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

MassDOT
Massachusetts Department of Transportation
Highway Division

August 20, 2026

616282-135581

ADDENDUM NO. 1

To Prospective Bidders and Others on:

ASHFIELD-CHARLEMONT-CONWAY-HAWLEY
Maintenance and Preservation of Municipal Bridges at Multiple Locations (D1 Contract 1)

THIS PROPOSAL TO BE OPENED AND READ: TUESDAY, AUGUST 25, 2026 at 2:00 P.M.

Transmitting revisions to the Contract Documents as follows:

QUESTIONS AND RESPONSES:	Two pages.
DOCUMENT 00102:	Revised page 2.
DOCUMENT 00813:	Deleted document in its entirety and inserted new document (4 pages).
DOCUMENT A00801:	Revised pages 29, 35 and 48.

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,

Eric M. Cardone Digitally signed by Eric M. Cardone Date: 2026.08.20 14:14:31 -04'00'

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

CS
cc: Dylan Brown, Project Manager

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NEL Corporation, email dated August 18, 2026

Question 1
Could you please explain/clarify the application of Item 127.1 – Reinforced Concrete Excavation, as it applies to this project?

Response 1
See the revised Special Provisions, page A00801-35.

Question 2
Item 106.88 – Jacking and Shoring Special Provisions (Basis for Payment) states; that any jacking and shoring reused at the same bridge crossing shall be considered a remove and reset and no additional compensation will be made in the case where a remove and reset is required. Special provisions pg. 24 (item 106.88) also states that "when possible, all supports shall be located on the beam seat in front of the bearing….in some cases inadequate space or existing beam seat deterioration will prevent jacking in front of the bearing. At these locations, the contractor shall install a steel bracket to the face of the abutment as shown in the drawings and sketches". Since the number of locations where jacking/shoring from the beam seat (is possible) is unknown, and the number of steel bracket shoring systems (required) is also unknown, could you consider adding a remove and reset item?

Response 2
A remove and reset item will not be included and the shoring system will be compensated once per location it is required.

Question 3
Item 107.97 – Structural Steel Repairs; states that "The contractor shall be required to clean and prime repair areas prior to any structural steel repairs required by the engineer, which will be considered incidental to this item". As there are clean and paint items for steel repairs at bridges H-13-004 and C-05-035, could you please clarify where the incidental cleaning/painting under 107.97 would specifically apply?

Response 3
See the revised Special Provisions, page A00801-29.

Question 4

Item 905.21 (concrete for beam end encasements) Special Provisions, Basis of Payment, states; "this shall include the required drilling of holes in web and installation of threaded rods, as required in the Drawings and Sketches". Item 910.5 Steel Reinforcement for Beam End Repairs states, "The work under this item consists of procuring and installing reinforcing steel and **threaded rod reinforcing steel** as shown on the Drawings and Sketches for beam encasement repairs". Could you please clarify to which item threaded rod reinforcing furnish/install is to be applied?

Response 4

See the revised Special Provisions, page A00801-48.

*** END OF DOCUMENT ***

① Addendum No. 1, August 20, 2026

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 $712.50 per ton, Portland cement $452.13 per ton, diesel fuel $4.372 per gallon, and gasoline $3.335 per gallon, and Steel Base Price Index 378.1. 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, JULY 18, 2026

Addendum No. 1, August 20, 2026

DOCUMENT 00813

SPECIAL PROVISIONS

PRICE ADJUSTMENTS FOR STRUCTURAL STEEL AND REINFORCING STEEL

August 19, 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	$0.58
2	ASTM A27 (AASHTO M103) Steel Castings, H-Pile Points & Pipe Pile Shoes (See Note below.)	$0.81
3	ASTM A668 / A668M (AASHTO M102) Steel Forgings	$0.81
4	ASTM A108 (AASHTO M169) Steel Forgings for Shear Studs	$0.84
5	ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Plate	$0.88
6	ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Shapes	$0.83
7	ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Plate	$0.88
8	ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Shapes	$0.83
9	ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Plate	$0.91
10	ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Shapes	$0.84
11	ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W 345W Structural Steel Plate	$0.91
12	ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W or 345W Structural Steel Shapes	$0.84
13	ASTM A709/A709M Grade HPS 50W / AASHTO M270M/M270 Grade HPS 50W or 345W Structural Steel Plate	$0.95
14	ASTM A709/A709M Grade HPS 70W / AASHTO M270M/M270 Grade HPS 70W or 485W Structural Steel Plate	$1.03
15	ASTM A514/A514M-05 Grade HPS 100W / AASHTO M270M/M270 Grade HPS 100W or 690W Structural Steel Plate	$1.57
16	ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Plate	$0.91
17	ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Shapes	$0.84
18	ASTM A276 Type 316 Stainless Steel	$4.71
19	ASTM A240 Type 316 Stainless Steel	$4.71
20	ASTM A148 Grade 80/50 Steel Castings (See Note below.)	$1.62
21	ASTM A53 Grade B Structural Steel Pipe	$1.03
22	ASTM A500 Grades A, B, 36 & 50 Structural Steel Pipe	$1.03
23	ASTM A252, Grades 240 (36 KSI) & 414 (60 KSI) Pipe Pile	$0.81
24	ASTM 252, Grade 2 Permanent Steel Casing	$0.81
25	ASTM A36 (AASHTO M183) for H-piles, steel supports and sign supports	$0.86
26	ASTM A328 / A328M, Grade 50 (AASHTO M202) Steel Sheetpiling	$1.54
27	ASTM A572 / A572M, Grade 50 Sheetpiling	$1.54
28	ASTM A36/36M, Grade 50	$0.88
29	ASTM A570, Grade 50	$0.86
30	ASTM A572 (AASHTO M223), Grade 50 H-Piles	$0.88
31	ASTM A1085 Grade A (50 KSI) Steel Hollow Structural Sections (HSS), heat-treated per ASTM A1085 Supplement S1	$1.03
32	AREA 140 LB Rail and Track Accessories	$0.53

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 August 20, 2026

ITEM 107.97 STRUCTURAL STEEL REPAIRS POUND

The work under this Item shall conform to the relevant provisions of Subsections 960 and 961 of the Standard Specifications and the following:

The work under this Item shall include repair of steel beam ends and midspan flange repairs with section loss as directed by the Engineer. Additional steel repairs may be required following completion of the cleaning and priming of the steel. An inspection shall be performed by the Engineer following cleaning and priming of the steel and all limits confirmed at the time of inspection. The final limits for each of the repairs and additional in-kind replacement will be provided by the Engineer, after cleaning and priming of the steel. Live loads and construction loads shall be removed from the bridge during installation of the flange repair plates.

The Contractor shall note that certain repair locations are known to have obstacles that are in conflict with the work that is to be performed. Work required to move, remove, replace, work around, or modify any obstacles interfering with the structural steel repair work, such as diaphragms, connection plates, and cross frames shall be included in this Item and be performed with no additional compensation, and shall be deemed incidental to the unit price bid for this Item.

The Contractor shall retain existing diaphragms and cross frames and incorporate new connection plates as required unless otherwise specified on the Drawings and Sketches (see **Document A00803**). Diaphragms that are called out to be replaced shall be as specified on the Drawings and Sketches (see **Document A00803**) or by the Engineer. Diaphragms to be replaced-in-kind do not require cleaning and priming or inspection prior to removal.

Structural steel components damaged by the Contractor's operation shall be repaired in conformance with these specifications. The costs of such repairs shall be borne by the Contractor. Structural steel repairs will include repairing deteriorated beam ends, midspan flanges, and diaphragms at locations as directed by the Engineer; also, the in-kind replacement of deteriorated bracing when deemed required by the Engineer.

① The Contractor shall be required to clean and prime repair areas prior to any structural steel repairs required by the Engineer, which will be considered incidental to this item unless the repair areas will be cleaned and painted under items 961.202 or 961.301. Repair areas shall be cleaned and painted two feet beyond repair limits.

After cleaning and priming of the steel, the proposed repair areas shall be made available to the District Bridge Section. The final limits of each repair and additional in-kind replacement are subject to the approval of the District Bridge Engineer.

The Contractor shall submit to the Engineer a plan of the proposed repairs, showing the methods of procedures, materials, and equipment they intend to use. The submittal shall include design computations based on all applicable loads (i.e. dead load, live load + impact, etc.), working stresses of the materials used, sequence of operations, and all details incidental thereto. All loads shall be calculated by the Contractor. Approval of this submission shall be obtained prior to the commencement of any work under this Item. The above plan and computations shall bear the seal and signature of a Professional Engineer of the appropriate discipline registered in Massachusetts.

① Addendum No. 1 August 20, 2026

ITEM 127.1 REINFORCED CONCRETE EXCAVATION CUBIC YARD

ITEM 127.13 REINFORCED CONCRETE COPING EXCAVATION CUBIC YARD

ITEM 127.4 REINFORCED CONCRETE DECK EXCAVATION (FULL DEPTH) SQUARE YARD

The work under these Items shall conform to the relevant provisions of Subsection 120 and 482 of the Standard Specifications and the following:

Concrete surfaces will be inspected via visual and, where practicable, hammer sounding to determine limits of excavation. Costs associated for providing apparatus and personnel for sounding to determine limits of reinforced concrete excavation are incidental to these Items with no additional compensation. The Contractor shall provide personnel, as directed by the Engineer, to assist the Engineer with sounding. The Engineer will determine and mark the limits of reinforced concrete excavation at each of the locations.

① The work under these items consists of the removal of reinforced concrete for work associated with curbs. Item 127.1 – Reinforced Concrete Excavation is to be used for any concrete curb excavation. This is applicable to the repairs depicted on the curb elevations for Bridge H-13-004 on Sheet 7 of the Drawings and Sketches (See Document A00803).

The work to be done under Item 127.13 involves the removal of reinforced concrete on the topside, fascia and underside (herein referred to as horizontal, vertical and overhead repairs respectively) of the bridge deck overhang (herein referred to as the coping). Excavation depth shall not exceed 50% of the existing concrete deck slab thickness for overhead repairs, and 6” for horizontal and vertical repairs on the coping.

The work under item 127.4 consists of full depth removal and disposal of reinforced concrete from the bridge deck at locations indicated on the Drawings and Sketches (see **Document A00803**) and around proposed scuppers and downspouts.

Prior to excavation, the Contractor shall cover all drainage structures and install silt sacks within catch basins that may be affected by the work. The structures shall remain covered until the new concrete has set and the area has been cleaned.

The Contractor shall take all precautions necessary not to damage that portion of the deck, including reinforcing steel, which is to remain. This includes determining the concrete cover to the steel bars at the edge of each patch prior to excavating concrete.

The edges of all areas where concrete is removed under these Items shall be cut to neat lines by saw cutting or by methods approved by the Engineer, to a depth of ¾ inch, and all costs in connection with such work shall be incidental to the pertinent Item. Patch areas shall be made rectangular in shape [as much as possible], with horizontal and vertical edges and square corners.

In case the reinforcing bars are exposed, the minimum depth of all cement concrete areas to be excavated shall be one (1) inch below the bottom of the top layer of longitudinal reinforcing steel throughout the entire excavated area. No concrete shall be placed until approval of the Engineer is given.

① Addendum No. 1 August 20, 2026

ITEM 905.21 5000 PSI, 3/8 INCH, 710 HP CEMENT CONCRETE FOR BEAM END REPAIRS **CUBIC YARD**

The work under this Item shall conform to the relevant provisions of Subsection 901 of the Standard Specifications, and the following:

The work under this item shall consist of forming, providing, placing, and consolidating 5000 PSI, 3/8 Inch, 710 HP Cement Concrete to perform beam end encasements, as directed by the Engineer.

The Contractor shall obtain the approval of the Engineer that all surface preparations of the beam ends, installation of threaded rods and steel reinforcing has been installed and accepted by the Engineer prior to placing repair concrete.

The concrete shall be properly consolidated by inserting 1" nominal head diameter pencil vibrators in openings at the tops of the forms at a maximum spacing of 1½ times the radius of action of the vibrator used. The slump of the concrete at discharge shall be increased to 6" to 7" in order to facilitate proper consolidation. Increasing the slump by addition of mixing water in excess of the amount contained in the MassDOT approved mix design shall not be permitted. The mix shall contain superplasticizer conforming to AASHTO M 194 Type F or G, which shall be added in accordance with the concrete technician's recommendations. The amount of superplasticizer added to the cement concrete shall be recorded on the delivery slip. The delivery slip shall be signed by the concrete technician. The concrete technician shall be either an ACI Certified Concrete Technician (minimum Grade I - Field) or a New England Transportation Technician Certification Program - Certified Concrete Technician.

The work shall also include drilling holes in the webs of beam ends and the installation of threaded rod reinforcement prior to encasement of the webs in concrete. Material properties and construction procedures shall conform to the requirements shown on the Drawings and Sketches (see **Document A00803**).

METHOD OF MEASUREMENT

Item 905.21 will be measured for payment by the Cubic Yard of 5000 PSI, 3/8 Inch, 710 HP Cement Concrete placed, complete in place.

BASIS OF PAYMENT

Item 905.21 will be paid for at the Contract unit price per Cubic Yard, which price shall include all labor, tools, equipment, formwork, materials and all incidental items of work necessary to satisfactorily complete the repairs. This shall include the required drilling of holes in web and installation of threaded rods, as required in the Drawings and Sketches (see **Document A00803**).

① Furnishing and installing the threaded rods for beam end encasement repairs not utilizing UHPC shall be compensated under Item 910.5."