



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbitts-Nutt, Secretary & CEO
Jonathan L. Gulliver, Highway Administrator



Proposal No. 613725-130651

July 3, 2025

ADDENDUM NO. 1

To Prospective Bidders and Others on:

DISTRICT 1
Scheduled and Emergency Superstructure Repairs at Various Locations

This Proposal to be opened and read:

TUESDAY, JULY 8, 2025 at 2:00 P.M.

Transmitting changes to the Contract Documents as follows:

QUESTIONS AND RESPONSES:

1 page

DOCUMENT 00102:

Revised page 2.

DOCUMENT 00813:

Deleted document in its entirety. Inserted new document (4 pages).

DOCUMENT A00801:

Revised page 54.

Take note of the above, substitute the revised pages for the originals, delete the document indicated, insert the new document in the proper order, and acknowledge Addendum No. 1 in your Expedite Proposal file before submitting your bid.

Very truly yours,

for

Eric M. Cardone, P.E.
Construction Contracts Engineer

EMC/mac
cc: Alina Daragan, Project Manager

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DISTRICT 1
Scheduled and Emergency Superstructure Repairs at Various Locations

Questions and Responses

Addendum No. 1, July 3, 2025

SPS New England, Inc., email dated Tuesday, July 1, 2025

Question 1) Item # 106.302 – Clean and Paint Structural Steel. Page A00801 – 54 states, “Payment areas considered incidental shall include any existing stiffeners, diaphragms, and cross bracing remaining in place cleaned and painted, new vertical projections from additional steel thickness of repair plates, bolts, nuts, or additional stiffeners.”

On structures with plate girders, the stiffeners, diaphragms, and cross-bracing can account for as much as 30% of the surface area of the areas being cleaned. These members also happen to be the most labor-intensive to clean and paint. When these components become incidental, it is necessary to apply a premium to our pricing to account for that incidental surface area. However, MassDOT ends up paying an unnecessary premium when these features are not present, such as on rolled stringers. Would MassDOT consider removing these incidentals, and paying for actual surface area cleaned and painted?

Response 1) See revised page A00801 - 54.

Question 2) Item # 106.302 – Clean and Paint Structural Steel. Page A00801 – 54 states, Incidental to this item are all costs associated with the design and installation of the required containment system/work platform *and* working barge.

Including incidental costs for containment systems and platforms are standard practices as they tie directly to cleaning and painting structural steel. The cost for a barge, if needed, is not directly tied to cleaning and painting structural steel and has many variables. Such as: barge size, transportation, placement and removal of the barge in a lake or river, barge crew size, safety boat consideration, duration that barge is needed...etc.

Given that this a various locations contract with no indication of where or when a barge may be needed it is impossible for a contractor to establish a responsible incidental cost. Would MassDOT consider reimbursing the cost of a barge under Non-Bid Items?

Response 2) See revised page A00801 - 54.

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① Addendum No. 1, July 3, 2025

NOTICE TO CONTRACTORS (Continued)

All parties who wish to have access to information plans and specification must send a “Request for Informational Documents” to MassDOTBidDocuments@dot.state.ma.us.

A Proposal Guaranty in the amount of 5% of the value of the bid is required.

This project is subject to the schedule of prevailing wage rates as determined by the Commissioner of the Massachusetts Department of Labor and Workforce Development, and the Division of Occupational Safety.

PRICE ADJUSTMENTS

- ① This Contract contains price adjustments for hot mix asphalt and Portland cement mixtures, diesel fuel, and gasoline. For reference the base prices are as follows: liquid asphalt \$635.00 per ton, Portland cement \$425.13 per ton, diesel fuel \$2.766 per gallon, and gasoline \$2.453 per gallon, and Steel Base Price Index 340.6. MassDOT posts the **Price Adjustments** on their Highway Division’s website at <https://www.mass.gov/massdot-contract-price-adjustments>

This Contract contains Price Adjustments for steel. See Document 00813 - PRICE ADJUSTMENT FOR STRUCTURAL STEEL AND REINFORCING STEEL for their application and base prices.

MassDOT projects are subject to the rules and regulations of the Architectural Access Board (521 CMR 1.00 et seq.)

Prospective bidders and interested parties can access this information and more via the internet at WWW.COMMBUYS.COM.

BY: Monica G. Tibbits-Nutt, Secretary and CEO, MassDOT
Jonathan L. Gulliver, Administrator, MassDOT Highway Division
SATURDAY, JUNE 14, 2025

DOCUMENT 00813

SPECIAL PROVISIONS

PRICE ADJUSTMENTS FOR STRUCTURAL STEEL AND REINFORCING STEEL

June 18, 2025

This special provision applies to all projects containing the use of structural steel and/or reinforcing steel as specified elsewhere in the Contract work. It applies to all structural steel and all reinforcing steel, as defined below, on the project. Compliance with this provision is mandatory, i.e., there are no “opt-in” or “opt-out” clauses. Price adjustments will be handled as described below and shall only apply to unfabricated reinforcing steel bars and unfabricated structural steel material, consisting of rolled shapes, plate steel, sheet piling, pipe piles, steel castings and steel forgings.

Price adjustments will be variances between Base Prices and Period Prices. Base Prices and Period Prices are defined below.

Price adjustments will only be made if the variances between Base Prices and Period Prices are 5% or more. A variance can result in the Period Price being either higher or lower than the Base Price. Once the 5% threshold has been achieved, the adjustment will apply to the full variance between the Base Price and the Period Price.

Price adjustments will be calculated by multiplying the number of pounds of unfabricated structural steel material or unfabricated reinforcing steel bars on a project by the index factor calculated as shown below under Example of a Period Price Calculation.

Price adjustments will not include guardrail panels or the costs of shop drawing preparation, handling, fabrication, coatings, transportation, storage, installation, profit, overhead, fuel costs, fuel surcharges, or other such charges not related to the cost of the unfabricated structural steel and unfabricated reinforcing steel.

The weight of steel subject to a price adjustment shall not exceed the final shipping weight of the fabricated part by more than 10%.

Base Prices and Period Prices are defined as follows:

Base Prices of unfabricated structural steel and unfabricated reinforcing steel on a project are fixed prices determined by the Department and found in the table below. While it is the intention of the Department to make this table comprehensive, some of a project’s unfabricated structural steel and/or unfabricated reinforcing steel may be inadvertently omitted. Should this occur, the Contractor shall bring the omission to the Department’s attention so that a contract alteration may be processed that adds the missing steel to the table and its price adjustments to the Contract.

The Base Price Date is the month and year of the most recent finalized period price index at the time that MassDOT opened bids for the project. The Base Price Index for this contract is the Steel PPI listed in the Notice to Contractors.

Period Prices of unfabricated structural steel and unfabricated reinforcing steel on a project are variable prices that have been calculated using the Period Price Date and an index of steel prices to adjust the Base Price.

The Period Price Date is the date the steel was delivered to the fabricator as evidenced by an official bill of lading submitted to the Department containing a description of the shipped materials, weights of the shipped materials and the date of shipment. This date is used to select the Period Price Index.

The index used for the calculation of Period Prices is the U.S. Department of Labor Bureau of Labor Statistics Producer Price Index (PPI) Series ID WPU101702 (Not Seasonally Adjusted, Group: Metals and Metal Products, Item: Semi-finished Steel Mill Products.) As this index is subject to revision for a period of up to four (4) months after its original publication, no price adjustments will be made until the index for the period is finalized, i.e., the index is no longer suffixed with a “(P)”.

Period Prices are determined as follows:

Period Price = Base Price X Index Factor

Index Factor = Period Price Index / Base Price Index

Example of a Period Price Calculation:

Calculate the Period Price for December 2009 using a Base Price from March 2009 of \$0.82/Pound for 1,000 Pounds of ASTM A709 (AASHTO M270) Grade A36 Structural Steel Plate.

The Period Price Date is December 2009. From the PPI website*, the Period Price Index = 218.0.

The Base Price Date is March 2009. From the PPI website*, the Base Price Index = 229.4.

Index Factor = Period Price Index / Base Price Index = $218.0 / 229.4 = 0.950$

Period Price = Base Price X Index Factor = $\$0.82/\text{Pound} \times 0.950 = \$0.78/\text{Pound}$

Since $\$0.82 - \$0.78 = \$0.04$ is less than 5% of \$0.82, no price adjustment is required.

If the \$0.04 difference shown above was greater than 5% of the Base Price, then the price adjustment would be 1,000 Pounds X \$0.04/Pound = \$40.00. Since the Period Price of \$0.78/Pound is less than the Base Price of \$0.82/Pound, indicating a drop in the price of steel between the bid and the delivery of material, a credit of \$40.00 would be owed to MassDOT. When the Period Price is higher than the Base Price, the price adjustment is owed to the Contractor.

* To access the PPI website and obtain a Base Price Index or a Period Price Index, go to <http://data.bls.gov/cgi-bin/srgate>

End of example.

The Contractor will be paid for unfabricated structural steel and unfabricated reinforcing steel under the respective contract pay items for all components constructed of either structural steel or reinforced Portland cement concrete under their respective Contract Pay Items.

Price adjustments, as herein provided for, will be paid separately as follows:

Structural Steel

Pay Item Number 999.449 for positive (+) pay adjustments (payments to the Contractor)

Pay Item Number 999.457 for negative (-) pay adjustments (credits to MassDOT Highway Division)

Reinforcing Steel

Pay Item Number 999.466 for positive (+) pay adjustments (payments to the Contractor)

Pay Item Number 999.467 for negative (-) pay adjustments (credits to MassDOT Highway Division)

No price adjustment will be made for price changes after the Contract Completion Date, unless the MassDOT Highway Division has approved an extension of Contract Time for the Contract.

Addendum No. 1, July 3, 2025

TABLE

Steel Type		Price per Pound
1	ASTM A615/A615M Grade 60 (AASHTO M31 Grade 60 or 420) Reinforcing Steel	\$0.52
2	ASTM A27 (AASHTO M103) Steel Castings, H-Pile Points & Pipe Pile Shoes (See Note below.)	\$0.73
3	ASTM A668 / A668M (AASHTO M102) Steel Forgings	\$0.73
4	ASTM A108 (AASHTO M169) Steel Forgings for Shear Studs	\$0.75
5	ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Plate	\$0.79
6	ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Shapes	\$0.74
7	ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Plate	\$0.79
8	ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Shapes	\$0.74
9	ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Plate	\$0.82
10	ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Shapes	\$0.75
11	ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W 345W Structural Steel Plate	\$0.82
12	ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W or 345W Structural Steel Shapes	\$0.75
13	ASTM A709/A709M Grade HPS 50W / AASHTO M270M/M270 Grade HPS 50W or 345W Structural Steel Plate	\$0.86
14	ASTM A709/A709M Grade HPS 70W / AASHTO M270M/M270 Grade HPS 70W or 485W Structural Steel Plate	\$0.92
15	ASTM A514/A514M-05 Grade HPS 100W / AASHTO M270M/M270 Grade HPS 100W or 690W Structural Steel Plate	\$1.41
16	ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Plate	\$0.82
17	ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Shapes	\$0.75
18	ASTM A276 Type 316 Stainless Steel	\$4.24
19	ASTM A240 Type 316 Stainless Steel	\$4.24
20	ASTM A148 Grade 80/50 Steel Castings (See Note below.)	\$1.46
21	ASTM A53 Grade B Structural Steel Pipe	\$0.92
22	ASTM A500 Grades A, B, 36 & 50 Structural Steel Pipe	\$0.92
23	ASTM A252, Grades 240 (36 KSI) & 414 (60 KSI) Pipe Pile	\$0.73
24	ASTM 252, Grade 2 Permanent Steel Casing	\$0.73
25	ASTM A36 (AASHTO M183) for H-piles, steel supports and sign supports	\$0.77
26	ASTM A328 / A328M, Grade 50 (AASHTO M202) Steel Sheetpiling	\$1.39
27	ASTM A572 / A572M, Grade 50 Sheetpiling	\$1.39
28	ASTM A36/36M, Grade 50	\$0.79
29	ASTM A570, Grade 50	\$0.77
30	ASTM A572 (AASHTO M223), Grade 50 H-Piles	\$0.79
31	ASTM A1085 Grade A (50 KSI) Steel Hollow Structural Sections (HSS), heat-treated per ASTM A1085 Supplement S1	\$0.92
32	AREA 140 LB Rail and Track Accessories	\$0.48

NOTE: Steel Castings are generally used only on moveable bridges. Cast iron frames, grates and pipe are not “steel” castings and will not be considered for price adjustments.

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① Addendum No. 1, July 3, 2025

ITEM 106.302 (Continued)

Failure of the Contractor to provide the required submittals under Subsection 961, Subsection 961.69 “Submittals”, within 30 days from the date each specific Work Order is issued, which includes Item 106.302, shall be determined to be Non-Responsive and subject to Non-Response Damages as described in the Contract.

The Contractor shall notify the Engineer if a significant amount of section loss is found on the structural steel during the cleaning and blasting process. If requested by the Engineer, the Contractor shall provide the access and time window to the Engineer to inspect and document the structural steel section loss after the cleaning and blasting operation.

METHOD OF MEASUREMENT

Item 106.302 will be measured for payment by the Square Foot which shall be the total of the horizontal and vertical plane areas to the limits of the over-painted area to complete repairs.

BASIS OF PAYMENT

Item 106.302 will be paid at the Contract unit price per Square Foot which shall include all labor, materials, equipment, and all incidental costs required to complete the work.

- ① Payment areas considered incidental shall include any new vertical projections from additional steel thickness of repair plates, bolts, nuts, or additional stiffeners. If access requires a barge, as determined by the Engineer and approved by the District Bridge Section, or if the District Bridge Engineer requires the use of a barge, the cost of the barge will be paid under non-bid items. If the use of a barge is not required by the Engineer and there are other feasible methods of completing the work, and the Contractor elects to use a barge for their convenience, the cost of the barge shall be incidental to this item.

All costs for Hazardous Waste removal shall also be included in the cost per Square Foot under the Item. The Engineer shall receive a copy of the hazardous waste manifest before final payment is made.

After the final coat of paint has cured, a seal shall be placed around the edges of all high strength bolted repair plates in contact with original steel. The seal will be incidental to this item and shall be compatible with the paint system being used. The Contractor shall submit a catalogue of the material to be used to the District for review and approval prior to use.

Item 106.302 shall only be used at locations where full cleaning and painting operations are proposed.

SPECIAL NOTES REGARDING PREVAILING WAGE REQUIREMENTS

Note that the erection and dismantling of scaffolding, rigging and containment for bridge painting work is subject to the “Painter(Bridges/Tanks)” prevailing wage rate. This includes surface preparation, including removal of all types of paint on bridges, the application of paint and the clean-up of debris resulting from paint removal operation on bridges, pursuant to the determination by the Massachusetts Department of Labor Standards’ 12/23/2009 “Notice Concerning the Removal and Application of Paint on Bridges and Tanks.”