FROM THE SIDEWALK TO THE TRAIN WITHOUT ONE STEP

DUNMARROW CIVIL response to **TESSMERE METROPOLITAN TRANSIT**

Design-build, ten elevators, four stations on the Eastbank Line, $197.1M. Trains keep running the whole way. Pick who's traveling and take the trip.

1 TRANSMITTAL AND SUMMARY

November 20, 2026
Office of Procurement, Tessmere Metropolitan Transit
Re: Solicitation TMT-DB-26-0417, Volume II

Four stations on the Eastbank Line still ask a rider to climb. Ninepin Road and Kilnhouse Hill sit above the street on 1920s steel. Tanyard Cross and Quoin Street sit below it, and Quoin is 46 feet down with no way around 79 steps.

Dunmarrow Civil will design and build ten elevators across those four stations, rebuild the platform edges and hand you step-free routes in 34.5 months, 45 days inside your 36 month limit. Service never stops for a whole week. Every track outage we need is drawn in Section 3, where your service planners can test it.

This response follows your Section order. Our offer is $197.1M, itemized in Section 7, with one exception to your terms and one partial, both explained in Section 6.

$197.1M base offer, Section 7	**10** elevators at 4 stations
34.5 months notice to proceed to final opening	**22.5 percent** certified firms, against a 22 percent goal

How you score this, and where each point is answered

30 **Technical approach and station plan**
Section 2, with the Chief Accessibility Officer

25 **Staging and maintenance of service**
Section 3, with the VP of Service Planning

10 **Community outreach**

Section 4, with the Director of Community Affairs

15 **Team and past performance**

Section 5, with the Chief of Capital Delivery

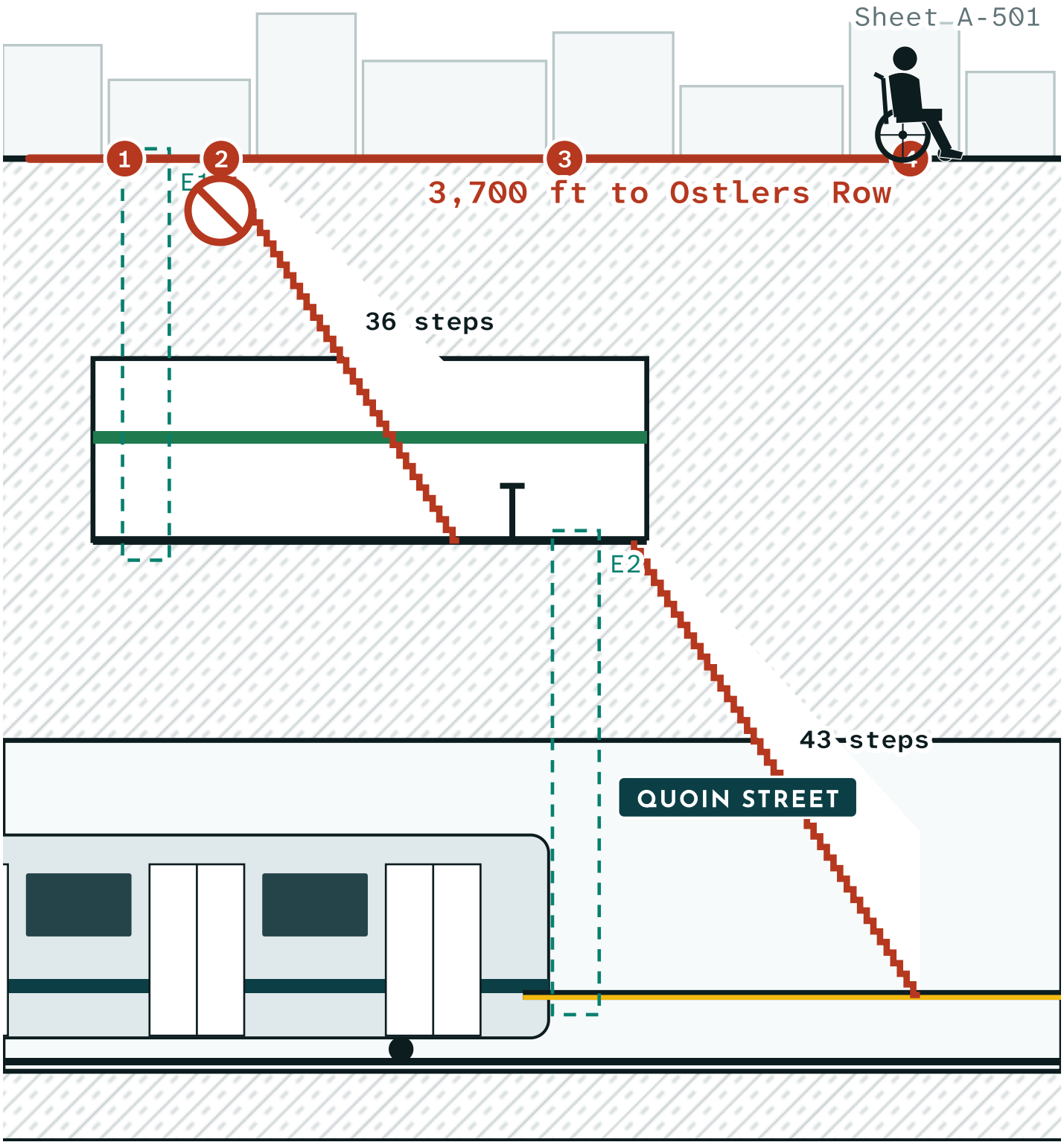
20 **Price and goals**

Sections 6 and 7, with the Contract Officer

2 THE STATION PLAN, BY THE TRIP

Your RFP asks for a station plan. A plan shows where the elevator goes. This shows what a rider does on Tuesday morning, today and after, at each station. Every flight is counted at a seven inch riser and every minute is added up below the drawing.

79 steps block the way down	**21:46** minutes, sidewalk to train	**3,776 ft** to a different station	**No route** needs help from a stranger


Sheet_A-501
1
2
3
4
E1
3,700 ft to Ostlers Row
36 steps
E2
43-steps
QUOIN STREET

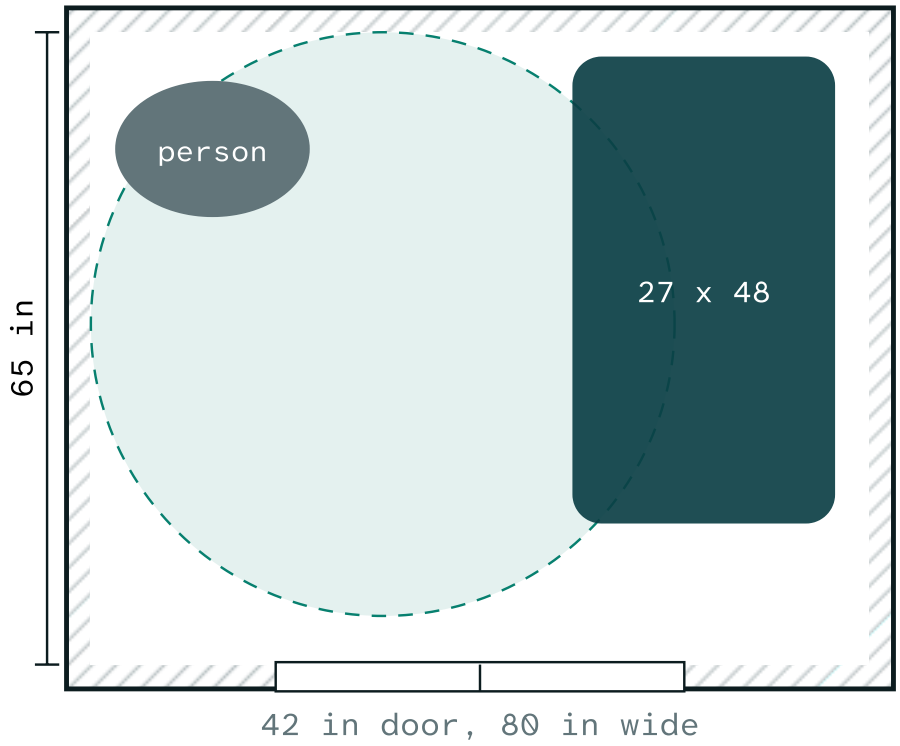
1	Sidewalk to the stair	40 ft	0:13
2	79 steps, no route down		0:05
3	Street to Ostlers Row, the nearest elevator	3,700 ft	19:16
4	Two elevators and a gate at Ostlers Row	36 ft	2:12
	Sidewalk to train		**21:46**

21:46 today, **3:12** after, for a wheelchair at Quoin Street. Today this rider boards at a different station entirely, if the bus doesn't come first. Times assume a 40 second average elevator wait and a 2.5 foot per second car.

For the Chief Accessibility Officer, will my riders fit?

Your specification sets 54 inches of depth. We've drawn 65, because the people who complain about a legal cab are the ones with an attendant. Choose a device and change the depth. The cab plan shows what's left to turn in.

Power chair and attendant | Scooter | Double stroller



Cab depth, 65 inches

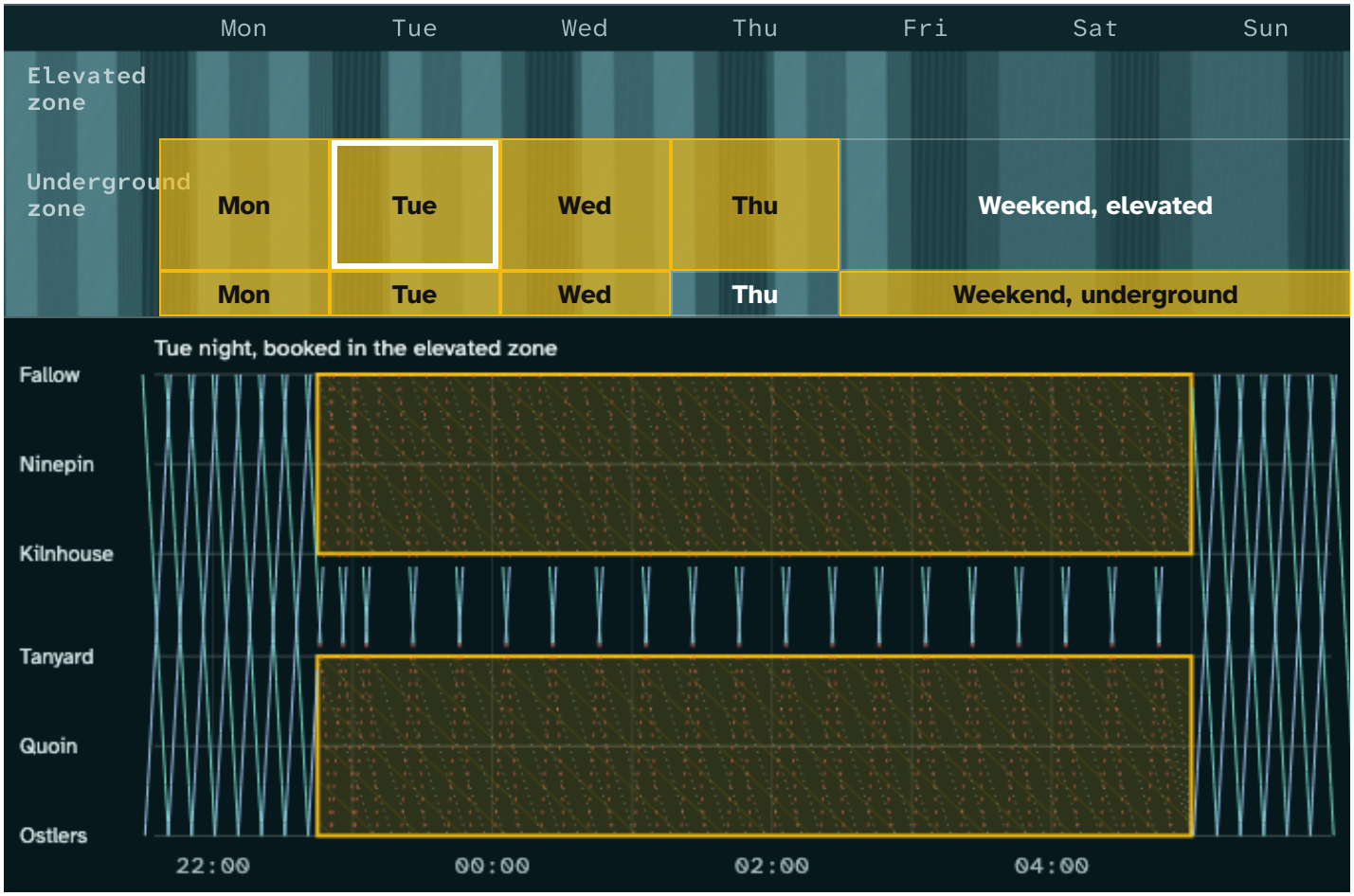
17 in
clear behind the device

Turns
60 in turning circle

18 cu yd
extra rock per shaft past 54 in

3 STAGING WHILE THE TRAINS RUN

Each hairline below is a scheduled train on the Eastbank Line in a typical week. Tap a cell to book a general order for that work zone. Weeknights repeat for all 80 access weeks. A weekend repeats every fourth week, so 20 in all. Your service planners can break our plan here before they see us.





Elevated zone

107%



Underground zone

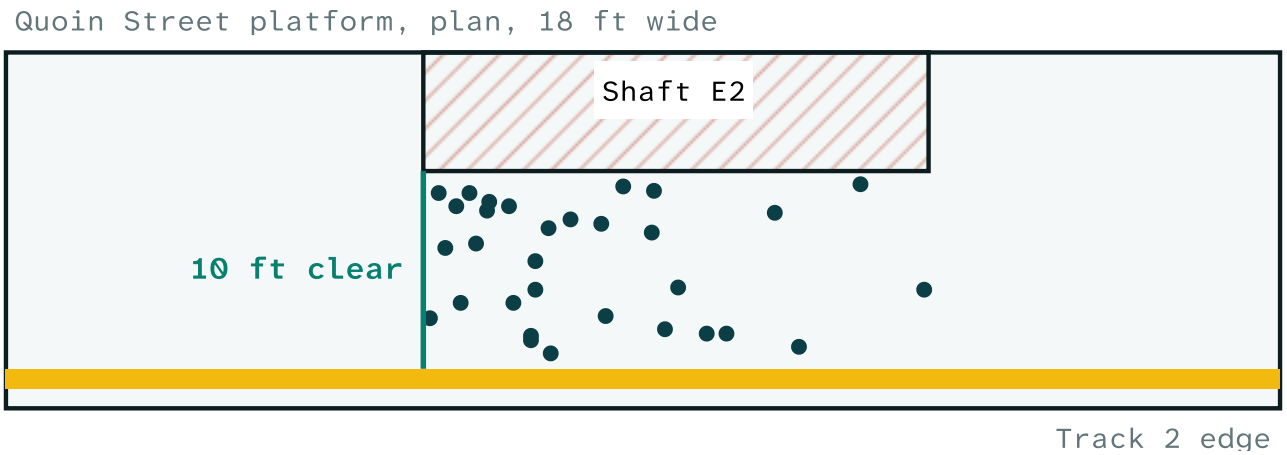
102%

Both zones finish inside the 80 weeks, with 100 and 45 hours to spare. Required hours are 1,500 elevated and 2,200 underground.

24,900 trains affected across the program	**6.08M** riders diverted across the program	**3,845** productive track hours booked	**33,880** shuttle bus trips, every 8 minutes during a closure

For the VP of Service Planning, how tight does the platform get?

Hoarding around the Quoin Street shaft takes platform width during the peak. Move the line and see the flow when a full train empties, 130 people a minute past that point. We've held it to six feet, and we close the north stair only at night.



Hoarding depth, 6 feet

10 ft
walkable, less the two foot edge

13.0
people a minute per foot

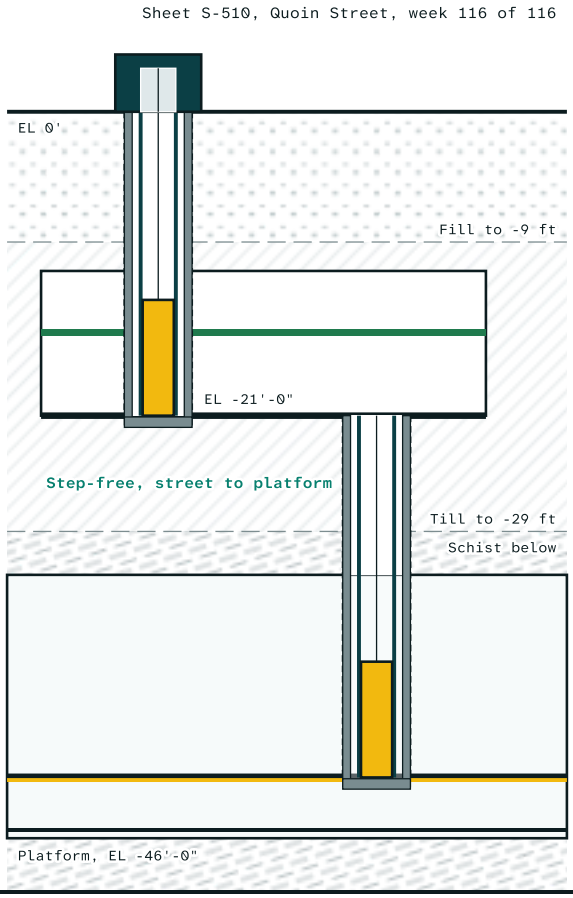
Level C
keeps moving

Test, then open

Weeks 104 to 116. Authority inspection, a two week soak, then the doors open to riders.

280,488

trains through Quoin Street since this work began, and none stopped for this shaft in a peak



Seven stages over 116 weeks at Quoin Street, from survey to opening, with trains running through the drawing at every stage.

4 COMMUNITY OUTREACH

Nobody reads a notice in a language they don't speak or on a stair they can't climb. Tallow Row Partners runs outreach at each station from a storefront within sight of the entrance, with six languages and one phone number that a person answers.

For the Director of Community Affairs, who knows before the outage?

Slide toward the first night of a general order. Each notice goes on the board on its date, and the reach is the count of households, stops and subscribers for one station's catchment.

Days before the first closure, 30

60 days
Community board meeting at the storefront, drawings on the table

45 days
Letters to 12 care homes, schools and clinics near the station

30 days
Flyers door to door in six languages

14 days
Signs at every stair, in large print and raised letters

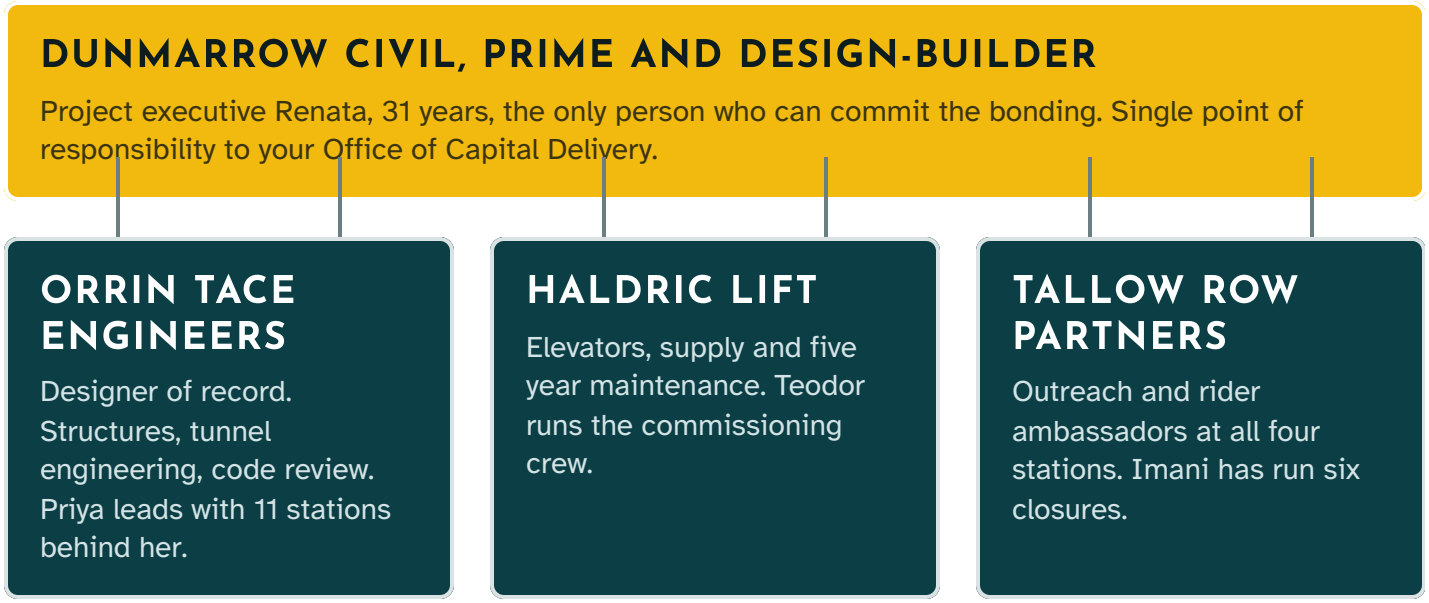
7 days
Text and voice alerts to everyone who signed up

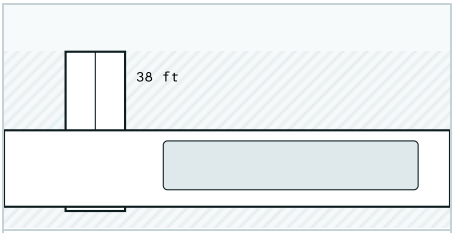
That night
Ambassadors at the entrance, walking people to the shuttle

3 of 6
notices out

8,200
people reached

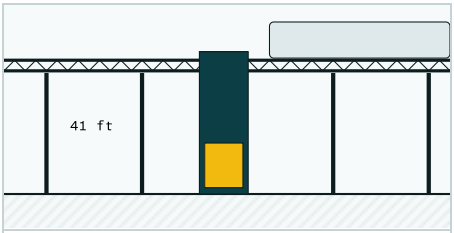
5 TEAM AND PAST PERFORMANCE





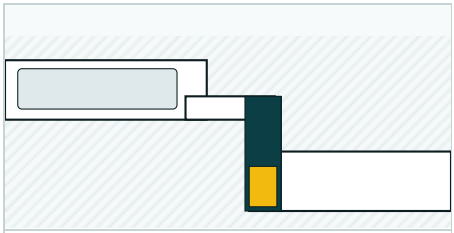
Harbor Street Station

Sallowmere Transit. Two elevators, 38 feet down, under a live two track line. $61M. Opened 11 days early, zero peak trains cancelled.



Coppice Hill Viaduct Stop

Port Ansty Rail. Three elevators hung from 1910 riveted steel, 41 feet above the road. $44M. Delivered in 26 months.

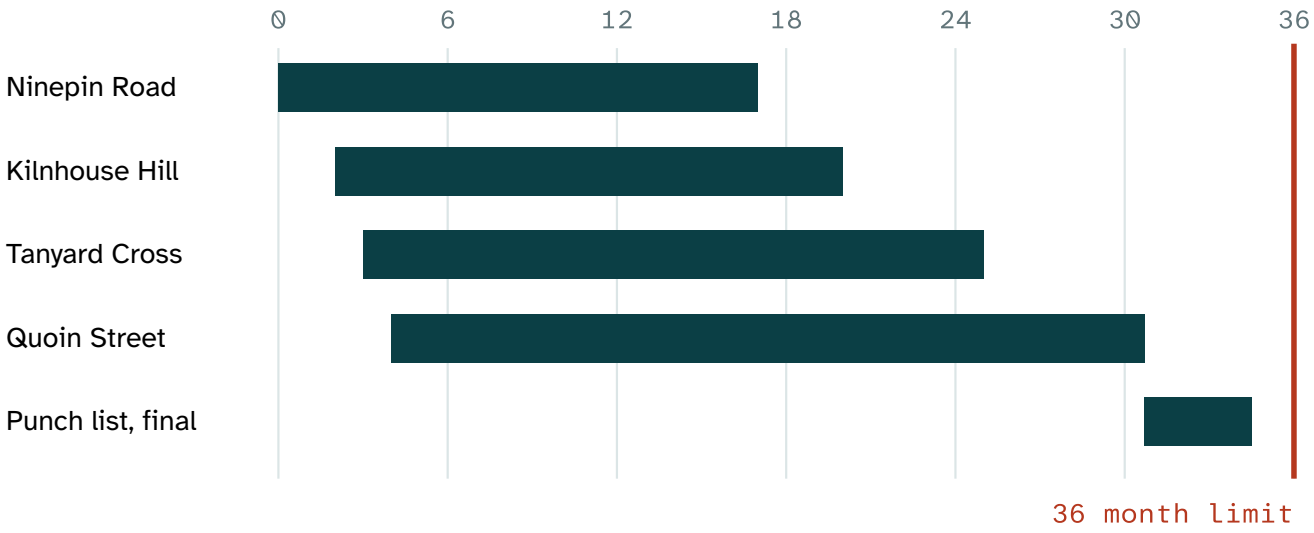


Tollgate Interchange

Greyfell Light Rail. Passage and two elevators between lines, built on 44 weekend closures. $38M. Final cost 1.2 percent under award.

For the Chief of Capital Delivery, what eats the float?

Our schedule carries 45 days of float against your 36 month limit. Switch on the three things most likely to go wrong and see the bars push. Past float, liquidated damages run at your $28,000 a day. We've priced the second shift already, so it costs you nothing to use it.



Unknown duct bank at Tanyard, 38 days

Water in the Quoin pit, 22 days

Late power cutover, 18 days

Our second shift, back 20 days

45 days	0 days	$0
float left	past the limit	liquidated damages



6 COMPLIANCE MATRIX

RFP ref.	Requirement	Our response	Section	Status
2.1	Step-free route, street to platform, every station	Ten elevators, all four stations, drawn in Section 2	Sec. 2	**Comply**
2.2	Cab at least 54 in deep and 80 in wide	65 in deep, 80 in wide, 42 in door	Sec. 2	**Comply**
2.3	Tactile platform edge at all platforms	Full edge rebuild, all four stations, Section 7 line 7	Sec. 7	**Comply**
2.4	Two step-free routes where a platform is deeper than 40 ft	Quoin Street carries one street elevator in the base and a priced second *The second street elevator is offered as an option at $11.6M so the board can decide.*	Sec. 7	**Partial**
3.1	No peak period track outage	None booked. All weeknight orders end at 05:00	Sec. 3	**Comply**
3.2	Maximum 20 weekend general orders in a calendar year	20 across the 80 week program, at most 13 in any year	Sec. 3	**Comply**
3.3	Shuttle bus plan with accessible vehicles	Every bus ramp equipped, every 8 minutes, with a marshal	Sec. 3	**Comply**
3.4	Keep one stair open at each entrance throughout	Met at all four stations. At Quoin, one north stair closes nights only and the other stays open	Sec. 3	**Comply**
4.1	Notices at least 14 days before any outage	First notice at 60 days, stair signs at 14	Sec. 4	**Comply**

4.2	Six languages, plus large print and raised letters	Six languages, large print, raised letters, one staffed line	Sec. 4	**Comply**
5.1	Three comparable station projects in ten years	Three, drawn and referenced in Section 5	Sec. 5	**Comply**
5.2	Named key staff, no change without approval	Named on Form E, removal only with your written approval	Sec. 5	**Comply**
6.1	Disadvantaged business goal of 22 percent	22.5 percent committed on Form B	Sec. 6	**Comply**
7.1	Mobilization capped at five percent of price	Five percent, Section 7 milestones	Sec. 7	**Comply**
7.2	Performance and payment bonds at full price	Both at full price, surety letter on Form D	Sec. 9	**Comply**
9.1	Contractor bears all unknown underground utility risk	We carry risk for anything shown or discoverable by test pit. Unmapped active utilities are a shared allowance *Open-ended risk on 100 year old records would add about $14M of contingency to your price. We'd rather share it openly.*	Sec. 9	**Exception**

For the Contract Officer, does the goal hold up?

Your goal is 22 percent, raised by Addendum 3. These are the certified firms on Form B with their committed value. Pull one out and see whether we still clear it. We carry two more firms as named alternates for flagging and trucking if one fails certification.



Tiling and platform finishes, $7.6M	Structural steel erection, $9.8M
Electrical subcontract, $11.4M	Waterproofing, $5.1M
Flagging and track safety, $4.1M	Trucking and muck haul, $3.2M
Outreach, Tallow Row Partners, $1.8M	Survey and test pits, $1.4M

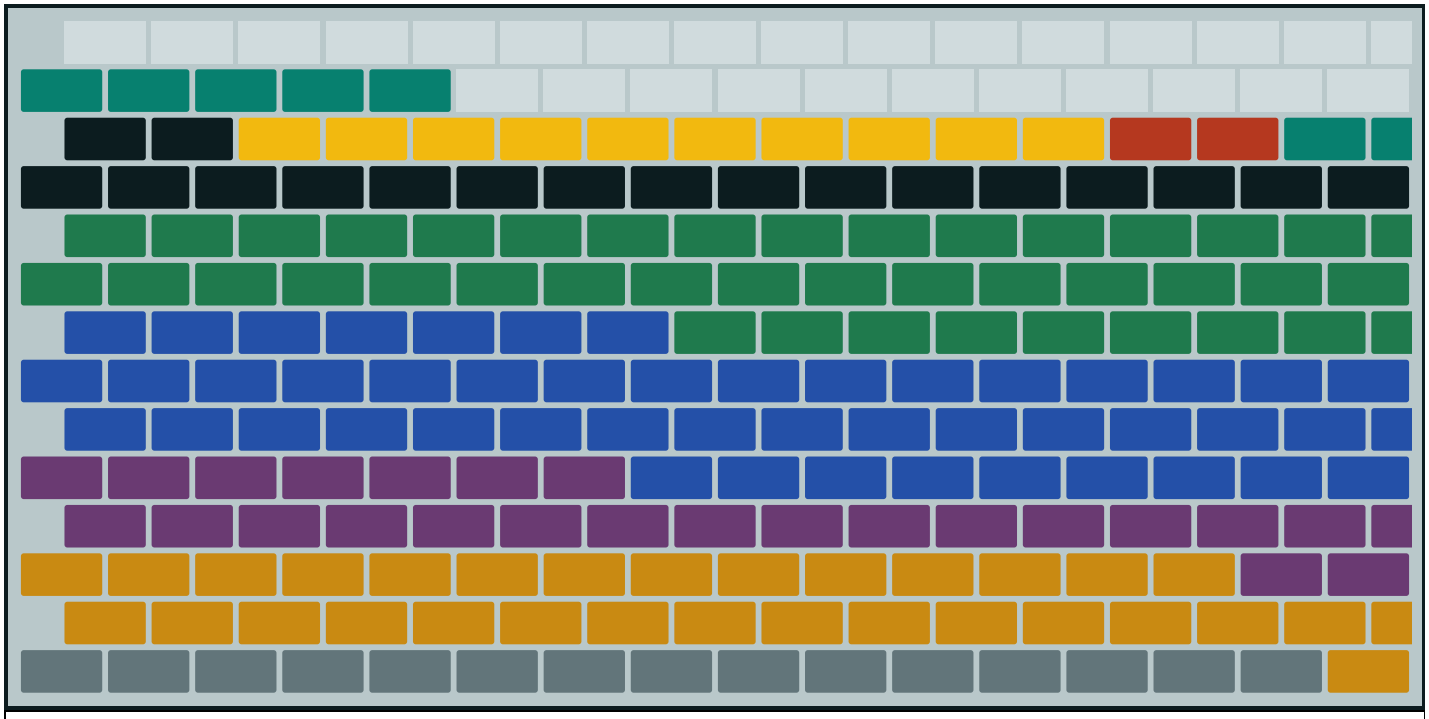
$44.4M
committed value

22.5 percent
of the $197.1M base offer

Clears
the 22 percent goal, the line in the bar

7 PRICE PROPOSAL

Each tile is a million dollars of the wall we're asking to build. Drop any line and its tiles come off, and it says what you give up. The base stays the same in every combination. We'd keep every line that's on, and we'd add the second street elevator at Quoin only if your board wants a route that survives one outage at your deepest station.



10 elevators at 4 stations **$197.1M**

$9.9M Notice, 5%	**$29.6M** Design, 15%	**$69.0M** Shafts, 35%	**$69.0M** Elevators, 35%	**$19.6M** Final, 10%

	Design, survey and permits Drop it and you hand us your own drawings. Add nine weeks and take the design risk back.	$14.8M
	Ninepin Road, 3 elevators Drop it and Ninepin stays stairs only, and the elevated zone needs 420 fewer hours.	$31.6M
	Kilnhouse Hill, 2 elevators Drop it and Kilnhouse riders keep a 7,400 foot detour.	$24.2M
	Tanyard Cross, 3 elevators Drop it and the riskiest ground leaves the job, along with the busiest transfer.	$47.9M
	Quoin Street, 2 elevators Drop it and your deepest station keeps all 79 steps.	$41.3M
	Track access, flagging and shuttle buses Drop it and your own forces flag and run buses to our general orders.	$18.6M
	Platform edge rebuild Drop it and tactile edge goes at boarding areas only, with the rest left for a later contract.	$9.4M
	Outreach and ambassadors Drop it and your community team runs notices, and we supply the dates.	$1.8M
	Five year elevator maintenance Drop it and your elevator shop takes over after the two year warranty.	$7.5M



8 CLARIFICATIONS, ADDENDA AND PANEL QUESTIONS

Every addendum is acknowledged on Form A and worked into this response. The panel's questions from the October 28 interview are answered in the open, dated, so nobody reads a different story.

Sep 29, 2026	**Addendum 1**	Revised mezzanine elevations at Tanyard Cross. Worked into sheet A-401.
Oct 14, 2026	**Addendum 2**	Weeknight general orders start no earlier than 22:45. Our graph uses 22:45.
Oct 28, 2026	**Panel question**	**What happens at Quoin Street if an elevator is down?** Under the base offer, the route is lost until the car is back, with a 4 hour response from Haldric Lift and a marshaled van to Ostlers Row. The Section 7 option adds a second street elevator so one outage can't end the route.
Oct 28, 2026	**Panel question**	**Who owns a rail defect found during the cut?** You own the track and we own the shoring. If our monitoring shows movement past half an inch, we stop and pay. Older defects get logged, photographed and sent to your track engineer the same day.
Nov 2, 2026	**Addendum 3**	Disadvantaged business goal raised from 20 to 22 percent. Form B now commits 22.5 percent.

Nov 4, 2026	**Panel question**	**Can the weekend orders avoid the two festival weekends in June?** Yes. We hold 20 weekends over 80 weeks, so there is room to skip any four you name by March 1 of each year without adding hours.

Ask the panel's question here

Add a question and it joins the log on this page, dated today. Nothing is sent from this form. On the live response it routes through your Contract Officer, as the solicitation requires.

9 REQUIRED FORMS AND SIGNATURE

Form A	Bid form and addenda acknowledgment, 1 through 3	Included	Form B	Disadvantaged business utilization	Included
Form C	Non-collusion affidavit	Included	Form D	Bid bond and surety commitment letter	Included
Form E	Key personnel and availability	Included	Form F	Price schedule, as chosen in Section 7	Included

Form F, price as chosen. Design, survey and permits, $14.8M. Ninepin Road, 3 elevators, $31.6M. Kilnhouse Hill, 2 elevators, $24.2M. Tanyard Cross, 3 elevators, $47.9M. Quoin Street, 2 elevators, $41.3M. Track access, flagging and shuttle buses, $18.6M. Platform edge rebuild, $9.4M. Outreach and ambassadors, $1.8M. Five year elevator maintenance, $7.5M. Total $197.1M.

Terms in plain words. The price holds for 180 days. Payment follows the five milestones in Section 7, with five percent retainage. A performance and a payment bond each cover the full price. Liquidated damages are $28,000 a day against the 36 month limit.

What's still open. Your power cutover date at Tanyard Cross and the final utility survey at Quoin Street. Both are in our float, and we've said how much each one can move.



Renata, Project Executive and authorized signer, Dunmarrow Civil

A Closewell Studio example. We never share client details, so every proposal here is a mockup of how we design. Closewell Studio

Dunmarrow Civil, RFP TMT-DB-26-0417

Want one built for your deal? Start a proposal