

**DATE: 9/23//2021**

## **CONTRACT SOLICITATION NOTICE/PROJECT OVERVIEW**

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

**SSE EVENT#:** 0000367458

**OPENING/DUE DATE:** 10/29/21

**TYPE OF SOLICITATION:** RFP

**DOCUMENT AVAILABILITY DATE:** 9/28/21

### **SOLICITATION TITLE: 6378 Design Build Services for Babylon Interlocking Signal System**

**DESCRIPTION:** MTA Construction & Development Company ("MTA C&D") is seeking proposals for a contractor to provide design build services for the Long Island Rail Road's Babylon Interlocking Signal System. Babylon Interlocking is located on the Long Island Rail Road's ("LIRR") Montauk Branch and is comprised of five locations (Babylon 1 -5). The majority of the existing Babylon Interlocking signal system components were installed in the 1960s and have reached or exceeded their useful life. The cost of signal maintenance continues to increase and train service disruptions due to signal equipment failures are a regular occurrence. The Project will replace and upgrade the aging signal equipment in Babylon Interlocking, which will result in improved service reliability by reducing equipment failures and thereby support LIRR's on-time performance and safety goals. The Design-Builder shall be responsible for all aspects of design, engineering, scheduling, coordination, construction, and timely completion of the Project. The Work includes, without limitation, (i) design, fabrication, simulation, testing and delivery of all switch machines, signals, cables, signal huts and cases; (ii) design, fabrication and installation of platforms upon which the Design-Builder will set all new signal huts; (iii) upgrades to the Higbie Lane highway-rail grade crossing; (iv) fabrication and installation of all troughing and other signal-related components; (v) simulation and testing of all pre-wired signal enclosures (e.g., CILs, Grade Crossing/master location houses, master location cases, transmitter cases, battery huts and cases) and related apparatus required to safely control and monitor the Babylon Interlocking in accordance with the Contract Documents to support the final Straight Lines and TSRs.

Funding: 100% FTA      DBE Goals: 22.5%      Est. \$ Range: \$10M – 50M      Contract Term: 45 Months

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

**(X) PRE-BID CONFERENCE LOCATION:**  
Webinar

**DATE:** 10/4/21

**TIME:** 1:00PM

**(X) SITE TOUR LOCATION(s):**  
98 Stowe Avenue, Babylon, NY 11702  
(Corner of Stowe Ave & Trolley Line Rd)

**DATE:** 10/5/21

**TIME:** 9:00AM

**FOR MORE INFORMATION, PLEASE CONTACT:**

**PROCUREMENT REPRESENTATIVE:** Andrea Martinez

**EMAIL:** andrea.martinez@mtacd.org

### **REQUIREMENTS TO PARTICIPATE**

**DATA UNIVERSAL NUMBERING SYSTEM (DUNS) NUMBER:** ALL VENDORS MUST HAVE A DUN & BRADSTREET DUNS NUMBER IF THEY WISHTO PARTICIPATE IN THIS PROCUREMENT. VENDORS WHO DO NOT HAVE A DUNS NUMBER CAN REGISTER ONLINE AT [WWW.MYDNC.COM](http://WWW.MYDNC.COM). TO OBTAIN ONE FREE OF CHARGE. YOU MUST STATE THAT THE NUMBER IS REQUIRED FOR SAM (SYSTEM FOR AWARD MANAGEMENT)

**SYSTEM FOR AWARD MANAGEMENT (SAM):** VENDORS ARE ALSO 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\*\*\*\*\***

**Request for Proposal  
Contract No. 6378  
Contract Overview**

**1. Introduction**

MTA Construction & Development Company (“MTA C&D”) is seeking proposals for a contractor to provide design build services for the Long Island Rail Road’s Babylon Interlocking Signal System.

Babylon Interlocking is located on the Long Island Rail Road’s (“LIRR”) Montauk Branch and is comprised of five locations (Babylon 1 -5). The majority of the existing Babylon Interlocking signal system components were installed in the 1960s and have reached or exceeded their useful life. The cost of signal maintenance continues to increase and train service disruptions due to signal equipment failures are a regular occurrence. The Project will replace and upgrade the aging signal equipment in Babylon Interlocking, which will result in improved service reliability by reducing equipment failures and thereby support LIRR’s on-time performance and safety goals.

The Design-Builder shall be responsible for all aspects of design, engineering, scheduling, coordination, construction, and timely completion of the Project. The Work includes, without limitation, (i) design, fabrication, simulation, testing and delivery of all switch machines, signals, cables, signal huts and cases; (ii) design, fabrication and installation of platforms upon which the Design-Builder will set all new signal huts; (iii) upgrades to the Higbie Lane highway-rail grade crossing; (iv) fabrication and installation of all troughing and other signal-related components; (v) simulation and testing of all pre-wired signal enclosures (e.g., CILs, Grade Crossing/master location houses, master location cases, transmitter cases, battery huts and cases) and related apparatus required to safely control and monitor the Babylon Interlocking in accordance with the Contract Documents to support the final Straight Lines and TSRs.

**2. Procurement Process**

The Contract will be a fixed price, lump sum design-build contract. Utilizing a design-build contract is intended to encourage development of innovative designs, planning and logistics while also optimizing the sharing of risks related to the work under the Contract.

The Contract will be procured by utilizing a one-step Request for Proposals (“RFP”) method. Through the evaluation of the Proposals submitted in response to the RFP, MTA C&D intends to ultimately select a Respondent whose Proposal, in MTA C&D’s sole 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, schedule, and other qualitative factors will also be considered in determining best value.

**3. Evaluation Criteria**

MTA C&D will first evaluate the written Technical Proposal by each Proposer (which are listed in order of importance):

- Technical Approach
- Demonstrated Ability to Meet Contract Schedule
- Proposer Qualifications and Experience
- Management Plan

After evaluating the Technical Proposals the MTA C&D will open the sealed Price Proposals and calculate an adjusted evaluation outcome to determine best value, factoring in both the Price Proposal and the results of the Technical Proposal evaluation.

Based on the results of the evaluation scoring, MTA C&D will then enter into negotiations with the highest rated firm or firms. Final selection will be made after negotiations have been concluded and award will be made to the Proposer whose Proposal offers the best value to the MTA.

#### **4. Proposer's Qualifications/Responsibility**

In order to qualify as a responsible bidder, a bidder must be prepared to prove to the satisfaction of the MTA that it has the integrity, skill, experience, facilities, financial resources and stability to successfully and faithfully perform the contract in accordance with the contract documents.

#### **5. Pre-Proposal Conference**

The Pre-Proposal Conference to be held on October 4, 2021 will be a virtual meeting. The Official Representative of all Plan Holders will receive an invitation e-mail with a link for their firm to join the video conference.

#### **6. Site Tour**

To participate in the October 5, 2021 Site Tour, you must contact the Procurement Representative, Andrea Martinez at [andrea.martinez@mtacd.org](mailto:andrea.martinez@mtacd.org) to make a reservation no later than September 30, 2021.

**All persons who plan to attend the site tour are required to bring with their own personal protective equipment. This includes a hard hat, heavy soled safety work shoes, safety glasses and an orange reflective safety vest. In addition, Attendees to the site tour are required to fully comply with the CDC and DOH COVID-19 Guidelines and must bring their own and wear acceptable face coverings at all times during the site tour. Acceptable face coverings for COVID-19 include but are not limited to cloth-based face coverings and disposable surgical masks that cover both the mouth and nose. Persons who come without the required personal protective equipment (including the acceptable face covering mentioned above) will not be allowed to participate in the tour.**