



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

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

May 10, 2012
Subject: Portland
Federal Project No's: STP-1733(700)X,
STP-1813(300)X, AC-STP-1907(800)X,
AC-STP-1908(200)X &
AC-STP-1909(400)X
State WIN's: 017337.00, 018133.00,
019078.00, 019082.00 & 019094.00
Amendment No. 1

Dear Sir/Ms:

The following questions have been received:

Question: How is the Department going to address the roadway with trench failure?

Response: Any pavement irregularities will be addressed by the variable depth shim placed prior to surface.

Question: Will the Contractor be allowed to detour traffic around paving operations?

Response: No

Question: Reference 19078.00 Rt. 22 – Congress St., How close to the Rail Road crossing are the pay limits?

Response: The new pavement will match the pavement recently placed by the railroad during the crossing repair.

Question: Reference 19078.00 Rt. 22 – Congress St., in the Construction Notes, 202.202 Removing Pavement Surface, the Department has listed one station per location description. Are these locations for Butt-Joints or are there specific limits and specific depths to each location?

Response: These locations are for butt joints across the roadway. It is intended to mill across the entire Stroudwater River Bridge (2 inches depth), and taper a butt joint to zero at the stations shown.



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Question: Reference 19078.00 Rt. 22 – Congress St., Construction Notes, 604.164 Rebuild Catch Basins – will the Department permit a 12.5mm MDOT HMA mix without Poly Modified PGAB for the incidental base?

Response: Yes

Question: Reference 19082.00 Capisic St., How does the Department intend on dealing with the raised crosswalks on Capisic St.?

Response: It is intended to grind butt joints into the raised crosswalks (actually speed tables), not to pave over them.

Question: Reference 19094.00 Congress St., how is the Department going to address the drives with brick sidewalks?

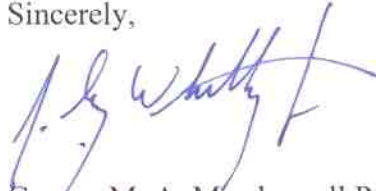
Response: It is intended to grind a ¾-inch butt joint across the driveway at the gutter line, and not to impact the brick driveways.

Question: Reference 19094.00 Congress St., how does the Department intend on matching into the brick and cobble stone crosswalks if you move center line crown over 3'?

Response: The 3' offset will taper back to the existing centerline at the brick crosswalk at North St. The other brick and cobblestone crosswalks are not affected by the centerline crown shift.

Consider this information prior to submitting your bid on May 16, 2012.

Sincerely,


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