

MassDOT Highway Construction
Contract No. 128114 – Rourke Bridge Replacement, L-15-088, with
New Bridge, L-15-114, Wood Street Extension Over MBTA/CSX
Railroad and Merrimack River
in Lowell, MA

February 26, 2025



Table of Contents

3. Overview
5. Scope of Services
7. Construction Management Approach
8. Questions from Capital Programs Committee
9. Procurement & Budget
10. Request of MassDOT Board of Directors

Overview

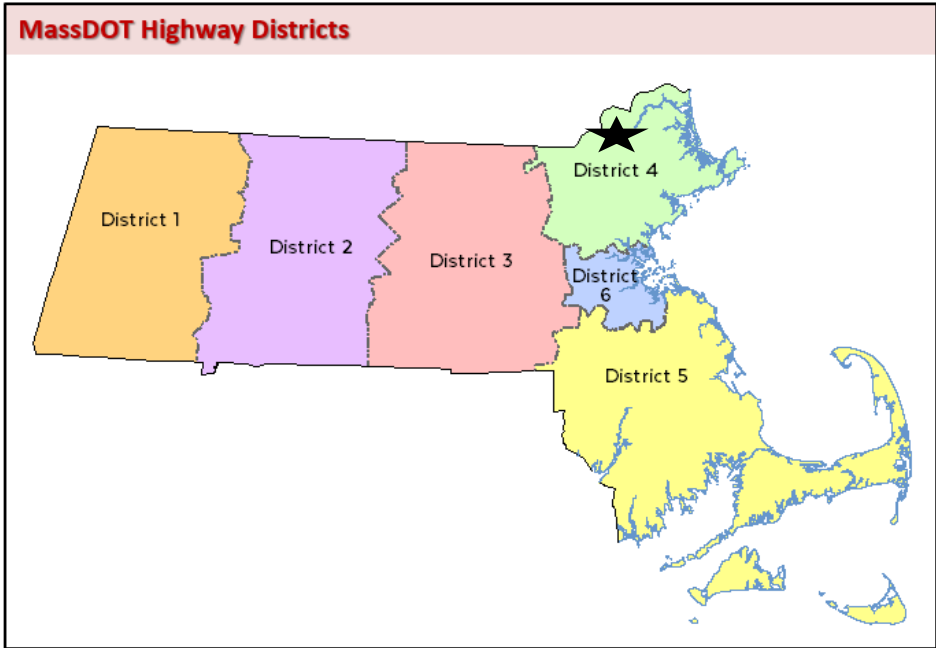
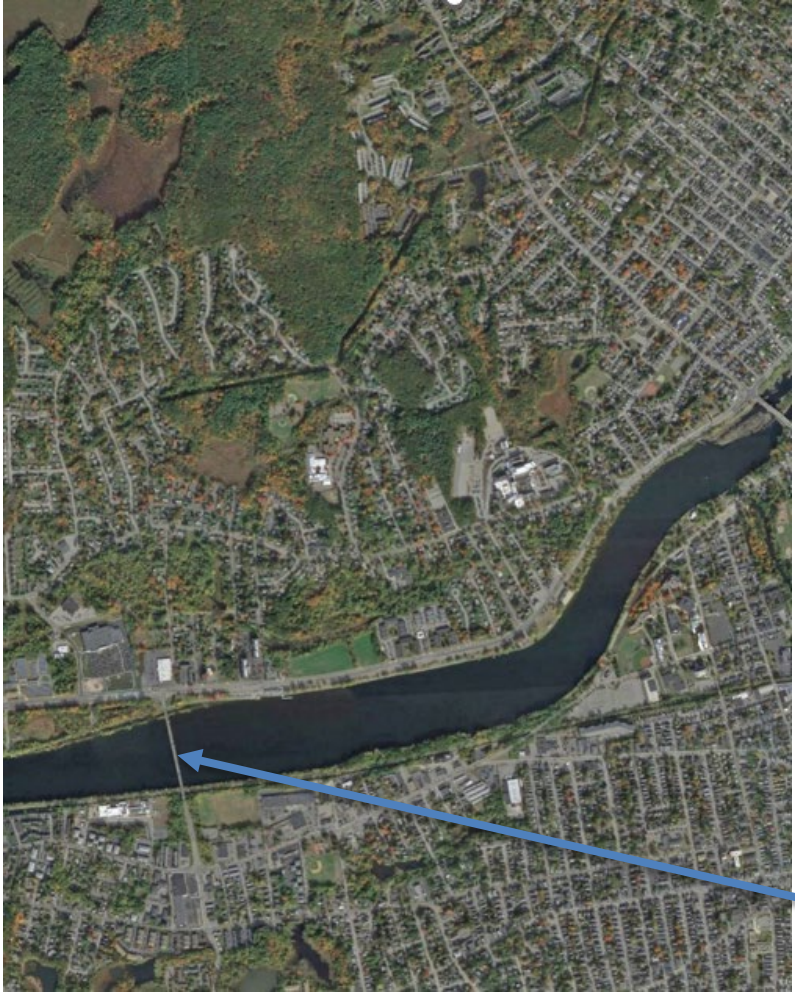
Beyond Mobility



- This project addresses the structurally deficient bridge carrying Wood Street Extension over the Merrimack River and MBTA/CSX RR in the priority area of reliability.
 - This project addresses state of good repair issues that affect safety, reliability, connectivity and resiliency along roadways according to MassDOT TAMP recommendations. (RA11.8)

Overview

Project Location



Existing L-15-088
New L-15-114

Scope of Services

Bridge Improvements

- Relocated New Bridge Structure
 - Offline construction minimizes disruption to travel patterns
 - Minimum Navigational Clearances provided in BTC
 - Bridge Architecture Elements and Aesthetic Lighting
- Foundation and substructure work including temporary works, subject TOY restrictions for in water work, and recreational boating and regatta events
- Demo of existing 1983 temporary bridge (all elements to 2' below mudline)
- Retaining Walls

Roadway Improvements

- Wood Street Reconstruction- including new intersection at Old Ferry Road
- Intersection Improvements at Wood St Ext. Middlesex Street and Wood Street
- Roadway Improvements at Pawtucket Boulevard
- Shared Use Path accommodating pedestrians and cyclists



Existing Rourke Bridge

Scope of Services

Roadway Improvements (continued)

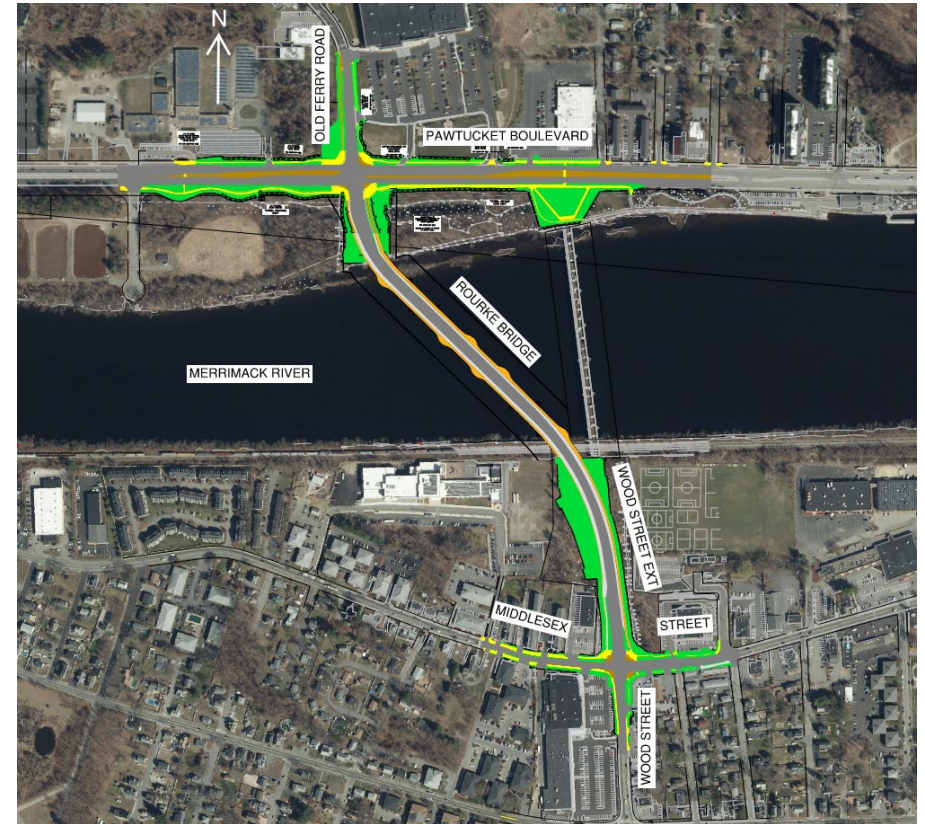
- Updated Drainage/Signage/Lighting
- New mid-block crossings
- Stormwater Control Measures as shown in BTC and as required by Permits
- Project-wide paving
- Maintenance of pedestrian accessibility

Landscape Design

- New park space at existing North Abutment
- Hardscape and Streetscape Improvements
- Pedestrian and Recreation Improvements
- Landscape Design in coordination with MassDOT and DCR

Rail Coordination

- Coordination with MBTA for construction access and staging



Proposed Rourke Bridge- New Alignment

Construction Management Approach

Public Outreach, Permitting, and Construction Management

7

Public Outreach:

- July 2020-Working Group Meeting #1
- December 2020- Public Information Meeting #1
- February 2022- Working Group Meeting #2
- January 2023- Working Group Meeting #3
- February 2023- Public Information Meeting #2
- November 2023- Working Group Meeting #3
- December 6, 2023- Design Public Hearing

Permits on the project include:

- National Environmental Policy Act (NEPA) — Programmatic CE approved by MassDOT and FHWA on June 9, 2024
- Section 4(f) Approval on March 28, 2024
- Bridge Exempt (no WPA, MEPA, CH 91)
- NPDES Construction General Permit (CGP)
- MassDEP 401
- ACOE 404
- EFH/Section 7

Construction Management Approach:

- Design-Build Project
- MassDOT District 4 Construction
- Anticipated Construction NTP March 28, 2025
- Construction Duration – 1679 Days (March 2025- November 2028)



Pedestrian Overlook Rendering

Questions from Capital Programs Committee

Q1. What is the cause of the discrepancy between the Office Estimate and submitted Best Value Price Proposal?

- A1. After having completed a complete canvass of the technical proposal it appears that the substantial deviation in prices appears in items related to the anticipated bridge reconstruction work and architectural components. The bid proposal quantities appear to be accurate for the project needs and therefore the likely differences are attributed to confined laydown and mobilization space adjacent to the project area, site and river access constraints, and schedule risk associated with substantial marine work in the Merrimack River.

Q2. What is the condition of the existing bridge structure?

- A2. The existing temporary bridge was constructed in 1983 and requires significant efforts by district maintenance staff to upkeep and operational.

Procurement and Budget

- Project Advertised (RFP) September 18, 2024
- Engineer’s Estimate was \$206,790,000.00
- Bid Opening was January 23, 2025

Best Value Calculation				
Lowell-607887-128114	Shortlisted Teams (Design Builders)			STEP
	Skanska USA Civil Northeast Inc.	SPS New England Inc.	Walsh Construction Company II, LLC	
Technical Scores	90.81	90.30	90.36	1- Pre-Entered by MassDOT
Price Proposal	\$273,840,000.00	\$298,663,675.00	\$299,500,000.00	2- Transferred from BidX
Overall Value Rating = Price Proposal / Technical Scores	3,015,526.924	3,307,460.410	3,314,519.699	3- Calculated by MassDOT (Step2/Step1)

Line Item	Budget
Bid Amount	\$273,840,000.00
Contingencies	\$27,033,160.00
Construction Engineering	\$13,692,000.00
Railroad Flaggers	\$200,000.00
Specialty Services	\$62,400.00
Traffic Police	\$2,000,000.00
Trainees	\$4,000.00
Total	\$316,831,560.00

- FA – Hwy Infrastructure Program (HIPBR) – Bridge
- Programmed Cost in the 2024-28 TIP: \$243.55M

Request of the MassDOT Board of Directors

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 128114: Rourke Bridge Replacement, L-15-088, with New Bridge, L-15-114, Wood Street Extension over Merrimack River and MBTA/CSX Railroad with Skanska USA Civil Northeast Inc. in the amount of \$273,840,000.00.

Thank You

