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May 31, 2024

Ms. Danielle Spendiff  
Division Chief  
Maryland Department of the Environment  
Wetland and Waterways Protection Program  
Regulatory and Customer Services Division  
1800 Washington Boulevard  
Baltimore, MD 21230

Dear Ms. Spendiff,

The Maryland Transportation Authority (MDTA) is submitting a Water Quality Certification Request for the I-695 Francis Scott Key Bridge Demolition project for your review. We have also provided this application electronically by email.

MDTA will submit a joint permit application for impacts to wetlands and water ways in June 2024 and anticipates a USACE Nationwide Permit will authorize the temporary impacts associated with the project. A Pre-Filing Meeting Request Form was submitted on May 21, 2024. In compliance with current Section 401 of the Clean Water Act, a duplicate copy of the Water Quality Certification Request was provided to USACE, the federal permitting agency.

MDTA anticipates the need for a public hearing on the project and is providing hearing details for inclusion in Maryland Register Notice of this Water Quality Certification Request.

Location: North Point Branch, Baltimore County Public Library  
1716 Merrit Boulevard, Dundalk, Maryland, 21222  
Date: August 1, 2024  
Time: 4:30PM to 7:30PM

If you need further assistance, please contact Mr. Justin Reel at 703-338-4139 or via email at [jreel@rkk.com](mailto:jreel@rkk.com). Mr. Reel will be happy to assist you.

Sincerely,

Brian Wolfe  
Director of Project Development, Maryland Transportation Authority

CC: Joseph DaVia, US Army Corps of Engineers  
Melissa Williams - MDTA  
Eric Almquist, Rick Maddox, Justin Reel – RK&K  
Scott Miller, Lelya Lange – JMT  
Caryn Brookman, Stacy Hawver – Blackwater

# WATER QUALITY CERTIFICATION REQUEST

## Francis Scott Key Bridge - Demolition

May 2024



Maryland  
Transportation  
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## Table of Contents

<b>1</b>	<b>EXECUTIVE SUMMARY</b> .....	<b>3</b>
<b>2</b>	<b>INTRODUCTION</b> .....	<b>4</b>
<b>3</b>	<b>KEY ELEMENTS FOR A CWA SECTION 401 WATER QUALITY CERTIFICATION</b> .....	<b>4</b>
3.1	Project Proponent and a Point of Contact .....	5
3.2	Applicable Federal License or Permit.....	5
3.3	Project Location and Watershed Information .....	5
3.4	Names and Addresses of Adjacent Property Owners .....	5
3.5	Signed Public Notice Billing Form .....	6
3.6	Description of the Facility or Activity .....	6
3.7	Plan Showing Proposed Activities .....	6
3.8	Location and Nature of Potential Discharge and Receiving Waters .....	6
3.8.1	Direct and Indirect Impacts from Potential Discharge.....	6
3.8.2	The Characteristics of the Potential Discharge .....	7
3.8.3	Aquatic Life Use Data for Receiving Waters .....	7
3.8.4	Antidegradation Alternatives Analysis for Tier II waters .....	8
3.8.5	Existing and Designated Uses Potentially Affected by Proposed Activities .....	8
3.9	Treating, Controlling, Managing, and Monitoring Discharge .....	8
3.10	Project Schedule .....	9
3.11	Mitigation Plan.....	9
3.12	Other Required Authorizations and Applicable Regulations/Policies .....	10
3.13	Pre-Filing Meeting Request Documentation .....	10
3.14	Required Statements .....	10
3.15	Discharges to Outstanding National Resource Waters.....	11
<b>4</b>	<b>CONCLUSION</b> .....	<b>11</b>

## LIST OF TABLES

Table 1.	FSK Bridge Adjacent Property Owners .....	6
Table 2.	Fisheries Species Concerns and Potential Construction Restrictions .....	8
Table 3.	Other Permits and Authorizations .....	10

## LIST OF APPENDICES

APPENDIX A	Signed Public Notice Billing Form
APPENDIX B	Francis Scott Key Bridge Demolition Proposed Activities Map

- APPENDIX C Discharge Location Map
- APPENDIX D NOAA Essential Fish Habitat Mapper Results
- APPENDIX E Pre-Filing Meeting Request Form

## 1 EXECUTIVE SUMMARY

The I-695 Francis Scott Key (FSK Bridge) was a 1.6-mile-long structure over the Patapsco River in Baltimore/Dundalk, Maryland, which was struck by a cargo ship leaving the Port of Baltimore resulting in the collapse of the bridge in March 2024. MDTA's Francis Scott Key Bridge Demolition project will include demolition of the stable standing structures comprising the remaining portions of the FSK Bridge in preparation for bridge reconstruction. The project will include mechanical demolition and blasting of various bridge elements. Barges will be used to transport recovered bridge pieces from the Patapsco River.

The project will not result in any temporary or permanent impacts to nontidal wetlands and all impacts to surface waters will be temporary, including temporary spudding for barges, potential temporary piles for barges, barge movement and blockage of the channel, and impacts from blasting and collecting concrete and construction debris.

The bridge demolition has the potential to affect surface waters, surface water quality, aquatic biota, and watershed characteristics due to direct and indirect impacts to the Patapsco River and a small decrease in impervious surface in the watershed. In addition, there is the potential for fish passage during construction due to increased noise associated with demolition activities and movement of equipment. Any discharge will be to the Patapsco River.

MDTA will limit impact to water quality to the greatest extent practicable and commits to the following measures to ensure that the water quality standards of Maryland are met:

- Discharges of sediment during construction will be avoided or minimized using MDE's *2011 Standards and Specifications for Soil and Erosion Control* (MDE 2011).
- All demolition activities occurring within the FEMA designated 100-year floodplain will comply with FEMA-approved local floodplain construction requirements.
- Daily water quality readings will be taken for demolition activities that disturb the river bottom
- Additional BMPs that may be implemented during saw cutting to minimize discharge of concrete slurry into the waterway include blocking downstream scuppers while saw cutting the bridge deck, vacuuming concrete slurry from the bridge deck during cutting, and stationing a containment barge underneath the saw cutting operation (if feasible) to capture concrete slurry during cutting operations.
- During mechanical demolition of the bridge piers, a turbidity curtain will be used for all work in water 10 feet mean low water or less.
- Daily water quality readings will be taken to confirm turbidity remains under a 150 NTU threshold.
- A crane with grapple attachment and a backhoe will be used to remove the majority of debris on the river bottom and the amount of sediment pulled up during retrieval will be minimized.

- Any remaining bridge decking will be saw cut into sections, lifted by crane and removed via the remaining road surface to minimize debris falling into the waterway.
- Underwater noise monitoring will begin at the start of any potential underwater hammering/blasting operations.
- Any fish kills observed during the operation will be reported to the agencies and documented.

The FSK Bridge Demolition project will likely take MDTA about 10 months to complete. No compensatory stormwater management will be required since the project will result in a net removal of impervious surface.

## 2 INTRODUCTION

On March 26, 2024, a cargo ship leaving the Port of Baltimore struck the I-695 Francis Scott Key Bridge (FSK Bridge), causing the 1.6-mile-long bridge to collapse into the Patapsco River. Demolition of the remaining elements of the bridge is necessary before a replacement structure can be built. The project will include demolition of the stable standing structures comprising the remaining portions of the FSK Bridge, including 16 in-water piers, which impact surface water quality to an extent, and abutments and piers on land, with no surface water quality impacts. Any steel girders holding up stable decking along with the decking will also be demolished and removed as part of the project.

MDTA intends to submit the Joint Federal/State Application (JPA) titled *Abbreviated Joint Federal/State Application for the Alteration of any Tidal Wetland and/or Waters in Maryland* and supporting documentation for impacts to the Patapsco River within the Limits of Disturbance (LOD) of the I-695 FSK Demolition project to the US Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) in June 2024. The application will be submitted pursuant to the requirements of the Code of Maryland Regulations, Sections 26.17 and 26.23, and Section 404 of the Clean Water Act (CWA) and supported by the National Environmental Policy Act (NEPA) *Categorical Exclusion*. The demolition activities will not result in any wetlands impacts and all in-water impacts will be temporary.

The Federal Highway Administration (FHWA), as the Lead Federal Agency, and the Maryland Transportation Authority (MDTA), as the Local Project Sponsor, are preparing a *Categorical Exclusion* in accordance with NEPA for the I-695 FSK Bridge Demolition and Reconstruction in Baltimore/Dundalk, Maryland.

Pursuant to Section 401 of the CWA, MDTA is requesting a Water Quality Certification for the FSK Bridge Demolition project. As required by 40 C.F.R. § 121.5 and Code of Maryland Regulations (COMAR) 26.08.02.10, the summary below includes project-specific information for the key elements needed to request a Water Quality Certification in Maryland.

## 3 KEY ELEMENTS FOR A CWA SECTION 401 WATER QUALITY CERTIFICATION

In accordance with 40 C.F.R. § 121.5 and COMAR 26.08.02.10, MDTA is providing the following general project information for this Water Quality Certificate Request.

### 3.1 Project Proponent and a Point of Contact

**Applicant:**

Maryland Transportation Authority  
 Attn: Brian Wolfe  
 8019 Corporate Drive, Suite F  
 Nottingham Maryland 21236  
 (410) 537-8200  
 Bwolfe3@mdta.maryland.gov

**Authorized Agent:**

RK&K  
 Attn: Justin Reel  
 700 East Pratt Street, Suite 500  
 Baltimore, MD 21202  
 (703) 338-4139  
 jreel@rkk.com

### 3.2 Applicable Federal License or Permit

U.S. Army Corps of Engineers Nationwide Permit 23, Approved Categorical Exclusions. Application to be submitted in June 2024.

### 3.3 Project Location and Watershed Information

Due to the linear nature of the project, there is no specific project site address. The project site includes all remaining elements of and approaches to the I-695 FSK Bridge in Baltimore/Dundalk, Maryland 21226/21222. The coordinates for the project are 39° 13' 00.6" N, 76° 31' 43.2" W.

The project is located within portions of the Curtis Creek-Curtis Bay (hydrologic unit code (HUC)12 020600031202), Northwest Harbor-Patapsco River (HUC12 020600031203), and Stoney Creek-Patapsco River-Chesapeake Bay (HUC12 020600031204) Watersheds. The FSK Bridge is within the Baltimore Harbor Maryland 8-digit Watershed (02130903).

### 3.4 Names and Addresses of Adjacent Property Owners.

The names and addresses of adjacent property owners are included in **Table 1**.

**Table 1. FSK Bridge Adjacent Property Owners**

Adjacent Property Owner	Mailing Address
Baltimore Gas & Electric	110 W Fayette Street Baltimore, MD 21201

Adjacent Property Owner	Mailing Address
Maryland Port Authority	2700 Broening Highway, Dunmar Bld-So Ste 123, Baltimore, MD 21222
Maryland Port Administration	401 E Pratt Street Baltimore, MD 21202
Baltimore City, Mayor & City Council, Fort Armistead Park	4000 Hawkins Point Road Baltimore, MD 21226

### 3.5 Signed Public Notice Billing Form

A signed Public Notice Billing Form is included in **Appendix A**.

### 3.6 Description of the Facility or Activity

The project will include demolition of the stable standing structures comprising the remaining portions of the FSK Bridge in preparation for bridge reconstruction. The FSK Bridge was a 1.6-mile-long structure over the Patapsco River in Baltimore/Dundalk, Maryland, which was struck by a cargo ship leaving the Port of Baltimore resulting in the collapse of the bridge into the Patapsco River in March 2024. The project may include mechanical demolition and/or blasting of bridge deck, steel girders, bridge piers and abutments. Over water, the bridge deck will be cut into manageable pieces, lifted by crane onto trucks and transported for disposal on the remaining road surface. The substructure and piers will be broken apart either mechanically or with blasting and then recovered from the river bottom and placed on barges. The barges will require temporary spudding and may require temporary piles to be set in the Patapsco River for stabilization. Substructure material may be transferred to land for recycling or may be disposed of at an approved and permitted aquatic reef site. Over land, bridge structures will be dropped to the ground and removed.

### 3.7 Plan Depicting Proposed Activities

Demolition Plans are not publicly available at this time. However, the Francis Scott Key Bridge Demolition Proposed Activities Map, a to-scale schematic map depicting the proposed project limits of disturbance (LOD), project elements, and potentially affected surface water bodies, including wetlands, is included in **Appendix B**.

### 3.8 Location and Nature of Potential Discharge and Receiving Waters

#### 3.8.1 Direct and Indirect Impacts from Potential Discharge

The FSK Bridge Demolition project will not result in any impacts to nontidal or tidal wetlands. All in-water impacts will be temporary, including temporary spudding for barges, installation of temporary piles for barges, barge movement, and impacts from mechanical/blasting demolition and recovery of concrete and construction debris to restore the river bottom.



The bridge demolition will temporarily affect surface waters, surface water quality, aquatic biota, and watershed characteristics due to direct and indirect impacts to the Patapsco River and a small decrease in impervious surface in the watershed. In addition, there is the potential for decreased aquatic organism passage during construction due to increased noise associated with demolition activities and movement of equipment.

Impacts to surface water quality of the Patapsco River during construction will include increased underwater noise, dust, and debris from demolition activities; and flow and sediment disturbance from barges and other in-water equipment. Other potential impacts to surface water quality related to bridge demolition projects are accidental spills and sediment releases, which can cause direct mortality to aquatic life or impact biota through the potential to contaminate waterways in the vicinity of the project area. Reduced impervious surface within the project area may decrease stormwater flow rates and thermal impacts to the waterway from impervious surfaces.

Potential release of contaminants is related to the possibility of fuel leaks from demolition equipment and dust and debris caused by blasting and demolition. Potential sources of metals contamination include mobilization by excavation, vehicle wear, combustion of petroleum products, and catalytic-converter emissions.

### **3.8.2 The Characteristics of the Potential Discharge**

No stormwater treatment will be required for this demolition project which will remove the impervious bridge deck and substructure. Potential chemical pollutants are referenced in **Section 3.8.1** above, and could include petroleum products, heavy metals, nutrients, and organic pollutants. As required, MDTA identified the locations of any potential discharge points associated with the FSK Bridge Demolition project. Runoff from the project area will continue to be discharged directly into the Patapsco River from a less impervious surface. A Discharge Location Map is included in **Appendix C**. This map includes the location of activity and coordinates in degrees, minutes, and seconds of the discharge points into navigable waters. Navigable waters were identified using the National Waterway Network database in MD iMap. For this project, the navigable waters is the Patapsco River, a tidal waterway.

### **3.8.3 Aquatic Life Use Data for Receiving Waters**

Information on aquatic biota for the receiving waters within the FSK Bridge project study area was provided by the National Oceanic and Atmospheric Association (NOAA) Essential Fish Habitat (EFH) Mapper, results of which are included in **Appendix D**. The NOAA EFH Mapper indicates that the following fish species and life stages, protected under the Magnuson-Stevens Act, have been identified in the Patapsco River in the vicinity of the FSK Bridge: Atlantic Butterfish (adult, eggs, and larvae), Atlantic Herring (adult, juvenile), Black Sea Bass (adult, juvenile), Bluefish (adult, juvenile), Clearnose Skate (adult, juvenile), Red Hake (adult, eggs, larvae, juvenile), Scup (adult, juvenile), Summer Flounder (adult, juvenile, larvae), and Windowpane Flounder (adult, juvenile). No EFH Areas Protected from Fishing were identified within the project study area. Summer Flounder SAV Habitat Areas of Particular Concern may occur within the project study area, however no SAV has been documented in the project area.

The Endangered Species Act (ESA) protects two federally listed fish species that may inhabit the project study area, the Atlantic Sturgeon and the Shortnose Sturgeon. **Table 2** summarizes fisheries species concerns and potential construction restrictions that may need to be considered for this project.

**Table 2. Fisheries Species Concerns**

Species/Life Stage	Protection
Atlantic Sturgeon – Adult – Migrating & Foraging	ESA - Threatened/Endangered
Atlantic Sturgeon – Subadult - Migrating & Foraging	ESA - Threatened/Endangered
Atlantic Sturgeon – Juvenile - Migrating & Foraging	ESA - Endangered
Shortnose Sturgeon – Adult-Overwintering	ESA - Endangered
Shortnose Sturgeon – Adult-Migrating & Foraging	ESA - Endangered

The project team requested information regarding state listed fisheries species from the Maryland Department of Natural Resources Wildlife and Heritage Division on May 3, 2024, and a response is pending.

**3.8.4 Antidegradation Alternatives Analysis for Tier II waters**

The Patapsco River is not classified as Tier II waters, thus the antidegradation alternatives analysis for Tier II waters is not applicable for this project.

**3.8.5 Existing and Designated Uses Potentially Affected by Proposed Activities**

COMAR Section 26.08.02.02 designates the Patapsco River, Bear Creek, and Curtis Bay as Use Class II tidal waters designated for aquatic life, which includes a timing restriction or stream closure period identifying when instream activities are not permitted to protect the growth and propagation of aquatic species. The Baltimore Harbor tributaries are Use Class I streams designated for aquatic life with no timing restriction or closure period.

**3.9 Treating, Controlling, Managing, and Monitoring Discharge**

MDTA will take measures to avoid and minimize potential discharges that may affect surface water quality. Water quality effects will be largely minimized through the use of MDE-approved Erosion and Sediment (E&S) Controls, such as installation of super silt fence and stabilized construction entrances to ensure sediment is not introduced into the Patapsco River from the bridge demolition activities. Discharges of sediment during construction will be avoided or minimized using MDE’s *2011 Standards and*

*Specifications for Soil and Erosion Control* (MDE 2011), which were developed to protect water quality during construction. MDTA will ensure that all construction activities comply with the stormwater and sediment control laws of Maryland. Since this project will result in a net removal of impervious surface, no compensatory stormwater management will be required.

All demolition activities occurring within the FEMA designated 100-year floodplain will comply with FEMA-approved local floodplain construction requirements. These requirements consider structural evaluations, fill levels, and grading elevations.

The project has initiated Section 7 consultation under emergency procedures with NOAA and will coordinate actively with NOAA and the Maryland Department of Natural Resources (DNR) to ensure aquatic species are protected to the extent practicable. Daily water quality readings will be taken for demolition activities that disturb the river bottom and during any concrete saw cutting operations. Additional BMPs that may be implemented during saw cutting to minimize discharge of concrete slurry into the waterway include blocking downstream scuppers while saw cutting the bridge deck, vacuuming concrete slurry from the bridge deck during cutting, and having a containment barge underneath the saw cutting operation (if feasible) to capture concrete slurry during cutting operations.

During mechanical demolition of the bridge piers, a turbidity curtain will be used for all work in water 10 feet mean low water or less. Daily water quality readings will be taken to confirm turbidity remains under a 150 NTU threshold. A crane with grapple attachment and a backhoe will be used to remove the majority of debris on the river bottom, to minimize the amount of sediment being pulled up during retrieval. The bridge deck will be saw cut into sections and transported by truck along the remaining road surface for offsite disposal to minimize debris falling into the waterway.

Underwater noise monitoring will begin at the start of any potential underwater hammering/blasting operations. Any fish kills observed during the operation will be reported to the agencies and documented.

### **3.10 Project Schedule**

The FSK Bridge Demolition project is estimated to begin in summer/fall 2024 and to take approximately 10 months to complete.

### **3.11 Mitigation Plan**

All impacts to tidal and nontidal wetlands, wetland buffers, waterways, forest, and FEMA 100-year floodplains have been avoided and minimized to the maximum extent practicable. No compensatory mitigation for wetland and waterways impacts will be required since the project will result in no wetlands impacts and only temporary impacts to the Patapsco River. No compensatory stormwater management will be required since the project will result in a net removal of impervious surface. Erosion and sediment control measures will be implemented to ensure water quality is protected to the maximum extent practicable and will be covered in the Stormwater Management Report for the project.

### 3.12 Other Required Authorizations and Applicable Regulations/Policies

**Table 3: Other Permits and Authorizations**

Permit	Approving Agency	Comment
Section 404 Authorization (via Nationwide Permit)	USACE	<ul style="list-style-type: none"> <li>Permanent loss of waters of the U.S. over ½ acre would require 401 Water Quality Certification and Coastal Zone Consistency Determination</li> </ul>
Section 408 Approval	USACE	<ul style="list-style-type: none"> <li>Required for potential impacts to the USACE navigation channel</li> </ul>
Coastal Zone Management Consistency Certification	MDE	<ul style="list-style-type: none"> <li>Typically provided with tidal and nontidal authorizations when required for Section 404 actions</li> </ul>
Tidal Wetlands License	MDE/BPW	<ul style="list-style-type: none"> <li>Major Licenses require BPW approval</li> </ul>
		<ul style="list-style-type: none"> <li></li> </ul>
Critical Area Approval	DNR	<ul style="list-style-type: none"> <li>Requires MDE Tidal and Nontidal and SWM/E&amp;S permits to be issued</li> <li>MOU in development</li> </ul>
Reforestation Law/Roadside Tree Approval	DNR	<ul style="list-style-type: none"> <li>Review/issuance by DNR instead of Baltimore City has been confirmed</li> </ul>
Stormwater and Erosion & Sediment Control Approvals	MDE	<ul style="list-style-type: none"> <li>Coordination needed on WQC and CA</li> </ul>
NPDES	MDE	<ul style="list-style-type: none"> <li>NOI Submittal</li> </ul>

### 3.13 Pre-Filing Meeting Request Documentation

The Pre-Filing Meeting Request Form for this project is included in **Appendix E**.

### 3.14 Required Statements

The project proponent hereby certifies that all information contained herein is true, accurate, and complete to the best of my knowledge and belief. In addition, the project proponent hereby requests that the certifying authority review and take action on this CWA 401 Certification Request within the applicable reasonable period of time.

### 3.15 Discharges to Outstanding National Resource Waters

The Patapsco River is not classified as Tier 3 Outstanding National Resource Waters (ONRWs), thus this section is not applicable. ONRWs are high quality waters that constitute an outstanding national resource, such as waters of national and State parks and wildlife refuges, and waters of exceptional recreational or ecological significance.

## 4 CONCLUSION

Demolition of the remaining portions of the FSK Bridge may result in direct and indirect temporary impacts to surface waters from the potential for increased sediment/erosion, in-water noise, introduction of pollutants, and temporarily decreased fish passage. Section 401 of the CWA requires that any applicant for a Federal permit or license to conduct an activity, including, but not limited to the construction or operation of facilities which may result in a discharge to a navigable waters, shall provide certification from the State that the proposed discharge complies with the State's water quality standards and requirements. MDTA has taken the following measures to ensure that any potential discharges associated with the project comply with Maryland water quality standards:

- All wetlands, wetland buffers, waterways, vegetation, and FEMA 100-year floodplains were avoided and minimized to the greatest extent practicable. The project will not impact wetlands and all in-water impacts will be temporary.
- Discharges of sediment during construction will be avoided or minimized using MDE's *2011 Standards and Specifications for Soil and Erosion Control* (MDE 2011).
- All demolition activities occurring within the FEMA designated 100-year floodplain will comply with FEMA-approved local floodplain construction requirements.
- Daily water quality readings will be taken for demolition activities that disturb the river bottom and during any concrete saw cutting operations.
- Additional BMPs that may be implemented during saw cutting to minimize discharge of concrete slurry into the waterway include blocking downstream scuppers while saw cutting the bridge deck, vacuuming concrete slurry from the bridge deck during cutting, and having a containment barge underneath the saw cutting operation (if feasible) to capture concrete slurry during cutting operations.
- During mechanical demolition of the bridge piers, a turbidity curtain will be used for all work in water 10 feet mean low water or less.
- Daily water quality readings will be taken to confirm turbidity remains under a 150 NTU threshold.
- A crane with grapple attachment and a backhoe will be used to remove the majority of debris on the river bottom, to minimize the amount of sediment being pulled up during retrieval.

- Any remaining bridge decking will be saw cut into sections and transported by truck along the remaining road surface for offsite disposal to minimize debris falling into the waterway.
- Underwater noise monitoring will begin at the start of any potential underwater hammering/blasting operations.
- Any fish kills observed during the operation will be reported to the agencies and documented.

As demonstrated in this application, the FSK Bridge Demolition project, as proposed, is consistent with applicable Maryland water quality standards. Accordingly, MDTA respectfully requests that MDE issue a water quality certification, consistent with the commitments set forth above.

**APPENDIX A**  
**SIGNED PUBLIC NOTICE BILLING FORM**

MARYLAND DEPARTMENT OF THE ENVIRONMENT  
WATER AND SCIENCE ADMINISTRATION  
NONTIDAL WETLANDS AND WATERWAYS DIVISION  
1800 WASHINGTON BLVD., SUITE 430  
BALTIMORE, MARYLAND 21230  
410-537-3745

**PUBLIC NOTICE BILLING APPROVAL FORM**

**PROJECT NUMBER** \_\_\_\_\_

I agree to pay all expenses associated with the publishing of a public notice for the Nontidal Wetlands and Waterways Application submitted by MDTA (Applicant's Name), which was dated and signed by you on May 31, 2024.

  
\_\_\_\_\_  
Applicant/Agent Signature

Brian Wolfe

\_\_\_\_\_  
Printed Name of Signee

TRACKING NO. \_\_\_\_\_

**Please Print**

**Billing Address** Maryland Transportation Authority

8019 Corporate Drive, Suite F

Nottingham, MD 21236

**Phone Number** 410-537-8200



# NOTICE TO APPLICANTS

Certain projects involving nontidal wetlands and waterways permits require that a description of the proposed project be published in a local newspaper. This advertisement is necessary to fulfill legal public notice requirements. Projects that require public notice include, but are not limited to, the following:

- Certain projects regulated by the U. S. Army Corps of Engineers that require a State Water Quality Certification.
- Projects resulting in a loss of more than 5,000 square feet of nontidal wetlands.
- Projects in nontidal wetlands of special State concern or wetlands having special plant or wildlife values.
- Projects resulting in a loss of more than 1 acre if isolated nontidal wetlands.
- Projects affecting waters of the State, including their 100 year frequency floodplain, except roads, bridges, and culverts that meet minimum design standards, temporary construction, minor repairs, or routine maintenance.

The Water and Science Administration will arrange advertisement of the project for you. However, as the applicant for the project, you are responsible for paying the publishing costs. In order for this process of public notice to occur, your approval is necessary prior to publishing. Please complete the form on the other side of this page and return it to the Water and Science Administration so that your proposed project may be advertised without delay. Please make sure to sign the form. Processing of your application cannot continue until a signed form is received.

Please call the Nontidal Wetlands and Waterways Division at 410-537-3745 if you have any questions.

Thank you for your assistance in this matter.

## PLEASE COMPLETE THE OTHER SIDE OF THIS PAGE

Also, please provide the names and mailing addresses of adjacent property owners. Add additional pages if needed.

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Baltimore Gas & Electric, 110 W Fayette Street Baltimore, MD 21201

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Maryland Port Authority, 2700 Broening Highway, Dunmar Bld-So Ste 123, Baltimore, MD 21222

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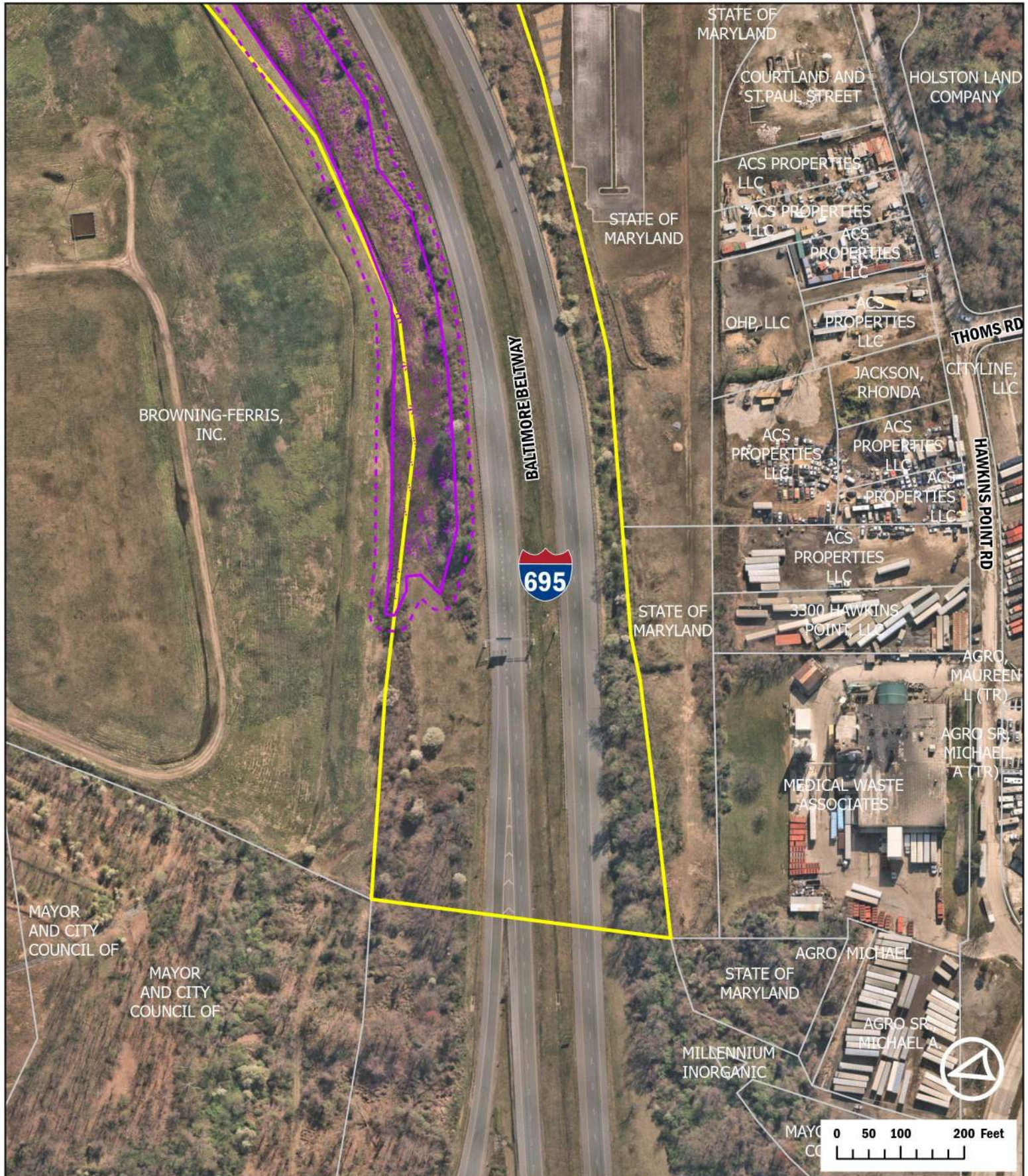
Maryland Port Administration, 401 E Pratt Street Baltimore, MD 21202

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Baltimore City, Mayor & City Council, Fort Armistead Park, 4000 Hawkins Point Road  
Baltimore, MD 21226

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**APPENDIX B**  
**FRANCIS SCOTT KEY BRIDGE DEMOLITION**  
**PROPOSED ACTIVITIES MAP**

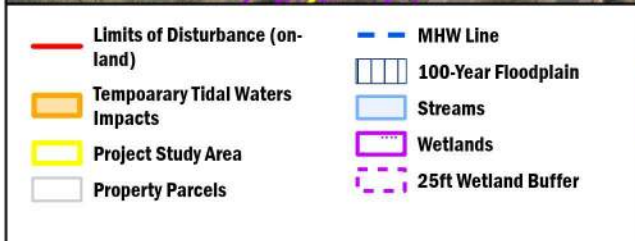
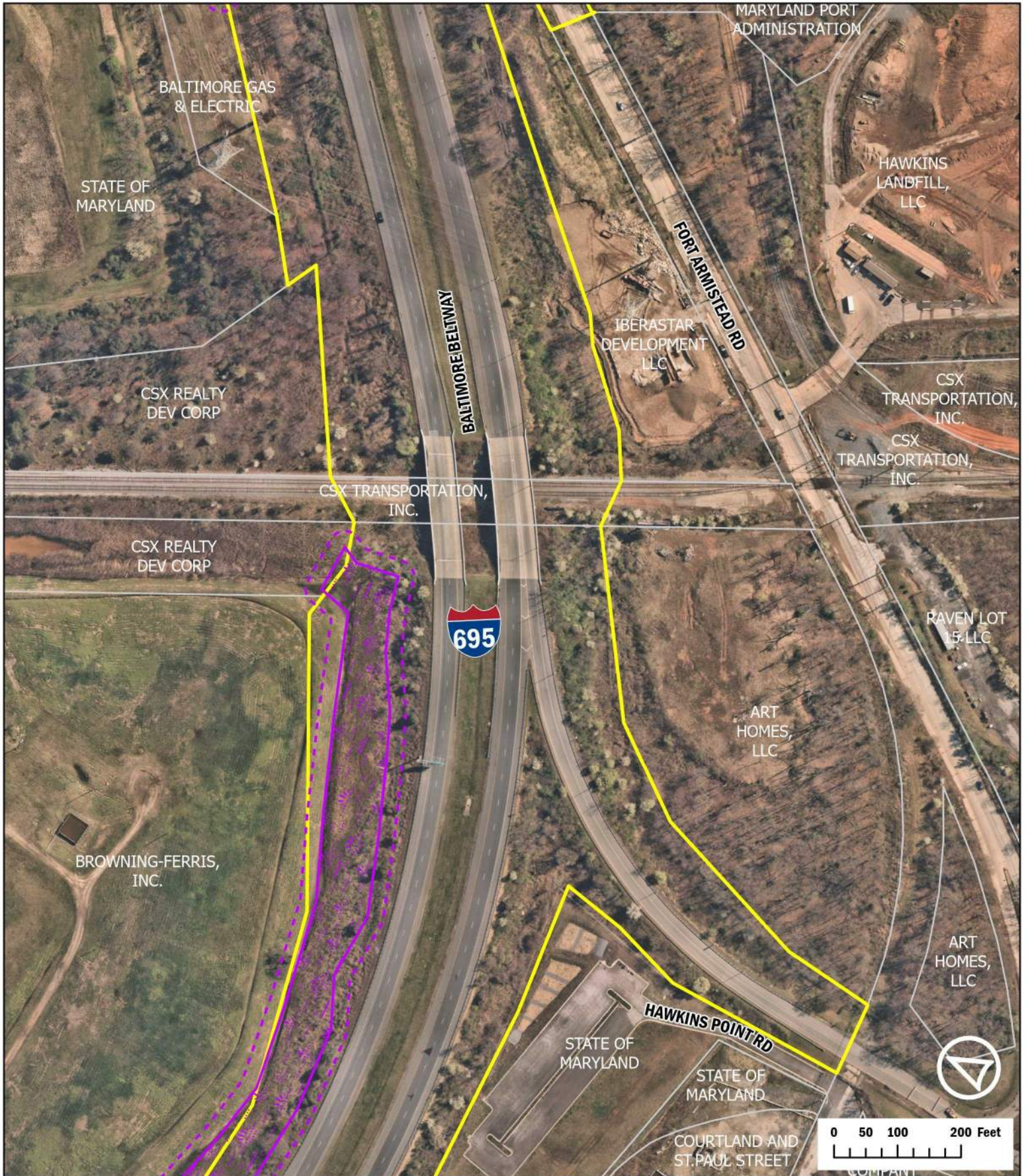


Limits of Disturbance (on-land)	MHW Line
Temporary Tidal Waters Impacts	100-Year Floodplain
Project Study Area	Streams
Property Parcels	Wetlands
	25ft Wetland Buffer



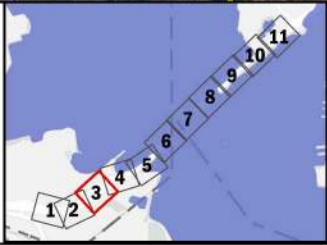
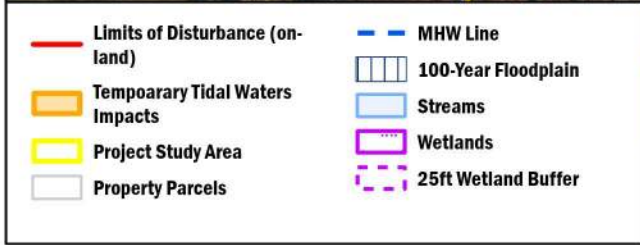
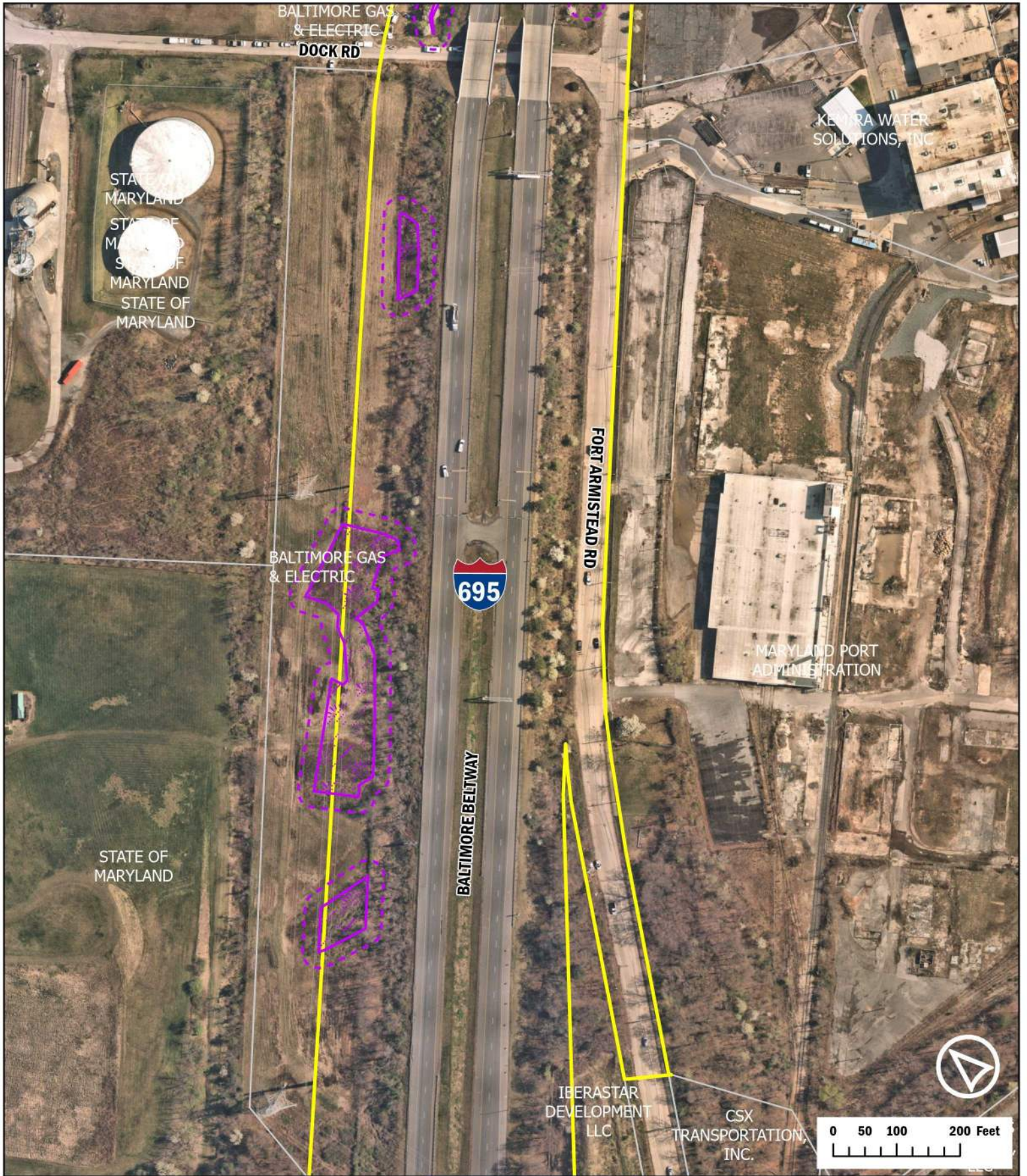
**Francis Scott Key  
Bridge  
Demolition  
Proposed Activities  
Map**

Page 1 of 11      May 2024

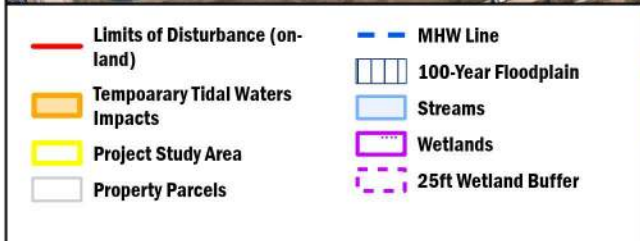
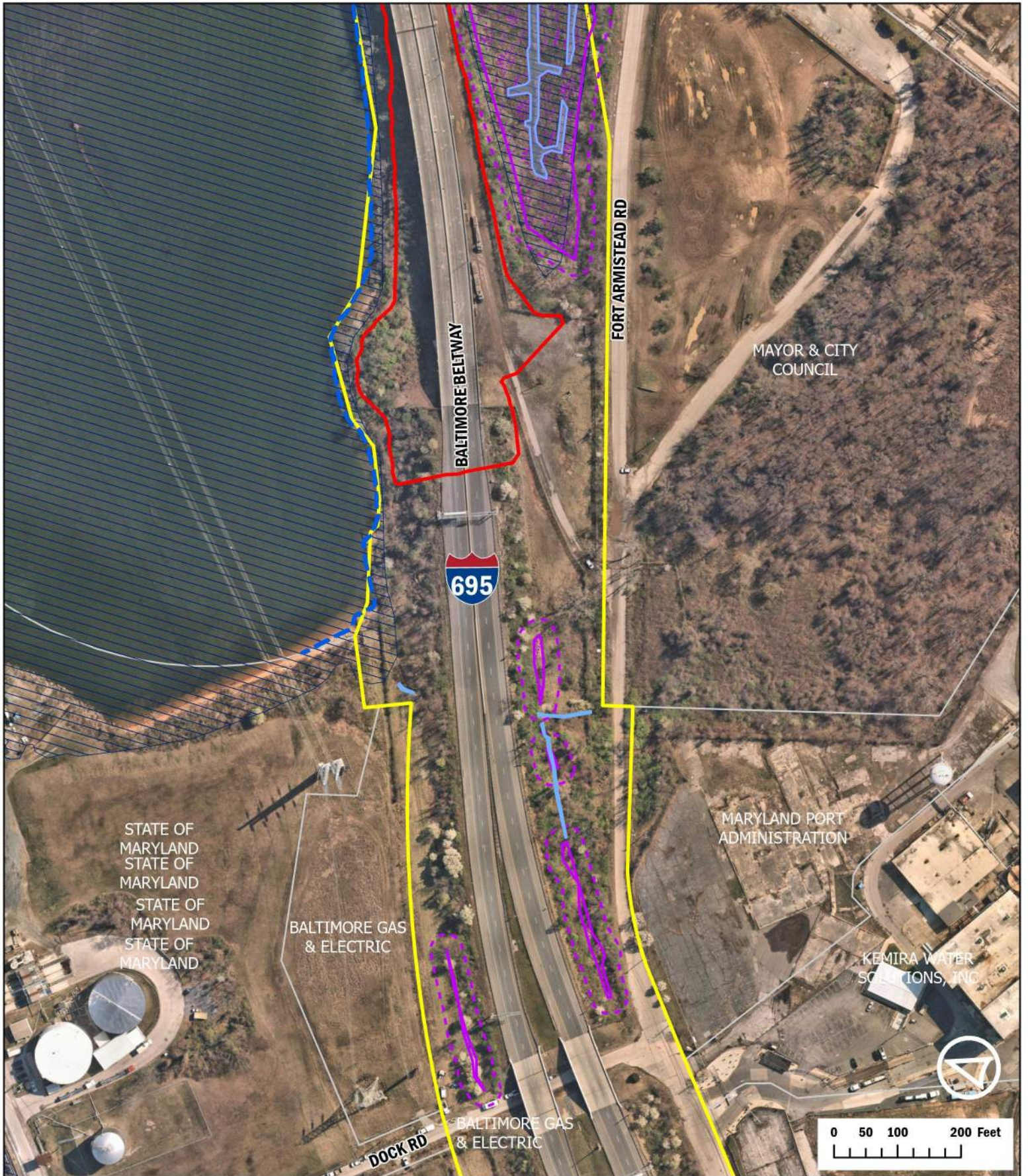


**Francis Scott Key  
Bridge  
Demolition  
Proposed Activities  
Map**

Page 2 of 11      May 2024



**Francis Scott Key Bridge Demolition**  
**Proposed Activities Map**  
 Page 3 of 11      May 2024



**Francis Scott Key  
Bridge  
Demolition  
Proposed Activities  
Map**

Page 4 of 11      May 2024



695

BALTIMORE BELTWAY

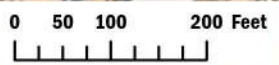
Patapsco River

Fort Armistead Park

FORT ARMISTEAD RD

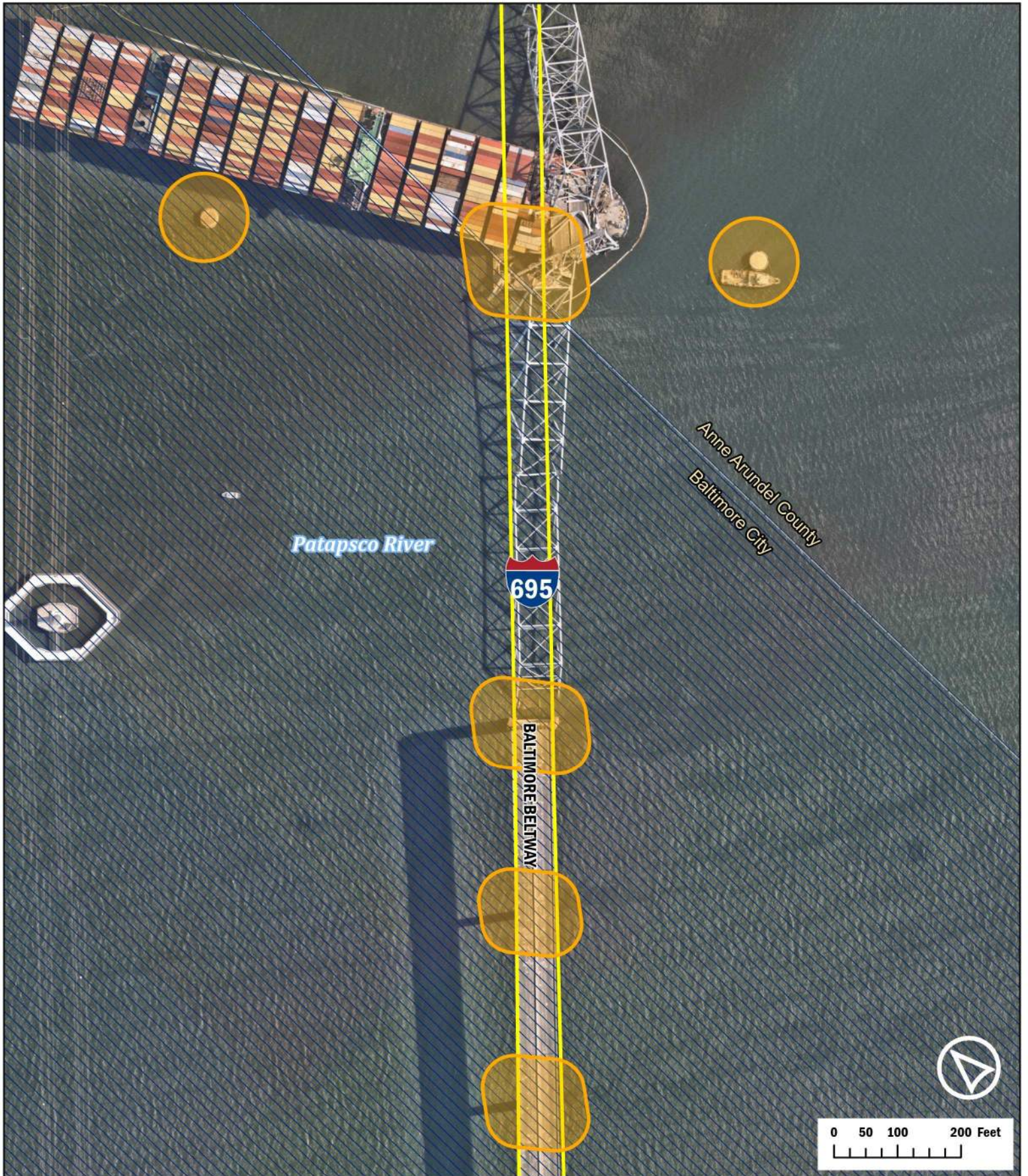
MAYOR & CITY COUNCIL

MARYLAND PORT ADMINISTRATION



**Francis Scott Key Bridge Demolition Proposed Activities Map**

- Limits of Disturbance (on-land)
- Temporary Tidal Waters Impacts
- Project Study Area
- Property Parcels
- MHW Line
- 100-Year Floodplain
- Streams
- Wetlands
- 25ft Wetland Buffer



- Limits of Disturbance (on-land)
- Temporary Tidal Waters Impacts
- Project Study Area
- Property Parcels

- MHW Line
- 100-Year Floodplain
- Streams
- Wetlands
- 25ft Wetland Buffer





MDTA  
Maryland  
Transportation  
Authority



DEPARTMENT OF TRANSPORTATION  
MARYLAND HIGHWAY ADMINISTRATION



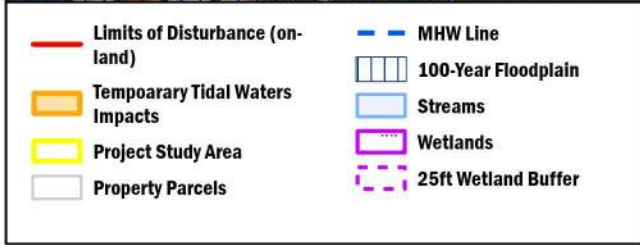
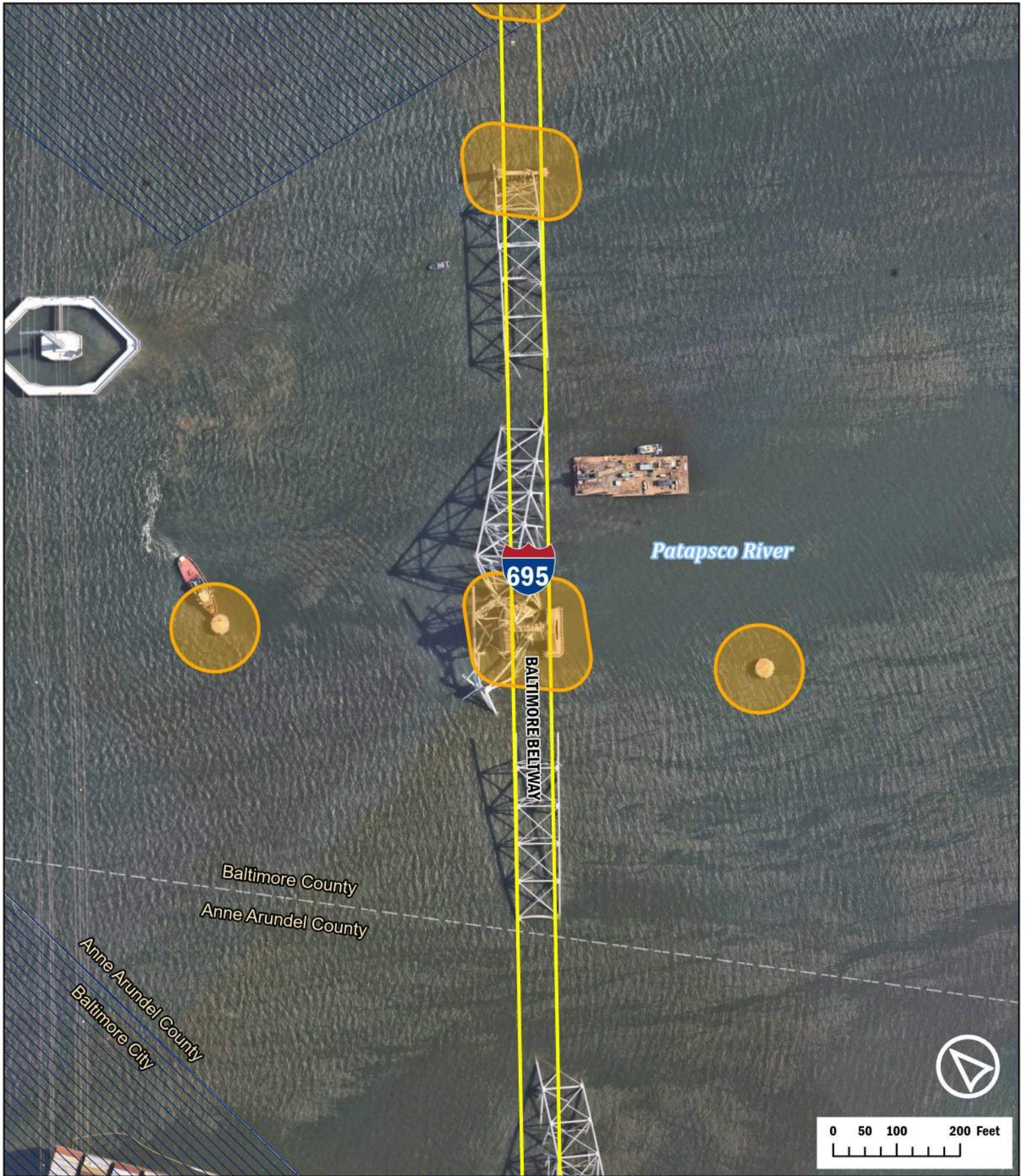
MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

## Francis Scott Key Bridge Demolition

### Proposed Activities Map

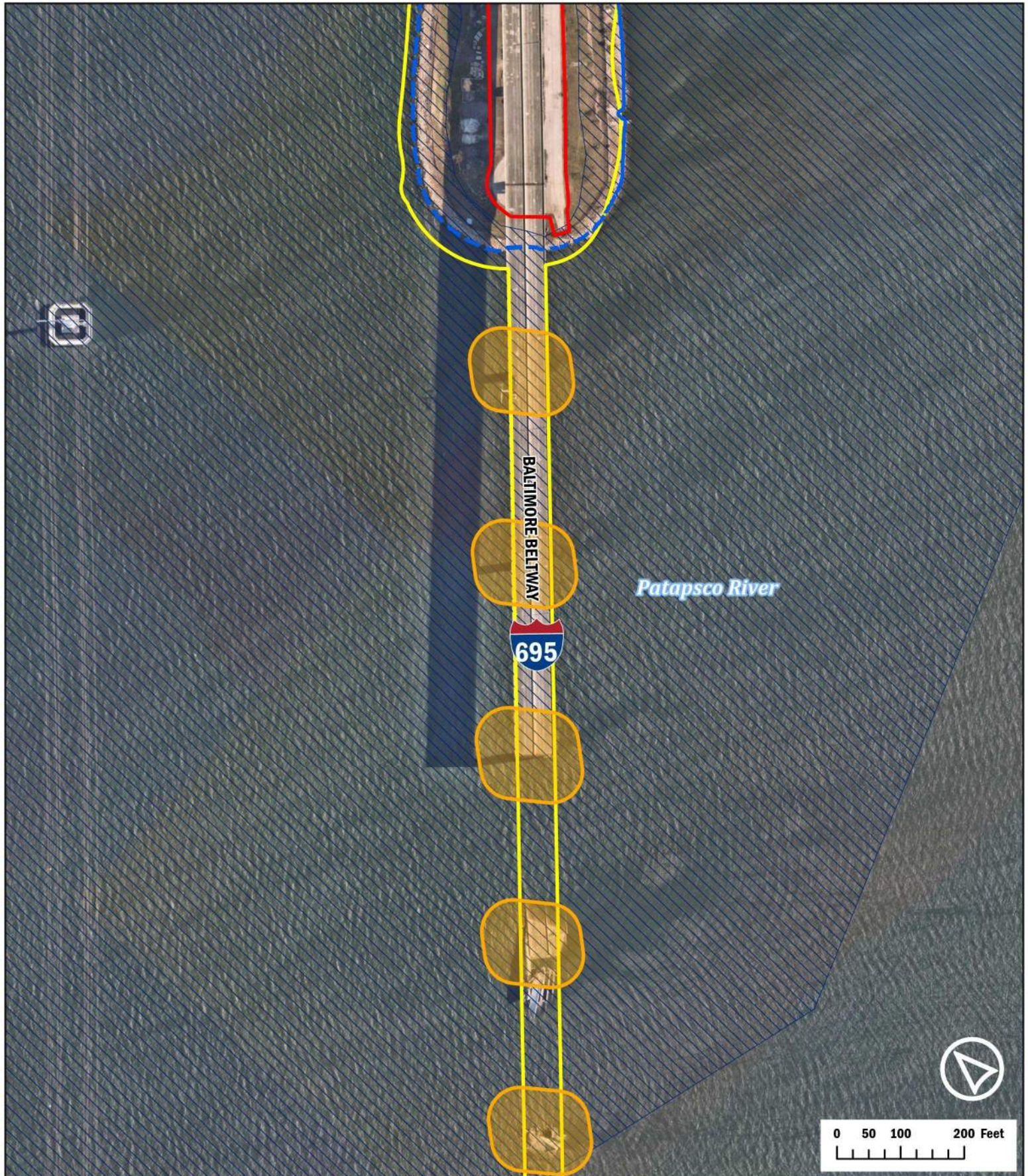
Page 6 of 11
May 2024














**Francis Scott Key  
Bridge  
Demolition  
Proposed Activities  
Map**

Page 7 of 11      May 2024



 Limits of Disturbance (on-land)	 MHW Line
 Temporary Tidal Waters Impacts	 100-Year Floodplain
 Project Study Area	 Streams
 Property Parcels	 Wetlands
	 25ft Wetland Buffer




Maryland Transportation Authority



MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

**Francis Scott Key  
Bridge  
Demolition  
Proposed Activities  
Map**

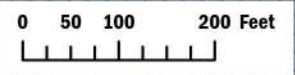
Page 8 of 11 May 2024

Patapsco River

AUTHORITY DR



BALTIMORE BELTWAY

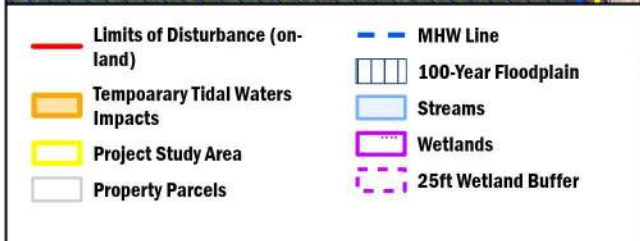


- Limits of Disturbance (on-land)
- Temporary Tidal Waters Impacts
- Project Study Area
- Property Parcels
- - - MHW Line
- 100-Year Floodplain
- Streams
- Wetlands
- 25ft Wetland Buffer



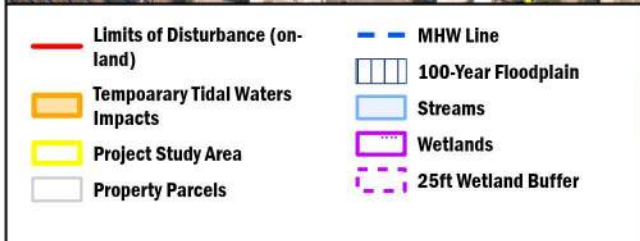
**Francis Scott Key Bridge Demolition**  
**Proposed Activities Map**

Page 9 of 11      May 2024



**Francis Scott Key  
 Bridge  
 Demolition**  
**Proposed Activities  
 Map**

Page 10 of 11      May 2024



**Francis Scott Key  
Bridge  
Demolition  
Proposed Activities  
Map**

Page 11 of 11      May 2024

**APPENDIX C**  
**DISCHARGE LOCATION MAP**

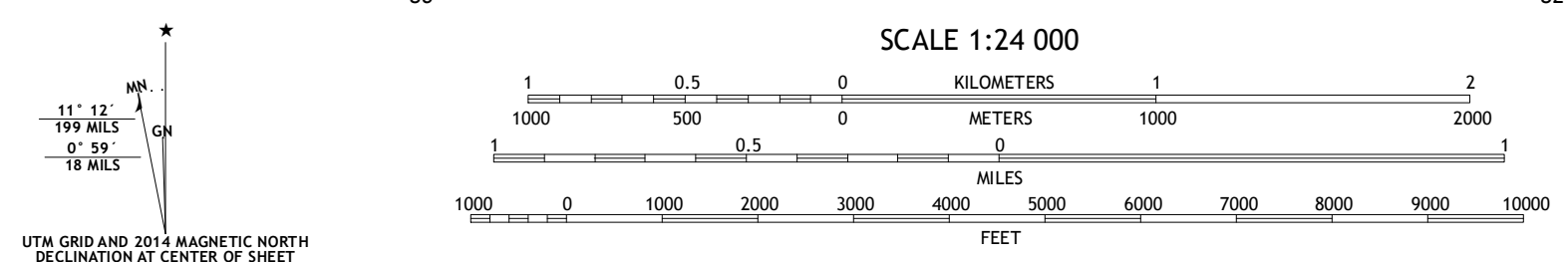


Location of Activity: Within these boundaries and between them in the Patapsco River

Discharge Point: 76° 30' 58.4712" S 39° 13' 43.8276" E Discharges possible between this and the other discharge point

Discharge Point: 76° 32' 9.5388" S 39° 12' 49.7268" E Discharges possible between this and the other discharge point

Produced by the United States Geological Survey... Imagery: N.A.I.P., July 2011... UTM GRID AND 2014 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET



ROAD CLASSIFICATION legend, QUADRANGLE LOCATION map, ADJOINING QUADRANGLES table, and CURTIS BAY, MD 2014 title.

7643016369741 NSN 7 643 0163 6974 1 NGA REF NO. USGSX24K11074

**APPENDIX D**  
**NOAA ESSENTIAL FISH HABITAT MAPPER RESULTS**



## EFH Mapper Report

### EFH Data Notice

Essential Fish Habitat (EFH) is defined by textual descriptions contained in the fishery management plans developed by the regional fishery management councils. In most cases mapping data can not fully represent the complexity of the habitats that make up EFH. This report should be used for general interest queries only and should not be interpreted as a definitive evaluation of EFH at this location. A location-specific evaluation of EFH for any official purposes must be performed by a regional expert. Please refer to the following links for the appropriate regional resources.


[Greater Atlantic Regional Office](#)

[Atlantic Highly Migratory Species Management Division](#)

### \*\*\* WARNING \*\*\*

Please note under "Life Stage(s) Found at Location" the category "ALL" indicates that all life stages of that species share the same map and are designated at the queried location.

### EFH

Link	Data Caveats	Species/Management Unit	Lifestage(s) Found at Location	Management Council	FMP
		Atlantic Butterfish	Adult, Eggs, Larvae	Mid-Atlantic	Atlantic Mackerel, Squid,& Butterfish Amendment 11
		Atlantic Herring	Adult, Juvenile	New England	Amendment 3 to the Atlantic Herring FMP
		Black Sea Bass	Adult, Juvenile	Mid-Atlantic	Summer Flounder, Scup, Black Sea Bass
		Bluefish	Adult, Juvenile	Mid-Atlantic	Bluefish
		Clearence Skate	Adult, Juvenile	New England	Amendment 2 to the Northeast Skate Complex FMP
		Red Hake	Adult, Eggs/Larvae/Juvenile	New England	Amendment 14 to the Northeast Multispecies FMP
		Scup	Adult, Juvenile	Mid-Atlantic	Summer Flounder, Scup, Black Sea Bass
		Summer Flounder	Adult, Juvenile, Larvae	Mid-Atlantic	Summer Flounder, Scup, Black Sea Bass
		Windowpane Flounder	Adult, Juvenile	New England	Amendment 14 to the Northeast Multispecies FMP



### Pacific Salmon EFH

No Pacific Salmon Essential Fish Habitat (EFH) were identified at the report location.

## Atlantic Salmon

No Atlantic Salmon were identified at the report location.

## HAPCs

Link	Data Caveats	HAPC Name	Management Council
		Summer Flounder SAV	Mid-Atlantic Fishery Management Council

## EFH Areas Protected from Fishing

No EFH Areas Protected from Fishing (EFHA) were identified at the report location.

**Spatial data does not currently exist for all the managed species in this area. The following is a list of species or management units for which there is no spatial data.**

**\*\*For links to all EFH text descriptions see the complete data inventory: [open data inventory -->](#)**

**All EFH species have been mapped for the Greater Atlantic region,**

**Atlantic Highly Migratory Species EFH,**

Bigeye Sand Tiger Shark,

Bigeye Sixgill Shark,

Caribbean Sharpnose Shark,

Galapagos Shark,

Narrowtooth Shark,

Sevengill Shark,

Sixgill Shark,

Smooth Hammerhead Shark,

Smalltail Shark

**APPENDIX E**  
**PRE-FILING MEETING REQUEST FORM**

## Justin Reel

---

**From:** Justin Reel  
**Sent:** Tuesday, May 21, 2024 11:35 AM  
**To:** wetlandspreap.mde@maryland.gov  
**Cc:** Danielle Spendiff -MDE-; mwilliams9@mdta.state.md.us; Caryn Brookman; Rick Maddox; Eric Almquist  
**Subject:** WQC Pre-Filing Meeting Request  
**Attachments:** PreFilingMtgRequest\_Demo\_20240521.pdf

Please find a WQC Pre-Filing Meeting Request for the demolition of the stable standing structures at the Francis Scott Key Bridge that will require confirmation of authorization under NWP 23. Please reach out if you have any questions. Thanks Justin

---

**JUSTIN REEL**  
Senior Project Delivery Leader, Natural Resources



700 East Pratt Street, Suite 500  
Baltimore, MD 21202

410.728.2900 P | 703.338.4139 C  
[www.rkk.com](http://www.rkk.com)

**Responsive People | Creative Solutions**

### Pre-Filing Meeting Request

All fields with an asterisk \* are required unless noted otherwise.

**Use the *SUBMIT by EMAIL* button to send your request. READ the sending instructions.**

Optionally, save this form, attach it to an email, and return it to: [wetlandspreap.mde@maryland.gov](mailto:wetlandspreap.mde@maryland.gov)

#### Project Location

Complete all of the following project location fields

<http://www.latlong.net>

Site Address  (house, lot, or location number)  
 If a site address is not available, be sure to describe the project location in the available fields below.

\* Latitude / Longitude

\* County

\* ADC Area  (ADC map coordinates not available for Allegany, Garrett or Somerset)

\* Describe project location (eg., 200 yards NE of Rte 50 / Terrell Road, Not needed if exact address is provided)

#### Property Owner

Mailing address may be different from Project location address.

\* At least one telephone

\* Full name   
 \* Mailing address   
 \* City, State Zip   
 Telephone home   
 Work   
 Cell   
 Email

#### Primary Contact

\* At least one telephone

\* Full name   
 Company   
 \* Mailing address   
 \* City, State Zip   
 Telephone home   
 Work   
 Cell   
 Email

#### Project

\* This project request is:  
 (Place an 'x' in the box for WQCD)

#### Description of Project

Include the following (if known):  
 ACOE Category, ACOE Reviewer,  
 Tracking # and ACOE Status

Water Quality Certification (WQCD)

Description of the state's standing structures comprising the remaining portions of the P&B Bridge which require a WQCD/WWF (33 or 34). ACOE contact Joe D'Alto

By submitting this form, the property owner grants permission to the representatives of the Maryland Department of the Environment to enter the property during business hours for the purpose of making observations of the proposed project site. If this form is being submitted by a third party, the third party must be the agent authorized to act on behalf of the property owner and, as the agent, has the authority to grant the necessary consent to be on the property and, as the agent, has the authority to grant the necessary consent to be on the property and, as the agent, has the authority to grant the necessary consent to be on the property and, as the agent, has the authority to grant the necessary consent to be on the property.