

During the Design-Build Workshop several questions were submitted to the Panel related to the Design-Build Firms ability to and limitations that should be placed on “Work at Risk”. The following is issued by the Office of Construction as a follow-up to the discussion of this item.

Design-Build Firm "Work at Risk" - *The DB Firm may perform “work at risk” prior to the Department’s approval of the plans for which the work being performed “at risk” is based on signed and sealed plans that have been submitted to the Department for review and approval through the "Released for Construction" process.*

If a DB Firm works “at risk” by relying upon FDOT Design Standards for MOT for their traffic control, the Department will require that the engineering be done by the DB Firm and the signed and sealed traffic control plan be developed and submitted to the Department prior to beginning “work at risk”. The reason for requiring this to be done and not relying solely on FDOT Design Standards for traffic control is that the Standards cover a wide range of MOT scenarios and the DB Firm needs to have conducted the necessary engineering efforts for the TCP to have determined which of the Design Standards is appropriate and allowable for the given situation on the project. The Department will require that the Specifications Package be developed, submitted prior to the work commencing, or at a minimum, the specifications associated with the work intending to be done “at risk” be submitted.

As part of the working “at risk”, the DB Firm will be required to provide a minimum 5 days notice to the Department of its intended starting date for beginning “work at risk”.