



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



Proposal No. 612505-134592

June 25, 2026

ADDENDUM NO. 3

To Prospective Bidders and Others on:

NORTH ADAMS
Federal Aid Project No. HIP(NGB)-003S(947)
Bridge Preservation, N-14-039, Route 2 over South Branch
of the Hoosic River and Route 8

THIS PROPOSAL TO BE OPENED AND READ:

TUESDAY, JUNE 30, 2026 at 2:00 P.M.

Transmitting changes to the Contract Documents as follows:

QUESTIONS AND RESPONSES:

Two pages.

DOCUMENT 00104:

Revised page 3.

DOCUMENT 00813:

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

Take note of the above, substitute the revised page for the original, delete the document indicated, insert the new document in the proper order, and acknowledge Addendum No. 3 in your Expedite Proposal file before submitting your bid.

Very truly yours,

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

EMC/mac
cc: Joseph Breen, Project Manager

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NORTH ADAMS
Federal Aid Project No. HIP(NGB)-003S(947)
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Questions and Responses

Addendum No. 3, June 25, 2026

Prime Coatings, Inc., email dated Tuesday, June 23, 2026

Question 14) Page A00801 – 44 states that silicone caulking is incidental to Item 107.97. Page A00801 – 106 states that this is incidental to Items 961.301. Please confirm which item(s) the caulk/seal falls under.

Response 14) Silicone caulking used in the execution of the steel beam repairs to seal the interfaces between the existing steel and repair plates is incidental to Item 107.97 Structural Steel Repairs, as specified on page A00801 - 44 of the Special Provisions. Item 107.97 applies to only the locations of steel beam end repairs, Types 1-3, shown on Bridge Plan Sheets 3-5 of 30 (Combined Plan Sheets 22-24 of 49).

Silicone caulking to seal the interfaces of existing steel and repair plates, such as replacement bearing plates, at all other locations is incidental to Item 961.301 Clean and Paint Steel at Beam Ends.

Question 15) Page A00801 – 104 states that repairs will receive three (3) full coats of paint. Please confirm if an additional (fourth) intermediate coating should be applied to beam ends, in accordance with Section 961.

Response 15) Item 961.301 states that work shall conform to Subsection 961 of the Standard Specifications. Refer to Subsection 961.64.C.1, which states that all prepared surfaces shall receive a 3-coat paint system. An additional intermediate coat shall be applied from the end of the beam to a distance of 5-feet and from the center of intermediate piers to a distance of 5-feet in each direction, including all steel between the abutment/pier cap and the bottom of the bridge deck.

Question 16) Please confirm that the full depth of the beam will be cleaned and painted at locations of beam end painting.

Response 16) The full depth of the beam to the bottom of the bridge deck is to be painted, in accordance with the Standard Specifications.

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Question 17) Sheet 3 of 30 shows a symbol for Bearing Cleaned & Painted:

- a. Please confirm that at this locations, solely the bearings will be cleaned and painted (no portion of the beam).
- b. If yes to A., it should be noted that blast-cleaning and painting the bearings only will likely require the same level of access and containment, as doing the entire beam end.

Response 17) a. In accordance with Item 961.301, the limits of cleaning and painting shall include all surfaces of all steel components and shall extend 5'-0" from the beam ends at existing roadway joint locations. See "Typical Limits of Cleaning & Painting" on Bridge Plan Sheet 21 of 30 (Combined Plan Sheet 40 of 49).

- b. Noted.

Question 18) Sheet 3 of 30 shows a symbol for Bearing Replaced & Painted:

Please confirm that at bearing replacements, Contractor is not blast-cleaning the new bearings, and is only applying intermediate and final coats.

Response 18) Bearings are assumed to come shop primed from the manufacturer, to which the remaining coats are to be applied in accordance with the Standard Specifications. If the primed bearings are scratched or nicked during transport to the site or if the primer coat is otherwise deemed unsatisfactory, the Contractor shall notify the Engineer for direction.

③ Addendum No. 3, June 25, 2026

NOTICE TO CONTRACTORS (Continued)

PRICE ADJUSTMENTS

- ③ 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 \$712.50 per ton, Portland cement \$452.13 per ton, diesel fuel \$4.497 per gallon, and gasoline \$3.752 per gallon, and Steel Base Price Index 362.0. 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, MAY 30, 2026

DOCUMENT 00813

SPECIAL PROVISIONS

PRICE ADJUSTMENTS FOR STRUCTURAL STEEL AND REINFORCING STEEL

June 17, 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	\$0.56
2 ASTM A27 (AASHTO M103) Steel Castings, H-Pile Points & Pipe Pile Shoes (See Note below.)	\$0.78
3 ASTM A668 / A668M (AASHTO M102) Steel Forgings	\$0.78
4 ASTM A108 (AASHTO M169) Steel Forgings for Shear Studs	\$0.80
5 ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Plate	\$0.84
6 ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Shapes	\$0.79
7 ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Plate	\$0.84
8 ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Shapes	\$0.79
9 ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Plate	\$0.87
10 ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Shapes	\$0.80
11 ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W 345W Structural Steel Plate	\$0.87
12 ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W or 345W Structural Steel Shapes	\$0.80
13 ASTM A709/A709M Grade HPS 50W / AASHTO M270M/M270 Grade HPS 50W or 345W Structural Steel Plate	\$0.91
14 ASTM A709/A709M Grade HPS 70W / AASHTO M270M/M270 Grade HPS 70W or 485W Structural Steel Plate	\$0.98
15 ASTM A514/A514M-05 Grade HPS 100W / AASHTO M270M/M270 Grade HPS 100W or 690W Structural Steel Plate	\$1.50
16 ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Plate	\$0.87
17 ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Shapes	\$0.80
18 ASTM A276 Type 316 Stainless Steel	\$4.51
19 ASTM A240 Type 316 Stainless Steel	\$4.51
20 ASTM A148 Grade 80/50 Steel Castings (See Note below.)	\$1.55
21 ASTM A53 Grade B Structural Steel Pipe	\$0.98
22 ASTM A500 Grades A, B, 36 & 50 Structural Steel Pipe	\$0.98
23 ASTM A252, Grades 240 (36 KSI) & 414 (60 KSI) Pipe Pile	\$0.78
24 ASTM 252, Grade 2 Permanent Steel Casing	\$0.78
25 ASTM A36 (AASHTO M183) for H-piles, steel supports and sign supports	\$0.82
26 ASTM A328 / A328M, Grade 50 (AASHTO M202) Steel Sheetpiling	\$1.48
27 ASTM A572 / A572M, Grade 50 Sheetpiling	\$1.48
28 ASTM A36/36M, Grade 50	\$0.84
29 ASTM A570, Grade 50	\$0.82
30 ASTM A572 (AASHTO M223), Grade 50 H-Piles	\$0.84
31 ASTM A1085 Grade A (50 KSI) Steel Hollow Structural Sections (HSS), heat-treated per ASTM A1085 Supplement S1	\$0.98
32 AREA 140 LB Rail and Track Accessories	\$0.51

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.

END OF DOCUMENT

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