



Virtual Industry Forum

May 19, 2026

Welcome and Introductions



Bruce Gartner
MDTA Executive Director



Moderator
Allison Persing
MDTA Media Producer



Panelist
Jason Stolicny, PE
MDTA Deputy Director,
Project Development



Panelist
Brian Wolfe, PE
MDTA Director,
Project Development



Panelist
Jeff Davis, NIGP-CPP, CMPO
MDTA Director,
Procurement

Purpose of Industry Forum

- Update industry on project status and ongoing activities
- Present the new contracting approach
- Discuss detailed contract information and elements of work for each procurements approach



Format of Virtual Industry Forum



**Presentation on Upcoming
Contract Procurements**



**Q&A
Session**



**Presentation Recording and
Responses to Questions
Posted to [KeyBridgeRebuild.com](https://www.KeyBridgeRebuild.com)**

Title VI

- MDTA assures that no person, on the grounds of race, color, or national origin, is excluded from participation in, denied the benefits of, or subjected to discrimination under any MDTA programs, services or activities in accordance with Title VI of the Civil Rights Act of 1964 and applicable non discrimination statutes, regulations and directives
- Title VI of the Civil Rights Act of 1964 states:
 - "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance"
- The Maryland Transportation Authority (MDTA) is committed to ensuring that no person is excluded from participation in, or denied the benefits of its programs and services on the basis of race, color or national origin, as protected by Title VI of the Civil Rights Act of 1964

How To File a Complaint

Individuals may file a Title VI complaint up to 180 days from the date of the alleged discrimination, by completing and submitting the agency's [Title VI Complaint Form](#) to MDTA's Office of Equal Opportunity. For more information or assistance on filing a Title VI complaint, please call the MDTA Office of Equal Opportunity at 410-537-5660; or MD Relay: 7-1-1 or via email at MDTAeeo@MDTA.state.md.us.

The complaint should include the following information:

- Your name, address, and how to contact you (i.e., telephone number, email address, etc.)
- How, when, where, and why you believe you were discriminated against
- Include the location, names and contact information of any witnesses

The Title VI Complaint Form may be mailed to:

Title VI Program Manager
Division of Civil Rights & Fair Practices
Office of Equal Opportunity
Maryland Transportation Authority
2310 Broening Highway
Baltimore, MD 21224

Title VI Complaint Form may also be emailed to MDTAeeo@MDTA.state.md.us or faxed to MDTA's Office of Equal Opportunity at: 410-537-1044.

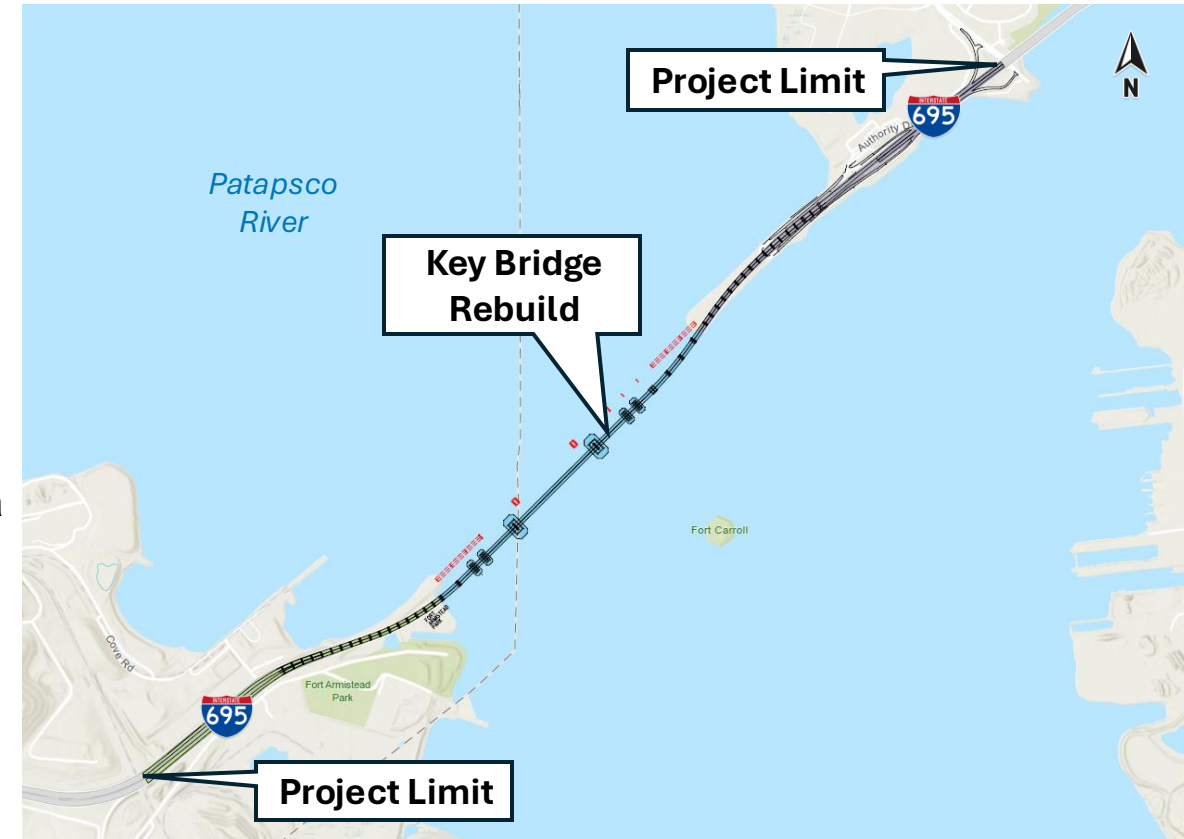




Project Information and Update

Project Background

- The Key Bridge Rebuild Project includes construction along Interstate 695 (the Baltimore Beltway) from just north of the CSX bridge near MM 49.5 north to just south of the Broening Highway Interchange
- The project will be designed and constructed in accordance with Federal Interstate standards
- The Project includes approximately 11,000 feet of bridge, including a 1,665-foot main span cable-stayed bridge over the Federal Navigation Channel
- The typical bridge section includes two 12-foot lanes in each direction with a 4-foot inside shoulder and a 10-foot outside shoulder
- The Project will be designed and constructed consistent with the approved Emergency Categorical Exclusion and the Emergency Relief program
 - Permanent Work is to be completed within existing right-of-way
 - Replaces the infrastructure that was lost in the collapse



Project Stakeholders

- Traveling public and residents
- Federal Highway Administration
- United States Coast Guard
- United States Army Corps of Engineers
- MDOT Maryland Port Administration
- Baltimore City DOT & DPW
- Baltimore County DOT
- Commercial vehicle community
- Baltimore Gas and Electric (BGE)
- Federal Aviation Administration (FAA)
- Maryland Pilots Association
- Tradeport Atlantic
- Baltimore City, Baltimore County, and Anne Arundel County EMS, Fire
- Maryland Motor Truck Association (MMTA)

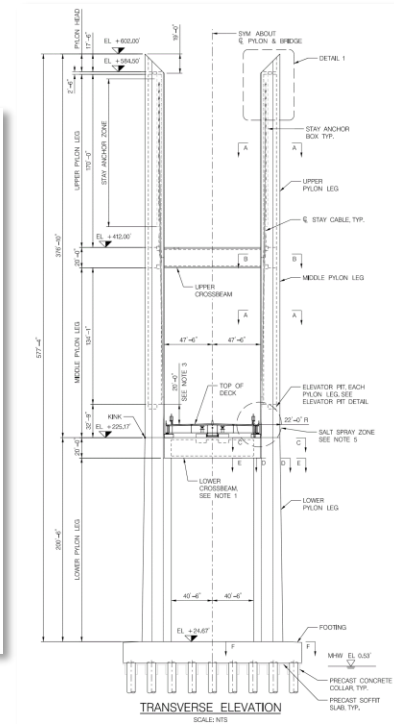
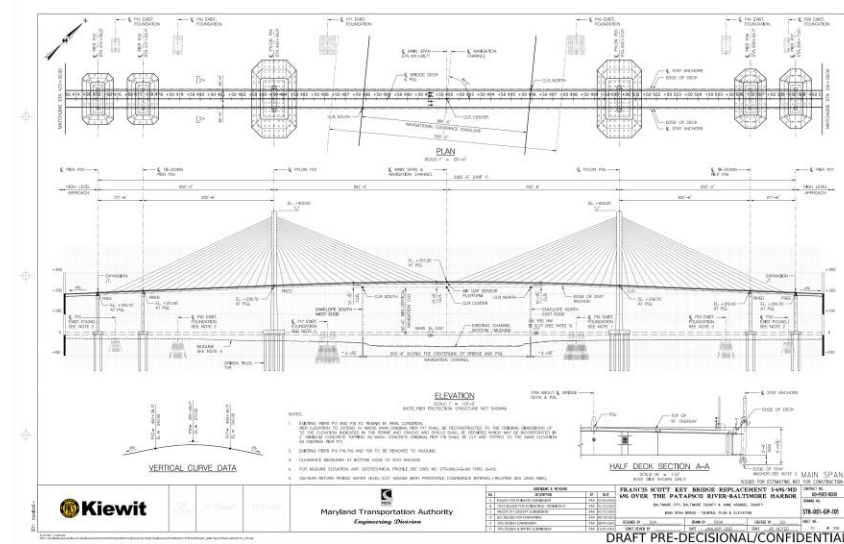
Work Completed To-Date

■ Main Span Bridge and Marine Approaches Design

- Geotechnical borings at all marine piers
- Bathymetric survey, 2-D Scanning
- Scour Analysis, load test pile program at main span pylon foundations
- Progressive Design Build Team advancing design past 70% milestone

■ Land Approaches Design

- MDTA is progressing the design for the land approaches to signed and sealed plans











Work Completed To-Date

Permits/Authorizations Status








RECEIVED

-  **Federal Highway Administration** – NEPA Categorical Exclusion
-  **US Coast Guard** – Bridge Permit and Temporary Safety Zones
-  **US Army Corps of Engineers** – 404/10/408
-  **US Fish and Wildlife Service** – Section 7 (Northern Long-eared Bat)
-  **Board of Public Works** – Tidal Wetlands License
-  **Maryland Department of the Environment** – Nontidal Wetlands and Waterways Permit/Water Quality Certification/Coastal Zone Consistency Determination/Sediment and Erosion Control/NPDES Owners Permit
-  **Maryland Department of Natural Resources (MDNR)** – Critical Area Commission
-  **Maryland Historical Trust** – Section 106 Programmatic Agreement

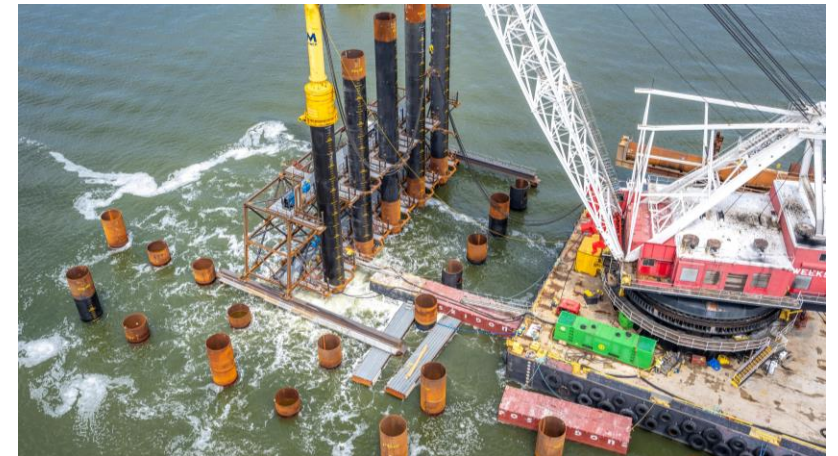


IN PROCESS

-  **Federal Aviation Administration** – 7460-1 - Notice of Proposed Construction
-  **NOAA National Marine Fisheries** – Incidental Harassment Authorization (Bottlenose Dolphins)/Biological Assessment/Essential Fish Habitat Assessment
-  **MDNR Forest Service** – Reforestation Law Approval
-  **Maryland Port Administration** – Cox Creek Dredge Material Containment Facility Right of Entry
-  **Maryland Department of the Environment** – Stormwater Management and Erosion and Sediment Control

Construction Work Status

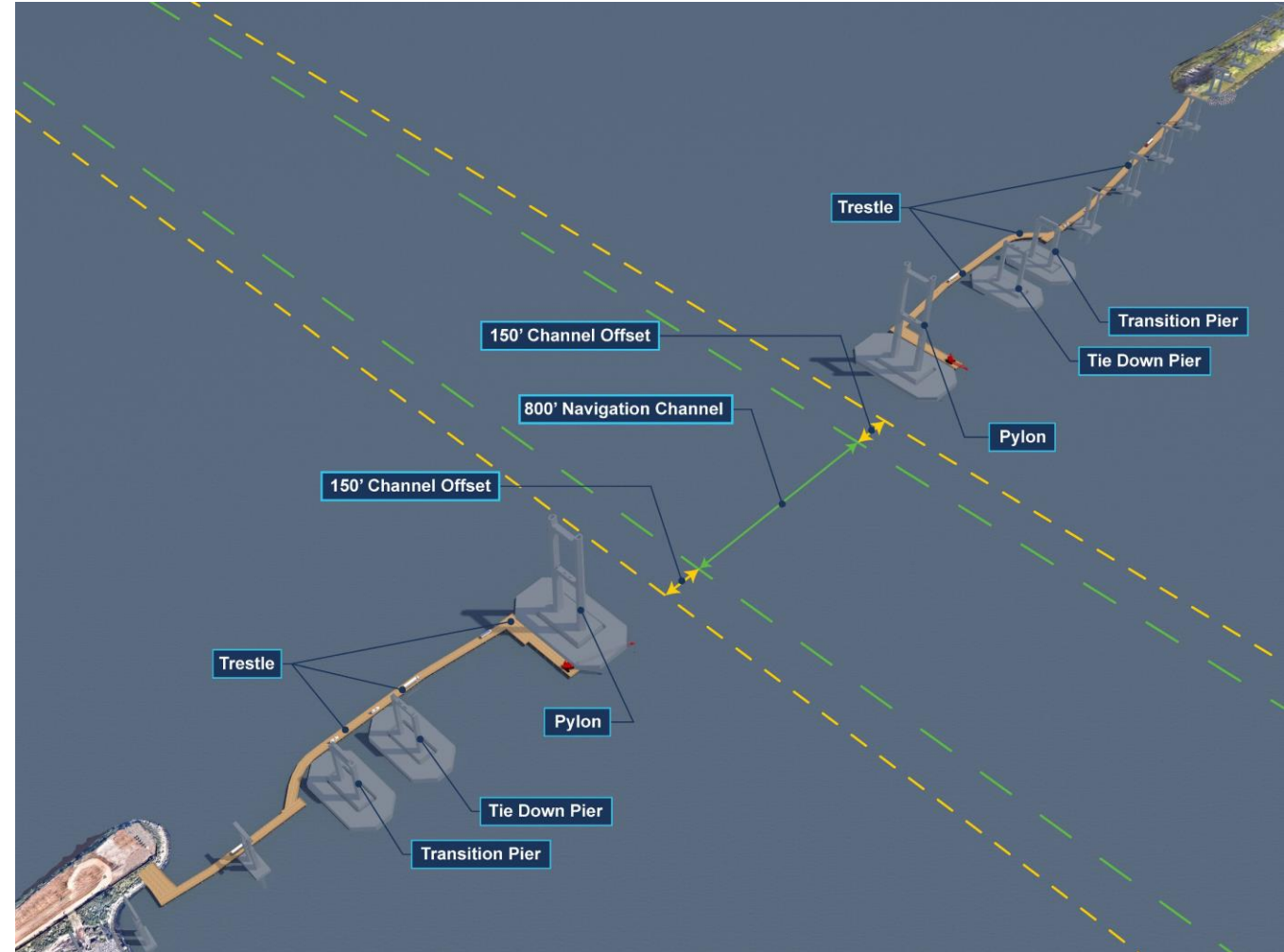
- **Early Work Packages (EWP)**
 - MDTA has assigned critical path construction work to Kiewit
 - EWP construction will continue while procurements are on-going
- **Production Piles**
 - Foundation and vessel protection piles for Piers 24 & 25
 - Goal to complete foundation and vessel protection piling for main span pylons under Kiewit EWPs



Construction Work Status

■ Access Trestles

- Kiewit scoped to complete mainline trestles (north and south)
- 36-foot wide
- Trestle Deck at El. 12.00 (Approx. 11.5 ft above MHW)
- Extend from Sollers Point and Hawkins Point to the main pylon locations

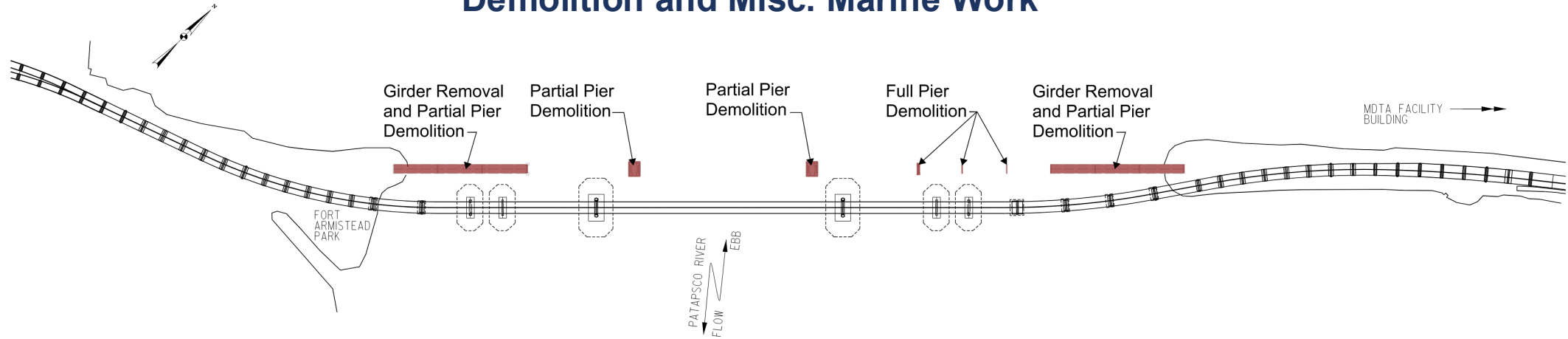




Contracting Approach

New Procurements – Four Contracts

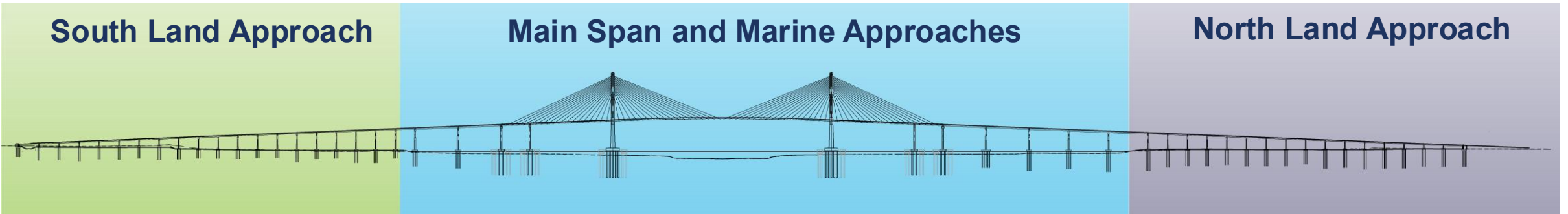
Demolition and Misc. Marine Work



South Land Approach

Main Span and Marine Approaches

North Land Approach



Demolition and Miscellaneous Marine Work Contract

- KB-4906-0000 - Competitive Sealed Bidding (Design-Bid-Build) Procurement
- Scope of Work:
 - Removal and salvage of two three-span steel plate girder units over the Patapsco River
 - Partial demolition of eight marine piers
 - Sub-aqueous demolition of three marine foundations
 - Full demolition of two land piers
 - Clean-out of 96-inch steel pipe piles
- Anticipated Cost Range: \$50M to \$100M



Elements of Work – Demolition and Miscellaneous Marine Work

- Mechanical Demolition
- Explosive Demolition
- 96-inch Pile Clean-out and Material Disposal
- Environmental Compliance



South Land Approach Contract

- KB-4908-0000 - Competitive Sealed Bidding (Design-Bid-Build)
- Scope of Work
 - Approx. 3,000 feet of approach bridge over land; abutments and retaining walls
 - Ground Improvements within Wetland
 - Approx. 2,000 feet of on-grade approach roadway construction
 - Bioswales, Grass Swales, and Submerged Gravel Wetland
 - ITS, Electronic Tolling and roadway/bridge lighting elements
- Anticipated Cost Range: \$300M to \$400M



North Land Approach Contract

- KB-4909-0000 - Competitive Sealed Bidding (Design-Bid-Build)
- Scope of Work
 - Approx. 2,400 feet of approach bridge over land; abutments and retaining walls
 - Ground Improvements at Abutment
 - Approx. 3,400 feet of on-grade approach roadway construction
 - Bioswales, Grass Swales, and Submerged Gravel Wetland
 - ITS, Electronic Tolling and roadway/bridge lighting elements
- Anticipated Cost Range: \$200M to \$300M



Elements of Work – South and North Approaches

- Surveying and control
- Temporary Works
- Deep Foundations
 - Piles and Footings
- Bridge Substructure Elements
 - Cap-and-Column Piers
- Superstructure
 - Prestressed Concrete Girders
- Barriers, Railings and Safety features
- Bridge Deck Drainage
- Abutments and Approach Slabs
- Embankment Construction
- Storm Drainage and SWM
- Pavement
- Signing
- Electrical & ITS
- Environmental Compliance

Main Span and Marine Approaches Contract

- KB-4907-0000 - Two Step Competitive Sealed Proposal (Design-Build)
- Scope of Work
 - Cable Stayed Bridge with 1,665' Main Span (3,365' total) with 230' min clearance over Federal Channel
 - Vessel Collision Pier Protection
 - Approx. 660 feet of south approach bridge over River
 - Approx. 1,560 feet of north approach bridge over River
- Anticipated Cost Range: \$3.5B to \$4.0B



Elements of Work – Main Span and Marine Approaches

- Final Design and Engineering
- Surveying and control
- Temporary Works
- Deep Foundations
 - Piles and Footings
- Bridge Substructure Elements
 - Pylons and Cap-and-Column Piers
- Vessel Collision Protection System
- Cable-Stayed System
 - Stay cable fabrication and installation
- Superstructure – Cable-Stayed Span
 - Steel Edge Girders and Floorbeams
- Superstructure – Approach Spans
- Barrier, Railings and Safety features
- Bridge Deck Drainage
- Electrical & ITS
- Environmental Compliance

Procurement Details

Demolition & Miscellaneous Marine Work

- **Contract #:**
KB-4906-0000
- **Procurement:**
Competitive Sealed Bidding (Design-Bid-Build)
- **Anticipated Cost Range:**
\$50M to \$100M
- **IFB Advertisement:**
Summer 2026
- **Construction NTP:**
Fall 2026

Main Span & Marine Approaches

- **Contract #:**
KB-4907-0000
- **Procurement:**
Two Step Competitive Sealed Proposal (Design-Build)
- **Anticipated Cost Range:**
\$3.5B to \$4.0B
- **RFQ Advertisement:**
Summer 2026
- **Shortlist Identification:**
Fall 2026
- **Project NTP:**
Summer 2027

South Land Approach

- **Contract #:**
KB-4908-0000
- **Procurement:**
Competitive Sealed Bidding (Design-Bid-Build)
- **Anticipated Cost Range:**
\$300M to \$400M
- **IFB Advertisement:**
Fall 2026-Winter 2027
- **Construction NTP:**
Spring 2027

North Land Approach

- **Contract #:**
KB-4909-0000
- **Procurement:**
Competitive Sealed Bidding (Design-Bid-Build)
- **Anticipated Cost Range:**
\$200M to \$300M
- **IFB Advertisement:**
Winter 2027
- **Construction NTP:**
Late Spring 2027

In-Person Main Span and Marine Approaches Industry Forum

- Focus on Main Span and Marine Approaches Contract Procurement
- Target Audience –
 - Major heavy civil/bridge contractors experienced in complex bridge projects
 - Specialty Subcontractors
 - Major Suppliers/Vendors

In-Person Main Span and Marine Approaches Industry Forum

**Thursday, June 18, 2026
10 AM - 12 PM**

**Harry Hughes Conference Room
MDOT Headquarters
7201 Corporate Center Drive
Hanover, MD 21076**

Registration for the forum will open
May 26, 2026



Additional Contract Information

Additional Outreach Opportunities

■ Doing Business with MDTA

- Free Development Workshop for local and small businesses
- Tuesday, June 23, 2026

■ Pre-Bid and Pre-Proposal Meetings

- All contracts will have pre-bid and pre-proposal meetings specified in the individual procurements

■ Design-Build Contractor Outreach

- The Design-Build RFP will require all proposers on the Reduced Candidate List to host at least one local, in-person outreach event with a goal of engaging the local and small business community



**Doing Business With
The Maryland Transportation Authority**

Free Development Workshop
Division of Civil Rights & Fair Practices (CRFP)

Tuesday, June 23, 2026
9am to 1pm

Registration on Eventbrite Opens May 15th
(<http://bit.ly/4uRRIFT>)

MDOT Headquarters
7201 Corporate Center Drive
Hanover, Maryland 21076
Harry Hughes Conference Room

- ❖ Network with Primes, MDTA Procurement Officers and MDTA CRFP Compliance Officers.
- ❖ Learn about resources to assist in growing and strengthening your business.
- ❖ Understand the MBE/VSBE/DBE Programs and your role as a prime or subcontractor.

Email any questions to:
MDTAoutreach@mdta.state.md.us

<http://www.mdta.maryland.gov>



Individuals who wish to participate and who require special accommodations under the Americans with Disabilities Act, or who require translation services (free of charge), should contact the Title VI Office at mdtaeeo@mdta.maryland.gov or 410-537-5660 (711 for Maryland Relay) no later than three (3) business days before the date of the meeting.

Anticipated Bonding Requirements and Funding

- **Demolition, South Approach, and North Approach** – A 100-percent performance and payment bond for the full amount of the construction contract will be required
- **Cable Stayed Bridge and Marine Approach** – MDTA anticipates utilizing a modified bonding approach. A full payment bond will be required, with a performance bond for 50-percent of the contract value, capped at \$1.5B
 - This performance bond reduction is pending agency head approval
- The Key Bridge Rebuild Project is funded with 100-percent federal reimbursement using emergency relief funds
- All contract procurements will be federally compliant, with FHWA and SHA providing oversight
- Build America, Buy America (BABA) requirements will apply

Civil Rights & Fair Practices and Labor Approach

- Disadvantage Business Enterprise (DBE)
 - MDTA is seeking partners who are committed to utilizing Maryland's small and local contracting community
 - The certification reevaluation process identified in US DOT's October 2025 Interim Final Rule will not conclude prior to advertisements
 - As a result, MDTA does not anticipate a DBE goal on these contracts
- On-The-Job Training (OJT)
 - MDTA anticipates setting OJT goals for each contract
- In compliance with the Governor's Executive Order On Workforce Development, MDOT determined in February 2025 that a Project Labor Agreement will not be required for the Key Bridge Rebuild
- The Main Span and Marine Approaches contract may require proposers to detail their approach to skilled labor availability, reliability, and continuity in the Two Step Competitive Sealed Proposal

Restrictions on Participation

- Kiewit Infrastructure Corporation and all associated affiliates and subsidiaries are not allowed to participate
- Firms on the GEC and CMI contracts for the Key Bridge Rebuild are not allowed to participate on the DB procurement
- Firms that participated in the Phase 1 Progressive Design Contract as subcontractors to Kiewit Infrastructure Corporation are restricted from participating in the DB procurement but may join the selected team post award
- The full list will be included in the Request for Qualifications

Industry Forum Wrap-up

- Today's Virtual Industry Forum registration information will be posted online at **KeyBridgeRebuild.com**
- Firms who can support design and engineering services and construction should work to join interested teams
- Prime contractors can reference **eMaryland Marketplace Advantage (eMMA)** sub list as a talent roster – eMMA ID BPM057034
- **KeyBridgeRebuild.com** will have information related to procurement updates
- Anyone who registered for today's Forum will receive an email with notification of the IFB and RFQ postings to eMMA

Questions and Answers



Stay Connected

- Sign up for project alerts by email or text
- Invite us to speak in your community
- Share feedback through email or project hotline
- Follow us on Facebook for project updates



KeyBridgeRebuild.com



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800-515-7030
Public Information Hotline



info@KeyBridgeRebuild.com



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