Illinois Department of Transportation

Innovative Project Delivery

July 3, 2024

SUBJECT: ADA Intersection Improvement Project – Written Determination

In accordance with the Innovations for Transportation Infrastructure Act (Act), the Bureau of Innovative Project Delivery (IPD) has conducted an analysis to determine the project delivery method deemed to be in the best interest of the State for the above captioned project.

The analysis included conducting a qualitative screening, a qualitative evaluation (Level 1), and quantitative evaluation (Level 2), and a preliminary risk assessment (Level 3). The analysis concluded that Design-Build (DB) project delivery is in the best interest of the State.

The risks included in this Written Determination are preliminary and subject to change. A comprehensive risk assessment has been conducted separately and will be monitored and updated as the project progresses.

Bureau of Innovative Project Delivery

Written Determination

In accordance with the Innovations for Transportation Infrastructure Act (Act) and prior to commencing a procurement under the Act, the Bureau of Innovative Project Delivery (IPD) has conducted an analysis for the following project to determine the project delivery method deemed to be in the best interest of the State.

Project: **District 1 ADA Intersection Improvements Project**

The project is described together with the stated project goals in ***Project Scoping Information Sheet***.

The project has been evaluated through the IPD Bureau's annual MYP gating process as described in Chapter 2 Project Identification and Screening and has been evaluated for readiness in accordance with Chapter 2.2 - Project Readiness and Selection Process of the IDOT Innovative Project Delivery Manual and Guidelines and has been found to be ready for CMGC, PDB, or DB procurement.

Through evaluation it is determined that it is in the best interest of the State to advance the Project using the following innovative project delivery method:

☐ CMGC ☐ Progressive Design-Build ☑ Design-Build

The following attachments are provided to support the analysis and results of this written determination:

- ☑ Project Scoping Information Sheet
- ☑ Qualitative Screening Form
- ☑ Level 1 Qualitative Evaluation Results
- ☑ Level 2 Quantitative Evaluation Results
- ☑ Level 3 Risk Assessment Worksheet
- ☑ Pre-Procurement Checklist

Project Scoping Information Sheet

The IPD Bureau will work with the Districts to populate the following form to document potential Candidate Project characteristics.

Additional items can be added to the bottom of the form to facilitate the Project candidacy determination.

This attachment can be referenced in the IDOT Innovative Project Delivery Manual and Guidelines, pg. 12.

District 1 ADA Intersection Improvements Project
Route:
Various routes throughout District 1
Location:
Various locations throughout District 1
Estimated Construction Cost:
$30,000,000 over a 3 year period (fiscal years 2024, 2025 and 2026)
Estimated Construction Duration:
3 Years
Letting Date (as shown in the MYP assuming DBB delivery):
Various throughout fiscal years 2024, 2025 and 2026.
Source(s) of Project Funding (as shown in the MYP assuming DBB delivery):
STP/state
Scope of Work – pavement, bridge, sound barriers, etc.:
Pedestrian accessiblility improvements to include curb ramps, pedestrian signals, and ancillary works to accomplish the improvements such as utility relocations.
Major Schedule Milestones (critical path elements that affect schedule or price):
Ability to design ada ramps, price of concrete or signal equipment
Major Project Stakeholders:
IDOT and various municipalities where individual projects are located.
Major Obstacles (as applicable):
ROW at some locations and utility relocation at some locations. Many locations have no obstacles.

District 1 ADA Intersection Improvements Project

With Right of Way, Utilities, and/or Environmental Approvals:

Some locations will require right of way and may require environmental approval prior to construction.

During Construction Phase:

Logistics of working on multiple small projects simultaneously.

Main Identified Sources of Risk:

Engineering time

Brief Project Description:

ADA improvement and Pedestrian signal improvements at thousands of corners in D1. These are typically packaged into smaller contracts of under 100 ramps per contract and then work is built by various contractors including small businesses.

Project Specific Goals (accelerating delivery, minimizing cost, maximizing life cycle)

Goal #1

Develop a long term, process-based, turnkey solution that is sustainable and repeatable, for effectively and efficiently delivering bundles of intersection projects

Goal #2 -

Prepare the work packages in such a way that successfully delivers the project as a DB using the best value approach

Goal #3 -

Construct 40,000 corners in 15 years, which amounts to 1/25th of ADA corners per year under IDOT's 2026 program

Qualitative Screening Form

Candidate Projects will typically exhibit the innovative delivery characteristics identified in the table below. For the initial screening during the MYP process, the District will populate each characteristic with a Yes or No only. If the project is considered for further development, the IPD Bureau and the District will collaboratively rate each characteristic applicable to a Candidate Project, provide a rating from 1 to 3 for how well the proposed project could benefit from any of the innovative delivery method characteristics compared to a traditional delivery method.

Rating Scale:
1 - Minimal benefits
2 - Moderate benefits
3 - Significant benefits

Provide any commentary that may be beneficial for reviewers in the comment's column. All questions must be answered.

This attachment can be referenced in the IDOT Innovative Project Delivery Manual and Guidelines, pg. 12.

District 1 ADA Intersection Improvements Project			
Characteristic	**Initial Assessment (Yes / No)**	**Rating**	**Comments**
Expedites or "fast tracks" construction for accelerated delivery	Yes	3	
Uses of innovative design and construction techniques	Yes	3	
Is of sufficient size and complexity to effectively leverage private-sector innovation and expertise. Rating can apply to single project or bundled projects.	Yes	3	
Accelerates delivery by expediting utility relocations allowing flexibility to design for utility avoidance during construction	Yes	3	
Expedites contract award	No	2	

District 1 ADA Intersection Improvements Project			
Characteristic	**Initial Assessment (Yes / No)**	**Rating**	**Comments**
Exploits market conditions and increase competition from potential bidders	Yes	3	
Total Score		**17**	**Good candidate**

Level 1 Results

The delivery method with the highest score indicates the recommended delivery method as a result of the Level 1 Assessment.

District 1 ADA Intersection Improvements Project			
DBB	**CMGC**	**PDB**	**DB**
43	59	60	69

Level 2 Results

The delivery method with the highest score indicates the recommended delivery method as a result of the Level 2 Assessment.

District 1 ADA Intersection Improvements Project				
Factor	**Weight**	**CMGC**	**PDB**	**DB**
Project Cost	30%	13	13	24
Delivery Schedule	30%	14	12	24
Technical	10%	5	5	7
Procurement Delivery	30%	15	17	25
Total Score		**47**	**47**	**79**

Level 3 Risk Assessment Worksheet

Instructions

1. Provide a number for the risk
2. Provide a name for the risk
3. Assign a risk category for the risk
4. Provide a brief description of the risk
5. Select a probability rating that the risk will occur (1 - Low, 2 - Medium, 3 - High)
6. Select a rating for the likely consequence if the risk does occur (1 - Low, 2 - Medium, 3 - High)
7. The spreadsheet will calculate an impact rating
8. Select the preferred allocation of the risk (owner, contractor, third-party or shared)
9. Document how the project team intends to mitigate the risk impact
10. Add any notes from risk discussions
11. At the end rows can be unhidden or hidden to add/subtract rows as necessary

This attachment can be referenced in the IDOT Innovative Project Delivery Manual and Guidelines, pg. 16.

District 1 ADA Intersection Improvements Project									
1	2	3	4	5	6	7	8	9	10
RISK NUMBER	RISK NAME	RISK CATEGORY	RISK DESCRIPTION	PROBABILITY	CONSEQUENCE	IMPACT	RISK ALLOCATION	RESPONSE PLAN	NOTES
1	Bonding capacity	Procurement and Contracting	Cost of packages exceed bonding capacity of potential bidders limiting competition.					Engage in industry outreach through NOI with industry mixer and RFI process to seek feedback on optimum scope and cost of packages. Identify optimum size of packages to best fit needs and project/program goals.	

District 1 ADA Intersection Improvements Project									
1	2	3	4	5	6	7	8	9	10
RISK NUMBER	RISK NAME	RISK CATEGORY	RISK DESCRIPTION	PROBABILITY	CONSEQUENCE	IMPACT	RISK ALLOCATION	RESPONSE PLAN	NOTES
2	Scope definition	Procurement and Contracting	Project scope and contract requirements not clearly defined in the RFP to receive best value bids using DB delivery.					Clearly define the project scope in the RFP for initial and future packages, understanding that not all criteria can be satisfied. Work with proposers during the pre-procurement process to better understand the delivery method and project goals for delivering the project. Include noncompliance criteria in the technical requirements for noncompliance identification including non-tactile surface and APS - Audible pedestrian signals requirements. Verify signal scope, APS, updates to controller cabinets. Define geometry ADA designer and APS coordination.	
3	Limited competition	Procurement and Contracting	Limited competition, minimal shortlist of interested firms, shortlisted teams dropping out, lack of acceptable SOQs, results in the IDOT failing to exploit the benefits of DB delivery to achieve best value.					Use the pre-procurement and procurement process, including workshops, one-on-one meetings and training opportunities, to elicit interest in the project as DB. Ensure packages are optimized to maximize competition and competitive pricing. Encourage local area contractor participation: Small Business initiative/DBE. Focus on a partnering approach to develop contract terms. Market benefits of DB delivery for the project.	

District 1 ADA Intersection Improvements Project									
1	2	3	4	5	6	7	8	9	10
RISK NUMBER	RISK NAME	RISK CATEGORY	RISK DESCRIPTION	PROBABILITY	CONSEQUENCE	IMPACT	RISK ALLOCATION	RESPONSE PLAN	NOTES
4	Procurement process	Procurement and Contracting	Delays associated with implementing the new DB procurement process.					Collaborate with district staff to understand new roles and responsibilities of the DB process. Utilize the PCE and IPD trainings to familiarize district personnel with DB process, rules and procurement procedures. Assess the availability of district personnel to fulfil their roles and responsibilities to deliver the procurement. Develop procurement schedule with district input. Collaborate with proposers during pre-procurement to become familiar with DB rules, and contractual roles and responsibilities, to avoid procurement delays.	
5	Stakeholder / local agency coordination and preferences	Third Party	Coordinate early with stakeholders to avoid procurement and delivery delays.					Identify impacted stakeholders and develop a robust outreach and stakeholder coordination program. Obtain stakeholder design preferences early during the pre-procurement. Decide how local coordination fits into the DB process. Work with stakeholders to identify preferences and incorporate them into scope. Discuss stakeholders' maintenance obligations and set expectations during the design phase. Identify impacted utility owners and work with them to become familiar with the new DB process and the contracting structure of DB contractor-managed and owner-managed agreements, including identification of any betterments. Explain DB process roles and responsibilities to stakeholders - Utilize Utility workshop and trainings.	

District 1 ADA Intersection Improvements Project									
1	2	3	4	5	6	7	8	9	10
RISK NUMBER	RISK NAME	RISK CATEGORY	RISK DESCRIPTION	PROBABILITY	CONSEQUENCE	IMPACT	RISK ALLOCATION	RESPONSE PLAN	NOTES
6	Uncooperative utility owners	Utilities	Delays in utility coordination and approval of utility agreements impact the schedule.					Coordinate early with utility owners to advise on the DB delivery process and the differences between DBB and DB. Facilitate a utility workshop with proposers to introduce them and the utility owners to the differences in how the utility agreements are structured.	
7	Labor shortage	Construction	Shortage of available skilled due to competing interests or familiarity with the DB process.					Discuss resourcing assumptions during the procurement with industry.	

Pre-Procurement Checklist

A pre-procurement checklist is recommended for every project. The checklist below contains the typical items necessary to ensure a project is ready for procurement. A project-specific checklist should be developed to capture all items completed or in progress prior to commencing with the procurement process.

This attachment can be referenced in the IDOT Innovative Project Delivery Manual and Guidelines, pg. 17.

District 1 ADA Intersection Improvements Project		
	Item	**Comments**
☐	Project Scoping and Refinement	Refinement in progress with the District
☐	Project Development Schedule	The preliminary DB procurement schedule has been developed. The construction schedule will be updated once the list of intersection locations have been divided up into delivery packages.
☑	Environmental Status	No environmental studies are anticipated for this project.
☑	Cost Estimate	$30,000,000 over a 3 year period (fiscal years 2024, 2025 and 2026)
☐	Right-of-way Status (No. Parcels Required)	The project will require minimal ROW, specifically a few corner clips or slivers needed to fit the improvements into the interesection.
☐	Utility Status (List Each)	To be determined during the process of dividing up the delivery packages.
☑	Geotechnical Investigations	No geotechnical investigations are anticipated for this project.
☑	Third-Party Stakeholders - Rail - Aviation Facilities - Affected Third Parties - Other Affected Third Parties	The project may interact with various municipalities where the intersections are located.
☑	Required Permits (List Each)	No permits are anticipated.

District 1 ADA Intersection Improvements Project		
	Item	**Comments**
☑	Risk Assessment	The initial Risk Workshop was conducted in March 2024.
☑	Public Outreach Status	No public outreach is anticipated.