



July 3, 2025

Mr. Matt Wallach  
Maryland Department of the Environment  
Water and Science Administration  
1800 Washington Boulevard  
Baltimore, MD 21230

Ms. Nicole Nasteff  
U.S. Army Corps of Engineers, Baltimore District  
2 Hopkins Plaza  
Baltimore, Maryland 21201-2930

Re: KB-4903: Francis Scott Key Bridge Rebuild Project – Rebuild Phase  
Key Bridge Rebuild Permit Modification: WL# 24-0757 & NAB-2024-61017-M46 (AI# 4229)

Dear Mr. Wallach and Ms. Nasteff,

The Maryland Transportation Authority (MDTA) respectfully requests a permit modification for the above referenced permits to reflect the final design and alignment of the I-695 Francis Scott Key Bridge (FSK) Rebuild Project, located in Baltimore/Dundalk, Maryland. The project is within the Baltimore Harbor Maryland 8-digit Watershed (02130903). This project has been authorized by the Maryland Department of the Environment (MDE) and Maryland Board of Public Works (BPW) under Tidal Wetlands License WL# 24-0757 and the US Army Corps of Engineers USACE under NAB-2024-61017-M46 in response to a Joint Permit Application on July 18, 2024 and amended on November 4, 2024.

The initial permit application was based on conceptual bridge and roadway design, and the amended application included conceptual construction access. Impacts reflected in this modification are based on 50% design level plans, which includes refined details for bridge piers, pier protection, roadway approaches, and roadway drainage associated with the final alignment. The final alignment of the main span of the bridge has been adjusted 260 feet east of the original alignment to avoid conflicts with large structural components of the original bridge, which are deep below the mudline of the Patapsco River.

This modification request reflects the results of avoidance and minimization efforts implemented throughout the design process. Avoidance and minimization efforts include using floating instead of submerged foundations where depths allow, optimizing the number and size of pier foundation support piles, and use of a fender pier protection system rather than rock islands. These efforts have resulted in a reduction of impacts requiring mitigation from 12.71 acres of tidal waters impact to 0.56 acres of tidal waters impact.

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This modification request also reflects conversion of nontidal wetland, nontidal wetland buffer, and waterway temporary impacts to permanent impact to update roadway drainage to current standards and new nontidal wetland and buffer impacts associated with realignment of the south approach to the bridge structure. Impacts to the additional nontidal wetland system are not only necessary to accommodate structural elements of the south approach, but also to support construction and future maintenance of the bridge on final alignment. Due to changes in the roadway design and associated grading, impacts to nontidal wetlands, nontidal wetland buffers, and nontidal waterways that were originally authorized as temporary are now reflected as permanent. Permanent nontidal wetland impacts increase from 0.1 acres to 3.12 acres; permanent nontidal buffer impacts increase from 0.34 acres to 2.34 acres. Permanent waterway impacts total 272 linear feet (845 square feet) and nontidal open water impacts total 0.45 acres.

This modification request includes redlined copies of the Joint Permit Application and previously issued authorizations. In addition, a clean set of revised impact plates are provided because the changes to the plates are too significant to reflect with redline revisions. Typical sections showing the bridge pier foundations, pier protection fenders, and the temporary trestle are included. New impact tables are also provided and include an impact summary table showing the changes requested with this modification and total impacts by resource type, the modified impacts by named resource, and an impact summary by construction element/activity.

MDTA anticipates this will be considered a major modification because of the increase in nontidal impact and anticipates the need for public notice and public hearing. If you need further information to process this request, I can be reached at [bwolfe3@mdta.state.md.us](mailto:bwolfe3@mdta.state.md.us) or at 410-537-8200. Alternatively, you can contact Mr. Justin Reel at (703) 338-4139 or via email at [jreel@rkk.com](mailto:jreel@rkk.com).

Sincerely,



Brian Wolfe, P.E.  
Director of Project Development  
Maryland Transportation Authority

Enclosures: Revised JPA Form  
Revised Impact Plates, Typical Sections, and Impact Tables  
Redlined WL# 24-0757  
Redlined NAB-2024-61017-M46  
Revised CMP dated June 2025  
Revised NRI/FSD dated June 2025

cc: by email: Joseph DaVia, Zach Fry – USACE  
Tammy Roberson, Jonathan Stewart, Amanda Sigillito, Bill Seiger – MDE  
Bill Morgante – BPW  
Emily Dolbin, MDE Consultant Reviewer  
Chris Millington, Melissa Toni – FHWA  
Hal Pitts, James Moore, Brian Dunn, Shelly Sugarman – USCG  
Julie McCarthy – MDTA  
Leyla Lange, Scott Miller, Justin Reel – MDTA GEC  
Mike Baker – MDTA-CMI