

PART 2 — BLADENSBURG BUS GARAGE RECONSTRUCTION PROJECT

A. About the Bladensburg Bus Garage

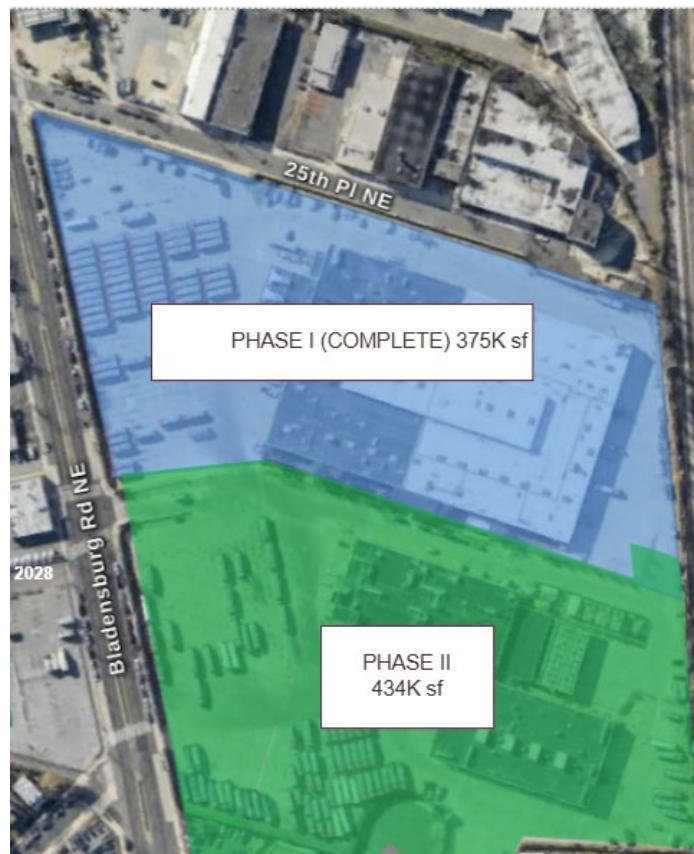
The Bladensburg Bus Garage sits on 17.59 acres bounded by Bladensburg Road NE, 25th Place NE, Douglas Street NE, and the CSX railroad line. It directly borders or is adjacent to the neighborhoods of Woodridge (to the east/northeast), Langdon (to the north/northwest), and Gateway (to the south/southwest).

First built in 1962, the current facility is one of Metro's oldest assets and provides much-needed transportation services to Metro customers on routes throughout the entire District of Columbia and parts of Maryland. Additionally, the facility supports approximately 500 operations employees, including our bus operators and administrative staff.

Built to achieve LEED® Platinum status, the new Bladensburg Bus Garage will:

- Open with approximately 150 zero-emission buses (ZEB), accounting for 50% of the fleet at opening and transitioning to a fully zero-emission fleet over time as outlined in [Metro's Zero Emission Bus Transition Plan](#).
- Incorporate resource-efficient and emissions-reducing elements, such as solar panels, a rainwater harvesting system for bus washing, and electric vehicle charging stations for employees.
- Include a multi-level parking structure to provide spaces for up to 300 Metro buses and ample employee parking, further limiting impacts on surrounding communities.

Construction on the new facility began in 2021 and will be completed in two phases, with Phase 2 expected to be completed by July of 2027.



B. Historical Background

Early land use: Mills Foundry and Civil War era

In the early 1850s, sculptor Clark Mills purchased much of the land that would become Langdon and Woodridge to establish his foundry and studio. This foundry—located where the bus garage now stands—became nationally significant when Mills and his enslaved apprentice Philip Reid (sometimes recorded as Reed) disassembled, transported, and recast the Statue of Freedom for the U.S. Capitol dome in 1863. Philip Reid is documented as the only enslaved person who worked on the Capitol.

During the Civil War (1861–1865), the area’s periphery became part of Washington’s ring of defensive forts, batteries, and trenches. These fortifications were still visible in late-19th-century surveys but have since largely disappeared.

Streetcar-era suburbanization and racial segregation

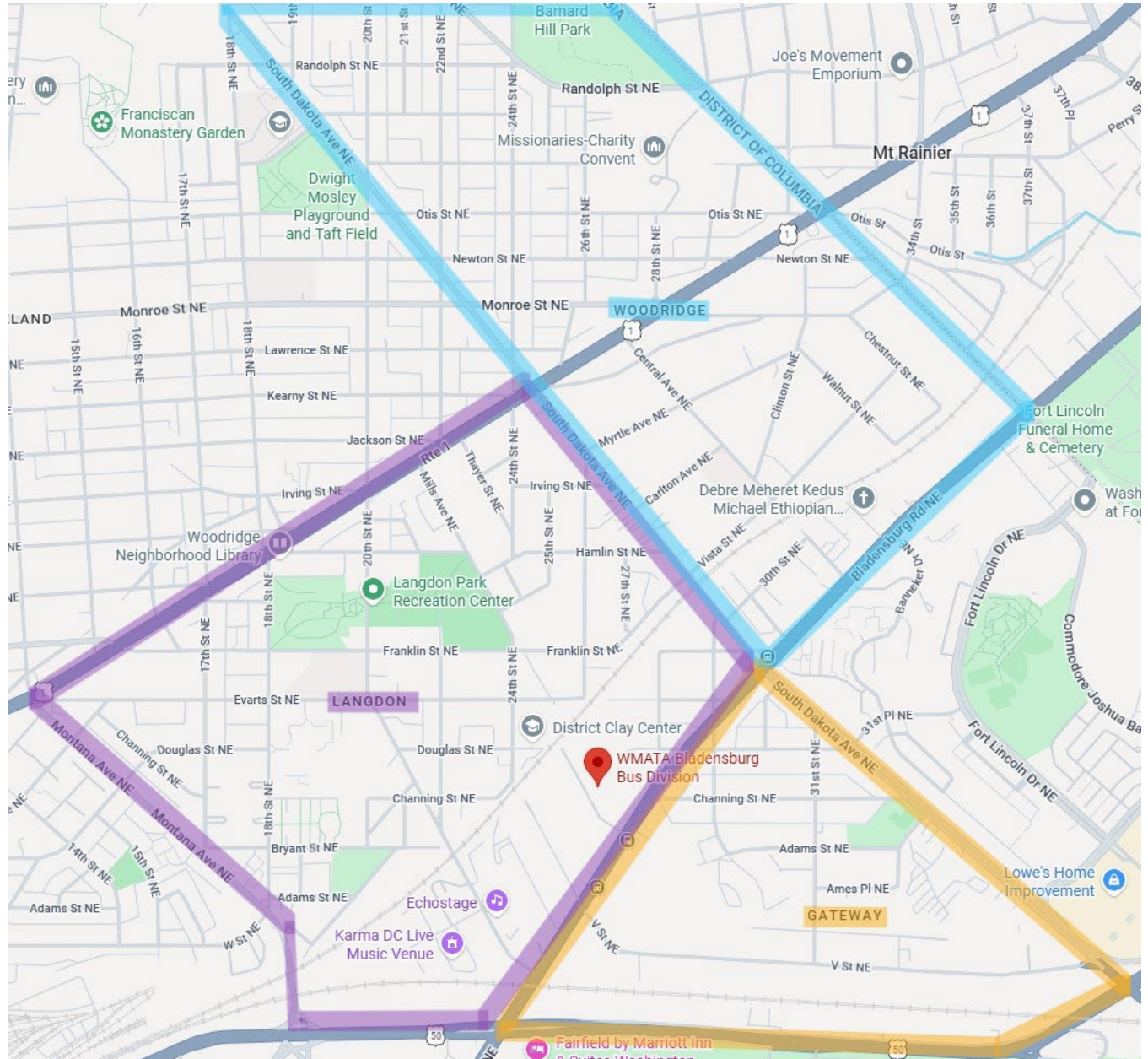
Beginning around 1890, the extension of Rhode Island Avenue NE and the introduction of streetcar service spurred residential development. In Woodridge, subdivisions were platted in 1914, and racially restrictive covenants were written into deeds to exclude Black residents.

As a result, Woodridge developed as a white, middle-class enclave—even as Black Washingtonians worked in the neighborhood and rode the streetcars there. Langdon followed a similar pattern: many homes built in this era were subject to covenants barring non-white ownership until the 1948 Supreme Court ruling in *Shelley v. Kraemer* made such covenants unenforceable.

Industrial development and the bus garage

Before Metro’s presence, the bus garage site hosted a sequence of industries, including the Standard Butterine Company, Corby Baking Company, and Fleishman Company. In 1962 - nearly a century after Mills developed the property - the Administrative Building of the Bladensburg Bus Division was constructed, making it one of Metro’s oldest facilities.

PART 3 —BLADENSBURG NEIGHBORHOOD OVERVIEW



The area within a one-mile radius of WMATA's Bladensburg Bus Garage in Northeast Washington, D.C., encompasses parts of the Woodridge, Langdon, and Gateway neighborhoods. Like many Northeast D.C. neighborhoods, the area saw major demographic change during the 1950s–1970s. In Woodridge, Black families began moving in during the 1950s, and after the 1968 uprisings and white flight, the neighborhood became a Black, middle-class enclave. Langdon also transitioned to a majority-Black neighborhood in the 1960s. This one-mile radius thus encapsulates a layered history: from enslaved labor and wartime defense to streetcar-era segregation, mid-century industrialization, and the emergence of resilient Black middle-class communities in Northeast D.C.

WOODRIDGE NEIGHBORHOOD

Woodridge is a quiet, primarily residential neighborhood in Northeast Washington, DC, known for its tree-lined streets, mature oaks, and mix of early 20th-century Craftsman, Colonial, and bungalow-style homes. Bordered by Eastern Avenue to the east, Michigan Avenue/Taylor Street to the north, South Dakota Avenue to the west, and Bladensburg Road to the south. Its central commercial corridors run along Rhode Island Avenue NE and Bladensburg Road, with the Woodridge Neighborhood Library at 18th and Rhode Island Avenue NE serving as a community anchor. This mix has helped Woodridge maintain socioeconomic diversity, reflected in census-based data showing a racially diverse population and a range of income and education levels. Day-to-day amenities include local coffee shops, restaurants, specialty stores, and services along the Rhode Island Avenue corridor, plus parks and green spaces that reinforce its family-friendly reputation.

Community life is supported by active civic engagement through the Woodridge Civic Association, which meets regularly at the Woodridge Library and focuses on neighborhood improvement, safety, and quality-of-life issues. Overall, Woodridge offers a stable, Green-belt-adjacent enclave within DC that balances affordability, accessibility, and a strong sense of place.

GATEWAY NEIGHBORHOOD

Gateway is a small, tightly knit residential neighborhood in Northeast Washington, D.C., known for its quiet, suburban feel despite its proximity to major thoroughfares and industrial zones. Bounded by New York Avenue NE to the south and southeast, Bladensburg Road to the west, and South Dakota Avenue to the northeast, the neighborhood sits directly across New York Avenue from the U.S. National Arboretum.

Historically, Gateway takes its name from the era when the Washington Branch of the Baltimore and Ohio Railroad ran along what is now New York Avenue, making it the first civilian area of the District through which trains passed after leaving the military jurisdiction of Fort Lincoln to the northeast.

Local amenities include Dakota Playground—a tree-filled park with playgrounds, picnic areas, basketball and tennis courts—as well as proximity to Fort Lincoln Park and the expansive U.S. National Arboretum. The area also hosts a variety of local businesses, from auto shops and liquor stores to the Capital Eagle Anheuser-Busch distribution center and DC Grocery Cash & Carry, with additional retail and dining options just a short drive away at the Shops at Dakota Crossing.

Gateway is served by District of Columbia Public Schools, including the well-regarded Langdon Elementary, McKinley Middle School, and Dunbar Senior High School. With a median household income significantly above the national average and a high level of educational attainment among residents, the neighborhood combines affordability with a strong sense of place and community. Its quiet streets, friendly neighbors, and easy access to both green space and the city make Gateway a distinctive and appealing enclave within Northeast Washington.

LANGDON NEIGHBORHOOD

Langdon is a quiet, residential neighborhood in Northeast Washington, D.C., with a distinctly suburban feel inside the city. It is bordered by major roads like Rhode Island Avenue NE, New York Avenue NE, Bladensburg Road NE, and South Dakota Avenue NE, which give it clear edges and relatively easy access to nearby parts of the District.

The neighborhood's housing stock is a major part of its identity. Langdon includes a mix of older single-family homes, bungalows, and Cape Cod-style houses, alongside some condos and newer infill development, and many properties have yards and off-street parking. That combination helps explain why residents often describe the area as peaceful and green.

Langdon also has a strong park-and-recreation presence. Langdon Park sits at the heart of the neighborhood and includes a playground, skate park, amphitheater, pool, dog park, basketball and tennis courts, and a community center, making it an important gathering place for families and neighbors. The neighborhood is also known for its connection to music and local culture, especially through Chuck Brown Memorial Park and the nearby Echostage venue, which brings in major concerts and nightlife activity.

PART 4 — SCOPE OF WORK

This Part 4 governs the work to be performed under the resulting contract. Solicitation, proposal-submission, and evaluation procedures are set forth separately at Parts 1, 5, and 6, and do not form part of the Contractor's post-award obligations.

A. Objectives

The objectives of this contract are to:

- Deliver a **permanent, site-specific artwork, such as a sculpture or a functional artwork**, consistent with the design principles and site parameters set forth in this Part 4;
- Ensure the artwork is designed, fabricated, and installed in compliance with applicable building, safety, and accessibility codes;
- Ensure the completed artwork is durable, low-maintenance, and suitable for a high-traffic transit environment; and
- Complete the project within the Authority's approved budget and project schedule.

B. Scope

The Contractor shall provide all labor, materials, equipment, engineering, and supervision necessary to design, fabricate, and install the artwork, including:

- Design development, including refinement of the concept approved at award through up to two (2) design revisions;
- Structural and engineering analysis and preparation of construction/fabrication drawings, stamped by a Professional Engineer licensed in the District of Columbia where applicable;
- Acquisition of all permits required for fabrication and installation;
- Fabrication of the artwork and all associated components (e.g., base, footing, lighting, if applicable);
- Coordination with WMATA and its contractors for site access, utility connections, and installation logistics;
- Installation of the artwork at the project site (installation may be performed by the Contractor or by a separate contractor, as determined during the design phase); and
- Delivery of the deliverables, warranty, and closeout documentation described in Sections F–H below.

Work shall be performed at the Contractor's facility, except that installation shall be performed at the project site, Bladensburg Bus Garage.

The period of performance shall be 180 days from the date of contract award, unless otherwise extended by the Contracting Officer.

C. Design Principles and Artwork Parameters

The Authority is seeking a unique, memorable, and engaging site-specific artwork that captures the Authority's mission and reflects the artistic, cultural, and/or historical interests of the surrounding community. Consideration shall be given to creative uses of materials, massing, scale, form, texture, and detailing. The artwork shall be visually attractive, innovative, and durable, and should impart a sense of pride within the local community.

Design principles to be considered include:

- Enduring aesthetics;
- Site-specificity and relationship to existing architectural, landscape, natural, historic, and social features, including the site's geography and history, the Authority's role and presence on site, and relationship to other artworks in the vicinity;
- Compatibility with, and non-conflict with, the existing building architecture; and
- Suitability for a diverse public.

All artwork proposals must meet applicable International Building Code (IBC) standards for fire retardation, safety, lifecycle requirements, materials, and structural adequacy, as well as Americans with Disabilities Act (ADA) standards.

D. Site Considerations and Constraints

The artwork will be located at the new main entrance on Bladensburg Road NE near 28th Street NE in the area marked by a purple outline (Image #1). The background of the area includes a fence (Image #2) behind which trees will be planted.

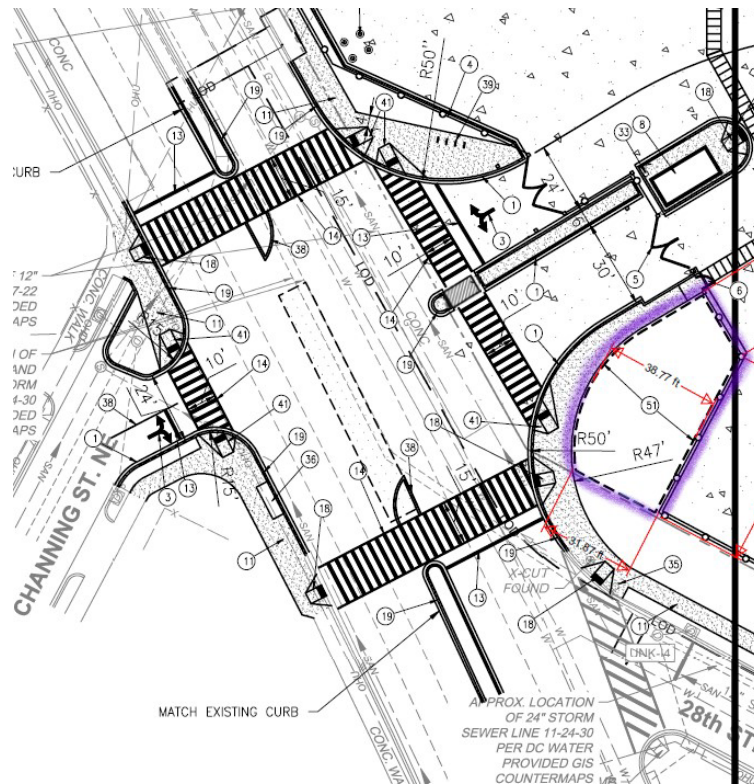


Image #1



Image #2 - View from Douglas Street



View from Bladensburg Road NE

The artwork must:

- Be aligned with the scale of the designated site; and
- Not extend beyond the area into the public sidewalk.

Final dimensions, structural loading limits (including wind load), available utilities, and foundation constraints will be provided to Phase 1 finalists selected to submit a Phase 2 design proposal, and shall govern the final design.

E. Design, Fabrication, and Installation Requirements

The artwork shall be fabricated of exterior-grade, highly durable, low-maintenance materials suitable for a high-traffic transit environment, with resistance to weather and ultraviolet exposure, corrosion, and vandalism (e.g., graffiti-resistant coatings). The Contractor is encouraged to consult a professional conservator prior to finalizing the design. The Authority and the Art Selection Panel, including subject matter experts in construction and engineering, will review the awarded proposal to confirm conformity with the Authority's maintenance, durability, and ADA standards.

The design shall avoid sharp edges, climbing hazards, entrapment points, and other conditions that could pose a safety risk to the public, and shall preserve emergency and maintenance access to the facility.

The Contractor shall obtain and pay for all permits required for fabrication and installation, unless otherwise stated in the resulting contract, and shall provide evidence of approvals to the Contracting Officer's Representative (COR) prior to proceeding. Installation shall be coordinated with WMATA and any other contractors active at the Bladensburg Bus Garage site, and the Contractor shall comply with WMATA site-access, safety, and security procedures applicable to an active transit facility.

F. Deliverables

In addition to the Phase 1 and Phase 2 submittals required under Part 5, the Contractor shall submit the following post-award deliverables, in formats and quantities specified in the resulting contract or as directed by the COR:

- Design Development Documents, including drawings/renderings illustrating the artwork and its site integration;
- Structural and engineering calculations and stamped drawings, where applicable;
- An itemized cost breakdown (labor, materials, fabrication, installation, permits, insurance, escalation, and contingency);
- A milestone-level project schedule (critical path method schedule required if the Contractor performs installation);
- Shop and fabrication drawings for WMATA review prior to fabrication;
- An installation plan, including site safety and traffic/pedestrian control measures;
- As-built documentation reflecting the artwork as installed;
- A maintenance manual using the Art in Transit Maintenance and Conservation Plan, including cleaning procedures, a recommended maintenance schedule, and replacement-parts information; and
- A final report documenting project completion, including photographs of the completed, installed artwork.

G. Warranty

The Contractor warrants that the artwork, as fabricated and installed, shall be free from defects in materials and workmanship for a period of 2 years from the date of final acceptance (the "Warranty Period").

During the Warranty Period, the Contractor shall correct, at its own expense, any defect in materials or workmanship identified by WMATA within 60 days of written notice, excluding damage caused by vandalism, acts of God, or ordinary wear consistent with the maintenance schedule provided under Section F. The Contractor is responsible for loss of or damage to the artwork until final acceptance by WMATA.

H. Closeout

Final acceptance of the artwork shall be made by the Contracting Officer upon recommendation of the AIT Program, following: (a) WMATA's inspection confirming conformance with the approved design documents and this Scope of Work; (b) completion of any final punch-list items; and (c) receipt of all deliverables required under Section F.

Physical completion, for purposes of contract closeout, is established upon final acceptance under this Section. Contract files shall be closed out in accordance with the Authority's standard closeout procedures following the Contracting Officer's receipt of evidence of physical completion. In the event of a conflict among this RFQ, the resulting contract, drawings, or amendments, the order of precedence stated in the resulting contract's General Provisions shall govern.

Ownership, licensing, and reproduction rights in the completed artwork, and any required copyright/patent indemnification, shall be addressed in the resulting contract.