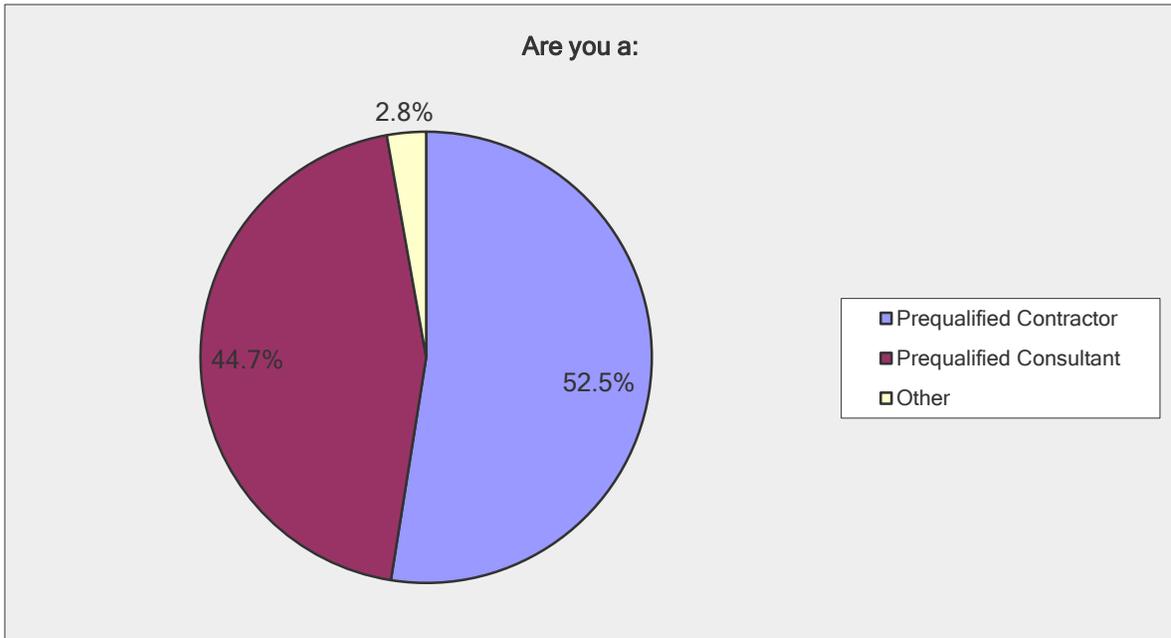


Design-Build Survey

Are you a:		
Answer Options	Response Percent	Response Count
Prequalified Contractor	52.5%	74
Prequalified Consultant	44.7%	63
Other	2.8%	4
<i>answered question</i>		141
<i>skipped question</i>		0

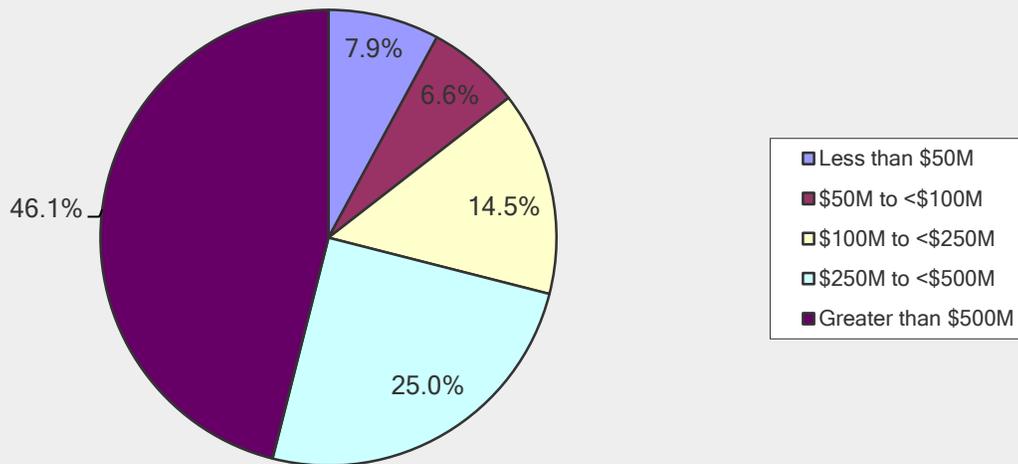


Design-Build Survey

If you are a prequalified contractor, is your bid capacity:

Answer Options	Response Percent	Response Count
Less than \$50M	7.9%	6
\$50M to <\$100M	6.6%	5
\$100M to <\$250M	14.5%	11
\$250M to <\$500M	25.0%	19
Greater than \$500M	46.1%	35
<i>answered question</i>		76
<i>skipped question</i>		65

If you are a prequalified contractor, is your bid capacity:

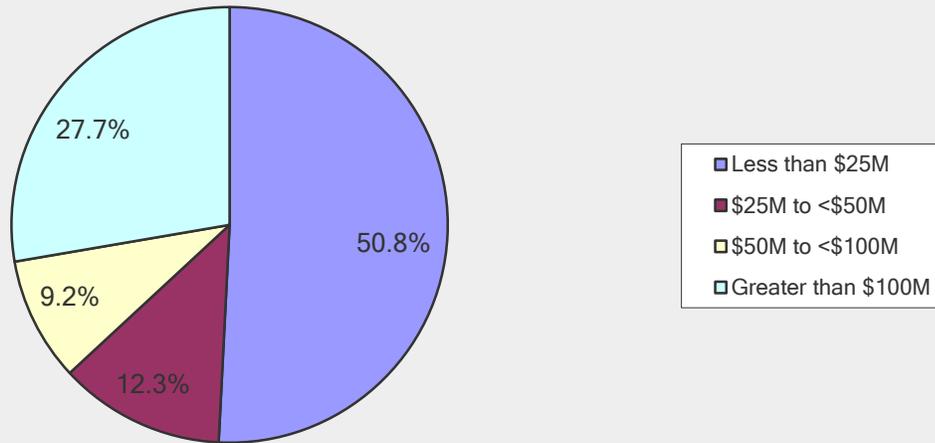


Design-Build Survey

If you are a prequalified consultant, are your design firm's design annual billings:

Answer Options	Response Percent	Response Count
Less than \$25M	50.8%	33
\$25M to <\$50M	12.3%	8
\$50M to <\$100M	9.2%	6
Greater than \$100M	27.7%	18
<i>answered question</i>		65
<i>skipped question</i>		76

If you are a prequalified consultant, are your design firm's design annual billings:

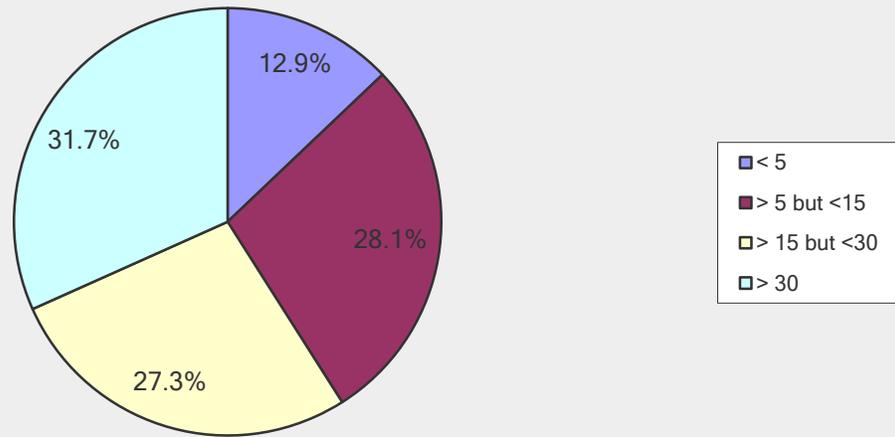


Design-Build Survey

On how many Design-Build (DB) projects have you submitted Letters of Interest?

Answer Options	Response Percent	Response Count
< 5	12.9%	18
> 5 but <15	28.1%	39
> 15 but <30	27.3%	38
> 30	31.7%	44
<i>answered question</i>		139
<i>skipped question</i>		2

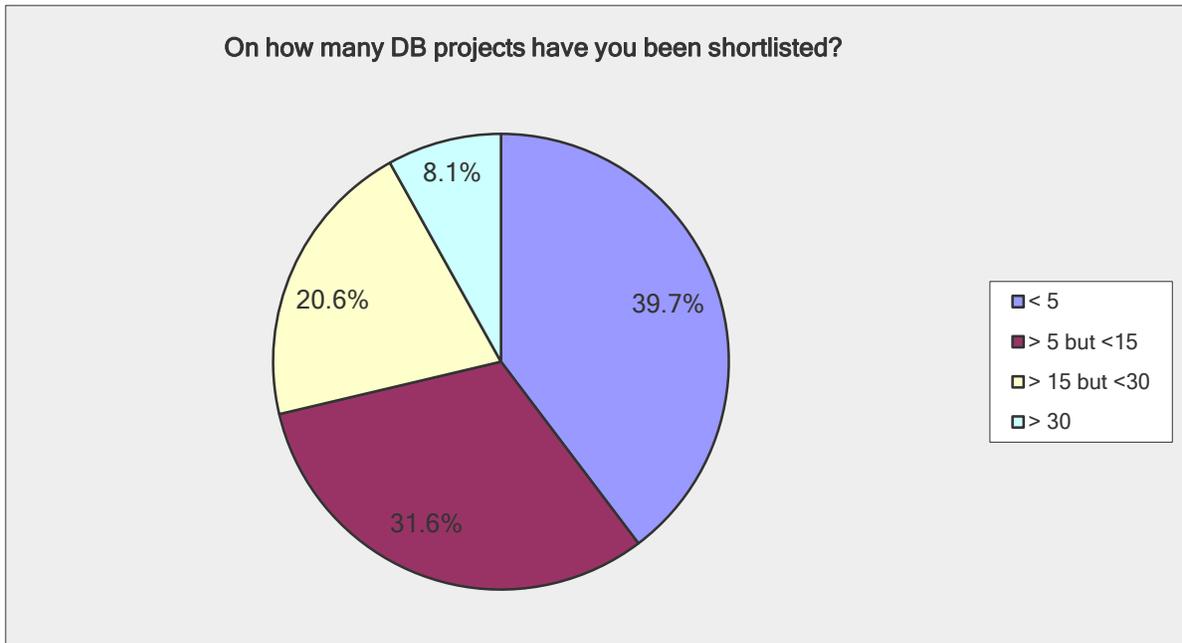
On how many Design-Build (DB) projects have you submitted Letters of Interest?



Design-Build Survey

On how many DB projects have you been shortlisted?

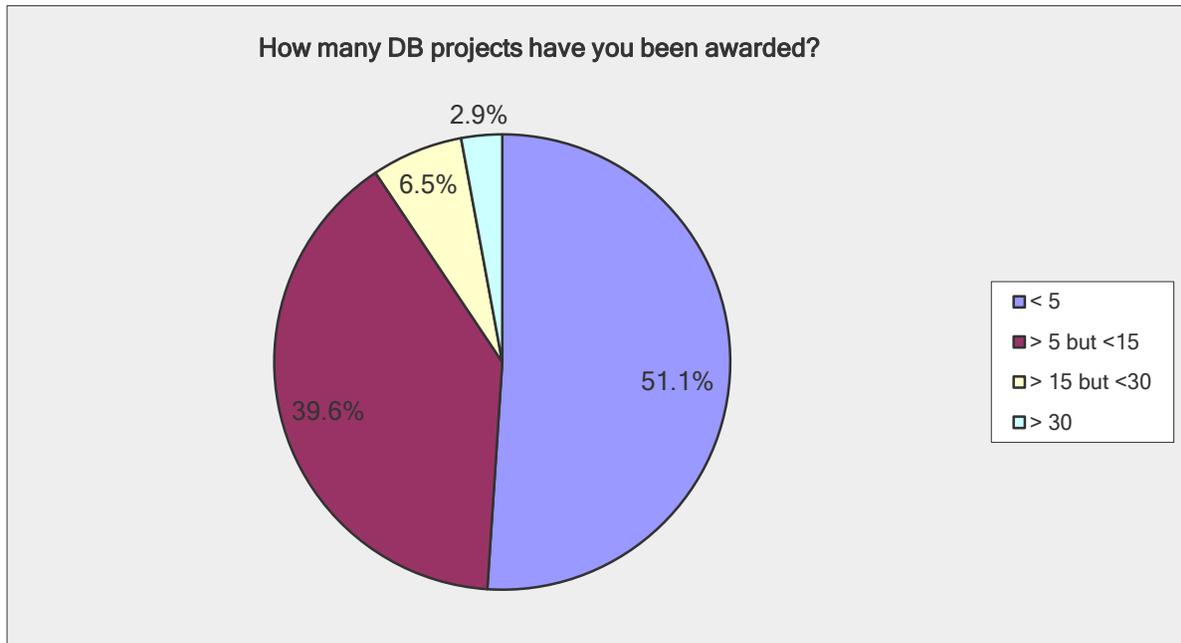
Answer Options	Response Percent	Response Count
< 5	39.7%	54
> 5 but <15	31.6%	43
> 15 but <30	20.6%	28
> 30	8.1%	11
<i>answered question</i>		136
<i>skipped question</i>		5



Design-Build Survey

How many DB projects have you been awarded?

Answer Options	Response Percent	Response Count
< 5	51.1%	71
> 5 but <15	39.6%	55
> 15 but <30	6.5%	9
> 30	2.9%	4
<i>answered question</i>		139
<i>skipped question</i>		2

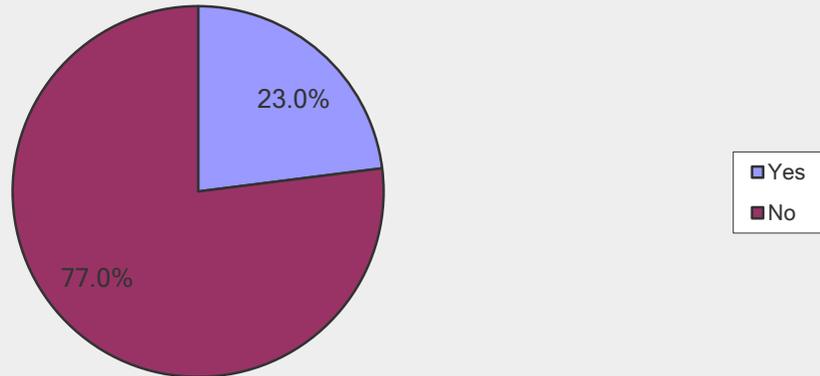


Design-Build Survey

For DB projects in the 50M-75M range, FDOT averages 8 letters of interest (LOI). For projects in the 75M-100M range, FDOT averages 5 LOI's. Given these numbers, do

Answer Options	Response Percent	Response Count
Yes	23.0%	32
No	77.0%	107
<i>answered question</i>		139
<i>skipped question</i>		2

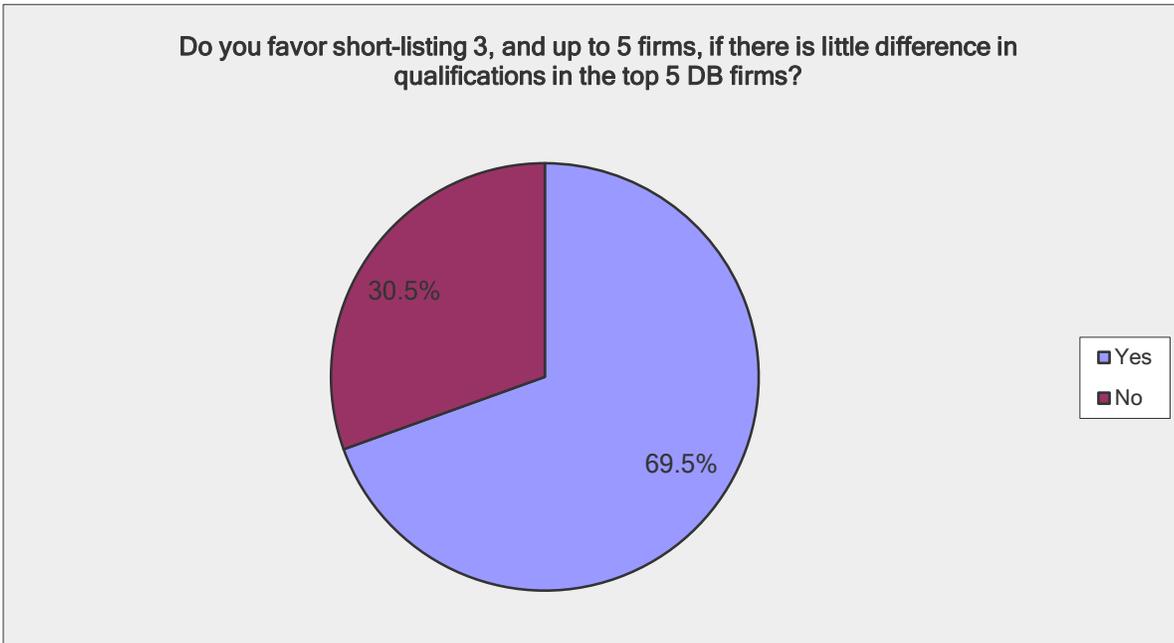
For DB projects in the 50M-75M range, FDOT averages 8 letters of interest (LOI). For projects in the 75M-100M range, FDOT averages 5 LOI's. Given these numbers, do you favor short-listing all DB firms if the number of LOI's are 8 or less?



Design-Build Survey

Do you favor short-listing 3, and up to 5 firms, if there is little difference in qualifications in the top 5 DB firms?

Answer Options	Response Percent	Response Count
Yes	69.5%	98
No	30.5%	43
<i>answered question</i>		141
<i>skipped question</i>		0

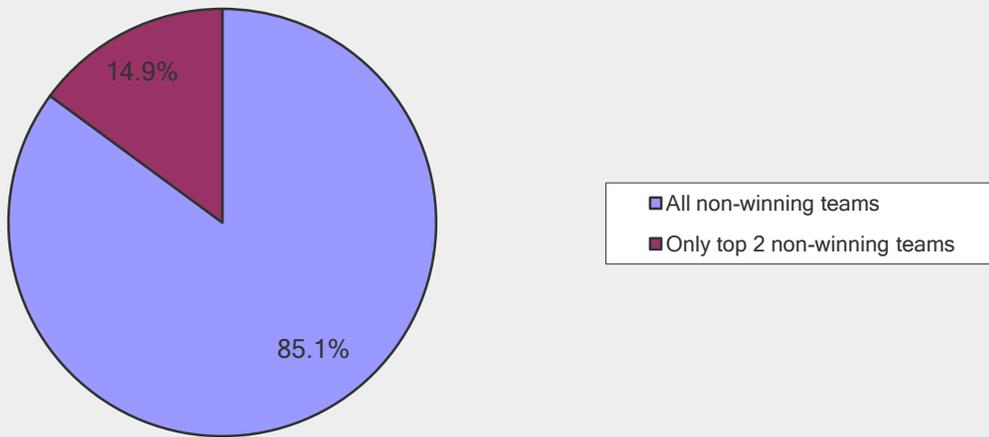


Design-Build Survey

If the FDOT shortlists more than 3 firms, should stipends be paid to all non-winning teams or only the top 2 non-winning teams?

Answer Options	Response Percent	Response Count
All non-winning teams	85.1%	120
Only top 2 non-winning teams	14.9%	21
<i>answered question</i>		141
<i>skipped question</i>		0

If the FDOT shortlists more than 3 firms, should stipends be paid to all non-winning teams or only the top 2 non-winning teams?

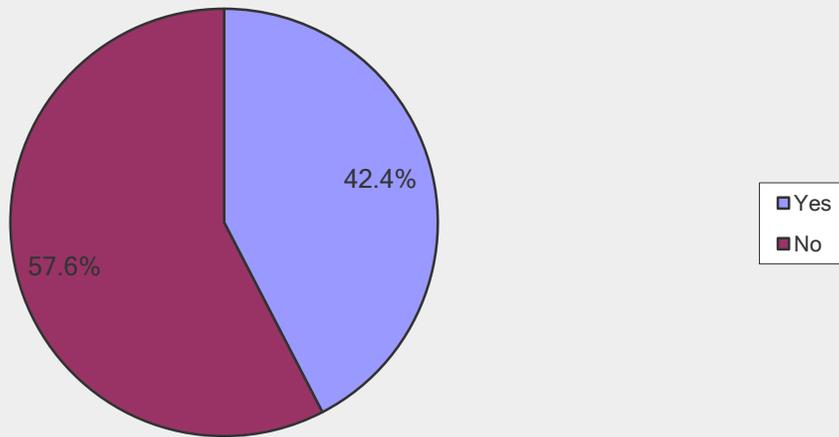


Design-Build Survey

Do you favor removing joint experience, as used in the RFP, as one of the criteria for short-listing DB firms?

Answer Options	Response Percent	Response Count
Yes	42.4%	59
No	57.6%	80
<i>answered question</i>		139
<i>skipped question</i>		2

Do you favor removing joint experience, as used in the RFP, as one of the criteria for short-listing DB firms?

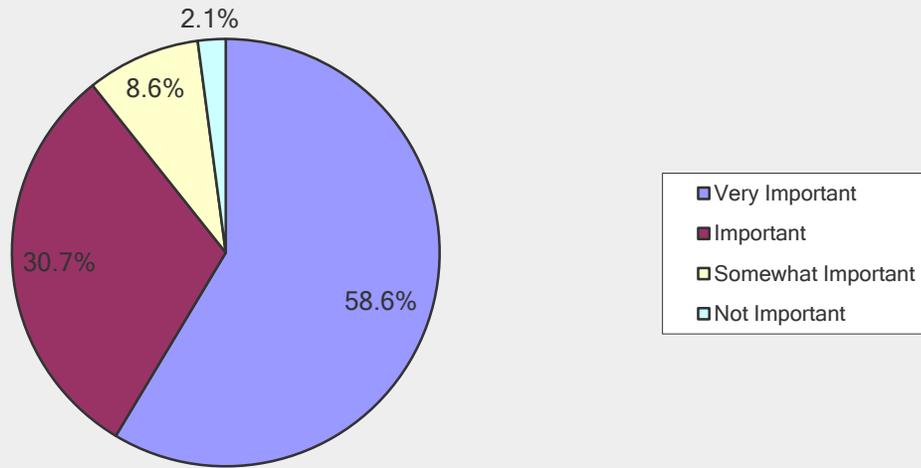


Design-Build Survey

How important is experience of the DB firm member when deciding with whom to join forces?

Answer Options	Response Percent	Response Count
Very Important	58.6%	82
Important	30.7%	43
Somewhat Important	8.6%	12
Not Important	2.1%	3
<i>answered question</i>		140
<i>skipped question</i>		1

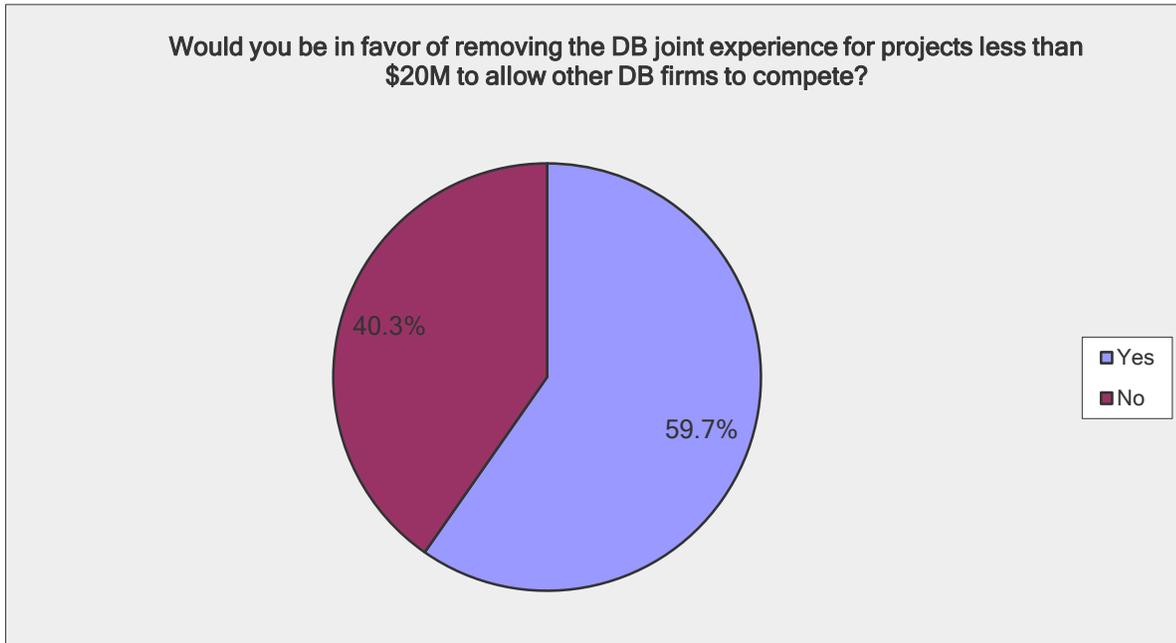
How important is experience of the DB firm member when deciding with whom to join forces?



Design-Build Survey

Would you be in favor of removing the DB joint experience for projects less than \$20M to allow other DB firms to compete?

Answer Options	Response Percent	Response Count
Yes	59.7%	83
No	40.3%	56
<i>answered question</i>		139
<i>skipped question</i>		2

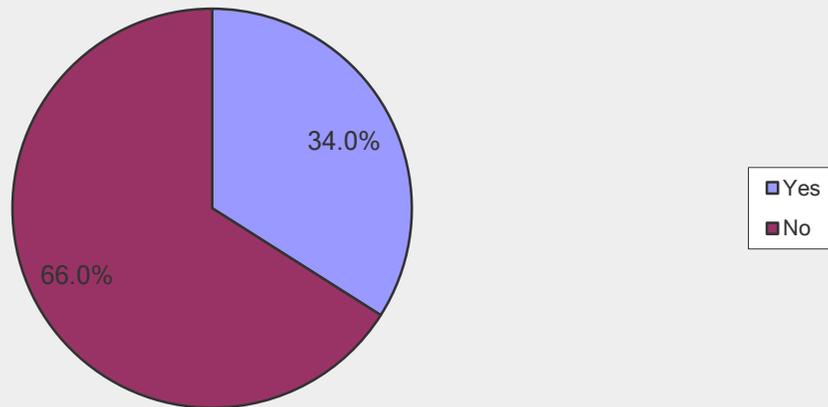


Design-Build Survey

As part of the shortlist criteria, should we consider equipment, asphalt or concrete plants, adjacent work nearby, etc. (reduced mobilization)?

Answer Options	Response Percent	Response Count
Yes	34.0%	48
No	66.0%	93
<i>answered question</i>		141
<i>skipped question</i>		0

As part of the shortlist criteria, should we consider equipment, asphalt or concrete plants, adjacent work nearby, etc. (reduced mobilization)?



Design-Build Survey

Considering the Department's current evaluation criteria for DB projects and your experience with Design-Build, in your opinion which of the criterion provide the most/least value to reviewers/proposers?

Answer Options	Most Value Reviewers	Least Value Reviewers	Most Value Proposers	Least Value Proposers	Most Value Both	Least value Both	Response Count
Approach and Understanding of the Project	22	10	23	1	103	1	135
Organization and Staffing Plan	38	12	16	20	56	23	132
Environmental Protection/Commitments	37	15	10	27	46	27	128
Maintainability	58	9	16	27	40	14	129
Value Added	46	15	17	23	46	22	131
Schedule	26	8	29	4	85	3	131
Coordination	21	16	19	16	67	21	131
Quality Management Plan	30	11	6	23	48	38	129
Maintenance of Traffic	21	8	20	4	97	2	130
Aesthetics	43	13	6	31	17	51	127
Design & Geotechnical Services Investigation	17	17	30	8	74	14	131
Construction Engineering Inspection (CEI)	25	12	3	31	29	57	129
Construction Methods	13	28	46	7	58	17	133
Landscaping	23	17	0	28	10	79	131
<i>answered question</i>							138
<i>skipped question</i>							3

Top five selections for each category shown in RED

Design-Build Survey

Comments/Suggestions on FDOT's Design-Build process.		
Answer Options	Response Count	
	answered question	81
	skipped question	60
Number	Response Date	Response Text
1	Nov 1, 2011 12:44 PM	There are too many of the same companies being shortlisted on projects. The FDOT needs to spread the opportunities to other companies.¶ The present method gives the appearance of "the good old boy system"¶ There are also too many smaller projects going design/build that could very easily be hard bid projects.
2	Oct 31, 2011 9:05 PM	The best value of Design Build Projects is cost saving innovative alternatives. The ATC process is beginning to help DB firms to bring cost saving concepts to the table and hash them out prior to the proposal and pricing stage and save the tax payers extensive amounts of money in the process.
3	Oct 31, 2011 8:43 PM	The Department is going backward allowing all shortlisted teams to submit a proposal. Contractors and Designers put a tremendous amount of time & money into design build pursuit. There needs to be a higher probability of success to offset the increased risk and expense of pursuing design build projects.¶ ¶ The Department should assign a champion to each d/b project who should prepare a spreadsheet highlighting each of the proposals attributes and design solutions to assist in the scoring.
4	Oct 31, 2011 7:27 PM	The process needs to be consistent. ¶ 1) If the RFP states that it is required then it must be in the bid in order to be responsive.¶ 2) The evaluation committee must be a group that is going to add value and make a difference. Proposal scores have been coming in too close making the process a low bid DB job which costs a lot of money.¶ 3) Allow that ATC process to work. If a contractor has an innovation then let them keep it and don't share it with all other firms.¶ 4) The shortlisting process must work. You are either shortlisted or not. The current new process can not be left in place.¶ 5) The document requirements need to be streamlined for the proposal phase. There is too much effort needed at an early stage that costs the DB firms un-needed cost.
5	Oct 26, 2011 8:11 PM	NC
6	Oct 25, 2011 5:04 PM	This questionnaire does not account for the "low bid" design-build project.¶ Our suggestion is that: ¶ 1- All adjusted score projects should be open to all teams that submit a responsive LOI. A stipend should be awarded to non-winning teams that present competitive proposals that get graded and accepted prior to the opening of the price package.¶ 2- That the department put out more "low bid" design-build projects with well defined (non-ambiguous) scope of work in the RFP that get awarded to the contractor that bids at or just below the average of the bids submitted. On these types of bids, when seven or more bids are received the high and low bids can be discarded.
7	Oct 24, 2011 12:33 AM	The new process of disregarding the short list is a shame for the Department, tax payers and ALL Florida residents. Such lack of "prequalification" criteria allows for any out of state/ international firm/ firm(s) to underbid a project and "steal" a project. Out of area engineers/contractors will not be familiar with FDOT requirements and could unrationally price a job. Additionally, opening the market would JEOPARDIZE Florida jobs NOT create them! Successful out of area firms will NOT hire locals (perhaps for labor jobs) but rather bring in teams of management from out of area. How any one could consider this in the best interest of Florida is a tragedy!
8	Oct 19, 2011 8:34 PM	The poor engineers that actually do the design work and are the one's signing and sealing the plans and calculations are always in an uncomfortable situation, particularly with mid to large size firms. Corporate higher ups are interested in chasing fees only with very little thought given to how the work will be done, should they be on the winning design-build team. They also conveniently ignore the fact that the Design Groups of their companies are also pursuing conventional design-bid-build work with the FDOT and that maintaining good relationships with FDOT staff is important when it comes to being selected for future work. Contractors, as usual, want to do the work as cheaply and quickly as possible, and because even if they pursue conventional design-bid-build projects where low bids are the only deciding factor, contractors have little incentive to establish/maintain relationships with FDOT Design and Production Staff. The engineer of record is continuously having to balance the needs/desires of the Department of Transportation (safe, efficient, maintainable roadways) with the demands of his/her company management (i.e. making a huge profit), and the desires/demands of the contractor (making a huge profit).
9	Oct 19, 2011 7:07 PM	The DB method is good but should not be preferred delivery method. Based on some of the technical scores it appears that some of the reviewers are trying to favor one DB team by really downgrading others.¶ ¶ Please keep the current theme of short-listing only 3-5, we don't want to spend \$250,000 per pursuit to only have the reviewers downgrade us if we weren't in the original top 3.
10	Oct 19, 2011 1:31 PM	The Department should limit the number of short-listed firms to a maximum of 4.¶ ¶ Added consideration should be given to firms who routinely provide services to the District where the project is located and have local resources to support the needs of the project.¶ ¶ The Department promotes innovation so firms should not be penalized in their Technical Score for providing innovative design or construction concepts. If the TRC members are not in favor of the concepts they should communicate their concerns during the Q&A session and ask the DB Team to re-think their approach. This would allow the D/B to re-consider the ideas and make revisions in their written responses to the questions.
11	Oct 18, 2011 7:10 PM	Do NOT implement Ananth's latest scheme for allowing "Non-Shortlisted" firms to submit a D/B Proposal and Price, UNLESS there is a very large and clear scoring penalty given to the "Non-Shortlisted" D/B proposers (or a very large and clear scoring advantage given to the shortlisted proposers). If there is no penalty given, this scheme would make a farce out of FDOT's current D/B procurement system, by effectively turning all D/B projects into nothing more than low-bid projects, with multiple bidders. The shortlisting process should allow FDOT to narrow the field of potential bidders to just the best ones, not open the door to all bidders. If not, why bother shortlisting?
12	Oct 18, 2011 6:40 PM	The current format of only shortlisting firms who have previous design build experience working together does not provide opportunity for firms to gain experience
13	Oct 18, 2011 4:43 PM	The FDOT's process has been one that other DOT's have used as a model. Changes to the program to allow more proposers or to increase perceived competition would only serve to downgrade an already strong system.¶ ¶ I sat on the Task Force that helped mold the process and establish the guidelines and modifications simply to appease those with sour grapes about not making the shortlist is a disservice to those who worked so hard on the process.
14	Oct 18, 2011 11:22 AM	Shortlisting needs to be qualification based only! Local or District experience is currently not a factor and should not be a factor. Experience anywhere in FL or in other states should be acceptable.

- 15 **Oct 17, 2011 7:27 PM** Placing a lot of emphasis on the team's past joint work experience is over rated. There are many well qualified and experienced Designers and Contractors that would make a great team that may not have jointly worked together on past Design Build Projects. Many teams are stretching their past work experience of working together, having both touched the project in some way, to create the perception that they have a past working relationship together to meet this part of the RFP criteria.
- 16 **Oct 14, 2011 2:46 PM** The graders for each project are the biggest variable in the scoring process. If there were a more uniform scoring system with pts/section broken down into subcategories with assigned point values for meeting requirements and intent of RFP rather than as vague as leaving the scoring pts/section up to the OPINION of a particular person. Another consideration should be have a minimum of five graders to allow for a true average. The opinion statement above directly correlates with this idea. For example, a team with the highest scores from 3 graders then gets 1 grader with a strong opinion on how they prefer something and he/she penalizes the score of that team, greatly affecting that team's average score and potential to win or lose the job. The true average would be if there were a minimum of five graders and the high and the low grades for each team were disregarded, giving a more representative average of scores for each respective team.
- 17 **Oct 14, 2011 1:15 PM** Frequently there is at least one grader who appears to be "off course". I suggest consideration be given to having 5 graders and eliminating the high and the low scores in order to provide a more level and fair evaluation. I also believe the evaluation/point system needs to be revamped. I believe the D/B process has come a long way, we just need to improve upon that which we have learned/realized to-date.
- 18 **Oct 12, 2011 6:52 PM** I have the following comments and recommendations.
 1.) Shortlisting on DB Projects has led to better cooperation between Contractors and FDOT and this has led to much better performance and successful projects. I don't believe that FDOT should let all Contractors (even up to 8) compete on DB Projects as good past performance and experience should matter. FDOT wants successful jobs and the shortlisting process provides this benefit.
 2.) On smaller projects, the cost to pursue a DB project is higher on a percentage basis than on larger projects. For small projects (less than \$20 million), it is my opinion that FDOT should shortlist 3 firms as the standard with a maximum of 5 if the teams have similar ratings.
 3.) For mid-size projects (\$20M to \$100M), it is my opinion that 4 firms would provide the best value for FDOT with the possibility of increasing to 5 firms if there are five good teams.
 4.) For large projects (Greater than \$100M), FDOT can obtain substantial cost savings by adding the 4th and 5th team as good ideas can lead to savings of \$5, \$10, or even \$50 million. In addition, on large projects, FDOT is currently getting 5 well qualified teams. I would recommend shortlisting 5 firms on all major projects if FDOT has 5 good teams
- 19 **Oct 10, 2011 12:48 PM** I would only shortlist three firms on major projects. It costs a lot of money to propose on a design build, much more than the stipend. If the odds of winning are 33%, it is much easier to justify the expenditure than if the odds are 20%. Also, low bid design build is really not design build in that the engineer is purely a commodity at that point. Experience working together should not be a scoring factor as the industry does not have enough experience and it is an impediment to many good teams. Probably the biggest benefit would be to better define the review process for design build plans.
- 20 **Oct 7, 2011 8:34 PM** 8 - We prefer 3 firms to be shortlisted and certainly no more than 4. D/B proposals are very expensive, and the short list is our incentive to put forth the time, effort and cost of submitting D/B proposals.
 9 - Stipends need to be paid to all non-winning teams. This helps to offset the significant cost of submitting proposals, limits teams short listed by FDOT to minimize the cost of stipends and eliminates any issues about the ownership of ideas included in submitted proposals.
 11 - This question is not clear to us.
 13 - Plants and resources close to a project should be considered like other factors, but should not result in an automatic short listing.
 14. This question was hard to answer. The importance could be different for different projects; it is hard to answer all of these from the perspective of the reviewer. We do feel that the value of a quality management plan is limited since all teams will have a plan; the winner will have to submit a plan for approval; there will typically be minimal difference between the plans for the various teams.
 We understand that this survey is anonymous. However, this could also result in some firms submitting multiple responses to the survey, which could sway the outcome of the survey.
- 21 **Oct 7, 2011 7:12 PM** Question 14 above is really confusing and the answers may not address the intended concerns of the department.
 In general, we strongly feel that the shortlisting and proposal scoring has been haphazard, political, preferential and parochial that fed more and more projects to a selected set of contractors and consultants. This phenomenon has shut a significant number of consultants out of contention.
- 22 **Oct 7, 2011 12:38 PM** for the LOI, At a minimum, increase the page limit to 6 / double side, set margins at min. 3/4" and min. 11 pt font
 FDOT can help the process by providing more effective / targeted feedback to teams that are not shortlisted
- 23 **Oct 6, 2011 9:09 PM** 14 is confusing
- 24 **Oct 5, 2011 9:35 PM** Did not understand question 14.
- 25 **Oct 5, 2011 2:18 PM** FDOT needs to allow more innovation as opposed to being so dogmatically rigid in RFPs. FDOT also needs to allow more flexibility in permitting times.
- 26 **Oct 5, 2011 1:33 PM** 4 should be the max on shortlist. Question 14 makes no sense to me. If you ask for most and least value then it cannot apply to 14 different topics. You could rank them from 1-14 in value starting from most to least. Submitted by Bob Graham
- 27 **Oct 5, 2011 1:21 PM** We need minimum requirements for the Design/Build criteria package for major projects to include: ROW surveys, permits (at least applied for), geotechnical information (borings for bridges), clearly defined aesthetic requirements, etc.
- 28 **Oct 5, 2011 12:37 PM** Short list firms with assets/resources near the projects ie personnel, asphalt plants, etc
- 29 **Oct 4, 2011 9:00 PM** It is not realistic to judge the team on joint experience. Each member of the team may have great qualifications, but have not worked on a DB together. How can they work together if they dont get short listed because they never have?
 It seems that the the short listing and scoring has become more political that it used to be. No one on the scoring committee could be on a jury.
 Seems like a token out of townner is getting short listed on most projects. This normally is a waste of a spot, and does not help the local economy
- 30 **Oct 4, 2011 8:05 PM** * Support the shortlisting of 3-4 bidders, not 5.
 * Support the stipend for any unsuccessful bidders.
 * Support the adjusted score grading, but District leaders should review graders results to eliminate inconsistencies.
- 31 **Oct 4, 2011 3:01 PM** To eliminate one reviewer's scoring from swaying the outcome I suggest that ALL Design-Build projects utilize a Five Reviewer system. As commonly done in statistical evaluations, the high score and the low score would be dropped and the other three used in the final calculation. This would provide a more fair and unbiased score.

- 32 **Oct 4, 2011 1:39 PM** In the Technical Proposal and Price, the % distribution of scope of work for each team member [i.e., designer, geotech, survey, environmental, etc.] should be included as a requirement of FDOT RFP; AND! In the Price Proposal, the % distribution of the proposed price for each company/consultant should be included as a requirement of FDOT RFP and FDOT should award the contract to the contractor indicating the consultants to be used for the project and their % fees.!!
It has happened twice with us, that after using our name, resumes and price the contractor/prime consultant has not given us any work scope & fees. Sometimes the small consultants are used during the technical proposal and price; then they are 'kicked out' of the actual projects after winning the project. We believe that FDOT is awarding the project to the team, and hence should make sure that each member gets its share of the scope and fees.
- 33 **Oct 3, 2011 6:36 PM** Low bid process should eliminate much of the technical proposal requirements.!!
On combined score and price, try to simplify the proposal process to minimize costs to proposers when possible.
- 34 **Oct 1, 2011 2:42 AM** Difficult to rank the items in #14 since D/B projects can include an extremely wide variety. Some of the items might be ranked as the most important on one project while being the least important on another. Overall, rather than using a once size fits all criteria, each project should be evaluated based on its own objectives. The reviewers should be aware of how many dollars each point is worth and consider how much extra they would be willing to pay for any particular item when scoring that item,
- 35 **Sep 30, 2011 8:18 PM** The D/B process is different for low bid versus adjusted score proposal. My answers to Question 14 would be different depending on which evaluation process is used.
- 36 **Sep 29, 2011 9:37 PM** The decision for two firms to team for a Design Build should be respected by the reviewers. There is a lot of risk associated with Design Builds and if a contractor and designer feel their union is right for a project, it should not be further scrutinized by FDOT on the grounds of their previous working relationships. In some cases contractors are teaming with design firms, not because they are the best suited for the project or they have the available expertise, but rather because they have a working relationship. While this allows the team to get shortlisted it will not lead to the best team for the project.
- 37 **Sep 29, 2011 8:07 PM** The Department could state up front the design fee associated with the project (Based on the wealth of information available for the cost associated with many similar projects. This would make it the same for all bidders. The Department could also contract directly with the design professional to pay them instead of through the contractor.
- 38 **Sep 29, 2011 7:41 PM** The criteria presented above in (14) is highly dependent upon the project. The d/b process remains, for the most part, governed by cost as dictated by the contractor. The value the consultant brings is to reduce the cost for the contractor and is most times not reflected or indicated in the scoring to a sufficient degree to impact the adjusted score. !!
Opening the shortlist to every firm allows the less qualified teams to provide inferior products and degrades the overall process.
- 39 **Sep 29, 2011 6:34 PM** Budgets are more tight in the private sector than with the Department. It costs a lot of money to put together these elaborate Technical Proposals; more than what's offered in the stipend. Shortlist 3-5 and pay them all a stipend.
- 40 **Sep 29, 2011 6:12 PM** I suggest the FDOT consider work experience outside of the FDOT and specifically the District. Current work on hand should be taken into account along with the proposed team - Contractor/Designer and their experience together is invaluable, wherever it may have occurred within the organization.
- 41 **Sep 29, 2011 3:45 PM** As a consultant the amount of plan work we are required to submit is too much. If we could just turn in a roll plot of the project and cross-sections that would be adequate. We should only have to turn in enough so our contractor can bid the project. The amount of work we are doing on the plans is not needed for bidding the project only for the reviewers at FDOT. If the FDOT has questions after we deliver the roll plot and cross-sections, that is what the Q&A is for. The requirements on the plan submittals is excessive and needs to be reduced.
- 42 **Sep 29, 2011 2:22 PM** The DOT should drastically limit the use of DB to only the type of projects where there is very little DOT mandated features. i.e. the more limits DOT places on the design, the less it should be a DB. For example, a proper use of DB is to build a bridge over the intracoastal carrying four lanes of traffic, period. Let the DB team perform/decide everything else. The DB concept should never be used on a project such as existing road or bridge widenings, mill and resurface or any project where true innovation cannot be fully realized.
- 43 **Sep 29, 2011 11:35 AM** Question 14 was confusing - I answered how each section adds value to the process in my opinion.
- 44 **Sep 28, 2011 10:01 PM** 4 should be the maximum number of shortlisted firms, given the requisite investment on the part of the contractor. !!
The Department should also consider adding some "curable defect" language to their proposal evaluation process; if a clearly clerical or procedural error surfaces in a proposal, say a page that was clearly omitted during the printing process, the Department should have the latitude to contact the proposer and provide them with the opportunity to correct it. The cost associated with preparing these proposals is significant, and involve staffing from both the contractor and designer - we shouldn't be penalized or be scored poorly due to a minor, repairable issue. Thanks
- 45 **Sep 28, 2011 9:04 PM** ATC process should not be utilized by the FDOT to create a "level playing field" thru the issuance of addendum. The team that has the best ideas given the design criteria established in the RFP should be able to provide a design that meets that criteria and not have their ideas/innovations create additional addendums that could allow other teams to gain insight into our design approach.
- 46 **Sep 28, 2011 8:45 PM** 1. DOT's evaluations often seem to be heavily influenced by the "personalities" (individuals and/or organizations) involved in the design-build team. Yes, the perception is that the Department "has favorites".!!
2. Why only eliminate DB experience below \$20-mil?
- 47 **Sep 28, 2011 8:19 PM** Every district should be handling selections in a very similar manner.
- 48 **Sep 28, 2011 7:58 PM** I think that the Department is doing a good job overall in administering the important DB process. The Central Office should share best practices between the Districts to shorten the learning curve for FDOT personnel that are new to this contracting method.

- 49 **Sep 28, 2011 7:53 PM** The process is tremendously expensive for the DB Teams. Shortlisting more than three promotes a significant waste of time and money for the proposers on the bubble of the shortlist. While the tech review and selection committee may see little difference in the top "5" firms, the grades rarely will reflect this. Why make others burden the expense, which can easily be in the hundreds of thousands of dollars?¶
The worst thing the Selection Committee can do is add team(s) beyond the Technical Committee's recommendation. The TRC continually says they do not have time to read 3 proposals. Why burden them with 5? It only results in less of a review and less objective grading. ¶
¶
Please stop asking for the QMP. NO ONE reads it!¶
¶
Please stop grading the schedule on the fewest number of days. Reward the firm that has the best achievable schedule based on logic and availability.¶
¶
Please stop believing that the same Construction PM can actually work on several different DB's in multiple Districts simultaneously. Do your homework and get commitments. Ask this question.¶
¶
Please educate the graders on the grading of the process. Make them read the proposals AND review the plans or DO NOT put them on the TRC as a grader. Too often we are told that they do not have time and it's evident in Q&A and scoring.¶
¶
Standardize the grading process with spreadsheets that are consistent in the evaluation. Too much subjectivity for what's at stake.¶
¶
Make the grading count more. Use a 1000-point system and not 100 points to allow for fair separation in the grading when warranted. If it's only 100 points, each point is worth \$500,000 on a \$50 million project and the reviewers purposely keep the grades close to insure that cost is the overriding selection criteria.¶
¶
- 50 **Sep 28, 2011 7:49 PM** Only place what the FDOT does not want in the RFP. Being clear on this is very important.¶
Find a way to hold the responsibilities and risks of the engineer in higher regard. The engineers spend the most proportionate amount of time preparing RFP's, have the most at risk as a percentage of fees, required to meet ridiculous schedules, and have little to no control on the outcome of the selection due to the weight of price (of which our fee is part of the low bid). However, we are still required by law to protect the health, safety, and welfare of the public with our designs. I understand the idea of the process to get the projects built faster, but it appears to be more at the risk and expense of the engineer more than anyone else.
- 51 **Sep 28, 2011 7:24 PM** More emphasis should be given by reviewers to differentiate technical scores between proposers MORE when there is a clear and VAST difference between proposers and differentiate LESS when there is only a nominal difference. I have seen the opposite applied too many times (no differentiation when there are vast differences and huge differentiation when there are nominal differences) and it always ends up hurting both parties (Owner and Contractor). For example, the contractor loses large sums of money because the "bought the job" and/or the Owner ends up paying more because a nominal difference does not ensure low bid still wins.¶
¶
After award, all parties (Owner, CEI, Contractor, Consultant) should really focus on the correct contractual relationship when communicating and executing the project. The correct flow is a linear path as defined above - Owner to CEI to Contractor to Consultant and vice versa. Consultants are used to talking directly with the Owner and vice versa, but this cannot happen. It has to flow per the contractual relationship. It is not Design-Bid-Build.
- 52 **Sep 28, 2011 6:49 PM** Design Build Should be the Department's Procurement Method of Choice it saves time, money, and increases Innovation. In my opinion very few agencies have the capability of running Design Build Projects, FDOT is one of those agencies and should take full advantage of what Design Build has to offer. It is a learning process but we have come a long way in Florida. Not all projects can be design build as this is obvious, but the evidence is clear, FDOT has the resources, the engineering community with the expertise and the building industry that has the know how. Take full advantage of it. I am very proud of my State when it comes to how we do things.
- 53 **Sep 28, 2011 6:33 PM** The ATC process as currently implemented by District 2, seems to be a vehicle for sharing cost saving measures developed by one proposer with the rest of the teams in order that all proposers develop similar designs, thus providing a disincentive to innovation.¶
In general, after award and execution of a project, it would be helpful if DOT staff would correspond through the correct channels (ie. the Contractor PM) rather than corresponding directly with the EOR.
- 54 **Sep 28, 2011 5:40 PM** The Department's DB procurement process is not perfect, but it is good and there are current measures being addressed right now to improve it. I hope this survey does not cause the Department to completely revise a fairly decent process.
- 55 **Sep 28, 2011 5:39 PM** Add a life cycle costing model as part of the evaluation process!¶
Increase stipends!¶
Keep finance components with large projects. Cost of financial closing can be prohibitively expensive
- 56 **Sep 28, 2011 5:01 PM** Unfortunately, D/B is one of the only ways that non-DBE's and Non-MBE's can get FDOT work.
- 57 **Sep 28, 2011 4:38 PM** a schedule should not be required, as it is not required in Design/Bid/Build. the contractor should only have to submit the number of days to complete the job. Full blown schedules take a lot of time and energy and should not be required for the bidding process.

58

Sep 28, 2011 4:24 PM Value Added

The Value Added Section needs to be a points based matrix wherein the proposer can determine what is in his best interest, cost/risk versus technical points. Typically an RFP will have value added items which have to be covered by the proposer. However, there is always a "wish list" of items (such as roadway features, roadway drainage systems, approach slabs, superstructure, concrete defects etc.) that is included in most RFPs. The "wish list" is not mandatory and it is usually up to the proposer on which items to cover. Warranting items from the "wish list" may or may not lead to technical points. It is entirely up to the FDOT reviewer to determine how many points to issue (up to the maximum for the section) based on the proposer's commitment to provide extended warranty durations and/or "wish list" warranty items. While issuing technical points during the review process, it is too subjective in having a reviewer determine which one of the proposers is providing more or less value added items and/or extended warranty durations to the FDOT.

Warranting required value added items from the RFP for an extending duration once the project is complete is a cost component for the proposers. Subsequently, warranting additional "wish list" items carries a greater cost and carries more risk. However, this cost/risk may be offset if it translates to more technical points on the proposal. Consequently, the cost/risk may be too great and it may not be worth warranting "wish list" items or providing extended warranty durations. A points based value added approach will allow the proposer to better evaluate the cost/risk versus technical points, and the subjectivity of the reviewer will be completely eliminated.

Schedule

In most districts, FDOT reviewers reviewing the technical proposal determine the amount of technical points to issue (up to the maximum for the section) for the project schedule. On most RFPs, there is no criterion as to what the technical points differential should be amongst the proposers when evaluating schedule durations. Again this is an area where subjectivity comes into play when issuing technical points.

District 5 has an excellent method for evaluating the proposers' schedules. It is a sliding point scale wherein the maximum duration bid equates to zero points and with the minimum allowable duration translating to the maximum points (usually up to five). This method completely takes out the bias of the reviewer. This method in evaluating the schedule should be adopted by all the FDOT districts.

FDOT Technical Proposal Reviewers

59

Sep 28, 2011 4:05 PM

Question 14 couldn't have been any more confusing! Make the as-builts the responsibility of the CEI. Make every possible attempt to eliminate risk from the projects by securing permits and adequate right-of-way in advance. Make sure the District design offices are educated on design-build procedures so that preferential practices are eliminated. RFP's need to be better written - often vague. Consider using DRB boards (or someone) for reviewing RFP's in advance of releasing them to potential bidders.

60

Sep 28, 2011 3:46 PM

FDOT should offer stipends to all firms asked to submit a technical proposal and who satisfy the minimum requirements of the RFP. All shortlist regardless of project size should be a max of four teams, three preferred, largely due to costs on the D/B team side. Best practices should be rewarded and design innovations encouraged, especially costs saving ideas that add value. The Department needs to deduce the burden placed on successful bids for unforeseen conditions and cost overruns. Eventually this practice will be challenged legally. Be prudent and fair with the selected teams.

61

Sep 28, 2011 3:35 PM

When FDOT selectors grade the proposals, value offered becomes non or nil due to their feelings towards to proposers. I think they should have a second valuation, as they say in football "~~~~~ upon further review ~~~~~"

I don't think they ever consider 1 point being equal to 1% of total value. If you find 5% is the price you willing to pay for having joint experience on a job worth \$100 mil that is \$5 mil and total nonsense.

There are many items that causes problems that FDOT must consider its worth. Most irritating factor is when they award a job for ideas that was not in scope or against the scope. Those are deal breakers.

especially proposed item cannot be permitted and Contractor gets extra reward for under bidding the job when it comes out they cannot get permit for what they proposed

62

Sep 28, 2011 3:24 PM

It seems that the ATC process as of late has taken a turn for the worse in my opinion. During the last couple pursuits, it seems that the ATC meetings have been used by the department to gather innovative concepts from the shortlisted teams. It appears that the innovations are then reviewed by department staff and those innovations that are liked are then made public to all shortlisted teams via changes to the RFP. The ATC process is defined as being a private discussion with FDOT staff. As such, it doesn't seem appropriate for the ideas discussed in these meetings to be transcribed through changes to the RFP. The department commonly lists items that are not up for discussion with regard to the project (i.e. typical sections, pavement design, horizontal alignment, etc.), I feel that if a team proposes changes to these listed items through the ATC discussions and these changes are accepted by the department, then they should be publicized through an RFP change. However, any other innovation, in violation of the RFP or not, should not be shared with all shortlisted teams.

63

Sep 28, 2011 3:16 PM

FDOT should streamline proposal requirements to what is absolutely essential. Designers are required to make large investments during proposal phase. Not all the information that FDOT is requiring is needed by contractor to prepare/submit bid. Stipend does not cover the costs and some contractors view the stipend as the limit of compensation they would be willing to pay a consultant. On low bid, design-build projects, proposal requirements should be minimum. Consultants are spending far more in marketing dollars to support a contractor than they would if the DOT had advertised the project as a conventional design project. For the same reason, the Department wouldn't be doing the consultants any favors by shortlisting more than 3 teams.

64

Sep 28, 2011 3:11 PM

DESIGN-BUILD SHOULD BE THE LAST OPTION THE DEPARTMENT CHOOSES! "SCHEDULE" (OR "TIME TO DESIGN AND/OR PERMIT" AND "TIME TO CONSTRUCT") SHOULD BE INSERTED INTO REGULAR CCNA DESIGN AND REGULAR BID CONSTRUCTION PROJECTS PROCUREMENT.

DESIGN-BUILD PROJECTS ARE CERTAINLY NOT GOOD CHOICES WHEN PERMITTING IS NOT "NO NOTICE" OR MINIMAL FEDERAL TYPE PERMITTING. DB CONSULTANTS ARE USING THE PERMITTING PROCESS TO GAIN ADDITIONAL TIME AND MONEY FROM THE DEPARTMENT.

65

Sep 28, 2011 3:09 PM

Using the preamble criteria Item # 2, Joint Experience of the firms working together does not allow for new teams to form. Established working relationships can not be shown if an individual changes firms and that new firm has not worked in the past with the potential partner. Although this criteria would prevent teams forming that may not be compatible, it also prevents establishing new partnerships that could provide the Department with creativity and value.

66 **Sep 28, 2011 2:58 PM** Overall, our company is very happy with FDOT's design build process and appreciate the efficiency with which it is prosecuted. Our only suggestions are the following:¶
 ¶ If FDOT banned all pre-advertisement lobbying, that would be great. More and more effort goes into these activities because everybody is afraid of not keeping up with the competition. We would be happy letting our reputation and performance record speak for itself.¶
 ¶ Value Added and Maintainability issues, as they are currently administered, are a nightmare. It is the most subjective of all the evaluation criteria and there are no detectable patterns between what is promised and what scoring it produces. This makes it difficult for us to evaluate the relative cost efficiency of these situations. FDOT should know how long a commitment it wants and then the design builder only has to figure out the most efficient way of achieving that commitment.¶
 ¶ Quality Management and Staffing Plans are a waste of time. Not only are all design build participants pre-qualified, and familiar with FDOT procedures, they are also pretty reputable, or they wouldn't have been shortlisted.¶
 ¶ The essence of design build is a strong relationship between a contractor and designer who communicate with each other and have an appreciation of what each party needs to achieve the project's goals, at a hectic pace. It is a lot of extra work to achieve this, it is a skill unto itself and that needs to be taken seriously as a qualification. The short-listing system should continue to favor teams who have worked together. You are asking for big trouble if you start to look for excuses to let in contractors who cannot establish functioning relationships with design firms.¶

67 **Sep 28, 2011 2:55 PM** I would like to see the schedule scoring standardized to remove subjectivity. The process that District 5 uses is the most fair way to provide scoring for the schedule component.

68 **Sep 28, 2011 2:46 PM** FDOT keeps shortlisting the same teams over and over and over because of the previous experience working together, well if you were one of the first teams selected for a design build project your the only game in town in FDOT's opinion because you have the working experience and no other teams will ever get a chance to show their abilities.

69 **Sep 28, 2011 2:25 PM** Answer proposers questions quickly and clearly. Time is money and the stipends are very low.¶
 Keep shortlists at 3 or 4 for large projects. DB projects cost 3 or 4 times or even more to bid than Bid Build projects and the stipends don't even cover the designers costs.

70 **Sep 28, 2011 2:24 PM** typically it comes down to price, even when the final product is less, price usually overcomes low technical scores, which long term will add cost to the department

71 **Sep 28, 2011 2:19 PM** Shortlisting should be limited to no greater than 4 firms. Stipends should be paid to all losing firms.

72 **Sep 28, 2011 2:08 PM** Keep the FDOT/Contractor's design build forums going. FDOT is on the leading edge on D/B, as we are a large contractor pursuing work throughout the US. The ATC's process is one of the best values for both FDOT and the contractor. With the new legislation in place to keep information from public records, FDOT will see the added benefits of the ATC process more.

73 **Sep 28, 2011 2:02 PM** The only thing wrong with the design build process is trying to figure out were a particular District is going to post the design build advertisement. A design/build project that is let in District One is located on on the Districts website, but design build project let in District 2 can only be found on the VBS website. We've even found a design/build project that was advertised on the Professional Services website only. It is a very confusing and difficult process to make sure that we do not miss any advertisements that may apply to us.

74 **Sep 28, 2011 1:58 PM** Strongly request that shortlist does not exceed three.

75 **Sep 28, 2011 1:54 PM** ABORT THE PROGRAM UNTIL SUCH TIME THAT THE DEPARTMENT CAN ABSOLUTELY ASSURE THE PROPOSERS THAT THE AWARD DECISION IS FREE FROM HUMAN SUBJECTIVITY.

76 **Sep 28, 2011 1:48 PM** Just a couple of comments; please be cognizant of the costs that the design/build process involves to the design team. Not only monetarily, but it is a tremendous hit to the morale of the team to work for months (at times as long as a year as in the case of the large d/b/o/m or d/b/f) and not win the project. Especially if your technical design was ranked No.1 and a very low bid comes in and wins it.¶
 ¶ This may be why you will see teams switching around. The designers are trying to find contractors who are "hungry" enough to win. So, it may do well to see what kind of technical scores the design team has had in the past too when evaluating new teams. Although, to get costs down sometimes, we are asked to design some aspects that the FDOT may not be too fond of.¶
 ¶ Design-build does bring the best out of the whole team and really gets the engineers in the game, using all of their training and experience to make the projects better and better. We really feel like we are engineers and not just filling out some prescriptive design based on what has been done before. It's exciting and I hope stays a part of the FDOT's procurement process.

77 **Sep 28, 2011 1:41 PM** The current evaluation criteria provides a tremendous benefit to companies that have worked together in the past. Additionally, the current requirement of having established CPPR grades limits the competitive process, especially in larger DB projects where outside firms can add innovative ideas / cost saving measures. In my opinion, the department receives so many Letters of Interest on projects because the process of putting a team together is somewhat easy and does not carry much liability. Team spend more time "politicking" to get shortlisted rather than spending the time on project issues. This not only ties up Department personnel, but takes away from focusing on providing the best product. I feel that if the Department removed the shortlisting process and any stipends, the industry would in fact shortlist itself, where teams would focus on pursuits based on their ability to be competitive on the actual project. This would certainly limit the amount of proposers, reduce ambiguity in Department evaluations, up the competition level, and overall, reduce cost for the Department, Contractors, and Consultants.

78 **Sep 28, 2011 1:36 PM** The DOT should give more contractors a chance to do Design-Build work.¶
 It appears the Dot gives all the work to a select group of bidders.

79 **Sep 28, 2011 1:35 PM** No more than 3 or 4 short listed BD.¶
 Select by "Best Value" to owner and past performance even in another district.

80 **Sep 28, 2011 1:33 PM** Have industry forums prior to the advertisement to provide consistent information to all the proposers

81 **Sep 28, 2011 1:14 PM** All technical score should be on a 1000 point scale not 100 points.