

STAFF SUMMARY

☐ Secretary Approval ☐ MassDOT Board Approval Prepared by: Narayana M. Kolla

Department: Highway Division, Major Projects	Manager: Michael O'Dowd	email: Michael.ODowd@dot.state.ma.us	Telephone: 617-910-8564
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Contract No.129076 – Bridge Replacement, H-12-007, Bridge Street (SR 125) over the Merrimack River and the Bradford Rail Trail, Design-Build Project	Date Prepared: 07/07/2025
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Implications

☐ Capital Budget ☐ Operating Budget ☐ Legal ☐ Other

PURPOSE:

The purpose of this Staff Summary is to request that the Board of Directors authorize and approve the Secretary/CEO, or her designee, to execute MassDOT Contract No. 129076 – Bridge Replacement, H-12-007, Bridge Street (SR 125) over the Merrimack River and the Bradford Rail Trail Design-Build Project with the Middlesex Corporation and Transystems Corporation, in the amount of \$214,980,800.00 for a total duration, not to exceed, 2,329 days from Notice to Proceed (NTP).

TOTAL PROGRAM BUDGET:

The Capital program has a total program budget of \$251,031,920.00, which includes the following:

Bid	\$214,980,800.00
Contingencies	\$21,498,080.00
Construction Engineering	\$10,749,040.00
Traffic Police	\$3,800,000.00
Trainees	\$4000.00

Total	\$251,031,920.00
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DISCUSSION:

Project Description

The proposed Project is being advanced by the Massachusetts Department of Transportation, Highway Division (MassDOT) to replace the existing Basiliere Bridge that carries Bridge Street (Route 125) over the Merrimack River and the existing bridge over the Bradford Rail Trail with a new structure designed and constructed for a 75-year service-life. The Project also improves safety, accessibility and mobility for all users including motorists, pedestrians, and bicyclists.

The scope of work includes, but is not limited to, the design and construction of a new Basiliere Bridge carrying Bridge Street (Route 125) over the Merrimack River and the Bradford Rail Trail in Haverhill,

Massachusetts. The limits of the Project begin on South Main Street, just south of the intersection of South Main Street and Middlesex Street, and extends northerly along Bridge Street and Main Street (Route 125) to just north of the Main Street and Merrimack Street/Water Street intersection in Haverhill.

The Project will also include complete removal of the existing bridge structures, roadway reconstruction, highway drainage/storm water management facilities, traffic management, sidewalk reconstruction, addition of bike lanes,, traffic signal modifications, highway lighting, landscaping, pavement markings and signage, utility relocation/protection and all other related bridge and highway work.

Roadway Reconstruction

The Project includes roadway reconstruction and widening of Bridge Street (Route 125) to tie the proposed bridge cross section to meet the existing conditions at the intersections on each side of the bridge. The work includes pavement milling and overlay beyond the full depth pavement limits for removal of temporary pavement markings, restoration of roadway surfaces, restoration over utility trenching, and transitions to existing conditions at the limits of work. The vertical profile of the roadway will be raised over the bridge only to maximize the navigational clearance beneath the bridge. Roadway work includes sections of full depth pavement construction and pavement milling and overlay. The work also includes sidewalk and separated bike lane construction including ADA compliant ramps. There will also be minor drainage and stormwater improvements, removal and replacement of fencing, and installation of a new roadway lighting system. There will also be landscaping improvement adjacent to the Bradford Rail Trail with a new walking path. Elements of the existing bridge are also to be refurbished and placed in this area. This includes restoration of the existing bridge's tower roofs and reusing them to construct a gazebo and kiosk along the new walking path.

Structural

The Project includes replacement of the existing Basiliere Bridge carrying Bridge Street (Route 125) over the Merrimack River and the Bradford Rail Trail with a multi-span arch bridge. The proposed bridge will be located in the same footprint as the existing bridge with the new bridge widened approximately 10 feet to the east (downstream) side of the bridge. There will be a bridge overlook near the center of the bridge on both sides with several architectural amenities incorporated as part of the mitigation for the removal of the existing historic bridge. Under bridge lighting will also be installed on the new structure. The Merrimack River is a navigable waterway and the proposed bridge will provide an opening to support boating and navigation on this stretch of the river in accordance with clearances approved via a Bridge Permit from the US Coast Guard. The span over the Bradford Rail Trail will be a single span precast concrete frame structure with a 12 foot minimum vertical clearance.

Traffic

In order to maintain a single lane of traffic in each direction and one sidewalk throughout construction, the bridge will be reconstructed in two (2) primary stages. The existing lane configuration and traffic signals at the Middlesex Street and Merrimack Street/Water Street will be modified as required to accommodate the traffic pattern in place during the construction stages. Left turns will be restricted from

Bridge Street onto Merrimack Street. There will be permanent traffic signal upgrades including pedestrian accessibility and new signal heads.

Utility Impacts

The Project includes relocation of multiple underground utilities including relocation of a National Grid high pressure gas main, Verizon communication conduits, National Grid Electric conduits, and localized relocation of a City of Haverhill fire alarm line. The City of Haverhill is also installing a new water main across the bridge as a non-participating item. All of the existing privately owned utilities will also require temporary relocation during construction to facilitate the work.

Stormwater/Environmental

The Project includes temporary and permanent stormwater management facilities including the design and construction of a Stormwater Control Measure (SCM) at the south side of the bridge. The project will eliminate the direct stormwater discharge through the existing bridge deck that presently exists.

This Project is within, and adjacent to, federal and state environmental resource areas. Work will be subject to a suite of environmental approvals and permits.

Stakeholder Engagement

Public engagement undertaken during the preliminary design phase and will continue throughout construction. A Design Public Hearing was conducted on May 29, 2024.

This contract requires the Design Builder to deploy construction phase noise and dust controls to limit the impacts of construction on abutters.

BEST VALUE PROCUREMENT:

This project will be delivered utilizing the Design-Build methodology, as stipulated in MGL c 149A § 14 et seq and as implemented in accordance with MassDOT's Design-Build Guidelines approved by the Inspector General's office. This selection is Phase 2 of the two-Phase selection process and is an evaluation of the Technical and Price Proposals from the three (3) Proposers listed under the Contract Solicitation section. The apparent Best Value Design-Build was determined by dividing the Price amount submitted with the Proposal by the Technical Score provided by the Selection Committee. The lowest Overall Value Rating of the three (3) Proposers is the apparent Best Value Design-Build. Phase 1 of the two-Phase process was the Request for Qualifications and Phase 2 is the Request for Proposals. Following is the process for review of the Requests for Proposals (RFPs):

- Develop Proposal Evaluation Form
- Confidential Draft Request for Proposals Meeting one on one with the proposers to get feedback on the project risks.
- Confidential Meetings with Proposers to evaluate Alternate Technical Concepts (ATCs)
- Accept/Reject ATCs
- Receive Proposals from three (3) short-listed Proposers and verify complete/ review Pass/Fail requirements

Contract No./Subject:

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Date: 07/07/2025

- Review Technical Proposal and prepare preliminary evaluations
- Meet to discuss preliminary evaluations/prepare questions for Oral Presentations
- Oral Presentations by Proposers
- Finalize Technical Scores prior to Price Proposal opening
- Open Price Proposals, divided by Technical Score for the lowest Overall Value Rating
- Provide recommendation for Best Value Design-Build

A Draft RFP was issued on November 27, 2024, followed by the Final RFP on January 2, 2025. Thirteen (13) addenda were issued and distributed to the Proposers. The addenda responded to Proposer questions submitted by a specified date and time, and provided data not contained in the RFP. All parties receiving these addenda were required to acknowledge receipt.

Significant Dates

The table below details the significant dates of the RFP selection process.

Draft RFP Issued to Short-Listed Proposers	11/27/2024	
Confidential one-on-one Draft RFP Meetings	12/11/2024	
Final RFP Released	1/2/2025	
Mandatory Pre-Proposal Meeting	1/14/2025	10:00 AM
Confidential ATC Meeting-1	1/22/2025	
Confidential ATC Meeting-2	2/12/2025	
Last Day to Submit Final ATC Submission for Approval	2/25/2025	
RFP Close Date for Questions	5/16/2025	5:00 PM
Technical & Price Proposals Due	5/30/2025	2:00 PM
Oral Presentations	6/18/2025	
Public Price Proposal Opening Date/BVDB	7/2/2025	11:00 AM

Technical Proposal Evaluation Criteria (100% of Technical Proposal)

The qualitative evaluation of the technical aspects of the Proposal will count for 100% of the total technical score. It will be focused on the following criteria:

DB Project Management and Coordination (25% of Technical Criteria)

The Committee will evaluate the following elements:

Project Management and Personnel Experience (5%)

Quality Control System (5%)

Design Management (5%)

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Construction Management (5%)

Schedule and Cost Control (5%)

DB Technical Approach (75% of Technical Criteria)

The Committee will evaluate the following criteria:

Civil / Traffic (10%)

Environmental (10%)

Utilities (13%)

Structures (25%)

Construction Staging (17%)

CONTRACT SOLICITATION:

On August 3, 2024, the MassDOT Highway Division posted to CommBUYS a public solicitation (a Request for Letters of Interest) for 129076 – Bridge Replacement, H-12-007, Bridge Street (SR 125) over the Merrimack River and the Bradford Rail Trail Design-Build Project. By September 17, 2024, MassDOT Highway Division received letters of interest from Twelve (12) construction and design firms. On September 18, 2024, A Request for Qualifications (RFQ) was sent to those interested firms. By October 28, 2024, the due date, Statement of Qualifications (SOQs) from four (4) Prospective Proposers were received.

A Selection Committee of Six (6) individuals representing diverse disciplines was assembled and approved by the Chief Engineer.

The Statement of Qualifications were evaluated and ranked by the Selection Committee according to the criteria set forth in the RFQ. On November 19, 2024, the Selection Committee determined that four (4) Proposers would be included on the short list of teams asked to submit Technical and Price Proposals.

The Proposers were:

- Barletta Heavy Division, Inc. and VHB
- The Middlesex Corporation and Transystems
- SPS New England, Inc. and Stantec
- Walsh Construction Company and AECOM

The short-listed Proposers were notified in writing on November 21, 2024, that they were selected to receive a Request for Proposal (RFP) for the Bridge Replacement, H-12-007, Bridge Street (SR 125) over the Merrimack River and Bradford Rail Trail Design-Build Project. A Draft RFP was issued to the four (4) Design-Builders on November 27, 2024. A Final RFP was issued to the four (4) Design-Builders on January 2, 2025.

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The Proposers were advised the deadline for submittal of the Proposals. Before the Proposals were received, the Selection Committee developed a spreadsheet, outlining the evaluation criteria and weight factors identified in the RFP to be used in the Selection Process. The Proposers were advised in the RFP of the format the Proposals were to follow and the content for which they would be scored.

Technical and Price Proposals were received on May 30, 2025, from three (3) Proposers. Walsh Construction Company and AECOM opted not to submit a technical and price proposal and notified MassDOT in advance of the submission deadline. The electronically submitted Price Proposals were locked while the Selection Committee reviewed the Technical Proposals. The three (3) Proposers gave Oral Presentations on June 18, 2025, each Proposer was given up to one (1) hour to present their Technical Proposal and followed by half an hour of clarifying questions from selection committee.

The determination of the Technical Score for each of the short-listed Proposer was calculated in accordance with the Design-Build Procurement Guide.

Request For Proposal (RFP) - Design-Build Score Sheet			
Design-Build Project No.605304,Haverhill: Basilier Bridge Replacement over Merrimack River			
	Shortlisted DB Teams *		
	SPS-Stantec	Barletta-VHB	TMC-TSC
DB Project Management and Coordination (25%)			
Project Management and Personnel Experience - 5%	4.40	4.08	4.15
Quality Control System - 5%	3.97	3.88	3.98
Design Management - 5%	4.13	3.83	4.07
Construction Management - 5%	4.30	3.94	4.03
Schedule and Cost Control - 5%	4.51	3.79	3.95
DB Technical Approach (75%)			
Civil/Traffic - 10%	9.00	7.83	7.98
Environmental - 10%	8.07	7.75	7.93
Utilities - 13%	11.74	9.27	11.18
Structures and Geotechnical - 25%	22.79	16.54	17.29
Construction Staging - 17%	16.01	12.78	13.46
Total Score:	88.91	73.69	78.02

* Walsh/AECOM did not submit Technical Proposal and hence Non-Responsive

A public Price Proposal opening was held on July 2, 2025, at 11:00 am via Microsoft Teams virtual meeting. The total Technical Scores were displayed on the screen within the spreadsheet template. Prices were downloaded from BidX. The prices are as follows:

- Barletta and VHB \$276,432,100.00
- **Middlesex and Transystems** **\$214,980,800.00**
- SPS and Stantec \$263,930,445.00

The Overall Value Rating was determined by dividing the Price by the Technical Score. The scores and calculations are provided below:

- | | |
|------------------------------------|---|
| ○ Barletta and VHB | $\$276,432,100.00/73.69 = 3,751,283.756$ |
| ○ Middlesex and Transystems | $\\$214,980,800.00/78.02 = 2,755,457.575$ |
| ○ SPS and Stantec | $\$263,930,445.00/88.91 = 2,968,512.485$ |

The Middlesex Corporation and Transystems was determined to be the apparent Best Value Proposer with a low Overall Value Rating of **2,755,457.575**. The Price Proposal packages were reviewed, and it has been determined that The Middlesex Corporation and Transystems Team is the apparent Best Value Proposer.

The Price Proposals were reviewed by engineers in the Construction, Construction Contracts and Design-Build Sections. A Price Proposal Review was conducted by the Preliminary Design Consultant, WSP USA, Inc. (WSP) for the Design Build documents for the project. The Highway Division has accepted the Price Proposal submitted by the Middlesex Corporation and Transystems Team at **\$214,980,800.00** which is 13.34% more than that of the Office Estimate of \$189,686,000.00.

MILESTONES:

The project has the following three (3) Milestones:

- Milestone No. 3: Full Beneficial Use
- Milestone No. 2: Substantial Completion
- Milestone No. 1: Design-Builder Field Completion

These Milestones are defined and restricted as identified below:

Milestone No. 3 – Full Beneficial Use

The Design-Builder shall achieve Milestone No. 3 within 2,239 Calendar Days from NTP

Milestone No. 2 – Substantial Completion

The Design-Builder shall achieve Milestone No. 2 within 2,269 Calendar Days from NTP

Milestone No. 1 – Design-Builder Field Completion

The Design-Builder shall achieve Milestone No. 1 within 2,329 Calendar Days from NTP

DISADVANTAGE BUSINESS ENTERPRISE PARTICIPATION:

Disadvantaged Business Enterprise (“DBE”) participation is required. The DBE requirement for this Project is 8% of the design component and 6% of the construction component for this Contract. MassDOT’s Office for Diversity and Civil Rights has reviewed the DBE information included in the Proposal of the chosen bidder and recommends award of the DB Contract to this team.

To achieve this goal the Design-Builder, The Middlesex Corporation and Transystems has identified three (3) design firms and indicated to use Open Ended Performance Plan, as the design reaches a stage where

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specific scopes of work can be clearly defined, appropriate DBE subcontractors will be selected and awarded.

The following is a summary of the identified design and construction firms, scope of work and value for this project:

DBE - Design Firms Identified:

<u>Firm</u>	<u>Scope of Work</u>	<u>Amount Eligible</u>
HLB Lighting Design	Aesthetic Lighting Design	\$ 279,318.00
Regina Villa Associates (RVA)	Public Outreach	\$ 355,461.00
Steere Engineering	Bridge Engineering Support	\$ 567,057.00
Total Amount		\$ 1,201,836.00

The total “DBE” design bid value is \$1,201,836.00 netting a 8% value which meets the goal of 8% as established for the design component of this project.

DBE - Construction Firms identified:

<u>Firm</u>	<u>Potential Scope of Work</u>	<u>Amount Targeted</u>
Not Available	Form and Pour Concrete	\$9,600,000.00
	Furnish and Install Rebar	\$2,000,000.00
	Paving	\$ 200,000.00
	Landscaping	\$ 65,000.00
	Trucking	\$ 180,000.00
Total Amount		\$ 12,045,000.00

The total “DBE” Construction bid value targeted is \$12,045,000.00 netting 6.02 % value which meets the goal of 6% as established for the construction component of this project.

The Middlesex Corporation has indicated that it will utilize Open ended performance plan (OEPP) per the New Federal Regulation - 49 CFR 26.53(e) for Construction work and as Design work progresses, the DBE scopes identified above will be further refined and discussed with potential DBE firms. Once the design reaches a stage where specific scopes of work can be clearly defined, appropriate DBE subcontractors will be selected and awarded for the scopes of work identified.

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FINANCIAL IMPACT/BUDGET SOURCE:

This action is funded through various sources:

FA – NHPP (BR)

NFA - Site Specific (State)

FUTURE ANTICIPATED AUTHORIZATIONS:

None

RECOMMENDATIONS:

It is recommended that the Board of Directors authorize the Secretary, or her designee, to award and execute MassDOT Contract No. 129076, Bridge Replacement, H-12-007, Bridge Street (SR 125) over the Merrimack River and the Bradford Rail Trail Design-Build Project, with The Middlesex Corporation and Transystems, in a form approved by the General Counsel, in the amount of \$214,980,800.00.

COORDINATION WITH:

Office of Diversity and Civil Rights

Engineering and Maintenance

Environmental

Capital Programs

Budget and Finance

Legal Department

SIGNATURE PAGE:

See Page [final page #]

ATTACHMENTS:

Tab A – Vote [to be completed by Legal]

RESOURCE/REFERENCE DOCUMENTS:

[list here]

STAFF SUMMARY SIGNATURE PAGE

☐ Secretary Approval

☐ MassDOT Board Approval

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Highway Division,
Major Projects

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Implications

☒ Capital Budget

☐ Operating Budget

☐ Legal

☐ Other

RECOMMEND APPROVAL:

Michael O'Dowd
Director of Major Projects

RECOMMEND APPROVAL:

John Bechard, P.E.
Deputy Chief Engineer

RECOMMEND APPROVAL:

David Pottier
Chief Financial Officer

RECOMMEND APPROVAL:

Carrie Wicker
General Counsel

RECOMMEND APPROVAL:

Monica Tibbits-Nutt
Secretary/CEO