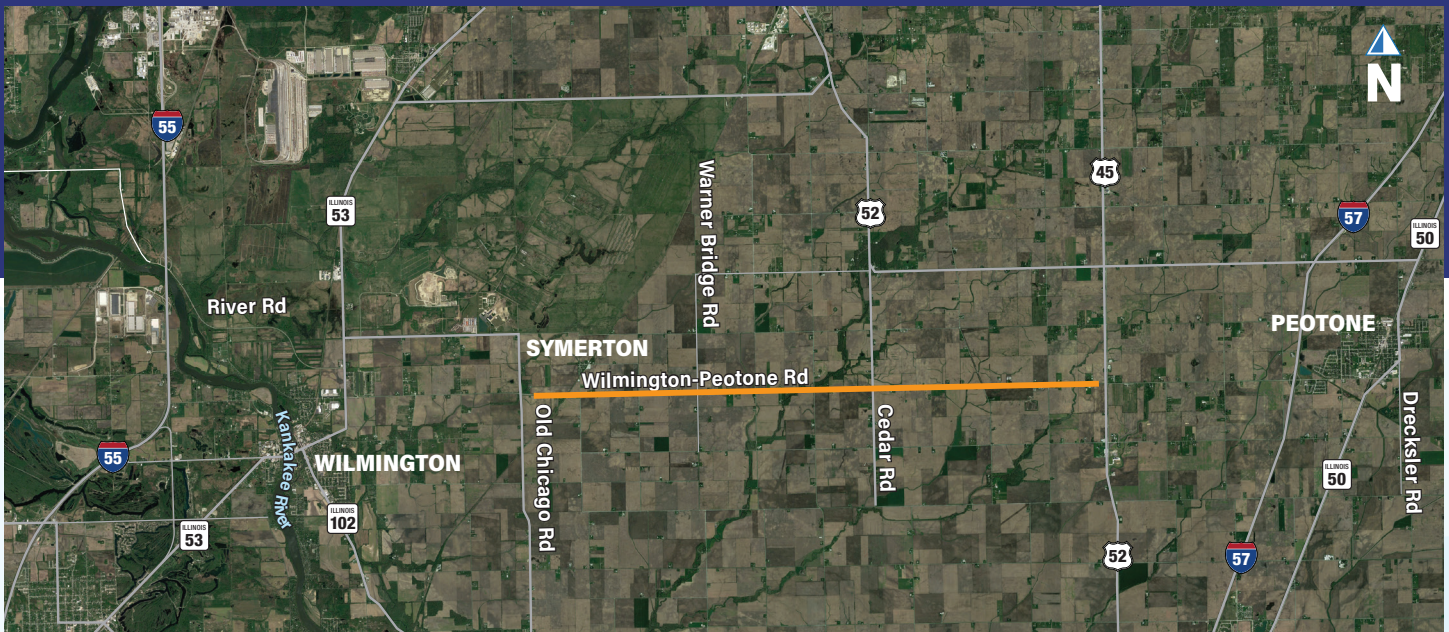


PUBLIC MEETING NEWSLETTER

WILMINGTON-PEOTONE PHASE I STUDY: OLD CHICAGO RD TO US ROUTE 45/52

The Will County Division of Transportation is conducting Preliminary Engineering for the 9.3-mile section of Wilmington-Peotone Road between Old Chicago Road and US 45/52. This phase builds upon the Planning and Environmental Linkages (PEL) Study completed between 2023 and 2025, which identified improvement alternatives to address the project purpose and need. This Preliminary Engineering phase aims to improve safety, address existing roadway deficiencies, enhance mobility for all users, provide a more efficient east-west transportation connection, and accommodate current and future travel demand. Proposed improvements include an improved roadway providing wider shoulders, passing lanes, profile and drainage improvements, and intersection improvements, including a roundabout at Cedar Road.

The open-house public meeting was held to present preferred improvements in-person on May 20, 2026 at the Wilton Township Community Center. The meeting was held from 4:00 pm to 7:00 pm including presentation boards, discussion, and comment submissions. In addition to the study team and WCDOT, 57 residents attended the meeting.



Outreach

Advertisements for the meeting included several means of communication. The public meeting postcard invitation was sent via first class mail to 65 property owners adjacent to the corridor. Email communication was sent to all key stakeholders from the previous PEL public meetings in addition to all members of the public who previously attended the PEL public meetings. The meeting was also advertised in Farmer's Weekly Review, one of the local newspapers.

Outreach was also held virtually on the project website <https://wilmingtonpeotonestudy.com/landing-page/old-chicago-road-to-us-45-52/>. It included the exhibits presented at the open-house meeting and an interactive map with an option for visitors to provide comments. The public outreach was conducted starting April 28, 2026, when postcards were mailed and the formal comment period extended from May 20, 2026 through June 10, 2026.



Public Feedback Summary

A summary of public feedback completed during the period of May 20, 2026 through June 10, 2026, is as follows:



57 people attended

the meeting on May 20, 2026



29 comments received

- 1 submitted on a comment card at the public meeting
- 2 submitted on the project website via the interactive map
- 21 submitted at the public meetings, handwritten on the corridor exhibit
- 5 submitted via email to WCDOT



Open-House Meeting Information

Project information was provided in an open-house format without a formal presentation. Exhibit boards presented at the meeting included an overview of the study, project history including information from the PEL phase, the project's purpose and need, and the preferred alternative. A corridor roll plot was also available with post-its available for attendees to provide comments on specific locations along the corridor. An important part of the open-house meeting is to discuss concerns and questions with visitors. The project team was available to answer questions and gather handwritten comments on the corridor map.



Summary of Comments

A total of 29 qualitative comments were received in-person at the public meeting, via email, and via the project website. Comments and questions received were primarily related to the following topics. Overall, it was clear that addressing safety along the corridor is the primary concern. Other topics discussed were as follows:

- Passing Lanes
- Right-of-Way
- Roundabout
- Drainage
- Road Noise

Passing Lanes

Public comments focused primarily on the need for passing lanes, safety associated with merging and higher speeds, the adequacy of lane lengths, the rationale for selecting specific passing lane locations, and potential increases in roadway noise.

Crash analysis identified overturn crashes as a significant concern, accounting for approximately 18% of crashes along the corridor. This suggests that overturns may be related to incorrect judgment of passing distance or passing speed. Because projected traffic volumes do not warrant expansion to a four-lane facility, passing lanes were identified during the PEL Study as a cost-effective safety and operational improvement. The proposed passing lane locations were selected through an evaluation of safety and traffic operations while minimizing impacts to intersections, driveways, bridges, environmental resources, and property impacts. The recommended configuration avoids impacts to major intersections, bridges, and wetlands while providing strategically spaced passing opportunities that reduce the need for risky passing maneuvers and improve overall corridor safety.

Right-of-Way Concerns

Several attendees expressed concerns regarding potential property impacts associated with the proposed improvements. Common concerns included the wider roadway cross section and shoulders bringing traffic closer to nearby residences, increased traffic-related noise, the need for property acquisition, and possible impacts to structures adjacent to the corridor.

Will County's current ordinance for Strategic Regional Arterial routes calls for a public right-of-way extending 75 feet from the roadway centerline in each direction. As the project advances, the design team will continue refining the design and construction limits to minimize impacts to adjacent properties. The roadway improvements have been designed to keep the existing roadway alignment in its current location, minimizing impacts to nearby homes and businesses. While shoulders will be widened and passing lanes added in select locations, traffic lanes will remain in their current location and will not be shifted closer to adjacent properties. A key project goal is to avoid impacts to existing homes and buildings whenever practicable while still meeting the project's transportation, safety, and operational goals.

Roundabout Concerns

Attendees expressed concerns about driver familiarity, roundabout operations, and its ability to accommodate large farming equipment and oversize vehicles.

The roundabout is the recommended intersection alternative because it improves safety by reducing speeds and potential for severe and fatal crashes; enhances traffic flow by minimizing stops and delays, particularly for trucks; and lowers long-term operating and maintenance costs compared to a traffic signal. It also provides more efficient traffic flow and reduces delays for all users, especially during peak travel periods. The roundabout will be designed to accommodate turning of large trucks and farming equipment.

Drainage Concerns

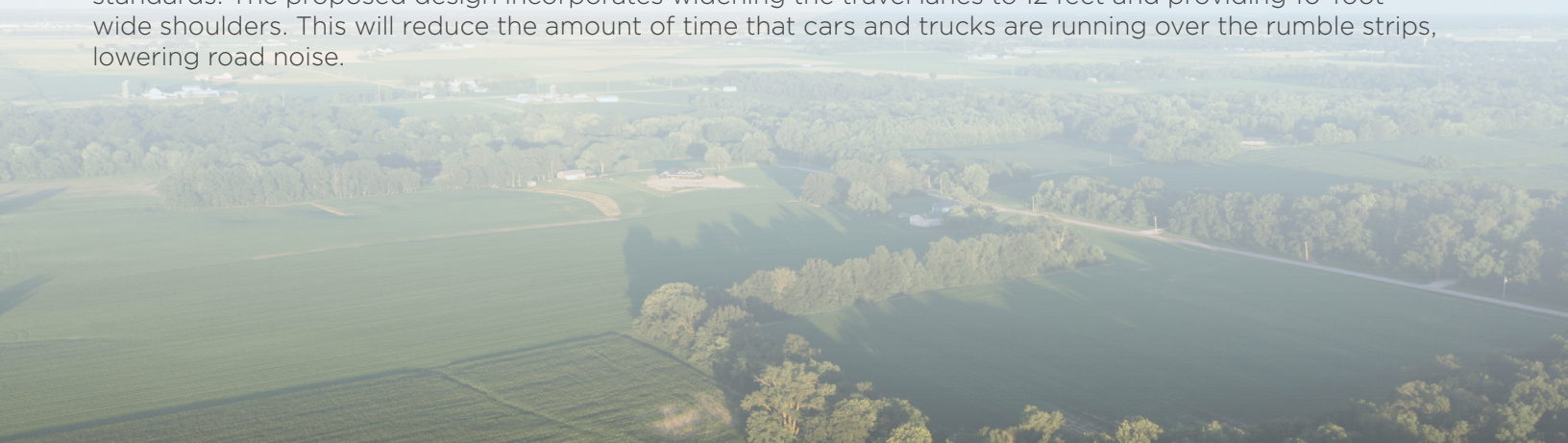
Several attendees raised concerns regarding drainage issues at various locations along the corridor which included standing water, concerns with cross culverts, and ponding on the roadway. Additional comments provided information on the location of drain tiles and specific locations that are prone to flooding.

The project team will continue to evaluate existing drainage conditions and improve the corridor to reduce flooding risks. This will be accomplished by appropriately sized ditches and culverts. In addition, a drain tile survey was completed as part of the project to ensure the proposed improvements take into account the existing drain tiles.

Road Noise

Several attendees had concerns about noise related to the recently installed rumble strips along the corridor and proposed passing lanes that encourage louder engine noise.

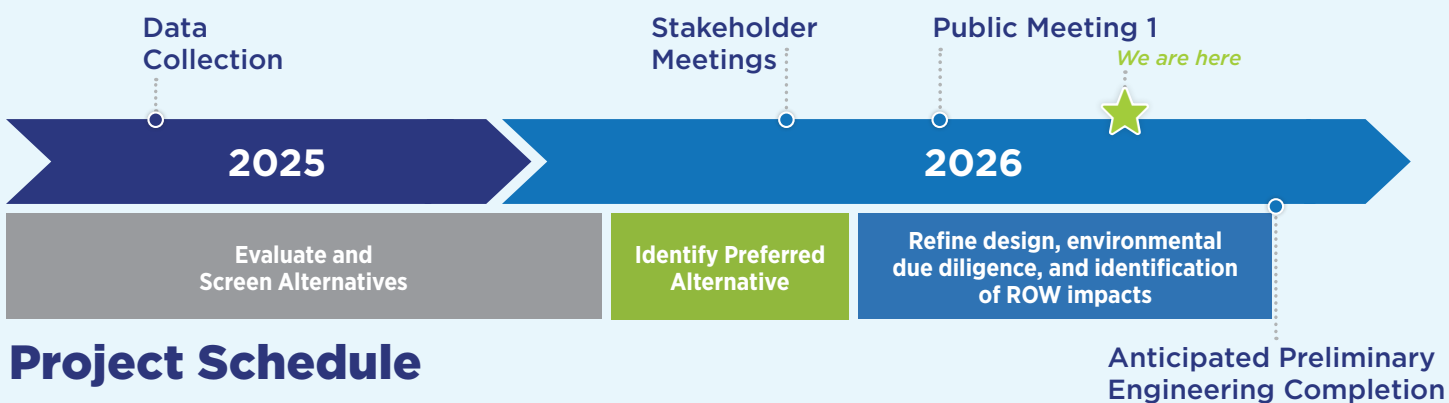
Rumble strips have been recently installed by WCDOT to improve safety by reducing the number of vehicles departing the roadway. Rumble strips are a proven strategy, especially on high-speed rural roads to reduce severe and head-on collisions. The cross section in the existing condition does not meet current design standards. The proposed design incorporates widening the travel lanes to 12 feet and providing 10-foot wide shoulders. This will reduce the amount of time that cars and trucks are running over the rumble strips, lowering road noise.





Next Steps

The goal of the public meeting was to obtain feedback on the proposed improvements. The study team will evaluate refinements to the design based on public feedback gathered throughout the public involvement process. Given the anticipated right-of-way needs for the project, the project team will engage with property owners in the form of letters, exhibits, and one-on-one meetings as requested.



Project Schedule

Stay Involved

The project website will be updated throughout the study. Sign up for updates or send comments via the study website at <https://wilmingtonpeotonestudy.com/landing-page/old-chicago-road-to-us-45-52/>.

If you have any questions or need additional information, please contact Christina Kupkowski, WCDOT, at 815-727-8476 or via email at ckupkowski@willcounty.gov.