



## ***Innovative Project Delivery***

**August 6, 2025**

**SUBJECT:** I-39 over Kishwaukee River 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 and a qualitative evaluation (Level 1). The analysis concluded that Progressive Design-Build (PDB) project delivery is in the best interest of the State.

A comprehensive risk assessment will be 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:** I-39 over Kishwaukee River Dual 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.

<b>I-39 over Kishwaukee River Dual Bridge Replacement</b>
<b>Route:</b> I-39
<b>Location:</b> Bridges over the Kishwaukee River (SN 101-0133, SN 101-0134)
<b>Estimated Construction Cost:</b> \$100,000,000
<b>Estimated Construction Duration:</b> 2 Years
<b>Letting Date (as shown in the MYP assuming DBB delivery):</b> FY30
<b>Source(s) of Project Funding (as shown in the MYP assuming DBB delivery):</b> Fed/State
<b>Scope of Work - pavement, bridge, sound barriers, etc.:</b> Bridge Replacement
<b>Major Schedule Milestones (critical path elements that affect schedule or price):</b> Bridge span configuration for navigational span and bridge type selection. Maintain traffic on I-39 instead of utilizing the detour.
<b>Major Project Stakeholders:</b> Winnebago Co Forest Preserve District
<b>Major Obstacles (as applicable):</b>
<b>With Right of Way, Utilities, and/or Environmental Approvals:</b> Environmental Approvals Winnebago Co Forest Preserve District properties on all 4 quadrants

**I-39 over Kishwaukee River Dual Bridge Replacement****During Construction Phase:**

Detour route is long and not on equivalent IDOT routes. Bridge type dictates that traffic cannot be maintained during construction. Stage construction would require one bridge be built at a time to facilitate two-way traffic on the other bridge.

**Main Identified Sources of Risk:**

Timing of construction to address structurally deficient segmental concrete structures. Bridge demolition and constructability as the bridges are approximately 110 ft above ground and structurally deficient.

**Brief Project Description:**

The removal and replacement of the I-39 dual bridges over the Kishwaukee River (SN 101-0133/SN 101-0134) and the preparation of repair plans, if needed, for the dual Kishwaukee River bridges to ensure that the structure integrity is maintained until the bridge replacements can be completed.

**Project Specific Goals (accelerating delivery, minimizing cost, maximizing life cycle)****Goal #1**

Replace the existing structurally deficient structures

**Goal #2 -**

Prioritize speed of replacement

**Goal #3 -**

Reduce impacts by maintaining traffic on I-39 instead of detouring traffic



## 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.

I-39 over Kishwaukee River Dual Bridge Replacement			
Characteristic	Initial Assessment (Yes / No)	Rating	Comments
Expedites or "fast tracks" construction for accelerated delivery	Yes	3	Schedule acceleration is a primary goal of the project to address the structurally deficient bridges.
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	

**I-39 over Kishwaukee River Dual Bridge Replacement**

Characteristic	Initial Assessment (Yes / No)	Rating	Comments
Accelerates delivery by expediting utility relocations allowing flexibility to design for utility avoidance during construction	No	1	N/A
Expedites contract award	Yes	3	Can accelerate delivery by ~2 years.
Exploits market conditions and increase competition from potential bidders	Yes	2	
<b>Total Score</b>		<b>14</b>	<b>Good candidate</b>



## Level 1 Results

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

I-39 over Kishwaukee River Dual Bridge Replacement			
DBB	CMGC	PDB	DB
28	57	72	69