
**EARTHWORK AND OTHER RELATED OPERATIONS
FOR LOCAL AGENCIES
RESPONSE TO COMMENTS**

Henry Haggerty

Section 120:

120-5.1 and 5.3: Who authorizes the borrow pits? Who is the Engineer?
Contractors/County/ or Cities?

RESPONSE. *The Engineer is the individual appointed by the Local Agency to oversee the contract. He would authorize the use of borrow pits, etc.*

120-6.2.2 I am concerned over the apparent endorsement of depositing material in water or low swampy ground. Huge environmental impact!

RESPONSE. *The specification is not an endorsement of depositing material in wet environments. The preference would be to place material in the dry whenever possible. This section is similar to standard specification 120-8.2.2 which also does not address environmental impact but rather addresses construction methods.*

120-7.2: Who does all these compaction tests? Why not establish a rolling pattern?

RESPONSE. *The individuals appointed by the Agency would perform the tests. Rolling patterns for acceptance of earthwork construction is in developmental stage for non traffic areas. This should be considered in the future.*

120-8 : Who does these tests?

RESPONSE. *The individuals appointed by the Agency would perform the tests.*

Mike Slade

120-5.3 Authorization for Use of Borrow: I think you should add the phase "or commercial fill pits" at the end of the last sentence.

RESPONSE. *The intent of this section is to allow the governing agency control over authorizing the borrow source pursuant to the fill requirements of the project.*

Sid Florey

I support the need for this type of integrated process with the local agencies. I have recently completed 2 projects with 2 different local agencies and the experience was not good. I think the process should start with the Purchasing Departments of each agency. They operate in a

semi-autonomous environment and make the rules very difficult. I think this is based on the local laws for purchasing in each area. The specifications and adopting FDOT standards is the easy issue to bridge. I find the agencies defaulting to FDOT when the situation requires a solution that is not covered in the local specifications. Have them adopt FDOT across the board and if there are special issues to address then they should cover them under "Special Provisions" with the contract.

***RESPONSE.** The purpose of the LAP specifications is to permit local agencies flexibility in their highway and bridge construction practices and to provide some basic specifications for their use. The basic specifications are less restrictive than the FDOT specifications, yet provide for the quality needed by the agencies.*