

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
OPERATING MARGIN JUSTIFICATION

375-030-82
PROCUREMENT
02/16

1. CONTACT INFORMATION

a. Firm Name:			b. Phone No.:	
c. Address (including suite number):	d. City:	e. State:	f. Zip Code:	

2. COMPLEXITY OF PROJECT

The degree of difficulty associated with this project. Are there unique aspects to the project? Degree of coordination with others outside FDOT should be considered. This includes other agencies, municipalities, etc. multiple districts, multimodal projects

LOW – Straight-forward projects. Well defined and specific scope of services.

Typical Project Type

- **Bridge Inspection:** bridge inspection except scour; All
- **CEI:** Category 1 Bridges, 3R Rural, signalization, simple and straight-forward projects.
- **Design:** simple 3R-Rural; 3R Urban ride only.
- **Geotechnical:** standard.
- **PD&E:** Small simple projects with specific scopes.
- **Planning:** Data/traffic counts.
- **Survey:** resurfacing 3R rural/urban.
- **Traffic Operations:** turn-lane projects (design).

MEDIUM – Projects with some specialized areas requiring some specialized skills.

Typical Project Type

- **Bridge Inspection:** generally not applicable.
- **CEI:** resurfacing with some improvements; ITS, construction on new alignments, and signal system timing, development and implementation; rural arterials and rural interstate capacity improvements.
- **Design:** 3R Urban with some improvements, intersection, improvements with safety, Category 1 bridges.
- **PD&E:** widening with limited issues and bridge replacement with limited impacts.
- **Railroads:** all.
- **Survey:** survey in water areas.
- **Traffic Operations:** traffic operations studies and signal design projects.

HIGH – Complex multi-disciplined projects requiring specialized skills with significant management issues. Project that has numerous complicated traffic phases, involved highly technical construction features requiring specialized skills of the inspection staff. A complex project may also include complex involvement by multiple third parties (i.e., multiple utility relocations, railroads, airports, regulatory agencies, municipalities). The size of the project will not necessarily determine whether the construction project is complex. Large, repetitive projects on their own are not considered complex.

Typical Project Type

- **Bridge Inspection:** bridge scour.
- **CEI:** CEI for multi-level bridges in a corridor or interchange; numerous complicated traffic phases; specialized technical skills; Coating Systems; bridge projects involving movable spans, significant post-tensioning operations, pre-cast segmental components, and steel structures with large horizontal and vertical curvature; Multiple third party involvement (railroads, utilities, airports, municipalities, regulatory agencies)
- **Design:** new alignments, major widening, major reconstruction, railroad bridge design, Segmental Class 2 bridges, Movable Bridges.
- **PD&E:** PD&E with Feasibility study, multiple disciplines, significant issues;
- **Planning:** large planning (multimodal).
- **Survey:** pilings and bridges.
- **Traffic Operations:** ITS

Complexity of Project Allowed Range: 5% to 7%	Consultant %: %
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JUSTIFICATION:

3. DEGREE OF (FINANCIAL) RISK

Indicate the amount of financial risk assumed by the consultant in relation to this project.
LOW – Contracts with well-defined and specific scopes, minimal probability of costs overruns and low financial risk exposure. Scope clarification meeting held, if applicable.

Typical Project Type

- **Bridge Inspection:** bridge inspections.
- **CEI:** subconsultants providing support personnel, ITS.
- **Design:** simple 3R rural, 3R urban ride only.
- **Geotechnical:** all.
- **PD&E:** accurate and specific scope & pre-negotiation meetings.
- **Planning:** most planning.
- **Survey:** all, including SUE.
- **Traffic Operations:** traffic operations studies; traffic counts.

MEDIUM – Projects with potential for additional coordination efforts with outside agencies/parties; coordination with several Districts, multiple municipalities, etc.

Typical Project Type

- **Bridge Inspection:** bridge scour.
- **CEI:** standard CEI contract.
- **Design:** design for new alignments, major reconstruction, and widening.
- **PD&E:** experimental design and broad scopes.
- **Planning:** some planning.
- **Railroads:** all.
- **Traffic Operations:** traffic signal projects, ITS design

HIGH – lump sum consultant contracts with possibility of overrunning costs; experimental design; projects involving significant financial risk, hazardous materials, and potential for significant unknown issues.

Typical Project Type

- **CEI:** high visibility, lump sum CEI contracts, multiple projects.
- **Design:** projects with multiple bridges.
- **PD&E:** multiple alternatives, multiple agency approval required.
- **Planning:** large multimodal projects (airports, seaports, railroads, transit).

Degree of (Financial) Risk Allowed Range: 3% to 5%	Consultant %: %
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JUSTIFICATION:

4. PROJECT SCHEDULE

<p>LOW – no critical short term deadlines or requirements for large staffing concentrations, unfunded projects to go on the shelf.</p> <p><u>Typical Project Type</u></p> <ul style="list-style-type: none"> • Bridge Inspection: bridge inspection; bridge scour. • CEI: resurfacing; support services. • Design: all 3R projects, standard schedule • PD&E: no design phase scheduled in Work Program. • Planning: all. • Railroads: all. • Traffic Operations: ITS. • Survey: all 3R projects. 	
<p>MEDIUM – standard schedule.</p> <p><u>Typical Project Type</u></p> <ul style="list-style-type: none"> • Bridge Inspection: generally not applicable. • CEI: ITS; push button construction. • Design: standard design; bridges, large corridors. • Traffic Operations: traffic counts. • Survey: increased number of crews needed 	
<p>HIGH – High visibility projects with short durations and aggressive schedules requiring large commitment of staff. Fast track projects with high profile and quick implementation schedule.</p> <p><u>Typical Project Type</u></p> <ul style="list-style-type: none"> • Bridge Inspection: generally not applicable. • CEI: multi-financial project contract, construction bonus, urban (day & night), high visibility; phased utility reallocations by others during the construction project. • Design: mobility/economic stimulus. • PD&E: design phase funded in the Work Program, bridge replacements. 	
Project Schedule Allowed Range: 1% to 3%	Consultant %: %
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5. COST CONTROL EFFORTS

<p>The degree to which the Consultant controls its costs for wages rates (by region), overhead, expenses and FCCM. The cost control is not generally dependent upon the type of project. Factors to be considered in negotiating this criteria are the following, and other project-specific items:</p> <ul style="list-style-type: none"> <li style="width: 50%;">• Burdened salary rates (by region) by classification. <li style="width: 50%;">• Specialized services requiring specialized staff. <li style="width: 50%;">• Reasonableness of the proposed distribution of staffing for the project. <li style="width: 50%;">• Reimbursed or excluded premium overtime. <p>LOW – (3% to 6%) Lower or minimal cost control efforts.</p> <p>MEDIUM – (7% to 15%) Moderate cost control efforts.</p> <p>HIGH – (16% to 27%) Substantial cost control efforts.</p>	
Cost Control Efforts Allowed Range: 3% to 27%	Consultant %: %
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6. OPERATING MARGIN JUSTIFICATION TOTAL

The total for items 2 through 5 will be calculated for you.	
Total Allowed Range: 12% to 42%	Consultant %: 0.00%

7. CONTRACT DURATION ADJUSTMENT FACTOR

For contracts of longer duration (reference table below), the Department shall allow a Contract Duration Adjustment Factor (CDAF). CDAF is defined as an economic price adjustment, necessitated by instability of labor costs for an extended period of contract performance (Reference 48 CFR Section 16.203). CDAF is not negotiated, but shall be a fixed number of points based on the overall anticipated length of contract (project schedule). CDAF points shall be allocated by the Department as follows:

	Anticipated Length of Contract	CDAF Points
	0-12 Months	0
	13-24 Months	0
	25-36 Months	3
	37-48 Months	4.5
	49-60 Months	5.5

- a) For new contracts, CDAF is applied beginning with the first labor hour incurred.
- b) CDAF shall only be applicable for contracts selected (contract final ranking) on or after November 1, 2014.
- c) In the event a contract selected on or after November 1, 2014 is extended (time extension) by six or more months, CDAF shall be applied prospectively to the extended/remaining services only, in accordance with the table shown above.
- d) CDAF shall not be applied to contracts selected before November 1, 2014, nor contract amendments/time extensions for contracts selected before November 1, 2014.
- e) For calculation purposes, CDAF shall be added to operating margin and applied to unloaded direct salaries.
- f) CDAF is applicable only to consultant firms who are awarded operating margin points.

For Calculation purposes, CDAF shall be added to Operating Margin and applied to direct salaries:

Allowed CDAF for this project: