



# PROGRESSIVE DESIGN-BUILD OVERVIEW

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# What is Progressive Design-Build (PDB)?

“Progressive” or phased contracting approach

The owner and design-build team progress the design together towards a lump sum contract price

Typically, Design-Builder is brought on board very early before NEPA (5%-10% Plans)

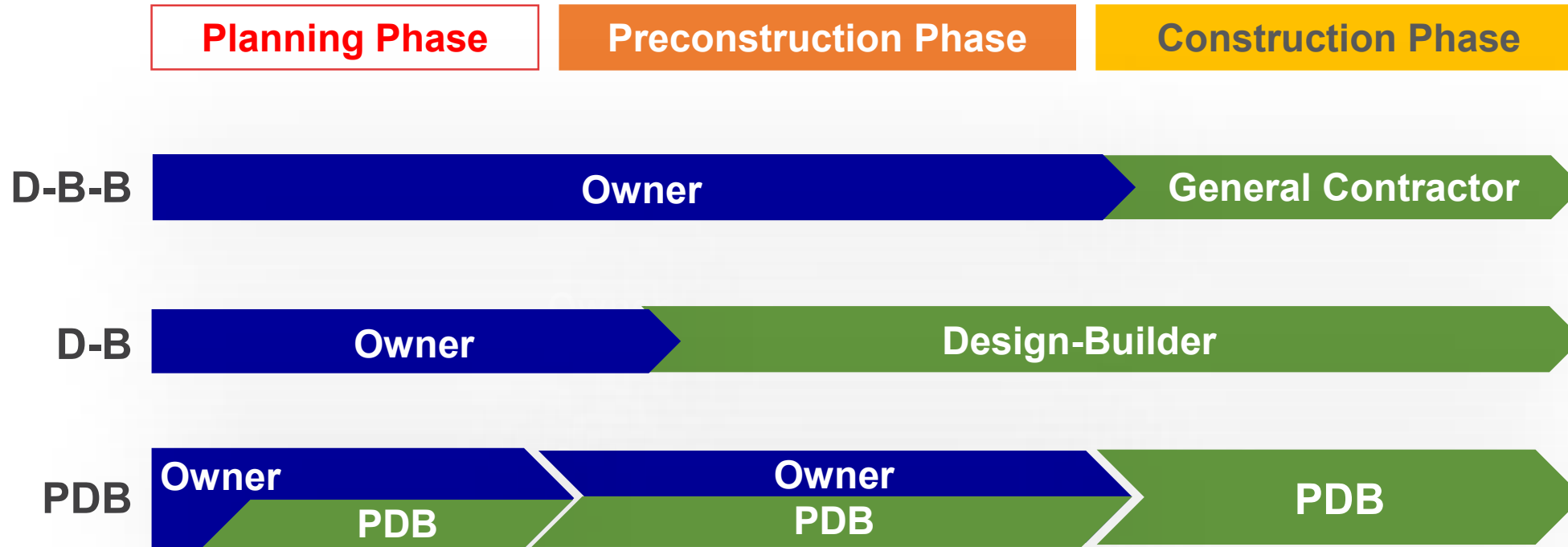
Incorporate details desired by the owner

Provide owner with cost input regarding options the owner is considering

Open-book approach enables the owner to make well-informed decisions on the overall quality and results of the project

- Phase 1A – Proof of Concept
- Phase 1B – Project Development (preliminary design, geotechnical investigations, right of way, utility relocations)
- Phase 2 – Final Design and Construction
- **Project Risks**
  - Design-Bid-Build – VDOT owns most of the risks
  - Design-Build – Design-Builder owns most of the risks and bids it accordingly
  - Progressive Design-Build – VDOT and Design-Builder works together to reduce the risks which is beneficial for both parties

# Project Delivery Models Comparison

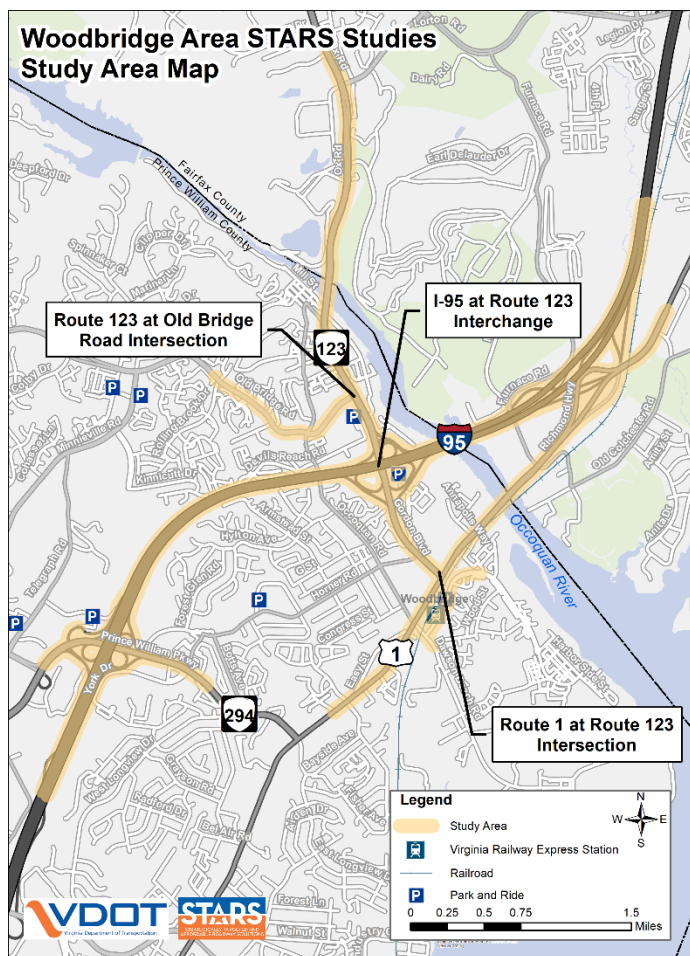


D-B-B – Design-Bid-Build  
D-B – Design-Build  
PDB – Progressive Design-Build

# Guaranteed Maximum Price (GMP)

- February 20, 2019 – VDOT requested CTB approval to add Guaranteed Maximum Price (GMP) as a basis of award to the Objective Criteria for the Selection of Design-Build Projects
- CTB adopted a resolution allowing GMP as a basis of award
- Consequently, GMP was added to the Objective Criteria as defined below:
  - *“Guaranteed Maximum Price” means the budget approved for the design-build contract which the design-build firm’s lump sum price will not exceed.*
- GMP can be modified for the situations requiring additional funding.
- Such situations may include but are not limited to the following:
  - Discovery of unknown risks (e.g. HAZMAT, Geotechnical, Utilities, etc...)
  - Owner directed scope changes including third-party stakeholders such as localities, HOAs, Transit and Airport Authorities etc...
  - Increased cost due to market conditions/inflations
- Or, VDOT can execute Off-Ramp (Termination for Convenience)

# I-95/ Route 123 Interchange Improvements



## Project Scope:

- Reconfigure ramps
- Extend lanes
- Modify and relocate traffic signals
- Access management
- Bike, pedestrian and transit enhancements

# PDB Procurement Process

1. Advertised Request for Qualification (RFQ)
2. Received Five (5) Statement of Qualifications (SOQ)
3. Shortlisted three (3) top ranked Offerors
4. Issued Request for Proposal (RFP) to the shortlisted Offerors
5. Received Technical Proposal and Price for Phase 1A
6. Highest Ranked Offeror is determined based on the combined score of SOQ (20%) +Tech. Proposal (70%)+Price for Phase 1A (10%)
7. Highest Ranked Offeror acknowledges and agrees that the Contract Price (Phase 1A, Phase 1B and Phase 2) cannot exceed the GMP

# Contract Award

1. Allan Myers is determined to be Highest Ranked Offeror. Their proposal included a price for Phase 1A services - \$1,944,693.44
2. Allan Myers acknowledges and agrees that the Contract Price (Phase 1A, Phase 1B and Phase 2) cannot exceed the GMP of \$65M
3. The Construction Division will present a request for an award of the contract to Allan Myers to deliver the project within the GMP