

DATE: 4/10/2024

CONTRACT SOLICITATION NOTICE/PROJECT OVERVIEW

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

SSE EVENT#: 0000468381

OPENING/DUE DATE: 5/14/2024

TYPE OF SOLICITATION: RFP

DOCUMENT AVAILABILITY DATE: 4/10/2024

SOLICITATION TITLE: VN-84B Design-Build Services for the Rehabilitation and New Construction of Brooklyn Verrazzano-Narrows Bridge (VNB) Ramps.

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 to for the Rehabilitation and New Construction of Brooklyn Verrazzano-Narrows Bridge (VNB) Ramps. Respondents that are selected by MTA C&D in the RFQ process will be eligible to participate in the upcoming Request for Proposals (“RFP”). MTA C&D intends to award a design-build contract (the “Design-Build Contract”) at the conclusion of the RFP process. Through this procurement process, MTA C&D seeks to identify and engage a qualified Design-Builder to perform the design and construction Work under the terms of Contract VN-84B. This Contract will improve and extend the useful life of the VNB Brooklyn approach by reconstructing several existing ramps as well as constructing two new right hand exit ramps to the Belt Parkway. In total, the Contract includes approximately 2800 linear feet of new ramps with 70,000 square feet of deck area, and 250,000 square feet of deck replacement. The Contract scope of work will include (but is not limited to) the following work activities: foundation and pier construction; steel fabrication and erection; deck and parapet construction; bearing installation/replacement; roadway fence and sound wall installation; standpipe and drainage installation; roadway lighting and ITS upgrades; park restoration; daily movable barrier operation; and steel and concrete substructure repairs and painting. The Design-Builder shall be responsible for all aspects of design, engineering, scheduling, coordination, construction, and timely completion of the Project.

Funding: 100% MTA Goals: MBE 15%; WBE 15%; SDVOB 6% Est \$ Range: \$100M+ Contract Term: 48 Months

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

(X) PRE-BID CONFERENCE LOCATION:

DATE: 4/22/2024

TIME: 11:00 AM

Virtual via Microsoft Teams. Please contact the assigned procurement representative at lisa.rigatti@mtacd.org to register

() SITE TOUR LOCATION:

DATE:

TIME:

FOR MORE INFORMATION, PLEASE CONTACT:

PROCUREMENT REPRESENTATIVE: Lisa Rigatti

EMAIL: lisa.rigatti@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 DUN'S NUMBER IS REQUIRED FOR REGISTRATION.

******WE CANNOT PROCESS DOCUMENT REQUESTS WITHOUT An MTA BIDDER/SUPPLIER NUMBER. PLEASE ACCESS THE MTA VENDOR PORTAL, WWW.MYMTA.INFO/VENDOR, TO REGISTER AS A BIDDER****.**

Contract No. VN-84B Project Overview

1. Introduction to the Project

Through this procurement process, MTA C&D seeks to identify and engage a qualified Design-Builder to perform the design and construction Work under the terms of Contract VN-84B. This Contract will improve and extend the useful life of the VNB Brooklyn approach by reconstructing several existing ramps as well as constructing two new right hand exit ramps to the Belt Parkway. In total, the Contract includes approximately 2800 linear feet of new ramps with 70,000 square feet of deck area, and 250,000 square feet of deck replacement. The Contract scope of work will include (but is not limited to) the following work activities: foundation and pier construction; steel fabrication and erection; deck and parapet construction; bearing installation/replacement; roadway fence and sound wall installation; standpipe and drainage installation; roadway lighting and ITS upgrades; park restoration; daily movable barrier operation; and steel and concrete substructure repairs and painting. The Design-Builder shall be responsible for all aspects of design, engineering, scheduling, coordination, construction, and timely completion of the Project.

2. Contracting Methodology

The Design-Build Contract will be awarded as a lump sum price design-build contract. The award will be made 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 a two-step solicitation process. 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. Background information and Project Scope/Description

The Verrazzano-Narrows Bridge (VNB) Upper Level was completed in 1964 and provided the only roadway connection between Staten Island and Brooklyn. The VNB Brooklyn approach ramps have been in service for over 50 years handling ever increasing traffic volumes, which now carry over 200,000 vehicles per day (Average Annual Daily Traffic). Many of the Brooklyn approach ramps have been rehabilitated or rebuilt, however some remain that are original construction. Routine maintenance keeps these original structures in a state of good repair, however, they have reached the end of their original service life and are in need of deck replacement and general rehabilitation, which is a primary focus of the VN-84B project.

In addition to the ramp rehabilitation, the VN-84B project will relocate the upper and lower-level eastbound Belt Parkway exit ramps from the left side to the right side of the roadway. The relocation of the ramps will greatly improve traffic operation and reduce collisions in the eastbound mainline direction. To accomplish this work, new ramps from both levels will be constructed to the south of the EB mainline, which will fly over existing mainline structures.

The construction of this project will impact the surrounding community and the NYCDPR Park below the facility. The Park area consists of five newly constructed active tennis courts, basketball courts, and a community senior center with parking lot. The Design Builder will propose means and methods to maintain access to these facilities to the greatest extent possible, and least impact to the operation of the Park and facilities. In addition, the homes and apartment buildings which line Fort Hamilton Parkway will be directly affected by construction noise and activity. The Design-Builder will propose a noise mitigation plan outlining several components, including a noise monitoring plan, day vs. nighttime work shifts, avoidance of construction activities which produce loud, repetitive, piercing noise, and the application of noise mitigation measures wherever possible. These issues will be of the utmost concern to MTA C&D and weighted heavily in scoring proposals.

Upon completion of the work, the final condition should reflect an improved environment for the community. The Design Builder shall propose improvements which better insulate the community and Park from regular facility operations and maintenance as well as future construction projects. In addition, the community shall be left with an enhanced public space below the structure which best serves the surrounding neighborhood and the NYC Department of Parks and Recreation.

**Contract No. VN-84B
Project Overview**

This Project involves Design-Build services for VN-84B: Rehabilitation and New Construction of Brooklyn Verrazzano-Narrows Bridge (VNB) Ramps. The Upper Level and Lower-Level exits to the Belt Parkway are made via left-hand exit ramps on the downgrade portion of the approaches. The left-hand exit ramps will be replaced with conventional right-hand exit ramps from both the Upper and Lower Levels, along with the widening and replacement of the concrete decks on the mainline approaches and Belt Parkway Ramp Viaducts to extend the remaining service life of the structures. Additionally, new entrance and exit ramps providing access to the Brooklyn Yard from the eastbound mainline will be constructed. Figures 1 and 2 in Appendix B of the RFQ show the location and general scope of work.

Subject to the requirements of the RFP, the Design-Builder will be required to provide all planning, design, engineering, and construction services to complete the Work on time and within budget.

The project scope covers five principal areas. The areas are discussed herein and shown graphically in Figure 3 in Appendix B of the RFQ:

a. Area A (Green): Eastbound Mainline & 92nd Street Exit

- i. Replace concrete deck and barriers on the Eastbound Upper Level (EBU) from the first span east of the anchorage (Pier B-1) to the EBU Abutment and the 92nd Street Exit (Ramp F) from Pier EB-13 to the Ramp F Abutment. This work will include replacement of barrier mounted chain link fence, bearing replacement, steel repairs, overhead sign structure removal and installation, and replacement of lighting, standpipe, and drainage within the limits of deck replacement. Widen deck where necessary, augment substructure, and adjust or relocate structures as needed to meet the goals and requirements of the project.
- ii. Construct tie-in of new right hand exit ramps to both the EBU and the Eastbound Lower Level (EBL). Modify and construct new piers, floorbeams and stringers as required for tie-ins. Remove and replace the existing deck and barrier on the south fascia of the EBL to facilitate tie-in of new right exit.

b. Area B (Yellow): New Belt Ramps

- i. Construct two new right-hand Belt Parkway exits from the EBU and EBL roadways. The two independent ramps will merge to form a single new horseshoe running outside and adjacent to the existing horseshoe (see figure 2 and 3 in Appendix B of the RFQ). The new ramps must comply with all project requirements and be placed within TBTA Parcel Easement A as shown in Figure 2 in Appendix B of the RFQ. The new horseshoe that these combined ramps form will tie into the existing Belt Tangent at approximately Pier SP-12. Construction of these ramps shall include new foundations, piers, bearings, structural steel, concrete decks, concrete barriers, noise barriers, chain link fence, standpipe, lighting and drainage.
- ii. Demolish the existing left hand exit ramp from the EBU between Pier EB-8 and Pier SP-20.

c. Area C (Blue): Belt Parkway Tangent

- i. Replace concrete deck and barrier from Pier SP-12 to the SP Abutment. This work will also include replacement of overhead sign structures, chain link fence, lighting, drainage, and standpipe and construction of new noise barrier. Widen deck where necessary, augment or replace substructure where needed to meet the goals and requirements of the project.
- ii. Eliminate the gap between the existing on and off bound bridges between Pier SP-3 and the SP Abutment.
- iii. Construct tie-in of new right hand exit ramp from the EBU and EBL between Pier SP-12 and SP-10. Modify and construct new piers and stringers as required for tie-in.
- iv. Existing JJ Carty Park features including hardscape, site furnishings, and basketball courts under and adjacent to the span will require removal or demolition to facilitate ramp

**Contract No. VN-84B
Project Overview**

reconstruction. Park areas impacted will be restored to best serve the community and NYCDPR in final condition.

d. Area D (Orange): Existing Belt Parkway Horseshoe

- i. Replace concrete deck and barrier from Pier SPW-3 to Pier SP-12. This work will also include replacement of overhead sign structures, chain link fence, lighting, drainage, and standpipe.
- ii. Widen the inside of the horseshoe between Pier SPW-3 and Pier SP-18 to accommodate staged construction and improve the sight distance. Modify and construct new piers and stringers as required for widening.
- iii. Existing JJ Carty Park features including hardscape, site furnishings, and basketball courts under and adjacent to the span will require removal or demolition to facilitate ramp reconstruction. Park areas impacted will be restored to best serve the community and NYCDPR in final condition.

e. Area E (Purple): New Yard Entrance and Exit

- i. Repurpose the existing EBL left exit to the Belt Parkway as a permanent entrance ramp to the Brooklyn Yard.
- ii. Construct a new on grade yard exit ramp from the new yard entrance ramp to the lower-level EB roadway.

4. Procurement Process

The procurement process for Contract VN-84B consists of two steps: (i) the Request for Qualifications and (ii) the Request for Proposals, as described in further detail below:

- a. This Step 1, the Request for Qualifications (“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.
- b. 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 Request for Proposals (“RFP”).
- c. 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 Design-Build Contract.
- d. The RFP will provide specific instructions on the submission requirements and the evaluation factors for the Proposals.
- e. 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.
- f. 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.
- g. 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.

**Contract No. VN-84B
Project Overview**

All SOQs shall be submitted electronically to MTA C&D by the SOQ Due Date set forth in Section 1.5 of the RFQ in accordance with the instructions for electronic submittals set forth in Section 9.3.4 and Part C of the RFQ.

5. RFQ Availability

The RFQ documents will be made available to all prospective Respondents on or about April 9, 2024. 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:

1. **Vendors' contact information must be updated in the Supplier Portal in order to receive notifications regarding this solicitation.**
2. **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.

a. Threshold Evaluation Criteria

Each Respondent's SOQ will be evaluated on a pass/fail basis for compliance with the SOQ submittal requirements, including the following:

- 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 Design-Build Contract and to design and build the Project and 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 Section 9.9 of the RFQ.

b. Substantive Evaluation Criteria:

Each SOQ passing the Threshold Evaluation will undergo a Substantive Evaluation. The Substantive Evaluation will be conducted using the evaluation criteria listed below in descending order of importance.

**Contract No. VN-84B
Project Overview**

- 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 construction work. Additionally, the Respondent will be evaluated on the strength of any value-added positions and the benefits to the Project.
- ii. **Project Approach:** The extent to which a Respondent demonstrates an understanding of, and approach to, the development, design, and construction of the Project including unique issues, specific risks, and any challenges associated with the Project.
- 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: completion of contracts on schedule; quality of work product; completion within budget; 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

During the RFQ process, MTA C&D will identify Respondent Teams comprised of design and construction firms, available with demonstrated experience, expertise, capacity, and record of producing quality work on projects similar in nature to the Project.

- a. Objective is to Identify Respondents that include a Lead Contractor and Designer with:
 - i. 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;
 - 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;
 - iv. organizational capacity to perform the Work; and
 - v. qualified Key Personnel with experience managing and performing work in significant public facing transportation facility or roadway projects, 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 Section 9 herein, 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 shall participate on more than one (1) Respondent team;
 - ii. no Affiliate of any Major Participant shall participate on another Respondent's team;

**Contract No. VN-84B
Project Overview**

- iii. non-Major Participant Subcontractors and their Affiliates may participate on more than one (1) respondent team, subject to compliance with Section 5.3 of the RFQ, this Section 8, and Section 10 herein;
 - iv. no firm that employs one or more of the individuals named as Key Personnel on one (1) Respondent team may serve any role on another Respondent team; and
 - v. 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 this Section 8 herein 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

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 8 herein, 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 Paragraph **Error! Reference source not found.** 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 Contract VN-84B; 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.