Washington State Department of Transportation

Memorandum

October 28, 2015

TO:

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SUBJECT: **Project Delivery Method Selection Guidance**

PURPOSE AND DIRECTION

Background

In alignment with WSDOT Reform VII, WSDOT is expanding and strengthening its construction contracting delivery methods and protocols focusing on encouraging innovation, effective risk transfer and cost-effectiveness. It's important to note that there is no single contract delivery method that is best for all projects. Instead the contracting delivery method should be carefully selected based on the project's attributes such as risks, constraints and opportunities. Historically, Design-Bid-Build (DBB) has been WSDOT's primary delivery method with Design-Build (DB) delivery being used for selected projects. As noted in Reform VII, WSDOT intends to develop General Contractor/ Construction Management (GCCM) contracting as a potential delivery method. This will provide Regions with three potential project delivery methods to deliver projects.

Staff from the State Construction Office, the State Project Development Office and the Capital Program Development Management Office have worked collaboratively with the Regions, the Association of General Contractors and the American Council of Engineering Companies to develop a systematic approach to assess projects to determine the appropriate delivery method. The intent of this coordination is to help facilitate selection of the most effective project delivery method and document the effort. The Project Delivery Method Selection Guidance (PDMSG) is the product of this effort.

ACTIONS REQUIRED

Region Implementation

Regions, corridor programs and WSF shall immediately begin utilizing PDMSG to determine the most appropriate delivery method for their projects. The phasing in of PDMSG will be as follows:

- New projects will utilize PDMSG in its entirety.

- Existing projects that do not have a completed Project Summary will also utilize PDMSG in its entirety.
- Existing projects that have a completed Project Summary and have progressed 30% or less into the design phase will need to be evaluated for Final PDM.
- Existing projects that have a completed Project Summary and have progressed more than 30% design into the design phase are not required to utilize PDMSG.

Each Region will be responsible for implementing PDMSG for all projects as noted above and coordinating with support staff as needed.

The intent is that the PDMSG process will lead to the most appropriate delivery method for a given project. In those rare cases where the proposed delivery method is contrary to the outcome of the guidance, the Deputy Chief Engineer shall make the final determination.

The Construction Division, the Development Division and the Capital Program Development offices will be providing guidance and training for implementation of PDMSG. The longer term goal is that PDMSG will be fully integrated into WSDOT's project development process.

PDMSG will exist as a standalone document until such time as it is incorporated into the Design Manual (M 22-01). It can be accessed at the following link:

http://www.wsdot.wa.gov/Projects/delivery/designbuild/PDMSG.htm

As with any new policy and guidance, it will be continually assessed for effectiveness and updated as necessary. Region feedback will be the key to improving the process.

This memorandum also serves to rescind the WSDOT Design Build Project Delivery Guidance Statement Title - Project Selection Procedure (dated October 5, 2006.).

PDMSG has been developed to establish the policy used to evaluate WSDOT's projects for the most appropriate delivery method while providing each Region some flexibility in this responsibility. This consistent, systematic and well documented approach demonstrates that WSDOT is making thoughtful decisions associated with delivery method selection. I also believe that this guidance will result in more efficient project delivery statewide.

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