

**MARYLAND TRANSPORTATION AUTHORITY
MONTHLY CAPITAL COMMITTEE MEETING
MONDAY, FEBRUARY 8, 2016
PT. BREEZE HEADQUARTERS BUILDING
BALTIMORE, MD**

OPEN SESSION

MEMBERS ATTENDING: William Ensor, III
W. Lee Gaines, Jr. (via telephone)
William K. Hellmann, P.E.
Michael J. Whitson (via telephone)

STAFF ATTENDING: Deb Sharpless
Dan Williams
Will Pines
Percy Dangerfield
Robert Michael
Nafiz Alqasem
Jeanne Marriott
Dennis Simpson
Meshelle Howard
Donna DiCerbo
Jaclyn Hartman
John Sales
Heather Koeberle

Chris Thompson
Sabrina Beverley
Kimberly Millender, Esquire

OTHERS ATTENDING: Joe Miller, Consultant - JMT

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

APPROVAL- OPEN AND CLOSED SESSION MINUTES OF November 5, 2015

Upon motion by Member Gaines and seconded by Member Whitson, the Open Session and Closed Session meeting minutes of the Capital Committee's Meeting held on November 5, 2015 were unanimously approved.

APPROVAL CONTRACTS**Contract No. MA 2775 - Upgrade Fire Alarm and Security Systems**

Mr. Robert Michael presented this request seeking a recommended approval from the Capital Committee to present Contract Number: MA 2775 for Upgrade Fire Alarm and Security Systems for the MDTA, to the full MDTA Board for award at its next scheduled meeting. Approval of this contract is contingent upon the approval of the Board of Public Works (BPW).

The project includes new fire alarm systems for thirty-seven (37) existing MDTA buildings. Three of these buildings include only extensions of the existing addressable fire alarm panel. Sixteen (16) of these buildings presently contain existing fire alarm systems, which are to be demolished after the new fire alarm systems are installed. Twenty-one (21) buildings are designed for digital addressable fire alarm systems, and sixteen (16) are designed for conventional zoned fire alarm systems. Each fire alarm system shall be provided with a two-year warranty for parts and labor. In addition, a two-year inspection, testing, maintenance and monitoring contract shall be provided by the Contractor. Finally, the scope of this contract also includes numerous security system upgrades.

There is an allowance of \$270,000.00 for miscellaneous repairs included in the Invitation for Bids (IFB) that will only be used if necessary and with prior approval of the Engineer.

This project was advertised on September 15, 2015. Four (4) bids were received on November 2, 2015 and the responsive bid results were as follows:

<u>Contractor</u>	<u>Bid Amount</u>	<u>% Variance To Eng. Est.</u>
Kratos Public Safety & Security Solutions	\$2,161,576.00	(19.54%)
Advanced Fire Protection Systems, LLC.	\$2,382,000.00	(11.34%)
ARK Systems, Inc.	\$2,800,923.00	4.26%
M.C. Dean	\$3,398,305.00	26.49%

The Engineers Estimate for this project is \$2,686,559.00. It was noted that the low bid was 19.54% below the Engineer's Estimate. Kratos Public Safety & Security Solutions 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 Kratos Public Safety & Security Solutions was determined to be fair and reasonable. This company has performed work on prior MDTA projects.

This solicitation was advertised with a Minority Business Enterprise (MBE) participation goal of Six Percent (6%) with no sub goals. Kratos Public Safety & Security Solutions

submitted an MBE plan that exceeds the goal. Notice-to-Proceed (NTP) for this Contract is anticipated in March, 2016. The Contract term is Four years (4) from Notice-To-Proceed.

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 Gaines, the Members unanimously recommended approval of this contract by the MDTA Board at its next scheduled meeting.

Contract No. BB-2805-000-006R – Cleaning and Painting Structural Steel and Miscellaneous Repairs at the Westbound Bay Bridge

Mr. Nafiz Alqasem presented this request seeking a recommended conditional approval from the Capital Committee to present this Contract No. BB-2805-000-006R – Cleaning and Painting Structural Steel and Miscellaneous Repairs at the Westbound Bay Bridge to the full MDTA Board at its next scheduled meeting.

The work to be performed under this contract is located at Bridge No. AAZ05004, the William Preston Lane, Jr. Memorial Bridge, located on US Route 50 Westbound over the Chesapeake Bay in Anne Arundel and Queen Anne's Counties. The scope of work includes cleaning and painting the structural steel at the through truss spans (Spans 44, 45 & 46), east girder spans (Spans 47, 48 & 49), and cleaning and painting the lane use signal gantries through the bridge. Also included are the steel railing members 1, 2 & 4 throughout the bridge, and cleaning and painting the steel barrier posts throughout the bridge except the suspension spans and deck truss spans as specified herein. These special provisions include providing for all necessary Maintenance of Traffic (MOT), and completing miscellaneous structural repairs as assigned by the Engineer.

There is an allowance of \$75,000.00 for Lane Closure Cancellation and an allowance of \$1,000,000.00 for Miscellaneous Structural 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 15, 2015. Five (5) bids were received on December 15, 2015 and the responsive bid results were as follows:

<u>Contractor</u>	<u>Bid Amount</u>	<u>Variance % To Eng. Est.</u>
Saffo Contractors, Inc...	\$22,025,000.00	(9.23%)
Blastech Enterprises, Inc.	\$24,608,400.00	1.43 %
Titan Industrial Services, Inc.	\$26,847,560.00	10.66 %
Alpha Painting & Construction Co., Inc.	\$28,980,400.00	19.45%
Liberty Maintenance, Inc.	\$33,031,950.00	36.15%

The Engineers Estimate for this project is \$24,261,372.00. It was noted that the low bid was 9.23% below the Engineer's Estimate. Saffo Contractors, Inc. 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 Staffo Contractors, Inc. was determined to be fair and reasonable. This company has performed work on prior MDTA projects. Two protests were received and denied with the concurrence of Legal Counsel. The appeal period is still pending and will expire on February 16, 2016.

This project was advertised with a Minority Business Enterprise (MBE) participation goal of Twenty-three (23%), with a sub-goal of 7% for African American-owned firms; and it was advertised with a One percent (1%) Veteran-owned Small Business Enterprise (VSBE) participation goal. Staffo Contractors, Inc. has submitted an MBE plan that exceeds the goal, and a VSBE plan that meets the goal. Notice-to-Proceed (NTP) for this Contract is anticipated in May, 2016. The Contract term is Seven Hundred Thirty (730) Calendar Days from Notice-To-Proceed.

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 Whitson, the Members unanimously recommended a conditional approval of this contract by the MDTA Board at its next scheduled meeting.

Contract No. HB-2818-000-007 – Substructure and Superstructure Rehabilitation of U.S. 40 Bridge over the Susquehanna River

Mr. Nafiz Alqasem presented this request seeking a recommended approval from the Capital Committee to present this Contract No. HB-2818-000-007, Substructure and Superstructure Rehabilitation to the full MDTA Board at its next scheduled meeting.

The work to be performed under this contract is located at the Thomas J. Hatem Memorial Bridge located in Cecil and Harford Counties, Maryland. This project is intended to perform repairs for the Thomas J. Hatem Memorial Bridge. MDTA maintains and operates the Thomas J. Hatem Memorial Bridge, which is a four-lane continuous truss bridge opened in 1940 that spans the Susquehanna River. The repairs include structural weld repairs; structural steel crack arrest; structural steel and bearing hardware repairs; tack weld removal; replacement of cotter pins; structural rivets and bolts replacement; cleaning and painting existing steel; concrete spall/delaminated areas repair; implementation of Maintenance of Traffic (MOT); and other miscellaneous items of work as prescribed in the Contract Documents.

There are allowances of \$25,000 for NS Railroad Expenses, \$25,000 for CSXT Railroad Expenses, \$250,000 for Miscellaneous Repairs, and \$140,000 for Debris Removal included in the Invitation for Bids (IFB) that will only be used if necessary and with prior approval of the Engineer.

This project was advertised on November 5, 2015. Two (2) Bids were received on December 17, 2015 and the responsive Bid results were as follows:

<u>Contractor</u>	<u>Bid Amount</u>	<u>% Variance To Eng. Est.</u>
The Marksmen Co.	\$4,238,504.60	29.91%
Eastern Highway Specialists, Inc.	\$5,884,655.00	80.36%

The Engineers Estimate for this project is \$3,262,756.00. It was noted that the low bid was 29.91% higher the Engineer's Estimate. M.D. Miller Co. Inc., t/a The Marksmen Co. 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 The Marksmen Co. bid was determined to be fair and reasonable. This company has performed work on prior MDTA projects.

This project was advertised with an overall MBE participation goal of Twenty-seven Percent (27%) and sub goals of Seven Percent (7%) for African-American-owned firms and Four Percent (4%) for Asian-American-owned firms; and the project was advertised with a One Percent (1%) VSBE participation goal. Marksmen Co. has submitted MBE and VSBE plans that meet the goals. Notice-to-Proceed (NTP) for this Contract is anticipated in April, 2016. The contract term is Five Hundred Fifty (550) Calendar Days from Notice-To-Proceed.

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

Contract No. MA-2695-000-006 – Upgrade and Replace Existing weigh Stations I-95 (John F. Kennedy Memorial Highway), U.S. 40 (Thomas J. Hatem Memorial Bridge), and U.S. 50 (Bay Bridge)

Mr. Nafiz Alqasem presented this request seeking a recommended approval from the Capital Committee for a contract modification to decrease the value of Contract No. MA-2695-000-006, Upgrade and Replace Existing weigh Stations I-95 (John F. Kennedy Memorial Highway), U.S. 40 (Thomas J. Hatem Memorial Bridge), and U.S. 50 (Bay Bridge) and to propose to the full Authority for approval at its next scheduled meeting.

The current (original) and revised contract values of MA-2695-000-006 are shown below:

Current (original):	\$12,473,535.93
Proposed credit/revision:	- \$1,140,955.89
Revised contract value:	\$11,332,580.04

The proposed credit amounts to 9.1% of the total contract value and is a result of two (2) proposed redline revisions, which include:

1. Modifications to scale system at the Thomas J. Hatem Memorial Bridge Toll Plaza, and
2. Modifications to the scale foundations at the Bay Bridge site.

Thomas J. Hatem Memorial Bridge Toll Plaza Redline - \$754,692.22 Credit

The proposed credit, based on approved contractor prices at the Thomas J. Hatem Memorial Bridge Toll Plaza, is a direct result of the deferral of another project at this location that necessitates a revision in the project scope. Included in that project's scope were significant subgrade modifications and the construction of a deep foundation that would allow the scale contractor to install a new scale system in an expeditious manner. The MDTA evaluated several alternatives and is proposing the installation of temporary scales on U.S. 40 eastbound and westbound that will still allow trucks to be weighed accurately and quickly, and can be used until comprehensive subgrade/foundations are constructed. The use of temporary scales in other locations in Maryland has proven to be effective. The contractor has provided a 5-year warranty with these scales.

Bay Bridge Redline - \$386,263.67 Credit

During construction and excavation of the foundations for the scales at the Bay Bridge site, it was assessed that a deep foundation may infringe on the existing water table on U.S. 50. Following a redesign of the foundations, it was determined that a more economical shallow pit foundation could be constructed and would adequately support the scale system and associated live (truck) loads. As a result, a credit is being realized for this portion of work.

It should be noted that the 20% Minority Business Enterprise (MBE) goal on the contract will still be achieved

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

Building the Capital Program

Jeanne Marriott provided an explanation of the process used to build the Maryland Transportation Authority's Consolidated Transportation Program (CTP). This information will be presented to the Finance Committee on February 16, 2016. The following topics were discussed.

- CTP reporting requirements
- Selecting capital projects
- Setting priorities
- Funding

There being no further business, the meeting of the MDTA Capital Committee was adjourned by general consensus at 9:50 a.m. following a motion by Member Whitson and seconded by Member Ensor.

The next meeting of the MDTA Capital Committee is scheduled for Thursday, April 7, 2016 at 9:00 a.m. at Point Breeze Headquarters, 2310 Broening Highway, Baltimore, Maryland.