SUMMARY STATEMENT

ITEM NO. DRPA-12-080

SUBJECT: Construction Monitoring Services for Contract No. 21-E, Benjamin Franklin Bridge PATCO Track Rehabilitation

COMMITTEE: Operations and Maintenance

COMMITTEE MEETING DATE: September 19, 2012

BOARD ACTION DATE: October 17, 2012

PROPOSAL: That the Board authorizes staff to negotiate an agreement with HNTB Corporation to provide Construction Monitoring Services for Contract No. 21-E, Benjamin Franklin Bridge PATCO Track Rehabilitation.

Amount: $7,684,590.00

Consultant: HNTB Corporation
8 Penn Center
1628 John F. Kennedy Boulevard
Philadelphia, PA 19103

Other Consultants: Michael Baker, Jr., Inc.
Gannett Fleming Transit & Rail Systems
Jacobs Engineering Group, Inc.
Systra Consulting, Inc.
Urban Engineers, Inc.

Engineers Estimate: $8,458,000.00

PURPOSE: To provide full-time, on-site construction inspection and monitoring services for Contract No. 21-E, Benjamin Franklin Bridge PATCO Track Rehabilitation. The services will include a full-time Project Manager/Resident Engineer and support inspection staff for inspecting all contract field activities and monitoring the contractor’s compliance with the plans and specifications.

BACKGROUND: The work to be completed under Contract No. 21-E consists of replacing the track structure on the bridge, reconstruction of Camden Yard beneath the bridge, replacing railroad systems and related structural and site repairs necessary to maintain the PATCO system across the Benjamin Franklin Bridge in good repair. The track structure includes open deck construction on the approach and suspension spans and direct
PATCO Track Rehabilitation

fixation construction on the Philadelphia approach and Philadelphia and Camden bridge anchorages. PATCO railroad systems include a contact-rail supplied DC traction power system, a signaling and train control system and a communications system and their associated power supply and transmission systems. The PATCO structure includes a suspended span and, on both the Philadelphia and Camden sides, a concrete abutment section, a pier-supported “approach” section and a concrete-and-steel anchorage section. The open-deck track structure is supported by floor beam-supported stringers of varying lengths.

The Authority publicly advertised its intent to retain a consultant and invited interested firms to submit Statements of Qualifications. Eight (8) firms responded with Statements of Qualifications on November 3, 2011. Six (6) firms were deemed qualified and were sent a formal Request for Proposal. A review committee of four (4) staff engineers evaluated the Proposals on the basis of Technical merit.

HNTB Corporation was the highest technically ranked firm. The proposed Project Manager and support staff has demonstrated extensive experience on track rehabilitation projects for PATCO and other transit agencies. Overall, the team assembled by HNTB Corporation was found to possess the necessary experience and qualifications to successfully complete the project.

In accordance with the Delaware River Port Authority’s qualification based selection procedure, the Price Proposal was evaluated against the Engineer’s Estimate and that of other recommended firms. Based on this evaluation and subsequent negotiation, HNTB Corporation’s price was determined to be fair and reasonable.

It is recommended that an engineering services agreement be negotiated with HNTB Corporation for the costs and associated fees not to exceed $7,684,590.00 to provide engineering services in accordance with the Request for Proposal.
<table>
<thead>
<tr>
<th>SUMMARY:</th>
<th>Amount:</th>
<th>$7,684,590.00</th>
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<tbody>
<tr>
<td>Source of Funds:</td>
<td>General Fund/Sub</td>
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<td></td>
<td>ject to Reimburse</td>
<td>from Future</td>
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<tr>
<td></td>
<td>ment from Future</td>
<td>Bond Proceeds</td>
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<tr>
<td>Capital Project #:</td>
<td>PF1010</td>
<td></td>
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<tr>
<td>Operating Budget:</td>
<td>N/A</td>
<td></td>
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<tr>
<td>Master Plan Status:</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Other Fund Sources:</td>
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<td></td>
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<tr>
<td>Duration of Contract:</td>
<td>30 months</td>
<td></td>
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<tr>
<td>Other Parties Involved:</td>
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<tr>
<td>Estimated Number of</td>
<td></td>
<td></td>
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<tr>
<td>Jobs Supported:</td>
<td>33</td>
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RESOLUTION

RESOLVED: That the Board of Commissioners of the Delaware River Port Authority accepts the Proposal of HNTB Corporation to provide Construction Monitoring Services for Contract No. 21-E, Benjamin Franklin Bridge PATCO Track Rehabilitation and that the proper officers of the Authority be and hereby are authorized to negotiate an Agreement with HNTB Corporation for an amount not to exceed $7,684,590.00, as per the attached Summary Statement; and be it further

RESOLVED: The Chairman, Vice Chairman and the Chief Executive Officer must approve and are hereby authorized to approve and execute all necessary agreements, contracts, or other documents on behalf of the DRPA. If such agreements, contracts, or other documents have been approved by the Chairman, Vice Chairman and Chief Executive Officer and if thereafter either the Chairman or Vice Chairman is absent or unavailable, the remaining Officer may execute the said document(s) on behalf of DRPA along with the Chief Executive Officer. If both the Chairman and Vice Chairman are absent or unavailable, and if it is necessary to execute the said document(s) while they are absent or unavailable, then the Chief Executive Officer shall execute such documents on behalf of DRPA.

SUMMARY: Amount: $7,684,590.00
Source of Funds: General Fund/Subject to Reimbursement from Future Bond Proceeds
Capital Project #: PF1010
Operating Budget: N/A
Master Plan Status: N/A
Other Fund Sources: N/A
Duration of Contract: 30 months
Other Parties Involved: N/A
Estimated Number of Jobs Supported: 33
MEMORANDUM

TO: O&M Committee Members
FROM: Michael P. Venuto, Director of Engineering/Chief Engineer, Engineering
SUBJECT: Professional Service Selection for Construction Monitoring Services for DRPA Contract No. 21-E Benjamin Franklin Bridge PATCO Track Rehabilitation Technical Proposal Evaluation, Findings and Recommendation Report
DATE: August 15, 2012

The Request for Qualifications (RFQs), which was posted on the Authority’s web-site, invited consultants to submit Statements of Qualifications (SOQs). Eight (8) firms submitted SOQs on November 3, 2011.

Policy 303a outlines the procedure for Request for Proposal selection of consultants by the Engineering Department. The SOQ evaluation serves as a method for developing a “short list” of firms to receive a Request for Proposal (RFP). The Review Committee evaluated the SOQ’s and recommended soliciting Technical and sealed Price Proposals from the top ranked firms:

- Michael Baker, Jr. Inc.
- Gannett Fleming Transit & Rail Systems
- HNTB Corporation
- Jacob Engineering Group, Inc.
- Systra Consulting, Inc.
- Urban Engineers, Inc.

The short listed firms were sent a RFP on March 14, 2012. The Technical Proposals and separate sealed Price Proposals were received on April 27, 2012 from all six (6) firms. The Review Committee, consisting of four (4) staff engineers, reviewed and evaluated the Technical Proposals.

HNTB Corporation was the highest technically ranked firm. The proposed Project Manager and support staff have demonstrated extensive experience on track rehabilitation projects for PATCO and other transit agencies. Overall, the team assembled by HNTB Corporation was found to possess the necessary experience and qualifications to successfully complete the project.

The Review Committee recommended that the Price Proposal be opened and negotiations commence using other recommended firm’s Price Proposals and the Engineer’s Estimate in the amount of $8,458,000, as a guide. Price Proposals were opened on June 20, 2012.
Below are the Technical Proposal rankings, proposed hours and fees of these firms, along with the Engineer’s estimate of hours.

<table>
<thead>
<tr>
<th>Rank</th>
<th>Firm</th>
<th>Hours</th>
<th>Original Price Proposal</th>
<th>Negotiated</th>
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<tbody>
<tr>
<td></td>
<td>Engineer’s Estimate</td>
<td>64,350</td>
<td>$8,458,000.00</td>
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<tr>
<td>1</td>
<td>HNTB Corporation</td>
<td>68,800</td>
<td>$7,684,590.00</td>
<td>69,514, $7,684,590.00</td>
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<td>2</td>
<td>Jacobs Engineering</td>
<td>69,814</td>
<td>$8,968,844.00</td>
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<td>3</td>
<td>Michael Baker, Jr. Inc.</td>
<td>56,354</td>
<td>$7,960,000.00</td>
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<td>3</td>
<td>Gannett Fleming Transit &amp; Rail Systems</td>
<td>53,512</td>
<td>$7,955,865.00</td>
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<td>5</td>
<td>Systra Consulting, Inc.</td>
<td>81,124</td>
<td>$9,752,910.00</td>
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<td>6</td>
<td>Urban Engineers, Inc.</td>
<td>59,692</td>
<td>$6,867,500.00</td>
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The Price Proposal from the highest technically ranked firm, HNTB Corporation, dated April 27, 2012 was reviewed by Engineering Department staff. It was observed to be 9.1% lower than the Engineer’s Estimate due to overhead rates. Engineering staff negotiated price to include additional shop drawing reviews and RFI responses that were not included in the original proposal. HNTB Corporation reduced the overhead cost of subconsultants, direct expenses and relocated manhours from a Senior Track Inspector to a Senior Structural Inspector. This resulted in reducing the cost by $212,368 which allowed the change in scope. Based on the Review Committee’s findings the Price Proposal of HNTB Corporation has been determined to be fair and reasonable and therefore the committee recommends that an Engineering Services Agreement be issued to the highest technically ranked firm, HNTB Corporation.

Based on a review of the Review Committee’s evaluation and supporting documentation, I concur with the recommendation to engage HNTB Corporation of Philadelphia, PA, in the amount of $7,684,590.00 for this Agreement.

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