

TO: CONSULTANTS APPLYING FOR QUALIFICATION IN FDOT STANDARD WORK GROUPS 4, 9, AND 10:

In order to expedite review of your application for Work Types within Groups 4, 9, and 10 and ensure that your qualifications are properly evaluated, we are providing these helpful hints when assembling your resumes:

1. First, carefully read Section 14-75.003, “Minimum Technical Qualification Standards by Type of Work”. The qualifications requirements for each work type are very explicit, and there are no waivers from the experience requirements. If you do not have the minimum required experience, you will not be approved for that work type. For Work Group 4.0, do not include non-engineering resumes (i.e., CADD technicians).
2. State your position on the project, such as Designer of Record, Project Manager, or Engineer of Record, etc. Regardless of the position, the components that were actually designed must be listed in detail. We need to know the details of what your duties/activities were in that title position.
3. Include dates next to each project, to indicate the period when the experience occurred.
4. Sample resumes for Group 4 Highway Bridge Design Work Types and Group 10 CEI Work Types are attached below.

If you have any additional questions, please contact the Qualification Administrator, Lorraine Odom, at (850)414-4485.

Guide to a successful submittal for prequalification in Group 4 Bridge Design Work Groups Only

When writing resumes qualifying individuals/firms, the resume needs to only include a description of the substructure type, superstructure type, length and span arrangement and a list of the design activities performed by the individual of various bridge components. Words such as “Principal in Charge”, “Project Manager”, “Project Engineer”, and “Responsible Charge” do not in themselves describe the activities in detail enough to allow for qualification. Resumes should be customized toward these areas and not be written as a marketing resume of the firm. The resume must clearly delineate the role of the individual, not the firm. The project scope of the firm will not enhance the possibility of getting prequalified.

Group the projects into the unique work groups that are being requested. Do not include non-bridge projects in the resume. Do not include resumes for clerical, CADD technicians, surveyors, estimators etc. in the package for bridge qualification. Qualifications are based upon design experience of the individual engineers/technicians, not on the firm’s history or non-technical personnel.

Sample Resume –
John Smith, P.E.
Fla. License No. 99999 (1995)
BSCE from UF in 1990

John has worked in the area of bridge design with the firm since 1991. He started out as an engineering assistant and now serves as the Chief Engineer supervising 7 other engineers and CADD staff. John has experience in the design of pile and drilled shaft foundations, simple and complex structures as noted below.

Category 4.1: Minor Bridge

Johns Bridge Over 1-10 in Ace, Florida

This structure is a 120’ 3 span Type II AASHTO girder bridge with a continuous CIP deck and prestressed concrete pile foundations. John served as the Project Engineer and was responsible for the overall design of the bridge. John designed the girders and deck for this bridge and performed QA of the remaining structural components.

SR 10 Over Little River in Perry, Alabama

This structure is a 600’ CIP flat slab structure with 30’ spans. John served as a support engineer and designed the pile bents, abutments, and deck using AASHTO LRFD Bridge Specifications. He was also involved in checking the contractors repair procedures for defects during construction.

Category 4.2: Steel

I-10 / I-595 Interchange

This interchange consists of 4 curved steel box girder bridges with spans ranging between 150' and 326'. Two of the bridges were twin boxes with a 900' radius and the other two structures were four boxes wide and on a straight alignment. John designed the piers and piles using Florida Pier and the steel box sections with MDX software. He also reviewed the design of the deck and abutments performed by others.

SR 48 Over Big River

This structure consist of a 3000' long steel plate girder high level bridge with a typical span length of 250' and a main unit of 1040'. The main span is 400' long with 320' flanking spans. The substructure consists of waterline footings with large single column piers. The main channel span piers are designed for 2000 kip ship impact load and scour. The foundations are 72" drilled shafts in groups of 6, 8 and 12. John served as the Project Engineer and designed the steel plate girders and foundations. He checked the deck and substructure components designed by others. The design was performed in accordance with AASHTO Standard Specs.

Category 4.2: Concrete

SR 62 Over Muddy River

This structure consists of a 2000' long medium level bridge. The foundations consist of 30" precast prestressed concrete piles in varying size groups. The piers are twin elliptical columns with a common waterline footing designed for a 1000 kip barge impact load. The approach superstructure is 150' Florida 78" Bulb-T beams, simple span, with a continuous deck. The main unit is a 200'-240'-200' drop-in 78" Bulb-T post tensioned system. John was a support engineer and designed the simple span and continuous span girders and deck, the foundations and the piers. All elements were designed using AASHTO LRFD.

CR 99 Over I-10

This structure consists of a 312' two span post tensioned 78" Bulb-T bridge. The center pier is twin columns supported by 8' diameter drilled shafts. John was the Project Engineer and designed all the components in the substructure and superstructure using the AASHTO LRFD Design Specifications.

Guide to a successful submittal for prequalification in Group 10 CEI Work Types Only

Resumes should be customized toward the CEI work types that are being applied for, and not be written as a marketing resume of the firm. The resume must clearly delineate the role of the individual, not the firm. The project scope of the firm will not enhance the possibility of getting prequalified.

Qualifications are based upon CEI experience of the individual engineers/technicians, not on the firms history or non-technical personnel.

Sample Resume –

John Smith, P.E.

Fla. License No. 99999 (1995)

BSCE from UF in 1990

John has worked in the area of CEI with the firm since 1991. He started out as an engineering assistant and now serves as the Chief Engineer supervising 7 other engineers and technicians staff. John has experience in the inspection of pile and drilled shaft installation, simple and complex structures as noted below. John has experience in the inspection of excavation, embankment, concrete curb & gutter, concrete sidewalk, drainage inlets & pipes, and roadway base & asphalt as noted below.

Category 10.1: Roadway CEI

SR- 2000 in Ace, Florida

This 1.37 mile roadway project consisted of raising the existing roadway approximately 3 inches and the addition of a new travel and auxiliary lanes. The project also consisted of constructing of 3 new tollbooths on the mainline, extending the existing MSE wall approximately 200 lf. Also included is the construction of a new 5' x 10' x 250lf of box culvert, excavation, embankment, pavement marking, base and asphalt. John served as the Project Engineer and supervised all of the inspectors and was responsible for the overall inspection of the roadway construction. Project beginning January 1999 and was completed December 2002.

SR 10 in Perry, Alabama

This 2.5 mile roadway project consisted of milling and resurfacing north and south bound existing roadway and also consisted of constructing 4' widening shoulder on the outside lane of both the north and south bound roadway. Also included in the project is the construction of drainage pipes, excavation, embankment, pavement marking, base and asphalt John served as the Project Engineer and supervised all of the inspectors and was responsible for the overall inspection of the roadway construction. Project beginning January 2003 and was completed December 2006.

Category 10.3: Construction Materials Inspection

SR- 2000 in Ace, Florida

This 1.37 mile roadway project consisted of raising the existing roadway approximately 3 inches and the addition of a new travel and auxiliary lanes. The project also consisted of constructing of 3 new tollbooths on the mainline, extending the existing MSE wall approximately 200 lf. Also included is the construction of a new 5' x 10' x 250lf of box culvert, excavation, embankment, pavement marking, base and asphalt. John served as the Project Engineer and supervised all of the inspectors and was responsible for the overall inspection of the roadway construction. John also was responsible for all of the sampling and tracking of all construction materials, asphalt, concrete, earthwork and all other construction materials involved in this roadway project. Project beginning January 1999 and was completed December 2002.

SR 10 in Perry, Alabama

This 2.5 mile roadway project consisted of milling and resurfacing north and south bound existing roadway and also consisted of constructing 4' widening shoulder on the outside lane of both the north and south bound roadway. Also included in the project is the construction of drainage pipes, excavation, embankment, pavement marking, base and asphalt John served as the Project Engineer and supervised all of the inspectors and was responsible for the overall inspection of the roadway construction. John also was responsible for all of the sampling and tracking of all construction materials, asphalt, concrete, earthwork and all other construction materials involved in this roadway project. Project beginning January 2003 and was completed December 2006.

Category 10.4: Minor Bridge

Johns Bridge Over 1-10 in Ace, Florida

This structure is a 120' 3 span Type II AASHTO girder bridge with a continuous CIP deck and prestressed concrete pile foundations. John served as the Project Engineer and was responsible for the overall inspection of the bridge. John supervised the inspection of the girders and deck for this bridge and performed QA of the remaining structural components. Project beginning January 2000 and was completed December 2002.

SR 10 Over Little River in Perry, Alabama

This structure is a 600' CIP flat slab structure with 30' spans. John served as a Project Engineer and supervised the inspection of pile bents, abutments, and deck using AASHTO LRFD Bridge Specifications. He was also involved in checking the contractors repair procedures for defects during construction. Project beginning January 2003 and was completed December 2006.

Category 10.5.1: Concrete

SR 62 Over Muddy River

This structure consists of a 2000' long medium level bridge. The foundations consist of 30" precast prestressed concrete piles in varying size groups. The approach superstructure is 150'

Florida 78" Bulb-T beams, simple span, with a continuous deck. The main unit is a 200'-240'-200' drop-in 78" Bulb-T post tensioned system. John was a Project Engineer and supervised the inspection of simple span and continuous span girders and deck, the foundations and the piers. Project beginning March 1997 and was completed December 2002.

CR 99 Over I-10

This structure consists of a 312' two span post tensioned 78" Bulb-T bridge. The center pier is twin columns supported by 8' diameter drilled shafts. John was the Project Engineer and supervised the inspection on all the substructure and superstructure using the AASHTO LRFD Department Specifications. Project beginning October 1995 and was completed February 1997.

Category 10.5.2: Steel

I-10 / I-595 Interchange

This interchange consists of 4 curved steel box girder bridges with spans ranging between 150' and 326'. Two of the bridges were twin boxes with a 900' radius and the other two structures were four boxes wide and on a straight alignment. John was the Project Engineer and supervised the inspection of the piers, piles and also he also inspected the deck and abutments. Project beginning October 1993 and was completed February 1995.

SR 48 Over Big River

This structure consist of a 3000' long steel plate girder high level bridge with a typical span length of 250' and a main unit of 1040'. The main span is 400' long with 320' flanking spans. The substructure consists of waterline footings with large single column piers. The foundations are 72" drilled shafts in groups of 6, 8 and 12. John served as the Project Engineer and supervised the inspection of the steel plate girders and foundations. Project beginning October 1990 and was completed February 1993.