

July 27, 2016

### **EXTINGUISH THE TORCH MEETING**

**Project FIN:** 431100-1-52-01  
**Description:** Partial Resurfacing HEFT from MP 33.2 to MP 35.4(SB) and MP 35.4 to MP 38.0(NB)  
**Project Start Date:** February 28, 2016  
**Final Acceptance:** June 24, 2016  
**Original Contract Time:** 115 CD  
**Original Contract Amount:** \$1,369,270.75  
**Final Contract Amount:** \$1,257,688.32  
**Contract:** E8P54  
**County:** Miami-Dade

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**CEI:** Reynolds Smith & Hills  
**Turnpike Construction Project Manager:** Jaime Gomez  
**Turnpike Design Project Manager:** Scott Kamien, P.E.  
**Engineer of Record:** Stephen W. Dickson, P.E. (TLP Engineering Consultants, Inc.)

The improvements under the above mentioned contract consisted of the partial resurfacing of the Homestead Extension of the Florida's Turnpike (HEFT) from MP 33.2 to MP 35.4 (SB) and MP 35.4 to MP 38.0 (NB), crack repair along SB HEFT, partial resurfacing of the NB HEFT on-ramp and SB HEFT off-ramp at US-27, ramp signing, and pavement marking.

### **LESSONS LEARNED**

#### **LESSON # 1 – Longitudinal Crack**

The contract originally required the Contractor to repair a longitudinal crack at the outside and center lane southbound from station 5247+30 to 5363+00 and at the center lane northbound from Station 5367+50 to 5504+00. It was determined that the longitudinal crack was actually in between L1 and L2 southbound from Station 5339+16.99 to 5363+07.16 and in between R1 and R2 northbound from Station 5339+16.99 to 5363+07.16. This resulted in an SA for extra work in the amount of \$12,437.00.

#### **LESSON LEARNED**

At the time of design, the designer should have met with the maintenance department in the field to determine the actual location of the longitudinal crack. This would have saved the Department money and time.