



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

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

April 28, 2015
Subject: airport crack sealing
State WIN: 018717.00
Location: **statewide**
Amendment No. 3

Dear Sir/Ms:

The following questions have been received:

Question: Now that this project is officially out to bid I am in the process of preparing our proposal for this work. On Sheet 7 of the plans it states that removals are to be done by shot blasting, water blasting or sand blasting only. Can you confirm that surface grinding will also be acceptable?

Response: Per the FAA P-620 paint specification in the bid book, "The area to be painted shall be cleaned by waterblasting, shotblasting, grinding or sandblasting or by other methods as required to remove all contaminants without damage to the pavement surface. Use of any chemicals or impact abrasives during surface preparation shall be approved in advance by the Engineer." This also follows FAA AC 150/5340-1L. The contractor will follow the paint spec in the book.

Question: In paragraph one of section 620-3.3 Preparation of surface, it lists many different methods of removal for containments and debris. Paragraph two of this sections specifies only water blasting as an acceptable means for removal of existing markings. Is the intent of the removal of markings in paragraph two for removing paint build up from years of restriping?

This procedure of removing existing buildup of markings using low pressure blasting (3,500-10,000 psi) has been proven to be in effective across the country. Methods such as mechanical grinding and or planning have proven to be much more effective for this application.

Would this method of removal be an acceptable mean for existing markings which is already acceptable for removing contaminants and debris in paragraph one?

Response: The intent of the FAA Specification 620-3.3 is to remove at least 75% of the existing paint markings on the pavement regardless of the age of the paint. Any method used that meets paragraph one shall be acceptable. Please remember that the removal should be done "without damage to the pavement surface".



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Question: Will the quantities listed for each airport be firm or will they be exceeded as it pertains to the crack sealing item?

Response: As with any construction project the quantities are estimates and subject to being increased or decreased as needed to complete the job properly.

Question: Language in the specification and on the plans indicates no overbanding will be allowed. It is no possible with either product "A" or "B" to seal cracks less than 1/2" without an overband. Product "B" in all cases will have an overband as it is designed with that type of installation procedure. Over minimal with varying disc size depending on the crack width. It will be with 1.5 ton roller while still hot creating a minimal overband thickness. Will you allow overbanding.

Response: There is a difference between applying and overbanding. We understand that during application in the smaller cracks that some material will be left on the surface, we expect it to be minimal. We do NOT want a specific layer of material purposefully put on top of the pavement (overband) after the crack has been filled. We will not allow overbanding.

Question: Will surface grinding be an acceptable means of pavement marking removal? It is noted on the plan that only water blasting, shot blasting or sand blasting are the acceptable means.

Response: Please refer to Item P-620 in the Spec book.

Consider this information prior to submitting your bid on **April 29, 2015**.

Sincerely,



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