

**MARYLAND TRANSPORTATION AUTHORITY
MONTHLY CAPITAL COMMITTEE MEETING
THURSDAY, JANUARY 8, 2015
PT. BREEZE HEADQUARTERS BUILDING
BALTIMORE, MD**

OPEN SESSION

MEMBERS ATTENDING: Rev. Dr. William C. Calhoun, Sr.
William K. Hellmann, P.E.
Michael J. Whitson

STAFF ATTENDING: Bruce Gartner
Deb Sharpless
Dan Williams
Dave LaBella
Will Pines
Koudjo Amouzou
Dennis Simpson
Cheryl Sparks
Cathy Beasley Pope
Sheila Rivers
Patrick Fleming
Abey Tamrat
Donna DiCerbo – via telephone
Derek Jones
John O'Neill
Mike Rice
Meshelle Howard
Jaclyn Hartman
Kimberly Millender, Esquire
Sabrina Beverley
Chris Thompson

OTHERS ATTENDING: Phil Waldvogel, Ammann-Whitney
Shane Beabes, AECOM
Chris Fronheiser, AECOM
Jeff Lomax, Whitman Requardt

At 9:10 a.m. the meeting of the Maryland Transportation Authority (MDTA) Capital Committee was called to order by Chairman Calhoun.

APPROVAL- OPEN SESSION MINUTES OF DECEMBER 4, 2014

Upon motion by Mr. Hellmann and seconded by Mr. Whitson, the Open Session meeting minutes of the Capital Committee's Meeting held on December 4, 2014 were unanimously approved.

APPROVAL CONTRACTS

Contract No. HT 2738-000-006 – Miscellaneous Structural Repairs to the I-895 K-Truss Bridge over CSX Transportation

Mr. Dave LaBella presented this request seeking a recommended approval from the Capital Committee to present this Contract No. HT-2738-000-006, Miscellaneous Structural Repairs to the I-895 K-Truss Bridge over CSX Transportation to the full MDTA Board at its next scheduled meeting.

The project is intended to perform repairs to the K-Truss Bridge (BCY078001) carrying I-895 (Baltimore Harbor Tunnel Thruway) over CSXT Railroad. The repairs include concrete deck spall repair, deck joint seal replacement, finger joint repairs, shimming expansion bearings, anchor bolt and masonry plate replacement, truss main bearing repairs, deck sealing, tack weld removal, substructure crack and spall repair, drainage system repair, cleaning and painting portions of the existing steel, structural nuts and bolts replacement, structural steel repairs, steel member plating, jacking existing stringers, and implementation of Maintenance of Traffic (MOT) and structural inspections, as prescribed in the Contract Documents or as directed by the Engineer.

There is an allowance of \$20,000.00 for Railroad Expenses and an allowance of \$350,000.00 for Miscellaneous Repairs that was included in the Invitation for Bids (IFB) and will only be used if necessary and with prior approval of the Construction Manager.

This project was advertised on September 4, 2014. Five (5) bids were received on November 6, 2014 and the responsive bid results were as follows:

Contractor	Bid Amount	Variance % To Eng. Est.
Titan Industrial Services, Inc.	\$3,196,741.73	5.54%
Eastern Highway Specialist, Inc.	\$3,788,076.80	25.07%
Joseph B. Fay Company.	\$3,830,071.00	26.45%
Brawner Builders, Inc.	\$4,420,970.00	45.96%
Concrete General, Inc.	\$4,866,532.90	60.68%

The Engineers Estimate for this project was \$3,028,802.50. It was noted that the low bid was 5.54% higher than the Engineer's Estimate. Titan has performed work on prior MDTA projects. An analysis of the bid compared to the Engineer's Estimate was performed by the Division of Engineering and the low bid submitted by Titan Industrial

Services, Inc., was determined to be acceptable. This project was advertised with a Minority Business Enterprise (MBE) participation goal of Thirty Percent (30%) with sub-goals of Seven Percent (7%) for African American-owned companies and Four Percent (4%) for Asian American-owned companies; and a Point Five Percent (.5%) Veteran-owned Small Business Enterprise (VSBE) goal. Titan Industrial Services, Inc. submitted MBE and VSBE plans that meet the goals. Notice to Proceed (NTP) for this Contract is anticipated in April, 2015. The contract term is Four Hundred Twenty (420) Calendar Days from the Notice to Proceed.

After reviewing and discussing the differences between the Engineer's Estimate and the bid submitted by the recommended Contractor, upon a motion by Mr. Whitson and seconded by Mr. Hellmann, the Members unanimously recommended approval of this contract by the MDTA Board at its next scheduled meeting.

Contract No. MR 2857-000-001/6 – On-Call Structural Repairs and Miscellaneous Modifications

Mr. Koudjo Amouzou presented this request seeking a recommended approval from the Capital Committee to present this Contract No. MR-2857-000-001/6, On-Call Structural Repairs and Miscellaneous Modifications to the full MDTA Board at its next scheduled meeting.

The work to be performed under this contract may be required on any portion (bridge, tunnel, highway, building, and all appurtenances) of any of the Authority's facilities. The scope of work includes providing labor, equipment, materials, etc. necessary to perform miscellaneous structural, concrete, and other types of repairs, upgrades, replacements, and new construction as directed by the Engineer. The work may include but is not limited to the following:

1. Concrete repairs and replacement to Authority structures, piers, pier caps, abutments, bridge decks, sidewalks, and other concrete components of bridges, roadway features, vent buildings and tunnels.
2. Jacking bridge steel beams under traffic load and repairing concrete pedestals and restoring bearings on piers and abutments.
3. Repair damaged concrete toll islands, and other concrete components of toll plaza structures.
4. Provide Maintenance of Traffic.
5. Concrete and steel repair of signs and high mast light poles.
6. Crack repairs in concrete by pressure injecting epoxy.
7. Repair and replacement of Authority structures, bridge piers, pier caps, pedestals, abutments, and barriers.
8. Repair or replace bridge beams, girders, and other structural members.
9. Repair or replace damaged bridge fender systems and/or dolphins.

10. Repair or replace concrete or other types of slope protections at bridge piers and abutments.
11. Repair or replace damaged structures, including but not limited to toll booths, canopies, and concrete toll islands.
12. Miscellaneous repairs, enhancements and modifications, which may be security related or potentially emergency related.
13. Construction, repair, or replacement of retaining and noise walls.
14. Repair piers in water and install pile protective devices.
15. Placement of riprap, grout filled bag, and other methods of scour protection.
16. Providing access for repairs to Authority structures components, including but not limited to suspension cables, suspender ropes, truss members, other superstructure and substructure elements, etc.
17. Repair and replacement of suspension cables, cable wrappings, suspender ropes, and other cable components.
18. Repair, replace, or install various drainage systems, including joint seals, troughs, pipes, under drains, downspouts, etc.
19. Cleaning and painting of various structures components, including lead abatement
20. Installation, repair, and maintenance of various electronic systems that are part and parcel to structures preservation.
21. Construction, repair, or upgrade to various highway components that are part and parcel to structures repairs or replacement, including but not limited to roadway, signs, sign structures, lights, light poles, guardrails, impact attenuators, travel plazas, etc.
22. Trouble shooting and repairing structural, mechanical and electrical components in movable span bridges and tunnel ventilation buildings.
23. Trouble shooting and repairing electrical control systems for movable span bridges, weigh scales, and tunnel ventilation buildings.
24. Working in conjunction with engineering consultants, fabricators, and suppliers to design and construct major and complex upgrades to electrical, mechanical, and structural drawbridge, tunnel ventilation and pump room components, toll plaza and weigh station scales.
25. Construction, fabrication, repair, replacement, or installation of toll gantry structural components.
26. Perform preservation activities for Authority structures that are part and parcel to repairs.
27. Perform repairs or replacements of storm water management and drainage structures.
28. Performing roadside slope stabilization and repair, including the installation of support structures.
29. Installation of foundation items, such as piles, test piles, drilled systems, etc.

30. Installing various instrumentation and measuring devices, including performing load tests on structures elements.

This Contract includes \$3,910,000.00 in allowance items which consists of \$230,000.00 for Reimbursable Railroad Permit Expenses, \$1,610,000.00 for Materials for Structural Repairs, \$920,000.00 for Specialized Equipment for Structural Repairs and \$1,150,000.00 for Specialized Subcontractors. These allowance items will only be used if necessary and will not be used without prior approval of the Construction Manager. This project was advertised on October 6, 2014. Four (4) bids were received on November 6, 2014. The responsive bid results were as follows:

Contractor	Bid Amount	% Variance To Eng. Est.
Concrete General, Inc.	\$11,794,020.00	(14.93%)
The Marksmen Co.	\$11,975,856.20	(13.62%)
Murphy Bird & Phillips, Inc.	\$14,036,780.00	1.24%
Eastern Highway Specialists	\$15,682,210.00	13.11%

The Engineers Estimate for this project was \$13,897,825.00. It was noted that the low bid was 14.93% lower than the Engineer's Estimate. Concrete General has performed work on prior MDTA projects. An analysis of the bid compared to the Engineer's Estimate was performed by the Division of Engineering and the low bid submitted by Concrete General, Inc., was determined to be acceptable. This project was advertised with a Minority Business Enterprise (MBE) participation goal of Nineteen Percent (19%) with no sub-goals. Concrete General, Inc. submitted a MBE plan that meets the goal. Notice to Proceed (NTP) for this Contract is anticipated in February, 2015. The contract term is One Thousand and Ninety-Five (1095) Calendar Days from the Notice to Proceed.

After reviewing and discussing the differences between the Engineer's Estimate and the bid submitted by the recommended Contractor, upon a motion by Mr. Whitson and seconded by Mr. Hellmann, the Members unanimously recommended approval of this contract by the MDTA Board at its next scheduled meeting.

LEGISLATIVE UPDATE

Mr. Patrick Fleming updated the Capital Committee on topics of discussion that are expected during the 2015 Legislative Session. Del. McConkey has introduced HB 15 – *Maryland Transportation Authority – Chesapeake Bay Bridge – Toll Collection*, which is a re-file of a bill introduced during the 2014 Session. The bill would require the MDTA to install free flow lanes at the Bay Bridge by 2024. The MDTA would be allowed to keep at least one lane for cash collection but there would need to be free flow lanes also.

Committee assignments have been announced, but subcommittee assignments have not yet been announced. The Members will begin to receive their weekly updates on legislation starting Friday January 16, 2015.

ETL OPENING

Mr. Dave LaBella and Mr. John O'Neill updated the Capital Committee on the opening of the I-95 Express Toll Lanes.

All construction activities were completed by December 6, 2014. The free period was December 6, 2014 through December 12, 2014. Tolling began on December 13, 2014. The current daily volumes in the ETLs have been well over 20,000 vehicles. About 90% of the customers to date are EZ-Pass users and volumes are twice as much in the southbound than the northbound direction.

VIDEO TOLL AND CITATIONS PROJECT

Ms. Deb Sharpless updated the Capital Committee on the issues and activities underway to support the implementation of the video toll and citation process approved in HB420. Specifically, changes have been made to the court forms to make them easier to use by the Courts. The CCU module implementation has been delayed because of changes requested by CCU. MVA referral letters are delayed until February. Our collection rate remains at around 70%.

DEHUMIDIFICATION OF MAIN SUSPENSION CABLE AT THE BAY BRIDGE

Mr. Abey Tamrat briefed the Capital Committee on the on-going dehumidification suspension cable rehabilitation project on the Bay Bridge.

The presentation highlighted the progress made on the dehumidification component of the rehabilitation project and showcased the early results of the recently commissioned Westbound Bridge system. There was discussion of the dehumidification system, including access to the main cables, and re-wrapping and repairs to the cable system.

CANTON VIADUCT REPLACEMENT PROJECT SUMMARY

Mr. William Pines updated the Capital Committee on the status of ongoing engineering, design, and right-of-way activities for the replacement of the Canton Viaduct Bridge.

This project is a Priority Preservation Project that is being managed by the Office of Engineering and Construction (OEC). The project involves the complete replacement of the existing 60-year old Canton Viaduct bridge (MDTA's only structurally deficient bridge), including the Holabird Avenue Ramp. Canton Viaduct is approximately 3,300 feet long and carries mainline I-895 Northbound and Southbound over I-95 Ramps, several rail lines and City Streets. The bridges cross 23 railroad tracks owned and operated by CSXT (3 tracks), Consol Energy (8 tracks), Norfolk Southern (9 tracks), and

Canton Railroad (3 tracks). The anticipated project limits extend from 1,000 feet south of the south portal of the Baltimore Harbor Tunnel (BHT) to Interstate Avenue/Boston Street. The new bridges are designed to provide a 100 year service life. This project also includes repairs to the BHT Tunnel approaches and retaining walls, as well as replacement/relocation of Commercial Vehicle Safety Unit Post 4. The work includes all structural and highway design associated with this bridge replacement including maintenance of traffic, signing and pavement design, lighting design, ITS and utility relocations, sign structures, SWM, E&SC, surveying, right-of-way, coordination with railroads and community outreach.

The presentation included the status of design, real estate, permitting, utility coordination and relocation, railroads, and public outreach.

NICE BRIDGE REPLACEMENT PROJECT UPDATE

Mr. William Pines updated the Capital Committee regarding the Office of Engineering and Construction's advancement of preliminary engineering, right-of-way, delivery method evaluation, and financial planning activities for the replacement of the Governor Harry W. Nice Bridge.

With the completion of the Planning Study, preliminary engineering for the replacement of the Nice bridge on US 301 over the Potomac River has been underway for approximately one year. Engineering is working through the approved process to evaluate traditional and alternative project delivery methods, to prepare the Financial and Project Management plans, and to complete due diligence engineering activities for the project.

There being no further business, the meeting of the MDTA Capital Committee was adjourned by general consensus at 10:50 a.m. following a motion by Mr. Whitson and seconded by Mr. Hellmann.

The next meeting of the MDTA Capital Committee is scheduled for Thursday, February 5, 2015 at 9:00 a.m., at Point Breeze Headquarters, 2310 Broening Highway, Baltimore, Maryland.