MTA - NEW YORK CITY TRANSIT
2 BROADWAY
NEW YORK, NY 10004

DIVISION OF MATERIEL
web.mta.info/nyct/procure/nyctproc.htm
Vreplies@nyct.com

0000137155
Contract #P-36437
NOTICE
-OF-
ADDENDUM

ADDENDUM #2

INCLUDES DRAWING(S): () YES (X) NO
CURRENT OPENING/DUE DATE: 8/10/2016
To Prospective Proposers:

ANSWERS TO QUESTIONS SUBMITTED BY PROSPECTIVE PROPOSERS:

Question 1: Please advise if completed NYCT Schedule J Responsibility Questionnaires are required from proposed and/or named subcontractors.

Answer 1: For the sake of Step 1 only, Schedule J Responsibility Questionnaire is only required from the prime proposer(s). If the prime proposer is a joint venture, a completed Schedule J Responsibility Questionnaire should be submitted for the joint venture and individual member firms comprising the joint venture.

Question 2: Please provide an electronic version of the July 25, 2016 MTA Informational Session presentation.

Answer 2: The PowerPoint presented at the Pre-Proposal Conference on July 25, 2016 will not be issued in paper or electronic form.

Question 3: Bullet number 2 states: “Overall experience of the Proposer’s team, including previous experience of at least one project of $100 million in tunnel rehabilitation, including heavy civil and structural work, dust and silica containment, debris removal, working in confined sites, working in transit environments and transit projects, and ongoing commitments that will be concurrent with this project.”

We believe that the wording of this requirement is so restrictive that it appears to eliminate from consideration all relevant Tunnel experience for both new and rehabilitation projects except for only two projects that I am aware of that satisfies the stated criteria. Therefore, we ask that you further define this requirement to avoid wording that is overly exclusive and severely limiting to competition.

Please be aware that I was the JV Construction Manager for the CBTC Canarsie Line Project. If the criteria remains as written, will my experience as the CBTC JV Construction Manager for the Canarsie Line project qualify the team’s requirement for CBTC experience?

Answer 3: The evaluation criteria is not limited to experience within the New York City transit system and thus does not exclude or limit competition. Proposers should use their own...
discretion in assessing their qualifications and past experience for the sake of preparing their qualification statement.

**Question 4:** I would like to know if the duct banks which are being replaced will be cast in place or if they will be pre-formed offsite?

**Answer 4:** The duct bank being removed will be replaced with cast in place concrete.

**Question 5:** Would like to confirm contract time is 3 years, 18 months Core Capacity work of extensive street excavation and utility relocation, and station improvements at the First Avenue and Bedford Avenue Stations, including new station stairway entrances and four ADA compliant elevators, and construction of a new Avenue B substation. And 18 months for the rehabilitation of the Canarsie Tunnel.

**Answer 5:** The construction duration thru substantial completion is 43 months, of which the Tunnel (Full shutdown) work and concurrent core capacity work is 18 months.

* * * * *

Please be governed accordingly in submitting your Qualification Package in consideration of Step 1 of this Request for Proposals.

[Signature]

Peter Gillespie
Assistant Chief Procurement Officer
Capital Program Unit, Procurement Division of Materiel
STEP 1 ADDENDUM NO. 1

RFQ ID 0000137155

CONTRACT P-36437

“SANDY” PROJECT

CANARSIE TUNNEL REHABILITATION AND CORE CAPACITY IMPROVEMENT

IN THE BOROUGHS OF MANHATTAN AND BROOKLYN

To Prospective Proposers:

The following document related to the July 25, 2016 Information Session is hereby attached to this addendum:

- Attendance Sheets

The above-referenced Attendance Sheets issued with this Addendum shall not be deemed part of the Contract Documents for this solicitation but is provided to Prospective Proposers for informational purposes only.

ANSWERS TO QUESTIONS SUBMITTED BY PROSPECTIVE PROPOSERS:

Question 1: Is power washing in each tunnel required to remove salts due to flooding from Superstorm Sandy?
Answer 1: Power washing of the two tunnels was performed immediately after Superstorm Sandy during the clean-up process and is not required for this project.

Question 2: The old duct banks to be removed, do they contain transite conduits?
Answer 2: The surveys conducted shows no transite conduits in the duct banks.

Question 3: Is asbestos present in the tunnels that require abatement? If so, what are the quantities?
Answer 3: Asbestos abatement has been performed within some manholes however, there still remains some asbestos in the signal cables and at other locations that will be abated by an NYCT-retained consultant within the General Order (GOs) slated for next year.

Question 4: Will dust monitoring be required of the Contractor during excavation work to document to the Authority and Community Boards that engineering controls are effective?
Answer 4: Yes, the contractor shall perform air monitoring under the supervision of an air monitoring consultant engaged by the Authority, along with Transit project management.
Question 5: Could you tell me if the above project is going to be an OCIP project.
Answer 5: This Contract is Non-OCIP.

* * * * *

Please be governed accordingly in submitting your Qualification Package in consideration of Step 1 of this Request for Proposals.

Peter Gillespie
Assistant Chief Procurement Officer
Capital Program Unit, Procurement
Division of Materiel

Attachment 1. July 25, 2016 Information Session Attendance Sheets (4 pages)
**RFP P-36437: CANARSIE TUNNEL REHABILITATION & CORE CAPACITY IMPROVEMENTS IN THE BOROUGHS OF BROOKLYN AND MANHATTAN**

**PREPROPOSAL CONFERENCE ATTENDANCE LIST**

**DATE:** JULY 15, 2016  
**TIME:** 10:00 AM  
**LOCATION:** 3 STONE STREET (NYC TRANSIT BID SUITE) NEW YORK NY 10004

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<td>2. Bruce Carnovale</td>
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New York City Transit (NYCT)

DATE: July 13, 2016

CONSTRUCTION/ARCHITECTURAL & ENGINEERING CONTRACT SOLICITATION NOTICE/PROJECT OVERVIEW

MTA-NYCT IS NOW ADVERTISING FOR THE FOLLOWING:

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<th>TYPE OF SOLICITATION</th>
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SOLICITATION TITLE: P-36437 Canarsie Tunnel Rehabilitation and Core Capacity Improvements in the Boroughs of Manhattan and Brooklyn.

DESCRIPTION: The Metropolitan Transportation Authority, acting by the New York City Transit Authority (NYCT) is seeking to retain the services of a contractor for the rehabilitation of the Canarsie Tunnel and core capacity improvements in the Boroughs of Manhattan and Brooklyn. The project includes two parts, i.e., Sandy Rehabilitation of the Canarsie Tunnel, and Core Capacity Improvement of First Avenue Station, Bedford Avenue Station, and construction of a New Avenue “B” Substation.

The Canarsie Tunnel was filled with millions of gallons of salt water during Superstorm Sandy. That water damaged all electrical and communication equipment, including circuit breakers, lighting and power cables, emergency alarms, phone systems and fiber optic cables. The damage to the subsystems and the tunnel were extensive.

The tunnel rehabilitation work under this contract contains civil and structural work and will address the salt water damage caused by Superstorm Sandy by repairing and upgrading the structural, power, lighting, signals and communication components in the tunnel. This work will include demolition and replacement of the duct banks and cables, replacement of emergency systems, track rail and concrete bed installation, replacement of fan controls, installation of lighting upgrades, and reconstruction of two circuit breaker houses. The core capacity work includes extensive street excavation and utility relocation, and station improvements at the First Avenue and Bedford Avenue Stations, including new station stairway entrances, and four ADA compliant elevators, and construction of a new Avenue B substation.

Particular emphasis will be placed on demonstration of ability to meet and accelerate the critical project construction schedule and the Proposer’s ability to manage construction and community impacts to complete the myriad of construction elements. Contractor will be responsible for removal of construction debris and delivery of construction materials.

Selection will be accomplished with a Two-Step Request for Proposals (RFP) process. Proposers will be evaluated in accordance with Step 1 Selection Criteria for technical approach, relevant experience including construction approach and the ability to accelerate construction, general responsibility, including record of integrity and business ethics, and safety record.

NOTE: PLEASE SEE ATTACHED FOR ADDITIONAL INFORMATION.

Funding Capital: FTA: 95%  
MTA: 5%

Goals:  
DBE: 17%

Estimated $ Range: $10M+

( X ) PRE-BID CONFERENCE LOCATION:  
3 Stone Street, New York, NY 10004,  
DATE: July 25, 2016  
TIME: TBD
FOR MORE INFORMATION, PLEASE CONTACT:

PROCURMENT REPRESENTATIVE: Christine Budhwa, christine.budhwa@nyct.com
PHONE: (646) 252-6252

REQUIREMENTS TO PARTICIPATE

DATA UNIVERSAL NUMBERING SYSTEM (DUNS) NUMBER: ALL VENDORS MUST HAVE A DUN & BRADSTREET DUNS NUMBER IF THEY WISH TO PARTICIPATE IN THIS PROCUREMENT. VENDORS WHO DO NOT HAVE A DUNS NUMBER CAN REGISTER ONLINE AT www.dnb.com/product/update/requestoptions.html 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 VENDOR INFORMATION, BEFORE REQUESTING BID DOCUMENTS. YOU CAN VISIT THEIR WEBSITE AT www.sam.gov TO REGISTER. A DUNS NUMBER IS REQUIRED FOR REGISTRATION.
The Metropolitan Transportation Authority, acting by the New York City Transit Authority (NYCT) is seeking to retain the services of a contractor for the rehabilitation of the Canarsie Tunnel and core capacity improvements in the Boroughs of Manhattan and Brooklyn. The project includes two parts, i.e., Sandy Rehabilitation of the Canarsie Tunnel, and Core Capacity Improvement of First Avenue Station, Bedford Avenue Station, and construction of a New Avenue “B” Substation.

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Particular emphasis will be placed on demonstration of ability to meet and accelerate the critical project construction schedule and the Proposer’s ability to manage construction and community impacts to complete the myriad of construction elements. Contractor will be responsible for removal of construction debris and delivery of construction materials.

Selection will be accomplished with a two-step Request for Proposals (RFP) process. Proposers will be evaluated in accordance with Step 1 Selection Criteria for technical approach, relevant experience including construction approach and the ability to accelerate construction, general responsibility, including record of integrity and business ethics, and safety record.

The contract duration is [TBD]. The estimated construction amount is over $300M.

The DBE is 17%. This project is funded by the FTA.

An information session about the project will be held at 3 Stone Street, New York NY 10004 on July 25, 2016. Please contact Christine Budhwa, Senior Director, Procurement at christine.budhwa@nyct.com to register your list of attendees and for more information.

Firms that have successfully completed a contract(s) similar in size to this project either as a Prime Contractor or as part of a Joint Venture, and who desire to be considered to receive a Request For Proposal (RFP), must respond by submitting a completed Qualifications Package, referencing the RFP # P-36437.

Schedule J - Responsibility Questionnaire(s) and a short Scope of Work may be obtained through the MTA website http://web.mta.info/nyct/procure/conrfp.htm. To participate in this project, proposers must be registered with the System for Award Management (SAM), a federal vendor database used to validate vendor information, and FedBizOpps, a federal website used to distribute and disseminate sensitive but unclassified procurement related materials. You can visit SAM at www.sam.gov and FedBizOpps at www.fbo.gov to register. A DUNS number is required for both registrations. You can register online at
Contractors desiring to be included for Step 1 evaluation (see further details below) must respond with **one (1) original and fifteen (15) copies of a Qualification Package** that consists of the following documents. In preparing the Qualification Statement, Proposers should address each criterion in the order listed in the Step 1 Evaluation Criteria:

1. Letter of Interest (signed by an officer or principal of the firm);
2. Completed NYCT Schedule J Responsibility Questionnaire(s) (to be completed by the Prime Contractor and/or joint venture partners);
3. Letter from a Surety indicating that Proposer has adequate bonding capacity to bond this project.
4. Affirmation that the Proposer owns or describes Proposer’s plan for obtaining a work train, other high-rail or diesel engine equipment, other appropriate equipment and staffing resources to complete the project; and,
5. Qualification Statement referencing RFP P-36437 (maximum of 10 single sided pages, or 5 double sided pages) that describes the Proposer’s technical approach, relevant work experience, general responsibility, financial and safety records, as detailed below. Proposers should include in an appendix to the Qualification Statement a list of relevant projects with description, owner (with contact information), project size, project duration and status (completed or in-progress).

Qualification Packages must be submitted to: MTA-NYC Transit, Bid Reception Desk, 3 Stone Street, New York, NY 10004, Attn: Christine Budhwa, Senior Director, Procurement, by 12:00 noon on August 10, 2016 referencing **RFQ ID 0000137155 / P-36437 Canarsie Tunnel Rehabilitation and Core Capacity Improvements in the Boroughs of Manhattan and Brooklyn.**
Selection will be accomplished with a two-step Request for Proposals (RFP), utilizing the below listed Evaluation Criteria. The first step is an evaluation by a Selection Committee of each firm’s qualifications, based primarily upon its submitted Qualification Statements. These criteria are generally equivalent in importance.

STEP 1 EVALUATION CRITERIA

CRITERION #1 – Overall Technical Approach: The Proposer must outline its general technical approach, (briefly) summarizing its overall plan to undertake a construction project of this size with a myriad of construction elements and to meet and accelerate the critical project construction schedule.

CRITERION #2 - Relevant Experience: The Proposer must satisfactorily demonstrate a successful record in the following areas. In preparing the Qualification Statement, Proposers should address each Subcriterion in the order listed below:

- Relevant experience of the Proposer demonstrating the ability to meet or improve and accelerate a critical project completion schedule, implement innovative ways to minimize operational impacts, and manage multiple shifts, 24/7 construction schedule at multiple locations for large projects.

- Overall experience of the Proposer’s team, including previous experience of at least one project over $100 million in tunnel rehabilitation, including heavy civil and structural work, dust and silica containment, debris removal, working in confined sites, working in transit environments and transit projects, and ongoing commitments that will be concurrent with this project.

- Overall experience of the Proposer’s team, including previous experience performing CBTC installation, track, power, lighting, signals and communications work.

- Overall experience of the Proposer’s team implementing resiliency and related measures, including hardening underground transportation facilities, improving pumping capacity, station rehabilitation, ADA elevators, and all related elements of work for stations, tunnels, supporting substations and circuit breaker houses.

- Record of quality and timely performance with respect to budget and schedule on other large multi-faceted projects.

- Qualifications and experience of the proposed Project Manager and key personnel on projects of similar size and scope.

- Proposed project organizational structure and the roles and responsibilities of key personnel to be assigned to this project.

CRITERION #3: The following criteria will be utilized to evaluate a Proposer’s general responsibility:


   Included in this criterion is the degree to which the Proposer characteristically performs the contract work (including on-site construction) using its own forces, types of work which it performs, and satisfactory ratings on performance evaluations:
• General Business experience and stability, including organizational structure, management expertise, and extent and length of time in business.

• Size, capacity, and capability in relation to the Work to be performed, satisfactory performance from the perspective of quality, compliance with regulatory requirements, as well as Proposer’s other concurrent contractual commitments in bar chart form including remaining duration and cost of current and future work as it relates to the performance of this Contract (e.g., management, professional and technical expertise to perform the Work, and the availability of resources to perform the Work).

• Record of performance on other contracts of the Authority, MTA, other governmental and non-governmental entities, including compliance with safety standards, DBE/MBE/WBE requirements, claims loss history, and information on defaults, debarments and non-responsibility determinations.

NOTE: Financial Resources:  Proposer is required to be adequately financed to pay promptly for all labor and materials as such obligations become due and to avoid the necessity for assignment of any monies payable. A firm must demonstrate:

• Requisite financial resources to timely execute the Work.

• Adequate bonding capacity.

• Ability to obtain required insurance,

NOTE: A firm in arrears in the payment of amounts due to the Authority or MTA will be required to pay said amounts in full in order to be considered a responsible firm, unless and to the extent that the Authority/MTA, upon satisfactory explanation made by the firm, excuses the firm from the payment thereof or permits further deferment of payment.

b. Safety Record:

The Proposer must satisfactorily demonstrate that both it and its proposed subcontractors have an acceptable safety record, including an experience rating for Workers Compensation Insurance of not more than 1.2. Also, each Proposer (on behalf of itself and its proposed subcontractors) must supply such information as to whether, within the past five (5) years, its Commercial General Liability (or equivalent) and/or Builder’s Risk, or all-risk (or equivalent) insurance policies have been canceled or otherwise discontinued by an insurance carrier, and if so, the background and reasons therefor.

The Authority will perform an evaluation of Step 1 Proposers with regard to all three of the above criteria, which are generally considered of equal importance.

Only those Proposers whose overall qualifications are considered acceptable based on the foregoing Criteria will be deemed eligible to proceed to Step 2 and propose on RFP P-36437 (second step of the RFP process), which will include contract specifications and drawings.

STEP 2 EVALUATION CRITERIA

In Step 2, the Proposers will be evaluated by the Selection Committee utilizing Criterion 1. Technical Proposal and Approach, Criterion 2. Overall Project Cost, and Criterion 3. Other Relevant Matters, which Criteria are listed in their relative order of importance. Proposers determined to be within the competitive range after such evaluation will then be invited to participate in negotiations possibly resulting in a request for Best and Final Offers. Final evaluation for award will be made utilizing Criterion 1. Technical Proposal and Approach, Criterion 2. Overall Project Cost, and Criterion 3. Other Relevant Matters, where, to the extent that the proposals are determined to be substantially equivalent with respect to Criteria 1 and 3, Criterion 2 will be given greater consideration.

CRITERION 1. Technical Proposal and Approach: Committee members will base their evaluation of the Subcriteria listed below, which are listed in their relative order of importance.

In preparing the Proposal, Proposers should address each Subcriterion in the order listed below:
a. A detailed management approach demonstrating Proposer’s ability to meet and accelerate the critical project construction schedule, the extent to which key portion(s) of the work will be performed by the Prime Proposer and its major subcontractors; Proposer’s understanding of the project objectives, including managing construction and community impacts to complete the myriad of construction elements within or less than the prescribed duration, identifying key project concerns, risks and mitigation plan.

b. A detailed technical (construction) plan for maximizing project resources to minimize operational impacts and outages (including schedule monitoring, phasing and staging plans).

c. Qualifications of Proposer team, including subcontractors, whose work scope value exceeds $25 Million (exclusive of suppliers of common materials) or are otherwise identified in this RFP. This includes Relevant Experience as indicated in Step 1 Evaluation Criteria.

d. Proposed project innovations and their respective merits with regard to construction, schedule and other significant aspects of the project.

e. Proposer’s Safety and Quality Control/Quality Assurance Plans.

f. Past performance on Authority contracts regarding administrative matters such as timely submittal of contractually required certifications and reports and past performance regarding compliance with subcontracting provisions for D/M/WBEs and proposed plans to achieve subcontracting goals under the DBE requirements of this RFP.

CRITERION 2. Overall Project Cost

This Criterion includes but is not limited to the following elements:

1. Overall Project Cost, including net cost savings and/or additions and/or other benefits resulting from proposed changes to Terms and Conditions, as well as from innovations and proposed acceleration strategies with respect to the Project Schedule and Staging; and cost implications of proposed use of Authority forces, facilities and materials. In the case of alternate Proposals deemed acceptable by the Selection Committee offering an acceleration of the time to achieve Substantial Completion, the cost implications and value to the Authority of such schedule improvements will be taken into account under this Criterion.

2. In evaluating Overall Project Cost, the Authority may consider whether and to what extent a Proposal, a system, or other matter being offered contains realistic pricing.

CRITERION 3. Other Relevant Matters

Other relevant matter(s) not expressly covered above, including Evaluation Criteria 1, 2 and 3 from Step 1; any criteria subsequently released by addenda; and issues raised after the release of the RFP. Proposed exceptions to the RFP and terms and conditions or quality and acceptability of Proposer’s Terms and Conditions to be incorporated into the proposed agreement, and overall adherence to the requirements of this RFP in terms of quality and completeness, including thoroughness of Technical Proposal and Oral Presentations. To the extent that the information provided in a Proposers Step 1 submission remain unchanged, this criterion should not be mistaken as a request for the resubmission of such information.

The Authority may not necessarily make an award to the Proposer with the highest technical ranking, or to the Proposer with the lowest price. The degree of importance of price as a factor shall increase to the extent that competing proposals are otherwise determined to be substantially equal.

The Authority reserves the right to (i) reject all Proposals submitted; (ii) accept any Proposals or alternate as submitted without oral presentations or negotiations; (iii) require revisions to, corrections of, or other changes to any Proposal submitted as a condition to its being given any further consideration; (iv) reject, without entertaining revisions or conducting negotiations, a proposal with major substantive deficiencies; (v) any time during the RFP process, should the Authority determine that a Proposer, including its proposed Subcontractors, is found not acceptable in any area, the Authority may eliminate such Proposer from any further consideration or evaluation; (vi) select for negotiations only the overall best Proposal
or alternate submitted, as determined by the Authority; (vii) negotiate with those Proposers whose acceptable proposals or alternates fall within a competitive range; (viii) negotiate with one or more Proposers in any manner it deems fit, (such negotiations may be concurrent or sequential as the Authority determines); (ix) following the conclusion of all negotiations, issue a revised RFP or portion thereof and solicit “Best and Final offers”; (x) solicit “Best and Final” offers utilizing another appropriate procedure; (xi) after receipt of “Best and Final” offers if it is in the interest of the Authority to do so, to thereafter reopen negotiations; and/or (xii) accept improvements to, enhancements of or other revisions to any proposal or alternate at any time if it deems such to be in best interest.

No Proposer shall have any rights against the Authority for any reason, arising at any stage of the solicitation based upon any negotiations that take place, or because the Authority does not select a Proposer for negotiations or if the Authority determines not to make an award of this contract.

The Authority also reserves the right to (a) incorporate into the Contract Documents the successful Proposer’s Proposal or portions thereof, as accepted by the Authority, (b) revise the solicitation documents in accordance with the completed negotiations with the successful Proposer and require such Proposer to execute the resultant Contract Documents or develop new Contract Documents reflecting the completed negotiations with the successful Proposer and require such firm to execute same, and (c) take such other action as may be in the best interests of the Authority consistent with the law.
The Canarsie Tunnel consists of two single-track tunnels, each approximately 7,953 ft long, carrying L trains under the East River between the First Avenue Station in Manhattan and Bedford Avenue Station in Brooklyn. The Canarsie Tunnel project includes two parts, i.e., Sandy Rehabilitation of the Canarsie Tunnel, and Core Capacity Improvement of the First Avenue Station, the Bedford Avenue Station, and construction of a new Avenue “B” Substation.

Canarsie Tunnel Rehabilitation and Core Capacity Improvements
In the Boroughs of Brooklyn and Manhattan

The Canarsie Tunnel is 92 years old and is in need of a full rehabilitation after it was severely flooded by the Superstorm Sandy which struck New York City on October 29, 2012. During the storm, brackish water filled the Canarsie Tunnel and damaged critical systems therein. NYC Transit has an urgent need to perform repairs and implement resiliency measures to improve service and harden this tunnel to prevent future storm damage.

The general scope of work for the Sandy Rehabilitation of the Canarsie Tunnel includes:

1. Demolition and reconstruction of about 30,126 LF of concrete duct banks. Contractor will be responsible for removal of construction debris and delivery of construction materials and should assume that NYCT will not provide work train(s).
2. Repair tunnel structural defects.
3. Reconstruct CBH # 61 which is adjacent to Emergency exit 171 below east 14th Street near Ave B in Manhattan.
4. Reconstruct CBH # 62 at the north end of the Bedford Avenue Station in Brooklyn.
5. Install over 126,000 LF of power cables and equipment.
6. Install over 176,000 LF of communication cables and equipment.
7. Replace over 14,400 LF of track rails, ties and concrete bed.
8. Replace over 3 track miles of tunnel lighting cables and equipment.
9. Reconstruction of Pump Room and install about 6,900 LF of discharge line.
10. Replace heat trace systems and repair fire standpipe system.
11. Replace over 82,000 LF of damaged Signal cables, equipment and modify CBTC programming.
12. Upgrade Fan Plant Controls (Programmable Automation Controller (PAC) and Human Machine Interface (HMI) programs) for the existing equipment at various locations.

In conjunction with the Sandy Rehabilitation of Canarsie Tunnel, the Canarsie Tunnel “L” Line infrastructures will be improved to increase train service capacity by approximately 10 percent. This project will minimize the impact on the community and ridership by allowing for two more trains per hour that will carry an additional 2,200 customers and improve pedestrian access and circulation at the First Avenue Station in Manhattan and the Bedford Avenue Station in Brooklyn – The proposed capacity improvements are needed to accommodate current and expected growth in “L” line ridership and improve pedestrian access and circulation at its busiest stations to alleviate crowding that delay passengers and trains.

The general scope of core capacity improvement of Canarsie Tunnel L Line includes:

1. Construct a new underground substation that will include the new CBH 61 at E14th Street and Ave. B in Manhattan.
2. Install over 15,800 LF of low-resistance contact rails in the Canarsie Tunnel.
3. Improve First Avenue Station, Manhattan including:
   a. Construct two new station entrances along the sidewalk at the SW corner of E14th Street and Avenue A and the median island that separates 14th street from the service road.
   b. Construct a new ADA elevator and provide a Fare Control Area at each of the two new entrances unpaid areas.
   c. Construct new electrical distribution rooms at the new entrance areas.
4. Improve Bedford Avenue Station, Brooklyn including:
   a. Construct Two New Street Stairs and a New ADA Elevator on Bedford Avenue, Brooklyn.
   b. Extend the Bedford Avenue Mezzanine and Install Two New Stairs and a new ADA Elevator from the Extended Mezzanine to the Station Platform.
   c. Construct Two New Street Stairs on Driggs Avenue, Brooklyn.
   d. Modify the Driggs Avenue Mezzanine and Install One New Stair from the Mezzanine to the Station Platform.
   e. Construct two New EDRs on Station Platform.
Photos:

1. Canarsie Tunnel Alignment

2. First Avenue Station

3. Canarsie Tunnel

4. Bedford Avenue Station