



Illinois Department of Transportation

NOTICE OF INTENT

I-39 over the Kishwaukee River Bridge Replacement Project

August 2025



1 Notice of Intent

The Illinois Department of Transportation (IDOT) Bureau of Innovative Project Delivery (IPD) hereby informs industry via this Notice of Intent (NOI) of the potential procurement of Kishwaukee River Bridge Replacement Project (the Project).

The Project is anticipated to be delivered under a Progressive Design-Build (PDB) contract issued in accordance with the provisions of the Innovations for Transportation Infrastructure Act, 630 ILCS 10/1 et seq. (the Act), as well as other Illinois laws.

Firms interested in pursuing the Project are not to respond to this NOI. The intent of this NOI is to inform industry of this Project and allow prospective proposers to begin preparing for future activities.

1.1 IPD Contact

All inquiries shall be directed to:

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1.2 Project Description

The Project consists of the removal and replacement of the I-39 dual bridges over the Kishwaukee River (SN 101-0133/SN 101-0134) in Winnebago County and the preparation of interim repair plans, if needed, to ensure that the structural integrity is maintained until the bridges are replaced.

1.3 Project Scope

The Project will replace the existing dual segmental bridges over the Kishwaukee River. The existing structures carry Interstate 39 (I-39) over the Kishwaukee River south of Rockford, Illinois. These twin bridges consist of five continuous spans, comprised of 156 single-cell precast, post-tensioned segmental concrete box segments with a single shear key at each web. The superstructure has three interior spans of 250'-0" and two end spans of 170'-0". The roadway consists of two 12'-0" traffic lanes, an 8'-0" interior shoulder, and a 10'-0" exterior shoulder for an overall out-to-out width of 42'-0". Interim repair plans for the Project may be required to maintain structural integrity until the final bridge replacement is complete.



The structures are of the “first generation” of post-tensioned precast concrete segmental bridges (PCSB) with segments erected by means of a launching truss and balanced cantilever construction. They were the first bridges of their kind built in Illinois and the first constructed by means of a launching truss in the United States.

The proposed structures are anticipated to include an additional travel lane for a total of three 12'-0" traffic lanes in each direction.

1.4 Project Schedule

The Department anticipates holding an Industry Forum in **September 2025**. At that time, additional information related to the procurement schedule and the Project will be provided.

1.5 Estimated Project Cost

The estimated construction cost for the Project is \$100 million.

1.6 Overview of PDB Delivery

The PDB delivery method utilizes early contractor involvement to assist in developing the full scope of the Project. For PDB delivery, the Department procures both design and construction services in a single contract. The design service provider is a member of the PDB Contractor team, either as an affiliate of the PDB Contractor or as a subcontractor. The Department and the selected PDB team collaborate to “progress” the design and refine the Project scope to meet Project objectives with the goal of negotiating a mutually agreeable Lump Sum or Guaranteed Maximum Price (GMP), for the design and construction work.

1.7 DBE Participation

It is the policy of the Department that Disadvantaged Business Enterprises (DBE), as defined in 49 CFR Part 26, and other small businesses shall have the maximum feasible opportunity to participate in contracts financed in whole or in part with public funds. Consistent with this policy, the Department will not allow any person or business to be excluded from participation in, denied the benefits of, or otherwise be discriminated against in connection with this Project or in the performance of any U.S. Department of Transportation (USDOT)-assisted contract because of sex, race, religion, or national origin. The Department has established a DBE program in accordance with regulations of the USDOT, 49 CFR Part 26 and the Business Enterprise for Minorities, Women, and Persons with Disabilities Act (30 ILCS 575/4), as well as the federal contractual requirements set forth in FHWA Form 1273. Additional DBE requirements will be set forth in the RFP and PDB Contract.