

MaineDOT  
2015 Airport Crackseal Pre-Bid Meeting  
Agenda  
Tuesday, April 21, 2015

1. Finances
  - a. FAA Airport Improvement Program Funded (90%)
  - b. State AIP-Bond (10%)
  - c. Grant Application process
  
2. Tasks
  - a. Paint Removal – sq ft
  - b. Cracksealing – gallon
  - c. Airfield Marking – sq ft
  
3. Airports
  - a. Newton Field – Jackman
  - b. Lincoln
  - c. Millinocket
  - d. Pittsfield
  - e. Waterville
  
4. Airfield Safety
  - a. Construction Safety & Phasing Plan
    - I. Given to successful bidders
  - b. Safety Paramount
  - c. Radios necessary
  - d. Runway Closures - NOTAMS
  - e. Resident Inspection – Full Time
  
5. Coordination with Towns / Schedule
  
6. Questions
  
7. Adjourn

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 Attendance  
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April 21, 2015  
Subject: Pre-Bid Meeting  
Question/Answer  
State WIN: 018717.00  
Location: **statewide**

The following questions and responses were heard during the Pre-Bid Meeting on April 21.

**Question:** It was indicated that at Waterville, there would only need to be the provision to remove paint, but will not need to apply new paint. This was based on the airport being closed for other construction work and that the contractor for this project would schedule their work to be performed during that shutdown. The other work would be doing painting at the airport and will paint anything required as a result of this work.

**Answer:** The paint removal will happen on Taxiway A and D along with the aprons involved. Taxiway D and the Aprons will need to be repainted. Taxiway A is being painted as part of the runway reconstruction.

**Question:** Can the paint be brought to the airport in sealed buckets?

**Answer:** Yes, as long as it can be verified that the paint is in conformance with the specifications and that material information is available to the on-site inspector.

**Question:** Can paint removal debris be blown off the runway?

**Answer:** The specification allows for several methods of removal. It was emphasized that could not leave a debris mess along the sides of the runways or taxiways when finished.

**Question:** Is there a priority on which airport is first?

**Answer:** The only requirement is to try and do Waterville while it is closed for other work, so it does not have to be closed twice and work is not being done twice.

**Question:** Do the documents tell you how much backer rod is required?

**Answer:** No, backer rod is incidental and is only required when the crack being sealed fits the requirement on the plans.

**Question:** An issue was raised on what would be allowed and how was the specification modified for the Fiber Reinforced Modified Asphalt Compound and whether this specification could be changed.

**Answer:** The response was that we would check with the design engineer that made field adjustments last year and make sure the specification is consistent with those adjustments and FAA compliance. The current specification contains 2 options on the crackseal, both having fibers. Ultimately last year the spec only called out option A. So this year they have a choice. Further clarification For Option A - Fiber Reinforced Low Modulus Crack Sealant Material

An acceptable method of achieving the desired 0-5% by weight of polyester fiber concentration is to mix 3 parts of a Low Modulus Crack Sealant Material meeting the project specifications and ASTM D6690 with 1 part of a polyester fiber modified hot-applied asphalt based product meeting ASTM D5167 containing 5% (+/- ½ percent) by weight of polyester fibers meeting the project specifications.

Option B remains as printed.

**Question:** Can we use more than one crew?

**Answer:** Yes, however, we will not allow more than two airports to be closed concurrently at any one time. It is our intent to minimize the closure time of each airport. Each airport runway needs to remain closed until the marking is complete.

**Question:** Do we have to update the airfield markings or do enhanced markings?

**Answer:** No, the markings are secondary to the crackseal project. The successful bidder will be required to replace the markings in-kind as found and is responsible for laying them out as found.