



Industry Forum Main Span Bridge and Marine Approaches

June 18, 2026

Welcome and Introductions



Jim Harkness, PE
MDTA Chief Engineer



Brian Wolfe, PE
MDTA Director,
Project Development



Jason Stolicny, PE
MDTA Deputy Director,
Project Development



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

Agenda

- Project Information and Update
- On-Going Activities
- Contracting Approach
- Cable-Stayed Bridge Design
- Vessel Collision Protection Design
- Marine Approach Structures Design
- Design Responsibilities
- Coordination with Other Contracts
- Permitting
- Project Office, Staging, Construction
- Additional Contract Information
- Questions & Answers



Purpose of Industry Forum

- Present the new contracting approach
- Discuss detailed contract information and elements of work in Main Span Bridge and Marine Approaches Contract
- Provide update on early construction work currently underway



Format of Industry Forum



**Presentation on Upcoming
Design-Build Procurement
KB-4907-0000: Main Span
Bridge and Marine Approaches**



**Q&A
Session**



**Presentation Materials 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.





KEY
BRIDGE REBUILD
RECONNECT • REVITALIZE • REIMAGINE

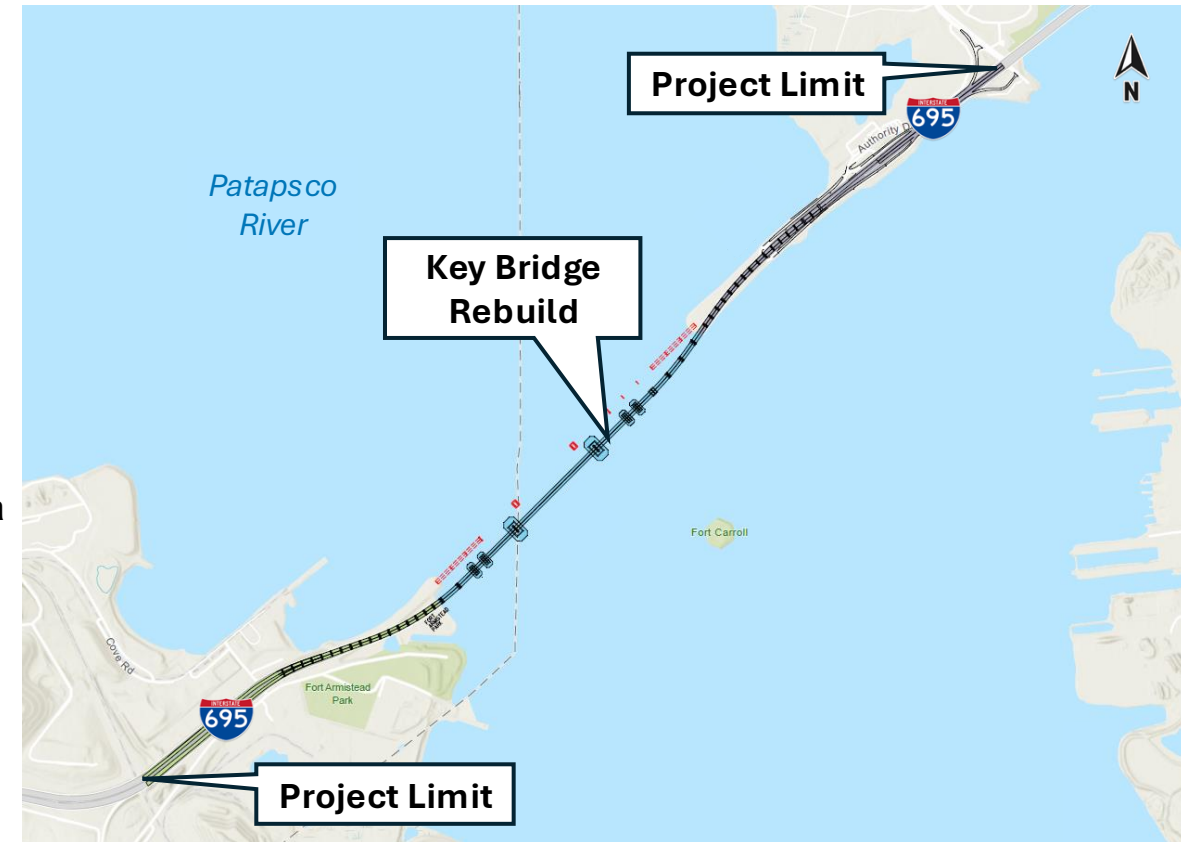


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Project Information and Update

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)



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Ongoing Activities

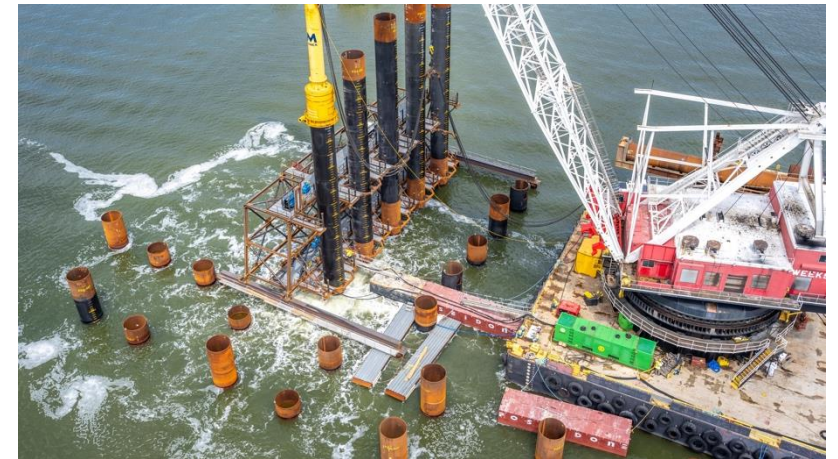
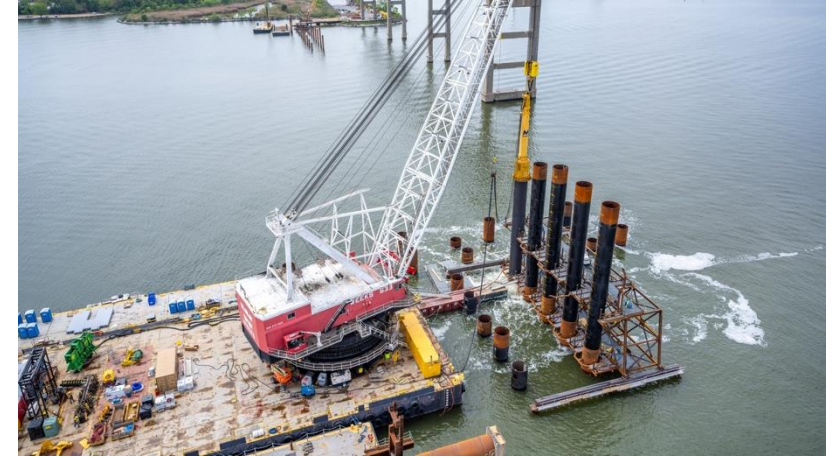
Construction Work Status

■ Early Work Packages (EWP)

- MDTA has assigned critical path construction work to Kiewit.
- EWP construction will continue while procurements are ongoing.

■ Production Piles

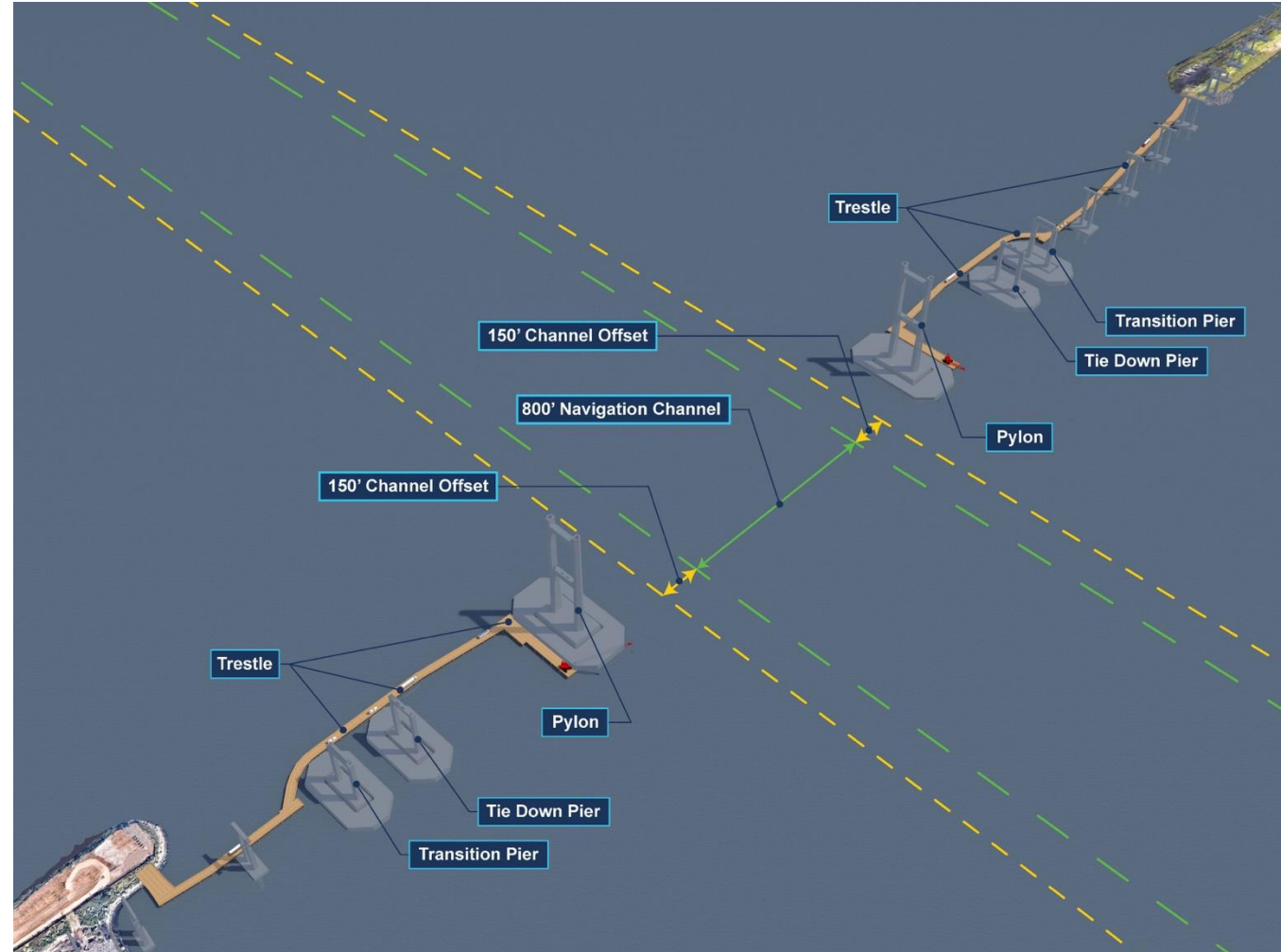
- Foundation and vessel collision protection piles for Piers 24 & 25
- Goal to complete foundation and pier protection piling for main span pylons under Kiewit EWPs



Construction Work Status

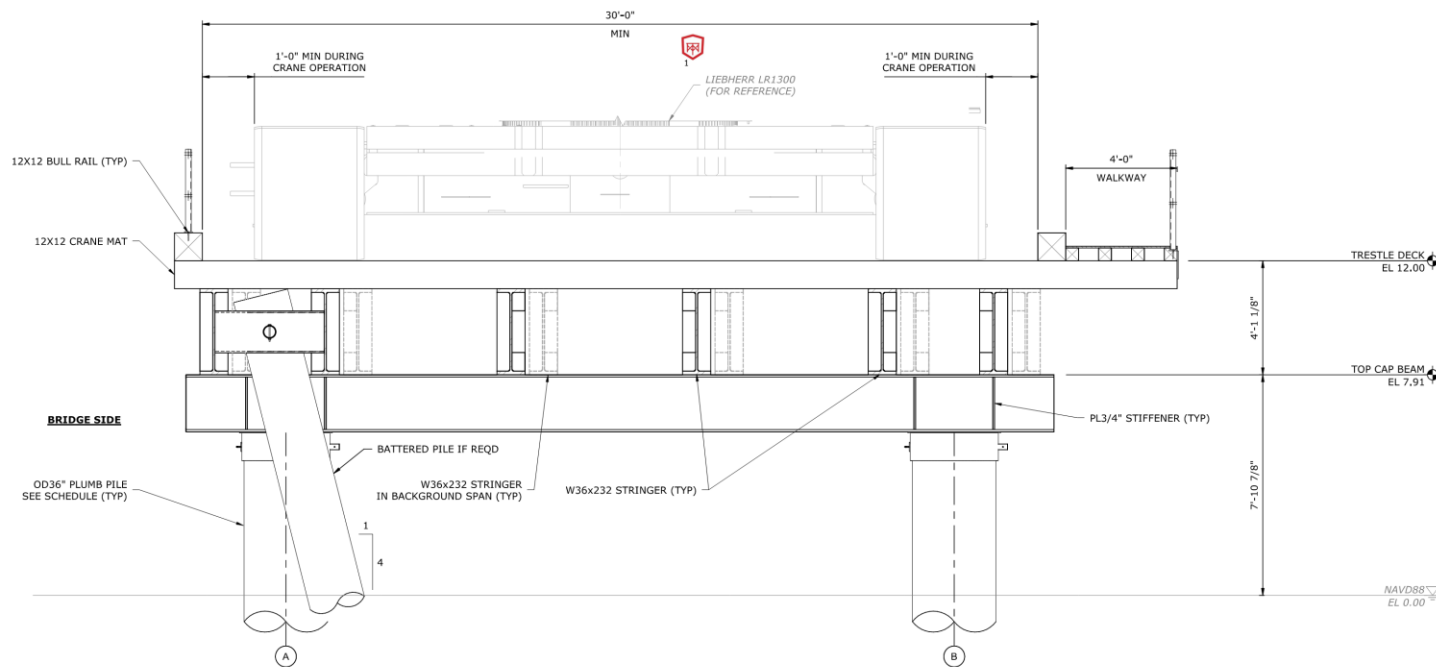
■ Access Trestles

- Kiewit scoped to complete mainline trestles (north and south)
- 36-feet wide
 - (30-feet Working + 4-feet Walkway)
- Trestle Deck at El. 12.00 (Approx. 11.5 ft above MHW)
- Extend from Sollers Point and Hawkins Point to the main pylon locations

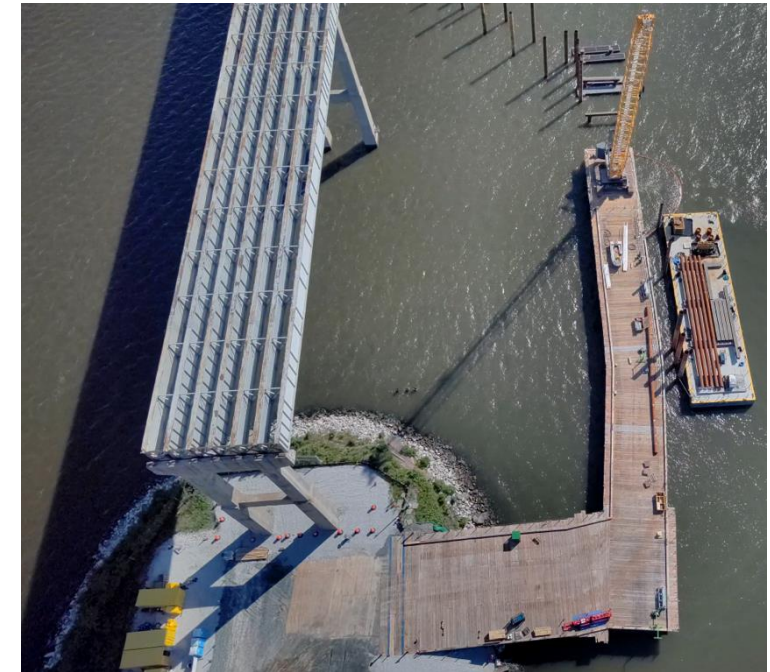


Construction Work Status

■ Access Trestles



TYPICAL SECTION @ MAINLINE



South Trestle



North Trestle



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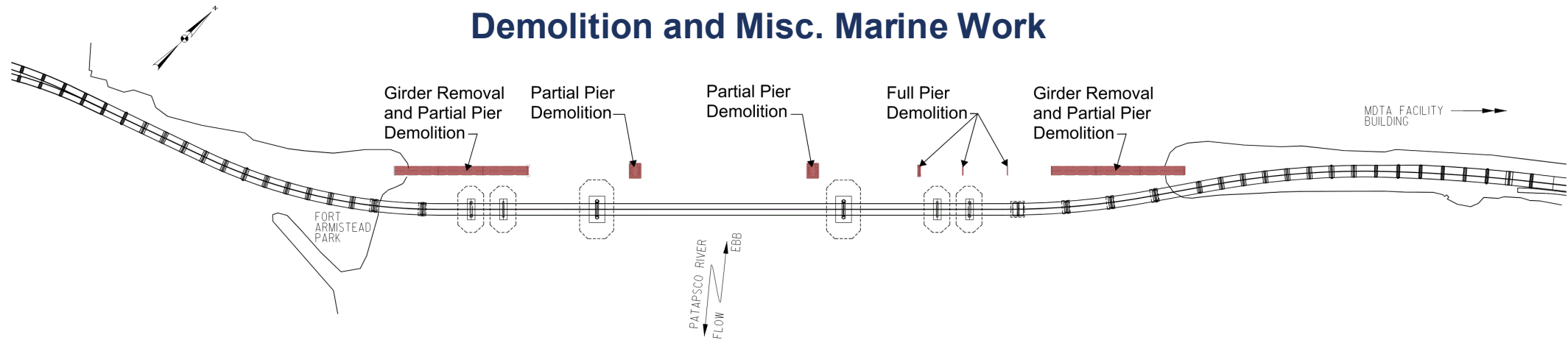


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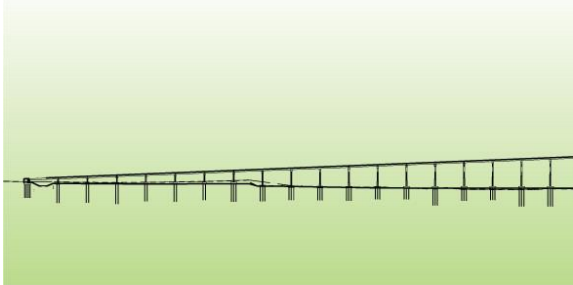
Contracting Approach

New Procurements – Four Contracts

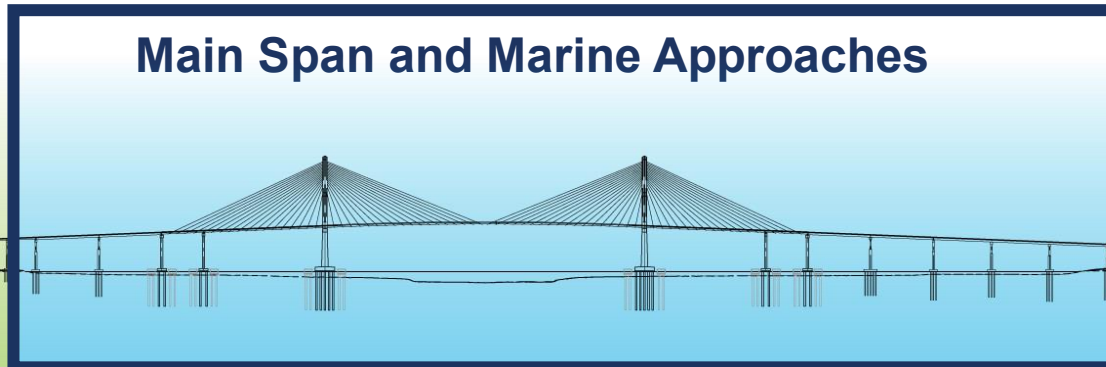
Demolition and Misc. Marine Work



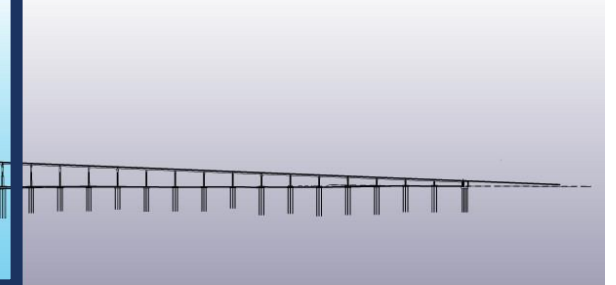
South Land Approach



Main Span and Marine Approaches



North Land Approach



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

Main Span and Marine Approaches Contract

- KB-4907-0000 - Two Step Competitive Sealed Proposal (Design-Build)
- General Scope of Work
 - Cable-Stayed Bridge over Federal Channel
 - Vessel Collision Protection
 - South approach bridge over River
 - North approach bridge over River
- Anticipated Cost Range: \$3.5B to \$4.0B





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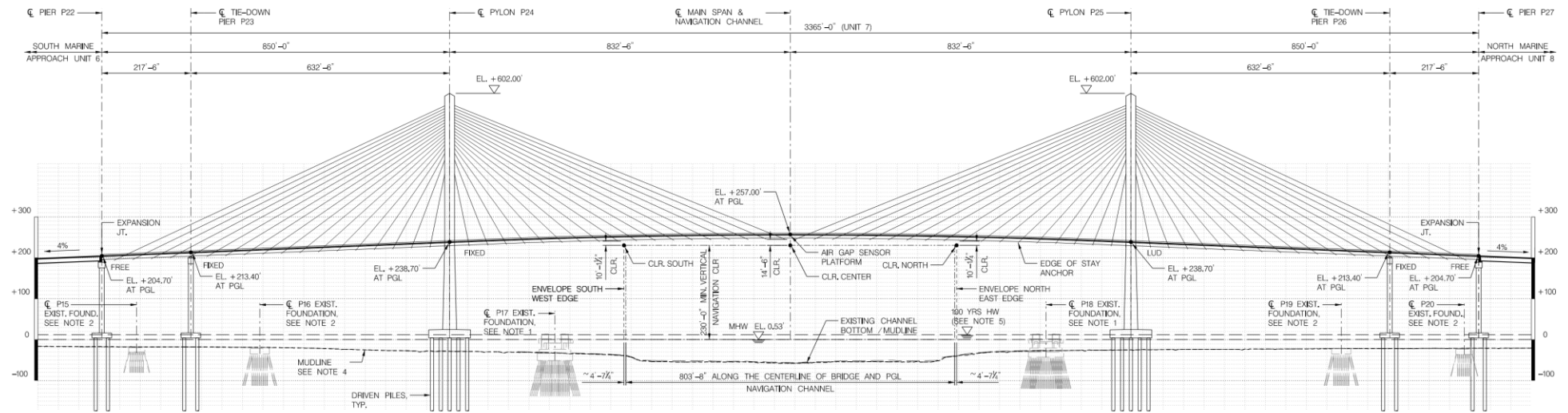
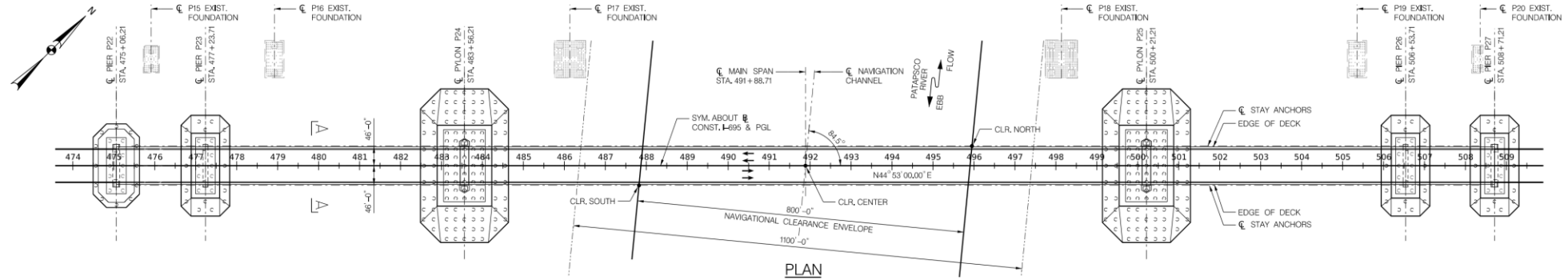


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Cable-Stayed Bridge Design

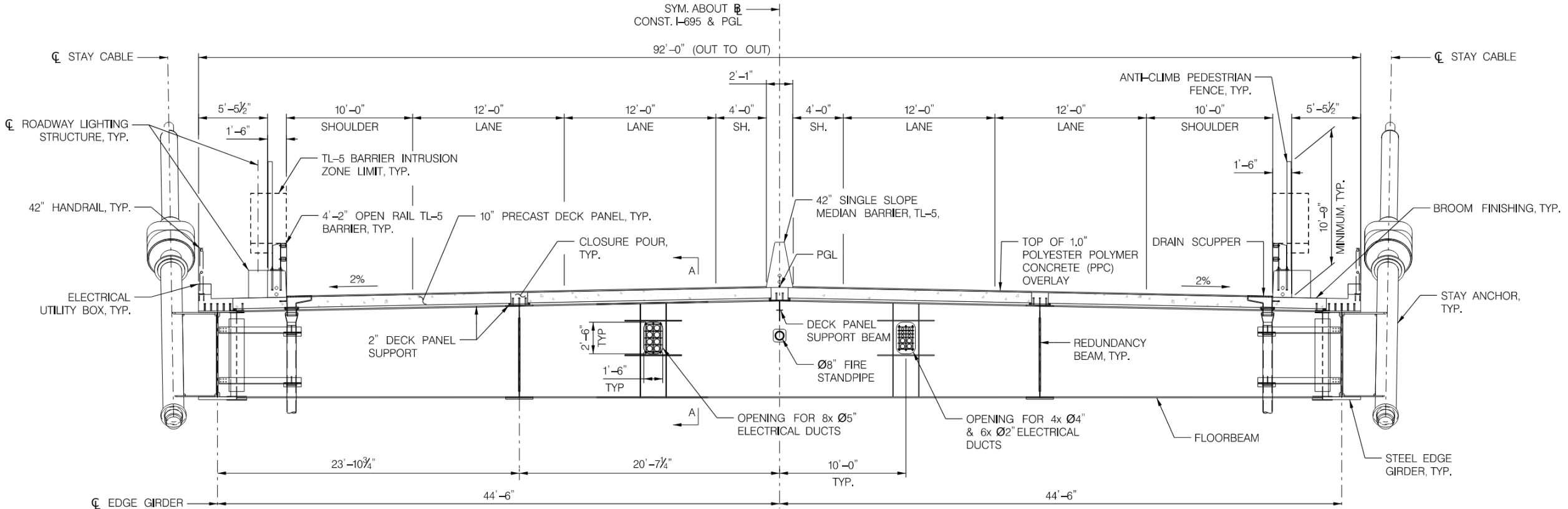
Plan and Elevation



ELEVATION

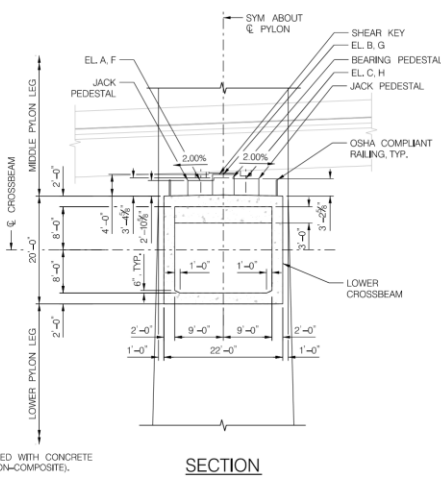
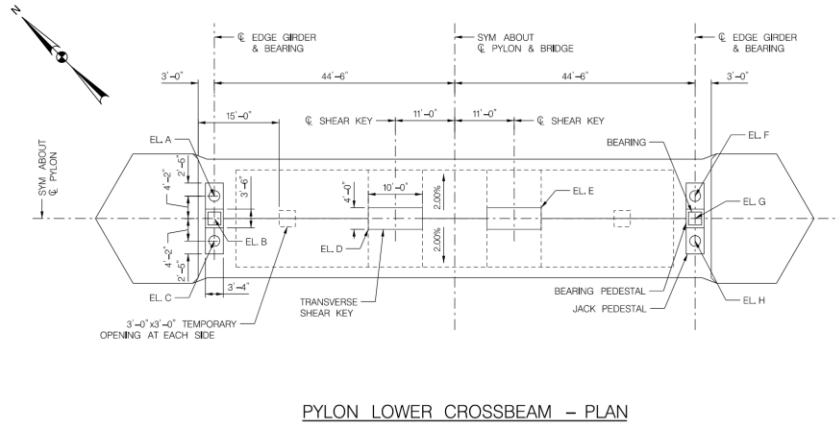
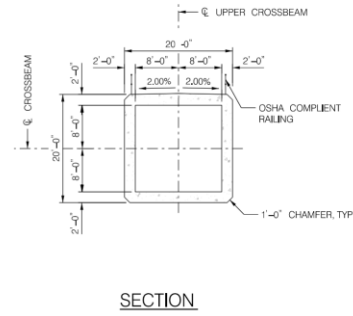
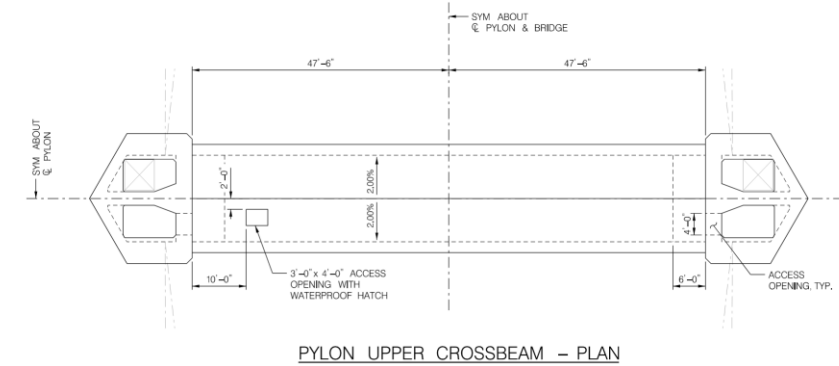
(NOTE: PIER PROTECTION STRUCTURE NOT SHOWN)

Typical Section



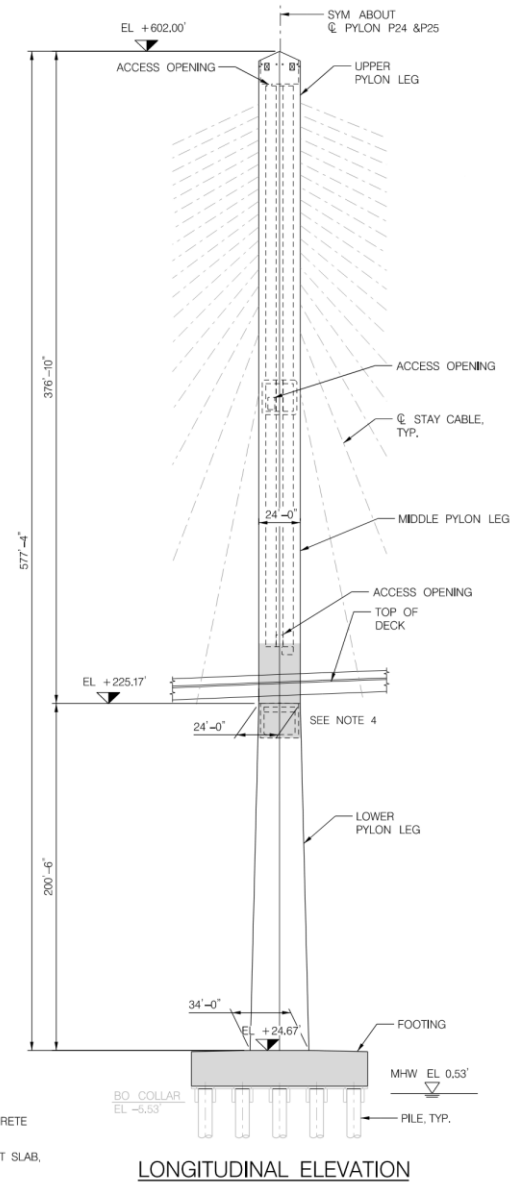
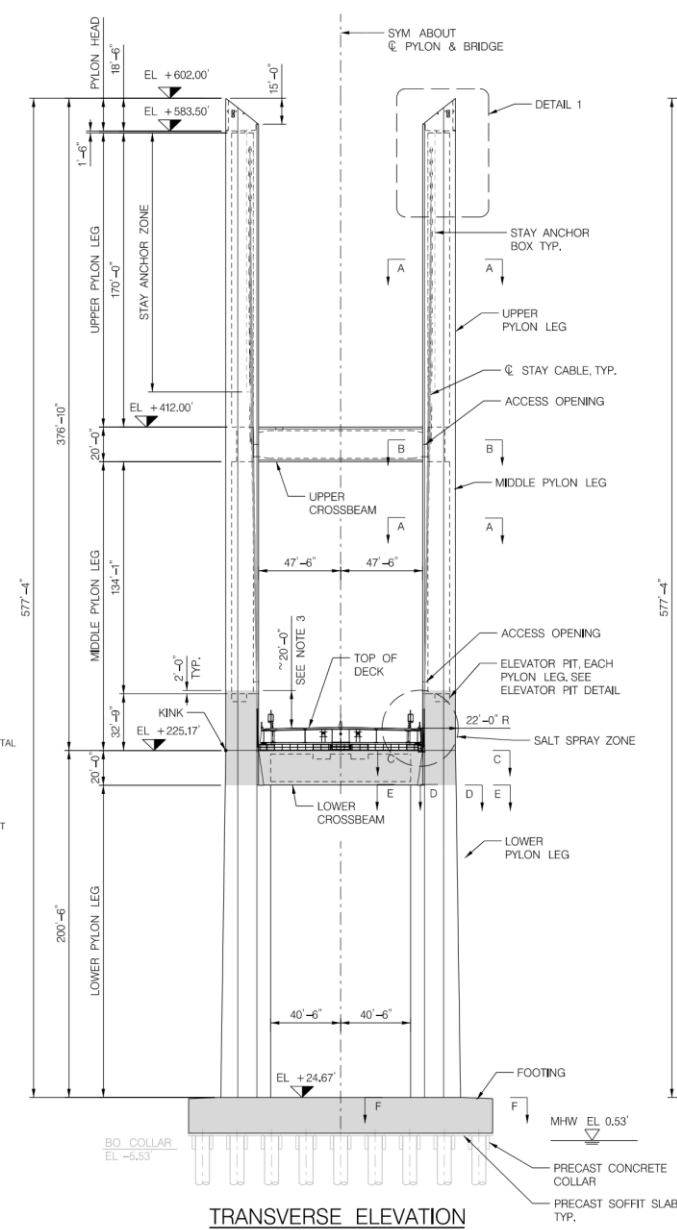
TYPICAL TRANSVERSE SECTION AT STAYS

Pylon Design

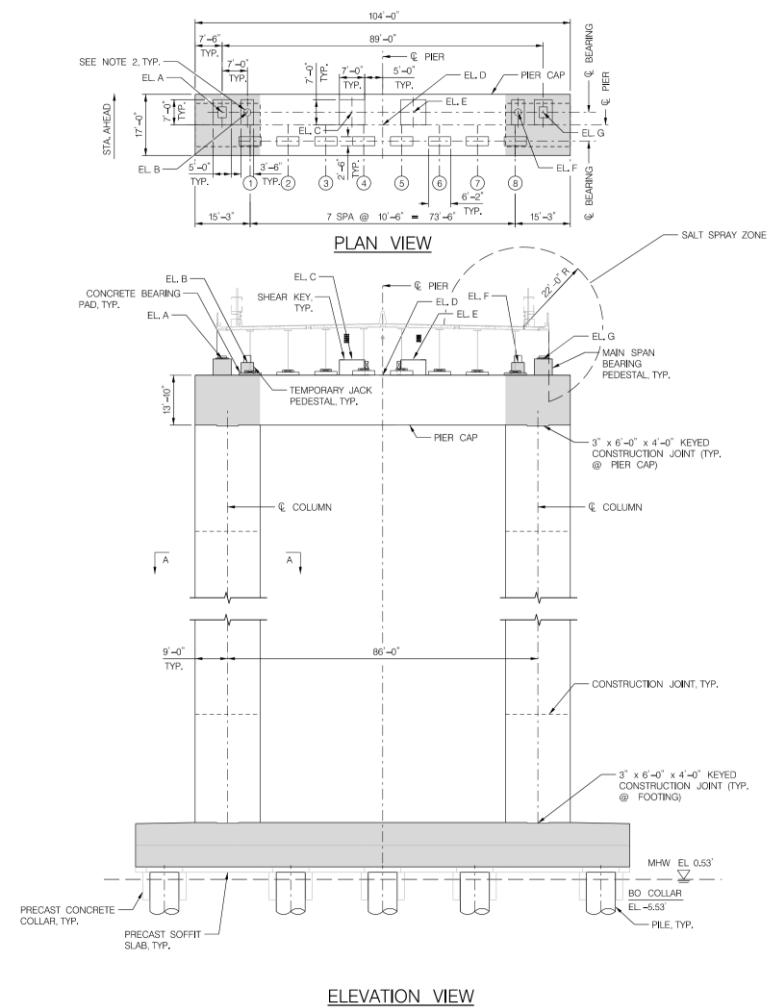
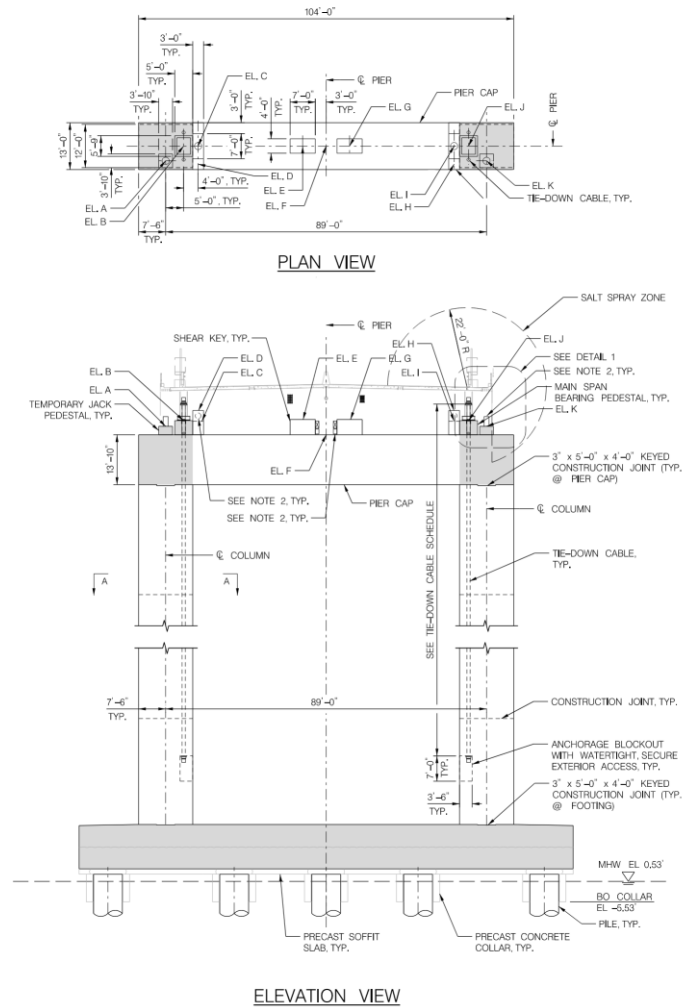


NOTES:
1. INSIDE OF LOWER CROSSBEAM SHALL BE FILLED WITH CONCRETE
BEFORE THE BRIDGE OPENS FOR SERVICE (NON-COMPOSITE).

PYLON CROSSBEAMS



Tie-Down and Transition Piers



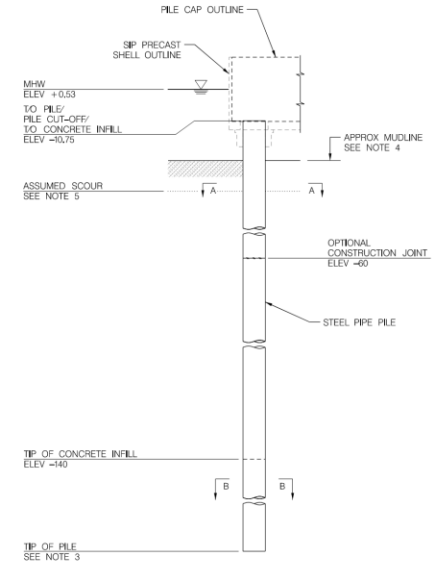
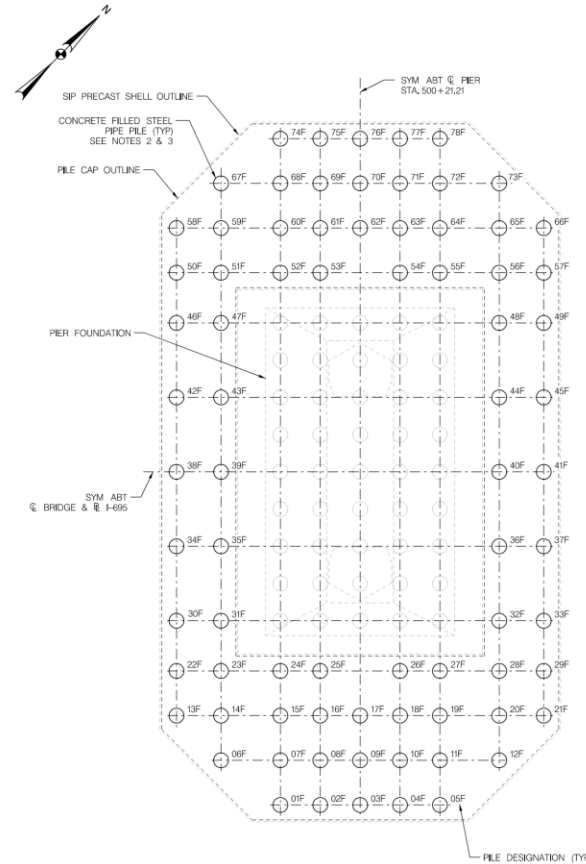
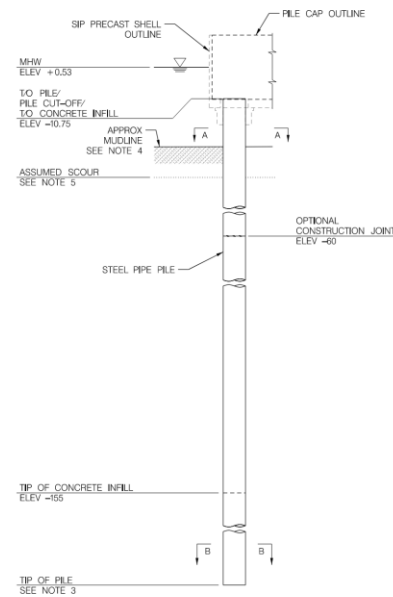
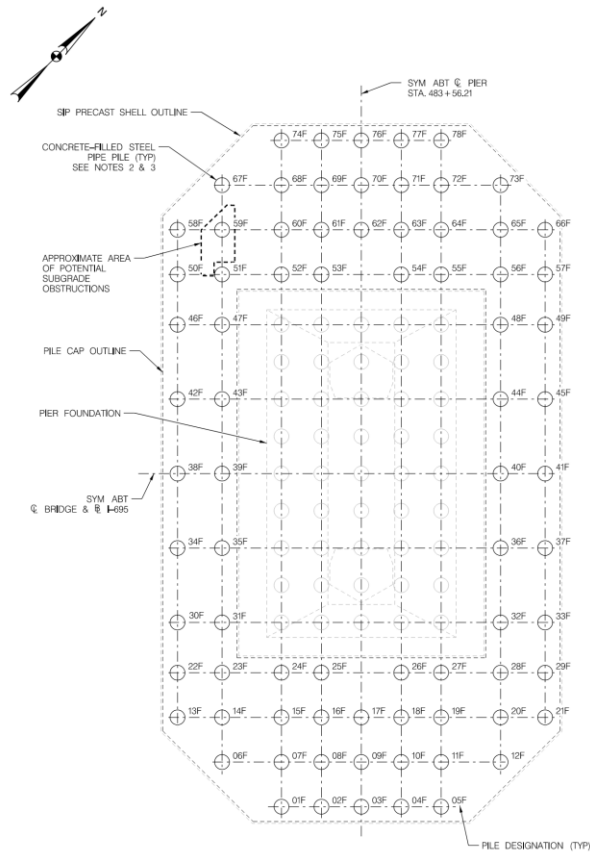
Summary

- Cable-Stayed Bridge with Main Span of 1,665 feet with minimum clearance of 230-feet over the Federal Navigation Channel
- Total Main Span Cable-Stayed Bridge length of 3,365 feet
- H-Shaped Concrete Pylons, tapered below deck level, reach to Elevation 602 feet
- Tie-down piers used to control deflections and modes in side spans
- Water Level Foundations supported by 96-inch Steel Pipe Piles
- Two planes of internally damped stay cables supporting edge girders
- Edge girders supplemented by full-depth redundancy beams
- Composite Superstructure, 92-ft wide, with precast panel deck and 1" PPC overlay
- TL-5 median (single-slope) and barriers (PennDOT combined style, with half open rail)
- Anti-climb fence outboard of barriers
- Dry standpipe with fire department connections located along the median

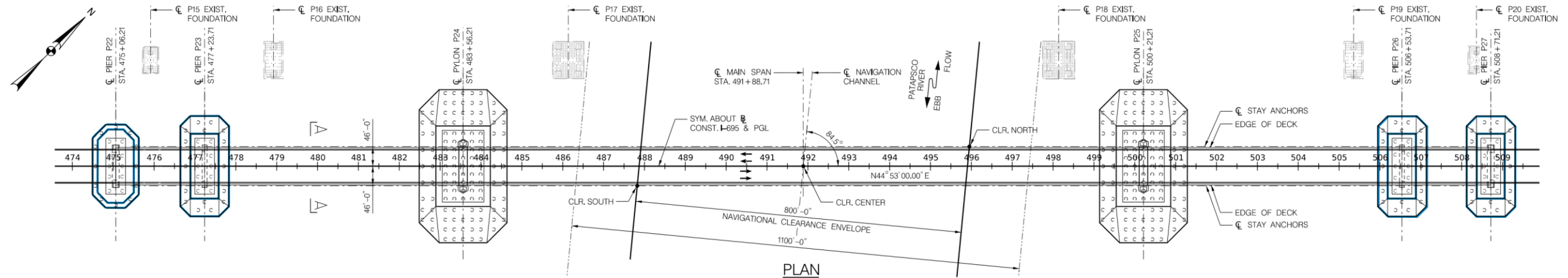
A wide-angle photograph of a large cable-stayed bridge spanning a body of water. The bridge has multiple tall concrete pylons and numerous white cables. The sky is a mix of orange, pink, and blue, suggesting sunset or sunrise. The water is dark blue with some ripples. In the foreground, there's a dark blue overlay with a green square on the left.

Vessel Collision Protection Design

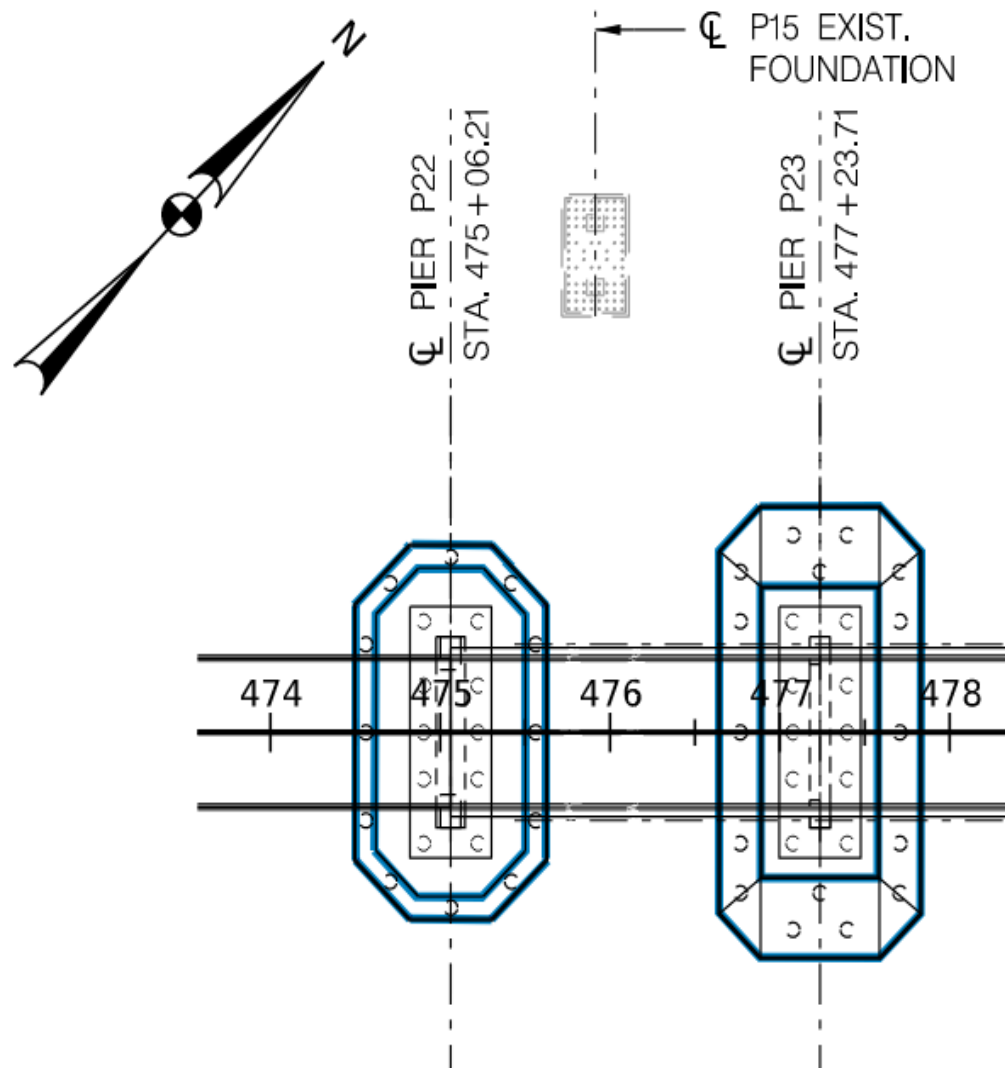
Pier 24 and Pier 25 Pier Protection



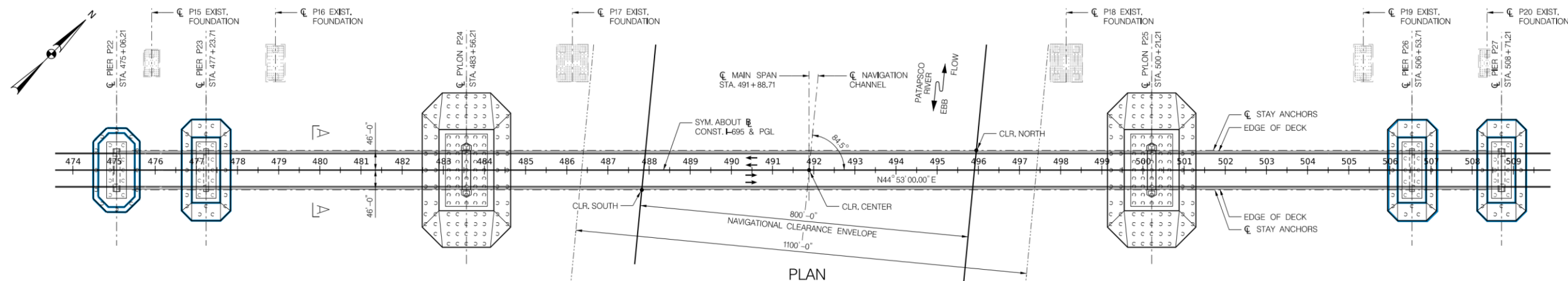
Piers 22, 23, 26 and 27 Pier Protection



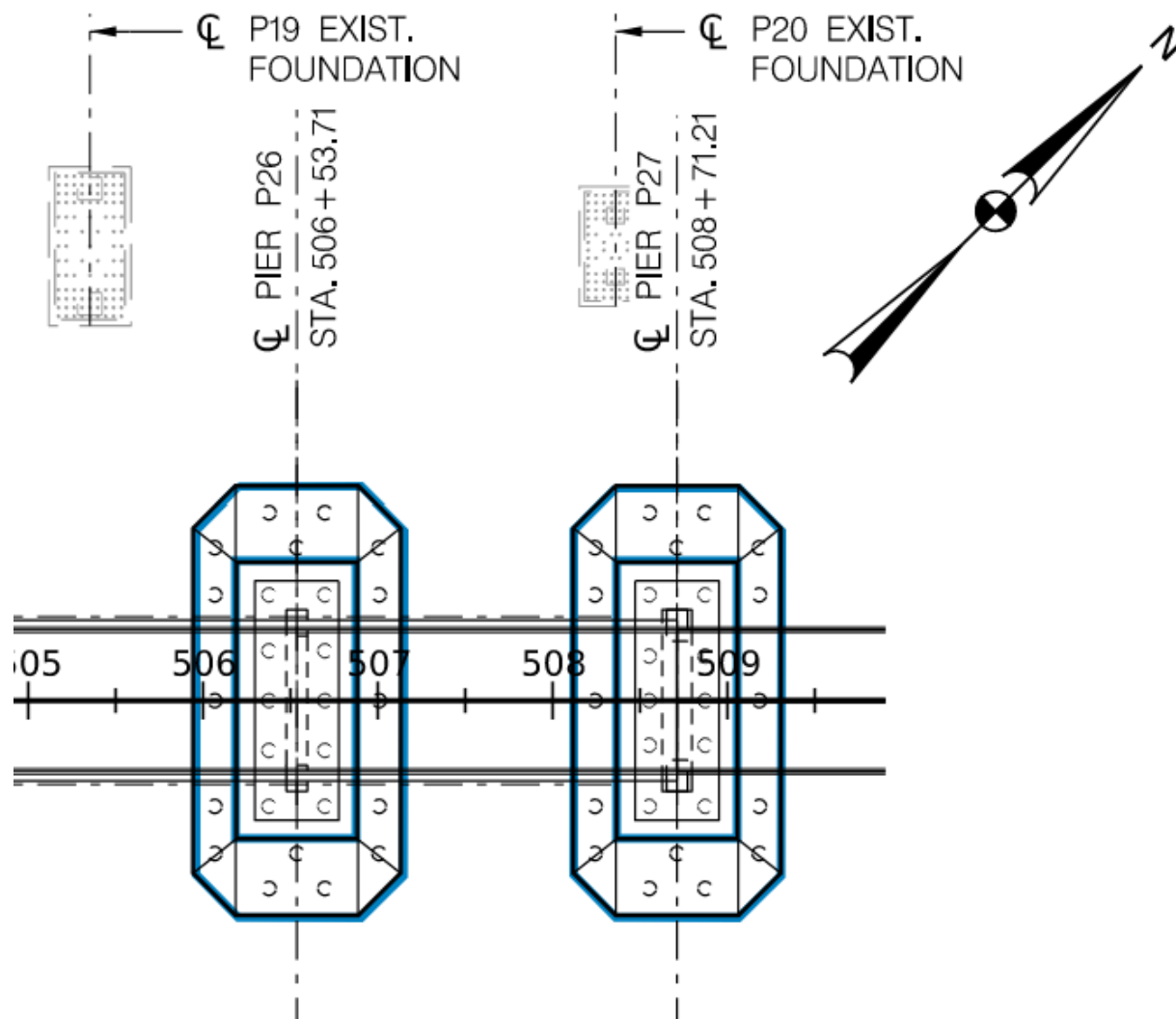
Piers 22 and 23 Pier Protection



Piers 22, 23, 26 and 27 Pier Protection



Piers 26 and 27 Pier Protection





*AVAILABLE GAP ASSUMING 1'-0" THICK SIP PRECAST SHELL WALLS, SEE NOTE 3 ON DWG S-112



Summary

■ Piers 24/25 Pier Protection

- Pile-supported 23-ft thick concrete fender rings around pylon pile caps
- Concrete-filled 96-inch Steel Pipe Piles
- Design to prevent vessel bow above water and bulbous bow below water from contacting pier
- Locations/Sizes based on Kiewit Early Work Activities (Pile Driving Underway)

■ Piers 23/26/27 Pier Protection

- Design at approximately 70 percent level
- Pile-supported 23-ft thick concrete fender rings around pile caps
- Concrete-filled 96-inch Steel Pipe Piles

■ Pier 22 Pier Protection

- 30 percent design alternatives prepared as part of PDB Phase 1



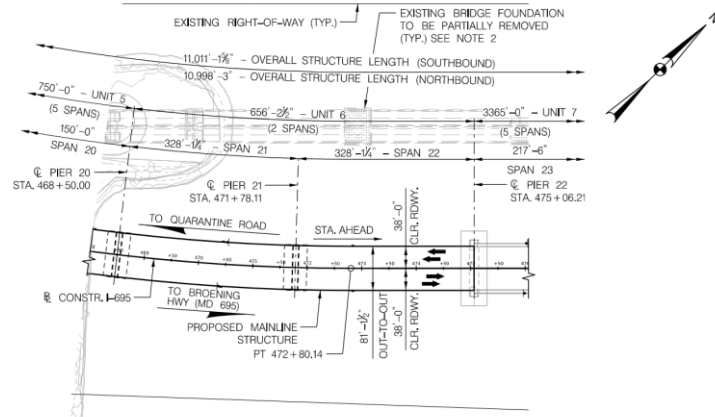
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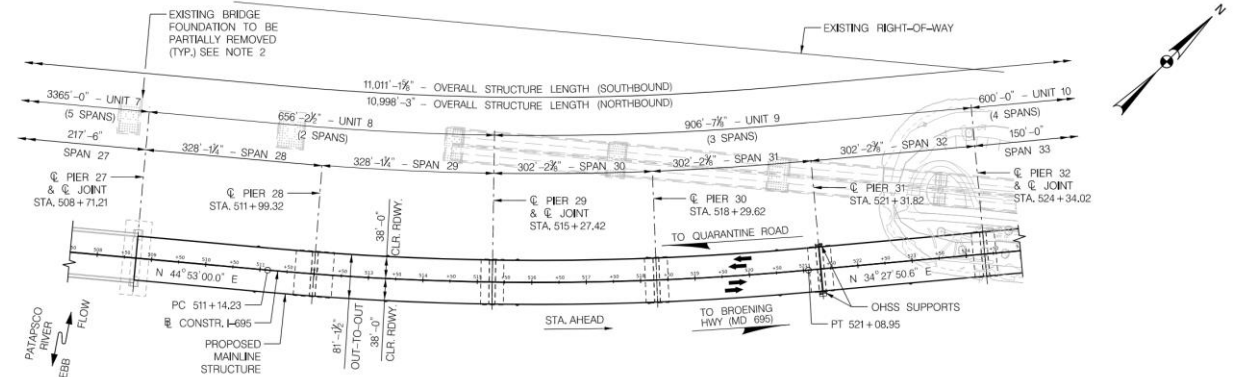
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■ Marine Approach Structure Design

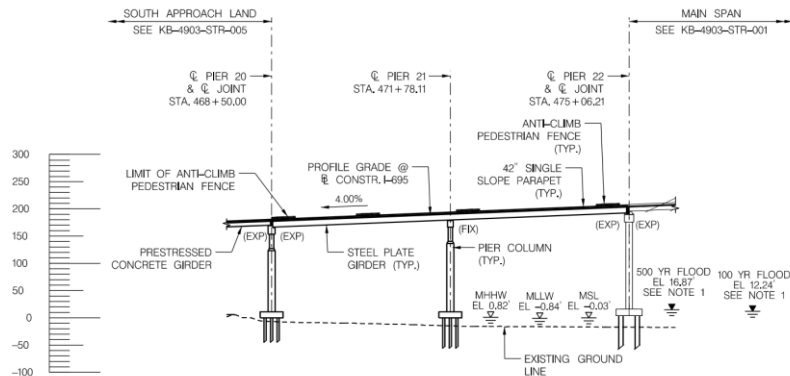
Plan and Elevation – Marine Approaches



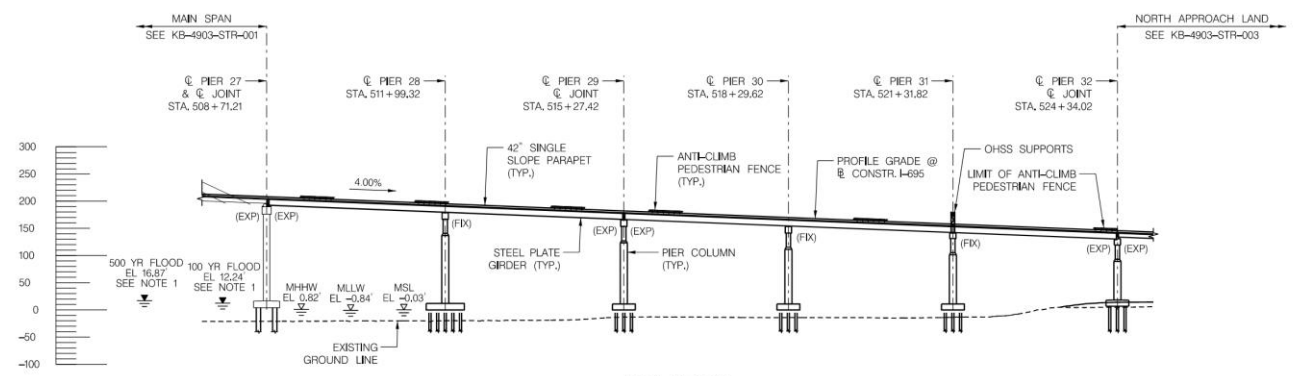
GENERAL PLAN
SCALE: 1" = 120'-0"
(EXISTING STRUCTURE NOT SHOWN FOR CLARITY)



GENERAL PLAN
SCALE: 1" = 120'-0"
(EXISTING STRUCTURE NOT SHOWN FOR CLARITY)



ELEVATION
SCALE: 1" = 120'-0"
(EXISTING STRUCTURE NOT SHOWN FOR CLARITY)



ELEVATION
SCALE: 1" = 120'-0"
(EXISTING STRUCTURE NOT SHOWN FOR CLARITY)



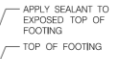
SCALE: $\frac{3}{8}" = 1'-0"$



PERMANENT PRECAST
PLANK
PRECAST COLLAR
(TYP.)



SCALE: $\frac{1}{8}" = 1'-0"$

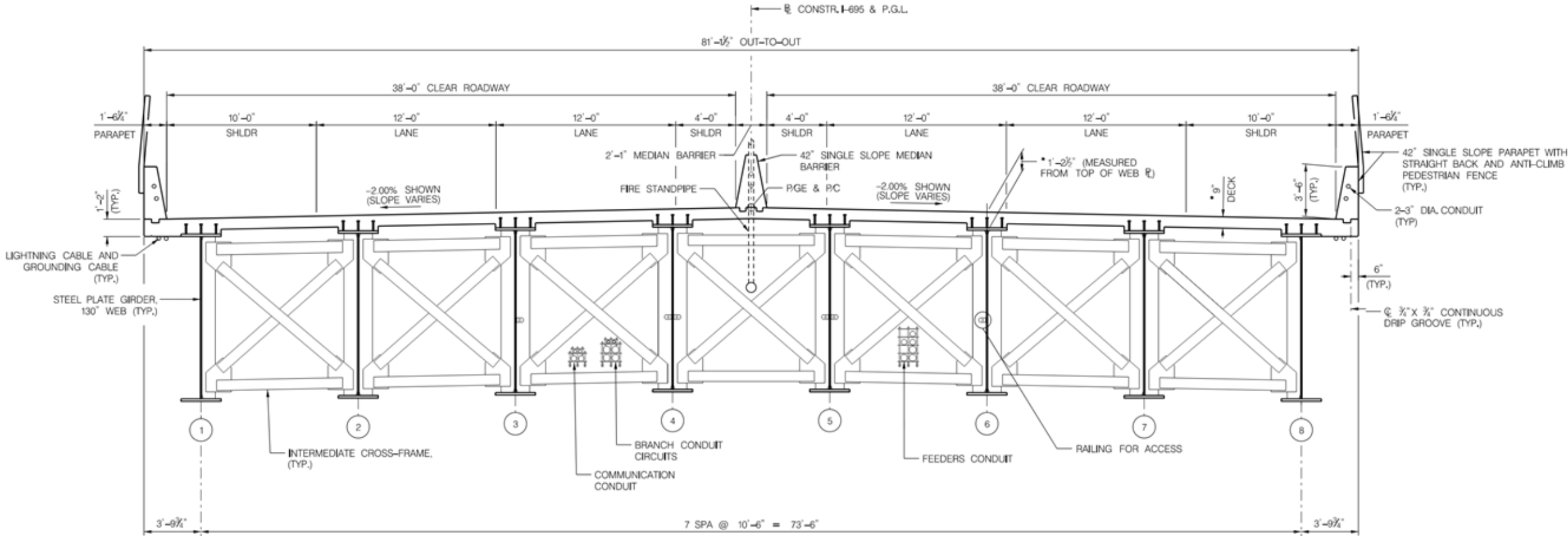


EL. 0.00'

PERMANENT PRECAST
PLANK

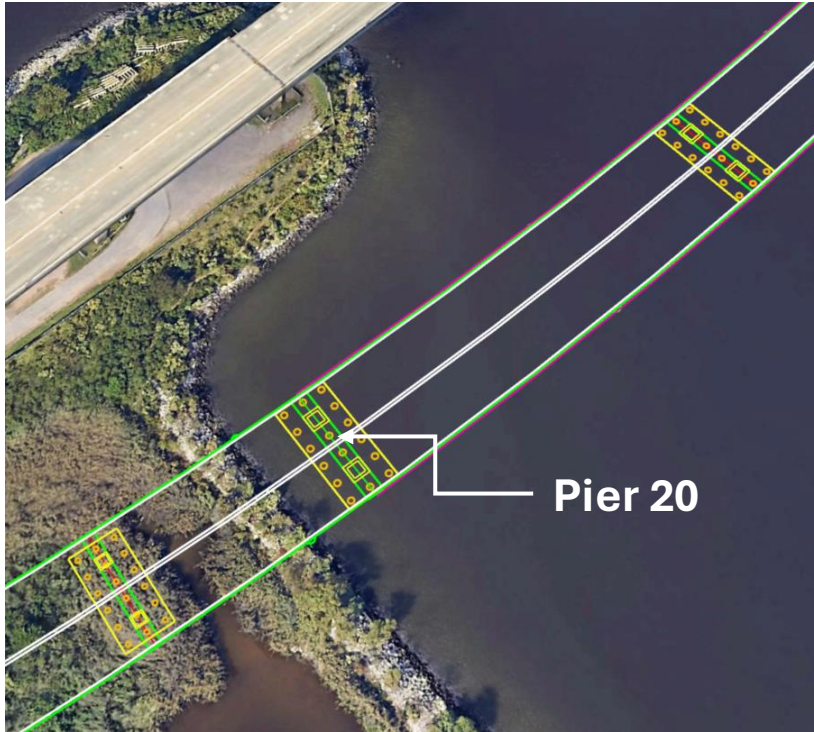
PRECAST COLLAR
(TYP.)

Typical Section

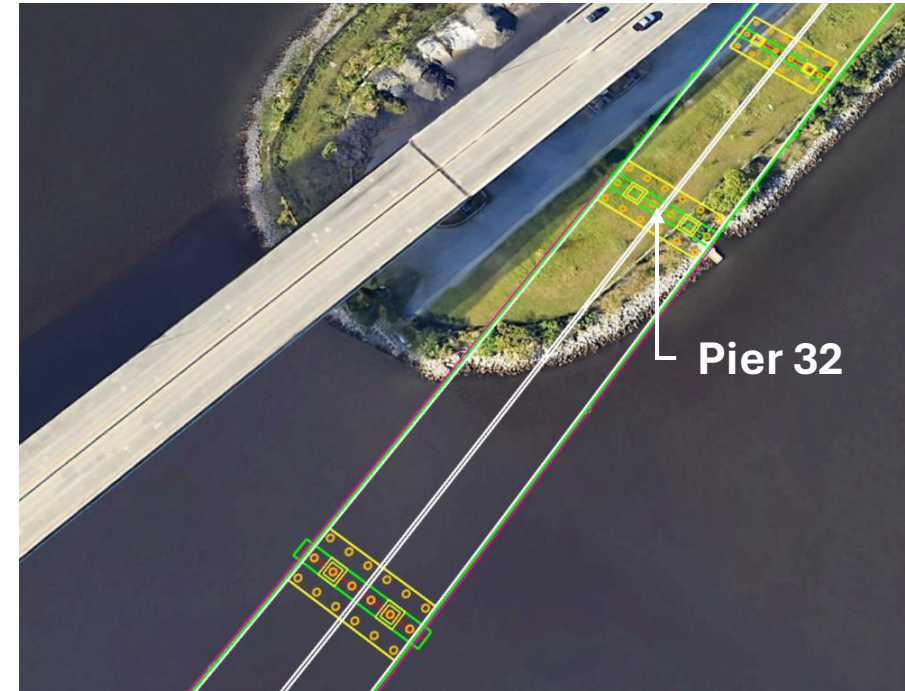


TYPICAL SECTION – CROWN AND TRANSITION SECTIONS

Transition Piers 20 (South) and 32 (North)



South Approach



North Approach

Location of Piers 20 and Pier 32 to be set by Land Approach Contracts
Design-Build to construct transition piers and erect final land concrete girder span
Design-Build to determine final marine approach span arrangement

Summary

- High-level Marine Approach Spans will connect the Main Spans to the North and South Land Approaches, procured separately
- South Approach: One 2-span Unit; North Approach: One 2-span Unit and One 3-span Unit
- >300-feet spans supported by eight lines of 130-inch deep steel plate girders
- Three coat paint system with inorganic zinc primer, epoxy intermediate coat, and siloxane topcoat
- Water Level Foundations supported by concrete filled 48-inch Steel Pipe Piles
- Conventional piers with round “telescoping” columns
- VDOT style troughs at joint locations
- Approximately 81 feet wide cast-in-place concrete deck
- TL-5 median and barriers (single-slope)
- Anti-climb fence outboard of barriers
- Dry standpipe with fire department connections located along the median



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Design Responsibilities

Design Responsibilities

■ Maryland Transportation Authority

- Issue **DIRECTIVE** Signed and Sealed Plans for:
 - Main Span Cable-Stayed Bridge
 - Pier Protection at Piers 24 and 25
- Issue **FOR REFERENCE ONLY** Plans for:
 - Marine Approach Spans
 - Pier Protection at Piers 22, 23, 26, and 27
- Shop Drawing Reviews and response to RFIs for the Cable-Stayed Bridge and Pier Protection at Piers 24 and 25

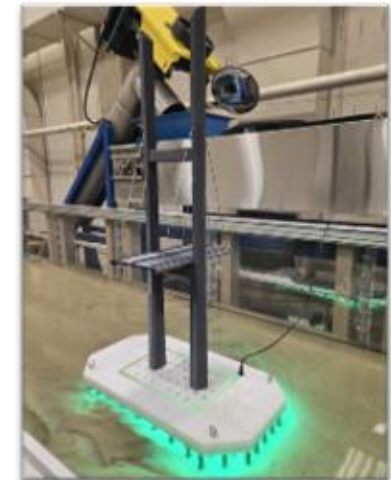
■ Design-Builder

- Prepare Final Design for:
 - Marine Approach Spans Foundations, Substructure and Superstructure
 - Pier Protection at Piers 22, 23, 26, and 27
- Prepare Geotechnical Interpretive Reports
- Temporary Works, including Erection Engineering



Work Completed To-Date

- **Main Span Bridge and Marine Approaches Design**
 - Geotechnical borings at all marine piers
 - Geotechnical Data Reports
 - Bathymetric survey, 2-D Scanning
 - Hydrologic, Hydraulic and Scour Analyses
 - Ice Loading Design Criteria Report
 - Main Span load test pile program at main span pylon foundations
 - Climatology and Wind Report
 - Sectional Model and Aeroelastic Model Wind Tests and Report
 - Ship Collision Risk Assessment





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Coordination with Other Contracts

Coordination with Other Contracts

- **KB-4906-0000: Demolition and Misc. Marine Work**
 - Remaining steel superstructure to be removed
 - **Select Girders to be salvaged for use by Design-Builder for lowering platform for precast concrete shells**
 - Existing Piers 19, 20 and 21 to be removed to mean river mudline
 - Existing Piers 14-18 and 22-24 to be partially demolished
 - **96-inch Steel Pipe Piles to be excavated out to bottom of concrete plug elevation at Pier 24 and 25 (Pylon Foundations and Pier Protection)**

Tentative Contract Completion: October 31, 2027

Coordination with Other Contracts

- **KB-4908-0000: South Land Approach Contract**
- **KB-4909-0000: North Land Approach Contract**
 - Provide access roads to temporary access trestle through land contracts work areas
 - Set location of Piers 20 (South Land) and 32 (North Land) to be Constructed by Design-Builder (KB-4907-0000)
 - Fabricate and store last span(s) of concrete girders to be erected by Design-Builder (KB-4907-0000)
 - Install conduit for ITS and Electric on Land Approaches and Land Approach Structures

Milestone Dates for completion of access roads and conduit will be stipulated in Contracts



■ Permitting

Permits/Authorization 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



NOAA National Marine Fisheries –
Incidental Harassment Authorization
(Bottlenose Dolphins)/Biological
Assessment/
Essential Fish Habitat Assessment



MDNR Forest Service – Reforestation Law
Approval



IN PROCESS



Federal Aviation Administration –
7460-1 - Notice of
Proposed Construction



Maryland Port Administration –
Cox Creek Dredge Material
Containment Facility Right of Entry



**Maryland Department of the
Environment** – Stormwater
Management and Erosion and
Sediment Control

Environmental Compliance

■ Design-Builder Responsibilities:

- Adhere to all applicable permit conditions
- Update all resource-specific management plans for agency approval
- Perform:
 - Underwater Noise Monitoring/Reporting (requires hydroacoustic engineer)
 - Marine Mammal Monitoring/Reporting (requires qualified Protected Species Observers)
 - Water Quality Monitoring/Reporting
 - Environmental Compliance Activities
- Continue coordination with USCG and Maryland Pilots for work over Navigation Channel



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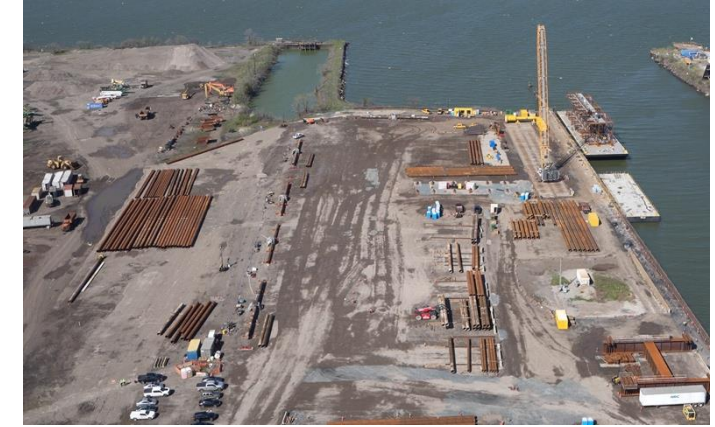


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■ Project Office, Staging, Construction

Project Office and Contractor Yard

- **Project Management Office located in Glen Burnie approximately 5 miles from job site**
 - Lease to be transferred to Design-Builder
 - 10,000 SF owner space
 - 20,000 SF in Design-Builder space
- **Marine Yard at Trade Point Atlantic**
 - Lease to be transferred to Design-Builder
 - Approximately 21 acres with 1,000 feet of water frontage for loading / unloading
 - No batch plant allowed by lease terms
 - Does not include graving dock





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Additional Contract Information

Procurement Approach

- Two-Step Competitive Sealed Proposals (COMAR 21.05.03)
- Request For Qualifications (RFQ) - First Step
 - To be considered for the second step of procurement, a Proposer must respond to the RFQ by submitting a Statement of Qualifications
 - MDTA anticipates establishing a Reduced Candidate List (RCL) or shortlist
- Request For Proposals (RFP) – Second Step
 - Assuming a satisfactory response to the RFQ, MDTA will issue the RFP directly to the RCL
 - Confidential one-on-one meetings held with RCL
 - Proposers are encouraged to submit Alternative Technical Concepts (ATCs)
- Best Value Selection – Price Proposal and Technical Proposal considered equal

Proposal Costs

- Proposers are solely responsible for all costs and expenses associated with responding to the RFQ
- MDTA anticipates providing a stipend up to the amount of \$1M to be paid to each unsuccessful but responsive Proposer from the RCL that meets the requirements specified in the RFP

Innovation

- Alternative Technical Concepts (ATC) are requests by a Proposer to modify a contract requirement for use in the Proposal process
- ATCs will be considered during the RFP stage
- ATCs must be considered equal to or better than the base requirements, as determined by MDTA
- ATCs are encouraged and will be considered on the elements that the DB is designing
- Value Engineering Change Proposals (VECPs) are encouraged after award on Directive project elements
 - Shared cost savings

Anticipated Contract Terms

- Limitation of Liability
 - Capped at \$1B
 - Subject to certain exclusions
- Mutual waiver of consequential damages
 - Subject to certain exclusions
- No Excuse Bonus
 - Early Completion of Open to Traffic Date
 - Progressive structure rewards for each day opened prior to contract date
- Liquidated Damages Milestones
 - Failure to meet Open to Traffic Date – Capped
 - Contract completion – Uncapped

Anticipated Contract Terms

■ Insurance

- Workers' Compensation and Employer's Liability – Statutory
- Commercial General Liability Insurance - \$2M per occurrence and \$4M general aggregate
- Commercial Automobile Liability Insurance - \$10M per occurrence and in the aggregate
- Umbrella / Excess Liability Insurance
 - \$100M per occurrence, general aggregate, and products/completed operations in excess of primary GCL
- Contractor's Pollution Liability Insurance – \$20M per occurrence and in the aggregate
- Professional Liability Insurance - \$10M per claim and \$10M in the aggregate
- Builder's Risk - Coverage equal to the Probable Maximum Loss (PML) of the Project
 - PML to be established by MDTA
- Protection and Indemnity Insurance – Not less than \$20M

Anticipated Bonding Requirements and Funding

- 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.
 - MDTA is providing initial contract payments (prior to reimbursement), in addition to insurance funds and settlement funds to cover portions of the rebuild costs.
- 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 USDOT's October 2025 Interim Final Rule is ongoing and may not conclude prior to advertisements.
 - Prior to each advertisement, MDTA will determine the ability to set DBE goals.
- 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 is evaluating the contract for a Project Labor Agreement.
- The Main Span Bridge 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 (KIC) and all associated affiliates and subsidiaries are not allowed to participate in the Contract.
- Firms on the Key Bridge Rebuild GEC for the and certain CMI firms are not allowed to participate in the Contract.
- Firms preparing final signed and sealed drawings for the Main Span Bridge and Pier 24 and 25 Pier Protection are not allowed to participate in the Contract.
- Select Firms, based on their role in the PDB Phase 1 as subcontractors to KIC, are restricted from the procurement but may join the selected team post-award.
- The MDTA makes no representations regarding the completeness of this list. The list will be updated as necessary.

Restrictions on Participation

■ Firms who may not participate in the Contract include:

AECOM
Applied Research Associates
Armand Resource Group, Inc.
Arup US, Inc.
Athavale, Lystad & Associates, Inc.
Blackwater Environmental Group, LLC
CES Consulting, LLC
Chi Consulting Engineers, Inc.
Coastal Resources, Inc.
COWI
Daniel Consultants, Inc.
DMY Engineering Consultants, Inc.
Donald McDonald Architects, LLP
EBA Engineering, Inc.
Fire & Risk Alliance, LLC
GFT Infrastructure, Inc.

GZA GeoEnvironmental, Inc.
Horton Lee Brogden Lighting Design, Inc.
Infrastructure Technologies, LLC
Innovative Structures & Specialty
Engineering, Inc.
Johnson, Mirmiran & Thompson
Kaur Engineering Consultants, Inc.
Kelly McNutt Consulting, LLC
Kiewit Engineering Group, Inc.
Kiewit Infrastructure Company
Kramer Associates
Mahan Rykiel Associates, Inc.
Mass Electric Construction Co.
McAndrew Company, Inc.
McCormick Taylor, Inc.
Moffat & Nichol, Inc.

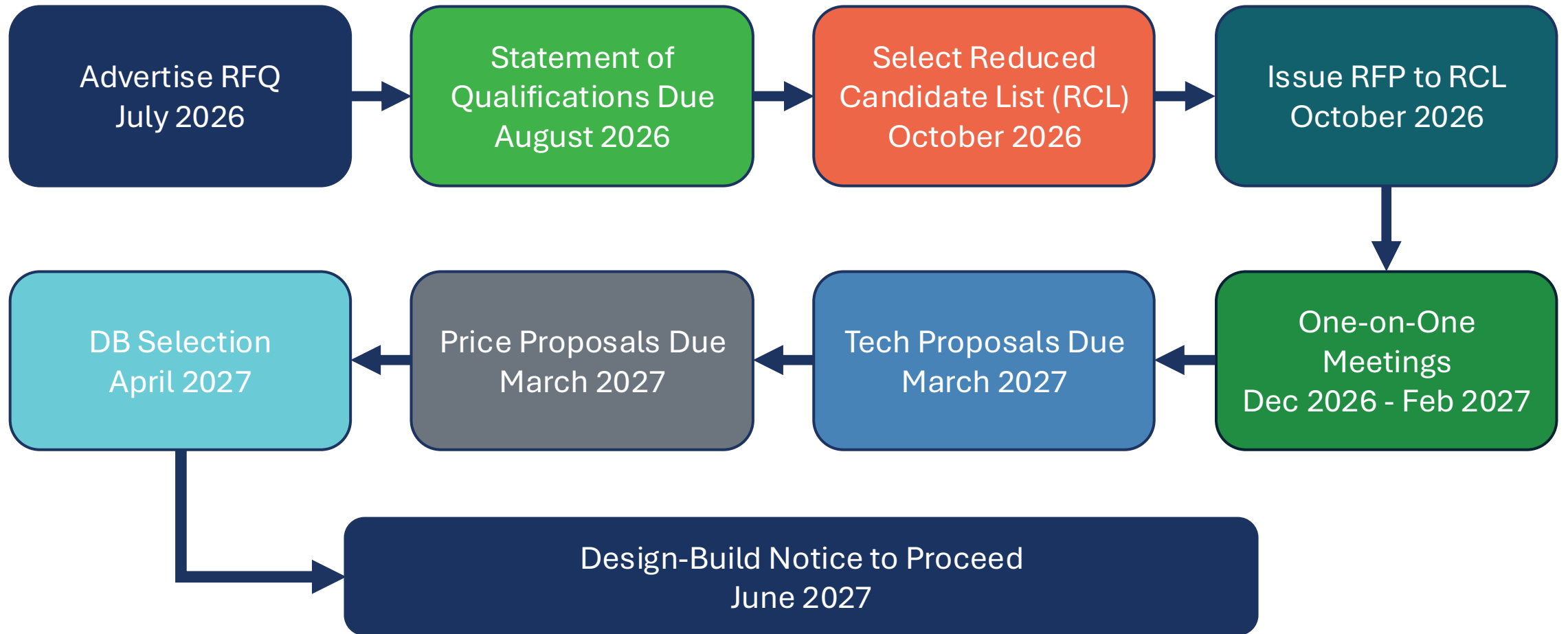
Remline Corp
RJM Engineering, Inc.
Rossi Group
Rowan Williams Davies & Irwin, Inc.
RSM US
Rummel, Klepper & Kahl, LLP
STV Incorporated
Systra International Bridge Technologies
Thorton Tomasetti, Inc.
VHB
Wallace Montgomery & Associates, LLP
Weeks Marine, Inc.
W.F. Baird & Associates, Ltd.
Whitman Requardt & Associates, LLP
WSP USA, Inc.

Restrictions on Participation

- Firms who may not participate in the DB Procurement but may join the selected team post-Contract Award include:

Alvi Associates Inc.
Chesapeake Environmental Management
Floura Teeter Landscape Architects, Inc.
JASCO Applied Sciences
MP Engineers, P.C.
Navarro and Wright Consulting Engineers, Inc.
Straughan Environmental, Inc.
SuYash Consulting, LLC

Tentative Procurement Schedule



Industry Forum Wrap-up

- Today's 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.
- Contractors can reference **eMaryland Marketplace Advantage (eMMA)** for the presentation and registration list at eMMA ID BPM057337.
- **KeyBridgeRebuild.com** will have information related to procurement updates.
- Anyone who registered for today's Forum will receive an email with notification of the KB-4907-0000 RFQ posting to eMMA.

Questions and Answers

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KeyBridgeRebuild.com



@KeyBridgeRebuild



800-515-7030
Public Information Hotline



info@KeyBridgeRebuild.com



Key Bridge Rebuild
2310 Broening Highway
Baltimore, MD 21224