



Washington Metropolitan Area Transit Authority

TUNNEL CLEANING - RFI

Calvert, Norie A.

Washington Metropolitan Area Transit Authority

RFI Guidelines

Please note that this is for INFORMATIONAL and PLANNING purposes only and does not constitute a Request for Proposal (RFP). Responses to this RFI will not be accepted by WMATA to form a binding contract. WMATA will not pay for the information solicited nor recognize any costs associated with the submission of the RFI. The purpose of this RFI is to provide an opportunity for industry to enhance the success of any future procurement to meet this requirement. Any information obtained as a result of this RFI is intended to be used by the Government on a non-attribution basis for program planning and acquisition strategy development.

Please be brief in your answers. If a particular answer; however, is best presented as an attachment you may do so.

WMATA's evaluation and possible selection of companies for further discussions is a business decision and will be based upon a composite of a company's response to the factors set forth under "Information Requested" below. In submitting a response to this RFI, companies agree that the WMATA will not provide its rationale for the selection or non-selection of a prospective business partner(s) for possible further discussions with the WMATA. However, all companies will receive an acknowledgement as to their selection for, or removal from, further consideration. Furthermore, in submitting a response to this RFI, companies agree that any selection or rejection of a business partner(s) by WMATA is final and indisputable.

Confidential Information

The information contained in this Request for Information (RFI) is confidential and proprietary to The Washington Metropolitan Area Transit Authority (WMATA). In accepting this RFI, vendors agree to the following conditions, under USA law:

1. Each party recognizes and agrees that the Confidential Information has been compiled, created and maintained by special effort and expense of the other party.
2. Each party recognizes and agrees that disclosing or disseminating Confidential Information to a third party will have a materially adverse effect on the other party and agrees not to disclose or disseminate the Confidential Information to any third party. Except as necessary to perform its obligations hereunder, each party shall not use, reproduce or draw upon the Confidential Information or circulate it within its own organization.
3. Each party shall provide notice to the other party of any demand made upon it under lawful process to disclose or provide the other party's Confidential Information. Such party agrees to co-operate with the other party if it elects to seek reasonable protective arrangements or oppose such disclosure, at the expense of the party that is seeking the protective arrangements or opposing the disclosure.

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4. Any Confidential Information disclosed pursuant to such lawful process shall continue to be Confidential Information, the access to such Confidential Information shall be limited to those persons (i) only with a need to review such information for the purposes for which the disclosure was required, and (ii) who agree in writing to keep the Confidential Information confidential.

Project Introduction

This is a Request for Information (RFI) only and does not constitute a commitment, implied or otherwise that the Washington Metropolitan Area Transit Authority (Metro) will take procurement action in this matter. Further, Metro will not take any responsibility for any cost incurred in providing a response to this RFI.

WMATA's 50 underground stations are built with cast in place or precast coffered architectural concrete vaults. On average these station vaults are about 30-35 feet in radius and 600 feet long. There are two station end walls with architectural concrete board formed finish, one at each end of the platform. The average concrete surface area of a station vault, including the end walls, is about 60,000 SF. The architectural concrete surface is lightly sand blasted with some exposed aggregate and small pockets of air bubbles due to the use of air-entrained concrete. There is a heavy build-up of dirt, and brake-dust on the lower portion of the vault structure and there are water and rust stains throughout the concrete surface. Metro is looking for viable methods for cleaning the vault and end walls that do not involve the use of damaging or toxic chemicals, water, sandblasting, or other cleaning techniques which result in excessive water runoff, residue, dust, debris, or fumes that would be harmful to workers, Metro's patrons, or lighting fixtures and electronic and mechanical equipment.

Metro is issuing this Request for Information to obtain recommendations from Vendors or Contractors who are required to submit an electronic submission in response to this RFI.

Requirements

The cleaning methods must produce a clean and uniform appearance that does not discolor, change the existing texture or otherwise damage the concrete surface. Rail cars are powered by means of an electrified 3rd rail. The rail system operates from 5 AM to 12:30 AM. Access for work in stations and above the tracks during non-revenue hours is a small work window of 3 to 4 hours nightly. Weekend station closures with single tracking, approximately 48 to 50 hours, may be a possibility. The solution proposed may be used to develop a future RFP for the tunnel cleaning needs.

Vendors or Contractors must submit details of their cleaning method(s), materials, equipment, production set-up, average cleaning rate, overall time required to clean 60,000+ SF of concrete surface, and projected time to clean 50 stations. A more detailed list of stations and station configurations will be provided in the future if the Authority decides to issue a solicitation for this service.

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Instructions to Vendors

At this time no price information needs to be provided in response to this Request for Information. However, Vendors or Contractors must submit details of their cleaning method(s), materials, equipment, production set-up, average cleaning rate, overall time required to clean 60,000+ SF of concrete surface, and projected time to clean 50 stations. A more detailed list of stations and station configurations will be provided in the future if the Authority decides to issue a solicitation for this service.

This is a Request for Information (RFI), not an order. No cost can be charged to WMATA for any reason. This document shall not be construed as a request or authorization to perform work at WMATA's expense. Any work performed by a vendor will be at the vendor's own discretion and expense. This RFI does not represent a commitment to purchase or lease. Submission of a response constitutes an acknowledgement that the vendor has read and agrees to be bound by such terms.

This is not a request for offers but only a request for information. A determination not to issue a solicitation based upon responses to this notice is solely within the discretion of the Washington Metropolitan Area Transit Authority (WMATA).

Point of Contact

All communication with WMATA must be directed to the single Point of Contact for this project, as follows:

Norie Calvert, Office of Procurement & Materials
(202) 962-1678
nacalvert@wmata.com

Submission of Responses

The information received in response to this Request for Information will be used by Metro to determine the next action steps to move forward. A response will not result in an award. Also, WMATA does not commit to any incurred cost in preparation of a response to this Request for Information.

This RFI remains the property of WMATA at all times, and must be returned by the vendor upon request. Vendors not submitting a response must immediately return all printed, graphic and electronic documentation to the point of contact.

All responses, once delivered, become the property of WMATA.

If you have questions, please e-mail them to nacalvert@wmata.com no later than close of business (5:00 pm), **Wednesday, June 28, 2017**.

Responses are due by 3:00 pm on Friday June 30, 2017.

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