



We're  
Listening!

## Thank you for your interest

in the I-55 at Lorenzo Road and at IL 129 preliminary engineering and environmental study (Phase I) and to everyone who attended our public hearing on August 15, 2024 at the William E. Dougal Training Center in Wilmington, Illinois. Several comments and questions were received during the public hearing comment period, as many of the comments mentioned similar concerns, this newsletter will address those concerns as well as provide an overview of other topics.

## PROJECT PURPOSE

The primary purpose of this study was to evaluate the I-55 interchanges at Lorenzo Road and at IL 129 to propose an alternative that will improve safety, facility condition, and interchange operations on I-55 between Lorenzo Road and IL 113.

- Safety for all users
- Facility condition and design
- Interchange operations

# Proposed Improvements

- The study area lies adjacent to the Eliot Logistics Park 55 and the ongoing development of the BNSF Intermodal Facility which is served by these two interchanges. Providing new access at IL 129 as part of this project will alleviate truck congestion at IL 113, as trucks are likely using that interchange now due to the lack of access at IL 129. The project is designed to facilitate the movement of this industrial traffic between the sites and the interstate while minimizing the need for this traffic to traverse existing neighborhoods.
- The proposed roundabout at the Lorenzo Road interchange has been designed to standards that will allow for safe truck movements and signage will be placed in advance of the intersection to direct all motorists to their desired destinations. This intersection was evaluated for various types of configurations, and a roundabout was determined to be the optimal configuration in terms of providing a high level of safety and operations for all users.
- Based on comments received at the public hearing, the proposed Frontage Road east of the roundabout is being redesigned to be closer to the interstate and further from Readman Lane and the Kankakee River.
- The new roadway, including shoulders, will be built according to current standards.
- The proposed improvements include an auxiliary (3rd) lane along I-55 between IL 129 and Lorenzo Road, this will ease the transition of traffic merging on and off I-55.



## NOISE MITIGATION

A noise analysis was conducted and resulted in noise mitigation not being feasible due to the lack of sufficient benefited receptors to meet the threshold for the cost of the noise wall(s).



## SIGNAGE & MAILBOXES

Signage will be installed near the end of construction to direct motorists of any changes in roadway conditions. The relocation of mailboxes for the new project design will be investigated during the final design phase of the project.

### SAFETY →

Safety is one of the top concerns of the Illinois Department of Transportation (Department). During the final design phase of the project, a plan will be developed for the maintenance of traffic during construction including any temporary traffic detours and provisions for emergency access. This will also include warning signage for drivers well in advance of the construction site, as well as other strategies to notify motorists of the upcoming construction work, such as flashing lights when work is occurring. The current concept for staging the construction of this project will allow for two through lanes to remain open along I-55 at all times during construction, this will result in less traffic delays during construction. Construction is anticipated to last approximately 12-24 months.



### ENVIRONMENT →

As part of this study, extensive environmental studies were conducted, and it was determined that the improvements would not cause any significant environmental impacts. The Department has worked closely with the Federal Highway Administration (FHWA) and the environmental resource agencies throughout the development of this project. The Department will continue to work with these agencies during the subsequent design phase via the permit process which is required before the project can proceed to construction.

Drainage was a major concern that the Department evaluated and developed a plan of Best Management Practices such as vegetated swales and retention ponds to accommodate the project runoff while minimizing impacts to sensitive environmental resources and not exacerbating any local flooding conditions.

The design phase will also include a plan for lighting. The lighting design will take into account directing the light to the roadway areas and minimizing lighting spillover into residential areas.



## COMMUNITY IMPACTS/TRUCK TRAFFIC

Traffic may divert to local roads during construction, however, once the improvements are complete, less traffic diversion off the interstate system is expected. The Department has no jurisdiction over the developments in communities that may increase truck traffic. By law, the Department is not allowed to restrict trucks from using State routes.

### FUNDING

The Department has secured funding to implement the proposed improvements and is committed to on-going maintenance of the roadways under their jurisdiction. The FY 2026- 2031 Proposed Highway Improvement Program includes \$149,500,000 to complete these improvements.

The Department is currently in the process of finalizing the Phase I for the project, this phase is anticipated to be completed in early 2026.



## Next Steps



### >Websites

[www.i55lorenzoil129outreach.org](http://www.i55lorenzoil129outreach.org)  
[I55 \(Lorenzo Road\) Project Study](#)

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