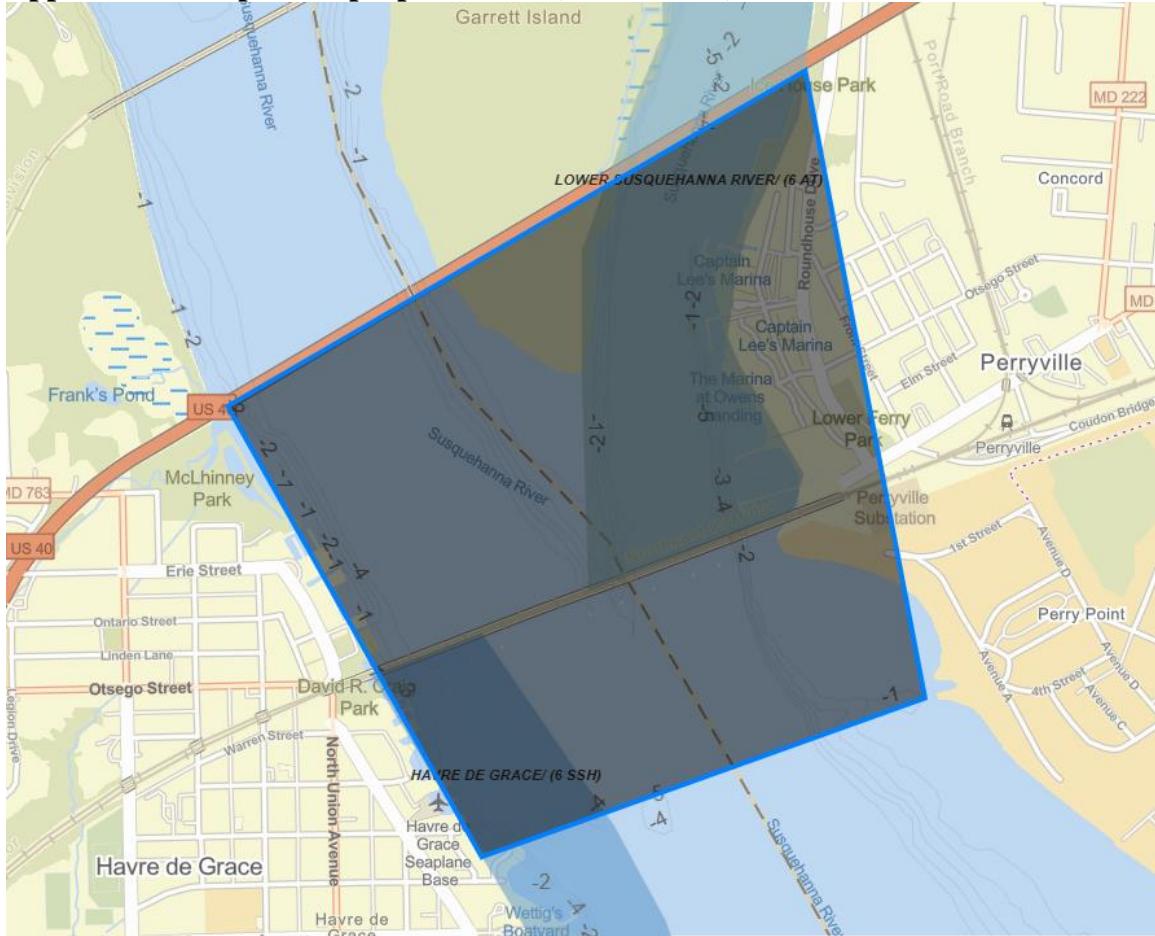


SUSQUEHANNA RIVER – Amtrak Rail Bridge Project

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.

Approximate map of the proposed area (shaded 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 current regulation for the area?

The proposed speed zone would overlap the following two current regulations:

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.02 Lower Susquehanna River.

The Lower Susquehanna River encompasses the area south of a line beginning at the east end of the old railroad bridge, at or near Lat. $39^{\circ} 34.323'N.$, Long. $76^{\circ} 4.822'W.$, then running 242° (True) to the east shore of Garrett Island, at or near Lat. $39^{\circ} 34.243'N.$, Long. $76^{\circ} 5.013'W.$, east of a line running southerly along the shore to the south end of Garrett Island, at or near Lat. $39^{\circ} 33.552'N.$, Long. $76^{\circ} 5.107'W.$, then north and east of a line running 178° (True) to the AMTRAK railroad bridge, at or near Lat. $39^{\circ} 33.285'N.$, Long. $76^{\circ} 5.095'W.$, then running 69° (True) to the east end of the AMTRAK railroad bridge, at or near Lat. $39^{\circ} 33.382'N.$, Long. $76^{\circ} 4.775'W.$ This area has a 6-knot speed limit all year.

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.06 Havre de Grace.

A. Area. All of the waters enclosed by a line beginning at a point at or near Lat. $39^{\circ} 32.262'N.$, Long. $76^{\circ} 5.541'W.$, then running 176° to a point, at or near Lat. $39^{\circ} 32.113'N.$, Long. $76^{\circ} 5.526'W.$, then running along the North shore of Tydings Island Eastward to a point, at or near Lat. $39^{\circ} 32.193'N.$, Long. $76^{\circ} 5.31'W.$, then running 93° to a point, at or near Lat. $39^{\circ} 32.177'N.$, Long. $76^{\circ} 4.902'W.$, then running 2° to a point, at or near Lat. $39^{\circ} 32.502'N.$, Long. $76^{\circ} 4.888'W.$, then running 355° to a point, at or near Lat. $39^{\circ} 32.742'N.$, Long. $76^{\circ} 4.913'W.$, then running 338° to a point, at or near Lat. $39^{\circ} 32.87'N.$, Long. $76^{\circ} 4.98'W.$, then running 328° to a point, at or near Lat. $39^{\circ} 33.226'N.$, Long. $76^{\circ} 5.273'W.$, then running 252° to a point, at or near Lat. $39^{\circ} 33.185'N.$, Long. $76^{\circ} 5.438'W.$, then running South along shore to the point of beginning.

B. The speed limit for the area described in §A of this regulation is 6 knots on Saturdays, Sundays, and State holidays during the boating season.

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](#)

When would this be effective?

The Department projects that this change could be effective in the summer of 2025. However, the exact date cannot be determined. The Department will follow our normal [procedures](#) if this concept moves forward.

Has this change been discussed with advisory bodies or other interested individuals?

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

What is the specific regulatory action?

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