

THE CITY OF WALTHAM
MASSACHUSETTS

PURCHASING DEPARTMENT

DESIGN, WALTHAM COMPONENT OF THE WAYSIDE TRAIL, 2017

ADDENDUM NO. 1

April 13, 2017

CHANGES, CORRECTIONS AND CLARIFICATIONS

The attention of bidders submitting proposals for the above subject project is called to the following addendum to the specifications. The items set forth herein, whether of omission, addition, substitution or clarification are all to be included in and form a part of the proposal submitted.

THE NUMBER OF THIS ADDENDUM (NO. 1) MUST BE ACKNOWLEDGED AS RECEIVED AT THE BOTTOM OF THE PRICE SHEET FORM

ITEM 1: ANSWERS TO POSED QUESTION

1. The project limits of the “base bid” as described in the Introduction identify the westerly limit at Stow Street and the easterly limit as the Watertown/Belmont line. Is it the intent of the City to design the trail to or past Beaver Street?
 - a) Yes. The City’s vision is to construct a paved shared use path that connects with both the town of Belmont and Weston as illustrated by the materials in the RFP. Please note this RFP is only for the City of Waltham. Weston and Belmont will be advancing their own segments of the Wayside Rail Trail. Additional information on the overall Statewide Bay State Greenway Vision that includes the Mass Central Rail Corridor and portion referred to Wayside Rail Trail can be found at [MassDOT](#) and the [DCR](#).
2. There is a small culvert/bridge to the east of the Linden Street bridge crossing that carries the abandoned rail bed over Beaver Brook before it intersects Beaver Street. Is it the intent of the City to rehab/replace this structure as well as part of this project?
 - a) The City of Waltham is seeking professional design/engineering expertise to help us determine our best option(s) for a safe and quality, site contextual shared use facility that both serves as a transportation and a recreational facility.

3. There are two existing at-grade crossings not identified in the description of the base bid including Lunda Street and Middlesex Circle. Is the intent of the City to include designs of these crossings as part of this project?
 - a) The City of Waltham seeks to have the selected firm design/engineer a shared use path with safe crossings that fits into the context of the neighborhoods it passes through. The streets that the corridor crosses vary greatly and are key to a well-designed and safe project. Where the proposed shared use path directly intersects a street, it creates an intersection that the user must pass through. Regardless of whether a person is operating on the shared use path or the street, it is critical to the project's success that both facilities have appropriate warning/directional/wayfinding signs, clarity in terms of responsibility of operators to yield or stop. Key is everyone has a safe trip and the shared use path becomes part of the overall transportation network of Waltham. In terms of site context, the shared use path is part of many neighborhoods including: residential, commercial, institutional, recreational and educational. As part of the design, it is expected that these points have access, connectivity and or buffering as part of the design options/recommendations.
4. The description of the base bid identifies Linden Street as a crossing. Is it the intent of the City to provide a connection from Linden Street to the bridge carrying the abandoned rail bed over Linden Street?
 - a) The City of Waltham is seeking professional design/engineering expertise to help us determine our best option(s).
5. The description of the "alternative bid" includes design of the bridge rehabilitation except the Rte. 117 Bridge over Rte. 128. Is the intent of the City to rehabilitate or replace the existing structures carrying the abandoned rail bed over Lyman Brook, Linden Street/Beaver Brook and Beaver Brook (culvert/small bridge) respectively?
 - a) For survey question- please refer to the base bid (RFP p. 3). For bridge question – please refer to alternative bid (RFP p. 3).
6. Task 1: Registered Land Survey and Mapping requires survey of the entire Waltham component from the Weston line to the Watertown/Belmont line. Is it the intent of the City to develop a topographical survey from the Weston line which is west of the Rte 117 Bridge over Rte 128 or to the Stow/Main Street area which is east of the referenced bridge? Similarly, is it the intent of the City to develop survey of the project corridor to the Belmont line which is east of Beaver Street or a point west of the Belmont line?
 - a) Please see responses to question #1 & #5.
7. Task 1: Registered Land Survey and Mapping mentions DCR currently possesses survey information. What type of survey, limit of survey, format (i.e. AutoCad) and is it tied into the Massachusetts State Plane Grid? Will this information be provided to the successful bidder?
 - a) It is our understanding that DCR plans to share survey information used for developing their corridor lease agreement with the Massachusetts Bay Transportation Authority (RFP p. 21) and receiving the EENF Certificate (RFP p.42).

8. Task 2: Public Engagement Plan and Preliminary Design do not mention any restrictions to motorized vehicles or horses. Is it the intent of the City to restrict trail access to motorized vehicles or horses?
 - a) We are seeking professional design/engineering expertise to help us determine our best option(s) for the Waltham component of the multiple communities Wayside Trail (RFP, p 57) that is part of the Statewide Mass Central Rail Corridor.
9. Task 2: Public Engagement Plan and Preliminary Design references design/engineering of Linden Street. As previously mentioned is it the intent of the City to provide a connection from Linden Street to the bridge structure carrying the abandoned rail bed over Linden Street?
 - a) Please see responses #5 & #6.
10. Task 2: Public Engagement Plan and Preliminary Design include emergency phones. Is it the intent of the City to include emergency phones along the trail or at key locations? How does the City intend to power these phones (i.e. cable, solar) and what type of communication will they utilize (i.e. communication cable or wireless)? If required, will these phones need to be designed to MassDOT standard?
 - a) The City of Waltham is seeking professional design/engineering expertise to help us determine our best option(s). It is our understanding there are a range of design options and funding options for construction closely intertwined.
11. Task 2: Public Engagement Plan and Preliminary Design mention no reference to MassDOT standard. Is it the intent of the City to design the trail and bridges to MassDOT standard?
 - a) Please see response to #10.
12. Task 3: Construction Drawings/Specifications/Final Cost Estimates does not specify the format of the technical specifications (i.e. MassDOT, CSI, City). Is it the intent of the City to solicit bids thru their procurement department? Will the consultant prepare, advertise and participate in the actual bid opening?
 - a) The City of Waltham Purchasing Department will advertise/manage the public procurement of a contractor to construct the proposed design project. This contract is for the design/engineering services to prepare a final design project and bid package suitable for a public bidding.
13. According to Exhibit C of the RFP the preliminary construction estimate has been estimated at \$5.4mil and to rehabilitate the bridges \$1.2mil to 2mil. There is no defined scope for the needed improvements to the bridges either in the RFP or the DCR - Feasibility Report. How is a prospective consultant expected to prepare and submit a proposal that is appropriate and competitive? Additional information or guidance regarding these bridges should be provided.
 - a) There is limited information on the bridges. The City seeks to advance the design forward and to help us do so we are seeking professional design/engineering expertise to help us determine our best option(s) on moving forward with the bridges.

End of Addendum 1