOD OR LOW.
6. THE LIMIT OF DISTURBANCE IS SHOWN OFFSET FOR PRESENTATION PURPOSES. THE ACTUAL LIMIT OF DISTURBANCE SHALL BE AT THE LIMITS OF EXCAVATION.
7. THE LIMIT OF DISTURBANCE (LOD) LANDWARD OF MEAN HIGH WATER IS LESS THAN 5,000 SQUARE FEET AND WILL RESULT IN LESS THAN 100 CUBIC YARDS OF EARTH DISTURBANCE. THEREFORE, THE PROJECT DOES NOT REQUIRE STORMWATER MANAGEMENT OR EROSION AND SEDIMENT CONTROL REVIEW AND APPROVAL BY THE MARYLAND DEPARTMENT OF THE ENVIRONMENT.
8. CONTRACTOR SHALL PROVIDE A COFFERDAM PRIOR TO BEGINNING IN-WATER DEMOLITION ACTIVITIES. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRY WORK CONDITIONS DURING DEMOLITION OF THE EXISTING BOAT RAMP, CONSTRUCTION OF THE NEW BOAT RAMP, AND CONSTRUCTION OF THE NEW STONE SILLS. CONTRACTOR SHALL PROVIDE A SKETCH OF THE COFFERDAM AS A CONTRACTOR SUBMITTAL.

SHEET KEYNOTES: X

1. CONSTRUCT FLOATING PIER, APPROX. 88' x 8' EACH.
2. INSTALL STEEL GUIDE PILES (TYP. OF 6).
3. CONSTRUCT FLOATING ACCESSIBLE KAYAK LAUNCH.
4. CONSTRUCT CONCRETE BOAT RAMP, APPROX. 63' x 40'.
5. CONSTRUCT CONCRETE ABUTMENT.
6. CONSTRUCT CONCRETE RAMP.
7. INSTALL HANDRAIL ON CONCRETE RAMP AND ABUTMENT, AND SLOPED PORTION OF FLOATING PIER.
8. INSTALL ALUMINUM DOCK SAFETY HANDRAIL.
9. INSTALL BOLLARD IN CONCRETE FOUNDATION (TYP. OF 4). SEE DETAIL 4/S-005.
10. PLACE CLASS I RIPRAP.
11. CONSTRUCT LOW PROFILE STONE SILL. REFER TO TYPICAL SECTION THIS SHEET.
12. REFER TO STRUCTURAL DRAWINGS FOR REPAIRS TO EXISTING PIERS.
13. STABILIZE WITH TURFGRASS FOLLOWING REMOVAL OF EXISTING DECKING AND FRAMING.



CIVIL SITE PLAN - MARINA

SCALE: 1" = 20'

STONE SILL TYPICAL SECTION

SCALE: 1" = 5'

REVISIONS		

CLIENT INFORMATION

STATE OF MARYLAND
DEPARTMENT OF
GENERAL SERVICES

RENOVATION OF POINT LOOKOUT MARINA

KEY PLAN

GRAPHIC SCALES

0 10' 20' 40'
SCALE: 1" = 20'

0 5' 10'
SCALE: 1" = 5'

SIGNATURE

CONSTRUCTION DOCUMENTS SUBMISSION NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION.
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND,
LICENSE NO. _____
EXPIRATION DATE: _____

Whitman, Requardt & Associates, LLP
801 South Caroline Street, Baltimore, Maryland 21231

DGS PROJECT NO: P-065-241-010

CIVIL SITE PLAN -
MARINA

DRAWING NO.

C-102

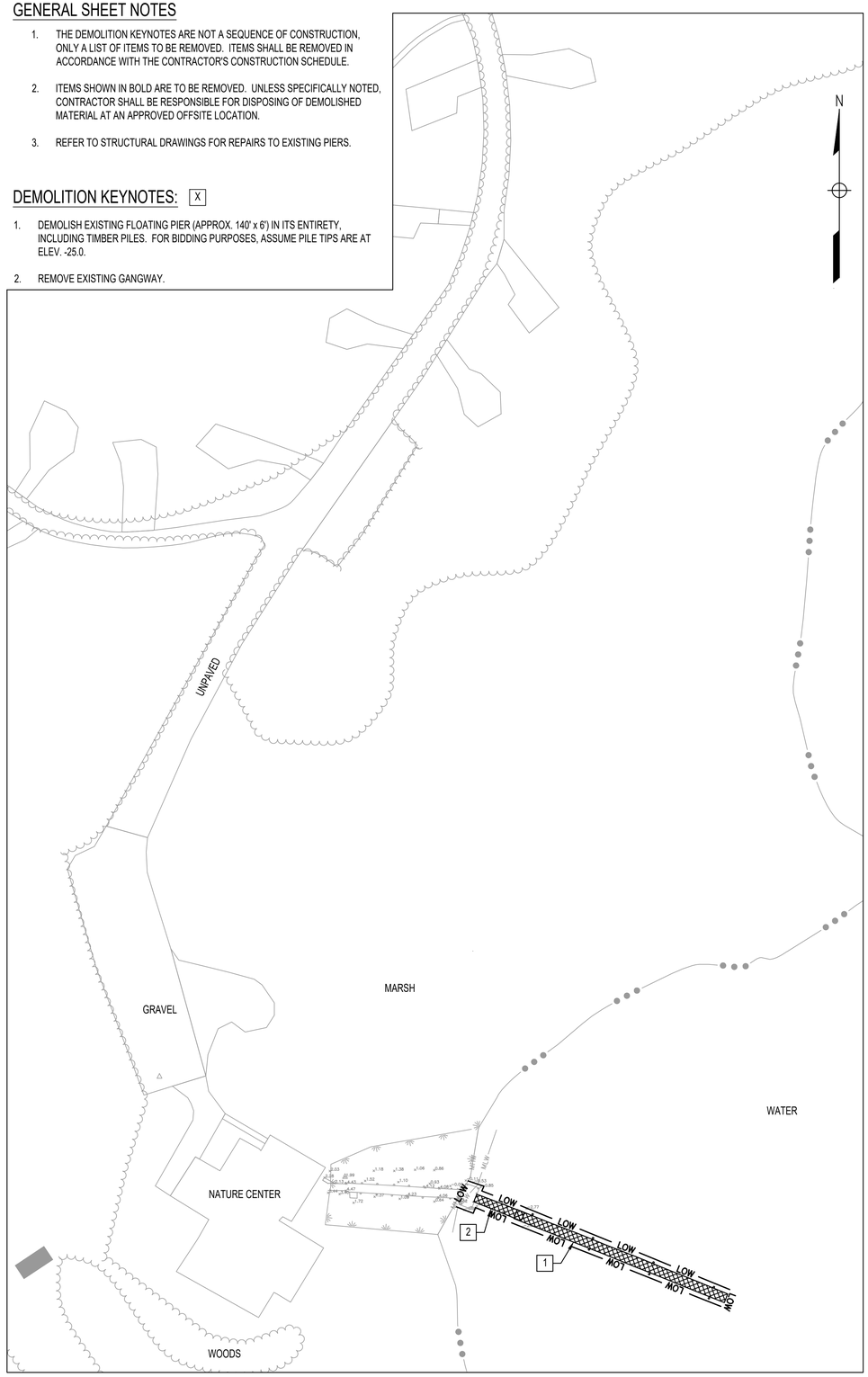
SCALE: AS SHOWN		
DATE: OCTOBER 22, 2026	SHEET 6 OF 22	
DES: MHC	DRAWN: MHC	CHECK: AUO

GENERAL SHEET NOTES

1. THE DEMOLITION KEYNOTES ARE NOT A SEQUENCE OF CONSTRUCTION, ONLY A LIST OF ITEMS TO BE REMOVED. ITEMS SHALL BE REMOVED IN ACCORDANCE WITH THE CONTRACTOR'S CONSTRUCTION SCHEDULE.
2. ITEMS SHOWN IN BOLD ARE TO BE REMOVED. UNLESS SPECIFICALLY NOTED, CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSING OF DEMOLISHED MATERIAL AT AN APPROVED OFFSITE LOCATION.
3. REFER TO STRUCTURAL DRAWINGS FOR REPAIRS TO EXISTING PIERS.

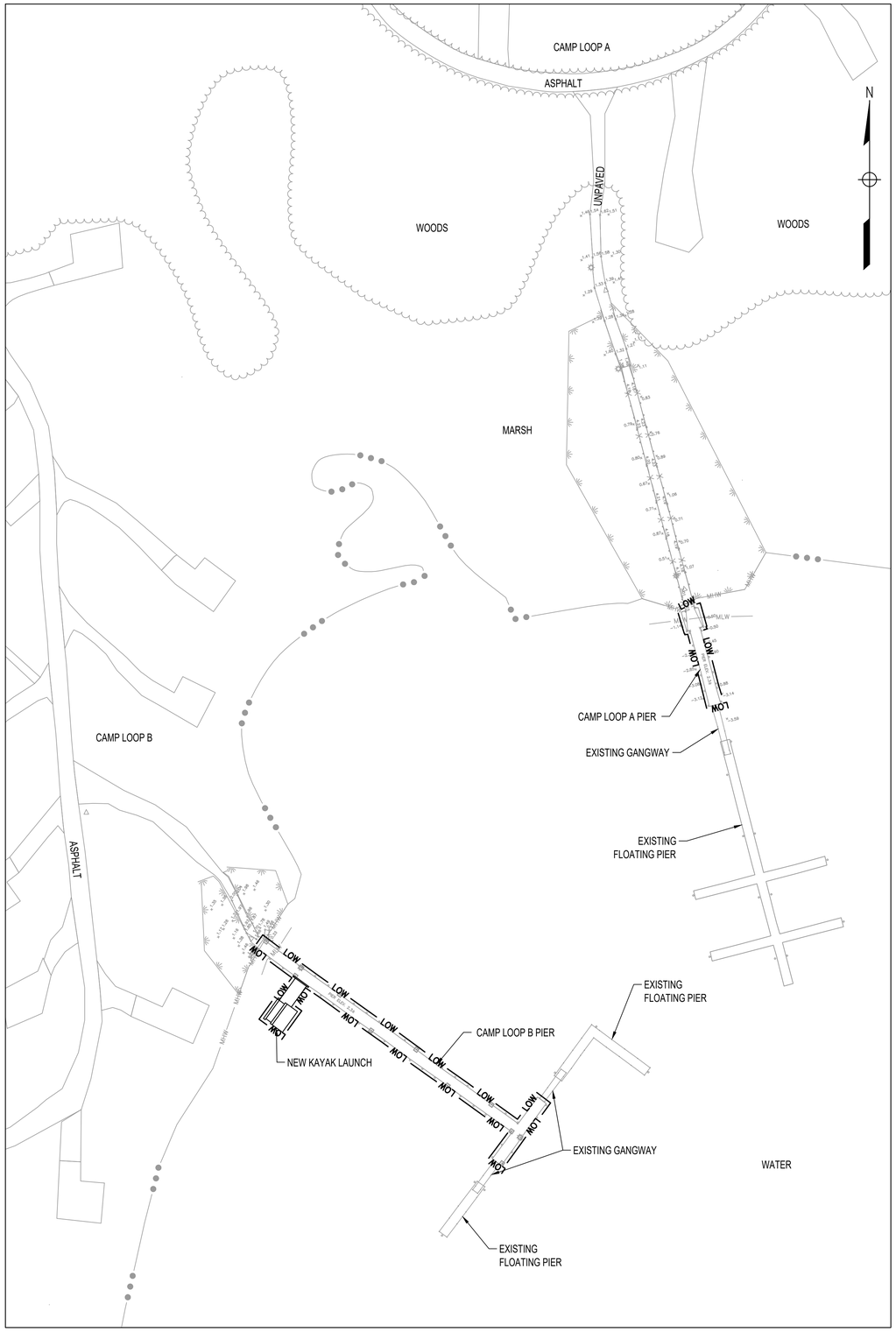
DEMOLITION KEYNOTES: [X]

1. DEMOLISH EXISTING FLOATING PIER (APPROX. 140' x 6') IN ITS ENTIRETY, INCLUDING TIMBER PILES. FOR BIDDING PURPOSES, ASSUME PILE TIPS ARE AT ELEV. -25.0.
2. REMOVE EXISTING GANGWAY.



EXISTING CONDITIONS, DEMOLITION, AND SITE PLAN - NATURE CENTER PIER

SCALE: 1" = 40'



EXISTING CONDITIONS, DEMOLITION, AND SITE PLAN - CAMP LOOP PIERS

SCALE: 1" = 40'

REVISIONS		

CLIENT INFORMATION

STATE OF MARYLAND
DEPARTMENT OF
GENERAL SERVICES

RENOVATION OF POINT LOOKOUT MARINA

KEY PLAN

GRAPHIC SCALES

0 20' 40' 80'

SCALE: 1" = 40'

SIGNATURE

CONSTRUCTION DOCUMENTS SUBMISSION NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION.
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND,
LICENSE NO. _____
EXPIRATION DATE: _____

Whitman, Requardt & Associates, LLP
801 South Caroline Street, Baltimore, Maryland 21231

DGS PROJECT NO: P-065-241-010

EXISTING CONDITIONS, DEMOLITION, AND SITE PLANS - NATURE CENTER PIER AND CAMP LOOP PIERS

DRAWING NO.

C-103

SCALE: AS SHOWN		
DATE: OCTOBER 22, 2026	SHEET 7 OF 22	
DES: MHC	DRAWN: CJM	CHECK: AUO

STRUCTURAL GENERAL NOTES

GENERAL

1. FIELD VERIFY DIMENSIONS, LOCATIONS AND ELEVATIONS SHOWN ON DRAWINGS FOR EXISTING STRUCTURES. BRING DISCREPANCIES TO THE ATTENTION OF THE ENGINEER BEFORE PROCEEDING WITH THE WORK.
2. DO NOT DAMAGE EXISTING CONSTRUCTION TO REMAIN.
3. COORDINATE ACTIVITIES WITH THE OWNER.
4. NOT ALL OPENINGS IN THE STRUCTURAL WORK ARE SHOWN. REVIEW DRAWINGS FROM OTHER DISCIPLINES AND COORDINATE OPENINGS AND EMBEDDED ITEMS SUCH AS SLEEVES, ANCHORS, CONDUITS, ETC. INCORPORATED INTO THE STRUCTURAL WORK.
5. THE DRAWINGS SHOW THE FINAL CONDITION OF THE STRUCTURES. PROVIDE MEANS TO STABILIZE THE STRUCTURES DURING TEMPORARY CONDITIONS.
6. SCALES NOTED ON THE DRAWINGS ARE FOR GENERAL INFORMATION ONLY. DO NOT OBTAIN DIMENSIONAL INFORMATION FROM DIRECT SCALING OF THE DRAWINGS.
7. THE OUTLINE OF THE EXISTING TIMBER FIXED PIER, TIMBER PILES, AND FLOATING DOCK ARE BASED ON CIVIL SURVEY DATA PERFORMED BY CEM DATED JUNE 28, 2024. THEREFORE, THE LOCATION OF EXISTING FEATURES SHOWN ON THE STRUCTURAL PLANS ARE APPROXIMATE WITH CIVIL SURVEY TOLERANCES.
8. REMOVE: DEMOLISH OR SELECTIVE DEMOLISH EXISTING ELEMENTS AND DISPOSE OFFSITE IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS.
9. SALVAGE: TEMPORARILY REMOVE EXISTING FEATURES, STORE AND PROTECT FEATURES, INCLUDING CONNECTION HARDWARE, AT A DESIGNATED LOCATION THAT IS ACCEPTABLE TO THE OWNER, AND REINSTALL AT THE SAME LOCATION WITH NEW FASTENERS AFTER.
10. THE ITEMS IDENTIFIED AND INDICATED FOR REPAIR AND REPLACEMENT WERE BASED ON FIELD OBSERVED DEFICIENCIES DURING FIELD VISIT ON 24 MAY 2024 BY WRA. THE VISUAL CONDITION SURVEY OF THE EXISTING PIER / BOARDWALK STRUCTURES WAS PERFORMED FROM THE DECK SURFACE AND NO IN-WATER SURVEY WAS PERFORMED. NOT ALL IDENTIFIED DEFICIENCIES ARE BEING ADDRESSED IN THIS PROJECT BASED ON DISCUSSIONS WITH THE OWNER. ADDITIONALLY, THE CONDITION OF THE EXISTING STRUCTURE MAY HAVE CHANGED SINCE THE TIME OF SURVEY. IT IS ANTICIPATED THAT ADDITIONAL QUANTITIES OF PILES OR FRAMING MEMBERS WILL NEED TO BE REPLACED - REFER TO SPECIFICATION FOR ADDITIONAL BIDDING REQUIREMENTS.
11. THIS PROJECT INCLUDES WORK IN AND NEAR THE TIDAL ZONE. PROVIDE MEANS TO KEEP EXCAVATIONS DRY.

SHALLOW FOUNDATIONS

1. SHALLOW FOUNDATIONS MUST BEAR UPON UNDISTURBED SOIL OR COMPACTED ENGINEERED FILL WITH A MINIMUM ALLOWABLE BEARING CAPACITY OF 1,500 PSF. OBTAIN THE SERVICES OF A GEOTECHNICAL ENGINEER LICENSED IN THE STATE OF MARYLAND WHO IS RESPONSIBLE FOR VERIFICATION OF THE SPECIFIED MINIMUM ALLOWABLE BEARING CAPACITY AT EACH FOOTING.
2. SHALLOW FOUNDATION ELEVATIONS SHOWN ON THE DRAWINGS ARE MINIMUM EXCAVATION DEPTHS. EXCAVATE FURTHER AS REQUIRED TO REMOVE UNSATISFACTORY SOILS TO A LAYER WITH THE MINIMUM SPECIFIED ALLOWABLE BEARING CAPACITY. WHERE REQUIRED, PROVIDE COMPACTED ENGINEERED FILL TO ACHIEVE THE REQUIRED SUBGRADE ELEVATIONS. NOTIFY THE ENGINEER OF ANY CONDITIONS THAT REQUIRE CHANGES IN FOUNDATION ELEVATIONS.
3. PLACE SHALLOW FOUNDATIONS ON THE SAME DAY THAT THE BEARING SURFACE IS INSPECTED BY THE CONTRACTOR'S GEOTECHNICAL ENGINEER. ANY BEARING SURFACE NOT PLACED ON THE SAME DAY OF INITIAL INSPECTION MUST BE RE-INSPECTED BY THE CONTRACTOR'S GEOTECHNICAL ENGINEER ON THE DAY CONCRETE IS PLACED.
4. KEEP EXCAVATIONS DRY.
5. REMOVE UNSATISFACTORY SOILS BELOW SLABS-ON-GROUND TO A COMPETENT SOIL STRATUM AND REPLACE WITH COMPACTED ENGINEERED FILL
6. MINIMUM DEPTH BELOW GRADE FOR BOTTOM OF FOUNDATIONS FOR FROST PROTECTION IS 30 INCHES.
7. REFER TO OTHER DISCIPLINES' DRAWINGS FOR WORK INCORPORATED IN, OR COORDINATED WITH, FOUNDATION AND SLAB-ON-GROUND WORK.
8. PROVIDE TEMPORARY SUPPORT OF EXCAVATION AS REQUIRED TO COMPLETE THE WORK. SUPPORT OF EXCAVATION SYSTEMS MUST BE DESIGNED BY THE CONTRACTOR'S PROFESSIONAL ENGINEER.

DEEP FOUNDATIONS

1. PROVIDE STEEL PIPE PILES CONFORMING TO ASTM A252 GRADE 3. PROVIDE HDPE PILE SLEEVE AND CONE CAP AS INDICATED.
2. PROVIDE TIMBER PILE CONFORMING TO ASTM D25, SEE DETAIL 2/S-002. DRIVEN TO A MINIMUM COMPRESSIVE CAPACITY OF 10 TON.
3. REFER TO OTHER DISCIPLINES' DRAWINGS FOR WORK TO BE INCORPORATED IN FOUNDATION WORK.
4. PROVIDE SUPPORT FOR ALL EXCAVATIONS REQUIRED TO COMPLETE THE WORK SHOWN ON THE DRAWINGS. SUPPORT OF EXCAVATION SYSTEMS MUST BE DESIGNED BY THE CONTRACTOR'S PROFESSIONAL ENGINEER.
5. THE PROPOSED FLOATING DOCKS MUST BE SUPPORTED BY STEEL PILES.

CONCRETE

1. PROVIDE NORMAL-WEIGHT CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS AS FOLLOWS, UNLESS NOTED OTHERWISE:
   A. ALL CONCRETE NOT INDICATED AS FILL: 5000 PSI
2. EXTERIOR CONCRETE MUST BE AIR ENTRAINED.
3. DETAIL AND CONSTRUCT REINFORCED CONCRETE IN ACCORDANCE WITH AMERICAN CONCRETE INSTITUTE ACI 301, "SPECIFICATION FOR STRUCTURAL CONCRETE", AND AS SPECIFIED HEREIN.
4. DETAIL REINFORCING STEEL IN ACCORDANCE WITH AMERICAN CONCRETE INSTITUTE ACI 315, "MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES" AND ACI SP-66, "ACI DETAILING MANUAL."
5. PROVIDE STAINLESS STEEL REINFORCING BARS CONFORMING TO ASTM A955, GRADE 60, TYPE 304, DEFORMED BARS.
6. UNLESS NOTED OTHERWISE ON THE DRAWINGS, PROVIDE CONCRETE COVER FOR REINFORCING STEEL AS FOLLOWS:
   A. CONCRETE CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH, FILL, OPEN-GRADED COARSE AGGREGATE: 3"
   B. CONCRETE EXPOSED TO WEATHER OR IN CONTACT WITH: EARTH OR FILL: 2"
7. SUBMIT REINFORCING STEEL DETAILS AND JOINT LAYOUT (SHOP DRAWINGS) AND RECEIVE APPROVAL FROM THE ENGINEER BEFORE PROCEEDING WITH FABRICATION.
8. CHAMFER ALL EXPOSED CONCRETE EDGES 3/4" UNLESS NOTED OTHERWISE.
9. DETAIL ALL SPLICES AND STANDARD HOOKS FOR REINFORCING BARS NOT DIMENSIONED ON THE DRAWINGS AS TABULATED ON SHEET S-002.
10. PROVIDE JOINTS ONLY AS DETAILED ON THE DRAWINGS AND ON APPROVED SHOP DRAWINGS. DO NOT PROVIDE ADDITIONAL JOINTS NOR OMIT ANY JOINTS EXCEPT BY WRITTEN AUTHORIZATION FROM THE ENGINEER. APPROVED ADDITIONAL JOINTS MUST NOT RESULT IN ADDITIONAL EXPENSE TO THE OWNER.
11. PROVIDE CONSTRUCTION JOINT INTERFACE CLEAN AND FREE OF LAITANCE. WHERE INDICATED ON THE DRAWINGS, INTENTIONALLY ROUGHEN CONSTRUCTION JOINTS TO A FULL AMPLITUDE OF 1/4 INCH. IMMEDIATELY BEFORE NEW CONCRETE IS PLACED, CONSTRUCTION JOINTS MUST BE PREWETTED AND STANDING WATER REMOVED.
12. WHERE A CONCRETE MEMBER IS SLOPED (TOP AND/OR BOTTOM), PROVIDE SLOPED REINFORCING STEEL PARALLEL TO THE CONCRETE SURFACE UNLESS OTHERWISE NOTED.
13. COLD WEATHER PLACEMENT OF CONCRETE MUST BE IN ACCORDANCE WITH ACI 306R, ACI 306.1, AND THE SPECIFICATIONS.
14. HOT WEATHER PLACEMENT OF CONCRETE MUST BE IN ACCORDANCE WITH ACI 305R, ACI 305.1, AND THE SPECIFICATIONS.

WOOD

1. SOLID SAWN WOOD MEMBERS MUST BE SOUTHERN PINE GRADE NO. 2 OR BETTER. VISUALLY GRADED; AND MUST HAVE MINIMUM DESIGN WORKING STRESS VALUES AS FOLLOWS:
   A. FB = 1000 PSI,
   B. E = 1,600,000 PSI
2. ALL WOOD MEMBERS MUST BE TREATED AS TABULATED. REFER TO PRESERVATIVE TREATMENT TABLE ON SHEET S-002.
3. ALL FASTENERS AND CONNECTORS MUST BE TYPE 316L STAINLESS STEEL OR HOT-DIP GALVANIZED AS INDICATED, UNLESS NOTED OTHERWISE.
4. ALL BOLTS OR THREADED RODS MUST BE TYPE 316L STAINLESS STEEL UNLESS NOTED OTHERWISE.
5. PROVIDE KILN DRIED AFTER TREATMENT (KDAT) LUMBER FOR DECKING AND WOOD RAILING MEMBERS.
6. DECKING AND WOOD RAILING SURFACES EXPOSED TO PUBLIC VIEW MUST BE SANDED, STARTING WITH COARSE GRIT (60-80) AND FINISH WITH A FINE GRIT (80-120), TO SMOOTH THE SURFACE AND REMOVE SPLINTERS. VACUUM ALL DUST AFTER SANDING.
7. EXPOSED DECKING AND WOOD RAILING SURFACES MUST BE STAINED WITH A TRANSPARENT, OIL BASED STAINS, COLOR TO BE SELECTED BY THE OWNER. PREPARED LUMBER AND VERIFY MOISTURE CONTENT OF LUMBER PRIOR TO APPLICATION OF STAIN IN ACCORDANCE WITH MANUFACTURER RECOMMENDATION. MOISTURE CONTENT OF WOOD MUST BE BELOW 15% BEFORE APPLYING STAIN.

ARTICULATED FLOATING BOARDING DOCKS AND KAYAK LAUNCHES

1. DESIGN OF FLOATING DOCKS AND KAYAK LAUNCHES MUST BE BASED ON LISTED PERFORMANCE CRITERIA PROVIDED. SUBMIT MANUFACTURER SHOP DRAWINGS AND CALCULATIONS FOR ENGINEERS REVIEW AND APPROVAL BEFORE COMMENCING FABRICATION. THE SHOP DRAWINGS AND CALCULATIONS MUST BE SIGNED AND SEALED BY AN ENGINEER LICENSED IN THE STATE OF MARYLAND.
2. PILE LOCATIONS ARE AS SHOWN IN DESIGN DRAWINGS. THE MANUFACTURER MUST COORDINATE WITH STEEL GUIDE PILE LOCATIONS SHOWN.
3. THE ARTICULATED FLOATING BOARDING DOCKS AND KAYAK LAUNCHES. MUST BE DESIGNED BY AN ENGINEER WITH A MINIMUM OF TEN (10) YEARS OF EXPERIENCE. THE MANUFACTURER MUST PROVIDE A WARRANTY OF TWENTY (20) YEARS.
4. PROVIDE SLIP RESISTANT ALUMINUM PLANKS AS THE ARTICULATED FLOATING BOARDING DOCKS' WALKING SURFACE. PLANKS SHALL BE INTEGRAL WITH THE ALUMINUM FRAMING BASE.
5. THE BASE OF THE ARTICULATED FLOATING BOARDING DOCKS MUST BE 6061 ALUMINUM WITH T-6 TEMPERING. ALL WELDS MUST MEET AWS D1.2.

DELEGATED DESIGN

1. DESIGN AND DETAILING RESPONSIBILITY FOR THE FOLLOWING ENGINEERING SYSTEMS AND COMPONENTS IS DELEGATED TO A QUALIFIED PROFESSIONAL ENGINEER, SELECTED AND HIRED BY THE CONTRACTOR. THESE SYSTEMS AND COMPONENTS INCLUDE, BUT ARE NOT LIMITED TO:
   A. ARTICULATED FLOATING BOARDING DOCKS.
   B. KAYAK LAUNCHES, INCLUDING GUIDE PILES SUPPORT OF EXCAVATIONS.
   C. ADA FLOATING KAYAK LAUNCH SYSTEM.
   D. MOORING CLEATS.
   E. CONCRETE FORMWORK AND SHORING.
   F. COFFERDAMS AND DEWATERING SYSTEM.
   G. ADA RAMP HANDRAIL AND ANCHORAGE TO CONCRETE.
   H. PILE JACKET
2. DELEGATED DESIGN ITEMS MUST COMPLY WITH THE APPLICABLE DESIGN CODES, STANDARDS, CRITERIA, AND LOADS INDICATED IN THE CONSTRUCTION DOCUMENTS.
3. PROVIDE CALCULATIONS AND SHOP DRAWINGS FOR DELEGATED DESIGN ITEMS, STAMPED AND SIGNED BY A REGISTERED PROFESSIONAL ENGINEER, UNLESS OTHERWISE NOTED. SUBMIT CALCULATIONS AND SHOP DRAWINGS FOR REVIEW AND APPROVAL.

DESIGN LOADS AND CRITERIA

ALL LOADS INDICATED BELOW ARE UNFACTORED

1. RISK CATEGORY: I
2. DEAD LOADS:
   A. STRUCTURES: ACTUAL WEIGHT
   B. WEIGHT OF SOIL - 125 PCF FOR DEAD LOAD
3. LIVE LOADS:
   A. KAYAK LAUNCHES (FREEBOARD): 30 PSF OR 450 LBS CONCENTRATED LOAD NO CLOSER THAN 12 INCHES FROM EDGES.
   B. GUARDRAIL OR HANDRAIL: 50 PLF OR 200 LB CONCENTRATED LOAD APPLIED IN ANY DIRECTION IN THE TOP OR MIDDLE RAIL
   C. ARTICULATED FLOATING BOARDING DOCK (FREEBOARD):
      1. UNIFORMLY DISTRIBUTED LIVE LOAD: 40 PSF.
      2. ADA ACCESSIBLE ROUTE AND BOARDING PIER CONCENTRATED LOAD: 450 LBS NO CLOSER THAN 12 INCHES FROM THE EDGE.
      3. UNIFORMLY DISTRIBUTED LIVE LOAD AND CONCENTRATED LIVE LOAD ACT CONCURRENTLY.
   D. WALKING SURFACE: 100 PSF UNIFORMLY DISTRIBUTED OR 450 LBS CONCENTRATED LOAD DISTRIBUTED OVER 1 SF AREA.
4. SNOW LOAD:
   A. GROUND SNOW LOAD (PG): 20 PSF
   B. EXPOSURE FACTOR (CE): 1.0
   C. THERMAL FACTOR (CT): 1.0
   D. SNOW LOAD IMPORTANCE FACTOR (IS): 0.8
6. WIND LOAD:
   A. ULTIMATE WIND SPEED (VULT): 107 MPH
   B. NOMINAL WIND SPEED (VASD): 85 MPH
   C. EXPOSURE CATEGORY: D
   D. INTERNAL PRESSURE COEFFICIENT: +/- 0.55
   E. COMPONENTS AND CLADDING: N/A
7. SEISMIC LOAD: N/A
8. FLOOD LOAD:
   A. FLOOD ELEVATION PARAMETERS:
      1. FEMA FIRM MAP PANEL: 24037C0412F DATED NOVEMBER 19, 2014
      2. FLOOD ZONE: AE, WITHIN LIMWA (LIMITED OF MODERATE WAVE ACTION)
      3. BASE FLOOD ELEVATION (BFE): 5.0 FEET NAVD88
      4. DESIGN FLOOD ELEVATION (DFE): 5.0 FEET NAVD88
   B. COASTAL TRANSECT PARAMETERS:
      1. FLOOD INSURANCE STUDY NUMBER: 24037CV001C DATED MAY 6, 2025
      2. FLOOD SOURCE: POTOMAC RIVER
      3. COASTAL TRANSECT NUMBER: NOT AVAILABLE
      4. 1% ANNUAL CHANCE STARTING STILL WATER ELEVATION: 5.0 FEET NAVD88
      5. 1% ANNUAL CHANCE SIGNIFICANT WAVE HEIGHT (HS): 3.0 FEET (ZONE AE)
      6. PEAK WAVE PERIOD (TP): 4.5 SECOND
10. PILES LOADS
    A. CURRENT: 0.3 KIP AT ELEVATION +1.37"
    B. WIND ON BOATS AND DOCKS: 3.00 KIP AT ELEVATION +3.00'
    C. BERTHING: 5.18 KIP AT ELEVATION +3.00'
    D. WAVE: 8.55 KIP AT ELEVATION +9.80'
    E. ICE:
       i. LATERAL LOAD: 4.75 KIP AT ELEVATION +3.00'
       ii. UPLIFT: 2.08 KIP
10. FLOATING DOCK LOADS
    A. THE FLOATING DOCKS MUST BE DESIGNED TO WITHSTAND STORMS, WIND AND ICE FORCES IN ACCORDANCE WITH INDUSTRY STANDARDS, AND CURRENTS, TIDES AND WAVES IN ACCORDANCE WITH ASCE REPORT NO. 50. "PLANNING AND DESIGN GUIDELINES FOR SMALL CRAFT HARBORS", 2000 EDITION.
    B. IMPACT: 4800 LB VESSEL APPROACHING AT 3.3 FEET/SEC AT A MAXIMUM ANGLE OF 10 DEGREES.
    C. WIND LOAD:
       C.1.A. A UNIFORM HORIZONTAL LOAD OF 15 PSF ON ALL PROJECTED SURFACES, ASSUMING 100% BOAT OCCUPANCY, DUE TO A WIND FROM ANY DIRECTION. WIND LOAD ON HIDDEN ROWS OF BOATS IS ASSUMED TO HAVE THE FOLLOWING SHIELDING FACTOR, S.
       C.1.1. FOR BOATS IN THE FIRST HIDDEN ROW, THE LATERAL LOADING IS BASED ON A SHIELDING FACTOR, S=0.5.
       C.1.2. FOR BOATS IN THE SECOND AND ALL SUBSEQUENT HIDDEN ROWS, THE LATERAL LOADING IS BASED ON A SHIELDING FACTOR, S=0.3.
       C.2. THE AVERAGE PROFILE HEIGHT IS ASSUMED AS 3'-0".
    D. CURRENT: 0.5 KNOTS
    E. WAVE: SEE FLOOD LOAD
    F. FREEBOARD:
       F.1. DEAD LOAD ONLY: 20 INCHES +/- 1 INCH
       F.2. DEAD LOAD + UNIFORMLY DISTRIBUTED LIVE LOAD: 10 INCHES MIN.
       F.3. DEAD LOAD + CONCENTRATED LIVE LOAD: 13 INCHES MIN. DEAD LOAD + UNIFORMLY DISTRIBUTED LIVE LOAD + CONCENTRATED LIVE LOAD: 8 INCHES MIN.

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DEPARTMENT OF
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RENOVATION OF POINT LOOKOUT MARINA

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PROFESSIONAL CERTIFICATION.
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EXPIRATION DATE: _____

Whitman, Requardt & Associates, LLP
801 South Caroline Street, Baltimore, Maryland 21231

DGS PROJECT NO: P-065-241-010

STRUCTURAL GENERAL NOTES

DRAWING NO.

S-001

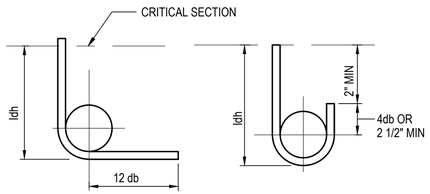
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4500 OR 5000 PSI CONCRETE								
LAP SPLICE LENGTH					MINIMUM TENSION EMBEDMENT			
BAR SIZE	SLAB AND WALL		BEAM		STD 90 HOOK		STD 180 HOOK	
ENGLISH	OTHER BARS	TOP BARS	OTHER BARS	TOP BARS	ldh	12db	ldh	4db
#3	12"	13"	12"	13"	6"	5"	6"	3"
#4	14"	18"	17"	22"	6"	6"	6"	3"
#5	17"	22"	25"	32"	8"	8"	8"	3"
#6	20"	26"	34"	44"	9"	9"	9"	3"
#7	33"	43"	49"	63"	11"	11"	11"	4"
#8	42"	54"	56"	72"	12"	12"	12"	4"
#9	52"	67"	63"	81"	14"	14"	14"	5"
#10	63"	82"	71"	92"	16"	16"	16"	6"
#11	75"	97"	78"	102"	17"	17"	17"	6"

1 / S-002 TENSION LAP SPLICE AND STANDARD HOOK LENGTH

SCALE: NOT TO SCALE

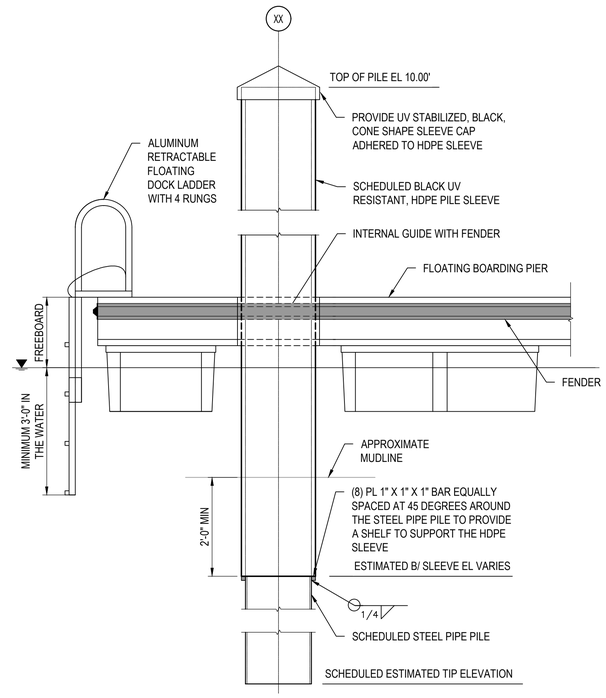


STANDARD HOOKS: SIDE COVER MORE THAN 2.5"
END COVER (90 DEGREE HOOK) MORE THAN 2"
MINIMUM COVER TO TAIL = 2"

STANDARD 180° AND 90° END HOOKS

ASSUMPTIONS:

1. CONCRETE: NORMAL WEIGHT CONCRETE, CLASS B LAP SPLICES.
2. SLAB AND WALL: 6" MINIMUM BAR SPACING WITH CONCRETE COVER = 1.5" CLEAR.
3. BEAM: MINIMUM CLEAR SPACING BETWEEN BARS = 1.5db (BAR DIAMETER). MINIMUM CONCRETE COVER = 1.5" CLEAR. MINIMUM STIRRUP #4@ 12 PROVIDED.
4. TOP BAR: TOP BAR FOR SLAB AND BEAM SHALL BE DEFINED AS REINFORCEMENT SO PLACED THAT MORE THAN 12" OF CONCRETE IS CAST BELOW THE SPLICE.



TYPE	GUIDE STEEL PIPE PILE	ESTIMATED TIP ELEVATION
FLOATING BOARDING PIER	16" DIA. X 3/8" THICK	-50.00'

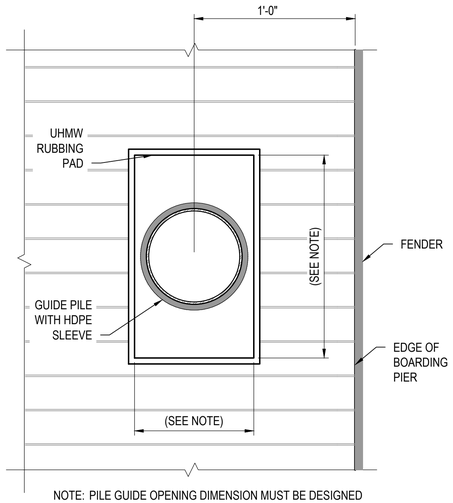
6 / S-002 TYPICAL GUIDE PILE DETAIL AND SCHEDULE

SCALE: NOT TO SCALE

WATERBORNE PRESERVATIVE TREATMENT SCHEDULE		
TYPICAL APPLICATIONS	SERVICE CONDITION	AWPA U1 - USE CATEGORY
GUARDRAIL ASSEMBLY	GROUND CONTACT OR FRESH WATER NON-CRITICAL COMPONENT	3B
DECKING, HEADERS, JOISTS	GROUND CONTACT OR WOOD USED IN SALTWATER SPLASH ZONES OR FRESH WATER CONTACT WITH DIFFICULT REPLACEMENT OR TIDAL FLOODING	5B
PILE, BRACES OR BLOCKING	SALT AND BRACKISH WATER, CONTINUOUS MARINE EXPOSURE	5B

2 / S-002 WATERBORNE PRESERVATIVE TREATMENT SCHEDULE

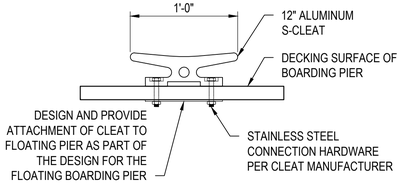
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NOTE: PILE GUIDE OPENING DIMENSION MUST BE DESIGNED BY THE ENGINEER OF THE ARTICULATED BOARDING PIER.

4 / S-002 TYPICAL FLOATING BOARDING PIER PILE GUIDE DETAIL

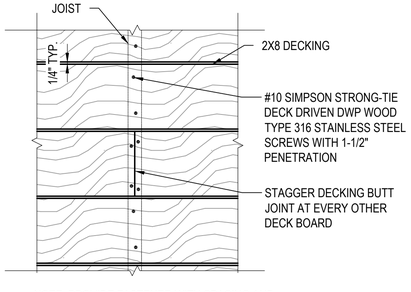
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NOTE: ALUMINUM CLEAT MAY BE WELDED DIRECTLY TO THE ALUMINUM FRAMING OF THE BOARDING PIER

5 / S-002 TYPICAL CLEAT MOUNT DETAIL

SCALE: NOT TO SCALE



NOTE: PROVIDE FASTENER WITH SPACING AND EDGE DISTANCE THAT PREVENT WOOD SPLITTING.

3 / S-002 TYPICAL DECKING FASTENERS DETAIL

SCALE: NOT TO SCALE

@	AT	OC	ON CENTER
ADA	AMERICAN WITH DISABILITIES ACT	OD	OUTSIDE DIAMETER
AWPA	AMERICAN WOOD PROTECTION ASSOCIATION	SS	STAINLESS STEEL
B/	BOTTOM OF	TOE	TOE OF BANK
CLR	CLEAR	T/	TOP OF
CONC	CONCRETE	UNO	UNLESS NOTED OTHERWISE
DWG	DRAWING	UHMW	ULTRA HIGH MOLECULAR WEIGHT POLYETHYLENE
DIA.	DIAMETER		
EL	ELEVATION	W/	WITH
EF	EACH FACE		
EQ	EQUAL		
EW	EACH WAY		
EX	EXISTING		
GA	GAUGE		
GALV	GALVANIZED		
ID	INSIDE DIAMETER		
MAX	MAXIMUM		
MECH	MECHANICAL		
MIN	MINIMUM		
PL	PLATE		
PSF	POUND PER SQUARE FOOT		
PSI	POUND PER SQUARE INCH		

7 / S-002 LIST OF ABBREVIATIONS

SCALE: NOT TO SCALE

REVISIONS		

CLIENT INFORMATION

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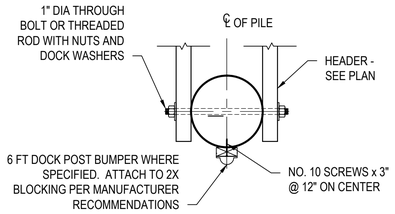
TYPICAL DETAILS

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S-002

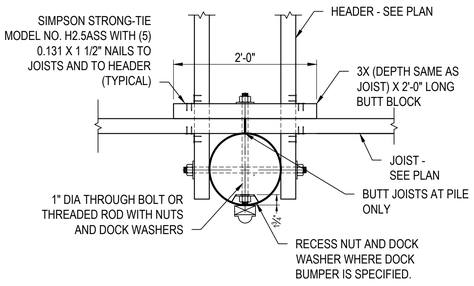
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1 S-003 TYPICAL HEADER END TRIM DETAIL

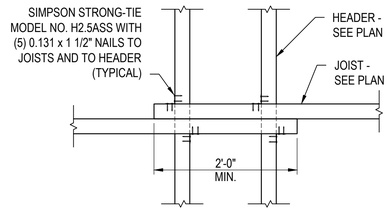
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NOTE: JOIN JOIST AND BUTT BLOCK TOGETHER WITH (4) NO. 10 X 4" WOOD SCREWS, EQUALLY SPACED AND STAGGERED.

2 S-003 TYPICAL JOIST LAP ABOVE HEADER AT PILE DETAIL

SCALE: NTS



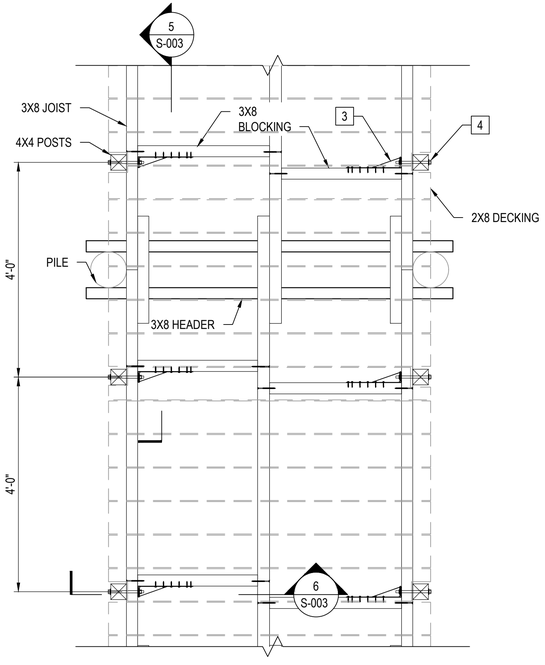
NOTE: JOIN JOISTS TOGETHER WITH (4) NO. 10 X 4" WOOD SCREWS, EQUALLY SPACED AND STAGGERED.

3 S-003 TYPICAL JOIST LAP ABOVE HEADER DETAIL

SCALE: NTS

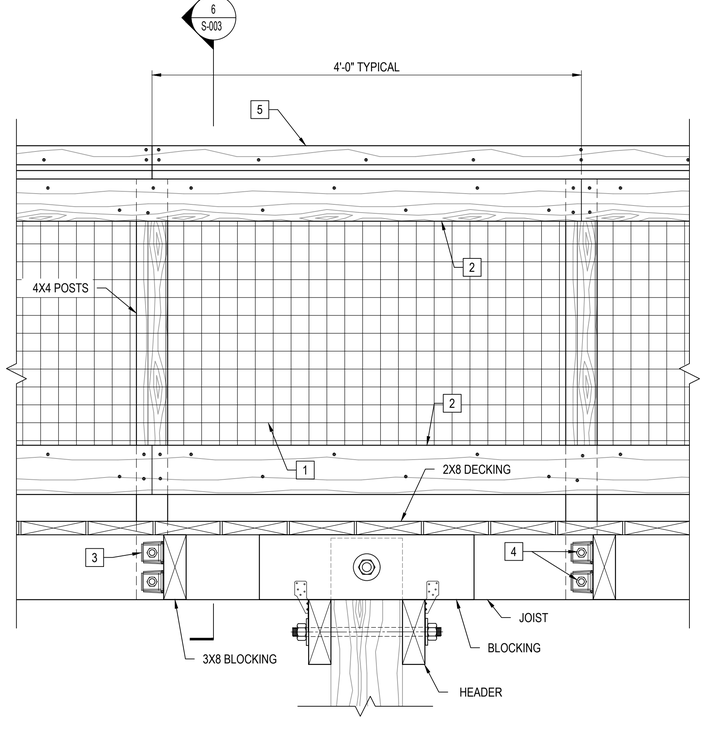
X SHEET KEYNOTES:

1. 14 GA BLACK VINYL COATED 2"X2" WELDED WIRE FENCING STAPLED AT TOP AND BOTTOM RAILS EVERY 8" SANDWICH BETWEEN RAILS WITH TYPE 316L STAINLESS STEEL PIN.
2. 2X6 RAIL WITH (2) 3" #10 WOOD SCREWS @ EACH POST. ADDITIONALLY PROVIDE 2 1/2" #10 WOOD SCREWS @8" ON CENTER STAGGER TO CONNECT 2X6 RAIL (FRONT AND BACK) TOGETHER.
3. SIMPSON STRONG TIE MODEL NO. HTTZ4HDG WITH (11) #10X1-1/2" SD SCREWS.
4. 5/8" DIAMETER HOT-DIP GALVANIZED BOLT OR THREADED ROD WITH NUTS AND WASHERS.
5. 2X8 RAIL CAP WITH BEVELED TOP EDGES. FASTEN TO EACH POST WITH (2) 3" #10 WOOD SCREWS @ EACH POST AND TO THE TOP RAIL WITH 3" #10 WOOD SCREWS AT 12" ON CENTER. BUTT SPLICE RAIL CAP AT POST.
6. (3) NO. 12 X 4" LONG SCREWS TO FASTEN 3X8 JOIST TO 3X8 BLOCKING



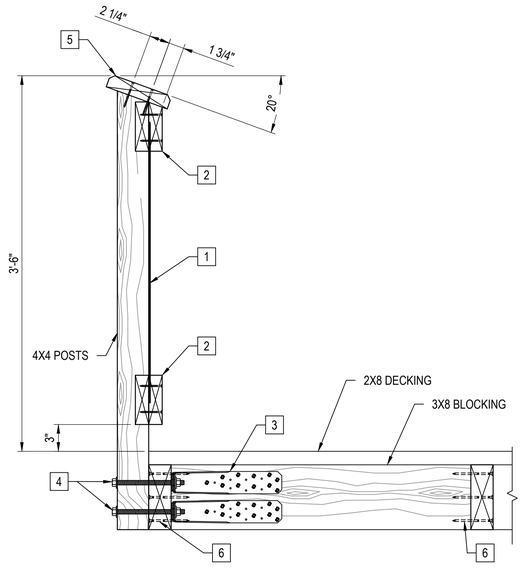
HOFFMANS CAMP LOOP A - TYPICAL PART PLAN

4 S-003 SCALE: 3/4" = 1'-0"



HOFFMANS CAMP LOOP A - TYPICAL GUARDRAIL ELEVATION

5 S-003 SCALE: 1-1/2" = 1'-0"
REF: S-003



HOFFMANS CAMP LOOP A - TYPICAL GUARDRAIL SECTION

6 S-003 SCALE: 1 1/2" = 1'-0"
REF: S-003

0 1' 2' 3'
SCALE: 3/4" = 1'-0"

0 4" 8" 16"
SCALE: 1 1/2" = 1'-0"

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CLIENT INFORMATION

STATE OF MARYLAND
DEPARTMENT OF
GENERAL SERVICES

RENOVATION OF POINT LOOKOUT MARINA

KEY PLAN

GRAPHIC SCALES

0 1' 2' 3'
SCALE: 3/4" = 1'-0"

0 4" 8" 16"
SCALE: 1 1/2" = 1'-0"

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801 South Caroline Street, Baltimore, Maryland 21231

DGS PROJECT NO: P-065-241-010

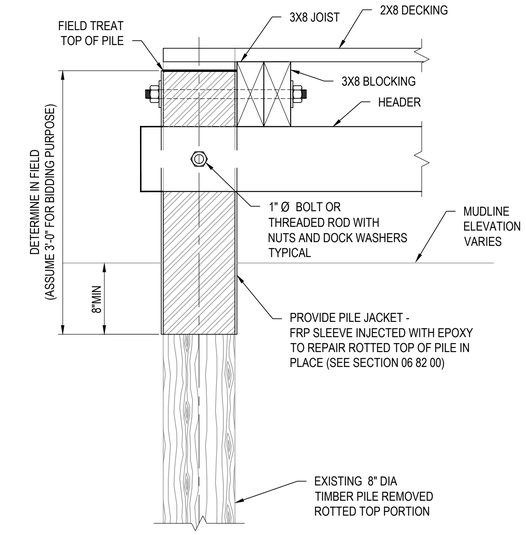
TYPICAL DETAILS

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S-003

SCALE: AS SHOWN		
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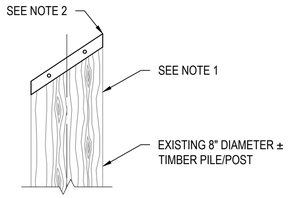
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NOTE:
REFER TO PLAN FOR PIER FRAMING MEMBERS THAT MUST BE SALVAGED OR REPLACED.

HOFFMAN LOOP A PIER - TYPICAL ROTTED TOP OF PILE REPAIR DETAIL

1 / S-004 — SCALE: NOT TO SCALE
REF: S-004

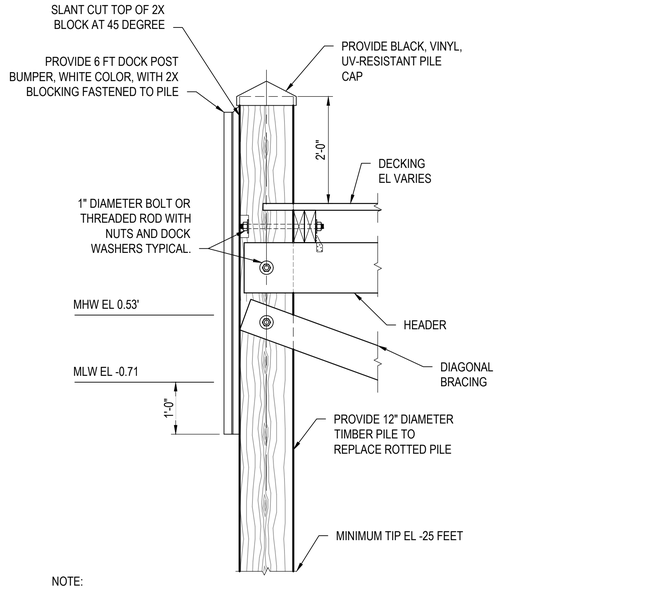


NOTES:

1. SELECTIVELY REMOVE ROTTED PORTION AT THE TOP OF PILE. PROVIDE WOOD HARDENER AND FILL VOIDS WITH WOOD EPOXY FILLER. LEVEL REPAIRED AREA SMOOTH TO BLEND WITH ADJACENT SURFACE.
2. PROVIDE 22 GA, TYPE 316, STAINLESS STEEL SHEET METAL FLASHING CAP TO COVER THE TOP OF PILE. FASTEN FLASHING TO PILE WITH NAILS. PROVIDE FLASHING TO PILES WITHOUT CAP.

TYPICAL REPAIR FOR ROTTED CENTER OF PILE AT TOP OF POST

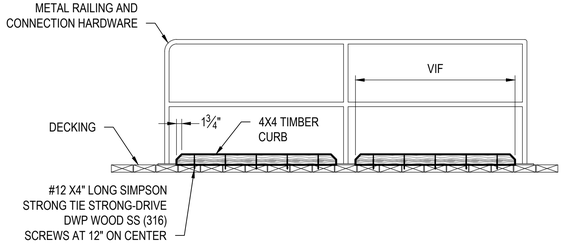
2 / S-004 — SCALE: NOT TO SCALE
REF: S-103, S-104



NOTE:
IF AN EXISTING PILE ON A BENT IS SPECIFIED FOR REPLACEMENT. REMOVE HEADERS, JOISTS, AND DIAGONAL BRACING MEMBERS IN THEIR ENTIRETY AND PROVIDE NEW FRAMING IN THE TWO ADJACENT BAYS NEXT TO THE PILE BENT.

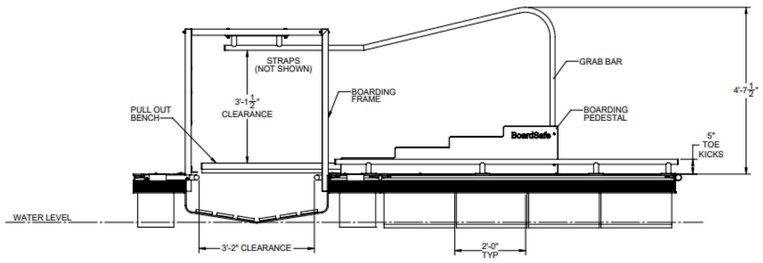
TYPICAL PILE REPLACEMENT DETAIL

3 / S-004 — SCALE: NOT TO SCALE



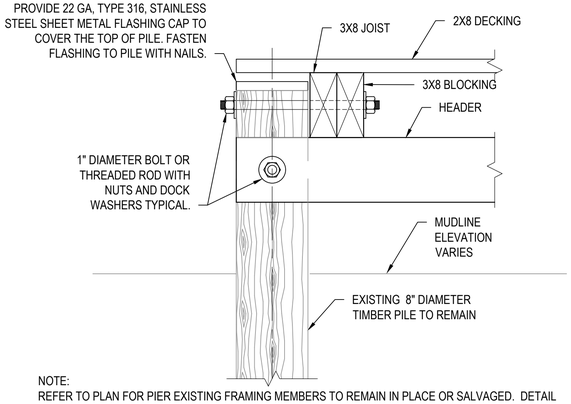
TYPICAL WOOD CURB DETAIL

5 / S-004 — SCALE: NOT TO SCALE



BOARDSAFE ADA KAYAK LAUNCH - SECTION

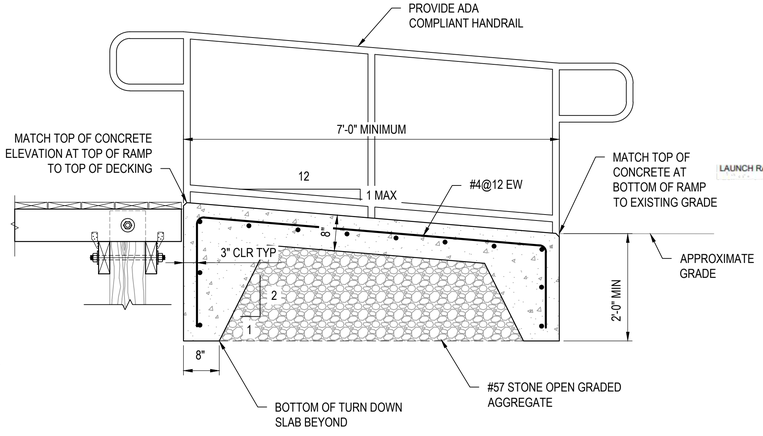
6 / S-004 — SCALE: NOT TO SCALE



NOTE:
REFER TO PLAN FOR PIER EXISTING FRAMING MEMBERS TO REMAIN IN PLACE OR SALVAGED. DETAIL SHOWN ABOVE WITH NEW JOIST, BLOCKING, HEADER, AND DECKING

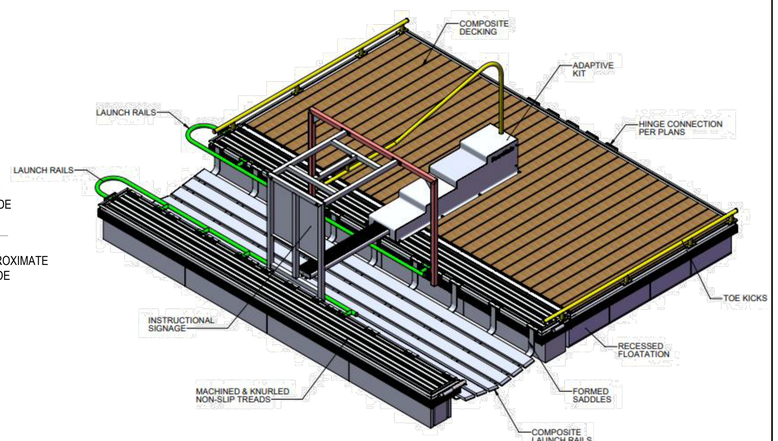
HOFFMAN LOOP A PIER - TYPICAL STAINLESS STEEL FLASHING AT TOP OF PILE DETAIL

4 / S-004 — SCALE: NOT TO SCALE
REF: S-004



TYPICAL ADA APPROACH RAMP

7 / S-004 — SCALE: NOT TO SCALE



BOARDSAFE ADA KAYAK LAUNCH - ISOMETRIC

8 / S-004 — SCALE: NOT TO SCALE

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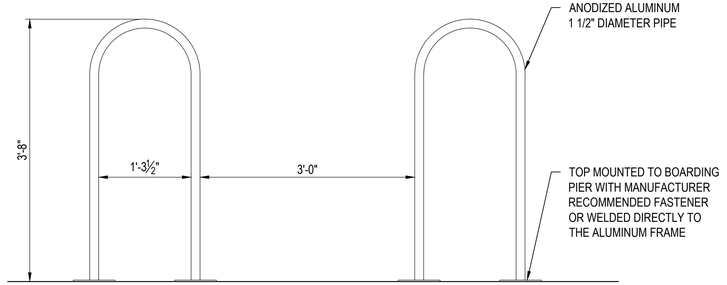
TYPICAL DETAILS

DRAWING NO.

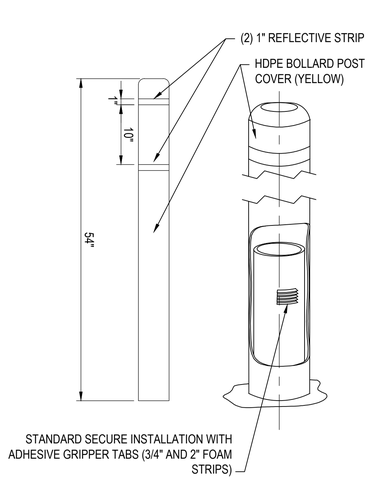
S-004

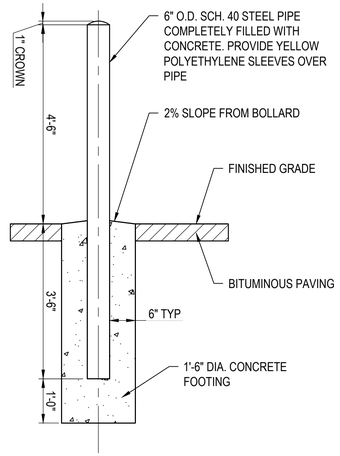
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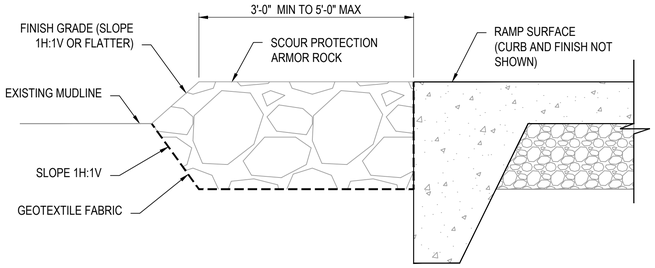


1 S-005 **DOCK SAFETY HANDRAIL**
SCALE: NOT TO SCALE





4 S-005 **CONCRETE BOLLARD**
SCALE: NOT TO SCALE

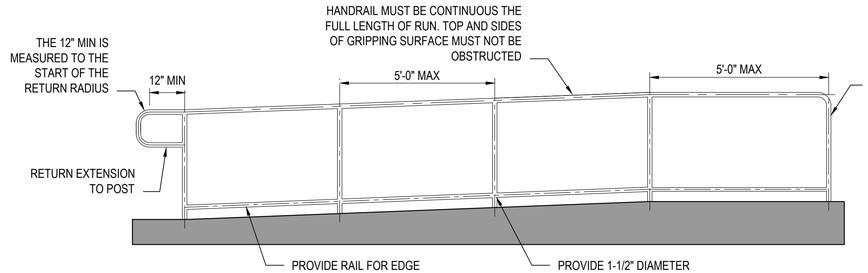


NOTE: PROVIDE CLASS I RIPRAP PROTECTION ALONG THE LAUNCH RAMP PERIMETER AND WHERE INDICATED. BLEND NEW RIPRAP WITH EXISTING RIPRAP WHEN INTERFACING WITH EXISTING.

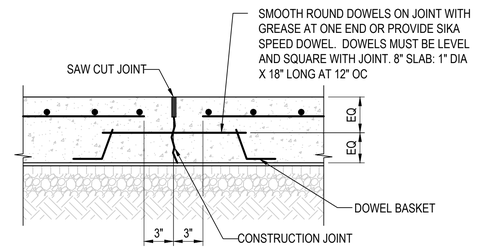
7 S-005 **LAUNCH RAMP RIPRAP PROTECTION**
SCALE: NOT TO SCALE



2 S-005 **FIRE STATION WITH LIFE RING**
SCALE: NOT TO SCALE



5 S-005 **TYPICAL ADA RAMP HANDRAIL (ANODIZED ALUMINUM)**
SCALE: NOT TO SCALE



NOTES:
1. DOWELS AND DOWEL BASKET ASSEMBLY MUST BE STAINLESS STEEL.
2. DETAIL APPLIES FOR ALL 8" SLABS-ON-GROUND, UNLESS OTHERWISE NOTED.

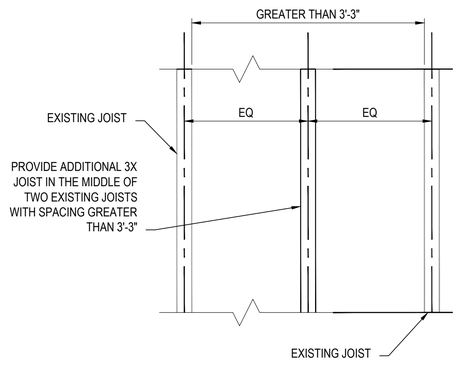
8 S-005 **TYPICAL SLAB-ON-GROUND DOWELED CONSTRUCTION JOINT**
SCALE: NOT TO SCALE





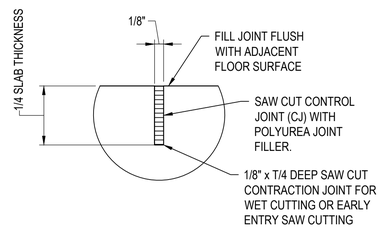
NOTES:
1. AT LOCATION WHERE THE EXISTING 3X8 DECKING IS REPLACED WITH 2X8 DECKING. PROVIDE THRESHOLD RAMP TO ADJUST FOR THE CHANGE IN ELEVATION AT THE INTERFACE OF 2X8 DECKING WITH EXISTING SURFACES.
2. FIELD DETERMINE THE CHANGE IN ELEVATIONS AT EACH EXISTING INTERFACE AND PROVIDE A CUSTOM THRESHOLD RAMP THAT PROVIDE A MAXIMUM VERTICAL CHANGE IN ELEVATION OF 1/4 INCH (ADA COMPLIANT) FOR THE FULL WIDTH OF THE WALKING SURFACE OR FULL WIDTH OF DOOR THRESHOLD.
3. SECURE THE ALUMINUM THRESHOLD RAMP TO WOOD DECKING WITH STAINLESS STEEL FASTENERS AND BUTTS AGAINST THE CHANGE IN WALKING SURFACE ELEVATION.
4. ALUMINUM ALLOY 6063, T5 TEMPER.
5. PROVIDE RETURN CLOSED ENDS

3 S-005 **ADA COMPLIANT INTERLOCKING THRESHOLD RAMP**
SCALE: NOT TO SCALE



NOTES:
1. PROVIDE 2X8 DECKING TO REPLACE EXISTING 3X DECKING MEMBER.
2. THE SPACING BETWEEN EXISTING JOIST MUST NOT EXCEED 3'-3". IF SPACING EXCEEDS 3'-3", PROVIDE ADDITIONAL 3X(DEPTH TO MATCH EXISTING) JOIST MEMBER IN THE MIDDLE BETWEEN TWO EXISTING JOISTS.
3. THE 2X8 DECK BOARD MUST BE CONTINUOUS OVER 2 SPAN MINIMUM.
4. REFER TO DETAILS ON SHEET S-003 FOR TYPICAL DETAILS FOR CONNECTING JOIST TO HEADER.

6 S-005 **ADDITIONAL JOIST FOR 2X8 DECKING**
SCALE: NOT TO SCALE



9 S-005 **TYPICAL SAW CUT JOINT DETAIL**
SCALE: NOT TO SCALE

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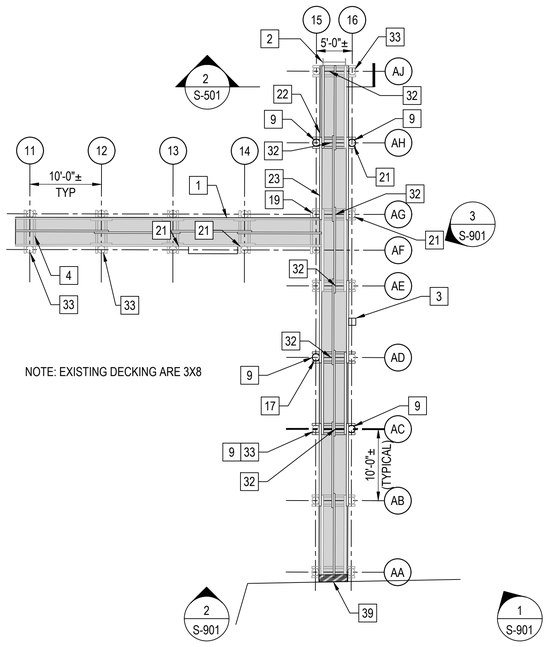
TYPICAL DETAILS

DRAWING NO.

S-005

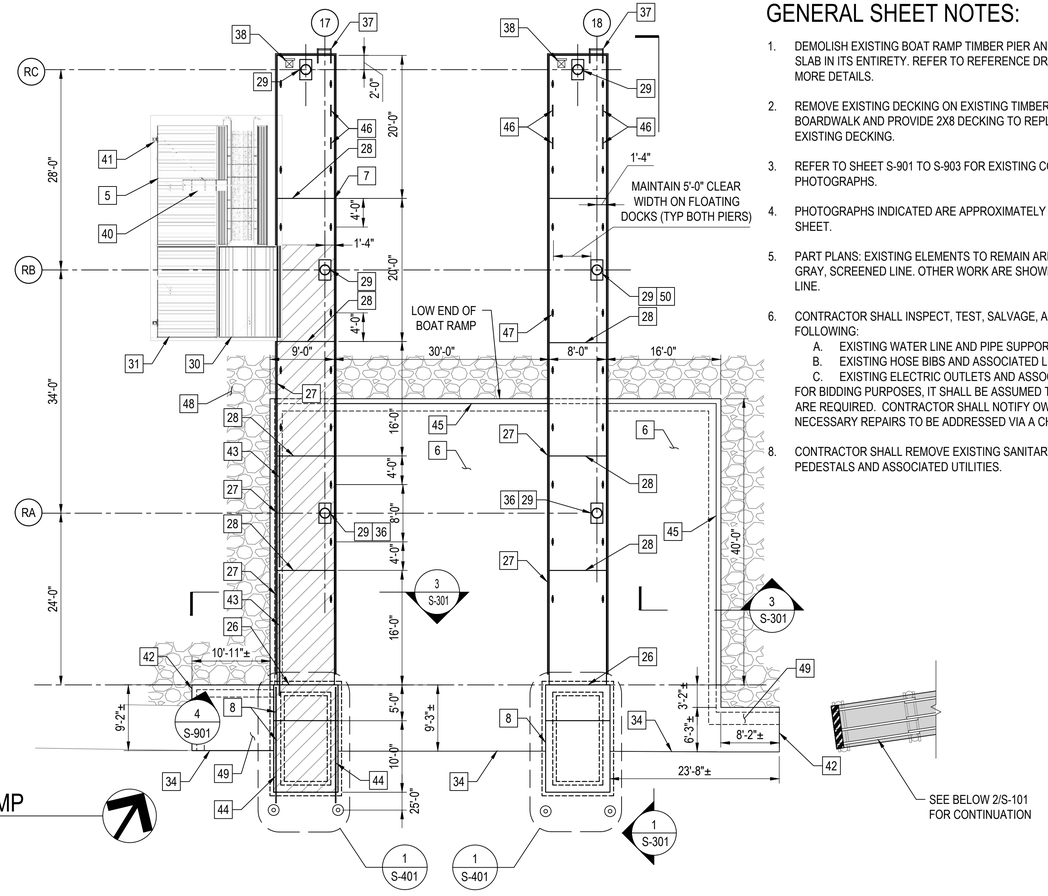
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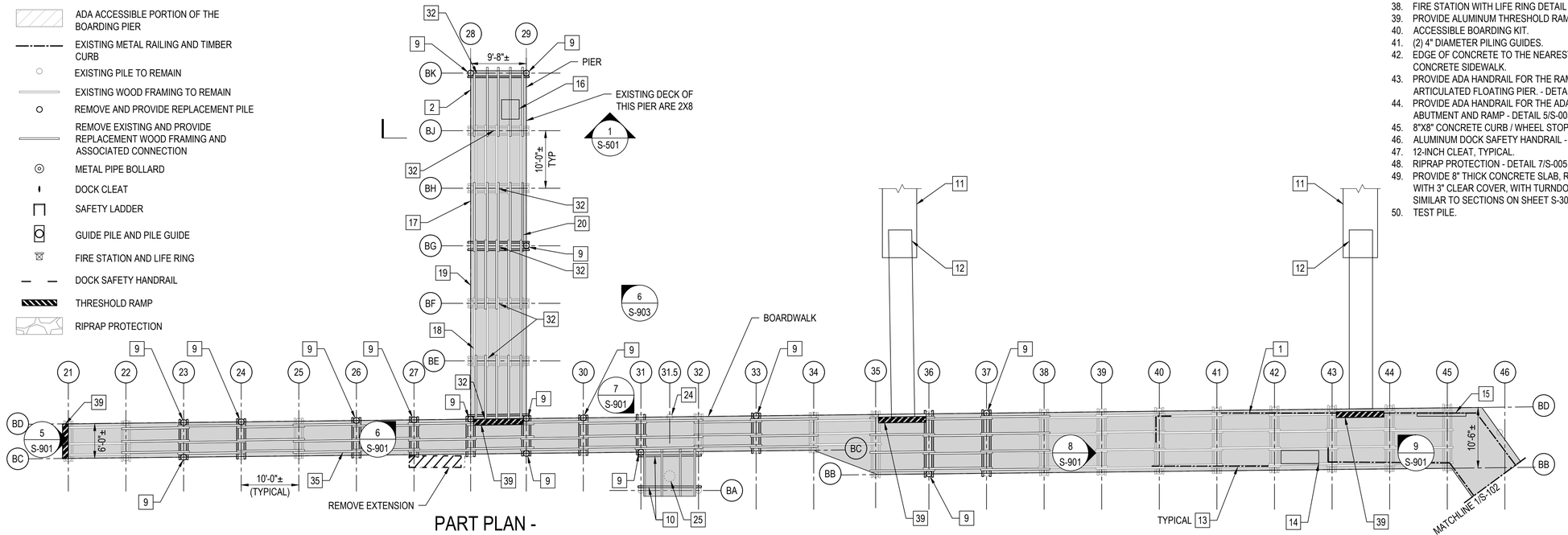
PART PLAN -
NRP BOAT PIER AND BOAT RAMP

2 S-101 SCALE: 1" = 10'
REF: C-101



SHEET LEGEND

- EXTENTS OF DECKING REPLACEMENT
- ADA ACCESSIBLE PORTION OF THE BOARDING PIER
- EXISTING METAL RAILING AND TIMBER CURB
- EXISTING PILE TO REMAIN
- EXISTING WOOD FRAMING TO REMAIN
- REMOVE AND PROVIDE REPLACEMENT PILE
- REMOVE EXISTING AND PROVIDE REPLACEMENT WOOD FRAMING AND ASSOCIATED CONNECTION
- METAL PIPE BOLLARD
- DOCK CLEAT
- SAFETY LADDER
- GUIDE PILE AND PILE GUIDE
- FIRE STATION AND LIFE RING
- DOCK SAFETY HANDRAIL
- THRESHOLD RAMP
- RIPRAP PROTECTION



PART PLAN -
MARINA CONCESSION CONNECTOR - BOARDWALK AND PIER

2 S-101 SCALE: 1" = 10'
REF: C-101

NOTE: EXISTING DECKING ARE 3X8 FOR THIS BOARDWALK

GENERAL SHEET NOTES:

1. DEMOLISH EXISTING BOAT RAMP TIMBER PIER AND BOAT RAMP SLAB IN ITS ENTIRETY. REFER TO REFERENCE DRAWINGS FOR MORE DETAILS.
2. REMOVE EXISTING DECKING ON EXISTING TIMBER PIER OR BOARDWALK AND PROVIDE 2X8 DECKING TO REPLACE THE EXISTING DECKING.
3. REFER TO SHEET S-901 TO S-903 FOR EXISTING CONDITIONS PHOTOGRAPHS.
4. PHOTOGRAPHS INDICATED ARE APPROXIMATELY PLACED ON THE SHEET.
5. PART PLANS: EXISTING ELEMENTS TO REMAIN ARE SHOWN AS GRAY, SCREENED LINE. OTHER WORK ARE SHOWN AS BLACK, SOLID LINE.
6. CONTRACTOR SHALL INSPECT, TEST, SALVAGE, AND REINSTALL THE FOLLOWING:
   A. EXISTING WATER LINE AND PIPE SUPPORTS.
   B. EXISTING HOSE BIBS AND ASSOCIATED LINES.
   C. EXISTING ELECTRIC OUTLETS AND ASSOCIATED LINES.

   FOR BIDDING PURPOSES, IT SHALL BE ASSUMED THAT NO REPAIRS ARE REQUIRED. CONTRACTOR SHALL NOTIFY OWNER OF NECESSARY REPAIRS TO BE ADDRESSED VIA A CHANGE ORDER.
8. CONTRACTOR SHALL REMOVE EXISTING SANITARY LINES AND LIGHT PEDESTALS AND ASSOCIATED UTILITIES.

X SHEET KEYNOTES:

1. REMOVE EXISTING DECKING AND PROVIDE DECKING.
2. SALVAGE EXISTING LADDER.
3. SALVAGE EXISTING UTILITY STATION. CANTILEVER NEW DECKING TO SUPPORT THE UTILITY STATION.
4. SALVAGE EXISTING STORAGE BOX.
5. 8'-2" X 16'-4" FLOATING DOCK WITH 16'-0" LONG "CLIP-A-LAUNCH: WITH ACCESSIBLE BOARDING KIT.
6. PROVIDE NEW CONCRETE BOAT RAMP SLAB.
7. FLOATING BOARDING PIER.
8. BOARDING PIER CONCRETE ABUTMENT.
9. REMOVE PILE AND PROVIDE 12" DIAMETER TIMBER PILE IN THE SAME LOCATION
10. REPLACE HEADERS, TYPICAL
11. EXISTING FLOATING DOCK TO REMAIN.
12. SALVAGE EXISTING GANGWAY.
13. REMOVE EXISTING METAL RAILING. REMOVE EXISTING WOOD CURB AND PROVIDE NEW WOOD CURB AND CONNECTION HARDWARE TO MATCH EXISTING, TYPICAL.
14. SALVAGE EXISTING LONG BENCH.
15. SALVAGE EXISTING WOOD SIGN WITH TWO POSTS.
16. REMOVE EXISTING SHEET METAL HANDHOLE.
17. SALVAGE EXISTING LIFE RING AND POLE. EXISTING POST TO REMAIN OR SALVAGE POST IF THE PILE IS SPECIFIED FOR REPAIR. LOCATION APPROXIMATE.
18. SALVAGE EXISTING WOOD POST, EMERGENCY SHUT-OFF SIGN, EMERGENCY SHUT-OFF SWITCH AND CONDUIT SUPPORTED FROM THE TIMBER PILE. NOTE THE CONDUIT PENETRATE THROUGH THE EXISTING DECKING. LOCATION APPROXIMATE.
19. SALVAGE EXISTING HOSE BIB AND CONDUIT.
20. SALVAGE EXISTING LIGHT FIXTURE.
21. EXISTING BOAT JACK TO REMAIN IN PLACE OR SALVAGE IF THE PILE IS SPECIFIED FOR REPAIR, INCLUDING BUT NOT LIMITED TO ACCESSORIES, CONTROL PANEL, POWER OUTLETS.
22. SALVAGE EXISTING WOOD POST WITH SHORE POWER OUTLET.
23. EXISTING WOOD POST WITH HOSE RACK TO REMAIN.
24. PILE NOT ATTACHED TO PIER.
25. REMOVE EXISTING MANHOLE COVER AND FRAME.
26. EDGE OF CONCRETE ABUTMENT FOR ARTICULATED BOARDING PIER ATTACHMENT.
27. ARTICULATED FLOATING BOARDING PIER WITH STANDOFFS TO ELEVATE THE FLOATS OFF OF THE GRADE DURING DESIGN LOW WATER.
28. HINGE BETWEEN BOARD PIER SEGMENTS.
29. GUIDE PILE FOR FLOATING BOARDING PIER.
30. 8'-2" X 12'-6" HINGED RAMP FROM ARTICULATED BOARDING PIER TO KAYAK LAUNCH.
31. 8'-2" X 12'-6" FLOATING DOCK.
32. REMOVE DETERIORATED BRACING MEMBER AND FASTENERS. PROVIDE BRACING MEMBER - SEE SECTION 1/S-501 OR 2/S-501.
33. REMOVE EXISTING DOCK POST BUMPER AND BLOCKING. PROVIDE DOCK POST BUMPER AND BLOCKING - REFER TO DETAIL 3/S-004.
34. EDGE OF CONCRETE RAMP SLAB TO MATCH ADJACENT EXISTING GRADE.
35. REPLACE JOIST TYPICAL.
36. PROVIDE 2'-0"X2'-0" POCKET IN THE BOAT RAMP SLAB FOR GUIDE PILE. PROVIDE RE-ENTRANT CORNER REINFORCING.
37. ALUMINUM RETRACTABLE FLOATING DOCK LADDER - DETAIL 6/S-002.
38. FIRE STATION WITH LIFE RING DETAIL 2/S-005.
39. PROVIDE ALUMINUM THRESHOLD RAMP- DETAIL 3/S-005.
40. ACCESSIBLE BOARDING KIT.
41. (2) 4" DIAMETER PILING GUIDES.
42. EDGE OF CONCRETE TO THE NEAREST CONTROL JOINT IN THE CONCRETE SIDEWALK.
43. PROVIDE ADA HANDRAIL FOR THE RAMP PORTION OF THE ARTICULATED FLOATING PIER. - DETAIL 5/S-005.
44. PROVIDE ADA HANDRAIL FOR THE ADA ACCESSIBLE CONCRETE ABUTMENT AND RAMP - DETAIL 5/S-005.
45. 8"X8" CONCRETE CURB / WHEEL STOP.
46. ALUMINUM DOCK SAFETY HANDRAIL - DETAIL 1/S-005.
47. 12-INCH CLEAT, TYPICAL.
48. RIPRAP PROTECTION - DETAIL 7/S-005.
49. PROVIDE 8" THICK CONCRETE SLAB, REINFORCED WITH #4@12 EW WITH 3" CLEAR COVER, WITH TURNDOWN EDGE AS INDICATED - SIMILAR TO SECTIONS ON SHEET S-301.
50. TEST PILE.

REVISIONS		

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KEY PLAN

GRAPHIC SCALES

0 5' 10' 20'
SCALE: 1" = 10'

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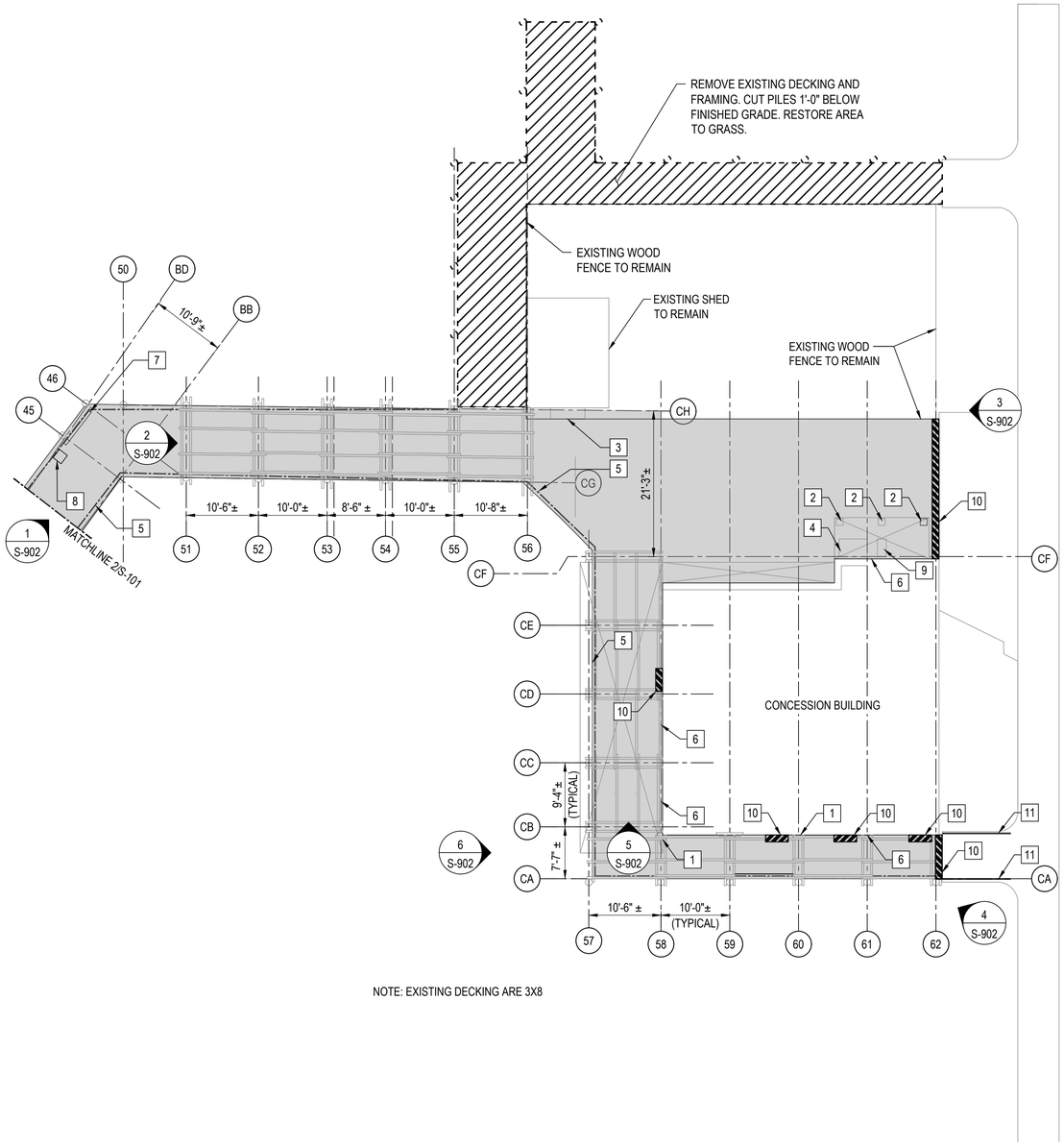
DGS PROJECT NO: P-065-241-010

STRUCTURAL PART PLANS

DRAWING NO.

S-101

SCALE: AS SHOWN		
DATE: OCTOBER 22, 2026	SHEET 13 OF 22	
DES: WC	DRAWN: KP	CHECK: WC



NOTE: EXISTING DECKING ARE 3X8

PART PLAN - MARINA CONCESSION CONNECTOR - STORE

1 / S-102

SCALE: 1" = 10'

REF: C-101

GENERAL SHEET NOTES:

1. REMOVE EXISTING DECKING ON EXISTING TIMBER BOARDWALK AND PROVIDE 2X8 DECKING TO REPLACE THE EXISTING DECKING.
2. REFER TO SHEET S-901 TO S-903 FOR EXISTING CONDITIONS PHOTOGRAPHS.
3. PHOTOGRAPHS INDICATED ARE APPROXIMATELY PLACED ON THE SHEET.
4. PART PLANS: EXISTING ELEMENTS TO REMAIN ARE SHOWN AS GRAY, SCREENED LINE. OTHER WORK ARE SHOWN AS BLACK, SOLID LINE.

[X] SHEET KEYNOTES:

1. EXISTING DOWNSPOUT TO REMAIN. CUT DECK AROUND DOWNSPOUT.
2. EXISTING TIMBER POST SUPPORTING CANOPY TO REMAIN. CUT DECK AROUND EXISTING POSTS.
3. SALVAGE EXISTING TIMBER STAIR.
4. SALVAGE EXISTING FREEZER.
5. REMOVE EXISTING METAL RAILING. REMOVE EXISTING WOOD CURBS AND PROVIDE CURB WITH CONNECTION HARDWARE TO MATCH EXISTING, TYPICAL.
6. PROVIDE WOOD TRIM (MATCH EXISTING) ALONG THE EDGE OF BUILDING, TYPICAL.
7. SALVAGE EXISTING WOOD SIGN WITH TWO POSTS.
8. SALVAGE EXISTING COVER FOR HANDHOLE.
9. SALVAGE EXISTING BIKE RACK.
10. PROVIDE ALUMINUM THRESHOLD RAMP - DETAIL 3/S-005.
11. PROVIDE ADA RAMP HANDRAIL AT THE RAMP - DETAIL 5/S-005 (SIMILAR).

SHEET LEGEND

- DEMOLISH ITEMS
- EXISTING METAL RAILING AND TIMBER CURB
- EXTENTS OF DECKING REPLACEMENT
- THRESHOLD RAMP

REVISIONS

CLIENT INFORMATION

STATE OF MARYLAND
DEPARTMENT OF
GENERAL SERVICES

RENOVATION OF POINT LOOKOUT MARINA

KEY PLAN

GRAPHIC SCALES

0 5' 10' 20'

SCALE: 1" = 10'

SIGNATURE

CONSTRUCTION DOCUMENTS SUBMISSION NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION.
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LICENSE NO. _____
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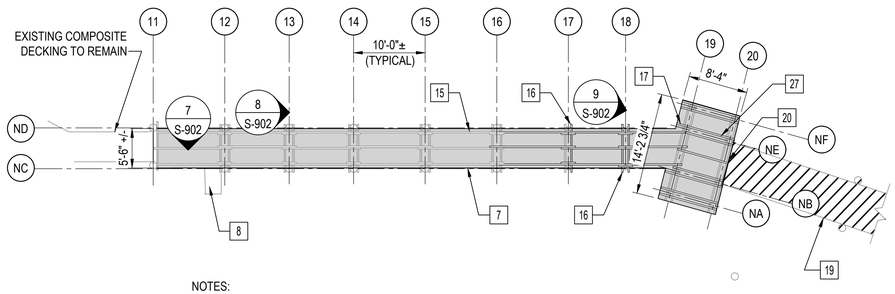
DGS PROJECT NO: P-065-241-010

STRUCTURAL PART PLAN

DRAWING NO.

S-102

SCALE: AS SHOWN		
DATE: OCTOBER 22, 2026	SHEET 14 OF 22	
DES: WC	DRAWN: KP	CHECK: WC



NOTES:
1. EXISTING DECKING ARE 3X8.
2. SEE PHOTOGRAPH 9/S-902 FOR EXISTING RAILING CONDITION AT END OF THE PIER.

PART PLAN - NATURE CENTER PIER

1 / S-103 SCALE: 1" = 10'
REF: C-101

SHEET LEGEND

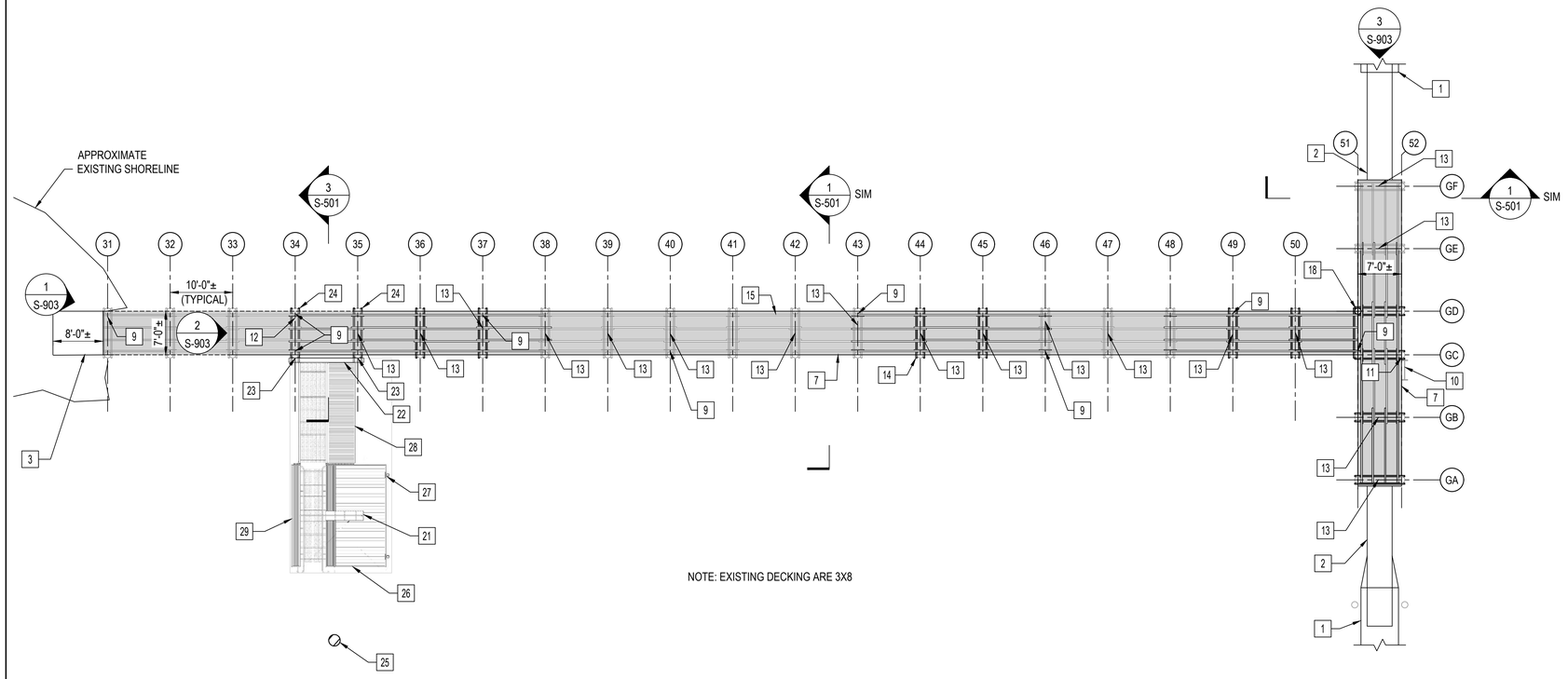
- EXISTING RAILING
- EXTENTS OF DECKING REPLACEMENT
- EXISTING PILE TO REMAIN
- EXISTING WOOD FRAMING TO REMAIN
- REMOVE AND PROVIDE REPLACEMENT PILE
- REMOVE EXISTING AND PROVIDE REPLACEMENT WOOD FRAMING AND ASSOCIATED CONNECTION
- DEMOLISH ITEMS

GENERAL SHEET NOTES:

1. REMOVE EXISTING DECKING ON EXISTING TIMBER FIXED PIER AND PROVIDE 2X8 DECKING TO REPLACE THE EXISTING DECKING.
2. REFER TO SHEET S-901 TO S-903 FOR EXISTING CONDITIONS PHOTOGRAPHS.
3. PHOTOGRAPHS INDICATED ARE APPROXIMATELY PLACED ON THE SHEET.
3. GREEN'S CAMP LOOP B PIER: SALVAGE EXISTING 8" CLEAT. PROVIDE NEW CONNECTION HARDWARE AND REINSTALL CLEATS AT THEIR ORIGINAL LOCATION (I.E. CENTER IN BETWEEN THE TIMBER PILES ALONG THE EDGE OF THE PIER) AFTER THE DECK REPLACEMENT.
4. GREEN'S CAMP LOOP B PIER: REMOVE BROKEN PLASTIC PILE CAP AND PROVIDE NEW BLACK CONE PLASTIC PILE CAP ON TOP OF THE PILES. ASSUME 20 CAPS ARE BROKEN AND NEED TO BE REPLACED.
5. GREEN'S CAMP LOOP B PIER: REMOVE EXISTING 2X4X4'-0" WOOD FENDER ON THE SIDE OF THE TIMBER PILE. PROVIDE COMMERCIAL GRADE HEAVY D-SHAPE BUMPER (1" DEEP BY 3" WIDE X 6'-0" LONG) WITH WOOD BLOCKING BACKUP ON THE SIDE OF THE TIMBER PILE. PLACE BUMPER ON THE PILES AT THE END T-SECTION, AND EVERY OTHER PILE ALONG THE LONG LENGTH OF THE PIER.
6. PART PLANS: EXISTING ELEMENTS TO REMAIN ARE SHOWN AS GRAY, SCREENED LINE. OTHER WORK ARE SHOWN AS BLACK, SOLID LINE.

[X] SHEET KEYNOTES:

1. EXISTING FLOATING DOCK TO REMAIN. NOTIFY OWNER OF ANY ATTACHMENT HARDWARE DEFICIENCIES.
2. SALVAGE EXISTING GANGWAY.
3. PROVIDE ADA COMPLIANT CONCRETE RAMP (SLOPE 1V:12H), SAME WIDTH AS THE TIMBER FIXED PIER, FROM EXISTING FINISHED GRADE TO TOP OF TIMBER DECK. REFER TO DETAIL 7 ON SHEET S-004.
4. NOT USED.
5. NOT USED.
6. NOT USED.
7. REMOVE EXISTING DECKING. PROVIDE 2X8 DECKING.
8. EXISTING WOOD STAIR, REPLACE DECK BOARDS AND RAILING BOARDS.
9. REMOVE EXISTING LIGHT FIXTURE AND ASSOCIATED WIRE AND CONDUIT.
10. SALVAGE EXISTING LADDER.
11. EXISTING WOOD POST WITH LIGHT FIXTURE (INCLUDING CONDUIT AND JUNCTION BOX) AND LIFE RING CABINET TO REMAIN.
12. EXISTING WOOD POST WITH LIGHT FIXTURE (INCLUDING CONDUIT AND JUNCTION BOX) AND SIGN TO REMAIN.
13. REMOVED DETERIORATED BRACING MEMBER AND FASTENERS. PROVIDE BRACING MEMBER - SIMILAR TO SECTION 1/S-501 OR 2/S-501.
14. REMOVE EXISTING HEADER AND PROVIDE 4X8 HEADERS.
15. EXISTING 3X8 JOIST TO REMAIN, TYPICAL.
16. REMOVE EXISTING HEADER AND PROVIDE 3X8 HEADER, TYPICAL.
17. REMOVE EXISTING JOIST AND PROVIDE 3X8 JOIST, TYPICAL.
18. REMOVE EXISTING PILE AND PROVIDE 12" DIAMETER PILE AT THE SAME LOCATION.
19. REMOVE EXISTING GANGWAY, FLOATING DOCK AND GUIDE PILES FOR THE FLOATING DOCK - SEE 9/S-902.
20. PROVIDE TWO RAILS TO CLOSE OFF GAP FOR THE GANGWAY. MATCH EXISTING WOOD RAILING.
21. ACCESSIBLE BOARDING KIT.
22. PROVIDE 8 3/4"X 8 3/4" X 12'-0" TIMBER HEADER FOR ATTACHMENT OF KAYAK LAUNCH.
23. TRIM TOP OF PILE TO UNDERSIDE OF DECKING - SEE SECTION 3/S-501.
24. REPLACE EXISTING 4X8 HEADERS WITH ELONGATED 4X8 HEADERS TO SUPPORT 8 3/4" X 8 3/4" X 12'-0" HEADER.
25. CUT EXISTING TIMBER PILE DOWN TO MUDLINE. DO NOT PROVIDE NEW PILE.
26. 8'-2"X 16'-4" FLOATING DOCK.
27. (2) 4" DIAMETER PILING GUIDES.
28. 5'-0" X 16-0" GANGWAY AND 4'-0" CHUTE WITH BULKHEAD MOUNTING ANGLE.
29. 16'-0" LONG "CLIP-A-LAUNCH: WITH ACCESSIBLE BOARDING KIT.



PART PLAN - GREEN'S CAMP LOOP B PIER

2 / S-103 SCALE: 3/32" = 1'-0"
REF: C-101

REVISIONS		

CLIENT INFORMATION

STATE OF MARYLAND
DEPARTMENT OF
GENERAL SERVICES

RENOVATION OF POINT LOOKOUT MARINA

KEY PLAN

GRAPHIC SCALES

0 4' 8' 12' 20'
SCALE: 3/32" = 1'-0"

0 5' 10' 20'
SCALE: 1" = 10'

SIGNATURE

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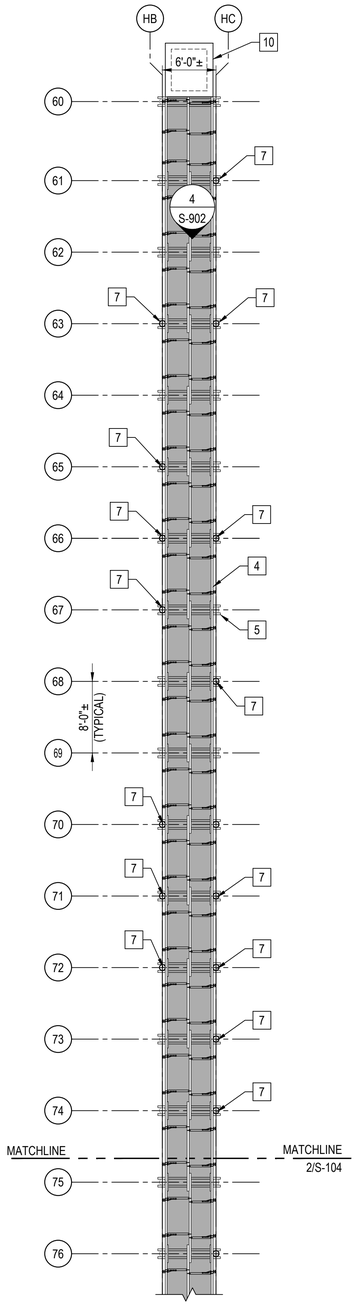
DGS PROJECT NO: P-065-241-010

STRUCTURAL PART PLANS

DRAWING NO.

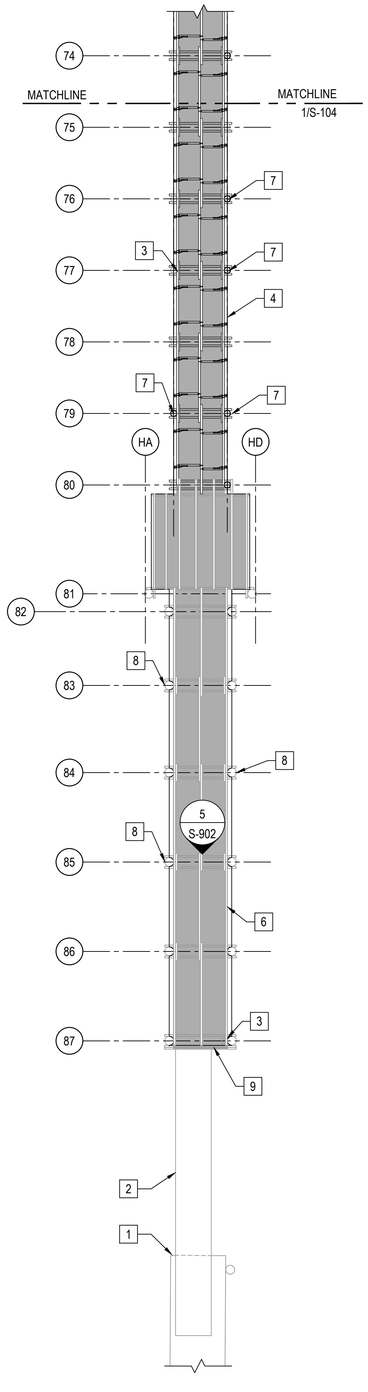
S-103

SCALE: AS SHOWN		
DATE: OCTOBER 22, 2026	SHEET 15 OF 22	
DES: WC	DRAWN: KP	CHECK: WC



1 S-104 PART PLAN - HOFFMAN'S CAMP LOOP A PIER

SCALE: 1/8" = 1'
REF: C-101



2 S-104 PART PLAN - HOFFMAN'S CAMP LOOP A PIER

SCALE: 1/8" = 1'
REF: C-101

GENERAL SHEET NOTES:

1. REMOVE EXISTING DECKING ON EXISTING TIMBER FIXED PIER AND PROVIDE 2X8 DECKING TO REPLACE THE EXISTING DECKING.
2. REFER TO SHEET S-901 TO S-903 FOR EXISTING CONDITIONS PHOTOGRAPHS.
3. PHOTOGRAPHS INDICATED ARE APPROXIMATELY PLACED ON THE SHEET.
4. FROM BENT NO. 60 TO NO. 80: REMOVE EXISTING HEADERS, JOISTS, GUARDRAIL ASSEMBLIES AND CONNECTION IN THEIR ENTIRETY. PROTECT EXISTING PILE TO REMAIN AND REPAIR TOP OF ROTTED PILE AS INDICATED. RECONSTRUCT THE PIER AND GUARDRAIL AFTER THE PILES HAVE BEEN REPAIRED.
5. REMOVE GUARDRAIL BETWEEN BENT NO. 80 TO 81.
6. PROVIDE 16 GA STAINLESS STEEL SHEET METAL FLASHING ON TOP OF WOOD PILE FROM START OF PIER TO BENT 81. EXCEPT FOR THE PILES THAT ARE INDICATED FOR REPAIR WITH FRP SLEEVE INJECTED WITH EPOXY.
7. PROVIDE 22 GA STAINLESS STEEL FLASHING AT TOP OF EXISTING WOOD PILE ABOVE THE DECK FOR THE REMAINING PIER. REFER TO DETAIL 2 ON SHEET S-004.
8. PART PLANS: EXISTING ELEMENTS TO REMAIN ARE SHOWN AS GRAY, SCREENED LINE. OTHER WORK ARE SHOWN AS BLACK, SOLID LINE.
9. EXISTING DECKING ARE 2X8.

[X] SHEET KEYNOTES:

1. EXISTING FLOATING DOCK TO REMAIN. NOTIFY OWNER OF ANY ATTACHMENT HARDWARE DEFICIENCIES.
2. SALVAGE EXISTING GANGWAY.
3. EXISTING LIGHT POST, FIXTURE, AND CONDUIT TO REMAIN.
4. PROVIDE 3X8 JOIST, TYPICAL.
5. PROVIDE 3X8 HEADER, TYPICAL.
6. EXISTING 3X8 JOIST TO REMAIN, TYPICAL.
7. PROVIDE FRP SLEEVE INJECTED WITH EPOXY TO REPAIR THE ROTTED TOP OF PILE. REFER TO DETAIL 1 ON SHEET S-004.
8. REPAIR ROTTED TOP CENTER OF PILE AT TOP OF POST. REFER TO DETAIL 2 ON SHEET S-004.
9. EXISTING HEADER TO REMAIN, TYPICAL.
10. PROVIDE ADA COMPLIANT CONCRETE RAMP (SLOPE 1V:12H), SAME WIDTH AS THE TIMBER FIXED PIER, FROM EXISTING FINISHED GRADE TO TOP OF TIMBER DECK. REFER TO DETAIL 7 ON SHEET S-004.

SHEET LEGEND

- EXTENTS OF DECKING REPLACEMENT
- EXISTING PILE TO REMAIN
- EXISTING WOOD FRAMING TO REMAIN
- REMOVE AND PROVIDE REPLACEMENT PILE
- REMOVE EXISTING AND PROVIDE REPLACEMENT WOOD FRAMING AND ASSOCIATED CONNECTION

REVISIONS		

CLIENT INFORMATION

STATE OF MARYLAND
DEPARTMENT OF
GENERAL SERVICES

RENOVATION OF POINT LOOKOUT MARINA

KEY PLAN

GRAPHIC SCALES

0 4' 8' 16'
SCALE: 1/8" = 1'-0"

SIGNATURE

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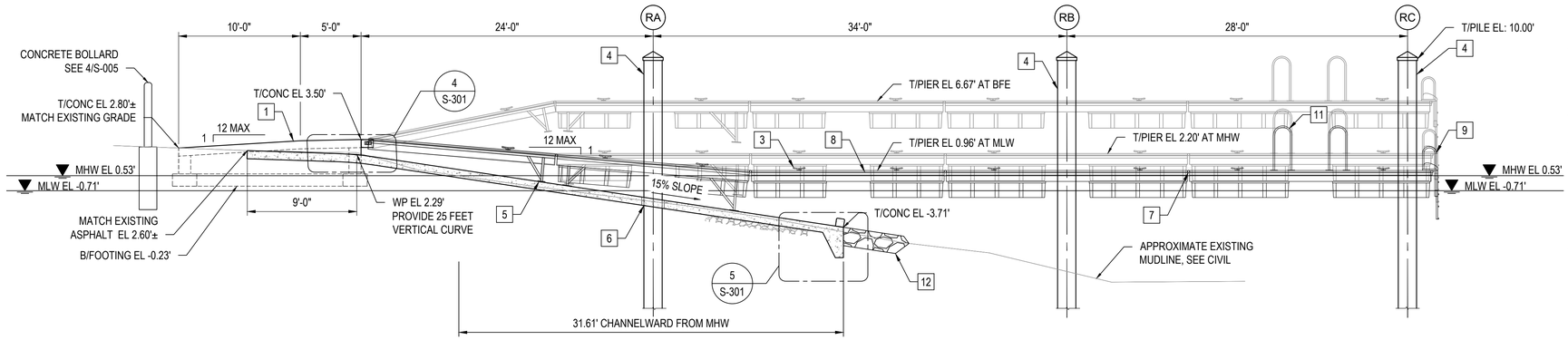
DGS PROJECT NO: P-065-241-010

STRUCTURAL PART PLANS

DRAWING NO.

S-104

SCALE: AS SHOWN		
DATE: OCTOBER 22, 2026	SHEET 16 OF 22	
DES: WC	DRAWN: KP	CHECK: WC



1 / S-301 SECTION - ARTICULATED BOARDING PIER
SCALE: 3/16" = 1'
REF: S-101

3 / S-301 SECTION - BOAT RAMP
SCALE: 1" = 1'-0"
REF: S-101

4 / S-301 DETAIL - BOAT RAMP
SCALE: 1" = 1'-0"
REF: S-301

5 / S-301 DETAIL - BOAT RAMP
SCALE: 1" = 1'-0"
REF: S-301

BOAT RAMP
6 / S-301 V-GROOVE HERRINGBONE PATTERN
SCALE: 1" = 1'-0"
REF: S-301

X SHEET KEYNOTES:

1. CONCRETE ABUTMENT BEYOND.
2. REFER TO CIVIL FOR MUDLINE OR GRADE.
3. 12-INCH ALUMINUM CLEAT, TYPICAL.
4. GUIDE PILE.
5. PROVIDE STANCHION AT TO MAINTAIN ADA-COMPLIANT SLOPE (1:12) AT LOW WATER LEVEL (MLW), TYPICAL.
6. PROVIDE 2'-0" X 2'-0" POCKET IN THE BOAT RAMP SLAB AROUND GUIDE PILE, PROVIDE RE-ENTRANT CORNER REINFORCING STEEL.
7. PROVIDE ADA COMPLIANT PIANO HINGE, TYPICAL.
8. PROVIDE 'D' FENDER STRIP ALONG FULL LENGTH OF THE PIER, TYPICAL.
9. ALUMINUM RETRACTABLE FLOATING DOCK LADDER - DETAIL 6/S-002.
10. PROVIDE ARTICULATED BOARDING PIER ATTACHMENT TO CONCRETE ABUTMENT THAT CAN SUPPORT WATER ELEVATION AT BASE FLOOD ELEVATION WITHOUT DAMAGING THE FLOATING BOARDING PIER. THE ATTACHMENT TO THE CONCRETE ABUTMENT IS DELEGATED TO THE FLOATING BOARDING PIER MANUFACTURER'S ENGINEER.
11. ALUMINUM DOCK SAFETY HANDRAIL - DETAIL 1/S-005.
12. RIPRAP PROTECTION - DETAIL 7/S-005.
13. ALUMINUM TRANSITION PLATE FROM FLOATING BOARDING DOCK TO TOP OF CONCRETE ABUTMENT.
14. PROVIDE ADA COMPLIANT UHMW STRIP ALONG THE EDGE OF TRANSITION PLATE AGAINST CONCRETE SURFACE.

REVISIONS		

CLIENT INFORMATION

STATE OF MARYLAND
DEPARTMENT OF
GENERAL SERVICES

RENOVATION OF POINT LOOKOUT MARINA

KEY PLAN

GRAPHIC SCALES

0 2' 4' 6' 10'
SCALE: 3/16" = 1'-0"

0 6" 1' 2'
SCALE: 1" = 1'-0"

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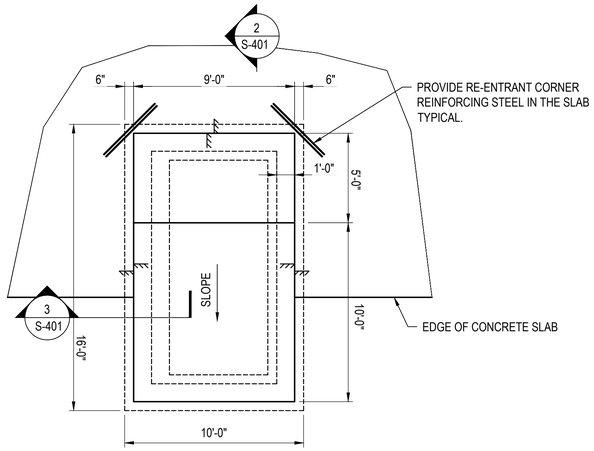
DGS PROJECT NO: P-065-241-010

BOARDING PIER AND BOAT RAMP SECTIONS AND DETAILS

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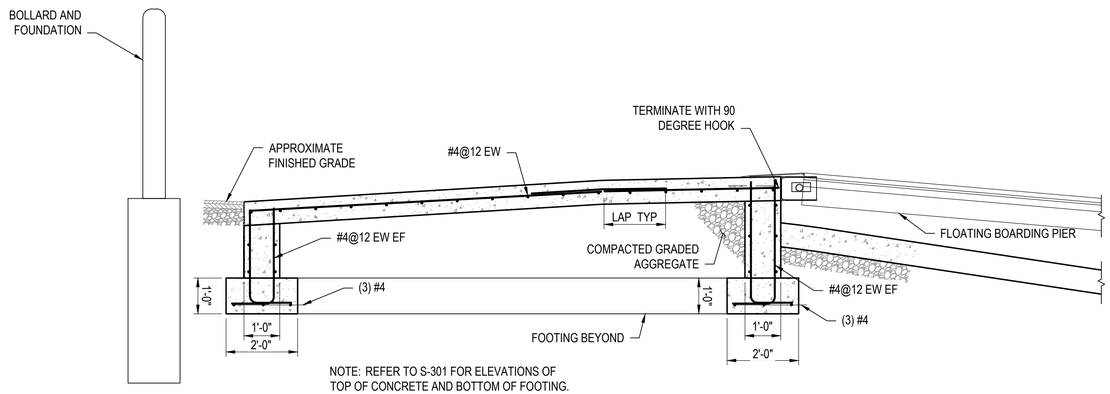
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DATE: OCTOBER 22, 2026	SHEET 16 OF 22	
DES: WC	DRAWN: KP	CHECK: WC



ENLARGED PLAN

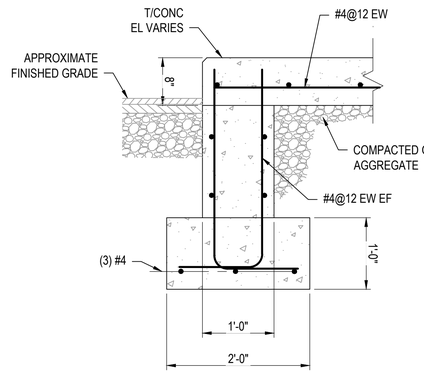
1 / S-401 — SCALE: 1/4" = 1' - 0" — REF: S-101



NOTE: REFER TO S-301 FOR ELEVATIONS OF TOP OF CONCRETE AND BOTTOM OF FOOTING.

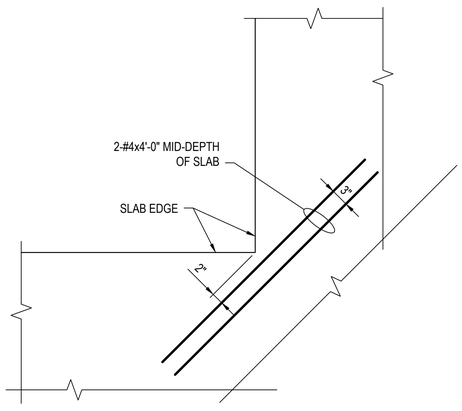
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2 / S-401 — SCALE: 1/2" = 1' - 0" — REF: S-401



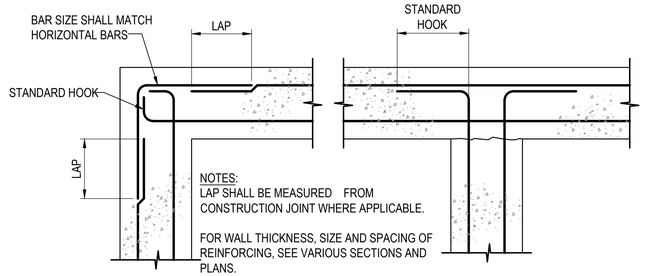
SECTION

3 / S-401 — SCALE: 1" = 1' - 0" — REF: S-401



TYPICAL REINFORCING AT RE-ENTRANT CORNERS

4 / S-401 — SCALE: NOT TO SCALE



NOTES:
LAP SHALL BE MEASURED FROM CONSTRUCTION JOINT WHERE APPLICABLE.

FOR WALL THICKNESS, SIZE AND SPACING OF REINFORCING, SEE VARIOUS SECTIONS AND PLANS.

VERTICAL REINFORCING NOT SHOWN FOR CLARITY.

REINFORCING DETAILS AT WALL INTERSECTIONS

5 / S-401 — SCALE: NOT TO SCALE

REVISIONS		

CLIENT INFORMATION

STATE OF MARYLAND
DEPARTMENT OF
GENERAL SERVICES

RENOVATION OF POINT LOOKOUT MARINA

KEY PLAN

GRAPHIC SCALES

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SCALE: 1/4" = 1'-0"
0 1' 2' 4'
SCALE: 1/2" = 1'-0"
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SCALE: 1" = 1'-0"

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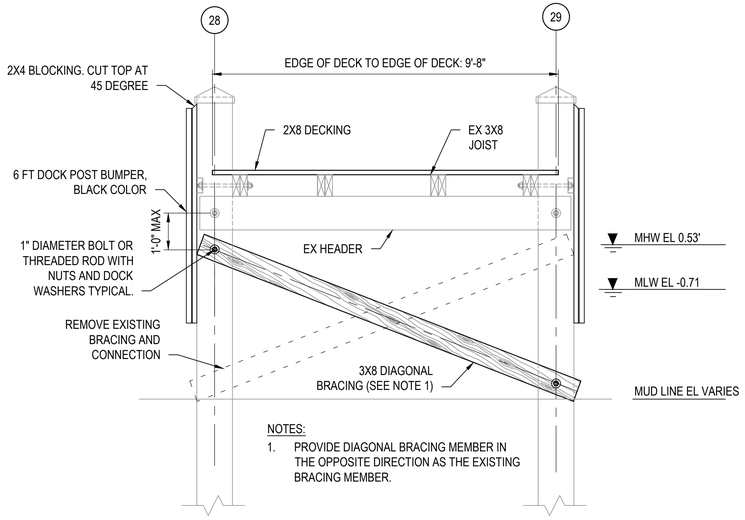
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ENLARGED PLAN AND SECTIONS

DRAWING NO.

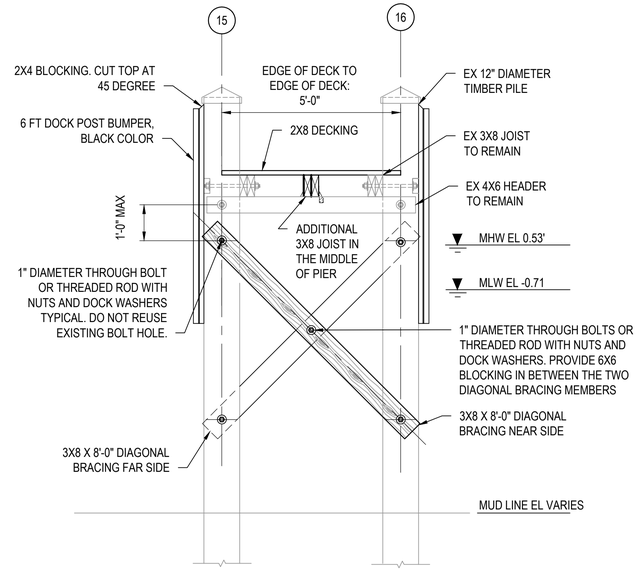
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DES: WC	DRAWN: KP	CHECK: WC



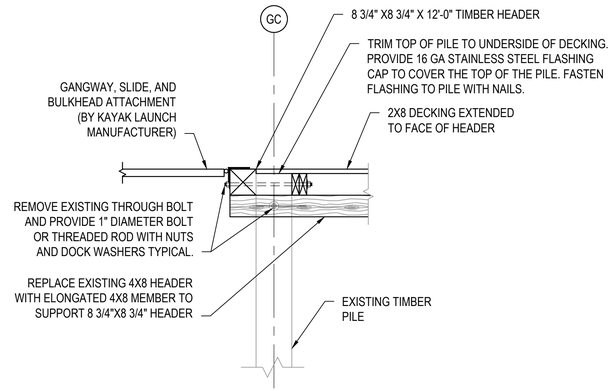
MARINA CONCESSION CONNECTOR PIER TYPICAL BRACING REPLACEMENT SECTION

1 / S-501 SCALE: 1/2" = 1'-0" REF:S-101



NPR PIER TYPICAL BRACING REPLACEMENT SECTION

2 / S-501 SCALE: 1/2" = 1'-0" REF:S-101



SECTION

3 / S-501 SCALE: 1/2" = 1'-0" REF:S-103

REVISIONS

CLIENT INFORMATION

STATE OF MARYLAND
DEPARTMENT OF
GENERAL SERVICES

RENOVATION OF POINT LOOKOUT MARINA

KEY PLAN

GRAPHIC SCALES

0 1' 2' 4'
SCALE: 1/2" = 1'-0"

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DGS PROJECT NO: P-065-241-010

TYPICAL SECTIONS

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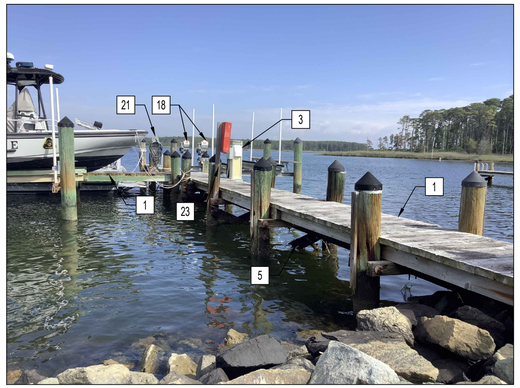
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DES: WC	DRAWN: KP	CHECK: WC

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1 S-901 PHOTOGRAPH
SCALE: NTS
REF: S-101



2 S-901 PHOTOGRAPH
SCALE: NTS
REF: S-101



3 S-901 PHOTOGRAPH
SCALE: NTS
REF: S-101



4 S-901 PHOTOGRAPH
SCALE: NTS
REF: S-101



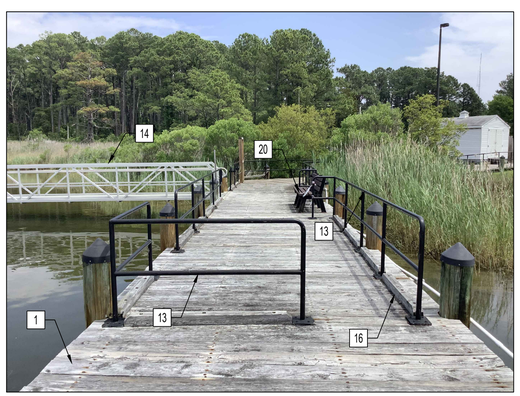
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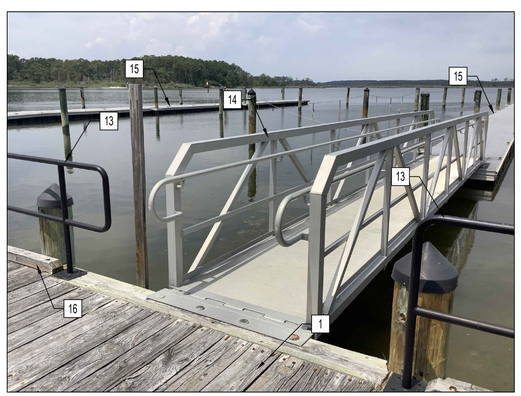
6 S-901 PHOTOGRAPH
SCALE: NTS
REF: S-101



7 S-901 PHOTOGRAPH
SCALE: NTS
REF: S-101



8 S-901 PHOTOGRAPH
SCALE: NTS
REF: S-101



9 S-901 PHOTOGRAPH
SCALE: NTS
REF: S-101

GENERAL SHEET NOTES:

1. PHOTOGRAPHS ARE TAKEN DURING FIELD INVESTIGATION IN MAY OF 2024 AND ARE INCLUDED FOR REFERENCE ONLY. ACTUAL CONDITIONS AT TIME OF CONSTRUCTION MAY VARY.

[X] SHEET KEYNOTES:

1. REMOVE AND REPLACE TIMBER DECKING.
2. SALVAGE EXISTING LADDER.
3. SALVAGE EXISTING UTILITY STAND.
4. SALVAGE EXISTING STORAGE BOX.
5. REPAIR BROKEN OR MISSING DIAGONAL BRACING MEMBER, TYPICAL.
6. REMOVE METAL PIPE SUPPORT BRACKET.
7. SALVAGE SIGN.
8. REMOVE EXISTING CONCRETE BOAT RAMP IN ITS ENTIRETY.
9. REMOVE EXISTING FIXED TIMBER BOARDING PIER IN ITS ENTIRETY. CUT TIMBER PILES BELOW THE NEW CONCRETE BOAT RAMP SLAB.
10. REMOVE EXISTING TIMBER BULKHEAD.
11. REMOVE EXISTING SANITARY LINE THAT IS EXPOSED AND CAP REMAINING LINE.
12. REMOVE EXISTING MANHOLE COVER AND FRAME.
13. REMOVE EXISTING METAL RAILING.
14. EXISTING GANGWAY TO REMAIN.
15. EXISTING FLOATING DOCK TO REMAIN.
16. REMOVE EXISTING WOOD CURB AND PROVIDE NEW WOOD CURB AND CONNECTION HARDWARE TO MATCH EXISTING. TYPICAL.
17. REMOVE EXISTING WOOD POSTS, SIGN, EMERGENCY SHUTOFF SWITCH, AND CONDUIT.
18. EXISTING BOAT JACK TO REMAIN IN PLACE OR SALVAGE IF THE PILE IS SPECIFIED FOR REPAIR, INCLUDING BUT NOT LIMITED TO ACCESSORIES, CONTROL PANEL, POWER OUTLETS.
19. EXAMPLE OF THROUGH BOLT WITH MISSING DIAGONAL BRACING MEMBER.
20. SALVAGE BENCH.
21. EXISTING WOOD POST WITH HOSE RACK TO REMAIN.
22. SALVAGE EXISTING WOOD POST WITH SHORE POWER OUTLET.
23. SALVAGE EXISTING LIFE RING AND POLE. EXISTING POST TO REMAIN OR SALVAGE POST IF THE PILE IS SPECIFIED FOR REPAIR.

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GENERAL SERVICES

RENOVATION OF POINT LOOKOUT MARINA

KEY PLAN

GRAPHIC SCALES

SIGNATURE

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LICENSE NO. _____
EXPIRATION DATE: _____

Whitman, Requardt & Associates, LLP
801 South Caroline Street, Baltimore, Maryland 21231

DGS PROJECT NO: P-065-241-010

EXISTING CONDITION PHOTOGRAPHS

DRAWING NO.

S-901

SCALE: NTS		
DATE: OCTOBER 22, 2026	SHEET 19 OF 22	
DES: WC	DRAWN: KP	CHECK: WC

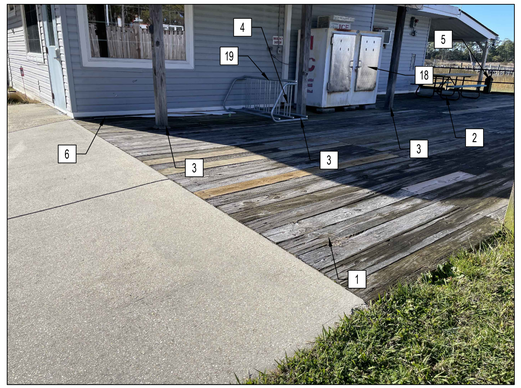
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1 S-902 PHOTOGRAPH
SCALE: NTS
REF: S-102



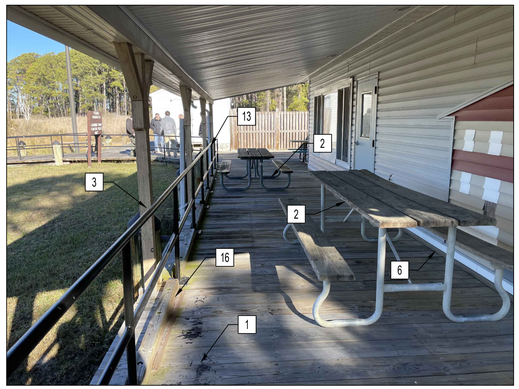
2 S-902 PHOTOGRAPH
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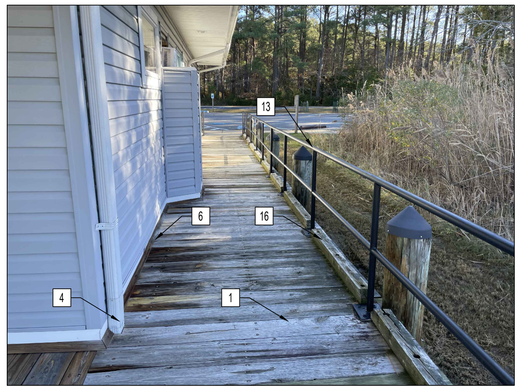
3 S-902 PHOTOGRAPH
SCALE: NTS
REF: S-102



4 S-902 PHOTOGRAPH
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5 S-902 PHOTOGRAPH
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6 S-902 PHOTOGRAPH
SCALE: NTS
REF: S-102



7 S-902 PHOTOGRAPH
SCALE: NTS
REF: S-103



8 S-902 PHOTOGRAPH
SCALE: NTS
REF: S-103



9 S-902 PHOTOGRAPH
SCALE: NTS
REF: S-103

GENERAL SHEET NOTES:

1. PHOTOGRAPHS ARE TAKEN DURING FIELD INVESTIGATION IN MAY OF 2024 AND ARE INCLUDED FOR REFERENCE ONLY. ACTUAL CONDITIONS AT TIME OF CONSTRUCTION MAY VARY.

[X] SHEET KEYNOTES:

1. REMOVE AND REPLACE TIMBER DECKING.
2. SALVAGE EXISTING PICNIC BENCH. TYPICAL.
3. EXISTING WOOD POSTS SUPPORTING THE ROOF CANOPY TO REMAIN. CUT DECKING AROUND THE WOOD POSTS. TYPICAL.
4. EXISTING DOWNSPOUT TO REMAIN. CUT DECKING AROUND DOWNSPOUT.
5. SALVAGE TRASH BIN.
6. REMOVE WOOD TRIM AND PROVIDE NEW WOOD TRIM THAT ACCOUNTS FOR THE NEW 2X8 DECKING (1" LOWER) AFTER THE NEW DECKING ARE COMPLETED. TYPICAL AROUND THE BUILDING PERIMETER. PAINT TRIM WITH EXTERIOR WOOD COATING, COLOR MATCH EXISTING.
7. SALVAGE SIGN.
8. SALVAGE EXISTING WOOD STAIR POSTS TO REMAIN. REMOVE AND REPLACE RAIL BOARDS.
9. EXISTING WOOD STAIR RAIL TO REMAIN..
10. REMOVE EXISTING WOOD STAIR TREAD BOARD AND PROVIDE NEW TREAD BOARD TO MATCH EXISTING.
11. EXAMPLE OF ROTTED TOP OF PILE.
12. PROVIDE STAINLESS STEEL SHEET METAL FLASHING AT TOP OF EXISTING PILE TYPICAL.
13. REMOVE EXISTING METAL RAILING.
14. REMOVE EXISTING GANGWAY, FLOATING DOCK AND PILINGS.
15. PROVIDE TWO RAILS TO CLOSE OFF GANGWAY. MATCH EXISTING WOOD RAILING.
16. REMOVE EXISTING WOOD CURB AND PROVIDE NEW WOOD CURB AND CONNECTION HARDWARE TO MATCH EXISTING. TYPICAL.
17. SALVAGE EXISTING WOOD SIGN WITH TWO POSTS.
18. SALVAGE EXISTING FREEZER.
19. SALVAGE EXISTING BIKE RACK.
20. NOTE THE JOINT AND CHANGE DECKING ORIENTATION.
21. SALVAGE EXISTING HANDHOLE COVER.
22. EXAMPLE OF CRACKED JOIST. REMOVE AND PROVIDE NEW JOIST.
23. EXAMPLE OF JOIST WITH BLACK TAR COATING. REMOVE AND PROVIDE NEW JOIST.

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801 South Caroline Street, Baltimore, Maryland 21231

DGS PROJECT NO: P-065-241-010

EXISTING CONDITION PHOTOGRAPHS

DRAWING NO.

S-902

SCALE: NTS			
DATE: OCTOBER 22, 2026	SHEET 20 OF 22		
DES: WC	DRAWN: KP	CHECK: WC	

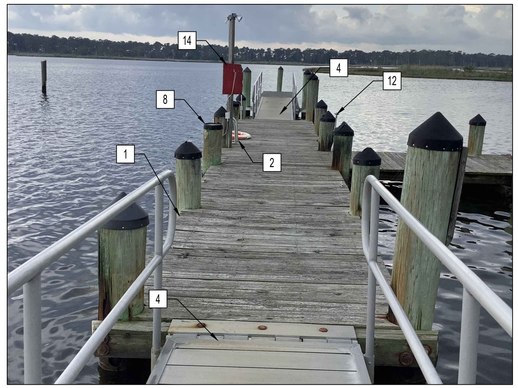
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1 S-903 PHOTOGRAPH
SCALE: NTS
REF: S-103



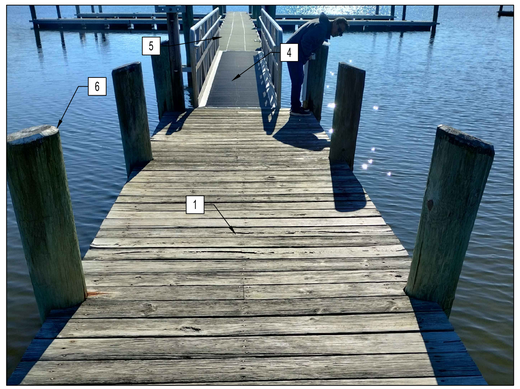
2 S-903 PHOTOGRAPH
SCALE: NTS
REF: S-103



3 S-903 PHOTOGRAPH
SCALE: NTS
REF: S-103



4 S-903 PHOTOGRAPH
SCALE: NTS
REF: S-104



5 S-903 PHOTOGRAPH
SCALE: NTS
REF: S-104



6 S-903 PHOTOGRAPH
SCALE: NTS
REF: S-101

GENERAL SHEET NOTES:

1. PHOTOGRAPHS ARE TAKEN DURING FIELD INVESTIGATION IN MAY OF 2024 AND ARE INCLUDED FOR REFERENCE ONLY. ACTUAL CONDITIONS AT TIME OF CONSTRUCTION MAY VARY.

[X] SHEET KEYNOTES:

1. REMOVE AND REPLACE TIMBER DECKING.
2. SALVAGE EXISTING LADDER.
3. EXISTING WOOD POST WITH LIGHT FIXTURE (INCLUDING CONDUIT AND JUNCTION BOX) AND SIGN TO REMAIN.
4. SALVAGE EXISTING GANGWAY.
5. EXISTING FLOATING DOCK TO REMAIN.
6. PROVIDE 16 GA STAINLESS STEEL SHEET METAL FLASHING AT TOP OF EXISTING PILE, TYPICAL.
7. FIELD DETERMINE THE ELEVATION DIFFERENCE BETWEEN THE TOP OF DECK AND ADJACENT FINISHED GRADE. PROVIDE ADA COMPLIANT CONCRETE RAMP, SEE DETAIL 7/S-004.
8. EXAMPLE OF BROKEN PILE PLASTIC CAP. REMOVE BROKEN PILE PLASTIC CAP AND PROVIDE NEW CAP, TYPICAL.
9. REMOVE EXISTING GUARDRAIL ASSEMBLY. PROVIDE NEW GUARDRAIL ASSEMBLY WITH WIRE MESH SCREENS, SEE DETAILS ON SHEET S-003.
10. SALVAGE EXISTING WOOD POST, EMERGENCY SHUT-OFF SIGN, EMERGENCY SHUT-OFF SWITCH AND CONDUIT SUPPORTED FROM THE TIMBER PILE. NOTE THE CONDUIT PENETRATE THROUGH THE EXISTING DECKING.
11. SALVAGE EXISTING HOSE BIB AND CONDUIT.
12. REMOVE EXISTING LIGHT FIXTURE, CAP ALL WIRES WITHIN JUNCTION BOX AND PROVIDE COVER PLATE TO PROVIDE SAFE, CODE COMPLIANT CONDITION.
13. REMOVE EXISTING ELECTRICAL HANDHOLE.
14. EXISTING WOOD POST WITH LIGHT FIXTURE (INCLUDING CONDUIT AND JUNCTION BOX) AND LIFE RING CABINET TO REMAIN.
15. SALVAGE EXISTING LIFE RING AND POLE. EXISTING POST TO REMAIN OR SALVAGE POST IF THE PILE IS SPECIFIED FOR REPAIR.

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DGS PROJECT NO: P-065-241-010

EXISTING CONDITION PHOTOGRAPHS

DRAWING NO.

S-903

SCALE: NTS		
DATE: OCTOBER 22, 2026	SHEET 21 OF 22	
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FILENAME: N:\4214\3\DOCAD\4214300S-S903.DWG

PROJECT NAME: Renovation of Point Lookout Marina DGS Project No: P-065-241-010
PROJECT LOCATION: Point Lookout State Park Scotland, MD 20687
CLIENT: Maryland DGS
PROJECT NUMBER: P-065-241-010
PROJECT PHASE: 100% CD's
PROJECT BUDGET:
ESTIMATE TOTAL: **$2,097,011**
DATE OF ESTIMATE: 10/22/2026
ESTIMATOR: WRA
WRA WORK ORDER NUMBER: 42143-003
PROJECT DESCRIPTION: Waterfront work at twp locations at Point Lookout State Park.
Marina: Replace two fixed piers with floating piers and kayak launch, replace concrete boat ramp, select pier repairs, remove wooden bulkhead and sanitary line, construct stone sill.
Camp Loop Piers: Kayak launch and select pier repairs
COMMENTS: Per DGS direction, unit prices shown include all Subcontractor markups and General Contractor markup is 5%.

COST ESTIMATE SUMMARY

PROJECT NAME:	Renovation of Point Lookout Marina DGS Project No: P-065-241-010	CLIENT: Maryland DGS	ESTIMATED BY: WRA
PROJECT LOCATION:	Point Lookout State Park Scotland, MD 20687	DESIGN SUBMISSION: 100% CD's	WORK ORDER NUMBER: 42143-003

DIVISION NO.	DIVISION TITLE	GENERAL CONTRACTOR COSTS (DIV 01) AND SUBCONTRACTOR COSTS (DIV 02 THRU 35) INCLUDING OVERHEAD AND PROFIT				PERCENTAGE OF TOTAL
		MATERIAL COST	LABOR COST	EQUIPMENT COST	TOTAL DIVISION COST	
01	GENERAL REQUIREMENTS	$ 32,318	$ 160,012	$ 14,404	$ 206,736	11%
02	EXISTING CONDITIONS	$ 86,980	$ 240,322	$ 168,503	$ 495,805	26%
03	CONCRETE	$ 32,913	$ 85,494	$ 475	$ 118,884	6%
06	WOOD, PLASTIC AND COMPOSITES	$ 80,537	$ 166,724	$ 61,195	$ 308,455	16%
31	EARTHWORK	$ 156,514	$ 105,437	$ 82,382	$ 344,333	18%
32	EXTERIOR IMPROVEMENTS	$ 10,306	$ 30,771	$ 32,604	$ 73,681	4%
35	WATERWAY & MARINE CONSTR.	$ 236,893	$ 57,081	$ 29,878	$ 323,852	17%
	TOTAL COSTS	**$636,461.00**	**$845,841.00**	**$389,441.00**	**$1,871,746.00**	**100%**
GENERAL CONTRACTOR'S MARKUPS (Applied to Div 02 thru 35)						
	PRIME OVERHEAD AND PROFIT	5%			$ 93,587	
	SUBTOTAL				**$ 1,965,333**	
	ESCALATION	6.7%			$ 131,677	
	SUBTOTAL				**$ 2,097,011**	
	CONSTRUCTION DOCS CONTINGENCY	0%			$ -	
	ESTIMATED TOTAL PROJECT COST				**$ 2,097,011**	

MARK-UP SUMMARY

PROJECT NAME:	Renovation of Point Lookout Marina DGS Project No: P-065-241-010	CLIENT: Maryland DGS	ESTIMATED BY: WRA
PROJECT LOCATION:	Point Lookout State Park Scotland, MD 20687	DESIGN SUBMISSION: 100% CD's	WORK ORDER NUMBER: 42143-003

MARKUP	DESCRIPTION	MATERIAL MARKUP %	LABOR MARKUP %	EQUIPMENT MARKUP %
SUBCONTRACTOR MARKUPS				
	Factors from RS Means Location Factor Tables and City Cost Index Tables to account for market conditions at project			

LOCATION FACTORS	Index Tables to account for market conditions at project location.	City:	**Waldorf (206xx)**	**Included in RSMeans Online unit prices.**		
SALES TAX ON MATERIAL & EQUIPMENT	Sales tax may be added to materials costs, equipment costs, and sub-contractor work.	State	**MD = 6%**	**Included in RSMeans Online unit prices.**	**Not applicable.**	**Included in RSMeans Online unit prices.**
LABOR BURDEN						
Workers Comp. Insurance	State specific.		**RS Means 2026**	**Not applicable.**	**Included in RSMeans Online unit prices.**	**Not applicable.**
Fixed Overhead	Federal and State Unemp., FICA, Risk Ins. & Liability.		**RS Means 2026**			
INSTALLING CONTRACTOR OVERHEAD	Home office overhead for Installing Contractor.			**Included in RSMeans Online unit prices.**		
INSTALLING CONTRACTOR PROFIT	Profit for Installing Contractor. Installating Contractor Profit included in unit costs from RSMeans Online.			**Included in RSMeans Online unit prices.**		

PRIME CONTRACTOR MARKUPS

GENERAL REQUIREMENTS & CQC	Job office overhead costs including quality control, temporary facilities, project security, clean-up, etc	**(Refer to Div 01)**
PRIME OVERHEAD & PROFIT	Overhead and Profit for Prime Contractor. Based on DGS General Conditions for Construction Contracts.	**5.00%**
BOND	The bond is used to pay for completion of construction if the contractor fails to do so.	**(Refer to Div 01)**
ESCALATION	Cost growth from estimate date to mid-point of constr. Source: **ENR** Effective Estimate Date: **7/1/2026** — Input APR Rate: **4.20%** Construction Start Date: **10/1/2027** — Construction Mid-Point: **2/1/2028** Construction End Date: **4/30/2028** — Months to Constr.Mid-pt: **19**	**6.65%**
CONTINGENCY	Required to account for cost of unknowns based on level of design development. Typically ranges between 20% (Schematic Design) to 0% (Final Design).	**0.00%**

DETAILED COST: BASE BID, DIVISION 01 - GENERAL REQUIREMENTS

SOURCE	ITEM DESCRIPTION	QUANTITY	UNIT OF MEASURE	UNIT COSTS (with General Contractor O&P)			TOTAL COSTS (with General Contractor O&P)			TOTAL
				MATERIAL	LABOR	EQUIPMENT	MATERIAL	LABOR	EQUIPMENT	
01 31 13 90 0100	Performance Bond (Percentage applied to total cost of all other divisions)	2.50	%	$ -	$ -	$ -	$ 16,729	$ 18,273	$ 9,979	$ 44,982
Crew B83	Barge Mobilization / Demobilization, 2 Days Each	4	Day	$ -	$ 1,408.40	$ 974.27	$ -	$ 5,634	$ 3,897	$ 9,531
Engineer	Allowance for Concrete Testing and Inspection	1	Allow	$ 10,000.00	$ -	$ -	$ 10,000	$ -	$ -	$ 10,000
01 56 26 50 0200	Temporary chain link fence, 6' high	200	LF	$ 4.20	$ 1.81	$ -	$ 840	$ 362	$ 528	$ 1,730
01 31 13 20 0200	Project Manager	28	Week	$ -	$ 2,500.00	$ -	$ -	$ 70,000	$ -	$ 70,000
01 31 13 20 0260	Superintendent	28	Week	$ -	$ 2,325.00	$ -	$ -	$ 65,100	$ -	$ 65,100
01 52 13 20 0450	Office Trailer, 50' x 10'	7	Month	$ 524.28	$ -	$ -	$ 3,670	$ -	$ -	$ 3,670
01 51 13 50 0030	Temporary Power	1	EA	$ 1,079.40	$ 643.26	$ -	$ 1,079	$ 643	$ -	$ 1,723
BASE BID DIVISION 1 - TOTAL GENERAL CONTRACTOR COSTS							**$ 32,318**	**$ 160,012**	**$ 14,404**	**$206,736.00**

DETAILED COST: BASE BID, DIVISION 02 - EXISTING CONDITIONS

SOURCE	ITEM DESCRIPTION	QUANTITY	UNIT OF MEASURE	UNIT COSTS (with Subcontractor O&P)			TOTAL COSTS (with Subcontractor O&P)			TOTAL
				MATERIAL	LABOR	EQUIPMENT	MATERIAL	LABOR	EQUIPMENT	
02 41 19 19 0840	Dumpster, rental per week	28	Week	$ 850.00	$ -	$ -	$ 23,800	$ -	$ -	$ 23,800
02 41 19 19 3040	Loading dumpster on-site with debris	520	CY	$ -	$ 46.15	$ 21.69	$ -	$ 23,998	$ 11,279	$ 35,277
02 41 19 20 0100	Dumping charges	780	Ton	$ 81.00	$ -	$ -	$ 63,180	$ -	$ -	$ 63,180
MARINA AREA PIERS AND BOAT RAMPS										
02 41 13 17 5050	Demolition of Asphault	85	SY	$ -	$ 7.09	$ 3.78	$ -	$ 603	$ 321	$ 924
02 41 13 17 5500	Demolition of concrete boat ramps and pavement	125	CY	$ -	$ 124.17	$ 66.01	$ -	$ 15,521	$ 8,251	$ 23,773
02 41 13 72 0700	Demolition of pier decking and framing	7000	SF	$ -	$ 9.52	$ 8.39	$ -	$ 66,640	$ 58,730	$ 125,370
Crew B19B	Pile removal	12	Day	$ -	$ 6,462.80	$ 3,902.78	$ -	$ 77,554	$ 46,833	$ 124,387
Crew B21B	Wooden bulkhead removal	3	Day	$ -	$ 3,266.00	$ 2,595.51	$ -	$ 9,798	$ 7,787	$ 17,585
02 41 1370 0300	Rip Rap Removal	120	SY	$ -	$ 67.12	$ 43.85	$ -	$ 8,054	$ 5,262	$ 13,316
HOFFMAN'S CAMP LOOP A PIER										
02 41 13 72 0700	Demolition of pier decking and framing	950	SF	$ -	$ 9.52	$ 8.39	$ -	$ 9,044	$ 7,971	$ 17,015

GREEN'S CAMP LOOP B PIER										
02 41 13 72 0700	Demolition of pier decking and framing	1700	SF	$ -	$ 9.52	$ 8.39	$ -	$ 16,184	$ 14,263	$ 30,447
Crew B19B	Pile removal	2	Day	$ -	$ 6,462.80	$ 3,902.78	$ -	$ 12,926	$ 7,806	$ 20,731
	BASE BID DIVISION 2 - TOTAL SUBCONTRACTOR COSTS						**$86,980.00**	**$240,322.00**	**$168,503.00**	**$ 495,805**

DETAILED COST: BASE BID, DIVISION 03 - CONCRETE

SOURCE	ITEM DESCRIPTION	QUANTITY	UNIT OF MEASURE	UNIT COSTS (with Subcontractor O&P)			TOTAL COSTS (with Subcontractor O&P)			TOTAL
				MATERIAL	LABOR	EQUIPMENT	MATERIAL	LABOR	EQUIPMENT	
MARINA AREA PIERS AND BOAT RAMPS										
03 30 53 40 4840	Concrete boat ramp, 8" thick (Material)	2520	SF	$ 7.91	$ -	$ -	$ 19,933	$ -	$ -	$ 19,933
Crew C14F	Concrete boat ramp construction (Labor & Equip)	7	DAY	$ -	$ 6,033.20	$ 36.38	$ -	$ 42,232	$ 255	$ 42,487
03 35 29 30 4500	Addition for V-groove finish	2520	SF	$ -	$ 2.67	$ -	$ -	$ 6,728	$ -	$ 6,728
03 30 53 40 4840	Concrete pier abutment (Material)	400	SF	$ 7.91	$ -	$ -	$ 3,164	$ -	$ -	$ 3,164
Crew C14F	Concrete pier abutment construction (Labor & Equip)	2	DAY	$ -	$ 6,033.20	$ 36.38	$ -	$ 12,066	$ 73	$ 12,139
03 30 53 40 4840	Concrete Apron, 8" thick (Material)	750	SF	$ 7.91	$ -	$ -	$ 5,933	$ -	$ -	$ 5,933
Crew C14F	Concrete apron construction (Labor & Equip)	2	DAY	$ -	$ 6,033.20	$ 36.38	$ -	$ 12,066	$ 73	$ 12,139
03 30 53 40 4750	Concrete Slab turndown	32	LF	$ 96.60	$ 10.50	$ 0.05	$ 3,091	$ 336	$ 2	$ 3,429
HOFFMANS'S CAMP LOOP A PIER										
03 30 53 40 4840	Concrete ADA ramp to pier (Material)	50	SF	$ 7.91	$ -	$ -	$ 396	$ -	$ -	$ 396
Crew C14F	Concrete ADA ramp to pier construction (Labor & Equip)	1	DAY	$ -	$ 6,033.20	$ 36.38	$ -	$ 6,033	$ 36	$ 6,070
GREEN'S CAMP LOOP B PIER										
03 30 53 40 4840	Concrete ADA ramp to pier (Material)	50	SF	$ 7.91	$ -	$ -	$ 396	$ -	$ -	$ 396
Crew C14F	Concrete ADA ramp to pier construction (Labor & Equip)	1	DAY	$ -	$ 6,033.20	$ 36.38	$ -	$ 6,033	$ 36	$ 6,070
	BASE BID DIVISION 3 - TOTAL SUBCONTRACTOR COSTS						**$32,913.00**	**$85,494.00**	**$475.00**	**$118,884.00**

DETAILED COST: BASE BID, DIVISION 06 - WOOD, PLASTIC AND COMPOSITES

SOURCE	ITEM DESCRIPTION	QUANTITY	UNIT OF MEASURE	UNIT COSTS (with Subcontractor O&P)			TOTAL COSTS (with Subcontractor O&P)			TOTAL
				MATERIAL	LABOR	EQUIPMENT	MATERIAL	LABOR	EQUIPMENT	
MARINA AREA PIERS AND BOAT RAMPS										
06 11 10 10 1340	New 2x8 decking (Material)	6000	SF	$ 1.69	$ -	$ -	$ 10,140	$ -	$ -	$ 10,140
06 11 10 10 1420	New 3x8 header/diagonal (8' long) (Material)	272	LF	$ 4.90	$ -	$ -	$ 1,333	$ -	$ -	$ 1,333
06 11 10 10 1420	New 3x8 header/diagonal/joist (12' long) (Material)	1284	LF	$ 4.90	$ -	$ -	$ 6,292	$ -	$ -	$ 6,292
06 11 10 10 1420	New 3x8 joist (14' long) (Material)	14	LF	$ 4.90	$ -	$ -	$ 69	$ -	$ -	$ 69
Crew 2 carpenters	Install decking and framing	20	Day	$ -	$ 1,508.80	$ -	$ -	$ 30,176	$ -	$ 30,176
06 13 33 52 0260	New timber pile (21 @ 40ft each) (Material)	840	VLF	$ 33.63	$ -	$ -	$ 28,249	$ -	$ -	$ 28,249
Crew B76	New timber pile (21 @ 40ft each) (Labor and Equipment)	11	Day	$ -	$ 7,261.60	$ 5,099.58	$ -	$ 79,878	$ 56,095	$ 135,973
Engineer	Install 18" diameter HDPE sleeve	120	VLF	$ 65.00	$ -	$ -	$ 7,800	$ -	$ -	$ 7,800
HOFFMAN'S CAMP LOOP A PIER										
06 11 10 10 1340	New 2x8 decking (Material)	2200	LF	$ 1.14	$ -	$ -	$ 2,501	$ -	$ -	$ 2,501
06 11 10 10 1420	New 3x8 header (8' long) (Material)	288	LF	$ 4.90	$ -	$ -	$ 1,411	$ -	$ -	$ 1,411
06 11 10 10 1420	New 3x8 joists (10' long) (Material)	720	LF	$ 4.90	$ -	$ -	$ 3,528	$ -	$ -	$ 3,528
06 11 10 14 0100	New 4x4 posts for guardrail (Material)	200	LF	$ 3.74	$ 2.90	$ -	$ 748	$ 580	$ -	$ 1,328
06 11 10 10 1320	New 2x6 rail for guardrail (Material)	160	LF	$ 1.33	$ 1.61	$ -	$ 213	$ 258	$ -	$ 470
06 11 10 10 1340	New 2x8 rail cap for guardrail (Material)	160	LF	$ 1.69	$ 1.74	$ -	$ 270	$ 278	$ -	$ 549
Crew 2 carpenters	Install decking and framing	10	Day	$ -	$ 1,508.80	$ -	$ -	$ 15,088	$ -	$ 15,088
Engineer	Repair existing timber piles (Material)	19	EA	$ 450.00	$ -	$ -	$ 8,550	$ -	$ -	$ 8,550
Crew B1	Repair existing timber piles (assume 2 piles/day) (Labor Only)	10	Day	$ -	$ 1,811.60	$ -	$ -	$ 18,116	$ -	$ 18,116

GREEN'S CAMP LOOP B PIER										
06 11 10 10 1340	New 2x8 decking (Material)	1850	SF	$ 1.69	$ -	$ -	$ 3,127	$ -	$ -	$ 3,127
06 11 10 10 1180	New 4x8 header (8' long) (Material)	136	LF	$ 7.08	$ -	$ -	$ 963	$ -	$ -	$ 963
06 11 10 10 1420	New 3x8 diagonals/joists (12' long) (Material)	816	LF	$ 4.90	$ -	$ -	$ 3,998	$ -	$ -	$ 3,998
Crew 2 carpenters	Install decking and framing	10	Day	$ -	$ 1,508.80	$ -	$ -	$ 15,088	$ -	$ 15,088
06 13 33 52 0260	New timber pile (1 @ 40ft each)	40	VLF	$ 33.63	$ -	$ -	$ 1,345	$ -	$ -	$ 1,345
Crew B76	New timber pile (1 @ 40ft each) (Labor and Equipment)	1	Day	$ -	$ 7,261.60	$ 5,099.58	$ -	$ 7,262	$ 5,100	$ 12,361
	BASE BID DIVISION 6 - TOTAL SUBCONTRACTOR COSTS						**$80,537.00**	**$166,724.00**	**$61,195.00**	**$308,455.00**

DETAILED COST: BASE BID, DIVISION 31 - EARTHWORK

SOURCE	ITEM DESCRIPTION	QUANTITY	UNIT OF MEASURE	UNIT COSTS (with Subcontractor O&P)			TOTAL COSTS (with Subcontractor O&P)			TOTAL
				MATERIAL	LABOR	EQUIPMENT	MATERIAL	LABOR	EQUIPMENT	
31 37 13 10 0100	Riprap and rock lining for stone sill (Material)	400	CY	$ 57.09	$ -	$ -	$ 22,836	$ -	$ -	$ 22,836
Crew B12G	Place rock sill (Labor and Equipment)	10	Day	$ -	$ 1,454.40	$ 1,146.38	$ -	$ 14,544	$ 11,464	$ 26,008
Crew B12G	Relocate riprap around boat ramp (Labor and Equipment)	3	Day	$ -	$ 1,454.40	$ 1,146.38	$ -	$ 4,363	$ 3,439	$ 7,802
31 62 23 13 3800	16" diameter pipe pile (6 @ 60' long) (Material Only)	360	VLF	$ 54.78	$ -	$ -	$ 19,721	$ -	$ -	$ 19,721
Crew B76	16" diameter pipe pile (6 @ 60' long) (Labor and Equipment)	6	Day	$ -	$ 7,261.60	$ 5,099.58	$ -	$ 43,570	$ 30,597	$ 74,167
31 52 16 10 0060	Temporary cofferdam	3120	SF	$ 30.27	$ 10.28	$ 8.39	$ 94,442	$ 32,074	$ 26,177	$ 152,693
31 23 19 20 1100	Dewatering pumps (1st pump for 10 days)	10	Day	$ -	$ 981.13	$ 537.51	$ -	$ 9,811	$ 5,375	$ 15,186
31 23 19 20 1120	Dewatering pumps (1 additional pumps for 10 days)	10	Day	$ -	$ -	$ 375.00	$ -	$ -	$ 3,750	$ 3,750
31 25 14 16 3010	Turbidity curtain, install and remove	500	LF	$ 39.03	$ 2.15	$ 3.16	$ 19,515	$ 1,075	$ 1,580	$ 22,170
BASE BID DIVISION 31 - TOTAL SUBCONTRACTOR COSTS							**$156,514.00**	**$105,437.00**	**$82,382.00**	**$344,333.00**

DETAILED COST: BASE BID, DIVISION 32 - EXTERIOR IMPROVEMENTS

SOURCE	ITEM DESCRIPTION	QUANTITY	UNIT OF MEASURE	UNIT COSTS (with Subcontractor O&P)			TOTAL COSTS (with Subcontractor O&P)			TOTAL
				MATERIAL	LABOR	EQUIPMENT	MATERIAL	LABOR	EQUIPMENT	
32 11 23 23 0304	Stone Base, Compacted to 12" (Material)	370	SY	$ 26.23	$ -	$ -	$ 9,705	$ -	$ -	$ 9,705
CREW B36B	Stone Base Placement (Labor and Equipment)	5	Day	$ -	$ 5,778.40	$ 6,450.41	$ -	$ 28,892	$ 32,252	$ 61,144
32 31 13 68 0110	Fence fabric for guardrail	160	LF	$ 3.66	$ 8.02	$ 2.20	$ 586	$ 1,283	$ 352	$ 2,221
32 92 19 13 0100	Seeding (Material)	135	SY	$ 0.11	$ -	$ -	$ 15	$ -	$ -	$ 15
1 Common Laborer	Seeding	1	Day	$ -	$ 596.00	$ -	$ -	$ 596	$ -	$ 596
BASE BID DIVISION 32 - TOTAL SUBCONTRACTOR COSTS							**$10,306.00**	**$30,771.00**	**$32,604.00**	**$73,681.00**

DETAILED COST: BASE BID, DIVISION 35 - WATERWAY & MARINE CONSTRUCTION

SOURCE	ITEM DESCRIPTION	QUANTITY	UNIT OF MEASURE	UNIT COSTS (with Subcontractor O&P)			TOTAL COSTS (with Subcontractor O&P)			TOTAL
				MATERIAL	LABOR	EQUIPMENT	MATERIAL	LABOR	EQUIPMENT	
Manufacturer quote	Marina Connector Pier Kayak Launch	1	EA	$ 71,839.65	$ -	$ -	$ 71,840	$ -	$ -	$ 71,840
Manufacturer quote	Kayak Launch Installation Cost (single mobilization)	1	EA	$ -	$ 15,291.00	$ -	$ -	$ 15,291	$ -	$ 15,291
35 51 13 24 2240	New floating piers	1408	SF	$ 116.16	$ 28.97	$ 21.22	$ 163,553	$ 40,790	$ 29,878	$ 234,221
	Misc Floating Pier Accessories	1	EA	$ 1,500.00	$ 1,000.00	$ -	$ 1,500	$ 1,000	$ -	$ 2,500
BASE BID DIVISION 35 - TOTAL SUBCONTRACTOR COSTS							**$236,893.00**	**$57,081.00**	**$29,878.00**	**$323,852.00**