

**MARYLAND TRANSPORTATION AUTHORITY  
MONTHLY CAPITAL COMMITTEE MEETING  
THURSDAY, OCTOBER 6, 2016  
PT. BREEZE HEADQUARTERS BUILDING  
BALTIMORE, MD**

**OPEN SESSION**

**MEMBERS ATTENDING:** William K. Hellmann, P.E. – Chairman (via telephone)  
William H. Cox, Jr. (via telephone)  
William Ensor, III (via telephone)  
W. Lee Gaines, Jr. (via telephone)

**STAFF ATTENDING:** Milt Chaffee  
Dan Williams  
James Harkness  
Will Pines  
Dave LaBella  
Robert Michael  
Min Zheng  
Donna DiCerbo  
Chery Sparks  
John O’Neill  
Meshelle Howard  
Kim Millender, Esquire  
Sabrina Beverley  
Chris Thompson

At 9:00 a.m. the meeting of the Maryland Transportation Authority (MDTA) Capital Committee was called to order by Chairman Hellmann.

**APPROVAL- OPEN SESSION MINUTES OF SEPTEMBER 1, 2016**

Upon motion by Member Cox and seconded by Member Gaines, the Open Session meeting minutes of the Capital Committee’s Meeting held on September 1, 2016 were unanimously approved.

**APPROVAL CONTRACTS**

**Contract No. KB 2837-000-006 – Construction Manager at Risk (CMAR) Structural, Mechanical and Electrical Rehabilitation of I-695 Bridge over Curtis Creek**

Mr. Dave LaBella presented this request seeking a recommended approval from the Capital Committee to present Contract No. KB 2837-000-006 – Construction Manager at Risk (CMAR)

Structural, Mechanical and Electrical Rehabilitation of I-695 Bridge over Curtis Creek to the full MDTA Board at its next scheduled meeting.

The work to be performed under this Contract is Construction Management at Risk (CMAR) services for the Structural, Mechanical and Electrical Rehabilitation of the I-695 Bridge over Curtis Creek. The Scope of Work includes but is not limited to the following work: comprehensive structural rehabilitation of various components of the bridge, including but not limited to concrete and steel rehabilitation, drainage and roadway joint replacements, fender system rehabilitation, and structural steel painting; comprehensive architectural rehabilitation, including but not limited to replacement of control house doors, walls, roof, ceiling, lighting, flooring, heating, and air conditioning; comprehensive electrical system rehabilitation, including but not limited to replacement of conduit, wiring, motor control centers, flux drives, circuit breakers, PLC, back up CPU's and new UPS, switches, and terminal boxes, including replacement of span drive machinery motors, limit switches, navigation lights, submarine cable connections, generators, fuel tanks and lines, sump pumps, traffic gates and security system conduits; and comprehensive mechanical system rehabilitation, including rehabilitation of the span drive machinery, replacement of the differential reducers, open gear frames, couplings, brakes, auxiliary motors, and rack fasteners. Rehabilitation of the tail lock machinery, including the tail lock motor, reducer, support shoes, limit switch. Rehabilitation of the center lock machinery, including the live load bearing shims, front guide and receiving socket.

A Competitive Sealed Proposal (CSP) procurement method pursuant to the Code of Maryland Regulation (COMAR) 21.05.01.02. was used for this project.

### **The Procurement Process**

- The RFP was issued on April 5, 2016.
- A Pre-Proposal Conference and Site visit were held on April 19, 2016.
- Two (2) Proposals were received on May 24, 2016.
- Technical Best and Final Offers (BAFO) were requested and received from both firms.
- Price Proposals were opened and ranked, and Price BAFOS were requested and received from both firms.
- A debriefing for the non-selected Offeror was conducted on October 3, 2016.

As stated in the RFP, the Evaluation Committee was required to give Technical factors significantly higher weight than Price. The Evaluation Committee conducted a final review of all submitted documentation, ranked the Proposals overall, and made its recommendation to the Procurement Officer. The Evaluation Committee provided the following ranking for each Offeror:

<b><u>OFFEROR</u></b>	<b><u>TECHNICAL RANK</u></b>	<b><u>FINANCIAL BAFO PRICE</u></b>	<b><u>FINANCIAL BAFO RANK</u></b>	<b><u>OVERALL RANK</u></b>
Cianbro	1	\$376,120.00	2	1
Kiewit	2	\$340,000.00	1	2

The Engineers Estimate for this portion of the project is \$450,320.00. It is anticipated that the Project Classification Group Class will be Class – H: \$15,000,001 - \$30,000,000. These funds are currently programmed in the six-year CTP.

Cianbro demonstrated superiority in its technical evaluation components and was ranked first technically. Kiewit offered the lowest price and therefore was ranked first financially. As the RFP stated that Technical factors would be given significantly higher weight than price, and the monetary difference between the two proposals was 10.6%, the Evaluation Committee recommended Cianbro for award, as Cianbro provided the most advantageous technical offer to the State.

This project was advertised with no Minority Business Enterprise (MBE) participation goal or sub-goals and no Veteran-owned Small Business Enterprise (VSBE) participation goal for the preconstruction phases. This Contract will be submitted to the MDTA Procurement Review Group (PRG) to establish MBE and VSBE participation goals before the start of the Construction phase. The Notice-to-Proceed (NTP) for this Contract is anticipated in December 2016. The Contract will be valid for 270 calendar days from NTP.

Upon motion by Member Gaines and seconded by Member Ensor, the Members unanimously recommended approval of this contract by the MDTA Board at its next scheduled meeting.

**Contract No. KH 2852-000-006 – Substructure and Superstructure Repairs To Various Bridges on I-95 (Baltimore & Harford Counties)**

Mr. Dave LaBella presented this request seeking a recommended approval from the Capital Committee to present Contract No. KH 2852-000-006 – Substructure and Superstructure Repairs to Various Bridges on I-95 (Baltimore & Harford Counties) to the full MDTA Board at its next scheduled meeting.

This project includes spall and delamination repair in superstructure and substructure, concrete crack repair, structural weld crack repair, roadway joint seal replacement, repair of roadway joint armor angle, replacing plate at parapet joint, bearing replacements, epoxy injection bearing repair, spall and delamination repair in pedestal, applying substructure coating, slope protection repairs, refilling protection using recycled concrete, repairs to bridge railing, repairs to fence, corroded formwork removal, providing for all necessary Maintenance of Traffic (MOT), and other miscellaneous items.

The Contract contains an allowance of \$400,000.00 for Miscellaneous Structural Repairs, which will only be used if necessary and with prior approval of the Engineer.

This project was advertised on July 8, 2016. Seven (7) Bids were received on August 19, 2016 and the responsive Bid results were as follows:

<u>Contractor</u>	<u>Bid Amount</u>	<u>To Eng. Est.</u>
Martins Construction Corp. M.D. Miller Co., Inc. t/a The Marksmen Co.	\$3,494,158.00	(14%)
Concrete General, Inc.	\$3,596,569.00	(11%)
Eastern Highway Specialist, Inc.	\$3,870,521.00	(4%)
MBP Contracting, Inc.	\$4,427,189.00	9%
The Six M Co., Inc.	\$4,475,265.00	11%
Freyssinet, Inc.	\$4,687,123.25	16%
	\$4,711,160.00	16%

The Engineer's Estimate for this project is \$4,044,171.00. It was noted that the low bid was 14% below the Engineer's Estimate. Martins Construction Corp is the lowest responsive and responsible bidder and is therefore recommended for award to the full Authority. An analysis of the bid compared to the Engineer's Estimate was performed by the Division of Engineering and the low bid submitted by Martins Construction Corp, was determined to be fair and reasonable. This company has performed work on prior SHA projects. A protest was received and denied with the concurrence of Legal Counsel. The appeal period has passed.

This project was advertised with a Minority Business Enterprise (MBE) overall participation goal of Twenty Nine Percent (29%) with sub-goals of 7% for African-American owned firms, 4% for Asian-American owned firms, and a 1% Veteran Small Business Enterprise (VSBE) participation goal. Martins Construction has submitted a MBE plan and a VSBE plan that exceeds these goals.

The Notice-to-Proceed (NTP) for this Contract is anticipated in November, 2016. The Contract will be valid for 730 calendar days.

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

### **Contract No. NB 3001R – Miscellaneous Structural Repairs to the Harry W. Nice Memorial Bridge**

Mr. Dave LaBella presented this request seeking a recommended approval from the Capital Committee to present Contract No. NB 3001R – Miscellaneous Structural Repairs to the Harry W. Nice Memorial Bridge to the full MDTA Board at its next scheduled meeting.

This project includes structural repairs to the Harry W. Nice Memorial Bridge. The repairs include structural nut and bolt replacement; structural steel repairs; steel member plating; cleaning and painting portions of existing steel; shimming concrete-filled grid deck, subfloor beams, and stringers; parapet anchorage repairs; joint seal replacement; modifications to

expansion joints; drainage trough repairs; main span catwalk demolition; main span catwalk replacement; and implementation of Maintenance of Traffic (MOT).

The Contract contains an allowance of \$250,000.00 for Miscellaneous Structural Repairs, which will only be used if necessary and with prior approval of the Engineer.

This project was advertised on July 26, 2016. Five (5) Bids were received on September 6, 2016 and the responsive Bid results were as follows:

<u>Contractor</u>	<u>Bid Amount</u>	<u>To Eng. Est.</u>
Blastech Enterprises, Inc.	\$4,922,160.00	2%
Marine Technologies	\$5,620,300.00	17%
PCL Civil, Inc.	\$7,882,610.00	64%
Concrete General, Inc.	\$7,935,450.00	65%
Martins Construction Corp.	\$9,990,145.00	108%

The Engineer's Estimate for this project is \$4,813,520.00. It was noted that the low bid was 2% above the Engineer's Estimate. Blastech Enterprises, Inc., is the lowest responsive and responsible bidder and is therefore recommended for award to the full MDTA Board at its next scheduled meeting. An analysis of the bid compared to the Engineer's Estimate was performed by the Division of Engineering and the low bid submitted by Blastech Enterprises, Inc., was determined to be fair and reasonable. Blastech has performed work on prior MDTA projects.

This project was advertised with an Overall Minority Business Enterprise (MBE) participation goal of 29% with sub-goals of 7% for African American firms and 4% for Asian American firms and a 1% Veteran-Owned Small Business Enterprise (VSBE) participation goal. Blastech has submitted a MBE and VSBE plan that exceeds these goals. The Notice-to-Proceed (NTP) for this Contract is anticipated in January, 2017. The Contract will be valid for 730 calendar days from NTP.

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

#### **Contract No. FT-2806-000-006 – FMT East Vent Building First and Fifth Floor Renovation**

Ms. Min Zheng presented this request seeking a recommended approval from the Capital Committee to present Contract No. FT-2806-000-006 – FMT East Vent Building First and Fifth Floor Renovation to the full MDTA Board at its next scheduled meeting.

This project consists of the extensive interior renovation of the fifth floor and partial interior renovation of the first floor lobby and reception areas with adjacent storage areas at FMT East

Vent Building. The project also includes the exterior selective demolition and rebuild of the envelope of the East Vent Building at 2301 South Clinton Street, Canton, MD.

The Contract contains an allowance of \$620,000.00 for Miscellaneous, which will only be used if necessary and with prior approval of the Engineer.

This project was advertised on May 10, 2016. Five (5) Bids were received on August 10, 2016. One (1) bid was determined non-responsive and was rejected. The responsive Bid results were as follows:

<b><u>Contractor</u></b>	<b><u>Bid Amount</u></b>	<b><u>To Eng. Est.</u></b>
Desbuild Inc.	\$6,057,000.00	(12%)
J.A. Argetakis	\$7,349,600.00	7%
W.M. Schlosser	\$7,588,000.00	11%
Tech Contracting	\$7,884,000.00	15%

The Engineer's Estimate for this project is \$6,853,712.74. It was noted that the low bid was 12% below the Engineer's Estimate. Desbuild Incorporated is the lowest responsive and responsible Bidder and is therefore recommended for award to the full Authority. An analysis of the bid compared to the Engineer's Estimate was performed by the Division of Engineering and the low bid submitted by Desbuild Incorporated, was determined to be fair and reasonable. Desbuild has not performed work on MDTA projects; however, they have performed similar work for Federal and County Agencies.

This project was advertised with an Overall Minority Business Enterprise (MBE) participation goal of 31% with sub-goals of 7% for African American firms and 4% for Asian American firms and a 2% Veteran-Owned Small Business Enterprise (VSBE) participation goal. Desbuild has submitted MBE and VSBE plans that exceed these goals. The Notice-to-Proceed (NTP) for this Contract is anticipated in December 2016. The Contract will be valid for 455 calendar days from NTP.

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

There being no further business, the meeting of the MDTA Capital Committee was adjourned by general consensus at 9:40 a.m. following a motion by Member Ensor and seconded by Member Gaines.

The next meeting of the MDTA Capital Committee is scheduled for Thursday, November 3, 2016 at 2:00 p.m. at Point Breeze Headquarters, 2310 Broening Highway, Baltimore, Maryland.