NOTICE-OF-

ADDENDUM

INCLUDES DRAWING(S): ( ) YES (X) NO
CURRENT OPENING/DUE DATE: 4/4/18
ADDENDUM No. 2

Design-Build, Furnish, Install and Maintain a Platform Barrier Door System at the 3rd Avenue Station on the Canarsie Line, Borough of Manhattan

Contract C-32518 (SSE 0000199416)

To Prospective Proposers:

This Addendum consists of two (2) pages (not including the attachment).

You are hereby notified of the noted changes to the above named Contract, which are made part of the Contract.

NOTICE TO PROPOSERS

1. The APG/PSD Manufacturers list the Authority is aware of, included in the APG/PSD Manufacturers additional information on page 13 of the Advertisement, is amended to include CRRC Times Electric. A revised page 13 is included in this Addendum.

2. The Authority has received a request to extend the due date for submission of the Qualification Packages. Please be informed that a week extension is granted at this time. Therefore, the due date will be April 4, 2018 at noon.

QUESTIONS AND ANSWERS:

Below are questions and/or requests for clarifications raised by Prospective Proposers and the Authority’s responses. Some questions received from Prospective Proposers may not be included in the "Questions and Answers". We will make every effort to include responses to these questions in future Addenda, but any failure to respond should not be construed as agreement with any presumption contained in the question.
Prospective Proposers’ questions are restated for convenience only. The questions are not part of the Authority’s response and are not to be construed as a substantive part of the Addendum to the Contract. Questions may be edited for clarity; edits are indicated by brackets, where applicable. The question numbers below refer to the sequence in which the questions were received. This condition applies to this Addendum and to all prior and all subsequent Addenda.

**Question 2**
Due to the lack of time to properly evaluate the Platform Screen Door manufacturers, please advise if the proposer is permitted to submit a prequalification with up to three Platform Screen Door Manufacturers.

**Answer 2**
Yes, that is permitted.

**Question 3**
Does a prospective proposer have to have a US location or can an overseas entity make a submission on this project?

**Answer 3**
A US location is not a requirement, and an overseas entity may make a submission for this project.

* * * * * * *

**Please be governed accordingly when submitting your proposal and acknowledge receipt of all the Addenda. Failure to do so may result in rejection of your proposal.**

Sincerely,

Peter Gillespie  
Assistant Chief Procurement Officer  
Capital Procurement Support  
Materiel Division
13. Install berthing sensors (8 total).
14. Install entrapment detection sensors (one per door; 64 total).
15. Install communication network to integrate the components of the APG system and to provide remote monitoring capabilities.
16. Perform testing and commissioning.
17. Perform training of NYC Transit personnel in APG operations.

APG/PSG Manufactures additional information

The Authority is aware of some manufacturers of Platform Screen Doors (list below). However, the Authority has not conducted any independent qualification process and cannot represent that this is a list of qualified manufacturers of Platform Screen Doors for this project.

Nabtesco
Westinghouse
Faiveley
Fangda
Kangni
Horton Automatics
Stanley
Panasonic
Jiacheng
Shanghai Electric
KTK
Manusa
NRT
SKD Hi-Tec
Kyosan
CRRC, Times Electric

Photos:
0000199416
Contract #C-32518
NOTICE
-OF-
ADDENDUM

ADDENDUM #1

INCLUDES DRAWING(S): ( ) YES (X) NO
CURRENT OPENING/DUE DATE: 3/28/18
ADDENDUM No. 1

Design-Build, Furnish, Install and Maintain a Platform Barrier Door System at the 3rd Avenue Station on the Canarsie Line, Borough of Manhattan

Contract C-32518 (SSE 0000199416)

To Prospective Proposers:

This Addendum consists of two (2) pages (not including the attachment).

You are hereby notified of the noted changes to the above named Contract, which are made part of the Contract.

NOTICE TO PROPOSERS

A. Engineering and other professional/technical service firms that contributed to the design of this Project may not be eligible for participation under this Contract. Firms may request waivers regarding eligibility. The Authority in its sole discretion will make a determination as to whether a firm may be eligible to participate.

B. The Authority has received a request to extend the due date for submission of the Qualification Packages. Please be informed that due to time constraints, no extension can be granted at this time. Therefore, the due date will remain March 28, 2018 at noon.

SITE TOUR ATTENDANCE SHEET

The 5 pages Site Tour attendance sheet is included in this Addendum under attachment 1.
SITE TOUR MATERIAL

In order to facilitate the Project presentation during the Site Tour, a picture of the station and two drawings were made available to the Tour participants. They are included in this Addendum under attachment 2 for prospective Proposers convenience.

QUESTIONS AND ANSWERS:

Below are questions and/or requests for clarifications raised by Prospective Proposers and the Authority’s responses. Some questions received from Prospective Proposers may not be included in the "Questions and Answers". We will make every effort to include responses to these questions in future Addenda, but any failure to respond should not be construed as agreement with any presumption contained in the question.

Prospective Proposers’ questions are restated for convenience only. The questions are not part of the Authority’s response and are not to be construed as a substantive part of the Addendum to the Contract. Questions may be edited for clarity; edits are indicated by brackets, where applicable. The question numbers below refer to the sequence in which the questions were received. This condition applies to this Addendum and all subsequent Addenda.

Question 1
Please confirm that the items listed under Step 1 Evaluation Criteria, specifically Criteria Items 1 through 4 on pages 5 through 7 of the Solicitation Instructions may be placed in an appendix and are not counted toward the 10-page Qualification Statement.

Answer 1
As indicated in our advertisement, the Qualification Statement should not exceed the maximum number of pages allowed (10 single-sided or 5 double-sided). Your Qualification Package should consist of the five items listed on page four of the advertisement, which should address Step-1 Evaluation Criteria.

* * * * *

Please be governed accordingly when submitting your proposal and acknowledge receipt of all the Addenda. Failure to do so may result in rejection of your proposal.

Sincerely,

[Signature]

Peter Gillespie
Assistant Chief Procurement Officer
Capital Procurement Support
Materiel Division

Attachment

713352
ATTACHMENT 1
New York City Transit

**Attendance**

(X) SITE TOUR  
( ) PRE-BID CONFERENCE  
( ) QUALIFICATION HEARING  
( ) OTHER  

**Date:** 3/9/2018  
**Time:** 10:00 AM  

Contract: C-32518: Design, Build, Furnish & Maintain a Platform Barrier Door System at the 3rd Avenue Station on the Canarsie Line, Borough of Manhattan

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<tbody>
<tr>
<td>Rich Ockler</td>
<td>UILJ</td>
<td>President</td>
<td>917-807-4293</td>
</tr>
<tr>
<td>Jo David Strong</td>
<td>Parsons</td>
<td>VP</td>
<td>212-266-8367</td>
</tr>
<tr>
<td>KEW Delasige</td>
<td>PJS</td>
<td>VP</td>
<td>914-623-9206</td>
</tr>
<tr>
<td>Minshool Minhasan</td>
<td>JAD</td>
<td>Estimator</td>
<td>718-495-6721</td>
</tr>
<tr>
<td>Michael Capito</td>
<td>PTI</td>
<td>Project Mgr.</td>
<td>718-689-0673</td>
</tr>
<tr>
<td>Raymond Pinto</td>
<td>Juntion</td>
<td>Senior Bus. Dv</td>
<td>718-554-2745</td>
</tr>
<tr>
<td>Ben Malamed</td>
<td>SYSTRA</td>
<td>Project Mgr.</td>
<td>973-873-9745</td>
</tr>
<tr>
<td>John Girard</td>
<td>CRT</td>
<td>VP</td>
<td>576-523-1236</td>
</tr>
<tr>
<td>Robert S. King</td>
<td>JAD</td>
<td>PM</td>
<td>516-565-2600</td>
</tr>
<tr>
<td>Daniel Martinez</td>
<td>Railworks</td>
<td>DW</td>
<td>646-753-0828</td>
</tr>
<tr>
<td>Adam Penza</td>
<td>Railworks</td>
<td>VP</td>
<td>212-234-4360</td>
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**Note:**

  AUP: 717-740-2443  
- Vitalo Richmond: TC-Elec (PM)  
  Pres'at: 212-207-2256  
- Root Comus: Duotech  
  V.P. Corp: 904-613-3632  
- Neil Dain: FAimeley  
  ES-BHN: 347-315-2828
New York City Transit

Attendance

(X) SITE TOUR  
( ) PRE-BID CONFERENCE  
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( ) OTHER  

Date: 3/9/2018  
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Contract: C-32518: Design, Build, Furnish & Maintain a Platform Barrier Door System at the 3rd Avenue Station on the Canarsie Line, Borough of Manhattan

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<tbody>
<tr>
<td>Frank Stanton</td>
<td>Parson</td>
<td>Program Dir.</td>
<td>973-418-4651</td>
</tr>
<tr>
<td></td>
<td>Halpin</td>
<td>Sr. VP Manager</td>
<td>630-303-3294</td>
</tr>
<tr>
<td></td>
<td>Varson</td>
<td>Manager</td>
<td>212-282-3324</td>
</tr>
<tr>
<td>Luiz Beasmeiro</td>
<td>KS Eng. (HBD)</td>
<td>Presa Manager</td>
<td>812-516-2087</td>
</tr>
<tr>
<td>Stephen Sang</td>
<td>CRRC</td>
<td>GM of TPEA</td>
<td>212-704-6105</td>
</tr>
<tr>
<td>Alina Chen</td>
<td>CRRC</td>
<td>Key Account Manager</td>
<td>614-460-0320</td>
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<tr>
<td>Ju Lee</td>
<td>CRRC</td>
<td>Engineer</td>
<td>814-460-0320</td>
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<tr>
<td>Qixi Li</td>
<td>CRRC</td>
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<td>Jeremy Lussin</td>
<td>Siemens</td>
<td>Accomp</td>
<td>631-312-7924</td>
</tr>
<tr>
<td>Kevin Springer</td>
<td>SYSTRA</td>
<td>Signar, nsp.</td>
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<td>Chris Staryea</td>
<td>FORTE</td>
<td>PM</td>
<td>917-416-7040</td>
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<tr>
<td>Eric Shatichnik</td>
<td>Skanska</td>
<td>Estimator</td>
<td>918-340-0658</td>
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<td>Shadrk Joacke</td>
<td>Dewberry</td>
<td>Project Eng.</td>
<td>646-434-2844</td>
</tr>
<tr>
<td>Keith Itzler</td>
<td>Dewberry</td>
<td>Engineer</td>
<td>646-434-2839</td>
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<tr>
<td>Aaron Frater</td>
<td>Hatch</td>
<td>RAIL SYSTEM</td>
<td>347-277-1538</td>
</tr>
<tr>
<td>Dean Peens</td>
<td>Hatch</td>
<td>Systems Eng.</td>
<td>647-678-1539</td>
</tr>
<tr>
<td>Jim Murphy</td>
<td>Newberry</td>
<td>Engineer</td>
<td>646-313-2449</td>
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<td>Larry Pappas</td>
<td>FORTE</td>
<td>Pres</td>
<td>331-589-8609</td>
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<td>Peter Deleeuwards</td>
<td>Stanley</td>
<td>CNG MGR</td>
<td>361-658-2129</td>
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<tr>
<td>Art Barker</td>
<td>AECOM</td>
<td>5K PM</td>
<td>914-906-6382</td>
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<tr>
<td>Rich Pavlitt</td>
<td>TC Electric</td>
<td>Pres</td>
<td>676-813-6440</td>
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<tr>
<td>Charles MacRath</td>
<td>J-Track</td>
<td>Chief Estimator</td>
<td>718-554-2760</td>
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<tr>
<td>Jeremy Rosario</td>
<td>CLEARSys</td>
<td>Sales Rep.</td>
<td>975-496-9311</td>
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<tr>
<td>Charlie Ballelli</td>
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New York City Transit

( X ) SITE TOUR
( ) PRE-BID CONFERENCE
( ) QUALIFICATION HEARING
( ) OTHER

Contract: C-32518: Design, Build, Furnish & Maintain a Platform Barrier Door System at the 3rd Avenue Station on the Canarsie Line, Borough of Manhattan

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<td>Lindsey Bumpviech</td>
<td>John P. Picone Inc</td>
<td>Estimator</td>
<td>516-364-2244</td>
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New York City Transit

Attendance

Date: 3/9/2018
Time: 10:00 AM

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<td>Pascal Canicatti</td>
<td>Mastic - Fairley</td>
<td>PM Director</td>
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<tr>
<td>Ricky Liu</td>
<td>DiDomenico Partners</td>
<td>Architect</td>
<td>212-337-0900</td>
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<tr>
<td>Andrew Berger</td>
<td>DiDomenico Partners</td>
<td>Supt. Architect</td>
<td>212-337-0900</td>
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<tr>
<td>Marco Kocisova</td>
<td>Jacobs</td>
<td>Project Manager</td>
<td>201-232-3596</td>
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<tr>
<td>M.T. Shaikh</td>
<td>Jacobs</td>
<td>Chief Site Engr</td>
<td>212-946-2299</td>
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<tr>
<td>Tyler Welsch</td>
<td>Kiewit</td>
<td>Superintendent</td>
<td>201-522-9103</td>
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<td>Cassie Bernard</td>
<td>ST Eng</td>
<td>Project Eng</td>
<td>212-354-5939</td>
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<td>Francisco Rueda</td>
<td>HKS</td>
<td>PIC</td>
<td>212-737-1947</td>
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<td>Manuel Millan</td>
<td>HKS</td>
<td>PM</td>
<td>212-747-1997</td>
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<tr>
<td>Richard Polk</td>
<td>ARUP</td>
<td>Assoc. Principal</td>
<td>646-647-9214</td>
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<td>Lin Senan</td>
<td>ARUP</td>
<td>GRE</td>
<td>646-837-5927</td>
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<tr>
<td>Mike Lyon</td>
<td>Arup</td>
<td>Asst. Rel.</td>
<td>646-932-7328</td>
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<tr>
<td>Anthony DeSantis</td>
<td>SYSTRA</td>
<td>Structural Eng</td>
<td>607-760-8872</td>
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New "PSD Spare Parts" Room

New "PSD Equipment" Room
### Construction/Architectural & Engineering Contract

**Solicitation Notice/Project Overview**

MTA-NYCT is now advertising for the following:

<table>
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<th>SSE #: 0000199416</th>
<th>OPENING/DUE DATE: 3/28/18</th>
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<td><strong>Type of Solicitation:</strong> RFP</td>
<td><strong>Document Availability Date:</strong> N/A</td>
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**Solicitation Title:** C-32518: Design, Build, Furnish & Maintain a Platform Barrier Door System at the 3rd Avenue Station on the Canarsie Line, Borough of Manhattan

**Description:**

New York City Transit (NYCT) is seeking to retain the services of a contractor/design team to Design-Build, Furnish, Install, and Maintain a Platform Barrier Door System at the 3rd Avenue Station on the Canarsie Line, Borough of Manhattan. NYCT will provide a preliminary design document that will serve as the basis for soliciting proposals to complete the Design and perform the construction. Selection will be accomplished with a two-step Request for Proposal (RFP) process.

This Project consists of design/build activities to develop, furnish, install and maintain half-height Platform Screen Door (PSD) technology (aka - Automated Platform Gates (APGs)) on both 500 ft. platforms at the 3rd Avenue ‘L’ Line (Canarsie) Station. This will be the first such installation in the NYC Transit Subway System and will serve as a pilot for NYCT to evaluate such systems from the perspectives of public interface, systems integration, operations, safety and maintenance for potential future installations in the existing NYC Transit Subway System. General contractors demonstrating their intention to be respondents to the RFP must demonstrate by way of an APG manufacturer(s), appropriate technology, experience, and the manufacturer’s successful installations of similar systems.

**Funding:** 100% MTA

**Goals:** 10% MBE, 10% WBE  
**Term:** 20 Mos  
**Est. $ Range:** Over $10M

**See Attached for Additional Information**

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<th>( ) Pre-Bid Conference Location:</th>
<th>DATE:</th>
<th>TIME:</th>
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<table>
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<th>(X) Site Tour(s) Location:</th>
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<th>TIME: 10:00AM</th>
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<tr>
<td>3rd Avenue “L” (Canarsie) Station – South East Corner of 3rd Ave. &amp; 14th St. Station Booth</td>
<td></td>
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</tbody>
</table>

**For More Information, Please Contact:**

**Procurement Representative:** Fabrizio Raho  
**Phone:** 646-252-6039
REQUIREMENTS TO PARTICIPATE

DATA UNIVERAL 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.MYDNB.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 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 New York City Transit Authority (the “Authority”) is seeking to retain the services of a contractor/design team to Design-Build, Furnish, Install, and Maintain a Platform Barrier Door System at the 3rd Avenue Station on the Canarsie Line, Borough of Manhattan. NYCT will provide a conceptual design document that will serve as the basis for soliciting proposals to complete the design and perform the construction.

This Project consists of design/build activities to develop, furnish, install and maintain half-height Platform Screen Door (PSD) technology (aka – Automated Platform Gates (APGs)) on both 500 ft. platforms at the 3rd Avenue ‘L’ Line (Canarsie) Station. This will be the first such installation in the NYC Transit Subway System and will serve as a pilot for NYCT to evaluate such systems from the perspectives of public interface, systems integration, operations, safety and maintenance for potential future installations in the existing NYC Transit Subway System. General contractors demonstrating their intention to be respondents to the RFP must demonstrate by way of an APG manufacturer(s), appropriate technology, experience, and the manufacturer’s successful installations of similar systems.

These automated platform gates are required to be built at the platform edge in a continuous line with bi-parting gates coordinated with the location of the train car doors when a train is in the station. Secondary break-away emergency egress gates are to be provided between the bi-parting gates in case a train does not berth correctly in an emergency. Installation will require demolition of the existing concrete platform edge and platform topping of the entire platform, and its replacement with new concrete aligned with the train door sills and coordinated with top of rail to assure compliance with accessibility requirements of all applicable codes.

Additionally, all periodic maintenance of the APG system will be performed from the platform to minimize the requirement for General Orders (service changes) after the commencement of service. Prevention of passenger entrapment between the train doors and the APG doors is also required. One known approach is the use of door entrapment sensors and CCTV cameras mounted at the ceiling above each door (32 per platform) with monitors at the both ends and center of the platforms to be observed by train operators and conductors. Alternate means of entrapment prevention should be proposed, if possible. A wayside-only berthing system assuring alignment of the train is to be included. No modifications to the train cars are anticipated. An air conditioned Equipment room housing door controllers, Uninterrupted Power Sources, and Communications panels will be built at the end of one platform as part of this contract. A Storage room will also be built at the other platform as part of this contract. All communication network elements required for functionality and monitoring will be included. Power will be tapped off the existing station power.
The Contract includes a training provision at two levels: (1) for train operations personnel on the procedures to follow as it relates to the coordination of the opening and closing of the train doors and manual control of the APGs prior to placing the APG system in service is required, and (2) training of NYCT maintenance personnel in maintaining and repairing APG equipment.

An optional maintenance contract with a three-year term with mandated response times to guaranty continuous operation of the APGs is included. The Contractor will initially be responsible for performing preventative and remedial maintenance of the APG equipment. Training of NYCT maintenance personnel in maintaining and repairing APG equipment will be part of the maintenance contract and will take place any time during the maintenance contract term, but no later than the 24th month of the three-year term. The maintenance contract may be extended at the Authority’s discretion based on the availability of trained NYCT maintenance personnel and the level of support needed to maintain APGs by NYCT maintenance personnel and/or the Contractor.

The Design-Build team shall consist of the Construction Contractor, the design firm(s) (Design Professional) and the APG manufacturer, in a joint venture with the Construction Contractor, or as subcontractors to perform the design work and furnish equipment. NOTE: The APG Manufacturer proposed in Step 1 may be replaced, if deemed necessary by the Proposer, with another Manufacturer in Step 2, provided that the new Manufacturer meets or exceeds the Qualifications and Experience of the previous Manufacturer.

The Design-Build team shall provide all architectural/engineering, as well as other necessary or appropriate professional or technical services for the proper design and construction of the project, and shall have responsibility for the full investigation of all existing conditions and the proper preparation of all Contract Drawings and Specifications for the project.

The Contract is forecasted to be awarded in the third quarter of 2018. Installation is to coincide with the Canarsie tunnel closure in April 2019, with inspection/ testing/ commissioning to be completed by March 2020. Due to other construction activity on the ‘L’ Line, Contractor access will be via existing street stairs. There will be no option for work train access for platform demolition work.

This project is 100% MTA funded and is estimated in excess of $10M.

The subcontracting goals are as follows: MBE 10%; WBE 10%.

Note: It is the intention of NYCT to offer a stipend to proposal teams that submit a detailed technical proposal in response to Step 2 of this RFP but are not otherwise selected for award.

A Site Tour will be held during Step 1 at 10:00 am on March 9, 2018. To attend please contact via email the Procurement Representative, Fabrizio Raho, at fabrizio.raho@nyct.com by March 7, 2018. An additional Site Tour may also be scheduled during Step 2. NOTE: Prospective Proposers who plan to attend Site Tours are required to come attired with hard hat, heavy soled work shoes, safety glasses, a reflective safety vest, and a working flashlight. Proposers who come without the required proper attire will not be allowed to attend the tour(s).

A Pre-Proposal Conference will be scheduled during Step-2 of the Procurement process.
Selection will be accomplished by a two-step Request for Proposal process. Step 1 involves the submission of one (1) original and seven (7) copies of a Qualification Package that consists of the following documents:

1) Letter of Interest; (to be signed by an officer or principal of the firm);
2) SF-330 Forms (to be completed by Prime Contractors and/or Joint Venture Partners and any major proposed Subcontractors. Customize, as appropriate, if the Prime Contractor is not an Architect/Engineer);
3) Schedule J, Responsibility Questionnaire - to be completed by Prime Contractor and/or Joint Venture (JV) Partners, lead design firm, preferred APG supplier and all known Subcontractors estimated to exceed $1M. Note: for JVs, you must submit a Schedule J for the JV in addition to a separate Schedule J for each member of the Joint Venture.
4) A customized Qualification Statement (to be submitted in the form of a brief executive summary with a maximum of 10 pages single-sided or 5 pages double-sided), which describes the Proposer's Technical approach, skills, abilities and experience that are most relevant to the project and demonstrates that they understand the project objectives and have adequate experience and staffing resources to handle assignments (general responsibility as well as the firm(s) financial resources and safety records must also be included in the qualification statement).
5) Letter from a Surety indicating that proposer has adequate bonding capacity.

The submission shall be evaluated to assess the Proposer's responsibility, and project specific and general professional experience.

In Step 2, the Selection Committee will select the most technically qualified, experienced and financially stable Proposer(s) from Step 1 to submit a comprehensive/detailed response to the RFP which shall be evaluated in accordance with the specific evaluation criteria set forth in the RFP. Step 2 proposals shall only be accepted from firms selected in Step 1.

In evaluating a Contractor's response to this advertisement, NYCT will primarily consider the information furnished in the Qualifications Package and information contained on NYCT and sister agencies prior performance evaluation forms, if any. Incomplete packages may be rejected without further consideration.

For the purpose of Step 1, the Schedule J, SF-330 Form and short Scope of Work may be obtained free of charge from the NYCT website. NYCT requires all Contractors to refrain from submitting anything other than what has been requested.

Qualification Packages must be submitted to: MTA NYC Transit, Bid Reception Desk, 3 Stone Street, New York, NY 10004, Attn: Fabrizio Raho, Procurement Representative by 12:00 Noon on March 28, 2018, referencing SSE # 0000199416: C-32518 Design/Build, Furnish, Install, and Maintain a Platform Barrier Door System at the 3rd Avenue Station on the Canarsie Line, Borough of Manhattan.

The respondents selected as a result of Step 1 will be invited to submit proposals (Step 2), and will be the only firms the Authority will consider eligible to be awarded a contract resulting from this RFP. The charge for the RFP document is $150.
SELECTION CRITERIA

REQUEST FOR PROPOSAL

Selection of the Contractor to perform work on Contract C-32518 is being accomplished by a 2-step Request for Proposal (RFP) process.

The Selection Committee evaluates the technical proposals against the requirements in the RFP document and in accordance with the RFP evaluation criteria described herein. Only a responsible Proposer will receive an award. To be considered responsible, the Proposer must demonstrate to the satisfaction of NYCT that it is in all respects a responsible party; this determination encompasses consideration of the Proposer's integrity, skill, experience, necessary resources, and financial and other resources to do the work in accordance with the Contract Terms and Conditions. The Contract will be awarded to the qualified Proposer whose Proposal the Authority believes will be the most advantageous to the Authority, applying such Evaluation Criteria.

ON-GOING RESPONSIBILITY

Proposers are reminded that establishing a Proposer's responsibility is an on-going requirement for award and that award of Authority contracts may only be made to "responsible" Proposers. Proposers should be aware that the following criteria are considered threshold criteria that must be met. Proposers found unqualified based upon evaluation of the following criteria will be eliminated from further consideration:

- Record regarding integrity and business ethics;
- Record regarding defaults, debarments, suspensions and non-responsibility determinations;
- Safety Record;

PROPOSAL EVALUATION

The proposals will be evaluated by a Selection Committee comprised of NYCT personnel, experienced in the disciplines necessary to evaluate the Proposal submissions. Selection Committee members will base their evaluation on the criteria listed below.

Selection will be accomplished with a Two-Step Request for Proposal (RFP) process using the below listed criteria:

STEP 1 EVALUATION CRITERIA

1. Technical Matters and Relevant Experience: The Proposer must satisfactorily demonstrate a successful record in the following areas:
• The proposer must outline its general technical approach, (briefly) summarizing its overall plan to undertake a construction project of this size and complexity, and to meet and accelerate the critical project construction schedule.

• Relevant experience and qualifications of the member firms of the design-build team, including previous experience in designing, constructing and commissioning complex construction projects, including half height Platform Screen Door (PSD) systems (known as – Automated Platform Gates (APGs)) and/or full height PSD systems on active railroad/transit facilities, and related communication network systems, including Connection Oriented Ethernet.

• Qualifications and experience of the APG/PSD Manufacturer.

• Record of timely performance with respect to budget and schedule on (i) design-build projects and (ii) other relevant construction projects.

• Qualifications and experience of the proposed project manager, design professionals and other personnel.

• Proposed project organizational structure and the roles and responsibilities of key personnel.

• Experience commissioning, and maintaining, APG/PSD systems found in transit stations or other public transportation systems.

• Relevant experience and qualifications of the member firms of the design-build team: Provide overall and previous history working together on similar design-build projects and ongoing project commitments that will run concurrently with this project. (Note: it is not a requirement for teams to have worked together).

2. **General Responsibility to Receive Contract Award and to successfully and Faithfully Perform the Work:** Included in this criterion is the degree to which the Proposer characteristically performs the contract work (including design and 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 of the Work to be performed, 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, the availability of physical plant and equipment to perform the Work).

• Record of performance on other contracts of NYCT, MTA, other governmental and non-governmental entities, including compliance with safety standards, DBE/WBE/MBE requirements, claims loss history, and information on defaults, debarments and non-responsibility determinations.
3. **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 MTA/NYCT will be required to pay said amounts in full in order to be considered a responsible firm, unless and to the extent that NYCT, upon satisfactory explanation made by the firm, excuses the firm from the payment thereof or permits further deferment of payment.

4. **Safety Record**: The proposer must satisfactorily demonstrate that both it and its proposed Subcontractors have an acceptable safety record, including an experience rating for Worker's 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 therefore.

NYCT intends to perform an evaluation of STEP 1 Proposers regarding all four of the above criteria, which are generally considered of equal importance.

Only those companies whose overall qualifications are considered acceptable based on the foregoing criteria in 1, 2, 3 and 4, will be deemed eligible to proceed to STEP 2, and propose on RFP # C-32518 (second step of the RFP process), which will include preliminary written specifications and design drawings.

**STEP 2 EVALUATION CRITERIA**

In Step 2, for the purpose of selecting Proposers to proceed to negotiations, Proposers will be evaluated by the Selection Committee utilizing Criterion 1, Detailed Technical Proposal and Approach as well as Other Technical Matters, Criterion 2, Overall Project Cost and Criterion 3, Other Relevant Matters. Criteria are listed in their relevant order of importance. Those Proposers identified to be within the competitive range with respect to Criteria 1, 2 and 3, will then be invited to participate in negotiations, possibly resulting in a request for Best and Final Offers. To the extent that competing proposals are otherwise determined to be substantially equal with regard to Criterion 1 and Criterion 3, the importance of Criterion 2 shall increase. To ensure proper consideration, Proposers shall furnish proposals with supporting Documentation to be evaluated on the following criteria:
Criterion 1. Detailed Technical Proposal and Approach as well as Other Technical Matters

a) Technical and Qualification Considerations:

1. Detailed Design and Construction approach demonstrating the proposer's understanding of the project, including phasing and staging plans, identification of key project concerns, risks and mitigation plan.

2. Demonstrated experience by the Contractor and/or the APG/PSD manufacturer in, incorporating APG/PSD (Master Control Panel, Power Supply, Master Monitoring System), and Door Control Unit (DCU) (Motor Limit-switch and Locking system) in Design, Manufacture, Supply, Installation, Testing, Commissioning, and Maintaining of APG/PSD Systems for Rail/Mass transit projects in multiple stations, satisfactorily completed and in Operation in the Last 10 years.

3. Detailed experience and qualifications of the Construction Contractor and key members of the Proposer's Construction Management team and organizational structure. This includes Relevant Experience as indicated in the STEP 1 Evaluation Criteria.

4. Detailed experience and qualifications of the Design Professional and key members of the Proposer's Design Management team and organizational structure. This includes Relevant Experience as indicated in the STEP 1 Evaluation Criteria.

5. Detailed experience and qualification of the APG/PSD manufacturer. This includes relevant experience as indicated in step 1 evaluation criteria, if same manufacturer.

6. Proposed project innovations related to construction and opportunities to improve or accelerate the proposed project schedule (including schedule monitoring) while still achieving NYC Transit requirements.

7. Proposer's Safety and Quality Control/Quality Assurance plans for both design and construction.

8. Proposed commissioning process plans and their adherence to NYCT requirements with respect to designing, installing, testing, and maintaining APG/PSD systems.

9. 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 MBE/WBEs and proposed plans and methods to ensure that the MBE/WBE goals are achieved under this Contract.

10. Qualifications and coordination of Subcontractors whose work scope value exceeds $1 Million (exclusive of suppliers of common materials) or are otherwise identified in section 15.e of the Overview and Proposal Procedures. Percentage and type of work to be performed by the Prime Construction Contractor and designated subcontractors as well as the Design Professional.
b) Other Technical Matters including, but not limited to:

1. Other relevant matters, including Evaluation Criteria 1, 2, 3 and 4 from Step 1 as well as pertinent items not expressly covered above and issues raised after the release of the RFP or during negotiations.


3. Proposer's Diversity Practices as determined by the Authority's assessment of Proposer's answers to Schedule E (Proposer Diversity Practices Questionnaire), which is primarily, though not entirely, concerned with Proposer's use of, and programs for, New York State certified Minority and Women Owned Business Enterprises. Proposer's answers to Schedule E will be scored by the Authority at its sole discretion.

Criterion 2 - Overall Project Cost including, but not limited to:

- Net cost savings and/or additions resulting from proposed changes to Terms and Conditions, as well as from innovations with respect to the Project Schedule and Phasing; and cost implications of proposed use of NYCT services, facilities and materials. In the case of alternate or Value Engineering Proposals deemed acceptable by the Selection Committee offering reductions to the time required for Substantial Completion, the cost implications and value to the Authority of such schedule improvements will be taken into account under this criterion.

- 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.

c) Cost of long-term maintenance of the APG system.

Criterion 3 - Other Relevant Matters including but not limited to:

a) Willingness to agree to the Authority's Terms and Conditions or to negotiate same in timeframe consistent with the Authority's needs;

b) Overall adherence to the requirements of the RFP in terms of quality and completeness.

In making the determination as to which proposal offers the best value to the Authority, the Authority will review all factors that contribute to the total cost of the proposal, including costs which may be incurred by the Authority as a result of the proposal even if those costs are external to the proposed price.

In making the determination as to which proposal is most advantageous and offers the best value to the Authority, the Authority will review the proposals in relation to all evaluation criteria. Accordingly, neither the Proposer with the highest technical ranking, nor the Proposer with the lowest priced proposal, will necessarily receive the award, which will be determined by assessment of the best value to the Authority based upon all the evaluation criteria.

Although price is not the most important evaluation criterion for this solicitation, price may become the controlling factor when competing proposals are otherwise determined to be substantially equal.
The Authority reserves the right to (i) reject all Proposals submitted; (ii) accept any Proposal 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) at 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”; or solicit “Best and Final” offers utilizing another appropriate procedure; (x) 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 (xi) accept improvements to, enhancements of or other revisions to any Proposal or alternate at any time if it deems such to be in its best interest.

No Proposer shall have any rights against the Authority 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, for any reason, determines not to make an award of the 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 Proposer to execute same, and (c) take such other action as may be in the best interests of the Authority consistent with the law.
SHORT SCOPE OF WORK

Project C-32518: Design-Build, Furnish, Install, and Maintain a Platform Barrier Door System at the 3rd Avenue Station on the Canarsie Line, Borough of Manhattan

Description of work:

This Project consists of design/build activities to develop, furnish and install half-height PSD technology (aka – automated platform gates (APGs)) on both 500 ft. platforms at the 3rd Avenue ‘L’ Line (Canarsie) Station. This will be the first such installation in the NYC Transit Subway System and will serve as a pilot to evaluate such systems from the perspectives of public interface, systems integration, operations, safety and maintenance for potential future installations in the existing NYC Transit Subway System. General Contractors and their Design Professionals responding to this RFP must demonstrate that their preferred APG manufacturer has the appropriate technology, experience, and performed successful installations of similar systems. The project will also include a three year maintenance contract option plus subsequent renewals.

These platform screen doors are to be built at the platform edge in a continuous line with bi-parting doors coordinated with the location of the train car doors when a train is in the station. Secondary hinged emergency egress doors are to be provided between the bi-parting doors in case a train does not berth correctly in an emergency. The dimensional requirements of door width and height are unique to NYCT and cannot be altered; a custom fabrication is therefore required. Installation will require demolition of the existing concrete platform edge and platform topping of the entire platform, and its replacement with new concrete aligned with the train door sills and coordinated with top of rail to assure compliance with accessibility requirements of all applicable codes. All periodic maintenance of the APG system will be performed from the platform to minimize the requirement for General Orders (service changes) after the commencement of service.

Prevention of passenger entrapment between the train doors and APG doors is also required. One known approach is the use of door entrapment sensors mounted at the ceiling above each door (32 per platform) with CCTV monitors at the both ends and center of the platforms to be observed by train operators and conductors. Alternate means of entrapment prevention should be proposed, if possible. A wayside only berthing system assuring alignment of the train is to be included and requires door operation detection devices to be mounted along the platform length (4 per platform). All communication network elements required for functionality and monitoring will be included. Video, APG system status and alarms are required to be transmitted to the NYCT’s Rail Control Center and displayed via a monitoring system head end to be developed and provided by the Contractor. Fiber optic cabling will be run to 14 St, Union Square to access NYCT’s existing Connection Oriented Ethernet network in order to transmit the high-bandwidth video traffic. In addition, a high-bandwidth leased line shall be provided to provide video, APG system status and alarms to an off-site location to provide 24-hour x 7-day annunciations to the Contractor performing maintenance of the APG system.

An air conditioned Equipment Room housing door controllers, Uninterrupted Power Sources, and Communications panels is required to be built at the end of one platform. A Storage room will also be built at the other platform. Power will be tapped off the existing station power.
The Contract includes a training provision at two levels: (1) for train operations personnel on the procedures to follow as it relates to the coordination of the opening and closing of the train doors and manual control of the APGs prior to placing the APG system in service is required, and (2) training of NYCT maintenance personnel in maintaining and repairing APG equipment.

An optional maintenance contract with a three-year term with mandated response times to guaranty continuous operation of the APGs is included. The Contractor will initially be responsible for performing preventative and remedial maintenance of the APG equipment. Training of NYCT maintenance personnel in maintaining and repairing APG equipment will be part of the maintenance contract and will take place any time during the maintenance contract term but no later than the 24th month of the three-year term. The maintenance contract may be extended at the Authority’s discretion based on the availability of trained NYCT maintenance personnel and the level of support needed to maintain APGs by NYCT maintenance personnel and/or the Contractor.

Schedule

The contract is to be awarded by July 2018, with design development proceeding for six months, and fabrication of the APGs initiating at seven months (February 2019). Installation is to coincide with the Canarsie tunnel closure in April 2019, with inspection/ testing/ commissioning complete by March 2020. Due to other construction activity on the ‘L’ Line, Contractor access will be via existing street stairs. There will be no option for work train access.

Construction Scope

(Note: No work trains will be available; all delivery and removal by street stairs or thru vent gratings on 14th Street. The availability of revenue/passenger trains for testing, commissioning and training may be limited to a short timeframe before the reopening of the station. Proposers must present other means by which testing, commissioning and training on APGs can occur, if possible.)

1. Perform topographic survey of tracks and platform.
2. Demolish concrete platform edge; demolish 3” concrete topping at entire 500’x10’ platform – both northbound and southbound.
3. Form and pour new platform at proper height (+2” above existing).
4. Clean drains and install new drain inlets.
5. Construct block walls, doors, ceramic tile, mosaics at new equipment room and storage room.
6. Confirm electrical capacity of the station and provide any required lighting and power upgrades.
7. Install air conditioning unit in equipment room.
8. Install cabinets in equipment room for power, communications, UPS and door control equipment for the APGs.
9. Install conduits and raceways for power, communications.
10. Install APGs.
11. Install CCTV cameras (one per door; 64 doors total).
12. Install CCTV monitors near the ends and center of each platform to be observed by train operators and conductors.
13. Install berthing sensors (8 total).
14. Install entrapment detection sensors (one per door; 64 total).
15. Install communication network to integrate the components of the APG system and to provide remote monitoring capabilities.
16. Perform testing and commissioning.
17. Perform training of NYC Transit personnel in APG operations.

APG/PSG Manufactures additional information

The Authority is aware of some manufacturers of Platform Screen Doors (list below). However, the Authority has not conducted any independent qualification process and cannot represent that this is a list of qualified manufacturers of Platform Screen Doors for this project.

Nabtesco
Westinghouse
Faiveley
Fangda
Kangni
Horton Automatics
Stanley
Panasonic
Jiacheng
Shanghai Electric
KTK
Manusa
NRT
SKD Hi-Tec
Kyosan

Photos:
Entrapment detection & CCTV

APG

Reconstruct platform