IDOT D2 – I-39 Over Kishwaukee River Bridge Replacement Project – Progressive Design-Build (PDB) – Industry Forum

Date: September 22, 2025, Time: 1:30 – 4:00

1 Event Overview

IPD and the District elected to host an industry forum prior to commencing a Progressive Design-Build (PDB) procurement on the project to garner industry interest and feedback in the project and the project being delivered utilizing PDB delivery. The Forum included a presentation about the project and PDB delivery and a question-and-answer session. Presentation is attached.

2 Location

Event Location: Dixon Elk Lodge #779

Address: 1279 Franklin Grove Rd, Dixon, IL 61021 (Google Maps)

3 Agenda

- 1:30 – Check-in / Networking
- 2:00 – Presentation
- 2:45 – Live Questions & Answers Session and Industry Networking

4 Attendance

The intended audience for the Forum was industry firms who had interest in participating in the project. 76 individuals attended the forum representing 21 consulting, contractor, or vendor firms. In addition, 27 individuals representing IDOT, the Innovative Project Delivery team, or the project team were in attendance. Sign-in sheet is attached.

District 2 I-39 over Kishwaukee River Bridges

Innovative Project Delivery Industry Forum
September 22, 2025

Illinois Department of Transportation

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Agenda

1. Welcome
2. I-39 over the Kishwaukee River Bridges Overview
3. Progressive Design-Build (PDB) Delivery Method
4. Key Roles & Upcoming Opportunities
5. IPD Resources
6. Q&A Session (15 mins)
7. Industry Mixer & Networking

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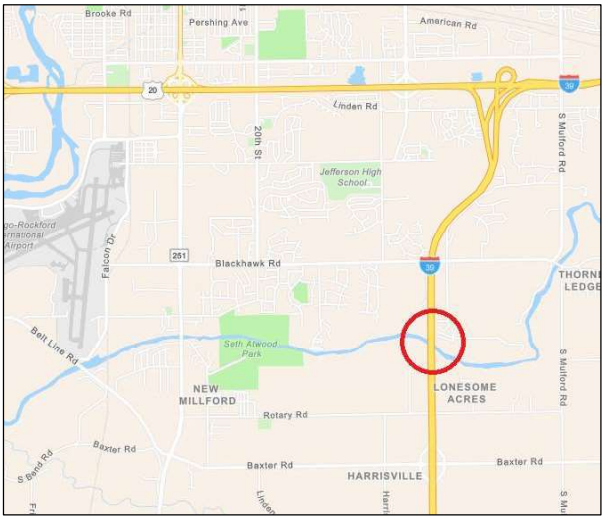
Program Goals

I-39 over the Kishwaukee River

- Promote and build confidence in Progressive Design-Build delivery to establish Progressive Design-Build as a delivery method of choice for this and future projects.
- Target and encourage local DBE participation.



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I-39 over the Kishwaukee River

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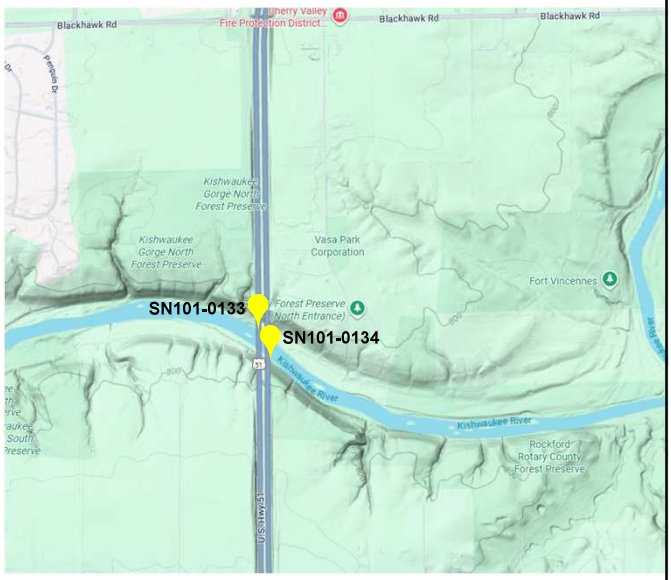
Project Location

I-39 over the Kishwaukee River

- FAI 39
- Section (201-1B)BR
- Winnebago County
- SN 101-0133 and SN 101-0134
- 19.3 miles N of I-88



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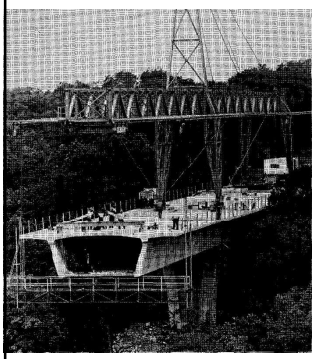
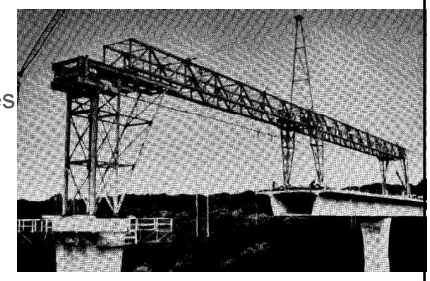
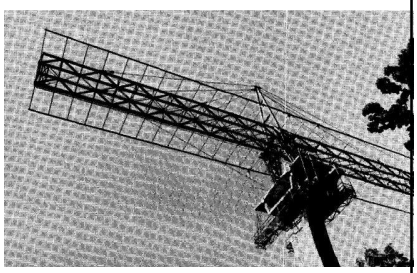
Existing Bridge Information

- Year Construction Began: 1977
- Bridge Type: Post-Tensioned Precast Concrete Segmental Bridges
- Size: 1170 ft long, max span 250 ft, 5 spans
- Height: 120 ft (36.6M) above the Kishwaukee river
- Construction Method:
  - » The box girders were constructed from precast segments which were erected by means of a launching truss.
  - » This project represented the first use of a launching truss for segmental bridge erection in the United States.







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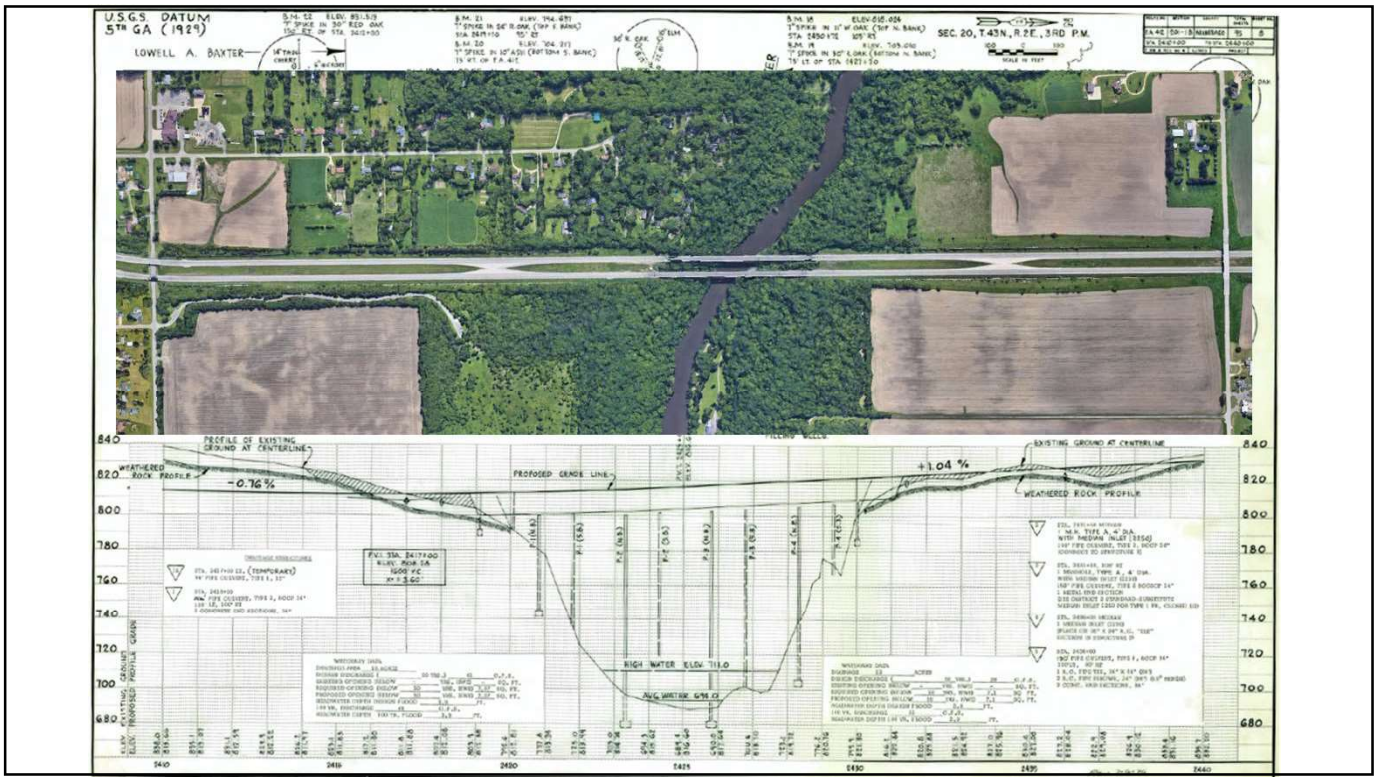
U.S.G.S. DATUM
5TH GA (1929)
LOWELL A. BAXTER
SEC. 20, T.43N., R.2E., 3RD P.M.
PROFILE OF EXISTING GROUND AT CENTERLINE
WEATHERED ROCK PROFILE
-0.76 %
PROPOSED GRADE LINE
+1.04 %
EXISTING GROUND AT CENTERLINE
WEATHERED ROCK PROFILE
HIGH WATER ELEV. 711.0
AVG. WATER ELEV. 696.0
EXISTING GROUND
ELEV. PROPOSED PROFILE GRADE

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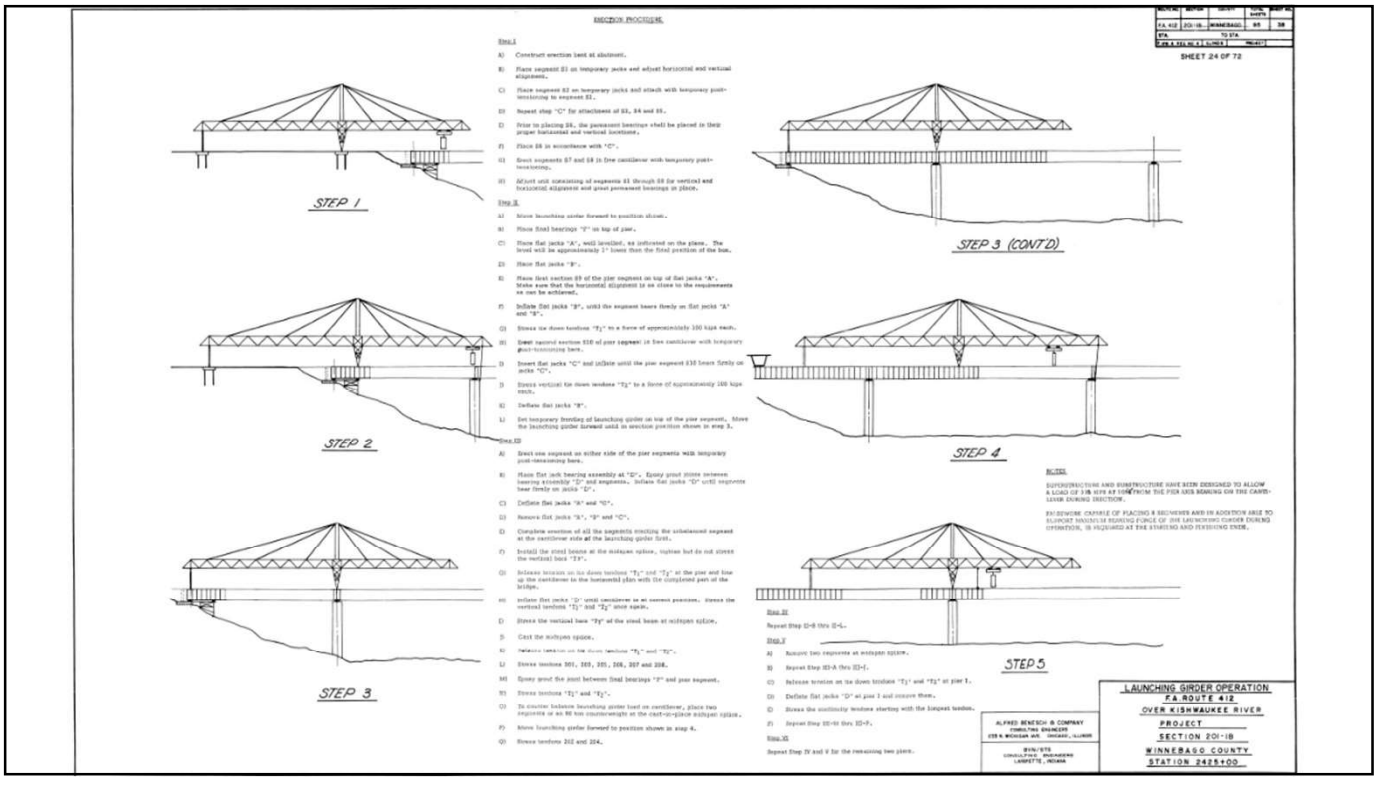
ERECTION PROCEDURE
SHEET 24 OF 72
STEP 1
STEP 2
STEP 3
STEP 3 (CONT'D)
STEP 4
STEP 5
LAUNCHING GIRDER OPERATION
F.A. ROUTE 412
OVER KISHWAUKEE RIVER
PROJECT
SECTION 20I-1B
WINNEBAGO COUNTY
STATION 2422+00
ALFRED BENESCH & COMPANY

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Repair History

- 1991
  - » Expansion Joint Repair
- 2005
  - » Removal and replacement of the finger joints on the structure carrying I-39 southbound over the Kishwaukee River, Structure No. 101-0133.
- 2007
  - » Installation of external post-tensioning system internal to the existing dual, 5-span precast, post-tensioned segmental box girder bridge structures.
  - » Installation of a Fixed Anti-icing Technology System on the bridges and approaches and replacement of the existing bridge overlay and waterproofing membrane.
  - » Extension of existing deck drains and repair of concrete cracks, spalls and screen wall connections.
  - » Removal of existing joints @ abutments on S.N. 101-0134 and replacement with hinged plate joints.

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Repair History (cont.)

- 2012
  - » Removal of the Fixed Anti-Icing Technology System spray heads on the bridge and replacement of the heads on the approaches and departures.
  - » Addition of concrete deviator restraints and the replacement of the existing wearing surface and waterproof membrane on the existing structures 101-0133 (SB) and 101-0134 (NB), crossover improvements, temporary lighting and traffic control.
- 2015
  - » Replacement of fabric reinforced elastomeric troughs.
- Current
  - » Current emergency repair on the NB structure.
  - » SB tendon tests suggest that retrofit is not needed
  - » NB structure high chloride content grout affects the strands. Loss of 2 of 12 tendons on the NB structure.
  - » Special Feature inspections are being performed and documented three times a week on both structures and routine inspections are performed at their usual intervals.

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Proposed Improvements

- Construct new bridges (span configuration to be determined)
  - » Minimum 3 lanes plus shoulders
- Construct new foundations and substructure units
- Construct new approach pavements
- Facilitate the expansion of the Corridor ITS duct system

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Project Goals

- Reconstruct the I-39 dual bridges over the Kishwaukee River
  - » Full replacement of bridge superstructure. Replacement of substructure to be determined. Piers to be moved away from the river channel if replacement required.
  - » Replacement bridges to accommodate future I-39 corridor cross-section (3 lanes per direction and standard shoulders).
- Minimize construction impacts to the motorized public, surrounding forest preserves, and adjacent communities.
- Construct final improvements within existing ROW
- Maintain minimum 2 lanes southbound, 1 lane northbound on I-39 during construction
- Maintain established emergency detour route signing
- Accelerate the replacement of the bridges by Fall 2029

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Potential Constraints & Challenges

- Access to underneath the structure
- Tree and vegetation clearing timeline restrictions
- Maintenance of traffic, maximize capacity during construction
- Specialized demolition
- Coordination with other organizations
- High-span construction

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Progressive Design-Build (PDB) Delivery

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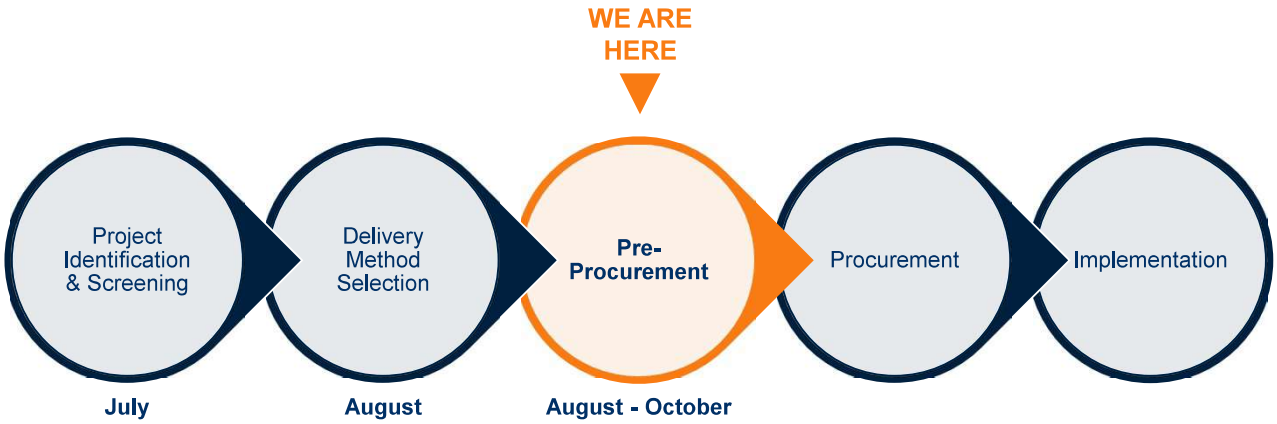
Where are we now?



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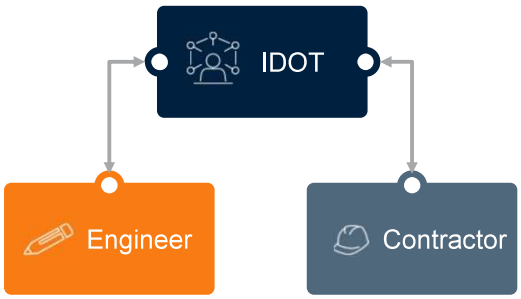
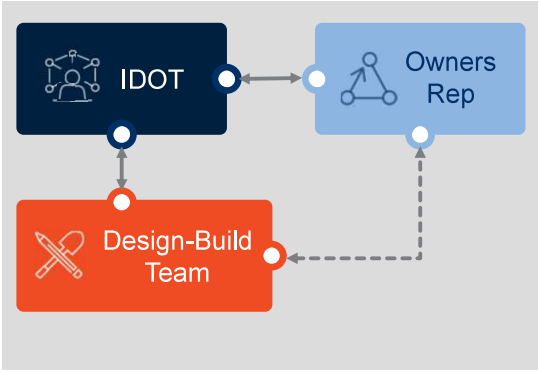
Contractual Arrangements by Delivery Method



Traditional Design-Bid-Build



Progressive Design-Build

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What is Progressive Design-Build (PDB)?

IDOT and the PDB contractor work collaboratively during a preconstruction phase

Allows for PDB contractor input into the project design

During the preconstruction phase, the PDB contractor will provide:

Pricing	Innovative concepts	Constructability reviews	Risk Analysis	Scope Refinement

The PDB contractor then prepares a Lump Sum or Guaranteed Maximum Price (GMP) for the construction based on the resulting collaborative design

Department accepts the Lump Sum or Guaranteed Maximum Price (GMP) and executes a PDB contract, then construction commences

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Key Roles & Upcoming Opportunities

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IPD Program-wide Roles

IPD Program Advisory Team

RS&H

Kaskaskia Engineering Group, LLC

MAYER BROWN

METRO STRATEGIES group

Peralte-Clark LLC

Procurement Engineer

CMT

CDM Smith

EFK•Moen Civil Engineering Design

IMAGES INC

Kaskaskia Engineering Group, LLC

QUIGG ENGINEERING INC

Independent Cost Estimator

ARCADIS

SRF

PMCS

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Project Roles

Professional Services Roles

Advertised on PTB

Phase 1 Engineer — Advertised on PTB 217

Construction Oversight Team — Upcoming Opportunity

Project Delivery / Contracting Roles

Advertised on IPD Procurement

Progressive Design-Build Team — Upcoming Opportunity

Includes an Engineer-of-Record & Contractor

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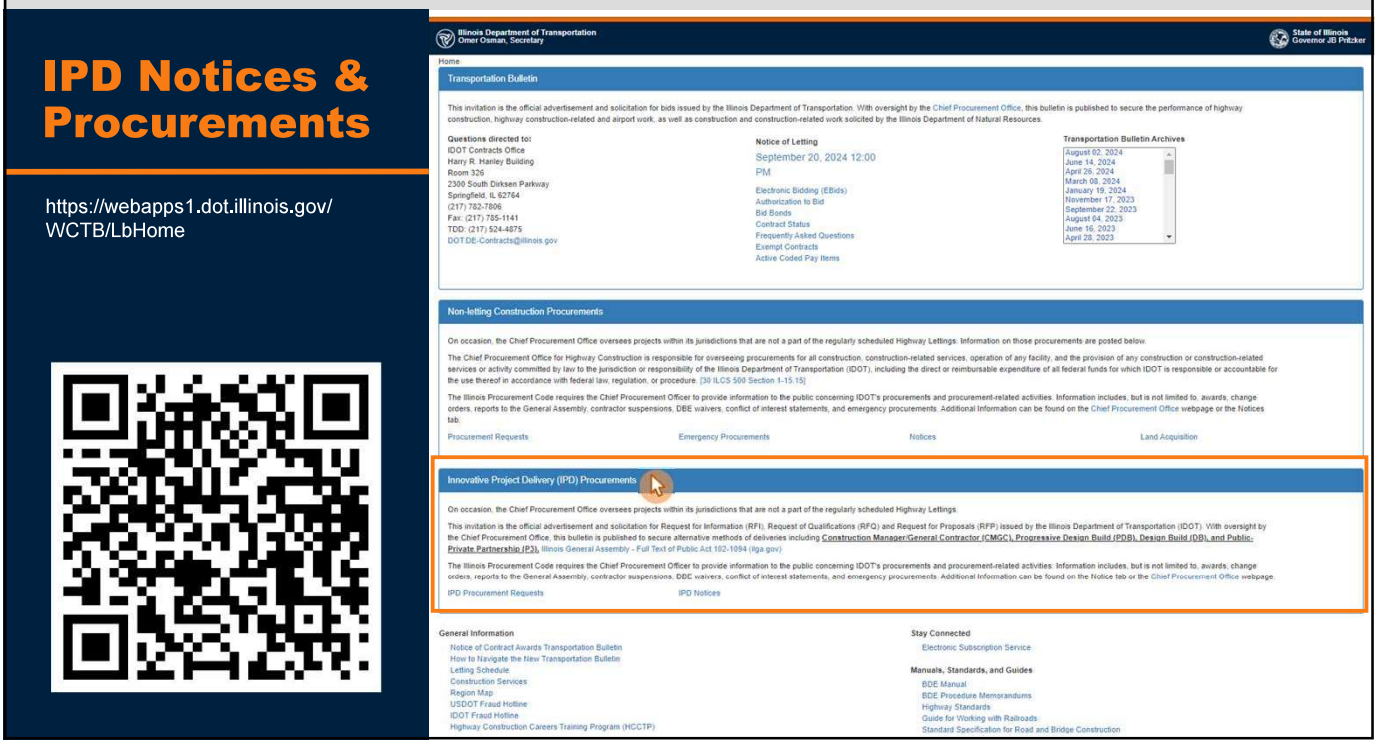
IPD Notices & Procurements

https://webapps1.dot.illinois.gov/WCTB/LbHome



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How is the Contractor Procured?

- Procured utilizing a two-step procurement advertised on the Innovative Project Delivery (IPD) Procurement page
- The first step is the Request for Qualifications (RFQ) with the highest qualified proposers shortlisted (minimum of 2 and maximum of 5)
- The second step is the Request for Proposals (RFP) where the "best-value" proposer is selected

NEW

Advertised on the Innovative Project Delivery (IPD) Procurements

Progressive Design-Builder (PDB)

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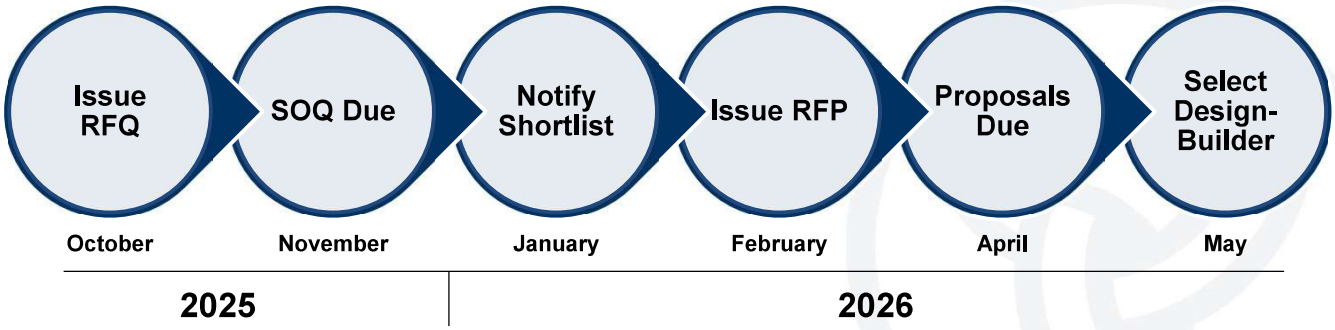
Anticipated Procurement Timeline



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DBE Goal Setting

- Established in accordance with IDOT and Federal procedures for design and construction services
- Department to determine attainable DBE utilization goals for professional services contracts
- Aspirational goals for construction related services will be established separately

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IPD Resources

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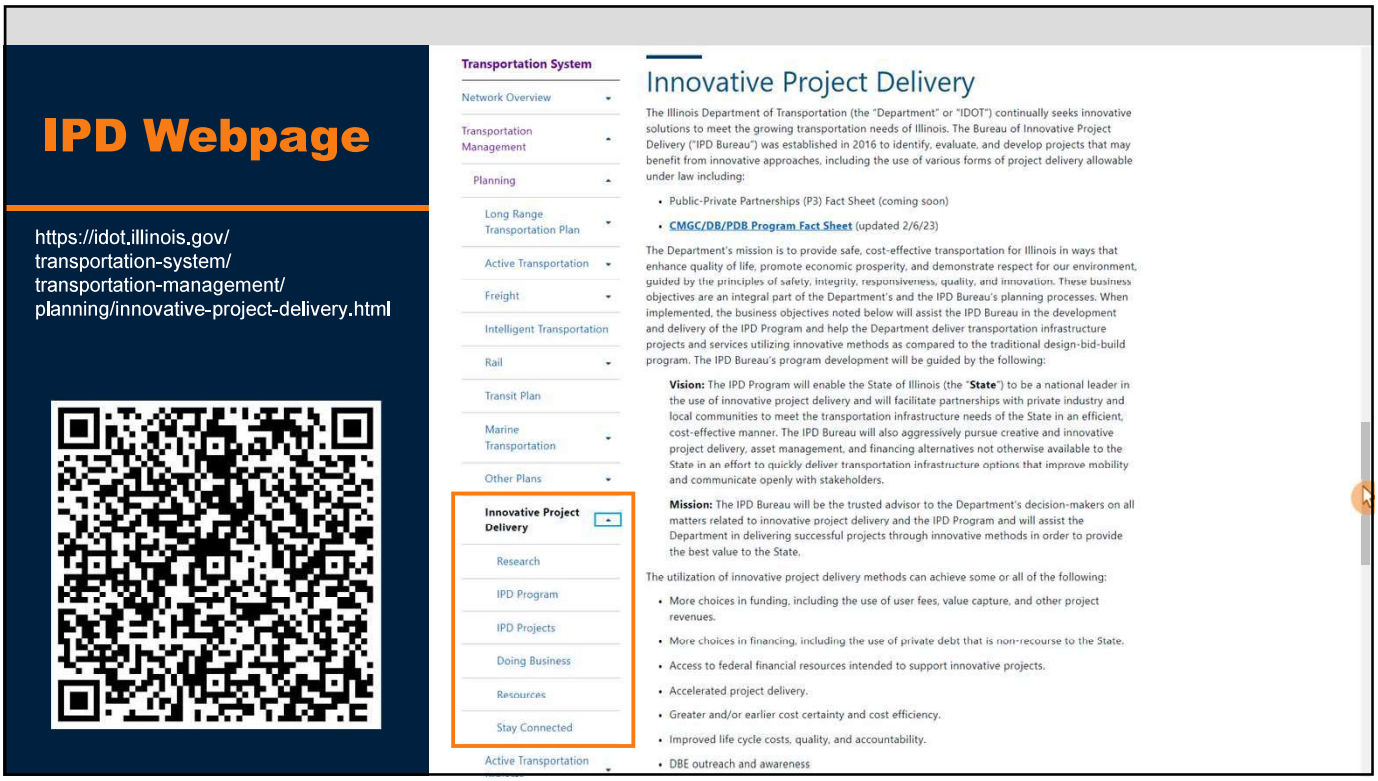
IPD Webpage

https://idot.illinois.gov/transportation-system/transportation-management/planning/innovative-project-delivery.html



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Manual Organization

- ☑ Chapter 1: Introduction
- ☑ Chapter 2: Project Identification & Screening
- ☑ Chapter 3: Project Delivery Method Selection
- ☑ Chapter 4: Performance Metrics & Agency Reporting
- ☑ Chapter 5: Federal Requirements
- ☑ Chapter 6: DBE Program

Supporting Appendices:

- ☑ Appendix 1 – Acronyms and Definitions
- ☑ Appendix 2 – Construction Manager / General Contractor Guidelines
- ☑ Appendix 3 – Progressive Design-Build Guidelines
- ☑ Appendix 4 – Design-Build Guidelines

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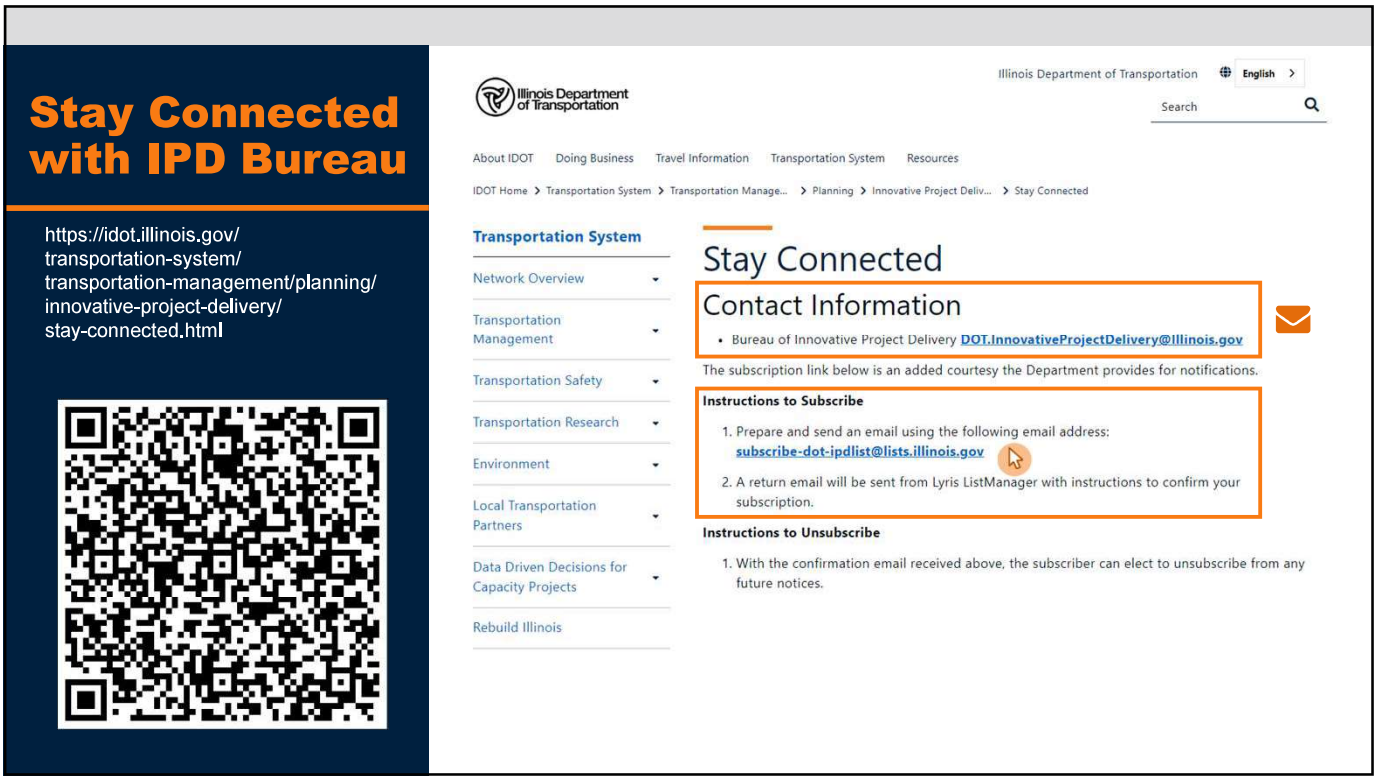
Stay Connected with IPD Bureau

https://idot.illinois.gov/transportation-system/transportation-management/planning/innovative-project-delivery/stay-connected.html



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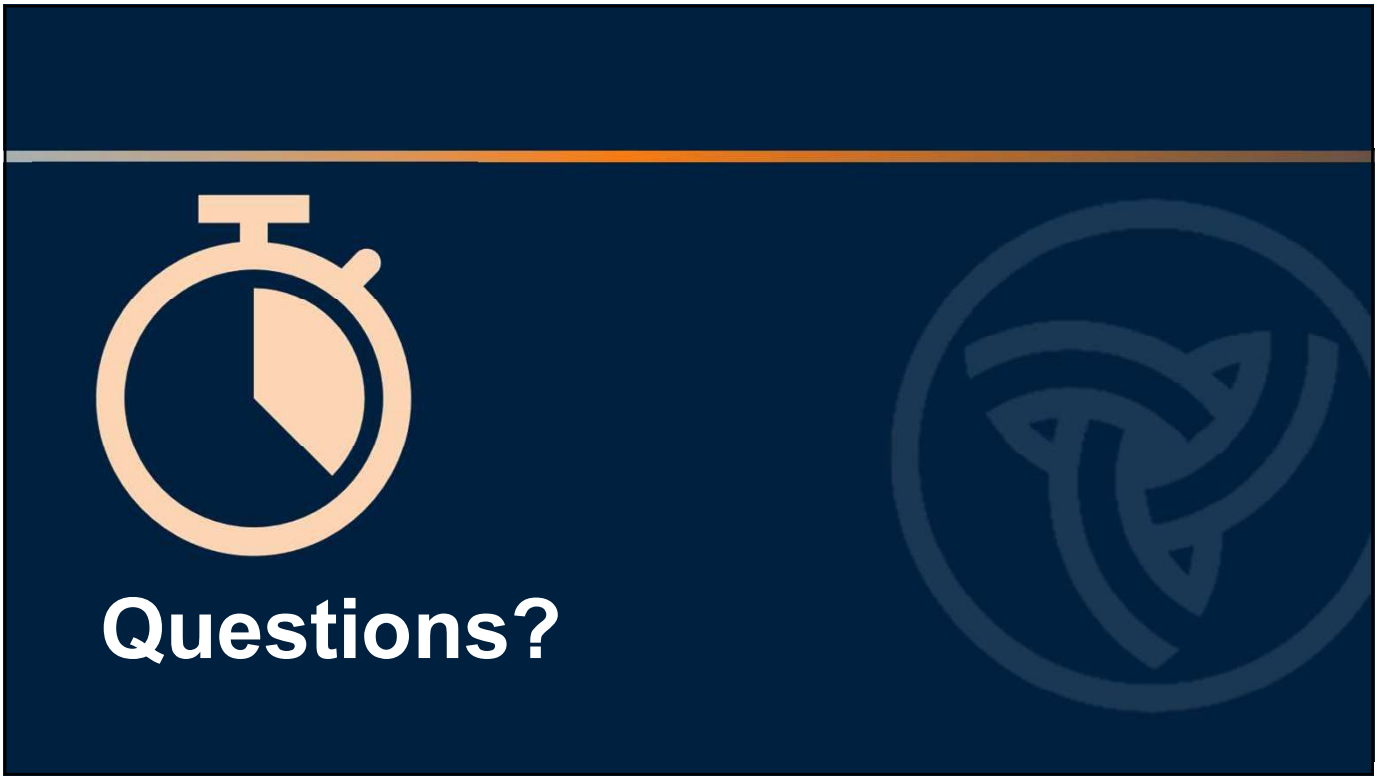

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Thank you for attending!

Comment & Feedback Forms
will be collected at the registration desk.

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IPD Industry Forum - Attendee List

I-39 Over Kishwaukee River Bridge Replacement Project

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