



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



October 20, 2026

612874-136561

ADDENDUM NO. 6

To Prospective Bidders and Others on:

SHREWSBURY-WORCESTER
Bridge Preservation, S-14-021=W-44-115, I-290 (EB and WB)
over Lake Quinsigamond and Lake Avenue North

THIS PROPOSAL TO BE OPENED AND READ: TUESDAY, OCTOBER 27, 2026 at 2:00 P.M.

Transmitting revisions to the Contract Documents as follows:

QUESTIONS AND RESPONSES: Two pages

DOCUMENT A00803: Revised page 28.

Take note of the above, substitute the revised page for the original, and acknowledge Addendum No. 6 in your Expedite Proposal file before submitting your bid.

Very truly yours,

Eric M. Cardone Digitally signed by Eric M.
Cardone
Date: 2026.10.20 09:16:07 -04'00'

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

HA
cc: Genesis PozDiaz, Project Manager

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SHREWSBURY-WORCESTER
Bridge Preservation, S-14-021=W-44-115, I-290 (EB and WB)
over Lake Quinsigamond and Lake Avenue North
(612874-136561)

Questions and Responses

Addendum No. 6, October 20, 2026

SPS New England, email dated October 16, 2026

Question 6

Item 968.2 Finger Joint Through, Hoppers and Pipes System – 2each.

The proposed trough alteration at the east abutment as shown on sketch sheet 26 of 87 details the installation of runoff deflection plates underneath the finger joint. Due to the narrow gap of 5” +/- between the bridge deck end and the abutment there is not enough room to physically install, fasten and weld the new deflection plate as shown sketch sheet 26 of 87 from the underside of the bridge. The original construction of the finger joint does not provide the ability to remove the finger joints to install the new deflection plates from the top due to the joint system being a one-piece curb to curb welded assembly which is cast into the deck and abutment. Please advise?

Response 6

The detailing shown reflects the original removable deflection plate design, which is intended to allow for removal of the plate to facilitate system maintenance. However, the Contractor may modify the detailing as necessary to accommodate their means and methods. Such modifications may include reversing the galvanized bolts to improve accessibility, adding bolted supports to eliminate the need for welding, or fabricating the fill plate with welded studs in lieu of the stainless-steel bolts shown, provided the intended functionality and removability of the plate are maintained.

An alternate simplified deflection plate detailing is also provided, see the revised drawing in page A00803 – 28.

Question 7

Item 968.2 Finger Joint Through, Hoppers and Pipes System – 2each.

The proposed trough alteration at the east abutment as shown on sketch sheet 25 of 87 specifies the replacement of existing trough pipe as directed by the engineer. Since the limits of replacement are unknown, the contractor is unable to accurately develop pre bid cost. Will these repairs be paid under Non-Bid Items and Item 100.1 Base Labor Rate as described on Special Provisions page A00801-2?

Response 7

The drawings and photograph on Sheet 25 of 87 show the existing trough, hopper, and downpipes and provide sufficient detail to define the in-kind replacement work required under Item 968.2, Finger Joint Trough, Hoppers and Pipes System. The Contractor may arrange a site visit before bidding to inspect the existing structure and drainage system and take field measurements to determine the required extent of replacement. The work shall conform to the Contract Documents and will be paid under Item 968.2. Existing contract payment provisions remain unchanged.

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Questions and Responses

Addendum No. 6, October 20, 2026

SPS New England, email dated October 16, 2026 (Continued)

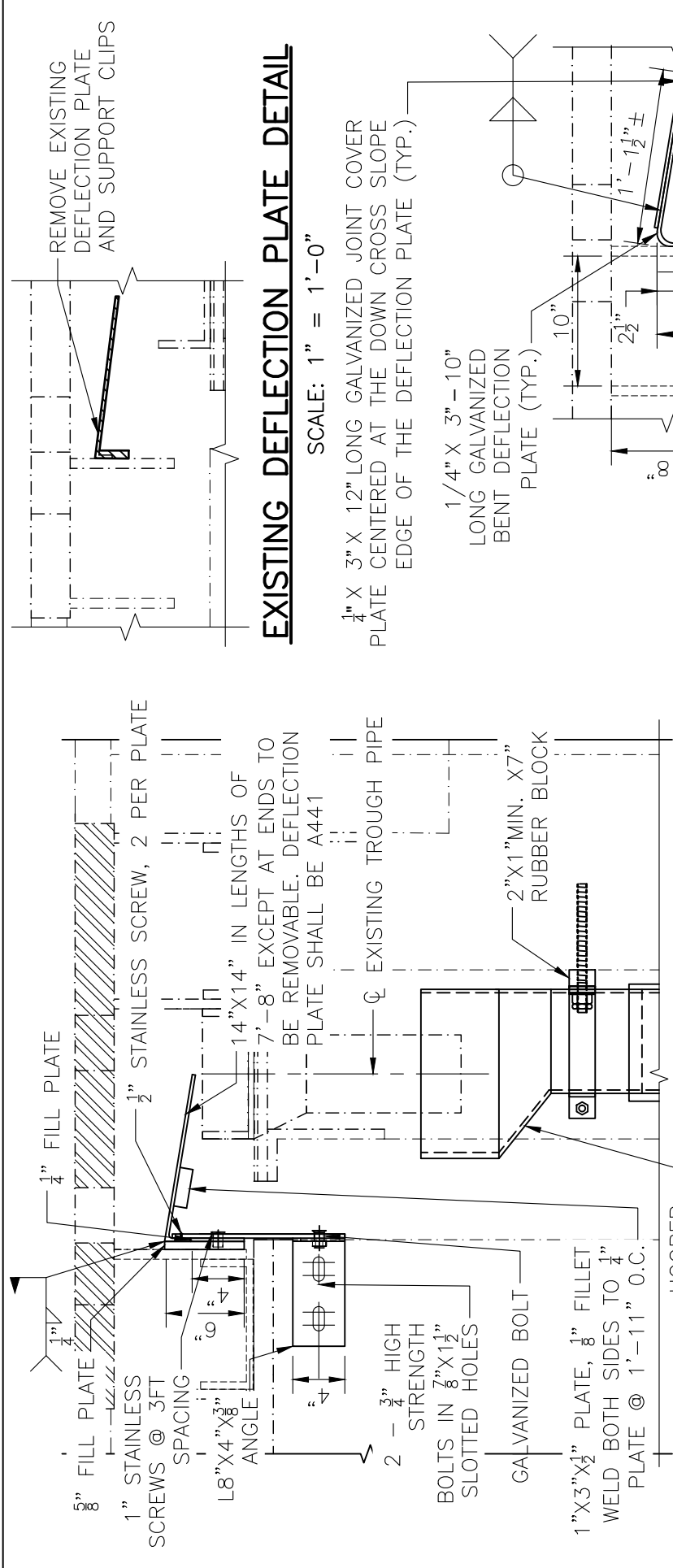
Question 8

Special Provisions page A00801-2 states:

“Included under Time and Material is directed removal or repair to the Safety Catwalk, Access Ladder and steel repairs at the East Abutments.” Please confirm that the existing Safety Catwalk and Access Ladders will remain and be painted as described in Bridge Painting Items 961.201 and 961.202?

Response 8

The existing Safety Catwalk and Access Ladders shall remain in place and be cleaned and painted in accordance with Bridge Painting Items 961.201 and 961.202. Portions of the catwalk, including the floor grating and ladder, are deteriorated and may require repairs or replacement. The Engineer shall determine and direct the scope of any required removal, replacement, or steel repairs. Such work shall be compensated under the Time and Material provisions using Item 100.1, Base Labor rates, and the non-bid items for material and equipment costs, as specified in the Contract Documents. No additional compensation will be provided for cleaning and painting repaired sections of the Safety Catwalk and Access Ladders.



PROPOSED TROUGH ALTERATION AT EAST ABUTMENT

SCALE: 1" = 1'-0"

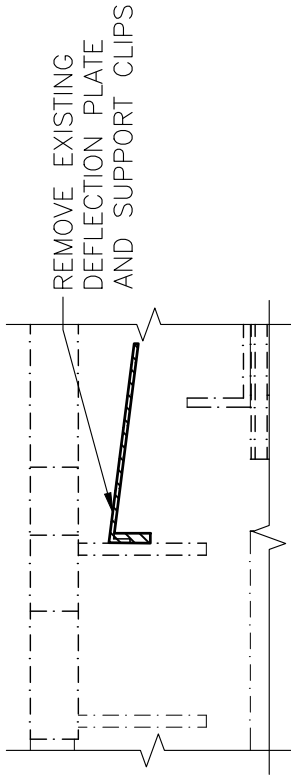
NOTE:

ALTERNATE DEFLECTION PLATE DETAIL SHOWN IN SECTION BETWEEN GIRDERS

3/4" DIA. GALVANIZED BOLT AT 12" SPACING AND 6" EDGE DISTANCE TO VERTICAL EDGE, FIELD DRILL HOLES ON EXISTING 3/4" JOINT PLATE AND DEFLECTION PLATE WITH LOW PROFILE MAG DRILL FROM THE BRIDGE SPAN SIDE (TYP.)

ALTERNATE DEFLECTION PLATE DETAIL

SCALE: 1" = 1'-0"

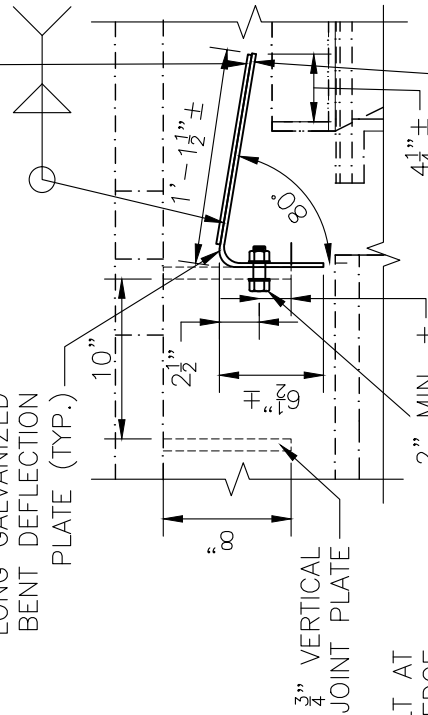


EXISTING DEFLECTION PLATE DETAIL

SCALE: 1" = 1'-0"

1/4" X 3" X 12" LONG GALVANIZED JOINT COVER PLATE CENTERED AT THE DOWN CROSS SLOPE EDGE OF THE DEFLECTION PLATE (TYP.)

1/4" X 3" - 10" LONG GALVANIZED BENT DEFLECTION PLATE (TYP.)



SEAL ALL JOINTS BETWEEN DEFLECTION PLATES WITH JOINT SEALER FROM BELOW