

Alabama Department of Transportation - Proposal Questions and Answers

Project Number RACR-041-014-001

Call # 051

County

LEE

Project Description

for constructing the Roadway Improvements (Concrete Paving and Traffic Stripe) on SR-14 at the Quarry Entrance at approximately MP 210.290 northeast of Notasulga. Length 0.278 mi. In the County of LEE, State of Alabama.

As of: 9/23/2022

Item	Question	Answer
1	Typical sections, (plan sheet 2) indicate that the SR-14 centerline is essentially equal distance from either edge of pavement. Specifically showing that the centerline is generally 26' left of the Eastbound, (right side) edge of pavement. The plan sheets, paving layout sheets, etc. all show that the centerline is located 14' left of the Eastbound, (right side) edge of pavement. Please confirm which of the centerline locations is correct.	The typical sections have been revised to better match the plan sheets and limits of work. See revision # 1.
2	In crowned roadway sections, is the crown to be placed at the SR-14 centerline?	The crown is to remain the same as the existing condition. The crown is not moving.
3	The dimensions on the Curb & Gutter, Type C Detail are conflicting with thickness of the plain cement concrete pavement.	The dimensions have been revised to match the thickness of the plain cement concrete pavement. See revision #2
4	What is the thickness of the existing in place asphalt pavement on SR 14?	Cores taken indicates the asphalt thickness to be 18.75" over 8" of sand clay base in the eastbound lane and 13.50" over 8" of sand clay base in the westbound lane.
5	On Sheet 2 the Typical Sections shows the new Concrete Pavement to start at STA 92+80 and end at STA 107+48. Sheet 4 shows the Concrete Pavement to start at about STA 96+50 and Sheet 5 shows the Concrete Pavement to stop at about STA 105+00. Please clarify if the Typical Sections are correct or the Plans Sheets are correct.	The typical sections have been revised to better match the plan sheets and limits of work. See revision #2
6	ALDOT spec recently changed to mirror the Fed Spec which reversed how they were specified. The application of the proposed portable signal appears to be more applicable for the use of a type one portable signal.	Pay Item 757A-012 has been changed to pay item 757A-011. See revision #3
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