



Key Bridge Rebuild Questions and Comments Received from the In-Person Main Span and Marine Approaches Industry Forum

July 2, 2026

The MDTA has addressed many of the questions and comments received during the registration period for the Key Bridge Rebuild In-Person Industry Forum as well as those received during the Forum held on June 18, 2026.

The responses provided reflect the MDTA's best understanding as of July 2, 2026. As the Key Bridge Rebuild effort remains under active development, approaches are subject to change, and some responses may be updated or superseded over time.

For the most up-to-date information and links to previous Industry Forum presentations, please visit KeyBridgeRebuild.com. **Responses in this document will not be updated to reflect any subsequent changes in approach.**

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



Questions received during registration period for June 18 In-Person Industry Forum

1. A good date specific timeline would be good that outlines the entire pursuit phase.

The June 18th Key Bridge Rebuild In-Person Industry Forum presentation provides a tentative procurement schedule by month.

2. Early availability of plans at RFQ stage or sooner would be good so we can begin to price the baseline concept.

The MDTA is evaluating the possibility of providing plans and design files earlier in the procurement process. At a minimum, plans will be provided to the Reduced Candidate List following the Request For Qualifications phase.

3. Are alternative corrosion-free materials willing to be considered where performance can be improved and costs can be reduced? Looking particularly at the marine approaches where corrosion challenges will be greatest.

The procurement process will include an alternative technical concept process, which will allow proposers to introduce cost or schedule savings ideas to the MDTA for review and approval. Maryland and the MDTA are committed to delivering the rebuild with speed, safety, and cost efficiency. The MDTA will consider alternative technical concepts that align with these goals.

4. Will the Design-Builder (DB) team be responsible for securing the permitting?

The MDTA has acquired all necessary environmental permits and authorizations for the Work. To satisfy permit conditions, the Design-Builder will be required to submit final design plans for the portion of work under their responsibility to the relevant agencies for review and approval. The Design-Builder will also be responsible for obtaining any necessary permit modifications based on their final design and/or means and methods.

5. National Response Corporation (NRC) currently provides Oil Spill Removal Organization (OSRO) services to this Project under Phase 1 with Kiewit and Weeks Marine. Our Emergency Response Equipment is already staged at the



site and we would like the opportunity to remain on the project. Would the state consider having a separate OSRO contract for Phases 2-4?

The MDTA will not procure separate contracts for Oil Spill Removal. If required, those services will be procured directly by the Contractor(s) performing the Work.

6. How many teams MDTA plans to shortlist for the RFP phase?

The MDTA anticipates that three Proposers will be included on the Reduced Candidate List to move forward to the Request For Proposal phase.

7. Is there any geotechnical information available such as borings and geotechnical foundation capacity recommendations for the cable-stay bridge?

Geotechnical Data Reports will be provided to the proposers on the Reduced Candidate List for use in preparing their proposals. Proposers may rely on the data provided; however, interpretation of the data is the responsibility of the Design-Builder.

8. Is a wind tunnel report available?

The MDTA will provide the Section Modeling Testing Report and the Aeroelastic Testing and Wind Engineering Report to the proposers on the Reduced Candidate List, which were developed during Phase 1 of the Progressive Design-Build Contract.

9. Is there a vessel impact analysis and study report available?

The MDTA will provide the ship collision risk assessment to the proposers on the Reduced Candidate List, which was developed during Phase 1 of the Progressive Design-Build Contract.

10. Please clarify whether Kiewit's Early Work Package scope includes cutting off the tops of the installed permanent foundation and/or vessel collision protection piles to the final required cut-off elevations after driving, or whether the piles will be left uncut for the future Main Span and Marine Approaches Design-Build contractor.

The piles will be cut-off at varying elevations based on Kiewit's means and methods for installing the piles. Available as-built information for piles driven at



the time of the issuance of the Request For Proposal will be provided to the proposers with updates provided throughout the procurement as it becomes available. The Design-Builder under KB-4907-000 will be responsible for cutting the piles to their final elevation.

11. Based on the current scope descriptions, we assume the transition piers between the land and marine spans are intended to be included in the North & South Land Approaches contracts. Would MDTA consider defining the contract interface at a location that assigns the transition piers to the Main Span & Marine Approaches Design-Build contract, or otherwise allowing the interface piers to be confirmed/optimized?

As presented on June 18th, the transition piers (Piers 20 and 32) between the land and marine spans will be designed and constructed by the marine Design-Build Contractor, with their locations stipulated in the Contract based on the approach span design. The MDTA will provide necessary information for the final land spans on each side of the river to allow the Design-Builder to complete its design.

12. Please clarify, will Directive work signed and sealed by the MDTA's consultant engineer of record be provided at 100 percent?

The MDTA will issue signed and sealed Directive plans for the cable-stayed bridge and the pier protection for the main span pylons (Piers 24 and 25).

13. Follow-Up Question No. 9. Response explains that MDTA will take the design to 90% by Fall of 2026. Which elements are MDTA taking to Stamped IFC Design and what is the schedule for the MDTA IFC Plan Completion?

The MDTA will issue signed and sealed Directive plans for the cable-stayed bridge and the pier protection for the main span pylons (Piers 24 and 25). These plans will be provided to the Reduced Candidate List during the Request For Proposal phase of the procurement.

14. Follow-Up Question No. 32. Response indicates a significant level of design effort required from Fall 2026 until NTP in Summer of 2027. How will this design effort be compensated?

The MDTA anticipates providing a stipend up to the amount of \$1M to be paid to each unsuccessful but responsive Proposer from the Reduced Candidate List



that meets the requirements specified in the Request For Proposal. Beyond this, the MDTA does not intend to directly compensate the proposers for any design efforts they elect to perform prior to issuance of Notice To Proceed in the summer of 2027. Note that the MDTA will continue to progress the cable-stayed bridge design and provide signed and sealed directive plans during the Request For Proposal phase.

15. Follow Up Question No. 108. Response indicates that Stipends will be issued to Shortlisted Companies that submit a proposal within a competitive range. Is that intended to preclude payment of a stipend if MDTA determines the proposal to be outside of a competitive range?

The MDTA will not pay stipends to proposers whose technical proposal does not meet the pass/fail evaluation criteria, is rated lower than “Acceptable” for any technical evaluation factor, and/or who includes a price proposal that is considered Unacceptable. These criteria will be defined in more detail in the Request For Proposal.

16. Follow Up-Question No. 167 - What permits will the Approach Contractor require to secure for utility relocation; and are respective utilities on board with MDTA’s schedule of milestones for utility relocations?

The MDTA does not anticipate any utility relocations to complete the Work. The Design-Build Contractor will be responsible for obtaining any utility permits based on its means and methods for construction. The MDTA anticipates coordinating with BGE to obtain the necessary design and permits for permanent electrical service on both sides of the bridge, as well as the tie-in to the Baltimore City water system on the south side to supply the fire hydrant for the standpipe system.

17. Follow-Up Question No. 175 - What firms are precluded from providing QA or QC for the Bid-Build Scope of Work?

The MDTA has procured the Construction Management/Inspection firms necessary to fulfill its QA/QC responsibilities for the FSK Rebuild Project, including oversight of the four (4) construction contracts to be procured for the bridge and its approaches. Firms precluded from participating in the Main Span Bridge and Marine Approaches Contract or the demolition and land approaches contracts were identified in the June 18th presentation.



18. Follow-Up- Question No. 178 - Will existing Laydown areas be transferred to the DB or BB Contractors; Will MDOT make available important staging, laydown, or channel mooring areas available to any of the contracts?

As presented on June 18th, the laydown/staging area at TradePoint Atlantic will be transferred to the Design-Build Contractor.

19. Follow-Up Question No. 219 - PLA may determine teaming options. Can you clarify when a PLA may or may not be required?

Project Labor Agreement information will be addressed in the Request for Qualifications.

20. How will MDOT eliminate the risk for potential “defects” related to the works performed in phase 1 that may create a risk for the succeeding contract work?

As outlined in the presentation, the MDTA will provide signed and sealed plans for the main span structure and vessel collision protection at Piers 24 and 25. The MDTA believes this approach helps mitigate the risk of potential defects associated with design work performed in Phase 1 by reducing uncertainty and clearly defining design responsibility for these elements prior to the subsequent contract work.

21. Will MDOT require any special state or federal contractor licensing for any of the contracts?

The MDTA anticipates including licensing requirements similar to those used on other large-scale marine construction projects, such as marine contractor licenses.

22. Will contractors be required to report any legal disclosures related to material claims, disputes or other related statements which may be part of the selection for the reduced candidate list?

Yes, the MDTA anticipates disclosures from the principal participants. This will be a pass/fail criterion.

23. When will Kiewit be complete



Kiewit's work will be completed by Spring 2027.

24. Will this Industry Forum provide Information on the KB-4906-0000 – Demolition and Miscellaneous Marine Work?

The June 18th presentation was focused on the Main Span Bridge and Marine Approach Design-Build Contract (KB-4907-0000). The May 19th Virtual Industry Forum presentation included information on KB-4906-0000. No additional industry forums are planned.

25. Will firms performing fabrication/source inspection under the MDOT SHA Nationwide Materials Inspection (NW 1-3-30) contracts be precluded from working directly for builder teams awarded the Main Span and Approaches?

The MDTA provided a list of precluded firms in the June 18 presentation materials; this list will be updated as needed. However, the MDTA does not guarantee that the list is complete. Under §13-212.1 of the Maryland State Finance & Procurement Article, certain restrictions may apply to participate in State procurements. Firms are responsible for determining their own eligibility. Any questions regarding eligibility must be submitted in writing to the Procurement Officer immediately.

26. Is there a possibility to meet with MDTA to discuss any ATC's?

The MDTA will hold one-on-one meetings with the proposers on the Reduced Candidate List where alternative technical concepts and Value Engineering Change Proposal (VECP) concepts can be discussed.



Questions Received During In-Person Industry Forum on June 18, 2026

1. Will there be any precluded vendors or subcontractors in addition to Kiewit and associated engineers?

The presentation identifies the vendors currently proposed for preclusion from the Main Span Bridge and Marine Approaches Contract. The MDTA does not anticipate precluding additional vendors or subcontractors solely because they previously bid on work for Kiewit or performed ancillary services for Kiewit. However, each proposer is responsible for assessing whether any actual or potential conflicts of interest exist that would require preclusion.

2. Do you plan to share any other information aside from design or ID like risk register schedules, any planning information between you and Kiewit and stuff like that?

The MDTA will present schedule expectations in the Request For Qualifications. If a project risk register is developed, it will be included in the Request For Proposal. In addition, the MDTA will include the engineering documents developed during Phase 1 of the progressive design-build contract as reference information in the Request For Proposal.

3. Just a question about the demolition end of the RFQ in the future. Is there any information on that? Will you be having a similar forum like this? And could you give us any timelines?

The MDTA currently plans to advertise an Invitation for Bids on the Demolition and Miscellaneous Marine Work Contract (KB-4906-0000) in July/August 2026. There will be a pre-bid meeting included in the procurement. However, the MDTA does not anticipate having an industry forum for that Contract.

4. What stage are the drawings that the design builder will be assuming design for at now.

The plans for the marine approaches, for which the Design-Builder will assume Engineer of Record responsibilities, are approximately 90% complete. The design plans for the pier protection at Pier 22 are about 30% complete, while the plans for Piers 23, 26, and 27 are approximately 50% to 70% complete.



5. You said about the project is fully funded. My question is, knowing the history of the prior procurement. When you say it's fully funded, is there a cap on that fully funded figure? What happens if the number be like similar to the Kiewits number.

The Key Bridge Rebuild Project is fully funded through the federal government's Emergency Relief Program, with Congress committing to cover 100% of the replacement costs. The State will also contribute funds received through insurance and settlement proceeds. As with any procurement, if the MDTA receives proposals or bids that exceed what it determines to be fair and reasonable, it will evaluate whether to proceed with selection before issuing an award and Notice to Proceed.

6. What is the budget currently?

The MDTA estimates the Main Span Bridge and Marine Approaches project to be within a budget of \$3.5 to \$4.0 Billion.

7. There's been a couple of references to the risk register with this being an unusual project. Could you expand a little bit on what the approach to risk, if it's going to go beyond your standard compensation and relief events? How are the elements that are being handled by other contractors going to be addressed. If you don't mind expanding a little bit on the approach to the risk register and risk allocation.

The MDTA is performing construction quality assurance on the early work being completed by Kiewit, including pile installation at the main span pylons and pier protection structures, to confirm that the piles are installed in accordance with the design. By retaining Engineer of Record design responsibilities for the main span bridge, the MDTA minimizes the Design-Builder's risk related to the design capacity of the installed piles. As-built locations of the installed piles will be incorporated into the MDTA design. The MDTA is still developing the specific approach to risk transfer and allocation and anticipates discussing this further during one-on-one meetings with the Reduced Candidate List as part of the procurement process. In addition, the MDTA anticipates including provisions in the Contract to address price adjustments for commodities such as structural steel, asphalt, and diesel fuel.

8. On the dates, when will the completion date be determined? Will that be in the RFQ stage or the RFP documents?

Tentative milestone completion dates will be included in the Request For Qualifications. The MDTA anticipates that the Contract will include incentives and liquidated damages for the Bridge Open to Traffic Milestone Date. The final

schedule for completion will be determined by the selected Proposers in their Technical Proposal submission.

9. I saw proposals both Price and Tech, would be due in March, and I would just ask that we have a separation of at least a couple of weeks, if that's okay.

The MDTA intends to have separate due dates for the submission of the technical proposal and the price proposal. We expect the dates to be separated by at least two weeks.

10. RFQ, is it early or late July?

Though the exact date has not been determined, the MDTA is striving to advertise the Request For Qualifications during the first half of July 2026.

11. I know sometimes CADD files aren't released until the reduced candidate list, but the earlier we could get some reference documents, especially CADD files is really helpful. We would just ask if you can supply them if you can.

The MDTA will consider this request; however, the current plan is to provide reference information, including CADD files, to the Reduced Candidate List in the Request For Proposal phase rather than as part of the Request For Qualifications.

12. Understanding your comments about the VE on the main span. Will the RFP restrict Alternative Technical Concepts (ATCs) for anything on the RFC drawings we receive?

At this time, the MDTA does not anticipate accepting Alternative Technical Concepts for the Main Span Cable-Stayed Bridge. The MDTA may consider changes to this requirement based on discussions during one-on-one meetings with the Reduced Candidate List proposers. Alternative Technical Concepts will be limited to work designed, signed, and sealed by the Design-Builder. The MDTA is also evaluating approaches to consider concept-level input related to Directive Work elements of the Cable-Stayed Bridge during the procurement process.



13. Follow on to that question about VECP. Who will design those VECPs on any elements identified by the design builder on the main span on the cable state unit?

The MDTA's current approach is for its Engineer of Record to perform the engineering analysis and develop the plans and specifications for Value Engineering Change Proposals related to the cable-stayed Bridge. The Value Engineering Change Proposal process will be defined in greater detail in the Request For Proposal.