

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

Workshop Summary	
<b>Project Name:</b>	US 550 302-North and The Connection MP 12.8 to Grand View Interchange
<b>Workshop Date:</b>	July 20, 2017
<b>Workshop Location:</b>	CDOT Durango
<b>Facilitator:</b>	Matt Pacheco
<b>Delivery Method Selected:</b>	Design-Build

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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

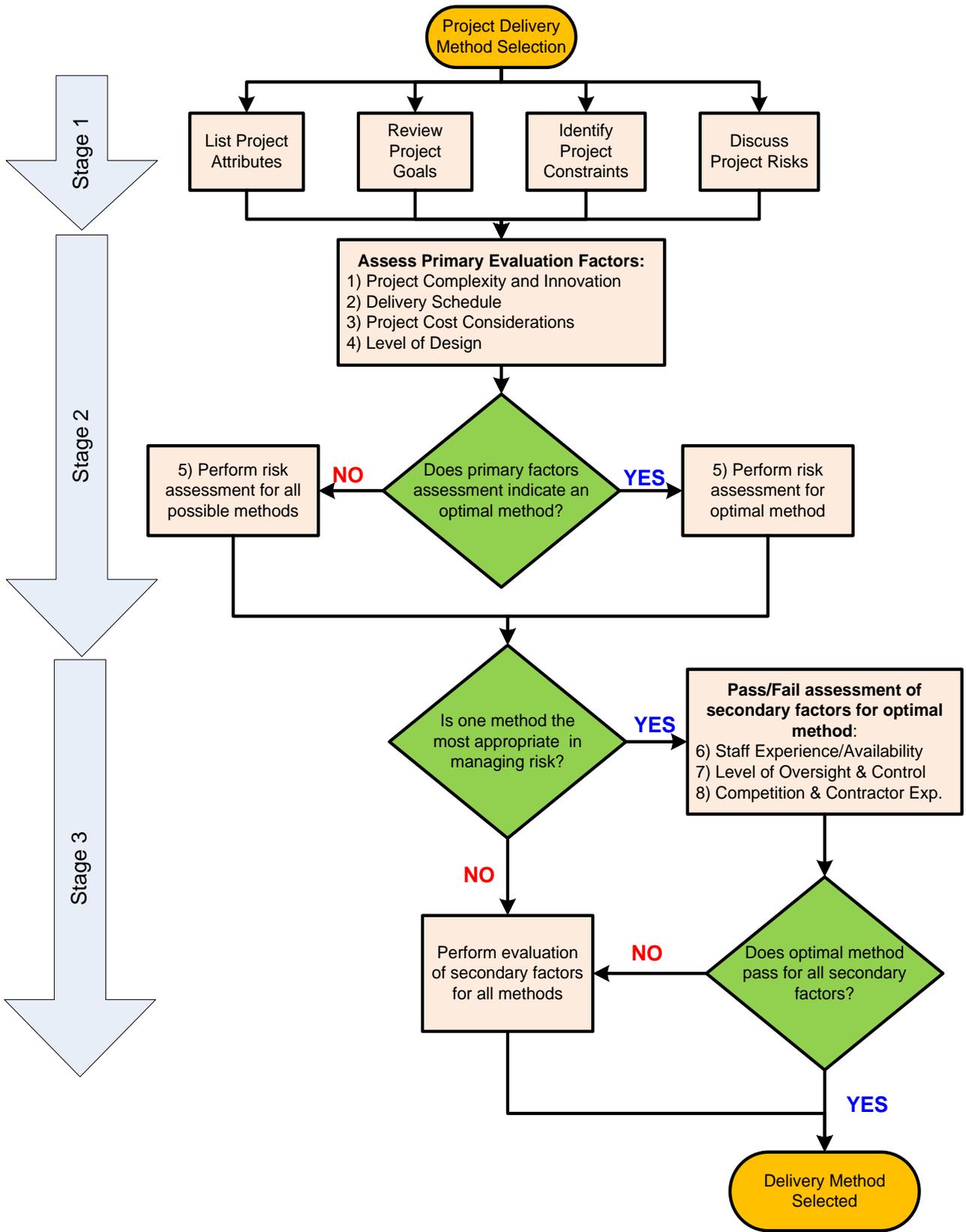
### **STAGE II – Primary Factor Evaluation**

- 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.

<b>Project Attributes</b>
<b>Project Name:</b> <b>US 550 302-North and The Connection MP 12.8 to Grand View Interchange</b>
<b>Location:</b> <b>La Plata County Colorado Near Durango</b>
<b>Estimated Budget:</b> <b>\$101,000,000.00</b>
<b>Estimated Project Delivery Period:</b> <b>Construction estimated to begin 2019</b>
<b>Required Delivery Date (if applicable):</b> <b>N/A (ASAP)</b>
<b>Source(s) of Project Funding:</b> <b>RPP, SB 267 others</b>
<b>Project Corridor:</b> <b>US 550 and US 160</b>
<b>Major Features of Work – pavement, bridge, sound barriers, etc.:</b> <b>Pavement, ABC, Large and Small Mammal Crossings, Bridges, Retaining Walls and Major Earthwork, Wildlife Fencing, Safety improvements</b>
<b>Major Schedule Milestones:</b> <b>Construction starting 2019</b>
<b>Major Project Stakeholders:</b> <b>La Plata County, CDOT, Public/Business, Mercy Medical Center, Oil and gas industries, Freight Industry Users, Growth Fund(Subsidiary of Southern Ute Indian Tribe), Local Landowners</b>
<b>Major General Obstacles:</b> <b>Project Construction not fully funded, ROW acquisition not complete</b>
<b>Major Obstacles with Right of Way, Utilities, and/or Environmental Approvals:</b> <b>Relocation of Irrigation facilities, separation of water quality flows from existing historical flows, excess excavation quantities (approx. 1 million CY to dispose of),</b>
<b>Major Obstacles during Construction Phase:</b> <b>Moving large volumes of excavation and embankment between the projects, Public communication</b>
<b>Safety Issues:</b> <b>Improving safety of narrow two lane road.</b> <b>Managing the safety of major earthmoving operations during construction while maintaining traffic.</b>
<b>Sustainable Design and Construction Requirements:</b> <b>Include Water Quality measures to meet the requirements of the MS4 permit and environmental commitments specified in the EA/FONSI and the SEIS/ROD.</b>

## 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> Maximize Safety - reducing crashes both with other road users but also reduces conflict with mammals.
<b>Goal #2:</b> Maximize travel efficiency and mobility by meeting demand for highway capacity
<b>Goal #3:</b> Improve access along the US 550 and US 160 Corridors
<b>Goal #4:</b> Maximize project scope through project innovations including major earthwork operations
<b>Goal #5:</b>

### *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.

General Constraints
<b>Source of Funding:</b> RPP, SB 267
<b>Schedule constraints:</b> SB 267 for final delivery schedule
<b>Federal, state, and local laws:</b> N/A
<b>Third party agreements with railroads, ROW, etc:</b> Right of Way and Utility Agreements, Irrigation facilities, Gas Lines
Project Delivery Specific Constraints
<b>Project delivery constraint #1:</b> Project has excess excavation in the order of 1 Million CY
<b>Project delivery constraint #2:</b> Project must not exceed the budgeted amount
<b>Project delivery constraint #3:</b> Potential geotechnical design challenges (potential slide) that must be properly identified early in the project
<b>Project delivery constraint #4:</b> Must adhere to the project footprint identified by the SEIS especially in The Connection Segment
<b>Project delivery constraint #5:</b>

### *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 not 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> Right-of-way Acquisition is/can be a contentious point with local landowner</p>
<p><b>Project Risk:</b> Geotechnical slide and potential long term settlement of large cut walls</p>
<p><b>Project Risk:</b> Local CDOT experience with Alternative Delivery is limited</p>
<p><b>Project Risk:</b> Hydraulic design maintaining separate roadway and overland historic flow patterns</p>
<p><b>Project Risk:</b> Existing Propane business along the 302-North Segment that will require careful consideration</p>
<p><b>Project Risk:</b> Combining 302 North and The Connection segments does not provide enough area to waste excess excavation</p>
<p><b>Project Risk:</b> Lines and wells that parallel the corridor that need formal agreements and easements (BP)</p>
<p><b>Project Risk:</b> Major Irrigation crossing needing formal agreements from Third Party</p>
<p><b>Project Risk:</b> Construction of bridges over two major gulches</p>
<p><b>Project Risk:</b></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.

<b>PROJECT DELIVERY METHOD OPPORTUNITY/OBSTACLE SUMMARY</b>			
	<b>DBB</b>	<b>DB</b>	<b>CMGC</b>
<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)	++	-	-
7. Level of Oversight and Control	++	+	++
8. Competition and Contractor Experience	+	+	+

<b>Rating Key</b>	
<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**

Based on the workshop the Design-Build Method was selected as the best procurement method based upon several factors. Designs for the two combined segments are at a level of design where a Design-Build contracting Team still has opportunity to investigate innovative approaches. The bridges are currently as a pre-structure selection report with preliminary span arrangements, girder lengths, substructure identified. The retaining wall design is also in the preliminary stages due to the missing geotechnical information. It was agreed that the geotechnical investigations were critical to any method of delivery. Right-of-way acquisition can proceed concurrently with the DB procurement process as well. The excess excavation is a significant factor and working collaboratively with a contractor to find the best and most efficient way to move the earthwork was critical in selecting the Design build process.

## **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</b> - 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>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
Allows agency to retain full control of design	Combining projects and finding efficiencies to allow innovation to project construction	+
Take advantage of proven method in which staff has proven experience	ROW process should be completed prior to project advertisement to mitigate contractor risk which could increase price	
Additional work could be added through Bid Alternates	Ability to maximize scope and budget with unknown climate of contractor bidding	
<b>CMGC</b> - 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>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
Allows Agency to retain control of design while including contractor input	Contractor input could drive cost up since it is based on one contractor versus DB where multiple contractor teams are assessing project innovations	+
Utilizing contractor experience to evaluate and explore design decisions and construction options		
Mitigate risk early in the process		
<b>DESIGN-BUILD</b> - 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>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
Ability to maximize scope within allocated budget	Location of project in Southwest Colorado may inhibit large design build teams to pursue	++
Take advantage of design occurring concurrently with construction taking advantage of efficiencies of contractor engineer design team		
Ability to collaborate on the complex construction of the earthwork cuts, retaining walls and Bridges in a competitive ATC Process.		

## 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>
	Acquisition of ROW is on the critical path before project advertisement is possible	+
<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>
No identified schedule constraints. SB 267 funds may require completion dates.	Selection of CM/GC contractor in Southwest Colorado may limit the pool of CM/GC contractors and may limit the ability to develop a cohesive and collaborative team.	++
Using CM/GC allows schedule to be fine tuned in a collaborative environment		
<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>
Overall schedule reduction is possible allowing a project to be constructed where there is currently project fatigue with project stakeholders and landowners.		++
Allows acquisition of ROW concurrently with DB procurement process		

### 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>
Level of design completeness is limited for segments 302-North and the Connection	Roadway profile, typical section are deemed complete and innovations are limited	-
	Geotechnical Investigations are not complete on The Connection segment.	
<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>
Segment designs are not complete providing opportunity for contractor input	Lose competitive edge and may reduce scope that will not meet the overarching goal of maximizing the project scope	+
	Limits innovation to one particular contractors means and methods which may not be the most innovative and cost competitive	
<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>
Allow contractor to look at design with a competitive advantage in mind and look to optimize design	Re-evaluation of EA or SEIS if changes to commitments made in the FONSI/ROD and would have to be completed by the contractor	++
Maximize earthwork balance and collaborate on how to move this earthwork efficiently		
Segment designs are not complete providing opportunity for contractor input		

#### 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>
Early cost certainty (engineers cost estimate)	6-12 months longer for construction which may delay getting the funding committed	+
ROW cost is mostly known and some acquisitions are taking place although ROW acquisitions has been proceeding from south to north this may change directions.	ROW acquisitions must be complete prior to advertisement.	
<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>
Construction point of view and reduction in risk or creating a risk allocation pool	Pay premium of expertise from selected qualified contractor and applying their particular means and methods	-
Contractor working with the designer to optimize the design		
<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>
Project cost risk is shared with contractor and risk incorporated into budget.	Understanding of risk and how contractor may apply to the budget	++
Opportunity to maximize scope		

### 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>
More time to design risk allocation into the project	Owner absorbs most all of the risk of change conditions.	+
<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>
Time and investigation of risk as the project develops and receive contractor buy in before construction	Only one contractor accessing risks and how they operate this could limit innovation for walls, bridges and earthwork	++
Opportunity to mitigate risk and develop risk pool accordingly		
Owner and contractor share risk of change conditions		
Work with Contractor to determine solutions for challenging geotechnical issues.		
<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>
Risk sharing	Contract technical requirements may not be clear and owner may not get what is required	++
Competition among shortlisted contractors increases corridor optimization	Understanding of geotechnical conditions contractor may allocate more risk to these and drive up price.	
Innovation through the competitive process ATC may allow for additional scope through the use of AREs		

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## **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>
Experienced team that has investigated the project in depth and know the design issues	May need to supplement staff with consultants	++
<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>
Leverage Statewide experience for alternative delivery procurement process	No local R5 CM/GC experience	-
	Need support from consulting industry	
<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>
Leverage Statewide experience for alternative delivery procurement process	Only one streamlined design-build project	-
Ability to leverage headquarters support and lessons learned to incorporate into the process	Need support from consulting industry	

### 7) Level of Oversight and Control

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

<b>DESIGN-BID-BUILD - Full control over a linear design and construction process.</b>		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
CDOT remains the ultimate control and oversight	CDOT has to be present and dictating conditions which may be a large time draw on resources	++
Opportunity to provide alternates on structures	Meeting the design requirements	
<b>CMGC - Most control by Agency over both the design, and construction, and control over a collaborative agency/designer/contractor project team</b>		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
CDOT retains control	CDOT has to be present and dictating conditions which may be a large time draw on resources	++
Opportunity to provide alternates on structures	Meeting the design requirements	
<b>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).</b>		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
Staffing requirements and resource loading are less than that of other delivery methods	Control of design is only through meeting the requirements of the contract.	++
Development of technical performance requirements that will allow CDOT to receive best design and construction methods.	Contractor dictates schedule where this can drain on CDOT resources	

**8) Competition and Contractor Experience**

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

<b>DESIGN-BID-BUILD - High level of competition, but GC selection is based solely on low price. High level of marketplace experience.</b>		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
Experienced contractor pool that has proven history in R5	Same experience	+
	Low bid selection does not ensure best contractor to be selected.	
<b>CMGC - Allows for the selection of the single most qualified contractor, but CAP can limit price competition. Low level of marketplace experience.</b>		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
Qualification based selection rewards experience	Pricing negotiations can be difficult and time consuming	+
<b>DESIGN-BUILD - Allows for a balance of price and non-price factors in the selection process. Medium level of marketplace experience.</b>		
<b>Opportunities</b>	<b>Obstacles</b>	<b>Rating</b>
Colorado has a diverse pool of design build contractors	Location of project may hinder contractor competition	+
Proposes that don't win large metro projects may be available for this project.		

# **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 through the use of 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 contractors 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>