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

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

June 13, 2008
Subject: **Willimantic**
Federal Project No. BH-1562(800)X
State Pin No.015628.00
Amendment No 1

Dear Sir/Ms:

The following Questions have been received:

Question: Reference the plans, SHEET NUMBER 11: Section 4 –"SECTION THRU U2 (U2' OPPOSITE HAND)" and Section 5 – "SECTION THRU U4 (U4' OPPOSITE HAND)". The joints between TC-1 & TC-2 and TC-3 & TC-4 have an arrow leader that states "SEAL". Doesn't this joint require a full penetration shop weld? In some cases (at U4) the members change size. Please advise.

Response: The joint between the top Chords at each location is a fillet welded connection to the gusset plate "all around" with the exception that welds will be terminated as per detail 1 on sheet 11. The weld at the very end of Top chord W-shape members need only be a seal weld and is not structural. Where the flange widths vary in size the bevel at the end of the chord should be cut in a manner to accommodate the change in width. The change in depth of the members at any given panel point is limited to less than 1/8", which would leave you less than 1/16" difference on each side of the joint so there should not be a root opening issue, however the weld size may need to be increased to accommodate the additional root opening. Root openings should be kept as small as practicable in accordance with section 3.3 of AWS D1.5.

Question: Can the vertical profile of the roadway be introduced by varying the height of the floorbeams and cambering the truss only for dead load? If so would we need to provide full design calculations for the entire bridge or can we use the same member sizing as shown in the contract drawings.

Response: Yes, from the perspective that a "manufacturer designed" option is allowed, the floorbeam to truss end connection would need to be re-designed to accommodate that option, but that can be done. Truss members and floorbeams do not need to be resized, to accommodate creating the roadway profile with a variable height to the floorbeam connection. If truss configuration changes (i.e. different distance from top chord to bottom chord at panel points, or different # of panel points etc...) then full design calculations will be required.

Consider this information prior to submitting your bid on **June 18, 2008.**

Sincerely,

For Scott Bickford
Contracts & Specifications Engineer