

MassDOT Highway Construction
Contract No. 125136 – Bridge Bundle, Replacement of Bridges
Bridge Nos. C-08-036 Westford Street over I-495 and
C-08-039 Route 3A (Gorham St.) over I-495
in Chelmsford / Lowell, MA

June 18, 2024



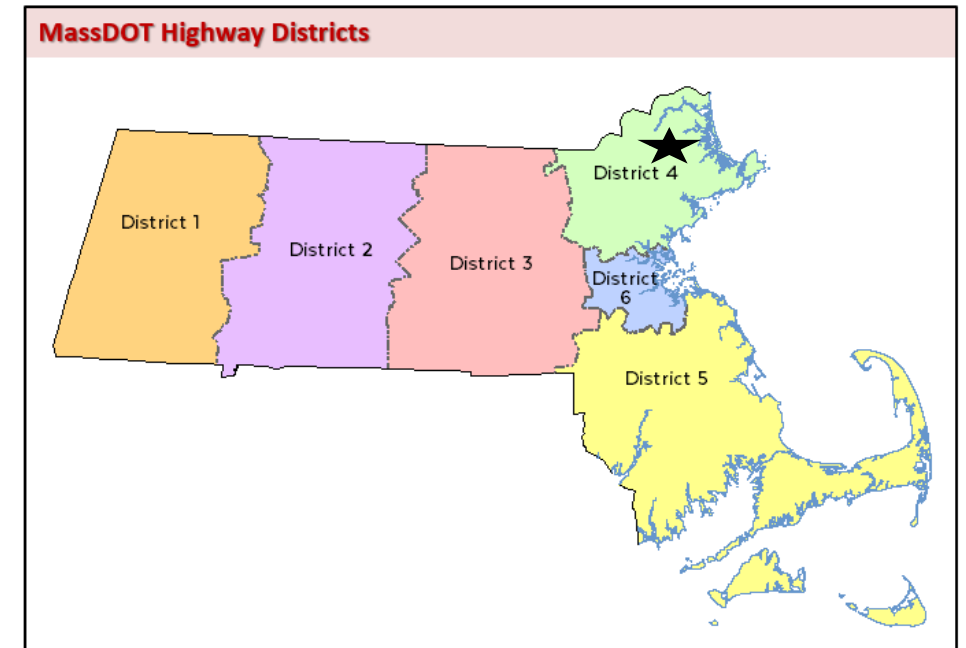
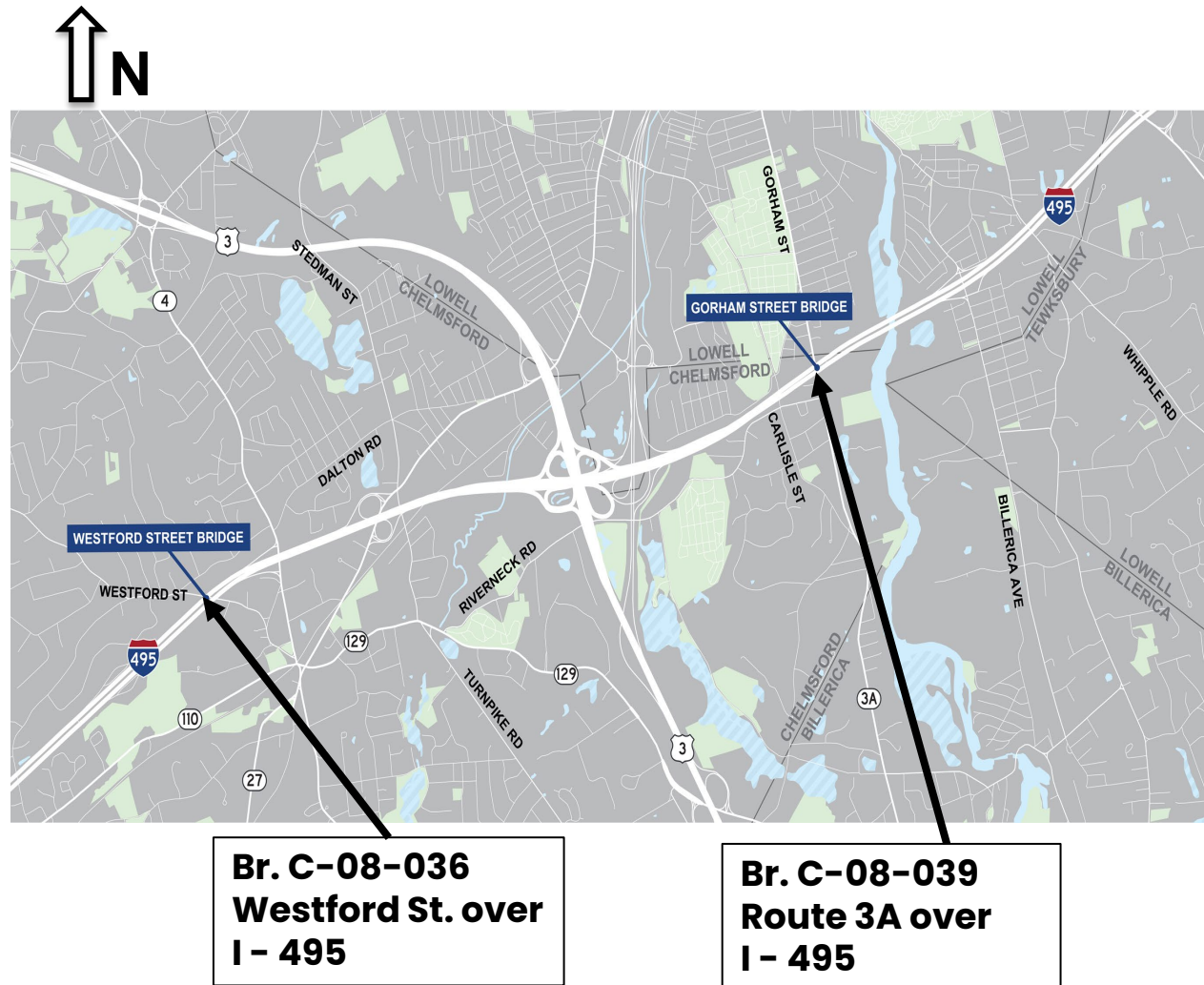
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Project Location

Westford Street and Route 3A (Gorham Street) over I-495 in Chelmsford / Lowell

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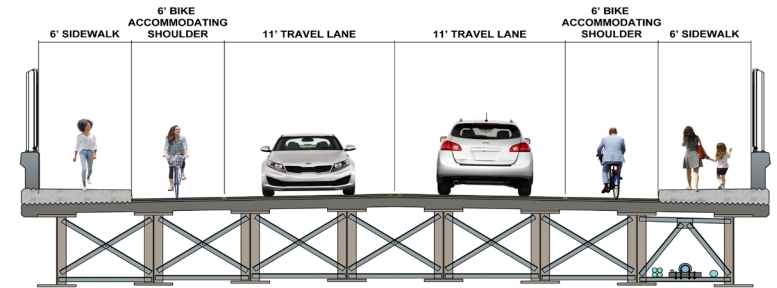
Overview

Scope of Services

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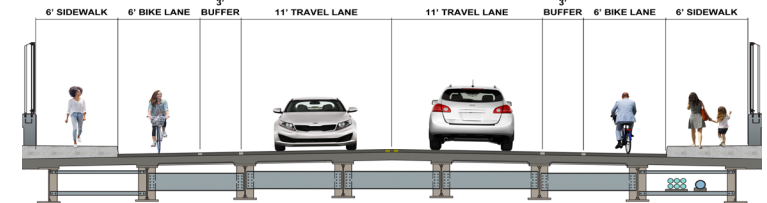
- Replace Structurally Deficient 5 Span (Westford Street and Gorham Street) Bridges with New 2 Span Bridges (75-year service life)
 - ✓ Address structural deficiencies by constructing new bridges
 - ✓ Satisfy current design requirements; reduce maintenance requirements
- Improve geometry at I-495 crossing
- Improve vertical clearance
 - ✓ Satisfy MIN clearance requirements
- Improve horizontal clearance
 - ✓ Allow for future widening of I-495
- Provide Facilities for Pedestrians and Cyclists for Future Use
 - ✓ Future roadway improvements will connect to facilities on bridge
- OHW to be relocated underground/on to bridge structure
- Relocation of utility mains and conduits to facilitate staged construction

Westford Street Bridge Section



- 11-ft Travel Lanes
- 6-ft Bike Accommodating Shoulders
- 6-ft Sidewalks

Route 3A (Gorham Street) Bridge Section



- 11-ft Travel Lanes
- 6-ft Bike Lanes with a 3-ft Buffer
- 6-ft Sidewalks

Overview continued

Public Outreach, Permitting, and Construction Management

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Public Outreach:

- June 14, 2023, Virtual Design Public Hearing conducted

Permits on the project include:

- National Environmental Policy Act (NEPA) – Federal Highway Administration/MassDOT – Programmatic Categorical Exclusion approved by MassDOT on August 23, 2022.
- Project does not impact any wetland resources and is exempt from permitting under the Wetlands Protection Act.
- NPDES Construction General Permit (CGP)

Construction Management Approach:

- Design-Build Project
- MassDOT District 4 Construction
- Anticipated Construction is July 2024 to August 2028



Procurement and Budget

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- Project Advertised (RFP) February 03, 2024
- Engineer's Estimate was \$34,500,000.00
- Bid Opening was May 29, 2024

| Best Value Calculation | | | | |
|--|-------------------------------------|-------------|--------------|--------------------------------------|
| Chelmsford Lowell 612631-125136 | Shortlisted Teams (Design Builders) | | | STEP |
| | ET&L Corp. | MIG Corp. | S&R Corp. | |
| Technical Scores | 91.26 | 74.67 | 86.12 | 1- Pre-Entered by MassDOT |
| Price Proposal\$\$ | 44,892,470. | 41,075,525. | 41,780,000. | 2- Transferred from BidX |
| OVERALL VALUE RATING = PRICE PROPOSAL/TECHNICAL SCORE | 491,918.365 | 550,094.081 | 485,137.0181 | 3- Calculated by MassDOT (Step2/Step |

| Line Item | Budget |
|--------------------------|-----------------|
| Bid Amount | \$41,780,000.00 |
| Contingencies | \$4,178,000.00 |
| Construction Engineering | \$2,089,000.00 |
| Traffic Police | \$1,500,000.00 |
| Trainees | \$4000.00 |
| Total | \$49,551,000.00 |

- NGB-FA – Next Gen Bridge (HIP NGB) – Bridge
- Programmed Cost in the 2024-28 TIP: \$ 44.35M

Request of the MassDOT Board

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The Price Proposals were reviewed by engineers in the Construction, Construction Contracts, Design-Build Sections, and Preliminary Design Consultants, was found to be reasonable and recommended to be awarded to the contract apparent Best Value Design-Builder.

Request of the MassDOT Board:

Staff request that the MassDOT Board authorize the Secretary of the Massachusetts Department of Transportation, or their designee, to award and execute MassDOT Construction Contract 125136: Bridge Bundle, Bridge Replacement Br. Nos. C-08-036 Westford St. and C-08-039 Route 3A (Gorham St.) over I-495 with S&R Corp. in the amount of \$41,780,000.00.

Thank You



Appendix

Appendix

Questions received from Capital Programs Committee

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- Q1. The lifespan of this bridge is estimated at 75 years. Is this consistent with service life on other similar projects nationally?
- A1. Federal Highway sets requirement on service life for complete bridge replacements in order for a project to be eligible for federal funds. 75 years is a typical range nationally but in some instances they'd like to see 100 years.
- Ref. MassDOT Bridge Manual, AASHTO, 23 CFR, 87 FR
- Q2. Can you explain not picking the lowest bidder?
- A2. You can see here that lowest bid isn't necessarily the best value due to the benefit and advantage of going with Design/Build project delivery. It allows us to evaluate the team but also technical approach to undertaking the design and construction.