

**DATE: 03/16/2023**

## CONTRACT SOLICITATION NOTICE/PROJECT OVERVIEW

**MTA-C&D IS NOW ADVERTISING FOR THE FOLLOWING:**

**SSE EVENT#: 0000430425**

**OPENING/DUE DATE: 05/18/2023**

**TYPE OF SOLICITATION: RFP**

**DOCUMENT AVAILABILITY DATE: 03/16/2023**

**SOLICITATION TITLE: TN87-C/TN-PT Design-Build Services for Tower Fender Protection and Tower Painting at the Throgs Neck Bridge**

**DESCRIPTION:** The Metropolitan Transportation Authority (“MTA”) and Triborough Bridge and Tunnel Authority (TBTA), acting by and through the MTA Construction and Development Company (“MTA C&D”), will be issuing a two-step Request for Proposals (“RFP”), to identify and engage a qualified Design-Builder for tower fender protection and tower painting at the TNB. The requirements of this Design-Build project include, but are not limited to, the following: a. Removal of existing steel truss / timber fender at Bronx Tower and installation of new concrete fender supported on the existing caisson and on new piles and braced back to tower pedestals and struts. b. Removal of existing steel truss / timber fender at Queens Tower and installation of new concrete fender supported on the existing caisson and on new piles and braced back to tower pedestals and struts. c. Installation of new fireboat mooring platforms, fitted for the requirements of FDNY fireboats and installation of standpipe supports at Bronx and Queens towers. d. Installation of new dry fire standpipe systems meeting FDNY requirements at Bronx and Queens towers, including pipe supports anchored to existing tower foundations and to existing steel towers e. Installation of new security fencing surrounding tower bases and other ancillary items positioned along trajectories of standpipes. f. Furnishing and installing LED navigation lighting on new fendering systems, and spans conforming to all U.S. Coast Guard requirements g. Power washing, waterproofing and completing concrete repairs at Bronx and Queens Tower’s concrete pedestals and struts including all existing fender anchorage locations. h. Installation of electronic security and video monitoring systems required to expand the existing TNB surveillance system to support surveillance of the fender areas. i. Rehabilitation of the tower elevators with replacement of the electrical and mechanical components, including cars and traction system. j. Abrasive blast cleaning and painting of the tower interiors. k. Overcoat painting of the tower exteriors, and the main cables, suspender ropes and eye bars. l. Replacement of tower interior lighting fixtures, receptacles, switches and wiring. m. Replacement of decorative floodlights at roadway level with LED floodlights. n. Select replacement of seven (7) suspender ropes consisting of the removal and disposal of existing suspender assemblies and appurtenances and replacement with new suspender assemblies and appurtenances including fabricating, furnishing and installation of new suspender ropes, jacks and accessories as required. o. Main cable inspection at eleven (11) select locations including removing and disposing of wrapping wires, cleaning and wedging the unwrapped main cable interior wires, providing access for inspection, removal and disposal of damaged or corroded individual cable wires, replacing with new wires and furnishing and installing new wrapping wires.

Funding:100% MTA      Goals: TBD      Est \$ Range: Over \$100M      Contract Term: 39 Months

**\*\*\*PLEASE SEE THE ATTACHED PROJECT OVERVIEW FOR ADDITIONAL INFORMATION\*\*\***

<b>(X) PRE-BID CONFERENCE LOCATION:</b> Virtual via Microsoft Teams- Please contact <a href="mailto:david.hanley@mtacd.org">david.hanley@mtacd.org</a> to register	<b>DATE:</b> 04/20/2023	<b>TIME:</b> 10:00AM
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<b>( X ) SITE TOUR LOCATION:</b>	<b>DATE:</b>	<b>TIME:</b>
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**FOR MORE INFORMATION, PLEASE CONTACT:**

**PROCUREMENT REPRESENTATIVE:** David Hanley      **EMAIL:** david.hanley@mtacd.org

**REQUIREMENTS TO PARTICIPATE**

**SYSTEM FOR AWARD MANAGEMENT (SAM): VENDORS ARE REQUIRED TO REGISTER WITH SAM, A FEDERAL VENDOR DATABASE USED TO VALIDATE VEDNDOR INFORMATION, BEFORE REQUESTING BID DOCUMENTS. YOU CAN VISIT THEIR WEBSITE AT [www.sam.gov](http://www.sam.gov) TO REGISTER. A DUNS NUMBER IS REQUIRED FOR REGISTRATION.**

**\*\*\*\*\*WE CANNOT PROCESS DOCUMENT REQUESTS WITHOUT A MTA BIDDER/SUPPLIER NUMBER. PLEASE ACCESS THE MTA VENDOR PORTAL, [WWW.MYMTA.INFO](http://WWW.MYMTA.INFO), TO REGISTER AS A BIDDER\*\*\*\*\***

**Contract No. TN-87C/TN-PT**  
**Design-Build Services for Tower Fender Protection and Tower Painting at the**  
**Throgs Neck Bridge (TNB)**

**Project Overview**

**1. Introduction**

The Metropolitan Transportation Authority (“MTA”) and Triborough Bridge and Tunnel Authority (TBTA), acting by and through the MTA Construction and Development Company (“MTA C&D”), will be issuing a two-step Request for Proposals (“RFP”), to identify and engage a qualified Design-Builder for tower fender protection and tower painting at the TNB.

**2. Contracting Methodology**

The Design-Build Contract will be awarded as a fixed lump sum price contract to the proposer that submits the proposal that MTA C&D determines, in its sole discretion, to offer the best value based on an evaluation of qualitative factors, as well as cost and schedule, following the two-step solicitation process. This method of procurement is intended to encourage development of innovative designs, planning and logistics while also optimizing schedule and the sharing of risks related to the work.

**3. Work Elements**

The Work under Contract TN-87C/TN-PT is for Design-Build Services for tower fender protection and tower painting at the TNB.

**4. Background Information**

The TNB carries Interstate 295, connecting the boroughs of the Bronx and Queens of New York City. The facility, built to alleviate traffic on the nearby Bronx-Whitestone Bridge (BWB), was completed and opened to the public in 1961. Both the Throgs Neck and Bronx-Whitestone Bridges cross the East River. TNB is located at the meeting point of the East River and the Long Island Sound and is in the vicinity of the Locust Point and Throgs Neck residential communities, as well as the SUNY Maritime College at Fort Schuyler on the Bronx side. Its Queens side neighbors are the Beechhurst and Bayside residential communities, Little Bay Park, and historic Fort Totten.

The TNB provides connections to and from the Hutchinson River Parkway, Cross Bronx and Bruckner Expressways, and the New England Thruway on the Bronx side and the Cross Island Parkway on the Queens side. TNB also provides access to and from the Clearview Expressway. It has a 1,800 foot main suspended span situated between two side spans, which are 555 feet long each. The suspended spans are between the Bronx and Queens Approach Viaducts, which are 4,712 feet and 3,217 feet long, respectively. The total bridge length is approximately 11,000 feet. The bridge towers are steel on concrete pedestals and are situated in deep water adjacent to a navigational channel. The Queens Anchorage is similarly located in deep water. The Bronx Anchorage is located partially onshore and is accessible by land. The main suspended span has a horizontal navigational clearance of 1,711 feet and a vertical clearance of 138 feet at mean high water (MHW).

**5. Project Scope/Description**

The requirements of this Design-Build project include, but are not limited to, the following:

- a. Removal of existing steel truss / timber fender at Bronx Tower and installation of new concrete fender supported on the existing caisson and on new piles and braced back to tower pedestals and struts.
- b. Removal of existing steel truss / timber fender at Queens Tower and installation of new concrete fender supported on the existing caisson and on new piles and braced back to tower pedestals and struts.
- c. Installation of new fireboat mooring platforms, fitted for the requirements of FDNY fireboats and installation of standpipe supports at Bronx and Queens towers.
- d. Installation of new dry fire standpipe systems meeting FDNY requirements at Bronx and Queens towers, including pipe supports anchored to existing tower foundations and to existing steel towers.

**Contract No. TN-87C/TN-PT**  
**Design-Build Services for Tower Fender Protection and Tower Painting at the**  
**Throgs Neck Bridge (TNB)**

**Project Overview**

- e. Installation of new security fencing surrounding tower bases and other ancillary items positioned along trajectories of standpipes.
- f. Furnishing and installing LED navigation lighting on new fendering systems, and spans conforming to all U.S. Coast Guard requirements.
- g. Power washing, waterproofing and completing concrete repairs at Bronx and Queens Tower's concrete pedestals and struts including all existing fender anchorage locations.
- h. Installation of electronic security and video monitoring systems required to expand the existing TNB surveillance system to support surveillance of the fender areas.
- i. Rehabilitation of the tower elevators with replacement of the electrical and mechanical components, including cars and traction system.
- j. Abrasive blast cleaning and painting of the tower interiors.
- k. Overcoat painting of the tower exteriors, and the main cables, suspender ropes and eye bars.
- l. Replacement of tower interior lighting fixtures, receptacles, switches and wiring.
- m. Replacement of decorative floodlights at roadway level with LED floodlights.
- n. Select replacement of seven (7) suspender ropes consisting of the removal and disposal of existing suspender assemblies and appurtenances and replacement with new suspender assemblies and appurtenances including fabricating, furnishing and installation of new suspender ropes, jacks and accessories as required.
- o. Main cable inspection at eleven (11) select locations including removing and disposing of wrapping wires, cleaning and wedging the unwrapped main cable interior wires, providing access for inspection, removal and disposal of damaged or corroded individual cable wires, replacing with new wires and furnishing and installing new wrapping wires.

**6. Procurement Process**

The procurement process will consist of two steps: (i) the Request for Qualifications; and (ii) the Request for Proposals as described in further detail below.

- A. Pursuant to the Request for Qualifications ("RFQ"), MTA C&D will invite entities or groups of entities ("Respondents") interested in competing to perform the Work to submit Statements of Qualifications ("SOQ") that detail, among other things, their qualifications and preparedness to formally submit proposals for the Contracts.
- B. MTA C&D will evaluate all SOQs received in accordance with evaluation criteria set out in the RFQ. Based on the results of the evaluation, and at its discretion, MTA C&D then expects to select Respondents (the "Shortlisted Respondents") with the capability, capacity, and experience necessary to undertake and successfully complete the Work as design-builders, to participate in the second step of the process, the Request for Proposals ("RFP").
- C. The second step in the procurement process will involve inviting Shortlisted Respondents to respond to the RFP. Through the evaluation of the proposals submitted in response to the RFP, MTA C&D intends to ultimately select the Shortlisted Respondent(s) whose proposal(s), in MTA C&D's discretion, represents the best value to MTA C&D based on an evaluation of pricing and qualitative factors. While price will be a factor in the evaluation, design, technical approach and other qualitative factors will also be considered in

**Contract No. TN-87C/TN-PT**  
**Design-Build Services for Tower Fender Protection and Tower Painting at the**  
**Throgs Neck Bridge (TNB)**

**Project Overview**

determining best value. In particular, schedule will be a substantive determining element in awarding the Contract.

- D. The purpose of the RFP will be to allow MTA C&D to select the design-builder. The RFP will provide specific instructions on what to submit, the evaluation factors, the objectives and requirements for evaluation and the evaluation rating guidelines for the RFP step of the procurement.
- E. During Step 2, MTA C&D may offer a stipend to Shortlisted Respondents that submit proposals responsive to the RFP requirements but are not awarded a contract.
- F. MTA C&D will only consider questions submitted in writing by Proposers regarding this request for SOQs, including requests for clarification and requests to correct errors. Any questions must be submitted via email to the Procurement Representative identified in Page 1 of Contract Solicitation Notice.
- G. CONFLICT OF INTEREST / UNFAIR ADVANTAGE (COI/UA): MTA C&D will rely on the firms to self-identify and notify MTA C&D of a potential conflict of interest or unfair advantage. In general, firms that performed design-related work for a project, including preparation of an RFP, may not be allowed to compete as part of the design-build team for the same project. MTA C&D may make exceptions on a case-by-case basis. If uncertain about whether a conflict or unfair advantage exists, firms should request a determination from MTA C&D, prior to submittal of their SOQ, via email to the Procurement Representative identified in Page 1 of Contract Solicitation Notice.

**7. RFQ Availability**

The RFQ documents will be made available to all prospective Respondents on or about March 15, 2023. In order to obtain the RFQ documents, prospective Respondents need to complete and submit the Contract Document Order Form to [SolicitationDocs@mtacd.org](mailto:SolicitationDocs@mtacd.org). After the order form is processed, prospective Respondents will be notified and instructed to log in the MTA Vendor Portal, [www.mymta.info](http://www.mymta.info), and follow the steps outlined in the attached Vendor Guide to Downloading Event Attachment.

**IMPORTANT:**

- 1) Vendors' contact information must be updated in the Supplier Portal in order to receive notifications regarding this solicitation.
- 2) New Vendors must register first, in order to log in the MTA Vendor Portal (in the steps below, after selecting Vendor Sign-in & Registration, select New Bidder Registration and follow the onscreen instructions).

**8. Evaluation of SOQs**

As will be described in more detail in the RFQ and as summarized above, SOQs will be evaluated to establish a shortlist of qualified Respondents to ensure adequate competition. MTA C&D will evaluate the ability of the Design-Builder to manage, design, construct and control the Project to provide a safe project and a quality outcome on or ahead of schedule for a reasonable price within the MTA C&D's project budget and select the proposal that will be most advantageous to the MTA C&D.

SOQ Evaluation factors (listed below in no particular order) shall include but not be limited to:

- i. Organization and Key Personnel
- ii. Past performance of the Proposed Team/Firms
- iii. Record of combined performance together as a Team on Design-Build projects

**9. Experience and Performance of Respondent Teams**

- A. During the RFQ process, MTA C&D will identify Respondents that include Design-Build team with:

**Contract No. TN-87C/TN-PT**  
**Design-Build Services for Tower Fender Protection and Tower Painting at the**  
**Throgs Neck Bridge (TNB)**

**Project Overview**

- i. experience in successfully managing, designing and constructing projects of similar size, type and complexity as described in this document;
  - ii. a record of completing contracts on time and within budget;
  - iii. technical and management experience and expertise to plan, organize and execute the design and construction and assure the quality and safety of the Work; and
  - iv. qualified key personnel with experience managing and performing work on bridge rehabilitation, including without limitation, project managers, construction managers, design consultants, safety managers and schedulers.
- B. The background and experience for the Design-Build teams are expected to be as follows:
- i. relevant experience of successfully performing work as a prime or general contractor or Designer for the design and construction of projects of the size, type and complexity as reflected in the scope of Work and anticipated for the Project;
  - ii. relevant experience of performing work as the prime or general contractor or as Designer on bridge rehabilitation projects for the design, construction, and repair of bridge facilities and marine construction;
  - iii. sufficient organizational structure, management resources, equipment and labor, including an appropriate construction/design management team to be assigned to the Design-Build Contract, and the ability to assure MTA C&D that the Design-Build Contract will be properly coordinated and managed and will be completed on schedule;
  - iv. painting work shall only be performed by firms possessing current SSPC QP-1 & QP-2 certifications;
  - v. elevator installation/rehabilitation experience;
  - vi. electrical construction experience; and
  - vii. main cable rehabilitation experience.

**10. General Limitations on Respondent Team Membership**

- A. Subject to the Limitations on Exclusivity set forth in Section 11 below as it applies to Lead Designers, and in addition to any other restriction or qualification on Respondent team membership and on the inclusion of Major Participants and Key Personnel (as defined in the RFQ) set forth in the RFQ:
- i. no Major Participant may participate on more than one Respondent team;
  - ii. no Affiliate of any Major Participant may participate on another Respondent's team;
  - iii. Affiliated entities may not be on separate Respondent teams;
  - iv. no individuals serving a Key Personnel role on one Respondent team may serve any role on another Respondent team; and
  - v. no firm that employs one or more of the individuals named as Key Personnel on one Respondent team may serve any role on another Respondent team.
- B. Once the list of Shortlisted Respondents is made public, the members of an unsuccessful Respondent team that was not shortlisted (including Major Participants thereof) will not be prohibited from participating as a team member of a Shortlisted Respondent solely on the basis of having been a member of an unsuccessful Respondent team.

**11. Proposed Engagements with Duplicate Major Participants**

- 1. Each Respondent may only identify and propose a single entity for each category of Major Participant in its SOQ, for which purposes a Joint Venture will be considered to be a single entity.

**Contract No. TN-87C/TN-PT**  
**Design-Build Services for Tower Fender Protection and Tower Painting at the**  
**Throgs Neck Bridge (TNB)**

**Project Overview**

2. Notwithstanding the foregoing restriction, a Respondent may include in its SOQ two (2) proposed Designers as alternatives, subject to the restrictions set forth in Section 12.B below.

**12. Limitations on Exclusivity**

- A. Lead Designers or their Affiliates that are also providing design services may participate on more than one Respondent team, including as Major Participants, provided that any engagement of such an entity by two or more Respondent teams, including the engagement of such entities' personnel as Key Personnel, will be subject to (i) the disclosure to all relevant Respondent teams that such entities and personnel are engaged by another Respondent team; (ii) the institution of Information Barriers acceptable to MTA C&D; and (iii) the prohibition on any such entities and their personnel from sharing information (or being asked by a Respondent team to share information) regarding this procurement and Contract between or among Respondent teams. In furtherance of this allowance, Respondents may not engage any Designer on an exclusive basis.
- B. Respondents may not engage any Lead Designer, or any of its Affiliates that also provides design services, on an exclusive basis.
- C. Notwithstanding the foregoing, in no event may any individual employed by a Lead Designer or Affiliate hold a role, including as Key Personnel, on more than one Respondent team during the RFP process.