



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Phillip Eng, Interim MassDOT Secretary
Jonathan L. Gulliver, Undersecretary and Highway Administrator



April 21, 2026

610647-133932

ADDENDUM NO. 1

To Prospective Bidders and Others on:

WAREHAM
FAP No. STP-0035(068)X
Corridor Improvements on Route 6 at Swifts Beach Road

THIS PROPOSAL TO BE OPENED AND READ: TUESDAY, MAY 5, 2026 at 2:00 P.M.

Transmitting revisions to the Contract Documents as follows:

<u>QUESTION AND RESPONSE:</u>	One page.
<u>DOCUMENT 00104:</u>	Revised page 3.
<u>DOCUMENT 00813:</u>	Deleted document in its entirety and inserted new document (4 pages).
<u>DOCUMENT A00801:</u>	Revised page 18.

Take note of the above, substitute the revised pages for the originals, delete the document indicated, insert the new document in 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

CS
cc: Kathy Dougherty, Project Manager

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WAREHAM
FAP No. STP-0035(068)X
Corridor Improvements on Route 6 at Swifts Beach Road
(610647-133932)

Question and Response

Addendum No. 1, April 21, 2026

I. W. Harding Construction Co., Inc, email dated April 16, 2026

Question 1

Can you clarify what work has to be done at night? Is it all of the work in stage 2 on the South side of Marion Road? Is there a reason for this or would it be possible to construct this work during day time hours?

Response 1

See the revised special provisions – page A00801 – 18 attached.

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① Addendum No. 1, April 21, 2026

NOTICE TO CONTRACTORS (Continued)

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 \$670.00 per ton, Portland cement \$425.13 per ton, diesel fuel \$4.452 per gallon, and gasoline \$2.955 per gallon, and Steel Base Price Index 354.8. 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: Phillip Eng, Interim MassDOT Secretary
Jonathan L. Gulliver, Undersecretary and Highway Administrator
SATURDAY, MARCH 28, 2026

DOCUMENT 00813

SPECIAL PROVISIONS

PRICE ADJUSTMENTS FOR STRUCTURAL STEEL AND REINFORCING STEEL

April 16, 2026

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/Pound X 0.950 = \$0.78/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.

TABLE

Steel Type	Price per Pound	
1	ASTM A615/A615M Grade 60 (AASHTO M31 Grade 60 or 420) Reinforcing Steel	\$0.55
2	ASTM A27 (AASHTO M103) Steel Castings, H-Pile Points & Pipe Pile Shoes (See Note below.)	\$0.76
3	ASTM A668 / A668M (AASHTO M102) Steel Forgings	\$0.76
4	ASTM A108 (AASHTO M169) Steel Forgings for Shear Studs	\$0.78
5	ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Plate	\$0.82
6	ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Shapes	\$0.77
7	ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Plate	\$0.82
8	ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Shapes	\$0.77
9	ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Plate	\$0.85
10	ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Shapes	\$0.78
11	ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W 345W Structural Steel Plate	\$0.85
12	ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W or 345W Structural Steel Shapes	\$0.78
13	ASTM A709/A709M Grade HPS 50W / AASHTO M270M/M270 Grade HPS 50W or 345W Structural Steel Plate	\$0.89
14	ASTM A709/A709M Grade HPS 70W / AASHTO M270M/M270 Grade HPS 70W or 485W Structural Steel Plate	\$0.96
15	ASTM A514/A514M-05 Grade HPS 100W / AASHTO M270M/M270 Grade HPS 100W or 690W Structural Steel Plate	\$1.47
16	ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Plate	\$0.85
17	ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Shapes	\$0.78
18	ASTM A276 Type 316 Stainless Steel	\$4.42
19	ASTM A240 Type 316 Stainless Steel	\$4.42
20	ASTM A148 Grade 80/50 Steel Castings (See Note below.)	\$1.52
21	ASTM A53 Grade B Structural Steel Pipe	\$0.96
22	ASTM A500 Grades A, B, 36 & 50 Structural Steel Pipe	\$0.96
23	ASTM A252, Grades 240 (36 KSI) & 414 (60 KSI) Pipe Pile	\$0.76
24	ASTM 252, Grade 2 Permanent Steel Casing	\$0.76
25	ASTM A36 (AASHTO M183) for H-piles, steel supports and sign supports	\$0.80
26	ASTM A328 / A328M, Grade 50 (AASHTO M202) Steel Sheetpiling	\$1.45
27	ASTM A572 / A572M, Grade 50 Sheetpiling	\$1.45
28	ASTM A36/36M, Grade 50	\$0.82
29	ASTM A570, Grade 50	\$0.80
30	ASTM A572 (AASHTO M223), Grade 50 H-Piles	\$0.82
31	ASTM A1085 Grade A (50 KSI) Steel Hollow Structural Sections (HSS), heat-treated per ASTM A1085 Supplement S1	\$0.96
32	AREA 140 LB Rail and Track Accessories	\$0.50

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 April 21, 2026

NORTHERN LONG-EARED BAT PROTECTION (Continued)

Due to the 5-year validity of the negative presence/absence survey, it is recommended that the contractor conduct all activities that could result in stressors to the bats such as tree removal/trimming, bridge and/or structure removal/maintenance, lighting, or use of percussive, by July 14, 2027. If additional stressor producing work is proposed by the Contractor past this date, additional review is required by the MassDOT Highway Division's Environmental Services Section, and additional review and restrictions may be required by the USFWS.

Due to the negative survey results, the project is eligible for a May Affect, Not Likely to Adversely Affect (NLAA) determination, without Avoidance and Minimizations Measures (AMMs), in accordance with the FHWA, FRA and FTA Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat. On behalf of FHWA, the lead federal agency for Section 7 consultation, MassDOT submitted a Programmatic Consultation for Transportation Projects affecting NLEB or Indiana Bat to the USFWS through the Information for Planning and Consultation (IPaC) webpage and generated a NLAA documentation letter (see **Document A00871 USFWS NLAA**). Therefore, the project has completed Section 7 consultation through the Endangered Species Act, and no AMMs apply to the project.

The Contractor shall ensure all personnel working in on the project site are aware of all environmental commitments related to NLEB, including all applicable AMMs. NLEB Bat information (<https://www.fws.gov/midwest/endangered/mammals/nleb/>) shall be made available to all personnel.

WORK SCHEDULE

The Contractor and all Subcontractors on this project shall be restricted to the same eight-hour work shifts.

Normal work hours shall be 7:00 am to 3:30 pm. The contractor shall coordinate work hours with the Wareham Middle School to avoid traffic disruptions and lane takings during the morning drop-off and the afternoon pickup.

- ① Subsurface infrastructure and drainage connections that would cause major impacts to the traveling public require night time work hours to minimize interruption. The estimated night time work hours to be no earlier than 9:00 PM and no later than 5:30 AM, Sunday through Thursday. Alternative times may be considered if the work can be performed with minimal impact to travel. Work scheduling shall be determined in coordination with the Engineer. The Contractor shall request other work hours or additional work hours in writing and submit the request to the Engineer for approval at least ten days prior to the requested start date.

No work that in the opinion of the Engineer may cause traffic delays for any cause or reason shall be permitted during peak travel hours unless authorized by the Engineer.

The Contractor's attention is directed to the fact that work may have to be performed during hours other than the above-specified work hours when approved by the Engineer.

No additional compensation will be paid to the Contractor for such work.