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IDOT continually seeks innovative solutions to meet the growing transportation needs of Illinois.

Bureau of Innovative Project Delivery or IPD
- Established in 2016
- Identifies, evaluates, and develops projects that may benefit from innovative approaches, including the use of various forms of public-private partnerships (“P3”), and other contracting methods allowable under law.

- Design-Bid-Build, CMGC, and Design-Bid have been evaluated; the Department does not have the authority to do CMGC or DB, at this time only innovations within Design-Bid-Build are being considered.
Over 3,400 of IDOT’s Bridges (43%) were built over 50 years ago.

- IDOT currently **non-compliant with Federal law** with >10% of National Highway System bridge deck “structurally deficient”
- Increased Rebuild Illinois revenues and traditional delivery approaches remain insufficient to meet federal requirements
- Freight movement is constrained due to load-posted bridges

### # of IDOT Maintained Structures over 40 years old
- 1025: 90+
- 417: 80-89
- 491: 70-79
- 719: 60-69
- 1638: 50-59
- 372: 40-49

- 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
Bridge Bundling Feasibility Study - Overview

Evaluate bundling for state-owned bridges and culverts throughout Illinois to assist IDOT with understanding the benefits and considerations of establishing a bundling demonstration project and ongoing program.

Bridge bundling in Illinois could:

- Complete more projects in less time at lower costs
- Leverage increased revenues to deliver more projects
- Create new, innovative opportunities for DBE engagement and growth

Bundling Works!
How Bundling Works

1. Structures (bridges and culverts) in poor condition are screened to identify which:
   - Need replacement
   - Technically straightforward
   - Have similar replacement structure characteristics (pier, columns beam, guardrail types)

2. Structures could be bundled based on:
   - Proximity of the structure to one another
   - Capacity of the market to deliver the structures
   - Priorities based on feedback

3. Bundles may be prepared for procurements:
   - DBE goals, based on the individual bundle and structures included
   - Innovation within Design-Bid-Build
   - State vs. Federal funding

4. Selection of Best Proposals:
   - Bundles will depend on structure similarity
   - Goal: Contractors quickly deliver multiple projects by minimizing the number of designs and optimizing the ability to apply economies of scale to efficiently construct all of the structures
   - Compared to the traditional delivery (one structure at a time), lower costs should be realized, and the cost savings should be able to grow overtime as the process is repeated
Increased **investment in disadvantaged communities** and across the state via additional projects

Improved **safety and connectivity** of the transportation network

Bundled delivery **reduces costs** due to economies of scale, reducing deferred maintenance, and avoiding cost escalation and inflation; also provides opportunities for reduced staff time

Delivering bundled structures means **additional projects** can be built *now* through Rebuild Illinois
Bridge Bundling Program Goals

Create new opportunities and work experiences for **DBEs to grow and thrive**

- Improve the **safety** of the traveling public
- Improve the **condition** of the overall bridge inventory
- **Expedite** the delivery of bridges and culverts
- Ensure the **financial stewardship** of public funds
- Improve the **connectivity** of the transportation network
Timeline

Qualitative Analysis

COMPLETE
Findings: State structures identified as good candidates for bundling; bundling program could result in significant savings

Quantitative Analysis

ON-GOING
- Screen bridges and culverts in poor condition to identify potential structures
- Prepare state structures for delivery
- Develop bundles across the state in ways that encourage DBE participation

Procurement

As soon as Summer 2022
- On-Going stakeholder engagement, including with DBEs, to build awareness of bridge bundling program and solicit input to ensure robust participation

Illinois Department of Transportation
Outreach

Initial Informational Webinars

- Over 200 attendees
  - 204 Private sector companies/organizations representatives
  - 40 Public sector organizations/agencies representatives

Survey

- Mirrored the feedback heard in the webinars

Informational Presentations and Meetings
General Industry Feedback

**Bundle Size**
- 37% • 6 – 10 Structures
- 19% • 11 – 20 Structures
- 19% • 20+ Structures

**Bundle Cost**
- 34% • $11 - 20 Million
- 20% • $6 - 10 Million
- 19% • $1 – 5 Million

Respondents noted that bundle size should also depend on the size and type of structures, complexity of structures, and/or geography.

Respondents stated that schedule should be considered to allow competitive bidding.
General Industry Feedback

**Local Hiring**

- **47%** • Positive Impact
- **34%** • Negative Impact
- **19%** • Provided additional feedback

**Proximity**

- **33%** • 11 to 15 miles of one another
- **25%** • 5 - 10 miles of one another
- **14%** • 16 to 20 miles of one another

Respondents highlighted the benefits to local economies as well as concerns on competition and labor capacity. Many respondents added that greater distances will reduce economies of scale and proximity is variable based on urban vs. rural locations.
DBE Industry Feedback

Incentives/ programs to assist with DBE participation
- Larger DBE percentages for all contracts
- MicroStation and file sharing assistance
- DBE Revolving Loan Program

Constraints to participate in a bundling project
- Bonding for new DBE’s
- Personal Credit
- Obtaining proper insurance

Prequalification/ Certifications Barriers
- Knowing prior which codes are a part of the RFP
- Expense of audited financial statements
Industry/ DBE Feedback

- DBE/ small firm/ local participation encouragement
  - The Mentor Protégé program, bundle-specific DBE goals, and additional outreach were the most requested approaches
  - The most mentioned constraints were regarding financial capacity
- Many respondents suggested expanding the bundling approach beyond bridge replacement and asked about which phases would be included
- Procurement and construction schedules were highlighted as critical elements in the potential roll-out
Next Steps

Compile Results from Industry and DBE Webinars and Survey
Risk Assessment
Identify Bundle Structures
Recommend Optimal Delivery Approach
Thank You

For more information please see the
[IDOT Bureau of Innovative Project Delivery Webpage](https://www.idot.illinois.gov) or email the program team at:

[DOT.InnovativeProjectDelivery@Illinois.gov](mailto:DOT.InnovativeProjectDelivery@Illinois.gov)