MARYLAND TRANSIT ADMINISTRATION
MARYLAND DEPARTMENT OF TRANSPORTATION
Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor
Darrell B. Mobley, Acting Secretary • Ralign T. Wells, Administrator

MEMORANDUM

TO: Holders of Contracts Documents

FROM: Karen Elsey, Procurement Administrator
Maryland Transit Administration
Procurement Division
6 Saint Paul Street, 7th Floor
Baltimore, Maryland 21202-1614

SUBJECT: Addendum No. 1
Invitation for Bid (IFB) for
Contract No.: T 8000-0397, MARC RAIL STATIONS SNOW AND ICE REMOVAL SERVICES: PENN SOUTH REGION

DATE: August 28, 2012

This is ADDENDUM No. 1 to the Invitation for Bid (IFB) for Contract No's: T 8000-0397, MARC RAIL STATIONS SNOW AND ICE REMOVAL SERVICES FOR PENN SOUTH REGION .

The State's procurement regulations require that you acknowledge receipt of this ADDENDUM No. 1 by submitting with your proposal. Acknowledge receipt by signing and include the attachment form with your proposal.

Failure to acknowledge receipt of this ADDENDUM could cause your proposal to be disqualified from further consideration for this procurement.

ITEM ONE:

- **The due date of the "sealed bids" is Thursday, September 6, 2012, by 2 p.m. The date and location to deliver your bid remains unchanged.**

ITEM TWO:

THE FOLLOWING MBE GOAL FOR THIS IFB HAS CHANGED:

- **T 8000-0397, PENN SOUTH REGION, MBE GOAL REMAINS 30%**

ITEM THREE:

- **QUESTIONS/INQUIRES/MTA RESPONSES:**

QUESTION # 1:

1. Where snow plow pick trucks are required to be equipped with tail gate slat spreader.

Please note:

1). SHA- Salt Barns will not load pick trucks with salt, only commercial grade dump trucks are loaded (due to loader buckets easily over loading and collapsing/damaging a pick up trucks (SHA loaders utilize 4 yard loader buckets at the SHA salt barns).

Also, rock salt does not feed through pick-up truck tailgate spreaders, they will clog and jam the spreader instantly..

Bag salt, would be cost prohibitive, therefore, dump truck hydraulic/electric spreaders are the most suitable/appropriate for this requirement. Dump trucks that spread salt, whenever possible, should not be equipped with snow plows, the weight on the nose of the plow truck (when the truck is empty) create poor traction for the truck and can cause the truck to get stuck in medium/icy snow conditions (this happens even with 4x4 dump trucks and causes unstable driving for the operator under certain conditions).

MTA RESPONSE:

Bagged salt or equivalent will be provided at each location for use for pick-up trucks with tailgate hopper-type salt spreaders. Most dump trucks plow with a load of salt and then spread salt after plowing is completed. Please submit bid according to the specifications provided in the contract documents.

QUESTION # 2:

2). Numerous pick-up trucks with plows are called for in the specifications for snow/ice clearing.

In the past, as well as for most commercial large volume snow removal operations, loaders with 7', 8', 10' and 12' snow boxes are utilized. 1 ea. 4x4 Loader equipped with a typical 8' snow box blade will out-perform 3 ea. pick-up trucks very easily.

Additionally:
Loaders are equipped with quick disconnect couplers, allowing the operator to switch from a snow box of 8' to 12' for straight plowing, and switch again to a material bucket to offload snow piles off parking lots.

Therefore, the requirement for snow plow pick-up trucks, should allow a loader equipped with a box blade and material bucket to off set or be equal to at least 3 ea. snow plow pick-up trucks. Loaders are much more efficient at moving snow off of parking spaces and do not block parked cars or create loss of parking spaces. Needed Snow plowing time is cut substantially as well.

The additional advantage to utilizing loaders with snow box blades: The box blades are equipped with a rubber cutting edge as opposed to a Steele Plow Edge (typical snow plow on pick-up trucks) and they are more forgiving during plowing (when uneven surfaces are encountered such as, Steele plates, man hole covers, curbs, etc.).

Please note: 4x4 Loaders and box blades are much more costly than a pick-up trucks with plows. Snow Box Blades are very costly and require a substantial investment, loaders are of course extremely costly, but they are the only snow units capable of speed, efficiency and handling any snow fall event.

MTA RESPONSE:

Due to the significant increase in costs to provide and operate additional loaders and box plows, please submit bid according to the specifications provided in the contract documents.

QUESTION # 3:

3). Please allow cost reimbursement for dump trucks loading salt at the salt SHA salt barns, a driver + dump truck is needed to load the salt and get it to the job sites (driver needs to have adequate pay to drive to the SHA salt barns and return to the job sites).

*** Please note: The SHA salt barns are not always open or available to load our trucks, when we are authorized to commence work. We often end up out of salt at certain SHA salt barn locations or with no SHA Loader operator on site during certain times, often we would load salt to match SHA Loader Operator schedules/availability. Please also note; dump trucks always need to reload salt during salting operations and planning is always necessary to include pre-salting before a snow storm occurrence to match SHA salt Barn work hour operation time tables/loader operator availability, long lines at the salt barns.

MTA RESPONSE:

The driver and dump truck will be considered placed into snow/ice operations while picking up salt from SHA facilities.

QUESTION # 4:

4). The requirements/guidelines for snow equipment for each job site, needs to be set as a guideline and allow the contractor to share/flexibility with the loader requirements outlined in the spec's. loaders can be moved/driven between the various job sites. Request- A minimum guideline be considered of: 01 ea. loader at each job site is adequate (except for the Odenton Station, 3 ea. loaders equipped with box blades and material buckets is adequate for any snow event). Snow plow/salt trucks, should be allowed to be shared between the job sites, this is a reasonable expectation, since this equipment is mobile and salt loads are shared between the job sites as well as chain snow plow operation clearings/prep work.

MTA RESPONSE:

Due to the need for simultaneous operations at multiple locations, please submit bid according to the specifications provided in the contract documents.

REMINDER

The recommended MBE Subcontract Goal is 30% with no sub-goals FOR THIS SOLICITATION. By submitting a response to this solicitation, the Offeror's agrees that this dollar amount of the contract will be performed by certified minority business enterprises.

MBE Subcontractors not certified by the MDOT **will not** be accepted.

A Offeror's who is certified as a Minority Business Enterprise and awarded the contract that results from this IFB is not exempt and must still meet the MBE subcontract goal for this IFB with certified MBE subcontractors as detailed in this IFB.

The information issued with this Addendum will become part of the contract awarded to the successful Offeror's. If you have any questions regarding this Addendum, please contact me at 410-767-3591 or by e-mail at kelsey@mta.maryland.gov

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Karen Elsey, Procurement Administrator
MTA Procurement Division