

MassDOT Highway Construction
Contract No. 125520 – Bridge Replacement, N-03-020 Route 27
(North Main Street) over Route 9 (Worcester Street) and
Interchange Improvements
in Natick, MA

July 17, 2024

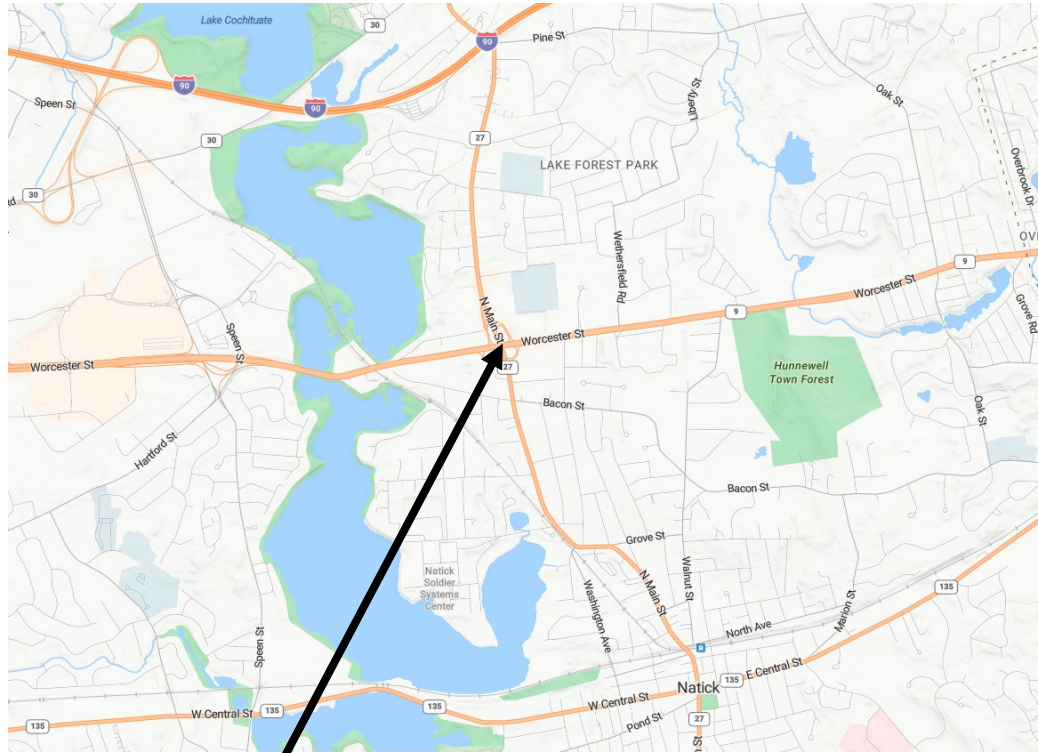


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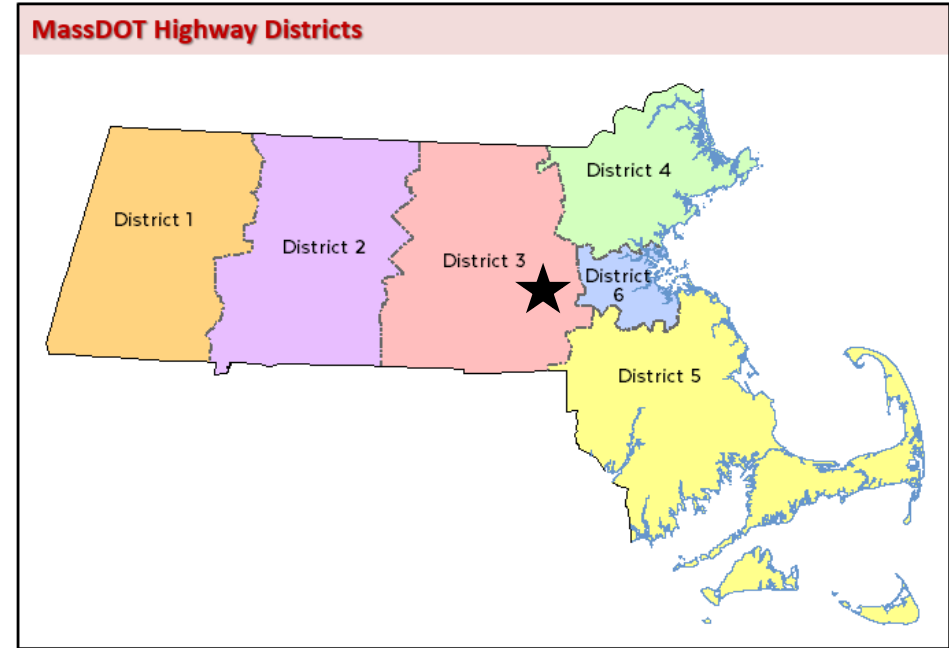
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Project Location

Route 27 (North Main Street) over Route 9 (Worcester Street) in Natick



**Br. N-03-020
Route 27 over
Route 9**



Overview

Scope of Services

- Replace Structurally Deficient 2 Span Route 27 (North Main Street) Bridge with 2 New Single Span Vehicle Bridges & 1 New Tied-Arch Shared Used Path Bridge (75-year service life)
 - ✓ Satisfy current design requirements; reduce maintenance needs
 - ✓ Satisfy minimum vertical clearance requirements
- Improve Operations
 - ✓ Implement Modified Diverging Diamond Interchange
- Improve Safety for pedestrians, cyclists, transit, and vehicles
 - ✓ Improved sidewalks, crossings, and construct shared use path
 - ✓ Incorporate horizontal geometry to reduce vehicle speeds
 - ✓ Updated area lighting, pedestrian signals, signing, and markings
 - ✓ Additional MWRTA transit stops to provide access between routes
- Overhead Wires to be relocated underground to facilitate construction

**Route 27 over Route 9
Modified Diverging Diamond Interchange**



Overview continued

Public Outreach, Permitting, and Construction Management

Public Outreach:

- June 8, 2017, Design Public Hearing
- June 12, 2019, Public Meeting
- June 10, 2021, Virtual Public Meeting
- June 15, 2023, Virtual Design Public Hearing

Permits on the project include:

- National Environmental Policy Act (NEPA) — Programmatic Categorical Exclusion approved by MassDOT and FHWA on January 8, 2024.
- 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 3 Construction
- Anticipated Construction is September 2024 to August 2030



Procurement and Budget

- Project Advertised (RFP) March 16, 2024
- Engineer’s Estimate was \$70,891,920.00
- Bid Opening was July 3, 2024

Best Value Calculation				
Natick 605313-125520	Shortlisted Teams (Design Builders)			STEP
	D.W. White	McCourt	Middlesex	
Technical Scores	89.48	91.62	87.93	1- Pre-Entered by MassDOT
Price Proposal	\$ 0.00*	\$99,150,927	\$127,482,930	2- Transferred from BidX
Overall Value Rating = Price Proposal / Technical Scores	0.00	1,082,197.413	1,449,822.927	3- Calculated by MassDOT (Step2/Step1)
	<i>* Bid exceeded the contract limit for work</i>			

Line Item	Budget
Bid Amount	\$99,150,927.00
Contingencies	\$9,915,092.70
Construction Engineering	\$4,957,546.35
Traffic Police	\$3,909,000.00
Trainees	\$7000.00
Total	\$117,939,566.05

- FA – Hwy Infrastructure Prgm. (HIP BR) – Bridge
- Programmed Cost in the 2024-28 TIP: \$ 86.48M

Request of the MassDOT Board

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 125520: Bridge Replacement, N-03-020 Route 27 (North Main St.) over Route 9 (Worcester St.) and Interchange Improvements with McCourt Construction Co. in the amount of \$99,150,927.00.

Thank You



Appendix

Appendix

Questions received from Capital Programs Committee

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- Q1. What is seen as being 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 2 items related to the anticipated highway reconstruction work and traffic management plans. The bid proposal quantities appear to be accurate for the project needs and therefore the likely differences are attributed to confined urban area, site access constraints, and schedule risk associated with substantial utility relocations
- Q2. Were there any additional bidders or design build team submitting?
- A2. There were only 3 teams shortlisted for submitting proposals during the Design Build Qualification Shortlisting Selection Phase.
- Q3. Is MassDOT proposing any other Diverging Diamond Interchanges in the Commonwealth?
- A3. MassDOT is currently evaluating 2 additional locations, 1 in District 2 and 1 in District 3