



Paul R. LePage
GOVERNOR

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

David Bernhardt
COMMISSIONER

May 20, 2013
Subject: **Bangor**
Federal Project No: NH-1920(100)
State WIN: 019201.00
Amendment No. 2

Dear Sir/Ms:

The following questions have been received:

Question: Given the extent of the excavation required for the catch basin and pipe installations, what will be the paving depths and mixes for the work that extends into the passing lane?

Response: Should the work extend into the travel way the pavement depth shall match the total existing depth. The following pavement layers are suggested for the replacement of the estimated 8 inch section to be replaced.

- **Item 403.208:**
 - 2.5 inch base – 2 layers 12.5 mm
 - 1.5 inch base – 1 layer 12.5 mm
 - 1.5 inch surface – 1 layer 12.5 mm

For the locations affected by the basin work, the pavement section will be a uniform depth in the shoulder and travel way sections and any temporary pavement (should it be required to open the section to traffic) will be a minimum of 3 inches and incidental to Item 604.262. Any temporary pavement areas will be required to be permanently paved the next working shift or within 24 hours.

Question: The 12 hour allowable closure period does not appear to be sufficient to construct the work in accordance with the Special Provisions. Given that the passing lane will be impacted by the catch basin and pipe installations, will the Contractor be allowed to install a closure with temporary concrete barrier wall in the passing lane for a workable distance extending through the daytime hours?

Response: No

Question: In the median barrier areas, if pavement depth exceeds 3", will the Contractor be required to remove the pavement full-depth?



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Response: Yes

Question: Will the hot rubber joint be required in the passing lane areas impacted by the catch basin work?

Response: Yes

Question: specifies the lifting device shall be capable of lifting a 10' section of barrier. The plan sheets show a maximum of 20' length of precast barrier. Should the lifting device also be sized to lift a 20' barrier section?

Response: No, it is the intention of the Department to retain a barrier lifting device as outlined in Special Provision Section 526 Concrete Barrier, 526.02 Materials, h. Barrier Lifting Device & 526.03 Construction Requirements. It will be up to the contractor to decide what method and or device to use when lifting the 20 foot sections.

Question: Excavations for the catch basins will extend into the passing lanes. What is the pavement /base/subbase thickness and how will its replacement be paid for?

Response: Please see the answer to the first question of this amendment.

Question: If daytime lane shifts are not allowed (add. #1), what is item 627.76 for? Where are temporary painted lines required?

Response: Item 627.76 is intended for areas where existing pavement markings are removed due to Project construction activities as determined by the Resident.

Question: How will permanent pavement marking removal/replacement be paid for?

Response: Removal is incidental and replacement will be paid through item 627.76.

Question: Will alternative temporary barrier systems be allowed? These may require drilling holes in the existing pavement.

Response: Temporary barrier will be consistent with Plan sheet 5 Miscellaneous Details, Concrete Barrier/ Guardrail Overlap Detail and applicable notes and or as approved by the Resident.

Consider this information prior to submitting your bid on May 22, 2013.

Sincerely,

A handwritten signature in blue ink, appearing to read "G. Macdougall", written in a cursive style.

George M. A. Macdougall P.E.
Contracts & Specifications Engineer

for