

DATE: 04/05/2022

CONTRACT SOLICITATION NOTICE/PROJECT OVERVIEW

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

SSE EVENT#: 0000391140**OPENING/DUE DATE:** 04/29/2022**TYPE OF SOLICITATION:** RFP**DOCUMENT AVAILABILITY DATE:** 04/05/2022**SOLICITATION TITLE: RK-93 Design-Build Services for the Reconstruction of Randall's Island Ramps**

DESCRIPTION: The Metropolitan Transportation Authority ("MTA"), by and through its agent the MTA Construction & Development Company ("MTA C&D"), both of which are public benefit corporations existing by virtue of Article 5, Title 11 of the Public Authorities Law, will be issuing a Multi-Step Request for Proposal ("RFP") seeking entities interested in the Reconstruction of Randall's Island Ramps. The project scope includes the D-B Construction of two (2) new vehicular ramps; one from Queens to Randall's Island (QR) and another from Randall's Island to Manhattan (RM), as well as three (3) new pedestrian ramps. These new ramps will replace existing ramps that are to be relocated. The existing Queens to Randall's (QR) vehicular ramp exits off the former Manhattan Plaza, which results in additional traffic movements in an already heavily utilized roadway, contributing to reduced Level of Service. In addition, the existing QR ramp is over 50 years old and is reaching the end of its service life. The existing QR ramp will be demolished and replaced by a new elevated ramp to Randall's Island from the bridge's existing Queens to Manhattan (QM) ramp. The existing Randall's Island to Manhattan (RM) traffic must negotiate an unconventional left-hand merge with traffic from the Bronx-Manhattan (BM) ramp, while the ramp lane and left lane of the BM ramp drop in succession. The new RM ramp will be located just north of the new QR ramp and will elevate and tie into the existing Queens to Manhattan ramp on the right, eliminating the current unconventional left-hand merge in the Manhattan Plaza Interchange area. The two existing pedestrian ramps from the Harlem River Lift Span to/from Randall's Island; and the western pedestrian access ramp from Randall's Island to the Bronx Kills Truss Bridge will be replaced with new ADA compliant ramps. The existing ramps are to be demolished. Scope will also include restoration of existing Randall's Island roadways.

Funding: 100% MTA Goals: 15% MBE; 15% WBE; 6% SDVOB Est \$ Range \$50M - \$100M Contract Term: 30 Months

******PLEASE SEE THE ATTACHED PROJECT OVERVIEW FOR ADDITIONAL INFORMATION********(X) PRE-BID CONFERENCE LOCATION:**

DATE: 4/13/22

TIME: 10:00AM

MS Teams Virtual – please email tara.bugg-menter@mtacd.org to register and obtain the meeting link

() SITE TOUR LOCATION:

DATE:

TIME:

FOR MORE INFORMATION, PLEASE CONTACT:**PROCUREMENT REPRESENTATIVE:** Tara Bugg-Menter**EMAIL:** tara.bugg-menter@mtacd.org**REQUIREMENTS TO PARTICIPATE**

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 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, TO REGISTER AS A BIDDER******

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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 the Reconstruction of Randall's Island Ramps.

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 for Contract RK-93 is for Design-Build Services for the Reconstruction of Randall's Island Ramps.

4. Background Information

a. The Robert F. Kennedy Bridge (RFK) carries pedestrian, vehicular, and commercial traffic. The RFK Bridge is a complex system that consists of three bridges, a viaduct and 14 miles of approach roads connecting Manhattan, Queens, and the Bronx. The bridge's three branches meet on Randall's Island, where an interchange junction-structure channels traffic flowing in 12 directions and provides access to the island itself. The three bridges are the East River Suspension Span, Harlem River Lift Span and Bronx Kill Truss. This project will be focused on the Manhattan and Bronx branches of the RFK complex.



In June 2017, MTA Bridges and Tunnels completed the implementation of Open Road Tolling (ORT) on the Robert F. Kennedy (RFK) Bridge. The elimination of the Manhattan Plaza and Queens Plaza, with conventional, booth-style tolls allows vehicles to traverse the bridge at highway speeds. However, with the removal of the metering effect of the former toll booths, congestion has shifted to other areas adjacent to the RFK Bridge. In addition, upon exiting Randall's Island, vehicles using the Randall's Island- Manhattan (RM) ramp that wish to cross the RFK Lift

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Span toward Manhattan must negotiate an unconventional left-hand merge with traffic from the Bronx-Manhattan (BM) ramp, while the ramp lane and left lane of the BM ramp drop in succession. This has become more difficult with free-flowing traffic due to the conversion to ORT.

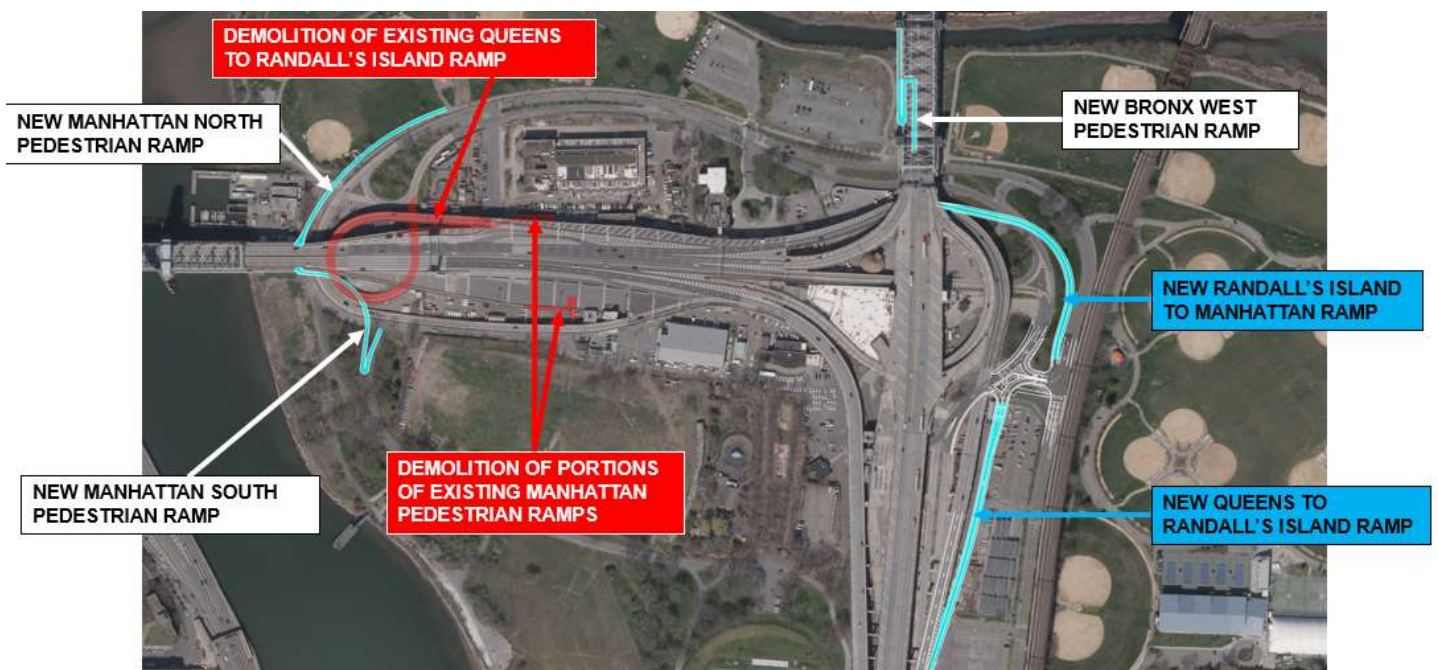
The existing Queens to Randall's (QR) ramp exits off of the former Manhattan Plaza, which results in additional traffic movements in an already heavily utilized roadway, contributing to reduced Level of Service. In addition, the existing QR ramp is over 50 years old and is reaching the end of its service life. The existing QR ramp will be replaced by a new elevated ramp to Randall's Island from the bridge's existing Queens to Manhattan (QM) ramp that is part of the junction structure. This new ramp will be located just south of the new RM ramp and will provide access to all parks and other facilities on RI.

The RFK Facility has two pedestrian walkways from Randall's Island to/from Manhattan, two pedestrian walkways from Randall's Island to/from the Bronx, and one pedestrian walkway from Randall's Island to/from Queens. Currently the north walkway to Manhattan is closed with the ramp from the HRLS to the Manhattan side slated to be reconstructed by 2023 under a separate Contract.

5. Project Scope/Description

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

- (i) Convert the Randall's to Manhattan ramp to exit only (eliminating bi-directional travel) and build a new entrance ramp for the Randall's Island to Manhattan traffic which will tie into the existing Queens to Manhattan ramp on the right, eliminating the current unconventional left-hand merge in the Manhattan Plaza Interchange area.
- (ii) Relocate the Queens to Randall's Ramp to exit of the right lane of the existing Queens to Manhattan ramp.
- (iii) Demolish the existing Queens to Randall's ramp.
- (iv) Construct new ADA compliant pedestrian ramps to and from the HRLS and demolish the existing non-compliant ramps.
- (v) Reconstruct the western pedestrian access ramp from Randall's Island to the Bronx Kills Truss Bridge to be ADA compliant
- (vi) Reconstruction of the existing Randall's Island to Queens Ramp approach to accommodate two-way local traffic and shared use path with new lighting.
- (vii) Reconstruction and resurfacing of Randall's Island roadways.



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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 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/Project Overview.
- 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/Project Overview.

7. RFQ Availability

The RFQ documents will be made available to all prospective Respondents on or about April 4, 2022. 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 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).

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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 performance together as a Team or individually 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:

- 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. significant bridge rehabilitation experience.
- ii. experience within the last five (5) years of successfully performing as a prime or general contractor or lead designer on multiple construction projects of size, type and complexity similar to the Contracts, which will each be in excess of \$75 million;
- iii. experienced in all aspects of the Project including but not limited to the structural and civil discipline.
- iv. sufficient organizational structure, management resources, equipment and labor, including an appropriate construction/design management team to be assigned to the Contract(s), to assure MTA C&D that the Contract(s) will be properly coordinated and managed and will be completed on schedule.

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

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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.
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 provide 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.