



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?

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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



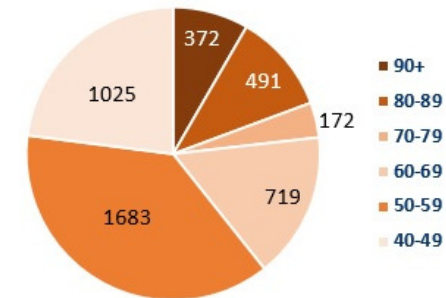
Nearly 1,000 bridges “load posted” in Illinois



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

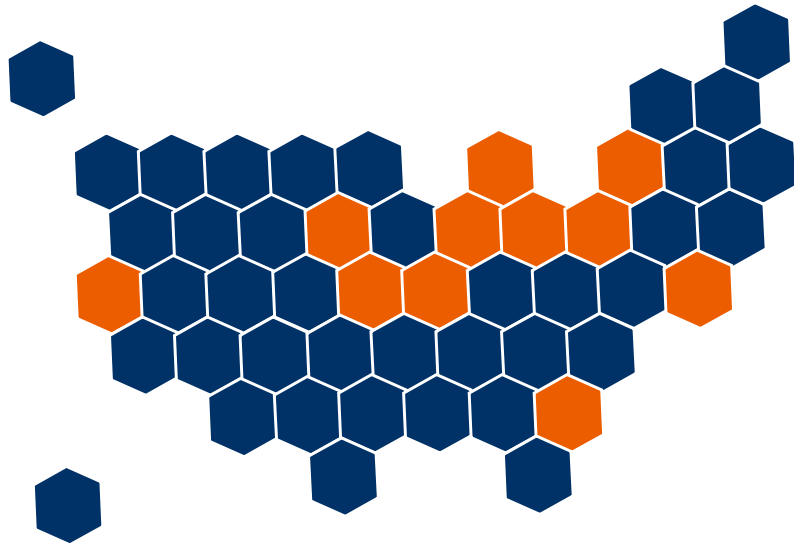
of IDOT Maintained Structures over 40 years old



- **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 Overview



Bundling Works!

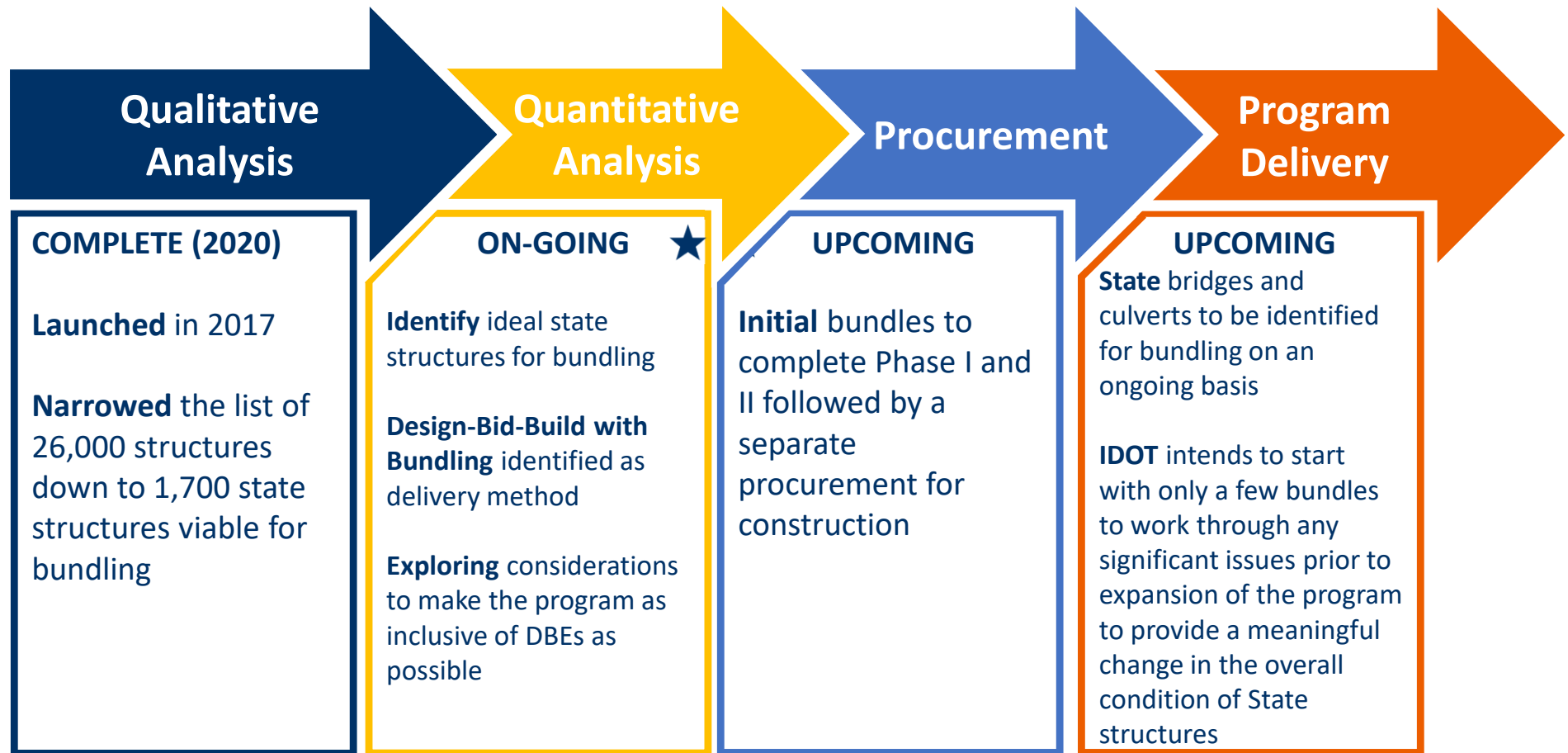
IDOT's bridge bundling initiative will:

- 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





BB Economic Impacts



- 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*



Current pace of bridge construction:

- **Hurts economic activity** by limiting freight movements
- **Inconveniences** the traveling public
- Leads to **increased costs** from deferred maintenance and inflation

The background image is a composite of two scenes. The top half shows a panoramic view of the Chicago skyline at dusk or dawn, with various skyscrapers and a cloudy sky. The bottom half shows a multi-lane highway with a concrete barrier on the left. A speed limit sign for 30 MPH and a left-turn arrow sign are visible on the left side of the highway. In the distance, a sign for 'Chicago Loop Exit' lists 'Washington Blvd 51C', 'Monroe St 51E', and '51C'. On the right side of the highway, an 'EXIT 508' sign is visible.

Industry and DBE Webinar Feedback



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Shaping Bridge Bundles



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)



DBE Bridge Bundling Goal



- **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



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DBE Outreach & Education



- 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.



DBE Outreach & Education





FYI



- 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.





Q & A



Questions?





Thank You

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

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