



Maryland
Transportation
Authority

Rebuilding Key Bridge

Questions from the Industry Forum

FINAL

May 23, 2024

ATTENTION:

MDTA has addressed the questions received as part of the Key Bridge Rebuild Industry Forum as of May 23, 2024.

The responses provided are based on MDTA's best understanding as of the date of the response. 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Bridge Rebuild effort is under active development, the approach is subject to change and some of the responses may be superseded.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 – **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.

A. NEPA ENVIRONMENTAL DOCUMENTATION, PERMITTING PROCESS, AGENCY COORDINATION..... 1

1. What type of NEPA document will be needed, what is the timing, and who will be responsible for preparing it? 1

2. How will the environmental process work and who will be responsible?..... 1

3. What is the timing for the permitting and who will be responsible for it?..... 1

4. Who and when will Coordination occur with USCG, MPA, Utilities, etc.?..... 1

5. Is this portion of I-695 considered an interstate or is it a Maryland-owned highway? 1

6. Will the FHWA or the US Army Corps (or other entity) be the lead federal agency for this project? 1

7. Who will perform NEPA, and please clarify the process for the project? What will the NEPA process look like? 1

8. Will MDOT and MDTA be willing to simplify environmental reviews to ensure a new crossing can be completed in the quickest time? 1

9. How will the environmental process work and who will be responsible?..... 1

10. Will offsite mitigation sites be considered to satisfy environmental commitments? 2

11. If spoils need to be removed from the site, will the Owner define and provide permits?..... 2

12. Will MDOT secure a laydown area with all environmental clearances for the Contractor to stage operations or will that be the responsibility of the Contractor? 2

13. Does MDTA anticipate this project will include removal and clearing of debris or dredging in the shipping channel after the initial clearing operation is complete?..... 2

14. Will MDOT seek any regulatory relief / exemptions to expedite the design and construction?..... 2

15. Has coordination with agencies been initiated? Can any notes/meeting minutes be provided? 2

16. Understanding that many of the permits would typically take upwards of 18 months, what conversations have been had with the agencies to reduce this timeframe? 2

17. What other federal or state agencies are involved?..... 2

18. If environmental mitigation is required who will be responsible? 2

19. Has a roadway typical section (lanes and shoulders) been established for the replacement bridge?..... 2

20. NEPA is a public process. What is available for us to see?..... 2

21. Can you speak the NEPA and permitting steps you will be taking? And when? Will these be handled under the proposal? 2

22. Will a new environmental report and requirement for navigation be provided? 3

23. How will the requirements of the NEPA be addressed as part of the RFP proposal process. It appears the NEPA will not be completed until after Phase 1 proposals are submitted which could have impacts on the design approach and cost..... 3

24. At what Phase of the project would there be Public Involvement as required by NEPA, and to what extent?. 3

25. Will Environmental Justice concerns be factored in the work? 3

B. DESIGN CONSIDERATIONS 3

26. Has it been or will it be determined whether the remaining approach spans are viable and can be reused? .. 3

27. Is the plan to replace the entire bridge or only the part of the Bridge that collapsed? 3

28. Has it been decided what direction the Authority is guiding the bridge reconstruction effort regarding simple span, replacement, or a full new bridge off alignment?..... 3

29. Will the new bridge be built on the same alignment as the original bridge, or close?..... 3

30. Would there be consideration for a rapid reopening of 695 measured in months through use of prefabricated modular bridge components as was done on I-10 in Pensacola 2004, I-10 in New Orleans 2005, I-5 near Seattle 2013? This would be an interim crossing used while a new crossing is designed, constructed, and commissioned. 3

31. Is there a commitment schedule for design, permitting and construction?..... 4

32. Would be possible to incorporate Fort Carroll as part of the center structure for the new bridge? It would provide protection from rogue vessels from running into the tower/standards and the bridge could be supported by the mass of the Fort. From maps it appears to be within a mile of the original bridge..... 4

33. Will there be an Independent Cost Engineer? 4

34. Has the structure type and/or other aesthetic requirements been decided? If so, what are those? If not, how will that be included in a PDB procurement evaluation? 4

35. Do you have any key futurizing requirements for the new bridge (increase of vertical clearance, ship impact, increase of width, bike paths, etc.)? 4

36. How will replacing the Key Bridge affect other projects, priorities, budgets, etc.?..... 4

37. Does MDTA have a preferred structure type? 4

38. Will the span/location be the same? 4

39. Will the PDB include all work (approach roadways if adjustments are needed) or is it just the bridge?..... 4

40. Will the roadway capacity and number of lanes on the bridge be increased? 4

41. Will any right of way be required? 5

42. Will the new bridge remain a toll bridge?..... 5

43. Do they need staging areas for certain operations? 5

44. What should be anticipated for permitting requirements under the emergency replacement scenario?..... 5

45. Is it anticipated that the existing bridge piers will be completely removed? 5

46. Will demolition of any part of the existing bridge be part of the reconstruction?..... 5

47. Will Proposers be given the opportunity to propose the bridge type to be utilized (truss, suspension, cable stayer or other) or will the structure type be prescriptive? 5

48. What is the proposed extent of replacement (full bridge or main span, anything beyond the bridge limits? .. 5

49. Will the existing plans be made available to interested firms upon request?..... 5

50. Will the Contractor have any flexibility to close the shipping channel for brief periods to erect certain components of the bridge?..... 5

51. Will MDOT separately provide any dauphins or other safety measures in the shipping channel in advance of the procurement to enable the Contractor to expedite construction? 5

52. If full replacement, does a project goal include partial opening to traffic?..... 5

53. Will any engineering studies or findings during the recovery efforts be shared with the PDB Team? 5

54. Has the scope of replacement (main span only) and geometric requirements (vertical and horizontal navigational clearances) been confirmed? If so, what are they? 5

55. If partial or full replacement, what is the lane configuration? 6

56. Will there be restrictions on structure type(s)? 6

57. Are improvements to the roadway approaches being considered?..... 6

58. What is the plan for dolphin/fender system? 6

59. Will the current foundation be used for the main spans if they meet the criteria? Did the owner inspect the substructure for the main and approach spans?..... 6

60. Do they need sites to dispose of concrete, asphalt or brick? 6

61. What major existing utilities are within the project limits?..... 6

62. I would like to know once work on the bridge is started, will you work from the Brooklyn or Dundalk side of the bridge, or both? Where will the operations headquarters be located? Which side of the bridge? 6

63. Are there currently any on-going studies or concepts? Can those be provided?..... 6

64. Suggest that the bridge design concept be left open and not too prescriptive. This will allow for the DBT to evaluate the best option in order to move the process along as quick as possible. 6

65. Does MDTA anticipate the need for cultural resources-related services (archaeology, terrestrial or underwater, or architectural history/visual impact studies) either related to the demolition of remaining parts of the Key Bridge or in preparation for building a new bridge? 6

66. Could you build the new bridge tall enough to let the largest mega cruise ships enter the cruise port of Baltimore?..... 6

67. Could you make the new bridge 6 to 8 lanes wide with 12 foot shoulders for cars to break down in? And can you include a bike path along it to allow it to link into several local bike trails? 7

68. When looking to construct the bridge will there be any interest in consideration around embodied carbon or sustainability? 7

69. What is the functional lifetime being considered for the new bridge structure? Is there any interest in innovative products and processes? Particularly those that have been shown to accelerate construction schedules. 7

70. Is there be any interest in using GFRP (glass fiber reinforced polymer or fiberglass rebar)?..... 7

71. Is there any interest in using GFRP (glass fiber reinforced polymer or fiberglass rebar)? Is there any interest in innovative materials or construction techniques that accelerate the construction schedule? 7

72. Will MDTA be evaluating a Connected Data Environment to host design and construction plans, models, and other documents, and for full project lifecycle workflows across Planning & Design, Preconstruction, Construction Management, and Operations, to facilitate collaboration with AEC partners and interagency collaboration?..... 7

73. We are looking to get information on the grouting/abandonment of pipes under the existing structure..... 7

74. Are there international construction standards being applied to this project? 7

75. When will GMP negotiations take place? At the 30% or 60% design completion levels? 7

76. Will the GEC have a role in the development of the bridge design and aesthetics features?..... 8

77. Will the RFP set main span requirements, such as length of span, vertical and horizontal clearances, and deck width? 8

78. Is the new bridge going to increase the traffic lanes? 8

79. Will the under clearance of the new Key Bridge be coordinated with the ongoing Chesapeake Bay Bridge studies? 8

80. A recent news article quoted the Maryland Secretary of Transportation as saying that the replacement bridge will be a cable-stayed bridge. Will other bridge types be considered?..... 8

81. Will approach spans be part of PDB? Will independent design check be part of PDB or GEC?..... 8

82. Has a design brief been prepared that explains # of lanes, use of existing ramps, clear height above water and min. clear span? 8

83. Do you anticipate that the approaches will be replaced? 8

84. Is the entire bridge being replaced or is the scope limited to repairing impacted spans? 8

85. Will this bridge require a corrosion protection plan that would address the service life of this bridge? 8

86. What type of pile foundation did the Key Bridge have? Will a test program for the new bridge be performed separately from the PDB process?..... 8

87. Will the main span bridge type (e.g., cable-stayed) be fixed by the RFP? 9

88. Can the contractors consider designing the new bridge as multi-modal - capable of carrying cars, trucks, vans, etc. on an upper deck and light rail on the lower deck as in the Ben Franklin Bridge in Philadelphia and Manhattan Bridge in NYC? 9

89. If a new bridge is replacing existing bridge, will near shore sections be left in place as a fishing pier or look out pier? 9

90. Will there be a landside and over water component? This would help small DBE firms participation by limiting exposure (insurance, bonding, etc.) when bidding on this project. 9

91. Could you please elaborate a little bit more on the services that are needed under water resources? Any H&H work anticipated for this project? 9

92. Will the bridge have the same looks to it or with a new design be submitted?..... 9

93. Will the new bridge be 6 lanes in anticipation of widening the east side of 695, will it be higher for today's larger, taller ships, and will the supports be farther apart to allow 2 channels side by side? 9

94. Do you anticipate that the new main span of the proposed bridge to be longer and higher than the previous bridge? 9

95. Will roadway capacity/lanes on the bridge be increased? 9

96. Have any precluded firms prepared preliminary design/plans? Just wanted to see if any concepts have been developed for the new bridge. 9

97. What will be the service life design for the new Key Bridge? Similar to the Nice Middleton Bridge? 9

98. Will there be heightened impact protection systems required for pylons/piers and will they be part of the bridge construction? 10

99. Will the length of the main span be changed?..... 10

100. Is there any ideas of what precautions that will be taken to protect the bridge from shipping operations, once built?..... 10

101. Will the type of bridge aesthetic / design have any public input or public vote?..... 10

102. Have there been any considerations to include an Instrumentation or Structural Monitoring System for the new bridge? remaining bridge spans? 10

103. What precaution is being taken to avoid this type of accident in the future? 10

104. There have been a lot of statements in the news that the previous bridge fell because it was fracture critical. Will the new bridge be required to be non-fracture critical? 10

105. Does this project require non-destructive testing of the existing structure to assess the current status of the structural members?..... 10

106. Is a wider navigational channel under the bridge being contemplated?..... 10

107. What are the considerations for security and Critical Infrastructure Protection, such as electronic security systems, cameras, and other protection measures for the build process and post completion long-term measures and will they be factored into the lifecycle and the contracts? 10

108. The length of the main span of the future bridge is the same length of the main span of the collapsed bridge? 10

109. Has UHPC been discussed in any capacity for use on this project? 11

110. Since the new bridge is expected to serve travelers for many years to come do you anticipate the new design to be similar in capacity and services to the original bridge? Do you anticipate adding bike or pedestrian crossing lanes? Do you anticipate adding any observation or visitor services? 11

111. Would the bridge cross section include a bicycle or pedestrian path or would it remain primarily a vehicle throughput? 11

112. Would there be an option to realignment the new bridge? 11

113. Will there be lighting scope? if so, would it include roadway and aesthetic lighting? 11

114. Will the designers consider the use of high strength, non-corrosive V-ROD GFRP reinforcing at least in the top layer of deck reinforcing as well as sidewalks and barriers? This will ensure performance, durability and cost savings compared to any specialt steel reinforcing. GFRP reinforcing is included in the AASHTO LRFD and V-ROD is in full compliance with ASTM D7957 FRP specification. Have supplied numerous DOT bridge projects across the US and hundreds in Canada including the first cable stayed bridge in Ontario (Nipigon Bridge). V-ROD was also successfully crash tested at Texas TTI for the TL-5 barriers, which is a good application due to its high impact capacity as its tensile strength is 3x that of steel. 11

115. Are you considering utilizing a construction integrity monitor to provide oversight of the rebuilding of the Key Bridge and prevent, detect, and deter fraud, waste, and abuse? 11

116. Will Life Cycle Assessments (LCA) be required for all products used in the new bridge to ensure sustainability? Many different suppliers claim their products to be sustainable vs others, such as Fiber Reinforced Polymers for example claim to have a lower carbon footprint compared to steel, when in fact Polymers holding the glass/carbon /basalt fibers together are derived from petroleum in this case..... 11

117. Will the Key Bridge replacement RFP include a rail transit - heavy or light - requirement? Will it include a pedestrian/bike lane requirement? 12

118. How can the bridge design and construction contractors be instructed to consider a design for the new bridge that will accommodate a lower deck or additional lanes suitable for light rail transit (LRT)? The Baltimore Transit Equity Coalition (BTEC) foresees a future when a light rail transit spur will connect Bayview, the eastern terminus of the Red Line LRT to Sparrows Point, then meet the LRT system on the new bridge. At the western terminus of the new bridge, the LRT system will connect with an LRT corridor leading to Annapolis or BWI-Marshall. Several bridges including Philadelphia's Benjamin Franklin and New York City's Manhattan bridges feature lower rail transit decks and upper decks for cars, trucks, vans, etc. A new bridge across the Patapsco River is the opportunity that arises from crisis. Maryland should take full advantage of the once in a lifetime opportunity. 12

C. SCHEDULE.....12

119. What is the timetable and schedule for posting and awarding all related contracts, including NEPA?..... 12

120. What are the schedule parameters? Is there an anticipated open to traffic date that has been established?12

121. What is the timeframe for procurement?..... 12

122. Is there a programmatic and/or procurement schedule?..... 12

123. What is the initial time frame/ rough schedule for the design and bid dates? 12

124. What is the proposed timing for the procurement and selection for the various professional services [progressive design/build, independent reviewer (contractor or owner), owner’s rep role]? 12

125. Did I hear correctly earlier the desired timeline for all lanes open was fall 2028?..... 13

126. Understood the target completion of Fall 2028 from the presentation. Can the PDB propose an accelerated schedule? 13

127. When will the rebuilding start?..... 13

128. How much reasonable deviation is anticipated from the Fall 2028 opening?..... 13

129. What was the anticipated award date for the Phase 1 proposal?..... 13

130. How was the 2028 finish date developed? 13

131. When is construction of the bridge expected to begin? 13

132. Does MDTA have a target timeline to begin erection and complete construction of the bridge?..... 13

133. Is there an expected duration for Phase 1 in the PDB? 13

134. What are the basis and assumptions that the MDTA utilized to determine the desired bridge opening date of fall 2028?..... 13

D. RFP/PROCUREMENT13

135. What process will be used to expedite design and construction of a new crossing?..... 13

136. What will be the procurement method for GEC, Design, and CMI part?..... 13

137. Will the contract to construct the new Francis Scott Key Bridge project utilize the Design-Build, Progressive D/B or P3 method? 14

138. What will the role of the two agencies (MDTA and SHA) be during the execution of the project? 14

139. Will any of this work be performed by any current on-call contracts or as a stand-alone procurement?..... 14

140. Would MDOT allow MDTA to utilize existing contracts with other TBUs to expedite services for the contract? 14

141. Will the MDTA/MDOT utilize existing contracts for services and funding related to this project?..... 14

142. Will the funding method, which includes significant federal funding, affect the ability to use existing MDTA contracts for early works? If so, how will MDTA mitigate this and quickly procure new contracts that allow for federal funding? 14

143. Does MDTA anticipate a single or multiple advertisements for the construction management of the bridge once it is advanced through design? 14

144. What are the anticipated submittal stages (30%, 60%, etc.) and corresponding schedule?..... 14

145. Will there be a GEC contract? If so, what is the projected dollar amount and scope of services? 14

146. Considering that the likely replacement will be a long-span structure, which is less common, will the owner allow PDB Teams to submit relevant experience completed beyond 20 years?..... 14

147. Will the bridge design be a single procurement or multiple procurements? 14

148. Will there be multiple contracts or multiple sections awarded? 14

149. Will this be a single step selection process to save time?..... 14

150. How much time will the Owner provide to prepare the proposal? 14

151. What will the RFP process be (tech based, interview, looking for best proposed overall solution etc.)..... 14

152. Will selection be based on qualifications, or will it be a two-step process with price and schedule included in the evaluation criteria?..... 15

153. Due to the extensive effort required to be able to respond to an RFQ/RFP of this magnitude in a short time, will the procurement timeline to be published to the industry as soon as possible?..... 15

154. What procurement process will they be using for each phase of work (planning, design, construction, post-construction)? 15

155. How do we get notified of product requests/needs? 15

156. Will there be CEI contracts? If so, how many, and what are the anticipated contract amounts and scopes of services? 15

157. Suggest as typically done on Maryland projects we suggest that all QA remain with the state. 15

158. Will the PDB Team be provided an existing survey for both land and marine upon completion of demolition? 15

159. Will laboratory testing of materials be included in the CMI contracts? 15

160. What department or firm will be responsible for traffic control/pedestrian safety requests?..... 15

161. To accelerate the completion of the project, please consider A+B procurement so MDOT can utilize schedule in the evaluation process. 15

162. Suggest that the contract have the ability to move forward under a cost-plus model during the Phase 1 (Preconstruction Phase), this will allow for a faster start and will keep the parties in alignment with each other. ... 15

163. Will PDB Team be required to procure right-of-way?..... 16

164. Suggest that mobilization payments be flexible to account for the quick ramp up that will be required. If the state desires a fast start, there will be a significant capital outlay by the contractor in order to make that happen. 16

165. Will the Not-to-Exceed amount be specified or is part of the Price Proposal? 16

166. Elaborate on the percentage mark-up for Phase 1 – I assume this is the contractor marking up the engineer’s work? 16

167. Are the contractor’s effort also being paid under the NTE on an hourly basis, or should they be covered by the mark-up?..... 16

168. What elements are in the Price Proposal?..... 16

169. What is the DBE goal for Phase I? Professional Services only we assume?..... 16

170. Is there a self-performance requirement (minimum or maximum) for Phase 2? 16

171. Will MDTA meet with potential teams prior to RFP issuance? 16

172. Is an Independent Design Quality Management Firm required?..... 16

173. Can subcontractors/subconsultants participate on more than one team?..... 16

174. Will MDTA provide a draft of the RFP for comment before issuing?..... 16

175. If a fee is required to be provided during the selection process, we suggest that this not be heavily weighted as part of the evaluation process. We also suggest that the state not ask for a total project price at this point, as there won't be much value to this number. 16

176. Suggest that key personnel qualifications not be too stringent with regards to specific and length of experience. Allow the DBT the flexibility to present the best possible team to successfully deliver the project..... 17

177. Suggest language be introduced in the contract that if the DBT does not come to agreement on the construction cost, the state reserves the right to contract directly with the designer and choose another contractor. 17

178. Will an IDQF (independent design quality firm) be required? 17

179. Will reference documents, such as surveys, as-builts, vessel studies, geotechnical, etc., be included with the RFP? 17

180. What are the domestic product preference requirements for this project?..... 17

181. Will the contractor be required to provide facilities for a command center to house representatives from all the various jurisdictional authorities on site to expedite decision making and regulatory approvals?..... 17

182. To accelerate the completion of the project, Please consider a best value procurement that evaluates both cost and schedule such as A + B, with the time component reflective of the public impacts each day the facility remains unusable. 17

183. Will the PDB Teams have responsibility for Public Involvement or will the State lead those efforts with the PDB Teams support? 17

184. Will there be both a design build and an owner's representative? 17

185. Will the CMI contract(s) be awarded through an RFQ followed by a Technical Proposal, or will it be a one-step process? 17

186. Given the nature and importance of this procurement to the state we suggest that the selection process be a qualifications-based selection process only..... 18

187. What will be the evaluation criteria for the proposal? 18

188. Will MDTA publish a list of firms who are conflicted from participating in each stage of the procurements anticipated? 18

189. What will constitute a conflict of interest? How will they manage/communicate conflicts of interest so that firms have ample time to form teams? 18

190. Is there going to be a procurement process, given the Governor's executive order?..... 18

191. Who will participate in the selection committee? 18

192. What are the project goals? 18

193. Suggest that a 3rd party Disputes Review Board (DRB) be put in place on the project under the guidance of the DRBF..... 18

194. Suggest language be introduced in the contract that puts a cap on Limits of Liability and Liquidated Damages. We have seen push back on mega projects from sureties for contracts that don't have these types of caps. 18

195. Does the Owner expect any level of private financing to fund the bridge construction? 18

196. Will PSPL (project specific liability insurance) be required? 18

197. Can you please provide a description of any key staff required of the PDB Teams and their requirements? . 18

198. Will there be a separate program manager and/or owner representative for the bridge replacement?..... 18

199. Is a PE license required for the Contract Manager/Primary Liaison of the CMI contract? 18

200. What is the conflict-of-interest policy for contract participation? 19

201. If it is D/B what will be the duties and roles of CMI? 19

202. Will there be a GEC contract? What will be the included scope of services? 19

203. Will there be reciprocity granted for other states certifications for inspectors (i.e. utilizing VDOT certified inspection staff for CMI)? 19

204. Will there be a requirement for the PDB Team to have QA/QC or will the state perform verification testing? Will there be a requirement for an independent quality firm (IQF) to be contracted by the PDB Team?..... 19

205. Given the critical time constraints, many unknowns around project scope, site conditions and permitting environment, the appropriate delivery method for this project is PDB. It is not practical to expect PDB Teams to provide an upfront price during selection for a project with such undeterminable risks? 19

206. Are there plans for issuing other related contracts to address congestion, detours, or impacts on I-695/I-95/Tunnels? 19

207. If the procurement is DB, will the contract include demolition? 19

208. Suggest that a formal partnering process be part of the contract..... 19

209. Will you be looking for construction risk management - third party administration claims /data management on this project? 19

210. Will there be a Project Labor Agreement utilized for the construction portion of this contract? If so, will it apply to not only the general contractors but the subcontractors? 20

211. Suggest that if there is going to be a requirement for unionized labor that this be left to the DBT to develop the agreement with the local labor unions..... 20

212. Will this be an open forum bid process, or a PLA?..... 20

213. Please confirm the Owner will require an independent design checker (as is the norm on other complex long-span projects). 20

214. If there is an independent plan reviewer (IPR), will the IPR be expected from the DB team or contracted directly to the owner?..... 20

215. Please confirm that firms, including leads, can pursue both GEC and CM? 20

216. Will there be first tier and second tier opportunities to engage with a GC and a major subcontractor? If not, why? 20

217. What dispute mechanisms will be written into the agreement with the contractor to assure that disputes among the parties are promptly resolved, e.g. a dispute resolution board, progressive dispute resolution, etc.? 20

218. We are very interested in working on this project. Please advise how to contact potential primes and get in their teams. 20

219. Is there a short list of primes that can submit or it's open to all that can fit the criteria? And will the GC have a QC/QA team or the inspection be done via MDOT? 20

220. Will all three CMI contracts have the same general scope or is it anticipated that there will be separate work packages for each contract? For example, one for the north side, one for south side, one for waterway? 21

221. Are joint venture or tri-venture PDB team permitted?..... 21

222. Will there be confidential 1-to-1 meetings during prior to proposal submission?..... 21

223. Will there be site tours for the PDB during procurement? 21

224. The bridge design is a sole source (single procurement) contract? 21

225. The presentation noted that firms cannot be on both the GEC and CMI contracts. Is that rule applicable to smaller DBE's providing communications and outreach services? 21

226. Do you anticipate the use of an independent peer review for the main unit of the new bridge? This would include development of an independent structural analysis? 21

227. Will site visits be provided for PDB?..... 21

228. Will today's participants be notified directly when the upcoming solicitations are released? 21

229. Will the Precluded firms from the PDB be also precluded from the CMI contracts? 21

230. Is the owner providing geotechnical investigations, engineering, and testing/lab work, or will the PDB contractor be responsible for it? 21

231. Will all materials for constructing the new bridge be required with the Federal Buy American Act? 21

232. Will there be contracting opportunities for 501c3 nonprofits? We represent some of the largest minority owned companies and would be interested in partnering in some capacity..... 21

233. Do you know if on this project do you need a Janitorial Company or just construction companies???. 22

234. Where will the RFP be posted...KeyBridgeRebuild.com or emma.maryland.com? 22

235. Will there be an SBR CMI contract advertised too for this project? 22

236. Will there be a Small Business Reserve contract for any of the phases of work? If so, what SBR RFPs will be issued? 22

237. Can the same firm, even Prime firms, be selected and awarded both the GEC and CM/CEI contracts? 22

238. Will the RFP be available to anyone who wants it? 22

239. Are the firms that are precluded from the PDP RFP possibly, also precluded from the Engineering services and CMI procurements? 22

240. Is the preclusion of the listed firms just for the PDB contract or does their preclusion include the GEC and CMI contracts? 22

241. Will you share at any point the list of precluded firms from GEC and CMI contracts? 22

242. Will the PDB RFP require offerors to set forth a Guaranteed Maximum Price, and how will that GMP be evaluated in selecting a PDB contractor? Will it be more or less important than the qualifications and technical approach of the offeror?..... 22

243. Will Skanska be allowed to submit proposal as they are involved with the removal of the old bridge? 22

244. Will you give additional consideration to teams that have design-build certified professionals in reviewing responses to the PDB RFP. 22

245. How many teams have been formed to date, to your knowledge? 23

246. Will there be a separate presentation for the GEC opportunity? If not, can you provide a potential timeline of that procurement (anticipated contract execution)?..... 23

247. Will the PDB team be selected on a QBS or best value basis? If the latter, what price component will proposers be required to submit? 23

248. Will the RFP require Primes to provide a DBE Utilization Plan indicating areas of DBE services?..... 23

249. The CMI RFP typically limits a firm’s projects and personal resumes to experience gained in the last 10 years. Considering the complexities of this project, can you increase the limit?" 23

250. Will there be interviews for the PDB procurement?..... 23

251. The subcontractors who are part of PDB, will also be excluded from GEC & CMI engagement? 23

252. Why are certain firms precluded from participating and are they precluded from being on the PDB team on or precluded from the GEC and CMI contracts? 23

253. Are there additional opportunities to get on teams to support firms that are listed as precluded due to current or potential involvement, or are there teams already set? 23

254. Can you address any role or impact to the PDB procurement the offer one entity has made for "pro bono" design? 23

255. Will safety shoes and safety apparel be a part of the RFP? 23

256. Outside of NEPA, will the project require additional IJR? 24

257. With both a PDB and Construction Management contracts for the replacement, why is a GEC contract being executed and what is that contract's scope?..... 24

258. Has there been any identified environmental mitigation required in coordination with the demolition and rebuild of the bridge? 24

259. Will most of the procurement be Maryland owned businesses? 24

260. Who is the project/program manager for this project?..... 24

261. Will safety program development and management be outsourced under GEC or CMI efforts? 24

262. We are a testing and inspection company, capable of certifying welders, and inspecting all build levels, with a lot of bridge/tunnel experience. Do we need to partner with other firms to bid? 24

263. Would the SHA Oversight activities will be a separate RFP or Solicitation? 24

264. Will a draft RFP be sent out prior to advertisement? Also, will draft contract terms be provided? 24

265. Will the preferred rebuild selection (channel replacement or full bridge) be clarified in the RFP? Will the preferred material be outline in the RFP? 24

266. When it comes to a list of firms on the KeyBridgeRebuild website, what contact information will be publicly released to reach out to other firms (i.e. emails, phone numbers, etc.)?..... 24

267. Right now, there is already work underway to remove the bridge parts and debris from the water. And so why would the discussion of dredging and debris removal come into the picture on this contract? 25

268. Is there a time frame for the removal of the original span foundations and has a contract been awarded for their removal?..... 25

269. If a vendor participates in any of the activities under MDTA, will that preclude them to pursue under SHA Oversight opportunity" 25

270. Will a Project Labor Agreement be part of this contract? If it is yet to be determined, how will Maryland determine whether or not a PLA will be used? 25

271. Please provide some clarity regarding the PLA consideration. Did you state that the decision to use a project labor agreement will made AFTER you receive the responses to the PDB RFP? Should I anticipate that I will need to address our request for the absence of a PLA within our proposal? 25

272. Will there be any early completion incentives be considered as part of the contract outside the GMP? 25

273. In terms of timing to discuss with the design team for concrete reinforcing and corrosion protection policy such as the use of high performance, non-corrosive GFRP, will this be after the DB team is awarded?..... 25

274. You mentioned bridge aesthetics are important - will the RFP require the inclusion of a bridge architect within the team?..... 25

275. Will protected species monitoring and management (Air, Land, Sea) be outsourced? GEC, CEI or standalone procurement? 25

276. Since the PDB will use existing contracts, how does that affect them adding DBEs to their team for this work? 26

277. Will MDTA use their own project/construction/document management system or rely on the awarded contractor?..... 26

278. Will the ICE (Independent Cost Estimator) be part of the PDB Team, the GEC, the CMI or separate from all? 26

279. Any ideas at this point on page limits for proposals? 26

280. Can you speak to non-engineering services such as general planning, modeling and economic impact analysis that might also be procured?..... 26

281. FHWA's description of PDB states that "selection is primarily, and often exclusively, based on qualifications." Will that be the case with the Key Bridge PDB RFP? Other than qualifications, what will be taken into account?.... 26

282. Will MDTA hold any sort of "Meet The Primes" or similar event to further open opportunities to DBEs and other small businesses? If not, will MDTA help get the word out on any PDB (or prime GEC/CM) teams doing the same? 26

283. Will the contractors being considered for Phase I be announced? 26

284. Will a GEC sub consultant be allowed to pursue one of the CMI contracts as a prime? 26

285. Will community outreach be part of Phase I and Phase II 26

286. How large will the CMI contracts be? Can they be split enough for smaller DBE companies to be primes? ... 26

287. Will the City of Baltimore Urban Design and Architecture Advisory Panel (UDAAP) or other Design Review Groups be engaged during the design process? 26

288. Will the names of the attendees be made available for networking? When is the RFP expected to come out? 26

289. Has consideration been given to delay the advertisement of the CM/CEI until after the PDB is selected? 27

290. Has the breakdown of the old bridge already been awarded to any companies? 27

291. What are some of the specific scope items in the GEC contract? 27

292. Will the prime firm(s) submitting for the GEC contract be precluded from submitting on the CMI contracts? In essence could a prime firm be selected for the GEC contract and a CMI contract? 27

293. Is there any preliminary evaluation about the requirements for clearance and main span length in order to improve the present allowance for navigation and take into consideration future potential upgrades of the port and of the navigation channel enlargeent/deepening? 27

294. Will we be notified when the RFP is released? or will we need to regularly check for it to be released on the website at the end of the month? 27

295. If a firm provides services under an existing MDTA or existing SHA Contracts to support the initial work - does it preclude the firm from pursuing the GEC or CMI Contracts? 27

296. Will draft RFP be available ahead of release? 27

297. Since all three of these RFPs (PDB, GEC, CMI) are being advertised so close together and will have significant overlap before selection is made for these contracts, will there be clear information given in each RFP regarding what a conflict would be for prime firms to understand better what contracts they can pursue? 27

298. How will the MDTA make sure that MBE/DBEs are treated fairly by the Primes, unlike in projects past?..... 27

299. Have you given any consideration to the unsolicited proposal you received from WeBuild/Lane? Will that impact the budget, timeline, scope, etc.? Will MDTA/ FHWA consider the offer presented by the Italian WEBUILD?
27

300. Will the contract be structured to allow for raw material payments with regards to Structural Steel? 28

301. Outside of business license is there a requirement to be qualified by the SHA or MDTA as a General Contractor? 28

302. Can subcontractors and subconsultants pursue multiple teams for PDB?..... 28

303. Is it permissible for contractors to collaborate on this project with more than one contractor?..... 28

304. Will a General Contractor joint venture be required to be approved by the SHA or MDTA prior to RFP submittal? 28

305. Will Baltimore Corps of Engineers environmental or procurement regulations apply to this procurement? .28

306. Will design subconsultants be permitted to participate on proposals for multiple Progressive Design-Build teams? If not, is that limited to the lead design firm and contractor?..... 28

307. What scopes of work are available in the PDB contract versus what scopes are available in the GEC and CMI contracts?..... 28

308. Please confirm that the CMI will implement Construction QA and the Contractor will be required to only perform Construction QC..... 28

309. Will mitigation for wetland/waters of the U.S. impacts be a part of the PDB contract, the GEC contract, or existing contracts for the early work? 29

310. What NAICS code should we focus on? Keywords or Name of solicitation? 29

311. Would there be a requirement for Independent Quality Manager (IDQM)? 29

312. Is the design and construction of a Bridge collision protection systems to be included in the design build contract for the bridge super structure? 29

313. Is there a contact for the risk management of the project? 29

314. Although it was noted that a subconsultant is not permitted to be on the winning PDB team and the GEC/CMI contracts, due to the overlapping procurement schedules it will not be known if a subconsultant is on the winning PDB team when the GEC contract is advertised. If a firm is on a GEC team and later finds out that they are on the winning PDB team, would the GEC team be disqualified from winning or would they just be required to replace that particular subconsultant. 29

315. Do inspector's certifications for the CMI contracts need to be MDOT or can they be VDOT certified to perform inspection services? 29

316. Will MDTA provide a team of expedited permit reviewers for the project and will the RFP list of all requisite permitting for the project? 29

317. Will the QPL be expanded to expedite use of products that don't have a prescriptive place currently? 29

318. Will the award criteria include points for local hiring/local workforce, workforce diversity and local supplier utilization - Maryland based citizens and businesses ? 29

319. What is the reasoning behind three CMC contracts? 30

320. Is it anticipated that the Quality Control and/or Quality Assurance of the materials incorporated into the construction be included in the GEC or CMI Contract(s)? 30

321. Given the significant amount of federal funds for this re-build, would MDTA consider including a requirement in the RFP to designate a percentage of work to firms that are certified as a federal Small Business but not certified as an MDOT DBE firm? 30

322. Will you have to be a union contractor in order to work on the bridge? 30

323. Would you please elaborate on what's the difference between the role of the GEC and the design team of the PDB? 30

324. Is underwater diving anticipated to be of need for the CMI contracts? 30

325. Will the requirement of a PLA be addressed in the RFP as part of the Phase 1 PDB procurement? 30

326. Will the GEC perform an Independent Design Check of the bridge with means and methods independently from the Design Builder to guarantee the true independence of the relationship or will it be performed by a direct contract of an IQF with the Design Builer ? 30

327. Are there any preclusions about pursuing the GEC and the CMI contracts? 30

328. Will the owner be providing a Project Management Information Software or up to the CMI firm? 30

329. Will a draft RFP and PDB contract term sheet be provided for industry review ahead of the advertisement? Since there are only 4 weeks to submit. 30

330. Will MDTA provide as-builts of the Key Bridge during the RFQ/RFP? 31

331. Will Phase 2 Work Packages be based in fixed sums, target prices or not to exceed amounts? 31

332. Can the Phase 1 NTE amount be posted on the website before the RFP is issued? 31

333. Do restrictions under the Trade Agreements Act (TAA) apply to this procurement? 31

334. Does COI apply to the PDB teams submitting for phase 1? Specifically, can subconsultants submit as part of multiple teams? 31

335. There were two different procuring agencies mentioned earlier in the call, will prospective contractors be expected to adhere to both Federal Acquisition Regulations (FAR) in addition to MDTA? 31

336. Due to the use of Federal Funding, will State of Maryland procurement guidelines apply or a mixture of Federal Acquisition (FAR) guidelines and State of Maryland procurement guidelines. 31

337. Is there committed federal funding for the PDB project (documented)? 31

338. Will the procurement encourage SBA mentor protegee agreements and JVs? 31

339. Are subs to the primes who were shown precluded also be precluded if they are on the contract that caused the prime to be precluded? 31

340. Do local hiring goals apply to this contract? 31

341. Will the RFP be written so that several vendors can be selected and awards rotated?..... 31

342. Jeff said price will be a part of the selection process. Please explain how price will be incorporated in this proposal? 32

343. Who will make up the RFP selection panel? 32

344. Will there be roles for project managers? 32

345. Will there be a proposal review panel and will that be different from the selection panel? 32

346. Does MDTA have a preferred format for proposed contract schedules? What format would make it easiest for MDTA to conduct review and analysis? 32

347. Are there plans for any force augmentation contacts to add capacity in other departments to offset bandwidth concerns that a project of this magnitude could introduce? 32

348. Will the designer for the selected design builder be part of the incentive program in the PDB contract?..... 32

349. Once environmental mitigation is identified, do you intend to procure that work under its own RFP or will that be a subset of the PDB team? 32

350. Will there be a IDQM role and if so under what contract? 32

351. Will technical requirements or a reference design be provided to the PDB bidders? 32

352. Do you know what certifications will be required by Construction Inspectors? 32

353. Would a firm working for BGE preclude them from working on the PDB team? 32

354. Should we anticipate future industry information meetings like this one for the GEC and CMI contracts?.... 33

355. Shouldn't MDTA exclude fracture critical bridge designs for the proposed replacement options?..... 33

356. RFPs typically restrict a firm's project experience and personal resumes to the past 10 years. Considering the complexities of this project, could you possibly extend the limit to 15 or 20 years? 33

357. Will the CMI contract(s) be awarded through an RFQ followed by a Technical Proposal, or will it be a one-step process? 33

358. What are the bonding requirements for the project? 33

359. Will the MDTA be looking to engage international experience with emergency reconstruction experience of signature structures? 33

360. What criteria will RFP be evaluated on? 33

361. Presuming the Joint Permit Approval conditions will require an Independent Environmental Monitor, how will that role be procured – through the GEC or as an independent RFP?..... 33

362. Will there be any technical or financial prequalification required for the Lead Designer entity?..... 33

363. Will the bridge collision protection cells or system be included in the design build contract for the bridge superstructure?..... 33

364. If any, what percentage of material be outside of the Buy America Act? 33

365. To what extent will the schedule be assessed in the evaluation of the Technical Proposal?..... 33

366. It appears that the selection of the PDB team will not be completed prior to the RFP advertisement for the GEC contract. Since a firm can't be a subconsultant on both the PDB and GEC contracts, does that mean that,

because of timing of the RFPs, a subconsultant will not be able to join a team proposing for the GEC contract if they had joined a team proposing for the PDB contract? 34

367. Slide 28 of the presentation lists eight firms which are precluded from being on the team for the PDB contract. Is this list of precluded firms a complete list? There are numerous subconsultants to those firms who are working on current MDTA contracts, and those subconsultants are not listed as being precluded; some of those subconsultants may currently be involved in tasks related to the collapsed Key Bridge (but not the rebuilding of the Key Bridge). 34

368. When can we anticipate receiving a decision regarding the necessity of a PLA or the potential implementation of a points system for planning to utilize one during the RFP process? 34

369. Do the 51% new hire local hiring laws apply to the project? 34

E. FINANCIAL AND LEGAL CONSIDERATIONS.....34

370. Is there an expected budget or an order of magnitude dollar of the reconstruction of the bridge? 34

371. \$1.7 - \$1.9 Budget include Design / GEC / CIE etc. or is this just for the Construction of the Bridge itself? 34

372. What is the expected value of the PDB, GEC, and CMI contracts? How many firms are expected to be selected for each? 34

373. Will there be any technical or financial prequalification required for the Lead Designer entity? 34

374. Are there specific SBR (Small Business Reserve) opportunities under this procurement?" 34

375. Suggest this project not mandate labor agreements for lower tier subcontractors and more specifically SBE/MBE subcontractors. 35

376. A project of this magnitude will require broad industry participation to be successful. MTBMA represents over 21,000 construction professionals and legacy contractors that maintain a Maryland based permanent workforce. Please confirm that the procurement will not restrict the participation of this diverse workforce by mandating a Project Labor Agreement. The vast majority of Maryland's legacy firms including DBEs/MBEs/SBEs are not signatory to trade unions and are not structured to administer wage and fringe payments to unions. 35

377. What assurance do we have that money is/will be available? 35

378. Bond capacity \$500 m, is that for the entire consortium or each contractor? 35

379. What is the status of project funding for both Phase 1 and Phase 2? 35

380. Will the GEC be responsible for validating the GMP submitted by the Design Builder? If not the GEC, then who will validate the price on MDTA's behalf? 35

381. Can you discuss your legal/financial support needs related to the litigation/financial recovery efforts? 35

382. What is the posted bond amount for the MBEs. 35

383. What is MDTA's plan for FHWA reimbursement? Do you plan to use a federal grants/disaster recovery consultant? 35

384. Who pays? How much are they expecting from the Feds? How much will they ask to be authorized from T&I? 35

385. Will outside consultants be retained to review payment applications or prepare costs to be submitted to funding agencies? 36

386. If full federal funding is not committed, what is MDTA's plan for funding the PDB, if no private financing/funding contemplated? 36

387. Are toll revenues available to fund any shortfall of federal funding?..... 36

388. Who/what entities will be paying for Bridge Rebuild and/or how much is expected from Federal government and how much will be requested in federal transportation authorization legislation, etc.? 36

389. What is the anticipated cost of Design and Construction of the Bridge? What is the DBE goal that MDTA would like to obtain for both the Design and Construction costs. 36

390. It is mentioned that the estimate is around \$60M is that for PDB? or Does it include GEC, CMI and SHA Oversight and other Procurement Support budget as well? If not, what is the total estimated budget for the project? 36

391. Is there full committed federal funding for the PDB project (documented)? 36

392. What is MDTA's plan for FHWA reimbursement? Do you plan to use a federal grants/disaster recovery consultant?..... 36

393. Please consider this closely when planning the Key Bridge rebuild. 36

<https://coast.noaa.gov/slr/#/layer/slr/3/-8434692.134688362/4557232.977361405/6/satellite/none/0.8/2050/interHigh/midAccretion>..... 36

394. Would the funds serve the community better if used for a fast train similar to the BRITELINE?..... 36

F. DBE.....37

395. What if you are a brand new business that has not yet filed business taxes?..... 37

396. Do I need to have a physical office in Maryland to apply for Maryland DBE Certification? 37

397. Is MDOT available to assist with the application process? After we complete the application, can we request a courtesy pre-review to ensure that we have a better chance at being approved and certified? 37

398. When you start the DBE application, can you leave it saved and come back to finish it later, or do you have to fill it out at one time? 37

399. If I own multiple companies, do I have to submit a separate application for each business? 37

400. Are there any limitations to the number of NAICS codes you can apply for? 37

401. How often do I have to renew the DBE certification?..... 37

402. If I am denied DBE certification, can I reapply? If I reapply, how long will that process take? 37

403. Can an owner have an interpreter or another employee with them during the interview if they are not 100% comfortable with English? 37

404. Please confirm the MDOT will utilize the Maryland approved DBE's. This DBE process is used daily and the Maryland approved DBE's have the ability and capacity to participate in this important project. 37

405. Will there be SBE opportunities? 37

406. Will there be opportunities for small, local, women & minority owned businesses? 37

407. What level of SBE/DBE/MBE participation will be required?..... 38

408. Can you utilize MDOT certified DBE firm in the design process?..... 38

409. Will the DBE engineering firms be accommodated in the GEC and Design process?..... 38

410. Will DBE/MBE firms be required to find and solicit to firms, will a list of primes be circulated, or will they be on a list to be selected based on experience? 38

411. Please confirm to increase the ability for local contractors to participate the use of local labor, that the project will not require a PLA. IF a PLA is required by the Federal Government, please confirm that local subcontractors and DBE' will be excludd from participating in the PLA. 38

412. Is there a contractors list available?..... 38

413. Please confirm this procurement will maximize the use of MDOT registered DBEs/MBEs/SBEs..... 38

414. The initial discussion and news have indicated that substantial federal money will be contributed if not entirely fund the rebuilding of the bridge. Can you please confirm that SBE firms will be included in the disadvantaged business component of any solcitation..... 38

415. I am the Chairman of the Minority Business RoundTable, a national organization of CEO's of some of the largest Minority-Owned businesses. Will there be a percentage of contracts and grants available for our businesses to work on Key Bridge? 38

416. Are Service Disable Veteran Owned Small Business being accepted as a DBE? 38

417. With the Federal funding, will there still be VSBE goals in the contracts? 38

418. Will there be separate DBE goals for design and construction? 38

419. Along with DBE goals, do you anticipate utilizing (SBR) Small Business Reserve goals for all RFPs. 38

420. DBE portion of the work will be a separate RFP or under prime control work assignment subcontractor?.... 39

421. Would the DBE goals be different for Phase 1 and Phase 2? Also, would there be separate goals for the designer and subcontractor? 39

422. Will the certification process for DBEs adhere to the recently published final rule updates by USDOT? 39

423. Will there be DBE subgoals or sub-categories for this procurement? 39

424. Can you clarify that MBEs certified with the State of Maryland will be utilized as well? 39

425. If, as a DBE, we've been given a task on the NEPA contract, would we be in conflict to be a DBE on the PDB?
39

426. If you are an existing Maryland MBE firm, do you have to reapply to MDOT for DBE certification? 39

427. Is the webinar for DBE on May 10th only for DBE applications for this project? 39

428. We are a MBE/DBE/SBE MDOT-certified company. Will there be any help with finding teaming opportunities for us smaller companies? 39

429. Is there an MBE (Minority Business Enterprise) goal set for this project, or is the focus solely on DBE (Disadvantaged Business Enterprise) goals? I haven't heard any mention of MBE requirements. 39

430. It would be helpful to know the Phase 1 DBE goals BEFORE the RFP is issued, so that firms can use that information immediatly to form teams. Can those DBE goals be posted on the website?..... 39

431. Will there be compliance monitoring for the DBE goals? 39

432. Will the DBE Requirements be from MD Companies only? 39

433. Are they any set aside scopes for DBEs? 39

434. There will be individual subcontracting opportunities for DBE firms? 40

435. Will a DBE professional services subcontractor participating in the GEC pursuit be precluded from the CMI (x3) pursuits and/or vice versa? i.e. can a non-prime participate in both scopes? 40

436. Suggest language be introduced in the contract that the overall DBE goal have carve outs for specialty items not to count toward the goal, i.e. Structural Steel Supply. 40

437. Should a PDB RFP offeror set forth its expected DBE participation for Phase 2 when submitting its GMP, as the DBE participation goal (and the availability of DBE subcontractors for each scope of work) will have an effect on the eventual price and pace of construction? 40

438. How long it will take to get MD - DBE certification? We already have VA - DBE Certification. 40

439. If we start our application for DBE certification today, is it possible to have the application approved by the time the first RFP is due? 40

440. If MDOT DBE certification has lapsed and is in the process of re-certifying will that be an issue when it comes to counting towards DBE Goal? 40

441. USDOT recently updated policies beginning in May for states to require DBE reciprocity approval within 10 days for companies that have DBE certification through their home state. Are those new policies going to be taking effect in the coming weeks in Maryland? 40

442. The MDOT MBE/DBE application takes more than 6 months, what is MDOT's plan to reduce this time frame, so we do not miss this opportunity?..... 40

443. In the past Maryland has classified all DBE companies as being certified as Small Businesses in the state...has that changed? 40

444. One of your slides implied that "small businesses" could be certified as a DBE. Can you expand on this? 40

445. If a DBE firm uses mostly W2s, but also has a few 1099 independent contractors, does the value paid to independent contractors count towards the DBE participation?..... 41

446. Will 2nd and 3rd tier participation for DBE companies count on this project. Large subcontracts may be going to non-DBE's but if they are required to use DBE's that will open up more opportunity. 41

447. Must subcontractors be previously prequalified with MDOT and can you talk about whether DBEs will need to have an approved FAR rate or must they have an audited FAR rate? 41

448. Are there any options for small local DBE contractors to JV with larger Construction contractors? How should a small local DBE contractor get a list of the larger GC's bidding? 41

449. Please confirm that DBE firms should be able to seek for opportunities to get on PDB teams if they are unsuccessful on the GEC and CMA opportunities. 41

450. Are there any distressed industry segments or historically underutilized business segments that will be part of the DBE program? 41

451. Will MDTA be seeking assistance from DBE subcontractors for the compliance effort on this project? 41

452. What are the MBE, DBE, and Veteran Business goal percentages?..... 41

453. Will there be a veteran business goal? 41

454. Will there be an opportunity/scope for an independent consulting firm to provide workforce and labor compliance, contract compliance and/or DBE Program administration/oversights services? 41

455. Who can we contact to verify we are DBE certified? 41

456. In the event that a contractor is found liable for damages due to the contractor's compliance with the DBE Program, will MDTA indemnify the contractor for such damages. 42

457. Who will be the stormwater management and erosion and sediment control review authority? Will it be MDE or SHA PRD? 42

458. It was said in the presentation that firms could pursue the GEC and CMI contracts. If we are successful in winning a contract as a DBE sub for the GEC, will we still be allowed to be a DBE sub for a CMI contract? Will we be allowed to perform both GEC and CMI services? 42

G. MISCELLANEOUS42

459. Will an attendee list be provided for this meeting?..... 42

460. Is it possible to obtain some of the salvaged steel for reuse in a community-based project(s) to put it on display and keep it “alive”?..... 42

461. Will former bridge materials be recycled?..... 42

462. What are the potential implications on the cost of taxpayer-funded projects such as this rebuild when Project Labor Agreements (PLAs) effectively exclude non-union construction companies, thereby reducing competition? How might this impact the overall quality and efficiency of these projects? Additionally, what is the cost impact to the local economy and community when there is exclusion of non-union firms and workers. Being that non-union workers are also highly skilled and are also voters who participate in the political process..... 42

463. As stated by President Biden in April, will this project be held to a project labor agreement using union labor? 42

464. In addition to FHWA coordination, will there be significant coordination with the US Army Corps of Engineers as part of the RFP? 42

465. Is there a site or sites already chosen to dispose the debris from the demolition? If so where? 42

466. Where did the original steel come from for the bridge? 43

467. What’s the role of US Army Corps of Engineers in this project?..... 43

468. Will there be a list of Maryland Raw Materials listed on a Qualified Products List (QPL) for this project?..... 43

469. Does the state of MD have any plans on helping out commuters on the additional cost that have been added now because of the loss of the bridge? People that now have to travel longer daily with the use of the 895 and 95 tunnels. 43

470. Since the alignment of the new bridge will match the existing bridge as mentioned in this discussion, removal of the existing bridge will be on the critical path. It seems then the demolition of the bridge will be a first activities. Are any hazardous material identified and dumping sites for the removal work? 43

471. Will there be any hazard waste removal?..... 43

472. Will the existing highway remnants be available for use for staging materials, parking, etc.? 43

473. How will replacing the Key Bridge affect other projects, priorities, budgets, etc.?..... 43

474. As labor/talent arrives to the area for specialized construction consultation, project management and compliance oversight, personnel may require extended temporary accommodations. Is there a means to make these teams aware of the many options for temporary furnished housing? As a "construction-adjacent" service provider we are here to help but find it difficult to ensure those in need are familiar with options here in Baltimore. How can we become a more evident resource? 43

475. Will night work be allowed? 43

476. Are there future opportunities for steel manufacturers to showcase their products, services, and expertise to a targeted audience of industry professionals and decision-makers? 44

477. I am trying to find information about the original source of the steel from the Francis Scott Key Bridge to learn about its recyclability. This is for a client involved in salvage and recycling of the bridge. This document from 1978 lists the contractor, fabricator, engineering firm, designers, and erector, but it does not list the steel mill where it came from. Do you have this information? My best guess is Bethlehem Steel, given the proximity, but I cannot find any confirmation. I figured this may have been a question that you all have fielded already. 44

478. Why is this Forum virtual? It is not the best platform to and engage with all levels of Prime participation engage MBEs on this project. Why are there not in person opportunities to get information early in this plan? Government representatives at the local, state and national levels have not been responsive to date? 44

479. I attended the call yesterday and wanted to ask how a hotel would be able to be connected to those who end up being awarded the contract. Also, we are located in Rockville which is just under 45 miles and approximately a hour drive from the bridge. Our NELY completely renovated hotel – Best Western Premier Rockville Hotel & Suites - can offer competitive rates to stay with us and additional value adds based on what the hotel needs are to win the business. We do not qualify as a DBE however we are a VOSB and commitment to taking care of government contractors and employees. Please advise on what I can do to position my hotel to help with this project. 44

480. Can you provide a link to the old bridge data base, particularly the Key Bridge foundation plans and geotechnical data, so all interested parties have equal access to this information? 44

RESPONSES TO QUESTIONS

A. NEPA Environmental Documentation, Permitting Process, Agency Coordination

1. What type of NEPA document will be needed, what is the timing, and who will be responsible for preparing it?

The FHWA has determined that a Categorical Exclusion, or documented CE should be prepared for this project. The CE will include removal of the stable structure as well as the rebuild. FHWA is the lead federal agency, and MDTA in cooperation with SHA is the lead state agency. It is anticipated that NEPA will be complete this summer.

2. How will the environmental process work and who will be responsible?

The NEPA approval is progressing concurrent with procurement. Additional permits will be developed as the design progresses. Impacts and potential mitigation will be determined during the execution of the PDB as a joint effort between the MDTA and the PDB.

3. What is the timing for the permitting and who will be responsible for it?

FHWA, MDTA, and SHA have begun coordination efforts with the state and federal permitting agencies. It is anticipated that permitting will continue with a coordinated effort between MDTA and GEC staff.

4. Who and when will Coordination occur with USCG, MPA, Utilities, etc.?

Significant coordination between FHWA, MDTA, SHA and state and federal agencies is underway now. A weekly permitting team meeting has been convened and includes USCG, UASCE and MDE to ensure that the permitting processes are executed in a smooth and well-coordinated effort.

5. Is this portion of I-695 considered an interstate or is it a Maryland-owned highway?

The 18.8 miles of 695 from I-95 to I-97 on the east side of the beltway were, until recently, part of the NHS, but not part of the interstate system, though they were signed as such. MDTA and SHA have applied for and received interstate designation for this portion of I-695 from FHWA and AASHTO.

6. Will the FHWA or the US Army Corps (or other entity) be the lead federal agency for this project?

FHWA will be the lead federal agency.

7. Who will perform NEPA, and please clarify the process for the project? What will the NEPA process look like?

MDTA is securing NEPA concurrent with procurement. NEPA likely a Categorical Exclusion. PDB will identify and provide work to support any re-evaluations.

8. Will MDOT and MDTA be willing to simplify environmental reviews to ensure a new crossing can be completed in the quickest time?

We are working closely with environmental partners to streamline review processes and minimize timelines. Environmental agencies understand the critical nature of the project and are prepared to collaborate on timely approvals.

9. How will the environmental process work and who will be responsible?

The NEPA approval is progressing concurrent with procurement. Additional permits will be developed as the design progresses. Impacts and potential mitigation will be determined during the execution of the PDB as a joint effort between the MDTA and the PDB.

10. Will offsite mitigation sites be considered to satisfy environmental commitments?

Mitigation needs will be determined as the design and permitting progresses.

11. If spoils need to be removed from the site, will the Owner define and provide permits?

Material disposal needs will be developed by the PDB during Phase 1. MDTA will not be securing permits in advance.

12. Will MDOT secure a laydown area with all environmental clearances for the Contractor to stage operations or will that be the responsibility of the Contractor?

Laydown areas and staging sites will be the responsibility of the contractor, based on their means/methods.

13. Does MDTA anticipate this project will include removal and clearing of debris or dredging in the shipping channel after the initial clearing operation is complete?

Removal of wreckage or dredging in the shipping channel is not anticipated but may be contemplated by the design builder if it provides a cost-effective way of achieving the goals.

14. Will MDOT seek any regulatory relief / exemptions to expedite the design and construction?

MDTA is meeting regularly with agencies to discuss project needs and schedule.

15. Has coordination with agencies been initiated? Can any notes/meeting minutes be provided?

Coordination has been ongoing with the regulatory agencies. Meeting minutes are not available at this time.

16. Understanding that many of the permits would typically take upwards of 18 months, what conversations have been had with the agencies to reduce this timeframe?

FHWA and MDTA in coordination with SHA have already begun coordination efforts with the state and federal permitting agencies. The permitting agencies have committed to working closely with the Rebuild Team to advance permits in an expedited manner while still adhering to all permitting requirements.

17. What other federal or state agencies are involved?

FHWA, USACE, USCG, MDE, MPA, DNR, SHA.

18. If environmental mitigation is required who will be responsible?

Environmental mitigation will be developed during Phase 1 of the RFP. It is anticipated that the mitigation work will be included in the GMP.

19. Has a roadway typical section (lanes and shoulders) been established for the replacement bridge?

The roadway cross section will be established as a part of the NEPA document.

20. NEPA is a public process. What is available for us to see?

MDTA will be seeking public input as part of the NEPA process. We are currently developing an engagement plan.

21. Can you speak the NEPA and permitting steps you will be taking? And when? Will these be handled under the proposal?

MDTA is in the process of developing the NEPA document and expects approval of this Categorical Exclusion in summer 2024. The PDB may help support re-evaluations that are deemed necessary as the project

progresses. Permit requirements will be defined in greater detail during the Phase 1 work, with the PDB to secure the permits in close coordination with MDTA.

22. Will a new environmental report and requirement for navigation be provided?

MDTA is developing a Navigation Impact Report (NIR) for the USCG. Once the USCG has reviewed the NIR and then completed their navigation evaluation, they will create the Preliminary Navigation Clearance Determination, or PNCD. The PNCD will establish the minimum vertical and horizontal clearances required bridge design.

23. How will the requirements of the NEPA be addressed as part of the RFP proposal process. It appears the NEPA will not be completed until after Phase 1 proposals are submitted which could have impacts on the design approach and cost.

MDTA is currently developing a Categorical Exclusion (CE) as per the National Environmental Policy Act (NEPA). The CE will be complete in July 2024. The RFP for the PDB is qualification based, not cost based.

24. At what Phase of the project would there be Public Involvement as required by NEPA, and to what extent?

Development of a public involvement plan for this project is underway.

25. Will Environmental Justice concerns be factored in the work?

The public involvement plan will include engagement with Environmental Justice Communities.

B. Design Considerations

26. Has it been or will it be determined whether the remaining approach spans are viable and can be reused?

NEPA is still under development; through the NEPA process it will be determined if a new roadway cross section and grade will be necessary and if those design elements will require removal of the sections of the bridge that are still standing and stable.

27. Is the plan to replace the entire bridge or only the part of the Bridge that collapsed?

NEPA is still under development. Through the NEPA process, it will be determined if a new roadway cross section and grade will be necessary and if those design elements will require removal of the sections of the bridge that are still standing and stable.

28. Has it been decided what direction the Authority is guiding the bridge reconstruction effort regarding simple span, replacement, or a full new bridge off alignment?

MDTA, in coordination with FHWA, has determined that a new structure will be built along the existing centerline of the Key Bridge. This will minimize impacts to the natural and manmade environments.

29. Will the new bridge be built on the same alignment as the original bridge, or close?

MDTA in coordination with FHWA has determined that a new structure will be built along the existing centerline of the Key Bridge. This will minimize impacts to the natural and manmade environments.

30. Would there be consideration for a rapid reopening of 695 measured in months through use of prefabricated modular bridge components as was done on I-10 in Pensacola 2004, I-10 in New Orleans 2005, I-5 near Seattle 2013? This would be an interim crossing used while a new crossing is designed, constructed, and commissioned.

MDTA is not considering a temporary modular structure due to the channel width, vessel sizes, and port traffic.

31. [Is there a commitment schedule for design, permitting and construction?](#)

The goal is to complete the project construction by Fall 2028. Specific design, permitting, and construction schedules will be developed in collaboration with the MDTA and PDB during Phase 1 and continuing into Phase 2.

32. [Would be possible to incorporate Fort Carroll as part of the center structure for the new bridge? It would provide protection from rogue vessels from running into the tower/standards and the bridge could be supported by the mass of the Fort. From maps it appears to be within a mile of the original bridge.](#)

The intent of the Categorical Exclusion is to rebuild the structure on the existing alignment. Relocating the bridge alignment to incorporate Fort Carroll would add significant environmental clearance requirements and time to the overall schedule.

33. [Will there be an Independent Cost Engineer?](#)

MDTA will bring on an Independent Cost Estimator to perform comparative pricing analysis for the early work packages, long lead time procurements, and GMP.

34. [Has the structure type and/or other aesthetic requirements been decided? If so, what are those? If not, how will that be included in a PDB procurement evaluation?](#)

The exact nature of the structure has not been determined. MDTA will collaborate with the selected PDB to meet the goals of constructability, aesthetics, and cost.

35. [Do you have any key futurizing requirements for the new bridge \(increase of vertical clearance, ship impact, increase of width, bike paths, etc.\)?](#)

The new Key Bridge will be built to current interstate standards. MDTA will also take into consideration current parameters of the vessels traveling under the Bridge.

36. [How will replacing the Key Bridge affect other projects, priorities, budgets, etc.?](#)

Key Bridge has increased traffic volumes on surrounding Baltimore roadways including I-895 and I-95. MDTA in the process of identifying priority, scope, and schedule adjustment as a result of the Key Bridge being out of service.

37. [Does MDTA have a preferred structure type?](#)

Alternative structure types consistent with the goals will be considered.

38. [Will the span/location be the same?](#)

MDTA in coordination with FHWA has determined that a new structure will be built along the existing centerline of the Key Bridge. This will minimize impacts to the natural and manmade environments.

39. [Will the PDB include all work \(approach roadways if adjustments are needed\) or is it just the bridge?](#)

The work will include all necessary elements to connect the bridge back to the existing roadway.

40. [Will the roadway capacity and number of lanes on the bridge be increased?](#)

The typical section of the Rebuild will be designed to meet current interstate standards with no increase to capacity.

41. Will any right of way be required?

MDTA does not anticipate that there be right of way impacts.

42. Will the new bridge remain a toll bridge?

The new bridge will be rebuilt by MDTA, and will continue to be owned, operated and maintained by MDTA as a toll facility.

43. Do they need staging areas for certain operations?

The staging locations will be identified by the PDB.

44. What should be anticipated for permitting requirements under the emergency replacement scenario?

MDTA and the environmental agencies are working closely to define the project and permitting requirements. The environmental review agencies understand the significance and accelerated nature of the work and will work with the MDTA and the PDB to complete the process as quickly as possible.

45. Is it anticipated that the existing bridge piers will be completely removed?

NEPA is still under development; though it is likely that the existing piers will be removed.

46. Will demolition of any part of the existing bridge be part of the reconstruction?

Existing structure demo is anticipated as an early work package of the PDB.

47. Will Proposers be given the opportunity to propose the bridge type to be utilized (truss, suspension, cable stayer or other) or will the structure type be prescriptive?

Alternative structure types consistent with the goals will be considered.

48. What is the proposed extent of replacement (full bridge or main span, anything beyond the bridge limits)?

NEPA is still underway; the full bridge is anticipated for replacement, with associated approach roadway tie-in.

49. Will the existing plans be made available to interested firms upon request?

The PDB RFP will be substantially qualifications based and there will not be detailed design required to respond to the RFP. The existing plans will be shared with the successful Offeror.

50. Will the Contractor have any flexibility to close the shipping channel for brief periods to erect certain components of the bridge?

Any impacts to the shipping channel for construction will need to be coordinated with the appropriate agencies, such as the Coast Guard, MPA, etc.

51. Will MDOT separately provide any dolphins or other safety measures in the shipping channel in advance of the procurement to enable the Contractor to expedite construction?

Pier protection systems will be part of the PDB.

52. If full replacement, does a project goal include partial opening to traffic?

An accelerated open to traffic date is anticipated.

53. Will any engineering studies or findings during the recovery efforts be shared with the PDB Team?

Engineering studies are not anticipated as part of the recovery efforts.

54. Has the scope of replacement (main span only) and geometric requirements (vertical and horizontal

navigational clearances) been confirmed? If so, what are they?

The NEPA document is still under development and the exact nature of the bridge geometry is still under evaluation.

55. If partial or full replacement, what is the lane configuration?

The NEPA document is still under development and the exact nature of the bridge geometry is still under evaluation.

56. Will there be restrictions on structure type(s)?

The MDTA will work collaboratively with the PDB in Phase 1 to identify a structure type that aligns with the project goals.

57. Are improvements to the roadway approaches being considered?

The NEPA document is still under development and the exact nature of the bridge geometry is still under evaluation.

58. What is the plan for dolphin/fender system?

Pier protection systems will be part of the PDB.

59. Will the current foundation be used for the main spans if they meet the criteria? Did the owner inspect the substructure for the main and approach spans?

MDTA does not anticipate reusing the foundations to support a new bridge.

60. Do they need sites to dispose of concrete, asphalt or brick?

Stockpile and disposal locations will be identified by the PDB.

61. What major existing utilities are within the project limits?

BGE Gas, BGE Electric, and Baltimore City water are north of the bridge alignment.

62. I would like to know once work on the bridge is started, will you work from the Brooklyn or Dundalk side of the bridge, or both? Where will the operations headquarters be located? Which side of the bridge?

Decisions regarding where construction staging, and sequence will be made by the MDTA in conjunction with the PDB Team. The project management office location will be proposed by the PDB and approved by MDTA.

63. Are there currently any on-going studies or concepts? Can those be provided?

NEPA is currently underway. Minimal additional documentation will be required to respond to the RFP.

64. Suggest that the bridge design concept be left open and not too prescriptive. This will allow for the DBT to evaluate the best option in order to move the process along as quick as possible.

MDTA will work collaboratively with the PDB in Phase 1 to develop a constructible, cost-effective structure.

65. Does MDTA anticipate the need for cultural resources-related services (archaeology, terrestrial or underwater, or architectural history/visual impact studies) either related to the demolition of remaining parts of the Key Bridge or in preparation for building a new bridge?

MDTA is currently working with both state and federal regulatory agencies to determine the extent of coordination that will be required for the rebuild efforts.

66. Could you build the new bridge tall enough to let the largest mega cruise ships enter the cruise port of Baltimore?

MDTA is working with the USCG to determine the appropriate minimal air draft height for the new Key Bridge that will meet the current and future needs of the Port.

67. Could you make the new bridge 6 to 8 lanes wide with 12 foot shoulders for cars to break down in? And can you include a bike path along it to allow it to link into several local bike trails?

The NEPA document is still under development and the exact nature of the bridge geometry is still under evaluation.

68. When looking to construct the bridge will there be any interest in consideration around embodied carbon or sustainability?

MDTA is committed to sustainable development, environmental compliance, stewardship, and continuous improvement in environmental performance. The project material and performance requirements will be identified as the project is developed during Phase 1.

69. What is the functional lifetime being considered for the new bridge structure? Is there any interest in innovative products and processes? Particularly those that have been shown to accelerate construction schedules.

The minimum design service life will be at least 75 years. MDTA may consider innovative products and processes.

70. Is there be any interest in using GFRP (glass fiber reinforced polymer or fiberglass rebar)?

MDOT is committed to minimizing adverse impacts from its activities, products and services; and integrating an ethic of sustainability as we connect people to life's opportunities. The project will evaluate materials and construction methods during Phase 1 that balance quality, durability, aesthetics, and costs.

71. Is there any interest in using GFRP (glass fiber reinforced polymer or fiberglass rebar)? Is there any interest in innovative materials or construction techniques that accelerate the construction schedule?

MDTA will evaluate the use of innovative materials during Phase 1.

72. Will MDTA be evaluating a Connected Data Environment to host design and construction plans, models, and other documents, and for full project lifecycle workflows across Planning & Design, Preconstruction, Construction Management, and Operations, to facilitate collaboration with AEC partners and interagency collaboration?

MDTA anticipates utilizing existing technology processes to facilitate the design and construction of the project.

73. We are looking to get information on the grouting/abandonment of pipes under the existing structure.

The final disposition of any pipes and utilities will be determined by the PDB during Phase 1 design development.

74. Are there international construction standards being applied to this project?

MDTA anticipates including a list of standards and guidelines in the RFP. This will not be treated as a comprehensive list, and the selected offeror will be allowed to suggest additional design guidelines and criteria.

75. When will GMP negotiations take place? At the 30% or 60% design completion levels?

MDTA anticipates the GMP negotiations to take place at approximately 50% design completion. However, this will be open for discussions during the development of Phase 1 scope.

76. Will the GEC have a role in the development of the bridge design and aesthetics features?

The GEC will have review and oversight responsibilities for the bridge design and aesthetics.

77. Will the RFP set main span requirements, such as length of span, vertical and horizontal clearances, and deck width?

The NEPA documentation is still under development. We anticipate providing broad requirements for the structure based on the NEPA approval, but the exact nature of the structure will be determined in collaboration with the PDB during Phase 1.

78. Is the new bridge going to increase the traffic lanes?

The typical section for the new bridge will have same number of travel lanes, but wider shoulders to bring the structure up to current interstate standards.

79. Will the under clearance of the new Key Bridge be coordinated with the ongoing Chesapeake Bay Bridge studies?

MDTA is working closely with the USCG to determine the minimum air draft height for both the Key Bridge and the Bay Bridge. These efforts are being coordinated.

80. A recent news article quoted the Maryland Secretary of Transportation as saying that the replacement bridge will be a cable-stayed bridge. Will other bridge types be considered?

Yes, other bridge types will be considered.

81. Will approach spans be part of PDB? Will independent design check be part of PDB or GEC?

The PDB scope is anticipated to include the construction of a new bridge, along with the work necessary to tie the new bridge into the existing infrastructure. The exact nature of the work will be developed in Phase 1 in collaboration between the PDB and MDTA. MDTA anticipates requiring the PDB to engage an independent design review firm in both Phase 1 and Phase 2.

82. Has a design brief been prepared that explains # of lanes, use of existing ramps, clear height above water and min. clear span?

MDTA is actively preparing the NEPA document. That process will help define and inform the broad design inputs for the new bridge.

83. Do you anticipate that the approaches will be replaced?

MDTA anticipates, pending NEPA approval, that the existing approaches will be demolished as a part of the PDB contract, potentially as an early work package.

84. Is the entire bridge being replaced or is the scope limited to repairing impacted spans?

MDTA anticipates, pending NEPA approval, that the existing approaches will be demolished as a part of the PDB contract, potentially as an early work package.

85. Will this bridge require a corrosion protection plan that would address the service life of this bridge?

The approach to meeting the service life requirements will be developed collaboratively between the PDB and MDTA during Phase 1.

86. What type of pile foundation did the Key Bridge have? Will a test program for the new bridge be performed separately from the PDB process?

The exact nature of the structural approach will be developed collaboratively between the PDB and MDTA during Phase 1.

87. Will the main span bridge type (e.g., cable-stayed) be fixed by the RFP?

The structure type will not be dictated in the RFP.

88. Can the contractors consider designing the new bridge as multi-modal - capable of carrying cars, trucks, vans, etc. on an upper deck and light rail on the lower deck as in the Ben Franklin Bridge in Philadelphia and Manhattan Bridge in NYC?

The typical section of the Rebuild will be designed to meet current interstate standards with no increase to capacity.

89. If a new bridge is replacing existing bridge, will near shore sections be left in place as a fishing pier or look out pier?

The Key Bridge is a piece of critical infrastructure and security of the infrastructure is of national importance. It is not anticipated that the land masses beneath the bridge will be accessible to the public. This is consistent with the bridge prior to the collapse.

90. Will there be a landside and over water component? This would help small DBE firms participation by limiting exposure (insurance, bonding, etc.) when bidding on this project.

The PDB scope is anticipated to include the construction of a new bridge, along with the work necessary to tie the new bridge into the existing infrastructure, which may include landside elements.

91. Could you please elaborate a little bit more on the services that are needed under water resources? Any H&H work anticipated for this project?

Water resources are anticipated to be a part of the scope of services for Phase 1 of the PDB.

92. Will the bridge have the same looks to it or with a new design be submitted?

The structure type will not be dictated in the RFP.

93. Will the new bridge be 6 lanes in anticipation of widening the east side of 695, will it be higher for today's larger, taller ships, and will the supports be farther apart to allow 2 channels side by side?

The roadway typical section, vertical clearance, and channel horizontal clear width will be established as a part of the NEPA document, which is currently under development.

94. Do you anticipate that the new main span of the proposed bridge to be longer and higher than the previous bridge?

The vertical clearance and channel horizontal clear width will be established as a part of the NEPA document, which is currently under development.

95. Will roadway capacity/lanes on the bridge be increased?

The typical section of the Rebuild will be designed to meet current interstate standards with no increase to capacity.

96. Have any precluded firms prepared preliminary design/plans? Just wanted to see if any concepts have been developed for the new bridge.

Some of the precluded firms are assisting MDTA in completing required NEPA documentation. This anticipated Categorical Exclusion will identify anticipated impacts based on planning level designs. The PDB is expected to be tasked with developing a more detailed preliminary design and validating the scope in Phase 1 of the agreement.

97. What will be the service life design for the new Key Bridge? Similar to the Nice Middleton Bridge?

Similar to the Nice/Middleton Bridge, MDTA anticipates a minimum design service life of at least 75 years.

98. Will there be heightened impact protection systems required for pylons/piers and will they be part of the bridge construction?

Pier protection systems are expected to be developed and constructed as a part of the PDB contract.

99. Will the length of the main span be changed?

The vertical clearance and channel horizontal clear width will be established as a part of the NEPA document, which is currently under development.

100. Is there any ideas of what precautions that will be taken to protect the bridge from shipping operations, once built?

Pier protection systems are expected to be developed and constructed as a part of the PDB contract.

101. Will the type of bridge aesthetic / design have any public input or public vote?

Development of a public involvement plan for this project is underway.

102. Have there been any considerations to include an Instrumentation or Structural Monitoring System for the new bridge? remaining bridge spans?

Specific details for the bridge design will be developed by the PDB in collaboration with MDTA.

103. What precaution is being taken to avoid this type of accident in the future?

The new Key Bridge will be designed to current standards which include pier protection for bridges subject to ship collisions.

104. There have been a lot of statements in the news that the previous bridge fell because it was fracture critical. Will the new bridge be required to be non-fracture critical?

The type of bridge will be determined by MDTA in coordination with the PDB partner.

105. Does this project require non-destructive testing of the existing structure to assess the current status of the structural members?

MDTA anticipates, pending NEPA approval, that the existing approaches will be demolished as a part of the PDB contract.

106. Is a wider navigational channel under the bridge being contemplated?

The vertical clearance and channel horizontal clear width will be established as a part of the NEPA document, which is currently under development.

107. What are the considerations for security and Critical Infrastructure Protection, such as electronic security systems, cameras, and other protection measures for the build process and post completion long-term measures and will they be factored into the lifecycle and the contracts?

MDTA maintains security systems, alert programs, and other systems to monitor the condition and security of critical infrastructure. Additionally, the MDTA Police has a work force of over 500 sworn and civilian professionals responsible for maintaining security and safety on MDTA facilities. The exact nature of security and monitoring systems for the rebuilt bridge will be determined as design develops.

108. The length of the main span of the future bridge is the same length of the main span of the collapsed bridge?

The vertical clearance and channel horizontal clear width will be established as a part of the NEPA document, which is currently under development.

109. Has UHPC been discussed in any capacity for use on this project?

Material specifications will be developed by the PDB in collaboration with MDTA prior to the GMP.

110. Since the new bridge is expected to serve travelers for many years to come do you anticipate the new design to be similar in capacity and services to the original bridge? Do you anticipate adding bike or pedestrian crossing lanes? Do you anticipate adding any observation or visitor services?

The typical section of the Rebuild will be designed to meet current interstate standards with no increase to capacity. The reasonableness and feasibility of a shared use path will be evaluated during the NEPA process.

111. Would the bridge cross section include a bicycle or pedestrian path or would it remain primarily a vehicle throughput?

The reasonableness and feasibility of a shared use path will be evaluated during the NEPA process.

112. Would there be an option to realignment the new bridge?

The NEPA document, which is currently under development, proposes that the bridge be built on existing alignment.

113. Will there be lighting scope? if so, would it include roadway and aesthetic lighting?

It is anticipated that lighting efforts will be led by the PDB.

114. Will the designers consider the use of high strength, non-corrosive V-ROD GFRP reinforcing at least in the top layer of deck reinforcing as well as sidewalks and barriers? This will ensure performance, durability and cost savings compared to any specialty steel reinforcing. GFRP reinforcing is included in the AASHTO LRFD and V-ROD is in full compliance with ASTM D7957 FRP specification. Have supplied numerous DOT bridge projects across the US and hundreds in Canada including the first cable stayed bridge in Ontario (Nipigon Bridge). V-ROD was also successfully crash tested at Texas TTI for the TL-5 barriers, which is a good application due to its high impact capacity as its tensile strength is 3x that of steel.

The exact approach to the structural design and materials will be developed in collaboration between the PDB and MDTA during the Phase 1 development.

115. Are you considering utilizing a construction integrity monitor to provide oversight of the rebuilding of the Key Bridge and prevent, detect, and deter fraud, waste, and abuse?

The MDOT Office of Audits assists the Department of Transportation in providing quality reviews of its programs by assessing their efficiency and effectiveness and by evaluating compliance with applicable laws, rules, regulations, and policies. The office conducts these reviews in accordance with The Institute of Internal Auditors Standards for the Professional Practice of Internal Auditing. The office also conducts investigations of fraud, waste, and abuse to validate the proper use of State resources. Any potential instance of fraud, waste, and abuse should be reported to the Office of Audits for review.

116. Will Life Cycle Assessments (LCA) be required for all products used in the new bridge to ensure sustainability? Many different suppliers claim their products to be sustainable vs others, such as Fiber Reinforced Polymers for example claim to have a lower carbon footprint compared to steel, when in fact Polymers holding the glass/carbon /basalt fibers together are derived from petroleum in this case.

MDTA is committed to sustainable development, environmental compliance, stewardship, and continuous improvement in environmental performance. The project material and performance requirements will be identified as the project is developed during Phase 1.

117. Will the Key Bridge replacement RFP include a rail transit - heavy or light - requirement? Will it include a pedestrian/bike lane requirement?

The NEPA document is still under development and the exact nature of the bridge geometry is still under evaluation. The new bridge will have the same number of travel lanes as the previous bridge and the design will meet current interstate standards.

118. How can the bridge design and construction contractors be instructed to consider a design for the new bridge that will accommodate a lower deck or additional lanes suitable for light rail transit (LRT)? The Baltimore Transit Equity Coalition (BTEC) foresees a future when a light rail transit spur will connect Bayview, the eastern terminus of the Red Line LRT to Sparrows Point, then meet the LRT system on the new bridge. At the western terminus of the new bridge, the LRT system will connect with an LRT corridor leading to Annapolis or BWI-Marshall. Several bridges including Philadelphia's Benjamin Franklin and New York City's Manhattan bridges feature lower rail transit decks and upper decks for cars, trucks, vans, etc. A new bridge across the Patapsco River is the opportunity that arises from crisis. Maryland should take full advantage of the once in a lifetime opportunity.

The NEPA document is still under development and the exact nature of the bridge geometry is still under evaluation. The new bridge will have the same number of travel lanes as the previous bridge and the design will meet current interstate standards.

C. Schedule

119. What is the timetable and schedule for posting and awarding all related contracts, including NEPA? PDB advertised by end of May. GEC advertised in June. CMI advertised in July. NEPA approved in summer 2024.

120. What are the schedule parameters? Is there an anticipated open to traffic date that has been established?

Schedule goals and accelerated completion incentives are anticipated for the Phase 2 agreement.

121. What is the timeframe for procurement?

Procurement is expected to begin in May 2024. Proposals due 3-4 weeks after. Award 6-8 weeks after proposals are submitted.

122. Is there a programmatic and/or procurement schedule?

Procurement is expected to begin in May 2024. Proposals due 3-4 weeks after. The overall goal is to complete construction by Fall 2028.

123. What is the initial time frame/ rough schedule for the design and bid dates?

Procurement is expected to begin in May 2024. Proposals due 3-4 weeks after. The overall goal is to complete construction by Fall 2028.

124. What is the proposed timing for the procurement and selection for the various professional services [progressive design/build, independent reviewer (contractor or owner), owner's rep role]?

The PDB procurement is expected to be advertised in May 2024. The GEC procurement is expected to begin in June 2024 and the CMI procurement is expected to be issued in July 2024.

125. Did I hear correctly earlier the desired timeline for all lanes open was fall 2028?

Yes, you heard correctly. The goal for opening the new Key Bridge is Fall 2028.

126. Understood the target completion of Fall 2028 from the presentation. Can the PDB propose an accelerated schedule?

Due to the two Phase contract structure, it is not anticipated that the offerors will be asked for accelerated schedules in their proposal. However, MDTA anticipates an incentive structure for early completion, to be determined in the GMP negotiations.

127. When will the rebuilding start?

The rebuild activities will start as early as practicable following necessary design and permitting approvals.

128. How much reasonable deviation is anticipated from the Fall 2028 opening?

The goal for opening the new Key Bridge is Fall 2028.

129. What was the anticipated award date for the Phase 1 proposal?

Award is anticipated approximately two months after advertisement of the RFP.

130. How was the 2028 finish date developed?

The goal for opening the new Key Bridge of Fall 2028 was developed on historical experience for structures of similar span length and vertical clearance, assuming an accelerated design and construction schedule.

131. When is construction of the bridge expected to begin?

The rebuild activities will start as early as practicable following necessary design and permitting approvals.

132. Does MDTA have a target timeline to begin erection and complete construction of the bridge?

The rebuild activities will start as early as practicable following necessary design and permitting approvals. The goal for opening the new Key Bridge is Fall 2028.

133. Is there an expected duration for Phase 1 in the PDB?

Phase 1 is expected to be as short as practicable to allow for the PDB to identify risks and develop a responsible approach to the GMP.

134. What are the basis and assumptions that the MDTA utilized to determine the desired bridge opening date of fall 2028?

MDTA assumed a procurement schedule as indicated in the industry forum, accompanied by an accelerated design and construction timeline.

D. RFP/Procurement

135. What process will be used to expedite design and construction of a new crossing?

Progressive Design-Build will be used to accelerate the design and construction.

136. What will be the procurement method for GEC, Design, and CMI part?

Request for Proposals will be utilized for the PDB, GEC, and CMI contracts.

137. Will the contract to construct the new Francis Scott Key Bridge project utilize the Design-Build, Progressive D/B or P3 method?

Progressive Design Build. P3 terms are not anticipated.

138. What will the role of the two agencies (MDTA and SHA) be during the execution of the project?

MDTA will be the lead agency responsible for the day-to-day management of the project. SHA will provide oversight through their stewardship agreement with FHWA.

139. Will any of this work be performed by any current on-call contracts or as a stand-alone procurement?

MDTA may supplement the procurements with on-call resources as needed.

140. Would MDOT allow MDTA to utilize existing contracts with other TBUs to expedite services for the contract?

Other TBU contracts are available to MDTA upon Secretary approval and consistent with scope.

141. Will the MDTA/MDOT utilize existing contracts for services and funding related to this project?

MDTA is currently using existing contracts to keep work going until new contracts can be procured.

142. Will the funding method, which includes significant federal funding, affect the ability to use existing MDTA contracts for early works? If so, how will MDTA mitigate this and quickly procure new contracts that allow for federal funding?

Other TBU contracts are available to MDTA upon Secretary approval and consistent with scope.

143. Does MDTA anticipate a single or multiple advertisements for the construction management of the bridge once it is advanced through design?

A single CMI procurement with multiple awards.

144. What are the anticipated submittal stages (30%, 60%, etc.) and corresponding schedule?

Submittals and schedule will be collaboratively developed in Phase 1. The intent is to develop design to a reasonable level of completion that defines major risks and reach a GMP, likely around 50%.

145. Will there be a GEC contract? If so, what is the projected dollar amount and scope of services?

Single award GEC contract expected at \$75M. Scope consistent with recent GEC contracts.

146. Considering that the likely replacement will be a long-span structure, which is less common, will the owner allow PDB Teams to submit relevant experience completed beyond 20 years?

MDTA anticipates providing flexibility for when the past team performance has occurred.

147. Will the bridge design be a single procurement or multiple procurements?

A single PDB procurement is anticipated.

148. Will there be multiple contracts or multiple sections awarded?

Single selection for PDB. Single selection for GEC. Multiple awards for CMI.

149. Will this be a single step selection process to save time?

Yes, this will be a single-step, qualifications focused procurement.

150. How much time will the Owner provide to prepare the proposal?

Teams will have 3-4 weeks to develop proposals.

151. What will the RFP process be (tech based, interview, looking for best proposed overall solution etc.).

RFP focused on technical qualifications, team experience, and past performance

152. Will selection be based on qualifications, or will it be a two-step process with price and schedule included in the evaluation criteria?

This will be a one-step procurement. Selection will be based on qualifications.

153. Due to the extensive effort required to be able to respond to an RFQ/RFP of this magnitude in a short time, will the procurement timeline to be published to the industry as soon as possible?

Yes, the Request for Proposals is expected to be advertised in May 2024.

154. What procurement process will they be using for each phase of work (planning, design, construction, post-construction)?

MDTA is using existing MDTA and SHA open end contracts for NEPA. Contracts for the GEC, CMI and the PDB will be procured. Existing

155. How do we get notified of product requests/needs?

The solicitations for the Progressive Design-Build, General Engineering Consultant (or GEC), and Construction Management and Inspection (or CMI) contracts will be posted to e-Maryland Marketplace Advantage (eMMA).

156. Will there be CEI contracts? If so, how many, and what are the anticipated contract amounts and scopes of services?

We anticipate one procurement for three CMI contract awards with a total value of \$60M.

157. Suggest as typically done on Maryland projects we suggest that all QA remain with the state.

The CMI contract procurement is intended to cover construction QA.

158. Will the PDB Team be provided an existing survey for both land and marine upon completion of demolition?

PDB will be responsible for surveys and data collection.

159. Will laboratory testing of materials be included in the CMI contracts?

The exact nature of the CMI contracts are currently under development and the exact scope of work has not yet been determined.

160. What department or firm will be responsible for traffic control/pedestrian safety requests?

The PDB will control traffic as the construction entity. MDTA will have approval authority. However, this section of I-695 is substantially closed and does not have traffic or allow pedestrians.

161. To accelerate the completion of the project, please consider A+B procurement so MDOT can utilize schedule in the evaluation process.

MDTA anticipates utilizing an incentive based contract structure for Phase 2 to accelerate completion.

162. Suggest that the contract have the ability to move forward under a cost-plus model during the Phase 1 (Preconstruction Phase), this will allow for a faster start and will keep the parties in alignment with each other.

The Phase 1 work payment structure will include a cost plus fee. Phase 1 will establish the scope of the project and elements necessary for Phase 2 in collaboration between the PDB, MDTA, and project stakeholders.

163. Will PDB Team be required to procure right-of-way?

PDB will identify right of way needs (if any). MDTA will acquire with support from PDB.

164. Suggest that mobilization payments be flexible to account for the quick ramp up that will be required. If the state desires a fast start, there will be a significant capital outlay by the contractor in order to make that happen.

PDB suggestions for contract structure and payments will be considered in Phase 2 negotiations.

165. Will the Not-to-Exceed amount be specified or is part of the Price Proposal?

MDTA anticipates stipulating the not-to-exceed amount for Phase 1 services as a part of the RFP.

166. Elaborate on the percentage mark-up for Phase 1 – I assume this is the contractor marking up the engineer's work?

The Phase 1 Mark-up includes profit, general and administrative costs, regional and home office overhead, other indirect costs, and any other costs not specifically included in actual paid direct labor rates.

167. Are the contractor's effort also being paid under the NTE on an hourly basis, or should they be covered by the mark-up?

The Phase 1 Mark-up includes profit, general and administrative costs, regional and home office overhead, other indirect costs, and any other costs not specifically included in actual paid direct labor rates. Other staff salaries are to be billed upon an approved payroll roster.

168. What elements are in the Price Proposal?

The MDTA expects to set a not-to-exceed professional services fee for Phase 1 of the PDB contract. The offerors will also be asked to provide Phase 1 and Phase 2 markups. These markups will be detailed in the RFP.

169. What is the DBE goal for Phase I? Professional Services only we assume?

We are still evaluating the goal for this contract, and it will be posted with the release of the RFP.

170. Is there a self-performance requirement (minimum or maximum) for Phase 2?

The Maryland Standard Specifications for Construction and Materials requires that the Contractor perform not less than 50 percent of the overall contract value. Modifications to this requirement will be discussed with the selected offeror prior to the GMP.

171. Will MDTA meet with potential teams prior to RFP issuance?

Due to time constraints, MDTA will not be meeting with the potential teams prior to RFP issuance.

172. Is an Independent Design Quality Management Firm required?

The Progressive Design Builder will need to engage the services of an IDQM firm in both Phase 1 and Phase 2

173. Can subcontractors/subconsultants participate on more than one team?

Subconsultants can be part of both the GEC and / or CMI teams. However, they cannot be part of the PDB team and the GEC or CMI teams.

174. Will MDTA provide a draft of the RFP for comment before issuing?

MDTA will not be issuing a draft of the RFP for comment before issuing because there simply isn't time with the expedited schedule.

175. If a fee is required to be provided during the selection process, we suggest that this not be heavily

weighted as part of the evaluation process. We also suggest that the state not ask for a total project price at this point, as there won't be much value to this number.

The PDB procurement will be largely qualification based. Construction costs will be established through the Phase 2 GMP once the project requirements have been developed to a point where risks have been adequately identified.

176. Suggest that key personnel qualifications not be too stringent with regards to specific and length of experience. Allow the DBT the flexibility to present the best possible team to successfully deliver the project.

MDTA attempts to provide flexibility in our Key Staff requirements to allow proposers to identify appropriate team members.

177. Suggest language be introduced in the contract that if the DBT does not come to agreement on the construction cost, the state reserves the right to contract directly with the designer and choose another contractor.

Contract mechanisms will be in place to maintain the design team if the off ramp is used.

178. Will an IDQF (independent design quality firm) be required?

MDTA anticipates requiring the PDB to engage an independent quality firm during Phase 1 and Phase 2.

179. Will reference documents, such as surveys, as-builts, vessel studies, geotechnical, etc., be included with the RFP?

Minimal reference material will be provided or required to respond to the RFP.

180. What are the domestic product preference requirements for this project?

Buy American, Build American requirements consistent with the Bipartisan Infrastructure Law will apply.

181. Will the contractor be required to provide facilities for a command center to house representatives from all the various jurisdictional authorities on site to expedite decision making and regulatory approvals?

The PDB will be required to provide and co-locate in a Project Management Office.

182. To accelerate the completion of the project, Please consider a best value procurement that evaluates both cost and schedule such as A + B, with the time component reflective of the public impacts each day the facility remains unusable.

A+B is not practical given the two phase PDB contract structure. Incentive disincentive structure for Phase 2 GMP will be discussed in collaboration with PDB.

183. Will the PDB Teams have responsibility for Public Involvement or will the State lead those efforts with the PDB Teams support?

Development of a public involvement plan for this project is underway for NEPA. MDTA and the PDB will work collaboratively to perform public involvement during design and construction.

184. Will there be both a design build and an owner's representative?

Yes, there will be a PDB and a GEC.

185. Will the CMI contract(s) be awarded through an RFQ followed by a Technical Proposal, or will it be a one-step process?

CMI should be a one step RFP.

186. Given the nature and importance of this procurement to the state we suggest that the selection process be a qualifications-based selection process only.

The PDB procurement will be largely qualification based.

187. What will be the evaluation criteria for the proposal?

Evaluation criteria will be detailed in the request for proposals. Will be focused on team past performance, approach to project and PDB, and methods to achieve an agreeable GMP.

188. Will MDTA publish a list of firms who are conflicted from participating in each stage of the procurements anticipated?

JEFF/BRIAN: Yes, this will be detailed in the PDB RFP.

189. What will constitute a conflict of interest? How will they manage/communicate conflicts of interest so that firms have ample time to form teams?

Firms and JV partners engaged in supporting concurrent NEPA activities, PDB procurement support, and GEC services will be precluded from pursuing the PDB procurement.

190. Is there going to be a procurement process, given the Governor's executive order?

JIM: Yes.

191. Who will participate in the selection committee?

Evaluation/selection committee members are confidential.

192. What are the project goals?

There are six project goals: Collaboration, schedule, safety, quality, cost, aesthetics.

193. Suggest that a 3rd party Disputes Review Board (DRB) be put in place on the project under the guidance of the DRBF.

Processes for dispute resolution will be eligible for discussion as the project approaches Phase 2.

194. Suggest language be introduced in the contract that puts a cap on Limits of Liability and Liquidated Damages. We have seen push back on mega projects from sureties for contracts that don't have these types of caps.

Phase 2 contract terms will be eligible for negotiation.

195. Does the Owner expect any level of private financing to fund the bridge construction?

This project is not being contemplated as a P3 model.

196. Will PSPL (project specific liability insurance) be required?

The use of a PSPL has not been considered at this time.

197. Can you please provide a description of any key staff required of the PDB Teams and their requirements?

The Key Staff requirements will be detailed in the RFP. We are not able to provide them prior to advertisement.

198. Will there be a separate program manager and/or owner representative for the bridge replacement?

There will be a GEC and A PDB.

199. Is a PE license required for the Contract Manager/Primary Liaison of the CMI contract?

The exact scope and nature of the Construction Management and Inspection contract is currently under development and the Key Staff requirements will be detailed in the RFP.

200. What is the conflict-of-interest policy for contract participation?

Firms, and their joint venture partners, that are engaged in owners assistance at the time of procurement are precluded from participating in the Progressive Design Build procurement.

201. If it is D/B what will be the duties and roles of CMI?

The Construction Management and Inspection contract is expected to be used for construction oversight, quality assurance, and quality control.

202. Will there be a GEC contract? What will be the included scope of services?

Yes, there will be a GEC. The scope of services are still being determined.

203. Will there be reciprocity granted for other states certifications for inspectors (i.e. utilizing VDOT certified inspection staff for CMI)?

The exact scope and nature of the CMI contract is still under development. MDTA typically follows the Mid-Atlantic Region Technician Certification Program process, which is managed by SHA's Office of Construction and recognizes the certifications as outlined on their website:

<https://roads.maryland.gov/mdotsha/pages/Index.aspx?PageId=53>

204. Will there be a requirement for the PDB Team to have QA/QC or will the state perform verification testing? Will there be a requirement for an independent quality firm (IQF) to be contracted by the PDB Team?

The responsibility for quality control and quality assurance is expected to be shared between the PDB and MDTA. This typically involves the DB performing quality control and MDTA providing quality assurance. The IDQM firm will be contracted by the PDB during Phase 1 and Phase 2 to provide design review and contract compliance reviews.

205. Given the critical time constraints, many unknowns around project scope, site conditions and permitting environment, the appropriate delivery method for this project is PDB. It is not practical to expect PDB Teams to provide an upfront price during selection for a project with such undeterminable risks?

Thank you for your recommendation. The MDTA is planning a PDB procurement.

206. Are there plans for issuing other related contracts to address congestion, detours, or impacts on I-695/I-95/Tunnels?

Improvements on primary diversion routes must be weighed against traffic impacts associated with construction on those routes. If work is pursued to improve the diversion routes, they will be delivered outside of the PDB contract.

207. If the procurement is DB, will the contract include demolition?

Demolition is anticipated as an early work package.

208. Suggest that a formal partnering process be part of the contract.

MDTA typically requires formal partnering on significant projects. We anticipate that formal partnering will be a requirement of the Key Bridge Project as well.

209. Will you be looking for construction risk management - third party administration claims /data management on this project?

MDTA anticipates a procurement for CMI (construction management and inspection) support, which may include construction risk management. The exact scope of services is still under development.

210. Will there be a Project Labor Agreement utilized for the construction portion of this contract? If so, will it apply to not only the general contractors but the subcontractors?

This is under development. In keeping with Governor Moore's executive order, MDTA will be evaluating the use of a PLA concurrent with Phase 1 activities. The extent to which a potential PLA would be applied to all subcontracts has not been determined.

211. Suggest that if there is going to be a requirement for unionized labor that this be left to the DBT to develop the agreement with the local labor unions.

This is under development. In keeping with Governor Moore's executive order, the State agency (in this case MDTA) must evaluate the use of a PLA. For this project, this evaluation will be concurrent with Phase 1 activities.

212. Will this be an open forum bid process, or a PLA?

Not yet determined. In keeping with Governor Moore's executive order, MDTA will be evaluating the use of a PLA concurrent with Phase 1 activities.

213. Please confirm the Owner will require an independent design checker (as is the norm on other complex long-span projects).

An IDQM firm is anticipated for both Phase 1 and Phase 2 activities. The independent design checks are planned for the key structural elements.

214. If there is an independent plan reviewer (IPR), will the IPR be expected from the DB team or contracted directly to the owner?

Independent Quality Design Manager Firm will be contracted to the PDB, but separate from their designer.

215. Please confirm that firms, including leads, can pursue both GEC and CM?

Firms can pursue both the GEC and CMI contracts.

216. Will there be first tier and second tier opportunities to engage with a GC and a major subcontractor? If not, why?

There will be opportunities at all levels to participate on this project.

217. What dispute mechanisms will be written into the agreement with the contractor to assure that disputes among the parties are promptly resolved, e.g. a dispute resolution board, progressive dispute resolution, etc.?

MDTA utilizes the dispute resolution process outlined in GP-5.15 of the Standards and Specifications for Constructions and Materials. MDTA also utilizes formal project partnering process on significant projects, which clearly defines a dispute resolution process with progressive escalation. Alternative dispute resolution approaches will be open for discussion as the project approaches the Phase 2 GMP.

218. We are very interested in working on this project. Please advise how to contact potential primes and get in their teams.

The list of registrants will be listed on the KeyBridgeRebuild.com website.

219. Is there a short list of primes that can submit or it's open to all that can fit the criteria? And will the GC have a QC/QA team or the inspection be done via MDOT?

There is no restriction on who can respond as long as they can fit the criteria. The QA/QC roles will be split between MDTA and the PDB, with the PDB typically providing the quality control and MDTA overseeing quality assurance.

220. Will all three CMI contracts have the same general scope or is it anticipated that there will be separate work packages for each contract? For example, one for the north side, one for south side, one for waterway?

MDTA anticipates the contracts to a part of a single procurement and will have the same general scope. MDTA will determine staffing needs and specific work oversight locations as the work progresses.

221. Are joint venture or tri-venture PDB team permitted?

Multi venture teams will be entertained.

222. Will there be confidential 1-to-1 meetings during prior to proposal submission?

Due to the compressed timeframe for the proposal submission, 1-on-1 meetings are not anticipated prior to proposal submission.

223. Will there be site tours for the PDB during procurement?

Due to the compressed timeframe for the proposal submission, site tours are not anticipated.

224. The bridge design is a sole source (single procurement) contract?

To clarify, the PDB, which will include bridge design services, will be based on competitive procurement.

225. The presentation noted that firms cannot be on both the GEC and CMI contracts. Is that rule applicable to smaller DBE's providing communications and outreach services?

Primes and/or subs can be on the GEC and/or CMI. They cannot be on CMI, GEC AND PDB.

226. Do you anticipate the use of an independent peer review for the main unit of the new bridge? This would include development of an independent structural analysis?

MDTA anticipates an independent peer review for the critical structural bridge elements. This will be a component of the IDQM firm employed by the Progressive Design-Builder.

227. Will site visits be provided for PDB?

No, site visits will not be provided for the PDB bidders.

228. Will today's participants be notified directly when the upcoming solicitations are released?

IF you are signed up for EMMA, it will be sent to you directly.

229. Will the Precluded firms from the PDB be also precluded from the CMI contracts?

The firms that are precluded from the PDB are not precluded from CMI or GEC.

230. Is the owner providing geotechnical investigations, engineering, and testing/lab work, or will the PDB contractor be responsible for it?

Geotechnical work is expected to be performed by the PDB.

231. Will all materials for constructing the new bridge be required with the Federal Buy American Act?

Yes.

232. Will there be contracting opportunities for 501c3 nonprofits? We represent some of the largest minority owned companies and would be interested in partnering in some capacity.

We are unclear on the intent of this question. Please reach out to Info@KeyBridgeRebuild.com with clarifying information.

233. Do you know if on this project do you need a Janitorial Company or just construction companies???

The main respondents are expected to be construction contracting firms. There may be opportunities for janitorial services and MDTA recommends you reach out to the prime contractors to inquire about teaming opportunities.

234. Where will the RFP be posted...KeyBridgeRebuild.com or emma.maryland.com?

The RFP will be posted to emma.maryland.gov under contract number KB-4903-0000. KeyBridgeRebuild.com will direct users to the eMMA (eMaryland Marketplace Advantage) location once the RFP is issued.

235. Will there be an SBR CMI contract advertised too for this project?

MDTA does not anticipate a separate Small Business Reserve procurement for CMI services.

236. Will there be a Small Business Reserve contract for any of the phases of work? If so, what SBR RFPs will be issued?

MDTA does not anticipate a separate Small Business Reserve procurement for GEC or CMI services.

237. Can the same firm, even Prime firms, be selected and awarded both the GEC and CM/CEI contracts?

The same firm, even primes, can be selected and awarded both the GEC and CMI contracts.

238. Will the RFP be available to anyone who wants it?

Yes. The RFP will be posted to emma.maryland.gov under contract number KB-4903-0000.

239. Are the firms that are precluded from the PDB RFP possibly, also precluded from the Engineering services and CMI procurements?

MDTA does not anticipate precluding the firms that are precluded from the PDB procurement from pursuing the GEC and CMI procurements.

240. Is the preclusion of the listed firms just for the PDB contract or does their preclusion include the GEC and CMI contracts?

The provided preclusion list pertains to the PDB contract. MDTA does not anticipate precluding the firms that are precluded from the PDB procurement from pursuing the GEC and CMI procurements.

241. Will you share at any point the list of precluded firms from GEC and CMI contracts?

Except for the firms that are selected as a part of the PDB team structure, MDTA does not anticipate precluding any firms from the GEC and CMI procurement. This is subject to change.

242. Will the PDB RFP require offerors to set forth a Guaranteed Maximum Price, and how will that GMP be evaluated in selecting a PDB contractor? Will it be more or less important than the qualifications and technical approach of the offeror?

Based on the preliminary project development, the MDTA does not anticipate requiring a GMP from the offerors at the time of proposal.

243. Will Skanska be allowed to submit proposal as they are involved with the removal of the old bridge?

MDTA does not anticipate precluding Skanska from proposing on the PDB procurement.

244. Will you give additional consideration to teams that have design-build certified professionals in

reviewing responses to the PDB RFP.

Key Staff positions and requirements will be included in the PDB RFP. Proposers should include information relevant to the project type and goals, subject to the criteria included in the RFP.

245. How many teams have been formed to date, to your knowledge?

MDTA is not aware of any teams that have been established.

246. Will there be a separate presentation for the GEC opportunity? If not, can you provide a potential timeline of that procurement (anticipated contract execution)?

The schedule for the GEC and CMI contracts will be shared when they are available.

247. Will the PDB team be selected on a QBS or best value basis? If the latter, what price component will proposers be required to submit?

MDTA anticipates awarding the contract to the proposal that is deemed most advantageous to the State. Price components will be detailed in the RFP.

248. Will the RFP require Primes to provide a DBE Utilization Plan indicating areas of DBE services?

MDTA anticipates utilizing the standard MDOT DBE forms for the response to the RFP.

249. The CMI RFP typically limits a firm's projects and personal resumes to experience gained in the last 10 years. Considering the complexities of this project, can you increase the limit?"

The scope of the CMI RFP is under development. Your suggestion will be taken into consideration.

250. Will there be interviews for the PDB procurement?

Due to the compressed procurement window, MDTA does not anticipate interviews.

251. The subcontractors who are part of PDB, will also be excluded from GEC & CMI engagement?

That is correct. Firms cannot be concurrently employed by the PDB entity and provide owner's representative services as this represents a conflict of interest.

252. Why are certain firms precluded from participating and are they precluded from being on the PDB team on or precluded from the GEC and CMI contracts?

The firms identified for preclusion in the presentation are contract holders that are being used to provide owner support services. The identified firms are precluded from the PDB procurement.

253. Are there additional opportunities to get on teams to support firms that are listed as precluded due to current or potential involvement, or are there teams already set?

Precluded firms are existing contract holders.

254. Can you address any role or impact to the PDB procurement the offer one entity has made for "pro bono" design?

MDTA has not received an unsolicited proposal as defined in 10A-301 of the Annotated Code. The PDB proposals will be evaluated as defined in the RFP and the "pro bono" design will have no impact on the procurement.

255. Will safety shoes and safety apparel be a part of the RFP?

MDTA contracts typically include requirements to conform with SHA's High Visibility Safety Apparel Policy. Additionally, Occupational Safety and Health Administration and Maryland Occupational Safety and Health

requirements will apply based on the specific work type constraints, which may include additional apparel requirements.

256. Outside of NEPA, will the project require additional IJR?

Interchange Justification Reports required by the NEPA document developed to support that determination. IJR approvals may be required based on the Phase 1 scope development and validation.

257. With both a PDB and Construction Management contracts for the replacement, why is a GEC contract being executed and what is that contract's scope?

The GEC is intended to support the MDTA staff in oversight of the project, outside of the physical construction management.

258. Has there been any identified environmental mitigation required in coordination with the demolition and rebuild of the bridge?

Environmental mitigations needs (if any) will be determined as the exact scope of the project is developed.

259. Will most of the procurement be Maryland owned businesses?

MDTA anticipates including DBE requirements for the Phase 1 work as a part of the RFP and setting DBE goals for each Phase 2 early work package, long lead time package, and the GMP(s). For a company to contribute to the DBE goal, they must be Maryland registered.

260. Who is the project/program manager for this project?

Brian Wolfe is the MDTA contact for the Key Bridge Rebuild program. He can be reached at info@KeyBridgeRebuild.com.

261. Will safety program development and management be outsourced under GEC or CMI efforts?

Safety is a shared responsibility on a construction site. MDTA anticipates the safety program to be a joint effort between MDTA, PDB, suppliers, engineers, inspectors, environmental agencies, and all other stakeholders that may have a presence in the field.

262. We are a testing and inspection company, capable of certifying welders, and inspecting all build levels, with a lot of bridge/tunnel experience. Do we need to partner with other firms to bid?

Please review the contract scopes of work when advertised. Respondents must be capable of providing all required services, either through self-performance or as a part of a team.

263. Would the SHA Oversight activities will be a separate RFP or Solicitation?

No separate solicitation is anticipated for SHA oversight activities. It is anticipated this will be performed by State staff.

264. Will a draft RFP be sent out prior to advertisement? Also, will draft contract terms be provided?

Due to the compressed timeframe, a draft RFP and/or contract will not be provided prior to advertisement.

265. Will the preferred rebuild selection (channel replacement or full bridge) be clarified in the RFP? Will the preferred material be outline in the RFP?

It is unclear what is meant by this question. Please provide additional clarifying information via email to Info@KeyBridgeRebuild.com if further response is required.

266. When it comes to a list of firms on the KeyBridgeRebuild website, what contact information will be publicly released to reach out to other firms (i.e. emails, phone numbers, etc.)?

Contact information will be provided to allow for outreach to occur. Please visit keybridgerebuild.com and check in the "Forum Materials" column on the left side of the page.

267. Right now, there is already work underway to remove the bridge parts and debris from the water. And so why would the discussion of dredging and debris removal come into the picture on this contract?

There are sections of bridge that are still standing which MDTA anticipates removing as a part of the PDB contract, pending NEPA approval. The work underway is removing the damaged and fallen pieces from the waterway.

268. Is there a time frame for the removal of the original span foundations and has a contract been awarded for their removal?

There are sections of bridge that are still standing which MDTA anticipates removing as a part of the PDB contract, pending NEPA approval. MDTA anticipates this to be an early work construction package.

269. If a vendor participates in any of the activities under MDTA, will that preclude them to pursue under SHA Oversight opportunity"

No separate solicitation is anticipated for SHA oversight activities. It is anticipated this will be performed by State staff.

270. Will a Project Labor Agreement be part of this contract? If it is yet to be determined, how will Maryland determine whether or not a PLA will be used?

The use of a Project Labor Agreement for the potential construction work associated with the project is not yet determined. In keeping with Governor Moore's executive order, the State agency (in this case MDTA) must evaluate the use of a PLA. For this project, this evaluation will be concurrent with Phase 1 activities.

271. Please provide some clarity regarding the PLA consideration. Did you state that the decision to use a project labor agreement will be made AFTER you receive the responses to the PDB RFP? Should I anticipate that I will need to address our request for the absence of a PLA within our proposal?

The use of a Project Labor Agreement for the potential construction work associated with the project is not yet determined. In keeping with Governor Moore's executive order, the State agency (in this case MDTA) must evaluate the use of a PLA. For this project, this evaluation will be concurrent with Phase 1 activities.

272. Will there be any early completion incentives be considered as part of the contract outside the GMP?

MDTA is committed to an accelerated completion of construction and opening to traffic. Early completion incentives will be a collaborative discussion during development of the Phase 2 GMP(s).

273. In terms of timing to discuss with the design team for concrete reinforcing and corrosion protection policy such as the use of high performance, non-corrosive GFRP, will this be after the DB team is awarded?

The PDB will be developing specific design approaches during Phase 1 in collaboration with MDTA.

274. You mentioned bridge aesthetics are important - will the RFP require the inclusion of a bridge architect within the team?

Key Staff requirements will be identified in the advertised RFP.

275. Will protected species monitoring and management (Air, Land, Sea) be outsourced? GEC, CEI or standalone procurement?

Specific scopes are still under development.

276. Since the PDB will use existing contracts, how does that affect them adding DBEs to their team for this work?
The PDB will be a standalone procurement, expected to be advertised by the end of May 2024.
277. Will MDTA use their own project/construction/document management system or rely on the awarded contractor?
The exact nature of document control has not yet been determined.
278. Will the ICE (Independent Cost Estimator) be part of the PDB Team, the GEC, the CMI or separate from all?
Staffing for the ICE has not been determined. It will not be included in the PDB procurement/team.
279. Any ideas at this point on page limits for proposals?
Page limits will be conveyed in the RFP.
280. Can you speak to non-engineering services such as general planning, modeling and economic impact analysis that might also be procured?
The specific scope of work for the GEC and CMI procurements is under development.
281. FHWA's description of PDB states that "selection is primarily, and often exclusively, based on qualifications." Will that be the case with the Key Bridge PDB RFP? Other than qualifications, what will be taken into account?
The PDB partner will be selected based on qualifications.
282. Will MDTA hold any sort of "Meet The Primes" or similar event to further open opportunities to DBEs and other small businesses? If not, will MDTA help get the word out on any PDB (or prime GEC/CM) teams doing the same?
MDTA posted the names and contact information for the industry forum registrants on KeyBridgeRebuild.com.
283. Will the contractors being considered for Phase I be announced?
This is a one step RFP, therefore there will not be a short list.
284. Will a GEC sub consultant be allowed to pursue one of the CMI contracts as a prime?
Companies can pursue the GEC and/or a CMI contract.
285. Will community outreach be part of Phase I and Phase II
Development of a public involvement plan for this project is underway for NEPA. MDTA and the PDB will work collaboratively to perform public involvement during design and construction, as part of Phases 1 and 2.
286. How large will the CMI contracts be? Can they be split enough for smaller DBE companies to be primes?
The CMI contracts will be worth a total of \$20M. There will be 3 contracts.
287. Will the City of Baltimore Urban Design and Architecture Advisory Panel (UDAAP) or other Design Review Groups be engaged during the design process?
MDTA is developing plans for community engagement at this time.
288. Will the names of the attendees be made available for networking? When is the RFP expected to come out?

The names and contact information for the industry forum registrants is available at KeyBridgeRebuild.com.

289. Has consideration been given to delay the advertisement of the CM/CEI until after the PDB is selected?
The date for advertisement of the CMI/GEC contracts has not yet been determined.

290. Has the breakdown of the old bridge already been awarded to any companies?
Debris removal is currently underway. Removal of the stable standing structure will be part of the PDB.

291. What are some of the specific scope items in the GEC contract?
Elements of the GEC scope have not been released at this time.

292. Will the prime firm(s) submitting for the GEC contract be precluded from submitting on the CMI contracts? In essence could a prime firm be selected for the GEC contract and a CMI contract?
A prime firm could be selected for GEC and CMI.

293. Is there any preliminary evaluation about the requirements for clearance and main span length in order to improve the present allowance for navigation and take into consideration future potential upgrades of the port and of the navigation channel enlargement/deepening?
MDTA is developing a Navigation Impact Report (NIR) for the USCG. Once the USCG has reviewed the NIR and then completed their navigation evaluation, they will create the Preliminary Navigation Clearance Determination, or PNCD. The PNCD will establish the minimum vertical and horizontal clearances required bridge design.

294. Will we be notified when the RFP is released? or will we need to regularly check for it to be released on the website at the end of the month?
If you are signed up for EMMA, it will be sent to you directly.

295. If a firm provides services under an existing MDTA or existing SHA Contracts to support the initial work - does it preclude the firm from pursuing the GEC or CMI Contracts?
If a firm provided services during the initial work, they are not precluded from pursuing the GEC or CMI contracts.

296. Will draft RFP be available ahead of release?
A draft RFP will not be released ahead of time.

297. Since all three of these RFPs (PDB, GEC, CMI) are being advertised so close together and will have significant overlap before selection is made for these contracts, will there be clear information given in each RFP regarding what a conflict would be for prime firms to understand better what contracts they can pursue?
Firms can pursue GEC and/or CMI contracts. Firms can pursue the PDB contract. Firms cannot pursue GEC and/or CMI contracts AND the PDB contract.

298. How will the MDTA make sure that MBE/DBEs are treated fairly by the Primes, unlike in projects past?
MDTA is committed to administering the DBE program in accordance with our Title VI, Civil Rights Act of 1964 program responsibilities.

299. Have you given any consideration to the unsolicited proposal you received from WeBuild/Lane? Will that impact the budget, timeline, scope, etc.? Will MDTA/ FHWA consider the offer presented by the Italian WEBUILD?

MDTA has not received an unsolicited proposal as defined in 10A-301 of the Annotated Code. The PDB proposals will be evaluated as defined in the RFP and the “pro bono” design will have no impact on the procurement.

300. Will the contract be structured to allow for raw material payments with regards to Structural Steel?

Task orders to purchase long lead items, such as structural steel, may be issued as part of the PDB contract if it is found to be beneficial to project.

301. Outside of business license is there a requirement to be qualified by the SHA or MDTA as a General Contractor?

Offerors must be capable of providing all services described in the RFP, either through their forces or through a member of the proposing team. No additional prequalification is anticipated.

302. Can subcontractors and subconsultants pursue multiple teams for PDB?

MDTA allows subconsultants and subcontractors to participate on multiple teams. Any entity identified as a prime contractor, JV partner, or lead designer may not participate on multiple teams and proposals.

303. Is it permissible for contractors to collaborate on this project with more than one contractor?

MDTA allows subconsultants and subcontractors to participate on multiple teams. Any entity identified as a prime contractor, JV partner, or lead designer may not participate on multiple teams and proposals. This question may also be referring to Joint Ventures; Joint Ventures of two or more entities are allowed to propose.

304. Will a General Contractor joint venture be required to be approved by the SHA or MDTA prior to RFP submittal?

The General Contractor or Joint Venture will not need to be approved prior to the RFP submittal. The GC or JV will be required to demonstrate that they meet all requirements of the RFP to be deemed a responsive proposer.

305. Will Baltimore Corps of Engineers environmental or procurement regulations apply to this procurement?

As the USACE Baltimore District is one of several regulatory agencies involved, the project will need to comply with their environmental requirements. Procurement processes for the contract will follow MDOT and FHWA procurement regulations.

306. Will design subconsultants be permitted to participate on proposals for multiple Progressive Design-Build teams? If not, is that limited to the lead design firm and contractor?

MDTA allows subconsultants and subcontractors to participate on multiple teams. Any entity identified as a prime contractor, JV partner, or lead designer may not participate in other proposals.

307. What scopes of work are available in the PDB contract versus what scopes are available in the GEC and CMI contracts?

The PDB contract will provide preliminary and final design services, and construction of the new bridge. The GEC and CMI contracts will provide owner representation, oversight and ensure compliance with contract requirements. Detailed scopes of work will be provided in the respective RFPs.

308. Please confirm that the CMI will implement Construction QA and the Contractor will be required to only perform Construction QC.

It is intended for the DB to perform construction QC, with the MDTA or their representative performing quality control. This will be detailed in the scope of the CMI RFP and the Phase 2 amendment.

309. Will mitigation for wetland/waters of the U.S. impacts be a part of the PDB contract, the GEC contract, or existing contracts for the early work?

Mitigation for wetlands or waterways impacts will be the responsibility of the PDB contract.

310. What NAICS code should we focus on? Keywords or Name of solicitation?

Offerors must be able to provide all services required in the RFP either through their own forces or through a member of the proposing team.

311. Would there be a requirement for Independent Quality Manager (IDQM)?

Yes, there will be requirements for an Independent Design Quality Manager in the Progressive Design-Build RFP.

312. Is the design and construction of a Bridge collision protection systems to be included in the design build contract for the bridge super structure?

Yes, a protection system will be part of the PDB contract.

313. Is there a contract for the risk management of the project?

There will not be a separate contract for risk management.

314. Although it was noted that a subconsultant is not permitted to be on the winning PDB team and the GEC/CMI contracts, due to the overlapping procurement schedules it will not be known if a subconsultant is on the winning PDB team when the GEC contract is advertised. If a firm is on a GEC team and later finds out that they are on the winning PDB team, would the GEC team be disqualified from winning or would they just be required to replace that particular subconsultant.

Firms will need to make a determination of whether or not they participate in both procurements. If a subconsultant firm is on the selected PDB team, it may be possible to make a substitution to remove them from a GEC team. However, this will depend on the exact nature of the change and will be reviewed on a case-by-case basis.

315. Do inspector's certifications for the CMI contracts need to be MDOT or can they be VDOT certified to perform inspection services?

Specific qualifications will be detailed in the CMI RFP.

316. Will MDTA provide a team of expedited permit reviewers for the project and will the RFP list of all requisite permitting for the project?

MDTA is working collaboratively with the various regulatory agencies on permitting requirements. As the RFP is focused on qualifications of potential PDB teams, a comprehensive list of environmental permits will not be provided. Permitting needs will be addressed as part of Phase 1 of the PDB contract.

317. Will the QPL be expanded to expedite use of products that don't have a prescriptive place currently?

SHA, MDTA, and the PDB will work closely during Phase 1 to identify advanced approval requirements for potential construction elements.

318. Will the award criteria include points for local hiring/local workforce, workforce diversity and local supplier utilization - Maryland based citizens and businesses ?

The PDB RFP will outline the requirements for proposals and the relative weighting of questions.

319. What is the reasoning behind three CMC contracts?

The three CMI contracts will provide dedicated construction management and inspection support to MDTA staff to deliver this critical reconstruction project, while providing multiple procurement opportunities.

320. Is it anticipated that the Quality Control and/or Quality Assurance of the materials incorporated into the construction be included in the GEC or CMI Contract(s)?

The Construction Management and Inspection procurement is intended for in field oversight activities. The scope of both contracts is currently under development and will be included in the respective RFPs.

321. Given the significant amount of federal funds for this re-build, would MDTA consider including a requirement in the RFP to designate a percentage of work to firms that are certified as a federal Small Business but not certified as an MDOT DBE firm?

MDTA does not anticipate including a separate Small Business requirement.

322. Will you have to be a union contractor in order to work on the bridge?

The project will be evaluated for the use of a Project Labor Agreement by MDOT during Phase 1 of the contract. There is no requirement to be a union contractor in order to propose on the contract.

323. Would you please elaborate on what's the difference between the role of the GEC and the design team of the PDB?

The Progressive Design Builder will likely be led by a general contractor or contractor JV and will consist of a team of mainly engineers and contractors that will perform the data collection, testing, engineering, design, and analysis required to prepare a Guaranteed Maximum Price to complete the construction work for a Key Bridge Rebuild. The General Engineering Consultant will provide support to MDTA in overseeing the PDBs work product and progress.

324. Is underwater diving anticipated to be of need for the CMI contracts?

The scope of services for the CMI procurement is currently under development.

325. Will the requirement of a PLA be addressed in the RFP as part of the Phase 1 PDB procurement?

The project will be evaluated for the use of a Project Labor Agreement by MDOT during Phase 1 (post award) of the contract.

326. Will the GEC perform an Independent Design Check of the bridge with means and methods independently from the Design Builder to guarantee the true independence of the relationship or will it be performed by a direct contract of an IQF with the Design Builder ?

Independent design checks will be performed by an Independent Design Quality Manager under the PDB contract. The GEC will provide oversight and review efforts to ensure conformance with contract requirements.

327. Are there any preclusions about pursuing the GEC and the CMI contracts?

At this time, it is anticipated that the entities that are a part of the selected PDB team (prime and sub) will be precluded from holding any GEC or CMI contract(s). This is subject to change and the most up-to-date information will be conveyed in the GEC and CMI RFPs.

328. Will the owner be providing a Project Management Information Software or up to the CMI firm?

MDTA anticipates utilizing existing design and construction management software for this project.

329. Will a draft RFP and PDB contract term sheet be provided for industry review ahead of the

advertisement? Since there are only 4 weeks to submit.

A draft RFP and contract will not be provided prior to advertisement.

330. Will MDTA provide as-builts of the Key Bridge during the RFQ/RFP?

MDTA does not anticipate providing as-builts as a part of the RFP.

331. Will Phase 2 Work Packages be based in fixed sums, target prices or not to exceed amounts?

The approach to Phase 2 work package pricing structures will be subject to negotiations between the PDB and MDTA, subject to FHWA concurrence.

332. Can the Phase 1 NTE amount be posted on the website before the RFP is issued?

The Phase 1 NTE amount will be included in the RFP.

333. Do restrictions under the Trade Agreements Act (TAA) apply to this procurement?

MDTA anticipates that the Build America, Buy America act will apply to the Phase 2 construction work.

334. Does COI apply to the PDB teams submitting for phase 1? Specifically, can subconsultants submit as part of multiple teams?

MDTA allows subconsultants and subcontractors to participate on multiple teams. Any entity identified as a prime contractor, JV partner, or lead designer may not participate in other proposals. General Contractors/Joint Ventures may have separate requirements regarding exclusive participation, but these are separate from MDTA.

335. There were two different procuring agencies mentioned earlier in the call, will prospective contractors be expected to adhere to both Federal Acquisition Regulations (FAR) in addition to MDTA?

Maryland procurement regulations will apply, subject to review for conformance with Federal requirements.

336. Due to the use of Federal Funding, will State of Maryland procurement guidelines apply or a mixture of Federal Acquisition (FAR) guidelines and State of Maryland procurement guidelines.

Maryland procurement regulations will apply, subject to review for conformance with Federal requirements.

337. Is there committed federal funding for the PDB project (documented)?

Funding for the reconstruction is expected to be derived from insurance proceeds, cash on hand, bond financing, and federal funds. The exact nature of the funding mix is still under development.

338. Will the procurement encourage SBA mentor protegee agreements and JVs?

MDTA does not anticipate providing a suggested or required teaming structure.

339. Are subs to the primes who were shown precluded also be precluded if they are on the contract that caused the prime to be precluded?

A prime consultant performing work to support the project on an existing contract does not automatically preclude all subconsultants on that contract from pursuing the PDB.

340. Do local hiring goals apply to this contract?

It appears this question is referring to Baltimore City Council Bill 12-0159. This law applies to Baltimore City contracts; this is not a Baltimore City contract. The MDTA may collaborate with the PDB to develop hiring goals and plans during Phase 1 of the contract, that would apply to Phase 2.

341. Will the RFP be written so that several vendors can be selected and awards rotated?

MDTA anticipates making a single award for the PDB contract.

342. Jeff said price will be a part of the selection process. Please explain how price will be incorporated in this proposal?

MDTA does not anticipate a firm pricing commitment from proposers as a part of the PDB procurement.

343. Who will make up the RFP selection panel?

The members of the RFP review/selection groups are confidential.

344. Will there be roles for project managers?

As this is a complex project with many different types of expertise involved, there is expected to be Project Management needs in the PDB, GEC, and CMI procurements. Please review the respective RFPs, when advertised, for additional information.

345. Will there be a proposal review panel and will that be different from the selection panel?

Yes, there will be a proposal review panel and that panel will also perform the functions of the selection panel.

346. Does MDTA have a preferred format for proposed contract schedules? What format would make it easiest for MDTA to conduct review and analysis?

Please refer to Special Provision Section 109 – Project Schedule in the Standard Specifications for Construction and Materials for typical scheduling requirements.

347. Are there plans for any force augmentation contracts to add capacity in other departments to offset bandwidth concerns that a project of this magnitude could introduce?

MDTA has identified the three contracts that are currently anticipated to address the staffing and support needs to respond to the Key Bridge collapse. Please refer to https://mdta.maryland.gov/Business/Procurement_Contract_Opportunities for additional upcoming procurements.

348. Will the designer for the selected design builder be part of the incentive program in the PDB contract?

This is a discussion for the teaming agreement internal to the PDB structure.

349. Once environmental mitigation is identified, do you intend to procure that work under its own RFP or will that be a subset of the PDB team?

Any environmental mitigation work required to offset impacts from reconstructing the bridge will be part of the Progressive Design-Build contract.

350. Will there be an IDQM role and if so under what contract?

Yes, an IDQM will be required as part of the Progressive Design-Build Team

351. Will technical requirements or a reference design be provided to the PDB bidders?

Given the aggressive timelines involved, a reference design is not available. Development of technical requirements for the bridge design will be completed collaboratively with MDTA as part of Phase 1 of PDB contract.

352. Do you know what certifications will be required by Construction Inspectors?

Specific requirements will be detailed in the upcoming CMI and GEC RFPs.

353. Would a firm working for BGE preclude them from working on the PDB team?

By itself, working for BGE would not preclude a firm from participating in the PDB. For a specific question related to a potential conflict of interest, please contact the State Ethics Commission:

<https://ethics.maryland.gov/contact-us/>

354. Should we anticipate future industry information meetings like this one for the GEC and CMI contracts?

MDTA does not anticipate additional industry forums associated with the GEC and CMI procurements.

355. Shouldn't MDTA exclude fracture critical bridge designs for the proposed replacement options?

The specific approach to the bridge design will be developed in collaboration between the MDTA and the PDB.

356. RFPs typically restrict a firm's project experience and personal resumes to the past 10 years.

Considering the complexities of this project, could you possibly extend the limit to 15 or 20 years?

MDTA anticipates providing flexibility regarding the timeframe in which past projects can be completed.

357. Will the CMI contract(s) be awarded through an RFQ followed by a Technical Proposal, or will it be a one-step process?

MDTA anticipates a one-step process for the CMI procurement.

358. What are the bonding requirements for the project?

MDTA anticipates that the DB or DB Joint Venture partners to demonstrate a performance and payment bonding capacity of at least \$500 million as a part of their proposal.

359. Will the MDTA be looking to engage international experience with emergency reconstruction experience of signature structures?

Offerors should highlight relevant experience on projects of similar scope, scale, and circumstance to the Key Bridge Rebuild effort.

360. What criteria will RFP be evaluated on?

Evaluation criteria will be detailed in the request for proposals. It will be focused on team past performance, approach to project and PDB, and methods to achieve an agreeable GMP.

361. Presuming the Joint Permit Approval conditions will require an Independent Environmental Monitor, how will that role be procured – through the GEC or as an independent RFP?

MDTA does not anticipate a standalone procurement for IEM services at this time.

362. Will there be any technical or financial prequalification required for the Lead Designer entity?

The RFP will detail the specific requirements of the proposing teams.

363. Will the bridge collision protection cells or system be included in the design build contract for the bridge superstructure?

Pier protection is expected to be a part of the PDB deliverable.

364. If any, what percentage of material be outside of the Buy America Act?

The prime contractor or its subcontractors shall comply with Section 313 of title 23, U.S.C., and 23 CFR Part 635.410 for iron and steel products, and manufactured products, and 2 CFR part 184 for construction materials.

365. To what extent will the schedule be assessed in the evaluation of the Technical Proposal?

The proposal requirements and relative weighting will be included in the RFP.

366. It appears that the selection of the PDB team will not be completed prior to the RFP advertisement for the GEC contract. Since a firm can't be a subconsultant on both the PDB and GEC contracts, does that mean that, because of timing of the RFPs, a subconsultant will not be able to join a team proposing for the GEC contract if they had joined a team proposing for the PDB contract?

Firms will need to make a determination of whether or not they participate in both procurements. If a subconsultant firm is on the selected PDB team, it may be possible to make a substitution to remove them from a GEC team. However, this will depend on the exact nature of the change and will be reviewed on a case-by-case basis.

367. Slide 28 of the presentation lists eight firms which are precluded from being on the team for the PDB contract. Is this list of precluded firms a complete list? There are numerous subconsultants to those firms who are working on current MDTA contracts, and those subconsultants are not listed as being precluded; some of those subconsultants may currently be involved in tasks related to the collapsed Key Bridge (but not the rebuilding of the Key Bridge).

The list is complete to the best of MDTA's knowledge at the time and it is subject to change. A prime consultant performing work to support the project on an existing contract does not automatically preclude all subconsultants on that contract from pursuing the PDB.

368. When can we anticipate receiving a decision regarding the necessity of a PLA or the potential implementation of a points system for planning to utilize one during the RFP process?

The project will be evaluated for the use of a Project Labor Agreement by MDOT during Phase 1 of the contract. This evaluation will not be completed until after award.

369. Do the 51% new hire local hiring laws apply to the project?

It appears this question is referring to Baltimore City Council Bill 12-0159. This law applies to Baltimore City contracts; this is not a Baltimore City contract. The MDTA may collaborate with the PDB to develop hiring goals and plans during Phase 1 of the contract, that would apply to Phase 2.

E. FINANCIAL AND LEGAL CONSIDERATIONS

370. Is there an expected budget or an order of magnitude dollar of the reconstruction of the bridge?

The Key Bridge Rebuild program has an anticipated budget of \$1.7 to \$1.9 billion. This amount includes project design, project oversight, construction, and additional associated costs.

371. \$1.7 - \$1.9 Budget include Design / GEC / CIE etc. or is this just for the Construction of the Bridge itself?

The cost estimate for a new bridge is \$1.7B-\$1.9B.

372. What is the expected value of the PDB, GEC, and CMI contracts? How many firms are expected to be selected for each?

The value of the GEC contract will be \$75M. There will be three CMI contracts with a total value of \$60M.

373. Will there be any technical or financial prequalification required for the Lead Designer entity?

Yes. The new bridge will be built along the centerline of the old structure.

374. Are there specific SBR (Small Business Reserve) opportunities under this procurement?"

The PDB is a federal contract with a DBE goal.

375. Suggest this project not mandate labor agreements for lower tier subcontractors and more specifically SBE/MBE subcontractors.

The project will be evaluated for the use of a Project Labor Agreement by MDOT during Phase 1 of the contract. Gov. Moore's executive order related to PLAs requires that the project evaluate the usage of a PLA against the potential impact on other state commitments, include minority owned, women owned, or small businesses.

376. A project of this magnitude will require broad industry participation to be successful. MTBMA represents over 21,000 construction professionals and legacy contractors that maintain a Maryland based permanent workforce. Please confirm that the procurement will not restrict the participation of this diverse workforce by mandating a Project Labor Agreement. The vast majority of Maryland's legacy firms including DBEs/MBEs/SBEs are not signatory to trade unions and are not structured to administer wage and fringe payments to unions.

The project will be evaluated for the use of a Project Labor Agreement by MDOT during Phase 1 of the contract. Gov. Moore's executive order related to PLAs requires that the project evaluate the usage of a PLA against the potential impact on other state commitments, include minority owned, women owned, or small businesses.

377. What assurance do we have that money is/will be available?

Funding for the reconstruction is expected to be derived from insurance proceeds, cash on hand, bond financing, and federal funds. The exact nature of the funding mix is still under development.

378. Bond capacity \$500 m, is that for the entire consortium or each contractor?

MDTA anticipates that the Design-Builder will need to demonstrate a bonding capacity of \$500M.

379. What is the status of project funding for both Phase 1 and Phase 2?

Funding for the reconstruction is expected to be derived from insurance proceeds, cash on hand, bond financing, and federal funds. The exact nature of the funding mix is still under development.

380. Will the GEC be responsible for validating the GMP submitted by the Design Builder? If not the GEC, then who will validate the price on MDTA's behalf?

MDTA anticipates utilizing an Independent Cost Estimator to provide comparative pricing.

381. Can you discuss your legal/financial support needs related to the litigation/financial recovery efforts?

Funding for the reconstruction is expected to be derived from insurance proceeds, cash on hand, bond financing, and federal funds. The exact nature of the funding mix is still under development.

382. What is the posted bond amount for the MBEs.

This is anticipated as a DBE procurement, not MBEs.

383. What is MDTA's plan for FHWA reimbursement? Do you plan to use a federal grants/disaster recovery consultant?

Funding for the reconstruction is expected to be derived from insurance proceeds, cash on hand, bond financing, and federal funds. The exact nature of the funding mix is still under development.

384. Who pays? How much are they expecting from the Feds? How much will they ask to be authorized from T&I?

Funding for the reconstruction is expected to be derived from insurance proceeds, cash on hand, bond financing, and federal funds. The exact nature of the funding mix is still under development.

385. Will outside consultants be retained to review payment applications or prepare costs to be submitted to funding agencies?

Outside consultants may be used to assist MDTA in preparation of payment applications.

386. If full federal funding is not committed, what is MDTA's plan for funding the PDB, if no private financing/funding contemplated?

Funding for the reconstruction is expected to be derived from insurance proceeds, cash on hand, bond financing, and federal funds. The exact nature of the funding mix is still under development.

387. Are toll revenues available to fund any shortfall of federal funding?

Funding for the reconstruction is expected to be derived from insurance proceeds, cash on hand, bond financing, and federal funds. The exact nature of the funding mix is still under development.

388. Who/what entities will be paying for Bridge Rebuild and/or how much is expected from Federal government and how much will be requested in federal transportation authorization legislation, etc.?

Funding for the reconstruction is expected to be derived from insurance proceeds, cash on hand, bond financing, and federal funds. The exact nature of the funding mix is still under development.

389. What is the anticipated cost of Design and Construction of the Bridge? What is the DBE goal that MDTA would like to obtain for both the Design and Construction costs.

DBE goals will be established for the Phase 1 portion of the contract in the RFP.

390. It is mentioned that the estimate is around \$60M is that for PDB? or Does it include GEC, CMI and SHA Oversight and other Procurement Support budget as well? If not, what is the total estimated budget for the project?

The total estimated capacity of the three CMI contracts will be \$60M.

391. Is there full committed federal funding for the PDB project (documented)?

Funding for the reconstruction is expected to be derived from insurance proceeds, cash on hand, bond financing, and federal funds. The exact nature of the funding mix is still under development.

392. What is MDTA's plan for FHWA reimbursement? Do you plan to use a federal grants/disaster recovery consultant?

Funding for the reconstruction is expected to be derived from insurance proceeds, cash on hand, bond financing, and federal funds. The exact nature of the funding mix is still under development.

393. Please consider this closely when planning the Key Bridge rebuild.

<https://coast.noaa.gov/slr/#/layer/slr/3/-8434692.134688362/4557232.977361405/6/satellite/none/0.8/2050/interHigh/midAccretion>

MDTA considers the impacts of climate change and sea level rise when evaluating infrastructure investments.

394. Would the funds serve the community better if used for a fast train similar to the BRITELINE?

The Key Bridge serves a critical purpose in providing direct and relatively unrestricted access to the Port of Baltimore. The Port serves as a nexus between vessel-based shipping, cargo rail, and over-the-road trucking.

F. DBE

395. What if you are a brand new business that has not yet filed business taxes?

Great question, if you do not have a business tax return, you may submit your personal tax return. For example, IRS Form 1040, IRS form 1020, or form 1065.

396. Do I need to have a physical office in Maryland to apply for Maryland DBE Certification?

No, firms located outside of Maryland must be certified by their home state's certifying agency first before applying to our Office.

397. Is MDOT available to assist with the application process? After we complete the application, can we request a courtesy pre-review to ensure that we have a better chance at being approved and certified?

The Office of Minority Business Enterprise (OMBE) office offers one on one reviews of applications. The applicant can call the Intake Department at 410-865-1269 to schedule a virtual appointment. This review does not guarantee certification or expedite the application.

398. When you start the DBE application, can you leave it saved and come back to finish it later, or do you have to fill it out at one time?

Yes, you can save and return to an application; however, you must complete the application in 60 days.

399. If I own multiple companies, do I have to submit a separate application for each business?

Yes, a separate application will be required for each company individually. Each business must be independently operated per DBE standards. It's important that you inform our Intake Division of multiple business applications, so we can identify and examine them together during the investigative process.

400. Are there any limitations to the number of NAICS codes you can apply for?

No, however the NAICS codes are assigned based on the knowledge and expertise of the disadvantaged owner.

401. How often do I have to renew the DBE certification?

You must complete the online annual review process. 60 days prior to your certification anniversary date, MDOT will send you a notice via email with instructions on how to complete your annual review. .

402. If I am denied DBE certification, can I reapply? If I reapply, how long will that process take?

If you are denied, you must wait 12 months to reapply for the DBE programs. You will be required to submit a new application.

403. Can an owner have an interpreter or another employee with them during the interview if they are not 100% comfortable with English?

The State of Maryland will provide an interpreter to be present during the interview.

404. Please confirm the MDOT will utilize the Maryland approved DBE's. This DBE process is used daily and the Maryland approved DBE's have the ability and capacity to participate in this important project.

DBE entities will have to be Maryland registered to qualify for contractual DBE participation.

405. Will there be SBE opportunities?

No separate SBE procurements are anticipated.

406. Will there be opportunities for small, local, women & minority owned businesses?

Due to federal funds, DBE goals will be set for the project. Small, local, women, and minority owned businesses are encouraged to seek DBE certification.

407. What level of SBE/DBE/MBE participation will be required?

DBE goals will be established for the Phase 1 portion of the contract in the RFP.

408. Can you utilize MDOT certified DBE firm in the design process?

MDTA anticipates a DBE goal associated with the design portion of the project.

409. Will the DBE engineering firms be accommodated in the GEC and Design process?

The PDB, GEC, and CMI contracts will be evaluated for DBE opportunities.

410. Will DBE/MBE firms be required to find and solicit to firms, will a list of primes be circulated, or will they be on a list to be selected based on experience?

MDTA will be posting a list of registrants to the industry forum. Prior to Phase 2 work, the PDB will perform outreach to the DBE community.

411. Please confirm to increase the ability for local contractors to participate the use of local labor, that the project will not require a PLA. IF a PLA is required by the Federal Government, please confirm that local subcontractors and DBE' will be excluded from participating in the PLA.

Potential impact of a PLA on DBE participation will be evaluated as required in Gov. Moore's Executive Order.

412. Is there a contractors list available?

The registration list from the Industry Forum will be posted to the website at Key Bridge Rebuild.com.

413. Please confirm this procurement will maximize the use of MDOT registered DBEs/MBEs/SBEs.

Yes, the PDB contract will have a DBE goal.

414. The initial discussion and news have indicated that substantial federal money will be contributed if not entirely fund the rebuilding of the bridge. Can you please confirm that SBE firms will be included in the disadvantaged business component of any solicitation.

No separate SBE procurements are anticipated.

415. I am the Chairman of the Minority Business RoundTable, a national organization of CEO's of some of the largest Minority-Owned businesses. Will there be a percentage of contracts and grants available for our businesses to work on Key Bridge?

Yes, there will be required DBE percentages. DBE entities will have to be Maryland registered to qualify for contractual DBE participation.

416. Are Service Disable Veteran Owned Small Business being accepted as a DBE?

Yes, if they are DBE certified.

417. With the Federal funding, will there still be VSBE goals in the contracts?

Federal funding requires DBE goals. VSBE will not be a separate category.

418. Will there be separate DBE goals for design and construction?

DBE goals for Phase 1 professional services will be conveyed in the RFP. Goals for Phase 2, which is expected to include design and construction will be set as the Phase 2 packages are approved.

419. Along with DBE goals, do you anticipate utilizing (SBR) Small Business Reserve goals for all RFPs.

The SBR program is a state program and separate from the federally required DBE program. We do not anticipate the RFPs to include SBR goals.

420. DBE portion of the work will be a separate RFP or under prime control work assignment subcontractor?
Separate procurements are not anticipated for the DBE portion of the work. The DBE participation would be a component of the overall contract.

421. Would the DBE goals be different for Phase 1 and Phase 2? Also, would there be separate goals for the designer and subcontractor?

DBE goals will be set on the specific scope of work for Phase 1 and the eventual Phase 2 work. The goal will be narrowly tailored based on the scope of work for each contract amendment.

422. Will the certification process for DBEs adhere to the recently published final rule updates by USDOT?
Yes, it will.

423. Will there be DBE subgoals or sub-categories for this procurement?

No, there will not be DBE subgoals.

424. Can you clarify that MBEs certified with the State of Maryland will be utilized as well?

Only MD certified DBEs will count toward the participation goals.

425. If, as a DBE, we've been given a task on the NEPA contract, would we be in conflict to be a DBE on the PDB?

Yes, they would be precluded from the PDB. However, they would not be precluded from the CMI or GEC.

426. If you are an existing Maryland MBE firm, do you have to reapply to MDOT for DBE certification?

Yes, you need to be MD DBE certified.

427. Is the webinar for DBE on May 10th only for DBE applications for this project?

No, it is not exclusive to participants looking to be DBE certified for this project.

428. We are a MBE/DBE/SBE MDOT-certified company. Will there be any help with finding teaming opportunities for us smaller companies?

The registrants from the industry forum will be available online to assist with teaming.

429. Is there an MBE (Minority Business Enterprise) goal set for this project, or is the focus solely on DBE (Disadvantaged Business Enterprise) goals? I haven't heard any mention of MBE requirements.

The PDB is a federal contract, and therefore will have a DBE goal.

430. It would be helpful to know the Phase 1 DBE goals BEFORE the RFP is issued, so that firms can use that information immediately to form teams. Can those DBE goals be posted on the website?

DBE goals will not be shared before the RFP for the PDB.

431. Will there be compliance monitoring for the DBE goals?

Achieving the DBE goals is a critical part of the process and will be expected. The goals, monitoring and compliance will be in accordance with the Code of Federal Regulations 49, Part 26.

432. Will the DBE Requirements be from MD Companies only?

Companies must be Maryland DBE certified.

433. Are there any set aside scopes for DBEs?

No.

434. There will be individual subcontracting opportunities for DBE firms?

The Prime will determine which items they will subcontract to meet the DBE goal.

435. Will a DBE professional services subcontractor participating in the GEC pursuit be precluded from the CMI (x3) pursuits and/or vice versa? i.e. can a non-prime participate in both scopes?

A firm cannot be part of both the Progressive Design-Build entity and the GEC or a CMI entity. MDTA does not anticipate restricting a firm from being on both the GEC and CMI contracts.

436. Suggest language be introduced in the contract that the overall DBE goal have carve outs for specialty items not to count toward the goal, i.e. Structural Steel Supply.

DBE goals are set consistent with the guidance provided with the MDOT Federal Disadvantaged Business Enterprise Program manual.

437. Should a PDB RFP offeror set forth its expected DBE participation for Phase 2 when submitting its GMP, as the DBE participation goal (and the availability of DBE subcontractors for each scope of work) will have an effect on the eventual price and pace of construction?

DBE goals are set consistent with the guidance provided with the MDOT Federal Disadvantaged Business Enterprise Program manual. Proposers will not be asked to provide preferred levels of DBE participation.

438. How long it will take to get MD - DBE certification? We already have VA - DBE Certification.

If you are certified in your original jurisdiction state (VA), the process takes 10 business days.

439. If we start our application for DBE certification today, is it possible to have the application approved by the time the first RFP is due?

The Office of Minority Business Enterprise process applications in order.

440. If MDOT DBE certification has lapsed and is in the process of re-certifying will that be an issue when it comes to counting towards DBE Goal?

Meeting DBE contract goals will be evaluated on a case-by-case basis. Determinations will be made based upon guidance obtained in 49 Code of Federal Regulations, Part 26.

441. USDOT recently updated policies beginning in May for states to require DBE reciprocity approval within 10 days for companies that have DBE certification through their home state. Are those new policies going to be taking effect in the coming weeks in Maryland?

Yes, Interstate applications will be processed in 10 business days per US DOT.

442. The MDOT MBE/DBE application takes more than 6 months, what is MDOT's plan to reduce this time frame, so we do not miss this opportunity?

The Office of Minority Business Enterprise process applications in order.

443. In the past Maryland has classified all DBE companies as being certified as Small Businesses in the state...has that changed?

Small Business Certification will apply towards meeting the DBE goals for this contract. DBE firms are small business entities due to size standards set by the Small Business Administration and US Department of Transportation.

444. One of your slides implied that "small businesses" could be certified as a DBE. Can you expand on this?

All companies are encouraged to participate on this contract, however, only MD DBEs will count towards the contract goals. DBE firms are small business entities due to size standards set by the Small Business Administration and US Department of Transportation.

445. If a DBE firm uses mostly W2s, but also has a few 1099 independent contractors, does the value paid to independent contractors count towards the DBE participation?

The goals, monitoring and compliance will be in accordance with the Code of Federal Regulations 49, Part 26.

446. Will 2nd and 3rd tier participation for DBE companies count on this project. Large subcontracts may be going to non-DBE's but if they are required to use DBE's that will open up more opportunity.

The MDTA will evaluate each request to meet the DBE requirements individually, per RFP submission.

Proposers are encouraged to submit a proposal that meets or exceeds the DBE requirements.

447. Must subcontractors be previously prequalified with MDOT and can you talk about whether DBEs will need to have an approved FAR rate or must they have an audited FAR rate?

The intent of this question is unclear. Please reach out to [KeyBridgeRebuild.com](https://www.KeyBridgeRebuild.com) for further clarification.

448. Are there any options for small local DBE contractors to JV with larger Construction contractors? How should a small local DBE contractor get a list of the larger GC's bidding?

There is no restriction on size for JV or partnering considerations. The Industry Forum Registration List has been provided on [KeyBridgeRebuild.com](https://www.KeyBridgeRebuild.com) under the "Forum Materials" header to the left of the page.

449. Please confirm that DBE firms should be able to seek for opportunities to get on PDB teams if they are unsuccessful on the GEC and CMA opportunities.

The Guaranteed Maximum Price (GMP) process for the Phase 2 portion of the contract is expected to occur after the GEC and CMI procurements are complete. Additional PDB teaming opportunities are expected to occur with the GMP process.

450. Are there any distressed industry segments or historically underutilized business segments that will part of the DBE program?

Please refer to MDOT for DBE Certification requirements.

451. Will MDTA be seeking assistance from DBE subcontractors for the compliance effort on this project?

The MDTA will evaluate the need to procure supplemental resources to manage the DBE responsibilities for this contract.

452. What are the MBE, DBE, and Veteran Business goal percentages?

We are still evaluating the goal for this contract, and it will be posted with the release of the RFP.

453. Will there be a veteran business goal?

No.

454. Will there be an opportunity/scope for an independent consulting firm to provide workforce and labor compliance, contract compliance and/or DBE Program administration/oversights services?

The MDTA will evaluate the need to procure supplemental resources to manage the DBE responsibilities for this contract.

455. Who can we contact to verify we are DBE certified?

Please visit the MDOT's website at Maryland DOT - Certification Management System ([mdbecert.com](https://www.mdbecert.com)).

456. In the event that a contractor is found liable for damages due to the contractor's compliance with the DBE Program, will MDTA indemnify the contractor for such damages.

The prime contractor shall be responsible for the performance of the contract.

457. Who will be the stormwater management and erosion and sediment control review authority? Will it be MDE or SHA PRD?

MDE Plan Review Division will be the review authority for sediment and stormwater plans.

458. It was said in the presentation that firms could pursue the GEC and CMI contracts. If we are successful in winning a contract as a DBE sub for the GEC, will we still be allowed to be a DBE sub for a CMI contract? Will we be allowed to perform both GEC and CMI services?

Firms can participate in both the GEC and CMI contracts concurrently.

G. MISCELLANEOUS

459. Will an attendee list be provided for this meeting?

Yes, an attendee list will be available online following the industry forum.

460. Is it possible to obtain some of the salvaged steel for reuse in a community-based project(s) to put it on display and keep it "alive"?

That is something MDTA is actively working on.

461. Will former bridge materials be recycled?

Materials from the collapsed bridge are being recycled as they are recovered.

462. What are the potential implications on the cost of taxpayer-funded projects such as this rebuild when Project Labor Agreements (PLAs) effectively exclude non-union construction companies, thereby reducing competition? How might this impact the overall quality and efficiency of these projects? Additionally, what is the cost impact to the local economy and community when there is exclusion of non-union firms and workers. Being that non-union workers are also highly skilled and are also voters who participate in the political process.

MDTA is continuing to answer questions and will be updating the FAQs daily. Please check back frequently. This is under development. In keeping with Governor Moore's executive order, MDTA will be evaluating the use of a PLA concurrent with Phase 1 activities. The extent to which a potential PLA would be applied to all subcontracts has not been determined.

463. As stated by President Biden in April, will this project be held to a project labor agreement using union labor?

This is under development. In keeping with Governor Moore's executive order, MDTA will be evaluating the use of a PLA concurrent with Phase 1 activities. The extent to which a potential PLA would be applied to all subcontracts has not been determined.

464. In addition to FHWA coordination, will there be significant coordination with the US Army Corps of Engineers as part of the RFP?

Yes. USACE is a regulatory agency with jurisdiction over the project site. Significant coordination will be required to properly permit any proposed construction.

465. Is there a site or sites already chosen to dispose the debris from the demolition? If so where?

Removal and disposal is being managed by MDTA's debris removal contractor.

466. [Where did the original steel come from for the bridge?](#)

Material records from the original construction are not complete. However, records do indicate that portions of the steel supplied were from American suppliers under the employ of the Pittsburgh-Des Moines Steel Co.

467. [What's the role of US Army Corps of Engineers in this project?](#)

USACE is a regulatory agency with jurisdiction over the project site. Permits from USACE will be required for any proposed construction.

468. [Will there be a list of Maryland Raw Materials listed on a Qualified Products List \(QPL\) for this project?](#)

The Qualified Product List can be found at the following website:

<https://roads.maryland.gov/mdotsha/pages/index.aspx?PageId=600>. Additional needs for identifying materials for inclusion in the work will be identified during the Phase 1 portion of the contract.

469. [Does the state of MD have any plans on helping out commuters on the additional cost that have been added now because of the loss of the bridge? People that now have to travel longer daily with the use of the 895 and 95 tunnels.](#)

MDOT is providing commuter resources and guidance at the following location:

<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=44>

470. [Since the alignment of the new bridge will match the existing bridge as mentioned in this discussion, removal of the existing bridge will be on the critical path. It seems then the demolition of the bridge will be a first activities. Are any hazardous material identified and dumping sites for the removal work?](#)

Initial testing did not identify the hazardous levels of lead or asbestos. Additional testing may be required prior to the removal of the remaining portion of the standing structure.

471. [Will there be any hazard waste removal?](#)

Initial testing did not identify the hazardous levels of lead or asbestos. Additional testing may be required prior to the removal of the remaining portion of the standing structure.

472. [Will the existing highway remnants be available for use for staging materials, parking, etc.?](#)

Staging of materials and equipment will be developed by the PDB and reviewed by the MDTA.

473. [How will replacing the Key Bridge affect other projects, priorities, budgets, etc.?](#)

The Key Bridge collapse impacts one of the three crossings of the Baltimore Harbor, increasing the sensitivity of closures on the roadways within the Baltimore region. MDTA is in the process of evaluating our project portfolio to identify adjustments necessary as a result of the collapse.

474. [As labor/talent arrives to the area for specialized construction consultation, project management and compliance oversight, personnel may require extended temporary accommodations. Is there a means to make these teams aware of the many options for temporary furnished housing? As a "construction-adjacent" service provider we are here to help but find it difficult to ensure those in need are familiar with options here in Baltimore. How can we become a more evident resource?](#)

Please reach out to the project team at Info@KeyBridgeRebuild.com for additional coordination and information.

475. [Will night work be allowed?](#)

Night work will be allowed. However, the PDB shall adhere to all local noise ordinances.

476. Are there future opportunities for steel manufacturers to showcase their products, services, and expertise to a targeted audience of industry professionals and decision-makers?

Material suppliers should work with the MDTA and the selected PDB if they feel their products are applicable to the work and conform to the project requirements.

477. I am trying to find information about the original source of the steel from the Francis Scott Key Bridge to learn about its recyclability. This is for a client involved in salvage and recycling of the bridge. This document from 1978 lists the contractor, fabricator, engineering firm, designers, and erector, but it does not list the steel mill where it came from. Do you have this information? My best guess is Bethlehem Steel, given the proximity, but I cannot find any confirmation. I figured this may have been a question that you all have fielded already.

Material records from the original construction are not complete. However, records do indicate that portions of the steel supplied were from American suppliers under the employ of the Pittsburgh-Des Moines Steel Co.

478. Why is this Forum virtual? It is not the best platform to and engage with all levels of Prime participation engage MBEs on this project. Why are there not in person opportunities to get information early in this plan? Government representatives at the local, state and national levels have not been responsive to date?

This forum was held virtually due to the significant number of registrants (over 1800).

479. I attended the call yesterday and wanted to ask how a hotel would be able to be connected to those who end up being awarded the contract. Also, we are located in Rockville which is just under 45 miles and approximately a hour drive from the bridge. Ou NEWLY completely renovated hotel – Best Western Premier Rockville Hotel & Suites - can offer competitive rates to stay with us and additional value adds based on what the hotel needs are to win the business. We do not qualify as a DBE however we are a VOSB and commitment to taking care of government contractors and employees. Please advise on what I can do to position my hotel to help with this project.

Please reach out to the project team at Info@KeyBridgeRebuild.com for additional coordination and information.

480. Can you provide a link to the old bridge data base, particularly the Key Bridge foundation plans and geotechnical data, so all interested parties have equal access to this information?

MDTA does not anticipate providing existing structure plans as a part of the advertisement package. As-builts will be shared with the selected team.