I-70 PEAK PERIOD SHOULDER LANE
RISK ASSESSMENT AND PROJECT DELIVERY SELECTION

Colorado Department of Transportation
Innovative Contracting Advisory Committee

I-70 Peak Period Shoulder Lane Delivery Selection Approach/Evaluation
February 18th, 2014 10 am to 12 pm @ Region 1 South Holly - Interstate Conference Room

Overview

This document provides a formal approach for CDOT highway project delivery selection. The document provides generic forms for use by CDOT staff and project team members. By using these forms, a brief project delivery selection report can be generated for each individual project. The primary objectives of this document are:

Present a structured approach to assist CDOT in making project delivery decisions;
Assist CDOT in determining if there is a dominant or obvious choice of project delivery methods; and provide documentation of the project delivery decision in the form of a Project Delivery Decision Report.

Background

The project delivery method is the process by which a construction project is comprehensively designed and constructed including project scope definition, organization of designers, constructors and various consultants, sequencing of design and construction operations, execution of design and construction, and closeout and start-up. Thus, the different project delivery methods are distinguished by the manner in which contracts between the agency, designers and builders are formed and the technical relationships that evolve between each party inside those contracts. Currently, there are several types of project delivery systems available for publicly funded transportation projects in the Colorado. The most common systems are Design-Bid-Build (DBB), Design-Build (DB), and Construction Manager/General Contractor (CMGC). No single project delivery method is appropriate for every project. Each project must be examined individually to determine how it aligns with the attributes of each available delivery method.

- DBB is the traditional project delivery method in which an agency designs, or retains a designer to furnish complete design services, and then advertises and awards a separate construction contract based on the designer's completed construction documents. In DBB, the agency "owns" the details of design during construction and as a result, is responsible for the cost of any errors or omissions encountered in construction.

- DB is a project delivery method in which the agency procures both design and construction services in the same contract from a single, legal entity referred to as the design-builder. The method typically uses request for qualifications (RFQ)/request for proposal (RFP) procedures rather than the DBB invitation for bids procedures. The design-builder controls the details of design and is responsible for the cost of any errors or omissions encountered in construction.sd

- CMGC (Construction Manager/General Contracting) is a project delivery method in which the agency contracts separately with a designer and a contractor. The agency can perform design or contract with an engineering firm to provide a facility design. The agency selects a contractor to perform as a construction subject matter expert and advisor **during the design phase** on topics including construction, constructability, construction estimating, risk assessment/mitigation, and construction phasing in the

design phase. The significant characteristic of this delivery method is a contract between an agency and a contractor who will be at risk for the final cost and time of construction if the owner agency accepts a GMP (Guaranteed Maximum Price) proposal from the contractor. If the GMP is accepted, the contractor then serves as the general contractor during construction. If the owner agency rejects a GMP, the project may be advertised and the contractor who provided the CMGC services shall not be able to bid on the project. Construction industry/Contractor input into the design development and constructability of complex and innovative projects are the major reasons an agency would select the CMGC method. Unlike DBB, CMGC brings the builder into the design process at a stage where definitive input can have a positive impact on the project. CMGC is particularly valuable for new non-standard types of designs where it is difficult for the owner to develop the technical requirements that would be necessary for a DB procurement without industry input.

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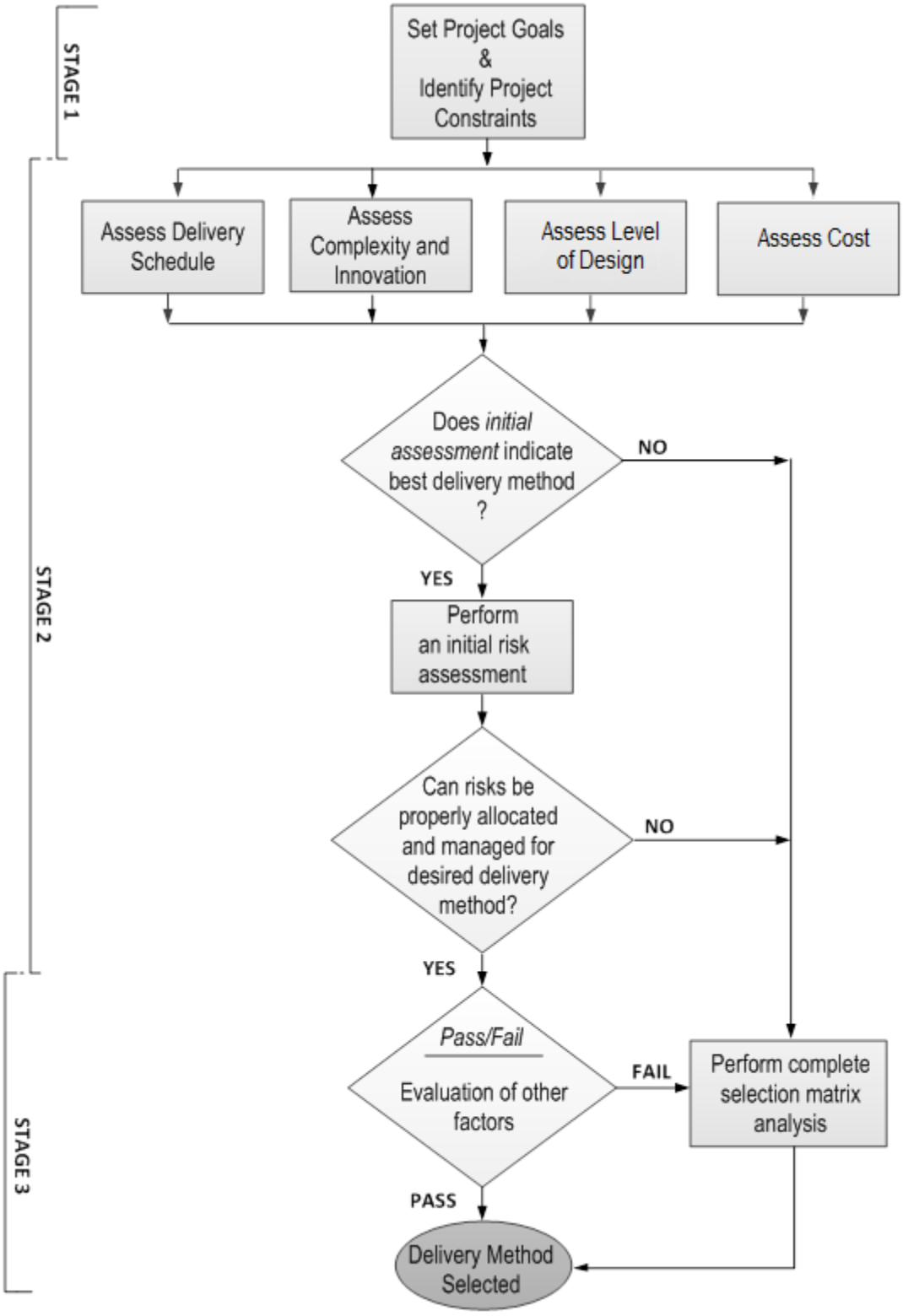
Project Delivery Selection Approach

This document provides generic forms for use by CDOT staff. By using these forms, a brief project delivery selection report can be generated for each individual project. The process is divided into the following sections.

- Describe the project and set the project goals
- Determine and review project dependent constraints
- Assess the five primary factors (these factors most often determine the selection).
    1. Complexity & Innovation
    2. Initial Project Risk Assessment
    3. Delivery Schedule
    4. Cost
    5. Level of Design
- Perform a brief pass/fail analysis of the secondary factors to ensure that they are not relevant to the decision.
    6. Staff Experience/Availability (Owner)
    7. Level of Oversight and Control
    8. Competition and Contractor Experience
- If first three steps do not result in clear determination of the method of delivery then perform a more rigorous evaluation of all eight factors against the three potential methods of delivery (DBB, DB and CM/GC).



CDOT Project Delivery Selection Flowchart

The following forms and appendices are included to facilitate this process.

Project description checklist

Provide information on the project that is using this tool. This includes size, type, funding, risks, complexities, etc. All information should be developed for the specific project.

Project Goals worksheet – including example project goals

A careful determination of the project goals is an instrumental first step of the process that will guide both the selection of the appropriate method of delivery as well as the specific delivery procurement process and implementation of the project.

Project Constraints worksheet (Go / No-Go Decisions)

Carefully review all possible constraints to the project. These constraints can potentially eliminate a project delivery method before the evaluation process begins.

Project Delivery Selection Matrix Summary

The Project Delivery Selection Matrix Summary summarizes the assessment of the eight Evaluation Factors for the three delivery methods. The form is qualitatively scored using the scoring provided in table 1 below.

Table 1 - Factor Evaluation Scoring Key

+ +	Most appropriate delivery method
+	Appropriate delivery method
–	Least appropriate delivery method
X	Fatal Flaw (discontinue evaluation of this method)
NA	Factor not applicable or not relevant to the selection

The form also includes a section for comments and conclusions. The completed Project Delivery Selection Matrix Summary should provide an executive summary of the key reasons for the selection of the method of delivery**.**

Workshop Blank Form

This form can be used by the project team for additional documentation of the process. In particular it can be used to elaborate on Evaluation Factor 4. “Initial Project Risk Assessment”.

Evaluation Factor Project Delivery Method Opportunity/Obstacle Summary

These forms are used to summarize the assessments by the project team of the opportunities and obstacles associated with each delivery method relative to each of the eight Evaluation Factors. The bottom of each form allows for a qualitative conclusion using the same notation as described above. Those conclusions then are transferred to the **Project Delivery Selection Matrix Summary.**

Appendix – Opportunity/Obstacle Checklists

These forms provide the project team with guidance concerning typical delivery method opportunities and obstacles associated with each of the eight Evaluation Factors. However, these checklist include general information and are not an all-inclusive checklist. Use the checklists as a supplement to developing project specific opportunities and obstacles.

Appendix – Initial Risk Assessment Guidance

Because of the unique nature of Evaluation Factor 4. “Initial Project Risk Assessment”, the Appendix provides the project team with additional guidance for evaluation of that factor including: Typical CDOT Transportation Project Risks; a General Project Risks Checklist; and a Risk Opportunities/Obstacles Checklist.

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Project Description Checklist

The following items should be considered in the project description as applicable. Other items can be added if they influence the project delivery decision. Relevant documents can be added as appendices.

- ❒ Project Name: I-70 Eastbound Peak Period Shoulder Lane
- ❒ Project Location and Limits: Interstate 70 between Mileposts 230.0 and 242.0. The project is located in the I-70 Corridor beginning west of Empire Junction to the Twin Tunnels east of Idaho Springs.
- ❒ Project Budget: The Estimated Design and Construction Budget for this project is $47 million.
- ❒ Project Est. Date: The Estimated Delivery Date is Fall 2015.
- ❒ The Req. Date: The Required Delivery Date for the Managed Lane to be open to traffic is Fall of 2015.
- ❒ Project Corridor Interstate 70 West Mountain Corridor
- ❒ Project Funding: The Sources of Funding for this project are State, Federal, Bridge Enterprise, and FASTER dollars.
- ❒ Major Features of Work include:
    - o Minor I-70 mainline and ramp widening;
    - o HMA overlay of I-70 entire project limits;
    - o Construction of multiple retaining walls to accommodate widening;
    - o Installation of active traffic management (ATM) devices and ITS infrastructure;
    - o Installation of tolling devices and Infrastructure;
    - o Replacement of SH 103 Bridge over I70 with interchange improvements;
    - o Replacement of Exit 241 Bridge over I70 with interchange improvements;
    - o Rock excavation/scaling and rock fall mitigation;
    - o Drainage and permanent water quality improvements;
    - o Employ and construct recommended mitigation for SWEEP, ALIVE, 106, and SCAP committees;
    - o Enhancements to Water Wheel Park adjacent to the SH 103 interchange.
- ❒ Major Schedule Milestones
    - o Risk Assessment/Delivery Method Evaluation – February 18, 2014
    - o Team Scoping Workshop – April, 2014
    - o Preconstruction Phase – June 2013 to June 2014
    - o Construction Phases – June 2014 to October 2015
    - o Construction Package 1 (Walls and Widening) NTP: June 1st, 2014
    - o Construction Package 2 (Utilities/ATM/ITS/Signage) NTP: July 1st, 2014
    - o Construction Package 3 (SH 103 Interchange and Bridge) NTP: March 1st, 2015
    - o Construction Package 4 (Exit 241 Interchange and Bridge) NTP: March 1st, 2015
    - o Construction Package 5 (Final Paving, Tolling/ITS integration/Testing) NTP: March 1st, 2015
    - o East bound Peak Period Shoulder Lane open to traffic – No later than October 31st, 2015

- The major project stakeholders are:
  - City of Idaho Springs
  - Traveling public (State and out of State)
  - CDOT
  - FHWA
  - SWEEP Committee
  - ALIVE Committee
  - 106 Committee
  - DRCOG
  - Summit, Jefferson, and Clear Creek Counties, Denver and Metro Counties

- Major Challenges
  - Meeting project goals and objectives within the schedule, scope, and budget
  - Minimizing throw away work for future I-70 Realignment
  - Keeping PEIS/ROD and Corridor CSS Commitments
  - Protecting Clear Creek, minimizing impacts to environmental resources
  - Minimizing delays through project corridor
  - Detours during bridge construction
  - HMA placement in mountainous, high traffic volume corridor
  - WB PPSL Feasibility will be underway and could be added to project in additional packages

- Major Opportunities
  - To provide flexibility in construction phasing and longer window for construction
  - Opens up option for west bound PPSL
  - Innovation and value engineering from early contractor involvement
  - Schedule acceleration to take advantage of two summer construction seasons
  - 3rd Party involvement for construction innovation

- Main Identified Sources of Risk:
  HIGH RISK - <75%

  Construction and Constructability
  - Construction Schedule Risk
  - Paving in mountainous terrain and weather/traffic constraints and limitations
  - Maintenance of Traffic (MOT) / Work Zone Traffic Control (WZTC) issues and detours
  - Issues related to bridge demolition and construction procedures– SH 103 and Exit 241
  - Dewatering during Construction
  - Problems with or uncertainty in construction sequencing/staging/phasing/construction duration
  - Difficult or multiple contractor interfaces with adjacent concurrent projects
  - Material, labor, and/or equipment procurement delays
  - Utility Conflicts (anticipated and unanticipated)

  Design
  - Design Schedule Risk and iteration
  - Base Design Element Risk
    - Bridges
    - Walls
    - Maintenance of Traffic/Traffic Control
    - ITS/ATM
    - Construction Staging/Phasing
  - Exit 241 interchange

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Environmental Issues:

- Delay in review and/or approval of environmental documentation
- Environmental resource re-evaluation
- Unanticipated 4(f) issues
- 404 impacts

External Influences (e.g., Political, Regulatory, Municipalities, Economic)

- Stakeholder support at Exit 241 interchange
- FHWA approvals
- Funding Shortfall
- Funding Delay
- Revenue Issues
- Cash Flow Constraints

Geotechnical and Structural

- Uncertainty in Bridges or Culverts – (including type/size/location TS&L) – foundations and Superstructure
- Poor ground/subsurface
- Adverse groundwater issues
- Slope stability Issues
- Unanticipated rockslide/rock fall
- Permanent rock fall prevention design
- Rock cut design

Project Delivery and Procurement

- Project delivery method (D/B, D/B/B, CM/GC, PPP), including new or unique method to owner
- Single vs. multiple contracts (if not captured under market conditions)
- Delays in to Procurement Process

Tolling, Managed Lane, ITS

- Ability to meet the goal of opening by July 1, 2015 due to E-470 infrastructure installation and software integration
- Signing
  - Final location, type, and details
  - Geotechnical
  - Long lead time ordering

Scope Issues (other than identified through other items elsewhere in this list, such as design)

- Changes if CMGC is implemented
- West Bound PPSL

Systems

- Problems related to systems integration and testing

Traffic and Access Issues

- Uncertainty in Traffic Management Costs (ITS, TDM)
- Detours and lane closure restrictions

Utility Issues

- Utility relocations to be completed by others (Utility companies, municipalities) are not completed on time
- Encounter unexpected utilities during construction
- Utility integration with project and/or utility betterments not as planned
- Cost sharing with utilities not as planned

Others Not Identified Above

MEDIUM RISK – 25 % < X < 75%

Uncertainty in Soft Cost and / or Schedule

- Unable to reach CAP

Construction and Constructability

- Uncertainty in construction unit costs and quantiities
- Tie-ins with existing facilities/roadways/structures/local access
- Other third-party delays during construction

Design

- Design errors and omissions or errors in plans/specs/estimates (discovered during construction)
- Design deviations (e.g., design speeds, vertical clearances, turn radii)
- Additional aesthetics / context-sensitive solutions (CSS)

Environmental

- Challenge to final decision document (e.g., resulting in delay in issuance of the final decision document).
- Unanticipated Section 106 issues (archaeological, cultural, or historical finds)

External Influences (e.g., Political, Regulatory, Municipalities, Economic)

- Difficulty obtaining other agency approvals/agreements (Municipalities)
- Conflicts with other projects (Municipalities, Counties)
- Legal challenges (other than environmental)
- Intergovernmental agreements and jurisdiction
- Failure of contractor to comply with permits

Permitting

- Difficulty obtaining permit approval (by permit type; e.g., 401, 404, NPDES, USCG)
- Uncertain permit requirements (current and in the future)

Project Delivery and Procurement

- Construction market conditions (cyclic market, and location within cycle at time of bid; number of viable bidders), including the potential for delay to the procurement process and/or re-bidding
- Unclear contract documents (identified during either procurement or later during construction)

Tolling, Managed Lane, ITS

- Managed lane access
- Determination of Peak Periods
- Pullout locations
- Cameras and poles

Systems

- Software problems (technical, labor)
- Electrical-system problems (technical, labor)

Traffic and Access Issues

- Business or economic disruption mitigation

Others Not Identified Above

LOW RISK - <25% - All others risks are either low or very low. These risks will be assessed during the design phase.

- ❒ Safety Issues
  - o Construction Phasing and Traffic Control

Project Goals, Core Values, and Context Statement

An understanding of project goals is essential to appropriate project delivery selection. Typically, the project goals can be defined in three to five items. Examples are provided below,1 but the report should include project-specific goals. These goals should remain consistent over the life of the project.

PROJECT PURPOSE AND CORE VALUES

The purpose of the Peak Period Shoulder Lane project is to maintain safety and improve operations and travel time reliability in the I-70 Mountain Corridor during peak travel times.

Stakeholder Core Values
Safety
Mobility
Constructability
Community
Environment
Engineering Criteria and Aesthetic Guidelines
Sustainability

PROJECT GOALS

1. SCHEDULE and BUDGET
    a. Meet the project schedule and budget to commence construction in June of 2014 and have the PPSL operational in Fall of 2015 without sacrificing quality and staying within the project budget.

2. STAKEHOLDER INVOLVEMENT
    a. Provide meaningful stakeholder involvement as prescribed in the I-70 Mountain Corridor CSS.
    b. Facilitate and foster collaboration, communication, and partnerships among all members of the project team.
    c. Employ CSS process to develop and progress potential interchange alternatives at Exit 241 and use bridge replacement as opportunity to include much needed interchange improvements in the PPSL project.

3. PUBLIC COMMUNICATION
    a. Provide accurate, meaningful, and timely communication during the preconstruction and construction phases of the PPSL project to inform project stakeholders and the traveling public.

4. SAFETY, MOBILITY, AND OPERATIONAL CHARACTERISTICS
    a. Maintain safety for on and off-peak periods and improve mobility and operational characteristics within and adjacent to the project corridor.

5. ENVIRONMENTAL
    a. Adhere to all environmental compliance requirements, permitting stipulations and I-70 Mountain Corridor PEIS/ROD commitments.
    b. Implement innovative methods for environmental stewardship and community supported enhancements within the project scope, schedule, and budget.

6. QUALITY
    a. Design and construct a quality project that is consistent with the overall vision and commitments approved by the PEIS/ROD.
    `

7. CONSTRUCTION
    a. Maintain mobility through the project during construction and minimize impacts to the traveling public on a sensitive, demanding, and high profile corridor.
    b. Provide safe conditions for workers and the traveling public.

Project Constraints

There are potential aspects of a project that can eliminate the need to evaluate one or more of the possible project delivery methods. General constraints are provided, but it is critical to identify constraints that are project specific.

<u>Constraints</u>

- Source of Funding: Limited and construction money is not guaranteed. If the construction price rises, the project and packages may not be funded. Phased funding and severable project packages may be required.
- Schedule constraints: Schedule must be met including construction commencement in early to mid-summer 2014 and completion by Fall of 2015

Project Delivery Selection Matrix Summary

Determine the factors that should be considered in the project delivery selection, discuss the opportunities and obstacles related to each factor, and document the discussion on the following pages. Then complete the summary below.

PROJECT DELIVERY METHOD OPPORTUNITY/OBSTACLE SUMMARY			
	DBB	**DB**	**CM/GC**
Primary Evaluation Factors			
1. Project Complexity & Innovation	+	+	+
2. Initial Risk Assessment	+	+	++
3. Delivery Schedule	-	**Fatal Flaw**	+
4. Cost	+	**Not Evaluated**	+
5. Level of Design	+	**Not Evaluated**	++
Secondary Evaluation Factors			
6. Staff Experience/Availability (Owner)	**Not Evaluated**	**Not Evaluated**	**Pass**
7.Level of Oversight and Control	**Not Evaluated**	**Not Evaluated**	**Pass**
8. Competition and Contractor Experience	**Not Evaluated**	**Not Evaluated**	**Pass**

+ +	Most appropriate delivery method
+	Appropriate delivery method
–	Least appropriate delivery method
X	Fatal Flaw (discontinue evaluation of this method)
NA	Factor not applicable or not relevant to the selection

Project Delivery Selection Matrix Summary Conclusions and Comments:

The I-70 Peak Period Shoulder Lane project was originally planned to be delivered using a conventional Design-Bid-Build method with an advertisement date of July, 2014 and construction completion date of July, 2015. During the preconstruction, two primary factors were discovered that led to the evaluation of alternate delivery methods to achieve the project goals. The first factor was the determination that the Exit 241 bridge would need to be replaced due to a low sufficiently rating and inadequate vertical clearance because of the lane configuration shift selected during the CSS and design processes. Additionally, significant interchange modifications were determined necessary at the Exit 241 interchange to alleviate safety concerns impacted by the lane shift and to accommodate the bridge construction phasing. All of this work was added to the scope of the project. The second major factor was that during a project constructability review, CDOT received feedback from the contracting community that there was not sufficient time to complete the construction work by the original required completion date. A primary concern was the inability to achieve appropriate temperatures to place HMA during the limited construction season allotted. The specific sequencing required of project components and the project location were cited as the contributing factors to the schedule risk of the project Construction schedules were completed that validated the Contractor's concerns. Both factors were identified to add significant risk to the project.

An evaluation of the three project delivery methods, DBB, DB, and CM/GC was conducted to determine if there was a more appropriate method for project delivery given the added project scope and identified schedule risk. During the evaluation it was determined that the DB method of project delivery was fatally flawed in the delivery schedule evaluation factor because of time required to develop the technical requirements and contract documents and therefore was not evaluated further.

The DBB and CM/GC methods were evaluated through all five primary factors. After completion of the workshop, it was determined by the majority of the group that given the project goals and constraints, the most appropriate delivery method for the PPSL project was CM/GC. CM/GC was rated most appropriate for the Primary Factors of Initial Risk Assessment and Level of Design Schedule. The high and medium risks assessed before the selection workshop helped determine that the CM/GC was most appropriate to manage the risks. CM/GC was found to be an appropriate delivery method for the primary factors of Project Complexity & Innovation, Delivery Schedule, and Cost.

The secondary factors were evaluated for CM/GC only and received a passing designation for each factor.

1) Project Complexity & Innovation – See Checklists Below

Project complexity and innovation is the potential applicability of new designs or processes to resolve complex technical issues.

DESIGN-BID-BUILD Allows CDOT to fully resolve complex design issues and qualitatively evaluate designs before procurement of the general contractor. Innovation is provided by CDOT/Consultant expertise and through traditional owner directed processes such as VE studies and contractor bid alternatives.	
Opportunities	**Obstacles**

DESIGN-BUILD Incorporates design-builder input into design process through best value selection and contractor proposed Alternate Technical Concepts (ATCs) – which are a cost oriented approach to providing complex and innovative designs. Requires that desired solutions to complex projects be well defined through contract requirements.	
Opportunities	**Obstacles**

CM/GC Allows independent selection of designer and contractor based on qualifications and other factors to jointly address complex innovative designs through three party collaboration of CDOT, designer and Contractor. Allows for a qualitative (nonprice oriented) design but requires agreement on GMP.	
Opportunities	**Obstacles**

Project Complexity & Innovation Summary

	DBB	**DB**	**CM/GC**
2. Project Complexity & Innovation	+	+	-

Notes and Comments:

2) Initial Risk Assessment– See Checklists Below

Risk is an uncertain event or condition that, if it occurs, has a negative effect on a project's objectives. Risk allocation is the assignment of unknown events or conditions to the party that can best manage them. An initial assessment of project risks is important to ensure the selection of the delivery method that can properly address them. An approach that focuses on a fair allocation of risk will be most successful. Refer to risk discussion and checklists in appendix B.

DESIGN-BID-BUILD Risk allocation for design-bid-build best is understood by the industry, but requires that most design-related risks and third party risks be resolved prior to procurement to avoid costly contractor contingency pricing and change orders and claims.	
Opportunities	**Obstacles**

DESIGN-BUILD Provides opportunity to properly allocate risks to the party best able to manage them, but requires risks allocated to design-builder to be well defined to minimize contractor contingency pricing of risks.	
Opportunities	**Obstacles**

CM/GC Provides opportunity for CDOT, designer, and contractor to collectively identify and minimize project risks, and allocate risk to appropriate party. Has potential to minimize contractor contingency pricing of risk, but can lose the element of competition in pricing.	
Opportunities	**Obstacles**

Initial Risk Assessment Summary

	DBB	**DB**	**CM/GC**
5. Initial Risk Assessment	+	+	++

Notes and Comments:

3) Delivery Schedule– See Checklists Below

Delivery schedule is the overall project schedule from scoping through design, construction and opening to the public. Assess time considerations in getting the project started or funding dedicated and assess project completion importance.

DESIGN-BID-BUILD Requires time to perform sequential design and procurement, but if design time is available has the shortest procurement time after the design is complete.	
Opportunities	**Obstacles**

DESIGN-BUILD Can get project under construction before completing design. Parallel process of design and construction can accelerate project delivery schedule; however, procurement time can be lengthy due to the time necessary to develop an adequate RFP, evaluate proposals and provide for a fair, transparent selection process.	
Opportunities	**Obstacles**

CM/GC Quickly gets contractor under contract and under construction to meet funding obligations before completing design. Parallel process of development of contract requirements, design, procurements, and construction can accelerate project schedule. However, schedule can be slowed down by coordinating design-related issues between the CM and designer and by the process of reaching a reasonable Guaranteed Maximum Price (GMP).	
Opportunities	**Obstacles**

Delivery Schedule Summary

	DBB	**DB**	**CM/GC**
1. Delivery Schedule	-	Fatal Flaw	+

Notes and Comments:

DB was determined to be fatally flawed in this Criterion due to long specification and contract development and was not evaluated further.

4) Cost– See Checklists Below

Project cost is the financial process related to meeting budget restrictions, early and precise cost estimation, and control of project costs.

DESIGN-BID-BUILD Competitive bidding provides a low cost construction for a fully defined scope of work. Costs accuracy limited until design is completed. More likelihood of cost change orders due to contractor having no design responsibility.	
Opportunities	**Obstacles**

DESIGN-BUILD Designer-builder collaboration and ATCs can provide a cost-efficient response to project goals. Costs are determined with design-build proposal, early in design process. Allows a variable scope bid to match a fixed budget. Poor risk allocation can result in high contingencies.	
Opportunities	**Obstacles**

CM/GC CDOT/designer/contractor collaboration to reduce risk pricing can provide a low cost project however non-competitive negotiated GMP introduces price risk. Good flexibility to design to a budget.	
Opportunities	**Obstacles**

Cost Summary

	DBB	**DB**	**CM/GC**
4. Cost	+	**N/A**	+

Notes and Comments:

5) Level of Design– See Checklists Below

Level of design is the percentage of design completion at the time of the project delivery procurement

DESIGN-BID-BUILD 100% design by CDOT, with CDOT having complete control over the design.	
Opportunities	**Obstacles**

DESIGN-BUILD Design advanced by CDOT to the level necessary to precisely define contract requirements and properly allocate risk (typically 30% or less).	
Opportunities	**Obstacles**

CM/GC Can utilize a lower level of design prior to procurement of the CM/GC and then joint collaboration of CDOT, designer, and CM/GC in the further development of the design. Iterative nature of design process risks extending the project schedule.	
Opportunities	**Obstacles**

Level of Design Summary

	DBB	**DB**	**CM/GC**
3. Level of Design	**+**	**N/A**	**++**

Notes and Comments:

6) Staff Experience/Availability - Pass

Owner staff experience and availability as it relates to the project delivery methods in question.

DESIGN-BID-BUILD Technical and management resources necessary to perform the design and plan development. Resource needs can be more spread out.	
Opportunities	**Obstacles**

DESIGN-BUILD Technical and management resources and expertise necessary to develop the RFQ and RFP and administrate the procurement. Concurrent need for both design and construction resources to oversee the implementation.	
Opportunities	**Obstacles**

CM/GC Strong, committed CDOT project management resources are important for success of the CM/GC process. Resource needs are similar to DBB except CDOT must coordinate CM's input with the project designer and be prepared for GMP negotiations.	
Opportunities	**Obstacles**

Staff Experience/Availability Summary

	DBB	**DB**	**CM/GC**
6. Staff Experience/ Availability			Pass

Notes and Comments:

7) Level of Oversight and Control- Pass

Level of oversight involves the amount of agency staff required to monitor the design or construction, and amount of agency control over the delivery process

DESIGN-BID-BUILD Full control over a linear design and construction process.	
Opportunities	**Obstacles**

DESIGN-BUILD Less control over the design (design desires must be written into the RFP contract requirements). Generally less control over the construction process (design-builder often has QA responsibilities).	
Opportunities	**Obstacles**

CM/GC Most control by CDOT over both the design, and construction, and control over a collaborative owner/designer/contractor project team	
Opportunities	**Obstacles**

Level of Oversight and Control Summary

	DBB	**DB**	**CM/GC**
7. Level of Oversight and Control			Pass

Notes and Comments:

8) Competition and Contractor Experience- Pass

Competition and availability refers to the level of competition, experience and availability in the market place and its capacity for the project.

DESIGN-BID-BUILD High level of competition, but GC selection is based solely on low price. High level of marketplace experience.	
Opportunities	**Obstacles**

DESIGN-BUILD Allows for a balance of price and non-price factors in the selection process. Medium level of marketplace experience.	
Opportunities	Obstacles

CM/GC Allows for the selection of the single most qualified contractor, but GMP can limit price competition. Low level of marketplace experience.	
Opportunities	Obstacles

Competition and Contractor Experience Summary

	DBB	**DB**	**CM/GC**
8. Competition and Contractor Experience			Pass

Notes and Comments:

APPENDIX

Opportunity and Obstacle Checklists

(With Project Risk Assessment Discussion and Checklists)

1) Project Complexity & Innovation Checklist

DESIGN-BID-BUILD	
Opportunities	Obstacles
❒ CDOT can have more control of design of complex projects ~~❒ CDOT& consultant expertise can select innovation independently of contractor abilities~~ ~~❒ Opportunities for value engineering studies during design, more time for design solutions~~ ❒ Aids in consistency and maintainability ❒ Full control in selection of design expertise ❒ Complex design can be resolved and competitively bid	❒ Innovations can add cost or time and restrain contractor's benefits ❒ No contractor input to optimize costs ❒ Limited flexibility for integrated design and construction solutions (limited to constructability) ❒ Difficult to assess construction time and cost due to innovation

DESIGN-BUILD	
Opportunities	Obstacles
❒ Designer and contractor collaborate to optimize means and methods and enhance innovation ❒ Opportunity for innovation through draft RFP, best value and ATC processes ❒ Can use best-value procurement to select design-builder with best qualifications ❒ Constructability and VE inherent in process ❒ Early team integration ❒ Sole point of responsibility	~~❒ Requires desired solutions to complex designs to be well defined through technical requirements (difficult to do)~~ ❒ Qualitative designs are difficult to define (example. aesthetics) ~~❒ Risk of time or cost constraints on designer inhibiting innovation~~ ❒ Some design solutions might be too innovative or unacceptable ~~❒ Quality assurance for innovative processes are difficult to define in RFP~~

CM/GC	
Opportunities	Obstacles
❒ Highly innovative process through 3 party collaboration ❒ Allows for owner control of a designer/contractor process for developing innovative solutions ❒ Allows for an independent selection of the best qualified designer and best qualified contractor ❒ VE inherent in process and enhanced constructability ❒ Risk of innovation can be better defined and minimized and allocated ❒ Can take to market for bidding as contingency	~~❒ Process depends on designer/CM relationship~~ ~~❒ No contractual relationship between designer/CM~~ ❒ Innovations can add cost or time ❒ Scope additions can be difficult to manage ~~❒ Preconstruction services fees for contractor involvement~~ ❒ Cost competitiveness – single source negotiated GMP

2) Initial Risk Assessment - Evaluated by Category - Highlighted

Three sets of risk assessment checklists are provided to assist in an initial risk assessment relative to the selection of the delivery method:

A. Typical CDOT Transportation Project Risks
B. General Project Risks Checklist
C. Opportunities/Obstacles Checklist (relative to each delivery method)

It is important to recognize that the initial risk assessment is to only ensure the selected delivery method can properly address the project risks. A more detailed level of risk assessment should be performed concurrently with the development of the procurement documents to ensure that project risks are properly allocated, managed, and minimized through the procurement and implementation of the project.

A. TYPICAL CDOT TRANSPORTATION PROJECT RISKS

Following is a list of project risks that are frequently encountered on CDOT transportation projects and a discussion on how the risks are resolved through the different delivery methods.

A.1: Site Conditions and Investigations How unknown site conditions are resolved. For additional information on site conditions, refer to 23 CFR 635.109(a) at the following link: http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&sid=91468e48c87a547c3497a5c19d640172&rgn=div5&view=text&node=23:1.0.1.7.23&idno=23#23:1.0.1.7.23.1.1.9)

DESIGN-BID-BUILD (+)

Site condition risks are generally best identified and mitigated during the design process prior to procurement to minimize the potential for change orders and claims when the schedule allows.

DESIGN-BUILD (++)

Certain site condition responsibilities can be allocated to the design-builder provided they are well defined and associated third party approval processes are well defined. Caution should be used as unreasonable allocation of site condition risk will result in high contingencies during bidding. CDOT should perform site investigations in advance of procurement to define conditions and avoid duplication of effort by proposers. At a minimum CDOT should perform the following investigations:

1) Basic design surveys
2) Hazardous materials investigations to characterize the nature of soil and groundwater contamination
3) Geotechnical baseline report to allow design-builders to perform proposal design without extensive additional geotechnical investigations

CM/GC (++)

CDOT, the designer, and the contractor can collectively assess site condition risks, identify the need to perform site investigations in order to reduce risks, and properly allocate risk prior to GMP.

A.2: Utilities

DESIGN-BID-BUILD (+)
Utility risks are best allocated to CDOT, and mostly addressed prior to procurement to minimize potential for claims when the schedule allows.

DESIGN-BUILD (-)
Utilities responsibilities need to be clearly defined in contract requirements, and appropriately allocated to both design-builder and CDOT:

Private utilities (major electrical, gas, communication transmission facilities): Need to define coordination and schedule risks as they are difficult for design-builder to price. Best to have utilities agreements before procurement. Note – by state regulation private utilities have schedule liability in design-build projects, but they need to be made aware of their responsibilities.

Public Utilities: Design and construction risks can be allocated to the design-builder, if properly incorporated into the contract requirements.

CM/GC (++)
Can utilize a lower level of design prior to contracting and joint collaboration of CDOT, designer, and contractor in the further development of the design.

A.3: Railroads (if applicable)

DESIGN-BID-BUILD (N/A)
Railroad risks are best resolved prior to procurement and relocation designs included in the project requirements when the schedule allows.

DESIGN-BUILD (N/A)
Railroad coordination and schedule risks should be well understood to be properly allocated and are often best assumed by CDOT. Railroad design risks can be allocated to the designer if well defined. Best to obtain an agreement with railroad defining responsibilities prior to procurement

CM/GC (N/A)
Railroad impacts and processes can be resolved collaboratively by CDOT, designer, and contractor. A lengthy resolution process can delay the GMP negotiations.

A.4: Drainage/Water Quality Best Management Practices (construction and permanent)

Both drainage and water quality often involve third party coordination that needs to be carefully assessed with regard to risk allocation. Water quality in particular is not currently well defined, complicating the development of technical requirements for projects.
Important questions to assess:

1) Do criteria exist for compatibility with third party offsite system (such as an OSP (Outfall System Plan))?
2) Is there an existing cross-drainage undersized by CDOT Criteria?
3) Can water quality requirements be precisely defined? Is right-of-way adequate?

DESIGN-BID-BUILD (+)
Drainage and water quality risks are best designed prior to procurement to minimize potential for claims when the schedule allows.

DESIGN-BUILD (+)
Generally, CDOT is in the best position to manage the risks associated with third party approvals regarding compatibility with offsite systems, and should pursue agreements to define requirements for the design-builder.

CM/GC (+)
CDOT, the designer, and the contractor can collectively assess drainage risks and coordination and approval requirements, and minimize and define requirements and allocate risks prior to GMP.

A.5: Environmental: Meeting environmental document commitments, (noise, 4(f) and historic, wetlands, endangered species, etc.)

DESIGN-BID-BUILD (+)
Risk is best mitigated through design prior to procurement when the schedule allows.

DESIGN-BUILD (+)
Certain environmental approvals and processes that can be fully defined can be allocated to the design-builder. Agreements or MOUs with approval agencies prior to procurement is best to minimize risks.

CM/GC (+)
Environmental risks and responsibilities can be collectively identified, minimized, and allocated by CDOT, the designer, and the contractor prior to GMP

A.6: Third Party Involvement: Timeliness and impact of third party involvement (funding partners, adjacent municipalities, adjacent property owners, project stakeholders, FHWA, PUC)

DESIGN-BID-BUILD (+)
Third party risk is best mitigated through design process prior to procurement to minimize potential for change orders and claims when the schedule allows.

DESIGN-BUILD (++)
Third party approvals and processes that can be fully defined can be allocated to the design-builder. Agreements or MOUs with approval agencies prior to procurement is best to minimize risks.

CM/GC (++)
Third party approvals can be resolved collaboratively by CDOT, designer, and contractor.

B. GENERAL PROJECT RISK CHECKLIST (items to consider when assessing risk)

Environmental Risks	External Risks
❒ Delay in review of environmental documentation ❒ Challenge in appropriate environmental documentation ❒ Defined and non-defined hazardous waste ❒ Environmental regulation changes ❒ Environmental impact statement (EIS) required ❒ NEPA/ 404 Merger Process required ❒ Environmental analysis on new alignments required	❒ Stakeholders request late changes ❒ Influential stakeholders request additional needs to serve their own commercial purposes ❒ Local communities pose objections ❒ Community relations ❒ Conformance with regulations/guidelines/ design criteria ❒ Intergovernmental agreements and jurisdiction
Third-Party Risks	**Geotechnical and Hazmat Risks**
❒ Unforeseen delays due to utility owner and third-party ❒ Encounter unexpected utilities during construction ❒ Cost sharing with utilities not as planned ❒ Utility integration with project not as planned ❒ Third-party delays during construction ❒ Coordination with other projects ❒ Coordination with other government agencies	❒ Unexpected geotechnical issues ❒ Surveys late and/or in error ❒ Hazardous waste site analysis incomplete or in error ❒ Inadequate geotechnical investigations ❒ Adverse groundwater conditions ❒ Other general geotechnical risks
Right-of-Way/ Real Estate Risks	**Design Risks**
❒ Railroad involvement ❒ Objections to ROW appraisal take more time and/or money ❒ Excessive relocation or demolition ❒ Acquisition ROW problems ❒ Difficult or additional condemnation ❒ Accelerating pace of development in project corridor ❒ Additional ROW purchase due to alignment change	❒ Design is incomplete/ Design exceptions ❒ Scope definition is poor or incomplete ❒ Project purpose and need are poorly defined ❒ Communication breakdown with project team ❒ Pressure to delivery project on an accelerated schedule ❒ Constructability of design issues ❒ Project complexity (scope, schedule, objectives, cost, and deliverables are not clearly understood)
Organizational Risks	**Construction Risks**
❒ Inexperienced staff assigned ❒ Losing critical staff at crucial point of the project ❒ Functional units not available or overloaded ❒ No control over staff priorities ❒ Lack of coordination/ communication ❒ Local agency issues ❒ Internal red tape causes delay getting approvals, decisions ❒ Too many projects/ new priority project inserted into program	❒ Pressure to delivery project on an accelerated schedule. ❒ Inaccurate contract time estimates ❒ Construction QC/QA issues ❒ Unclear contract documents ❒ Problem with construction sequencing/ staging/ phasing ❒ Maintenance of Traffic/ Work Zone Traffic Control

A. RISK OPPORTUNITIES/OBSTACLES CHECKLIST (relative to each delivery method) – This Section not evaluated

DESIGN-BID-BUILD	
Opportunities	**Obstacles**
❒ Risks managed separately through design, bid, build is expected easier ❒ Risk allocation is most widely understood/used ❒ Opportunity to avoid or mitigate risk through complete design ❒ Risks related to environmental, railroads, and third party involvement are best resolved prior to procurement ❒ Utilities and ROW best allocated to CDOT and mostly addressed prior to procurement to minimize potential for claim ❒ Project can be shelved while resolving risks	❒ Owner accepts risks associated with project complexity (the inability of designer to be all-knowing about construction) and project unknowns ❒ Low-bid related risks ❒ Potential for misplaced risk through prescriptive specifications ❒ Innovative risk allocation is difficult to obtain ❒ Limited industry input in contract risk allocation ❒ Change order risks can be greater ❒ Contractor may avoid risks

DESIGN-BUILD	
Opportunities	**Obstacles**
❒ Performance specifications can allow for alternative risk allocations to the design builder ❒ Risk-reward structure can be better defined ❒ Innovative opportunities to allocate risks to different parties (e.g., schedule, means and methods, phasing) ❒ Opportunity for industry review of risk allocation (draft RFP, ATC processes) ❒ Avoid low-bid risk in procurement ❒ Contractor will help identify risks related to environmental, railroads, ROW, and utilities ❒ Designers and contractors can work toward innovative solutions to, or avoidance of, unknowns	❒ Need a detailed project scope, description etc., for the RFP to get accurate/comprehensive responses to the RFP (Increased RFP costs may limit bidders) ❒ Limited time to resolve risks ❒ Additional risks allocated to designers for errors and omissions, claims for change orders ❒ Unknowns and associated risks need to be carefully allocated through a well-defined scope and contract ❒ Risks associated with agreements when design is not completed ❒ Poorly defined risks are expensive ❒ Contractor may avoid risks or drive consultant to decrease cost at risk to quality

CM/GC	
Opportunities	**Obstacles**
❒ Contractor can have a better understanding of the unknown conditions as design progresses ❒ Innovative opportunities to allocate risks to different parties (e.g., schedule, means and methods, phasing) ❒ Opportunities to manage costs risks through CM/GC involvement ❒ Contractor will help identify and manage risk ❒ Agency still has considerable involvement with third parties to deal with risks ❒ Avoids low-bid risk in procurement ❒ More flexibility and innovation available to deal with unknowns early in design process	❒ Lack of motivation to manage small quantity costs ❒ Increase costs for non-proposal items ❒ Disagreement among Designer-Contractor-Owner can put the process at risk ❒ If GMP cannot be reached, additional low-bid risks appear ❒ Limited to risk capabilities of CM/GC ❒ Designer-contractor-agency disagreements can add delays ❒ Strong agency management is required to negotiate/optimize risks ❒ Discovery of unknown conditions can drive up GMP, which can be compounded in phased construction

3) Delivery Schedule Checklist

DESIGN-BID-BUILD	
Opportunities	Obstacles
❒ Schedule is more predictable and more manageable ~~❒ Milestones can be easier to define~~ ~~❒ Projects can more easily be "shelved"~~ ~~❒ Shortest procurement period~~ ~~❒ Elements of design can be advanced prior to permitting, construction, etc.~~ ~~❒ Time to communicate/discuss design with stakeholders~~	❒ Requires time to perform a linear design-bid-construction process ~~❒ Design and construction schedules can be unrealistic due to lack industry input~~ ~~❒ Errors in design lead to change orders and schedule delays~~ ~~❒ Low bid selection may lead to potential delays and other adverse outcomes.~~

DESIGN-BUILD	
Opportunities	Obstacles
❒ Potential to accelerate schedule through parallel design-build process ❒ Shifting schedule risk to DB team ~~❒ Encumbers construction funds more quickly~~ ❒ Industry input into design and schedule ❒ Fewer chances for disputes between agency and design-builders ❒ More efficient procurement of long-lead items ❒ Ability to start construction before entire design, ROW, etc. is complete (i.e., phased design) ❒ Allows innovation in resource loading and scheduling by DB team	❒ Request for proposal development and procurement can be intensive ~~❒ Undefined events or conditions found after procurement, but during design can impact schedule and cost~~ ❒ Time required to define technical requirements and expectations through RFP development can be intensive ~~❒ Time required to gain acceptance of quality program~~ ❒ Requires agency and stakeholder commitments to an expeditious review of design

CM/GC	
Opportunities	Obstacles
❒ Ability to start construction before entire design, ROW, etc. is complete (i.e., phased design) ❒ More efficient procurement of long-lead items ❒ Early identification and resolution of design and construction issues (e.g., utility, ROW, and earthwork) ❒ Can provide a shorter procurement schedule than DB ❒ Team involvement for schedule optimization ❒ Continuous constructability review and VE ❒ Maintenance of Traffic improves with contractor inputs ❒ Contractor input for phasing, constructability and traffic control may reduce overall schedule	❒ Potential for not reaching GMP and substantially delaying schedule ❒ GMP negotiation can delay the schedule ❒ Designer-contractor-agency disagreements can add delays ❒ Strong agency management is required to control schedule

4) Cost Checklist

DESIGN-BID-BUILD	
Opportunities	Obstacles
❒ Competitive bidding provides a low cost construction to a fully defined scope of work ❒ Increase certainty about cost estimates ❒ Construction costs are contractually set before construction begins	❒ Cost accuracy is limited until design is completed ❒ Construction costs are not locked in until design is 100% complete. ~~❒ Cost reductions due to contractor innovation and constructability is difficult to obtain~~ ❒ More potential of cost change orders due to owner design responsibility

DESIGN-BUILD	
Opportunities	Obstacles
~~❒ Contractor input into design should moderate cost~~ ~~❒ Design-builder collaboration and ATCs can provide a cost-efficient response to project goals~~ ~~❒ Costs are contractually set early in design process with design-build proposal~~ ~~❒ Allows a variable scope bid to match a fixed budget~~ ~~❒ Potential lower average cost growth~~ ~~❒ Funding can be obligated in a very short timeframe~~	~~❒ Risks related to design-build, lump-sum cost without 100% design complete, can compromise financial success of the project.~~

CM/GC	
Opportunities	Obstacles
❒ Owner/designer/contractor collaboration to reduce project risk can result in lowest project costs. ~~❒ Early contractor involvement can result in cost savings through VE and constructability~~ ❒ Cost will be known earlier when compared to DBB ❒ Integrated design/construction process can provide a cost efficient strategies to project goals ❒ Can provide a cost efficient response to the project goals	❒ Non-competitive negotiated GMP introduces price risk ~~❒ Difficulty in GMP negotiation introduces some risk that GMP will not be successfully executed requiring aborting the CM/GC process.~~ ❒ Paying for contractors involvement in the design phase may increase total cost

5) Level of Design Checklist

DESIGN-BID-BUILD	
Opportunities	Obstacles
~~❒ 100% design by owner~~ ~~❒ Agency has complete control over the design (can be beneficial when there is one specific solution for a project)~~ ❒ Project/scope can be developed through design ❒ The scope of the project is well defined through complete plans and contract documents ❒ Well-known process to the industry	❒ Owner design errors can result in a higher number of change orders, claims, etc. ❒ Minimizes competitive innovation opportunities ❒ Can reduce the level of constructability since the contractor is not bought into the project until after the design is complete

DESIGN-BUILD	
Opportunities	Obstacles
~~❒ Design advanced by the owner to level necessary to precisely define the contract requirements and properly allocate risk~~ ~~❒ Does not require much design to be completed before awarding project to the design-builder (between ~ 10% - 30% complete)~~ ~~❒ Contractor involvement in early design, which improves constructability and innovation~~ ~~❒ Plans do not have to be as detailed because the design-builder is bought into the project early in the process and will accept design responsibility~~	~~❒ Must have very clear definitions and requirements in the RFP because it is the basis for the contract~~ ~~❒ If design is too far advanced it will limit the advantages of design-build~~ ~~❒ Potential for lacking or missing scope definition if RFP not carefully developed~~ ~~❒ Over utilizing performance specifications to enhance innovation can risk quality through reduced technical requirements~~ ~~❒ Less agency control over the design~~ ~~❒ Can create project less standardized designs across agency as a whole~~

CM/GC	
Opportunities	Obstacles
❒ Can utilize a lower level of design prior to selecting a contractor then collaboratively advance design with owner, designer and contractor ❒ Contractor involvement in early design improves constructability ❒ CDOT controls design ❒ Design can be used for DBB if the price is not successfully negotiated. ❒ Design can be responsive to risk minimization	❒ Teaming and communicating concerning design can cause disputes ~~❒ Three party process can slow progression of design~~ ❒ If design is too far advanced it will limit the advantages of CMGC or could require design backtracking

6) Staff Experience/Availability Checklist

DESIGN-BID-BUILD	
Opportunities	Obstacles
❒ Agency, contractors and consultants have high level of experience with the traditional system ❒ Designers can be more interchangeable between projects	❒ Can require a high level of agency staffing of technical resources ❒ Staff's responsibilities are spread out over a longer design period ❒ Can require staff to have full breadth of technical expertise

DESIGN-BUILD	
Opportunities	Obstacles
❒ Less agency staff required due to the sole source nature of DB ❒ Opportunity to grow agency staff by learning a new process	❒ Limitation of availability of staff with skills, knowledge and personality to manage DB projects ❒ Existing staff may need additional training to address their changing roles ❒ Need to "mass" agency management and technical resources at critical points in process (i.e., RFP development, design reviews, etc.)

CM/GC	
Opportunities	Obstacles
❒ Agency can improve efficiencies by having more project managers on staff rather than specialized experts ❒ Smaller number of technical staff required through use of consultant designer	❒ Strong committed owner project management is important to success ❒ Limitation of availability of staff with skills, knowledge and personality to manage CMGC projects ❒ Existing staff may need additional training to address their changing roles ❒ Agency must learn how to negotiate GMP projects

7) Level of Oversight and Control Checklist

DESIGN-BID-BUILD	
Opportunities	Obstacles
❒ Full owner control over a linear design and construction process ❒ Oversight roles are well understood ❒ Contract documents are typically completed in a single package before construction begins ❒ Multiple checking points through three linear phases: design-bid-build ❒ Maximum control over design	❒ Requires a high-level of oversight ❒ Increased likelihood of claims due to owner design responsibility ❒ Limited control over an integrated design/construction process

DESIGN-BUILD	
Opportunities	Obstacles
❒ A single entity responsibility during project design and construction ❒ Continuous execution of design and build ❒ Getting input from construction to enhance constructability and innovation ❒ Overall project planning and scheduling is established by one entity	❒ Can require high level of design oversight ❒ Can require high level of quality assurance oversight ❒ Limitation on staff with DB oversight experience ❒ Less owner control over design ❒ Control over design relies on proper development of technical requirements

CM/GC	
Opportunities	Obstacles
❒ Preconstruction services are provided by the construction manager ❒ Getting input from construction to enhance constructability and innovation ❒ Provides owner control over an integrated design/construction process	❒ Agency must have experienced staff to oversee the CM/GC ❒ Higher level of cost oversight required

8) **Competition and Contractor Experience**

DESIGN-BID-BUILD	
Opportunities	Obstacles
❒ Promotes high level of competition in the marketplace ❒ Opens construction to all reasonably qualified bidders ❒ Transparency and fairness ❒ Reduced chance of corruption and collusion ❒ Contractors are familiar with DBB process	❒ Risks associated with selecting the low bid (the best contractor is not necessary selected) ❒ No contractor input into the process ❒ Limited ability to select contractor based on qualifications

DESIGN-BUILD	
Opportunities	Obstacles
❒ Allows for a balance of qualifications and cost in design-builder procurement ❒ Two-phase process can promote strong teaming to obtain "Best Value" ❒ Increased opportunity for innovation possibilities due to the diverse project team	❒ Need for DB qualifications can limit competition ❒ Lack of competition with past experience with the project delivery method ❒ Reliant on DB team selected for the project ❒ The gap between owner experience and contractor experience with delivery method can create conflict

CM/GC	
Opportunities	Obstacles
❒ Allows for qualifications based contractor procurement ❒ Agency has control over an independent selection of best qualified designer and contractor ❒ Contractor is part of the project team early on, creating a project "team" ❒ Increased opportunity for innovation due to the diversity of the project team	❒ Currently there is not a large pool of contractors with experience in CMGC, which will reduce the competition and availability ❒ Working with only one contractor to develop GMP can limit price competition ❒ Requires a strong project manager from the agency ❒ Teamwork and communication among the project team