



Project: Romancoke Pier and Bulkhead Replacement

Client: Queen Anne’s County Department of Recreation And Parks, Centreville, MD

Location: Stevensville, MD

Engineer/Architect: McCrone Engineering, Centreville, MD



PROJECT SCOPE

Romancoke Pier is located at the southern end of Route 8 in Stevensville, MD. The pier extends 615 LF into Eastern Bay and was originally built in the late 1930s as part of the Claiborne-Annapolis Ferry Company, which provided automobile ferry service from Annapolis to Matapeake and from Romancoke to Claiborne in Talbot County. The ferry system stopped service in 1952 with the opening of the first span of the Chesapeake Bay Bridge. Since then the pier became popular with generations of families for crabbing and fishing. A local group hosts an annual kids fishing derby that continues today.

In September 2003, the landmark pier was destroyed by Hurricane Isabel’s tidal surges. The Queen Anne’s County Commissioners elected to rebuild the pier, selecting Dissen & Juhn as their contractor.

An interesting requirement of this project was to leave the remnants of the original pier piles in place, i.e. the new structure was built around them. This was done so that the original damaged and deteriorating piles could serve both as added ice protection for the new pier, and as additional habitat for marine animals.

The project included:

Furnishing and installing a 12’ wide x 615’ long fixed timber pier with a 10’ wide x 195’ long “T” head at the end.

Pier Features:

- Heavy duty timber construction
- 12” dia. Class B timber piles – 25’ to 35’ in length
- 3” x 10” pile clamps, stringers, and X braces
- 2”x8” decking
- Timber railing with wire mesh
- Fish cleaning stations

Furnishing and installing 120 LF of timber bulkhead, paved parking lot, and site amenities (e.g. access ramp with handrail, benches, community bulletin board, kayak/canoe launch, electrical service).

Bulkhead Features:

- Heavy duty timber construction
- 12” dia. x 25’ long timber piles
- 6” x 8” timber wales
- 3” x 10” tongue & groove timber sheet piles

CHALLENGES

The pier was constructed using a barge-mounted crane. Since the pier was built in water that was only 3-4’ deep at MLW, a lot of the work could only take place at high tide. The construction site was often inaccessible when the tides were low.

