

**RFI 15-1915/KPN**



WASHINGTON  
METROPOLITAN  
AREA TRANSIT  
AUTHORITY  
(WMATA)

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## **REQUEST FOR INFORMATION**

### **WAYSIDE WORKER WARNING SYSTEM**

**JANUARY 9, 2014**

**RESPONSES DUE FEB. 13, 2015**

**Request for Information (RFI)**  
**RFI #1915 PRMT-CENI-WaySideWorkerWarningSystem-15**  
**Automatic Wayside Worker Warning System**

Dear Contractors, Manufacturers, Distributors:

**I. Introduction:**

The Washington Metropolitan Area Transportation Authority (WMATA) is gathering information that will facilitate a formal procurement process and invites your firm to provide input associated with this Request for Information (RFI). Any suggestions received through this inquiry may be incorporated into a final work scope that will provide the basis for a possible procurement solicitation.

This RFI is being used to gather market research for WMATA to make decisions regarding the development of strategies for procurement and specification requirements for a Wayside Worker Warning System which satisfies the requirements of NTSB recommendation to WMATA R-08-4, “Promptly implement appropriate technology that will automatically alert wayside workers of approaching trains and will automatically alert train operators when approaching areas with workers on or near the tracks”.

WMATA will not be responsible for any cost incurred in furnishing this information.

If a solicitation is released, it will be synopsisized/advertised on the Authorities web-site at [http://www.wmata.com/business/procurement\\_and\\_contracting/solicitations/and](http://www.wmata.com/business/procurement_and_contracting/solicitations/and) **FED BIZ OPS**.

**II. Objectives of the RFI**

This RFI provides the opportunity for manufacturers, distributors, etc. to assist WMATA with gathering select technical information for supplying wayside worker warning equipment for rail vehicles and wayside personnel to provide warning per the requirements of the Special Considerations below.

Responses to this RFI will not be used to qualify proposers/bidders for future solicitations, nor are they a pre-condition to responding to future RFP’s or IFB’s.

The objectives of this RFI are to:

1. Gather information on industry’s capability to provide products which meet WMATA’s business needs for a Wayside Worker Warning System which satisfies NTSB recommendation R-08-4 and may be quickly deployed without upgrade of the existing infrastructure, ( A PDF of the original recommendation is located at the following link:

[http://www.nts.gov/investigations/AccidentReports/ layouts/nts.recsearch/Recommendation.aspx?Rec=R-08-004](http://www.nts.gov/investigations/AccidentReports/layouts/nts.recsearch/Recommendation.aspx?Rec=R-08-004))

2. Receive feedback from industry on the available products and technologies which may meet the requirements for WMATA's Wayside Worker Warning System; and
3. Get responses to specific technical inquiries from the industry that may cause WMATA to revise the solicitation before it is issued.

### **III. Background:**

In 2008 following a number of incidents where several fatalities of wayside workers were experienced in the WMATA system, the NTSB issued recommendation R-08-4 to WMATA to implement appropriate technology that will automatically alert wayside workers of approaching trains and will automatically alert train operators when approaching areas with workers on or near the tracks. WMATA's initial proposed solution to illuminate a system of lights on the wayside when wayside workers were present did not satisfy this requirement as it does not provide warning to workers of approaching trains.

### **IV. Special Considerations:**

Firms responding to this RFI shall supply description of Wayside Worker Warning system device(s) meeting the requirements within this document.

The device(s) shall fulfill the requirements of NTSB recommendation R-08-4 and shall provide wayside workers advance notification of oncoming rail vehicle traffic and provide vehicle operators with notification of wayside workers present ahead. Architecture of the system shall be as follows:

- The system shall not rely on any infrastructure upgrades for deployment
- The system shall be fully portable in terms of the personal device and the on-board device
- The system shall have a method of failing to the "safest" condition possible within the established parameters
- Personal devices shall warn the workers at a minimum of fifteen seconds of warning time prior to the arrival the rail vehicle. Warning time of personal devices shall not exceed twenty-five seconds
- On-board devices shall warn train operators at least 1500' in advance of wayside workers
- Warning devices shall only provide warning while rail vehicles are on the approach to wayside workers. Devices shall not alarm after rail vehicles have passed wayside workers and travel away from the worker.
- Warning devices shall not be triggered by personal/on-board devices outside of the right of way of travel, i.e. adjacent yards or grade separated mainlines

- To the fullest extent practical, warnings provided by the devices shall be track specific. Personal and on-board devices shall not provide unnecessary warning when rail vehicles and wayside workers are located on opposite tracks
- Device shall work in the encountered environment throughout the entire system (including underground tunnel, aerial structure, vertical and horizontal curves, etc.)
- The personal device shall meet the requirements of MIL-STD-810 as it applies to the application

## **V. Responding to this RFI:**

RFI responses must include:

- Name of Firm
- Primary business and corporate mission
- Email address
- Phone
- Identification of other key individuals who collaborated on the RFI response
- A brief summary description (not to exceed two pages) of previous relevant experience. Provide contact information for organizations that you have previously provided with similar solutions.
- Description of applicable products which may be applicable in meeting the requirements of the system described in the document including technical specifications. Including details as to how the product meets and does not meet the requirements for NTSB's recommendation R-08-4; the Architecture of the system described above; and MIL-STD-810.
- Will firm commit to a free demonstration of product, if so, provide details and parameters of the demonstration, time period, etc.
- Provide a list of public entities or firms that have used or that are currently using the product, include product part, and model numbers; public agency; Point of Contact information and contract reference number.
- Identify any risks to performance, cost, and /or schedule with that are identifiable in the scope Overview? How might these risks be mitigated?

## **VI. Response Submission Deadline/Action Dates:**

Reponses must be provided to Krishna Nirola, Contract Administrator, Phone 202-962-1336; Email knirola @wmata.com; Fax 202-962-6120 no later than February 13, 2015. Electronic submissions will be acceptable.

### **Point of Contact for Technical Inquiries and Submissions:**

Nicholas J. Croce, P.E. – Deputy Chief Engineer, ATC  
 phone: 202/962-1271  
 email: ncroce@wmata.com

## **Rights and Options Reserved:**

In addition to the rights reserved elsewhere in this RFI, WMATA reserves and may, in its sole discretion, exercise any one or more of the following rights and options with respect to this RFI if determined that doing so is in the best interest of the Authority:

1. to decline to consider any response to this RFI (Response); to cancel the RFI at any time; to elect to proceed or not to proceed with discussions or presentations regarding its subject matter with any Respondent and with firms that do not respond to the RFI; or to reissue the RFI or to issue a new RFI (with the same, similar or different terms);
2. to waive, for any Response, any defect, deficiency or failure to comply with the RFI if, in the Authority's sole judgment, such defect is not material to the Response;
3. to extend the Submission Date/Time and/or to supplement, amend, substitute or otherwise modify the RFI at any time prior to the Submission Date/Time, by posting notice thereof on the Authority's web page(s) where the RFI is posted;
4. to require, permit or reject amendments (including, without limitation, submitting information omitted), modifications, clarifying information, and/or corrections to Responses by some or all Respondents at any time before or after the Submission Date/Time;
5. to require, request or permit, in discussions with any Respondent, any information relating to the subject matter of this RFI that the Authority deems appropriate, whether or not it was described in the Response or this RFI;
6. at any time determined by the Authority, to discontinue discussions with any Respondent or all Respondents regarding the subject matter of this RFI, and/or initiate discussions with any other Respondent or with vendors that did not respond to the RFI;
7. to do any of the foregoing without notice to Respondents or others, except such notice as the Authority, in its sole discretion, may elect to post on the WMATA web page(s) where this RFI is posted.
8. to the best of the Authority's knowledge, the information provided herein is accurate. Respondents should undertake appropriate investigation in preparation of responses.
9. **This RFI is issued solely for information and planning purposes and does not constitute a solicitation or commitment to contract. Responses to this notice are not an offer and cannot be accepted by the Authority to form a binding contract.**

The Authority is not obligated to conduct subsequent discussions with any Respondent to this RFI, and reserves the right to conduct discussions regarding its subject matter with firms that do not respond to this RFI. This RFI and the process it describes are proprietary to the Authority and

are for the exclusive benefit of the Authority. No other party, including any Respondent, is intended to be granted any rights hereunder. Upon submission, Responses to this RFI shall become the property of the Authority, which shall have unrestricted use thereof. Responses may be subject to public disclosure under applicable law. By submitting its Response, the Respondent agrees to the terms and conditions of this RFI.

## **DISCLAIMER**

WMATA will not publicly disclose proprietary information obtained as a result of this RFI. To the full extent that it is protected by law and regulations, information identified by a respondent as Proprietary or Confidential will be kept confidential. Submitters are cautioned to clearly label as proprietary and confidential any specific information or other material that is considered to be confidential.

This RFI may also be found electronically at

[http://www.wmata.com/business/procurement\\_and\\_contracting/solicitations/](http://www.wmata.com/business/procurement_and_contracting/solicitations/)

<https://www.fbo.gov/?s=main&mode=list&tab=list>