

120LAP Earthwork and Related Operations for LAP (Off-System)
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

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Comments: (10-19-11)

120-3.1 Excavation and Replacement of Unsuitable Materials: Recommend to keep the vertical and horizontal tolerances to 3 inches. The 2-foot recommended vertical tolerance is too much. The minus 2-foot may jeopardize the roadway stability and performance.

Response: "...meet a construction tolerance of \pm plus or minus 0.2 foot in depth and \pm plus or minus 6 inches (each side) in width" is the correct text.

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Comments: (11-14-11)

120-5.3: The word "construct" is repeated,

120-5.3 Authorization for Use of Borrow: Use borrow only when sufficient quantities of suitable material are not available from roadway and drainage excavation, to properly **construct construct** the embankment, subgrade, and shoulders, and to complete the backfilling of structures and pipe. Do not use borrow material until so ordered by the Engineer, and then only use material from approved borrow pits.

Response: Text corrected. ft

Ajax

Comments: (11-16-11)

120 LAP (Earthwork staff needs to respond)

- a. We agree with this because there is no QC process control requirements, and is accepted from engineer's test.
- b. The only issues we foresee happening, is the verification of the engineer's equipment and outlier lab density results.
 - I. We currently do a comparison of 3 different agency's gauges before proceeding with in-place compaction. It's common for a nuclear density gauge to be out of calibration or not compare with other gauges. This will be an issue when density results aren't meeting minimum criteria.

- II. If the engineer's lab gets a density number that is seeming high, and in place compaction isn't being met, there is nothing in place for re-verification of the material tested in the lab. This will also be an issue when density results aren't meeting minimum criteria.

Response –The owner is solely responsible for verification of field density and laboratory proctor test results.

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Comments: (11-14-11)

These LAP specifications are the old specs used before the CQC process came into our new standard specifications. Some minor word adjustments have been proposed in order to get a little close to our present specs. However, my experience with LAP projects is that mostly the plans used in these projects reference to our standard specs (2007/2010). This language in the plans conflicts with the LAP (off system) specifications.

Response: The issues with the plan notes need to be addressed with the Designer. Unfortunately, FDOT does not have control over that. The LAP specs are to stand alone.
