



Background

The Project Delivery Method Selection Guidance (PDMSG) is WSDOT policy for the selection of delivery methods. This process has been updated to include Progressive Design Build and General Contractor/Construction Manager as viable project delivery methods.

WSDOT is legislatively authorized to use Design-Build, Progressive Design-Build, and General Contractor/Construction Manager as delivery methods for projects. For Design-Bid-Build, Design-Build projects, and Progressive Design-Build, regional authorities provide the approval of the final delivery method. The use of General Contractor/Construction Manager requires approval from the Capital Projects Advisory Review Board (CPARB), a separate entity outside of WSDOT.

This guidance will be applied to all WSDOT projects to determine the optimal delivery method.

Refer to the [WSDOT PDMSG Website](#).

Instruction

Projects are evaluated in two steps:

Step 1: The Probable Project Delivery Method (Probable PDM)

The Probable PDM is a preliminary determination that is used for project planning until the Final PDM is determined early in the Preliminary Engineering (PE) phase. The Probable PDM is determined at the beginning of the scoping stage of a project before the approval of the Project Profile / Project Summary. The Probable PDM process is intended to provide the project office with initial guidance on the project's delivery method. The Probable PDM will be recorded in the project summary/profile. The Probable PDM is much more elementary than the Final PDM and does not require the use of the Contracting Alternatives Suitability Evaluator (CASE) Tool. The Probable PDM will be determined by the Region Program Management Offices and is reported by the HQ Capital Project and Development Management Office (CPDM) for the current delivery plan.

Step 2: Final Project Delivery Method (Final PDM)

The Final PDM is the delivery method determination submitted for approval in PE phase. The Final PDM selection occurs ideally during the pre-design phase (0% - 10% design), or shortly after the project is assigned to a Project Engineer's Office (approximately 10% - 30% design). The Project Engineer's Office or Pre-Design Team will facilitate the PDM process to determine the Final PDM using the WSDOT CASE Tool, Project Evaluation Criteria Sheets, or workshops, depending on complexity of the project. (Refer to *Attachment A* for appropriate



level of effort). The CASE Tool is intended to help inform the project team of the optimal delivery method but is not the only factor in selecting a delivery method. Several other factors may influence the Final PDM including:

- Workforce Experience
- Agency Support Structure (i.e. templates for PDB and GCCM are not developed at this time)
- Project Risks

For more complex projects, a workshop may be advantageous. A workshop is required for projects with costs of \$100 Million and greater to determine the Final PDM. The workshop should include the Project Engineer (PE), Project Development Engineer (PDE)/Engineering Manager (EM), Assistant State Design Engineer (ASDE), Assistant State Construction Engineer (ASCE), Region and Headquarters support groups, Subject Matter Experts (SME), etc.

If the WSDOT CASE Tool recommends DB, PDB, or GCCM, complete the appropriate "Project Evaluation Criteria" sheet to make a final determination. Note that both DB and PDB recommendations will use the Design Build Score Sheet. Projects recommending a GCCM delivery method will need to be approved by CPARB.

Once complete, the workbook should be converted into a PDF file. Signatures from the Project Engineer, Project Development Engineer/Engineering Manager, and Regional Administrator (or designee) as noted in the table above are required for approval. (Note: If GCCM is recommended, CPARB approval is required.) Once approved, the Final PDM is to be included in the project file.

HQ Design will deliver training on the use of the WSDOT CASE Tool.