

# Alabama Department of Transportation - Proposal Questions and Answers

**Project Number** RACR-051-152-002

**Call #** 035

**County**

MONTGOMERY

## Project Description

for constructing the Intersection Improvements (Concrete Pavement, Traffic Signs, and Traffic Stripe) on SR-152 (Northern Boulevard) at Jackson Ferry Road in Montgomery. Length 0.253 mi. In the County of MONTGOMERY, State of Alabama.

**As of:** 6/23/2022

Item	Question	Answer
1	I am obviously overlooking the detail for the Tie Bars associated with the longitudinal construction joint and the longitudinal weakened plane joint, (both with tie bars) as indicated on the joint layout sheets, (plan sheets 11 and 12) for the 12" PCC pavement. Could you please direct me as to where I can find the length, diameter and spacing for the deformed tie bars on this project?	The detail for the tie bars including size, length and spacing based on slab thickness is shown on drawing CPJ-450 (Sheet 1 of 2). The table in the lower right shows these dimensions. This drawing is listed on sheet 1A of the plans.
2	Project Specific Special Provision No. 22-PS0093, Article 450.08(b)2 addresses Price Adjustment based on Smoothness. However, the only defining parameters that we find in the plan set, are the requirements to "match existing" callouts shown on typical section sheets 2 and 2A.  Matching the existing means that any irregularities of the existing cross slopes, or undulations in the existing profile grade are by definition, going to be duplicated in the new pavement sections.  Given the requirements to match existing, will the department waive the requirements of Article 450.08(b)2?	No waiver will be granted. The intent of the "match existing" callout is for the contractor to mimic the general slope of the "existing surface." The proposed concrete will be placed on a new crushed aggregate base. The new final grade surface should tie to the elevations of the existing curb line and should allow for positive drainage in the existing direction.
3	Montgomery District requests that police hours are added to the project.	Flag Revision number 1 has been submitted to add police hours to the project.
4	In reference to section 450.03 (e) of the standard specifications, fixed forms shall not be used when concrete pavement required to be placed is over 10,000 square yards. Being that on this project there is 11,000 square yard total on two separate roadways (EBR and WBR) each roadway would be below the 10,000 square yard maximum for use of fixed forms. Will the use of fixed forms on this project be acceptable?	Forming along the long sections of paving will not be allowed. It is understood there will possibly be a need for hand work around islands and some radii.
5	The typical section shows to match existing cross slopes of the existing roadway. It also shows that the existing crown and proposed crown is in the center of the two through lanes. The existing roadway does not have crown in the center but slopes from edge of inside median to outside edge. There is no way to match existing slopes since we are forming a new crown in the center. The plans have no existing or proposed grades at all. We need some design grades for this roadway to be issued before the bid. The inside curb is shown to be removed and replaced at the same grade but this may not be possible since the road will need redesign to move crown.	The typical sections have been revised to show the roadways sloping from the inside edge of pavement to the outside edge of pavement. Grades will not be provided.
6	In the recent Q&A, ALDOT denied waiving the requirements in Article 450.08(b)2. If we match existing grades, it is not feasible to require this spec be met since the existing roadway may not meet this specification. For this spec to be required, ALDOT should design grades that meet this smoothness for us to construct.	This requirement will absolutely not be waived. The pavement is being removed completely allowing for the setting of grades in the field. The longitudinal grades must tie to the existing bituminous pavement allowing for a new grade to be set.

7	The existing slope paving at station 128+00 in the median is shown to stay in place but the curb that it butts up to has to be removed and replaced. Even if the curb is replaced in the same location, we will need to remove 2' of the slope paving to give us room to install the new curb. Please add this to removal and replacement in the contract.	This is a means and methods question.
8	There is existing guardrail on the north side of the majority of Northern Blvd. This guardrail appears to be outside of the current height requirement which will require resetting. If the outside edge grades change from above questions, it could require substantial movement. Please clarify if resetting will be required.	Resetting of the guardrail is not included in this project.
9	If crown is placed in the northbound lane, we will have substantial water flowing down the curbline on the inside shown as Type N curb with no curb cuts or inlets. The curb is currently very flat and with no grades we cannot verify we have proper grade to convey this water without harmful spread into the roadway. Please clarify this situation.	See number 5 above.
10	A portion of the existing roadway has scoring on the outside edge. Will this be required to be added to this project? I can foresee that scoring this concrete will be considerable more expensive than scoring asphalt and it needs to be added now if to be required for project.	Scoring of the concrete pavement is not and will not be required.
11	Given the description of spreading and finishing equipment given in Item 450.03(b)4 of the special provisions, is it the Department's intent to require a slipform type paver for the majority of the concrete placements on the project?	Yes.
12	Please clarify. Q/A #4 references the 10,000 SY threshold, stipulated in subarticle 450.03(e) of the standard specifications, regarding fixed forms.  ALDOT has now revised the bid quantity to less than the stipulated threshold quantity. Given that Project Specific Special Provision No. 22-PS0093 replaces subarticle 450.03(e) in its entirety with different verbiage, is it still the department's intent to require a slipform type of paver for the majority of the concrete placements, (reference Q/A #11)?	Yes.
13	In reference to project specific special provision 22-PS0093 450.03 (b)-4. for the project referenced above, our intended spreading equipment would be the Gomaco C-450 cylinder finisher. Would this equipment be acceptable for use on the project. Please see the attached additional information/specification on the Gomaco C-450.	The information/specification for the equipment provided by the Contractor will satisfy the requirements for the Spreading and Finishing Equipment.  Yes
14	Please clarify. ALDOT's response to Q/A #13 states that the proposed "spreading equipment", (Gomaco C-450) will satisfy the requirements for spreading and finishing of the PCC in this contract. And confirms, "Yes" to the department's acceptance for use.  This answer appears to be in direct conflict with the department's response to Q/A #4, and project specific special provision No. 22-PS0093, subarticle 450.03(e), disallowing the use of fixed forms along the longer sections of paving.  Since the equipment proposed in Q/A#13 operates only with fixed forms, is it now the department's intent to allow the entirety of the concrete pavement to be constructed with fixed forms?	ALDOT is retracting the response provided for Question #13. ALDOT does not pre-approve equipment prior to bidding. Spreading and finishing equipment shall meet the requirements given in Item 450.03 (b)4 of Special Provision 22-PS0093, Concrete Pavement For Intersections
15		