



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

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

May 15, 2008
Subject: **Harpwell**
Project No. AC-BH-A109 (000)X
Pin No.011090.00
Amendment No 7

Dear Sir/Ms:

Make the following changes to the Bid Documents:

In the Bid Book: "SPECIAL PROVISION, SECTION 510, SEPCIAL DETOURS"
On page 1 of 9, under 510.02 Materials after the first sentence, **CHANGE** the wording received in Amendment #3 to read as follows:

"The superstructure component shall be purchased from the following company:

Maybe Bridge and Shore Company
6770 Dorsey Road
Elkridge, Maryland 21075
(410) 379-2800"

REMOVE from the list:

Acrow Corporation of America
181 New Road
Parsippany, New Jersey 07054
(973) 244-0080

From the same section **REMOVE** the following added in Amendment #5:

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.



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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.

Make this change in pen and ink.

The following Question has been received:

Question: Amendment #3 issued on May 6, 2008 changed the language regarding “Contractor’s Responsibility” for the Special Detour. Does this new wording mean that MDOT has the risk of loss to the Special Detour? If not, and the Contractor has the risk of loss to the Special Detour, we interpret the wording to mean the Contractor will be reimbursed by MDOT for any damage to the Special Detour. Is our understanding correct?

Response: Damage to the temporary bridge, beyond the control of the Contractor, will be paid by MDOT as per Amendment #3.

Consider these changes and information prior to submitting your bid on **May 21, 2008**.

Sincerely,

A handwritten signature in black ink, appearing to read 'Scott Bickford', written in a cursive style.

Scott Bickford
Contracts & Specifications Engineer