KEY BRIDGE REBUILD
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Maryland Transportation Authority
MDTA

Key Bridge Rebuild:

Mechanical Demolition of the Remaining Bridge Structure

The Maryland Transportation Authority (MDTA) is rebuilding the Francis Scott Key Bridge to reconnect I-695 in Baltimore. The MDTA is committed to constructing the safest bridge to enhance the needs for Marylanders for generations to come.

Phased Approach

Phased mechanical demolition focuses on removal of high-priority elements of the old bridge to facilitate new bridge construction.

Phase 1
Removal of deck, median barrier wall, and parapets over the river from both Hawkins Point and Sollers Point.

Phase 2
Removal of deck, median wall barrier, parapets, girders, and piers on the landside approaches, down to just below ground level, from both Hawkins Point and Sollers Point.

Phase 3
Removal of the original north and south abutments.

No controlled detonations will be used for these phases of bridge demolition.

Communities can Expect

- Active tug and barge operations on the river, with heavy equipment and trucks visible on the old bridge.
- Heavy machinery may include excavators, concrete saws, vacuums, cranes, and trucks.
- An on-site concrete crusher will recycle materials for haul roads and staging areas, reducing truck trips and cost.

Schedule and Timing

- Mechanical demolition is expected to begin on or about July 7, 2025.
- Noise typical of large construction projects, during daylight hours, beween 7 a.m. and 7 p.m.

Safety

- Noise and vibration monitoring equipment is being installed in surrounding communities to capture baseline data before the start of demolition and upcoming pre-construction and construction activities.
- Barges will serve as protective shielding during demolition and must be avoided by waterway users.
- Waterway users will see buoys marking 6-Knot speed limit zones and safety zone - no entry areas in the water around active work areas.

Photo below is an example of mechanical demolition. This is not a photo of the Key Bridge.

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