

REGISTRATION



WELCOME Public Information Meeting

May 20, 2026








OLD CHICAGO ROAD TO US 45/52
PHASE I ENGINEERING

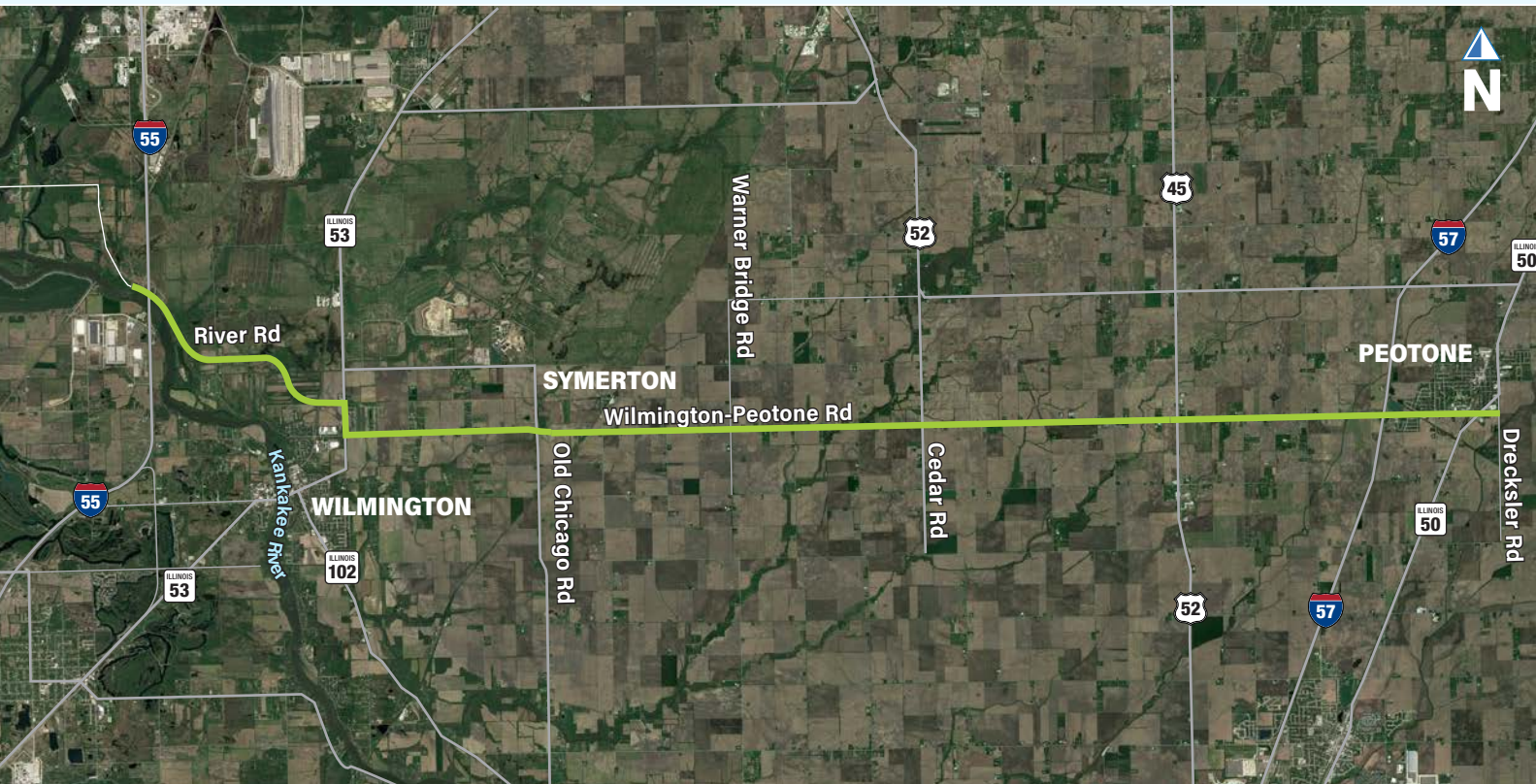
WILMINGTON PEOTONE
Study



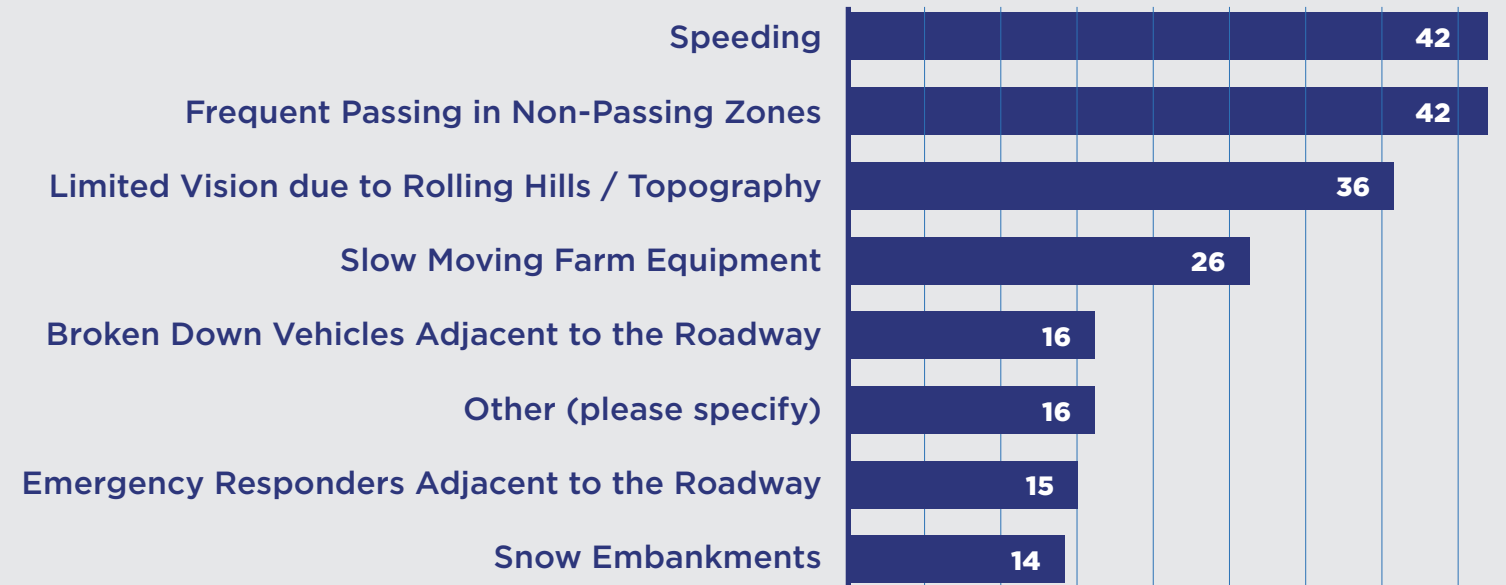
PEL Study Summary

Public outreach during the Wilmington-Peotone PEL Study identified concerns related to the following topics. The preferred improvements presented today aim to address these concerns:

-  Intersection Safety
-  Alternate Routes / Roadway Realignment
-  Farmland Access and Land Acquisition
-  Concerns Related to the Increase in Truck Traffic
-  Typical Section: Number of Lanes / Passing Lanes / Turning Lanes at Intersections
-  Drainage Concerns
-  Speeding



Safety Concerns Previously Identified







Project Purpose and Need

PURPOSE

-  Improve safety
-  Enhance mobility for all users by providing an efficient east-west connection
-  Support current and future travel demand throughout the corridor

NEED

-  Address deficiencies in the existing roadway and multimodal infrastructure
-  Accommodate growth in local and regional traffic to improve mobility throughout the county

Project Development Process

WE ARE HERE



PHASE I

Preliminary
Engineering &
Environmental
Studies

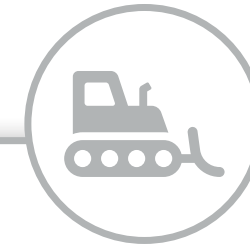
12-18 months



PHASE II

Contract Plan
Preparation
& Land
Acquisition

18-24 months



PHASE III

Project
Construction
*9 miles divided into
smaller construction
contracts*

18-24 months

Funding: Local funding will be utilized for all project phases.

Project Schedule

Data Collection

2025

Evaluate and Screen Alternatives

Stakeholder Meetings

Identify Preferred Alternative

Public Meeting 1
Present Preferred Alternative
We are here

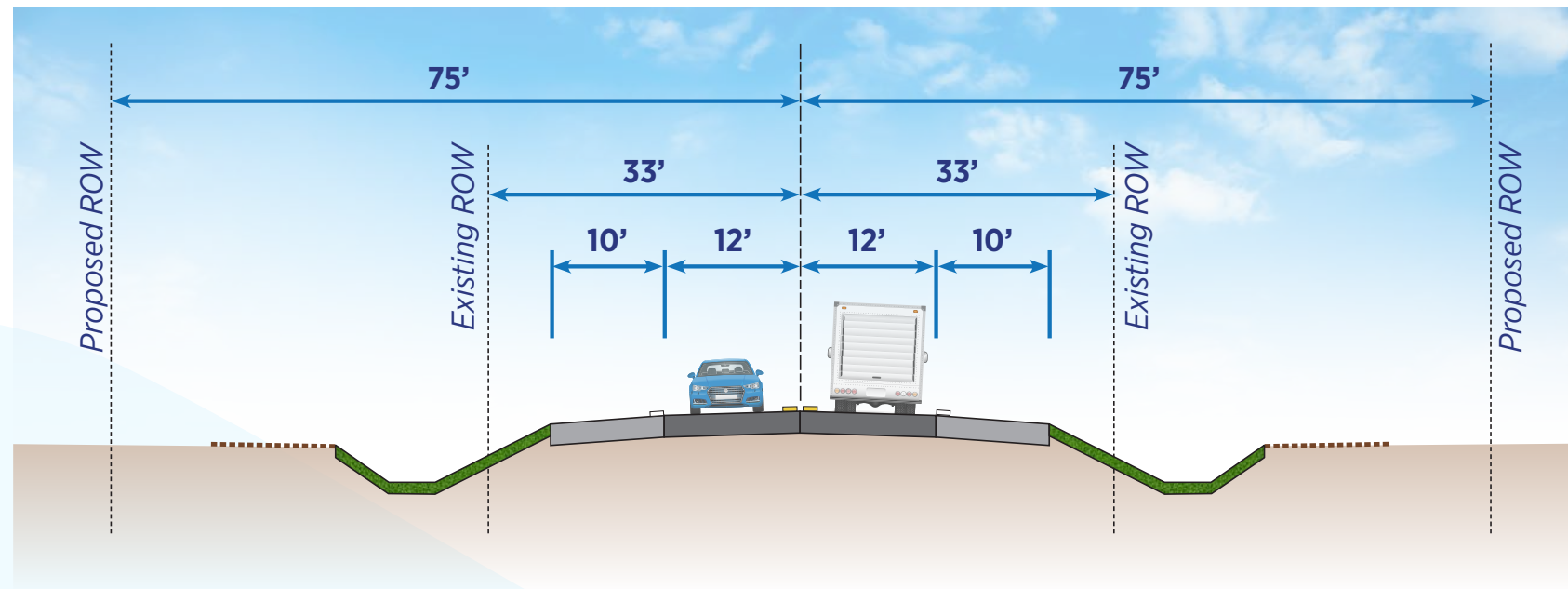
2026

Refine design, environmental due diligence, and identification of ROW impacts

Anticipated Phase I Completion

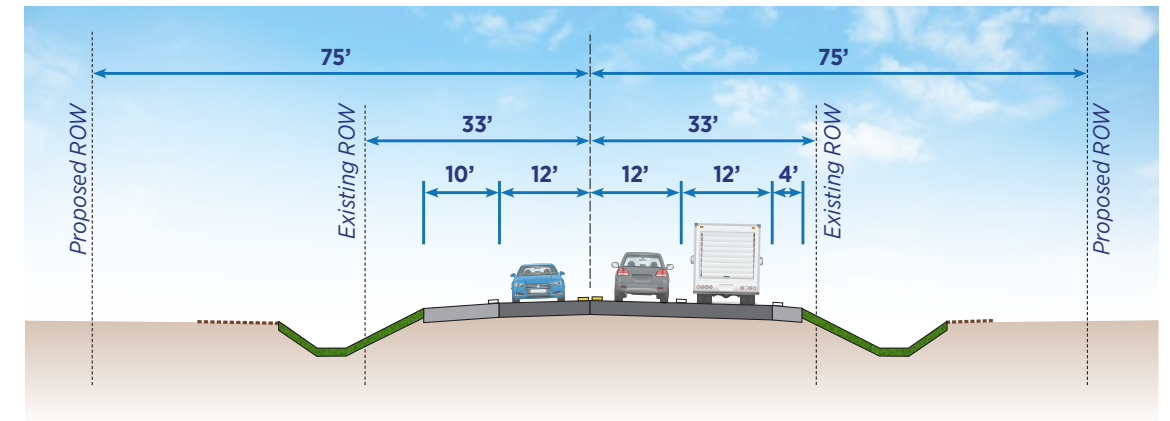


Proposed Typical Sections

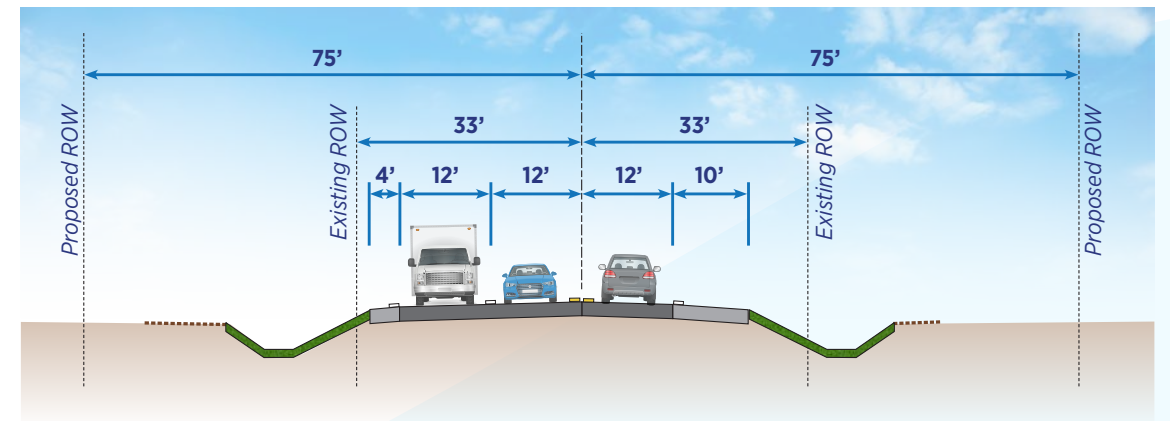


STANDARD TYPICAL SECTION

Wider through lanes and shoulders, compliant ditch slopes



EASTBOUND PASSING LANE



WESTBOUND PASSING LANE

Land Acquisition

LAND ACQUISITION TYPES

TEMPORARY EASEMENT

- Ownership retained by the property owner
- Agency is allowed temporary use of the property to construct the project

PERMANENT EASEMENT

- Ownership retained by the property owner
- Agency is allowed permanent use of the property for construction and future maintenance

FEE SIMPLE

- Acquisition of all rights and interest

Land Acquisition to occur in next phase

LAND ACQUISITION PROCESS

OWNERSHIP DETERMINATION

APPRAISAL

NEGOTIATION

ACQUISITION

Roundabout Benefits

ROUNDBABOUTS INCREASE SAFETY

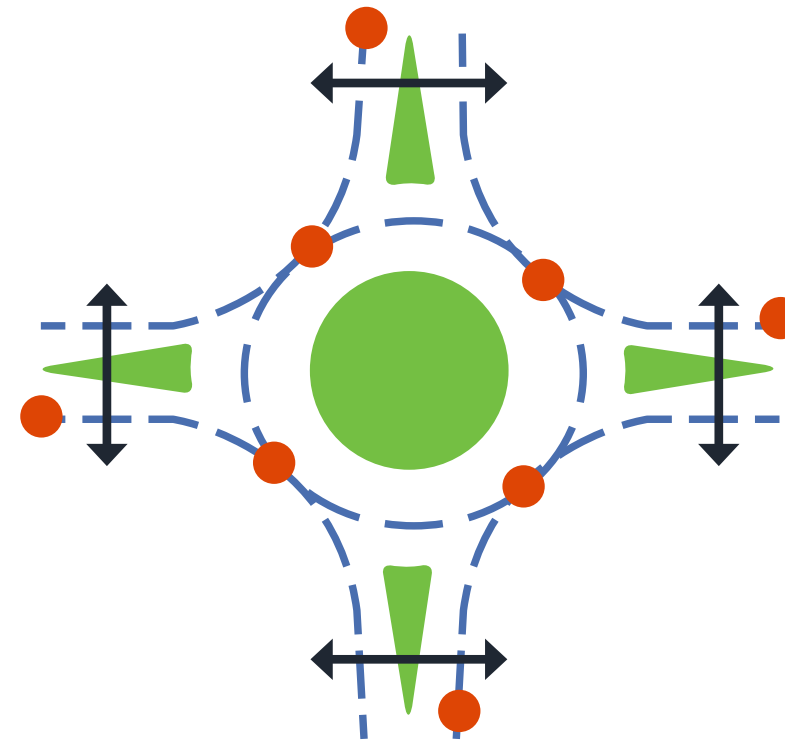
- 75% fewer conflict points than four-way intersections
- 76% reduction in injury crashes
- Up to 90% reduction in fatalities

ROUNDBABOUTS INCREASE INTERSECTION EFFICIENCY

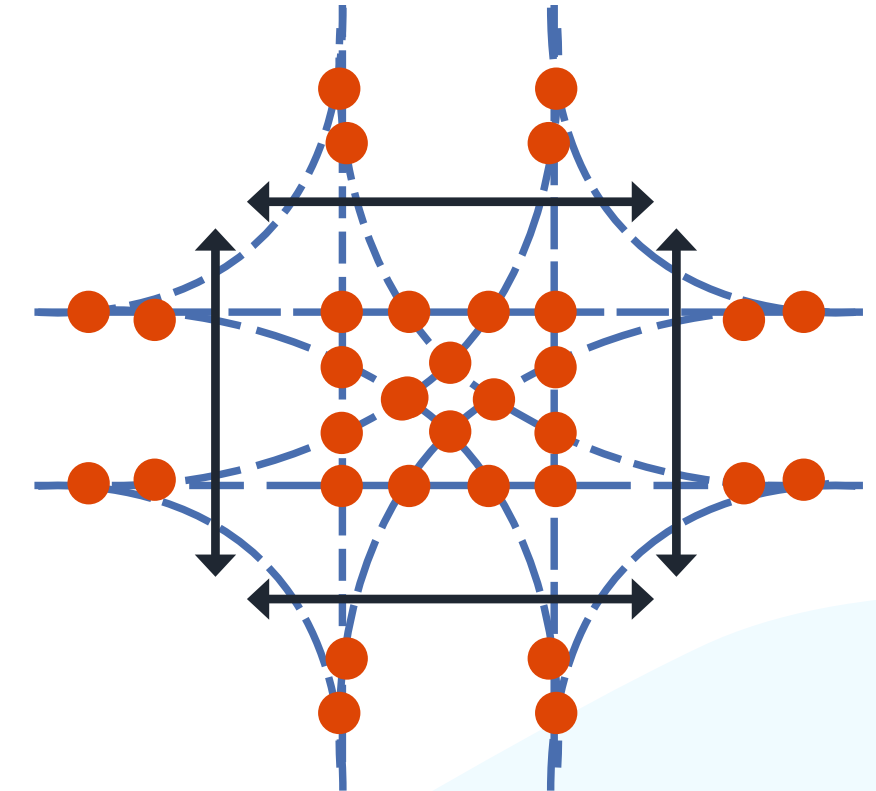
- 30-50% increase in traffic capacity

ROUNDBABOUTS ARE COMMUNITY FRIENDLY

- Reduce pollution and fuel consumption caused by congestion
- Lessen need for long-term storage lanes
- Calm traffic
- Aesthetic landscaping

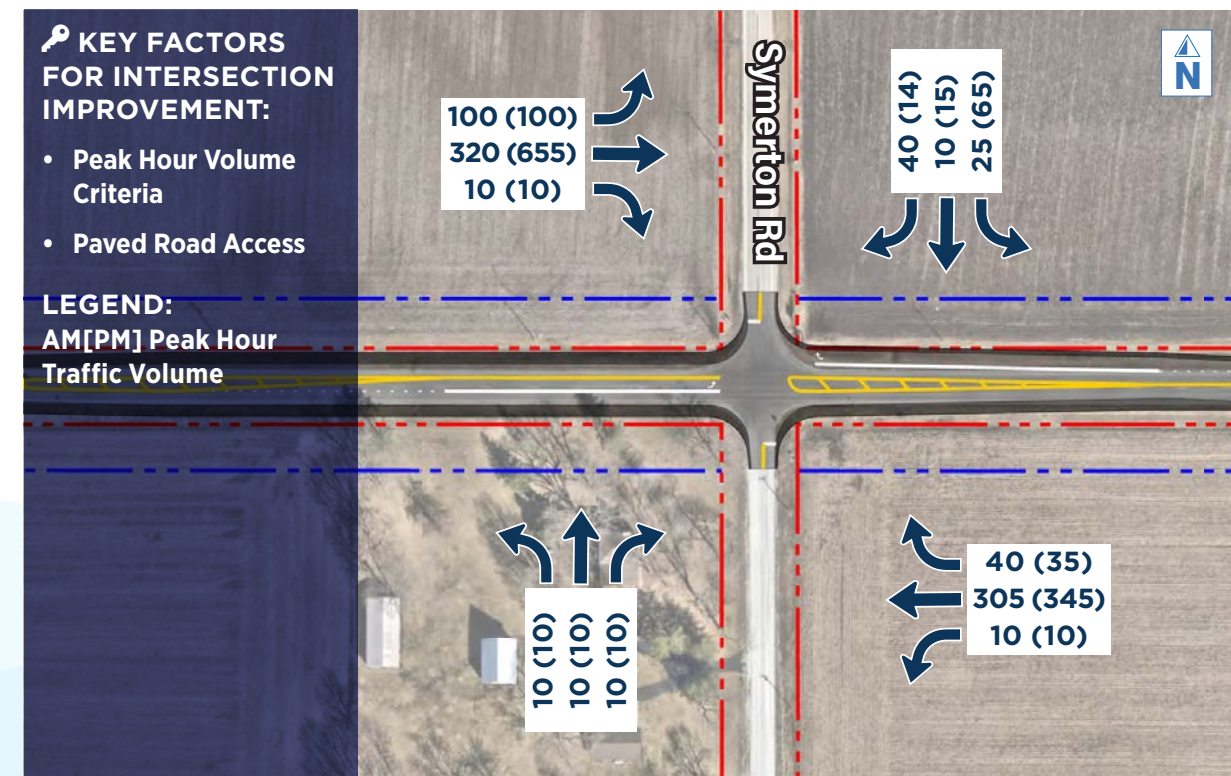
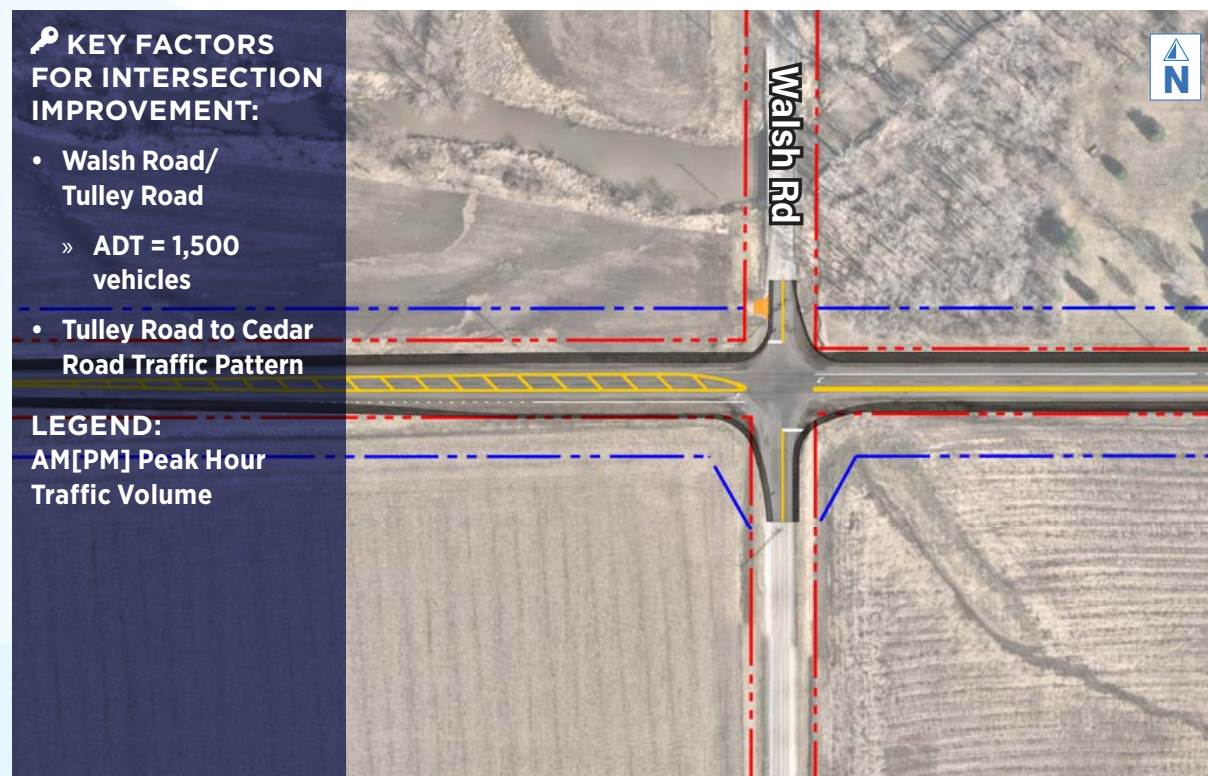
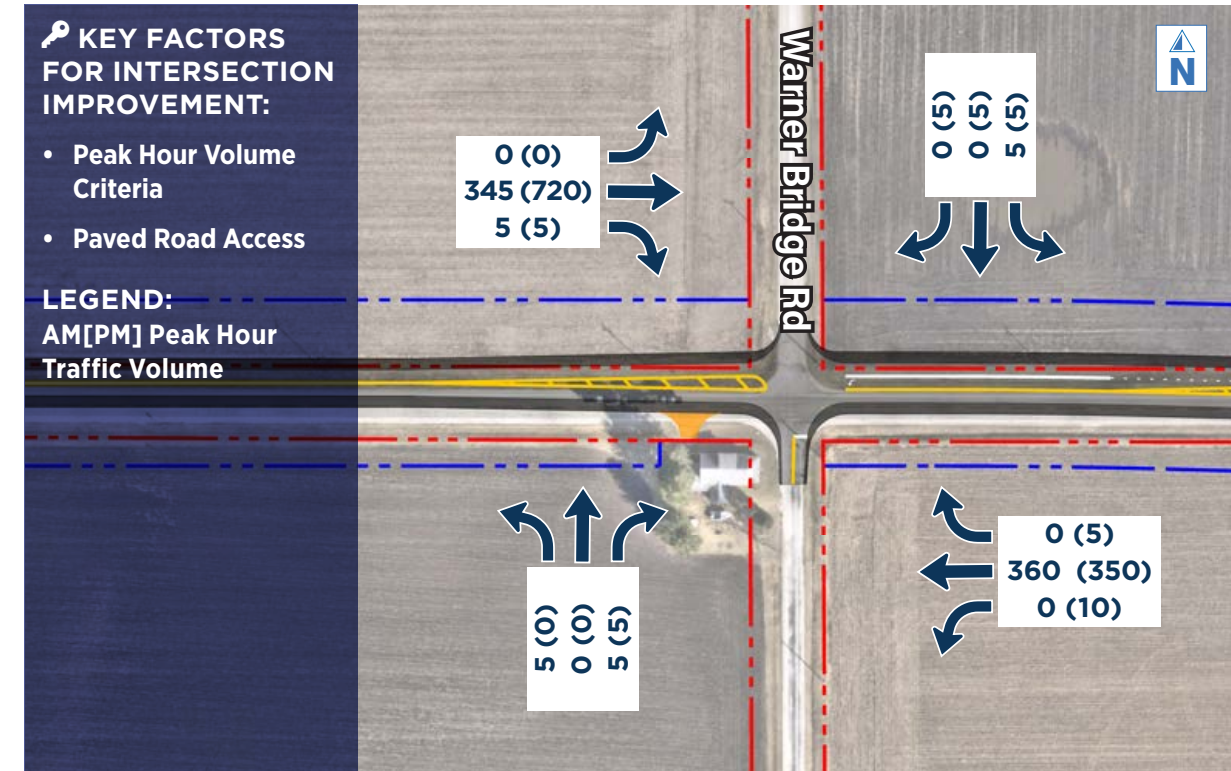
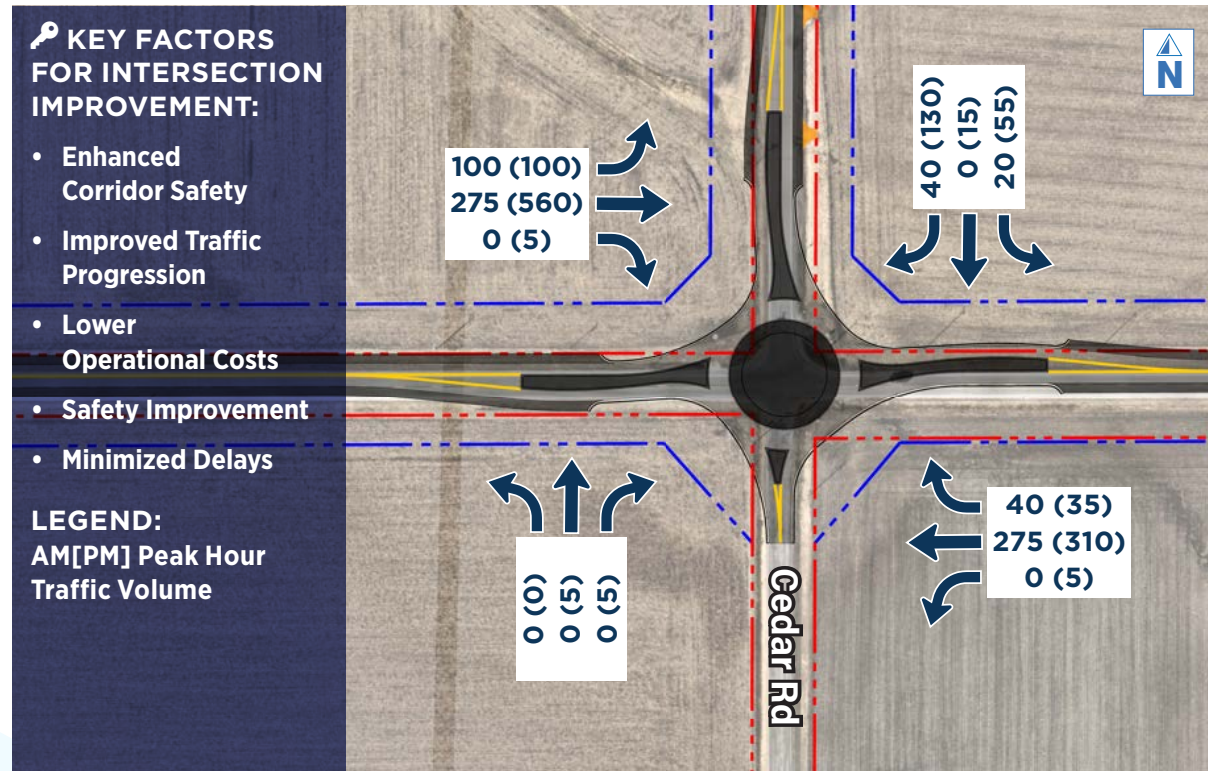


● 8 Vehicle Conflicts

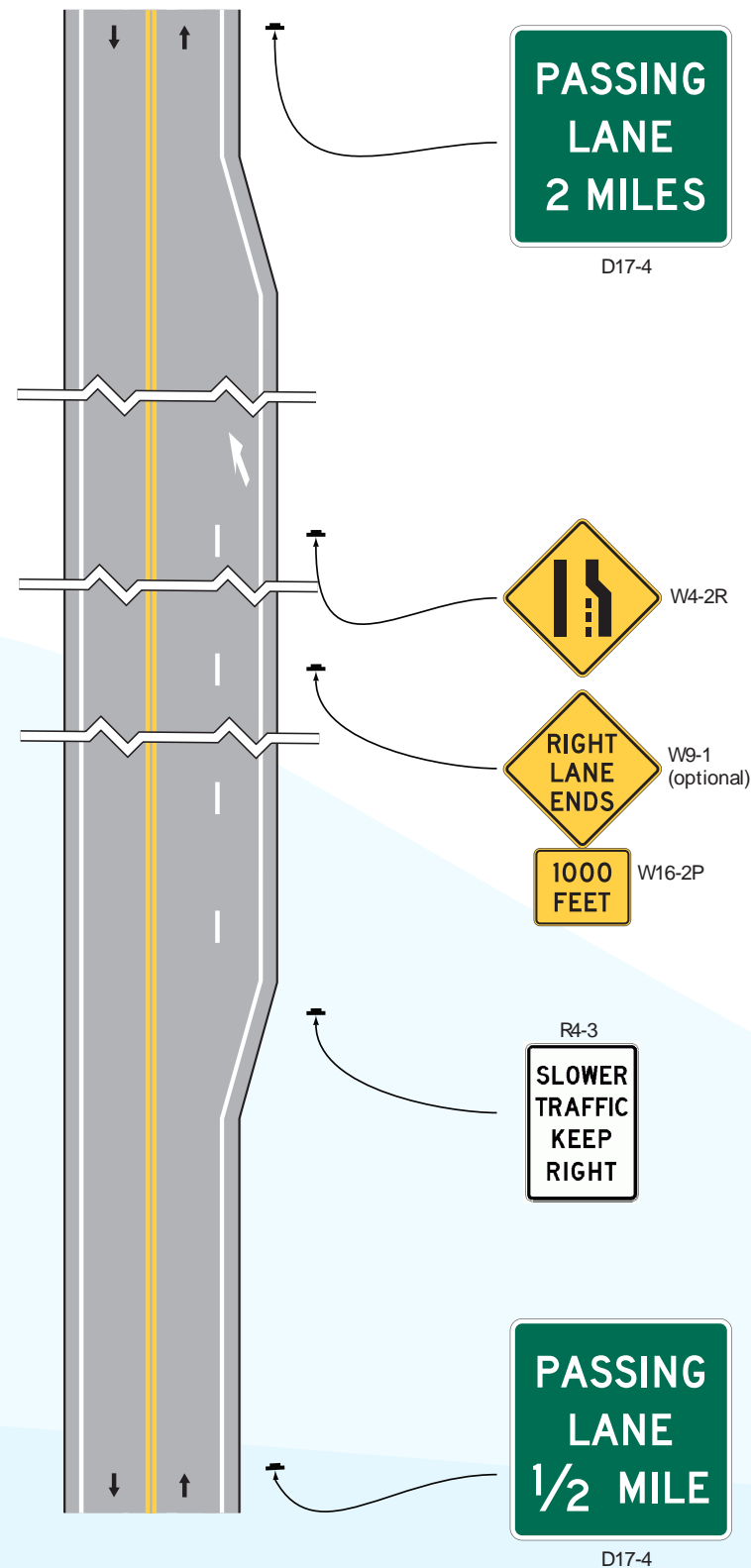


● 32 Vehicle Conflicts

Intersection Improvements



Passing Lanes



SAFETY BENEFITS

- Reduce head on collisions and overturns due to incorrect judgment of passing distance
- 35% reduction in expected non-intersection injury crashes (FHWA)
- Long passing lanes: 0.5 mile - 1 mile long

ALTERNATIVE ANALYSIS

- Alternative chosen to minimize impacts to property, intersections, and bridges while providing the longest practical lane
- Improve traffic operations without full corridor widening
- 4-lane road not warranted along Wilmington-Peotone Rd

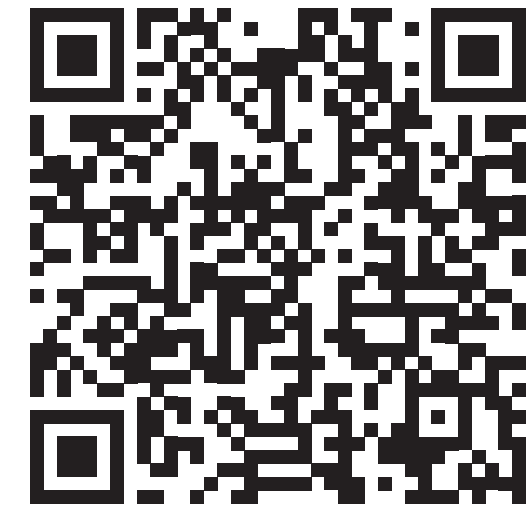
Comments



COMMENTS DUE BY
JUNE 10, 2026



COMMENT
FORM



WEBSITE

[HTTPS://WILMINGTONPEOTONESTUDY.COM/LANDING-PAGE/OLD-CHICAGO-ROAD-TO-US-45-52/](https://wilmingtonpeotonestudy.com/landing-page/old-chicago-road-to-us-45-52/)