



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



September 11, 2026

606352-136278

ADDENDUM NO. 1

To Prospective Bidders and Others on:

WAREHAM
Federal Aid Project No. PRC(PRC80)-003S(925)X
Culvert and Dam Replacement on Cranberry Highway at Route 28 and Route 6,
Mill Pond Dam over Agawam River

THIS PROPOSAL TO BE OPENED AND READ: WEDNESDAY, OCTOBER 14, 2026, at 2:00 P.M.

Transmitting revisions to the Contract Documents as follows:

<u>QUESTIONS AND RESPONSES:</u>	1 page.
<u>DOCUMENT 00104:</u>	Revised page 3.
<u>DOCUMENT 00813:</u>	Deleted document in its entirety and inserted new document (4 pages).
<u>PLANS</u>	Revised plan sheets 28, 29 and 48 of 125.

Please take note of the above, substitute the revised page for the original, delete the indicated document, insert the new document in proper order, substitute the revised plan sheets for the originals, and acknowledge Addendum No. 1 in your Expedite Proposal file before submitting your bid.

Very truly yours,

Slava
for Podluzny
Eric M. Cardone, P.E.
Construction Contracts Engineer

Digitally signed by
Slava Podluzny
Date: 2026.09.11
14:29:26 -04'00'

JPB
cc: Harry Adolphe, Project Manager

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WAREHAM
Federal Aid Project No. PRC(PRC80)-003S(925)X
Culvert and Dam Replacement on Cranberry Highway at Route 28 and Route 6,
Mill Pond Dam over Agawam River
(606352-136278)

Questions and Responses

Addendum No. 1, September 11, 2026

Barletta Company e-mail dated September 8, 2026.

Question 1.) Can you please identify what structure(s) are to be Demolished Under Item 115.2 – Demolition of Bridge No. W-06-20 (8M1)

Response 1.) Item 115.2 demolition structure is the Secondary Spillway on the west side of the dam. See revised plan sheet 48.

Question 2.) Reference drawing sheet 25 of 76. How is it suggested that secant piles be installed in Mill pond. Are we to place fill in the pond to facilitate secant pile installation? Is the detail shown on sheet 27 to be utilized in the pond.

Response 2.) The means and methods of secant pile installation shall be determined by the Contractor. The fill should not be placed outside of limits shown on plans. Yes, details on plan sheet 27 are for the intended proposed cofferdam.

Question 3.) Can something other than Secant Piles be utilized for Support of excavation and for control of water cofferdams.

Response 3.) The Contractor can propose to Value Engineer the proposed secant wall cofferdam and earth support. Any proposed changes to the cofferdam or earth support will require review and approval from MassDOT and the Department of Conservation and Recreation Office of Dam Safety.

Question 4.) Please advise as to note 1 on sheet 29 of 125.

Response 4.) Note 1 should read “See Temporary Traffic Control Plan No. 1”. See revised plan sheets 28 and 29.

NOTICE TO CONTRACTORS (Continued)

① Addendum No. 1, September 11, 2026

① **PRICE ADJUSTMENTS**

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 \$4.693 per gallon, and gasoline \$3.341 per gallon, and Steel Base Price Index 384.0. 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, AUGUST 8, 2026

DOCUMENT 00813

SPECIAL PROVISIONS

PRICE ADJUSTMENTS FOR STRUCTURAL STEEL AND REINFORCING STEEL

September 10, 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 = $\$0.82/\text{Pound} \times 0.950 = \$0.78/\text{Pound}$

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.

TABLE

Steel Type		Price per Pound
1	ASTM A615/A615M Grade 60 (AASHTO M31 Grade 60 or 420) Reinforcing Steel	\$0.59
2	ASTM A27 (AASHTO M103) Steel Castings, H-Pile Points & Pipe Pile Shoes (See Note below.)	\$0.83
3	ASTM A668 / A668M (AASHTO M102) Steel Forgings	\$0.83
4	ASTM A108 (AASHTO M169) Steel Forgings for Shear Studs	\$0.85
5	ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Plate	\$0.89
6	ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Shapes	\$0.84
7	ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Plate	\$0.89
8	ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Shapes	\$0.84
9	ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Plate	\$0.92
10	ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Shapes	\$0.85
11	ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W 345W Structural Steel Plate	\$0.92
12	ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W or 345W Structural Steel Shapes	\$0.85
13	ASTM A709/A709M Grade HPS 50W / AASHTO M270M/M270 Grade HPS 50W or 345W Structural Steel Plate	\$0.97
14	ASTM A709/A709M Grade HPS 70W / AASHTO M270M/M270 Grade HPS 70W or 485W Structural Steel Plate	\$1.04
15	ASTM A514/A514M-05 Grade HPS 100W / AASHTO M270M/M270 Grade HPS 100W or 690W Structural Steel Plate	\$1.59
16	ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Plate	\$0.92
17	ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Shapes	\$0.85
18	ASTM A276 Type 316 Stainless Steel	\$4.78
19	ASTM A240 Type 316 Stainless Steel	\$4.78
20	ASTM A148 Grade 80/50 Steel Castings (See Note below.)	\$1.64
21	ASTM A53 Grade B Structural Steel Pipe	\$1.04
22	ASTM A500 Grades A, B, 36 & 50 Structural Steel Pipe	\$1.04
23	ASTM A252, Grades 240 (36 KSI) & 414 (60 KSI) Pipe Pile	\$0.83
24	ASTM 252, Grade 2 Permanent Steel Casing	\$0.83
25	ASTM A36 (AASHTO M183) for H-piles, steel supports and sign supports	\$0.87
26	ASTM A328 / A328M, Grade 50 (AASHTO M202) Steel Sheetpiling	\$1.57
27	ASTM A572 / A572M, Grade 50 Sheetpiling	\$1.57
28	ASTM A36/36M, Grade 50	\$0.89
29	ASTM A570, Grade 50	\$0.87
30	ASTM A572 (AASHTO M223), Grade 50 H-Piles	\$0.89
31	ASTM A1085 Grade A (50 KSI) Steel Hollow Structural Sections (HSS), heat-treated per ASTM A1085 Supplement S1	\$1.04
32	AREA 140 LB Rail and Track Accessories	\$0.54

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.

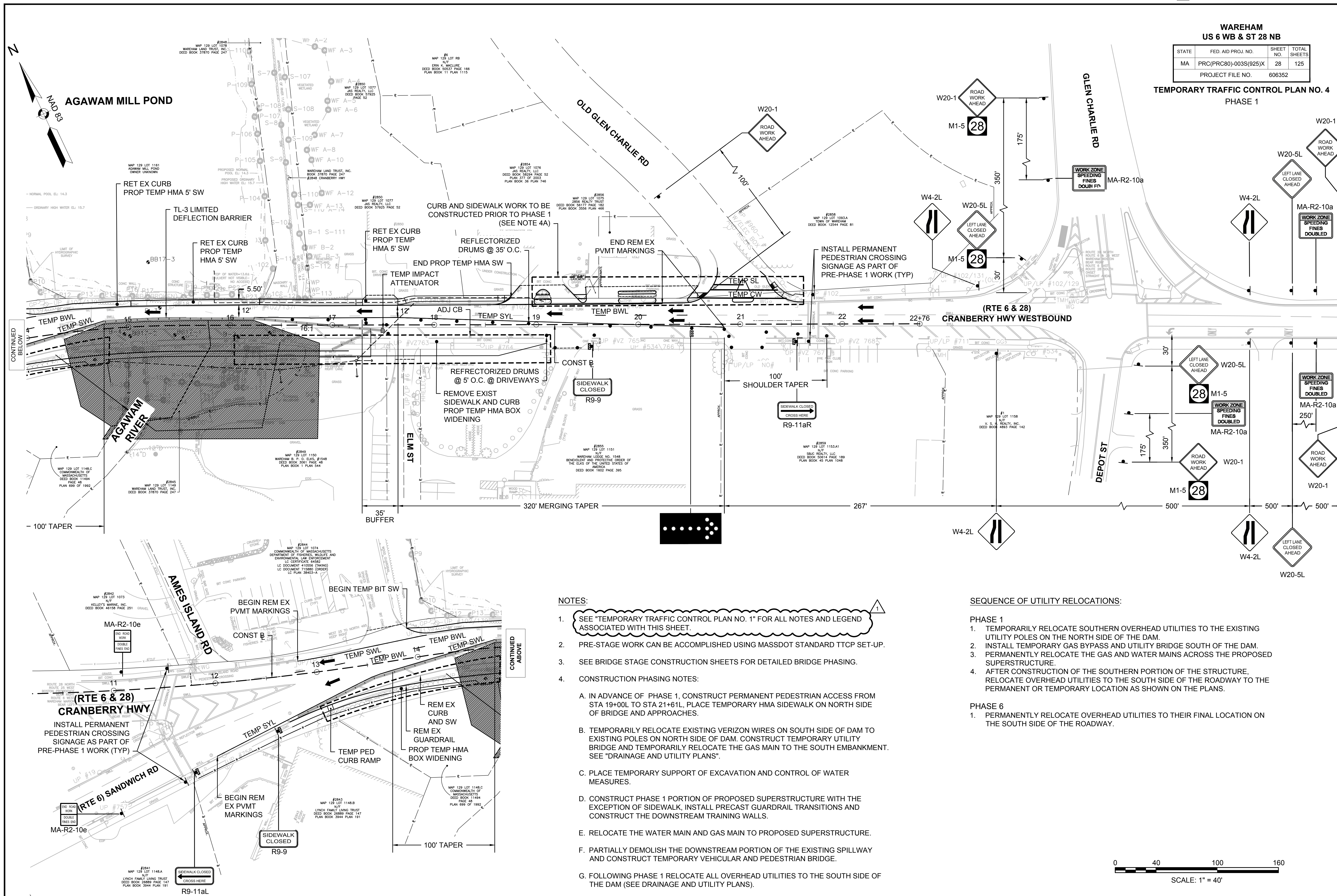
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**WAREHAM
US 6 WB & ST 28 NB**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	PRC(PRC80)-003S(925)X	28	125
PROJECT FILE NO.		606352	

**TEMPORARY TRAFFIC CONTROL PLAN NO. 4
PHASE 1**

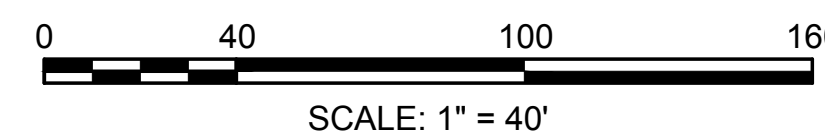


NOTES:

- SEE "TEMPORARY TRAFFIC CONTROL PLAN NO. 1" FOR ALL NOTES AND LEGEND ASSOCIATED WITH THIS SHEET.
- PRE-STAGE WORK CAN BE ACCOMPLISHED USING MASSDOT STANDARD TTCP SET-UP.
- SEE BRIDGE STAGE CONSTRUCTION SHEETS FOR DETAILED BRIDGE PHASING.
- CONSTRUCTION PHASING NOTES:
 - IN ADVANCE OF PHASE 1, CONSTRUCT PERMANENT PEDESTRIAN ACCESS FROM STA 19+00L TO STA 21+61L. PLACE TEMPORARY HMA SIDEWALK ON NORTH SIDE OF BRIDGE AND APPROACHES.
 - TEMPORARILY RELOCATE EXISTING VERIZON WIRES ON SOUTH SIDE OF DAM. CONSTRUCT TEMPORARY UTILITY BRIDGE AND TEMPORARILY RELOCATE THE GAS MAIN TO THE SOUTH EMBANKMENT. SEE "DRAINAGE AND UTILITY PLANS".
 - PLACE TEMPORARY SUPPORT OF EXCAVATION AND CONTROL OF WATER MEASURES.
 - CONSTRUCT PHASE 1 PORTION OF PROPOSED SUPERSTRUCTURE WITH THE EXCEPTION OF SIDEWALK, INSTALL PRECAST GUARDRAIL TRANSITIONS AND CONSTRUCT THE DOWNSTREAM TRAINING WALLS.
 - RELOCATE THE WATER MAIN AND GAS MAIN TO PROPOSED SUPERSTRUCTURE.
 - PARTIALLY DEMOLISH THE DOWNSTREAM PORTION OF THE EXISTING SPILLWAY AND CONSTRUCT TEMPORARY VEHICULAR AND PEDESTRIAN BRIDGE.
 - FOLLOWING PHASE 1 RELOCATE ALL OVERHEAD UTILITIES TO THE SOUTH SIDE OF THE DAM (SEE DRAINAGE AND UTILITY PLANS).

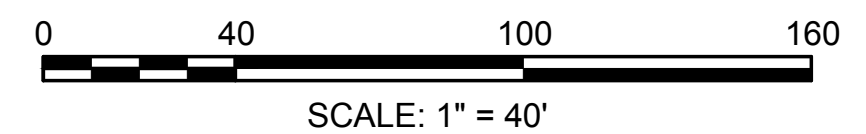
SEQUENCE OF UTILITY RELOCATIONS:

- PHASE 1**
- TEMPORARILY RELOCATE SOUTHERN OVERHEAD UTILITIES TO THE EXISTING UTILITY POLES ON THE NORTH SIDE OF THE DAM.
 - INSTALL TEMPORARY GAS BYPASS AND UTILITY BRIDGE SOUTH OF THE DAM.
 - PERMANENTLY RELOCATE THE GAS AND WATER MAINS ACROSS THE PROPOSED SUPERSTRUCTURE.
 - AFTER CONSTRUCTION OF THE SOUTHERN PORTION OF THE STRUCTURE, RELOCATE OVERHEAD UTILITIES TO THE SOUTH SIDE OF THE ROADWAY TO THE PERMANENT OR TEMPORARY LOCATION AS SHOWN ON THE PLANS.
- PHASE 6**
- PERMANENTLY RELOCATE OVERHEAD UTILITIES TO THEIR FINAL LOCATION ON THE SOUTH SIDE OF THE ROADWAY.



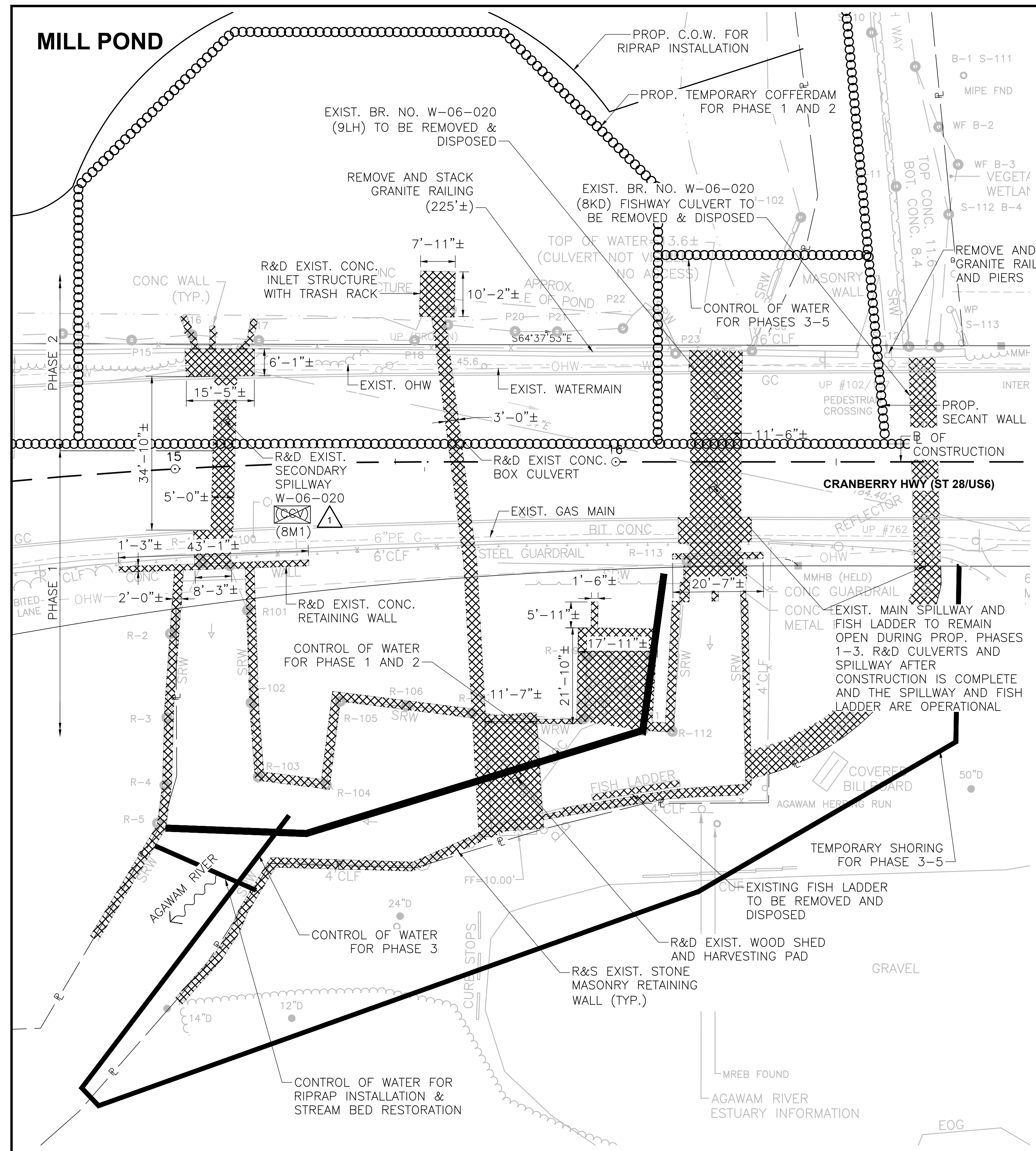
TEMPORARY TRAFFIC CONTROL PLAN NO. 5
PHASE 2

TEMPORARY TRAFFIC CONTROL PLAN NO. 5
PHASE 2



STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	PRC(PRC80)-0035(925)X	48	125
PROJECT FILE NO.		606352	

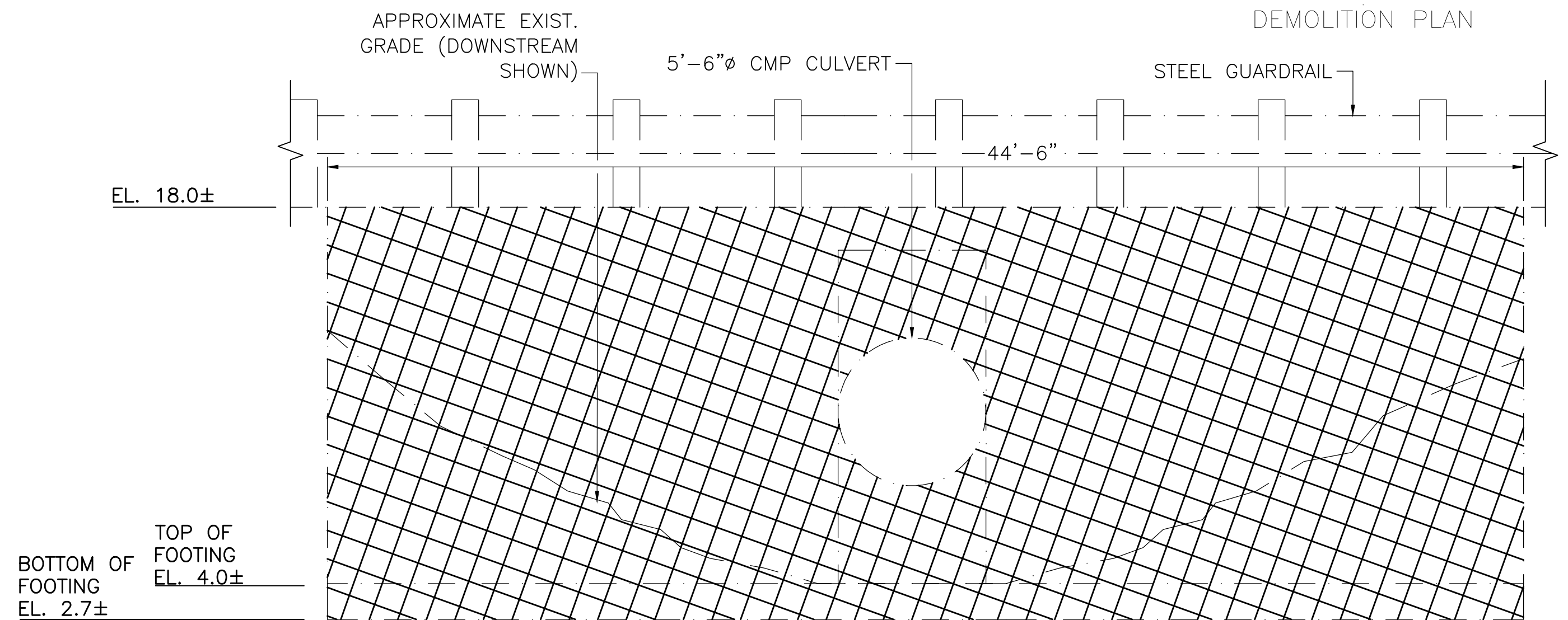
BRIDGE & SPILLWAY
DEMOLITION PLAN



DEMOLITION PLAN
SCALE: 1" = 15'

- NOTES:
1. THE CONTRACTOR SHALL STOCK PILE STONEMASONRY WALLS AFTER DEMOLITION TO USE FOR THE STONE VENEER AND OTHER LANDSCAPING COMPONENTS ON THE FISH LADDER WALLS.
 2. THE CONTROL OF WATER AND SUPPORT OF EXCAVATION SHOWN IN THIS PLAN SET ARE SHOWN SCHEMATICALLY. THE ACTUAL LOCATION AND ORIENTATION REQUIRED WILL BE DETERMINED BY THE CONTRACTOR BASED ON THEIR CHOSEN CONSTRUCTION OPERATIONS AND SEQUENCING.
 3. THE CONTROL OF WATER AND TEMPORARY SHORING MEASURES SHALL BE DESIGNED, LOCATED, AND SEQUENCED TO PREVENT OBSTRUCTING THE FISH LADDER DURING MIGRATORY SEASONS.

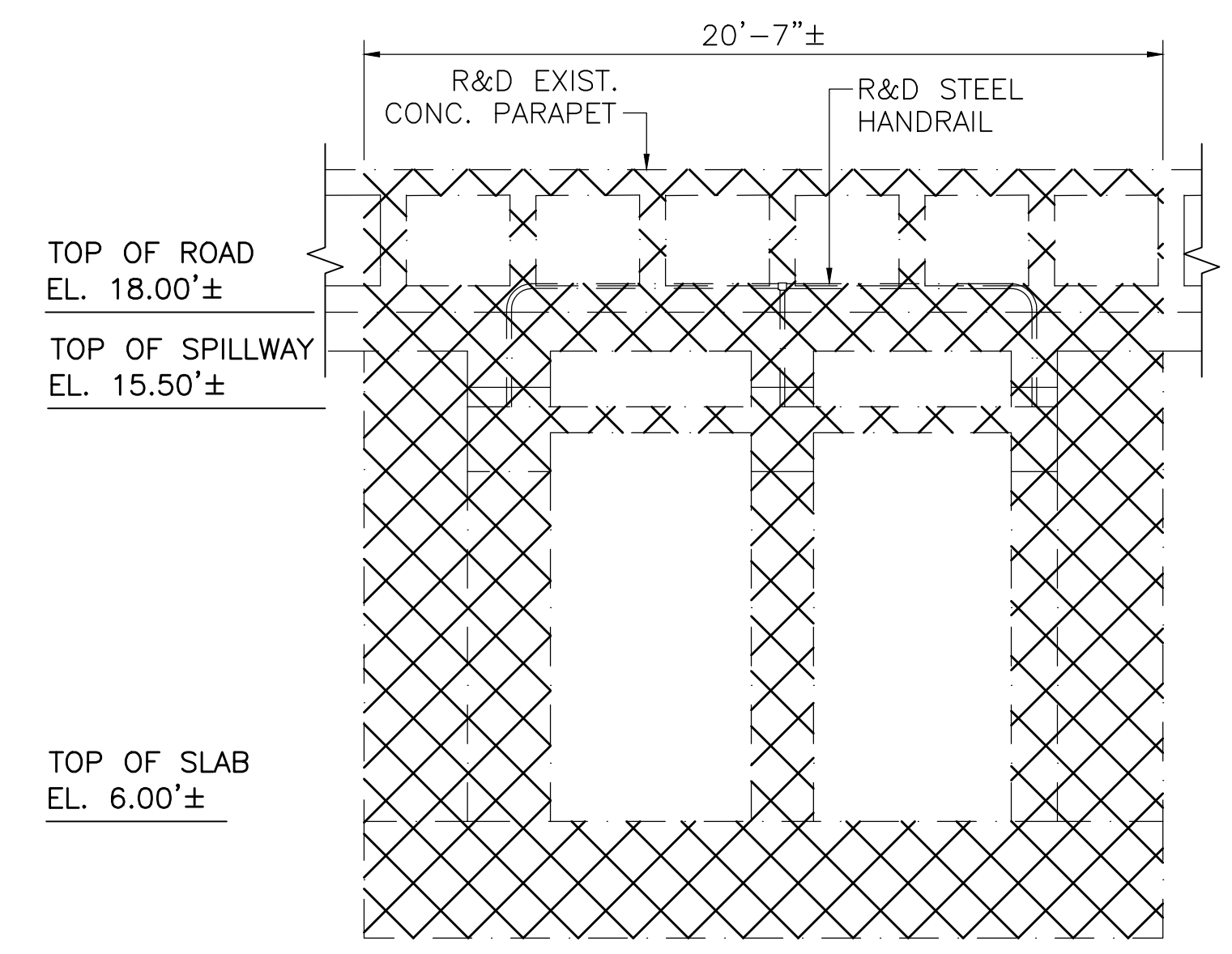
INDICATES EXIST. COMPONENTS TO
BE REMOVED AND DISPOSED.



EXISTING SECONDARY SPILLWAY SECTION W-06-020 (CCV)
SCALE: 1/4" = 1'-0"



AERIAL VIEW OF EXISTING TIMBER SHED
NOT TO SCALE



EXISTING PRIMARY SPILLWAY SECTION W-06-020 (CCV)
SCALE: 1/4" = 1'-0"



AERIAL VIEW OF EXISTING GRANITE RAILING AND PIERS
NOT TO SCALE

EXISTING GRANITE PIER (TYP.)
EXISTING GRANITE WALL

DATE	DESCRIPTION
SEPT. 11, 2026	REVISED CALLOUT IN DEMOLITION PLAN
AUGUST 8, 2026	ISSUED FOR CONSTRUCTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY: STATE BRIDGE ENGINEER	
USE ONLY PRINTS OF LATEST DATE	