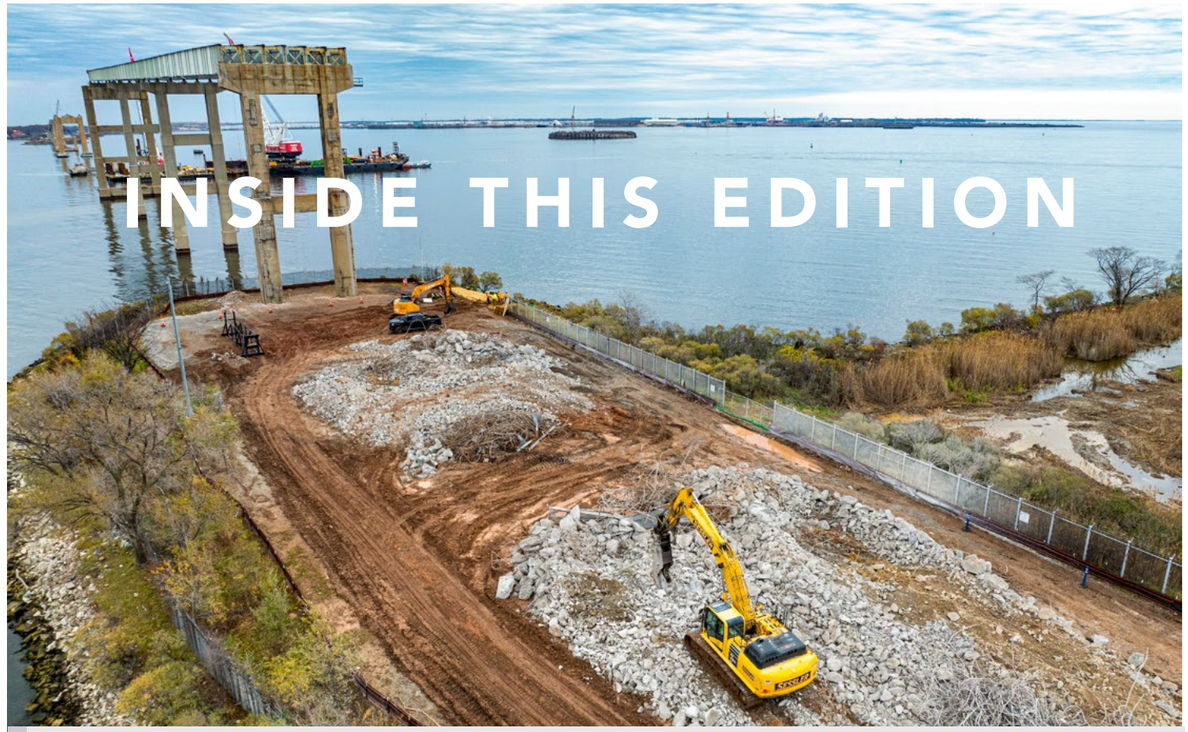
EDITION 2

KEYnected

CONNECTING YOU TO
THE KEY BRIDGE REBUILD

KEY
BRIDGE REBUILD
RECONNECT • REVITALIZE • REIMAGINE



INSIDE THIS EDITION

1 Advancing the Rebuild

2 Pardon Our Progress

3 KEYping it Reel
Static Load Testing

4 Faces of the Rebuild
Armando Alaniz

5 In the Community
Festive Activities

6 By the Numbers
Maryland's first cable-stayed bridge

8 Bridging the Facts
Bridge Elements

8 Community Spotlight
Hard Yacht Café

9 Working Together

10 Stay Connected

KEYnected

DECEMBER 15, 2025 // ED. 02

The Maryland Transportation Authority (MDTA) is rebuilding the Francis Scott Key Bridge to reconnect the I-695 Baltimore Beltway and restore a vital transportation link. The rebuild project is rooted in the needs of local communities—supporting daily life, strengthening connections, supporting the movement of people and goods across the country, and ensuring a modern bridge that will serve Marylanders for generations to come.

Advancing the Rebuild

The MDTA is working day and night to expedite the delivery of a new Key Bridge.

In just 18 months, the Key Bridge Rebuild achieved 70% design completion, including all environmental reviews and pre-construction activities, which can average six to seven years for a project of this magnitude.

Preliminary cost and schedule estimates were provided 13 days after the collapse of the Key Bridge — at a point when the rebuild was at 0% design and key engineering details were still unknown. As pre-construction work advanced and new information became available, MDTA refined the estimate and updated the schedule to reflect modern design standards, federal requirements, and national best practices, including enhanced pier protection, updated engineering and architectural standards, and federal navigation clearance requirements (including a 230-foot main-span height).

In November 2025, MDTA updated the cost range to $4.3 to $5.2 billion, with an anticipated open-to-traffic date of late 2030. The higher cost of the new Key Bridge is driven by pier protection, a higher and longer main-span and the continued volatile market conditions for construction.

Specifically, the enhanced pier protection system is designed to meet federal guidelines, with protective fenders larger than a football field. The increased length of the main-span, now 1,665 feet, accommodates marine traffic and is needed to comply with current federal guidelines for new bridges.

Although the project is advancing at an accelerated pace, rising material costs and challenging economic conditions have impacted the project's financial outlook. Highway construction costs have increased approximately 72% in the last five years.

Since the beginning of this project, Maryland has been and will continue working in lockstep with the Federal Highway Administration on all aspects of the project – including permitting, design specifications and a comprehensive financial plan.

To minimize the burden on federal taxpayers, and consistent with the American Relief Act, the State of Maryland continues to pursue the DALI's owner and manager for all the damages caused by their gross negligence, including the cost to reconstruct the bridge and all damages caused to the State.

Together, we'll continue working closely with our federal partners and design partner, Kiewit, to deliver a safe, modern bridge as quickly and cost-effectively as possible.

https://youtu.be/459VIFgTBWo?si=oOhUPnUnFA8TJqEX

Pardon Our Progress

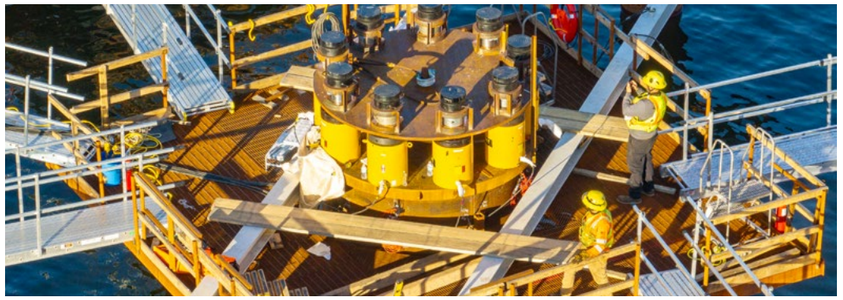
The Key Bridge Rebuild project continues to make significant progress! In November, the Test Pile Program made advancements as the crew successfully drove all 12 test piles, each measuring eight feet in diameter and more than 220 feet long, into the Patapsco riverbed. Six piles were driven at each of the two main span pier locations (Pier 24 followed by Pier 25). After pile installation was complete at Pier 24, crews used torch cutters to trim the tops of each pile to a uniform height to prepare for the load equipment.

Next, the team placed the jack system and the load frame on the test piles at Pier 24 to simulate the forces the piles will experience once the bridge is constructed on top of them. The jacking system consists of 9 hydraulic jacks, plus one backup, arranged around the test pile in a 9-foot diameter configuration. Once mounted to the top of the test pile, the system applies approximately 10,000 kips of force to the pile, which is equivalent to 10 million pounds. This test helps verify that the foundation design can handle projected loading conditions and deliver long-term safety and performance over the course of the 100-year service life of the new bridge. The results will help engineers confirm that the piles are performing as expected and finalize the pile lengths and number of piles needed for the foundations.

Meanwhile, the first set of permanent production piles arrived December 8 to Baltimore, marking another major milestone for the project.

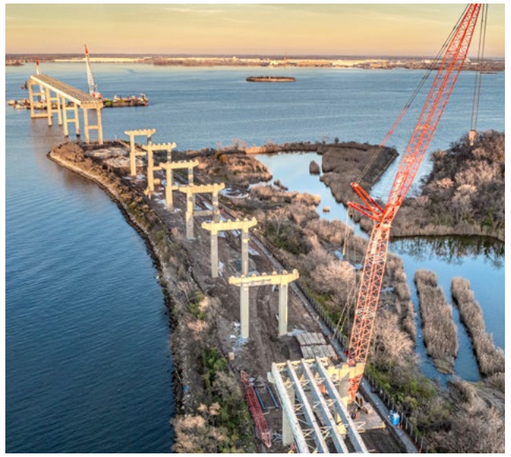
Demolition work on the existing bridge structures continues. On land, the team has removed ten of the thirteen girder spans on the south side and nine of the twelve on the north side. Crews have also begun demolishing concrete columns associated with land piers on the south side with north side pier demolition to begin before January, using a large excavator equipped with an extended boom and mechanical demolition hammer.

Noise and vibration monitors installed around the project area and surrounding communities continue to be monitored to ensure construction-related activities stay within acceptable limits. To date, construction-related activities have not been found to contribute to exceedances of noise and vibration levels over baseline conditions.



▲ *Crew installing the jack system on a test pile.*

▲ *Weeks 533 crane preparing to lift the load frame and place it on the test piles.*



▲ *Removal of steel girders on the south side of the bridge.*

KEYping it Reel

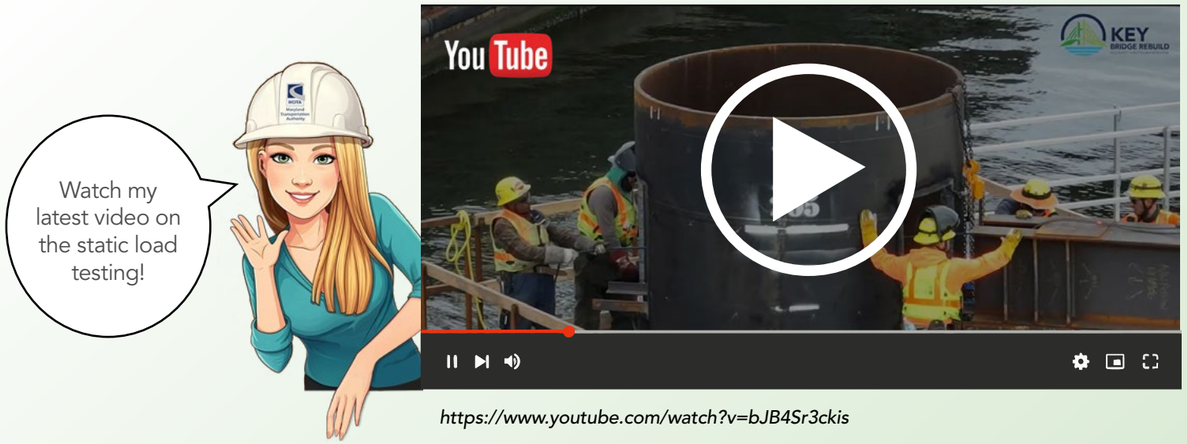
What's static load testing?

The team placed the load test frame on the test piles at Pier 24. The load test frame applies up to 10 million pounds of pressure on the main axial pile. This work is critical to ensuing a strong bridge foundation.

To prepare for the test, the crew installed beams on the piles, wire gauges, and monitoring devices to collect data during the test. The information collected will help geotechnical engineers determine whether the piles are performing as anticipated in the design and confirm the number of piles needed to support the bridge.

Allison Persing from the MDTA is bringing the Key Bridge Rebuild project to life on the Patapsco River with on-site news updates. Watch her latest video to see how the crews are preparing for the static load testing.

▲ *The load frame placed on the test piles.*



https://www.youtube.com/watch?v=bJB4Sr3ckis

Armando "Chico" Alaniz, Weeks 533 Crane Operator

Faces of the Rebuild

Meet Armando Alaniz, also known as "Chico," a dedicated crane operator for Weeks Marine who has spent the past twenty-five years of his career contributing to some of the country's most important infrastructure projects. He currently serves as the Weeks 533 Crane Operator for the Key Bridge Rebuild project, where he plays an essential role in lifting and moving the equipment and materials for rebuilding the bridge.

Q: What is your previous experience? I began my career with Weeks Marine in the dredging division, where I spent 15 years before transitioning to marine construction, where I've now been for the past 10 years. Some of the major projects I've had the privilege to work on include Pier 55 in New York, Pier 32 in Groton, Connecticut, and the Freeport LNG project in Freeport, Texas.

Q: What is your role on the Key Bridge Rebuild Project? I serve as the crane operator on the Weeks 533, which is a 500-ton barge-mounted crane that plays a key role in our marine construction projects.

Q: What do you like most about your job? What I like most about my job is the sense of pride, tradition, and family that comes with it. I'm honored to represent the third generation of my family at Weeks Marine, and I now proudly bring the fourth generation alongside me—my two sons, Armando Jr. and Adrian. Even when I'm away from home, I still feel a strong sense of belonging because my crew has become like a second family to me. The camaraderie and teamwork we share make the long days and time away from home worthwhile.

Q: What do you like to do when you're not running the Weeks 533 crane? Well, when I'm not picking up heavy things at work, I'm picking up heavy things in the gym. The best numbers I've ever hit were a 788lb squat, 500lb bench, and a 788lb deadlift—all raw, in knee sleeves only. These days, I perform strongman training and am hoping to do Maryland's Strongest competition next month if our schedule works out. Oh, and I'm 50/50 owner of a gym back in Corpus Christi, Texas—The Ironhorse Gym, the strongest gym in South Texas.

Thank you, Chico, for your leadership, dedication, and the positive impact you continue to make on Maryland's transportation future!

In the Community

VIRTUAL COMMUNITY UPDATE

Tuesday, December 16, 2025, 6:30-7:30 PM

Learn more about:

- Pre-construction activities and communuty engagement completed to date
- Factors influencing the estimated project cost range and schedule
- Key design elements of the new bridge
- Upcoming construction activities
- Commuter resources

Visit **KeyBridgeRebuild.com** to:

- Register for the Zoom webinar
- Watch the livestream
- View the webinar recording after the event

The Rebuild Team at the Glen Burnie Town Center Tree Lighting.

The Key Bridge Rebuild Team enjoyed another great event at the Glen Burnie Town Center Tree Lighting on December 3rd. Community members stopped by to learn more about the bridge rebuild process and enjoy a festive activity by decorating holiday ornaments.

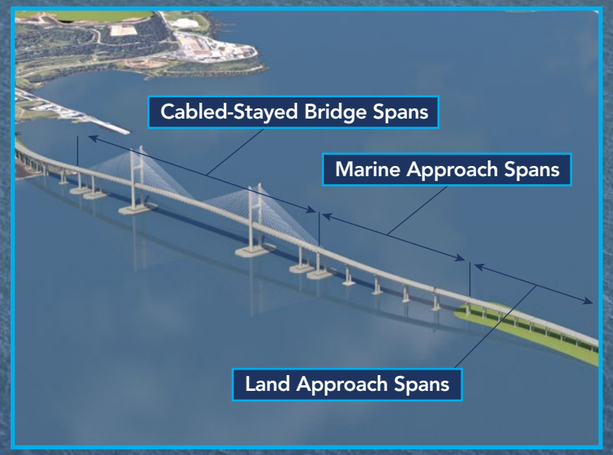
The team visited Turner Station on December 13th, where the MDTA, the MDTA Police, and Kiewit partnered to organize a winter pajama drive for the community.

View our Events Calendar or Sign up for updates to find out where the Key Bridge Rebuild Team will be next and when public meetings will be held. The calendar is continuously updated as more events are added.

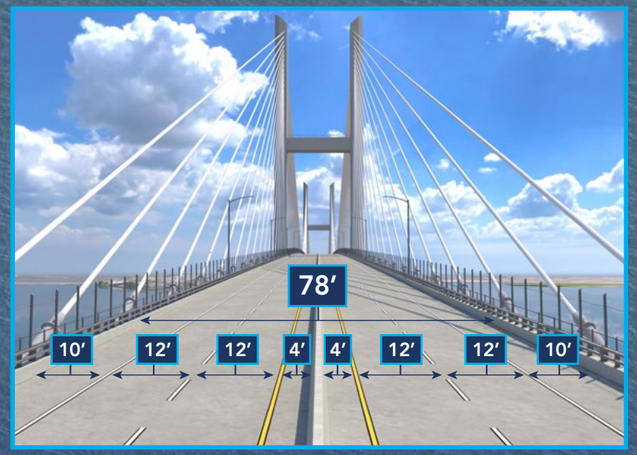
Do you want to hear from the MDTA at your next community event or meeting? Members from the Key Bridge Rebuild Team are available to attend upon request. Complete the Contact Form to learn more.

By the Numbers

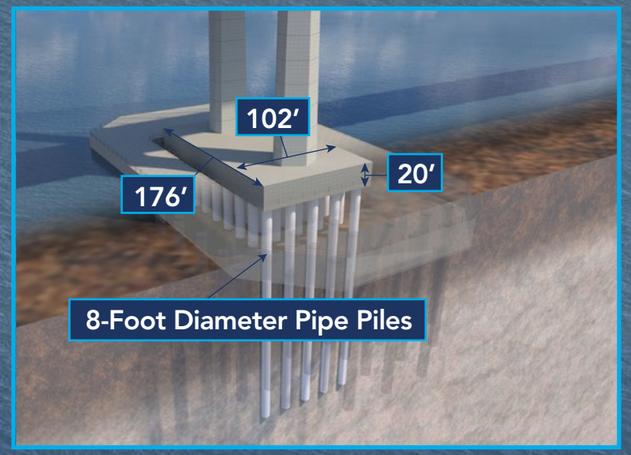
On February 4, 2025, Maryland Governor Wes Moore unveiled the new design concept for the Francis Scott Key Bridge. The new bridge will be Maryland's first highway cable-stayed bridge and will feature the longest cable-stayed main span in the United States. It will be constructed to meet the industry standards and today's best infrastructure design practices.



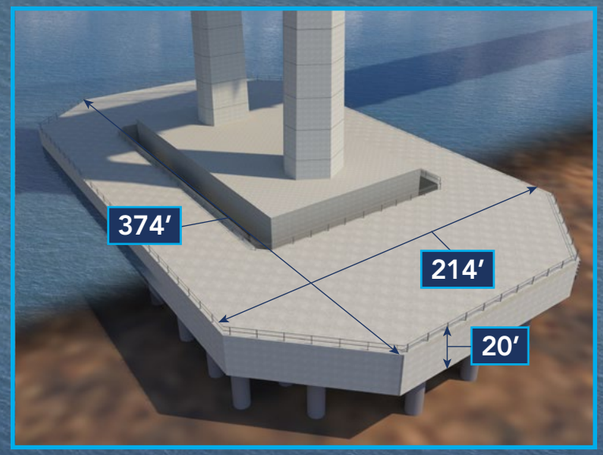
The new bridge includes the main span cable-stayed bridge and marine and land approach spans that connect the bridge to land on each side.



The roadway has two 12-foot lanes in each direction, with a 10-foot outside shoulder and 4-foot inside shoulder, meeting Interstate standards.

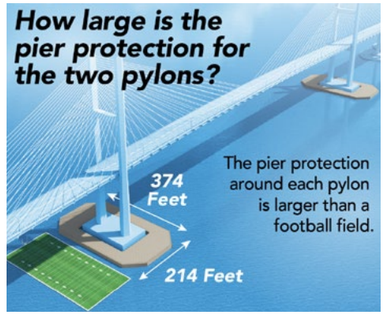


Each pylon foundation is supported by 45 massive steel piles, each over 200 feet long.



Each pylon protection fender is longer and wider than an NFL football field and over 20 feet thick.

Bridging the Facts



Have questions about how the new Key Bridge is being built? You're not alone! Bridging the Facts is a Facebook series that takes you behind the scenes of the Key Bridge Rebuild Project—answering common public questions and explaining key aspects of bridge design, construction, and safety in a clear, visual format.

Each post highlights an important part of the rebuild, from major design features to innovative construction methods and environmental protection measures.

Follow along on Facebook
@KeyBridgeRebuild

Community Spotlight

Hard Yacht Café

8500 Cove Rd
Dundalk, MD

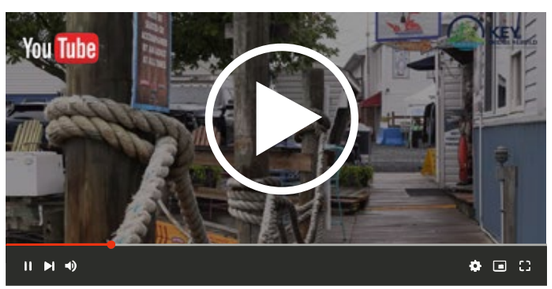
(443) 407-0038
hardyacht.com

Sun-Thu: 6:30 to 10pm
Fri-Sat: 6:30 to 11pm

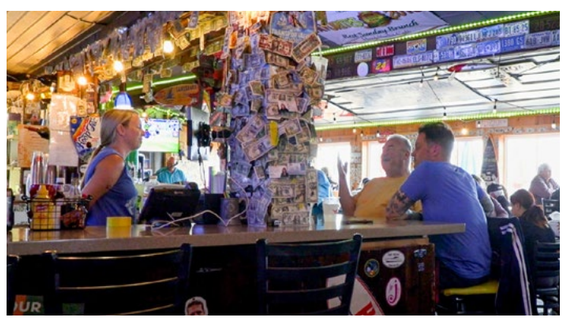
In the summer of 2007, the Hard Yacht Café, a one-room shack on Bear Creek at Anchor Bay East Marina, opened in Dundalk. Since then, it has grown to the dock bar we all know and love. Owned and operated by Alex Delsordo and Melanie Seymour, this family-friendly restaurant has become a cornerstone of the community. Following the strike and collapse of the Key Bridge, Hard Yacht Café played an important role in bringing people together by offering discounted meals to first responders, a gesture that strengthened community bonds during a challenging time.

Are you a small business, retail store, or restaurant near the Key Bridge Rebuild and want to be featured in a future spotlight? Contact us through KeyBridgeRebuild.com !

Watch Allison Persing's behind-the-scenes interview with Alex and Melanie to learn more!

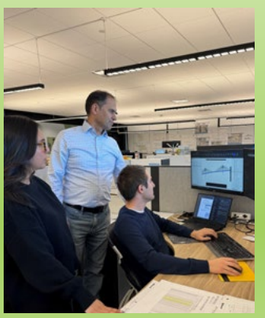


https://www.youtube.com/watch?v=NEr0ujxo4K4



Working Together

The MDTA, Kiewit Infrastructure Co., the General Engineering Consultant, and the Construction Management & Inspection team work in close partnership to advance the Key Bridge Rebuild. Every day, designers, engineers, environmental experts, demolition and construction crews work hand-in-hand with the MDTA to restore this vital connection for Maryland. Together, we are not just rebuilding a bridge, we are restoring hope, resilience, and the lifeline that unites our communities.



The Key Bridge Rebuild Team wishes everyone a safe and joyful holiday season.

KEY
BRIDGE REBUILD
RECONNECT • REVITALIZE • REIMAGINE

Stay Connected

The MDTA is committed to keeping local communities and stakeholders informed every step of the way. Go to our website to join the mailing list and subscribe to text alerts for project updates and events.

WEBSITE
KeyBridgeRebuild.com

E-MAIL
Info@KeyBridgeRebuild.com

PHONE
800-515-7030

FACEBOOK
@KeyBridgeRebuild