



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

May 9, 2008
Subject: **Harpwell**
Project No. AC-BH-A109 (000)X
Pin No.011090.00
Amendment No. 5

Dear Sir/Ms:

Make the following changes to the Bid Documents:

In the Bid Book; "SPECIAL PROVISION, SECTION 510, SPECIAL DETOURS", under Section 510.02 Materials, (page 1 Of 9 dated March 10, 2008). **ADD** the paragraphs below after the first sentence.

The following additions pertain to the new **prefabricated superstructure**:

All material to be of recent manufacture and to be supplied new. Certificates of compliance for each shipment must be submitted identifying the manufacture date.

TRUSSES (PANELS): The upper and lower chords of a panel shall be fabricated from hot-rolled steel channels, and the verticals and diagonals are fabricated from rectangular hollow sections, channels, or flat bar. The material specifications shall be those listed in Paragraph 2 of the Technical Specifications. Male forgings used for pin connections are solid and of one-piece construction.

FLOORBEAMS/TRANSOMS: These members are fabricated from wide flanged sections, and utilize material listed in the Technical Specifications. Vertical cross-bracing is incorporated between floor beams in every other bay. This bracing is at each end of the floorbeams and prevents horizontal loads from being transferred from the floorbeam into the truss members.

ORTHOTROPIC STEEL DECKS: The deck system is comprised of orthotropic units. Each unit has a steel deck plate welded to longitudinal stringers.

DECK SURFACE: The top surface of the deck plate is to be coated with an anti - skid aggregate epoxy mixture. Curbs are shop welded to the deck unit. Material is listed in the Technical Specifications.



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Materials shall meet or exceed the following:

- 1.1. Panels (comprised of chords, diagonals and verticals), Reinforcing Chords, Truss Braces, Swaybraces, Raker Braces
 - 1.1.1. AASHTO M223 Grade 65
 - 1.1.2. Ultimate tensile strength 80,000/100,000 p.s.i.
 - 1.1.3. Yield 65,000 p.s.i.
 - 1.1.4. Elongation 17% of 8 inch Gauge Length
- 1.2. Deck Stringers, Floorbeams
 - 1.2.1. AASHTO M223 Grade 50
 - 1.2.2. Ultimate tensile strength 70,000/90,000 p.s.i.
 - 1.2.3. Yield 50,000 p.s.i.
 - 1.2.4. Elongation 18% of 8 inch Gauge Length
- 1.3. All other parts
 - 1.3.1. AASHTO M183 Grade 36
 - 1.3.2. Ultimate tensile strength 63,000/75,000 p.s.i.
 - 1.3.3. Yield 36,000 p.s.i.
 - 1.3.4. Elongation 20% of 8 inch Gauge Length
- 1.4. Panel Connecting Pins
 - 1.4.1. ASTM A193 Grade B7
 - 1.4.2. Ultimate tensile strength (minimum) 125,000 p.s.i.
- 1.5. Bolts - AASHTO M164 The following diameters are minimum acceptable diameters.

FABRICATION:

- 1.6. Workmanship, fabrication, and shop connections are in accordance with the AISC (American Society of Steel Construction), AWS (American Welding Society) D1.1 and D.1.5 Bridge welding codes, AASHTO (American Association of State and Highway Transportation Officials Bridge Design Code), and ISO9000 (International Standard for quality control) **OR EQUAL**.
- 1.7. Welding is performed by properly certified operators.
- 1.8. Bridge shall be fabricated by a fabricator who is currently certified by the American Institute of Steel Construction to have the personnel, organization, experience, capability, and commitment to produce fabricated structural steel for the category "Simple Steel Bridge Structures" **OR EQUAL**.

In the Bid Book; "SPECIAL PROVISION, SECTION 510, SPECIAL DETOURS", under Section 510.031 Structural Design, (page 3 of 9, dated 20 March, 2008). After the first sentence **ADD** the following:

- a) The 500 feet of prefabricated superstructure to be retained by the Department shall not exceed 1/600 of the span.
- b) The prefabricated superstructure shall be designed to meet a minimum of 500,000 stress cycles.

In the Bid Book; "SPECIAL PROVISION, SECTION 528, STRUCTURAL TIMBER, (Glue-Laminated Timber Bridge Rail)", under MATERIALS, on page 2 of 6 (dated March 27, 2008. Under (b) Treatment, DELETE the two sentences associated with Item 2. and REPLACE with the following:

"The rail system shall be treated with Chromated Copper Arsenate - Type B (Ammoniacal Copper Arsenate for Douglas Fir) conforming to AWWA Standard P5 to a minimum net retention of 0.6 PCF in accordance with AWWA Standard C14. All members shall be dried to a moisture content of 19 percent or less after treatment."

The following Question has been received:

Question: Item 503.24, MMFX Reinforcing Steel: We have concerns with the supply of MMFX rebar available and at what price. With such a long duration of a project, would MaineDOT consider an escalation adjustment to the cost of rebar? Would MaineDOT consider using epoxy coated rebar?

Response: MDOT will not consider an escalation adjustment. However, payment can be made for fabrication and delivery under Section 108.4 of the Standard Specifications. Epoxy coated rebar will not be considered.

Consider these changes and information prior to submitting your bid on **May 14, 2008.**

Sincerely,



Scott Bickford
Contracts & Specifications Engineer