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MARYLAND TRANSPORTATION AUTHORITY ANNOUNCES FOUR SEPARATE PROCUREMENTS FOR KEY BRIDGE REBUILD CONSTRUCTION

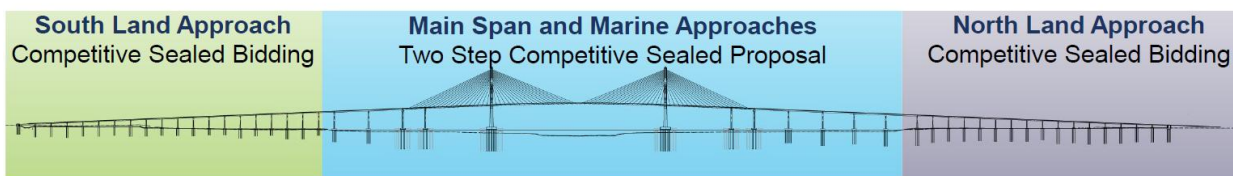
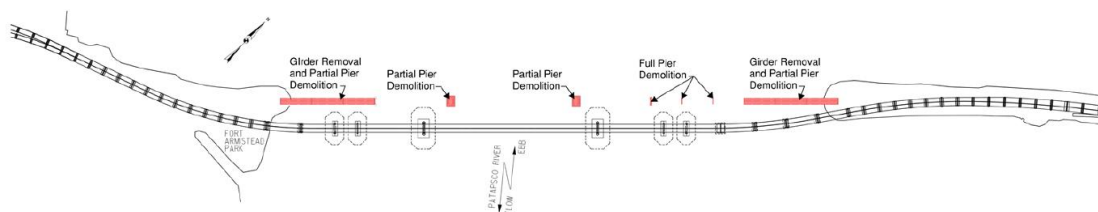
BALTIMORE (May 19, 2026) – During a virtual industry forum today, the Maryland Transportation Authority (MDTA) announced four separate procurements for reconstruction of the Francis Scott Key Bridge. Restructuring the procurements into multiple contracts allows for greater competition within the contracting community, expands opportunities for the local workforce and will expedite the award of new contracts. During the procurement process, work will continue on the project. Kiewit Infrastructure Co. will finish their contracted work through at least the end of the calendar year, driving permanent foundation piles and building the work platform over water known as a trestle.

The four planned contracts include:

- Demolition of the remaining structures over water and miscellaneous marine work,
- Construction of the south land approach,
- Construction of the north land approach, and
- Construction of the main span, pier protection and marine approaches.

New Procurements – Four Contracts

Demolition and Misc. Marine Work



Demolition and Miscellaneous Marine Work

Scope of Work

- Removal and salvage of two three-span steel plate girder units over the Patapsco River.
- Partial demolition of eight marine piers.
- Sub-aqueous demolition of three marine foundations.
- Full demolition of two land piers.
- Clean-out of 96-inch steel pipe piles.

Anticipated Cost Range: \$50 million to \$100 million

Invitation for Bids: Summer 2026

Anticipated Start of Construction: Fall 2026

South Land Approach

Scope of Work

- Approx. 3,000 feet of approach bridge over land; abutments and retaining walls.
- Ground Improvements within wetland.
- Approx. 2,000 feet of on-grade approach roadway construction.
- Bioswales, grass swales, and submerged gravel wetland.
- Intelligent Transportation Systems, electronic tolling and roadway/bridge lighting elements.

Anticipated Cost Range: \$300 million to \$400 million

Invitation for Bids: Fall 2026 – Winter 2027

Anticipated Start of Construction: Spring 2027

North Land Approach

Scope of Work

- Approx. 2,400 feet of approach bridge over land; abutments and retaining walls.
- Ground improvements at abutment.
- Approx. 3,400 feet of on-grade approach roadway construction.
- Bioswales, grass swales, and submerged gravel wetland.
- Intelligent Transportation Systems, electronic tolling and roadway/bridge lighting elements.

Anticipated Cost Range: \$200 million to \$300 million

Invitation for Bids: Winter 2027

Anticipated Start of Construction: Spring 2027

Main Span and Marine Approaches

Scope of Work

- Cable stayed bridge with 1,665' main span (3365' total) with 230' minimum clearance over federal channel.
- Steel edge girder/floor beam system.
- Vessel collision pier protection.
- Approx. 660 feet of south approach bridge over river.
- Approx. 1,560 feet of north approach bridge over river.

Anticipated Cost Range: \$3.5 billion to \$4 billion

Request for Qualifications: Summer 2026

Anticipated Start of Construction: Summer 2027

Anticipated cost ranges presented are consistent with the numbers released in November 2025 and the MDTA remains confident in those estimates. A final schedule for construction will not be known until these competitive procurements have been completed and contracts are awarded.

For more information about the project, please visit keybridgerebuild.com.

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