

## Key Bridge Rebuild Questions from the Virtual Industry Forum

**May 29, 2026**

### **ATTENTION:**

MDTA has addressed many of the questions received from the Key Bridge Rebuild Virtual Industry Forum held on May 19, 2026.

The responses provided are based on MDTA's best understanding as of May 29, 2026. As the Key Bridge Rebuild effort is under active development, the approach is subject to change and some of the responses may be superseded.

Please check the most recent information available on the website, [KeyBridgeRebuild.com](http://KeyBridgeRebuild.com) – **responses in this document will not be updated in the event of a change in approach.**

**In instances where responses differ from what is placed within procurement documents, the procurement document governs.**

## DESIGN PROGRESS, RESPONSIBILITY AND OPPORTUNITIES FOR CONTRACTOR INPUT

1. *It is our understanding that the design level of the main span is assumed to be 70% completion. What aspects of the design remain incomplete and what opportunities remain to provide innovation with respect to the design and construction methods?*

The design of the main span has advanced to the stage where all primary structural, geometric, geotechnical, hydraulic, traffic, and constructability decisions have been made and incorporated into the design plans. Structural analysis and modeling is substantially complete, including development of the governing analytical models, application of design loadings and load combinations, evaluation of primary force effects, and sizing/configuration of principal structural members and foundations. Work still to be completed consists primarily of detailing, refinement of calculations and quantities, interdisciplinary coordination, preparation of final specifications and special provisions, and completion of final QA/QC.

2. *Will all design computations, including computer input files, completed for 70% documents be provided to the Design-Build teams?*

For the elements of the project where the Design-Builder is to provide final design (signed and sealed drawings), MDTA intends to provide Phase 1 design computations, including computer input files, to the Reduced Candidate List with issuance of the Design-Build Request for Proposal (RFP). The information will be provided as reference information to be verified by the Design-Builder.

3. *Who will serve as the designer of record for each future package, who will sign the final design and Release for Construction plans, and who will provide design support during construction activities such as shop drawing review and RFI response?*

On the marine spans, MDTA is progressing the design effort such that some elements of the Design-Build Contract will be Directive in the Design-Build RFP. Those Directive elements will be signed and sealed by the MDTA's consultant engineer of record. Additional information will be shared during the June in-person forum for the Design-Build Contract. For all other elements of the Final Design that are not included as Directive, the Design-Builder will be required to take full legal responsibility, including preparing a signed and sealed set of construction drawings that meet all Contract requirements.

For the directive elements, MDTA will provide construction phase design support. The Design-Builder will be required to provide construction phase design support for all other elements.

4. *Will the Design-Build Contractor be contractually allowed to rely on the geotechnical data collected during Phase 1 of the Progressive Design-Build (PDB) contract?*

Yes, MDTA will provide geotechnical data reports as part of the Design-Build RFP. The Design-Builder will be allowed to rely on this data but will be fully responsible for interpretation of the data. The Design-Builder's geotechnical engineer will be responsible for providing certified interpretive geotechnical data reports in support of the final bridge design.

Geotechnical data reports will also be provided with the Invitation for Bid (IFB) for the land approach contracts.

5. *Is MDTA going to accept any Alternate Technical Concept (ATC) for the Design-Build packages? Or Value Engineering Proposals (VECPs) for the Design-Bid-Build Packages?*

Maryland and MDTA are committed to delivering the rebuild with speed, safety, and cost efficiency. MDTA will consider ATCs and VECPs that align with these goals.

6. *Is the design of the bridge already set, or are there opportunities for changes / value engineering? Who owns the current design? Will MDTA be responsible for the accuracy of the design documents? Will the 70% design be released to Phase 2 proposers, and can teams propose VE alternatives? Will there be opportunities for contractor alternatives for any elements to provide a better value to MDTA?*

MDTA is completing the design of the land approach bridges through the existing MDTA General Engineering Consultant (GEC) Contract. Value Engineering Change Proposals will be entertained for those contracts.

On the marine spans, MDTA is progressing the design effort such that some elements of the Design-Build Contract will be Directive in the Design-Build RFP. Those Directive elements will be signed and sealed by the MDTA's consultant engineer of record. Additional information will be shared during the June in-person forum for the Design-Build Contract. For all other elements of the Final Design that are not included as Directive, the Design-Builder will be required to

take full legal responsibility, including preparing a signed and sealed set of construction drawings that meet all Contract requirements.

7. *Is changing the main span type from a cable stayed to a different alternative an option to reduce cost?*

The main span will remain a cable-stayed bridge. MDTA is confident that the cable-stayed design provides a cost-effective approach while meeting navigational clearance requirements.

8. *Will the 70% drawings have a PE stamp for Request for Change (RFC)?*

70% drawings will not be stamped.

9. *With the new team receiving the 70% design, is there time to verify every component of it to stamp it? What is the protocol for transferring the 70% design to a new engineer of record? Will the design be 100% complete and if not, how does MDTA intend to reduce risk to the Contractor for taking over a partially designed project?*

For the Main Span and Marine Approaches Design-Build Contract, MDTA will provide 90% design to shortlisted proposers in Fall 2026, with Notice to Proceed (NTP) to occur in Summer 2027. This should provide sufficient time to check, verify, make changes, take design ownership, and stamp plans.

10. *Is there interest in using innovative materials like fiberglass rebar for improved performance and lower costs?*

MDTA will entertain alternative technical concepts during the Design-Build Procurement, including the use of innovative materials, but reserves the right to accept or reject such concepts at our discretion.

11. *What are you doing to ensure future safety for the bridge?*

The design complies with numerous current design guidelines and standards consistent with long and complex bridges.

12. *What will the new Key Bridge main span width in feet across the navigation channel?*

The main span width will be 1,665 feet across the Federal Navigation Channel.

*13. What will the new Key Bridge main span height be in feet above the navigation channel?*

The main span will have a minimum vertical clearance of 230 feet over the width of the Federal Navigation Channel.

*14. Kiewit was planning on using black bar. Will MDTA require positive proof of 100-year service life?*

The performance specifications require 100-year service life for the non-replaceable bridge components. The engineer of record will be required to submit a service life report. The specifications will provide requirements for this report and supporting analysis to document how the design meets the requirements.

*15. What opportunities exist for value engineering of materials or combination of materials used in the design?*

MDTA is open to innovation by proposers. MDTA will entertain alternative technical concepts during the Design-Build Procurement but reserves the right to accept or reject at our discretion.

*16. If design-build type of contract, how are design risk and design liability intended to be allocated given the prior 70% design b... (Incomplete Question)*

*17. Are you considering sourcing foreign aggregates via ship, e.g., for placement into caissons?*

The Project must meet Build America, Buy America (BABA) requirements.

*18. Interface with contractor/designer of previous procurement?*

Designers directly contracted to Kiewit under the Progressive Design-Build Contract are precluded from participating in the upcoming Design-Build procurement.

*19. Will there be multiple bid packages for ready mix concrete supply?*

MDTA does not anticipate directly procuring ready mix concrete.

*20. Will there be any significant design changes from the previous one we bid to Kiewit?*

MDTA is optimizing the designs for the south and north land approach contracts. The Design-Build procurement of the Main Span Bridge and Marine Approaches

will encourage innovation in design and construction means and methods to efficiently deliver the Project.

*21. Will any stainless steel embeds and reinforcement specifications be relaxed to decrease project costs?*

MDTA is open to innovation by proposers. MDTA will entertain alternative technical concepts during the Design-Build Procurement but reserves the right to accept or reject at our discretion. Service life requirements will not be relaxed.

*22. Is corrosion control and/or cathodic protection being considered in the design?*

The performance specifications require 100-year service life for the non-replaceable bridge components. The engineer of record will be required to submit a service life report. The specifications will provide requirements for this report and supporting analysis.

*23. Will there be opportunities for Value Engineering?*

MDTA will be completing the design of the land approach bridges through the existing GEC Contract. Value Engineering Change Proposals will be entertained for those contracts. MDTA will entertain alternative technical concepts during the Design-Build procurement but reserves the right to accept or reject at our discretion.

*24. How much design will be included in the new contract?*

The demolition and miscellaneous marine contract, the north land approach, and the south land approach will be signed and sealed by the GEC.

On the marine spans, MDTA is progressing the design effort such that some elements of the Design-Build Contract will be Directive in the Design-Build RFP. Those Directive elements will be signed and sealed by the MDTA's consultant engineer of record. Additional information will be shared during the June in-person forum for the Design-Build Contract. For all other elements of the Final Design that are not included as Directive, the Design-Builder will be provided the 90% design and will be required to take full legal responsibility, including preparing a signed and sealed set of construction drawings that meet all Contract requirements.

*25. How will MDTA manage the Phase 1 to Phase 2 handoff — data transfer, as-builts, and coordination?*

MDTA is working directly with Kiewit to receive all work product to date and close out the Phase 1 process. As-builts of constructed work, both permanent and temporary, will be documented by Kiewit, with close oversight and supervision by MDTA and the Construction Management and Inspection (CMI) firms.

*26. Who is doing the bridge lighting and is it open for approved equals?*

Bridge lighting will be part of the scope for the Main Span Bridge and Marine Approaches Design-Build Contract. The Contract's performance specifications will set the requirements for bridge lighting to be met by the Design-Builder.

*27. Design provided (%)?*

Please refer to the presentation materials for this information.

*28. Is the engineer working on the design remaining under contract? Will the current Kiewit design team finish the design and issue Ready for Construction plans?*

Kiewit Engineering Group is the engineer of record for a significant portion of the work. Kiewit will not be issuing Ready for Construction plans.

*29. Will MDTA make all "Phase 1" engineering, geotechnical information, temporary works packages etc.... available to the contractor?*

MDTA plans to provide the Phase 1 work product, including engineering, geotechnical information, and temporary work packages, to the Design-Build proposers. This will be provided as a combination of rely upon information and for information only, as applicable.

*30. Will additional fasteners, i.e., Hex 144 KSI now be considered for this project?*

MDTA is open to innovation by proposers. MDTA will entertain alternative technical concepts (ATCs) during the Design-Build procurement but reserves the right to accept or reject at our discretion.

*31. Will MDTA be advancing the design that is currently at some level of completion or revert back to more preliminary designs?*

MDTA does not anticipate making significant design scope changes (different main span type, main span length, etc.) as a part of this process.

*32. If the current Kiewit design team will not issue RFC plans, where will the next design team pick up the design?*

Kiewit will not issue RFC plans, except those already assigned under Early Work Packages. Kiewit will complete these Early Work Packages prior to demobilizing. MDTA plans on providing 90% design to shortlisted proposers in Fall 2026, with NTP to occur in Summer 2027. This should provide sufficient time to check, verify, make changes, take design ownership, and stamp plans.

*33. Will you employ corrosion control methods for the foundations (cathodic protection)?*

The performance specifications require 100-year service life for the non-replaceable bridge components. The engineer of record will be required to submit a service life report. The specifications will provide requirements for this report and supporting analysis.

*34. Do you have a painting plan by zone for the superstructure and substructure?*

The performance specifications will include requirements for painting of structural steel for the main span and marine approaches. MDTA does not intend to paint the substructure or concrete girders for the land approaches.

*35. Will MDTA publish 70% completed plans? Will early works/Phase 1 documents be released? Please confirm that the early works/Phase 1 design package and as-builts will be provided during the Phase 2 bidding.*

MDTA does not plan to publish the 90% plans. MDTA intends to provide plans and PDB Phase 1 design computations, including computer input files, to the Reduced Candidate List (RCL) with issuance of the Design-Build RFP. The information will be provided as reference information to be verified by the Design-Builder. Design and As-built information for the early work packages will also be provided to the RCL.

*36. Is MDTA open to considering alternative vessel collision protection technologies that could significantly reduce pier protection costs while meeting federal AASHTO requirements? What is the process for an independent inventor to present a patented anti-collision system to the project engineering team under NDA? A timestamped proof of priority has been established on Zenodo (CERN): DOI 10.5281/zenodo.20116840. Would MDTA consider a passive mechanical collision protection system that operates on positive safety principles — requiring*

*no external power supply — as a complement or alternative to the planned rigid fenders?*

MDTA anticipates vessel collision protection techniques similar to the rigid fender structures at the main pylons. Kiewit is in the process of installing the piles that these rigid fender systems are founded on. MDTA anticipates allowing for alternative techniques on the remaining four piers. Please coordinate directly with prospective proposers.

*37. How does MDTA plan to support future contractors in utilizing the existing design work and ensuring a smooth transition?*

This will be discussed as part of the June 18<sup>th</sup> in-person forum for qualified contractors, subcontractors and vendors to learn more about the Main Span Bridge and Marine Approaches Design-Build Contract.

*38. What was the original cost and timeline to repair the existing bridge? The original bridge — could it have been repaired? Was that even considered?*

The original bridge alignment is not compatible with the vertical clearance and navigation determination from the United States Coast Guard (USCG).

*39. Is corrosion control included in the scope/specifications?*

This will be discussed as part of the June 18<sup>th</sup> in-person forum for qualified contractors, subcontractors and vendors to learn more about the Main Span Bridge and Marine Approaches Design-Build Contract.

*40. Given that the design for the main span is already at 70% level of completion, will the D/B contractor be required to follow all details of the design in the development of final design?*

This will be discussed as part of the June 18<sup>th</sup> in-person forum for qualified contractors, subcontractors and vendors to learn more about the Main Span Bridge and Marine Approaches Design-Build Contract.

*41. Are the marine spans anticipated to be steel plate girders or PCC girders?*

This will be discussed as part of the June 18<sup>th</sup> in-person forum for qualified contractors, subcontractors and vendors to learn more about the Main Span Bridge and Marine Approaches Design-Build Contract.

*42. Are the piles for the main piers of the cable stayed bridge being driven now?*

The piles for the pylons of the cable stayed bridge are being installed by Kiewit under an Early Works Package.

*43. Who was Kiewit's designer?*

Kiewit Engineering Group was the lead designer for a majority of the project's elements. Kiewit employed a number of specialty designers for other scope elements.

*44. Please discuss the progress status of wind modelling of the main span design*

This will be discussed as part of the June 18<sup>th</sup> in-person forum for qualified contractors, subcontractors and vendors to learn more about the Main Span Bridge and Marine Approaches Design-Build Contract.

*45. Will existing survey, geotechnical, bathymetric, and control data collected during Phase 1 be made fully available to future procurement teams?*

Survey and data collection performed by Kiewit under Phase 1 of the PDB will be included in the materials provided to the proposers on the Design-Build Reduced Candidate List.

*46. How does MDTA intend to manage continuity of existing project control, survey data, and field coordination knowledge during the transition between Phase 1 and the future Main Span DB team?*

MDTA is in the process of receiving all project control, survey data, field books, etc. from Kiewit. These materials will be included in the materials provided to the proposers on the Design-Build Reduced Candidate List.

*47. How much of the design for the Main Span and Marine Approaches portion is anticipated to be done by the time the RFQ for the DB contract is released.*

This will be discussed as part of the June 18<sup>th</sup> in-person forum for qualified contractors, subcontractors and vendors to learn more about the Main Span Bridge and Marine Approaches Design-Build Contract.

## BID PACKAGE/PROCUREMENT/CONTRACT MANAGEMENT

*48. How is MDTA planning to divide the project scope and schedules to allow multiple contractors to work simultaneously while minimizing interface risk and schedule conflicts?*

The logical separation of the scopes of work between Marine and Land structure will minimize interface risk and schedule conflicts. Mainly, the schedule for utilizing the trestle to construct work on the water will be controlled by one contractor. MDTA intends to facilitate access to the trestle by including construction milestones for completion of temporary access roads and completion of the land piers nearest the water to allow the marine contractor to tie-in.

*49. Would MDTA consider packaging the marine approach spans with the land approaches instead of being included with the cable stayed bridge?*

MDTA believes that the marine equipment required to construct the marine approaches best aligns that scope with the cable stayed bridge. Additionally, this contracting approach provides the marine contractor sole access to the trestle. By separating the land construction from the marine construction, the number of contractors readily capable of constructing the land approaches increases, providing more opportunities for bidders.

*50. Can companies work on multiple projects; North Approach, Main Span, South Approach, Demo?*

Yes, anticipated advertisement dates are staggered and Contractors will be permitted to respond to one or more IFBs and/or RFPs.

*51. If someone worked as a construction subcontractor to Kiewit, are you saying they cannot participate or provide pricing to anyone during the bid phase?*

Construction subcontractors who worked with Kiewit will not be precluded from providing pricing or performing construction work. Only Kiewit and their subsidiaries are precluded from participating.

*52. Given the size and scope of this work, will MDTA consider relaxing some of their customary contract language related to limitation of liability, consequential damages, indemnification, etc. to reflect current industry trends?*

MDTA recognizes the unique nature of this procurement, both as a follow on to the previous PDB and the contract value. We anticipate adjustments to our

contractual terms for the Design-Build main span and marine approach work contract for better risk alignment. Additional information will be provided at the in-person forum on June 18th.

*53. What other insurance types will MDTA require for each Contract? Will they be the same across all Contracts regardless of work over water or over land?*

MDTA anticipates insurance requirements that are different across the various contracts and appropriate for the work type. Additional information regarding the main span and marine approach insurance will be provided at the in-person forum on June 18th.

*54. Kiewit has many related entities, all of which might have an advantage in bidding the new contracts. We request that all related entities be specifically conflicted.*

Kiewit and their subsidiary companies are specifically conflicted from bidding on any of the new Contracts.

*55. Will the Design-Build contract be best-value?*

MDTA will use a two-step process that will establish a shortlist of proposers who are invited to respond to the RFP. MDTA anticipates making a best value selection, with technical qualifications and price being equal.

*56. Will MDTA be holding one-on-one meetings with proposers? Is there an anticipated schedule for these meetings?*

MDTA anticipates holding one-on-one meetings with the Design-Build proposers. These meetings will be held approximately one month after the Reduced Candidate List (RCL) is established and the RFP is released to the RCL. Details on anticipated schedule will be included in the Request for Quote (RFQ).

*57. How will Phase 2 scope be packaged across multiple contracts — by structure, discipline, or geography?*

Please refer to the presentation materials for this information.

*58. Please outline the schedule for procurement and if proprietary questions will be allowed.*

Please refer to the presentation materials for this information.

*59. What is the anticipated timeline for the new procurements?*

Please refer to the presentation materials for this information.

*60. Schedule of procurement of different packages*

Please refer to the presentation materials for this information.

*61. Procurement methodology and timing*

Please refer to the presentation materials for this information.

*62. Will this be broken into multiple packages?*

Please refer to the presentation materials for this information.

*63. What will be the manner of procurement?*

Please refer to the presentation materials for this information.

*64. Will there be another RFQ/RFP period?*

The Main Span Bridge and Marine Approaches Contract will be a two-step (RFQ and RFP) Competitive Sealed Proposal (Design-Build) procurement.

The other three contracts will be procured using competitively sealed bidding through issuance of Invitations for Bids (IFB).

*65. What is the timing of the construction packages?*

Please refer to the presentation materials for this information.

*66. Number of Bid Packages?*

Please refer to the presentation materials for this information.

*67. Type of delivery method?*

Please refer to the presentation materials for this information.

*68. Has MDTA already decided on contract models for the remaining packages? Will they be PDB, Bid-Build, CMAR/CMGC or other?*

Please refer to the presentation materials for this information.

*69. Overall bid timing?*

Please refer to the presentation materials for this information.

*70. Expected Time for DBB Advertising to Bidding Period?*

MDTA anticipates a six-week period from issuing the Invitation for Bids to bids being due for each of the three Design-Bid-Build Procurements. The advertisements will be staggered.

*71. Since MDTA has departed from the current Design-Build Contract, what format of delivery MDTA has in plan to deliver the project?*

Please refer to the presentation materials for this information.

*72. When is the new prime construction contract anticipated to be awarded?*

Please refer to the presentation materials for this information.

*73. What are the anticipated RFP dates for the various construction packages?*

Please refer to the presentation materials for this information.

*74. What is the anticipated timeline for releasing updated procurement packages?*

Please refer to the presentation materials for this information.

*75. Will the Demolition of the Remaining marine piers be let as a standalone contract or paired with Phase 2 Bridge Construction?*

Please refer to the presentation materials for this information.

*76. Who is prevailing wage and apprenticeship currently be tracked & monitored?*

MDTA is utilizing a combination of state staff, GEC staff, and CMI staff to track and monitor prevailing wage and apprenticeships. The GEC and CMI contracts have already been awarded.

*77. Will Kiewit be precluded from competing on any new procurements for this project? Is Kiewit eligible to rebid Phase 2? Does the off-ramping process disqualify the incumbent contractor from bidding on future work packages?*

Neither Kiewit nor their subsidiaries are eligible to participate in the future procurements for construction of the Key Bridge.

*78. Are firms on the GEC teams for this project precluded from pursuing design related services under Phase 2?*

Firms on the GEC team are conflicted and may not be part of the proposing teams on the Main Span Bridge and Marine Approaches Design-Build Contract (KB-4907-0000).

*79. What specific changes in design or contracting strategy are you considering to achieve your cost objectives? Relevant Changes on expected Bridge Design and Design Status?*

Please refer to the presentation materials for information concerning MDTA contracting strategy. MDTA will continue to optimize the design of the land approaches. The Design-Build procurement of the Main Span Bridge and Marine Approaches will encourage innovation in design and construction means and methods during efficiently delivering the Project.

*80. How will you contractually manage handover risk—design ownership, warranties, and partially completed works?*

Response pending.

*81. Will there be additional GEC or CEI contract solicitations or will MDTA use existing resources procured for the larger Project?*

No. MDTA does not anticipate additional GEC or CMI contacts being necessary.

*82. Are there any firms that will be precluded from any future projects. List of companies conflicted to participate and affected due to Off-Ramp impact. Please clarify if there are any excluded firms to work on the final design, either as design-build or design-bid-build? Please provide clear direction on what firms are excluded from participating in Phase 2 including what scopes. Are the consultants currently working on the project precluded from the future opportunities? Are the members of the current design team eligible to be on the Phase 2 design or IDQM team? Do we have a list of precluded engineering firms?*

Please refer to the presentation materials for the approach to preclusion. Kiewit and their affiliates and subsidiaries are precluded from participating in any subsequent Key Bridge Rebuild procurement. MDTA anticipates providing a list of firms precluded from the Design-Build procurement prior to the June 18, 2026 industry forum and a final list in the Design-Build Request for Qualifications.

*83. If a company is already on winning Inspection contract, are they excluded from potential design/bid/build or Design Build?*

Response pending.

*84. Since Kiewit is not moving into the second stage, will you be soliciting for a new CM?*

No, the CMI contracts previously awarded by MDTA will be utilized to perform construction management.

*85. Will the MDTA still use the CMI contracts that were previously awarded for the re-build?*

Yes.

*86. What contracts if any will continue from the first stage of this project?*

The Progressive Design Build Contract (KB-4903) will conclude at the completion of Phase 1 Project Development (Engineering) and the Early Works Packages that are currently underway. All other Contracts (GEC and CMI) procured by MDTA as part of the Key Bridge Rebuild Program will continue.

*87. What is the scope of the work that has been negotiated to date? What is the scope of work for Kiewit's construction contract which will be completed?*

Kiewit is installing foundation and vessel collision protection piles and the two main span pylons for the cable stayed bridge. In addition, Kiewit is constructing a temporary construction access trestle from each side of the Patapsco River to the main span pylons. Refer to the presentation materials for more detailed information.

*88. What will next steps be with new contractor. When is Kiewit off of job?*

MDTA will be moving forward with new contractor(s) under the four procurements as presented during the industry forum. Refer to the presentation materials for more detailed information. The Progressive Design Build Contract (KB-4903) will conclude with Kiewit at the completion of Phase 1 Project Development (Engineering) and the Early Works Packages that are currently underway.

*89. How do you envision structuring the upcoming contract packages (e.g., segmentation, delivery models)? Will the procurement be a CMAR/GC? Contract model of the different packages. How many packages MDTA will put out?*

Please refer to the presentation materials for contract information.

*90. Will the Owner consider prescribing AE PSPL be required at a set limit for any DB procurement for consistent PL coverage?*

Response pending.

*91. What is your intended approach to risk allocation—particularly for key uncertainties?*

We anticipate utilizing a combination of price adjustments and a risk register established by MDTA to better balance the risk allocation profile of the Project.

*92. Is the Project funding in place?*

All phases of the project are federally funded through the Emergency Relief program, with Congress guaranteeing full federal funding for the Project. As required by the Emergency Relief Program, MDTA and the State of Maryland are funding a portion of the rebuild from damages collected in litigation, in addition to previously allocated insurance proceeds and interest.

*93. Please provide the funding status for the project as a whole and divided contracts.*

All phases of the project are federally funded through the Emergency Relief program, with Congress guaranteeing full federal funding for the Project. As required by the Emergency Relief Program, MDTA and the State of Maryland are funding a portion of the rebuild from damages collected in litigation, in addition to previously allocated insurance proceeds and interest.

*94. What is the maximum bond required? When do you require bonding for your primes and subcontractors?*

MDTA is interpreting this question as asking about the minimum bonding requirements. Providing a bonding limit in excess of the required levels is at the bidder / proposer discretion.

MDTA anticipates utilizing a modified bonding approach for the Main Span & Marine Approach Design-Build Contract. 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.

For the demolition, north land approach, and south land approach contracts will utilize a 100-percent performance and payment bond for the full amount of the construction contract.

*95. Is the Owner going to buy directly long lead items to reduce cash flow issues?*

MDTA does not anticipate directly purchasing long lead items. MDTA will provide mobilization payments as stipulated in the contracts to mitigate cash flow concerns.

*96. What drove the off ramp of Kiewit?*

Kiewit's proposal far exceeded the state's independent cost estimates.

*97. Is delivery envisioned as DB? PDB? CMGC? DBB?*

Please refer to the presentation materials for detailed information regarding each Contract.

*98. What will MDTA's priorities/ values be in selecting future contractors. Will MDTA prioritize prior experience, ability to deliver....*

MDTA is seeking qualified partners with a track record of delivering projects of similar technical complexity and scale with speed, safety, and cost efficiency.

*99. Is there a plan to separate the collision protection system as an individual contract?*

No. The vessel collision protection system will be constructed as part of the Main Span and Marine Approaches Design-Build Contract.

*100. Can the marine approaches be included in the approach packages? Recommend that the Marine Approach segment(s) be included in the North & South Approach packages & not part of the Main Span.*

MDTA believes that the marine equipment required to construct the marine approaches best aligns that scope with the cable stayed bridge. Additionally, this contracting approach provides the marine contractor with sole access to the trestle. By separating the land construction from the marine construction, the number of contractors readily capable of constructing the land approaches increases, providing more opportunities for bidders.

*101. Is the original budget that was developed shortly after the collapse still the target budget?*

Please refer to the presentation materials for the anticipated contract cost ranges.

*102. Can MDTA elaborate on their review of remaining cost and schedule risk – Permitting, Utilities, ROW Acquisition, market constraint?*

MDTA believes that the external factors constraining the builder's ability to complete the work are minimal. Normal supply chain and market constraints exist, but these are not dissimilar from other projects. No right-of-way acquisition is required and no utility relocations are required due to conflicts (some are necessary to connect or power project improvements). Permits associated with rebuild approval will be completed and provided to builders.

*103. Does your company have to be headquartered in a specific area to bid on the project?*

There is no local headquarter requirement.

*104. Since Off ramping the current PDB'er, will MDTA be issuing a new PDB contract to the second ranked competitor?*

Please refer to the presentation materials for information concerning the proposed procurements.

*105. What is updated timeline on awarding the new general contractor?*

Please refer to the presentation materials for this information.

*106. Has MDTA determined the procurement method for the subsequent solicitation (e.g., Design-Bid-Build, Design-Build, etc.)?*

Please refer to the presentation materials for this information.

*107. Will Public Outreach and Dispute Resolution scopes be centralized under one contract, or decentralized across the new packages?*

Separate procurements are not anticipated for public outreach and dispute resolution scopes.

*108. Will a procurement stipend be provided to offset proposer costs? Is a payment for work product (stipend) being considered for unsuccessful proposers on the D&B?*

For the Design-Build Contract, MDTA anticipates providing a stipend to unsuccessful proposers from the Reduced Candidates List who provide responsive proposals within the competitive range.

*109. Is MDTA going to act as the GC?*

MDTA will coordinate efforts across the multiple contracts, utilizing support from the GEC and CMI firms.

*110. Do you have a consulting firm that can bring in international support that specialize in bridge construction*

MDTA has access to multiple firms that offer long and complex bridge design and construction expertise.

*111. Is there a revised date on the bridge being completed and re-opened?*

Response pending.

*112. What is being re-proposed, what is the timing, and duration of procurement*

Please refer to the presentation materials.

*113. Where is the listing of awarded bids?*

No bids have been awarded for the re-procurement. Procurement announcements will be posted to eMaryland Marketplace Advantage ([emma.maryland.gov](http://emma.maryland.gov)) with the project numbers outlined in the presentation.

*114. Contract packages to be expected: scope, budget, contract scheme.*

Please refer to the presentation materials.

*115. What specific work is covered under the existing contract?*

Please refer to the presentation materials.

*116. Please provide the engineer's estimates for the remaining work packages*

Please refer to the presentation materials.

*117. Will there be incentives if the project is delivered efficiently?*

Response pending.

*118. Will there be liquidated damages tied to a specific completion schedule?*

The Code of Maryland Regulations requires liquidated damages be incorporated into construction contracts.

*119. Will MDTA proceed with an award if the total aggregate costs of all the contracts exceed Kiewit's rejected submission?*

MDTA will evaluate submitted bids and pricing and will evaluate each potential award on their merits.

*120. Are you accounting for economic adders?*

It is assumed this question refers to market conditions. MDTA anticipates providing price adjustments for diesel fuel, asphalt density and ride, and steel pricing to account for variations in the marketplace.

*121. What cost drivers has MDTA identified that if modified would result in a lower cost than proposed by the current contractor and...*

Response pending.

*122. What steps has MDTA taken to reduce risk to the Contractor and help lower costs?*

MDTA has taken on permitting responsibility and developed a project that is not contingent on utility relocations or right-of-way acquisition. In this respect, it is a shovel ready project that should allow for minimal construction risks that are outside of the contractor's control.

*123. How will QC and QA be procured - in stages? and will there be multiple stages or segments during final design w/ separate bids?*

MDTA has already procured CMI contracts that will support the majority of QA/QC. Some QA/QC elements will be contained within the DB procurement.

*124. How long will it take to get through the contracting process to choose a primary?*

Please refer to the presentation materials.

*125. Will there be prequalification requirements specific to the packages, besides the standard MDTA prequalification?*

MDTA anticipates including qualifications and experience requirements that are commensurate with each project scope and work type.

The Design-Build procurement will be a multi-step proposal that establishes a Reduced Candidate List, or shortlist, based on proposer qualifications.

*126. Will all contracts be low bid or will some be best value? Will MDTA use PDB again for Phase 2, or shift to PPP or DBF?*

Please refer to the presentation materials for details regarding the proposed procurements.

*127. With the original design build contractor no longer participating in the remaining phases of the Francis Scott Key Bridge reconstruction (incomplete question).*

*128. How will MDTA intend on maintaining their accelerated schedule expectations and balancing risk allocation to the contractors?*

MDTA is committed to delivering the rebuild with speed, safety, and cost efficiency. We anticipate utilizing a combination of price adjustments and a risk register established by MDTA to better balance the risk allocation profile of the Project while maintaining accelerated schedule expectations.

*129. Reference cost.*

Please refer to the presentation materials for this information.

*130. Will the completion schedule be extended to allow the project to be constructed without extraordinary measures while staying wit...(incomplete question)?*

*131. Will MDTA share the names of the previously shortlisted teams, and will they be reconsidered in the rebid or will there be a new?*

The Progressive Design-Build procurement did not establish a shortlist. With the exception of Kiewit Infrastructure Co. and their subsidiaries, firms who proposed as prime participants on the original PDB solicitation are allowed to submit future bids/proposals for the upcoming procurements.

*132. How is MDTA thinking about maintaining consistency in insurance and risk management across multiple contract packages?*

MDTA anticipates insurance requirements that are different across the various contracts and appropriate for the work type.

*133. How is MDTA approaching alignment between project budget expectations and current market conditions as procurement moves forward?*

MDTA will evaluate submitted bids and pricing and will evaluate each potential award on their merits.

*134. Will MDTA be providing any guidance on pricing expectations or evaluation approach to help bidders develop responsive proposals?*

Details on evaluation criteria and price ranges will be included in each procurement.

*135. Will risk advisors have an opportunity to advise MDTA on insurance strategies?*

MDTA is already contracted with firms specializing in insurance approaches for construction contracts.

*136. Prequalification and Shortlist plans for Procurement in case of DBB procurement for the Bridge (Main Span & Marine Approaches)?*

The Main Span & Marine Approaches will be a Multi-Step Design-Build Procurement with a Reduced Candidate List.

*137. Is this fully funded? Could you please confirm whether alternative delivery or funding approaches, such as PPP or Design-Build-Finance, are being considered for the Key Bridge project?*

All phases of the project are federally funded through the Emergency Relief program, with Congress guaranteeing full federal funding for the Project. As required by the Emergency Relief Program, MDTA and the State of Maryland are funding a portion of the rebuild from damages collected in litigation, in addition to previously allocated insurance proceeds and interest.

*138. How many firms will be shortlisted for the main span and marine approach bid package?*

This will be discussed as part of the June 18<sup>th</sup> in-person forum for qualified contractors, subcontractors and vendors to learn more about the Main Span Bridge and Marine Approaches Design-Build Contract.

*139. Best value for DB contract determined? % cost vs. % technical score?*

MDTA anticipates making a best value selection, with technical qualifications and price being equal.

*140. Are there prevailing wage or other wage compliance requirements, and is there a need to report on local workers and/or local business participation and other local economic impact elements? If yes, is a vendor being solicited to facilitate that process?*

As these are federally funded contracts, Davis-Bacon wage rates will apply. Information will be included in each procurement.

MDTA has already procured GEC and CMI contracts to support the referenced tracking and reporting activities.

*141. If the selected design-builder submits a GMP equivalent or higher than Kiewit's final estimate, should it be expected that substantial re-design efforts may be required in order to reduce total project cost?*

MDTA will evaluate the technical proposals and price proposals and make an award determination at that time.

*142. At what stage in the procurement will design-build teams be required to identify their QA/QC team? Or will that not be required until the final Quality Management Plan following contract award? Will the design-builder be required provide an independent quality assurance firm to perform construction QA?*

Additional information will be provided as part of the June 18<sup>th</sup> in-person forum for qualified contractors, subcontractors and vendors to learn more about the Main Span Bridge and Marine Approaches Design-Build Contract.

*143. Will each contract package under the Key Bridge program include its own dedicated Public Relations, PIAP requirements, and visual media scope, or will these outreach and documentation responsibilities be centralized across the program?*

Design-Builder will be required to establish a Public Information Team to provide daily, ongoing support to MDTA in the implementation of the Project's Public Engagement and Communication Plan. Design-Builder's scope includes reviewing MDTA/Design-Build outreach team-prepared materials; participating in public meetings, elected official briefings, and other forums; participating in crisis management planning and potential episodes; and providing notifications

regarding road closures and detours for MDTA to disseminate. MDTA will manage the media approach across the multiple contracts.

*144. Are there any funding constraints that could prevent the project from advancing to construction phase? Please explain current allocation of funds, opportunities for increasing those funds, and funding restrictions/limitations, if any.*

All phases of the project are federally funded through the Emergency Relief program, with Congress guaranteeing full federal funding for the Project. As required by the Emergency Relief Program, MDTA and the State of Maryland are funding a portion of the rebuild from damages collected in litigation, in addition to previously allocated insurance proceeds and interest.

*145. Will this be an open solicitation or will MDTA be reaching out to shortlisted contractors?*

For the Main Span Bridge and Marine Approaches Design-Build Contract, MDTA will use a two-step process that will establish a shortlist of proposers, via a Request for Qualifications, who are invited to respond to the RFP.

The other three contracts will be procured through competitive sealed bidding. Refer to the presentation materials for anticipated schedule for issuance of the Invitation for Bids for these three contracts.

*146. Would MDTA consider a more tailored approach to participation restrictions for Phase 1 subcontractors who were not involved in pricing, procurement strategy, or confidential commercial negotiations, in order to preserve valuable project continuity and technical knowledge?*

Response pending.

*147. Is Kiewit excluded from participating in the bids for the 4 bid packages?*

Yes, Kiewit and their subsidiaries are excluded from participating in the procurements.

*148. Did I hear correctly that if a contractor worked for the Kiewit team on the current Key Bridge Rebuild project, that contractor would not be allowed to work on the new phase of the Key Bridge Rebuild project? Please clarify what contractors can or cannot work direct for MDTA or as a lower tier subcontractor to the awarded contractors.*

Construction subcontractors who worked with Kiewit will not be precluded from providing pricing or performing construction work. Only Kiewit and their

subsidiaries are precluded from participating.

*149. So if someone worked as a sub to Kiewit, they cannot participate or provide pricing to anyone during the bid stage if approached?*

Construction subcontractors who worked with Kiewit will not be precluded from providing pricing or performing construction work. Only Kiewit and their subsidiaries are precluded from participating.

*150. Would MDTA elaborate on their choice for a Design-Build model on the main span contract model in lieu of Bid-Build?*

Please refer to the presentation materials for information related to Design-Build delivery.

*151. The company replacing Kiewit will be announced in June?*

Please refer to the presentation material for timelines of procurements.

*152. Given the disparate design responsibilities as part of the whole, are you considering a project E+O policy as part of the marine DB project?*

Additional information will be provided as part of the June 18<sup>th</sup> in-person forum for qualified contractors, subcontractors and vendors to learn more about the Main Span Bridge and Marine Approaches Design-Build Contract.

*153. What is the rationale for not allowing subcontractors who directly worked under Kiewit for Phase I to bid work to the respective successful GC on future phases?*

Construction subcontractors who worked with Kiewit will not be precluded from providing pricing or performing construction work. Only Kiewit and their subsidiaries are precluded from participating.

Design subcontractors participated in specification development and are precluded under Maryland procurement law.

*154. Head count restriction of June 18, 2026 forum for each team?*

Participation in the June 18 forum will be limited to five individuals from each team. Additional information will be included when the forum registration opens.

*155. With the original design-build contractor no longer participating in the remaining phases of the project, what is the current status and planned structure of the procurement process for the final phase?*

Please refer to the presentation materials for the proposed contracting approach.

*156. How will MDTA evaluate new submissions from the recently selected contractor in relation to previously submitted technical and cost proposals for various scopes of work?*

Kiewit and their affiliates and subsidiaries are not allowed to propose on future Key Bridge Rebuild procurements. No other contractors have been selected to date for the Rebuild.

*157. What safeguards are being implemented to ensure competitive integrity and prevent any undue advantage for the newly selected contractor compared to firms that participated in earlier procurement cycles?*

MDTA has procured a single contract for the Rebuild effort to date, the Progressive Design-Build Contract awarded to Kiewit. There were no specific plans or information provided to those proposers that would create an undue advantage. Additionally, Kiewit and their affiliates and subsidiaries are not allowed to propose on future Key Bridge Rebuild procurements.

*158. How does MDTA intend to re-scope, reorganize, and re-issue work packages for the remaining phases of the project?*

Please refer to the presentation materials for the proposed contracting approach.

*159. Will MDTA publish a summary or matrix of legacy proposal data indicating which scopes will be reopened for competition and which will be directly assigned to the new contractor?*

Please refer to the presentation materials for the proposed contracting approach. MDTA is competitively procuring the new construction contracts.

*160. What technical, logistical, or economic analyses informed the decision to perform a majority of prefabrication work outside the State of Maryland?*

MDTA is competitively procuring the new construction contracts. Contractors will be responsible for determining the prefabrication approach that best suits their bid or proposal.

*161. Has MDTA evaluated the feasibility of establishing temporary or modular in-state fabrication facilities to increase Maryland's participation in structural component production and reduce reliance on out-of-state fabrication?*

MDTA is competitively procuring the new construction contracts. Contractors will be responsible for determining the prefabrication approach that best suits their bid or proposal.

*162. Will MDTA commit to issuing recurring procurement status reports detailing bid timelines, shortlisted firms, awarded scopes, and justification summaries?*

MDTA will provide procurement updates on KeyBridgeRebuild.com. Due to the nature of competitive sealed proposals, MDTA is not allowed to disclose the identity of proposers or those who are placed on the shortlist.

*163. What mechanisms will MDTA employ to ensure transparency and public accountability as the project transitions from emergency response to long-term reconstruction?*

MDTA will continue to document and share project progress with the public through KeyBridgeRebuild.com, social media, media briefings, and public official outreach.

*164. When does MDTA anticipate releasing an updated project schedule for the final phase, including procurement milestones, fabrication timelines, and on-site construction sequencing?*

Please refer to the presentation materials.

*165. How will MDTA communicate schedule changes to contractors, local jurisdictions, and the public as the project progresses?*

MDTA will continue to document and share project progress with the public through KeyBridgeRebuild.com, social media, media briefings, and public official outreach.

## CONSTRUCTION MANAGEMENT

*166. Will all CM/CI work go through the existing MDTA on-call contracts? Or will contractors be expected to provide third party construction inspectors for quality assurance?*

Construction Management/Inspection will be performed by the existing MDTA contracts previously procured for the Key Bridge Rebuild Project. Design-Builder is responsible for the construction of the Project, including any testing and inspection activities which are the responsibility of the Design-Builder to ensure that Materials and the constructed Work meet the requirements of the Contract Documents.

*167. Have all utility relocations been completed?*

No utility relocations are currently proposed. However, new water lines and hydrants for the fire standpipe systems are part of the approach span scopes of work on each side of the Patapsco River. MDTA is also currently coordinating with BGE for power drops for permanent electric utilities on each side of the River. Each contractor will be required to engineer and construct any temporary utilities needed for construction.

*168. Are there any utilities of concern within the corridor that the Contractors should be aware of?*

Baltimore City Department of Public Works (DPW) and BGE own underground/underwater utilities that parallel the alignment to the north of the old Key Bridge. MDTA has established vibration criteria with Baltimore City DPW and BGE for these utilities. The contractors/Design-Builders will be required to stay under established criteria throughout construction. To date, Kiewit has not exceeded the established thresholds

*169. Will there be any construction management/inspections, cost estimating, material testing, CPM scheduling services required?*

Construction Management/Inspection, including material testing, will be performed by the existing MDTA contracts previously procured for the Key Bridge Rebuild Project. Subcontractors who can provide cost estimating and/or Critical Path Method (CPM) scheduling should coordinate directly with Prime Contractors regarding those services.

*170. Will third-party material testing be required, or will this be performed by MDTA/SHA?*

Construction Management/Inspection, including material testing, will be performed by the existing MDTA contracts previously procured for the Key Bridge Rebuild Project.

*171. Which contractor will have access to the trestle? Who owns and maintains it? Does the trestle become property of the design-builder?*

The Design-Build contractor will have sole access to the trestle and will be responsible to maintain the trestle. This is part of the reason that MDTA has chosen to combine all marine work into one Design-Build Contract. Yes, the trestle becomes property of the Design-Builder performing the marine work. It will need to be removed prior to project completion in accordance with the associated authorizations.

*172. Vehicle collision from the Port.*

Vessel collision protection is included in the Project scope.

*173. Given the scale and economic impact of the Francis Scott Key Bridge reconstruction, it is concerning that most prefabrication wo... (incomplete question).*

*174. Hi, will maritime vessels have to comply with the Jones Act?*

Yes, it is anticipated that vessels will need to be US flagged.

*175. Is the DB Team still responsible for providing a third party QC team to oversee the construction phases? If so, is the previous QC vendor allowed to bid the work under the new contract?*

MDTA has already procured CMI contracts that will support the majority of QA/QC. Some QA/QC elements will be contained within the DB procurement. Firms that are not precluded are allowed to participate in DB teaming.

*176. Will Contract Documents outline access and staging requirements between all (4) main contracts which may occur somewhat concurrently? Example staging areas for main span vs approach contracts, water way/channels access, etc.*

Yes.

*177. What coordination mechanisms are being planned to ensure alignment between the current contractor and future package contracts?*

MDTA staff and the GEC are providing overall program management oversight to provide alignment across the multiple construction contracts. CMI staff will provide the necessary oversight during construction. The GEC and CMI contracts have already been awarded.

*178. Is there any need for lay down area and warehousing and logistics for long lead time items?*

MDTA has laydown space for long lead items currently contracted through Kiewit.

*179. Status of foundation installation and testing program?*

Kiewit is currently installing the foundation piles and vessel collision protection piles as part of an Early Works Package. MDTA expects this work to be completed prior to award of the Design-Build Contract.

*180. Projected Timeline of work?*

Please refer to the presentation materials for information on procurement timelines.

*181. Will the new program include recurring monthly progress documentation, milestone capture, or public-facing media deliverables?*

MDTA has been capturing and documenting progress through updates to KeyBridgeRebuild.com, social media, and press materials. We anticipate continuing this documentation throughout the program.

*182. Will there be multiple NTP's in the construction contracts?*

Each contract will have an independent notice to proceed date. Additionally, the contracts will include terms and conditions for early procurement of long lead items.

*183. Does MDTA plan on creating a disputes review board for the project?*

Response pending.

*184. What are the target schedule dates for the completion of the approach spans for tie-in by the main span contractor?*

The final schedule has not yet been determined. However, the Invitation for Bids for each land approach Contract will prescribe a date for when the final land pier on each side of the river needs to be available to the Design-Builder for tie-in. The IFBs will also prescribe the dates for when electrical and Intelligent Transportation Systems (ITS) conduits need to be available to allow the Design-Builder to pull cable/fiber. These dates will be included in the Design-Build RFP. The Design-Builder shall incorporate these dates into their proposal CPM schedule and Open to Traffic Date.

*185. What quality-control, inspection, and third-party verification protocols will MDTA require to ensure that out-of-state prefabrication meets Maryland's structural and safety standards?*

All off-site fabricators are required to become certified facilities consistent with SHA's qualified producer/manufacturer process.

*186. What risk-mitigation strategies are in place to ensure schedule reliability, supply-chain stability, and seamless integration of prefabricated components into on-site construction activities?*

Risk for material sourcing, scheduling, sequencing, and supply management is the responsibility of the construction contractors. MDTA will proactively monitor work progress and schedules.

## SMALL BUSINESS/WORKFORCE/SCOPE OF WORK

*187. Will you use Temporary Staffing companies for general labor and other higher levels of staffing contractors – Engineers?*

MDTA does not anticipate utilizing temporary staffing companies.

*188. We translated SBA's disaster relief for the Key Bridge in 5 languages. What's your plan in translating your materials?*

MDTA plans on utilizing a combination of state, GEC, and existing processes and resources to translate necessary materials.

*189. Will the DBE program be in effect? Are there DBE opportunities? What is the status of requiring minority participation on this project? Although there will be no DBE participation on this project will MDTA use the Maryland MBE program or SBR program for small businesses? Is there any set asides for this project? DBE, MBE, etc. ? SDVOB certified specifically. Any MBE/DBE goals set so far? What steps is MDTA taking to ensure that Maryland-based small and MBE firms are engaged in substantive, capacity-building roles, rather than being limited to nominal or administrative participation?*

The United States Department of Transportation's (USDOT) October 2025 Interim Final Rule requires all states to complete a certification reevaluation process. This reevaluation in Maryland is being led by the Department of Social and Economic Mobility. As the certification reevaluation process is ongoing, it may not conclude prior to advertisements. MDTA will determine prior to each advertisement their ability to set DBE goals.

SBE, MBE, WBE, and SDVOSB goals are associated with state funding. This is a federally funded project.

Please coordinate directly with prospective bidders/proposers for opportunities to participate.

*190. Will there be a listing of MBE/WBE suppliers available and interested in subcontracting on the project? Who/how do we become subcontracted?*

MDTA is collecting contact information from interested suppliers and subcontractors through this forum and other outreach events and will make this information available to prospective proposers. Please coordinate directly with prospective bidders/proposers.

*191. Can a team of DBE/MBE firms with high level bridge experience have a seat at the prime selection table?*

Response pending.

*192. Will there be any local hire goals?*

Response pending.

*193. How does my small business best identify prime contractors for subcontractor opportunities? How will you encourage your primes to utilize MBEs?*

MDTA hosts "Doing Business with MDTA" sessions quarterly with the goal of matching small business contractors with Primes. We will also host pre-bid meetings for each contract, which will allow connections to be made between Primes, subcontractors, and vendors. Additionally, the RFP will require shortlisted proposers to host in-person local and small business outreach in the Baltimore area prior to them submitting their proposals. MDTA will post a list of today's industry forums attendees to the Project website: [KeyBridgeRebuild.com](http://KeyBridgeRebuild.com)

*194. Is there new subcontracting and minority business opportunities with new contractor, once assigned?*

There will be many opportunities for subcontracting across the multiple contracts. MDTA is collecting contact information from interested suppliers and subcontractors through this forum and other outreach events and will make this information available to prospective proposers.

*195. Would like to consider small businesses opportunity. Thank you.*

There will be many opportunities for subcontracting across the multiple contracts. MDTA is collecting contact information from interested suppliers and subcontractors through this forum and other outreach events and will make this information available to prospective proposers.

*196. Older high school students are interested in working on the bridge. What do you think the quickest path for them is to be able to be employed with skills to help work on the bridge? I am looking for pathways for young students.*

Response pending.

*197. Will the new construction contractor be required to bring on their own communications/ public outreach team? What will be included in the public outreach/ communications scope?*

Design-Builder will be required to establish a Public Information Team to provide daily, ongoing support to MDTA in the implementation of the Project's Public Engagement and Communication Plan. Design-Builder's scope includes reviewing MDTA/Design-Build outreach team-prepared materials; participating in public meetings, elected official briefings, and other forums; participating in crisis management planning and potential episodes; and providing notifications regarding road closures and detours for MDTA to disseminate.

*198. What opportunities exist for staff augmentation in support of procurement, administration, and DBE compliance and outreach?*

MDTA has existing contract authority with our GEC and CMI contracts to support these activities.

*199. Additionally, what specific steps is the State taking to support local small businesses and MBE firms in overcoming the substant...(incomplete question)?*

*200. Will there be contracting opportunities for smaller GCs to bid on (maybe different scopes)?*

Refer to presentation materials for the four contracts to be procured and the anticipated dollar value of each contract. Prime contractors will determine subcontracting needs.

*201. Previously staff augmentation for procurement was held under the prime—is there an opportunity for this to be awarded separately?*

MDTA does not anticipate separate procurements for procurement staff augmentation.

*202. Are there opportunities for consulting (non-construction) services?*

MDTA procured engineering consulting services in separate procurements in 2024-2025. MDTA does not anticipate additional consulting procurements.

*203. Will there be a listing of MBE/WBE suppliers available and interested in subcontracting on the project?*

MDTA will upload the list of the industry forum attendees, which will include contact information and business status/type (prime contractor, subcontractor,

supplier, engineer, etc.). Please coordinate directly with prospective bidders/proposers.

*204. How do subcontractors get bid information for parts of the work they are interested in? Looking at potential opportunities, if any.*

Please refer to the presentation materials for bid packages. Subcontractors should get in contact with potential proposers to become a part of those teams.

*205. Will the fabricators need to meet any other certification requirements other than the Maryland DOT requirements?*

Material requirements will be included in the specifications for each procurement. Fabricators need to be able to provide products that meet the material specifications and have their facility certified as a producer of those offsite elements.

*206. Is there interest in full-service food and vending services onsite?*

MDTA does not plan on requiring the contractors to provide full-service food and vending services. Please coordinate directly with prospective bidders/proposers.

*207. Previously bid trucking/dump under Kiewit. How can small/minority hauling firms join new bidder lists?*

MDTA will upload the list of the industry forum attendees, which will include contact information and business status/type (prime contractor, subcontractor, supplier, hauling services, etc.).

*208. What DBE/MBE/small biz goals for new packages? Will trucking/disposal be subcontracted?*

The USDOT's October 2025 Interim Final Rule requires all states to complete a certification reevaluation process. This reevaluation in Maryland is being led by the Department of Social and Economic Mobility. As the certification reevaluation process is ongoing, it may not conclude prior to advertisements. MDTA will determine prior to each advertisement their ability to set DBE goals.

SBE, MBE, WBE, and SDVOSB goals are associated with state funding. This is a federally funded project.

Trucking and disposal services are included in the four procurements described in the presentation. Please coordinate directly with prospective bidders/proposers.

*209. Process & timeline for small/minority trucking firms to pre-qualify? Best contact? How will hauling/disposal bids be advertised to certified MBE/DBE firms? Any requirements or support for small/minority-owned trucking & disposal on this project?*

Trucking and disposal services are included in the four procurements described in the presentation. Separate or unique pre-qualifications are not required.

*210. Will there be any project management work in any of these approaches?*

MDTA has already awarded GEC and CMI contracts that will support the management and oversight of these contracts.

*211. Will there be any construction management/inspections, cost estimating, CPM scheduling services required?*

Construction Management/Inspection will be performed by the existing MDTA contracts previously procured for the Key Bridge Rebuild Project. Subcontractors who can provide cost estimating and/or CPM scheduling should coordinate directly with Prime Contractors regarding those services.

*212. Do small business subconsultants on this project need to carry the same insurance limits and coverages as the prime, or are reduced requirements acceptable?*

Response pending.

*213. Recognizing the certification transition challenges, is MDTA considering workforce utilization targets, local participation reporting, or other accountability measures to ensure Maryland businesses meaningfully benefit from this historic infrastructure investment?*

MDTA is evaluating contractual mechanisms to provide accountability and transparency to the process. These requirements are under development and require concurrence from Federal Highway Administration prior to implementation.

*214. And to clarify we are minority owned construction management firm, can you clarify as the DBE requirements have been removed that also means there is no mandatory set aside or partnership requirements for the Prime Contractors to partner with minority owned firms?*

At this time, that is correct. The USDOT's October 2025 Interim Final Rule requires all states to complete a certification reevaluation process. This

reevaluation in Maryland is being led by the Department of Social and Economic Mobility. As the certification reevaluation process is ongoing, it may not conclude prior to advertisements. MDTA will determine prior to each advertisement their ability to set DBE goals.

*215. I'm a hotelier in the area and want to offer rooms for sub-contractors traveling from out of the area. Is there one good point of contact or should I share information with each incoming company?*

MDTA does not anticipate advertising contracts specific to lodging. Providers should coordinate with prime contractors to evaluate teaming opportunities.

*216. Will a list of prime contractors be made available publicly or to the attendees here at some point for smaller construction management firms to reach out and partner with? We are a Civil & Structural engineering firm looking to partner with the prime for the sub and super structure design scope. Will there be an opportunity to partner with the prime/DB lead for any of these packages?*

MDTA will post the contact information of the forum attendees to KeyBridgeRebuild.com, which includes interested Primes. Please coordinate directly with prospective proposers.

*217. Since there are no official DBE goals for these projects, do you still expect to certified DBE firms, or Black and small local contractors, to secure any of these upcoming procurements?*

MDTA anticipates receiving proposals that include local and small businesses.

*218. How will MDTA handle public outreach and communications contracts for the four bid packages? How is the outreach and communications being managed across the four procurements? Will there be a requirement for comms subs or will comms be taken back under the program comms that is currently in place?*

MDTA will lead public outreach for the entirety of the FSK Rebuild Project. The Design-Build procurement of the Main Span Bridge and Marine Approaches will include specifications for public outreach support to be provided by the Design-Builder.

*219. Will there be a required PLA on this project? Will there be a PLA requirement on any of the contracts? Is this an open shop project or is union agreements been established?*

Per the Governor's Executive Order, each qualifying contract is to be evaluated for a Project Labor Agreement (PLA) requirement. Notwithstanding the evaluation, nothing precludes contractors from voluntarily implementing a PLA for the contracts.

*220. Does MDTA intend to keep the current PLA in place? Will the Project Labor Agreement continue to be a requirement in connection with the work packages? Will the current established PLA remain in place since the project is out for re-bid?*

Per the Governor's Executive Order, each qualifying contract is to be evaluated for a PLA requirement. Notwithstanding the evaluation, nothing precludes contractors from voluntarily implementing a PLA for the contracts.

*221. Will the PLA and local hiring requirements continue to apply?*

Per the Governor's Executive Order, each qualifying contract is to be evaluated for a PLA requirement. Notwithstanding the evaluation, nothing precludes contractors from voluntarily implementing a PLA for the contracts.

*222. Are material suppliers exempt from PLA requirement?*

Per the Governor's Executive Order, each qualifying contract is to be evaluated for a PLA requirement. Notwithstanding the evaluation, nothing precludes contractors from voluntarily implementing a PLA for the contracts.

*223. Will MDTA establish or expand programs that provide Maryland MBE firms with access to financing, fabrication facilities, specialized equipment, bonding support, and technical training, enabling them to perform higher-value scopes of work?*

Response pending.

## PERMITTING

### *224. Will permits be provided by MDTA?*

MDTA has obtained all necessary authorizations from Maryland Department of the Environment Non-Tidal Wetlands, Board of Public Works (BPW) Tidal Wetlands, US Army Corps of Engineers (USACE), and USCG for permanent impacts associated with the Project. As a condition of these authorizations, the Design-Builder will be required to provide final plans for review and approval. Modifications will be required if final impacts change from those authorized. The Design-Builder will be responsible for obtaining all construction related permits/approvals based on their means and methods (e.g., Federal Aviation Administration crane permits, USCG PATONS, etc.) Permits received to date and the associated approach to any remaining permits will be included with the Approach IFBs and the Design-Build RFP.

### *225. Will stormwater management requirements be shared across the entire set of projects or broken up by project. How will the main span achieve requirements without landside work areas? Are either or both approach contracts required to provide surplus treatment to cover portions of the main span requirements?*

The stormwater quantity and quality management required for the entirety of the Project will be achieved via the land approach contracts. The Design-Builder will be responsible for preparing a final water quality summary sheet for their portion of the work but at this time, MDTA does not anticipate that the marine contractor will be responsible for constructing SWM Facilities or providing off-site SWM.

The advertised plans for the land approaches will include stormwater management facilities. Each of those contractors will be responsible for construction and for as-built certification approval for each of the stormwater management facilities. These facilities will also meet the critical area stormwater requirements for the entirety of the Project.

### *226. Having three projects to complete the bridge replacement will increase the number of schedule critical submittal packages, are state resources sufficiently positioned to handle this increase in review packages? Will there be a hierarchy or preference to one project over another if concurrent review packages are submitted?*

Yes, MDTA is committed to meeting the review schedules that will be identified in the IFB and RFP for all of the contracts. There will not be a preference to one

project over another. The staggered contract schedules will minimize the concurrent review conflicts.

*227. Can Build America, Buy America Act (BABA) waivers be provided to help reduce costs?*

MDTA has worked closely with the Federal Highway Administration (FHWA) to develop project requirements that we believe allow for BABA compliance. Build America/Buy America waivers are outside the control of FHWA and USDOT and should not be assumed for this Project. There is no guaranteed timetable as to if or when waivers would be approved. As such, the Project shall meet all BABA requirements.

*228. How does MDTA envision managing erosion and sediment control compliance on the project?*

Erosion and Sediment control for the land approaches will be in accordance with the Guidelines for State and Federal Projects. All work on the tidal Patapsco River will be performed in accordance with the MD BPW Tidal Wetlands License and the USACE authorization.

*229. Have all the permits been completed? If so, please provide a copy of the permits. How do the bids for environmental compliance activities align with the timing of the four contracts?*

Refer to the presentation materials for status of permits. MDTA will include all permits received to date in the RFP released to the Reduced Candidate List for the Design-Build Contract.

*230. During execution/construction of the main span, does MDTA anticipate any interruptions or stoppage to commercial ship traffic within the federal navigation channel?*

MDTA continues to coordinate with the USCG and Maryland Pilots Association concerning work over the Federal Navigation Channel. Continued coordination will be required by the Design-Builder, but at this time, MDTA does not anticipate any interruptions or stoppage to ship traffic within the channel.