



Innovative Project Delivery

October 3, 2024

SUBJECT: US34 over Little Indian Creek Bridge Replacement - 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: US34 over Little Indian Creek Bridge Replacement

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.

US34 over Little Indian Creek Bridge Replacement
Route: US34
Location: Over the Little Indian Creek 3.6mi NE of IL Route 23(S)
Estimated Construction Cost: \$3,500,000
Estimated Construction Duration: 1 Year
Letting Date (as shown in the MYP assuming DBB delivery): Jun-29
Source(s) of Project Funding (as shown in the MYP assuming DBB delivery): Federal Funds with State Matching Funds
Scope of Work - pavement, bridge, sound barriers, etc.: Bridge replacement - 3 Span
Major Schedule Milestones (critical path elements that affect schedule or price): Alignment and bridge span configuration for navigational span. Public support on alignment. The existing structure must remain open to traffic.
Major Project Stakeholders: Village of Leland, IDNR, IEPA, Emergency Services, School District
Major Obstacles (as applicable): Public involvement, environmental resources (wetlands), utility relocations, local detour route not on state routes, schedule certainty
With Right of Way, Utilities, and/or Environmental Approvals: ROW acquisition not expected



US34 over Little Indian Creek Bridge Replacement
During Construction Phase: DB Contractor to avoid additional ROW acquisition due to geometry constraints.
Main Identified Sources of Risk: Speed of replacement, local detour, environmental issues, permits (IDNR), revisions from concept to final and accounting for temporary construction works may require additional permit reviews
Brief Project Description: Replacement of the structurally deficient bridge carrying US34 over Little Indian Creek (SN 050-0041) near Leland in LaSalle County.
Project Specific Goals (accelerating delivery, minimizing cost, maximizing life cycle)
Goal #1 Replace the existing structurally deficient structure.
Goal #2 - Prioritize speed of replacement and reduce impact to residents and businesses along local detour route
Goal #3 - Reduce the cost of maintenance since the bridge is nearing the end of its design life.



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.

US34 over Little Indian Creek Bridge Replacement			
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	2	
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	2	
Expedites contract award	Yes	3	
Exploits market conditions and increase competition from potential bidders	Yes	1	
Total Score		14	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.

US34 over Little Indian Creek Bridge Replacement			
DBB	CMGC	PDB	DB
37	50	61	64



Level 2 Results

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

US34 over Little Indian Creek Bridge Replacement				
Factor	Weight	CMGC	PDB	DB
Project Cost	45%	30	25	39
Delivery Schedule	35%	27	29	25
Technical	10%	9	9	8
Procurement Delivery	10%	10	9	8
Total Score		75	71	80



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.

US34 over Little Indian Creek Bridge Replacement									
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	Increased Maintenance Burden	Operations and Maintenance	The DB Contractor could propose solutions that require more frequent maintenance schedules or atypical maintenance scope of work.	2	3	6	IDOT	- IDOT to be deliberate in their approach during the development of the procurement documents to preclude unwanted materials/methods that result in unwanted maintenance. -District and procurement engineer should carefully evaluate ATCs to ensure that there are no undesired maintenance impacts proposed.	
2	Potential Detour through Leland	Partners and Stakeholders	There could be substantial local issues with truck traffic due to detour (especially during school year)	3	3	9	DB Contractor	- IDOT should partner effectively with DB Contractor to ensure that any proposed detours start around or after the end of the school year and/or finish prior to beginning the next school year. - Coordination with Leland to be included in the scope of work.	
3	Procurement Process	Procurement and Contracting	Delays associated with implementing the new DB procurement process.	3	3	9	IDOT	- Utilize the PCE and IPD trainings to familiarize district personnel with DB procurement process, rules, and procedures. - Develop procurement schedule with district input.	



IPD Project Delivery Selection Report

US34 over Little Indian Creek Bridge Replacement									
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	Scope Definition	Procurement and Contracting	Project scope and contract requirements not clearly defined in the RFP to receive best value bids using DB delivery.	2	3	6	IDOT	- IDOT needs to fully define the scope to get the product they want. - IDOT to evaluate referenced manuals and guides to ensure that the Technical Requirements will precipitate the desired final product.	
5	Target and encourage small business initiative (SBI) / DBE participation	Procurement and Contracting	Opportunity to engage local area contractors in the DB process.	3	-3	-9	IDOT	- Work with contracting community to define project goals and expectations. - Explain roles and responsibilities to deliver the project as a DB as part of a coordinated outreach program with industry.	
6	Promote and build confidence in DB delivery	Procurement and Contracting	Opportunity for IDOT to establish DB as a delivery method of choice for this and future projects.	3	-3	-9	IDOT	- Engage IDOT staff and industry in trainings and workshops to promote and build confidence in the benefits of the DB process (i.e. best value, cost certainty, accelerated delivery, ability to balance risks) and to build confidence in DB program to procurement future DB projects.	- The intent is to use the DB process to allocate risks to the party best positioned to manage the risk to help accelerate delivery of the project.
7	Stakeholder / local agency coordination	Third Party	Coordinate early with stakeholders to avoid procurement and delivery delays.	3	2	6	DB Contractor	- Identify impacted stakeholders and develop a robust outreach and stakeholder coordination program. - Decide how local coordination fits into the DB process. Work with stakeholders to identify preferences and incorporate them into scope. - Establish outreach program to align project scope and stakeholder expectations, roles and responsibilities of IDOT and DB contractor. Stakeholders will continue to expect IDOT to lead the process even though IDOT is now sharing roles and responsibilities with the DB contractor.	- IDOT indicated that the neighboring town of Leland will need to be coordinated with if a detour is recommended.



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.

US34 over Little Indian Creek Bridge Replacement		
	Item	Comments
<input checked="" type="checkbox"/>	Project Scoping and Refinement	In progress
<input checked="" type="checkbox"/>	Project Development Schedule	The anticipated project milestones for the design and construction work are TBD as this project is still in Phase I.
<input checked="" type="checkbox"/>	Environmental Status	The Phase I study and NEPA document are in progress.
<input checked="" type="checkbox"/>	Cost Estimate	The preliminary cost estimate is \$3m. This will be updated as the project progresses.
<input checked="" type="checkbox"/>	Right-of-way Status (No. Parcels Required)	The number of parcels is yet to be determined, but additional ROW required is unlikely.
<input checked="" type="checkbox"/>	Utility Status (List Each)	Not started.
<input checked="" type="checkbox"/>	Geotechnical Investigations	Not started.
<input checked="" type="checkbox"/>	Third-Party Stakeholders - Rail - Aviation Facilities - Affected Third Parties - Other Affected Third Parties	Potential preliminary identification as a part of the in-progress Phase I study.
<input checked="" type="checkbox"/>	Required Permits (List Each)	The required permits will be identified during the Phase I study.
<input checked="" type="checkbox"/>	Risk Assessment	The initial risk assessment was conducted in August 2024. The identified risks will be either by mitigated or managed throughout the project development.
<input checked="" type="checkbox"/>	Public Outreach Status	Public outreach is in the early stages and the public outreach plan will be further developed as the project progresses.