Bridge Bundling and Building DBE Awareness

More Projects * Less Time * Saves Money * New DBE Opportunities
Agenda

- Bridge Bundling Overview
- Industry and DBE Webinar Feedback
- Bridge Bundling DBE Outreach & Education
Why Bridge Bundling?

Neil Adams, Office of Planning & Programming
Bridge Bundling Overview

Thousands of Structures were built, and need work, at the same time

IDOT currently non-compliant with Federal law with >10% of National Highway System bridge deck “structurally deficient”

Increased Rebuild Illinois and federal Bipartisan Infrastructure Legislation revenues remain insufficient to meet federal requirements in timely manner via traditional delivery

Freight movement is constrained due to load-posted Structures

Nearly 1,000 bridges “load posted” in Illinois

Nearly 2,500 structurally deficient bridges in Illinois

14% of the deck area on structures maintained by IDOT are classified as structurally deficient

9% of structures maintained by IDOT are deemed structurally deficient

43% of structures maintained by IDOT are over 50 years old

7,859 state bridges have an average age of 44

18,972 local bridges have an average age of 41
IDOT’s bridge bundling initiative will:

- Complete **more projects** in **less time** at **lower costs**
- Leverage **increased revenues** to deliver **more projects**
- Enhance **DBE awareness** of bridge bundling through outreach and education

How it works: Multiple projects bundled into single/ several contract(s) to expedite improvements, saving money and time

- www.fhwa.dot.gov/ipd/alternative_project_delivery
Bridge Bundling Timeline

**Qualitative Analysis**
- **COMPLETE (2020)**
  - Launched in 2017
  - Narrowed the list of 26,000 structures down to 1,700 state structures viable for bundling

**Quantitative Analysis**
- **ON-GOING**
  - Identify ideal state structures for bundling
  - Design-Bid-Build with Bundling identified as delivery method
  - Exploring considerations to make the program as inclusive of DBEs as possible

**Procurement**
- **UPCOMING**
  - Initial bundles to complete Phase I and II followed by a separate procurement for construction

**Program Delivery**
- **UPCOMING**
  - State bridges and culverts to be identified for bundling on an ongoing basis
  - IDOT intends to start with only a few bundles to work through any significant issues prior to expansion of the program to provide a meaningful change in the overall condition of State structures
Increased investment in disadvantaged communities and across the state via additional projects

Improved safety and connectivity of the transportation network

Bundled delivery reduces costs, up to 14 percent, tied to economies of scale (materials, labor), deferred maintenance and inflation, transferred risk, and reduced staff time

Bundling of structures means additional projects can be built now through federal Bipartisan Infrastructure Law and Rebuild Illinois
Industry and DBE Webinar Feedback
Top Preferences from Industry and DBE Stakeholders

- Prefer all bridges or culverts in bundles but can also have a mix of structures (bridges and culverts) and still achieve some cost savings.
- Structure length of up to 500 feet.
- Keep bundles in the same District at least initially.
- Prefer 3-10 structures per bundle; bundle size will also depend on other factors, such as complexity, schedule, and geography.
- Prefer bundles with a cost of up to $14 Million to maintain bidding competition.
- Prefer structures to be anywhere from 5-15 miles apart (may need to consider structures farther apart to include structures with the greatest need of replacement).
Enhance DBE awareness of bridge bundling through outreach and education

Proactive DBE outreach/education to aid DBEs in preparedness to participate in IDOT’s bundling program.

Feedback

Multi-year Plan (MYP)
Bridge Bundling DBE Engagement
Provide overall education on bridge bundling that defines what the bundling process is and IDOT’s expected outcomes from the program.

Establish a Bridge Bundling feedback loop on the IPD website for DBEs to provide comments and questions.

Provide information to DBEs on planned bundles and programmed years based on the MYP schedule.
Discussions

- Financial challenges
- Mentorship opportunities
- Data sharing opportunities
- Local Hiring
- Underserved Communities
DBE goals are set through a structured process that complies with State and Federal laws.

DBE goals will not be increased on the bundling of bridge projects.

IDOT hopes to increase awareness about these bundling projects and how DBEs fit in via education and outreach.

Rebuild Illinois and the Bipartisan Infrastructure Law will significantly increase the number of projects that will be let, and we need DBEs to play a big part in the delivery of these additional projects.
Questions?
Thank You

For more information, please see the IDOT Bureau of Innovative Project Delivery Webpage or email the program team at:

DOT.InnovativeProjectDelivery@Illinois.gov