

Zimbra

jwilder@hcso.tampa.fl.us

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**Re: RFI for Driving Pad re-surfacing**

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**From :** JANICE WILDER <jwilder@hcso.tampa.fl.us>

Thu, Jun 25, 2015 04:28 PM

**Subject :** Re: RFI for Driving Pad re-surfacing**To :** Mack Harper <Mack@mackbuildingco.com>, David Kovacs <dkovacs@moretrench.com>, nmorgan@moretrench.com, Lee Mcdonald <lmcdonald@ajaxpaving.com>, Mike Novak <novakm@gatorgap.com>, jay@azzpsd.com**Cc :** AL CORDOVA <acordova@hcso.tampa.fl.us>, DAVID GRAY <dgray@hcso.tampa.fl.us>**Reply To :** jwilder@hcso.tampa.fl.us

The following question has been received in regard to RFP 26-15.

Question #1: The Joint Densities requirements to were to be changed based on the revised scope of work. The Joint Densities requirements are still the same. Does the FDOT specs. allow for this on 1 inch lifts? Please respond.

**Engineer's response to Question #1 "FDOT specifications require core testing on all lifts, for this project we are also requiring one core on all joints in the friction course to check the joint density. The minimum core thickness for density testing is 1". Since each finish lift is required to be 1", then the cores should be at the minimum thickness for testing. If a core sample comes up less than 1" in thickness then the contractor has not met the specified lift depth and additional cores may be required to determine that the layer thickness meets the minimum 1" criteria. For clarification on the amount of cores for density testing of each lift, three cores per each longitudinal pass, plus one joint density core in the friction course for each joint should be sufficient."**

I was able to confirm by referencing FDOT 334-5.2.6 Testing Exceptions, that density testing is not required on lifts under 1".

Thank you.

Janice Wilder

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