



Key Bridge Background



March 23, 1977: 1.7 mile-long Key Bridge opened over the Patapsco River as part of I-695 Baltimore Beltway



March 26, 2024: A cargo ship (Dali) leaving the Port of Baltimore struck the Key Bridge causing its collapse



Purpose of Industry Forum



To inform industry professionals and discuss the upcoming Progressive Design-Build (PDB) procurement and subsequent delivery of the Key Bridge Rebuild.



To inform MBE, DBE, WBE, VSBE and small businesses that are interested in obtaining their MD DBE certification about available partnering opportunities.



Respond to inquiries from industry professional related to the upcoming Request for Proposals (RFP).



Industry Forum Moderator



Maryland
Transportation
Authority

- Industry Forum Moderator – **Mr. Andrew Bing**
- On behalf of:
 - Maryland Transportation Authority (MDTA)





Format of Industry Forum

- Virtual presentation and Question & Answer session related to the upcoming RFP
- Questions and responses will be posted online at [KeyBridgeRebuild.com](https://www.KeyBridgeRebuild.com)
- This Virtual Industry Forum is being recorded and will be posted online at [KeyBridgeRebuild.com](https://www.KeyBridgeRebuild.com)



Check the webpage
daily for updates!



Panel Introductions



Jim Harkness, PE, PTOE
MDTA Chief Engineer



Brian Wolfe, PE
MDTA Director of Project
Development



Jan Walker-Emeogo
MDOT Director
Office of Minority Business
Enterprise



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



Title VI Questionnaire

What is Title VI?

- Title VI of the Civil Rights Act of 1964 provides that no person shall on the ground of race, color, national origin, sex, English proficiency, or disabilities be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity.

Should you need LEP assistance or if you believe the MDTA is not meeting the expectations of Title VI, you may direct questions, concerns, or file a complaint with:

Maryland Transportation Authority

Ryan Coleman, EEO Manager

Office of Equal Opportunity

2310 Broening Highway

Baltimore, MD 21224

410-537-5660 (Direct) | MD Relay: 7-1-1

RColeman3@MDTA.state.md.us

Why is Title VI Important?

- Title VI ensures that public services, including transportation, are provided in an equitable and nondiscriminatory manner.
- Title VI provides opportunities for public participation in decision-making without regard to race, color, or national origin, including populations with Limited English Proficiency (LEP).

Please Fill Out a Survey by Clicking the Survey Link provided in the Chat or by Scanning the QR Code. This survey will assist the MDTA in achieving maximum outreach to industry professionals.





What is MDTA working on now?



Key Bridge Directives

Governor Moore's four directives:

1. Give closure to the families
2. Clear the channel and fully open vessel traffic to the Port
3. Take care of all the people who have been affected by the crisis
4. Rebuild the Key Bridge



Sole Source Debris Removal Contract

- MDTA is utilizing Skanska USA Civil Southeast, Inc. (Skanska) for debris removal
- Qualified and equipped to perform similar operations
- Successfully demolished the Nice/Middleton Bridge across the Potomac River
- Resources already mobilized nearby Key Bridge



What is MDTA Looking For In A Project Partner?



MDTA Project Goals



Collaboration



Schedule



Safety



Quality



Cost



Aesthetics



What is MDTA Looking For?

- Qualified team of experts that best aligns with the project goals, technical needs, and accelerated timeline
- Experience working collaboratively in team environments
- Technical expertise in long-span bridge design and construction over water
- Experience in alternative project delivery
- Understanding of Maryland-specific design, permitting, and construction requirements



Review of the Progressive Design-Build Project Delivery Method



Progressive Design-Build (PDB) Approach

Two-Phase Contract with Single-Step Procurement

D-B Team selection will be based on a combination of qualifications and price for Phase 1.

PHASE 1 (RFP)

RFP Release Late May





Elements of Work – Phase 1*

Preliminary Design & Professional Services

- Project planning
- Preliminary engineering
- Final Design
- Construction support services
- Highway Design
- Geotechnical and Pavement Investigation & Design
- Landscape Design
- Permitting
- Community Engagement and Marketing Agency Services
- Surveying
- Third-party coordination
- Utility Coordination
- Structure Design
- Water Resources
- Stormwater Management

**Not a comprehensive list.*



Progressive Design-Build (PDB) Approach

Two-Phase Contract with Single-Step Procurement

PHASE 2 (No RFP)

- Multiple Work Packages
- DBE Goals set per Work Package
- Guaranteed Maximum Price (GMP)





Elements of Work – Phase 2*

Final Design & Construction

- Concreting
- Demolition
- Drainage / Pipe Placement
- Erosion and Sediment Control
- Formwork
- Grading and Excavation
- Highway Design
- Incidentals: construction equipment, materials supply
- Landscape Architecture Design
- Landscaping
- Lighting
- New Construction
- Pavement Marking
- Paving
- Permitting
- Piles
- Rebar and Steel Placement
- Signing and Signals
- Skilled and Unskilled Labor
- Stormwater Management
- Structure Design
- Third-party Coordination
- Traffic, ITS, Electrical Design
- Traffic Control
- Traffic Signal Installation
- Trucking and Hauling
- Utility Relocation
- Water Resources
- Community Engagement & Marketing Agency Services

**Not a comprehensive list.*



Why Progressive Design-Build?

- Streamlines and simplifies the procurement process
- D-B becomes part of the project team to develop design solutions/concepts
- Enables MDTA to provide substantial input on the design (proposed solution) within limits of Federal approvals.
- Shortens the overall project schedule with a quicker procurement process and opportunity to use early work packages in phasing the work.
- GMP offers MDTA transparency into the D-B's proposal cost and the ultimate cost for final design and construction.

Progressive Design-Build
Information provided by the
**Design-Build Institute of
America (DBIA)** is available at
[KeyBridgeRebuild.com](https://www.KeyBridgeRebuild.com)



How Does Industry Get Involved?



How Does Industry Get Involved?

- Firms who can support Phase One planning, preliminary design and engineering services should work to join interested teams
- Today's Virtual Industry Forum registration information will be posted online
- Primes can reference eMaryland Marketplace Advantage (eMMA) sub list as a talent roster.
- KeyBridgeRebuild.com will have information related to RFP progress and procurement.
- Anyone who registered for today's Forum will receive an email with notification of the RFP posting to eMMA.
- Subsequent work packages will not be advertised on eMMA
 - The vendor can direct solicit from database
 - The vendor will need to promote and do outreach
- Specialty subcontractors, DBE construction partners, and construction labor will have the opportunity to become involved later in the process
- Separate outreach will occur; joint effort between MDOT/MDTA and the selected PDB.

 emma.maryland.gov



Anticipated Project Costs & Bonding Requirements

- The MDTA anticipates a need for D-B or D-B Joint Venture (JV) partners to be able to demonstrate a performance and payment bonding capacity of at least \$500M as a part of their proposal.
- Specific bonding requirements will be subject to negotiation with the successful Design-Builder prior to the GMP process for individual construction packages.



Staffing The Project

- The project scope of work and accelerated timeline will require a substantial amount of skilled labor to complete the construction quickly and reliably
- There are substantial concurrent projects planned in Maryland/DC/Virginia area that will increase competition for skilled labor
- As a part of Phase 1 scope, MDTA is committed to determining whether a Project Labor Agreement (PLA) will be beneficial to the project
- The Design-Builder will need to put forth a staffing plan that demonstrates an ability to identify, train, and retain qualified workers for the project
- The approach to labor and staffing may or may not include a PLA
- Staffing plans will be evaluated as a part of the proposals



DBE Certification



How To Become DBE Certified

Online Resources

- Visit MDOT's website for DBE certification information:
[Certifications and Required Forms - MDOT \(maryland.gov\)](https://www.mdot.gov/certifications-and-required-forms)

Application Assistance Workshop

- MDOT's Office of Minority Business Enterprise (OMBE) will hold an Application Assistance Workshop for Forum attendees on Friday, May 10, 2024, at 10 a.m.
 - Register at: register.gotowebinar.com/register/8326283137598029920
- One on One - Call 410-865-1269 or email mbe@mdot.maryland.gov
- Heather McCall - hmccall@mdot.maryland.gov or Eun Young Hong - ehong@mdot.maryland.gov

OMBE Contacts

- Jan Walker-Emeogo, walker-emeogo@mdot.maryland.gov
- LaVerl Hendrix, lhendrix@mdot.maryland.gov

MBE, WBE, VSBE and small businesses can become certified as a Maryland DBE



Federal Contract - DBE Goal Setting

- Funding for reconstruction is expected to be derived from insurance proceeds, cash on hand, bond financing, and federal funds.
- Use of federal funds is subject to DBE requirements.
- The upcoming RFP will include DBE goals for Phase One services.
- DBE goals will be set prior to each Phase 2 package based on the specific scopes of work.
- The Progressive Design-Builder will be required to perform industry outreach.
- On the Job Training goals for Phase 2 work will be determined concurrently with the DBE goals.





Review of Planned Procurements



Anticipated PDB Procurement Schedule*



*Schedule is subject to change



Restrictions on Participation

- MDTA anticipates that the Progressive Design-Build RFP will preclude the following entities from participation due to their current or potential involvement:
 - Johnson, Mirmiran & Thompson or JMT, Inc.
 - WSP USA Inc.
 - Blackwater Environmental Group
 - Prime AE
 - Gannett Fleming
 - Reynolds, Smith and Hills or RS&H,
 - Rummel, Klepper and Kahl or RK&K
 - Whitman, Requardt & Associates or WRA



Other Opportunities to Get Involved: GEC & CMI Procurements

- The MDTA anticipates two additional procurements:
 - General Engineering Consultant (GEC) contract
 - Single award, task-based contract
 - Single-step RFP
 - Construction Management and Inspection (CMI)
 - Contract series, three anticipated awards
 - Open-ended, task-based contracts
 - Single-step RFP

A&E Contracts will be advertised after the PDB advertisement and will be advertised with staggered proposal due dates



Restrictions on Participation

- Entities that are participants in the selected Progressive Design-Build, including contractors, subcontractors, prime consultants, and subconsultants, will not be selectable on either the GEC or CMI contracts.
- Firms (prime and subs) may submit on both the GEC and CMI contracts.



Doing Business with the MDTA



Procurement Officer:

Jeff Davis, NIGP-CPP, CMPO

Deputy Director

Phone: 410-537-7832

Email: jdavis8@mdta.state.md.us



Mailing Address:

Maryland Transportation Authority

Division of Procurement

2310 Broening Highway

Baltimore, MD 21224

For General Procurement questions or information, please email:

mdtaprocurement@mdta.state.md.us



Q&A Session



Contact Information

Mr. Brian Wolfe, PE

Director of Project Development
Office of Engineering and Construction
Maryland Transportation Authority



info@KeyBridgeRebuild.com



800-515-7030



Rebuilding the Key Bridge
2310 Broening Highway
Baltimore, MD 21224



Thank you for participating in the
Key Bridge Rebuild
Virtual Industry Forum