



## *Florida Department of Transportation*

### **General Tips for Professional Services Prequalification Resume Submission**

Please refer to [Rule 14-75, F.A.C.](#) for detailed descriptions of each standard work type and requirements for qualification. In an effort to assist with a smooth review of your application for Professional Services Prequalification, we have provided helpful hints and resume samples to keep in mind when assembling the resumes for your firm. These tips and samples are gleaned from resumes that have been previously approved and are not an amplification of Rule.

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 your firm does not have the minimum required experienced personnel, the firm will be found insufficient for that work type.
2. Marketing resumes do not contain sufficient detail for review and, if submitted, will be returned to your firm for updates. Additionally, marketing information regarding the firm's history and collective experience do not contain sufficient detail for review, as prequalification is based upon the experience of the qualifying individuals, not the firm as a whole.
3. The Rule requires experience to be measured in years, not projects, so there is no required number of projects. Some individuals may have sufficient experience to qualify after one project and others may require multiple projects to accumulate the required amount of experience. Resumes should reflect the time the individual spent on each project, not the length of the project as a whole. The total time reflected must end to end equal the time required by the Rule. To assist the technical evaluators in measuring this time, include beginning and ending dates for each project. Be sure to list the months and year for each date (i.e. 10/2009-06/2012).
4. Clearly identify the individual's position on each project. Regardless of the position, the components that were actually designed must be listed in detail. We need to know the details of your personal duties/activities in that position on each project.
5. Once a completed application or modification package is received, the Department has 30 days to review the submitted information. Be sure to submit your documentation and resumes well in advance of any project response deadlines you are interested in to prevent any difficulty should the Department require additional information. If additional information is needed, you will be notified by email of the deficiencies so that you can update and resubmit the required information or resumes.

If you have any additional questions, please contact the Qualification Administrator, Carliayn Kell, by email at [carliayn.kell@dot.state.fl.us](mailto:carliayn.kell@dot.state.fl.us) or by phone at 850-414-4597.

## **Tips for Prequalification in Work Group 4 – Bridge Design**

Please refer to [Rule 14-75, F.A.C.](#) for detailed descriptions of each standard work type and requirements for qualification. In an effort to assist with a smooth review of your application for Professional Services Prequalification, we have provided helpful hints and resume samples to keep in mind when assembling the resumes for your firm. These tips and samples are gleaned from resumes that have been previously approved and are not an amplification of Rule.

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. Please 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.

### **Sample Resume**

John Smith, PE  
Fla. License No. 0123 (06/1995)  
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 4.1.2: Minor Bridge**

##### **Johns Bridge Over 1-10 in Ace, Florida – 03/1999-11/2001**

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 – 05/2002-09/2006**

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 4.2.1: Concrete**

##### **SR 62 Over Muddy River – 03/1999-11/2001**

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 – 05/2002-09/2006**

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.

**Category 4.2.2: Steel**

**I-10 / I-595 Interchange – 05/2002-09/2006**

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– 03/1999-11/2001**

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.

## **Tips for Prequalification in Work Group 8 – Surveying and Mapping**

Please refer to [Rule 14-75, F.A.C.](#) for detailed descriptions of each standard work type and requirements for qualification. In an effort to assist with a smooth review of your application for Professional Services Prequalification, we have provided helpful hints and resume samples to keep in mind when assembling the resumes for your firm. These tips and samples are gleaned from resumes that have been previously approved and are not an amplification of Rule.

The following information is important and should be clearly addressed in each resume – and each project listed in the resume. These are the key elements that make a successful resume for qualification.

1. Projects listed must clearly identify the beginning and ending date of the projects. Each candidate must validate one year of experience for each requested work type. PSM experience **must occur after Florida licensure**. Clearly identifying the timeline of the project is critical to measurement of the one year experience requirement.
2. Projects listed should be route corridor/road and/or bridge projects. Each candidate must validate work experience demonstrating an ability to perform the activities normally associated with the particular type of work or sub-category for which qualification is sought. FDOT work is normally performed on road and bridge projects and is the experience most suitable for determining this validation.
3. The activities identified in the projects listed must clearly state which requested work type the activity applies to. Not all experience on a project may be applicable to all requested work types.
4. The activities identified must be clearly defined as to what Surveying and Mapping tasks were performed. Generic terms are not acceptable. For example – stating a candidate “did” or “performed” 8.1 tasks does not provide sufficient detail to recommend qualification. Stating a candidate “ran Bench Level Circuits in the field, processed and adjusted them for final publication” does present a clear picture of what activities were performed.
5. The level of responsibility for each project listed must be clearly identified. Not all activities performed on a project are applicable for qualification purposes. The performance of original surveying and mapping work, supervision of original surveying and mapping work, quality control (QC) review of original surveying and mapping work and supervision of quality control (QC) review of original surveying and mapping work are all considered valid for experience. These responsibility levels require similar knowledge, skill and ability to perform. Project management, which primarily manages resources, is not considered valid as qualification experience.

Please submit resumes for group 8 work types using the following format for projects:

**Project Name:**

**Location:** Anywhere, FL

**Project Dates:** Begin day in DD/MM/YEAR – End Date in DD/MM/YEAR

**Contact Person:** (NAME)

**Contact Phone:** (000) 000-0000

**Project Description:** (Project Description - Show apples to apples comparison to Route Corridor Road, Bridge or Rail projects if they are not FDOT projects)

**Person's Role in Project:** (Surveyor or Technician)

**Work Activities performed for this project:**

Work Type for # Months - Show a reasonable cross section of experience in the related Work Activities as shown for each Work Type.

Group 8 Example Project:

**Project Name:** Big Lake Roberts Bridge Replacement

**Location:** Anywhere, FL

**Project Dates:** 01/01/20013 – 09/30/2013

**Contact Person:** Mr. Check Signer

**Contact Phone:** (000) 000-0000

**Project Description:** FDOT District (#), (Name of County) County from DD/MM/YEAR to DD/MM/YEAR. As the Project Surveyor for this 4.8 mile Advance Surveying and Mapping project, Mr. SURVEYOR is responsible for all field survey activities, Control Survey Maps and Right of Way Maps. In addition, (Firm Name) is preparing a Design Survey for a portion of the project to support the proposed bridge replacement across Big Lake Roberts.

**Person's Role in Project:** Project Manager and Surveyor of Record

**Work Activities for this project:**

8.1 Control Surveying for 2 Months- Horizontal Control 1 Month and Vertical Control 1 month.

8.2 Design, Right of Way and Construction Surveying for 5 Months- Design Survey 3 months, Utility Locates .5 month, Section Retracement 1 month, and RW Monumentation .5 months.

8.4 Right of Way Mapping for 2 Months- - Development of Control Survey Map 1 month and Development of Right of Way Map 1 month.

## **Tips for Prequalification in Work Group 10 – Construction Engineering Inspection (CEI)**

Please refer to [Rule 14-75, F.A.C.](#) for detailed descriptions of each standard work type and requirements for qualification. In an effort to assist with a smooth review of your application for Professional Services Prequalification, we have provided helpful hints and resume samples to keep in mind when assembling the resumes for your firm. These tips and samples are gleaned from resumes that have been previously approved and are not an amplification of Rule.

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 firm's history or non-technical personnel.

### **Sample Resume**

John Smith, P.E.  
Fla. License No. 0123 (06/1995)  
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 – 01/1999-12/2002**

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 1 0' 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.

#### **SR 10 in Perry, Alabama – 01/2003-12/2006**

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.

#### **Category 10.3: Construction Materials Inspection SR- 2000 in Ace, Florida – 01/1999-12/2002**

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 three 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.

**SR 10 in Perry, Alabama – 01/2003-12/2006**

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.

**Category 10.4: Minor Bridge**

**Johns Bridge Over I-10 in Ace, Florida – 01/2000-12/2002**

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.

**SR 10 Over Little River in Perry, Alabama – 01/2003-12/2006**

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.

**Category 10.5.1: Concrete**

**SR 62 Over Muddy River – 03/1997-12/2002**

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.

**CR 99 Over I-10 – 10/1995-02/1997**

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.

**Category 10.5.2: Steel**

**I-10 / I-595 Interchange – 10/1993-02/1995**

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.

**SR 48 Over Big River – 10/1990-02/1993**

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.