



16591
30 SEP 2025

SUPPLEMENTAL PUBLIC NOTICE D05SPN-09-2025

All interested parties are notified that an application was received on August 30, 2024, from the Maryland Transportation Authority (MDTA) by the Commander, Fifth Coast Guard District, for approval of the location and plans for replacement of a collapsed fixed highway bridge over a navigable waterway of the United States. This is a supplemental public notice to provide a new proposed alignment for the replacement bridge. The environmental considerations section has also been updated.

WATERWAY AND LOCATION: Patapsco River, mile 5.2, between Baltimore County and Baltimore City, MD.

CHARACTER OF WORK: The purpose of the proposed project is to replace the collapsed Francis Scott Key Bridge with a new fixed cable-stay bridge (Francis Scott Key Bridge) on an alignment 260 to the east and 25 feet to the south of the collapsed bridge within the existing right-of-way. The remnants of the existing bridge within the main navigation span of the new bridge will be retained and re-used as components of the bridge protection system for the new bridge. The remnants of the existing bridge outside the main navigation span will be removed to at least the mean mudline. The remnants of the existing bridge on land will be removed down to or below one foot below the existing ground line. The new bridge will meet current interstate highway design standards and provide for the needs of land transportation and the reasonable needs of navigation. To facilitate bridge construction, work trestles will be installed from the shoreline on each approach to the location of the main piers adjacent to the main (navigation) span of the bridge. All vessels will be required to transit the bridge in the main navigation span and no vessels will be permitted to transit beneath the work trestles.

MINIMUM NAVIGATIONAL CLEARANCES:

<u>Existing</u>	<u>Proposed</u>
Vertical Clearance: 185 feet above Mean High Water (MHW)	Vertical Clearance: 230.9 feet above MHW at the limits of the Federal Navigation Channel
Horizontal Clearance: (normal to the axis of the channel)	Horizontal Clearance: (normal to the axis of the channel)
800 feet centered on the Federal Navigation Channel	800 feet centered on the Federal Navigation Channel; 1,100 feet between the areas of proposed pier protection surrounding the main piers adjacent to the Federal Navigation Channel

North American Vertical Datum of 1988 (NAVD88)] (Existing and Proposed bridges)

ENVIRONMENTAL CONSIDERATIONS:

The Federal Highway Administration (FHWA) is the lead Federal agency for compliance with the National Environmental Policy Act (NEPA). The FHWA is acting on behalf of the U.S. Coast Guard (USCG) for all applicable environmental control laws and Executive Orders. The FHWA approved a Categorical Exclusion (CE) on July 23, 2024, and issued a determination on August 7, 2025, that the proposed changes to the replacement bridge, including the revised alignment of the bridge, would not result in environmental effects not previously considered and that the approved Environmental Documentation remains valid. The USCG has tentatively determined that the environmental documentation approved by the FHWA is adequate for USCG bridge permitting purposes and intends to prepare a USCG CE. Environmental documents are available for review at the address in the letterhead above, Monday through Friday (except Federal holidays), from 8 a.m. to 4:30 p.m.

The bridge is located in the floodplain. The 100-year flood level is +8.0 feet from datum and low steel of the bridge in the navigation span is +230.9 feet from datum.

A water quality certificate was issued by the Maryland Department of the Environment (MDE) via Water Quality Certification, Francis Scott Key Bridge Rebuild, 24-WQC-0028, Agency Interest Number: 4229, Tracking Number: 202461017 (Reference: 24-WL-0757 / 24-NT-0163) dated December 9, 2024. The MDE reviewed the amendment request for the revised bridge alignment and issued a determination on August 11, 2025, that the certificate covers the proposed changes to the replacement bridge.

The bridge construction site lies inside of a designated Coastal Zone Management area. The applicant provided the MDE with the project location information and a certification of consistency via a Joint Permit Application dated July 17, 2024, and the MDE issued a finding on

December 9, 2024, that the project is consistent with the state's Coastal Zone Management Plan. The MDE reviewed the amendment request for the revised bridge alignment and issued a determination on August 11, 2025, that the project remains consistent with the state's Coastal Zone Management Plan.

Comments received in response to this notice concerning environmental control laws and Executive Orders will be forwarded to FHWA as the lead Federal Agency.

SOLICITATION OF COMMENTS:

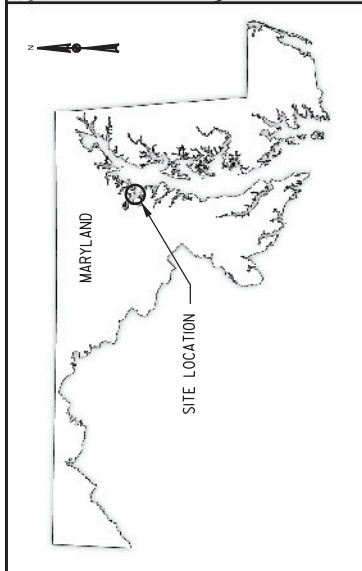
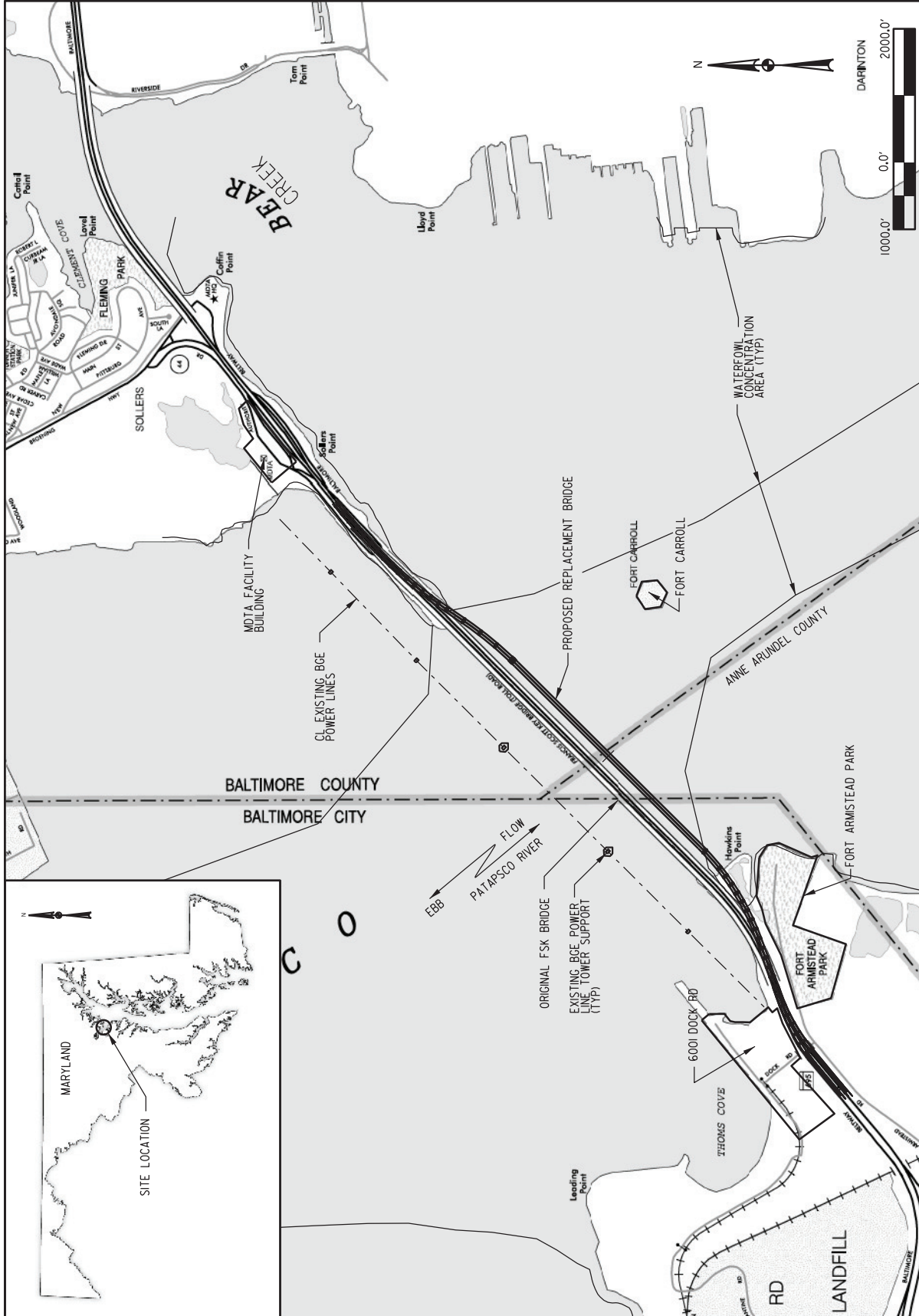
Mariners are requested to provide navigational information, such as the sizes and types of vessels presently owned and operated on the waterway and nature of navigation (including the extent of nighttime navigation) on the waterway. Mariners are requested to comment on the navigational clearances and need for bridge protective systems, clearance gauges, and navigational lighting on the proposed bridge.

Interested parties are requested to express their views, in writing, on the proposed bridge project, giving sufficient detail to establish a clear understanding of their reasons for support of, or opposition to, the proposed project. Comments will be received for the record at the office of Commander (dpb), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, VA 23704-5004 at D5Portsmouth-BridgesPublicNotice@uscg.mil through **October 9, 2025**.

PITTS.HAL.
R.1121267
272
HAL R. PITTS
Bridge Program Manager
By direction

Digitally signed by
PITTS.HAL.R.11212
67272
Date: 2025.09.29
11:48:36 -04'00'

Attachments: (1) Plan and Elevation View dated August 20, 2025

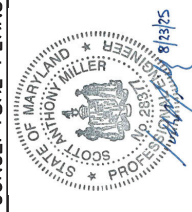


BASE MAP: MARYLAND GENERAL HIGHWAY STATEWIDE GRID MAP D-13C (2024)

LOCATION MAP

CONCEPTUAL PLANS UTILIZED FOR COAST GUARD BRIDGE PERMIT

PATAPSCO RIVER
APPROXIMATE MILE MARKER:
5.2 STATUTE MILES

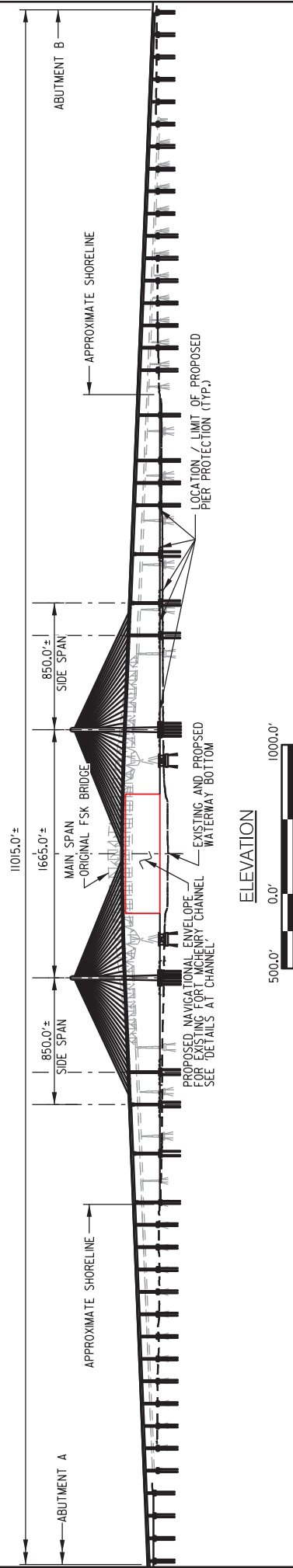
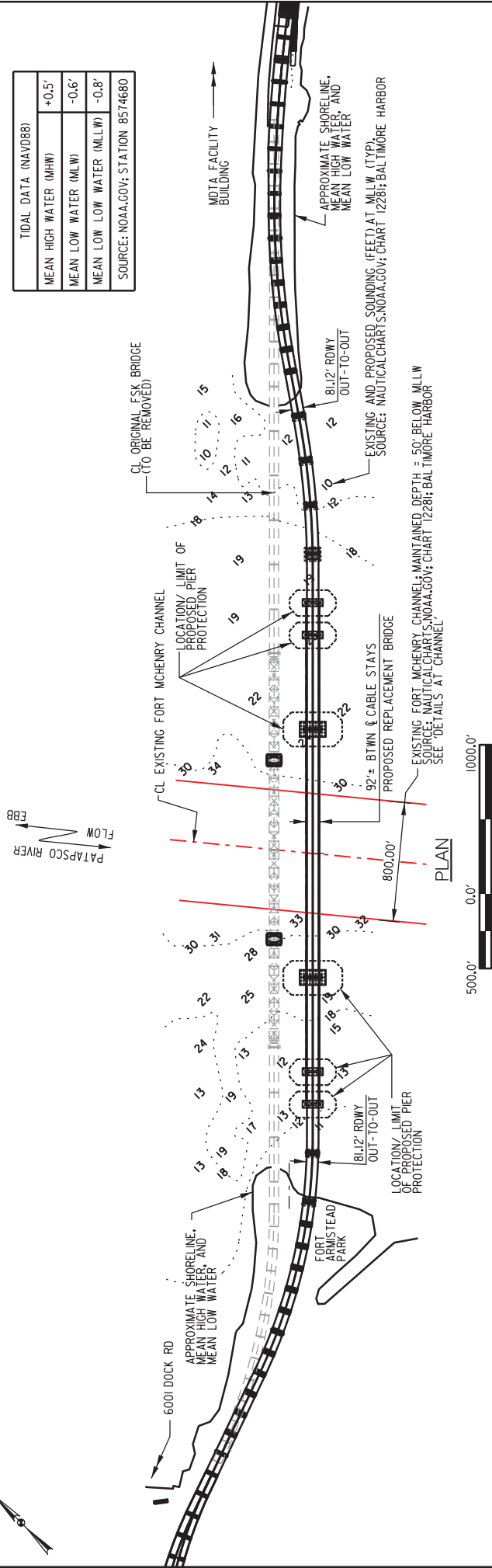


I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland. License No. 28377. Expiration Date: 12/31/2025.

HORIZONTAL DATUM	NAD83
VERTICAL DATUM	NAVD88

FRANCIS SCOTT KEY BRIDGE
 BETWEEN BALTIMORE COUNTY AND BALTIMORE CITY MD
 APPLICATION BY MDTA
 CONSULTATION BY WSP / RK&K / JMT
 08/20/2025

TIDAL DATA (NAVD88)	
MEAN HIGH WATER (MHW)	+0.5'
MEAN LOW WATER (MLW)	-0.6'
MEAN LOW WATER (MLLW)	-0.8'
SOURCE: NOAA.GOV; STATION 8574680	



- NOTES:
- DEMOLITION OF REMAINING PORTIONS OF ORIGINAL FSK BRIDGE WILL BEGIN PRIOR TO CONSTRUCTION OF THE NEW BRIDGE.
 - FOUNDATIONS OF EXISTING MAIN SPAN PIERS (PIERS 17 AND 18) WILL REMAIN AT ELEVATION 10' ABOVE MLLW FOR VESSEL PROTECTION.
 - PIER FOUNDATIONS AND CONCRETE VESSEL COLLISION PROTECTION FENDERS FOR NEW BRIDGE ARE PILE SUPPORTED AND THEREFORE NO EXCAVATION WILL BE REQUIRED.
 - CONCRETE VESSEL COLLISION PROTECTION FENDERS TO BE PROVIDED FOR MAIN SPAN AND SIDE SPAN PIERS (PIERS 22-27).
 - APPROXIMATELY 151,800 CY OF FILL MATERIAL BELOW MEAN HIGH WATER IS ASSOCIATED WITH THE PILES, FOUNDATIONS AND FENDERS FOR THE NEW BRIDGE.
 - 100 YEAR FLOOD ELEVATION: 8.0' +/-
 - SOURCE MATERIALS FOR DATA IS AS NOTED ON THE PLANS.

ABBREVIATIONS:

- BTWN - BETWEEN
CLR - CENTERLINE
CLR - CLEAR
CUYD - CUBIC YARDS
DIA - DIAMETER
ELEV - ELEVATION
HORIZ - HORIZONTAL
MAX - MAXIMUM
MHW - MEAN HIGH WATER
MIN - MINIMUM
MLLW - MEAN LOW WATER
MLW - MEAN LOW WATER
SCALE - SCALE
SYN - SYMMETRICAL
TGL - THEORETICAL GRADE LINE
TYP - TYPICAL
VERT - VERTICAL

CONCEPTUAL PLANS UTILIZED FOR COAST GUARD BRIDGE PERMIT

PATAPSCO RIVER

APPROXIMATE MILE MARKER:

5.2 STATUTE MILES



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