

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
10 PARK PLAZA,
BOSTON, MASSACHUSETTS 02116

**Public Announcement of Request for Letters of Interest
for Design Build Services
Red Line Hi-Rail Access Tunnel
Contract No. Y42CN01**

The Massachusetts Bay Transportation Authority ("MBTA") hereby solicits Letters of Interest ("LOI") from firms or teams (the "Design Build Entities") interested in providing Design Build ("DB") services for the Project. The Project is being procured using a two-phase best-value DB procurement process pursuant to M.G.L. c. 149A, s. 14, et seq. and consistent with the MBTA's Design Build Procurement Procedures.

The MBTA intends to enter into a DB contract with the best-value Design Build Entity identified through a two-phase selection process including a Request for Qualifications ("RFQ") with a subsequent Request for Proposals (RFP). The RFQ will be utilized to identify qualified Design Build Entities to submit a proposal pursuant to Section 19 of M.G.L. c. 149A. The best-value selection criteria detail will be provided in the RFP. Respondents to this request for LOI will receive future notifications of the RFQ's availability and its amendments.

CRITERIA FOR THE SELECTION OF THE DB ENTITY

Criteria for qualification are expected to include, in no particular order, key personnel, team experience, safety record, financial capability, bonding capacity, legal and past performance, and other criteria deemed appropriate for evaluation, selection, and award by the MBTA's Governing Body. Complete instructions for the submission of the Statement of Qualifications ("SOQ") shall be set forth in the RFQ.

MINIMUM SINGLE PROJECT LIMITS

A Design Build Entity will be required to meet the following MBTA Pre-Qualification

Work Class	Description
Class 1	General Transit Construction
Class 2	Grading, Drainage & Site Development

The requirements for showing the ability to meet the limits will be specified in the RFQ. The limits may be met by aggregating the respective qualifications of the key participants in the project, either as a major participant in the Design Build Entity or as a key subcontractor.

Design Build Entities shall affirmatively ensure that in regard to any contract entered into pursuant to this solicitation, minority and female consultant firms and construction contractors will be afforded full opportunity to submit proposals and will not be discriminated against on the grounds of race, color, religion, sex, age or national origin in consideration for award.

PROJECT TEAM

Agency: Massachusetts Bay Transportation Authority
Designer: Delve Underground
MBTA Project Manager Joseph Czapiga

PROJECT DESCRIPTION

The purpose of this project is to provide a new access point to the Red Line northwest of the Charles River that will accommodate equipment, labor, and material delivery into the tunnel more efficiently. The MBTA Red Line subway northwest of the Charles River consists of a below grade tunnel with access for equipment, such as Hi-Rail vehicles, and maintenance only available just east of the Kendall/MIT station, some four miles from Alewife Station at the First Street gate. With the existing tunnel being over 25-ft below ground surface near Alewife, a tunnel is the most practical means of providing access from grade to the tunnel below for access.

SCOPE OF WORK

This Project will complete design and construction to create the new access point to the Red Line Tunnel in Cambridge, MA. The Base Technical Concept (“BTC”) consists of a 15-ft wide paved access road, approximately 150 feet in length, followed by a boat section ramp approximately 130-ft long that provides below-grade access to a new tunnel that ties into the existing Red Line tunnel approximately 150-ft from the end of the boat section ramp.

The BTC includes constructing the new tunnel structure and boat section ramp within a support of excavation system (SOE). The proposed SOE system includes sheet piling walls, internal bracing, and a working base slab over a jet grout bottom plug. Soil within the excavation area is contaminated and a Final Release Abatement Measure (RAM) needs to be developed that follows the methods described in the Draft RAM plan submitted to the Massachusetts Department of Environmental Protection (MassDEP) in August 2024 or the Public Involvement Plan (PIP) process needs to be re-initiated. Dewatering will also be required as part of the excavation and water needs to be properly discharged. The tunnel and boat section ramp structures are detailed for conventional form and pour concrete methods starting with the base slab and progressing upward to the top of the boat walls and the tunnel roof slab. The final grading and tree planting plan needs to be in accordance with the Order of Conditions issued by the Cambridge Conservation Commission on January 6, 2025, otherwise the process to receive a new Order of Conditions needs to be re-initiated.

To provide access to the existing Red Line Tunnel, two openings approximately 14-ft high x 40-ft wide are proposed into the side of the existing tunnel to connect the new Access Tunnel. This operation will include the partial demolition of the existing Red Line Tunnel slurry walls. Truck pads are proposed within the existing Red Line Tunnel at each of the two openings to provide a designated “on-track” entrance point and “off-track” exit point for equipment and hi-rail vehicles.

The BTC equips the new tunnel with a manually operated flood door to prevent unauthorized personnel from accessing the tunnel and to prevent water ingress. The proposed electrical scope of work includes new security devices, lighting within the new tunnel, and electrical modifications within the existing Red Line tunnel.

PROJECT SCHEDULE AND CONSTRUCTION DURATION

The RFQ and its addenda will be issued electronically on Bid Express to those firms who have submitted an LOI.

RFLOI Issuance:	April 15, 2026
RFLOI Response due:	May 5, 2026
DB RFQ Issuance:	May 2026
DB SOQ Due:	June 2026
DB RFP Issuance to short list DB teams:	June 2026
DB Notice to Proceed:	February 2027
Construction Start:	April 2027
Project Substantial Completion (use and/or occupancy):	April 2029

Construction duration will be 30 months after NTP.

PROJECT FUNDING

The Project is funded with non-federal funds only. The Design Build Contract value is estimated at approximately \$42,000,000

RFLOI SUBMITTAL

One electronic copy of an LOI from Design Build Entities or firms interested in receiving a notice of the availability of the RFQ should be received by the MBTA by **11:00AM on May 5, 2026**.

All responses must be submitted via email to altdelivery@mbta.com with the subject line labeled "Letter of Interest – Y42CN01.

Each LOI must include the following information to ensure that a notice of the RFQ's availability will be received by the interested firm.

- Name of the Firm
- Firms mailing address
- Primary Contact's name and email address
- Secondary Contact's name and email address
- Telephone number

It is anticipated that there will be a stipend as part of this procurement. Details will be provided in the RFQ.

This is not an RFQ or RFP. The MBTA reserves the right to reject any and all submissions, to waive informalities, to advertise for new LOIs or proceed to do the work otherwise, or to cancel this procurement, as may be deemed in the best interest of the MBTA.

The RFQ and its addenda will be issued electronically on Bid Express to those firms who have submitted an LOI.

In order to receive the most up-to-date information relating to this Project, the MBTA encourages interested firms to periodically visit the MBTA website:

https://bc.mbta.com/business_center/bidding_solicitations/current_solicitations/

Massachusetts Bay Transportation Authority

Phillip Eng

Interim MassDOT Secretary and MBTA General Manager & CEO