

From: [Gary Eagle](#)
To: [Tammy Thompkins](#); [Jeffrey English](#)
Cc: [Tammy L. Good](#); [John Sfiropoulos](#); [Robert McCaughan](#); [Horacio Danovich](#); [Steve Rocco](#); [Kervin Alfred](#)
Subject: FW: Weekley Asphalt
Date: Wednesday, February 17, 2021 10:29:42 AM

Tammy, Jeff,

As previously discussed, please see e-mail below from Horacio identifying many of the negative issues encountered on the MLK project while working with Weekly Asphalt. I would like to provide this e-mail document to City Staff at this Tuesday's commission meeting justifying Engineering's recommendation to award the project to General Asphalt in lieu of Weekly Asphalt.

If you have any questions, please contact me.



From: Horacio Danovich
Sent: Tuesday, February 16, 2021 7:57 AM
To: Gary Eagle <Gary.Eagle@copbfl.com>
Cc: Tammy L. Good <Tammy.Good@copbfl.com>
Subject: Weekley Asphalt

Good Morning Gary,

Weekley Asphalt was retained to provide construction services for the MLK Boulevard project. Weekley was selected upon submitting the lowest bid for Project Bid No. T-35-15, FM #432861-1-58-01, an initiative that included a State Discretionary Grant. Being a State grant, FDOT imposed their own requirements including a CEI (CGA), and the CEI was responsible for the grant's required extensive reporting.

The City issued a NTP on 11/4/2015. The MLK BLVD Begin Construction Notice was issued on 1/5/2016. On 8/24/2016, upon review of project records, FDOT issued a Notice of Noncompliance due to Wages. Construction FDOT's Letter of Acceptance was issued on 12/15/2017. The original contract time was 330 days. After several change orders, the contract time was extended to 711 days. And, County BCTED approval letter was issued on **9/20/2019**.

Throughout the course of the project, communication was an issue. Whereas at the beginning of the

project it seemed as though Weekley was eager to be a good partner to us, that only lasted until about ½ way into the project. I had a pre-kickoff meeting with Weekley's upper management team including Mr. Dan Weekley himself. That was the last time he connected with us. Due to field related issues, I sent myriads of emails to him over the course of our project and he did not return a single one. On a couple of occasions, his secretary or someone monitoring his email replied indicating that another person would get back to us, but the firm's lack of responsiveness was evident, particularly once the project was near completion. Multiple emails were sent asking the firm to send crews to address the myriad of deficiencies. Punchlist after punchlist, errors and poor workmanship resulted in failed inspections. The pavement markings and signage permit approval required multiple re-inspections and CGA had to stay on the project far more than anticipated.

I do want to acknowledge that some field issues were not Weekley's fault (more on the EOR), and some others were just simply situations that went beyond their control (i.e., vehicular behavior, etc.). Nevertheless, I am convinced that the firm did not treat our project as "high priority" and did a poor job managing it.

Below is an email sent to me by Calvin Giordano (CGA). The firm acted as the CEI onsite throughout the MLK Boulevard Streetscape Project from Powerline Road to NW 31st Avenue/Florida Turnpike.

"The following is a summary of our experience on the construction project along Martin Luther King, Jr. Blvd, AKA Hammondville Rd, from the Turnpike to Powerline Rd. with Weekley Asphalt Paving, Inc. In terms of project management, there were issue with the superintendent in regards to communication, organization of work plan, cooperation with the CEI inspector and professionalism. The quality control was below standard, as demonstrated by the areas of asphalt that failed at areas where some drainage laterals were installed. Another area of inadequate quality control was evidenced by the length of time it took to pass the Broward County Signing and Pavement Marking inspection. The landscaping also took longer than it should have to been approved by the City and the permit closed. Regarding the contractor's work schedule, the irrigation work took much longer than it should have. This was due to the subcontractor being too small a company with too little workers and slow production. The issues with the subcontractors indicated that Weekley did not have good control over their quality of work and productivity. The milling and paving operation was done very well, which met the expectation considering their reputation as an asphalt company."

Respectfully,

Felix Garcia, PE

Project Administrator | CEI Department (Broward)

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