



# Maryland Transportation Authority

CAPITAL COMMITTEE MEETING

THURSDAY, JANUARY 8, 2026

2310 BROENING HIGHWAY

BALTIMORE, MARYLAND 21224

**CAPITAL COMMITTEE MONTHLY MEETING  
January 8, 2026 – 9:00 AM**

This meeting will be livestreamed on the [MDTA Capital Committee Page](#)

**NOTE:** This is an Open Meeting being conducted via livestreaming. The public is welcomed to watch the meeting at the link listed above. *If you wish to comment on an agenda item please email your name, affiliation, and the agenda item to [gsteffe@mdta.state.md.us](mailto:gsteffe@mdta.state.md.us) no later than 3:00 p.m. on Monday, January 5, 2026. You MUST pre-register in order to comment.* Once you have pre-registered you will receive an email with all pertinent information.

**AGENDA**

**OPEN SESSION – 9:00 a.m.**

Call Meeting to Order

- |  |               |         |
|--|---------------|---------|
| 1. <b><u>Approval</u></b> - Open Session Meeting Minutes<br>of December 2, 2025  | Chairman      | 5 mins  |
| 2. <b><u>Approval</u></b> - MDTA 2024-04 A Structures<br>Inspection Program & Misc.<br>Engineering Services (first 2 of 5) | Simon Tseggai | 10 mins |
| 3. <b><u>Update</u></b> – Francis Scott Key Bridge - Demolition<br>of Existing Key Bridge Elements                         | Brian Wolfe   | 15 mins |

Vote to Adjourn Meeting

TAB 1

**MARYLAND TRANSPORTATION AUTHORITY  
CAPITAL COMMITTEE MEETING  
THURSDAY, DECEMBER 2, 2025  
OPEN MEETING VIA LIVESTREAMING**

**OPEN SESSION**

**MEMBERS ATTENDING:**

Mario J. Gangemi - Chairman  
Samuel D. Snead  
William H. Cox, Jr.  
Maricela Cordova

**STAFF ATTENDING:**

James Harkness  
Ishtiaque Tunio  
Tekeste Amare  
Moreshwar Kulkarni  
Mary O’Keeffe  
Natalie Henson  
Kendra Joseph  
Megan Mohan  
Jennifer Stump  
Cheryl Sparks  
Jeffrey P. Davis  
Timothy Sheets  
Brian Wolfe  
Michael Osborne  
Dongning Zhang  
Ganine Steffe  
Elizabeth Zito-Lynch

Member Gangemi called the meeting of the Maryland Transportation Authority (MDTA) Capital Committee to order at 9:02 a.m. The meeting was held via video conference and livestreamed on the MDTA Board Meeting web page.

**APPROVAL - OPEN SESSION MEETING MINUTES OF NOVEMBER 6, 2025**

Upon motion by Member Cordova and seconded by Member Cox, the Open Session meeting minutes of the Capital Committee’s meeting held on November 6, 2025, were unanimously approved.

**APPROVAL – HT-3023-0000 BHT FACILITY WIDE SIGNING UPGRADES**

Mr. Osborne presented this request to seek a recommended contingent approval from the Capital Committee to present HT-3023-0000 BHT Facility Wide Signing Upgrades to the full MDTA Board for award at its next scheduled meeting.

The work to be performed under this contract is located along the entire I-895 Baltimore Harbor Tunnel facility including ramps, as well as on some approaches to I-895. The project will upgrade signing including new ground mounted signing, new cantilever and overhead signs and sign structures including entrance signs with Dynamic Message Signs (DMS). This project is located in Baltimore County, Baltimore City, Anne Arundel County and Howard County.

Upon motion by Member Cox and seconded by Member Cordova, the Members unanimously recommended contingent approval of HT-3023-0000 BHT Facility Wide Signing Upgrades to McLean Contracting Company and present a contingent approval recommendation for award to the full MDTA Board at its next scheduled meeting.

**APPROVAL – KB-3020-0000 CURTIS CREEK DRAWBRIDGE REHABILITATION AND RESILIENCY PROJECT**

Mr. Wolfe presented this request to seek recommended contingent approval from the Capital Committee to present KB-3020-0000 Curtis Creek Drawbridge Rehabilitation and Resiliency Project to the full MDTA Board for award at its next scheduled meeting.

The work to be performed under this Contract is located on I-695 (Baltimore Beltway) at Curtis Creek. The scope of work includes superstructure rehabilitation work on both the inner and outer loop drawbridges to ensure continued operation of the structures as part of MDTA's ongoing system preservation efforts. The work includes replacement of portions of the concrete decks and parapets, strengthening the existing steel girders, repairing the existing steel catwalks, maintenance of traffic, replacement of traffic signals and low-level lighting and other miscellaneous repairs as detailed in the Contract documents.

Upon motion by Member Cordova and seconded by Member Snead, the Members unanimously recommended contingent approval of the KB-3020-0000 Curtis Creek Drawbridge Rehabilitation and Resiliency Project to Cianbro Corporation and present a contingent approval recommendation for award to the full MDTA Board at its next scheduled meeting.

**APPROVAL – MR-3040-0000R ON-CALL MISCELLANEOUS PAVING REPAIRS**

Mr. Zhang presented this request to seek a recommended contingent approval from the Capital Committee to present MR-3040-0000R On-Call Miscellaneous Paving Repairs to the full MDTA Board for award at its next scheduled meeting.

The contract includes paving rehabilitation on both asphalt and concrete pavement across MDTA highways, facility parking lots, and access roads. It also covers the repair, replacement, and new construction of concrete traffic barriers, roadside drainage features, and slope stabilization. The contract will be awarded as a Not-To-Exceed (NTE) amount of \$15,000,000. All work will be completed through on-call task assignments directed by the MDTA Engineer and may occur at any MDTA facility.

Upon motion by Member Cox and seconded by Member Cordova, the Members unanimously recommended contingent approval of the MR-3040-0000R On-Call Miscellaneous Paving Repairs to Allan Myers MD, Inc. and present a contingent approval recommendation for award to the full MDTA Board at its next scheduled meeting.

There being no further business, the meeting of the MDTA Capital Committee was adjourned by consensus at 9:30 a.m. following a motion by Member Cordova and seconded by Member Snead.

The next meeting of the MDTA Capital Committee is scheduled for Thursday, January 2, 2026, at 9:00 am. This meeting will be virtually conducted via livestream.

APPROVED AND CONCURRED IN:

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Mario J. Gangemi, Chairman

TAB 2



## CAPITAL COMMITTEE PROJECT SUMMARY

Contract No. MDTA 2024-04A Structures Inspection Program and Miscellaneous Engineering Services

**PIN NUMBER**  
**MDTA PROJECT NUMBER**  
**CONTRACT TITLE**

N/A  
MDTA 2024-04A  
MDTA Structures Inspection Program Services

### PROJECT SUMMARY

This project entails the award of five (5) contracts to consultant engineering firms to perform routine condition inspection, reporting, design, non destructive testing including load and laboratory testing and instrumentation, asset management and health monitoring, and project management services, under the jurisdiction of MDTA. Such services are necessary to ensure that all of MDTA's assets are safe and in good working order and condition. Facility wide assets under this contract, include but are not limited to, signature bridges, workhorse bridges, tunnels, tunnel ventilation buildings including the mechanical/electrical/HVAC and plumbing systems. The inspections scope also includes, buildings, roadways, drainage structures, roadway lighting, ancillary structures, truck weigh scale systems, toll system gantries, noisewalls and retaining walls, and traffic safety features including Dynamic Message Signage, cameras and poles, and other related appurtenances. This item seeks approval for two out of five contracts.

### SCHEDULE

**ADVERTISE** April 22, 2025  
**ANTICIPATI** February 28, 2026  
**DURATION** Four (4) YEARS

### PROPOSER

Rummel, Klepper & Kahl/Modjeski & Masters  
AECOM Technical Services/Wallace, Montgomery

### CONTRACT NO.

AE 3143  
AE 3144

### CONTRACT AMOUNT

\$14,000,000.00  
\$14,000,000.00

### PROTEST

YES

NO  
✓

### FUNDING SOURCE

100% TOLL REVENUE

### MBE PARTICIPATION

	ADVERTISED GOAL (%)	AE-3143 PROPOSED GOAL (%)	AE-3144 PROPOSED GOAL (%)	AEXXXX PROPOSED GOAL (%)	AE-XXXX PROPOSED GOAL (%)	AE-XXXX PROPOSED GOAL (%)
MBE PARTICIPATION - OVERALL						
OVERALL MBE	28.00%	28.00%	28.00%	TBD	TBD	TBD
AFRICAN AMERICAN	7.00%	8.00%	7.00%	TBD	TBD	TBD
ASIAN AMERICAN	-	5.00%	-	TBD	TBD	TBD
HISPANIC AMERICAN	-	5.00%	5.00%	TBD	TBD	TBD
WOMEN OWNED	10.00%	10.00%	16.00%	TBD	TBD	TBD
VSBE	2.00%	2.00%	2.00%	TBD	TBD	TBD





### **CAPITAL COMMITTEE PROJECT SUMMARY**

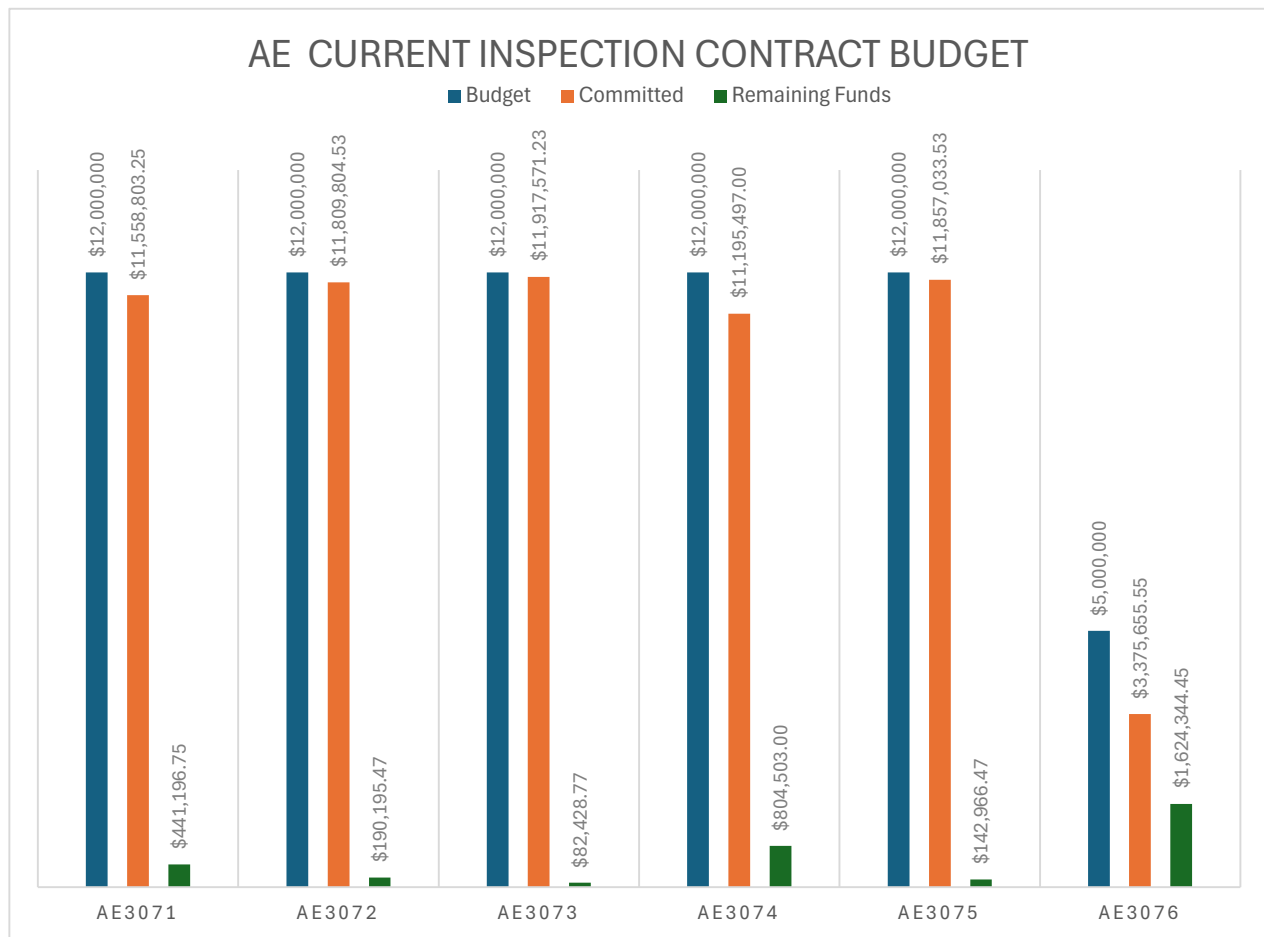
**Contract No. MDTA 2024-04A Structures Inspection Program and Miscellaneous Engineering Services**

**PIN NUMBER**  
**MDTA PROJECT NUMBER**  
**CONTRACT TITLE**

N/A  
MDTA 2024-04A  
MDTA Structures Inspection Program Services

#### **LIST OF PROPOSALS**

<b>PROPOSER</b>	<b>CONTRACT NO</b>	<b>CONTRACT AMOUNT</b>	<b>APPROVAL</b>
Rummel, Klepper & Kahl/Modjeski & Masters	AE 3143	\$14,000,000.00	Jan-26
AECOM Technical Services/Wallace, Montgomery	AE 3144	\$14,000,000.00	Jan-26
Hardesty & Hanover LLC	AE XXXX	TBD	TBD
Stantec Consulting Services Inc./WSP USA, Inc.	AE XXXX	TBD	TBD
TranSystems Corporation/PRIME AE Group, Inc./Greenman-Pedersen, Inc.	AE XXXX	TBD	TBD
HDR Engineering, Inc./Pennonni Associates Inc.	AE XXXX	N/A	N/A
KCI Technologies, Inc./HNTB Corporation/Whitman Requardt and Associates, LLP	AE XXXX	N/A	N/A



Note: -Data current as of December 10, 2025

-Contract expiration date for AE3071 is on July 7, 2026.

-Contract expiration date for AE3072 & AE3073 are on March 7, 2026.

--Contract expiration date for AE3074 is on August 14, 2026.

-Contract expiration date for AE3075 is on April 14, 2026.

-AE-3076 is a Small Business Reserve (SBR) contract expiring July 31, 2027.

TAB 3



# Demolition of Existing Key Bridge Elements

## MDTA Capital Committee

Tuesday, January 6, 2026

# Outline of Discussion

- Permitting
- Negotiated Costs
- Superstructure/Substructure Removal
- Current Status
- Phase 2 Efforts
- Questions?





# ■ Permitting

# Required Permits (State)

## ■ MDE

- E&S Control Permit 08/20/2024
- General permit for stormwater 11/24/2024
- Water Quality Cert. 05/31/2024

## ■ BPW

- Tidal Wetlands License (Phase 1) 07/26/2024
- Tidal Wetlands License (Phase 2) 09/13/2024

# Required Permits (Federal)

## ■ USACE

- Nationwide Permit/MDSPGP-6 (Phase 1) 08/20/2024
- Nationwide Permit/MDSPGP-6 (Phase 2) 10/02/2024

## ■ USCG

- Bridge Permit 03/15/2024
- Tidal Wetlands License (Phase 2) 09/13/2024

## ■ Ancillary Permits (MDTA and/or Kiewit)

- FAA 7460-2 (cranes); USCG PATONs (aids to navigation); USCG L-NTMs (Local Notice to Mariners); Air Quality Permit (concrete crushing operations); etc.

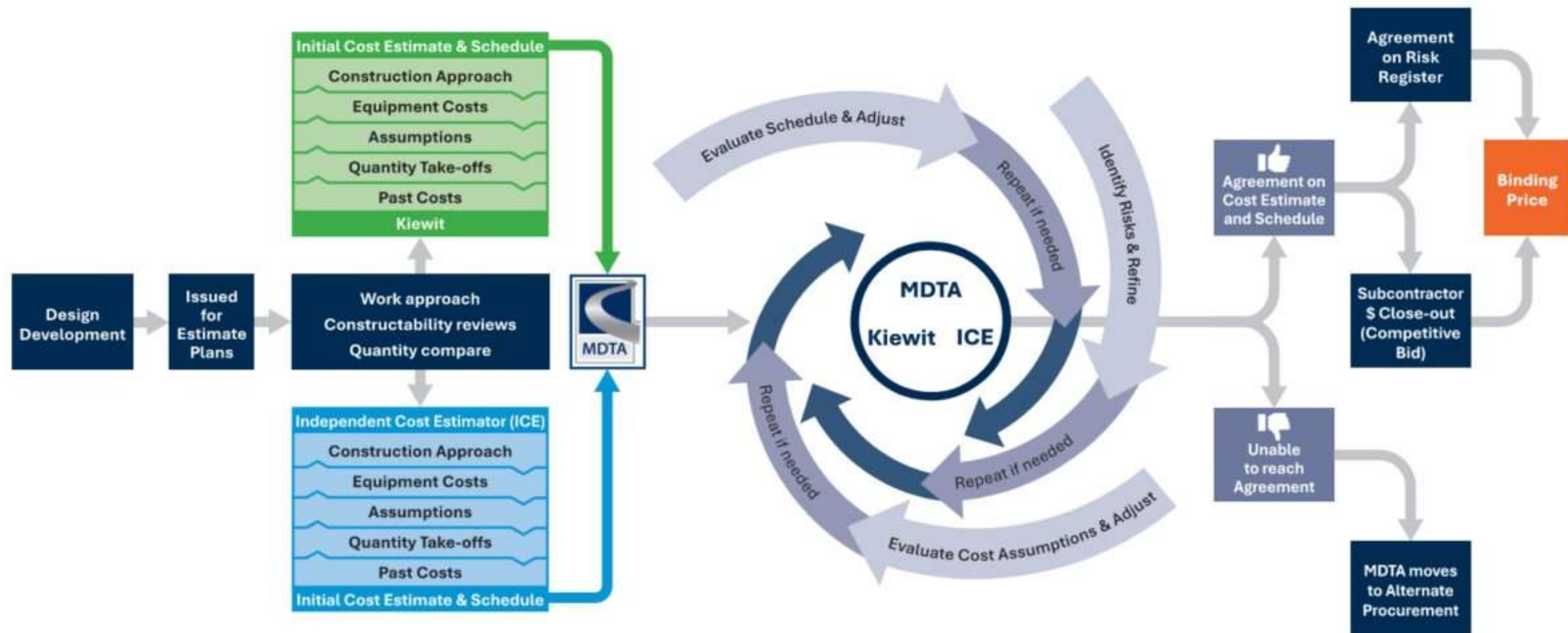




# Negotiated Costs



# Estimating Process



# Land Based Demolition

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

# Marine Demolition

- Kiewit plans to self-perform the marine demolition
- 3 options evaluated
  - Option 1: Removal of marine superstructure and substructure above water
  - Option 2: Removal of superstructure only
  - Option 3: Removal of concrete deck slabs only
- Option 3 selected due to cost and work is not on critical path
  - Steel girders and substructure demolition deferred to Phase 2

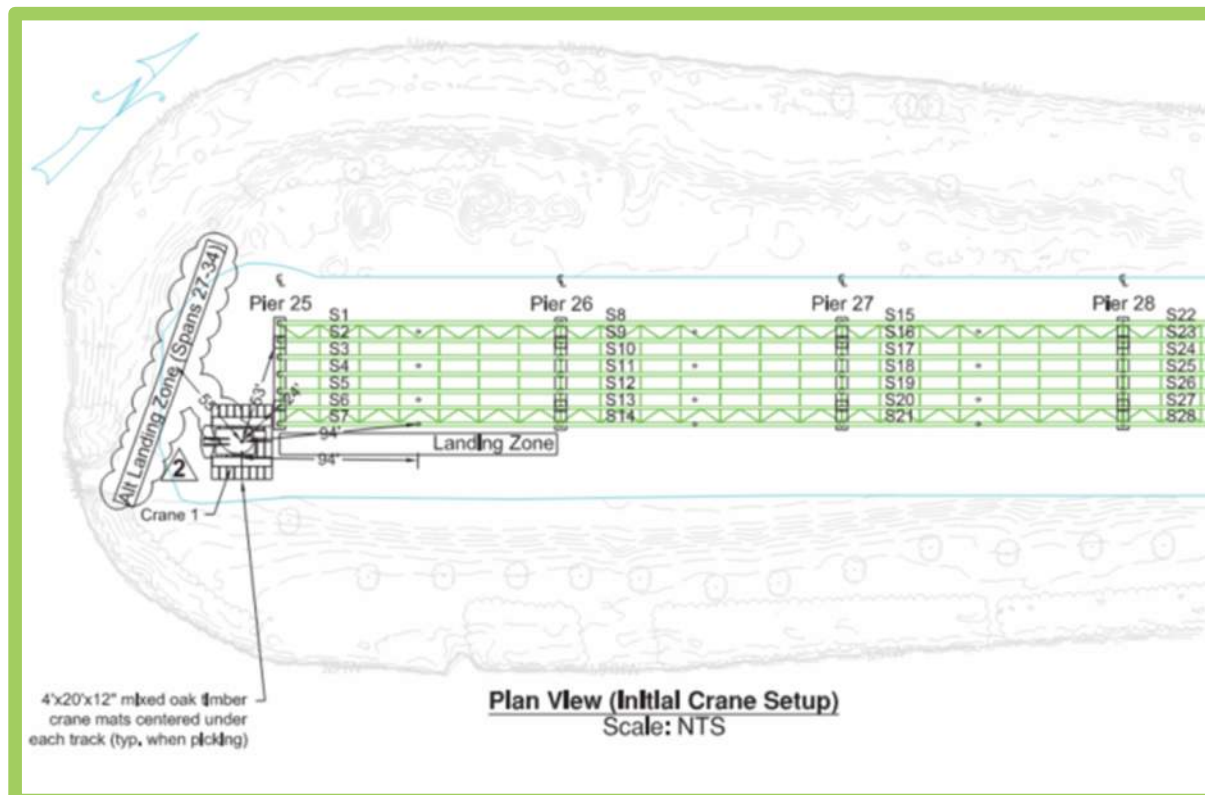


# Superstructure Removal (Land) and Substructure Removal (Land)



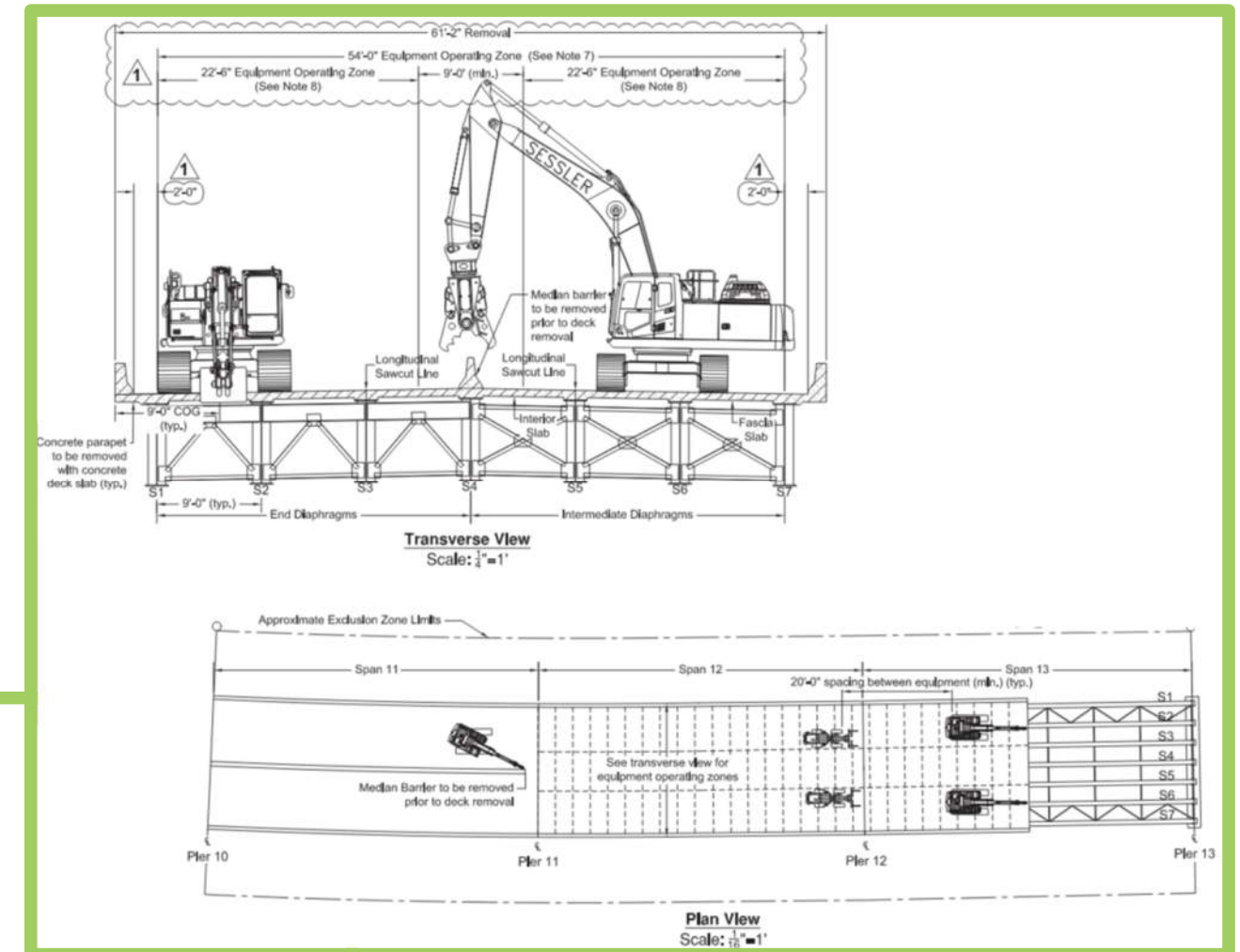
# Superstructure Demo

- Crush median barrier
- Sawcut and lift slab sections
- Cut and lift steel girders



## Spans 26-34 Steel Removal Procedure

1. Mobilize and erect approved crane onsite.
2. Position approved crane on the south side of Pier 25, Crane 1 location shown.
3. Crane to swing over and rig to fascia girder S7 and put appropriate tension on rigging. (see rigging details on sheet 24-3402-05)
4. Utilizing aerial lifts for access, torch cut remaining diaphragms between S7 and S6 within 2' of S7. (see diaphragm cut location detail on sheet 24-3402-04)
5. Utilizing aerial lifts for access, torch cut anchor bolts/bearings to release the sole plate from rest of bearing assembly at Pier 25 for girder S7. (see bearing separation details on sheet 24-3402-07)
6. Utilizing aerial lifts for access, torch cut girder S7 at cut location shown at Pier 26. (see detail for cut location on sheet 24-3402-04)
7. Crane to pick and swing girder S7 to clear the pier caps, crane to lower S7 to landing area shown on ground below.
8. S7 to be dragged out of landing area with an excavator. (see sheet 24-3402-08 for pulling and loading details)
9. S7 to be downsized as necessary and loaded out to an approved recycling facility.
10. Reposition approved crane to Crane 2 location shown within Span 26.
11. Crane to swing over and rig to girder pair S5&S6 and put appropriate tension on rigging.
12. Repeat Step 4, torch cutting remaining diaphragms between girders S5 and S4 in the middle of the bay.
13. Repeat Step 5, torch cutting anchor bolts/bearings at Pier 25 for both girders S5 and S6.
14. Repeat Step 6, torch cutting both girders at cut location shown at Pier 26.
15. Repeat Steps 7-9 for girder pair S5&S6.
16. Repeat Steps 11-15 for girder pair S3&S4.
17. Repeat Steps 11, and 13-15 for girder pair S1&S2.
18. Repeat Steps 2-17 respectively for Spans 27-34.

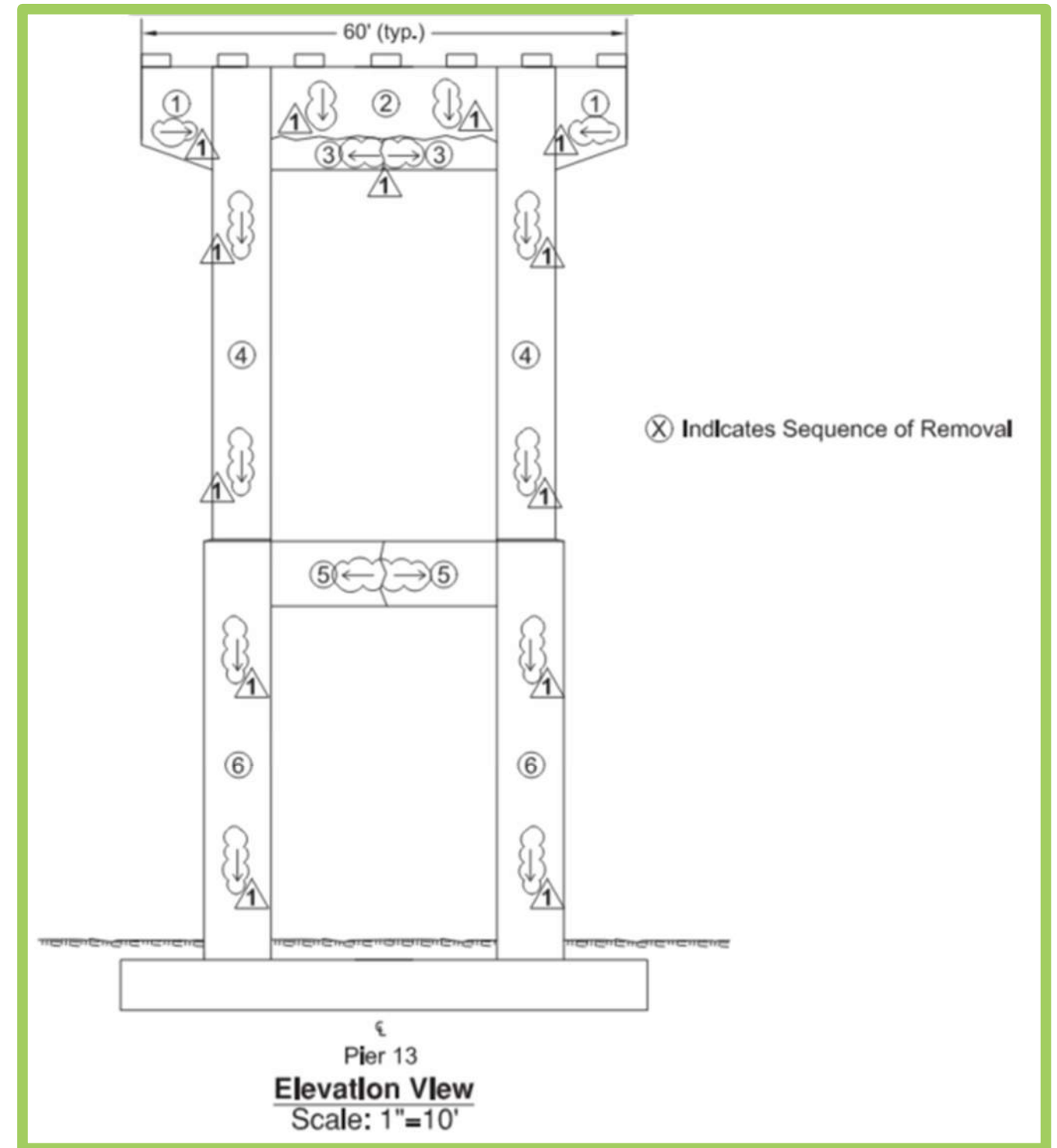
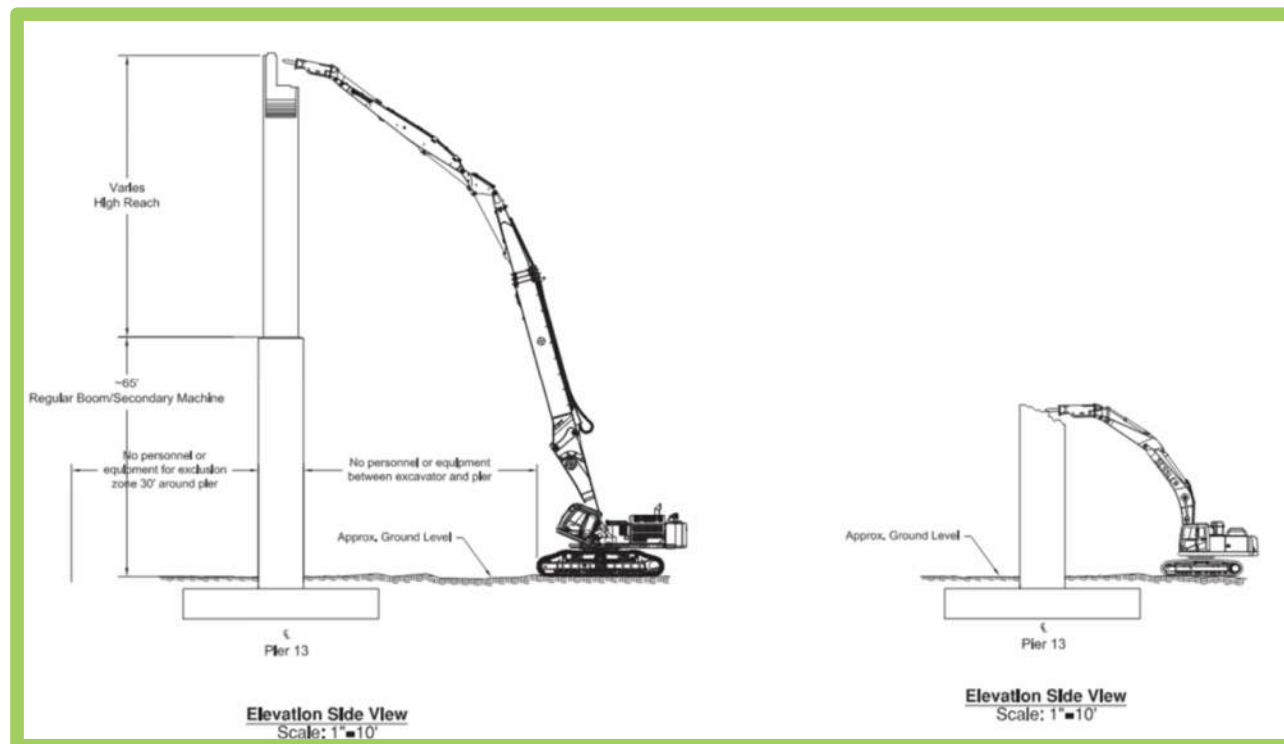






# Substructure Demo

- Engineered sequence of removal
- Specialized high reach excavator
- Piers removed to 2 feet below ground level









# Current Status of Land Demolition

# As of December 2025:

- Substructure Demolition
  - 23 piers, 2 abutments
  - 28% Complete
- Superstructure Demolition
  - 337,543 sq ft of deck, approx. 9 million pounds of structural steel girders
  - 100% of deck removed
  - 92% of structural steel removed
- Estimated Completion is end of January/early February





# Phase 2 Efforts



# Marine Demolition

- All remaining structural steel and concrete piers in the Patapsco River
- Means and methods to be determined
- Removal is not critical path, so timing of removal left to contractor's discretion



N. Marine Spans



S. Marine Spans





## Questions?



KeyBridgeRebuild.com



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