

FINAL SUMMARY OF THE COX CREEK
CITIZENS OVERSIGHT COMMITTEE MEETING
October 22, 2025 - 5:30 PM
Cox Creek Operations and Maintenance Complex
1000 Kembo Road, Curtis Bay, MD 21226
Hybrid Meeting

Attendees:

Anne Arundel Patapsco River Alliance (AAPRA): Thomas Marston

Anne Arundel County Bird Club: Dawn Merino*

Arcadis: Albert Buell, Amanda Kohler

Baltimore County Department of Planning: Jess Myhre

Cox Creek Citizens Oversight Committee (COC) Facilitator: Angie Ashley

Maryland Department of Natural Resources (MDNR): Anna Gilmore

Maryland Environmental Service (MES): Saeka Foreman, Amber Peters, Robert Natarian

Marylanders Grow Oysters: Carl Treff

Maryland Port Administration (MPA): Danielle Fisher, Holly Miller, Kelvin Moulden, Joseph Ross, Darren Swift

Maryland Transportation Authority (MDTA): Melissa Bogdan, Jason Stolicny, Kerri Toney

Pasadena Sportfishing Group (PSG): Robert Christy*

Resident of Legislative District 31 & Chair of the Cox Creek COC: Gary Gakenheimer*

Restore Rock Creek: J.P. Jendrek

Rock Creek Community: Ruth Sliviak

Riviera Beach Community: Amy Beall

Scenic Rivers Land Trust: Erin Kilbane*

Stoney Beach Community: John Garofolo*

* Denotes Cox Creek COC members.

Action Items:

- Ms. Ashley will distribute information regarding the DMMP Annual Meeting once it becomes available.(Complete)
- Ms. Ashley will provide the finalized 2026 DMMP master meeting calendar to the Committee by email in December 2025.

1.0 Welcome, Introductions, and Opening Remarks

Angie Ashley, Facilitator
Gary Gakenheimer, Chair

The meeting materials can be found at the following link: [10/22 Cox Creek COC Meeting](#). Ms. Ashley welcomed attendees and called the meeting to order. Mr. Gakenheimer provided opening remarks and requested a motion to approve the July 23, 2025, Cox Creek COC meeting summary, which the Committee approved.

2.0 DMMP Project Updates

Darren Swift, MPA

Mr. Swift shared planned Cox Creek Dredged Material Containment Facility (DMCF) inflow events for 2025 into 2026. This fall, the Baltimore County Shallow Creek project and the Baltimore Sail 250 project are planned. The quantity has been revised for the Baltimore Sail 250 inflow event from 35,000 to 25,000 cubic yards (cy). The Colgate Creek dredging project, which is currently underway, is not a typical inflow event, as the material is being placed directly into geotubes for dewatering, making the material more readily available for innovative reuse (IR). The Francis Scott Key (FSK) Bridge inflow is expected in winter 2025/2026, with a final quantity still pending. The quantity of material continues to change based on updated surveys and the design of the project. Currently, this winter's federal maintenance dredging projects are planned to include 530,000 cy of material from Seagirt West and Brewerton Channel.

Mr. Swift described the Genesee Valley mitigation project as a long-anticipated effort tied to unavoidable impacts on non-tidal wetlands. The project faced delays due to permitting and approval processes but in June the Maryland Board of Public Works approved the conservation easement. With all permits secured, the project has entered the procurement phase. The contract was advertised in early September, the bids are due October 23, 2025, and the award is anticipated in early 2026. There may also be opportunities for outreach and educational programming at this site.

The Cross-Property Access Road (CPAR) is completed. This connects Cox Creek DMCF and the Cox Creek Sediment Technology and Reuse (STAR) facility to facilitate material transport between the sites.

Colgate Creek and the associated dredging project are located between the Dundalk and Seagirt Marine Terminals. Berth improvements were made at the Dundalk Marine Terminal, requiring dredging and cleanup to ensure safe vessel movement from Seagirt. The dredging project is expected to conclude at the end of November. Currently, the dredging quantity is approximately 95,000 cy, with 67% of the project completed to date.

While there was a groundbreaking ceremony for the Swan Creek Nature Trail (SCNT) at last year's open house, there has been a prolonged review process, causing construction to be moved to fiscal year 2027. The SCNT received a federal Recreational Trails Program grant administered by the State Highway Administration (SHA), which required SHA to review the trail's design and components. In addition to the design review, the grant requirements also called for the bid package to be reviewed by both SHA and the Federal Highway Administration (FHWA) when the procurement stage was reached to ensure full alignment with the grant requirements. Once these required reviews were completed, the original procurement schedule was no longer feasible. The project is subject to strict time-of-year restrictions due to the presence of nesting eagles, other birds, and forest-dwelling species. As a result, the contractor has a narrow window

of about three months to complete the trail, in early fall. Full construction is expected to begin in fall 2026, with completion by the end of that year.

The Bay Enhancement Working Group Confined Aquatic Disposal (CAD) Subcommittee report is nearly final. Although the DMMP Executive Committee meeting was delayed due to leadership changes, it is now scheduled for Monday, October 27th, where Mr. Swift will present the report for approval. After that, the report will be submitted to the Maryland General Assembly, in alignment with previous legislative efforts, and then posted publicly on the [Maryland DMMP website](#). Since there will not be another Citizen Advisory Committee meeting until 2026, Mr. Swift noted that a webinar is being planned to present the final CAD report. Everyone on the CAD mailing list and DMMP committees will receive an email with details on how to attend. Mr. Garofolo inquired about the timing of the webinar. Ms. Miller stated that logistics are still being finalized, but the webinar is expected to occur in mid-November.

Mr. Swift noted that at the last Cox Creek COC meeting, a project focused on using biochar to filter water was briefly introduced. To accommodate other agenda items, the biochar discussion was postponed. The project team is expected to present additional details at the first COC meeting in 2026.

Mr. Treff inquired whether the material stemming from the Colgate Creek project is solely maintenance dredge material. Ms. Miller clarified that this material is both maintenance dredging and some new work material. Mr. Treff also requested the specifics of Operation Sail250. Ms. Miller explained that Operation Sail 250 is a 250th anniversary celebration for the foundation of the United States, which is scheduled for next June. To prepare, maintenance dredging will occur in the Inner Harbor to allow tall ships to access the area. Ms. Ashley stated that meeting attendees can find additional information on the [event website](#).

3.0 IR/BU Implementation Update

Kelvin Moulden, MPA

Mr. Moulden provided updates on alternative dredged material management methods. The Cox Creek STAR facility was purchased by MPA in December 2022. The site was originally used for industrial activities and therefore requires remediation. To move this effort forward, MPA entered into an administrative consent order with Maryland Department of the Environment (MDE) and the former owner of the site. As part of this order, the site was divided into five operable units to facilitate remediation management. All five remedial action plans for the identified sub-parcels have been approved by MDE, marking a major milestone. These plans will serve as a roadmap for the remediation of each location.

The Cox Creek STAR property remediation will be phased over seven years, with full completion targeted for 2032. The upland area has been prioritized for early remediation and is expected to be ready for IR activities within the next year. This area is expected to receive a “No Further Action” designation from MDE within the same timeframe.

A five-year scale-up plan will increase capacity recovery at the Cox Creek DMCF by reclaiming dredged material for reuse, with the Cox Creek STAR property serving as a hub for large-scale commercial IR operations.

Mr. Garofolo inquired if the Kemira property is still active. Mr. Moulden stated that Kemira, which is adjacent to the Cox Creek STAR property, is still active and continues to operate and produce products for water and wastewater treatment.

Before commercial operations can begin at the Cox Creek STAR property, legacy utilities will be removed, including two 15,000-gallon underground storage tanks. There are ongoing structural and environmental assessments, and plans to address fire hydrants and other equipment.

Mr. Moulden noted that the IR program is transitioning from a pilot and research phase into a full implementation phase. Current efforts are focused on repurposing approximately 160,000 cy of material from Colgate Creek, which is actively dewatering in Geotubes for IR activities. Four primary projects are under consideration for the use of the material, with the top two being MPA priorities. First is the grading and close out of the Hawkins Point DMCF South Cell, which requires about 44,000 cy of material but may accommodate 60,000–90,000 cy, depending on material characteristics such as classification and moisture content. The second is the Masonville Kurt Iron Slip, which is a narrow strip of land that has recently been identified as a strategic site for stockpiling up to 100,000 cy of dredged material. This material could be innovatively reused for the inner slope as a part of the Masonville dike raising to +42 feet. Third, the Baltimore Peninsula development group is seeking approximately 760,000 cy of fill material for their project in the area formally known as Port Covington. This demand significantly exceeds the 160,000 cy from the Colgate Creek project. However, clay from the deeper excavation of the Cox Creek DMCF is expected, which could be used. Finally, the BGE Riverside site is undergoing remediation of an emergent wetland and requires between 17,000 to 20,000 cy of dredged material for backfilling.

Additional IR program efforts are progressing at the Cox Creek DMCF and the adjacent Cox Creek STAR property. Planning and permitting are underway for a temporary dewatering field on the Cox Creek STAR property, which may use geotubes. The geotubes would enable rapid dewatering of dredged material, creating a system for “dredge material on demand” to support IR or beneficial use (BU) projects. A study is also underway to evaluate combinations of geotextile fabrics and polymers to identify an effective combination of materials. When polymers are added to geotubes, they accelerate the settling of solid particles, allowing water to be decanted and leaving behind usable sediment. This initiative is intended to inform a full-scale dewatering operation. The proposed dewatering field is expected to have the capacity to dewater approximately 35,000 cy of material per cycle.

Six IR research and development projects have already been completed, and three are currently ongoing. Among these, one involves the University of Maryland exploring the use of dredged material to construct vegetated earth berms. Another, led by Northgate Environmental Management, is looking at creating cement clinker and supplementary cementitious material from dredged sediments. These materials could serve as a replacement for traditional cement in concrete products. Harbor Rock is investigating the creation of supplementary cementitious

material and lightweight aggregate, the latter of which is particularly useful in applications like bridge decks. These aggregates offer similar durability and performance to traditional aggregates.

Mr. Garofolo inquired if the Comus company is still interested in reusing dredged material. Mr. Moulden stated that Comus remains actively interested in using dredged sediments to create natural pozzolans, which can be used as an alternative replacement within the cement manufacturing process.

The next Innovative Reuse Committee (IRC) meeting is scheduled for November 4, 2025. At this meeting, Northgate Environmental Management will present the results of its research. All three remaining research and development contracts are expected to conclude between the end of this year and mid-next year.

MPA has issued a Request for Information (RFI), available on the Maryland eMarketplace Advantage website, which will remain open through December 19, 2025. The RFI invites members of the private industry to submit ideas, capabilities, and feasibility analyses for establishing large-scale commercial IR operations at the Cox Creek STAR facility. Responses to the RFI may lead to further conversations, either through a formal Request for Proposals (RFP) or a direct one-on-one negotiation to explore the setup of an IR facility. Two site tours are associated with the RFI. The first took place on September 25, 2025, and was attended by representatives from six companies, most of whom were already familiar with the program. The second tour is scheduled for November 14, 2025, with both morning and afternoon sessions available. An evaluation committee is being formed to review the submissions. It is important to note that this RFI is not a procurement process; rather, it serves as a screening tool to identify which respondents may not be suitable to move forward.

Mr. Garofolo asked what the product of the RFI process would be. Mr. Moulden explained that it involves gathering and analyzing information, with the intention of entering further discussions with selected companies based on their submissions.

Mr. Garofolo inquired whether this process would feed into the requirements for an entity to develop a facility on the Cox Creek STAR property. Mr. Moulden noted that the RFI is a method to gain more information on industry members' qualifications and capabilities. Ms. Miller elaborated that the RFI will help inform the process going forward. Depending on the responses received, options may include initiating a procurement process or entering into lease negotiations, especially if a respondent is already fully funded and simply needs operational space. The goal is to better understand who is interested in the property, what they want to do, and whether it would be in the state's best interest to enter into an agreement for IR. It also helps determine how much of the property is needed and whether multiple vendors can be accommodated. Because there are many unknowns, this process is intended to help answer key questions and inform the next steps. It's the first of its kind for IR of dredged material and is seen as the best way to move forward.

The Innovative Reuse and Beneficial Use (IRBU) Strategy was originally developed in 2014 and updated in 2020. It outlines approaches across several categories, including policy, technical, program implementation, and stakeholder engagement, to move the IR program forward. Since

the last update, the program has significantly evolved. In 2025, as the program transitions from pilot studies and research and development into full implementation, it is an ideal time to revisit the IRBU strategy. This allows the team to review and update the document, checking off accomplishments. Earlier this year, during the February IRC meeting, the committee reviewed the document, provided feedback, and suggested updates. These revisions were presented to the management committee and accepted at the September meeting. The next step is to present the updated strategy to the executive committee for final review and approval. Once accepted, this will be the next iteration of the IRBU strategy document.

Cox Creek Open House Debrief

Danielle Fisher, MPA

Ms. Fisher provided a debrief of the recent Cox Creek open house event, expressing gratitude to the MPA office of Navigation, Innovation, and Stewardship, as well as MES staff and partners who participated by hosting stations or sending team members. Despite competing with other major events that Saturday, the open house welcomed 176 visitors, slightly fewer than the previous year. Notably, 50% of attendees were first-time visitors, and nearly 40% came from key target areas such as Pasadena, Curtis Bay, and Glen Burnie communities, which are considered direct neighbors to the site. The event also saw an expansion in partner exhibitors, with 16 organizations participating, including Anne Arundel County Public Library, MDTA Police, Maryland Department of Natural Resources Police, MDE, and the U.S. Coast Guard. Ms. Fisher encouraged anyone interested in participating next year to reach out, noting that the event is held annually on the third Saturday in October.

Some highlights of the event include the Geotubes, which were the major attraction, and van tours of the DMCF site that were fully booked throughout the event. Another crowd favorite was PSG's Roxy Rockfish. Photos from the event will be shared online.

4.0 Key Bridge Rebuild

Jason Stolicny, MDTA
Melissa Bogdan, MDTA

Ms. Bogdan, representing the MDTA, introduced herself and expressed appreciation for the opportunity to participate in the meeting. She highlighted MDTA's ongoing efforts to engage with the community following the bridge collapse in 2024. She encouraged attendees to keep MDTA in mind for future local events where they could share project updates and connect with residents.

Mr. Stolicny, Deputy Director of Project Development at MDTA, provided updates on the Key Bridge Rebuild project, noting that large-scale work is now underway and generating excitement. Mr. Stolicny recapped the four directives issued by Governor Moore following the bridge collapse 18 months ago: support for victims' families, channel clearance, assistance to impacted port workers, and the long-term goal of rebuilding the Key Bridge, which began immediately after the incident.

MDTA initiated a series of emergency procurements to quickly mobilize resources, including shifting a contractor from a similar bridge project on the Potomac River to assist with debris removal and channel re-establishment. Concurrently, MDTA developed procurement documents for a progressive design-build contract, finalized over the summer. Within nine months, general

engineering consultants and construction management experts were on board to ensure the rebuild met project standards, an exceptionally fast timeline for government procurement.

In early 2025, the MDTA focused on outreach and planning while securing a categorical exclusion from the FHWA just four months after the collapse, a process that typically takes over a year. Mr. Stolicny explained that MDTA spent the latter part of last year developing a proof-of-concept for the Key Bridge rebuild, focusing on the logical placement of pylons and structural elements to ensure sound engineering. Work in early 2025 involved extensive data collection, including land and underwater surveys, soil sampling, and geotechnical analysis, which led to the ongoing demolition of the existing bridge. The bridge deck has been removed, and crews are now cutting the structure into sections for crane-assisted removal.

The proof-of-concept phase for the Key Bridge rebuild, which began in late 2024 and continued into early 2025, led to the current planned cable-stayed bridge design. The cable-stay bridge is a conventional approach that spans a large body of water and is easier to construct without impacting the shipping channel. The design also used a balancing technique to minimize construction below the bridge deck.

Renderings of the bridge design are available on the [project website](#). The new bridge design significantly expands upon the previous Key Bridge structure, featuring a much taller and longer span to accommodate projected growth at the Port of Baltimore. The bridge will maintain a minimum 230-foot air clearance across the federal navigation channel, supporting larger vessel traffic. Its main span will increase from 1,200 to 1,616 feet, extending the total main bridge length to approximately 3,365 feet, with pylons exceeding 600 feet in height—making them the tallest structures in Baltimore. Overall, the rebuilt bridge will be nearly half the size of the Chesapeake Bay Bridge.

Once the location of the new bridge was determined, the geotechnical firm was deployed to collect hundreds of soil samples. Mr. Stolicny noted that the team expects to complete its secondary geotechnical investigation in late October or early November. This investigation is focused on assessing soil conditions along both the land approaches and within the water to inform the foundation design and structural elements of the bridge.

Wind tunnel testing is a critical component of ensuring the bridge's structural stability at its planned 230-foot clearance. Specialized firms use sectional models to simulate worst-case traffic scenarios and identify potential oscillations. Additionally, 1:200 scale models, approximately 20 to 25 feet long, are constructed to replicate the bridge's expected behavior. Full-scale sectional models are also employed to evaluate how the structure will respond to wind and stress during each phase of construction. The wind tunnel testing reports are nearing completion.

Scour testing was conducted to address the unique tidal conditions at the Key Bridge site, where freshwater and saltwater interact and multiple approach waterways influence water movement in this portion of the Patapsco River. These factors rendered standard scour models inadequate for the foundation design. To address this, MDTA partnered with the FHWA's Turner-Fairbank Research Center in Virginia, which built several scale models of bridge foundations and utilized their water tunnel for testing. The team modeled the bridge in various locations to evaluate how

different foundation elements would respond to varying water flow conditions and attack angles. This process generated a unique coefficient that was then applied to an equation to evaluate the scour. These tests confirmed the conservative design assumptions made earlier in the project, with final reporting expected next month.

The mechanical demolition process began in July 2025 and involved cutting the bridge deck, median barrier, and parapets into removable sections. Materials were stockpiled beneath the bridge, and cranes were mobilized to systematically disassemble the structure piece by piece, with the material transported off-site. Once sufficient steel has been removed from the piers, crews will begin demolishing the piers to below ground level, with this phase expected to continue through the first and second quarters of 2026.

A test pile program was initiated, which involves driving twelve piles, including eight that will be incorporated into the final foundation and four additional test piles, at each of the main pylon locations. These pylons, which support the majority of the bridge's weight, require piles measuring 8 feet in diameter with 1.5-inch-thick walls. The piles were fabricated in Houston and transported to Maryland by barge. Installation is carried out using the Weeks 533, the largest fully rotating marine derrick on the East Coast, which drives the piles into the riverbed with a high-capacity hammer. The first four piles have been successfully driven, producing consistent results that validate the equipment, installation approach, and initial design assumptions, while also informing opportunities to optimize material use and construction efficiency.

The program also includes axial and lateral load testing to further confirm pile performance. A 60-by-60-foot steel frame will be placed atop the 8-foot piles to exert substantial axial forces over three to four days, after which the piles' displacement will be measured. Lateral load tests will evaluate the soil's resistance at the pile locations. These tests are currently ongoing and are expected to continue into early next year, with full-scale pile installation planned to proceed immediately afterward to minimize downtime. In total, approximately 400 piles are planned for the full foundation, with material orders already placed to enable a seamless transition from the test program into full-scale installation without downtime.

To ensure safety during construction, MDTA has coordinated with the U.S. Coast Guard and the U.S. Army Corps of Engineers to establish a restricted safety zone adjacent to the bridge. A 6-knot no-wake zone surrounds this area to minimize water disturbance, while the federal navigation channel remains unaffected by speed restrictions.

A temporary construction support trestle has also been built just above the waterline to support heavy equipment during foundation and bridge element installation. While this area is currently designated as a no-entry zone, it will eventually become impassable as the continuous bridge structure is constructed.

Public engagement activities include pop-up events and speaking engagements, with two scheduled in October 2025 and two in November 2025. The project team encourages feedback through online surveys and provides multiple channels for updates, including the project website, Facebook, email, and text alerts. A project newsletter is also planned to provide ongoing information as construction progresses.

Mr. Stolicny reaffirmed Mr. Swift's previously shared statement regarding dredged material, noting that project estimates for dredged material are continually evolving, and the previously projected 53,000 cy is unlikely to be reached by the end of the year. The bridge foundations are floating foundations that sit on or above the waterline, resulting in minimal physical impact on the base of the riverbed. Only the outer diameter of each pile interfaces with the ground, and to ensure structural integrity, all river silt within the piles must be removed using a mechanical clamshell. MPA has graciously provided local space to receive this material, avoiding out-of-state transport for disposal. The team anticipates removing approximately 100,000 cy of material between the second quarter of 2026 and the end of 2027.

Mr. Garofolo asked about the current status of the Key Bridge. Mr. Stolicny responded that efforts are focused on the southern peninsula, where crews are in the early stages of steel removal. Progress in this phase has been slower than anticipated, but it is now gaining momentum, and all concrete in the area has been removed.

Mr. Garofolo inquired about the pile driving process. Mr. Stolicny explained that the test pile program involves several starts and stops to accommodate operational adjustments, gauge installation, and data collection. While a single pile drive is expected to take about one hour, the full installation typically requires up to a day and a half per pile. To improve efficiency, support equipment is being developed to allow multiple piles to be racked and driven simultaneously. As a part of this, the piles are driven using an impact hammer, specifically the Menck 800, a German-engineered system commonly used for offshore construction. The team is experimenting with different energy levels to determine the optimal force required to achieve the bridge's design capacity.

5.0 Roundtable Remarks & Open Discussion

All Attendees

No comments or open discussion occurred.

6.0 Upcoming Events and Adjournment

Angie Ashley, Facilitator

Ms. Ashley stated that the DMMP Annual meeting is on December 5th, at MedStar Harbor Hospital, with registration and coffee beginning at 9:30 AM and the program starting at 10:00 AM. Additional details will be shared in the coming weeks. The 2026 master calendar for MPA committee meetings will be announced at the December 5th meeting and distributed via email.