

PGA RAMP BRIDGE REPLACEMENT PROJECT
FINANCIAL PROJECT NUMBER: 422349-1-52-01
EXTINGUISH THE TORCH SUMMARY REPORT
SESSION III



CEI: Creative Engineering Group Inc.
Turnpike CPM: Ken Hudson
Design Project Manager: Mike Van Der Heyden, P.E. Atkins
EOR: Gary J. Williams, P.E. Wantman Group Inc.

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PGA Ramp Bridge Replacement

1. CEI TEAM

Senior Project Engineer:	Ricardo Estripeaut, P.E. (Creative Engineering Group Inc.)
Project Administrator:	Al Miller (Creative Engineering Group Inc.)
Contract Support Specialist:	Timir Shah, P.E. (Creative Engineering Group Inc.)
Senior Inspectors:	Roadway: Hernando Garces, P.E. (Creative Engineering Group Inc.) Bridge: Chris Jones (Creative Engineering Group Inc.)
Inspectors:	Abadallah Asaseh (Creative Engineering Group Inc.) Raghu Khadakbhavi (Creative Engineering Group Inc.)
Administrative Assistant:	Irene Holden (Target Engineering Group Inc.)

2. PROJECT INFORMATION AND PERFORMANCE MEASURES

Project Location:	MP 109.5 Florida's Turnpike Interchange with PGA Blvd.
Construction Start Date:	September 10, 2012
Final Acceptance Date:	November 1, 2013
Original Contract Time:	360 Calendar Days
Original Contract Amount:	\$ 6,174,829.22
Weather and Holidays Added:	69 Calendar Days
Days for additional Work:	0 Calendar Days
Final Contract Time:	429 Calendar Days Allowed; 418 calendar days used
Final Contract Amount:	\$ 6,111,878.97
% of Cost:	98.9 %
% of Time:	97.4 %

PGA Ramp Bridge Replacement

This \$ 6,174,829.22 million interchange project involved the replacement of the existing northbound ramp bridge over the Florida's Turnpike mainline at PGA Blvd. MP 109. The new bridge, relocated immediately north of its existing alignment, provides a higher vertical clearance as well as horizontal clearance to accommodate future widening and to provide additional clearance for the two (2) underground FGT gas mains. The 305' long bridge included 12 each 78" FIB's within 2 spans with a long span of 141.6'. The construction included two end-bents with one center pier located within the median of the mainline turnpike. The substructure included the driving of 46 each 18" square pre-stressed concrete production piles with pile lengths of 80', 97' & 99' and 5 each 18" square pre-stressed concrete test piles with lengths of 115', 120', & 135' including 2 mechanical pile splices. The Additional construction features utilized were mass concrete operations, MSE wall construction, milling and resurfacing of the Turnpike mainline including polymer modified asphalt placement, newly constructed ramps including the construction of an additional Northbound exit lane, heavy embankment operations, new drainage structures/features, ITS Improvements, new signing and pavement markings, and a new highway lighting system. The construction sequence consisted of 4 phases with 6 separate steps, > 9,000' of type K temporary barrier wall, temporary lighting and the maintenance of the interchange.

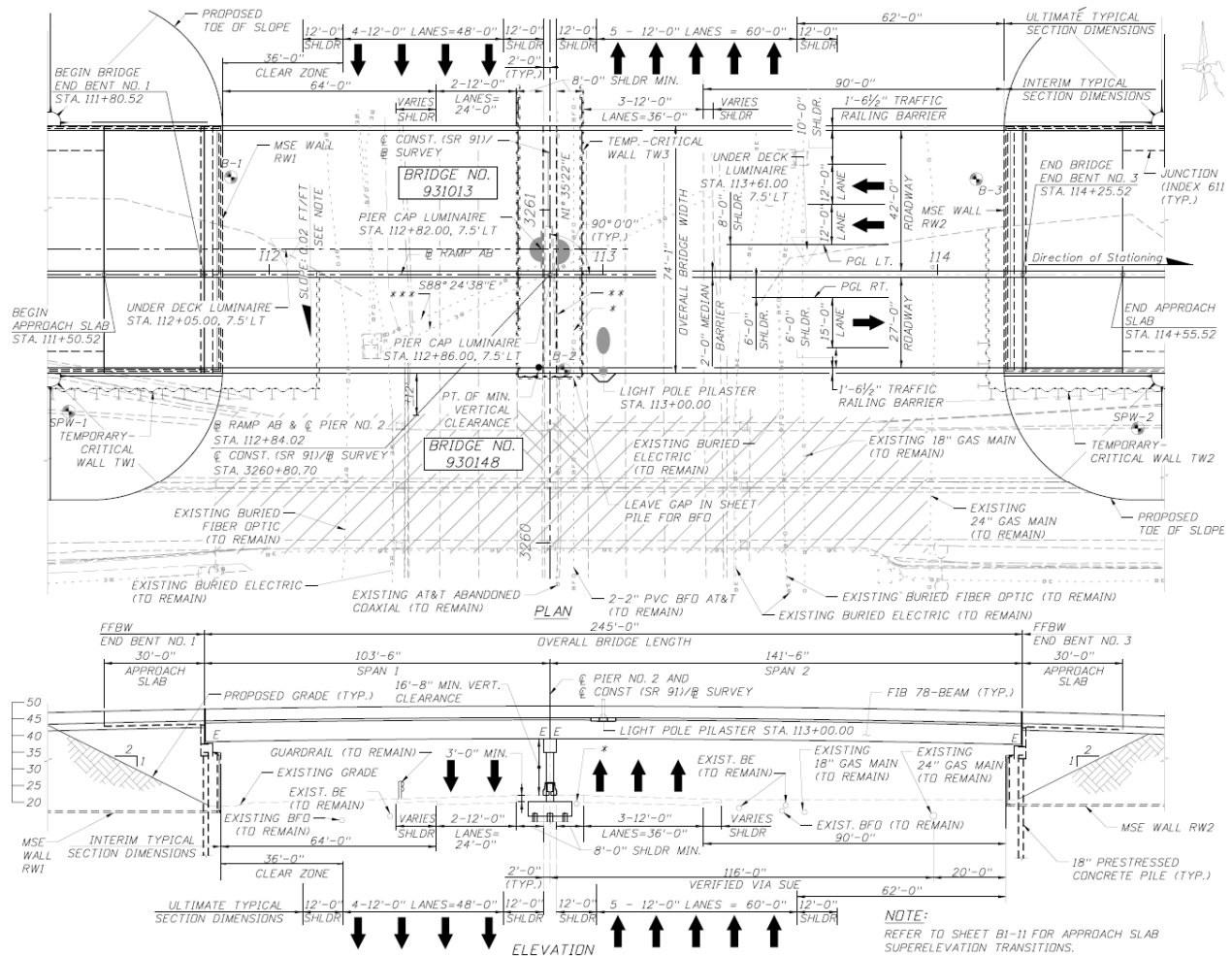


Figure 1 – Plan and Elevation View of Proposed Bridge with Future Lanes

3. LESSONS LEARNED

Issue 1 – Prosecution of Work- Flexible Start Time

Special Provision 8-3-3 included a period of 75 calendar days after the notice to proceed is issued to allow time for the contractor to adjust work forces, equipment, schedules and the procurement of materials, to proceed in a manner to minimize disruptions to the public. However, An additional 22 days was needed. This adjusted the start of time from August 19, 2012 to September 10, 2012.

The original 75 days would not have been an adequate amount of time to obtain materials related to the primary scope of work required by this contract. Also, due to the timing related to the letting date, the impending Labor Day Holiday would have forced the contractor to begin extensive initial MOT set-up which would be in-place through the long holiday weekend. This change provided a much safer corridor for the traveling public for the Holiday. A work order was needed to adjust the allowable procurement time from 75 days to 97 days.

Lesson Learned- The design schedule should be accurately calculated to reflect necessary lead times for procurement of materials. More procurement time should always be considered as the contractor can always start earlier if his schedule allows. Also, letting dates should take in account pending holidays with heavy travel related to start dates.

Issue 2 – Missing Specifications-Incorporation of Additional Supplemental Specifications - (Production)

The supplemental specifications for sections 783 (Intelligent Transportation Systems – Fiber Optic Cable and Interconnect), 784 (Intelligent Transportation Systems – Network Devices), 785 (Intelligent Transportation Systems – Infrastructure), and 786 (Intelligent Transportation Systems – Vehicle Detection and Data Collection) were inadvertently omitted from the original contract documents. The contract work included ITS operations directly related to the missing/necessary specifications.

A work order was needed to incorporate the necessary supplemental specifications for specification sections 783, 784, 785 and 786 in order to perform the ITS work.

Lesson Learned- The contract package should be checked to ensure it includes all necessary specifications to perform the work.

Issue 3 – Single Post Median Barrier Mounted Sign Support

DCE Memorandum 21-12 required the contractor to install all temporary work zone signs on median traffic railings per Design Standard Index 11871. This was a new design standard that addressed installing permanent and temporary sign supports on both permanent and temporary barriers and traffic railings. Prior to this memo, temporary signs were allowed to straddle the wall. They were not included in this standard. This application included a much more labor and material intensive application including adhesive bonding material and 13” anchor rods. The DCE Memo also noted that the payment for the sign will be made under the existing work zone sign pay item. These additional costs to the contractor could not have been known at the time of bid.

PGA Ramp Bridge Replacement

As per this DCE Memorandum this was required for active construction projects let prior to July 31, 2012. This project's letting date was April 10, 2012.

A work order was needed to compensate the contractor to install all temporary work zone signs in the various phases throughout the project on the existing median barrier wall per the new Design Standard.

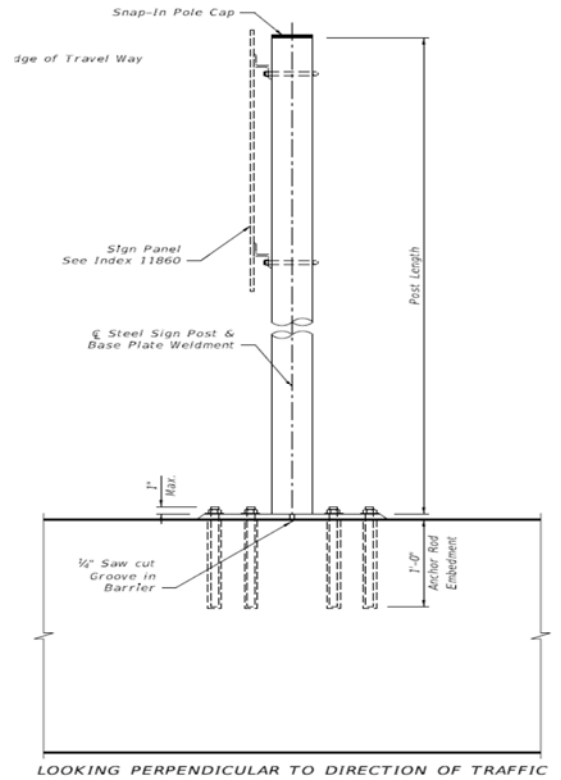


Figure 2 – Revised Single Post Median Barrier Mounted Sign Support

Lesson Learned- The project team must ensure all applicable requirements are being met including newly released DCE Memos, standards and specifications that are required for use on ongoing projects.

Issue 4 – Cost Savings Measures

Plan sheet 72 stated: "PAYMENT FOR TEMPORARY PAVEMENT REQUIRED FOR TRAFFIC CONTROL PURPOSES TO BE INCLUDED UNDER LUMP SUM PAY ITEM 102-1, MAINTENANCE OF TRAFFIC"

Early in the project, the contractor and the Engineer decided that milling the existing pavement in order to obliterate the striping was of little value to the motoring public if the striping could be removed in a fashion that would not scar or damage the road. After a small test area was performed via hydro-blasting the Engineer authorized the contractor to continue with this method of removal of striping in lieu of milling/resurfacing.

In addition, a table of quantities was depicted on plan sheet 72 denoting a quantity of FC-5 for the temporary replacement asphalt. Most of the quantity was not placed nor were the milling operations performed. This resulted in a cost savings of

\$ 36,926.13 to the Lump Sum MOT pay item as well as an additional savings of \$ 23,041.50 for the milling operations that were not performed for a total savings of nearly \$ 60,000.00 to the department for the material not placed as well as the work not performed.

Lesson Learned- The design and construction teams should always be cognizant of safe and efficient ways in which to save money while still providing the needed level of safe service.

Issue 5 – Missing Poly Sheeting Pay Item - (Production)

General Note No. F.3 on Plan sheet # B-02 stated that the portions of the piles within the reinforced earth volume of the retaining wall system shall be wrapped with polyethylene sheeting above existing grade in accordance with specification section 459. Payment for polyethylene sheeting shall be included in the pay item No. 459-71 (Piles, Polyethylene Sheeting). However, the original contract did not include pay item No. 459-71.

A work order was needed to compensate the contractor for wrapping the portions of concrete piles within the reinforced earth volume of the retaining wall systems with the polyethylene sheeting within End-bents 01 & 03 of the ramp bridge per specification section 459.

Lesson Learned- The design team should ensure that method of payments are provided in the plans and/or a note depicting if the method of payment is inclusive to another pay item.

Issue 6 – Alternate Designs/Excellent Plan Notes- (Production)

Plan sheet BW-09, note 3&4 stated the following:

*THE CONTRACTOR SHALL NOT BASE THEIR BID ON AN ALTERNATE TEMPORARY WALL DESIGN, THE CONTRACTOR SHALL BID THE PLANS. ALTERNATIVE **TEMPORARY WALL DESIGNS WILL BE CONSIDERED AND TREATED AS A COST SAVINGS INITIATIVES (CSI)**. PRIOR TO CONSTRUCTION, THE CONTRACTOR **SHALL SUBMIT SHOP DRAWINGS TO THE ENGINEER SHOWING DETAILS OF THE SHEET PILE TO BE USED.***

Due to the high cost of steel and the inability to remove/recover the driven sheet pile following its use as well as vibration issues during sheet pile driving, the contractor submitted shop drawings for a Temporary Lag Wall with Soldier Piles for Temporary walls TW#1 and TW#3, in lieu of Sheet Piles. These shop drawings were approved by the Department and a CSI was approved. This resulted in a cost savings of \$ 34,620.00 to the department.



Figure 3 – TW-1 Lag Wall with Soldier Pile Construction in Lieu of Permanent Sheet Pile

Lesson Learned- Alternate designs proposed by the contractor can be useful in saving time and money. Good plan notes can assist with the department sharing in the savings.

Issue 7 – Consistency throughout the Turnpike System

The contractor was required to apply a class 5 finish on the structure items listed on plan sheet B-03, note “T” Applied Finish Coating. The color scheme for the required class 5 finish was not listed in the plans. Florida’s Turnpike Enterprise (FTE) requested a change to follow a multicolor scheme of the class 5 finish to enhance the aesthetics of the new structures as well as to bring consistency to all newly constructed FTE facilities. The requested colors were as follows:

Light Tan (Federal Standard # FC23717): Pier 2 Column/Cap, MSE Walls.

Dark Tan (Federal Standard # FC20475): Exterior Face of Traffic Railing, Edge of Deck, Coping, End Bent Face, Cheek wall.

FTE Green (Federal Standard # FC34090): Exposed Exterior Beam Faces.

Light Grey (Federal Standard # FC 36622): Traffic Side/Interior Face/Top of Traffic Railing, Median Traffic Rail.

A work order was needed to compensate the contractor for the extra costs involved in applying a multicolor class 5 Applied Finish Coating on individual structure items in lieu of applying a single color class 5 finish on all the structure items.



Figure 4 – Class V Color Change

Lesson Learned- Design teams should be made aware of aesthetic requirements that are in place to promote consistency throughout the Turnpike system. The design reviewers can assist as well.

Issue 8 – Consistency throughout the Turnpike System

The design plans did not include the application of a class V finish on the newly constructed median concrete barrier wall surfaces along the new ramps. The EOR listed all concrete items which required a class V finish application including bridge traffic railing, exterior beam faces, edge of deck and underside of cantilever, edge of end bents, caps and pier, and MSE walls on plan sheet B-03. This list did not include the median traffic railing along Ramp AB.

Per the applicable Standard Index (Concrete Barrier Wall; 410 Sheet 1 of 25 Note 1): *The surfaces shall have a Class V Applied Finish Coating in accordance with section 400 only when called for in the plans.*

Also, the nearby recently completed Indiantown Road Interchange Project had a class 5 finish coating on the median concrete barrier walls. A work order was needed to compensate the contractor for the extra costs associated with applying the additional Class V Finish Coating along the ramp median barrier walls to enhance the aesthetic uniformity through the Florida’s Turnpike Enterprise (FTE) System.



Figure 5 – Application of Additional Class V Finish

Lesson Learned- Design teams should be made aware of nearby recently completed projects and ensure that the aesthetic features are similar in order to promote consistency throughout the Turnpike system.

Issue 9 - Under Bridge Performance Turf - (Production)

The plans proposed to place performance turf below the newly constructed bridge in the areas enclosed between the edge of the outside shoulder pavement and the MSE wall on both the East and West sides of the Turnpike. However, these areas will need to be maintained on a regular basis. Since the area is beneath the bridge and will receive minimal water beyond the establishment period the grass would struggle to survive and provide the necessary aesthetic appeal that turnpike users are accustomed to.

A work order was needed to compensate the contractor to furnish, spread, grade, and compact milled asphalt material to avoid any future maintenance issues by stabilizing the areas with a compacted layer of milled materials in lieu of performance turf.



Figure 6 – Millings in Lieu of Performance Turf below Bridge

Lesson Learned- In the design phase, identify areas where grass will be unable to properly grow and provide a stabilization covering for aesthetics, maintenance, and drainage purposes.

Issue 10 – Mainline cracking during Construction – (Production)

During the driving of temporary critical sheet pile wall TW-3 within the median of mainline Turnpike, it was observed that cracks were beginning to appear longitudinally along lanes of the Turnpike Mainline, in both northbound and southbound directions. Following the extraction of the sheet pile wall which resulted in further settlement and further review of the condition with FTE Engineers, it was concluded that these cracks occurred due to reasons beyond the control of the contractor and were a result of the existing subsurface condition while providing the contract work.

Subsequent monitoring of the crack and base investigations revealed that the base was in good condition and the crack and subsequent pavement settlement occurred as a result of typical vibration during the driving and extraction of the required sheet pile wall. Once identified the cracks were temporarily sealed with RPM adhesive to prevent further water intrusion. The permanent repair involved a deep milling during the scheduled mainline milling and resurfacing operations to remove the entire thickness of asphalt and to correct the cross slope. A Supplemental Agreement was written to compensate the contractor for the work to repair the mainline cracks and settled pavements between Station 3260+46 and 3261+62 on lane R1, R2, R3, L1 and L2.



Figure 7– Southbound Mainline cracking Lane L-1 (shifted) adjacent to Median Pier 2



Figure 8 – Northbound Mainline cracking Lane R-1 (shifted) adjacent to Median Pier 2

Lesson Learned- When vibrations are expected to negatively impact the soils supporting nearby travel ways, the design should specify “zero” vibration equipment. Accurate and detailed sub-soil information must be collected during the design phase. Contingency plans should always be ready if/when cracks begin to form in the roadway and/or pavement during any/all sub-soil affecting activities.

Issue 11 – Existing Lighting – (Production)

A pre-inspection of the existing site conditions revealed that the existing power source shown on plan sheet L-7 was in poor condition and extremely unsafe to perform the proposed work. The condition of the power source would also be unsafe for the maintaining agency if left in place.

It was also noted that the existing load center including the electrical panel board and the cabinet could not accommodate the new proposed circuits C-5 and C-6 for the new under-deck and roadway lighting as shown on plan sheets L-7 and L-14.

Also, the EOR anticipated that the existing lighting system would function independently of the new lighting system and remain operational during construction. The EOR also anticipated that the existing lighting systems along the east and west sides of the turnpike were connected through an existing underground conduit crossing the turnpike. However, it was discovered that the existing lighting systems on the east and west sides were connected through the traffic railing of the existing bridge structure which was scheduled to be demolished in its entirety as per the contract documents.

The existing lighting system on the north side of the bridge was powered through the existing conduits within the slopes of the existing bridge along the east and west sides of the turnpike which would also be removed during the demolition of the existing bridge and slopes. Due to the different conductor sizes (No 2 existing and No 6 proposed), any tie-in between the existing and new systems would not be possible. The removal of existing bridge structure and slopes necessitated the installation of new No. 2 conductors.

A work order was written to remove the existing lighting load center and power supply and for furnishing and installing a new load center and power supply at the same location as well as to compensate the contractor for furnishing and installing new No. 2 electrical conductors in the vicinity of the newly constructed ramp bridge to supply power to the existing lighting system

Lesson Learned- In the design phase, an in-depth review of the existing lighting system must be completed to properly design a safe supplemental system. Also, prior to the commencement of any activity, the CEI must investigate all existing conditions to ensure the contract work can be performed and immediately notify the department if there is a condition that would result in a work stoppage of the operations.

Issue 12 – Excessive Asphalt Thickness – (Production)

During the Clearing and Grubbing operations, the contractor encountered an excessive thickness of existing asphalt on the approaches to the existing bridge between stations 105+40 and 123+02 (+/-). The thickness of the extra depth asphalt varied between 12” and 20”. It was later understood that this extra depth was due to a previous bridge-jacking operation

PGA Ramp Bridge Replacement

of the PGA ramp bridge which raised the elevation of the bridge to provide additional clearance above the Turnpike. The existing approaches had been raised to a new elevation utilizing layers of asphalt pavement in order to achieve the final Profile Grade Line which was currently in place. This excessive thickness of asphalt was not denoted in the plans and could not have been expected.

The contractor should have expected to encounter a typical asphalt depth during clearing and grubbing operations of approximately 4-6". His scheduled plan of operation was to remove the expected asphalt with a small reclaimer machine and utilize the millings in the fill as regular embankment material. In order to avoid a complete shutdown of the operations and attempt to mitigate costs, the Contractor was directed to mobilize a large milling machine onsite. The milled material could then remain onsite and be incorporated into the embankment operations as anticipated at the time of bid.

A Supplemental Agreement was needed to compensate the contractor for the mobilization and daily rental rates for the milling machine in separate construction phases to provide the necessary resources to convert the excessive in-place thickness of asphalt into usable embankment material as much as possible.



Figure 9 – Excessive Asphalt Thickness at Bridge Approaches



Figure 10 – Utilization of Excessive Asphalt Thickness at Bridge Approaches

Lesson Learned- During the design phase, an in-depth review of any/all previous work within the project's limits must be reviewed to ensure there is a minimal amount of differing site conditions during the construction operations.

Issue 12 – Condition of Existing Fencing – (Production)

The clearing and grubbing limits shown in the plans extended to the Turnpike's ROW for the construction of the new North bound off-ramp. During the removal of the extremely heavy vegetative growth approaching the ROW fence line, it was noticed that the existing fence was completely destroyed and would no longer secure the right of way as needed for a Limited Access Facilities nor would it provide the necessary aesthetic appeal that turnpike users are accustomed to.

The condition of the fence could not have been determined by the designer and/or the contractor prior to the removal of the vegetation.

With the assistance and support of FTE's Maintenance Division, Mr. Hossein Barekat quickly approved the mobilization of a fence contractor through a maintenance contract to remove and replace the fence. This allowed the contract work to continue without the need to shut down the clearing and grubbing operations as well as eliminated the need to negotiate a cost through the construction contract which would in all probability be higher than the contracted rates through the maintenance contract.



Figure 11 – Condition of Existing Fence

Lesson Learned- Assistance from other divisions within the FTE System can result in time and money savings when an open line of communication is maintained at all times during both design and construction.

Issue 13 – Calculating Plan Quantity of FHP Traffic Control Officers – (Production)

The contract plans included a grand total of 496 man-hours of traffic control enforcement for all phases of construction. The traffic control plans also included a note requiring the contractor to make provisions for a law enforcement officer for all lane closures with the 102-14 pay item for the payment of such. However, the designer's estimate included on plan sheet 73 omitted many of the operations that would require lane closures including TBW placement, resource delivery, equipment/material staging, equipment/material movements etc. Also the quantified amount of man-hours necessary for the included operations were extremely inaccurate. Conversations with the EOR suggested that the quantity was simply an estimate on probable operations and durations and not an all-inclusive in-depth calculation.

This oversight resulted in a final quantity of 3x the plan quantity.

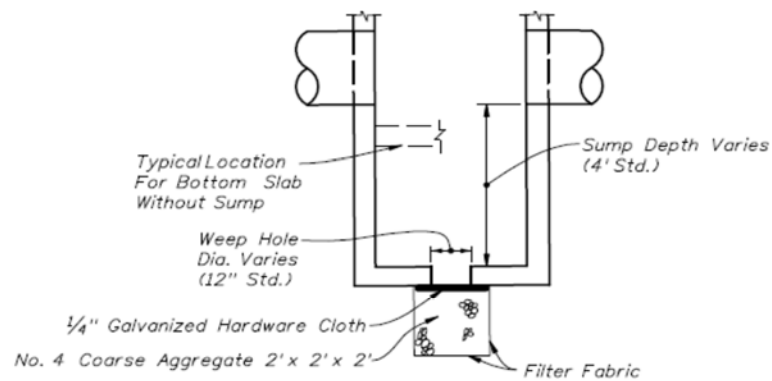
Lesson Learned- Since FTE requires all lane closures to be accompanied by an FHP Traffic Control Officer and includes the pay item for them, an accurate calculation must be made to determine the needed amount. In order to reduce the cost of traffic control officers design can continue to include the note requiring the need for the officer during ALL lane closures but include in the note that the cost will be included in the MOT lump sum pay item.

Issue 14 – Standard Index 201-sheet 2 of 5 Poured Inverts vs. Sump Bottoms - (Production)

Standard Index 201 (sheet 2 of 5) includes a note which states that sump bottoms are to be constructed only where called for in the plans. A poured bottom is required for all other drainage structure inverts.

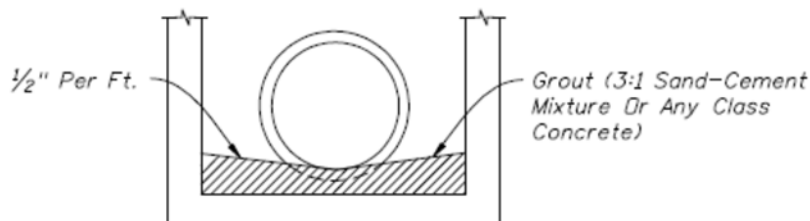
All drainage structures are manufactured with a small 8"-12" sump in them. Many agencies (including permitting agencies) will direct you to not construct the poured invert bottom because it has several drawbacks including the visibility of the silt and trash passing through the outfall pipe which becomes much more visible to the public. If the poured invert has already been constructed, some agencies will insist on the removal of the invert.

A poured invert bottom may eliminate the maintenance of each individual structure but it adds a large amount of maintenance and visibility to the collecting basin/pond including trash removal and silt build-up which reduces storage capacity.



NOTE: Sump bottom appropriate for all manhole and inlet types. Sumps are to be constructed in inlet and manholes connected to French Drains unless excluded in the plans. At other locations, sump is to be constructed only where called for in the plans. Weep holes to be constructed in sump bottom only where called for in the plans. Cost of sump bottom and weep hole to be included in the contract unit price for inlet or manhole.

SUMP BOTTOM



FOR ALL STRUCTURES UNLESS EXCLUDED BY SPECIAL DETAIL

**ALL PIPE TYPES
DRAINAGE STRUCTURE INVERT**

Figure 12 – Standard Index 201 (sheet 2 of 5)

Lesson Learned- The designer should investigate the individual agency requirements for poured invert bottoms within drainage structure and include a note in the plans if/when required.

Issue 15 – Missing Pay Item for Rumble Strip Installation – (Production)

Contract plan sheet 73, in Phase 1 – Step 1 required the contractor to remove the existing rumble strips within the limits of the mainline traffic shift to allow for the construction of the new pier within the median of the mainline Turnpike. To facilitate this traffic shift, the contractor was required to remove approximately 1,880 linear feet of the existing rumble strips.

Also per the phase notes on contract plan sheet 73, in Phase 4 the contractor was required to re-install the rumble strips at the locations where the rumble strips were removed for the shift. However, the contract did not include the pay item needed to compensate the contractor for the installation of the rumble strips nor a pay item footnote to indicate that this work was included in another pay item.

A work order was needed to compensate the contractor for re-placing the removed rumble strips to complete the contract work.

Lesson Learned- The design team should ensure that method of payments are provided in the plans and/or a note depicting if the method of payment is inclusive to another pay item.

Issue 16 – Engineer of Record Location

Although Gary Williams was listed as the Designer of Record, an established member of the design team (Keegan Larson) resided nearby and utilized the interchange on a daily basis during the entire duration of the construction. As such, the design team was able to observe the construction and the phasing aspects of the design on a daily basis.

The daily use of the interchange by a member of the design team allowed for a much easier flow of information and understanding of potential issues and/or questions.

Lesson Learned- Additional consideration should be given to the location of the design team in relation to the project's location when selecting the designer for the project. A nearby EOR can be/is invaluable to the understanding of the project and the flow of information.

4. FINAL MONTHLY REPORT

PGA Ramp Bridge Replacement

FI Number: 422349-1-52-01
 County: Palm Beach

Contract Number: E8M12
 Beginning Mile Post: 109.169
 Ending Mile Post: 109.850

Project Personnel

Construction Project Manager: Ken Hudson
Senior Project Engineer: Ricardo Estripeaut, PE; Creative Engineering Group Inc.
Engineer of Record: Gary J. Williams, PE; Wantman Group Inc.
Prime Contractor: Condotte America Inc.

Number of Weather Days Added in October: 2
Number of Holiday Days Added in October: 0
Project Completion: November 1, 2013

Forecasted Changes

Description	Identified Date	\$ Amount	No. of Days

FINAL MONTHLY REPORT

Current Project Status:

- Total Paid: \$ 6,111,878.97 (+/- 98.9% earned)
- Original Contract Amount \$ 6,174,829.22
- 360 Original Contract Days + 54 weather days + 14 holidays + 1 Special Event Day = 429 days allowable
- Project was Final Accepted on Contract Day 418 (97.44% utilized)
- Final Time vs. Money: 97.4% time vs. 98.9% money

Activities during Reporting Month:

- Removed/replaced failing FC-5 along the NB lanes per the DDM
- Completed second coat of final pavement marking application
- Scheduled/performed semi-final walk-through for final acceptance
- Completed all punch list activities
- Scheduled/performed final walk-through inspection
- Received project Final Acceptance
- Removed all advanced warning signs
- Initiated all project warranties
- Demobilized

Planned Activities for the Upcoming Month:

- Project was Final Accepted on November 1, 2013

Problem/Concerns and Recommended Solutions:

- No anticipated **MAJOR/SIGNIFICANT** problems.

Notices of Intent to File Claims:

<u>No.</u>	<u>Description</u>	<u>Date of Letter</u>	<u>Status</u>	<u>Doc. No.</u>

Active Work Zones for Prior Month:

Active Work Zone –September 2013	
Date	MP
10/1 – 10/5	109.169 - 109.850
10/3 – 10/12	109.169 – 109.850
10/13 – 10/19	109.169 -109.850
10/20 – 10/26	109.169 -109.850

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10/27 – 11/1	109.169 -109.850
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