

## SUSQUEHANNA RIVER – Amtrak Rail Bridge Project

### What was proposed?

The Department proposed to establish a 6-knot effective at all times speed zone in the Susquehanna River for the area surrounding the construction site of the Susquehanna River Rail Bridge Project. This construction project is located on the waters between Havre de Grace and Perryville, Maryland. The upper end of the 6-knot all times zone would be the US-40 bridge. The zone would terminate approximately 500 yards downstream of the current Amtrak bridge. The east side of the Susquehanna River upstream of the Amtrak bridge, adjacent to Perryville, already is a 6-knot all times zone, while a portion of the west side of the Susquehanna River downstream of the bridge, adjacent to Havre de Grace, is already a 6-knot zone on Saturdays, Sundays, and holidays during the boating season. The proposed action addresses the overlap by creating a new regulation for the construction area and modifying the description of the west side of the Susquehanna River downstream of the bridge, ensuring that the entire construction area has a speed limit of 6-knots at all times.

### Map of the area:



**Why is this change necessary?**

The construction project is designed to improve speed and reliability by replacing the existing Susquehanna River Bridge with a modern, two-track, high-level, fixed structure. Additionally, this project will add a second two-track bridge to facilitate higher speeds and increase capacity. Construction for this project began in June 2024 and is scheduled to continue through 2036. Construction activities may be subject to unpredictable hazards due to the size and speed of vessels transiting this section of the Susquehanna River and large marine vessel wakes, that if present at the correct time can cause serious injury or harm to personnel and/or equipment. Thus, a 6-knot at all time speed zone will help protect workers, vessel operators, barges, and other equipment, from excessive wake actions. The Department anticipates removing this speed zone when the construction project is completed, however due to the extended timeline of the project and possibility of delay, the Department is not considering a sunset provision for this zone as it has with other speed zones instituted for construction projects with much smaller time durations.

**Who will this affect?**

All boaters.

**What is the specific regulatory action?**

Amend Regulation .06 and adopt new Regulation .07 under COMAR 08.18.26 Susquehanna River.

**Additional Information**

- [Northeast Corridor Commission released CONNECT NEC 2037](#)
- [Press resource: CONNECT NEC 2037 state fact sheets](#)
- [Explore the FY24-28 CIP Projects](#)
- [SUSQUEHANNA RIVER RAIL BRIDGE PROJECT COMPENSATORY MITIGATION PLAN](#)
- [NEC Document Library - Mid-Atlantic South](#)

**Was this change discussed with advisory bodies or other interested individuals?**

- The idea was scoped with the Boat Act Advisory Committee at their meeting in January 2025.
- The idea was scoped with the general public from February 19, 2025, through March 5, 2025.

**Regulatory Process**

- The Department followed our normal [procedures](#) as this concept moved forward.
- At the conclusion of the scoping process, the Department determined that the action is necessary and appropriate. The rules were promulgated following the Administrative Procedures Act described in Title 10, Subtitle 1 of the State Government Article Annotated Code of Maryland.
- The General Assembly's Administrative, Executive, and Legislative Review Committee reviews the regulatory proposal for fiscal and legal analysis.
- The proposal was printed by the Division of State Documents in the Maryland Register on May 30, 2025.
- A 30 day public comment period began on the day of publication.

- After review of the comments, the Department adopted the changes.
- The final action was published in the Maryland Register on July 25, 2025.

**Effective Date of Change**

August 4, 2025