



DATE: 08/1/2025

CONTRACT SOLICITATION NOTICE/PROJECT OVERVIEW

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

SSE EVENT: 0000517781

OPENING/DUE DATE: 08/29/2025

TYPE OF SOLICITATION: RFP

DOCUMENT AVAILABILITY DATE: 08/1/2025

SOLICITATION TITLE: Design-Build Services for Replacement of East End Bridges.

DESCRIPTION: The Metropolitan Transportation Authority ("MTA"), by and through the MTA Construction and Development Company ("MTA C&D"), will be issuing a two-step Request for Proposals ("RFP"), in order to identify and engage a qualified Design-Builder to provide design-build services under Contract 3532 - replacement of East End Bridges (the "Contract"). Respondents that are selected in the first step of the solicitation, the Request for Qualification ("RFQ") process, will be eligible to participate in the upcoming second step, the Request for Proposal ("RFP") process. MTA C&D intends to award a design-build contract at the conclusion of the RFP process.

It is anticipated that the Contract will not be Federally funded.

There will be an informational meeting for this procurement to be held on a date, time, and location specified in the RFQ. See Paragraph 5 below for information on how to obtain the RFQ documents.

Funding: 100% MTA Goals: **MBE: 15%** **WBE Goal: 15%** **SDVOB: 6%**

Est \$ Range: \$50M - \$100M

Contract Term: No Greater than 780 Calendar Days

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

(X) PRE-BID CONFERENCE LOCATION:

DATE: August 8, 2025

TIME: 10:00 AM

Virtual via Microsoft Teams- Please contact the assigned procurement representative at christopher.james2@mtacd.org to register.

() SITE TOUR LOCATION:

DATE:

TIME:

FOR MORE INFORMATION, PLEASE CONTACT:

PROCUREMENT REPRESENTATIVE: Christopher James

EMAIL: christopher.james2@mtacd.org

REQUIREMENTS TO PARTICIPATE

SYSTEM FOR AWARD MANAGEMENT (SAM): VENDORS ARE REQUIRED TO REGISTER WITH SAM, A FEDERAL VENDOR DATABASE USED TO VALIDATE VENDOR INFORMATION, BEFORE REQUESTING BID DOCUMENTS. YOU CAN VISIT THEIR WEBSITE AT 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/VENDOR, TO REGISTER AS A BIDDER*****

**Contract No. 6532
Project Overview**

1. Introduction to the Project

Contract 6532 will replace three existing roadway bridges over the Long Island Rail Road (LIRR) Montauk Branch in the towns of East Hampton and Southampton, NY. These bridges are located on River Avenue, Sagg Road, and Cranberry Hole Road.

2. Contracting Methodology

Following the two-step solicitation process described in Section 1.3 of the RFQ, the Design-Build Contract will be awarded as a lump sum price design-build contract with certain components of the Work to be paid on a fixed unit price to the Shortlisted Respondent, in its capacity as a Proposer under the RFP, 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, including cost and schedule, following the two-step solicitation process described in Section 1.3 of the RFQ. Contracting on a design-build basis is intended to encourage development of innovative designs, planning, and logistics while also optimizing the sharing of risk related to the Work.

3. Project Scope/Description

The scope of this project is to replace three existing roadway bridges over the Long Island Rail Road (LIRR) Montauk Branch in the towns of East Hampton and Southampton, NY. Basic bridge identification data is shown in the table below.

Bridge	Milepost	LIRR Structure No.	Hamlet	Town
River Avenue	Montauk Branch 69.7	39-B-697	Eastport	Southampton
Sagg Road	Montauk Branch 95.5	40-B-955	Bridgehampton Sagaponack	Southampton
Cranberry Hole Road	Montauk Branch 104.7	46-B-047	Amagansett	East Hampton

The River Avenue Bridge crosses LIRR right-of-way and single railroad track and is located in the hamlet of Eastport within the Town of Southampton, Suffolk County, New York. River Avenue is a two-lane urban local roadway carrying vehicular traffic and pedestrian sidewalk in the northeast and southwest directions connecting Montauk Highway to South Bay Ave. The bridge was built in 1907 and is comprised of a three-span steel girder-floor beam stringer system with a timber deck. The total span length is approximately 85 feet and is supported by concrete abutments and steel column bents. As part of a previous rehabilitation effort, an additional timber column bent with a timber cap beam was installed to support the structure. The track below is on a tangent along a 0% grade with a timetable speed of 65 mph (FRA Class 4). The branch is a single track in this location within non-electrified territory. The bridge and approach roadways do not meet NYSDOT standard design criteria and are currently closed indefinitely due to structural deficiencies.

The Sagg Road Bridge crosses LIRR right-of-way and single railroad track and is located on the border of the village of Sagaponack and the hamlet of Bridgehampton within the town of Southampton, Suffolk County, New York. Sagg Road is a two-lane urban minor arterial roadway carrying vehicular traffic in north and south direction connecting Montauk Highway and Sag Harbor. The bridge was built in 1921 and is comprised of a seven-span timber structure with a timber deck. The total span length is approximately 71'-6" and is supported by timber abutments with steel piles/cap beams and a combination of timber and steel column bents. The track below is on a tangent along a 0% grade with a timetable speed of 65 mph (FRA

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Class 4). The branch is a single track in this location within non-electrified territory. The bridge and approach roadways do not meet NYSDOT standard design criteria and are currently posted for restricted load of five tons.

The Cranberry Hole Road Bridge crosses the LIRR right-of-way and single railroad track and is located in the hamlet of Amagansett in the town of East Hampton, Suffolk County, New York. Cranberry Hole Road is a two-lane urban major collector carrying vehicular traffic in northeast and southwest directions connecting Montauk Highway to Napeague Bay and the Napeague community. The bridge was built in 1895 and is comprised of a five-span steel girder-floorbeam-stringer system with a timber deck. The total span length is approximately 131 feet and is supported by concrete abutments and timber column bents. The track below is in a 1.05-degree horizontal curve along a 0.6% grade with a timetable speed of 65 mph (FRA Class 4). The branch is a single track in this location with non-electrified territory. The bridge and approach roadways do not meet NYSDOT standard design criteria and are currently closed indefinitely due to structural deficiencies.

The Project will design and construct replacement overhead bridge structures with acceptable lane, shoulder, and vertical clearance. The bridges will be designed per AASHTO LRFD Bridge Design Specifications, resulting in an expected Service Life of 75 years.

Below is a brief description of the major scope items:

- Demolition – Dismantling and disposal of existing River Avenue Bridge, Sagg Road Bridge, and Cranberry Hole Road Bridge.
- Bridge Design and Construction – Design and construction of new River Avenue Bridge, Sagg Road Bridge, and Cranberry Hole Road Bridge
- Retaining Walls – Construction of new retaining walls on roadway approaches.
- Roadway Work – Milling, paving, curb, and sidewalk work on roadway approaches.
- Drainage Improvements – Installation of new drainage system and leaching basins.

The following are more detailed descriptions of the major scope items:

- Demolition – Demolition will include complete removal of all above ground components of the existing structures. The below ground components will also be removed to a minimum of four feet below existing grade. Based on the Hazardous Materials Investigation, it should be assumed that all painted surfaces contain a detectable amount of lead. All disturbances of LCP must be conducted in accordance with the OSHA Lead in Construction Standard (29 CFR 1926.62) and disposed of in accordance with applicable federal, state, and local regulations.
- Bridge Construction – The Contract includes design and construction of three new bridge structures carrying River Avenue, Sagg Road, and Cranberry Hole Road over the Long Island Rail Road. Structure types and designs will meet all NYSDOT requirements including HL-93 Live Load in accordance with the AASHTO LRFD Bridge Design Specifications.
- Retaining Walls – Walls will be designed and constructed at the roadway approaches to accommodate the roadway profile changes and the transition to standard lane, shoulder, and sidewalk widths at the proposed bridge. Wall types and designs will meet all NYSDOT design requirements.
- Roadway Work - This scope includes all roadway work at the bridge approaches to accommodate the revised roadway profile, wider roadway, shoulders, and sidewalks at the proposed bridge. The Work shall include milling and paving, curb and gutter construction, and sidewalk construction.
- Drainage Improvements – This Contract includes design and construction of a drainage system at each bridge location. The current preliminary concept intercepts surface runoff from the new bridge and approaches into new leaching basins at the ends of the bridge approaches.

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All new elements in the project scope shall be designed and constructed to applicable design codes and standards. These elements include, but are not limited to:

- AREMA Manual for Railway Engineering, 2024 Edition
- AASHTO LRFD Bridge Design Specifications
- NYDSOT Bridge Manual
- NYSDOT Steel Construction Manual
- LIRR Structures Reference Design Criteria
- AASHTO Roadside Design Guide

4. Procurement Process

- a) The procurement process for Contract 6532 consists of two steps: (i) the Request for Qualifications and (ii) the Request for Proposals, as described in further detail below:
- i) This Step 1, the RFQ, invites interested teams (each, a “Respondent”) to submit SOQs that detail, among other things, their qualifications, capability, capacity, and experience to perform the Work.
 - ii) MTA C&D will evaluate all SOQs received in accordance with the criteria set out in this RFQ. Based on its evaluation, MTA C&D will select up to four (4) Respondents (the “Shortlisted Respondents”) that it has deemed, in its sole discretion, to possess the capability, capacity, and experience necessary to undertake and successfully complete the Work. Only the Shortlisted Respondents will be eligible to participate in the second step of the procurement process, the RFP.
 - iii) In Step 2, MTA C&D will issue the RFP to invite the Shortlisted Respondents as proposers (“Proposers”) to submit Proposals. MTA C&D will evaluate each Proposal received in accordance with the RFP requirements and select the Proposal that, in MTA C&D’s sole discretion, represents the best value to MTA C&D. While price will be a factor in the evaluation, design, technical approach, and other qualitative factors will also be considered. Schedule will be a major determinative element in awarding the Contract.
 - iv) The RFP will provide specific instructions on the submission requirements and the evaluation factors for the Proposals.
 - v) Prior to issuing the RFP, MTA C&D may, in its discretion, issue a draft of the RFP to the Shortlisted Respondents to solicit feedback. MTA C&D reserves the right to conduct one-on-one discussions with each Shortlisted Respondent to obtain such feedback.
 - vi) During Step 2, the Shortlisted Respondents may be given the opportunity to attend a Site Tour at the location(s) where the Work will be performed. Where track access is necessary, all attendees will be required to have LIRR Roadway Worker Protection (“RWP”) and possess a valid course completion card. The Shortlisted Respondents are responsible for ensuring that their designated attendees have current LIRR RWP Certifications including, where necessary, scheduling attendance at track training classes sufficiently in advance of the Site Tour to ensure certification.
 - vii) During Step 2, MTA C&D will offer a stipend to Shortlisted Respondents that submit Proposals that are responsive to the RFP requirements but are not awarded the Contract.
- b) All SOQs shall be submitted electronically to MTA C&D by the SOQ Due Date set forth in the RFQ in accordance with the instructions for electronic submittals set forth in the RFQ.

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5. RFQ Availability

The RFQ documents will be made available to all prospective Respondents on or about August 1, 2025. In order to obtain the RFQ documents, prospective Respondents need to complete and submit the Contract Document Order Form to 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, and download the RFQ documents.

IMPORTANT:

Vendors' contact information must be updated in the Supplier Portal in order to receive notifications regarding this solicitation.

New Vendors must first complete the registration process in order to obtain the RFQ documents. To register log in the MTA Vendor Portal, www.mymta.info, selecting Vendor Sign-in & Registration, select New Bidder Registration and then follow the on-screen instructions.

6. Evaluation of SOQs

As described in more detail in the RFQ, SOQs will be evaluated to establish a shortlist of qualified Respondents. Each Respondent's SOQ will be evaluated on a pass/fail basis for compliance with the SOQ submittal requirements, including:

a) Threshold Evaluation Criteria

- i) **Completeness**: The SOQ conforms to the RFQ requirements and includes all materials required by the RFQ.
- ii) **Timeliness**: The SOQ was submitted on or before the SOQ Due Date and time.
- iii) **Capacity**: The Respondent has presented evidence that its organization has the legal capacity to enter into and perform the Contract, to design and build the Contract and to comply with New York licensing requirements.
- iv) **Responsibility**: Neither the Respondent nor any Major Participant is currently disqualified, removed, debarred, or suspended from performing or bidding on work for the United States government, any state or territory of the United States, or any New York local government; and demonstrates responsibility based on any publicly available reports and filings, reference checks as applicable, and company or court records or other internal MTA documents that are available to MTA C&D.
- v) **Financial Capability**: Respondent has demonstrated financial strength sufficient to complete the Project and has provided a letter from an eligible Surety to satisfy the financial requirements set forth in the RFQ.

b) Substantive Evaluation Criteria.

- i) **Team, Key Personnel and Organization**: The demonstrated qualifications and experience of the proposed Key Personnel, the experience of the proposed management team, including the ability to manage all aspects of the Design-Build Contract and successfully integrate the various Major Participants; and organizational capacity to ensure sufficient staffing to perform the design and

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construction work. Additionally, the Respondent will be evaluated on the benefits of any value-added positions and the strength of the individuals proposed for those positions.

- ii) **Project Approach**: The extent to which a Respondent demonstrates an understanding of, and approach to, the development, design, and construction of the Contract including unique issues, specific risks, and any challenges associated with the Contract.
- iii) **Prior Design-Build Experience**: The extent and depth of each Major Participant's experience with comparable projects.
- iv) **Past Performance**: Demonstrated record of performance of all Major Participants including: quality of work product; good standing and adequate progression of work; claims history including number of claims submitted that were ultimately disallowed or significantly reduced, number of disputes submitted to formal dispute resolution and disposition of such actions, claims brought against the firm under the False Claims Act; record of terminations for cause and defaults; disciplinary action, including suspension; safety record; client references; and awards, citations and commendations.
- v) **Diversity Compliance**: Respondent's record of successful MWBE, DBE, or SDVOB usage on past and current projects, and organizational commitment as demonstrated by policies, internal structures, and practices.

7. Experience and Performance of Respondent Teams

- a) During the RFQ process, MTA C&D will identify Respondent Teams comprised of the best design and construction firms available with demonstrated experience, expertise, capacity, and record of producing quality work on projects similar in nature to the Project.
 - i) To identify Respondents that include a Lead Contractor and Designer with:
 - A. experience, individually and collectively, in successfully managing, designing and constructing projects of the size, type and complexity as reflected in the scope of Work and anticipated for the Project;
 - B. technical and management experience and expertise to plan, organize and execute the design and construction and assure the quality and safety of the Work;
 - C. organizational capacity to perform the Work; and
 - D. qualified Key Personnel and Value-Added Personnel identified in the RFQ with experience managing and performing work in active rail and transit station environments, including without limitation, project managers, construction managers, design consultants, safety managers, quality managers and schedulers.

8. General Limitations on Respondent Team Membership

- a) Subject to the Limitations on Exclusivity set forth in the RFQ, and in addition to any other restriction or qualification on Respondent team membership and on the inclusion of Major Participants and Key Personnel:
 - i) no Major Participant, including its affiliates, may participate on more than one (1) Respondent team;
 - ii) non-Major Participant Subcontractors and their Affiliates may participate on more than one (1) respondent team, subject to compliance with the RFQ;
 - iii) 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; and

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- iv) no individuals serving a Key Personnel role on one (1) Respondent team may serve any role on another Respondent team.
- b) Respondents and Major Participants that are not selected as a Shortlisted Respondent are not restricted under the RFQ from participation solely on the basis of having been a member of such unsuccessful Respondent team. Following the public announcement identifying the Shortlisted Respondents, members of each unsuccessful Respondent team (including Major Participants) may seek to join the team of a Shortlisted Respondents, subject to the restrictions set forth herein.

9. Proposed Engagements with Duplicate Major Participants

- a) Each Respondent shall identify and propose a single entity for each Major Participant in its SOQ, for which purposes a Joint Venture will be considered to be a single entity.

10. Limitations on Exclusivity

- a) Non-Major Participants, Subcontractors, and other Persons which are not prohibited from participating on more than one (1) Respondent team under Section 6.2, may participate on more than one (1) Respondent team subject to compliance with the following requirements in order to protect the integrity of the procurement process:
 - i) Respondents may not team with or engage an entity if such teaming is conditioned on that entity or its Affiliates being on a Respondent's team on an exclusive basis.
 - ii) Any otherwise permitted engagement of a Person by two (2) or more Respondent teams shall 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 of any such entity and their personnel sharing information (or being asked by a Respondent team to share information) regarding the procurement and the Design-Build Contract between or among Respondent teams.
- b) If a Respondent elects to non-exclusively engage two (2) Designers for its SOQ, MTA C&D will treat such Designers as a Joint Venture in accordance with Section 10.2 of the RFQ. However, if MTA C&D determines that such arrangement does not represent a true Joint Venture and is not in the best interests of the RFQ and/or performance of the Work, MTA C&D may, in its discretion, require the Respondent to:
 - i) demonstrate that such arrangement reflects a true Joint Venture arrangement appropriate for the Contract; and/or
 - ii) finalize the engagement of one (1) but not both Designers with the revised engagement documented as an Organizational Change either under the terms of this RFQ or the equivalent terms of the RFP. In addition, Shortlisted Respondents and Proposers will be entitled, at their own initiative, to finalize the engagement of one (1) Designer, but not both Designers with the revised engagement documented as an Organizational Change either under the terms of this RFQ or the equivalent terms of the RFP.