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| Sponsor | Nominations must be submitted by an AASHTO member DOT willing to help promote the technology | 1. Sponsoring DOT (State): Utah | | | | | |
| 1. Name and Title: Ben Huot, UDOT Innovative Contracting Engineer | | | | | |
| Organization: Utah Department of Transportation | | | | | |
| Street Address: 4501 South 2700 West | | | | | |
| City: Salt Lake City | | State: Utah | | | Zipcode: 84114 |
| E-mail: bhuot@utah.gov | | Phone: 801-910-2781 | | | Fax: |
| 3. Is the sponsoring State DOT willing to promote this technology to other states by participating on a Lead States Team supported by the AASHTO Innovation Initiative? Yes or No: **Yes** | | | | | |
| **Technology Description (10 points)** | The term “technology” may include processes, products, techniques, procedures, and practices. | 4. Name of Technology:  **Blinded Design Build Selection Process** | | | | | |
| 1. Please describe the technology.   The Utah Department of Transportation (UDOT) implemented a blinded Design Build Selection Process to help ensure that Best Value Design Build Selection is done objectively and that the possibility of bias, whether real or perceived, is avoided. Evaluation of Design Build Proposals is completed by 3 committee types each performing different roles. These committees and their roles are:  1) Analysis Committees - review a portion of the technical proposal based on their area of expertise and provide evaluation criteria ratings for those areas to the Evaluation Committee.  2) Evaluation Committee - review the technical proposal, receive evaluation criteria ratings and summaries from Analysis Committees, compile an overall technical rating for each proposal and prepare a blinded technical proposal presentation. The blinding of the technical proposal is accomplished by replacing the Design Build Proposer team name in the presentation with a generic identifier such as Proposer A, Proposer B, etc.  3) Selection Committee - Receives the blinded technical proposal presentation from the Evaluation Committee. After the presentation is complete and any questions are answered the Selection Committee dismisses the Evaluation Committee and receives the blinded price proposal. The blinding of the price proposal is accomplished by the UDOT electronic bid system assigning a random code to a Design Build Proposer’s price submittal such as Proposer X, Proposer Y, etc. The UDOT Finance Director presents the price proposal and has a sealed code key that matches up the blinded technical proposal with the correct blinded price proposal, i.e. Proposer A technical matches up with Proposer Y price. The Selection Committee then uses the combination of the blinded Technical Proposal rating and the blinded Price Proposal to make a Best Value selection. Only after a blinded selection is made are the identities of the proposers revealed. | | | | | |
| 6. If appropriate, please attach photographs, diagrams, or other images illustrating the appearance or functionality of the technology. (If electronic, please provide a separate file.) Please list your attachments here.  **UDOT\_Diagram\_Blinded DB Selection Process.pdf** | | | | | |
| **State of Development**  **(30 points)** | Technologies must be successfully deployed in at least one State DOT. The AII selection process will favor technologies that have advanced beyond the research stage, at least to the pilot deployment stage, and preferably into routine use. | 1. Briefly describe the history of its development.   UDOT has been using the Design Build delivery method for nearly 15 years. The UDOT selection process was originally developed based upon outside experience and existing UDOT processes on other procurement projects at the time. Over time the process of using a three tiered selection committee has become the standard, but in the beginning the team members overlapped and the roles and responsibilities were not as clearly defined. Early-on, blinding was only used infrequently, and only on the technical side of the selection. As UDOT gained experience in Design Build, the benefits of having well defined and credible selection processes became clearer. Refinement of the selection process, particularly the blinding of the Proposals, became a top priority. An electronic blinding procedure for the Price proposal was established and has been used ever since. | | | | | |
| 1. For how long and in approximately how many applications has your State DOT used this technology?   The blinded Design Build selection process in its current format has been used for the last 7 years on at least 18 different projects. | | | | | |
| 1. What additional development is necessary to enable routine deployment of the technology?   This process can be evaluated and fine-tuned to fit with an agency’s current selection process. | | | | | |
| 1. Have other organizations used this technology? Yes or No:       If so, please list organization names and contacts. | | | | | |
| Organization | Name | | Phone | E-mail | |
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| **Potential Payoff**  **(30 points)** | Payoff is defined as the combination of broad applicability and significant benefit or advantage over other currently available technologies. | 1. How does the technology meet customer or stakeholder needs in your State DOT or other organizations that have used it?   This process provides a high level of assurance to Proposers and to the Public that the process used to determine the selection of a best value Design Build contractor is fair and free of any intentional or unintentional bias. | | | | | |
| 12. What type and scale of benefits has your DOT realized from using this technology? Include cost savings, safety improvements, transportation efficiency or effectiveness, environmental benefits, or any other advantages over other existing technologies.  This process is key in maintaining the integrity of UDOT's Design Build Selection Process by helping ensure that Design Build Selection is done objectively and that the possibility of bias, whether real or perceived, is avoided. | | | | | |
| 1. Please describe the potential extent of implementation in terms of geography, organization type (including other branches of government and private industry) and size, or other relevant factors. How broadly might the technology be deployed?   This process may be used by any organization that does procurement of contracts especially those that contain multiple proposal parts such as Technical + Price in a Best Value Selection. | | | | | |
| **Market Readiness (30 points)** | The AII selection process will favor technologies that can be adopted with a reasonable amount of effort and cost, commensurate with the payoff potential. | 1. What actions would another organization need to take to adopt this technology?   Set up a process based on the organization’s current tools (such as UDOT's electronic bid system and a tiered selection committee) that allows for concealing the identity of Proposers until such time that a blinded selection is made. | | | | | |
| 1. What is the estimated cost, effort, and length of time required to deploy the technology in another organization?   There may be resource/personnel costs associated with reviewing current selection processes, adapting processes to include blinding and formalizing processes (manuals of instruction, etc.) | | | | | |
| 1. What resources—such as technical specifications, training materials, and user guides—are already available to assist deployment?   UDOT has developed a basic Design Build Selection Manual of Instruction that contains details of the Blinded Design Build Selection Process that could be adapted to other organizations’ processes. | | | | | |
| 1. What organizations currently supply and provide technical support for the technology?   UDOT Construction Division and UDOT Department of Technology Services | | | | | |
| 1. Please describe any legal, environmental, social, intellectual property, or other barriers that might affect ease of implementation.   This process must be evaluated to ensure that it conforms with state, local or other applicable procurement/selection laws. | | | | | |
| ***Submit Completed form to*** | | ***[http://web.transportation.org/tig\_solicitation/Submit.aspx](http://transportation1.org/tig_solicitation/Submit.aspx)*** | | | | | |