



Innovative Project Delivery

October 21, 2025

SUBJECT: I-270 Designed Overlay and Structures Repair Project - 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 a Progressive Design-Build (PDB) 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

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-270 Designed Overlay and Structure Repairs

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 Guideline and has been found to be ready for Construction Manager/General Contractor (CMGC), Progressive Design-Build, or Design-Build 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 the 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.

I-270 Designed Overlay and Structure Repairs
Route: I-270
Location: from 0.2 mi E of IL 111 to 0.5 mi E of I-55/70 in Glen Carbon, Madison County
Estimated Construction Cost: \$120,000,000
Estimated Construction Duration: 2 years
Letting Date (as shown in the MYP assuming DBB delivery): Jun-27
Source(s) of Project Funding (as shown in the MYP assuming DBB delivery): NHPP & State Match
Scope of Work - pavement, bridge, sound barriers, etc.: Designed Overlay and Bridge Repairs & Replacements
Major Schedule Milestones (critical path elements that affect schedule or price): Environmental Clearances, BCR Approvals
Major Project Stakeholders: US Army Corps of Engineers (USACE), Village of Glen Carbon, Village of Pontoon Beach, City of Edwardsville, Madison County Transit, local industry/warehouses
Major Obstacles (as applicable): Maintenance of traffic during construction, increases in fill within the American Bottom require compensatory storage.



I-270 Designed Overlay and Structure Repairs

With Right of Way, Utilities, and/or Environmental Approvals:

Potential for land acquisition if fill is required in American Bottom area.
Utility impacts are anticipated due to lowering the profile.
Environmental clearances are pending and will control project schedule.
No public involvement has been completed to date.
Temporary closures of existing bike paths underneath I-270 need to be evaluated and documented for de minimis impacts.

During Construction Phase:

Traffic control and staging will be critical. Impacts from a detour along I-55 need to be evaluated against staged construction. Impacts to local traffic need to be balanced against construction duration and/or the tolerance for a long closure along I-270. There may be additional interstate improvement projects ongoing which may impact possibility of constructing the I-270 improvements under a full closure.

Main Identified Sources of Risk:

The primary source of risk for this project is traffic control and staging, and the associated impacts to traffic during construction. A secondary source of risk is the condition of the existing PCC base course.

Brief Project Description:

This project involves the removal of the existing HMA overlay to bare PCC base and replacement with a new HMA designed overlay. Minor geometric improvements are included at the IL 157 and IL 159 interchanges to improve truck turning movements and overall operations. The project also includes structure repairs and rehabilitations for approximately 22 bridges, 8 minor culverts, and 16 sign structures.

Project Specific Goals (accelerating delivery, minimizing cost, maximizing life cycle)

Goal #1

Minimize construction duration and impacts to local traffic.

Goal #2 -

Improve pavement and bridge conditions to provide a long-lasting, durable corridor that minimizes future maintenance needs.

Goal #3 -

Upgrade corridor geometrics, safety features, and electrical/ITS infrastructure to current standards.

[Additional item]:

Encourage local contractor participation by constructing improvements across multiple contracts (e.g. one roadway package, one structures package).



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-270 Designed Overlay and Structure Repairs			
Characteristic	Initial Assessment (Yes / No)	Rating	Comments
Expedites or "fast tracks" construction for accelerated delivery	Yes	3	Reducing construction schedule to minimize impacts to traffic is a primary goal of the project.
Uses of innovative design and construction techniques	Yes	3	
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	No	1	
Expedites contract award	Yes	3	
Exploits market conditions and increase competition from potential bidders	Yes	3	
Total Score		16	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.

I-270 Designed Overlay and Structure Repairs			
DBB	CMGC	PDB	DB
40	54	55	54



Level 2 Results

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

I-270 Designed Overlay and Structure Repairs				
Factor	Weight	CMGC	PDB	DB
Project Cost	25%	11	13	8
Delivery Schedule	50%	30	31	25
Technical	10%	5	6	4
Procurement Delivery	15%	10	12	8
Total Score		56	62	45



Level 3 Risk Assessment Worksheet

Instructions

- 1. Provide a number for the risk
- 2. Assign a risk category for the risk using the pull-down option
- 3. Identify if the risk is an opportunity or a threat
- 4. Assign a unique name for the risk.
- 5. Provide a brief description of the risk
- 6. Identify a preliminary risk impact rating of Low, Medium, or High risk impact to the project cost and/or schedule
- 7. Document how the project team intends to mitigate the risk impact
- 8. Add any notes from risk discussions
- 9. 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.

I-270 Designed Overlay and Structure Repairs							
1	2	3	4	5	6	7	8
Risk ID	Risk Category	Opportunity or Threat	Risk Name	Detailed Description	Risk Impact	Potential Risk Response Plan	Comments
1	Construction	Threat	Adjacent Contracts	Risk of I-55/I-64 being under construction at the same time.	High	- Complete evaluation of lane closures and/or detours to mitigate traffic impacts.	
2	Construction	Threat	Asphalt Production	Local asphalt plants may have difficulties providing the needed quantities for the bituminous overlay due to the amount of concurrent work.	Low	- Conduct industry workshop and partnering meetings early to provide information on planned project schedule so local suppliers can prepare for increases in required production	
3	Construction	Threat	Bike Trails	Corridor includes three existing bike trails crossing underneath I-270 that will need to be maintained during construction.	Medium	- Include requirements in RFP to maintain bike trail access and minimize closures during construction.	
4	Construction	Opportunity	Construction Packages	Opportunity to utilize multiple construction packages to speed completion of project and minimize traffic impacts.	Low	- Allow use of multiple construction packages in RFP.	



I-270 Designed Overlay and Structure Repairs							
1	2	3	4	5	6	7	8
Risk ID	Risk Category	Opportunity or Threat	Risk Name	Detailed Description	Risk Impact	Potential Risk Response Plan	Comments
5	Construction	Opportunity	Maintenance of Traffic (MOT)	Opportunity for the project to be completed in 1 construction season if full closure and detour was utilized.	Medium	- Evaluate impacts of I-55 detour to determine if full closure of I-270 is feasible.	- Shoulders may be temporarily widened to accommodate traffic during construction. - Closures could also be implemented on certain segments of the corridor to facilitate the construction and minimize the length of traffic impacts.
6	Design	Threat	Design Submittal Review Timelines and Expectations	IDOT district staff do not have adequate availability to perform comprehensive design submittal reviews to keep up with an accelerated review timeline.	Medium	- Assess availability of district resources to perform reviews and develop design phase submittal review milestone schedule with adequate review times to accommodate resource availability. - Consider leveraging consultant oversight reviews in lieu of IDOT staff reviews.	- Overall IDOT departments are understaffed. - IDOT staff would be required to review items such as EOR submittals and final plans timely and thoroughly.
7	Design	Threat	Existing Drainage Issues	Sun 'N Fun area on the south side of I-270 has existing drainage issues.	Medium	- Develop preliminary drainage design to establish methods to mitigate drainage issues.	- Need to determine if storage will require additional right-of-way.
8	Design	Threat	Field Data Collection	Delay gathering field data could delay the design submittal schedule.	Low	- Define design data needs early and obtain data to prevent delays to design development schedule. - Develop design development milestone schedule to help schedule data collection activities.	
9	Design	Opportunity	Geometric Improvements	Geometric improvements may be completed at 159 and 157 interchanges to improve geometrics and safety.	High	- Include geometric improvements in basic configuration for project.	
10	Design	Opportunity	Traffic/ITS Improvements	Opportunity to upgrade ITS, Lighting, and Signing within project limits.	High	- Include requirements for ITS, Lighting, and Signing upgrades in RFP.	
11	Environmental	Threat	Archaeological	This region of Illinois has substantial risk of archaeological sites due to the location of other nearby archaeological sites.	High	-Perform due diligence during the NEPA phase to determine potential locations and any required mitigation.	



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Risk ID	Risk Category	Opportunity or Threat	Risk Name	Detailed Description	Risk Impact	Potential Risk Response Plan	Comments
12	Environmental	Threat	Delay in Securing Environmental Approvals/Permits	During preconstruction phase, potential risk to secure timely approvals for environmental permits or other approvals to commence construction.	High	- Review project design to identify permitting needs and any additional environmental approvals. - Begin early coordination of project with approval and permitting authorities.	
13	Environmental	Threat	Regulated Substances	As an interstate route, there is a potential for spills resulting in Regulated Substances that will require mitigation or special handling.	Low	-Complete Environmental Survey Requests for Regulated Substances during the preprocurement phase to determine if Regulated Substances are located in the corridor and any required mitigation. - Include requirements in RFP for handling unknown Regulated Substances that are encountered during construction.	
14	Environmental	Threat	Tree Clearing	Contractors are not allowed to clear trees from April to September due to environmental restrictions.	High	-Significant schedule issues could occur if project schedule would push tree clearing into the April-Sept window. Plan start of project to permit any required tree clearing to occur before April.	-Department could review use of other contract mechanisms to perform tree removal prior to construction (maintain risk in-house)
15	Financial	Threat	Project Costs Exceed Programmed Funding	Market factors, incorrect pricing assumptions, additional scope items, and other unanticipated factors related to design and construction of the project drive the project costs to exceed available funding.	Medium	- Confirm project assumptions that were used as the basis of the estimate, allowances, and risk contingencies. - Verify that costs align with assumptions for available funding at each design stage.	
16	Permitting	Threat	American Bottom Watershed District	Increases in fill within the American Bottom requires compensatory storage within the Watershed District. Could require additional right-of-way to accommodate required storage.	Low	- Develop preliminary drainage design so compensatory storage needs can be quantified and included in RFP. - Determine if additional right-of-way is required and start acquisition process early to be able to include ROW in project to minimize delays to the schedule.	- Need to determine if storage will require additional right-of-way.



I-270 Designed Overlay and Structure Repairs							
1	2	3	4	5	6	7	8
Risk ID	Risk Category	Opportunity or Threat	Risk Name	Detailed Description	Risk Impact	Potential Risk Response Plan	Comments
17	Procurement and Contracting	Threat	Competing Simultaneous Projects	Multiple large projects procured at the same time may limit the number of design and construction firms interested in pursuing project.	Low	- Conduct robust pre-procurement partnering process to increase project awareness for multiple upcoming projects. - Provide interested proposers with project information early and conduct industry workshop and partnering meetings to capitalize on project interest in the area. - Discuss project risks and anticipated commercial terms and get early feedback	
18	Procurement and Contracting	Opportunity	Opportunity for More Bidders	Larger cost increases effective pool of Contractors interested in pursuing project to include regional and national construction firms.	Medium	- Conduct robust pre-procurement partnering process to increase project awareness. - Provide interested proposers with project information early and conduct industry workshop and partnering meetings to capitalize on interest.	
19	Right of Way	Threat	Identifying Necessary Right of Way	Complete Phase 1 Design to determine required right-of-way needs for the highway, bridge and drainage design.	Medium	- Complete Phase 1 design to establish construction limits to identify additional needed temporary and permanent right-of-way for the project.	
20	Third Party	Threat	Public Involvement	Third party stakeholders may resist detour and/or traffic impacts during construction.	Low	- Include requirements for stakeholder involvement and communication before and during construction to allow third parties to adjust to expected traffic impacts.	
21	Third Party	Threat	Third Party Submittals & Approvals	Reviewing agencies do not meet their review deadlines delaying design development.	Low	- Identify reviewing agencies and coordinate early on anticipated timeline for design submittal reviews.	



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.

I-270 Designed Overlay and Structure Repairs		
	Item	Comments
☐	Project Scoping and Refinement	Need to finalize locations for bridge replacements and scopes for bridge repairs
☐	Project Development Schedule	
☐	Environmental Status	Need to complete NEPA documents
☐	Cost Estimate	
☐	Right-of-way Status (No. Parcels Required)	
☐	Utility Status (List Each)	
☐	Geotechnical Investigations	
☐	Third-Party Stakeholders - Rail - Aviation Facilities - Affected Third Parties - Other Affected Third Parties	Minor impacts to third parties
☐	Required Permits (List Each)	
☒	Risk Assessment	
☐	Public Outreach Status	