

## Project Delivery Selection Workshop Summary (SEPTEMBER 2014 VERSION)

Workshop Summary	
<b>Project Name:</b>	North Interstate 25 Phase II Project: Weld to Johnstown
<b>Workshop Date:</b>	December 15, 2017, 9 am – 1 pm *Revised 3/17/2018
<b>Workshop Location:</b>	CDOT Loveland Office - 2207 E. Hwy. 402, Loveland, CO 80537
<b>Facilitator:</b>	Dr. Keith Molenaar, University of Colorado, Boulder
<b>Delivery Method Selected:</b>	

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# Project Delivery Selection Matrix

## *Overview*

This document provides a formal approach for selecting project delivery methods for highway projects. The information below lists the project delivery methods followed by an outline of the process, instructions, and evaluation worksheets 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 tool are:

- Present a structured approach to assist Agencies in making project delivery decisions;
- Assist Agencies in determining if there is a dominant or optimal choice of a delivery method; and
- Provide documentation of the selection decision.

## *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. 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.

## *Primary delivery methods*

**Design-Bid-Build** 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.

**Design-Build** 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 Proposals (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.

**Construction Manager / General Contractor** is a project delivery method in which the agency contracts separately with a designer and a construction manager. The agency can perform design or contract with an engineering firm to provide a facility design. The agency selects a construction manager to perform construction management services and construction works. The significant characteristic of this delivery method is a contract between an agency and a construction manager who will be at risk for the final cost and time of construction. 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 agency to develop the technical requirements that would be necessary for DB procurement without industry input.

### ***Facilitation of the tool***

When embarking on using the project delivery selection tool for the first time, it is recommended that a facilitator is brought in for the workshop. The facilitator will assist with working through the tool and provide guidance for discussing the project and selection of a delivery method. This individual should be knowledgeable about the process and should be consistently used. The facilitator also helps to answer questions and make sure the process stays on track and the team moves towards a formal selection.

### ***Participation***

Using the project delivery selection matrix is only as good as the people who are involved in the selection workshop. Therefore, it is necessary to have a collection of individuals to participate in the selection of the delivery method. The selection team needs to include the project manager, the project engineer, a representative of the procurement/contracting office, and any other CDOT staff that is crucial to the project. In addition, the selection team might want to consider including representatives from specialty units and from the local jurisdictions where the project is located. However, it is important to keep the selection team to a minimum amount of participants. Otherwise, the selection process can take a long time to complete. Normally, 3-7 people represent a selection team, but this number should be based on the specific project being analyzed.

### ***Potential bias***

The best approach for the participants of the workshop is to keep an open mind about the delivery method to choose. However, there might be participants that have a preconceived notion about the delivery method to use on a project. When this occurs, it is best to discuss that person's ideas with the entire selection team at the beginning of the workshop. Putting that person's ideas on the table helps others to understand the choice that person has in mind. Then, it is important to acknowledge this person's ideas, but to remind that person to keep an open mind as the team works through the selection process.

### ***Pre-workshop Tasks***

Before conducting the selection workshop, a few tasks can be completed by the workshop participants. Preparing for the workshop prior to conducting it will result in a much more concise and informative session. It is advised that participants review all known project information, goals, risks, and constraints prior to the workshop. The best approach is to complete the *Project Delivery Description*, the *Project Delivery Goals*, and the *Project Delivery Constraints* worksheets before conducting the workshop. Completing the three worksheets will shorten the time needed to review the project and allows the workshop team to move right into the selection process.

## **Project Delivery Selection Process**

The process is shown in the outline below and a flowchart on the next page. It consists of individual steps to complete the entire process. The steps should be followed in sequential order.

### **STAGE I - Project Attributes, Goals, and Constraints**

- A. Delivery methods to consider
  - 1. Design-Bid-Build
  - 2. Design-Build
  - 3. Construction Manager / General Contractor
- B. Project Description/Goals/Constraints
  - 1. Project attributes
  - 2. Set project goals
  - 3. Identify project dependent constraints
  - 4. Discuss project risks

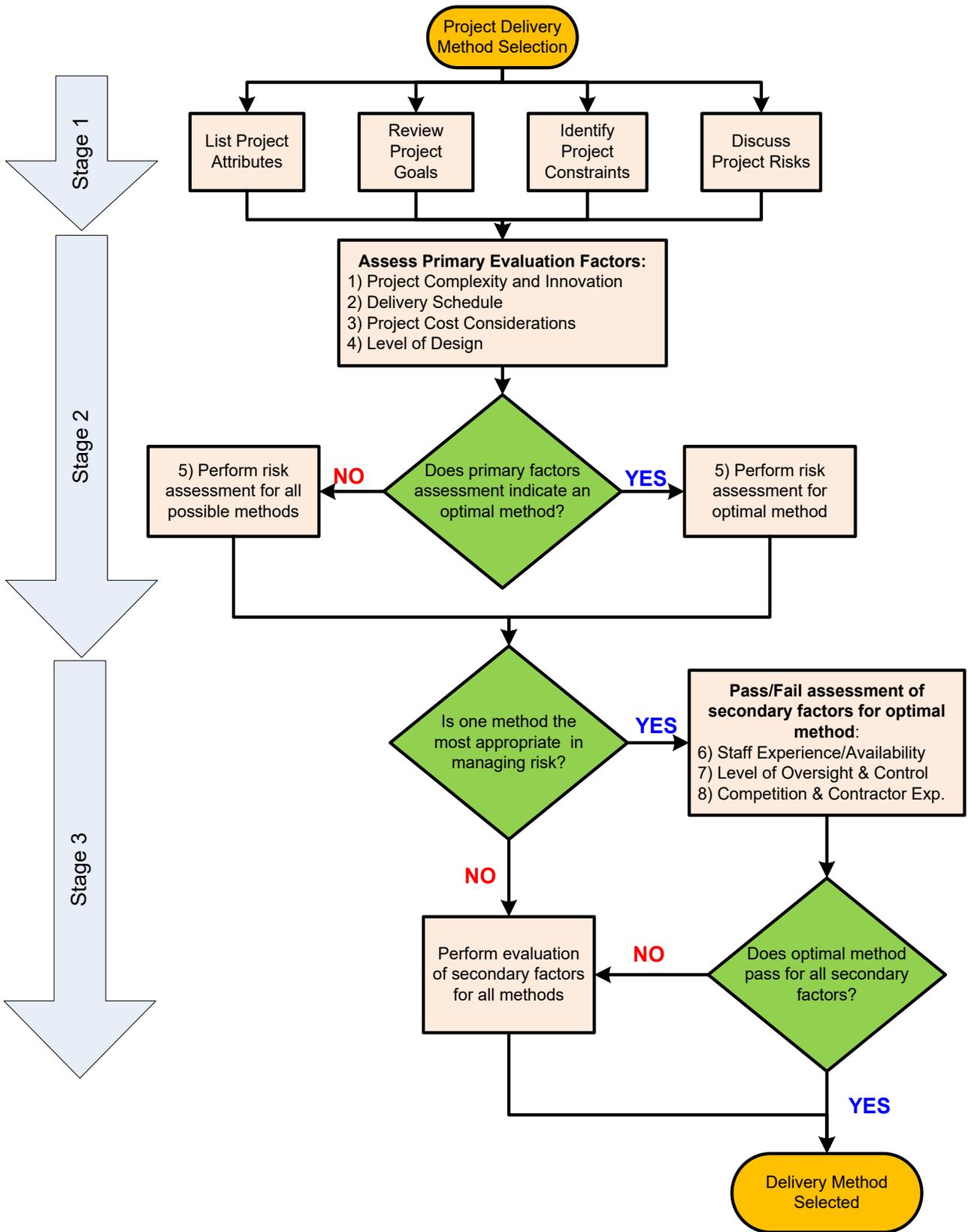
### **STAGE II – Primary Factor Evaluation**

- A. Assess the primary factors (these factors most often determine the selection)
  - 1. Complexity and Innovation
  - 2. Delivery Schedule
  - 3. Project Cost Considerations
  - 4. Level of Design
- B. If the primary factors indicate there is a clear choice of a delivery method, then:
  - 5i. Perform a risk assessment for the desired delivery method to ensure that risks can be properly allocated and managed, and then move on to Stage III Part A
- C. If the primary factors do not indicate a clear choice of a delivery method, then:
  - 5ii. Perform a risk assessment for all delivery methods to determine which method can properly allocate and manage risks, and then move on to Stage III Part B

### **STAGE III – Secondary Factor Evaluation**

- A. Perform a pass/fail analysis of the secondary factors to ensure that they are not relevant to the decision.
  - 6. Staff Experience/Availability (Agency)
  - 7. Level of Oversight and Control
  - 8. Competition and Contractor Experience
- B. If pass/fail analysis does not result in clear determination of the method of delivery, then perform a more rigorous evaluation of the secondary factors against all potential methods of delivery

**NOTE:** Typically, the entire selection process can be completed by the project team in a 3 hour workshop session, as long as each team member has individually reviewed and performed the assessment prior to the workshop.



*Flowchart of the Project Delivery Selection Process*

## Project Delivery Selection Matrix Worksheets and Forms

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

### ***Project delivery description worksheet***

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

### ***Project delivery 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 for the project.

### ***Project delivery constraints worksheet - including example project constraints***

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

### ***Project risks worksheet***

In addition to project goals and constraints, a detailed discussion of project risks is a critical step that helps with evaluation of the selection factors.

### ***Project delivery selection summary form***

The Project Delivery Selection Summary summarizes the assessment of the eight selection factors for the three delivery methods. The form is qualitatively scored using the rating provided in the table below. The form also includes a section for comments and conclusions. The completed Project Delivery Selection Summary should provide an executive summary of the key reasons for the selection of the method of delivery.

Rating Key	
<b>++</b>	Most appropriate delivery method
<b>+</b>	Appropriate delivery method
<b>-</b>	Least appropriate delivery method
<b>X</b>	Fatal Flaw (discontinue evaluation of this method)
<b>NA</b>	Factor not applicable or not relevant to the selection

### ***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 the evaluation of the *Assessment of Risk* factor.

### ***Project delivery methods selection factor opportunities / obstacles form***

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 Selection 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 Summary Form*.

***Project delivery methods opportunities / obstacles checklists***

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

***Risk assessment guidance form***

Because of the unique nature of Selection Factor 5, *Assessment of Risk*, this guidance section provides the project team with additional assistance for evaluation of the risk factor including: Typical Transportation Project Risks; a General Project Risks Checklist; and a Risk Opportunities/Obstacles Checklist.

## Project Delivery Description

The following items should be considered in describing the specific project. Other items can be added to the bottom of the form if they influence the project delivery decision. Relevant documents can be added as appendices to the final summary report.

Project Attributes
<p><b>Project Name:</b> North Interstate 25 Phase II</p>
<p><b>Location:</b> Priority: North I-25, Berthoud to Johnstown (MP 249 to MP 255). From S/O SH 56 to SH 402. Weld and Larimer Counties, CO. Secondary: North I-25, Weld to Berthoud (MP 243 to 249). From SH 66 to S/O SH 56.</p>
<p><b>Estimated Budget:</b> \$295M Expected. Funding should be no less than \$200M, and could be as much as \$650M.</p>
<p><b>Estimated Project Delivery Period:</b> Approximately 5 years. Design in 2018 and 2019. Construction from 2019 until 2023.</p>
<p><b>Required Delivery Date (if applicable):</b> Construction must start no later than March 2022 (Assuming INFRA funding).</p>
<p><b>Source(s) of Project Funding:</b> State Funds: Potential SB267, RPP Federal Funds: INFRA Grant application Local Funds: Weld County, other local communities</p>
<p><b>Project Corridor:</b> I-25 between Weld and Johnstown.</p>
<p><b>Major Features of Work – pavement, bridge, sound barriers, etc.:</b> Pavement reconstruction, bridge reconstruction, interchange reconstruction, retaining walls, culvert replacement, guardrail, installation of ITS and tolling elements, lighting, traffic signs and permanent pavement markings, park and ride with express bus connectivity.</p>
<p><b>Major Schedule Milestones:</b> RODs were completed in 2011 and in 2017, ROW acquisition in 2018 and 2019, construction in 2019</p>
<p><b>Major Project Stakeholders:</b> CDOT, HPTE, CDOT Division of Transit and Rail, FHWA, Weld County, Larimer County, Town of Mead, Town of Berthoud, Town of Johnstown, Town of Loveland, City of Fort Collins, NFRMPO, DRCOG, GWRR, Ditch Companies.</p>
<p><b>Major General Obstacles:</b> Securing funding, accelerated project schedule, environmental, ROW acquisition, utilities, traveling public, railroads.</p>
<p><b>Major Obstacles with Right of Way, Utilities, and/or Environmental Approvals:</b> Great Western Railway approval, approximately 60 ROW parcels to acquire, numerous utility relocations, Little Thompson River floodplain CLOMR, ROD reevaluations.</p>
<p><b>Major Obstacles during Construction Phase:</b> Maintain four lanes of traffic during construction, lack of alternate routes for short-term full closures, utility impacts, closures during interchange reconstruction, coordination with Segments 7 and 8 construction.</p>
<p><b>Safety Issues:</b> Existing high number of vehicle crashes along this corridor, heavy congestion.</p>
<p><b>Sustainable Design and Construction Requirements:</b> Provide for a more uniform traffic flow thereby saving on pollution and energy, water quality considerations, building with both the 3+1 and ultimate FEIS configuration in mind with reusable infrastructure.</p>

## Project Delivery Goals

An understanding of project goals is essential to selecting an appropriate project delivery method. Therefore, project goals should be set prior to using the project delivery selection matrix. Typically, the project goals can be defined in three to five items and need to be reviewed here. Example goals are provided below, but the report should include project-specific goals. These goals should remain consistent over the life of the project.

Project-Specific Goals
<b>Goal #1:</b> Provide a safe facility for the public as well as a safe work zone for construction and the travelling public.
<b>Goal #2:</b> Provide full geometric standard with a rural median.
<b>Goal #3:</b> Maximize scope of work with the available fiscal resources.
<b>Goal #4:</b> Ensure the longevity of the project; compatibility with the ultimate configuration and emerging technologies.
<b>Goal #5:</b> Improve mobility and traffic operations; increase multimodal connections.

### *General Project Goals (For reference)*

#### Schedule

- Minimize project delivery time
- Complete the project on schedule
- Accelerate start of project revenue

#### Cost

- Minimize project cost
- Maximize project budget
- Complete the project on budget
- Maximize the project scope and improvements within the project budget

#### Quality

- Meet or exceed project requirements
- Select the best team
- Provide a high quality design and construction constraints
- Provide an aesthetically pleasing project

#### Functional

- Maximize the life cycle performance of the project
- Maximize capacity and mobility improvements
- Minimize inconvenience to the traveling public during construction
- Maximize safety of workers and traveling public during construction

## Project Delivery Constraints

There are potential aspects of a project that can eliminate the need to evaluate one or more of the possible delivery methods. A list of general constraints can be found below the table and should be referred to after completing this worksheet. The first section below is for general constraints and the second section is for constraints specifically tied to project delivery selection.

<b>General Constraints</b>
<b>Source of Funding:</b> <ul style="list-style-type: none"> <li>- Sources of funding have been identified but not secured</li> </ul>
<b>Schedule constraints:</b> <ul style="list-style-type: none"> <li>- Construction must begin by March 2022 (Assuming INFRA funding)</li> <li>- Desire to begin toll revenue collections as soon as feasible</li> <li>- Minimize travelling public impacts (time value of money)</li> </ul>
<b>Federal, state, and local laws:</b> <ul style="list-style-type: none"> <li>- Comply with North I-25 EIS and all NEPA environmental requirements</li> <li>- MS4 Requirements</li> <li>- SB40</li> <li>- Air Quality Conformity</li> <li>- FEMA &amp; Local Floodplain Permitting</li> </ul>
<b>Third party agreements with railroads, ROW, etc.:</b> <ul style="list-style-type: none"> <li>- Great Western Railway</li> <li>- ROW/Easement agreements with applicable local agencies</li> <li>- Utility Relocation Agreements</li> <li>- Ditch Company Agreements</li> <li>- Local Agency Coordination</li> <li>- IGA's for Funding Participants</li> <li>- E-470 Agreement</li> </ul>
<b>Project Delivery Specific Constraints</b>
<b>Project delivery constraint #1:</b> <ul style="list-style-type: none"> <li>- \$295 Million Budget is anticipated but uncertain – project will need to be scalable to fit the funding that comes available</li> </ul>
<b>Project delivery constraint #2:</b> <ul style="list-style-type: none"> <li>- ROW acquisition – Many parcels will be impacted, increasing likelihood of some condemnation; dynamic market prices in the region</li> </ul>
<b>Project delivery constraint #3:</b> <ul style="list-style-type: none"> <li>- Coordination with Segments 7 and 8 project construction, including regional resource availability to deliver these two projects concurrently both in design and construction</li> </ul>
<b>Project delivery constraint #4:</b> <ul style="list-style-type: none"> <li>- Utility relocations – Many utilities including ones with easements; oil and gas wells</li> </ul>
<b>Project delivery constraint #5:</b> <ul style="list-style-type: none"> <li>- Accelerated schedule; desire to be obligated/under construction as soon as feasible</li> </ul>

### *General Project Constraints*

#### Schedule

- Utilize federal funding by a certain date
- Complete the project on schedule
- Weather and/or environmental impact

#### Cost

- Project must not exceed a specific amount
- Minimal changes will be accepted
- Some funding may be utilized for specific type of work (bridges, drainage, etc.)

Quality

- Must adhere to standards proposed by the Agency
- High quality design and construction constraints
- Adhere to local and federal codes

Functional

- Traveling public must minimally be disrupted during construction
- Hazardous site where safety is a concern
- Return area surrounding project to existing conditions

### Project Risks

Identified Project Risks
<p><b>Project Risk:</b> Deviations from EIS or other past commitments, if cost saving measures or alternative design are utilized</p>
<p><b>Project Risk:</b> Obtain design exception from FHWA</p>
<p><b>Project Risk:</b> Fluidity and change of course based on resources, funding, timing and scope of the project.</p>
<p><b>Project Risk:</b> Meeting aggressive design schedule</p>
<p><b>Project Risk:</b> Material availability – R40, concrete, etc.</p>
<p><b>Project Risk:</b> Obtaining railroad agreements in a timely manner</p>
<p><b>Project Risk:</b> Right-of-Way acquisition in a timely manner</p>
<p><b>Project Risk:</b> Lead time for utility relocations; oil/gas well impacts; potential for conflict with Department of Defense fiber optic cable</p>
<p><b>Project Risk:</b> CLOMR/LOMR for Little Thompson River floodplain</p>
<p><b>Project Risk:</b> Potential for ROD reevaluations/revisions that could affect schedule; obtaining FHWA approvals</p>
<p><b>Project Risk:</b> Wetland impacts</p>
<p><b>Project Risk:</b> Construction limitations due to preble’s mouse, nesting birds, ditches, etc.</p>
<p><b>Project Risk:</b> Potential for lack of personnel resources</p>
<p><b>Project Risk:</b> Potential need for design exceptions due to funding limitations</p>
<p><b>Project Risk:</b> Public and stakeholder acceptability of design and impacts</p>
<p><b>Project Risk:</b> Irrigation ditch coordination in a timely manner</p>

***General Risk Categories to Consider***

1. Site Conditions and Investigations
2. Utilities
3. Railroads
4. Drainage/Water Quality
5. Environmental
6. Third-party Involvement
7. Organizational
8. Design
9. Construction
10. Right-of-Way

## Project Delivery Selection 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	CMGC
<b>Primary Selection Factors</b>			
1. Project Complexity & Innovation	++	-	+/>++
2. Project Delivery Schedule	+	-	+/>++
3. Project Cost Considerations	+	-/+	+
4. Level of Design	+	+	+
5. Risk Assessment	+	-/+	++
<b>Secondary Selection Factors</b>			
6. Staff Experience/Availability (Agency)	PASS	PASS	PASS
7. Level of Oversight and Control	PASS	PASS	PASS
8. Competition and Contractor Experience	PASS	PASS	PASS

Rating Key	
<b>++</b>	Most appropriate delivery method
<b>+</b>	Appropriate delivery method
<b>-</b>	Least appropriate delivery method
<b>X</b>	Fatal Flaw (discontinue evaluation of this method)
<b>NA</b>	Factor not applicable or not relevant to the selection

## Project Delivery Selection Summary Conclusions and Comments

Discussion focused on relevant experiences and opinions from attendees with various expertise in all delivery methods. The team was unable to reach a concrete decision on a single delivery method due to the following outstanding factors which largely impact the final delivery type selection:

- **Scope** – Can the frontage roads be eliminated from the design? This will have implications on innovation, ROW, timing (negotiations and IGAs), and political environment (IGAs may help secure and/or keep SB 267 funding).
- **Budget** - The discussion assumed a \$200M base packet with \$87.5M in INFRA Grant funding (award announcement expected in April/May 2018). If INFRA is not secured, the Transportation Commission could possibly approve ~\$40M to add to the base packet. The timing of this ~\$40M in funds needs to be understood as this will affect work packaging options.
- **Timing** - What is the timeline and driver of project delivery in either design and/or construction? Do we need to have a contractor on board by a certain time? Are IGA executions acceptable in place of a contractor? Project timing clarification will help drive our delivery method.

DBB and CM/GC methods were the clear front runners, never scoring less than appropriate in any Primary Factor category. Though DB did not have any fatal flaws, it scored very low in all Primary Factor categories, and has thus been ruled out as a viable delivery method for this project.

A PDSM – Phase II meeting will be held in a few months after all necessary information has been gathered to make an informed decision between DBB and CM/GC.

## **Project Delivery Selection Matrix Primary Factors**

### 1) Project Complexity and Innovation

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

<b>DESIGN-BID-BUILD - Allows Agency to fully resolve complex design issues and qualitatively evaluate designs before procurement of the general contractor. Innovation is provided by Agency/Consultant expertise and through traditional agency directed processes such as VE studies and contractor bid alternatives.</b>		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
CDOT maintains control of the design and direction of the project (frontage road coordination)	Potential for a dispute (design error, etc.)	++
Constructability review focused on risks (traffic control, phasing, material)	Contractor input on phasing and hauling of material	
Minimal opportunities for innovation	Right-of-way process (timing of acquisitions)	
Owner driven risks and opportunities to resolve	Can create scope creep and increased time on design	
Highly optimized pavement section/design	Innovation during construction could lead to increased costs	
Scalable projects, based on funding (application of practical based design)		
Use of innovative opportunities from Segments 7 & 8		
<b>CMGC - Allows independent selection of designer and contractor based on qualifications and other factors to jointly address complex innovative designs through three party collaboration of Agency, designer and Contractor. Allows for a qualitative (non-price oriented) design but requires agreement on CAP.</b>		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
Contractor input on phasing and hauling of material	Only get one team's input on innovation (ICE, design and contractor)	+ / ++
CDOT maintains control of the design and direction of the project (frontage road coordination)	Could limit innovation depending on the selection of a contractor (pavement)	
Scalable projects, based on funding (application of practical based design)	Can create scope creep and increased time on design	
Constructability review from contractor and ICE		
Real time cost estimating and controls		
Early contractor involvement in bridge design and procurement		
Contractor knowledge in procurement of materials, phasing, etc.		
Innovation in pavement design because the owner still maintains control		
<b>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.</b>		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
Ability to procure a contractor early on (phasing knowledge, working around ROW)	Loss of control of design components	-
Contractor knowledge in procurement of materials, phasing, etc.	Does invite an opportunity for innovation on the pavement section	
Competitive design on interchange types	Definition of the scope, level of control in terms of innovation	
Structure innovation (competitive input, phasing and design)	Innovation during construction could lead to increased costs	
Contractor owns the design and has the opportunity to be more fluid (utilities, ROW phasing)		

## 2) Delivery Schedule

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

<b>DESIGN-BID-BUILD</b> – Requires time to perform sequential design and procurement, but if design time is available has the shortest procurement time after the design is complete.		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
Opportunity to purchase ROW and refine design	Majority of the ROW needs to be purchased before going to construction	+
IGA coordination and execution	Can't obligate funds until you are ready to go to construction	
Flexible funding and start dates can be accommodated	Time to re-bid if it's over the engineer's estimate	
If timing of funding is flexible, then innovation is reduced		
<b>CMGC</b> - 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 CAP.		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
Ability to obligate funds earlier in the process	Schedule delays if you can't come to agreed upon prices	+ / ++
IGA coordination and execution	Schedule delays if you can't come to terms on scope	
Go to construction without 100% design or ROW	If timing of funding is flexible, then innovation is reduced	
Flexible funding and start dates can be accommodated		
<b>DESIGN-BUILD</b> - Ability to 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.		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
IGA coordination and execution	Schedule delays for BAFO	-
Go to construction without 100% design or ROW	CDOT resources & experience during RFP development (time to write the RFP)	
Use of Segments 7 & 8 procurement documents	Schedule delays if you can't come to terms on scope	
Complete schedule of construction	Lack of flexibility with funding and moving start dates	
	If timing of funding is flexible, then innovation is reduced	

### 3) Level of Design

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

<b>DESIGN-BID-BUILD - 100% design by Agency or contracted design team, with Agency having complete control over the design.</b>		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
NEPA completion	Oil-wells / undiscovered risks	+
Right-of-way secured	Less integration between design and construction	
<b>CMGC - Can utilize a lower level of design prior to procurement of the CMGC and then joint collaboration of Agency, designer, and CMGC in the further development of the design. Iterative nature of design process risks extending the project schedule.</b>		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
Design is early enough to get good contractor engagement	Contractor preference throughout design could lead to efficiencies	+
Structure selection and input	Clarity in the design for ROW discussions	
Breakout work into appropriate packages		
<b>DESIGN-BUILD - Design advanced by Agency to the level necessary to precisely define contract requirements and properly allocate risk (typically 30% or less).</b>		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
Early enough for a performance based RFP	Clarity in the design for ROW discussions	+
Enough design to minimize risk (geotechnical and utility)	Pavement design refinement	
	NEPA completion	

#### 4) Project Cost Considerations

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

<b>DESIGN-BID-BUILD</b> - 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.		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
Multiple bid packages and control the overall cost (scalable)	Difficult to get good bids from contractors	+
Competitive bid environment	Engineer's estimate could be off (order of magnitude)	
Flexible in design to accommodate funding changes/variability (delay decisions)	Locked in on the design / negotiation of change orders	
	Flexibility is lost / can't maximize scope	
	Unknown conditions, claims, errors	
	Potential for a contractor to put in an unreasonably low price and attempt to take advantage of change orders	
<b>CMGC</b> - Agency/designer/contractor collaboration to reduce risk pricing can provide a low cost project however non-competitive negotiated CAP introduces price risk. Good flexibility to design to a budget.		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
Scalable/ multiple packages coordinated with the contractor	Not coming to an agreed upon price	+
Unit price certainty	Not a competitive price	
Unknown conditions, claims, errors	Paying a premium for work packaging	
Shared risk pool		
Approach to price (used during procurement)		
ICE involvement throughout the design process		
<b>DESIGN-BUILD</b> - 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.		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
Competitive market price for both design and construction	May not understand those costs until the end	-/+
Maximizing scope with financial constraints	Costs could be traded for life cycle	
Existing contractor teams from other projects that might be able to be more efficient in this process	Potential for a contractor to put in an unreasonably low price and attempt to take advantage of change orders	
	Cost of additional staff time for procurement	
	Resource availability given all the current construction projects in the region	

### 5) Risk Assessment of Delivery Methods

Risk is an uncertain event or condition that, if it occurs, has an 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.

<b>DESIGN-BID-BUILD</b> - 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, change orders, and potential claims.		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
Risk allocation is widely understood.	Low bid process limits the selection of a quality contractor.	+
Opportunity to avoid or mitigate risk through complete design.	Owner retains the majority of the risk.	
Risks related to environmental, railroads, ROW, utilities, etc. are best resolved before procurement.	Limited industry input into risks and allocation.	
	Change order risks can be greater and unforeseen.	
	<a href="#">Contractor bids reflect their interpretation of allocation of the risks</a>	
<b>CMGC</b> - Provides opportunity for Agency, 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.		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
Contractor has a better understanding of the risks going into construction.	If Construction Agreement Price cannot be reached, then the typical low-bid risks appear.	++
Innovative opportunities to allocate risk to different parties.	Strong agency management is required to negotiate and optimize risks.	
Opportunities to manage cost risks during CMGC process.	Packaging / phasing could result in an entrenched contractor that will have less incentive to negotiate.	
Contractor can help both identify and mitigate risks.	CDOT staff less familiar with CMGC process	
Contractor quality plays a part in the selection of the contractor.		
Opportunity to avoid or mitigate risk through complete design.		
Do not need a detailed project scope to allow project implementation to proceed.		
<b>DESIGN-BUILD</b> - 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.		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
Transfer of risk from owner to contractor.	Limited time to resolve risks.	-/+
Opportunity for industry review of risk allocation.	Need a detailed project scope for the RFP to get an accurate / comprehensive response from bidders.	
Innovative opportunities to allocate risks to different parties (ex. Schedule, means and methods, phasing).	Poorly defined risks can lead to large change orders and cost.	
Contractor quality plays a part in the selection of the contractor	Contractor may avoid risks or drive the design to decrease cost at the expense of quality.	
	CDOT staff less familiar with DB process	

## **Project Delivery Selection Matrix Secondary Factors**

**6) Staff Experience and Availability**

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

<b>DESIGN-BID-BUILD</b> - Technical and management resources necessary to perform the design and plan development. Resource needs can be more spread out.		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
<b>CMGC</b> - Strong, committed Agency project management resources are important for success of the CMGC process. Resource needs are similar to DBB except Agency must coordinate CM's input with the project designer and be prepared for CAP negotiations.		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
<b>DESIGN-BUILD</b> - 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.		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>





# **Project Delivery Selection Factors Opportunities and Obstacles Checklists**

**(With project risk assessment and checklists)**

**1) Project Complexity and Innovation Project Delivery Selection Checklist**

<b>DESIGN-BID-BUILD</b>
<b>Complexity and Innovation Considerations</b>
<ul style="list-style-type: none"> <li>• Agencies control of design of complex projects</li> <li>• Agency and consultant expertise can select innovation independently of contractor abilities</li> <li>• Opportunities for value engineering studies during design, more time for design solutions</li> <li>• Aids in consistency and maintainability</li> <li>• Full control in selection of design expertise</li> <li>• Complex design can be resolved and competitively bid</li> <li>• Innovations can add cost or time and restrain contractor's benefits</li> <li>• No contractor input to optimize costs</li> <li>• Limited flexibility for integrated design and construction solutions (limited to constructability)</li> <li>• Difficult to assess construction time and cost due to innovation</li> </ul>
<b>CMGC</b>
<b>Complexity and Innovation Considerations</b>
<ul style="list-style-type: none"> <li>• Highly innovative process through 3 party collaboration</li> <li>• Allows for agency control of a designer/contractor process for developing innovative solutions</li> <li>• Allows for an independent selection of the best qualified designer and best qualified contractor</li> <li>• VE inherent in process and enhanced constructability</li> <li>• Risk of innovation can be better defined and minimized and allocated</li> <li>• Can take to market for bidding as contingency</li> <li>• Can develop means and methods to the strengths of a single contractor partner throughout preconstruction</li> <li>• Process depends on designer/CM relationship</li> <li>• No contractual relationship between designer/CM</li> <li>• Innovations can add or reduce cost or time</li> <li>• Management of scope additions</li> <li>•</li> </ul>
<b>DESIGN-BUILD</b>
<b>Complexity and Innovation Considerations</b>
<ul style="list-style-type: none"> <li>• Designer and contractor collaborate to optimize means and methods and enhance innovation</li> <li>• Opportunity for innovation through competitiveness of ATC process</li> <li>• Can use best-value procurement to select design-builder with best qualifications</li> <li>• Constructability and VE inherent in process</li> <li>• Early team integration</li> <li>• Requires desired solutions to complex designs to be well defined through technical requirements</li> <li>• Qualitative designs can be difficult to define if not done early in design (example. aesthetics)</li> <li>• time or cost constraints on designer</li> <li>• Quality assurance for innovative processes can be difficult to define in RFP</li> <li>• Ability to obtain intellectual property using stipends</li> </ul>

## 2) Delivery Schedule Project Delivery Selection Checklist

<b>DESIGN-BID-BUILD</b>
<b>Schedule Considerations</b>
<ul style="list-style-type: none"><li>• Schedule is more predictable and more manageable</li><li>• Milestones can be easier to define</li><li>• Projects can more easily be “shelved”</li><li>• Shortest procurement period</li><li>• Elements of design can be advanced prior to permitting, construction, etc.</li><li>• Time to communicate/discuss design with stakeholders</li><li>• Time to perform a linear Design-Bid-Build delivery process</li><li>• Design and construction schedules can be unrealistic due to lack of industry input</li><li>• Errors in design lead to change orders and schedule delays</li><li>• Low bid selection may lead to potential delays and other adverse outcomes.</li></ul>
<b>CMGC</b>
<b>Schedule Considerations</b>
<ul style="list-style-type: none"><li>• Ability to start construction before entire design, ROW, etc. is complete (i.e., phased design)</li><li>• More efficient procurement of long-lead items</li><li>• Early identification and resolution of design and construction issues (e.g., utility, ROW, and earthwork)</li><li>• Can provide a shorter procurement schedule than DB</li><li>• Team involvement for schedule optimization</li><li>• Continuous constructability review and VE</li><li>• Maintenance of Traffic improves with contractor inputs</li><li>• Contractor input for phasing, constructability and traffic control may reduce overall schedule</li><li>• Potential for not reaching CAP and substantially delaying schedule</li><li>• CAP negotiation can delay the schedule</li><li>• Designer-contractor-agency disagreements can add delays</li><li>• Strong agency management is required to control schedule</li></ul>
<b>DESIGN-BUILD</b>
<b>Schedule Considerations</b>
<ul style="list-style-type: none"><li>• Potential to accelerate schedule through parallel design-build process</li><li>• Shifting of schedule risk</li><li>• Industry input into design and schedule</li><li>• Fewer chances for disputes between agency and the Design-Build team</li><li>• More efficient procurement of long-lead items</li><li>• Ability to start construction before entire design, ROW, etc. is complete (i.e., phased design)</li><li>• Allows innovation in resource loading and scheduling by DB team</li><li>• Request for proposal development and procurement can be intensive</li><li>• Undefined events or conditions found after procurement, but during design can impact schedule and cost</li><li>• Time required to define and develop RFP technical requirements and expectations</li><li>• Requires agency and stakeholder commitments to an expeditious review of design</li></ul>

### 3) Project Cost Considerations Project Delivery Selection Checklist

<b>DESIGN-BID-BUILD</b>
<b>Project Cost Considerations</b>
<ul style="list-style-type: none"><li>• Competitive bidding provides a low cost construction to a fully defined scope of work</li><li>• Increased certainty about cost estimates</li><li>• Construction costs are contractually set before construction begins</li><li>• Cost accuracy is limited until design is completed</li><li>• Construction costs are not locked in until design is 100% complete</li><li>• Cost reductions due to contractor innovation and constructability is difficult to obtain</li><li>• More potential of cost change orders due to Agency design responsibility</li></ul>
<b>CMGC</b>
<b>Project Cost Considerations</b>
<ul style="list-style-type: none"><li>• Agency/designer/contractor collaboration to reduce project risk can result in lowest project costs</li><li>• Early contractor involvement can result in cost savings through VE and constructability</li><li>• Cost will be known earlier when compared to DBB</li><li>• Integrated design/construction process can provide a cost efficient strategies to project goals</li><li>• Can provide a cost efficient response to meet project goals</li><li>• Non-competitive negotiated CAP introduces price risk</li><li>• Difficulty in CAP negotiation introduces some risk that CAP will not be successfully executed requiring aborting the CMGC process</li><li>• Paying for contractor's involvement in the design phase could potentially increase total cost</li><li>• Use of Independent Cost Estimating (ICE) expertise to obtain competitive pricing during CAP negotiations</li></ul>
<b>DESIGN-BUILD</b>
<b>Project Cost Considerations</b>
<ul style="list-style-type: none"><li>• Contractor input into design should moderate cost</li><li>• Design-builder collaboration and ATCs can provide a cost-efficient response to project goals</li><li>• Costs are contractually set early in design process with design-build proposal</li><li>• Allows a variable scope bid to match a fixed budget</li><li>• Potential lower average cost growth</li><li>• Funding can be obligated in a very short timeframe</li><li>• Risks related to design-build, lump sum cost without 100% design complete, can compromise financial success of the project</li></ul>

#### 4) Level of Design Project Delivery Selection Checklist

<b>DESIGN-BID-BUILD</b>
<b>Level of Design Considerations</b>
<ul style="list-style-type: none"> <li>• 100% design by agency</li> <li>• Agency has complete control over the design (can be beneficial when there is one specific solution for a project)</li> <li>• Project/scope can be developed through design</li> <li>• The scope of the project is well defined through complete plans and contract documents</li> <li>• Well-known process to the industry</li> <li>• Agency design errors can result in a higher number of change orders, claims, etc.</li> <li>• Minimizes competitive innovation opportunities</li> <li>• Can reduce the level of constructability since the contractor is not bought into the project until after the design is complete</li> </ul>
<b>CMGC</b>
<b>Level of Design Considerations</b>
<ul style="list-style-type: none"> <li>• Can utilize a lower level of design prior to selecting a contractor then collaboratively advance design with agency, designer and contractor</li> <li>• Contractor involvement in early design improves constructability</li> <li>• Agency controls design</li> <li>• Design can be used for DBB if the price is not successfully negotiated</li> <li>• Design can be responsive to risk minimization</li> <li>• Teaming and communicating concerning design can cause disputes</li> <li>• Three party process can slow progression of design</li> <li>• Advanced design can limit the advantages of CMGC or could require re-design</li> </ul>
<b>DESIGN-BUILD</b>
<b>Level of Design Considerations</b>
<ul style="list-style-type: none"> <li>• Design advanced by the agency to level necessary to precisely define the contract requirements and properly allocate risk</li> <li>• Does not require much design to be completed before awarding project to the design-builder (between ~ 10% - 30% complete)</li> <li>• Contractor involvement in early design, which improves constructability and innovation</li> <li>• 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</li> <li>• Clearly define requirements in the RFP because it is the basis for the contract</li> <li>• If design is too far advanced, it will limit the advantages of design-build</li> <li>• Carefully develop the RFP so that scope is fully defined</li> <li>• Over utilizing performance specifications to enhance innovation can risk quality through reduced technical requirements</li> <li>• Less agency control over the design</li> <li>• Can create project less standardized designs across agency as a whole</li> </ul>

### 5a) Initial Risk Assessment Guidance

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

- Typical Transportation Project Risks
- General Project Risks Checklist
- 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.

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

#### 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/>

<b>DESIGN-BID-BUILD</b>
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.
<b>CMGC</b>
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 CAP.
<b>DESIGN-BUILD</b>
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. The Agency should perform site investigations in advance of procurement to define conditions and avoid duplication of effort by proposers. At a minimum, the Agency should perform the following investigations: <ol style="list-style-type: none"><li>1) Basic design surveys</li><li>2) Hazardous materials investigations to characterize the nature of soil and groundwater contamination</li><li>3) Geotechnical baseline report to allow design-builders to perform proposal design without extensive additional geotechnical investigations</li></ol>

#### 2) Utilities

<b>DESIGN-BID-BUILD</b>
Utility risks are best allocated to the Agency, and mostly addressed prior to procurement to minimize potential for claims when the schedule allows.

**CMGC**

Can utilize a lower level of design prior to contracting and joint collaboration of Agency, designer, and contractor in the further development of the design.

**DESIGN-BUILD**

Utilities responsibilities need to be clearly defined in contract requirements, and appropriately allocated to both design-builder and the Agency:

*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.

3) *Railroads (if applicable)*

**DESIGN-BID-BUILD**

Railroad risks are best resolved prior to procurement and relocation designs included in the project requirements when the schedule allows.

**CMGC**

Railroad impacts and processes can be resolved collaboratively by Agency, designer, and contractor. A lengthy resolution process can delay the CAP negotiations.

**DESIGN-BUILD**

Railroad coordination and schedule risks should be well understood to be properly allocated and are often best assumed by the Agency. Railroad design risks can be allocated to the designer if well defined. Best to obtain an agreement with railroad defining responsibilities prior to procurement

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 design 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.

**CMGC**

The Agency, 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 CAP.

**DESIGN-BUILD**

Generally, the Agency 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.

*5) Environmental*

Meeting environmental document commitments and requirements, 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.

**CMGC**

Environmental risks and responsibilities can be collectively identified, minimized, and allocated by the Agency, the designer, and the contractor prior to CAP

**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.

*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.

**CMGC**

Third party approvals can be resolved collaboratively by the Agency, designer, and contractor.

**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.

**5b) General Project Risk Checklist (Items to consider when assessing risk)**

<b>Environmental Risks</b>	<b>External Risks</b>
<ul style="list-style-type: none"> <li>• Delay in review of environmental documentation</li> <li>• Challenge in appropriate environmental documentation</li> <li>• Defined and non-defined hazardous waste</li> <li>• Environmental regulation changes</li> <li>• Environmental impact statement (EIS) required</li> <li>• NEPA/ 404 Merger Process required</li> <li>• Environmental analysis on new alignments required</li> </ul>	<ul style="list-style-type: none"> <li>• Stakeholders request late changes</li> <li>• Influential stakeholders request additional needs to serve their own commercial purposes</li> <li>• Local communities pose objections</li> <li>• Community relations</li> <li>• Conformance with regulations/guidelines/ design criteria</li> <li>• Intergovernmental agreements and jurisdiction</li> </ul>
<b>Third-Party Risks</b>	<b>Geotechnical and Hazmat Risks</b>
<ul style="list-style-type: none"> <li>• Unforeseen delays due to utility owner and third-party</li> <li>• Encounter unexpected utilities during construction</li> <li>• Cost sharing with utilities not as planned</li> <li>• Utility integration with project not as planned</li> <li>• Third-party delays during construction</li> <li>• Coordination with other projects</li> <li>• Coordination with other government agencies</li> </ul>	<ul style="list-style-type: none"> <li>• Unexpected geotechnical issues</li> <li>• Surveys late and/or in error</li> <li>• Hazardous waste site analysis incomplete or in error</li> <li>• Inadequate geotechnical investigations</li> <li>• Adverse groundwater conditions</li> <li>• Other general geotechnical risks</li> </ul>
<b>Right-of-Way/ Real Estate Risks</b>	<b>Design Risks</b>
<ul style="list-style-type: none"> <li>• Railroad involvement</li> <li>• Objections to ROW appraisal take more time and/or money</li> <li>• Excessive relocation or demolition</li> <li>• Acquisition ROW problems</li> <li>• Difficult or additional condemnation</li> <li>• Accelerating pace of development in project corridor</li> <li>• Additional ROW purchase due to alignment change</li> </ul>	<ul style="list-style-type: none"> <li>• Design is incomplete/ Design exceptions</li> <li>• Scope definition is poor or incomplete</li> <li>• Project purpose and need are poorly defined</li> <li>• Communication breakdown with project team</li> <li>• Pressure to delivery project on an accelerated schedule</li> <li>• Constructability of design issues</li> <li>• Project complexity - scope, schedule, objectives, cost, and deliverables - are not clearly understood</li> </ul>
<b>Organizational Risks</b>	<b>Construction Risks</b>
<ul style="list-style-type: none"> <li>• Inexperienced staff assigned</li> <li>• Losing critical staff at crucial point of the project</li> <li>• Functional units not available or overloaded</li> <li>• No control over staff priorities</li> <li>• Lack of coordination/ communication</li> <li>• Local agency issues</li> <li>• Internal red tape causes delay getting approvals, decisions</li> <li>• Too many projects/ new priority project inserted into program</li> </ul>	<ul style="list-style-type: none"> <li>• Pressure to delivery project on an accelerated schedule.</li> <li>• Inaccurate contract time estimates</li> <li>• Construction QC/QA issues</li> <li>• Unclear contract documents</li> <li>• Problem with construction sequencing/ staging/ phasing</li> <li>• Maintenance of Traffic/ Work Zone Traffic Control</li> </ul>

**5c) Assessment of Risk Project Delivery Selection Opportunities/Obstacles Checklist**

<b>DESIGN-BID-BUILD</b>
<b>Risk Considerations</b>
<ul style="list-style-type: none"> <li>• Risks managed separately through design, bid, build is expected to be easier</li> <li>• Risk allocation is most widely understood/used</li> <li>• Opportunity to avoid or mitigate risk through complete design</li> <li>• Risks related to environmental, railroads, &amp; third party involvement are best resolved before procurement</li> <li>• Utilities and ROW best allocated to the agency and mostly addressed prior to procurement to minimize potential for claim</li> <li>• Project can be shelved while resolving risks</li> <li>• Agency accepts risks associated with project complexity (the inability of designer to be all-knowing about construction) and project unknowns</li> <li>• Low-bid related risks</li> <li>• Potential for misplaced risk through prescriptive specifications</li> <li>• Innovative risk allocation is difficult to obtain</li> <li>• Limited industry input in contract risk allocation</li> <li>• Change order risks can be greater</li> </ul>
<b>CMGC</b>
<b>Risk Considerations</b>
<ul style="list-style-type: none"> <li>• Contractor can have a better understanding of the unknown conditions as design progresses</li> <li>• Innovative opportunities to allocate risks to different parties (e.g., schedule, means and methods, phasing)</li> <li>• Opportunities to manage costs risks through CMGC involvement</li> <li>• Contractor will help identify and manage risk</li> <li>• Agency still has considerable involvement with third parties to deal with risks</li> <li>• Avoids low-bidding risk in procurement</li> <li>• More flexibility and innovation available to deal with unknowns early in the design process</li> <li>• Lack of motivation to manage small quantity costs</li> <li>• Increase costs for non-proposal items</li> <li>• Disagreement among Designer-Contractor-Agency can put the process at risk</li> <li>• If CAP cannot be reached, additional low-bid risks appear</li> <li>• Limited to risk capabilities of CMGC</li> <li>•</li> <li>• Strong agency management is required to negotiate/optimize risks</li> <li>• Discovery of unknown conditions can drive up CAP, which can be compounded in phased construction</li> </ul>
<b>DESIGN-BUILD</b>
<b>Risk Considerations</b>
<ul style="list-style-type: none"> <li>• Performance specifications can allow for alternative risk allocations to the design builder</li> <li>• Risk-reward structure can be better defined</li> <li>• Innovative opportunities to allocate risks to different parties (e.g., schedule, means and methods, phasing)</li> <li>• Opportunity for industry review of risk allocation (draft RFP, ATC processes)</li> <li>• Avoid low-bidding risk in procurement</li> <li>• Contractor will help identify risks related to environmental, railroads, ROW, and utilities</li> <li>• Designers and contractors can work toward innovative solutions to, or avoidance of, unknowns</li> <li>• Need a detailed project scope, description etc., for the RFP to get accurate/comprehensive responses to the RFP (Increased RFP costs may limit bidders)</li> <li>• Limited time to resolve risks</li> <li>• Additional risks allocated to designers for errors and omissions, claims for change orders</li> <li>• Unknowns and associated risks need to be carefully allocated through a well-defined scope and contract</li> <li>• Risks associated with agreements when design is not completed</li> <li>• Poorly defined risks are expensive</li> <li>• Contractor may avoid risks or drive consultant to decrease cost at risk to quality</li> </ul>

**6) Staff Experience and Availability Project Delivery Selection Checklist**

<b>DESIGN-BID-BUILD</b>
<b>Staff Experience and Availability Considerations</b>
<ul style="list-style-type: none"><li>• Agency, contractors and consultants have high level of experience with the traditional system</li><li>• Designers can be more interchangeable between projects</li><li>• Can require a high level of agency staffing of technical resources</li><li>• Staff's responsibilities are spread out over a longer design period</li><li>• Can require staff to have full breadth of technical expertise</li></ul>
<b>CMGC</b>
<b>Staff Experience and Availability Considerations</b>
<ul style="list-style-type: none"><li>• Agency can improve efficiencies by having more project managers on staff rather than specialized experts</li><li>• Smaller number of technical staff required through use of consultant designer</li><li>• Strong committed agency project management is important to success</li><li>• Limitation of availability of staff with skills, knowledge and personality to manage CMGC projects</li><li>• Existing staff may need additional training to address their changing roles</li><li>• Agency must learn how to negotiate CAP projects</li></ul>
<b>DESIGN-BUILD</b>
<b>Staff Experience and Availability Considerations</b>
<ul style="list-style-type: none"><li>• Less agency staff required due to the sole source nature of DB</li><li>• Opportunity to grow agency staff by learning a new process</li><li>• Limitation of availability of staff with skills and knowledge to manage DB projects</li><li>• Existing staff may need additional training to address their changing roles</li><li>• Need to "mass" agency management and technical resources at critical points in process (i.e., RFP development, design reviews, etc.)</li></ul>

**7) Level of Oversight and Control Project Delivery Selection Checklist**

<b>DESIGN-BID-BUILD</b>
<b>Level of Oversight and Control Considerations</b>
<ul style="list-style-type: none"> <li>• Full agency control over a linear design and construction process</li> <li>• Oversight roles are well understood</li> <li>• Contract documents are typically completed in a single package before construction begins</li> <li>• Multiple checking points through three linear phases: design-bid-build</li> <li>• Maximum control over design</li> <li>• Requires a high-level of oversight</li> <li>• Increased likelihood of claims due to agency design responsibility</li> <li>• Limited control over an integrated design/construction process</li> </ul>
<b>CMGC</b>
<b>Level of Oversight and Control Considerations</b>
<ul style="list-style-type: none"> <li>• Preconstruction services are provided by the construction manager</li> <li>• Obtaining input from the CMGC to enhance constructability and innovation</li> <li>• Provides agency control over an integrated design/construction process</li> <li>• Agency must have experienced staff to oversee the CMGC</li> <li>• Higher level of cost oversight required</li> </ul>
<b>DESIGN-BUILD</b>
<b>Level of Oversight and Control Considerations</b>
<ul style="list-style-type: none"> <li>• A single entity responsibility during project design and construction</li> <li>• Obtaining input from the Design-Builder to enhance constructability and innovation</li> <li>• Overall project planning and scheduling is established by one entity</li> <li>• Can require a high level of design oversight</li> <li>• Can require a high level of quality assurance oversight</li> <li>• Limitation on staff with DB oversight experience</li> <li>• Less agency control over design</li> <li>• Control over design relies on proper development of technical requirements</li> </ul>

## 8) Competition and Contractor Experience Project Delivery Selection Checklist

<b>DESIGN-BID-BUILD</b>
<b>Competition and Contractor Experience Considerations</b>
<ul style="list-style-type: none"><li>• Promotes high level of competition in the marketplace</li><li>• Opens construction to all reasonably qualified bidders</li><li>• Transparency and fairness</li><li>• Reduced chance of corruption and collusion</li><li>• Contractors are familiar with the DBB process</li><li>• Risks associated with selecting the low bid (the best contractor is not necessary selected)</li><li>• No contractor input into the process</li><li>• Limited ability to select contractor based on qualifications</li></ul>
<b>CMGC</b>
<b>Competition and Contractor Experience Considerations</b>
<ul style="list-style-type: none"><li>• Allows for qualifications based contractor procurement</li><li>• Agency has control over an independent selection of best qualified designer and contractor</li><li>• Contractor is part of the project team early on, creating a project “team”</li><li>• Increased opportunity for innovation due to the diversity of the project team</li><li>• Currently there is not a large pool of contractors with experience in CMGC, which will reduce the competition and availability</li><li>• Working with only one contractor to develop the CAP can limit price competition</li><li>• Requires a strong project manager from the agency</li><li>• Teamwork and communication among the project team</li></ul>
<b>DESIGN-BUILD</b>
<b>Competition and Contractor Experience Considerations</b>
<ul style="list-style-type: none"><li>• Allows for a balance of qualifications and cost in design-builder procurement</li><li>• Two-phase process can promote strong teaming to obtain “Best Value”</li><li>• Increased opportunity for innovation possibilities due to the diverse project team</li><li>• Need for DB qualifications can limit competition</li><li>• Lack of competition with past experience with the project delivery method</li><li>• Reliant on DB team selected for the project</li><li>• The gap between agency experience and contractor experience with delivery method can create conflict</li></ul>