OFFICIAL TRANSCRIPT OF THE
MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
PRE-BID MEETING
FOR
LIGHT RAIL – SEMINARY AVENUE GRADE CROSSING REPLACEMENT

CONTRACT NO. T-1048-0640

MAY 24, 2012
10:00 A.M.

Maryland Transit Administration
6 St. Paul Street, 7th Floor Conference
Baltimore, Maryland 21230

Agency:
Joseph Johnson, Procurement
Pamela Burdell, Engineering
Wane-Jang Lin, Track & Structural Preservation Engineering
Valerie Moore, Office of Fair Practices
Gary Lockett, Procurement
Kimberly Gilbert, PB Americas, Inc.

Participants:
Dave Luvara, Railroad Constructors, Inc.
Bryan Stoy, Atlas Railroad Construction
Dan Doyle, Railworks Track Services
Ed Kennedy, Railworks Track Services
Jack Kennedy, TRAC
Eric Linder, Brawner Builders
Richard Rhinehart, Sr., Rhinehart Railroad
Richard Rhinehart, Jr.
Robert Lashay, AMTRAC Railroad Contractors
Carey Chaney, AMTRAC Railroad Contractors
Linda Walker, JLN Construction Service, LLC
Mark Novak, Warwick Supply & Equipment Co.

Court Reporter:
Lisa Campbell
One Stop Legal
Hyattsville, MD 20784
(301) 379-6607
MR. JOHNSON: Good morning. My name is Joseph Johnson. Today is Thursday, May 24th, 2012, 10:00 a.m. This is the Pre-bid meeting Solicitation for T-1048-0640, Light Rail-Seminary Avenue Grade Crossing Replacement. Before we get started, I would like to inform you there is a court reporter present. I ask that you state your name and company, clearly, if you speak. Thank you.

Why don’t we do a round robin table of introductions starting with MTA staff. And, we will go around this way.

MS. MOORE: Start with me?

MR. JOHNSON: Yes.

MS. MOORE: Okay. Yes. Good morning my name is Valerie Moore and I’m with the Office of Fair Practices and I’ll be speaking on the DBE requirements with this contract.

MR. JOHNSON: Again, my name is Joseph Johnson. I’m the Procurement Officer with MTA.

MS. BURDELL: My name is Pamela Burdell. I’m consultant with the Wilson T. Ballard Company and I am the Project Manager for this project.

MS. GILBERT: Kimberly Gilbert with Parsons Brinckerhoff.

MS. JANG-LIN: I’m Wane-Jang Lin, MTA Engineering.

MR. LUVARA: Dave Luvara, Railroad Constructers, Inc., your complete track contractor.

[LAUGHTER]
MR. CHANEY: Carey Chaney with AMTRAC Railroad Contractors of Maryland.

MR. LASHWAY: Rob Lashway from AMTRAC Railroad Contractors of Maryland.

MR. LINDER: Eric Linder, Brawner Builders


MR. RHINEHART, SR.: Senior.


MR. E. KENNEDY: Ed Kennedy with Railworks.

MR. DOYLE: Dan Doyle with Railworks.

MR. STOY: Ryan Stoy with Atlas Railroad Construction.

MR. JOHNSON: Okay. This contract is for the removal and replacement of the existing Light Rail grade crossing at the intersection of the Light Rail tracks in Seminary Avenue (MD 131) in Baltimore County. The site visit is accessible to the public. However the PM Manager -- the Project Manager she’s going to give it a more information about that later.

This project has been estimated between 500,001 to 1,000,000.

The contract duration is 150 calendar days.

Fifty percent (50%) of the work must be performed by the contractor’s own force.

Liquidated damages will be assessed at $1,600 per
calendar day.

A DBE subcontracting goal of 23% has been established for this project. This project is federally funded. Federal wage rates apply.

This project is subject to Section 165, Buy America requirements of the Surface Transportation Assistance Act of 1982.

Deadline for questions is June 14, 2012. All questions must be directed to my attention at the Administration office or via internet address jjohnson14@mta.maryland.gov. Faxed messages will not be accepted unless accompanied by telephone notification at (410)767-3363. Our fax number is (410)333-4810. Questions should be submitted on company letterhead.

MR. LUVARA: What if they’re e-mail?

MR. JOHNSON: That’s fine.

MR. LUVARA: Okay.

MR. JOHNSON: Questions will not be accepted after the June 14, 2012 date. An addendum will be issued after the deadline to respond to contractor’s written questions and make revisions which need to be made to the specifications. All planholders will be informed by e-mail when the addendum has been issued and ready to download from MTA’s website.

Bids are due June 29, 2012 at 2:00 p.m. A Bid should be enclosed in a sealed envelope addressed to the Maryland
Transit Administration, Procurement Division, 6 St. Paul Street, Baltimore, Maryland 21202, clearly, marked as “Bid” and show the contractor’s name, number on the front of the envelope -- bid number.

Hand delivered bids should be deposited in the Bid Box located on the 7th Floor before the 2:00 p.m. deadline. Bids will publicly be opened and read aloud at 2:00 p.m. according to the bid clock above the Bid box.

The bid prices are irrevocable for one hundred eighty (180) days following Bid Opening, per SGP-2.08, Bid Irrevocable.

Insurance requirements. The MTA will provide Worker’s Compensation, General Liability, Excess Liability, Builders Risk, Pollution Liability and Railroad Protection Coverage on behalf of the contractors and their subcontractors who will be working on this project. This approach to the project insurance is commonly called a Wrap Up or Owner Controlled Insurance Program known as O-C-I-P.

All bidders must submit with their bid the following documents fully executed. A Bid Bond on a form furnished by the Administration in the amount of five percent (5%) of the bid price or an Individual Surety Bid Bond in the amount of five percent (5%) of the bid price; Contractor’s Questionnaire; Bid Proposal Affidavit; Buy America Certificate; Certification Regarding Lobbying; MDOT DBE Form A – Certified MDBE Utilization and Fair Solicitation Affidavit; and MDOT DBE Form B – DBE
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Participation Schedule; the cover letter for each addendum issued by the MTA signed; and a completed Insurance Cost Worksheet.

Frank Kernan, our Construction Division Quality Assurance, Quality Control Manager is not here. I passed out a handout pertaining to that information. Please read it carefully. If you didn’t get one, I have other copies here. If anyone didn’t receive one, there’s another one here.

Right now we’re going to hear from our Office of Fair Practice Representative.

MS. MOORE: Me?

MR. JOHNSON: Yes, ma’am.

MS. MOORE: Good morning, again. My name is Valerie Moore. A lot of your company names, I’m familiar with and names and so forth, so it’s nice to be able to meet you all in person. And I’m just going to briefly go over the DBE requirements for this contract. Like Joseph said that there’s a 23% DBE goal established for this contract and there are four forms that’s required, a Form A, B, C and D.

The first form is the MDOT DBE Form A, which is due at the time of the Bid Submission. If the Bidder fails to accurately complete and submit this Affidavit as required, the bid shall be deemed not responsive. Form A is the Certified DBE Utilization and Fair Solicitation Affidavit which is your commitment and understanding of the overall DBE participation.
goal. So, on your Form A, there’s a number one you would check to say that you agree -- you understand that there’s a 23% goal that’s been established and there’s also an area where you would check if you believe you would like to request a waiver of that goal.

The next form is DBE Form B. This is also due at the time of Bid Submission. If the Bidder fails to accurately complete and submit Parts 2 and 3, with the Bid as required, the Bid shall be deemed not responsive. Form B is the DBE Participation Schedule which lists the certified DBE Firms that you will be utilizing. It is important that you engage the DBE Firms as early as you engage any other type of supplier, subcontractor or vendor. All DBE Firms listed on Form B must be certified at the time of Bid Submission to perform the specific Scope of Work.

So, on Form B you would list the certified DBE firms that you would like to use for this project and when you’re completing the form, make sure when you put down the company’s name make sure you are putting down the right certification number because sometimes we’ll get a DBE firm listed but the certification number, MDOT certification number is incorrect, and sometimes it creates problems, so you want to be sure that you put the firm name with the right MDOT Certification number. And, also, make sure that they are certified to perform the type of work that you selected for them to perform and you would use
that based on a NAICS code that’s given for the sub-contractors.

The next form will be Form C, and -- wait a minute, just a second. If you are notified that you are the apparent awardee, or as requested by the Procurement Officer, you must submit MDOT DBE Form C and D within ten (10) business days of receiving such notice. Form C is the Outreach Efforts Compliance Statement and Form D is the Sub-Contractor Project Participation Statement. It is important that you obtain signatures on Form D from the participating DBE Firms that you listed on the Form B.

The last item I want to cover is the sixty percent (60%) supply rule. When calculating your goals, there is a 60% rule for supply items. You may count your entire expenditure to a certified business supplier that manufactures or produces goods from raw materials or that substantially alters goods before resale. However, you may only count 60% of the expenditures to certified suppliers who are not manufacturers. And, I have an example. If you spend $2500.00 on chemicals to clean, say the surfaces of a building, in your calculation for credit, 60% of the $2500 will be $1500.00 and that’s what would be counted towards the DBE goal.

And, there’s another area that I wanna discuss the DBE waiver that I mentioned before. If you believe that your firm cannot achieve the established overall goal, you have the right to request a waiver. The request should be indicated in your
initial Bid Package on that Form A. The waiver request must be in writing, and submitted within ten (10) days following notification that your firm is the apparent awardee or low bidder. Your waiver request must include the following documentation -- a detailed statement of the efforts made to select portions of the work proposed or to be performed by the certified DBE’s; a detailed statement of the efforts made to contact and negotiate with certified DBE’s; for each certified DBE that placed a quotation or offer that wasn’t acceptable to the Bidder, a detailed statement of the reasons for this conclusion; and, a list of DBE’s that were found to be unavailable which shall be accompanied by an Unavailability Certificate or a statement from the apparent successful Bidder or Offeror that the DBE refused to give the written verification.

And, I believe, that most of you all I’m sure are familiar with the Forms A, B, C and D, but if you have any questions when you are completing them you know you can feel free to contact me. If you would like my card, I have my card here. We are located on the 20th floor in this building.

And, again, it’s a 23% goal established. If you are bidding -- if you are a certified DBE and you are bidding on this project, since it is a federally funded contract, you’re not required to seek additional DBE sub-contractors. But, you can if you choose to, but you are not required to. That’s if
you’re a certified DBE since it’s federally funded.

Are there any questions?

[There were no questions.]

MR. JOHNSON: At this time, I would like to turn the
meeting over to Pam Burdell, Project Manager, and after she’s
done, we can open the floor to questions. Go ahead.

MS. BURDELL: I just want to go over the Scope of the
project and just items to point out that are peculiar to this
job. First of all, the job site is located at Seminary Avenue,
and that’s -- I told you (inaudible), but the way I would get
there would be to take the beltway to exit 26 which is York Road
West Road, hang a left, when you get up to the stop light and
that takes you to York Road, hang a left and go up two stop
lights, I believe, to Seminary Avenue, hang a left. And then,
go down until you hit the Light Rail tracks, maybe, I don’t
know, a mile.

There is not a station or anything special that’s
going to jump out at you at this stop which means that the Light
Rail trains can run up to 40, 60 miles an hour so. It is a
state road, and a heavily trafficked in two directions is what I
want to emphasize so as far as -- I just wanna get this out of
the way before I forget. I wrote down that that we don’t have
any organized site visit for this after the pre-bid meeting for
bidders to go out there because it is open to the public. There
is a sidewalk that goes across it. However, because the trains
are fast through there and the traffic can be fast going down through there, it’s on a steep grade, MTA would prefer, if you’re going to be hanging around within 10 feet of the center line of the tracks to do extensive measurements or photographs or I don’t know what it is that you need to do, that you go with an MTA escort to watch for trains and cars for you. We have set up a time at 1 o’clock today that there will be a Light Rail representative at the site. If you cannot make that and still want to go out, I can give you Bill Fuller’s telephone number, email address and you can contact him. He is the person in charge of providing an MTA escort. If it’s not himself, he will arrange for somebody from Light Rail. I can’t help you; it has to be representative from Light Rail to be out there. So, that’s that. And, if you need the phone number let me know.

Alright. This job is in Baltimore County, Maryland. So, that’s where you have to look to -- for special kinds of county regulations. Let me just go through the Scope of Work which is in the contract Specs. on SP 2. It’s pretty deeply down there, after all the heavy contract stuff.

Okay, the first thing is you have to worry about is maintenance of traffic, it’s on a state road so you’re adhering to both Baltimore County and SHA District 4 requirements. I’ll speak to that, again. Secondly, temporary demobilization of the warning gates in the overhead contact system for the Light Rail. This is coordinated with Light Rail personnel. I’ll speak to
that later. Sediment and erosion control is in accordance with Maryland Department of the Environment, and Baltimore County.

Next is removal and disposal of the existing grade crossing and extended sections off of the roadway of the ballasted track on either side of the crossings to the limit shield on the plans.

Next, constructing new ballasted track and a grade crossing with (inaudible) panels fiberglass rail cuffs, not rubber, fiberglass rail cuffs and concrete headers.

Next, restoration of the asphalt pavement on the roadway with permanent pavement markings. I don’t believe there’s any kind of stop lines out there. We are going to upgrade things to MUTCB standards.

Removal of the existing asphalt sidewalk on the south side of the roadway on both sides of the crossing and putting in new concrete sidewalk with ADA compliant detectable warning strips and there is a storm drain inlet that’s in the middle of the sidewalk. And, again, we’re going take that metal grate off of there and they now have a ADA compliant grate to place back down there. We’re not going to rebuild the inlet or anything, we’re just going to take the metal grate out and put in one that a blind person isn’t going to have their cane go down the grate.

And then, finally, the testing at the end track -- the earth resistance testing of the track and testing of the signal system after the grate crossing construction is completed.

That’s the whole thing of that.
Okay. Of special note, location again, it’s in a residential neighborhood and there are several commercial properties adjacent to the grade crossing side. MTA will be advertising a little closer to the construction time around the neighborhood and letting people know what’s going to happen, but they’re also going to be working with the contractor to make sure that the businesses are all aware of what’s going on and how to coordinate with whatever their needs are. Let’s --

(inaudible) where they have to go buy coffee to serve to you.

Okay, secondly, the duration of the construction of the grade crossing, itself -- tearing out the crossing and putting it in, is limited to a three day work period. It starts with the maintenance of traffic that can’t begin before 10 pm on Friday night, and Light Rail shut down. De-energizing cannot begin until 2 am Saturday morning after the maintenance of traffic is already set up.

MR. LUVARA: Let’s go over that, again. Can I interrupt?

MS. BURDELL: Sure.

MR. CHANEY: Give your name.

MR. LUVARA: Dave Luvara, Railroad Constructers. Are you saying -- now is this for any weekend or is there a designated weekend when we have to do this? Any weekend we wanna go into the crossing it has to be on a -- start on a weekend?
MS. BURDELL: Right. The contractor after you’ve --
you have 150 day --

MR. LUVARA: Right.

MS. BURDELL: -- work period and it’s up to you to
work with us and MTA --

MR. LUVARA: Right.

MS. BURDELL: -- giving sufficient notice and all that
to say we’re pretty sure it’s going to happen this weekend
because we have to mobilize communications and Light Rail stuff
and all that kind of thing. So, with your work plan that you’re
submitting to us, yes you get to choose which weekend, but you
need to tell us when that is as long as it’s not like --

MR. LUVARA: Okay.

MS. BURDELL: -- you wake up in the morning and say,
oh, let’s do it.

MR. LUVARA: Right. No, I understand that part.

MS. BURDELL: Okay.

MR. LUVARA: Alright, now, are you saying then that we
can’t begin to control the traffic until 10 pm --

MS. BURDELL: Per SHA.

MR. LUVARA: -- on a Friday? Okay. And then, we
can’t actually -- then, the tracks won’t be de-activated until 2
am four hours later?

MS. BURDELL: Right.

MR. LUVARA: Okay. Alright.
MS. BURDELL: In the meantime, you’ll be enacting --

MR. LUVARA: Set-up work.

MS. BURDELL: -- your Red Tag service --

MR. LUVARA: Right. Right.

MS. BURDELL: -- and getting all this other stuff done.

MR. LUVARA: Okay. And, I guess, you’ll tell us when we have to put the crossing back in to service.

MS. BURDELL: Right. Okay. So, 2 am, things start getting fast and furious on Saturday morning. At 1 am because we believe it would take from 1 until 5 to test the tracks and everything. So, at 1 am we expect to have the construction of the grade crossing finished not including all of the testing, but be able to --

MS. JANG-LIN: Tuesday?

MS. BURDELL: Yeah, Tues -- yeah, sorry. Tuesday -- Tuesday morning.

MR. LUVARA: We have all day Monday, then?

MS. BURDELL: Yes three days.

MR. LUVARA: Okay.

MS. BURDELL: And then, by 5 am, the roadway has to open, per SHA.

MR. NOVAK: So, the maintenance of traffic can stay in place?

MS. BURDELL: Yes.
MR. NOVAK: For the whole three days?

COURT REPORTER: Excuse me. State your name please.

MR. JOHNSON: State your name.

MR. NOVAK: I’m sorry, Mark Novak.

MR. JOHNSON: And, where are you from Mark?

MR. NOVAK: Warwick Supply & Equipment.

MS. BURDELL: Yes. If you look at -- for Maintenance of Traffic, your Section 1550, in here we’ll tell you about talking to Baltimore County and SHA regarding maintenance of traffic. But also, if -- I want you to make sure that you read Appendix E because that’s what SHA gave to us as far as permit. And yes, you have on their permit from whenever your designated weekend is from 10 Friday night until 5 am Tuesday morning maintaining one lane of traffic at all times. That’s, that’s their main thing, you don’t close state road. As far as the other roadways, there’s a lot of little connector roads all through that area. You work with Baltimore County on those. And, there’s, if you see Appendix E, you’ll see SHA has a very stiff penalty for not opening the road at 5 am. That’s not us. So, that’s your goal.

Appendix H, we’ve included is the MTA Red Tag Shut down information, who to contact and all the regulations attached with that.

Another note on the maintenance of traffic, is I myself like to walk. Pedestrians we tried very, very hard to
set up a separate pedestrian pathway and we couldn’t figure out
how to do it maintaining two lanes of traffic on side roads and
things like that. So, it is permissible you can send in your
own maintenance of traffic set up. It is permissible to say
when we see a pedestrian coming by we will stop all roadway
traffic and ask them to walk on the road. That’s allowed per
Baltimore County and SHA. But, if you want to set up a separate
pedestrian pathway --

MR. LUVARA: -- For the crossing?

MS. BURDELL: To get across.

MR. RHINEHART, SR.: And, did you say we had to keep
one lane of traffic open at all times?

MS. BURDELL: Yes. Right. That’s why I’m talking
maintenance of traffic. It’s one of the difficult parts. But,
the good news is as far as materials, Light Rail will provide
concrete ties and rail. We’ve included the specs in here for
concrete ties and rail for your information only. Also, MTA
will deliver the concrete ties and the rail to where ever you
want at the site at what ever time you want. You tell MTA and
they will bring it in. You, probably, would have to help them
unload it. I don’t know if they’re bringing it in on truck or
on rail to a certain point, but you might have to help them
unload it. That’s what I got.

MR. LUVARA: Dave Luvara, Railroad Constructers. Do
you know off hand or is it directed it -- or is it somewhere
referred to in the plans or Specs I get -- oh, first of all
that’s a good question. Is there a separate disk for blue
prints for this job?

MR. JOHNSON: Yes.

MR. LUVARA: Okay, I imagine we can pick them up here, today?

MR. JOHNSON: Yes.

MR. LUVARA: Okay. Thank you. Second, is there
somewhere in the Specs that you have referred to what permits
the contractor must obtain for this project? If any?

MS. JANG-LIN: State Highway permit is included.

MR. LUVARA: Okay, so there are no other permits or no
permits the contractor has to obtain? Okay. Now, when you said
that one lane of travel has to be maintained. Is there any
possibility that a detour plan could be submitted as a
substitute for that requirement?

MS. BURDELL: Seminary Avenue is a state road and must
be kept open with one lane at all times.

MR. LUVARA: So, the answer is no they can’t
substitute it -- they can’t put a detour plan in place.

MS. JANG-LIN: That’s State Highway requirements.

MR. LUVARA: Alright, I was just asking.

MS. JANG-LIN: If you can convince them.

[LAUGHTER]

MS. BURDELL: We tried.
MR. LUVARA: Who would you have to convince? The Highway Administration?

MS. BURDELL: District 4. The contact information is on SP 29 of your book.

MR. LUVARA: Okay. Now, I didn’t look, yet. Is an office trailer going to have to be provided for MTA like you do on most MTA jobs? The contractor has to provide an office trailer for MTA?

MS. BURDELL: No

MR. LUVARA: Okay.

MS. JANG-LIN: It’s three days allowance, right?

MS. BURDELL: There -- yeah, there’s an allowance.

MR. LUVARA: If we’re --

MS. LIN: -- We already have a trailer.

MR. LUVARA: Alright. Usually you like a trailer with a steam room and --

MR. NOVAK: Mark Novak, Warwick Supply & Equipment. Given the time frame and working on the weekends, and having an intersection open or a section of an intersection open and having to bring it back to service on Tuesday, so I’m assuming we have to have whatever is out back in place by Tuesday morning so that all or both lanes are open. Will there be an engineer on site that can make a decision?

MS. JANG-LIN: You will have a Resident Engineer.

MR. NOVAK: But, they’ll be on site the whole time?
MS. JANG-LIN: We have a Lead Inspector that will be on site.

MR. NOVAK: But, can the inspector make a decision?

MS. JANG-LIN: They all have contact -- direct contact with the engineer at all times.

MR. NOVAK: Because some of these -- I’ve done crossings like this before and some of these questions come up at 5 am on Sunday morning.

MS. JANG-LIN: We will arrange --

MS. BURDELL: -- I’m up.

[LAUGHTER]

MS. JANG-LIN: We will arrange. Yeah, it’s a short period.

MR. NOVAK: Can we get a time frame as to when we can expect an answer on something that might be delaying progress?

MS. JANG-LIN: Once the construction start we’ll lay it down with the construction management crew. We will have that. We’ll make sure it’s not going to delay you. But, you have to submit the question. Once you are the construction -- you are the contractor, you got to let us know. We’ll turn around.

MR. JOHNSON: Excuse me. Excuse me. Folks excuse me. Go ahead. She’s recording, it picks up all sounds.

MS. JANG-LIN: I guess, your question is that you’re concerned if the question won’t get answered because it’s
midnight nobody was here. We will make sure somebody is there answering your question during the construction.

MR. NOVAK: Okay, but more importantly, someone that can make a decision let’s say that there is something in the way whether to remove it --

MS. JANG-LIN: Yes.

MR. NOVAK: -- replace it, rebuild it.

MS. JANG-LIN: Yes, yes. You will have that.

MR. JOHNSON: Are there any more questions?

MR. E. KENNEDY: Ed Kennedy with Railworks. On SP 3 the last item in Summary of Work, number 13, does MTA actually do the signal testing or is that by the contractor?

[PAUSE]

MS. JANG-LIN: No.

MR. E. KENNEDY: I believe that’s the period from 1 am to 5 am you referred to.

MS. BURDELL: Right.

MS. JANG-LIN: This contractor? Okay. So, the Specs. says the contractor has to supply the testing company to perform the test. But, our systems people will be on site to witness the test, and, to give you the final approval.

MR. E. KENNEDY: I’m sure it explains the testing requirements?

MS. JANG-LIN: Yes.

MR. KENNEDY: Okay. Thank you.
MR. LINDER: Eric Linder, Brawner Builders. The closure that we were talking about I’m assuming that that’s a continuous shut down of the Light Rail system through that crossing area.

MS. JANG-LIN: That three days.

MR. LINDER: Will the MTA then provide a bus bridge --

MS. JANG-LIN: Yes.

MR. LINDER: -- for the users.

MS. JANG-LIN: Yes, that’ll be our doing we’ll make sure everything is in place.

MR. LINDER: Okay. The cost of that bus bridge is, solely, on MTA?

MS. JANG-LIN: Yes.

MR. LINDER: Okay.

MR. JOHNSON: Yes?

MR. RHINEHART, SR.: Richard Rhinehart, Sr., Rhinehart Railroad Construction. If there is a ball game that weekend in the area.

MS. JANG-LIN: There’s a restriction I believe on special events in the Specs that you cannot do it.

MR. RHINEHART, SR.: Cannot.

MS. JANG-LIN: Right.

MR. RHINEHART, SR.: Because I’ll be at the ball game.

[LAUGHTER]

MS. JANG-LIN: We will too.
MR. JOHNSON: Are there any more questions?

Alrighty, then. Well, this concludes the --

MS. BURDELL: -- Wait. Can I ask?

MR. JOHNSON: Go ahead.

MS. BURDELL: Is someone interested in going out at one o’clock --

MR. LUVARA: I’ll be there.

MS. BURDELL: -- to the site?

Okay, because I’ll call and verify that Light Rail is going to be out there, today, at one. Otherwise, like I said, I can give you a contact number.

MR. NOVAK: Mark Novak, Warwick Supply. One more question. As far as staging areas go, I’ve been to the intersection several times, but what areas -- do you have the areas designated on the plans for staging?

MS. BURDELL: No.

MR. NOVAK: So, we should arrange our own staging?

MS. BURDELL: Yes.

MR. NOVAK: Will we need Baltimore County Police assistance for traffic?

MS. BURDELL: We have not arranged for that.

MR. LUVARA: Dave Luvara, Railroad Constructers. Could you slowly go over the directions leaving this building to get to the site?

[LAUGHTER]
MR. NOVAK: Up York Road to Seminary Avenue make a left.

MR. LUVARA: Well -- York Road where?

MR. NOVAK: Just outside the beltway.

MR. LUVARA: No, I know that. It’s exit 26?

MS. BURDELL: Yes.

MR. LUVARA: Okay. Of 695 --

MS. BURDELL: Yes.

MR. LUVARA: -- East?

MR. LOCKETT: Yes.

MR. JOHNSON: Yes.

MR. NOVAK: Just go North, you can’t miss it.

MR. LUVERA: If I go back on 95 I pick up 695 North?

MR. NOVAK: No, I wouldn’t do that. Just go straight up 83.

MR. LUVARA: Okay.

MR. NOVAK: Take 695 toward Towson --

MS. BURDELL: 83 --

MR. NOVAK: -- get off on York Road going north.

MR. LUVARA: 83 North to 695 East.

MR. NOVAK: Right.

MS BURDELL: They will become one, 83’s coming in here, turns into the beltway.

MR. LUVARA: Right.

MS. BURDELL: Stay on the beltway 'til you get up here
MR. LUVERA: -- 26, right. Then, I’m going to make a left, and then, another two lefts at the light. Alright, thank you.

MR. JOHNSON: Are there any more questions?

[There were no additional questions.]

MR. JOHNSON: If there are no more questions, this concludes the Pre-Bid Meeting Solicitation for T-1048-0640 Light Rail Seminary Avenue MD 131 in Baltimore, County.

Thank you.

[A SITE VISIT WAS HELD POST THE PRE-BID MEETING]
CERTIFICATE OF TRANSCRIBER

I, hereby, certify that the Maryland Department of Transportation, Maryland Transit Administration pre-bid meeting for Contract No. T-1048-0640 held at 6 St. Paul Street in Baltimore, Maryland on May 24th, 2012 was recorded by means of electronic sound recording.

I further certify that, to the best of my knowledge, that the foregoing pages represent a complete and accurate transcript of the duplicated electronic sound recording of the proceedings as transcribed by me.

I further certify that I am neither a relative to nor an employee of any MTA employee, herein, and that I have no interest in the outcome of this solicitation and subsequent award.

In witness whereof, I have affixed my signature this 11th day of June, 2012.

By:     _

Lisa P. Campbell
Transcriber