

**WATER AND SCIENCE ADMINISTRATION
TIDAL WETLANDS DIVISION**

Wetland Report and Recommendation

State Wetlands Case No:

24-WL-0757 (R1)

Applicant: Maryland Transportation Authority (MDTA) C/o Brian Wolfe 8019 Corporate Drive, Suite F Nottingham, MD 21236 bwolfe3@mdta.state.md.us	Agent: Rummel, Klepper & Kahl, LLP C/o Justin Reel 700 East Pratt Street Suite 500 Baltimore, MD 21202 703-338-4139 jreel@rkk.com
---	---

Date Modification Application Received: July 3, 2025 **Public Notice Required?** Yes

Comment Period Closing Date for the Modification: September 6, 2025

Maryland Coordinates: 172339 x 440769

Book Map Coordinates: Baltimore City, Baltimore Co, and Anne Arundel Co

Location of Proposed Work: Francis Scott Key Bridge between Baltimore City and Dundalk, Baltimore and Anne Arundel Counties Maryland, Baltimore Harbor, Maryland 8-digit Watershed (02130903)

Purpose of Proposed Work: To shift the bridge 260 feet east of the original alignment to avoid conflicts with large structural components of the original bridge in order to replace the Francis Scott Key Bridge.

Description of Authorized Work:

The request to modify 24-WL-0757 to revise the bridge design and associated impacts for bridge piers and pier protection along the final alignment of the main span of the bridge, which has been shifted 260 feet east of the original alignment.

The following is a description of the authorized work, as described in Wetlands License 24-WL-0757. Please revise the subject wetland license description of authorized work to reflect the revisions/additions (**bold print**) as follows:

- I. Rebuild the Francis Scott Key Bridge **260 feet to the east of the original bridge alignment** ~~within the same alignment~~ within MDTA's existing right-of-way (ROW), extending approximately 1 mile over the Patapsco River. The bridge will be constructed to current design standards and consist of four 12-foot wide lanes, with two 10-foot wide outside shoulders and two 4-foot wide inside shoulders and will have an air draft of approximately 230 feet over the 800-foot-wide authorized Fort McHenry Navigation Channel and will result in 11.05 acres of coverage over the Patapsco, ~~42.74~~ **0.56** acres of permanent impact to State Tidal Wetlands, and ~~9.19~~ **5.99** acres of temporary construction impacts over State Tidal Wetlands. The ~~42.74~~ **0.56** acres of permanent impacts include the following:

- a. ~~8,736 square foot (0.2 acre) piers; Six main span bridge piers supported on 130 (96-inch) piles resulting in 6,536 square feet of impact;~~
- b. ~~Three 5,600 square foot (0.13 acre) piers with six~~ **Six main span pier protection fender structures supported on 278 (96-inch) piles resulting in 13,974 square feet of impact;** ~~4,418 square foot (0.10 acre) associated dolphins; Four bridge piers supported on 72 (48-inch) piles resulting in 904 square feet of impact;~~
- c. ~~Two 96,768 square foot (2.22 acres) piers with associated stone fill;~~ **One bridge pier supported on 30 (48-inch) piles resulting in 377 square feet of impact;**
- d. ~~Two piers with associated fill totaling 264,560 square feet (6.07 acres) to support the 550 foot tall bridge towers and bridge span over the federal channel. One bridge pier foundation, on the bottom, resulting in 2,592 square feet of impact.~~

The ~~9.19~~ **5.99** acres of temporary impact include the following:

- e. ~~Approximately 400,000 square feet of temporary trestle on each shoreline that includes marine access piers on each shoreline and multiple finger piers along the trestle;~~ **149,466 square feet (3.43 acres) of temporary trestle providing construction access from Sollers Point and 111,120 square feet (2.55 acres) of temporary trestle providing access from Hawkins Point each with multiple finger piers along the trestle;**
- f. 1,200 (36-inch) temporary trestle piles;
- g. 300 (36-inch) temporary mooring/template piles.

This License does not comment or opine on the full environmental impact of the allision, collapse of the Key Bridge, and subsequent activities, which remain subject to further investigation and are the subject of ongoing litigation. *(Please include this language in the License)*

Waterbody: Patapsco River

Requires Water Quality Certification?: Yes, 24-WQC-0028 was issued by MDE on December 9, 2024. The individual Certification (24-WQC-0028) and the Federal Consistency Determination still cover the activities requested in the modification; therefore, MDE does not plan to modify the WQC or Federal Consistency Determination.

Qualifies for Maryland State Programmatic General Permit (MDSPGP)?: Yes/No. Portions of the project qualify for authorization by the USACE under the Maryland State Programmatic General Permit-6 (MDSPGP-6) including the geotechnical borings, temporary trestles, and temporary piles, which are certified under the granted Certification for the Maryland State Programmatic General Permit-6, NAB-2020-00415, SPN-20-66 (20-WQC-0051). Portions of the project qualify under Nationwide Permit 23; however, these activities (such as the permanent fill for the bridge rebuild) are above the threshold for the WQC Nationwide Permit Reissuance, SPN-20-62 [20-WQC-0050(R1)], and those activities are therefore granted certification under the individual Certification (24-WQC-0028). USACE plans to modify permit NAB-2024-61017-M46 originally dated March 5, 2025 under the MDSPGP-6 and Nationwide 23. The United States Coast Guard (USCG) plans to issue a modification to Coast Guard Bridge Permit (1-25-5) after the USACE permit modification issuance.

Area of Vegetated Wetland Impacts Requiring Mitigation: 0 s.f.

Area of Open Water Tidal Wetlands Requiring Mitigation: 24,383 SF/0.56 AC. Impacts requiring mitigation result from pile supported bridge pier foundations and pile supported vessel protection systems.

Area of Wetlands Created: 0 s.f.

Was the Applicant's Original Project Modified?: No.

Justification for Modification: On July 3, 2025, MDE received a modification request from the applicant for the adjustment of the final main span bridge alignment 260 feet east of the original alignment to avoid conflicts with the large structural components of the original bridge, which are deep below the mudline of the Patapsco River. The amendment also included impacts and design updates based on 50% design level plans, which include revised details for bridge piers, pier protection, roadway approaches, and roadway drainage associated with the final alignment. While originally being removed, the existing main span Piers 17 and 18 will remain as pier protection elements for the new main span piers.

Department Comment:

The Department determined the revisions required an additional public notice and comment period. As required by § 5-204 (b) of the Environment Article, the Department drafted and issued a public notice for comments on the shift in the bridge alignment by posting the public notice on its website from August 6, 2025 to September 6, 2025 and publishing the public notice for the proposed project in the Baltimore Sun on August 7, 2025, the Capital Gazette on August 8, 2025, and The Dundalk Eagle on August 14, 2025. In addition, the public notice was provided to adjacent property owners listed in Attachment A. Attachments A through D are for informational purposes for this R&R only, and Attachments I through III are exhibits to be attached to the Wetlands License.

A pre-scheduled public informational hearing was held on August 20, 2025, at the Northpoint Edgemere Volunteer Fire Department, 7500 Northpoint Rd, Baltimore, MD 21219. The hearing was attended by 14 members of the public, and one elected official listed below (see Attachment B):

- Tim Fazenbaker, Baltimore County Republican Central Committee Member, District 7

One citizen, Francis Seman Sr., provided testimony at the hearing who expressed concern about the timeline of the bridge rebuild. There was no opposition or concern regarding tidal wetland impacts at the hearing. The Chesapeake Bay Foundation (CBF) sent comments on September 4, 2025 via email acknowledging the importance of the bridge rebuild but expressing concern about environmental tradeoffs and the suitability of the Final Compensatory Mitigation Plan (see Attachment C). The CBF would like MDE to require the applicant to reconsider its tidal mitigation to include, in part or in full, the Middle Branch-2 tidal habitat creation and reestablishment project, which includes creation of vegetated tidal wetlands. The Applicant responded on September 8, 2025, and noted that the project impacts have decreased from 12.7 acres to 0.56 acres of tidal open water wetlands impact. The Applicant also notes concerns with the Middle Branch-2 site including property ownership/permissions, potential for contaminated materials, and site development schedule. The Department reviewed the responses, and agreed that because of the significant decrease in impact to tidal open water wetlands, derelict crab pot removal is appropriate mitigation for the direct impacts to the Patapsco River, and that the comments have been addressed.

Comments from the Maryland Department of Natural Resources (DNR) were received on August 8, 2025 and were similar to comments previously received which have been incorporated into special conditions of the Wetlands License (see Attachment D). The Department included the special conditions in the original license, which are still included in this modification. DNR also requested a tidal wetland stewardship option to address anadromous fish impacts during construction. The Department encourages stewardship opportunities;

however, stewardship is not a requirement of the Wetland License.

The standard Coastal Zone Management (CZM) statement should not be included in the Wetland License because a standalone CZM/Federal Consistency determination was approved for the project on December 9, 2024.

This Report and Recommendation does not comment or opine on the full environmental impact of the allision, collapse of the Key Bridge, and subsequent activities, which remain subject to further investigation and are the subject of ongoing litigation.

Explanation of Special Conditions:

Due to the Progressive Design Build Nature of this project, the Department anticipates multiple modifications as the design progresses and construction is underway. Due to this uncertainty, the Department has included multiple Special Conditions to protect water quality and aquatic life throughout the construction process. These conditions also include requirements for additional plans, monitoring, inspection, reporting, and compensation, and have not changed since the original Wetland License.

Mitigation:

The impacts were reduced from 12.71 acres to 0.56 acres of tidal open waters due to design refinements. Mitigation will consist of derelict crab pot removal at a 2:1 mitigation requirement of 1,400 pots/acre totaling 784 pots. The applicant shall locate and remove derelict crab pots from the tidal Patapsco River south of the Project within the Baltimore Harbor (021309) MDE 8-digit watershed. If the required derelict crab pots cannot be located within the Baltimore Harbor 8-digit watershed, the search will continue into the Middle Chesapeake Bay (021399) MDE 8-digit watershed as needed to meet the mitigation requirement of 784 pots.

Cultural Resources:

In accordance with the Project's Section 106 Consultation and Programmatic Agreement (PA), MDTA provided updated coordination to the Maryland Historical Trust (MHT) stating the main span bridge realignment will remain within the Area of Potential Effect (APE) for the project, and no changes to the APE are warranted. MHT has concurred with MDTA's determinations in which the Proposed Action will not result in substantially different changes to the setting of any historic properties within the APE and no properties will be directly impacted.

The evaluation of this project has taken into account ecological, economic, recreational, developmental, and aesthetic considerations appropriate for this proposal as well as other requirements set forth in the Code of Maryland Regulations. To ensure that impacts to resources are avoided and minimized to the maximum extent possible and to ensure that all work is performed in accordance with critical area and local regulations, the Department has recommended a number of special conditions. Provided all general and special conditions are adhered to, the work proposed will not cause significant deleterious impacts to marsh vegetation, submerged aquatic vegetation, finfish, shellfish, or navigation.

Project Justification: In consideration of the site characteristics and the nature of the proposed work, the Department concludes that the application represents a reasonable exercise of riparian rights.

Special conditions: There are no additions to the Special conditions, but there is one minor change to Special Conditions 8.b. noted in bold below.

SPECIAL CONDITIONS:

1. The Licensee shall follow all Critical Area requirements and obtain all necessary authorizations from the Critical Area Commission (Commission). This License does not constitute authorization for disturbance in the 100-foot Critical Area Buffer. "Disturbance" in the buffer means clearing, grading, construction activities, or removal of any size of tree vegetation. The Commission and MDTA have developed a Memorandum of Understanding (MOU) approving the Key Bridge Rebuild and requiring Commission review prior to buffer disturbance. In accordance with the MOU, any anticipated buffer disturbance shall be reviewed by the Commission per the requirements of linear projects in an Intensely Developed Area before the commencement of land-disturbing activity.
2. All work in tidal wetlands performed under this License shall be conducted by a marine contractor licensed by the Marine Contractors Licensing Board (MCLB) in accordance with Title 17 of the Environment Article of Annotated Code of Maryland. Licensing by MCLB shall occur prior to the beginning of construction activities. A list of licensed marine contractors may be obtained by contacting the MCLB at 410-537-3249, by e-mail at MDE.MCLB@maryland.gov, or by accessing the MDE Environmental Boards webpage.
3. To protect important aquatic species in tidal waters, pile driving activities are prohibited between February 15 and June 15 inclusive, of any year, unless specifically approved by the Tidal Wetlands Division (Division). If any in-water pile driving activities are requested during the restriction period the Licensee shall coordinate with the Division and the Maryland Department of Natural Resources (DNR) for avoidance and minimization measures, and shall receive approval from the Division prior to commencement of the activity.
4. To minimize disturbance to the wintering and staging waterfowl areas in tidal waters as depicted on Attachment I, in-water work is prohibited from November 15 through March 1 inclusive, of any year, unless specifically approved by the Division. If any in-water work is requested during the restriction period, the Licensee shall coordinate with the Division and DNR for avoidance and minimization measures and shall receive approval from the Division prior to the commencement of the activity.
5. If any mooring, pile driving, and in-water work overlap within the Fort Carroll Sensitive Species Project Review Area (SSPRA) as depicted in Attachment I, the Licensee shall coordinate with the Division and DNR's Environmental Review Program for minimization and avoidance measures and shall receive approval from the Division prior to commencement of the activity.
6. To protect Natural Oyster Bars (NOBs), the Licensee shall not conduct in-water work within 1,500 feet (500 yards) of the edge of NOBs located within the Fort Carroll SSPRA as depicted in Attachment I during the periods of June 1 through September 30 and December 16 through March 14 inclusive, of any year, unless specifically approved by the Division. If any in-water work is required during the restriction period, the Licensee shall coordinate with the Division and DNR for avoidance and minimization measures and shall receive approval from the Division prior to the commencement of the activity.
7. Avoidance and minimization of impacts to tidal wetlands shall be emphasized throughout the remainder of the design and construction process.
8. Tidal In-Water Construction Plan (TIWC Plan): No activity that impacts regulated tidal resources shall commence prior to the Division's approval of a TIWC Plan. The TIWC Plan shall be submitted for review and approval at least 30 days prior to the commencement of any work authorized under this License. The Licensee shall implement and comply with the TIWC plan in accordance with the

approved plan. The TIWC Plan shall ensure consistency with License conditions and water quality regulations. The TIWC Plan shall include detailed support for the implementation of appropriate practices to protect water quality, marine life, and estuarine habitat, and mitigation/recovery plans for unavoidable/unexpected impacts, and address the following at a minimum:

- a. The use of best management practices to protect water quality, marine life, and habitat during and after construction such as bubble curtains and other applicable best management practices;
- b. Pile driving shall be performed in a manner that allows for a zone of passage to exist in the river at all times, **or as approved by the TIWC Plan**, to allow migrating, resting, or foraging fish to continue their behaviors while the project is ongoing. Time of work restrictions **shall be** developed in consultation with the Division and DNR.
- c. Hold Points:
 - i. The TIWC Plan shall stipulate conditions leading to “hold points,” which would stop pile driving, or other in-water work injurious to marine life until coordination has occurred with DNR’s Environmental Review Program if any of the following is observed during or immediately (approximately 1 hour) after pile driving activity related to hammer activities:
 1. Presence of dolphin, sea turtle, or sturgeon within the injury or behavioral modification zone- as provided in Attachment I;
 2. One stunned or dead sturgeon and/or dolphin;
 3. Ten stunned or dead game fish or species considered to be in need of conservation per pile location, including all Striped Bass, Alewife, Blueback Herring, American Shad, and others as identified by DNR;
 4. 40 stunned or dead non-game fish per pile location.
 - ii. The TIWC Plan shall include detailed provisions for the required monitoring of the presence of dolphins, sea turtles, and sturgeon and for documenting and reporting injury or death in accordance with the above requirements. If any of the above are observed, the Licensee shall contact the DNR Environmental Review Program within 1 business day for agency coordination and adaptive management.
 - iii. The Licensee shall submit a weekly report to the Division and DNR while in-water tidal construction activities are ongoing summarizing the work and documenting the total injured/killed fish, including species and size of all injured/killed fish, approximate location relative to where the pile driving or noise-generating activity was occurring, and time/date. A final report summarizing the fish kills associated with construction shall be submitted to the Division within 60 days of completion of the construction.
 - iii. The TIWC Plan shall detail coordination and approval procedures for the release of hold points.
- d. Noise management including provisions for a “zone of safe fish passage,” and for the reduction of in-water noise;
- e. Construction plans for in-water work shall be submitted for review and receive approval from the Division prior to the start of construction for each plan set and shall follow the submittal requirements listed under Special Condition 15;
- f. The Licensee shall comply with all approved plans, best management practices, and avoidance measures, and the project shall comply with all relevant water quality standards listed in COMAR at all times;
- g. The TIWC Plan can only be modified upon approval by the Division;
- h. Process for submission, agency review, and approval of in-water construction plans, revisions, and, if necessary, permit modifications.

9. The Licensee shall provide compensation for fish mortality. The Licensee shall provide payment into a Special Fund as designated by DNR. Monetary values associated with fish kills shall be evaluated in accordance with the Fish Mortality Mitigation Cost Table depicted in Attachment II.
10. Water Quality Monitoring Plan (WQM Plan):

Ensure water quality standards are maintained in tidal waters during the duration of the Project.

 - a. No activity that impacts tidal regulated resources shall commence prior to the Division's approval of a WQM Plan. The WQM Plan shall be submitted at least 30 days prior to the commencement of any work authorized under this License. The Licensee shall implement and comply with the WQM plan in accordance with the approved plan. The WQM Plan shall ensure consistency with the conditions of this License.
 - b. The WQM Plan shall contain the water quality criteria and benchmarks for which the Project shall be monitored and documented to ensure consistency with the requirements of the Clean Water Act, COMAR 26.08.02, and conditions in this License, including, at minimum, applicable total suspended solids/turbidity, temperature, dissolved oxygen, conductivity, salinity, and pH criteria.
 - c. The WQM Plan shall also contain monitoring methodology, monitoring locations, reporting schedule(s), quality assurance/quality control procedures, and corrective action plans.
 - d. The WQM Plan can only be modified upon approval by the Division.
11. Severe Weather and Flood Action Plan (SWFA Plan):

Ensure water quality standards are maintained during significant weather events.

 - a. No activity that impacts regulated resources shall commence prior to the Division's approval of a SWFA Plan. The SWFA Plan shall be submitted at least 30 days prior to the commencement of any work authorized under this License. The Licensee shall implement and comply with the SWFA plan in accordance with the approved plan. The SWFA Plan shall ensure consistency with these License conditions.
 - b. The SWFA Plan shall include the following:
 - i. Weather and the possibility of a rainfall/wind event shall be monitored on a daily basis, seven days a week through the National Oceanic and Atmospheric Administration. When a significant weather event is forecast, appropriate actions shall be taken to protect water quality including review and repair of erosion and sediment control measures, securing all equipment, addressing material storage and stockpile areas, and other sources of potential pollution. A significant weather event is a greater than 50 percent chance of 1 inch or more rainfall forecast during a 24-hour period within the watershed or probability of gale force winds.
 - ii. Storm surges - Identify and address areas susceptible to storm surge and make provisions to remove materials, equipment, and other potential contaminants prior to inundation.
 - iii. No equipment, construction materials, or hazardous materials, including fuel for equipment and pumps, shall be stored within the 100-year floodplain unless otherwise approved.
 - c. The SWFA Plan can only be modified upon approval by the Division.
12. Prior to the start of construction, the Licensee shall retain a minimum of one qualified full-time Independent Environmental Monitor (IEM) who is independent of the Licensee, design consultants, and construction contractors working on the project. The Licensee shall retain an IEM(s) to assess compliance with all conditions of this License and other applicable permits and environmental regulations. The Licensee shall develop a project-specific IEM Manual detailing all IEM responsibilities and procedures and submit the manual to the Division for review and approval prior to implementation. The Division shall be provided the opportunity to review the qualifications of the IEM(s) proposed by the Licensee and provide concurrence that the candidate is qualified to perform

the IEM role. More than one IEM may be needed to adequately staff the project depending on schedule and construction phasing. The IEM(s) shall

- a. Review design submittals and construction activities for compliance with all conditions of this License and other applicable permits and environmental regulations;
- b. Report findings directly and concurrently to the Division and the USACE, notifying them and the Licensee immediately of any reported or observed violations or noncompliance issues within the terms or conditions of this License, or approved plans and specifications;
- c. Assist with and verify the Licensee's monitoring of potential impacts on aquatic life resulting from construction activities.
- d. Document impacts to regulated resources by developing and maintaining a detailed tracking list of impacted resources;
- e. Assist with the identification of ongoing opportunities for further avoidance and minimization of impacts to regulated environmental resources and protection of water quality;
- f. Assist with the identification of any marine life injuries related to construction activities.

13. Construction Plans

Submit approved plans impacting tidal wetlands before construction. Each plan submission shall include a brief summary of avoidance and minimization efforts, or, for plans that have been previously reviewed by the Division, a summary of plan changes related to regulated resources.

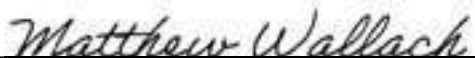
- a. Stormwater Management (SWM) Plan: Submit the final SWM Plans to the Division prior to beginning SWM construction activities. The final stamped plans, and any proposed modifications to those plans, shall be submitted to the Division.
 - i. No SWM structures shall be placed in any tidal wetlands.
- b. Erosion and Sediment Control Plan: Submit the approved construction plans and subsequent modifications to the Division.
- c. Approved Plans: The Licensee shall develop and maintain a searchable database of approved plans (including all revisions) for use by the Division and other agencies. The database must segregate the latest approved plans from previous versions so that reviewing personnel can reliably determine the most current plans.

14. A pre-construction meeting shall be held with the Division, MDE Compliance Program, the USACE, MDTA, the IEM, BPW Wetlands Administration, other agency stakeholders as available, and MDTA's primary contractors and subcontractors to provide the opportunity for all to review and discuss the construction plans and license conditions. All meeting participants shall be notified of this meeting a minimum of 14 days prior to the date of the meeting.
15. The Licensee shall install appropriate hazard notification, visibility, and safety requirements on all temporary pilings, temporary structures, or monitoring devices in tidal waters.
16. The use of barges, trestles, or other structures and equipment by the Licensee shall not impede the free flow of navigation on the Patapsco River unless approved by the U.S. Coast Guard.
17. The Licensee shall not allow debris or construction material to enter any tidal wetlands. The Licensee shall implement best management practices and measures such as suspended netting, skip pans, and containment barges to minimize the quantity of material entering these waterways. The Licensee shall immediately remove all debris inadvertently introduced into tidal wetlands as a result of any construction activity. Debris shall be disposed of at an approved upland disposal site and in a manner that does not adversely impact surface or subsurface flow into or out of tidal wetlands.
18. The Licensee shall submit a General Discharge Permit application (Maryland General Permit No. 15-MM) to the Water and Science Administration, Industrial Discharge Permits Division for review and approval, as determined necessary by MDE, prior to the commencement of work at the facility

related to the use of any on-site concrete batch facility. The Licensee shall send confirmation of the determination to the Division by MDE's Industrial Discharge Permits Division.

19. The Licensee shall obtain approval from MDE for any proposed dredging activities prior to conducting any dredging by submitting a modification to the tidal wetlands license. When applying for authorization from MDE for dredging, the Licensee shall provide detailed information on any proposed dredging method and locations including dredge area, volume of material, and proposed depths, to MDE. The biological, chemical, and physical characteristics of proposed dredging material and sites shall be evaluated and submitted to MDE in a sampling plan for review and approval before starting dredging activities.
20. Mitigation is required for impacts related to the permanent fill placed in State tidal wetlands in accordance with COMAR 26.24. The Licensee shall submit the proposed mitigation plan to MDE once the final design has been determined and the final permanent impacts have been identified for review and approval. The Licensee shall implement the mitigation plan in accordance with the approved plan and schedule.
21. The Licensee shall remove all temporary structures from tidal wetlands, or cut at least two feet below the mudline, within 6 months following completion of construction.

DEPARTMENT OF THE ENVIRONMENT APPROVAL:



Matthew Wallach, Natural Resource Planner
Tidal Wetlands Division

9/8/2025

DATE



Jonathan Stewart, Division Chief
Tidal Wetlands Division

September 9, 2025

DATE



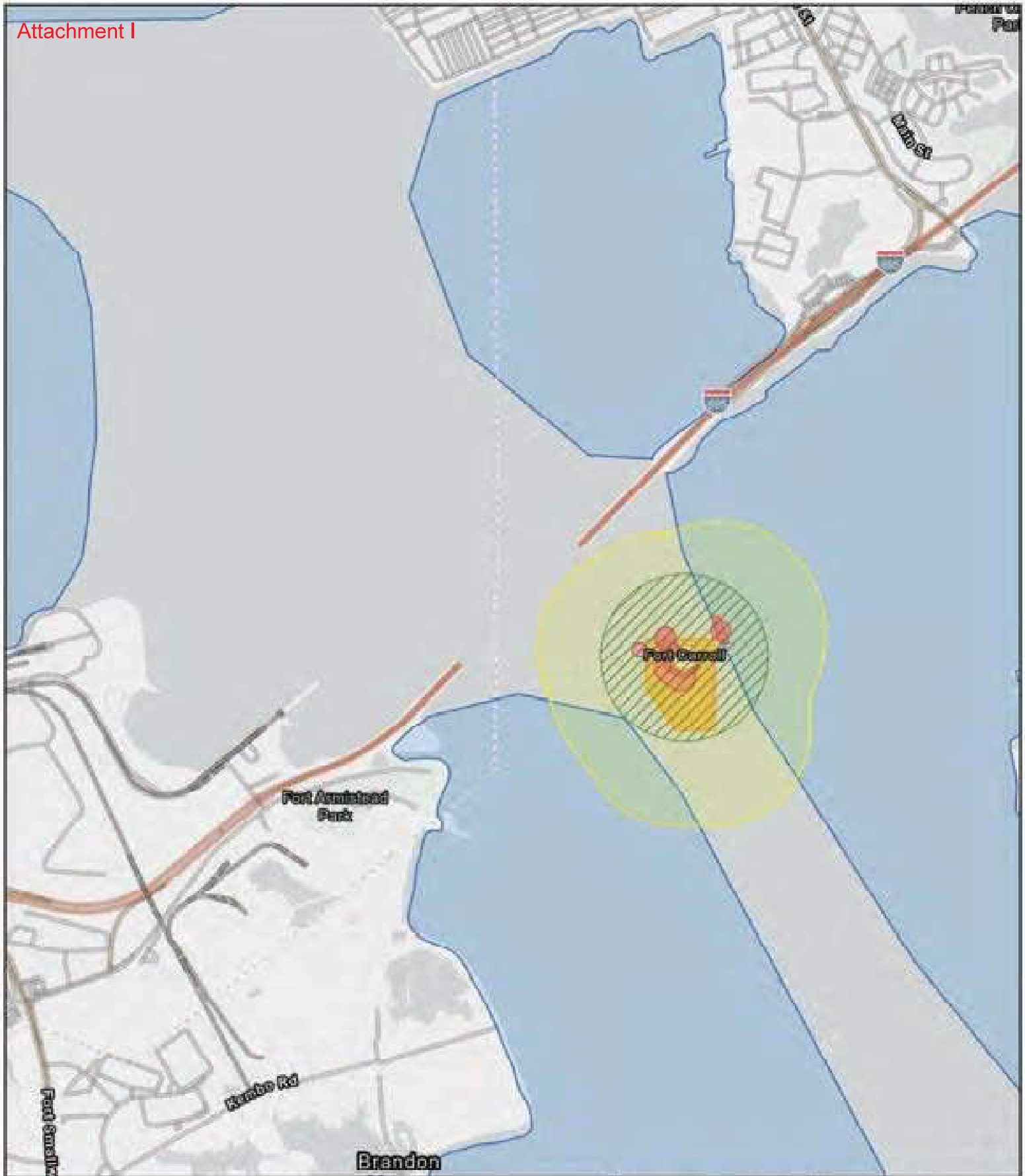
Heather Nelson, Program Manager
Wetlands and Waterways Protection Program

Sep 9, 2025

DATE

William Morgante, Wetlands Administrator
Board of Public Works

DATE



- Natural Oyster Bar
- Fort Carroll Oyster Sanctuary
- Oyster Habitat 1500ft Buffer
- Waterfowl Areas
- Sensitive Species Project Review Area



**Francis Scott Key
Bridge
Rebuild**
**Tidal Wetland Wildlife
Protection Areas**
July 2025

Attachment II

Fish Mortality Mitigation Cost Table

	Prices as of March 2022							Prices in COMAR 08/02/09,01						
	Under 4"	4"-6"	6"-8"	8"-10"	10"-12"	12"+ price/lb		Under 4"	4"-6"	6"-8"	8"-10"	10"-12"	12"+ price/lb	
Bass, Largemouth	1.75	2.45	3.85	5.60	7.00	8.75		0.50	0.70	1.10	1.60	2.00	2.50	
Bass, Striped*	2.63	4.38	6.13	7.88	10.50	17.50		0.75	1.25	1.75	2.25	3.00	5.00	
Bluefish	1.75	2.98	4.03	5.25	7.00	11.73		0.50	0.85	1.15	1.50	2.00	3.35	
Catfish, Bullheads	0.35	0.70	1.05	1.40	1.75	1.75		0.10	0.20	0.30	0.40	0.50	0.50	
Catfish, Channel, White	0.53	0.88	1.23	1.58	1.93	3.50		0.15	0.25	0.35	0.45	0.55	1.00	
Catfish, Blue, Flathead	Invasive							0.00	0.00	0.00	0.00	0.00	0.00	
Crappie, Black, White	0.70	1.40	2.10	3.50	5.25	8.75		0.20	0.40	0.60	1.00	1.50	2.50	
Croaker	0.53	1.05	1.58	2.10	2.63	2.63		0.15	0.30	0.45	0.60	0.75	0.75	
Drum, Black, Red	1.75	2.98	4.03	5.25	7.00	11.73		0.50	0.85	1.15	1.50	2.00	3.35	
Eel, American	0.18	0.35	1.05	1.05	1.05	1.75		0.05	0.10	0.30	0.30	0.30	0.50	
Herring*	0.35	0.70	1.05	1.75	2.63	1.75		0.10	0.20	0.30	0.50	0.75	0.50	
Menhaden	0.35	0.70	1.05	1.75	2.63	1.75		0.10	0.20	0.30	0.50	0.75	0.50	
Perch, White	0.53	0.88	1.23	1.58	1.93	2.28		0.15	0.25	0.35	0.45	0.55	0.65	
Perch, Yellow	0.53	0.88	1.23	1.58	1.93	2.28		0.15	0.25	0.35	0.45	0.55	0.65	
Seatrout, all species	0.88	1.58	2.28	3.15	3.85	5.25		0.25	0.45	0.65	0.90	1.10	1.50	
Shad, American*	0.35	0.70	1.05	1.75	2.10	2.98		0.10	0.20	0.30	0.50	0.60	0.85	
Shad, Hickory*	0.35	0.70	1.05	1.75	2.10	2.98		0.10	0.20	0.30	0.50	0.60	0.85	
Shad, Gizzard	0.07	0.14	0.21	0.28	0.35	0.53		0.02	0.04	0.06	0.08	0.10	0.15	
SNAKEHEAD	Invasive							0.00	0.00	0.00	0.00	0.00	0.00	
Spot	0.53	1.05	1.58	2.10	2.63	2.63		0.15	0.30	0.45	0.60	0.75	0.75	
Sturgeon*						175.00							50.00	
Sunfish, all species	0.70	1.23	3.50	6.13	10.50	10.50		0.20	0.35	1.00	1.75	3.00	3.00	
	Under 4"		Over 4"					Under 4"		Over 4"				
Forage fish, shiners, daces, silversides, anchovies, etc.*	\$3.50/thousand		\$7/thousand					\$1/thousand		\$2/thousand				
	Under 5"		Over 5"					Under 5"		Over 5"				
Blue Crabs, Hard*	.87/each		1.74/each					.25/each		.50/each				
	Under 3.5"		Over 3.5"					Under 3.5"		Over 3.5"				
Blue Crabs, Soft, Peeler*	.87/each		1.74/each					.25/each		.50/each				
Soft-shell Clams	\$70/bushel							\$20/bushel						
Hard-shell Clams	.70/each							.20/each						
Oysters	\$52.50/bushel							\$15/bushel						
Grass Shrimp	\$14/gallon							\$4/gallon						
Diamondback Terrapins*	\$3.49/pound							\$1/pound						
Notes:														
COMAR values have been adjusted to reflect the cumulative rate of inflation from 1980 to March 2022 which is just under 250%														
https://www.usinflationcalculator.com/?mc_cid=1603cc288f&mc_eid=740ba2c29d														
Edited/Proposed by Jim Thompson 05.04.2022														

24-WL-0757 R1
202461017
10/01/2025
1 of 34



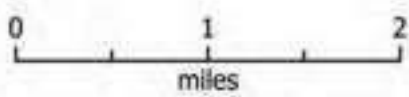
FSK Bridge Rebuild Project

Appendix A: Project Vicinity Map

Baltimore City, Baltimore County,
and Anne Arundel County, Maryland
June 2025



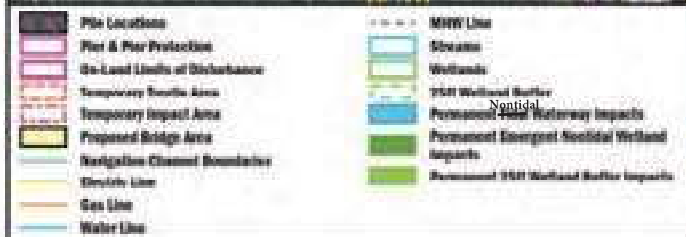
 Limit of Disturbance





- Pile Locations - Pier & Pier Protection - On-Land Limits of Disturbance - Temporary Stream Area - Temporary Impact Area - Proposed Bridge Area - Navigable Channel Boundary - Diversion Line - Gas Line - Water Line	- MHW Line - Stream - Wetlands - TSOT Wetland Buffer - Permanent Waterway Impacts - Permanent Emergent Wetland Impacts - Revised TSOT Wetland Buffer Impacts		 	Francis Scott Key Bridge Rebuild Project Impact Plates Page 1 of 9 June 2025
--	--	--	------	--

24-WL-0757 R1
202461017
10/01/2025
3 of 34



24-WL-0757 R1

202461017

10/01/2025

4 of 34



	Pier Location		MHW Line
	Pier & Pier Protection		Stream
	On-Land Limits of Disturbance		Wetlands
	Temporary Tenth Area		PST Wetland Buffer
	Temporary Impact Area		Permanent Wetland Impacts
	Proposed Bridge Area		Permanent Emergent Subtidal Wetland Impacts
	Navigable Channel Boundary		Reduced PST Wetland Buffer Impacts
	Elevate Line		
	Sea Line		
	Water Line		



**Francis Scott Key
Bridge
Rebuild Project
Impact Plates**

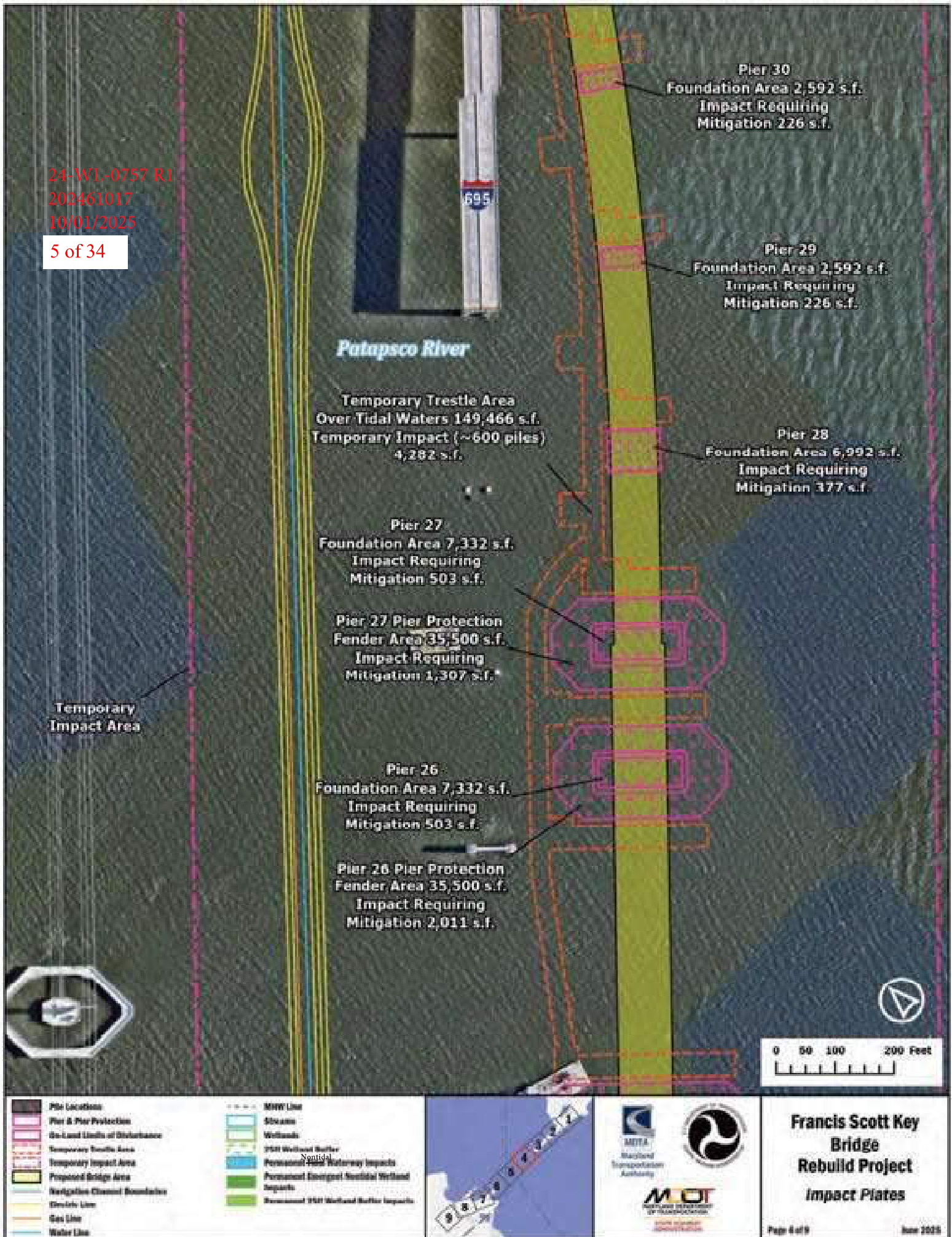
Page 3 of 9 June 2025

24-WL-0757 R1

202461017

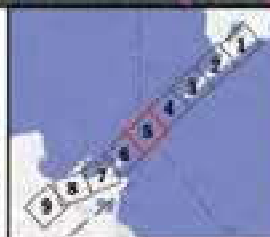
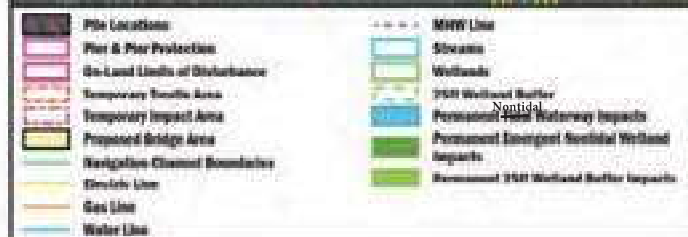
10/01/2025

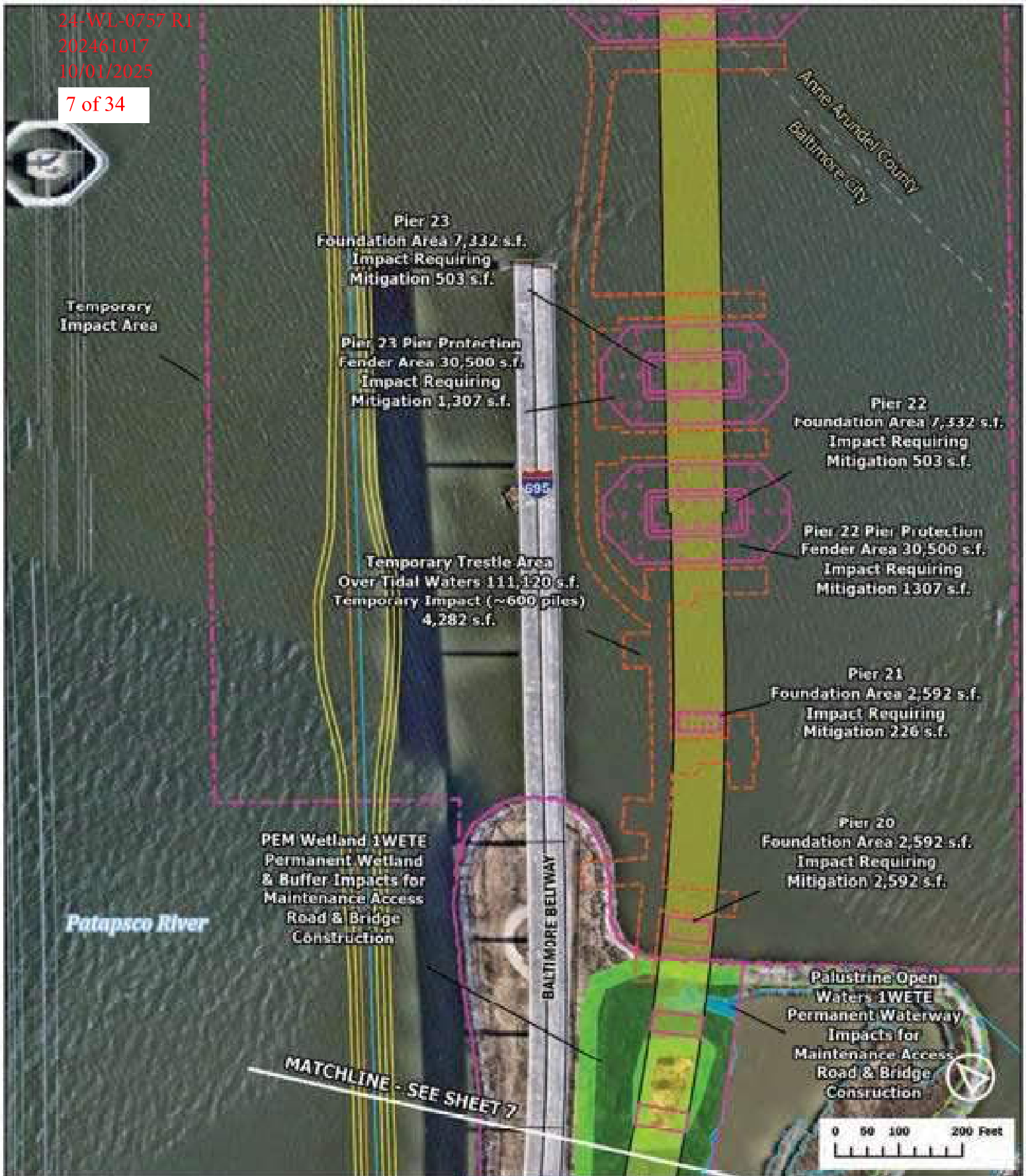
5 of 34



24-WL-0757 R1
202461017
10/01/2025

6 of 34





MATCHLINE - SEE SHEET 6

695

24-WL-0757 R1
202461017
10/01/2025

8 of 34

Fort Armistead Park

FORT ARMISTEAD RD

Palustrine Open Waters 1WETE
Permanent Waterway
Impacts for
Maintenance Access
Road & Bridge
Construction

PEM Wetland 1WETE
Permanent Wetland
& Buffer Impacts for
Maintenance Access
Road & Bridge
Construction

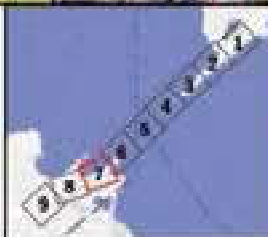
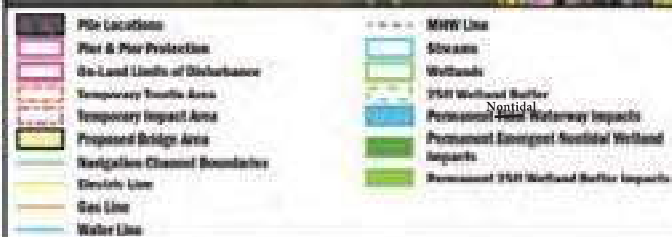
Patapsco River

BALTIMORE BELTWAY

695

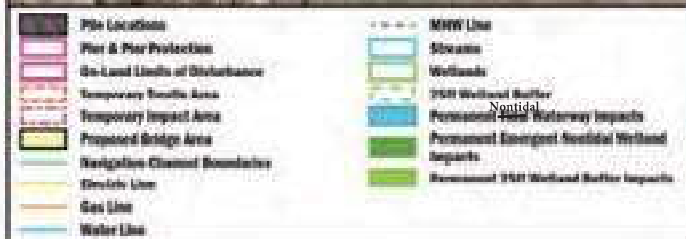
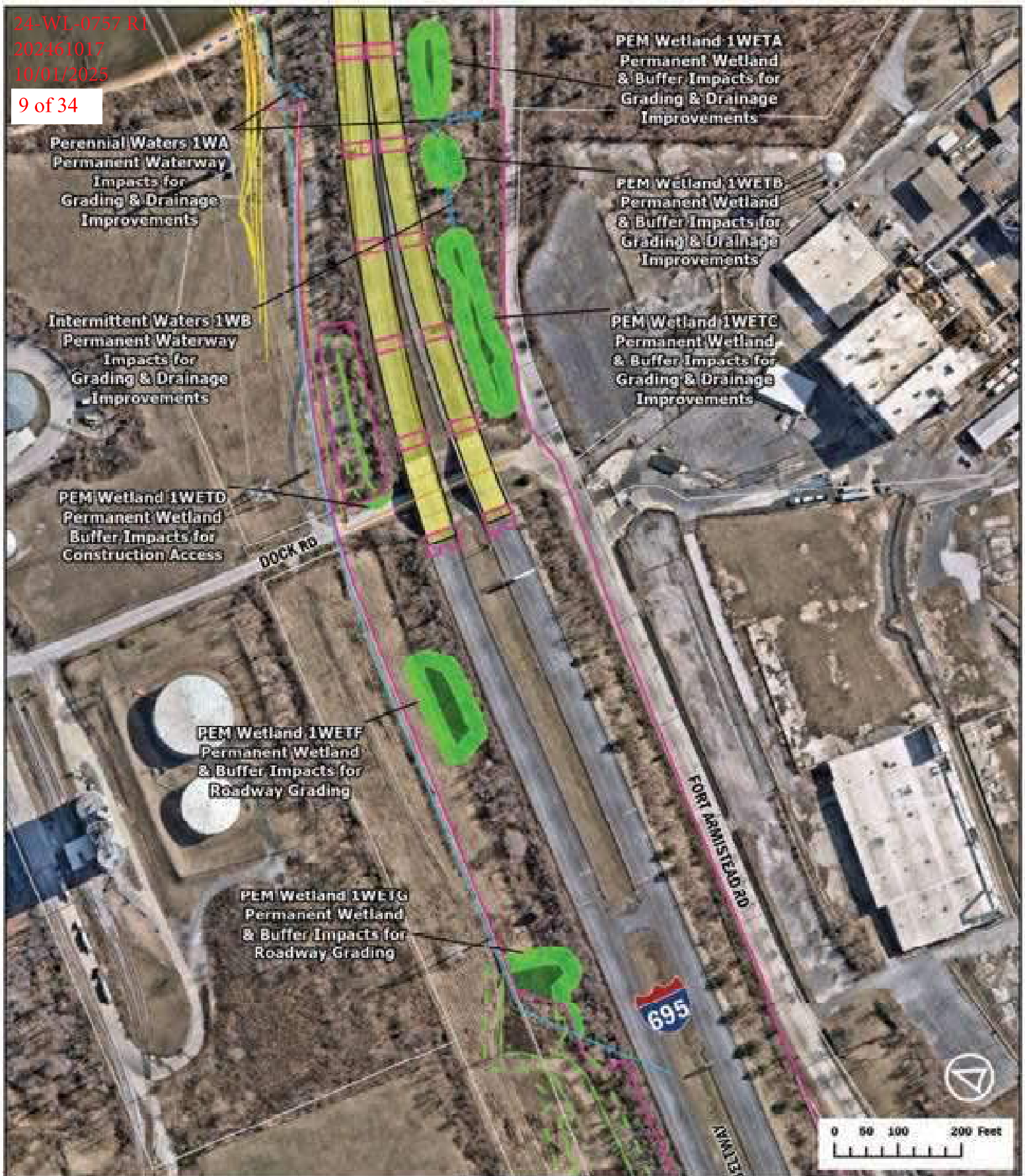
FORT ARMISTEAD RD

0 00 100 200 Feet

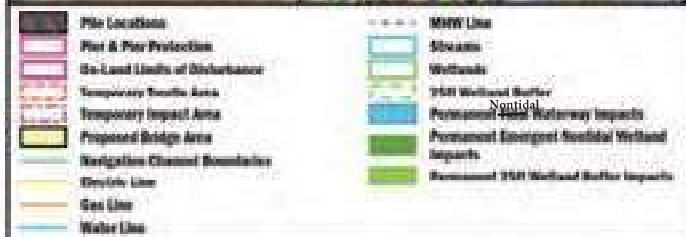
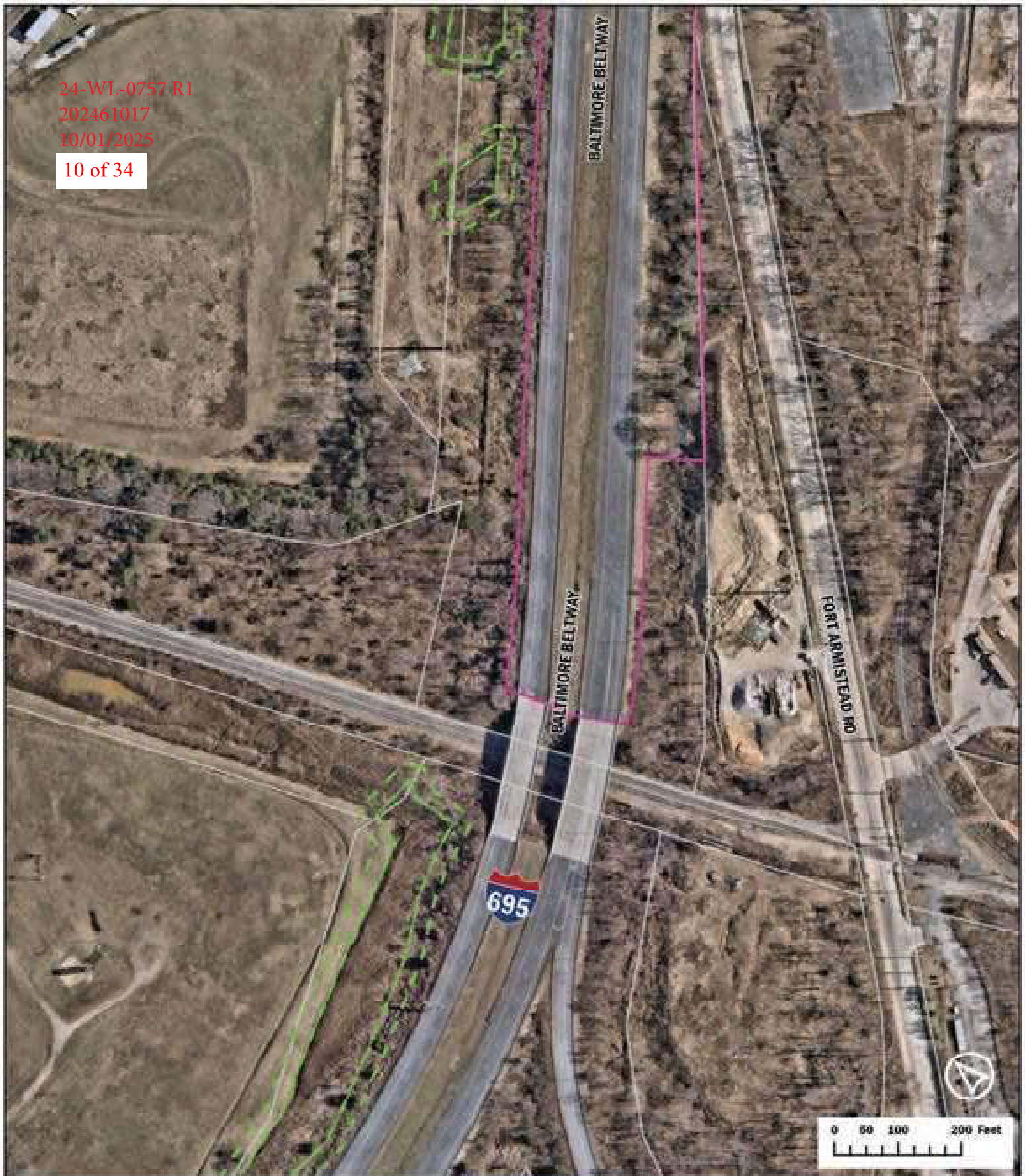


MDOT
Maryland Department of Transportation
Baltimore

Francis Scott Key
Bridge
Rebuild Project
Impact Plates

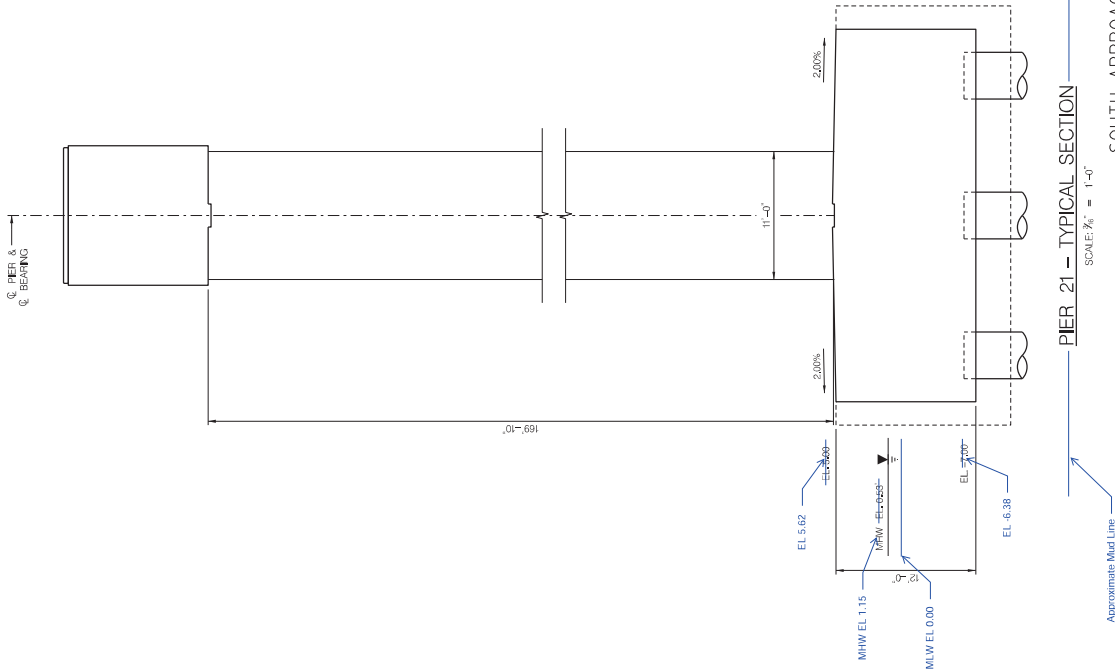
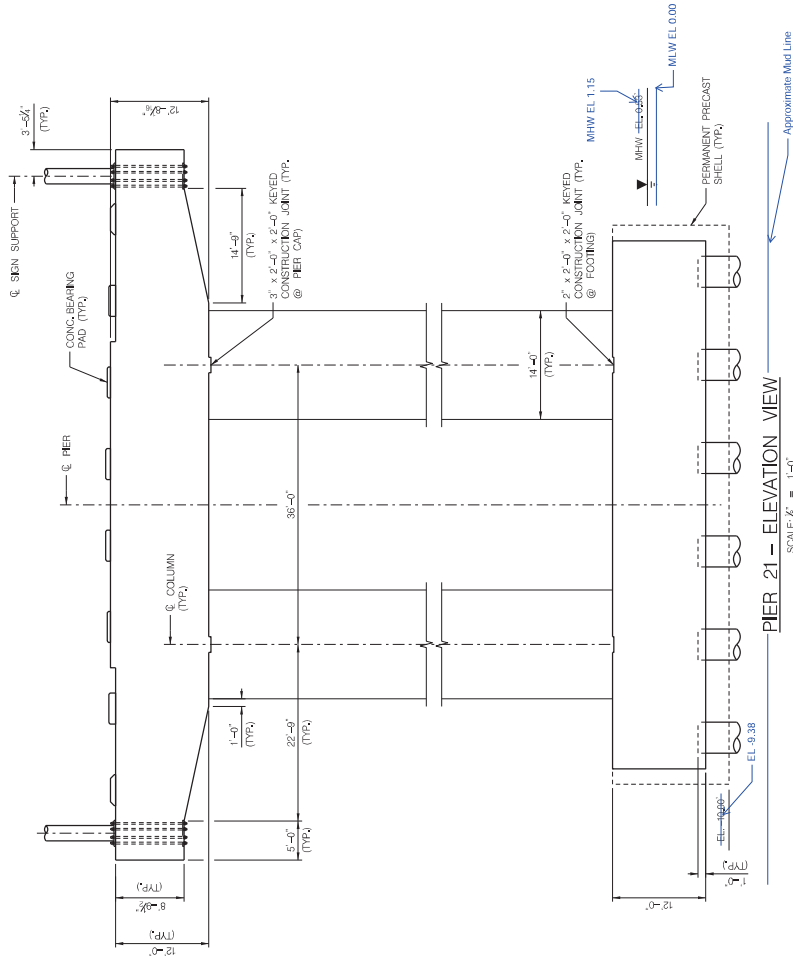


24-WL-0757 R1
202461017
10/01/2025
10 of 34



Pier 21 - Typical Section

24-WL-0757 R1
202461017
10/01/2025
12 of 34



BY: Kevin Maylum



QR CODE

PE STAMP

PE STAMP

Maryland Transportation Authority
Engineering Division



NO.	DESCRIPTION	BY	DATE
A	PROOF OF CONCEPT SUBMISSION	NBC	10/01/2025
B	50% DESIGN & RECEIPT SUBMISSION	NBC	10/01/2025

DESIGNED BY	SEC	DESIGNED BY	E.E.
CHECKED BY	SEC	CHECKED BY	SEC
DATE	10/01/2025	DATE	10/01/2025
SCALE	1/4" = 1'-0"	SCALE	1/4" = 1'-0"

CONTRACT NO.	K2-4903-0000
DRAWING NO.	STR-004-PR-002
SHEET NO.	13

FRANCIS SCOTT KEY BRIDGE REPLACEMENT I-495/MD
695 OVER THE PATAPSCO RIVER-BALTIMORE HARBOR
BALTIMORE CITY, BALTIMORE COUNTY & ANNE ARUNDEL COUNTY
PER PLAN AND ELEVATION - PER 21

NOT TO BE USED FOR CONSTRUCTION WITHOUT THE SIGNATURE OF THE DESIGNER. APPROVED FOR THE PROJECT BY THE PROJECT MANAGER. APPROVED FOR THE PROJECT BY THE PROJECT MANAGER.

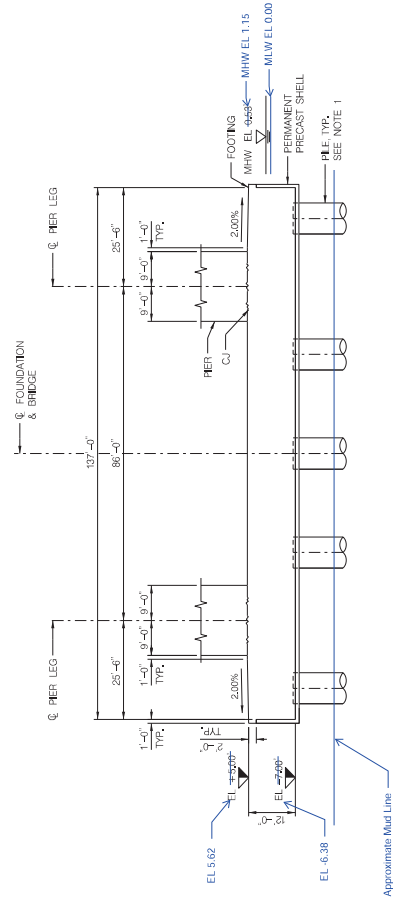
DRAFT PRE-DECISIONAL/CONFIDENTIAL



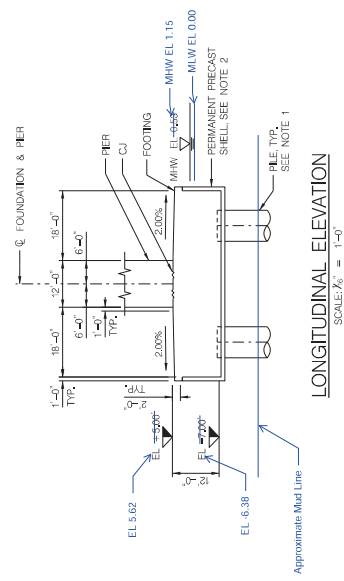
24-WL-0757 RI
202461017
10/01/2025
13 of 34

Pier 22 - Typical Section

FOR INFORMATION ONLY



TRANSVERSE ELEVATION
SCALE: 1/8" = 1'-0"



LONGITUDINAL ELEVATION
SCALE: 1/8" = 1'-0"



24-WL-0757 RI
202461017
10/01/2025

QR CODE

PE STAMP

PE STAMP



Maryland Transportation Authority
Engineering Division

NO.	DESCRIPTION	BY	DATE
A	RESULT FOR ESTIMATE SUBMISSION	EAA	10/01/2025
B	ORCA ISSUED FOR ESTIMATING - REVISION 01	EAA	10/01/2025
C	PROOF OF CONCEPT SUBMISSION	SG	10/01/2025
D	RECEIVED FOR ESTIMATING	SG	10/01/2025
E	50% DESIGN SUBMISSION	SG	10/01/2025

DESIGNED BY: SG
CHECKED BY: SG
DATE: 10/01/2025
SCALE: AS NOTED

MAIN SPAN

FRANCIS SCOTT KEY BRIDGE REPLACEMENT I-496/MD
696 OVER THE PATAPSCO RIVER-BALTIMORE HARBOR
BALTIMORE CITY, BALTIMORE COUNTY & ANNE ARUNDEL COUNTY
MAIN SPAN BRIDGE - SUBSTRUCTURE - PIER P22 & P27 - FOUNDATION - DIMENSIONS

CONTRACT NO. 432-4903-0000
DRAWING NO. STR-401-FD-121
SHEET NO. 15 OF 117

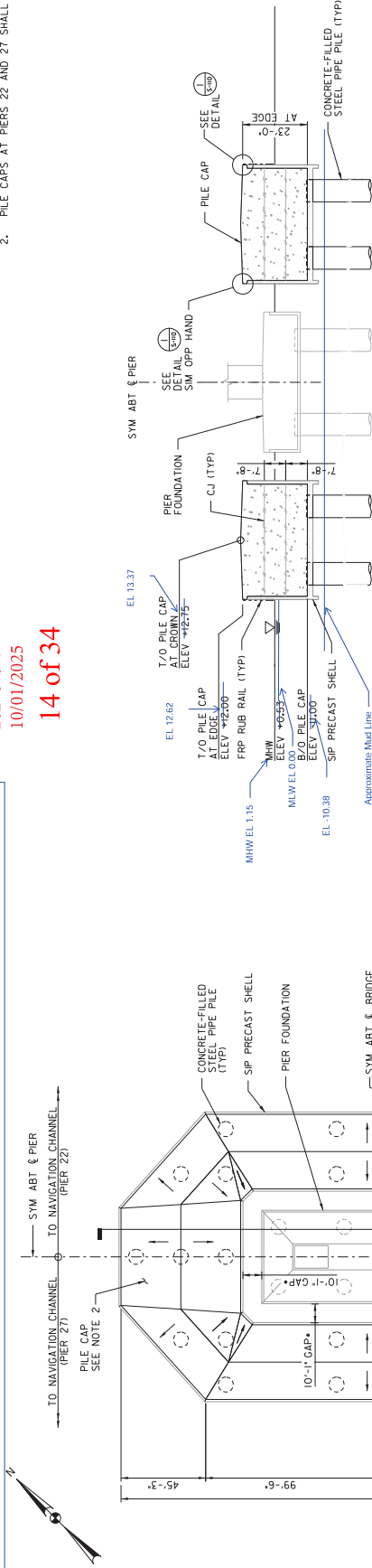
DRAFT PRE-DECISIONAL/CONFIDENTIAL

Pier 22 Pier Protection - Typical Section

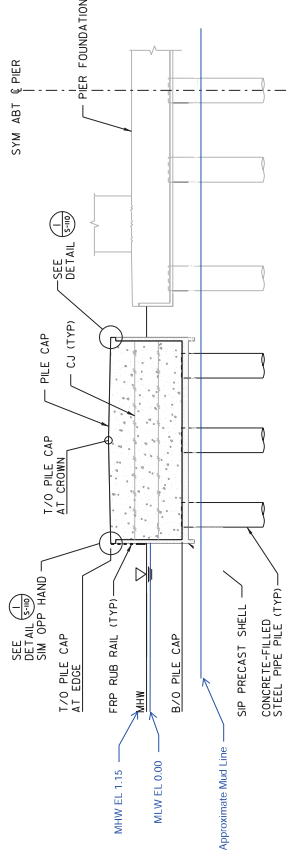
24-WL-0757 R1
202461017
10/01/2025
14 of 34

NOTES:

1. FOR GENERAL NOTES, SEE DRAWING NO. STR-008-ON-004.
2. PILE CAPS AT PIERS 22 AND 27 SHALL BE DESIGNATED AS MASS CONCRETE.



SECTION A
SCALE: 1" = 20'



SECTION B
SCALE: 1" = 20'

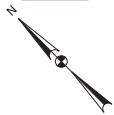
PLAN - PIERS 22 & 27

- SCALE: 1" = 30'
(PIER 22 & 27 SHOWN PER 27 SM)
(PIER RAIL NOT SHOWN)
• AVAILABLE GAP ASSUMING 1'-2" THICK SIP PRECAST SHELL

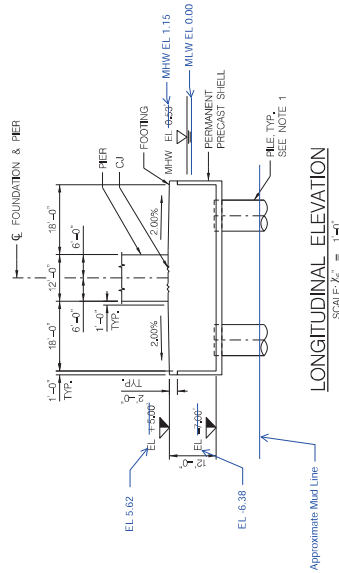
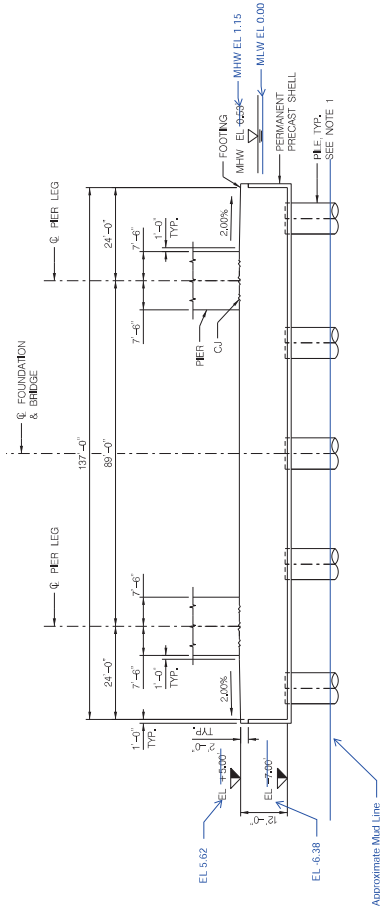
MAIN SPAN & APPROACH PIER PROTECTION

 Kiewit	 QR CODE	PE STAMP	PE STAMP	Maryland Transportation Authority Engineering Division		ADDENDUM 1 REVISIONS		FRANCIS SCOTT KEY BRIDGE REPLACEMENT I-496/MD 696 OVER THE PATAPSCO RIVER-BALTIMORE HARBOR		CONTRACT NO. K32-4903-0000						
						NO.		DRAWING NO.		SHEET NO. 22 OF 40						
						BY		DATE								
						DESCRIPTION		DATE								
						A. DPC ISSUED FOR ESTIMATING		MAY/11/2025								
						B. DPC ISSUED FOR ESTIMATING - REVISION 01		MAY/17/2025		DRAWING NO. STR-008-S-113						
						C. PROOF OF CONCEPT		MAY/22/2025								
						D. PRELIMINARY DESIGN		MAY/27/2025								
						E. PRELIMINARY DESIGN - REVISION 01		MAY/28/2025								
						F. PRELIMINARY DESIGN - REVISION 02		MAY/28/2025		DRAWING NO. STR-008-S-113						
						G. PRELIMINARY DESIGN - REVISION 03		MAY/28/2025								
						H. PRELIMINARY DESIGN - REVISION 04		MAY/28/2025								
						I. PRELIMINARY DESIGN - REVISION 05		MAY/28/2025								
						J. PRELIMINARY DESIGN - REVISION 06		MAY/28/2025								
						K. PRELIMINARY DESIGN - REVISION 07		MAY/28/2025								
						L. PRELIMINARY DESIGN - REVISION 08		MAY/28/2025								
						M. PRELIMINARY DESIGN - REVISION 09		MAY/28/2025								
						N. PRELIMINARY DESIGN - REVISION 10		MAY/28/2025								
						O. PRELIMINARY DESIGN - REVISION 11		MAY/28/2025								
						P. PRELIMINARY DESIGN - REVISION 12		MAY/28/2025								
						Q. PRELIMINARY DESIGN - REVISION 13		MAY/28/2025								
						R. PRELIMINARY DESIGN - REVISION 14		MAY/28/2025								
						S. PRELIMINARY DESIGN - REVISION 15		MAY/28/2025								
						T. PRELIMINARY DESIGN - REVISION 16		MAY/28/2025								
						U. PRELIMINARY DESIGN - REVISION 17		MAY/28/2025								
						V. PRELIMINARY DESIGN - REVISION 18		MAY/28/2025								
						W. PRELIMINARY DESIGN - REVISION 19		MAY/28/2025								
						X. PRELIMINARY DESIGN - REVISION 20		MAY/28/2025								
						Y. PRELIMINARY DESIGN - REVISION 21		MAY/28/2025								
						Z. PRELIMINARY DESIGN - REVISION 22		MAY/28/2025								
						AA. PRELIMINARY DESIGN - REVISION 23		MAY/28/2025								
						BB. PRELIMINARY DESIGN - REVISION 24		MAY/28/2025								
						CC. PRELIMINARY DESIGN - REVISION 25		MAY/28/2025								
						DD. PRELIMINARY DESIGN - REVISION 26		MAY/28/2025								
						EE. PRELIMINARY DESIGN - REVISION 27		MAY/28/2025								
						FF. PRELIMINARY DESIGN - REVISION 28		MAY/28/2025								
						GG. PRELIMINARY DESIGN - REVISION 29		MAY/28/2025								
						HH. PRELIMINARY DESIGN - REVISION 30		MAY/28/2025								
						II. PRELIMINARY DESIGN - REVISION 31		MAY/28/2025								
						JJ. PRELIMINARY DESIGN - REVISION 32		MAY/28/2025								
						KK. PRELIMINARY DESIGN - REVISION 33		MAY/28/2025								
						LL. PRELIMINARY DESIGN - REVISION 34		MAY/28/2025								
						MM. PRELIMINARY DESIGN - REVISION 35		MAY/28/2025								
						NN. PRELIMINARY DESIGN - REVISION 36		MAY/28/2025								
						OO. PRELIMINARY DESIGN - REVISION 37		MAY/28/2025								
						PP. PRELIMINARY DESIGN - REVISION 38		MAY/28/2025								
						QQ. PRELIMINARY DESIGN - REVISION 39		MAY/28/2025								
						RR. PRELIMINARY DESIGN - REVISION 40		MAY/28/2025								
						SS. PRELIMINARY DESIGN - REVISION 41		MAY/28/2025								
						TT. PRELIMINARY DESIGN - REVISION 42		MAY/28/2025								
						UU. PRELIMINARY DESIGN - REVISION 43		MAY/28/2025								
						VV. PRELIMINARY DESIGN - REVISION 44		MAY/28/2025								
						WW. PRELIMINARY DESIGN - REVISION 45		MAY/28/2025								
						XX. PRELIMINARY DESIGN - REVISION 46		MAY/28/2025								
						YY. PRELIMINARY DESIGN - REVISION 47		MAY/28/2025								
						ZZ. PRELIMINARY DESIGN - REVISION 48		MAY/28/2025								
						AAA. PRELIMINARY DESIGN - REVISION 49		MAY/28/2025								
						BBB. PRELIMINARY DESIGN - REVISION 50		MAY/28/2025								
						CCC. PRELIMINARY DESIGN - REVISION 51		MAY/28/2025								
						DDD. PRELIMINARY DESIGN - REVISION 52		MAY/28/2025								
						EEE. PRELIMINARY DESIGN - REVISION 53		MAY/28/2025								
						FFF. PRELIMINARY DESIGN - REVISION 54		MAY/28/2025								
						GGG. PRELIMINARY DESIGN - REVISION 55		MAY/28/2025								
						HHH. PRELIMINARY DESIGN - REVISION 56		MAY/28/2025								
						III. PRELIMINARY DESIGN - REVISION 57		MAY/28/2025								
						JJJ. PRELIMINARY DESIGN - REVISION 58		MAY/28/2025								
						KKK. PRELIMINARY DESIGN - REVISION 59		MAY/28/2025								
						LLL. PRELIMINARY DESIGN - REVISION 60		MAY/28/2025								
						MMM. PRELIMINARY DESIGN - REVISION 61		MAY/28/2025								
						NNN. PRELIMINARY DESIGN - REVISION 62		MAY/28/2025								
						OOO. PRELIMINARY DESIGN - REVISION 63		MAY/28/2025								
						PPP. PRELIMINARY DESIGN - REVISION 64		MAY/28/2025								
						QQQ. PRELIMINARY DESIGN - REVISION 65		MAY/28/2025								
						RRR. PRELIMINARY DESIGN - REVISION 66		MAY/28/2025								
						SSS. PRELIMINARY DESIGN - REVISION 67		MAY/28/2025								
						TTT. PRELIMINARY DESIGN - REVISION 68		MAY/28/2025								
						UUU. PRELIMINARY DESIGN - REVISION 69		MAY/28/2025								
						VVV. PRELIMINARY DESIGN - REVISION 70		MAY/28/2025								
						WWW. PRELIMINARY DESIGN - REVISION 71		MAY/28/2025								
						XXX. PRELIMINARY DESIGN - REVISION 72		MAY/28/2025								
						YYY. PRELIMINARY DESIGN - REVISION 73		MAY/28/2025								
						ZZZ. PRELIMINARY DESIGN - REVISION 74		MAY/28/2025								
						AAA. PRELIMINARY DESIGN - REVISION 75		MAY/28/2025								
						BBB. PRELIMINARY DESIGN - REVISION 76										

Pier 23 - Typical Section



24-WL-0757 R1
202461017
10/01/2025
15 of 34



**Kiewit**

QR CODE

PE STAMP

PE STAMP


Maryland Transportation Authority
Engineering Division

ADDENDUM 1 REVISIONS			
NO.	DESCRIPTION	BY	DATE
A	RESULT FOR ESTIMATE SUBMISSION	EAA	10/01/2025
B	ORCA ISSUED FOR ESTIMATING - REVISION 01	EAA	10/01/2025
C	PROOF OF CONCEPT SUBMISSION	SG	10/01/2025
D	RECEIVED FOR ESTIMATING	SG	10/01/2025
E	50% DESIGN SUBMISSION	SG	10/01/2025

DESIGNED BY	SG	DESIGNED BY	SG	DATE	10/01/2025
CHECKED BY	SG	CHECKED BY	SG	DATE	10/01/2025

FRANCIS SCOTT KEY BRIDGE REPLACEMENT I-496/MD 695 OVER THE PATAPSCO RIVER-BALTIMORE HARBOR
BALTIMORE CITY, BALTIMORE COUNTY & ANNE ARUNDEL COUNTY
MAIN SPAN BRIDGE - SUBSTRUCTURE - PIER P23 & P26 - FOUNDATION - DIMENSIONS

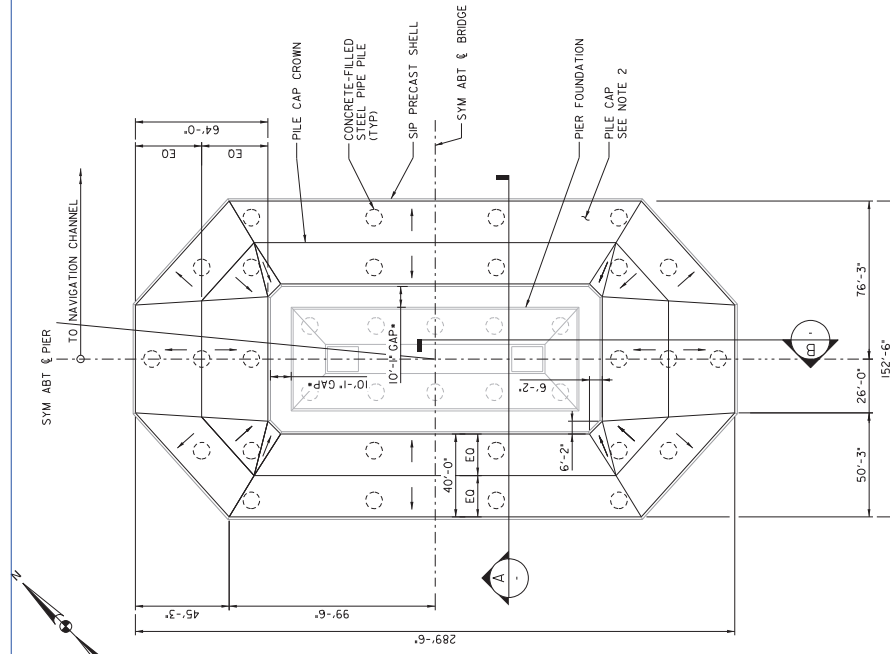
CONTRACT NO. 432-4903-0000
DRAWING NO. STR-001-FD-131
SHEET NO. 21 OF 117

DRAFT PRE-DECISIONAL/CONFIDENTIAL

24-WL-0757 RI
202461017
10/01/2025

NOTES:

1. FOR GENERAL NOTES, SEE DRAWING NO. STR-008-GN-004.
2. PILE CAPS AT PIERS 23 AND 26 SHALL BE DESIGNATED AS MASS CONCRETE.

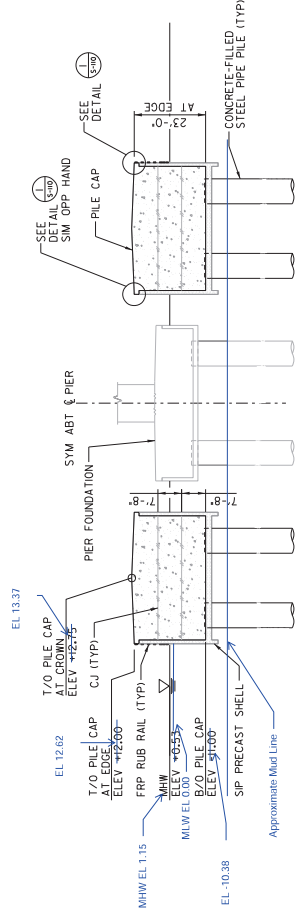


PLAN - PIER 23

SCALE: 1" = 30'

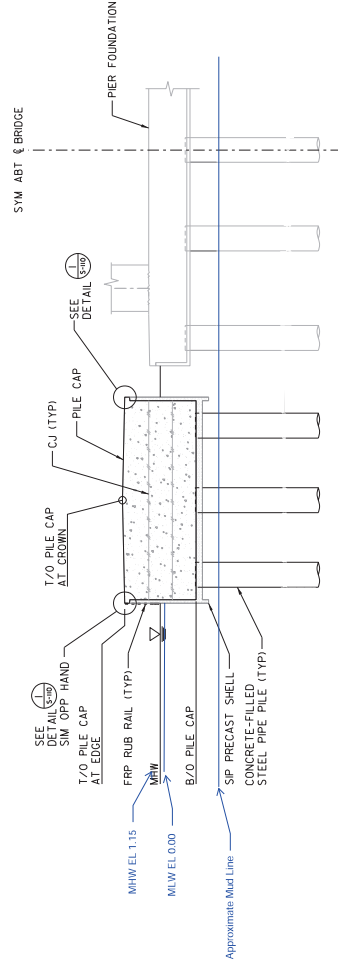
SCALE: 1"=30'
(RIB RAIL NOT SHOWN)

- AVAILABLE GAP ASSUMING 1'-2" THICK SIP PRECAST SHELL (RUB RAIL NOT SHOWN)



SECTION A

SCALE: 1" = 20'



SECTION B

SCALE: 1" = 20'



Maryland Transportation Authority
Engineering Division

[illegible]

MAIN SPAN & APPROACH PIER PROTECTION

DATE	REVIEW BY	DATE	REVIEWED	DATE	REVIEWED
11/20/2025		11/20/2025		11/20/2025	

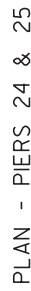
DRAFT PRE-DECISIONAL/CONFIDENTIAL

17 of 34

[illegible]

DRAFT PRE-DECISIONAL/CONFIDENTIAL

24-WL-0757 R1
202461017
10/01/2025
18 of 34



SCALE: 1" = 30'
(PIER 24 SHOWN, PIER 25 SIM)
(RUB RAIL NOT SHOWN)
• AVAILABLE GAP ASSUMING 1'-2" THICK SIP PRECAST SHELL

MAIN SPAN & APPROACH PIER PROTECTION

 QR CODE	PE STAMP PE STAMP PE STAMP	 Maryland Transportation Authority Engineering Division	ADDENDUM 1 - REVISIONS			
			NO.	DESCRIPTION	BY	DATE
			A	PROCESSING FOR ESTIMATING	MMWY	1/2/2025
			B	PROCESSING FOR ESTIMATING - REVISION 01	MMWY	1/2/2025
			C	PROCESSING FOR CONSTRUCTION	MMWY	1/2/2025
			D	PROCESSING FOR CONSTRUCTION - REVISION 01	MMWY	1/2/2025
			E	PROCESSING FOR CONSTRUCTION	MMWY	1/2/2025
			F	PROCESSING FOR CONSTRUCTION - REVISION 01	MMWY	1/2/2025

FRANCIS SCOTT KEY BRIDGE REPLACEMENT I-695/MD 695 OVER THE PATAPSCO RIVER-BALTIMORE HARBOR			
BALTIMORE CITY, BALTIMORE COUNTY & ANNE ARUNDEL COUNTY			
FENDER LAYOUT & DETAILS - MAIN PERS 24 & 25			
DESIGNED BY		MMWY	DECKED BY
CONSULTED BY		DATE	SCALE
AUGUST 2025		MMWY	AS NOTED
19		OF 40	

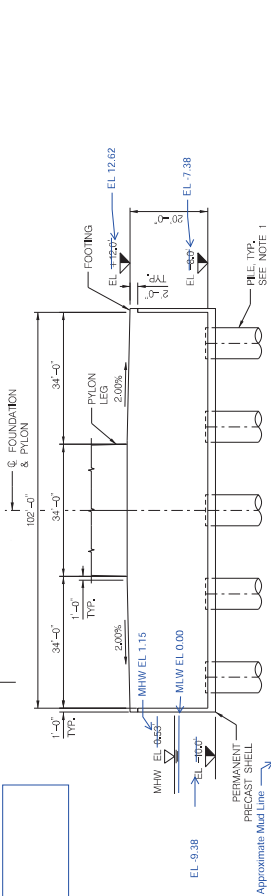
CONTRACT NO.	KS-695-0000
DRAWING NO.	STD-008-5-110

DRAFT PRE-DECISIONAL/CONFIDENTIAL

Pier 25 - Typical Section

24-WL-0757 R1
202461017
10/01/2025
19 of 34

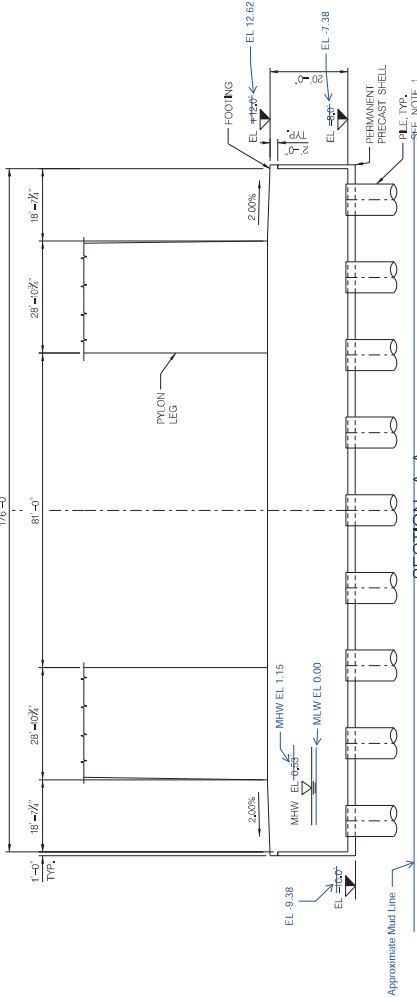
FOR INFORMATION ONLY



LONGITUDINAL ELEVATION

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

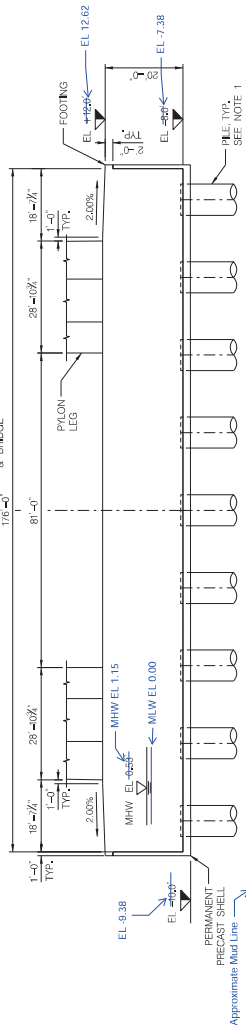
FOOTING
PILON LEG
PERMANENT
PRECAST SHELL
PILE TYP.
SEE NOTE 1



SECTION A-A

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

FOOTING
PILON LEG
PERMANENT
PRECAST SHELL
PILE TYP.
SEE NOTE 1



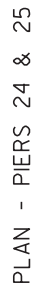
TRANSVERSE ELEVATION

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

FOOTING
PILON LEG
PERMANENT
PRECAST SHELL
PILE TYP.
SEE NOTE 1

				Maryland Transportation Authority Engineering Division		PE STAMP		PE STAMP		QR CODE	
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-0757 R1		202461017		10/01/2025		19 of 34					
24-WL-07											

24-WL-0757 R1
202461017
10/01/2025
20 of 34



SCALE: 1" = 30'

(PIER 24 SHOWN, PIER 25 SIM)
(RUB RAIL NOT SHOWN)

*AVAILABLE GAP ASSUMING 1'-2" THICK SIP PRECAST SHELL

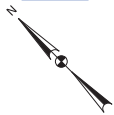
MAIN SPAN & APPROACH PIER PROTECTION

	QR CODE	PE STAMP PE STAMP PE STAMP		Maryland Transportation Authority Engineering Division	ADDENDUM 1 - REVISIONS	
					NO.	BY
				DESCRIPTION	DATE	
				A. SPECIFIED FOR STAIRWING	MM/YY 12/2025	
				B. SPECIFIED STAIRWING - REPAIRS (1)	MM/YY 12/2025	
				C. PROPOSED CONCRETE	MM/YY 12/2025	
				D. REPAIR SUBMITTAL	MM/YY 04/16/2025	
				E. REPAIR SUBMITTAL - FOR REVIEW (1)	MM/YY 5/9/2025	
				F. 50% DESIGN SUBMITTAL	MM/YY 06/2/2025	

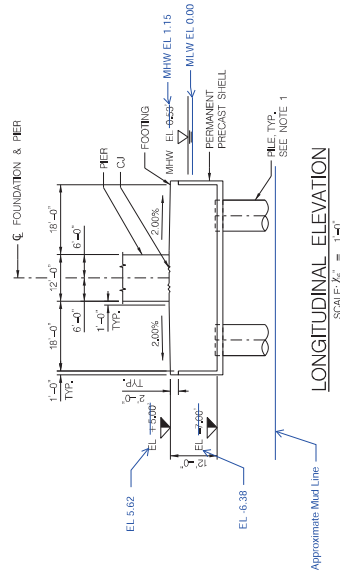
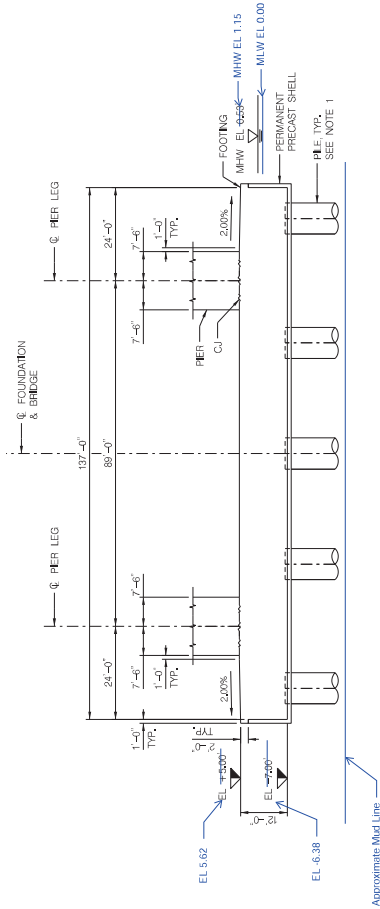
DRAFT PRE-DECISIONAL/CONFIDENTIAL

[illegible]

Pier 26 - Typical Section



24-WL-0757 R1
202461017
10/01/2025
21 of 34





24-WL-0757 R1
202461017
10/01/2025
21 of 34

QR CODE

PE STAMP

PE STAMP



Maryland Transportation Authority
Engineering Division

NO.	DESCRIPTION	BY	DATE
A	RESULT FOR ESTIMATE SUBMISSION	EAA	10/01/2025
B	ORCA ISSUED FOR ESTIMATING - REVISION 01	EAA	10/01/2025
C	PROOF OF CONCEPT SUBMISSION	SG	10/01/2025
D	RECEIVED FOR ESTIMATING	SG	10/01/2025
E	SUBMITTAL SUBMISSION	SG	10/01/2025

DESIGNED BY: SG
CHECKED BY: SG
DATE: 10/01/2025
SCALE: AS NOTED

FOR INFORMATION ONLY

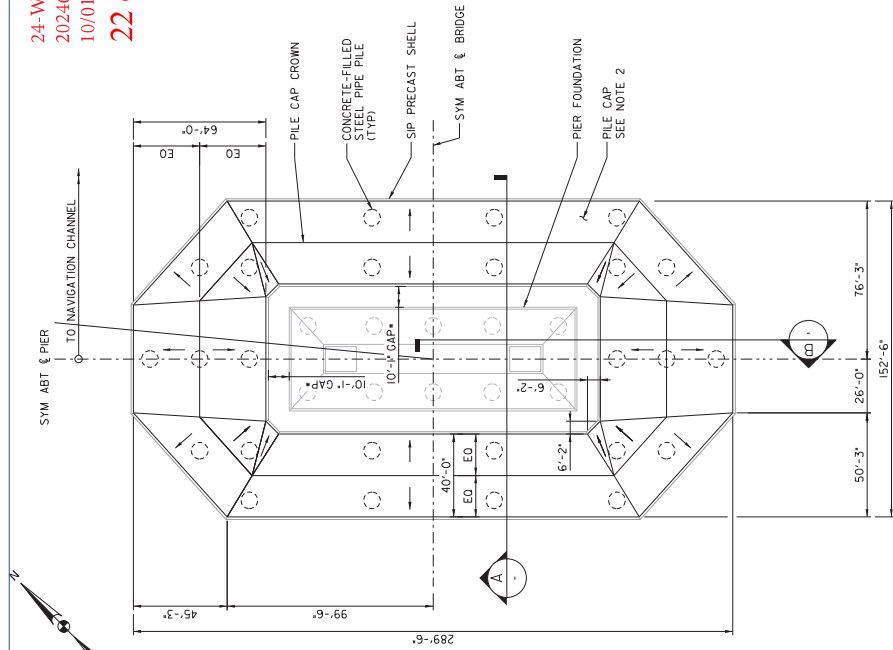
Francis Scott Key Bridge Replacement I-495/MD 695 OVER THE PATAPSCO RIVER-BALTIMORE HARBOR
BALTIMORE CITY, BALTIMORE COUNTY & ANNE ARUNDEL COUNTY
MAIN SPAN BRIDGE - SUBSTRUCTURE - PIER P23 & P26 - FOUNDATION - DIMENSIONS
CONTRACT NO. 432-4903-0000
DRAWING NO. STR-401-FD-131
SHEET NO. 21 OF 117

MAIN SPAN

DRAFT PRE-DECISIONAL/CONFIDENTIAL

Pier 26 Pier Protection - Typical Section

24-WL-0757 R1
202461017
10/01/2025
22 of 34

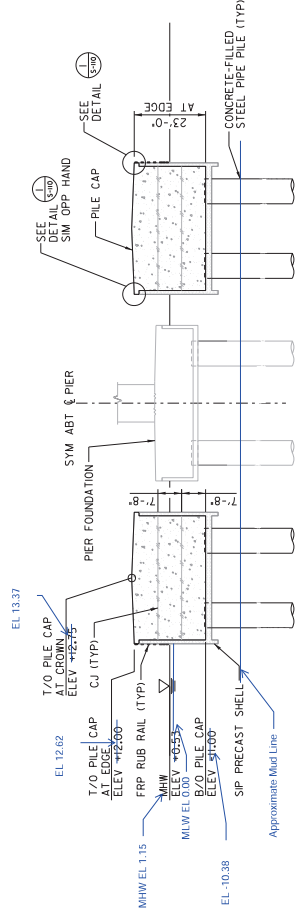


PLAN - PIER 23

- SCALE: 1" = 30'
- (RUB RAIL NOT SHOWN)
- AVAILABLE GAP ASSUMING 1'-2" THICK SIP PRECAST SHELL

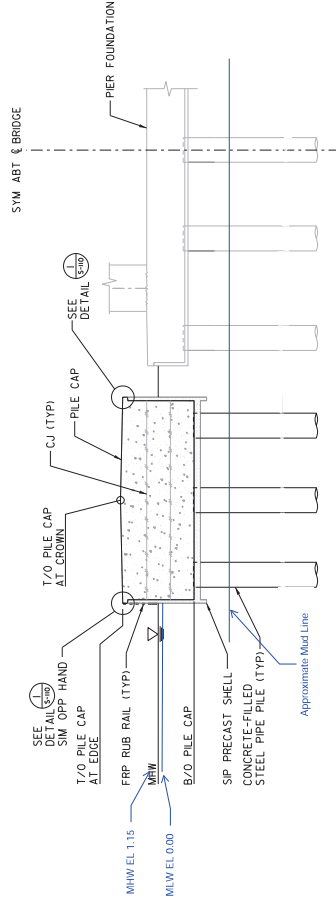
NOTES:

- FOR GENERAL NOTES, SEE DRAWING NO. STR-008-GN-004.
- PILE CAPS AT PIERS 23 AND 26 SHALL BE DESIGNATED AS MASS CONCRETE.



SECTION A

SCALE: 1" = 20'



SECTION B

SCALE: 1" = 20'



Maryland Transportation Authority
Engineering Division



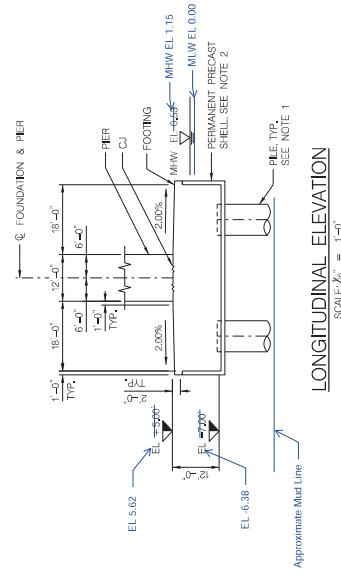
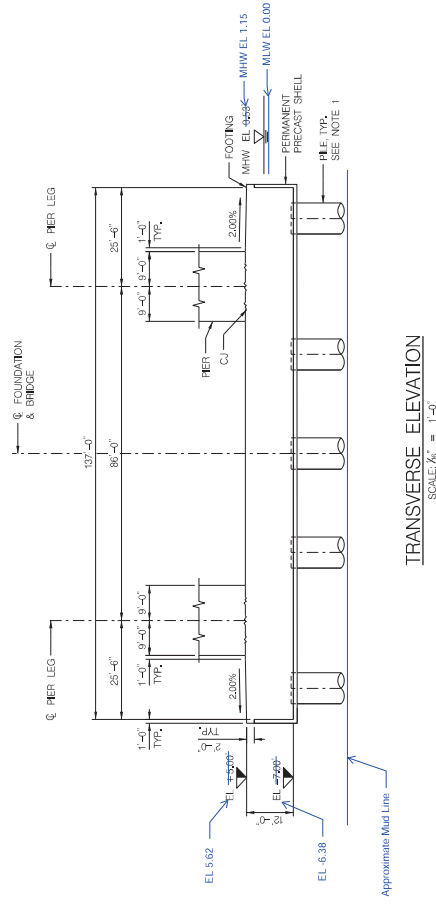
Maryland Transportation Authority
Engineering Division

NO.	DESCRIPTION	BY	DATE
A	ORC ISSUED FOR ESTIMATING	MTWY	1/1/2025
B	ORC ISSUED FOR ESTIMATING - REVISION 01	MTWY	1/1/2025
C	PROOF OF CONCEPT	MTWY	1/1/2025
D	REVISION 01	MTWY	1/1/2025
E	REVISION 02	MTWY	1/1/2025
F	REVISION 03	MTWY	1/1/2025

FRANCIS SCOTT KEY BRIDGE REPLACEMENT I-496/MD 696 OVER THE PATAPSCO RIVER-BALTIMORE HARBOR				CONTRACT NO. K32-4903-0000
BALTIMORE CITY, BALTIMORE COUNTY & ANNE ARUNDEL COUNTY				DRAWING NO.
FENDER LAYOUT & DETAILS - TIEDOWN PIERS 23 & 26 - 1				STR-008-S-111
DESIGNED BY CORRECTION BY	DATE	DATE	DATE	SHEET NO. OF 40
		MTWY	MTWY	
AUGUST 2025		AUGUST 2025		
SCALE		SCALE		
AS NOTED		AS NOTED		

Pier 27 - Typical Section

24-WL-0757 R1
202461017
10/01/2025
23 of 34



MAIN SPAN

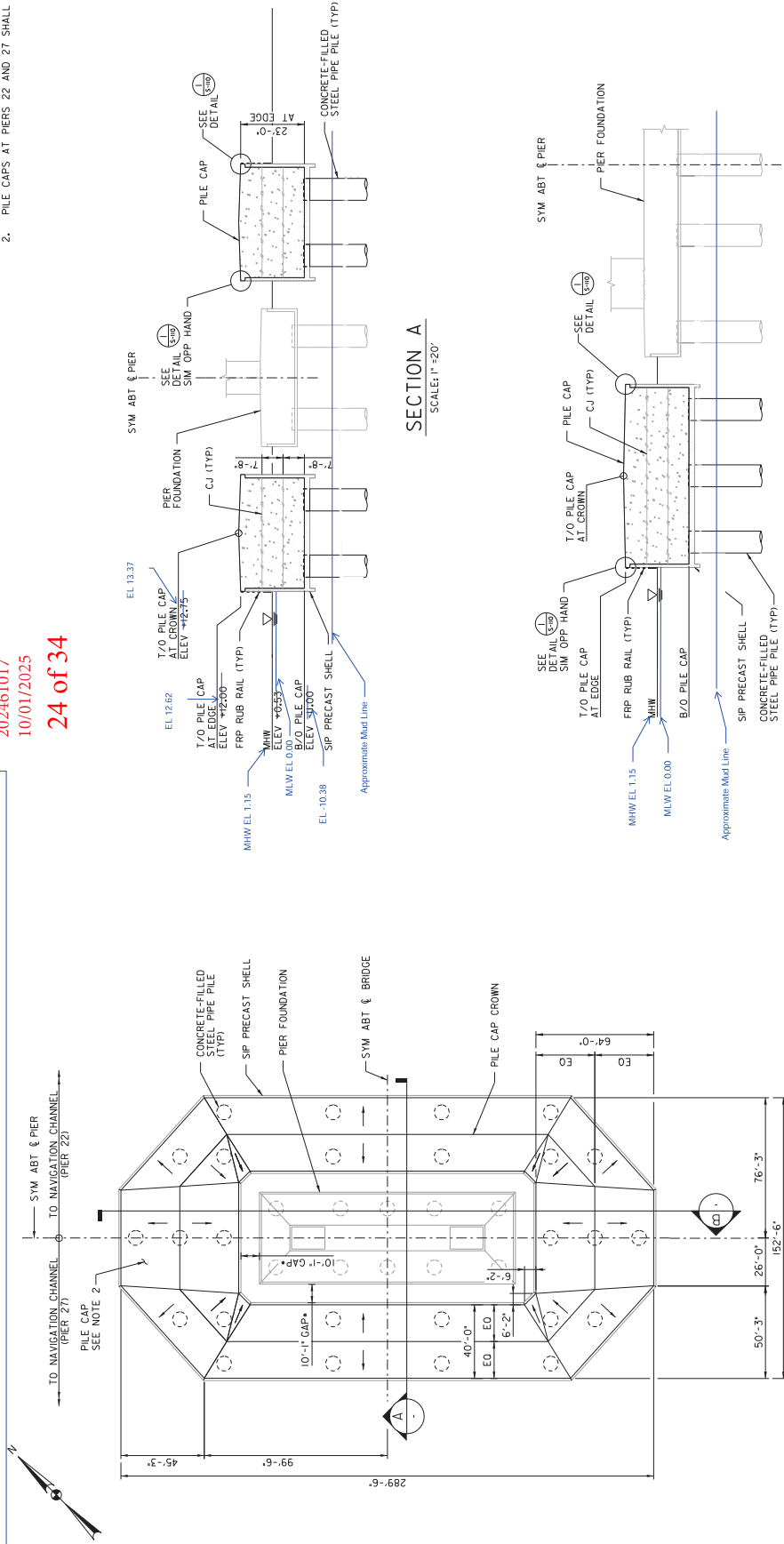
 Kiewit A Kiewit Company	OR CODE	PE STAMP PE STAMP	 Maryland Transportation Authority <i>Engineering Division</i>	ASSUMES & REVISIONS		FRANCIS SCOTT KEY BRIDGE REPLACEMENT I-695/MD 695 OVER THE PATAPSCO RIVER-BALTIMORE HARBOR		CONTRACT NO. 69-450-0000
				NO.	BY	DATE	BALTIMORE CITY, BALTIMORE COUNTY MAIN SPAN BRIDGE - SUBSTRUCTURE - PER P22 & P27 - FOUNDATION - DIMENSIONS	DRAWING NO. STR-001-FD-21
				A	DESIGNED FOR ESTIMATE SUBMITTAL	06/11/2025		
				B	FOR CONCEPT DEVELOPMENT	06/11/2025		
				C	PROPOSED CONCEPT SUBMITTAL	06/11/2025		
				D	FOR CONCEPT DEVELOPMENT	06/11/2025		
				E	FOR ESTIMATE SUBMITTAL	06/11/2025		
				F	FOR ESTIMATE SUBMITTAL	06/11/2025		
				G	FOR ESTIMATE SUBMITTAL	06/11/2025		
				H	FOR ESTIMATE SUBMITTAL	06/11/2025		
		DESIGNED BY SCS		DRAWN BY ECAW	CHECKED BY SCALE	AS NOTED	SHEET NO. 15	OF 117

DRAFT PRE-DECISIONAL/CONFIDENTIAL

Pier 27 Pier Protection - Typical Section

24-WL-0757 R1
202461017
10/01/2025
24 of 34

- NOTES:
- FOR GENERAL NOTES, SEE DRAWING NO. STR-008-ON-004.
 - PILE CAPS AT PIERS 22 AND 27 SHALL BE DESIGNATED AS MASS CONCRETE.



SECTION A
SCALE: 1" = 20'

PLAN - PIERS 22 & 27

- SCALE: 1" = 30'
(PIER 22 SHOWN PER 27 SM)
(PIER RAIL NOT SHOWN)
• AVAILABLE GAP ASSUMING 1'-2" THICK SIP PRECAST SHELL

SECTION B
SCALE: 1" = 20'

MAIN SPAN & APPROACH PIER PROTECTION



Maryland Transportation Authority
Engineering Division

QR CODE

PE STAMP

PE STAMP

NO.	REVISIONS	DESCRIPTION	BY	DATE
A	ORC ISSUED FOR ESTIMATING	MDOT	MDOT	1/1/2025
B	ORC ISSUED FOR ESTIMATING - REVISION 01	MDOT	MDOT	1/1/2025
C	PROOF OF CONCEPT	MDOT	MDOT	1/1/2025
D	PROOF OF CONCEPT	MDOT	MDOT	1/1/2025
E	PROOF OF CONCEPT	MDOT	MDOT	1/1/2025
F	PROOF OF CONCEPT	MDOT	MDOT	1/1/2025
G	PROOF OF CONCEPT	MDOT	MDOT	1/1/2025

DESIGNED BY	DATE	DESIGNED BY	DATE	DESIGNED BY	DATE
MDOT	1/1/2025	MDOT	1/1/2025	MDOT	1/1/2025

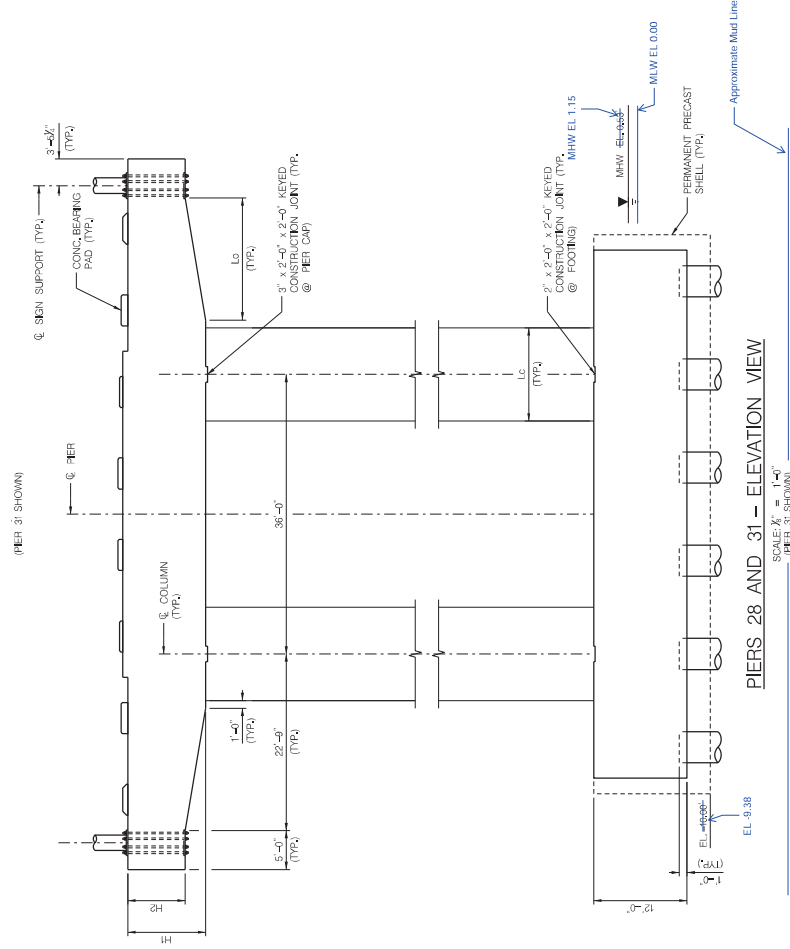
CONTRACT NO.	DRAWING NO.	SHEET NO.	OF
STR-008-ON-004	STR-008-ON-004	24	24

FRANCIS SCOTT KEY BRIDGE REPLACEMENT I-496/MD
696 OVER THE PATAPSCO RIVER-BALTIMORE HARBOR
BALTIMORE CITY, BALTIMORE COUNTY & ANNE ARUNDEL COUNTY
FENDER LAYOUT & DETAILS - TRANSITION PIERS 22 & 27

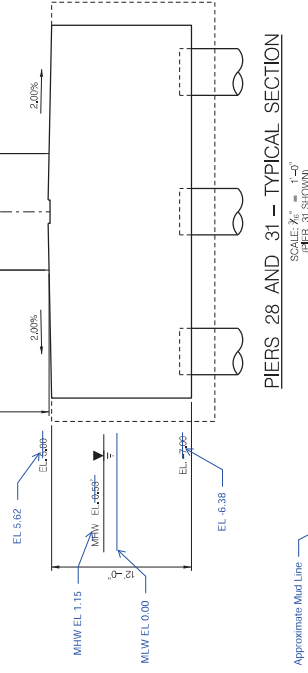
DRAFT PRE-DECISIONAL/CONFIDENTIAL

24-WL-0757 RI
202461017
10/01/2025
25 of 34

Q PER & T
Q BEARING



PIERS 28 AND 31 - ELEVATION VIEW



PIERS 28 AND 31 – TYPICAL SECTION

NORTH APPROACH MARINE

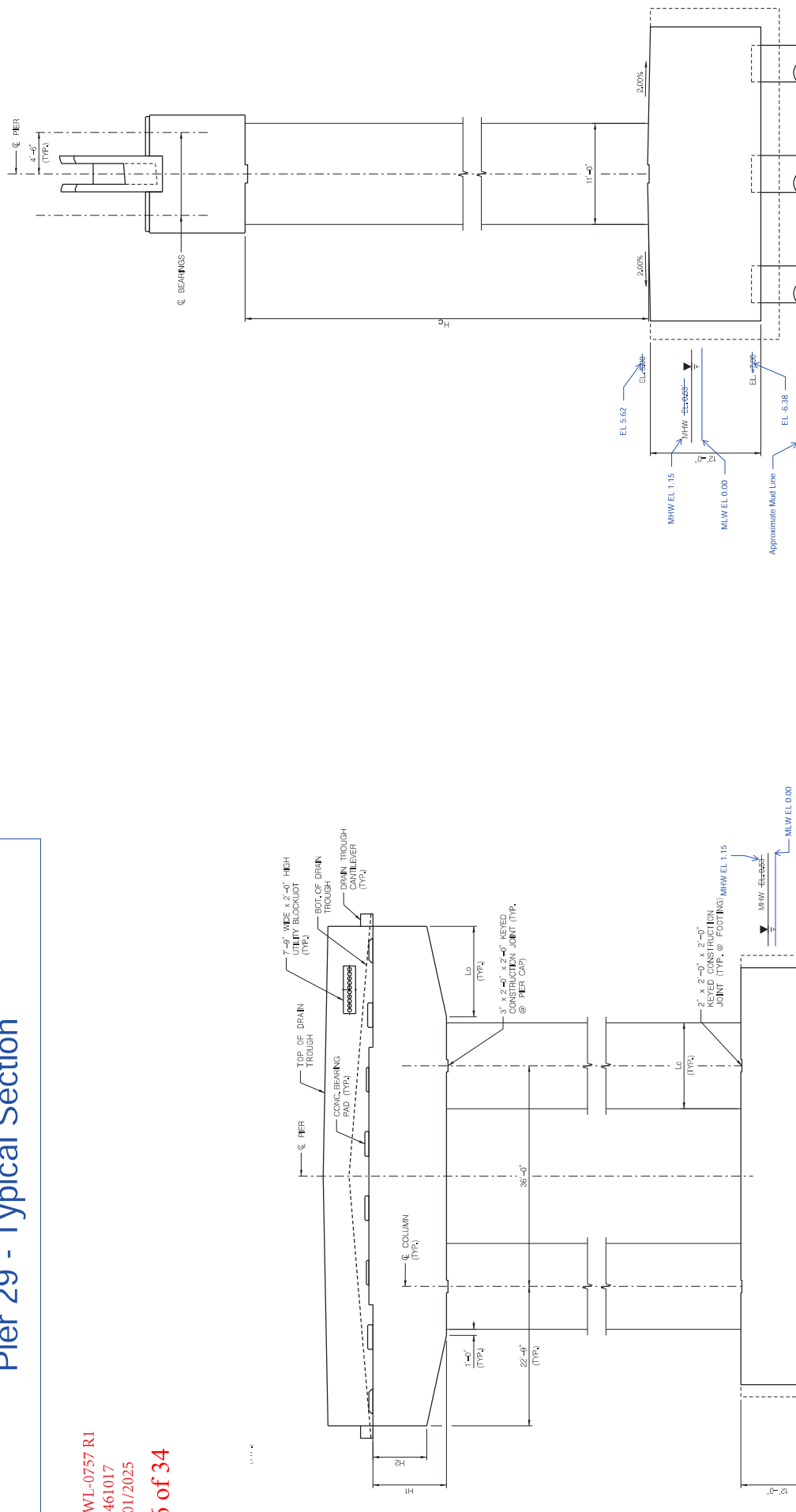
[illegible]

PLOTTED: 8/8/2025
 FILE: [permaine_buys_partly_owners_huysend30docs_memo1807_Francis_Scott_Key_Bridge_Road_Learnert30_Edward20_STR_CAD_Sheets2_North_Astrosd_Matthias20CD-reb1801_FSC_sign](#)

DRAFT PRE-DECISIONAL/CONFIDENTIAL

Pier 29 - Typical Section

24-WL-0757 R1
202461017
10/01/2025
26 of 34



PIERS 29 AND 32 - TYPICAL SECTION

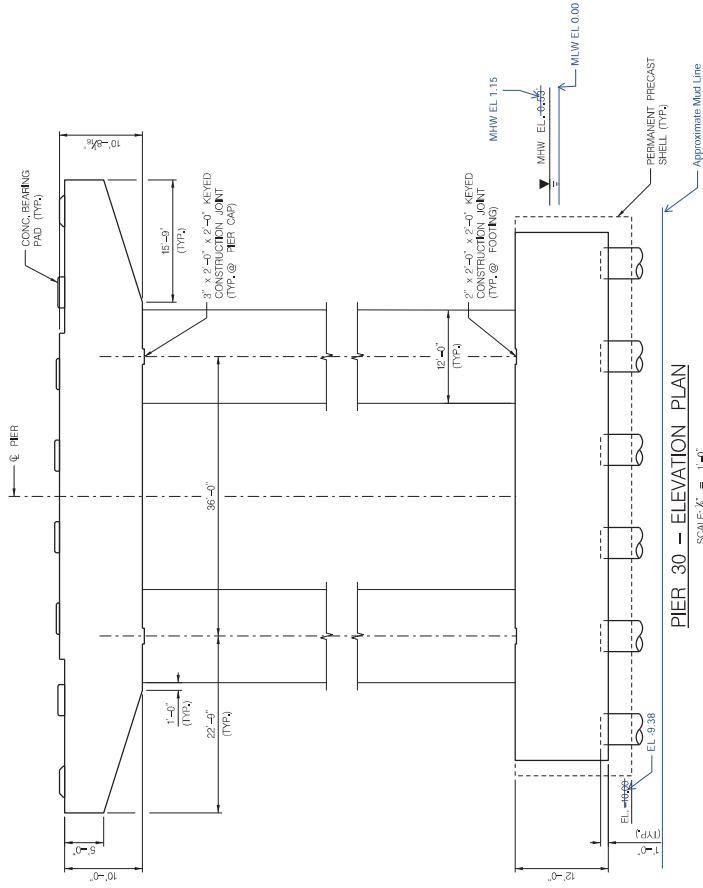
PIERS 29 AND 32 - ELEVATION VIEW

NORTH APPROACH MARINE

 Kiewit	OR CODE	PE STAMP	PE STAMP	 Maryland Transportation Authority <i>Engineering Division</i>	ADDENDUM & REVISIONS		FRANCIS SCOTT KEY BRIDGE REPLACEMENT I-695/MD 6% OVER THE PATAPSCO RIVER-BALTIMORE HARBOR		CONTRACT NO. KP-493-0000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
					NO.	BY	DATE	DESCRIPTION	DATE	BY	DATE	DESCRIPTION	DATE	BY	DATE	DESCRIPTION																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												

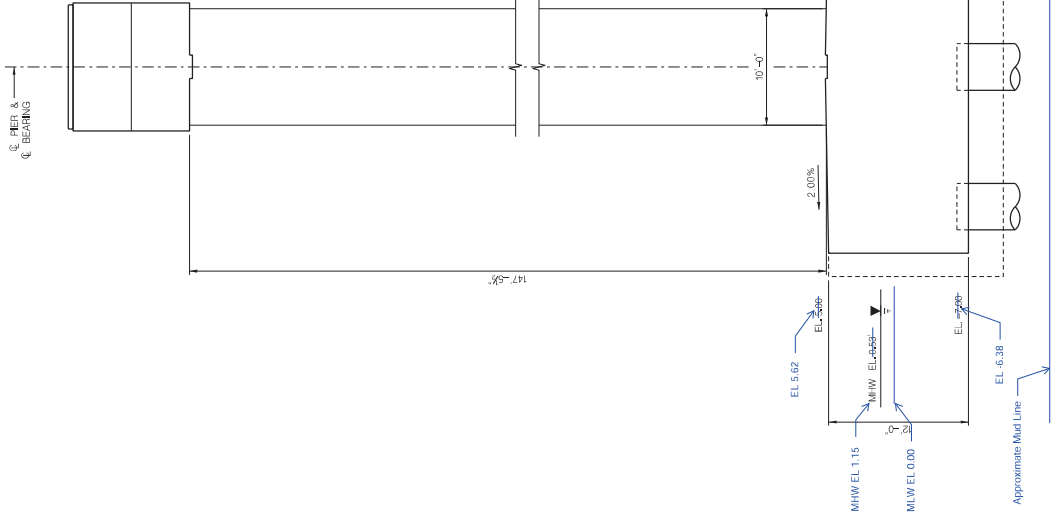
Pier 30 - Typical Section

24-WL-0757 R1
202461017
10/01/2025
27 of 34



PIER 30 - ELEVATION PLAN

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



PIER 30 - TYPICAL SECTION

SCALE: 3/8" = 1'-0"

24-WL-0757 R1
202461017
10/01/2025
27 of 34

Maryland Transportation Authority
Engineering Division

PE STAMP

PE STAMP

QR CODE

NO.	DESCRIPTION	BY	DATE
A	PROOF OF CONCEPT SUBMISSION	NBC	10/01/2025
B	50% DESIGN & REVISION SUBMISSION	NBC	10/01/2025

DESIGNED BY	CHECKED BY	DATE	DATE	SCALE	PROJECT NO.	SHEET NO.

FRANCIS SCOTT KEY BRIDGE REPLACEMENT I-495/MD
695 OVER THE PATAPSCO RIVER-BALTIMORE HARBOR
BALTIMORE CITY, BALTIMORE COUNTY & ANNE ARUNDEL COUNTY
PER PLAN AND ELEVATION - PER 30

CONTRACT NO.
432-4903-0000
DRAWING NO.
STR-002-PR-003
SHEET NO.
17 OF 85

DRAFT PRE-DECISIONAL/CONFIDENTIAL



SCALE: 3/16" = 1'-0"
(SEE 31 SHOWN)

SCALE: $X_8 = 1'-0"$
(PIER 3: SHOWN)

BY: Kevin.Maytum

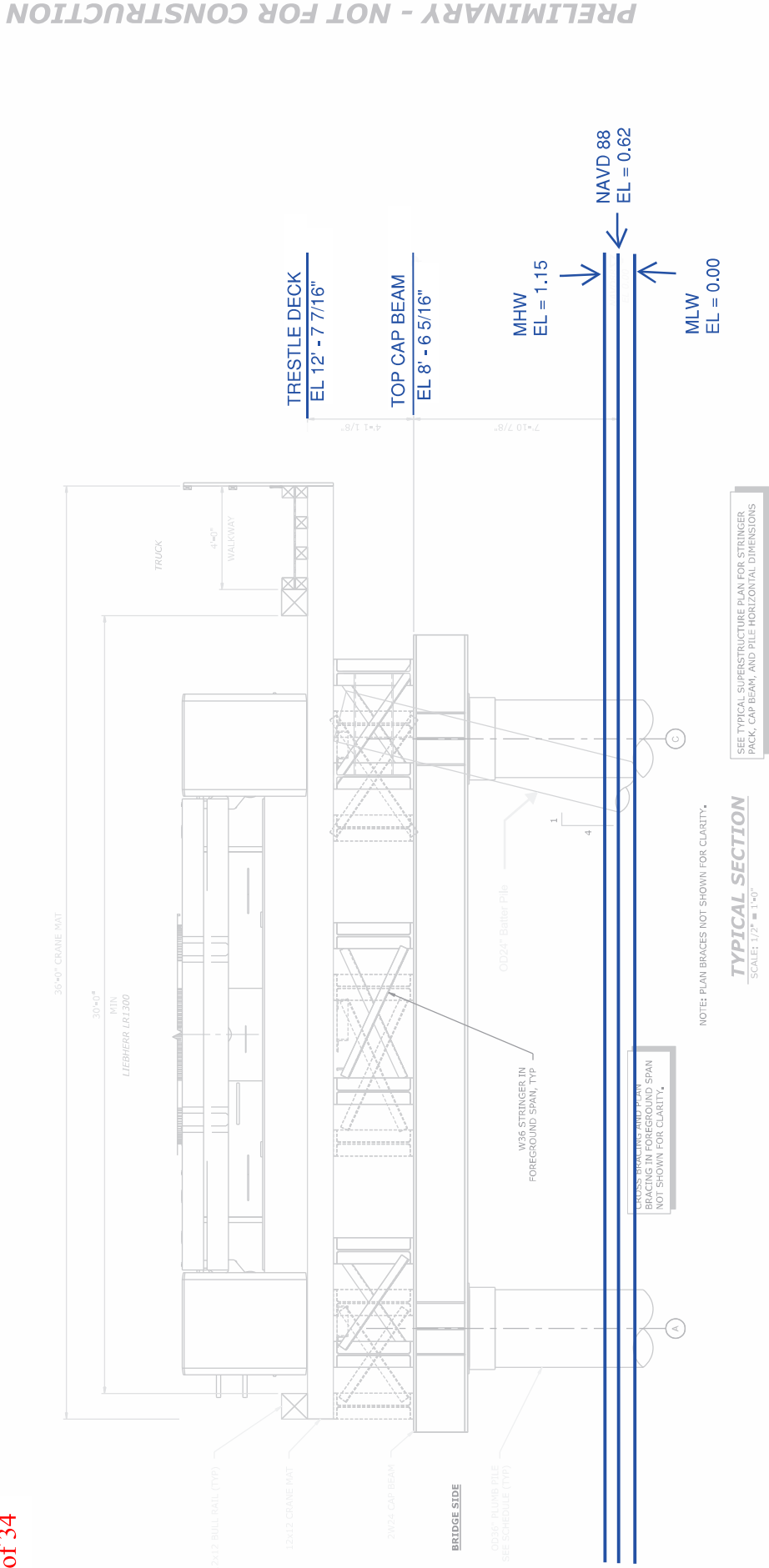


PLOTTED: 6/8/2025
E:\pet\main\business\utility\gov\downloads\20Documents\ProfessorsMD\Francis Scott Key Bridge [Redacted] - Comment 30 Evidence of STE/CAD Swaps-2 North Aerospace Materials DOWD-681691-1.FSG

DRAFT PRE-DECISIONAL/CONFIDENTIAL

Temporary Trestle - 2-Pile Typical Section

24-WL-0757 RI
202461017
10/01/2025
29 of 34

[illegible]

[illegible]

30 of 34

Impact Summary Table									
Francis Scott Key Bridge Rebuild Project - Modification #2									
Resource Type	Previously Requested/Authorized Impacts*		Impact Changes Requested		Modified Total Impacts		Permanent	Temporary	Total
	Permanent	Temporary	Permanent	Temporary	Permanent	Temporary			
Tidal Waterway	553,820 SF / 12.71 AC	10,605 SF / 0.25 AC	-529,437 SF / -12.15 AC	0 SF / 0.00 AC	24,383 SF / 0.56 AC	10,605 SF / 0.25 AC			
Perennial Waterway	0 LF / 0 SF	85 LF / 246 SF	112 LF / 337 SF	-85 LF / -246 SF	112 LF / 337 SF	0 LF / 0 SF			
Intermittent Waterway	0 LF / 0 SF	187 LF / 599 SF	187 LF / 599 SF	-187 LF / -599 SF	187 LF / 599 SF	0 LF / 0 SF			
Nontidal Open Water	0 SF / 0.00 AC	0 SF / 0.00 AC	19,571 SF / 0.45 AC	0 SF / 0.00 AC	19,571 SF / 0.45 AC	0 SF / 0.00 AC			
Emergent Nontidal Wetland	4,336 SF / 0.1 AC	6,628 SF / 0.16 AC	131,453 SF / 3.02 AC	-6,628 SF / -0.16 AC	135,789 SF / 3.12 AC	0 SF / 0 AC			
25-ft Nontidal Wetland Buffer	14,415 SF / 0.34 AC	32,186 SF / 0.74 AC	87,266 SF / 2.00 AC	-32,186 SF / -0.74 AC	101,681 SF / 2.34 AC	0 SF / 0 AC			

*Impacts to nontidal resources were requested in the original Application but have not yet been authorized

Francis Scott Key Bridge Rebuild Project - Impacts by Resource - July 2025						
Resource ID	Resource Classification	Permanent Impact (SF)	Temporary Impact (SF)	Permanent Impact (LF)	Temporary Impact (LF)	Plate Number
2WETD	PEM	674	-	-	-	2
2WETD Buffer	25ft Wetland Buffer	4,780	-	-	-	2
Patapsco River	Tidal Waters	24,383	10,605	-	-	3-6
1WETA	PEM	1,006	-	-	-	8
1WETA Buffer	25ft Wetland Buffer	7,380	-	-	-	8
1WA	Perennial Waters	337	-	112	-	8
1WB	Intermittent Waters	599	-	187	-	8
1WETB	PEM	166	-	-	-	8
1WETB Buffer	25ft Wetland Buffer	3,832	-	-	-	8
1WETC	PEM	2,253	-	-	-	8
1WETC Buffer	25ft Wetland Buffer	15,057	-	-	-	8
1WETD Buffer	25ft Wetland Buffer	681	-	-	-	8
1WETE	POW Waters	19,571	-	-	-	6-7
1WETE	PEM	124,822	-	-	-	7
1WETE Buffer	25ft Wetland Buffer	54,704	-	-	-	7
1WETIF	PEM	3,662	-	-	-	8
1WETF Buffer	25ft Wetland Buffer	9,638	-	-	-	8
1WETG	PEM	3,206	-	-	-	8
1WETG Buffer	25ft Wetland Buffer	5,609	-	-	-	8

Francis Scott Key Bridge Rebuild Project - Impacts by Activity - July 2025						
Activity	Previously Requested/Authorized Impacts* - Permanent	Previously Requested/Authorized Impacts* - Temporary	Changes in Permanent Impact	Changes in Temporary Impact	Modified Total Permanent Impact	Modified Total Temporary Impact
Bridge replacement (including piles, pier foundations, and pier protection)	12.71 AC - Tidal Patapsco River	N/A	-12.15 AC	N/A	0.56 AC	N/A
Temporary trestle (1200 - 36-inch piles)	N/A	9.19 AC - Above Tidal Patapsco River 8,484 SF - Tidal Waters Impact	N/A	-3.21 AC - Above Tidal Patapsco River 0 SF - Tidal Waters Impact	N/A	5.98 AC - Above Tidal Patapsco River 8,484 SF - Tidal Waters Impact
Mooring/template Piles (300 - 36-inch piles)	N/A	2,121 SF - Tidal Waters Impact	N/A	0 SF - Tidal Waters Impact	N/A	2,121 SF - Tidal Waters Impact
Roadway grading, drainage improvements, reconfiguration of existing roadway approaches	4,336 SF - Nontidal Wetlands 14,415 SF - 25-ft Nontidal Wetland Buffer	6,628 SF - Nontidal Wetlands 32,186 SF - 25-ft Nontidal Wetland Buffer 272 LF (845 SF) - Nontidal tributaries	+131,453 SF - Nontidal Wetlands +87,266 SF - 25-ft Nontidal Wetland Buffer +299 LF (936 SF) - Nontidal tributaries +19,571 SF (0.45 AC) - Nontidal Open Water	-6,628 SF - Nontidal Wetlands -32,186 SF - 25-ft Nontidal Wetland Buffer -272 LF (845 SF) - Nontidal tributaries	135,789 SF - Nontidal Wetlands 101,681 SF - 25-ft Nontidal Wetland Buffer 299 LF (936 SF) - Nontidal tributaries 19,571 SF (0.45 AC) - Nontidal Open Water	0

*Impacts to nontidal resources were requested in the original Application but have not yet been authorized

Francis Scott Key Bridge Rebuild Project - Tidal Waters Impacts by Bridge Pier - July 2025												
Pier/ Fender #	Foundation Position	Fender Type	Fender Position	Impact Requiring Mitigation			Total Impact Area					
				Piers (SF)	Fenders (SF)	Total (SF)	Total (Acres)	Piers (SF)	Fenders (SF)	Total (SF)	Total (Acres)	
20	SUBMERGED	RUB RAIL	ATTACHED	2,592.00	0.00	2,592.00	0.0595	2,592.00	0.00	2,592.00	0.0595	
21	FLOATING	RUB RAIL	ATTACHED	226.19	0.00	226.19	0.0052	2,592.00	0.00	2,592.00	0.0595	
22	FLOATING	CONCRETE	FLOATING	502.65	1,306.90	1,809.56	0.0415	7,332.00	30,500.00	37,832.00	0.8685	
23	FLOATING	CONCRETE	FLOATING	502.65	1,306.90	1,809.56	0.0415	7,332.00	30,500.00	37,832.00	0.8685	
24	FLOATING	CONCRETE	FLOATING	2,261.95	4,021.24	6,283.19	0.1442	19,080.00	51,200.00	70,280.00	1.6134	
25	FLOATING	CONCRETE	FLOATING	2,261.95	4,021.24	6,283.19	0.1442	19,080.00	51,200.00	70,280.00	1.6134	
26	FLOATING	CONCRETE	FLOATING	502.65	2,010.62	2,513.27	0.0577	7,332.00	30,500.00	37,832.00	0.8685	
27	FLOATING	CONCRETE	FLOATING	502.65	1,306.90	1,809.56	0.0415	7,332.00	30,500.00	37,832.00	0.8685	
28	FLOATING	RUB RAIL	ATTACHED	376.99	0.00	376.99	0.0087	6,992.00	0.00	6,992.00	0.1605	
29	FLOATING	RUB RAIL	ATTACHED	226.19	0.00	226.19	0.0052	2,592.00	0.00	2,592.00	0.0595	
30	FLOATING	RUB RAIL	ATTACHED	226.19	0.00	226.19	0.0052	2,592.00	0.00	2,592.00	0.0595	
31	FLOATING	RUB RAIL	ATTACHED	226.19	0.00	226.19	0.0052	2,592.00	0.00	2,592.00	0.0595	
				TOTAL			24,382.09	0.5597		TOTAL	311,840.00	7.1589

- Notes:
1. Impacts calculated from plans dated 6/06/2025, and surveyed bathymetry
 2. Submerged position indicates the element is touching the river bottom
 3. Floating position indicates the element is supported of piles above the river bottom
 3. Attached position indicates the fender is attached to the pier foundation above the river bottom

Owner Name 1	Owner Name 2	Owner Address 1	Owner Address 2	Owner City	Owner State	Owner Zip Code 1
2000 Bernhill Avenue LLC		2000 Bernhill Ave		Baltimore	MD	21226
33 Stahl Point LLC		33 Stahl Point Rd		Baltimore	MD	21226
7330 Caribbe Owner Lp	C/O Sk Realty Mgmt	254 West 31st St	Building #1 4th Fl	New York	NY	10001
Adam Gordon Norlander		8216 Northview Rd		Dundalk	MD	21222
Anne Arundel County	Dept Of Public Works	1 Harry S Truman Pkwy		Annapolis	MD	21401
Anne Arundel County		2662 Riva Rd	4th Fl	Annapolis	MD	21401
Annunziata Nancy Zito		22 Patapasco Ave		Baltimore	MD	21222
APS Properties 4 LLC		10060 Skinner Lake Dr	Suite 205	Jacksonville	FL	32246
Argos USA LLC		3015 Windward Plaza	Suite 300	Atlanta	GA	30005
Baldassare M. Piccione	Barbara J. Piccione	7725 Fairgreen Rd		Dundalk	MD	21222
Baltimore County Rec and Parks		9631 Van Buren Lane		Cockeysville	MD	21030
Baltimore County Revenue Authority		10 W Chesapeake Av		Baltimore	MD	21204
Baltimore Gas & Electric Co.	Charles Center	PO Box 1475		Baltimore	MD	21203
Baltimore Transload Terminal LLC		PO Box 4372		Houston	TX	77210
Barbara Ann Roubeshush	Ray Roubeshush	8207 Peach Orchard Rd		Baltimore	MD	21222
Bill and Mary Perry		3120 Cornwall Rd		Dundalk	MD	21222
Bonnie L. Mcpherson	Waldmiro Kozowyj	8237 Peach Orchard Rd		Baltimore	MD	21222
Brett J. Pearman	Sarah C. Pearman	8234 Northview Rd		Dundalk	MD	21222
Brian Bankard		8200 Northview Rd		Baltimore	MD	21222
Browning-Ferris Inc.	C/O Republic Services Property Ta	PO Box 29246		Phoenix	TX	85038
Bruce A. Stierle Jr.		8124 Bullneck Rd		Baltimore	MD	21222
Bruce Douglas Scoggins		8246 Northview Rd		Baltimore	MD	21222
BTIP LLC		137 Stahl Point Rd		Baltimore	MD	21226
Bir-1999 LLC		8911 Kelso Drive		Baltimore	MD	21221
Buckeye Terminals LLC		PO Box 56169		Houston	TX	77266
C & D Properties LLC		1500 Aspen St		Baltimore	MD	21236
Carol Butrim		3161 Baybriar Rd		Baltimore	MD	21222
Carolyn Margaret Mitchell		7719 Fairgreen Rd		Baltimore	MD	21222
Cevera Gale Bassette		3145 Baybriar Rd		Dundalk	MD	21222
Charles J. E. Brown IV	Jackie Lee Brown	8121 Dundlak Ave		Baltimore	MD	21222
Charles T. Grimm	Katherine N. Grimm	8276 Bullneck Rd		Baltimore	MD	21222
Chemicals Inc.		610 Pittman Rd		Baltimore	MD	21226
Chemical Road LLC		18 Loveton Cir		Sparks	MD	21152
Chesapeake Bay Foundation		6 Herndon Ave		Annapolis	MD	21403
Chris Golczynski		3123 Cornwell Rd		Dundalk	MD	21222
Christopher Barnes		1600 West Mount Royal Ave		Baltimore	MD	21217
Cianbro Corp		PO Box 1000		Pittsfield	MA	04967
Citgo Petroleum Corporation & Sunoco Midstream LLC		2424 Ridge Rd		Rockwall	TX	75087
C-K CMI Holdings LLC		PO Box 226		Fredricktown	OH	43019
Clippers View LLC		14 Perry Ridge Ct		Baltimore	MD	21237
Council Of Unit Owners Stoney Beach Condominium		1379 Cluster Ct		Stoney Beach	MD	21226
CSX Transportation Inc.	C/O Tax Department	500 Water St (C910)		Jacksonville	FL	32202
Curtis Creek Land Company LLC		33 Stahl Point Rd		Baltimore	MD	21226
Curtis Creek Properties LLC		705 Ordinance Rd #107	Building #1	Baltimore	MD	21226
Daniel C. Randall	Linda M. Randall	8260 Bullneck Ct		Baltimore	MD	21222
David O. Middlebitch		7715 Fairgreen Rd		Baltimore	MD	21222
Deborah Eileen Ray		8206 Northview Rd		Baltimore	MD	21222
Dolores E. Beck	Ruth A. Redemann	8209 Peach Orchard Rd		Baltimore	MD	21222
Domenick W. Filletti	Mary E. Filletti	7615 Seaside Rd		Baltimore	MD	21222
Don Kropkowski		25 Liberty Pkwy		Dundalk	MD	21222
Donna Shirrell Robinson	Cecil Robinson Jr.	8247 Peach Orchard Road		Dundalk	MD	21222
Douglas Stanley	Jae Yeon Jeong	8233 Peach Orchard Rd		Dundalk	MD	21222
Dundalk Athletic Club		7801 Seaside Rd		Baltimore	MD	21222
Dundalk Optimist Foundation Inc.	C/O George F. Toda	7444 Holabird Ave		Baltimore	MD	21222
Eddie M. Denning	Emily L. Denning	8132 Bullneck Rd		Baltimore	MD	21222
Elizabeth Slack		323 Sollers Point Rd		Dundalk	MD	21222
Extronic Labs LLC		3401 Carlins Park Dr	Suite B	Baltimore	MD	21215
Farrell Alberta Santora		8204 Northview Rd		Baltimore	MD	21222
Fiona Ziernski		1907 Jackson Rd		Dundalk	MD	21222
Food Machinery & Chemical Corp		2929 Walnut Street		Philadelphia	PA	19104
Fort Carroll LLC	C/O M Eisenberg	2844 Old Court Rd		Baltimore	MD	21208
Francis M. Seman Sr.		1315 Willow Rd		Dundalk	MD	21222
Frank Neighoff		8903 Cuckold Point Rd		Sparrows Point	MD	21219
Franklin Usher	Geoffrey Lyn Shifflett	7603 Seaside Rd		Baltimore	MD	21222
Frederick Dominic Filletti Trustee	Norma Jean Filletti Trustee	7813 Seaside Rd		Baltimore	MD	21222
Gerard J. Wisniewski	Mark Eric Wisniewski	7736 Fairgreen Rd		Baltimore	MD	21222
Global Terminal Holdings LLC		800 South St Ste 500	Suite 500	Waltham	MA	02453
Gloria E. Nelson		7908 Lynch Road		Dundalk	MD	21222
Grant P. Johnston		8229 Peach Orchard Rd		Baltimore	MD	21222
Greater Bay Brook Alliance	Attrn: Meredith Chalken	3430 2nd St.		Baltimore	MD	21225
GRP Pennington LLC		1212 York Rd	#300C	Baltimore	MD	21093
Haqui P. Nguy	Vinh Quoc Nguy	7729 Fairgreen Rd		Timonium	MD	21042
Harbor Nest LLC		12183 Triadelphia Rd		Ellicott City	MD	21042
Howard M. Crawford	Susan D. Crawford	8242 Northview Rd		Baltimore	MD	21222

Hugh Dexlin		9309 Seabay Court	Sparrows Point	MD	21219
Jack Charles		16 Patapsco Ave	Dundalk	MD	21222
Jackie Audell Coco Sr.	Lisa Anne Meyer Coco	8238 Northview Rd	Baltimore	MD	21222
James H. Wood	Ellen N. Wood	8 Patapsco Ave	Baltimore	MD	21222
Jamie Williams	Travis Williams	8239 Peach Orchard Rd	Baltimore	MD	21222
Jeffrey Scott Akers		8244 Northview Rd	Baltimore	MD	21222
Jennifer Murray	Kenneth Murray	8221 Peach Orchard Rd	Dundalk	MD	21222
Jenstar Of Baltimore LLC		PO Box 1400	Voorhees	NJ	08043
Jeremy Lorenz		3159 Baybriar Rd	Dundalk	MD	21222
Joanna Esy		8224 Northview Rd	Baltimore	MD	21222
Joel F. Kinkel	Daseul Kim	8262 Bullneck Rd	Dundalk	MD	21222
John Ernst Jr.		8235 Peach Orchard Rd	Baltimore	MD	21222
John J. Carrick	Georgia V. Carrick	8272 Bullneck Rd	Baltimore	MD	21222
John Smith	Jordan Smith	7733 Fairgreen Rd	Dundalk	MD	21222
John T. Haggins	Karen L. A. Haggins	570 Brightwood Rd	Millersville	MD	21108
John Walter Zafra		8227 Peach Orchard Rd	Dundalk	MD	21222
Joseph Corasaniti	Susan Corasaniti	8208 Northview Rd	Dundalk	MD	21222
Joseph S. Bogansky	Diane C. Bogansky	8205 Peach Orchard Rd	Baltimore	MD	21222
Joseph Sirochman	Christine Sirochman	8262 Bullneck Ct	Baltimore	MD	21222
Joseph Stanley Bogansky	Diane Catherine Bogansky	8205 Peach Orchard Rd	Baltimore	MD	21222
Joyce A. Todd		8126 Bullneck Rd	Baltimore	MD	21222
Judith Ann Collins	Ronald Lee Collins	1809 Creston Dr	Forest Hill	MD	21050
Jung Kim	Jum Soon Kim	8152 Bullneck Rd	Baltimore	MD	21222
Karl Price		3151 Baybriar Rd	Dundalk	MD	21222
Kenneth Gajewski	Maureen Gajewski	9000 Avenue A	Baltimore	MD	21219
Kenneth M. Langston	Jessica M. Langston	7739 Fairgreen Rd	Baltimore	MD	21222
Kenneth Ray Freeman	Deborah Ann Freeman	7709 Fairgreen Rd	Baltimore	MD	21222
Kent MCAP Holdings L P		3520 Piedmont Rd	Atlanta	GA	30305
Kevin Hagley	Constantine Pizanis	7711 Fairgreen Rd	Dundalk	MD	21222
Khalid Zunaira		30 Patapsco Ave	Dundalk	MD	21222
Kipp Snow	CCBC	7200 Sollers Pl Rd	Baltimore	MD	21222
KM Phoenix Holdings LLC		D. Stat 114	Houston	TX	77002
Larry M. Smith		1007 Louisiana St	Baltimore	MD	21222
Le Petomane XXIII Inc	Deborah A. Smith	3149 Baybriar Rd	Baltimore	MD	21222
Leonard S. Szumlanski		35 East Wacker Dr #1550	Chicago	IL	60601
Lester P. Miskimon Jr.	Nora J. Szumlanski	3157 Baybriar Rd	Baltimore	MD	21222
Lew Dwight Horton	Shirley A. Miskimon	505 Trappe Rd	Baltimore	MD	21222
Lex McBride		8118 Bullneck Rd	Dundalk	MD	21222
Linda L. Auld		6311 Village Circle	Dundalk	MD	21222
Linwood Jackson		8211 Peach Orchard Rd	Baltimore	MD	21222
Lou Konopacki		15 South Ln	Dundalk	MD	21222
Louis Joseph Danna Jr.		123 Bayside Drive	Dundalk	MD	21222
Luc McBride		8258 Bullneck Ct	Baltimore	MD	21222
Maritime Applied Physics Corporation		631 Village Circle	Dundalk	MD	21222
Mark A. Johnson		1850 Frankfurst Ave	Baltimore	MD	21226
Mark A. Johnson	Shannon M. Johnson	7819 Seaside Rd	Baltimore	MD	21222
Maroni J. Butler		8128 Bullneck Rd	Baltimore	MD	21222
Maryland Port Administration	The World Trade Center	401 East Pratt St STE 2000	Baltimore	MD	21202
Matthew Powers		8270 Bullneck Rd	Baltimore	MD	21222
Mayor & City Council		100 Holiday St	Baltimore	MD	21202
Mayor & City Council		Suite 400	Baltimore	MD	21226
Mayor & City Council of Baltimore		3501 Asiatic Ave	Baltimore	MD	21226
Mazi Chiles	Jessica Bauer	6301 Pennington Ave	Baltimore	MD	21226
Melinda Peks		8120 Bullneck Road	Dundalk	MD	21222
Melvin Hoke		1402 Steuart Street	Baltimore	MD	21230
Meredith Gray	Florida Hoke	8210 Northview Rd	Dundalk	MD	21222
Michael A. Lamar		101 Oak Street	Dundalk	MD	21222
Michael D. Paliski Trustee	C. Kathryn Paliski Trustee	20 Patapsco Ave	Baltimore	MD	21222
Michael J. James	Karen L. James	290 Paisley Dr	Colorado Springs	CO	80906
Michael James Fouts	Chen Lyn Fouts	8264 Bullneck Ct	Dundalk	MD	21222
Michael L. Weddle	Susan L. Weddle	7741 Fairgreen Rd	Baltimore	MD	21222
Michael R. Petro	Betty J. Petro	8119 Dundalk Ave	Baltimore	MD	21222
Michael Ross Smith (Tr)	Stephen Charles Smith (Tr)	8241 Peach Orchard Rd	Baltimore	MD	21222
Mindy Hill		6211 Old Pennington Ave	Baltimore	MD	21226
Mount Olive Baptist Church		937 N. Calvert St	Baltimore	MD	21202
Mr. Brandon Scott	C/O Tiffany Cheek	651 Mount Olive Road	Dundalk	MD	21222
Mr. Chris Van Hollen		100 Holiday St	Baltimore	MD	21202
Mr. Garner		1040 Park Ave	Baltimore	MD	21201
Mr. Mike Ertel		808 S. Curley St	Baltimore	MD	21224
Ms. Katherine A. Klausmeier		400 Washington Ave	Towson	MD	21204
Mr. Johnny Ray Salling		Mezzanine Level	Towson	MD	21204
Mr. Zeks Cohen		321 James Senate Office Building	Annapolis	MD	21401
Mr. Rashad Singeltary		Suite 400	Baltimore	MD	21202
Mr. Richard Metzgar		100 Holiday St	Baltimore	MD	21202
Mr. Robert B. Long		6 Bladen St	Low House Office Building, Ro	Annapolis	21401
Mr. Stewart Pittman		44 Calvert St	Low House Office Building, Ro	Annapolis	21401

Ms. Julie K. Hummer	44 Calvert St	1st Floor	Annapolis	MD	21401
Ms. Dana P. Moore	100 Holiday St		Baltimore	MD	21202
Myong Su Chu	Serra Park		Dundalk	MD	21222
Norcur Inc.	6700 Mclean Way		Glen Burnie	MD	21060
	7817 Seaside Rd		Baltimore	MD	21222
NPD Baltimore Industrial Building I LLC	3315 N. Oak Trafficway		Kansas City	MO	64116
Olivia Lomax	118 Sollers Point Rd		Baltimore	MD	21222
Origin Baltimore Terminals LLC	5401 Pennington Ave		Baltimore	MD	21226
P & B Company	PO Box 1303		Laurel	MD	20725
Pamela A. Green	7821 Seaside Rd		Dundalk	MD	21222
Patricia Ann Chung	24 Patapsco Ave		Baltimore	MD	21222
Patrick K. McShane Jr.	8223 Peach Orchard Rd		Baltimore	MD	21222
Raven FS Property Holdings LLC	600 Hamilton St STE 600		Allentown	PA	18101
Raymond J. Barnes	3494 Loganville Dr		Baltimore	MD	21222
Richard A. Stevens	8243 Peach Orchard Rd		Baltimore	MD	21222
Richard K. Derkowski	8218 Northview Rd		Baltimore	MD	21222
Richard M. Ecke	8213 Peach Orchard Rd		Baltimore	MD	21222
Richard U. Wilhelm Jr.	8225 Peach Orchard Rd		Dundalk	MD	21222
Riverbea Corporation	PO Box 366		Pasadena	MD	21123
Robert Albert Santoro	8222 Northview Rd		Baltimore	MD	21222
Robert C. Kapuscinski	3155 Baybriar Rd		Baltimore	MD	21222
Robert Charles Moore	3143 Baybriar Rd		Baltimore	MD	21222
Robert Gruss	8231 Peach Orchard Rd		Baltimore	MD	21222
Robert Jones	8250 Northview Rd		Baltimore	MD	21222
Robert W. Moore	3141 Baybriar Rd		Baltimore	MD	21222
Rodney Murchison	23 Mayland Ave		Baltimore	MD	21222
Roger Michael Fell	8217 Peach Orchard Rd		Baltimore	MD	21222
Ross E. Eichberg & Paula S. Eichberg	4124 Beachwood Rd		Baltimore	MD	21222
RR Holdings & Affiliations LLC	1906 Snyder Ave		Dundalk	MD	21222
Ryan C. Herzog	8226 Northview Rd		Baltimore	MD	21222
S. Ott	1839 S. Hanover Street		Baltimore	MD	21230
Scott Holupka	2527 Yorkway		Dundalk	MD	21222
Sean P. Driscoll	8219 Peach Orchard Rd		Baltimore	MD	21222
Secretary Of Housing And Urban Dev.	14002 E 21St St	Suite 300	Tulsa	OK	74134
Sergio Bautista	6723 Kenwood Ave		Rosedale	MD	21237
Socony Vacuum Oil Co. Inc.	PO Box 64106		Spring	TX	77387
Stacey J. Ingerson	7713 Fairgreen Rd		Baltimore	MD	21222
StarPoint LLC	6301 John Roebling Way		Saxenburg	PA	16056
Star Marina LLC	3001 N Charles St	Suite 2	Baltimore	MD	21212
State Of Maryland	100 N Tampa St	Suite 3200	Tampa	FL	33602
State Of Maryland MPA	2200 Broening Hwy		Baltimore	MD	21224
Stephen H. Johnson	8274 Bullneck Rd		Dundalk	MD	21222
Stephen T. Kotula	8230 Northview Rd		Baltimore	MD	21222
Steven Frank	61 Penny Ln		Baltimore	MD	21209
Sunoco Partners Marketing & Terminals L. P.	1900 Dalrock Rd.		Rowlett	TX	75088
Susan M. Cummins	8212 Northview Rd		Baltimore	MD	21222
Teresa Parrott	8220 Northview Rd		Dundalk	MD	21222
Terry L. Harrison	545 Fuselage Ave		Essex	MD	21221
The Lakes At Stansbury Shores Homeowners Association Inc.	2180 West SR 434 #5000		Longwood	FL	32779
Theodore A. Diehl	8130 Bullneck Rd		Baltimore	MD	21222
Thomas Gordon Brown	8202 Northview Rd		Baltimore	MD	21222
Thomas M. Moebuis	8154 Bullneck Rd		Baltimore	MD	21222
Tien Thi Cam Nguyen	8240 Northview Rd		Dundalk	MD	21222
Tradeport Atlantic LLC	6995 Bethlehem Blvd		Baltimore	MD	21219
Turner Station Conservation Teams, Inc	323 Sollers Point Road	Suite 100	Dundalk	MD	21222
U.S. Gypsum Company	PO Box 6721		Chicago	IL	60680
Union Carbide Ind. Gases Inc.	10 Riverview Dr		Danbury	CT	06810
United States Of America	US Coast Guard Yard		Baltimore	MD	21226
US Army Ordnance Depot	8725 John J. Kingman Road		Fort Belvoir	VA	22060
Usalco LLC	2601 Cannery Ave.		Baltimore	MD	21226
Valerie Brown	1915 Church Rd		Dundalk	MD	21222
Varie Terminal I LLC	2100 Frankfurst Ave		Baltimore	MD	21226
W. R. Grace & Co.	7500 Grace Dr.		Columbia	MD	21044
Wayne Lee Warble	8116 Bullneck Rd		Baltimore	MD	21222
Whiting-Turner Contracting Co Inc.	300 E. Joppa Rd		Baltimore	MD	21286
William Carter Bowen Sr.	10 Patapsco Ave		Dundalk	MD	21222
William D. Vitek	26 Patapsco Ave		Dundalk	MD	21222
William Feuer	7036 Dunhill Road		Dundalk	MD	21222
William G. Krakowiak	7727 Fairgreen Rd		Dundalk	MD	21222
William S. Kinkel	8248 Northview Rd		Dundalk	MD	21222
William S. Landers	8228 Northview Rd		Baltimore	MD	21222
William Scott Weber	8122 Bullneck Rd		Baltimore	MD	21222
Kemira Water Solutions	1000 Parkwood Cir	STE 500	Atlanta	GA	30339
Iberastar Development LLC	PO Box 921		Pasadena	MD	21123

Official Name	Official Title	Official Jurisdiction	Official Address 1	Official Address 2	City	State	Zipcode
Mr. Stuart Pittman	County Executive	Anne Arundel County	44 Calvert St		Annapolis	MD	21401
Ms. Julie K. Hummer	Council Chairman	Anne Arundel County	44 Calvert St	1st Floor	Annapolis	MD	21401
Ms. Katherine A. Klausmeier	County Executive	Baltimore County	400 Washington Ave	Mezzanine Level	Towson	MD	21204
Mr. Mike Eitel	Council Chairman	Baltimore County	400 Washington Ave		Towson	MD	21204
Mr. Brandon Scott	Office of the Mayor	Baltimore City	100 Holliday St		Baltimore	MD	21202
Mr. Zeke Cohen	Council President	Baltimore City	100 Holliday St	Suite 400	Baltimore	MD	21202
Mr. Rashad Singeltary	Mayors office of community affairs	Baltimore City	100 Holliday St		Baltimore	MD	21202
Ms. Dana P. Moore	Office of the Mayor	Baltimore City	100 Holliday St		Baltimore	MD	21202
Mr. Robert B. Long	Delegate	Baltimore County	6 Bladen St	Lowe House Office Building, Room 320	Annapolis	MD	21401
Mr. Richard Metzgar	Delegate	Baltimore County	6 Bladen St	Lowe House Office Building, Room 413	Annapolis	MD	21401
Mr. Johnny Ray Salling	Senator	Baltimore County	11 Bladen St	321 James Senate Office Building	Annapolis	MD	21401
Mr. Chris Van Hollen	Senator	US-MD	1040 Park Ave	Suite 120	Baltimore	MD	21201

PUBLIC HEARING ATTENDANCE LIST						
FSK 24-WL-0757 R1						
8.20.2025						
NAME	MAILING ADDRESS 1	MAILING ADDRESS 2	EMAIL	SPOKE (Y/N)		
Francis Seman Sr.	1315 Willow Rd	Dundalk, MD 21222		Y		
Rob Crusse	7511 North Point Rd	Dundalk, MD 21222	rob@crusseconstruction.com	N		
Francis Taylor	7603 Iroquois Ave	Sparrows Point, MD 21219	fralintay@comcast.net	N		
Linda Taylor	7603 Iroquois Ave	Sparrows Point, MD 21219	fralintay@comcast.net	N		
Shannon John		Dundalk, MD 21222		N		
Emily DiMarzo	3003 Dunbrin Rd	Dundalk, MD 21222	egdimarzio36@gmail.com	N		
Frank Neighoff	8903 Cuckhold Point Rd	Sparrows Point, MD 21219	dr.frank.neighoff@gmail.com	N		
Denny Urbach	8178 N Boundary Rd	Dundalk, MD 21222	not clear	N		
Matthew Newman	6995 Bethlehem BLVD	Sparrows Point, MD 21219	mnewman@tradepointatlantic.com	N		
Melissa Badeker	3020 Linwood Ave	Parkville, MD 21234	mlbadeker@mccormicktaylor.com	N		
North Point Peninsula Council	P.O. Box 35241	Dundalk, MD 21222	Northpointcouncil@gmail.com	N		
Joseph Werner	3103 Shaws Rd	Edgemere, MD 21219	wernerresq@gmail.com	N		
JD Urbach	7392 Bayfront Rd	Edgemere, MD 21219		N		
Tim Fazenbeker, Central Committee	4511 Greencove Cr.	Sparrows Point, MD 21219	tim@timfazenbaker.com	N		
MEDIA						
Tara Lynch	WJZ					
Paul Jerreat	WJZ					
Tori Yorgey	WBAL		tori.yorgey@hearst.com			
Kyle Bonlier	WBAL					



CHESAPEAKE BAY FOUNDATION
Saving a National Treasure

September 4, 2025

Maryland Department of the Environment
Tidal Wetlands Division – Suite 430
1800 Washington Boulevard
Baltimore, Maryland 21230
ATTN: Matt Wallach

Submitted electronically only via email to matthew.wallach@maryland.gov.

**RE: Maryland Transportation Authority (MDTA) Francis Scott Key Bridge Rebuild
Revision/Modification Request 24-WL-0757(R1)/24-NT-0163**

Dear Mr. Wallach,

On behalf of the Chesapeake Bay Foundation and our more than 70,000 members in Maryland, thank you for the opportunity to provide comments on the Key Bridge Rebuild Revision/Modification Request, 24-WL-0757(R1)/24-NT-0163. As this critical piece of infrastructure is rebuilt, we recognize the social and economic imperative to reconnect communities and reestablish important travel and commerce routes. Repositioning the new structure to avoid deeply mired wreckage makes good sense, and the expedience of simultaneous construction and demolition accelerates the project's timeline. However, we remain concerned about environmental tradeoffs and the suitability of the Final Compensatory Mitigation Plan released as part of the project revision package.

Specifically, both tidal and nontidal mitigation actions are slated to take place largely outside the Patapsco River watershed, depriving the river and its surrounding communities of the benefits of environmental mitigation. Habitat restored and ecosystem services regained may be small comfort against the tragedy of the bridge collapse and subsequent disruption of transportation systems, but if the Maryland Transportation Authority (MDTA) were to complete or even just kickstart a full package restoration project in the Middle Branch or Bear Creek, the agency could address both environmental damage and longstanding inequities within the Patapsco River watershed.

Tidal mitigation

We understand that some State and Federal agencies object to the incorporation of living shoreline projects in a suite of mitigation practices citing shallow water habitat impact concerns. We disagree and believe that living shorelines, where appropriate, provide a number of valuable co-benefits. One potential mitigation project considered here, the Middle Branch-2 tidal habitat creation and reestablishment project, did not include a living shoreline and, in fact, the only documented reason for its dismissal is its size. As noted throughout the updated Compensatory Mitigation Plan document, the applicant has achieved significant reductions in its permanent tidal water impacts. These reductions are

valuable, but a project of this scale and duration, combined with foreseeable induced growth of shipping traffic due to the increased bridge height, will accrue impacts outside of those formally requiring mitigation.

Voluntary removal of derelict crab pots and oyster reef stewardship projects help fill the gap, but in recognition of ecological damage past and future, we respectfully request that the Maryland Department of the Environment require the applicant to reconsider its tidal mitigation to include, in part or in full, the Middle Branch-2 tidal habitat restoration project. Investment from MDTA will help continue momentum for the transformative Reimagine Middle Branch Initiative and benefit Baltimore's tidal waters and its historically underserved communities.

Nontidal wetland mitigation

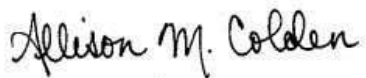
We are aware of the US Army Corps of Engineers' regulatory preference for use of mitigation bank credits, but MDTA also has opportunities in this project to engage in on-site wetland creation and restoration, conferring local habitat and ecosystem service benefits within the footprint of the new bridge itself.

As described in CBF's comments on the initial Water Quality Certification and Wetlands License for the bridge rebuild, dated September 30, 2024, innovative stormwater management planning, including under-bridge constructed wetlands or bioswales and floating wetlands around the bridge's support columns, would help offset permanent project impacts while providing additional stormwater treatment for the increased impervious surface area of the new bridge structure. Alongside, or in lieu of, the regulatorily-required purchase of mitigation bank credits outside the Patapsco River watershed, we respectfully request that MDE require innovative stormwater practices that restore wetland habitat to be included in the final design of the new bridge to the greatest extent possible.

The Chesapeake Bay Foundation recognizes the significant public investment in rebuilding the Francis Scott Key Bridge, as well as the economic and social factors that necessitate expediting the project. At the same time, significant investments have already been made in and around the Patapsco River to restore highly-impacted ecosystems and begin to right historic environmental injustices. The rebuild project can and must honor those investments and the historically underserved communities near the bridge site through incorporation of on-site, in-kind mitigation efforts.

Thank you for your consideration of these comments. Should you require any further information, please contact Matt Stegman, Maryland Staff Attorney (mstegman@cbf.org).

Sincerely,

A handwritten signature in black ink that reads "Allison M. Colden". The signature is written in a cursive, flowing style.

Allison M. Colden, Ph. D.
Maryland Executive Director
Chesapeake Bay Foundation



Wes Moore, Governor
Aruna Miller, Lt. Governor
Josh Kurtz, Secretary
David Goshorn, Deputy Secretary

August 8, 2025

Emily Dolbin
Water and Science Administration
Maryland Department of the Environment
Tidal Wetlands Division
1800 Washington Boulevard
Baltimore, Maryland 21230

Re: Department of Natural Resources Comments to I695 Francis Scott Key Bridge Rebuild Permit Modification:
WL# 24-0757 & NAB-2024-61017-M46

The Department of Natural Resources (DNR) has reviewed the permit modification for Wetland License 24-0727 and NAB-2024-61017 for the updates to the design and alignment of the I695 Francis Scott Key Bridge Rebuild Project. The following comments should be used in tandem with the letter DNR provided on October 7, 2024, in response to JPA #202461017 and other previous DNR guidance:

DNR typically applies following time of year restrictions to protect the documented natural resources in the vicinity of the project area:

- In-water work in the Patapsco River has an instream work time of year restriction of February 15 through June 15, inclusive, during any year. Please coordinate with DNR and the other agencies for minimization and avoidance measures. MDTA may request relief from this time of year restriction for production piles. Please continue to coordinate with DNR if the applicant would like to request a TOYR waiver.
- It appears the proposed bridge alignment temporary and permanent impact areas overlap with overwintering waterfowl staging/ resting areas. To minimize disturbance to wintering and staging waterfowl, no water dependent work should be conducted from November 15 through March 1 of any year within these areas. DNR is currently evaluating the request for an overwintering waterfowl time of year restriction waiver for some areas of test piles, geotechnical borings, trestle construction, and new bridge construction. A final recommendation will be provided to the project team as soon as it is available. Please note that the overwintering waterfowl TOYR is not expected to apply to 1WET-E, although it is within the mapped extent of overwintering waterfowl. This area around 1WET-E was previously filled and converted to non-tidal habitat.
- It appears that some portions of the modified proposed bridge alignment are located within 500 yards of the oyster sanctuary and restorations at Fort Carroll. Generally, to protect Natural Oyster Bars, no instream work should be conducted within 500 yards of the edge of the bar, during the periods of June 1 through September 30 and December 16 through March 14 of any year. DNR would not be opposed to waiving this time of year restriction for the proposed geotechnical borings, test piles, trestle construction and new bridge

construction along the bridge alignment on the edge of the buffer area for work through March 15, 2027. There should be no bottom disturbing activities within the boundaries of the oyster resources. Please re-coordinate with DNR if project needs change.

- There is a colonial waterbird nesting site at Fort Carroll, delineated by a Sensitive Species Project Review Area (SSPRA) polygon. Mooring, pile driving, and other construction activities should be avoided within the delineated SSPRA. Please coordinate with DNR if activities overlap the Fort Carroll SSPRA.

General Comments:

It is DNR's understanding that subaqueous blasting was proposed in order to fit the needs of this project's fast paced and constricted timeline. In previous team meetings, one of the agencies inquired if mechanical demolition is being reconsidered instead of explosive demolition now that this project's timeline has been extended to accommodate for the proposed bridge alignment shift?

DNR concurs that the hold points related to dolphins described in the Special Conditions of Tidal Wetland License No. 24-0607 should be updated to defer marine mammal management to NOAA and the Marine Mammal Monitoring Plans for the test pile program and construction program. Please provide these plans to DNR to review as they are developed and finalized.

How will the proposed shift in alignment affect barge activity around Fort Carroll? As this is a sensitive area, regulated activities such as installing moorings, and construction noise disturbances should be avoided in the oyster resource boundaries and colonial waterbird buffer. At this time, it appears that the modified bridge alignment is outside of the colonial waterbird noise protection buffers.

According to the 1972 Wetland Map (below), it appears 1WET-E was originally tidal open water that has since been filled and converted to a non-tidal wetland. MDE has indicated this wetland will be regulated based on the current non-tidal designation. On prior projects MDE has stated that filled tidal wetlands are regulated based upon their original tidal designation.



Mitigation and Stewardship Comments:

DNR appreciates the inclusion of stewardship opportunities in this project and is not opposed to an oyster stewardship project as a component of a diverse package. Please continue to coordinate with DNR's Shellfish Division on potential oyster reef expansion at the Fort Carroll oyster sanctuary. This site will require habitat plantings prior to seeding to improve existing substrate and habitat. Multiple years of planting after the initial seeding will aid the population's ability to persist.

DNR understands that the modified proposed bridge design reduces the permanent tidal open water impacts, requiring less mitigation, and that the tidal wetland restoration site proposed in the original mitigation plan is no longer needed. It may be beneficial for stewardship to include a tidal wetland component to address the potential for long-term temporary construction impacts to anadromous fish.

Thank you for the opportunity to review and comment on this project. Please continue to coordinate with DNR on any items that are not addressed in these or previous comments. Please contact me at Gwendolyn.gibson@maryland.gov with questions or additional coordination requests.

Sincerely,



Gwen Gibson
Maryland Environmental Service/ Transportation Liaison
Environmental Review Program
Department of Natural Resources
580 Taylor Avenue, B-3
Annapolis, Maryland 21401