

REQUEST FOR PROPOSAL 17-15 Repaving Existing Driving Course
QUESTION & ANSWER

Refer also to Amendment #1 for response to other issues from the Pre-Bid conference.
The following responses are from the Engineer and approved by the Project Manager & Site Superintendent.

1. **Question:**

Cold joints. The assessment report from FGE, Exhibit C, recommends asphalt replacement be conducted using hot joints. However, this is not clearly specified in the Engineer's specs. Contractors were of the opinion that hot joints over an area this large would be difficult and expensive. They also noted on the existing pad the cracks that appear to be joints are really inverted drains. The question of whether or not hot joints are specified will be answered by the Engineer.

Response:

Transverse Cold Joints: No transverse cold joints are allowed – the contractor shall end each day's paving operations at the end of the pad such that no cold transverse joint will be created. If weather or other unforeseen natural condition requires suspension of paving operations within the mat, the joint shall be cut back to the full depth of the lift a minimum of 6-inches past where the Engineer has determined adequate lift placement and compaction has occurred. Tack coat shall be applied to the edge of the joint prior to continuation of the paving operations.

Longitudinal Cold Joints:

Placing: The longitudinal joint in one course shall offset the longitudinal joint in the course immediately below by at least one-foot (1')

Longitudinal Joints: Longitudinal joints that are irregular, damaged, uncompacted, cold (less than 175 °F at the time of placing the adjacent pass), or otherwise ineffective, shall be cut back a minimum of two-inches (2") from the edge with a cutting wheel to expose a clean, sound vertical surface for the full depth of the course. All cutback material shall be removed from the project. All contact surfaces shall be given a tack coat prior to placing any fresh mixture against the joint. The contractor will be allowed to use an alternate method if it can be demonstrated that density, smoothness, and texture requirements can be met.

Joint Densities:

Mat and Joint Densities: For determining in-place density, one random 4" cores will be taken from each transverse or longitudinal joint (immediately over joint). After air drying per ASTM D 2726 for laboratory prepared, thoroughly dry specimens, cores obtained from the mat and from the joints will be used for in-place density determination. The average in-place joint densities shall not be less than 2% below the specified density for the asphalt as specified per FDOT

2. **Question:**

Part 3, paragraph A of the Engineer's specifications call for two (2) 1-inch lifts of FC-9.5 asphalt concrete pavement. Contractors suggest FDOT allows a sub layer of the two lifts to be SP-9.5 mix which could be either a rubber or polymer mix design. Content of polymer should be described. This question will be presented to the Engineer

Response:

The sub-layer of the two lifts can be SP-9.5. The FC-9.5 shall use the polymer binder mix design per FDOT standards for design traffic level C.

3. **Comment:**

The question regarding surface tolerance and whether there is a need for a rolling straight edge during testing will be addressed by the Engineer.

Response:

Surface tolerance is 3/16" and rolling straight edge tests are required for each lift. Testing shall be in accordance with FDOT requirements.