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GOVERNOR

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

Bruce A. Van Note
COMMISSIONER

April 16, 2019
Subject: Highway Reconstruction &
Bridge Replacements
State WINs: 011577.00 & 021692.00
Location: **Hampden**
Amendment No. 3

Dear Sir/Ms.:

The following questions have been received:

Question: Will the Department provide more detail on the proposed bridge detour?

Response: Please read SPECIAL PROVISION – SECTION 652 – MAINTENANCE OF TRAFFIC – (Detour Route). All signage will be paid under item 652.35

Question: Will Traffic be allowed to travel on the Rubblized Concrete surface after it has been rolled and before Millings / Shim is placed?

Response: Millings must be placed before traffic will be allowed.

Question: Section 311 Full Depth Rubblization and Sheet 2 of the plans show Millings going over the rubblized concrete surface, however Note 6 on sheet 2 of the plans states the Contractor shall utilize an HMA shim to bring existing profile to proposed grade after rubblization. Which process/material will be used to cover the rubblized concrete initially HMA or Millings?

Response: Millings will be used to cover the rubblized concrete.

Question: Will extended Lane closures be allowed during the Rubblization process?

Response: No.

Question: Is it the Department's intent to grade/shape the rubblized concrete before placing Millings/HMA, or to roll and seat the rubblized concrete and shape the roadway after rubblization with Millings/HMA?

Response: Roll and seat the rubblized concrete and shape the roadway with millings.

Question: What will be the minimum allowable lane width for live traffic in a lane closure?

Response: 11 feet.

Question: The As Builts show rebar only 1.5" from the top of the concrete slab surface, if rebar is encountered during the rubblization process how will the removal of the rebar be paid?

Response: Rebar that is protruding above the rubblization will need to be cut off. Payment will be incidental to the rubblization.

Question: In areas where cross trenches have been cut through the existing concrete roadway and the concrete roadway has been removed on past projects:

What was reinstalled for material in these areas? Depth of pavement?

What treatment is needed in these areas, removals, new material, skip over with rubbilizer?

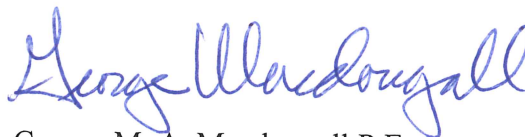
Response: It is the Department's assumption that concrete was reinstalled in those areas with standard depth of pavement. Treatment of any areas not concrete/pavement will be determined in the field by the Resident.

Question: Note 6 on sheet 2 states contractor is to use an HMA shim layer to bring to pavement grade after rubblization. Standard pavement rehabilitation detail states contractor is to use 2" millings? Please clarify.

Response: It is the intent after rubblization that 1-3" of millings will be placed over the rubblization for traffic. If additional shim is needed after the placement of the millings to bring it to plan grade and profile, HMA shall be used.

Consider these changes and information prior to submitting your bid on **April 17, 2019**.

Sincerely,



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