



Procurement for the Francis Scott Key Bridge Rebuild

ACEC/PA Conference

September 15, 2026

Agenda

- About the Maryland Transportation Authority
- Project Background
- Initial Procurements
- Progressive Design-Build: Phase 1 and EWP's
- Progressive Design-Build: Estimating, Off-Ramp and New Procurements
- Project Status



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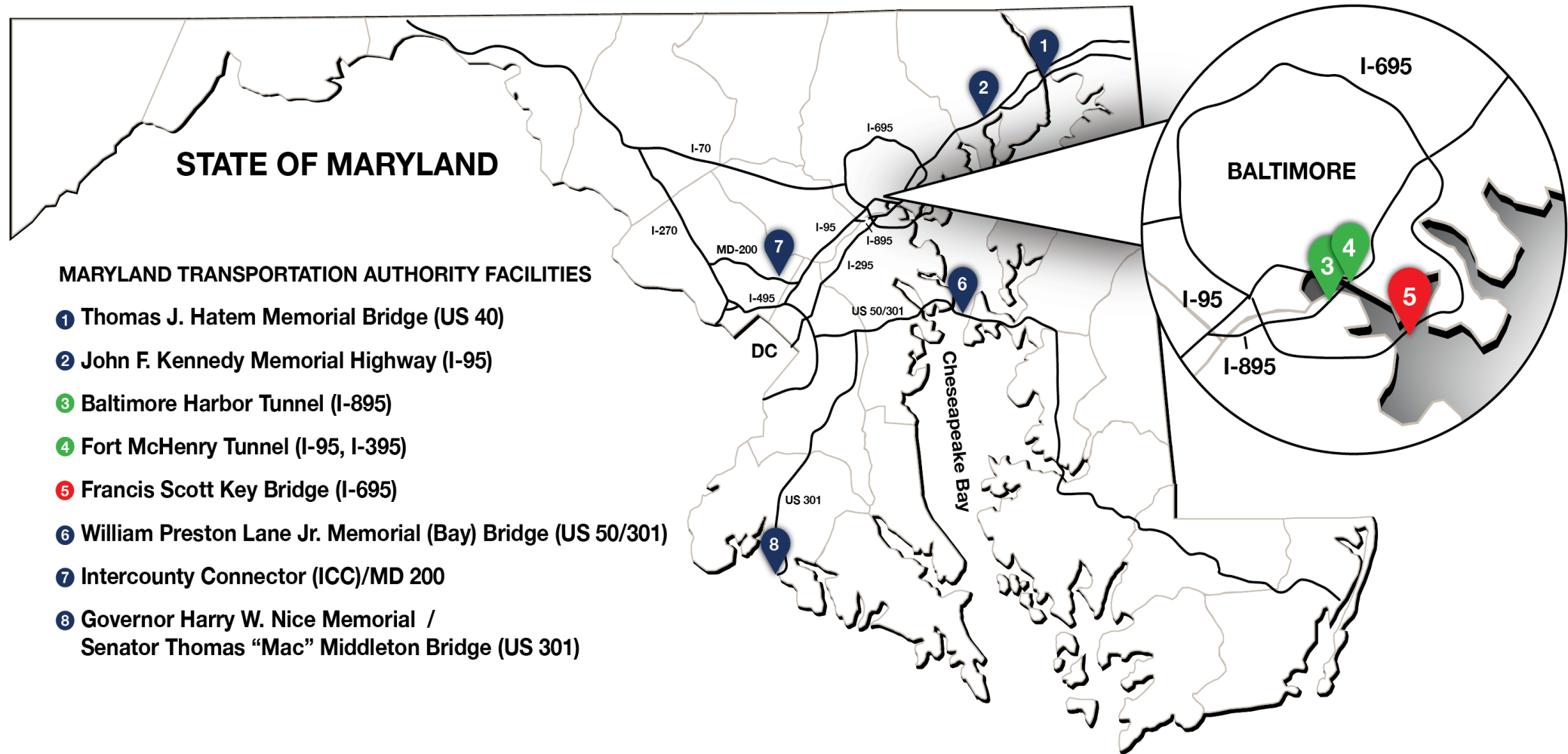
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About the Maryland Transportation Authority

Maryland Transportation Authority (MDTA)

- Since 1971, the MDTA has been responsible for constructing, managing, operating and improving the State's toll facilities, as well as for financing new revenue producing transportation projects.
- MDTA has a Governing Board comprised of a group of citizens appointed by the Governor with the consent of the Maryland Senate. Board is chaired by Maryland's Secretary of Transportation.
- Almost all of MDTA's projects and services are funded through tolls paid by the customers who use the MDTA's facilities.
- MDTA owns and maintains eight toll facilities including two turnpikes, two tunnels and four bridges

MDTA Facilities





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Project Background

Key Bridge Rebuild

- 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 FHWA Interstate Standards. The Project will be designed and constructed consistent with the approved NEPA Categorical Exclusion and the Emergency Relief program.
- 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.







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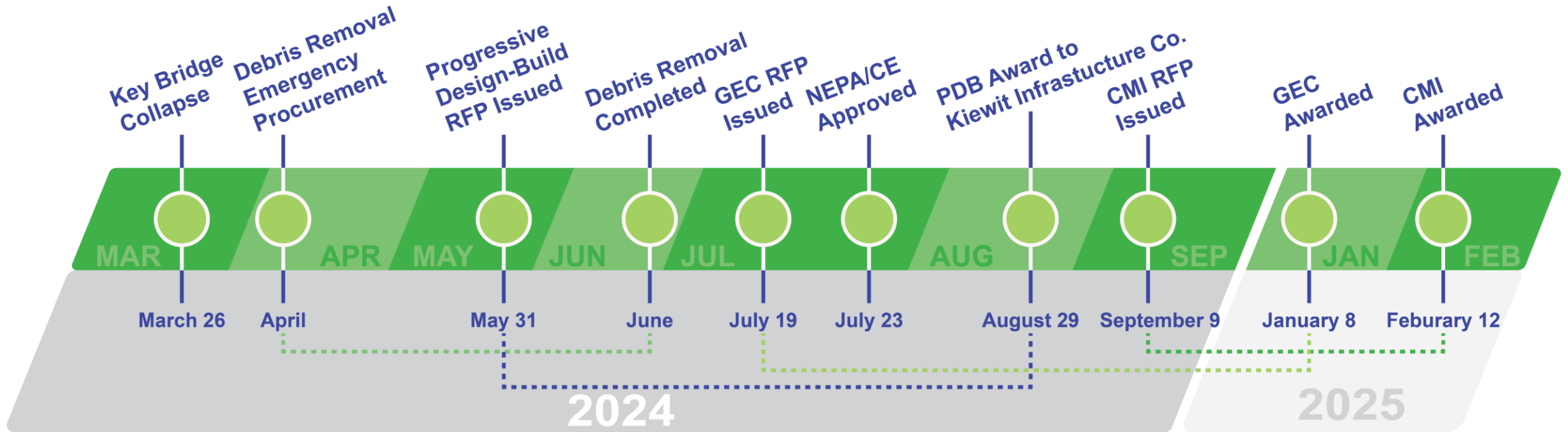


Initial Procurements

Three Project Procurements

- Progressive Design-Build (PDB):
 - Entity that will design and construct the replacement structure
- General Engineering Consultant (GEC):
 - Owner's support providing oversight, program support, and review of the PDB team's work product
- Construction Management & Inspection (CMI):
 - Owner's support providing oversight, program support, and inspection of PDB's materials and construction effort

Timeline of Procurement Efforts



Why Progressive Design-Build (PDB)



Streamlines and simplifies procurement process

Single contract is procured that unites MDTA and GEC with the selected PDB team, including contractor, designer and IDQM roles



Reduces time to complete complex bridge design

Project designer and builder work side-by-side, resulting in greater efficiencies



State closely informs project design

Enables MDTA to provide substantial input on the design within limits of federal approvals



Emphasizes collaboration and flexibility

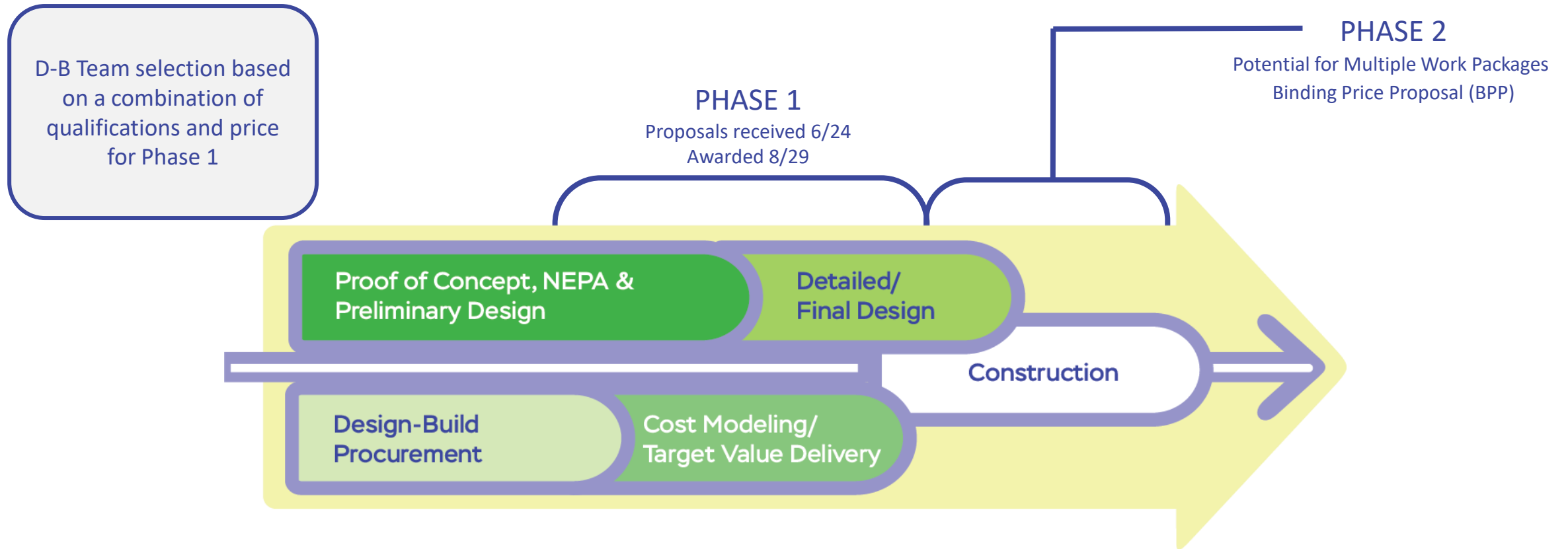
Project can adapt to emerging needs and changes



Agreed final cost and schedule or Off-ramp

Progressive Design-Build Process

Two-Phase Contract with a Single Procurement



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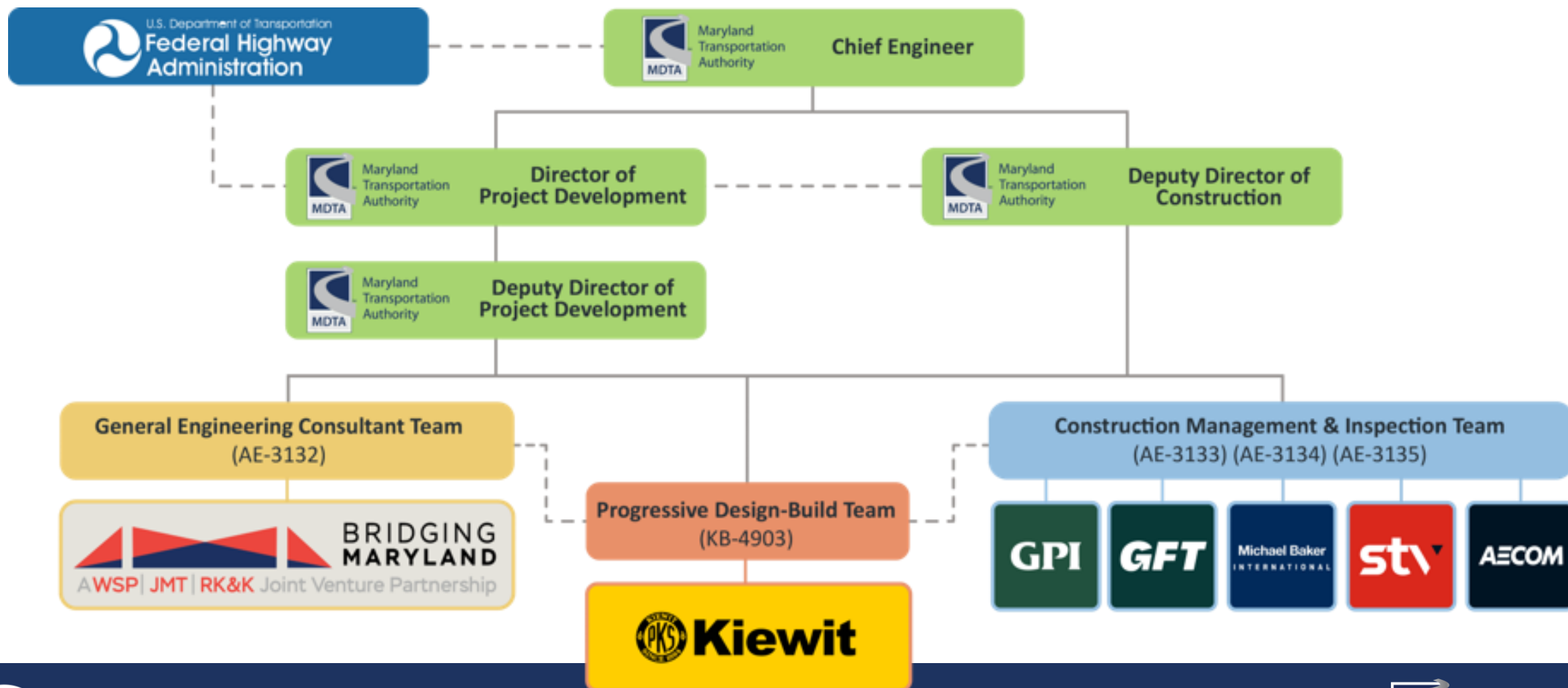
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PDB Organizational Chart



FRANCIS SCOTT KEY BRIDGE REBUILD PROJECT

Organizational Chart

General Engineering Consultant Team
(AE-3132-0000)



A WSP | JMT | RK&K Joint Venture
Partnership

Scope of Work Includes:

- Program Management
- Development of Project Performance and Technical Specifications
- Collaboration on design with Progressive Design-Build Contractor through Task Force Meetings.
- Review of Design Submittals
- Coordination with State and Federal Permitting Agencies
- Review of Phase 1 Work Orders and performing Independent staff hours estimates for negotiation
- Independent Cost Estimating and Schedule Development
- Public Outreach Coordination and Engagement Strategy
- Construction Management

FRANCIS SCOTT KEY BRIDGE REBUILD PROJECT

Organizational Chart

Construction Management &
Inspection Team
(AE-3133-0000)
(AE-3134-0000)
(AE-3135-0000)

AE-3133-0000



Greenman-Pederson, Inc.
/Gannett Fleming, Inc.,
a Joint Venture

AE-3134-0000



Michael Baker
International, Inc. / STV,
Inc., a Joint Venture

AE-3135-0000



AECOM Technical
Services, Inc.

Scope of Work Includes:

- Inspection of all construction work performed by the Design-Builder
- Setting up of an on-site laboratory and testing of material used on the Project
- Assist MDTA with monitoring and enforcement of DBE goals
- Monitoring contract compliance with environmental standards and regulations
- Monitor contractor's safety program
- Review and process progress payments to the contractor

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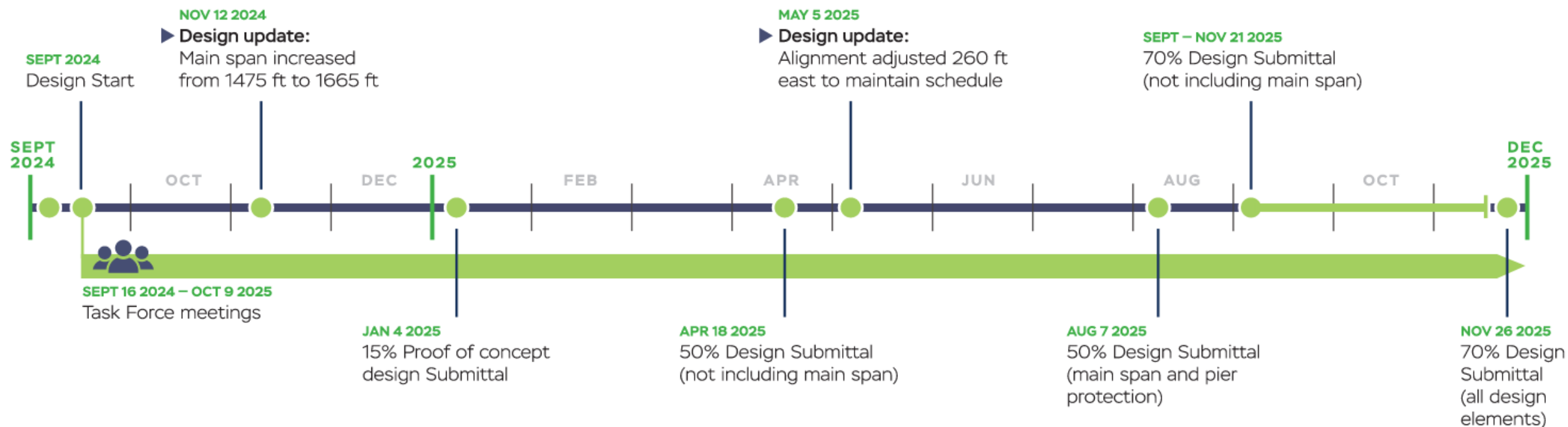


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PDB Phase 1 and Early Work Packages

PDB Phase 1 Timeline



Early Work Packages (EWP)



Phase II (Construction) - Early Work Packages

EWP No. 1 - Land Demolition + Project Management Office

EWP No. 2 - Procure Main Span Foundations/Vessel Protection Piles

EWP No. 3 - Temporary Trestle Procurement

EWP No. 4 - Main Span Foundation Pile Installation

EWP No. 5 - Temporary Trestle Installation

EWP No. 6 - Pile Template Procurement

EWP No. 7 - Procure pre-cast Collar and Slabs for Main Span Foundations

EWP No. 8 - Procure Main Span Vessel Protection End Sections Piles

Land Based Demolition

- Both North and South land-based approach structures:
- Full demolition to 2 feet below groundline
- Kiewit treated this scope as a “turnkey” subcontractor package and competitively procured the work:
 - 4 proposals received
 - Kiewit recommended Sessler Wrecking, Inc. as the best value selection
 - Sessler was also the lowest bid



Pylon Pile Procurement and Installation

- Gulf Island: Houma, LA
- Twin Brothers Marine: Lafayette, LA
- Kiewit Offshore Services: Ingleside, TX



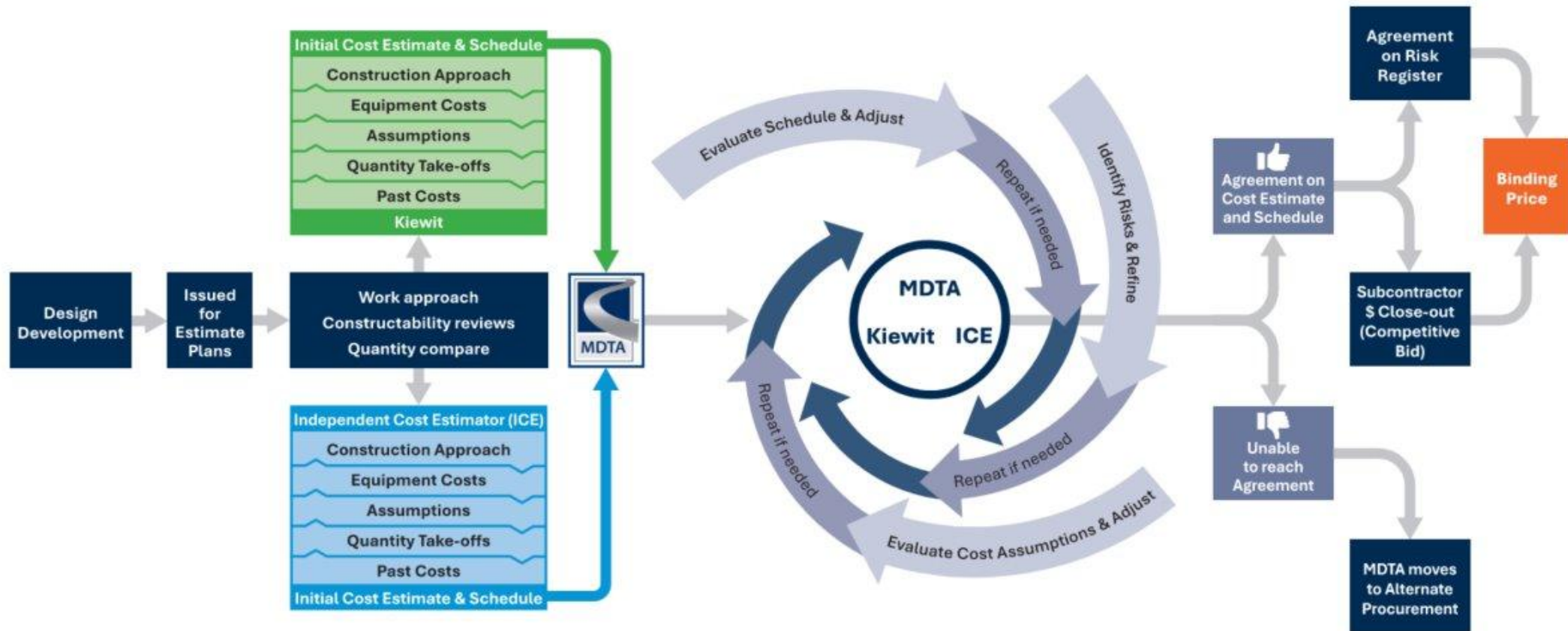


PDB Estimating, Off-Ramp and New Procurements

Cost Estimating Approach

- Provide multiple layers of validation via two Independent Cost Estimators (ICE) and multiple FHWA Cost Schedule and Risk Assessments (CSRA)
 - Integrated ICE, “Blind” second ICE, 3 FHWA-led CRSA
- Develop Opinion of Probable Construction Cost (OPCC) at 30% design
 - Initial estimate of construction cost but not binding estimate
- Structured validation process for Phase 2 Binding Price Proposal (BPP)
 - Sealed estimate used actual subcontractor pricing
 - Compared against state averages, similar projects and ICE documents

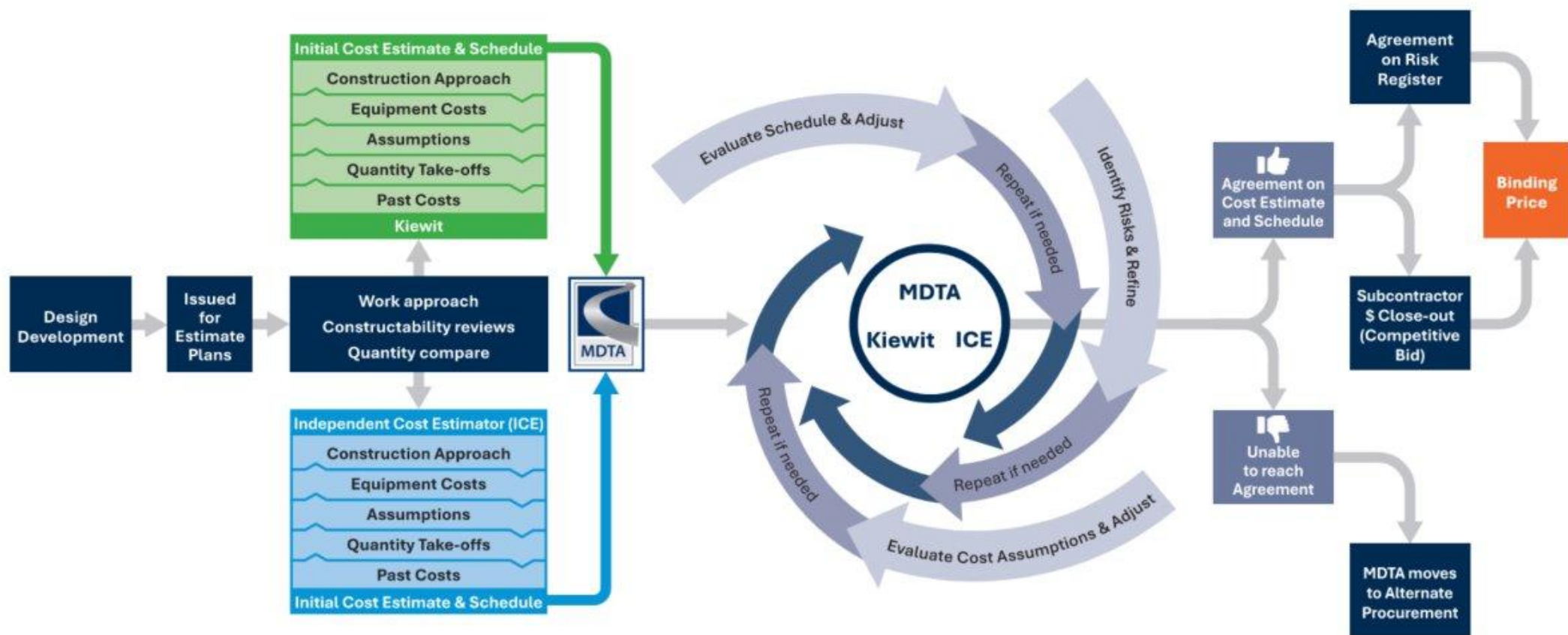
Estimating Process



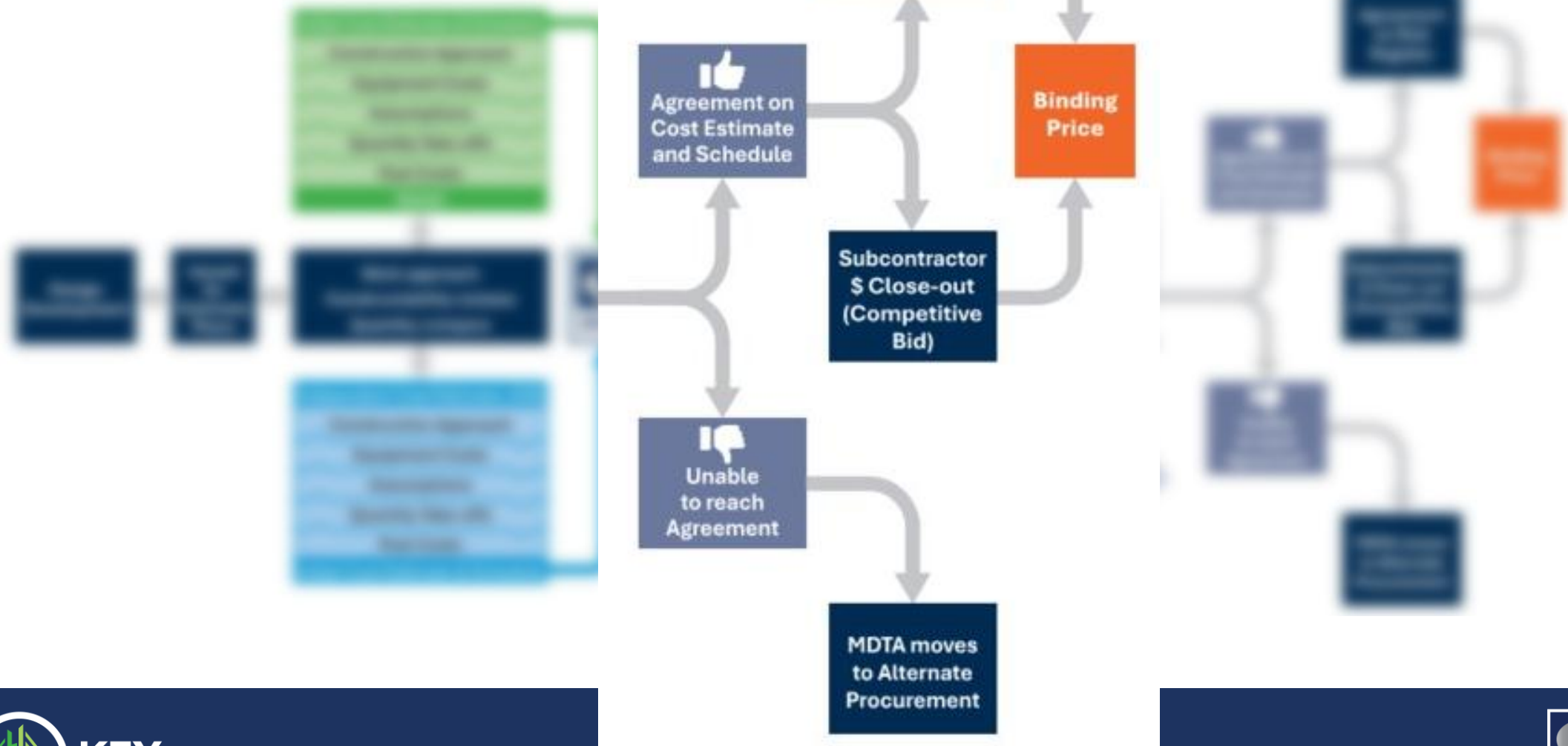
Phase 2 Estimating Schedule



Estimating Process



Which way do we go?



PDB Lessons Learned and Improvements

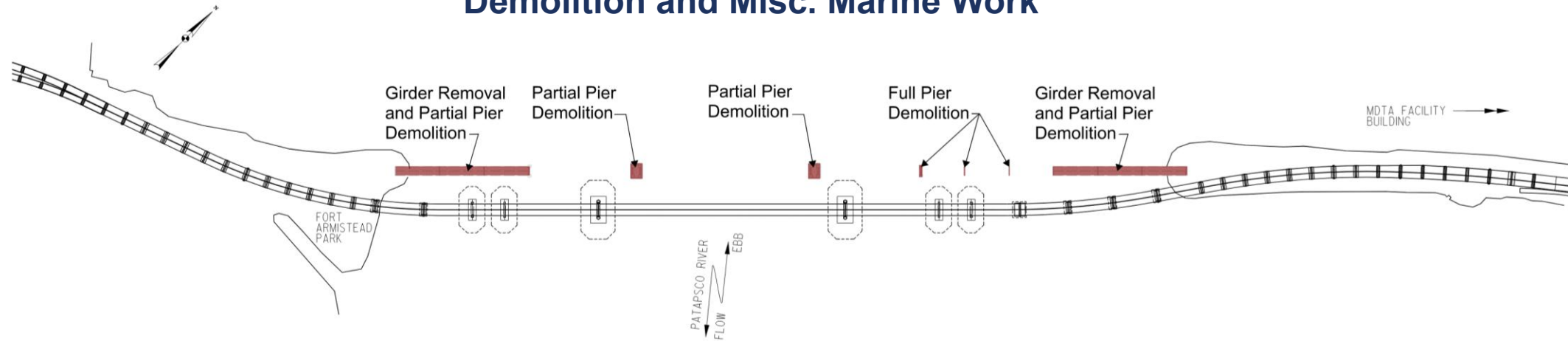
- Independent estimates critical for benchmarking Contractor
- Design advancement does not eliminate negotiation risk
 - Initial estimate of construction cost but not binding estimate
- Difficult to negotiate Phase 2 contract terms alongside price, schedule and risk
- Challenges arise when Lead Designer and Contractor share Parent Corp
- Off-ramp provision is critical safeguard for owners
 - Price alignment not guaranteed despite iterative design development and open-book discussions
- Seek opportunities for increased competition

Goals for Selecting New Approach for Construction

- 1) Facilitate and maintain continued progress toward completion
- 2) Ensure both the State of Maryland and USDOT receive competitive (cost and schedule) proposals
- 3) Support most efficient construction schedule
- 4) Minimize risk that would jeopardize the goals above

New Procurements – Four Contracts

Demolition and Misc. Marine Work

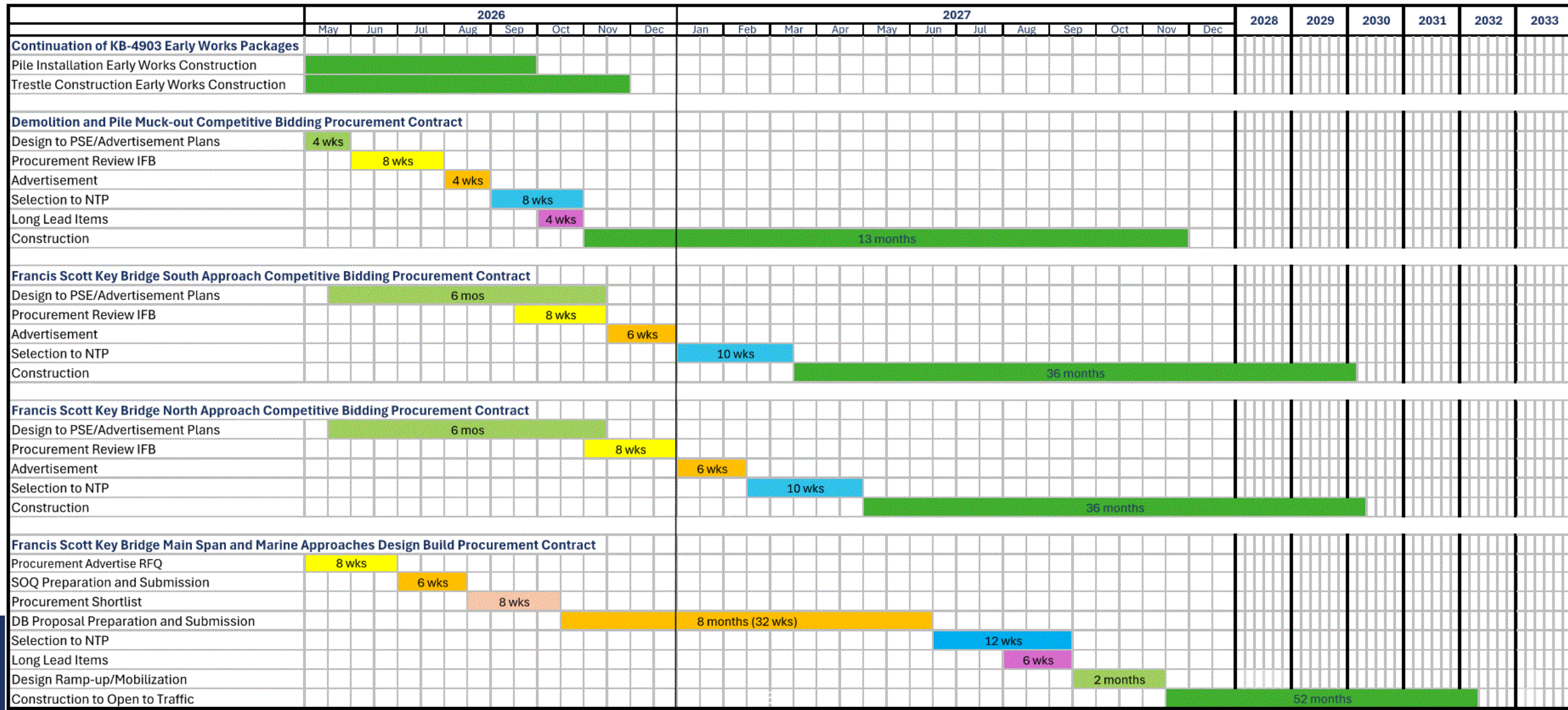


South Land Approach

Main Span and Marine Approaches

North Land Approach

New Procurements – Four Contracts



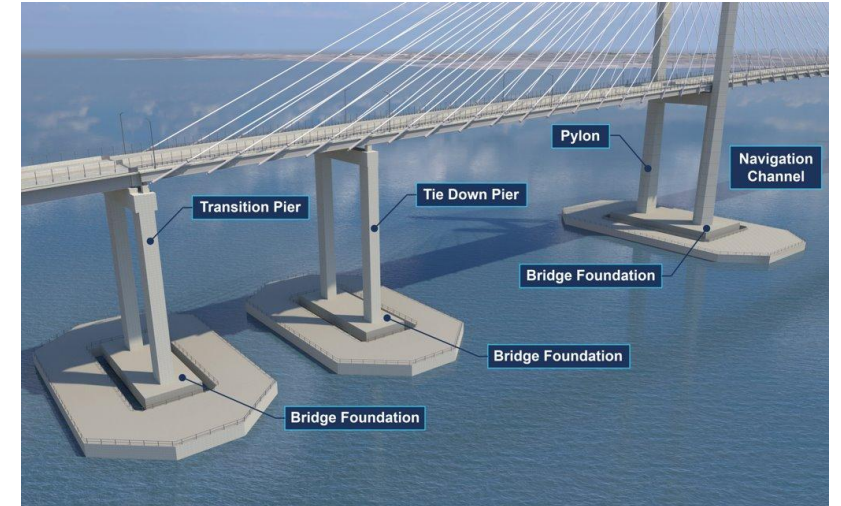
Demolition and Miscellaneous Marine Work Contract

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



Main Span and Marine Approaches Contract

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



South Land Approach Contract

- KB-4908-0000: Competitive Sealed Bidding (Design-Bid-Build)
- Scope of Work
 - Approx. 3,000 feet of approach bridge over land; abutments and retaining walls
 - Ground improvements within wetland
 - Approx. 2,000 feet of on-grade approach roadway construction
 - Bioswales, grass swales, and submerged gravel wetland
 - ITS, electronic tolling and roadway/bridge lighting elements
- Anticipated Cost Range: \$300M to \$400M



North Land Approach Contract

- KB-4909-0000: Competitive Sealed Bidding (Design-Bid-Build)
- Scope of Work
 - Approx. 2,400 feet of approach bridge over land; abutments and retaining walls
 - Ground improvements at abutment
 - Approx. 3,400 feet of on-grade approach roadway construction
 - Bioswales, grass swales, and submerged gravel wetland
 - ITS, electronic tolling and roadway/bridge lighting elements
- Anticipated Cost Range: \$200M to \$300M





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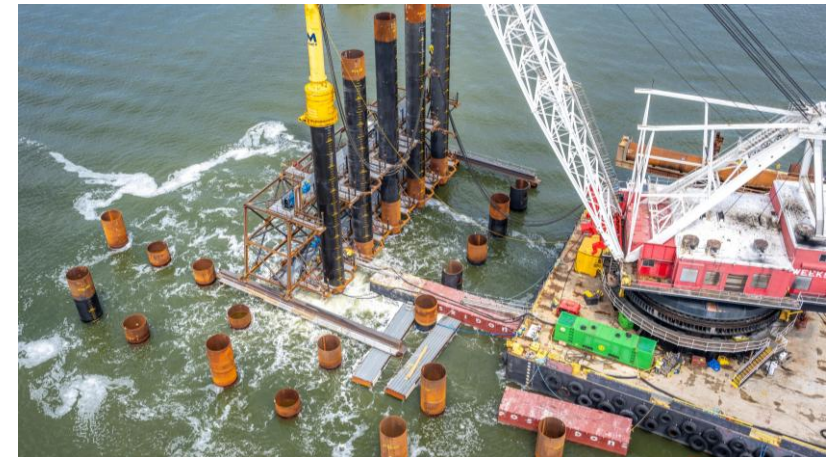
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Project Status

Construction Work Status

- Early Work Packages (EWP)
 - MDTA has assigned critical path construction work to Kiewit
 - EWP construction will continue into 2027
- Production Piles
 - Foundation and vessel protection piles for Piers 24 & 25
 - Goal to complete foundation and vessel protection piling for main span pylons under Kiewit EWPs



Foundation Pile Install

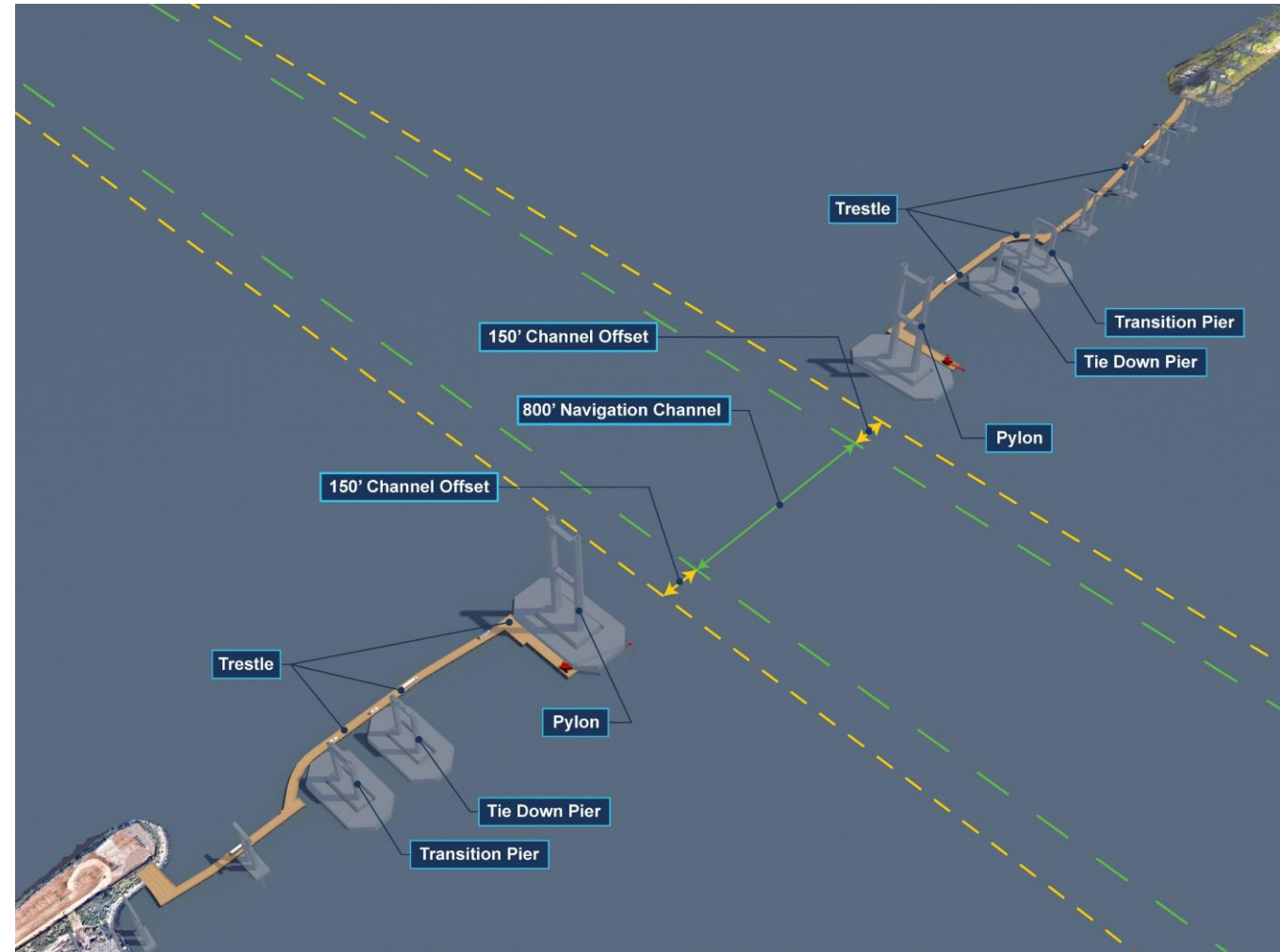


Impact Hammer



Construction Work Status

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



North Trestle



South Trestle



New Procurements

Demolition & Miscellaneous Marine Work

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

Main Span & Marine Approaches

- **Contract #:**
KB-4907-0000
- **Procurement:**
Two Step Competitive Proposal (Design-Bid-Build)
- **Anticipated Construction Range:**
\$3.5B to \$4.5B
- **IFB Advertisement:**
Fall 2026
- **Construction NTP:**
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



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