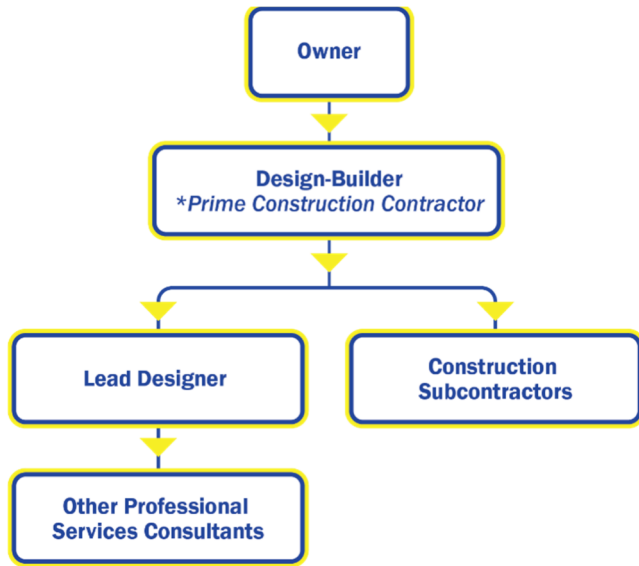
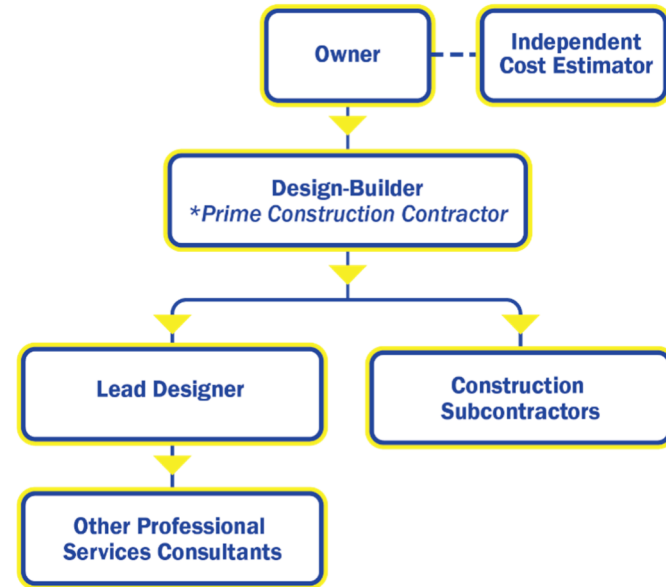


*Appendix A: Alternative Delivery Comparison Summary*

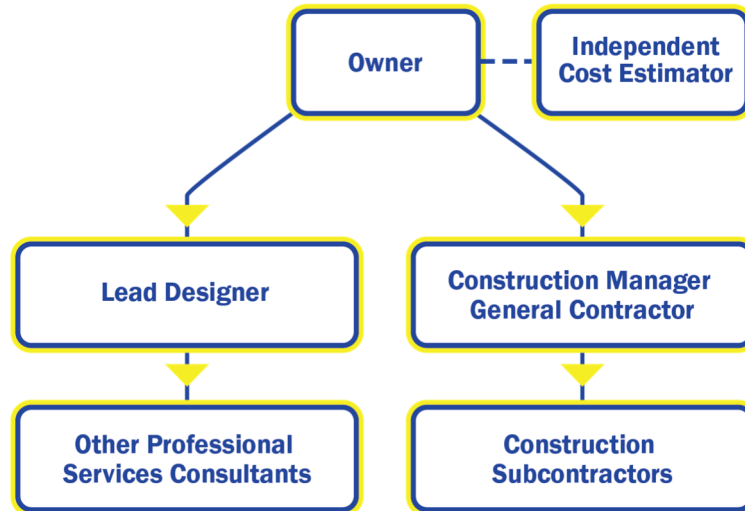
Design-Build Contractual Relationship



PDB Contractual Relationship



CMGC Contractual Relationship



	Design-Build (DB)	Progressive DB	CMGC
<b>Agreement Structure</b>	<ul style="list-style-type: none"> <li>• Combines design and construction services under a single agreement.</li> <li>• Traditionally a lump sum, fixed price agreement.</li> </ul>	<ul style="list-style-type: none"> <li>• Combines design and construction services under a single agreement.</li> <li>• Following development of design to an appropriate amount to allow fixed pricing, the PDB team will develop a GMP. Upon agreement of a GMP with the Department, the PDB team will complete the design and perform the Construction Work.</li> </ul>	<ul style="list-style-type: none"> <li>• The Department contracts with a designer.</li> <li>• The Department contracts a CMGC Contractor to act as an advisor prior to construction.</li> <li>• Upon agreement of a GMP with the Department, the CMGC Contractor performs the Construction Work.</li> </ul>
<b>Department Control and Risk</b>	<ul style="list-style-type: none"> <li>• The Department retains control of NEPA and portions of preliminary design with greater emphasis on use of performance specifications.</li> <li>• Risk allocation occurs at the early stages of design when the bid is submitted which may impact ability to facilitate risk management and cost control.</li> </ul>	<ul style="list-style-type: none"> <li>• The Department maintains input on scope, design requirements, and construction requirements throughout the process.</li> <li>• Collaborative risk management and early contractor engagement prior to construction allows for identification and mitigation of risks prior to pricing.</li> </ul>	<ul style="list-style-type: none"> <li>• The Department retains control over scope, design requirements, and construction requirements.</li> <li>• Collaborative risk management and early contractor engagement prior to construction allows for identification and mitigation of risks prior to pricing.</li> </ul>
<b>Level of Plan Development at Bid/Proposal</b>	<ul style="list-style-type: none"> <li>• Preliminary design can vary to facilitate competitive bids and manage contingency in bid prices, but 30% development is typical.</li> </ul>	<ul style="list-style-type: none"> <li>• Conceptual plans provided to the Progressive design-build team during procurement. Amount of design should not preclude PDB team refinements.</li> <li>• Design should be advanced to a point that allows the PDB team to develop a GMP considerate of project risks and risk allocation as established in the risk register (typically 60-90%).</li> <li>• Various off-ramps may be utilized at pricing milestones and during GMP negotiations which allow the ability to terminate the PDB agreement.</li> </ul>	<ul style="list-style-type: none"> <li>• Conceptual plans provided to the CMGC Contractor during procurement. Amount of design should not preclude CMGC Contractor refinements.</li> <li>• The GMP is established, and construction is authorized based on plans and specifications that are approximately 90% complete.</li> <li>• Various off-ramps may be utilized at pricing milestones and during GMP negotiations which allow the ability to terminate the CMGC Agreement.</li> </ul>
<b>Selection Methodology</b>	<ul style="list-style-type: none"> <li>• DBLB selection based on one-step low bid procurement</li> <li>• DBBV made using two-step best value procurement</li> <li>• ATCs may be used during procurement.</li> </ul>	<ul style="list-style-type: none"> <li>• Selection of the PDB team is made using qualifications-based selection.</li> </ul>	<ul style="list-style-type: none"> <li>• Selection of the CMGC Contractor is made using qualifications-based selection.</li> </ul>
<b>Typical Project Characteristics</b>	<ul style="list-style-type: none"> <li>• Projects with multiple design solutions that could benefit from innovative solutions through proposer ATC's during the procurement</li> </ul>	<ul style="list-style-type: none"> <li>• Fast track schedules</li> <li>• High level of third party coordination</li> <li>• Projects needing a dynamic design and decision making environment</li> </ul>	<ul style="list-style-type: none"> <li>• Rehabilitation of existing infrastructure where exact scope of repair is unknown</li> <li>• Projects needing major railroad coordination</li> <li>• Major bridge projects</li> </ul>