

THE CITY OF WALTHAM
MASSACHUSETTS
PURCHASING DEPARTMENT

DESIGN, WALTHAM COMPONENT OF THE WAYSIDE TRAIL, 2017

ADDENDUM NO. 3

April 18, 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. 3) MUST BE ACKNOWLEDGED
AS RECEIVED AT THE BOTTOM OF THE PRICE SHEET FORM

ITEM 1: ANSWERS TO POSED QUESTION

1. Is the Phase I Environmental Site Assessment, conducted by DCR in 2009 available for review?

- a. Yes – please refer to this DCR link

<http://www.mass.gov/eea/agencies/dcr/conservation/planning-and-resource-protection/projects/mass-central-rail-trail-wayside-branch.html>

PDFs of the Expanded Environmental Notification Form & Appendices along with the MEPA Site Visit Presentation and MEPA Certificate are all posted.

2. The RFP states – “Waltham Component includes: 3 Bridges (128/95, Lyman Brook and Linden Street) and 9 at grade crossings.” Please clarify if the 128/95 bridge mentioned in this statement is the railroad bridge or the Route 117 bridge? The State’s planning documents have always envisioned reuse of the existing RR Bridge that is part of the MassCentral ROW as the connection over the interstate. The RFP has a photo of this bridge on (p. 157). The route 117 Bridge is before MassDOT for redesign. It’s new design will include both bicycle and pedestrian facilities that likely seek a connection to the Wayside Rail Trail. As stated, the route 117 bridge is not part of this project, it will be by others.
 - 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. The "Base Bid" includes a crossing at Linden Street. Is this crossing the Bridge over Linden Street or is the City proposing an at grade crossing at Linden Street and a ramp/path connection from Linden Street up to the rail road ROW trail above? If this crossing is referring to the bridge over Linden Street is this bridge part of the "Base Bid" or should it be included in the "Alternate Bid"?
 - a. The State's planning documents have always envisioned the former Mass Central Railroad ROW to be the route for the Wayside Rail Trail. The City of Waltham shares in that expectation, understanding that before the final vision is constructed, there may be the need for interim routing due to bridge construction. There will need to be a crossing at Lyman/Linden Street since the reuse of the Lyman Bridge is not included in the base bid and the user still seeks to connect to the Belmont town line. In addition, it will be necessary to move people across Beaver Street. The 'Alternative bid' includes reuse of the historic Lyman Street Bridge to connect to the Belmont Mass Central ROW. This bridge is the cover for CTPSs *Central Massachusetts Rail Trail Feasibility Study* that is Exhibit B in the RFP (p.57) and is also shown in Exhibit C on (p. 163).
4. The RFP states the following: "Alternative Bid will be design of the bridge rehabilitation. (Exhibit C) (Excluding the Rt. 117 Bridge over Rt.128)". Exhibit C only shows a slide/photograph of two bridges; Waltham 128 Bridge (railroad bridge over I-95/Rte 128) and the Waltham, Linden Street Bridge.
 - Is the rail road bridge over I-95/Rte 128 included in the project? If so, is price for this bridge included in the "Base Bid" and/or "Alternate Bid"?
 - The third to last page of Exhibit C lists 3 bridges – 128/95, Lyman Brook and Linden St. Are the Lyman Brook bridge structure and the Linden Street bridge the only two bridges included in the "Alternate Bid"?
 - Can you please provide a complete list of all bridge and/or culvert structures that are included to be considered for improvements as part of this project and designate if they are part of the "Base Bid" and/or the "Alternate Bid"?
 - Exhibit C does not include any scope of work for any of the bridge work. What is the detailed scope of work for each of the bridge and/or culvert structures that are included in the "Base Bid" and/or "Alternate Bid"?
 - Can you please provide the limits of the portion of the trail completed by 1265 Main Street, LLC and list the elements and limits of this project that are excluded from the "Base Bid" or "Alternative Bid"?
 - There is a portion of trail that has already been constructed from Hillside Road traveling easterly beneath Border Road and continuing east for approximately 600 feet. It is assumed this is the 1265 Main Street, LLC trail portion. Is there any survey or design services required for this section of the trail?
 - a. In the Base Bid and the Alternative Bid the exclusion is the Rt.117 Bridge over Rt.128. The two roadway crossing bridges are shown in Exhibit C on p. 157 & 163.
 - a 2. The third bridge referenced on page 3 under item 1, Waltham Components is called Lyman Brook and maybe required due to wetlands. Again, a survey of corridor including wetland areas in addition combined with design/engineering services are required to determine requirements, options and recommendations.
 - a 3. We do not have the list of information you are seeking.
 - a 4. We have only the information that has been shared from State studies on the

corridor regarding the bridges. The City of Waltham looks to the selected consultant team to recommend how to move forward using their survey and design/engineering expertise to provide requirements, options and recommendations to design a successful shared use path.

a 5. The City's Engineering Department may have drawings showing the 1265 Main Street project.

a 6. Do not assume that there will not be design improvements or modifications required to mesh the existing portion of the trail into the overall design for the Waltham segment of the Wayside Rail Trail.

Task 1 – Registered Land Survey and Mapping

1. The request for survey from the Weston Town line to the Watertown/Belmont town line does not match the limits of the listed street crossings. Are the requested survey limits correct?
 - a. Yes, the survey limits are correct. We are expecting survey as described in Task 1 from Weston line to the Watertown/Belmont line.
2. Is survey for the areas that are west of Stow Street and east of Linden Street required as part of the Base Bid?
 - a. Please see response to question above.
3. Is survey required for the portion of the trail completed by 1265 Main Street, LLC, as described above?
 - a. Please see response Section 1-Introduction 4e and 4f.
4. Is the DCR survey that is listed in the RFP available for review in an electronic format
 - a. Not that we know.
5. Does the DCR survey meet "MassDOT's current design standards"?
 - a. Investigate with DCR and DOT.
6. Can you please clarify what the phrase "MassDOT design standards" means? Do you want MassDOT's AutoCAD standards to be utilized or are you asking for something different?
 - a. The intent here is for all parties involved (City, DOT, DRC) to receive a design that is comprehensive and acceptable to all.

Task 2 – Public Engagement Plan and Preliminary Design

1. This section only lists 7 seven street crossings, Stow Street and Main Street are not included in this list. Does the survey and design include the Stow Street and Main Street crossings?
 - a. The scope and vision is to design a complete shared use path that connects from the Weston to Belmont/Watertown Town lines. Beaver Street is also a crossing that will

need to be considered.

2. Does the survey and design include the intersection of Main Street at Stow Street to accommodate a crossing at the intersection?
 - a. The intent is to create a shared use path with connectivity to the adjacent land uses/neighborhoods. If there is a connection to access the facility, it must be designed to be safe for all users.
3. Based on the listed street crossings the scope does not include the Beaver Street crossing. Is this correct?
 - a. Please see the response to question 1 under this task. Users will need to cross Beaver Street.
4. Based on the listed street crossings the project design ends somewhere between the Linden Street Bridge and Beaver Street. Can you please identify the exact location of where the survey and design limits are located, east of Stow Street and west of Linden Street, along the existing railroad ROW?
 - a. Unclear how this question is different than other questions on the survey limits. Please provide a sketch if further clarification is required. We believe it has been answered. It is important to highlight this project is not just an engineering project, there will be site planning and design expertise required.
5. Does the City plan on using the bank parking lot between Main Street and Stow Street as part of the trail? Should this be included in the survey and design?
 - a. We expect the consultant team to provide information on the current best practices for site planning and designing a rail trail. This would include design options/recommendations for Waltham to consider for items such as parking. At this point we do not have any expectations nor interest from private businesses to provide public parking for the project. There are quite a few City of Waltham buildings and municipal parking lots on/near the ROW that could be considered, if public parking is recommended. It is important to highlight this project is not just an engineering project, there will be site planning and design expertise required, as part of an overall public process. Since the initial feasibility work done by the State's CTPS as shown in Exhibit B, the advancements in design of shared use trails and the expectation of the public for what makes a facility has changed. The City expects that the consultant team will bring their expertise and background in designing similar shared use paths to Waltham. We expect that the designed facility will mesh into the site context of our adjacent land use/neighborhoods providing a safe and easily accessed facility that will eventually fit into a much larger network once Weston and Belmont/Watertown create their segments of the shared use path. It is the expectation that other communities will be looking to the design of Waltham Wayside Rail Trail as the example they want a shared use trail to look in their community.

6. Does the City of Waltham currently own/operate an Emergency Phone System?
 - a. Waltham has a 911 center. Please note that the City of Waltham expects the selected consultant team to provide recommendations on any components to be used in the design considering not only function but lifecycle and maintenance considerations.
7. Will the Emergency Phones be solar powered? Will the phones use a cellular phone connection?
 - a. We do not have experience best practices/current technology for emergency phones and would seek options/recommendations from our consultant.
8. Can you please include the number of required meetings with the City of Waltham boards and departments?
 - a. The RFP provides the necessary information. Consultants teams bring different backgrounds and experiences working with local Boards/Commissions and Departments that will impact how many meetings will be required for local approvals. However, the City team will be working with the selected consultant team to provide introductions and project guidance at these meetings.
9. What level of coordination is expected with MassDOT and DCR?
 - a. Wayside Rail Trail has been a priority project for the Commonwealth and the City of Waltham for many years. We are expecting a good process as we all share the same goal.
10. Will MassDOT or DCR review the design of the trail and is the proposed consultant expected to respond to and revise the design based on comments from MassDOT or DCR?
 - a. As noted under Task 1, question 6 we want to make sure that the design can be fully supported by the State agencies and TIP process.
11. Is the Middlesex Circle crossing included as part of the proposed trail design?
 - 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 advance warnings/activated signals/warning, directional & wayfinding signs plus clarity in terms of responsibility of operators to yield or stop at crossing. Key is everyone has a safe trip and the shared use path becomes part of the overall transportation network of Waltham and ultimately the full Wayside Rail Trail. 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.

Task 5 – Bid Procedure

1. Can you please provide a written explanation or example what is meant by a “Plan of Services” that is listed in Task 5 – IV, 8?
 - a. Your workflow/schedule to complete the scope of work and any other information you believe helpful to explain your process to complete the project and deliver to our Purchasing Department a complete design package for public bid.

ITEM 2: LAST DAY FOR WRITTEN QUESTIONS

Last day for written questions to jpedulla@city.waltham.ma.us is 12 noon Thursday April 20, 2017. Questions will not be entertained after this date and time.

END OF ADDENDUM 3