



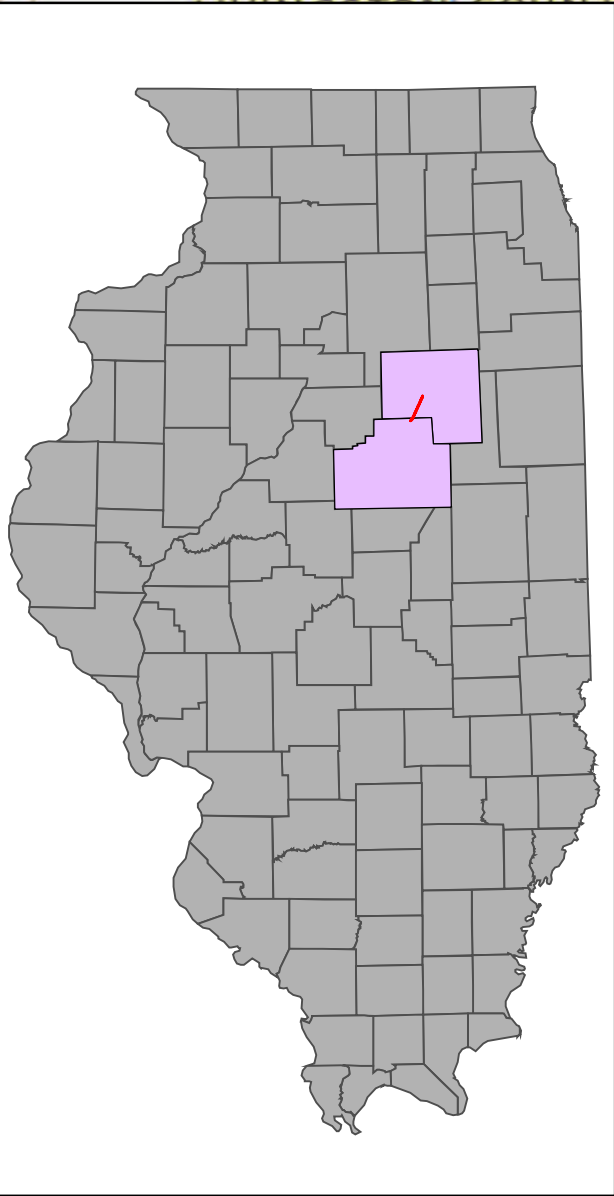
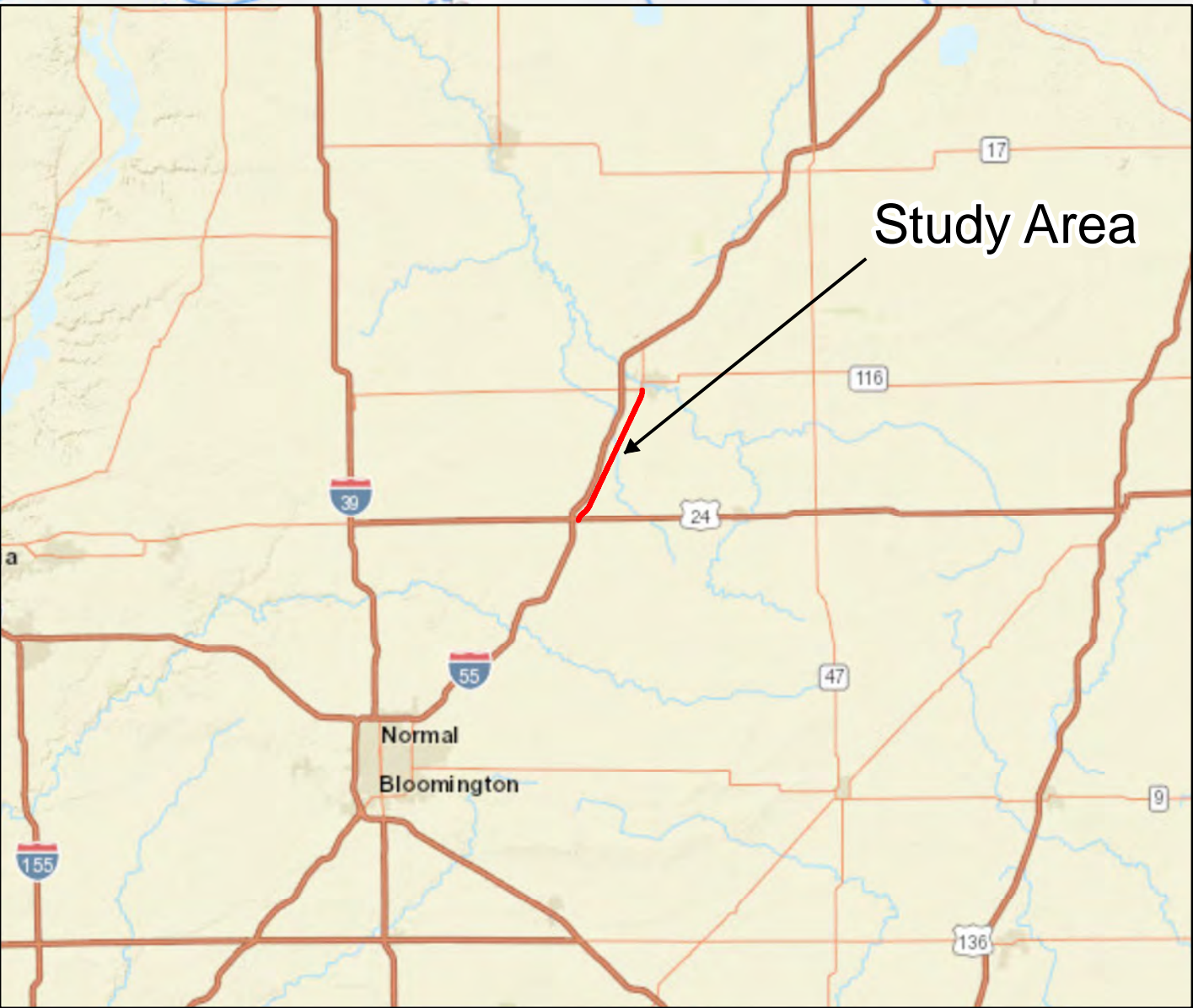
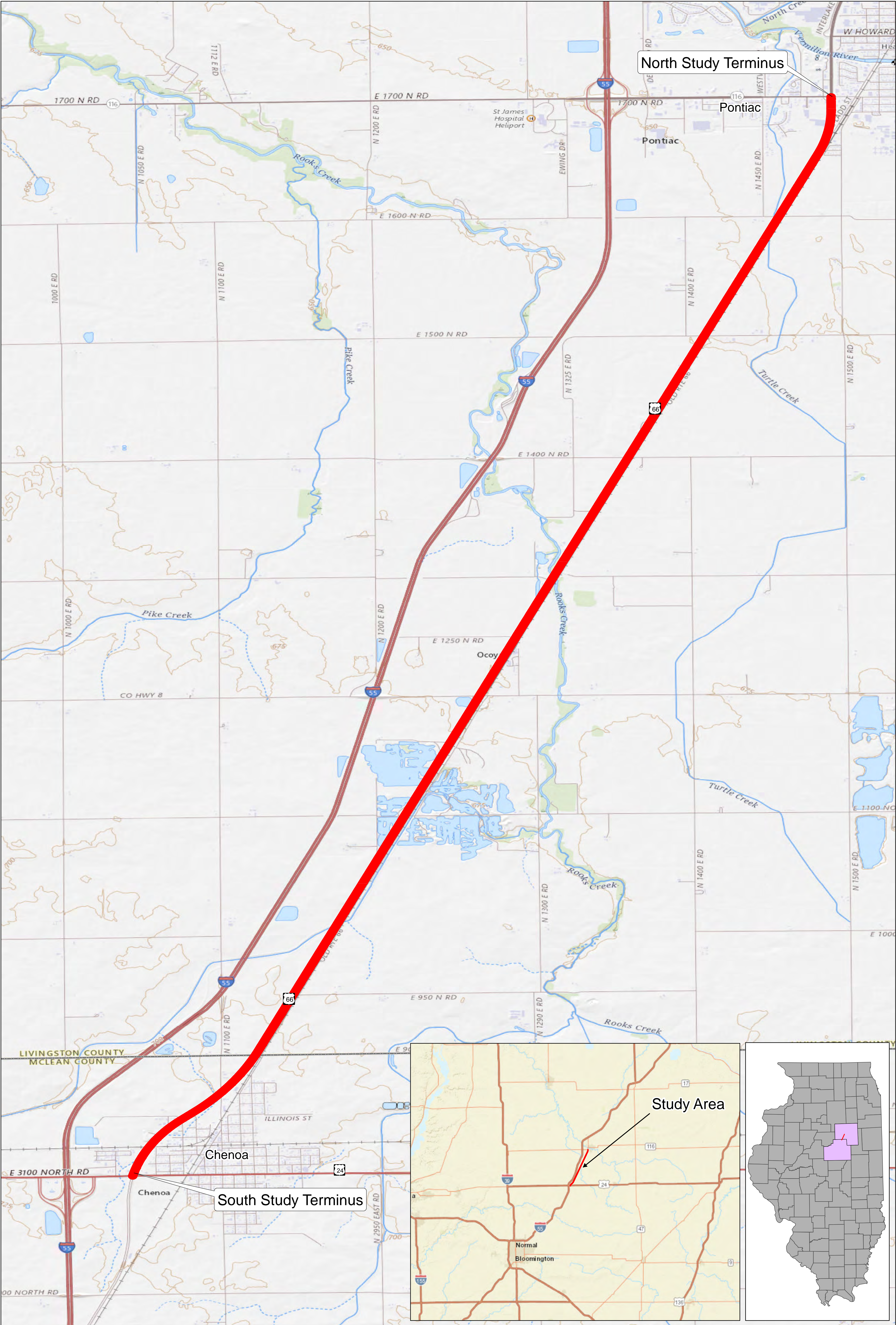
Illinois Department of Transportation

Welcome to the **Public Information Meeting**

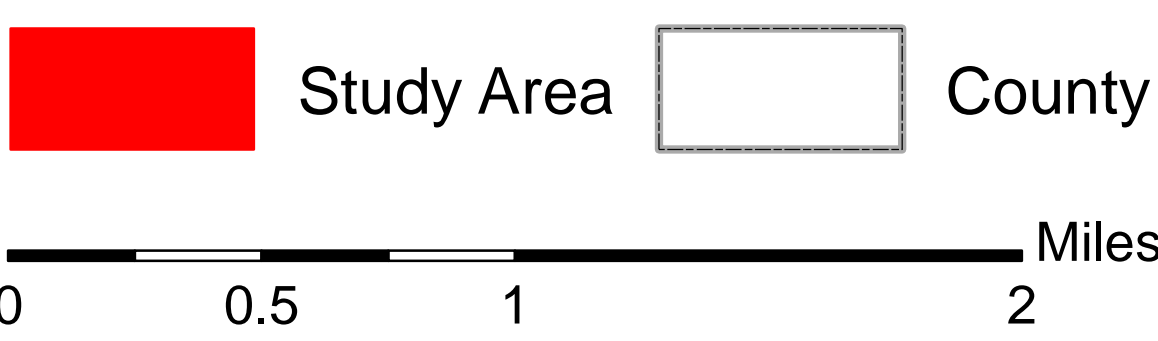
Planning & Environmental Linkages (PEL) Study for Old Route (OR) 66 from Chenoa to Pontiac, IL

**Thursday, August 31st, 2023
Pontiac Community Recreation Center**

**Hosted by the
Illinois Department of Transportation**



Old Route US 66
Study Location Map



Study Area County





Project Purpose

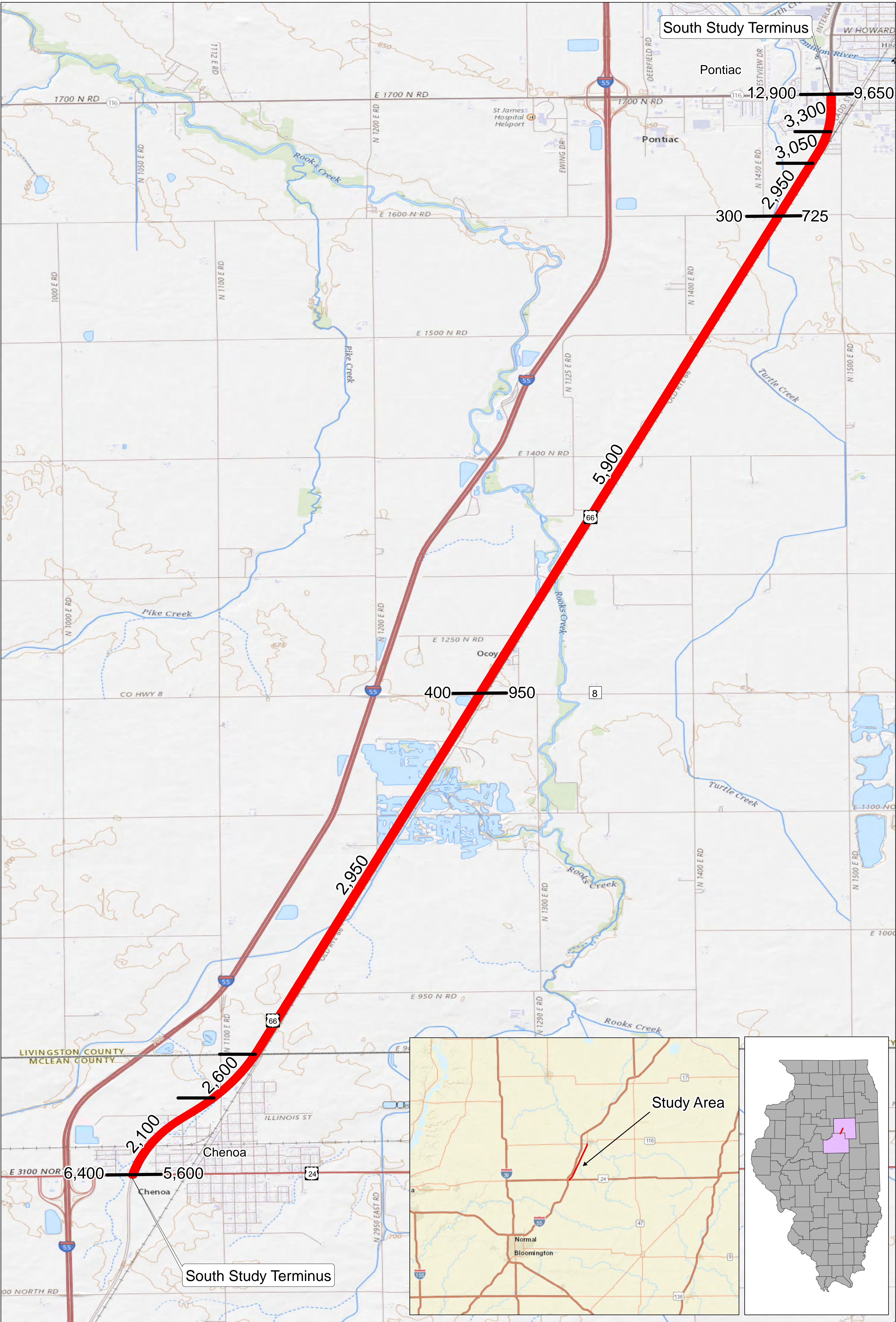
The purpose of the transportation improvements is to improve facility deficiencies and safety. A secondary purpose is to preserve the historic Route 66 context of the roadway.



Project Needs

Transportation improvements within the OR 66 Study Area are needed to:

- **Improve the facility deficiencies, while balancing local mobility needs.**
- **Increase safety.**
- **Accommodate tourism demands to maintain the historic context and the economic vitality of the region.**



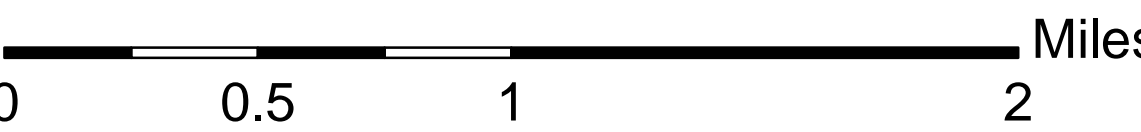
Old Route US 66
Average Annual
Daily Traffic
X,XXX = Year 2022



Study Area

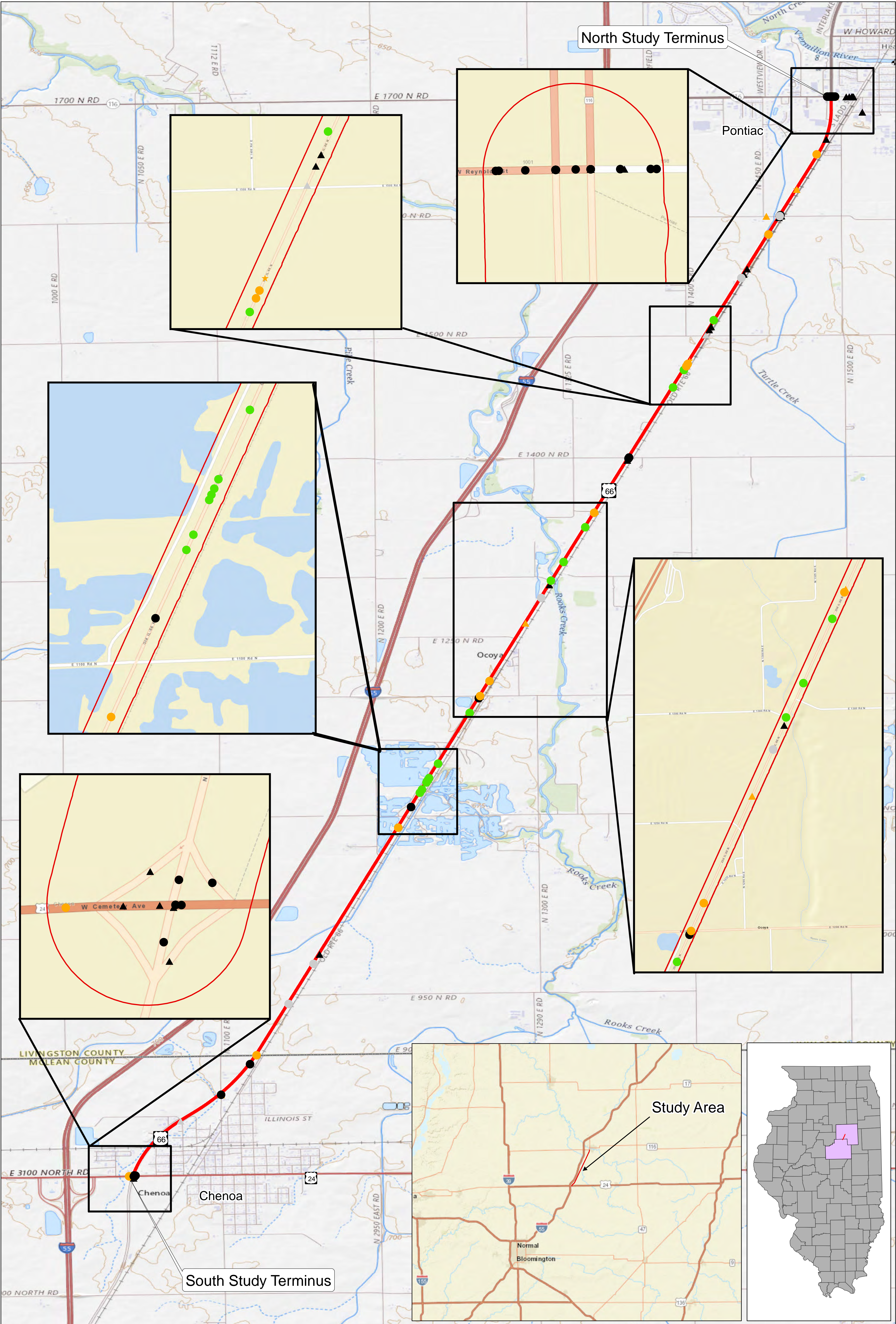


County



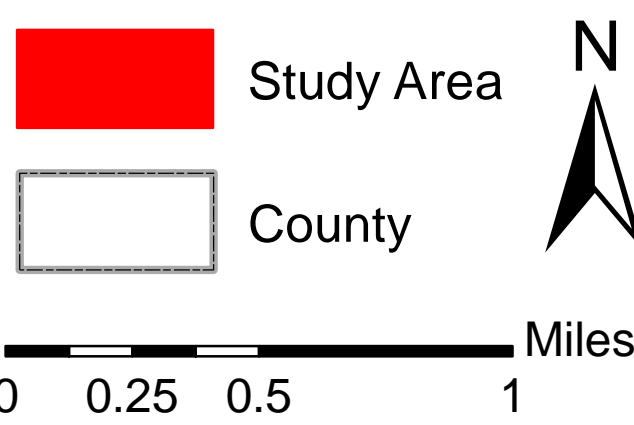
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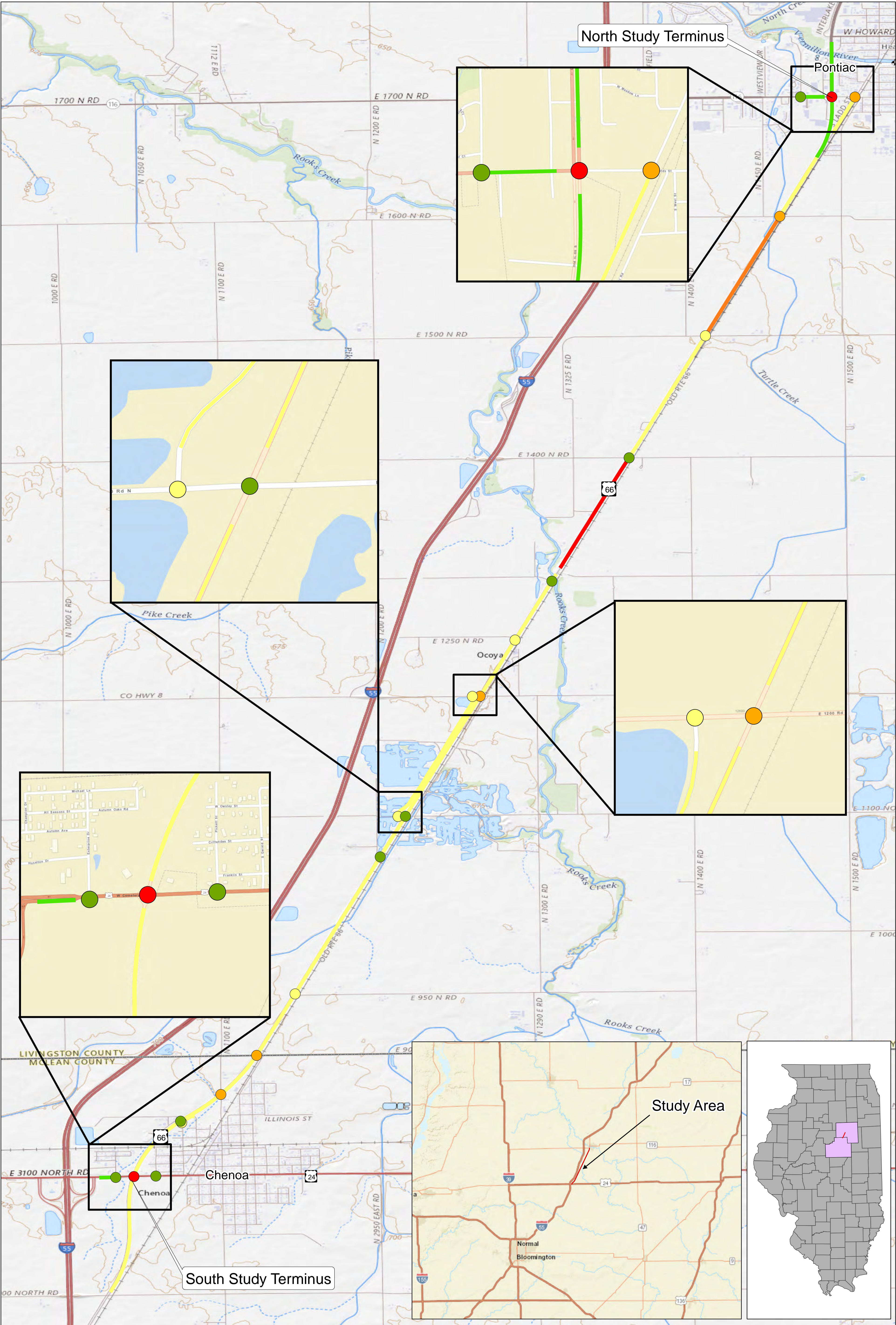
Old Route US 66
2018-2022 Crash Data
by Collision Type

- Vehicle
- Animal
- Object
- Other Non-Collision
- △ Denotes Injury
- ☆ Denotes Fatality



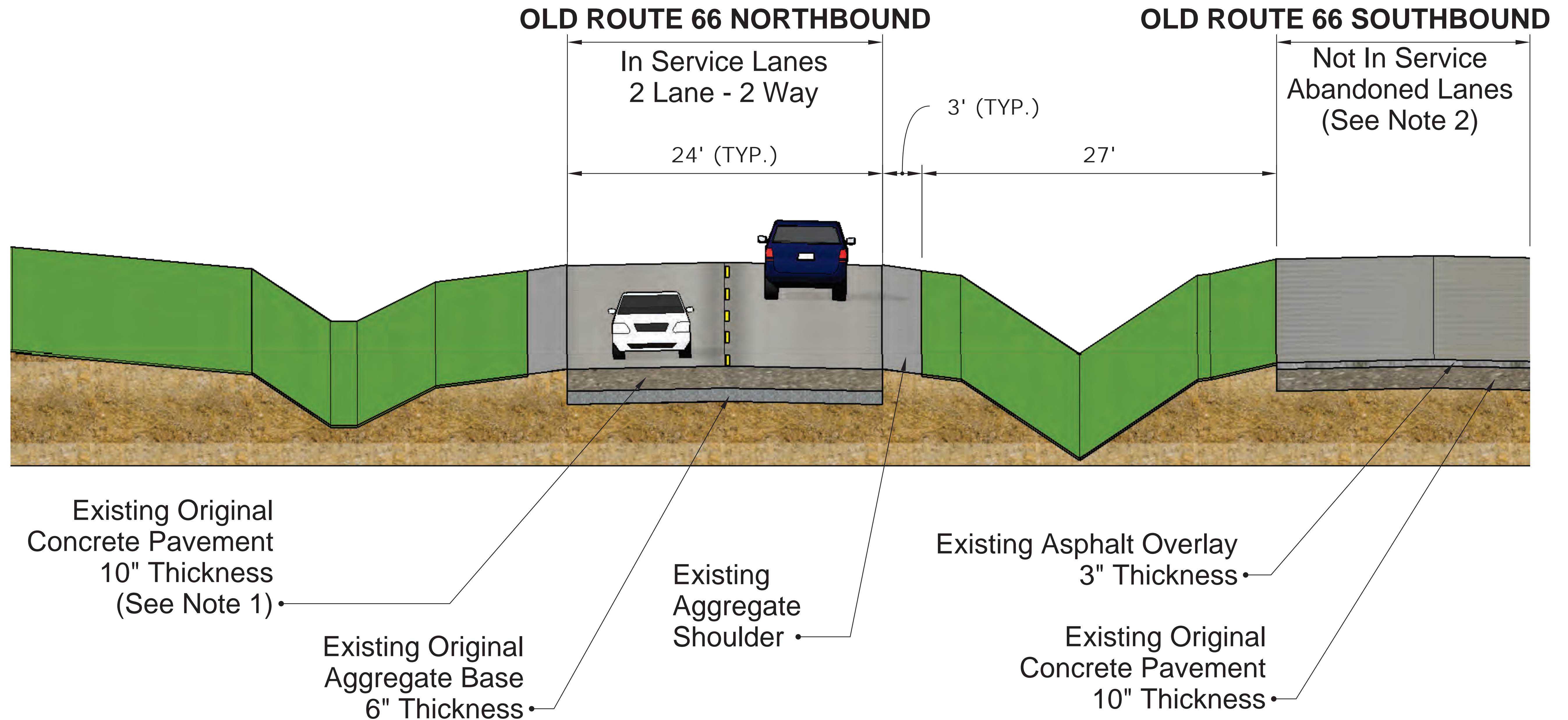
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ALTERNATIVE 1

Existing Conditions - No Build
End of Service Life



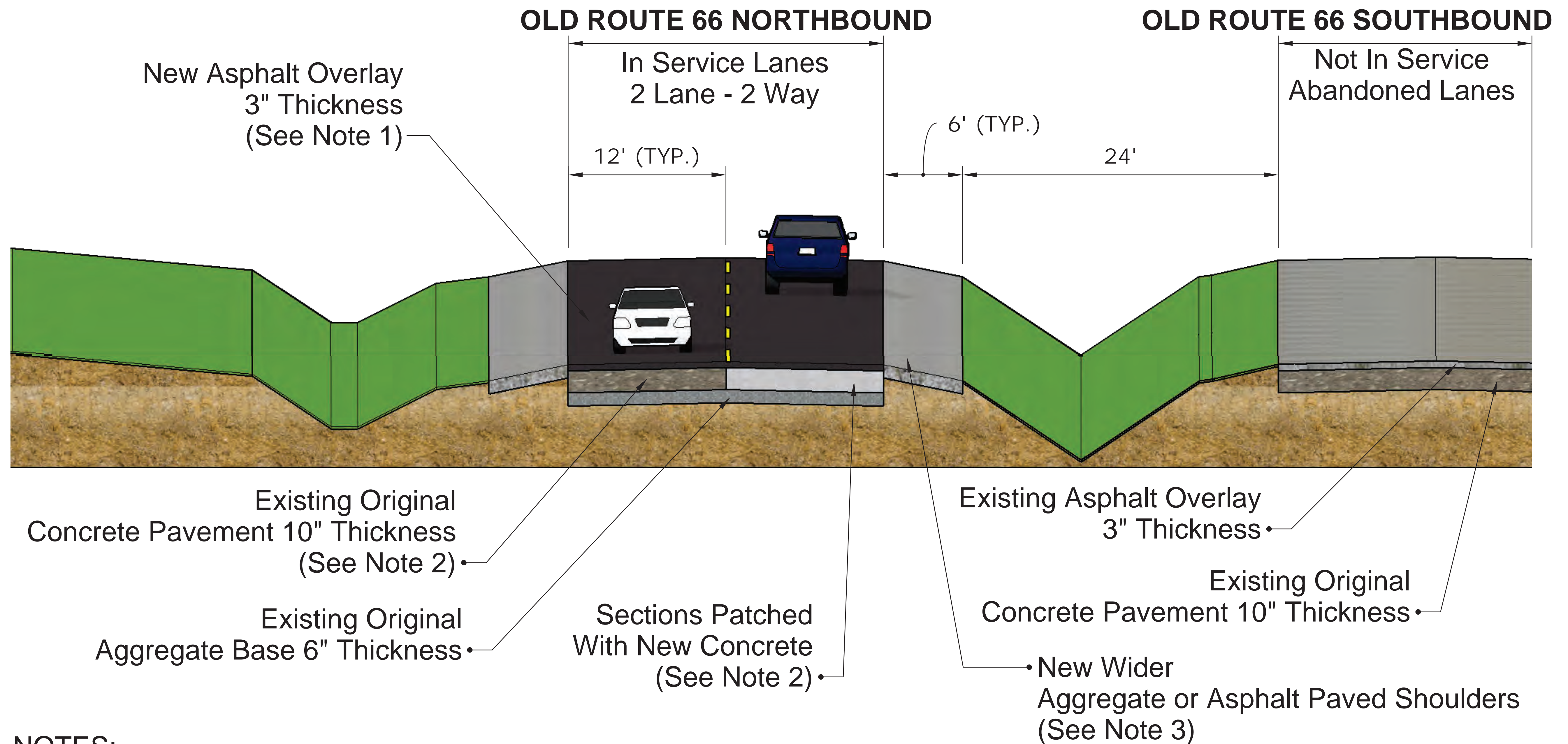
NOTES:

1. The existing asphalt overlay is absent through sections of the in-service lanes and the roadway surface is the original concrete pavement.
2. The former southbound lanes are still in-service south of Pontiac for 0.63 miles, then two-way traffic shifts onto the former northbound lanes.

ALTERNATIVE 2

Pavement Rehabilitation Hot-Mix Asphalt Overlay

Extends Service Life 10 to 15 Years



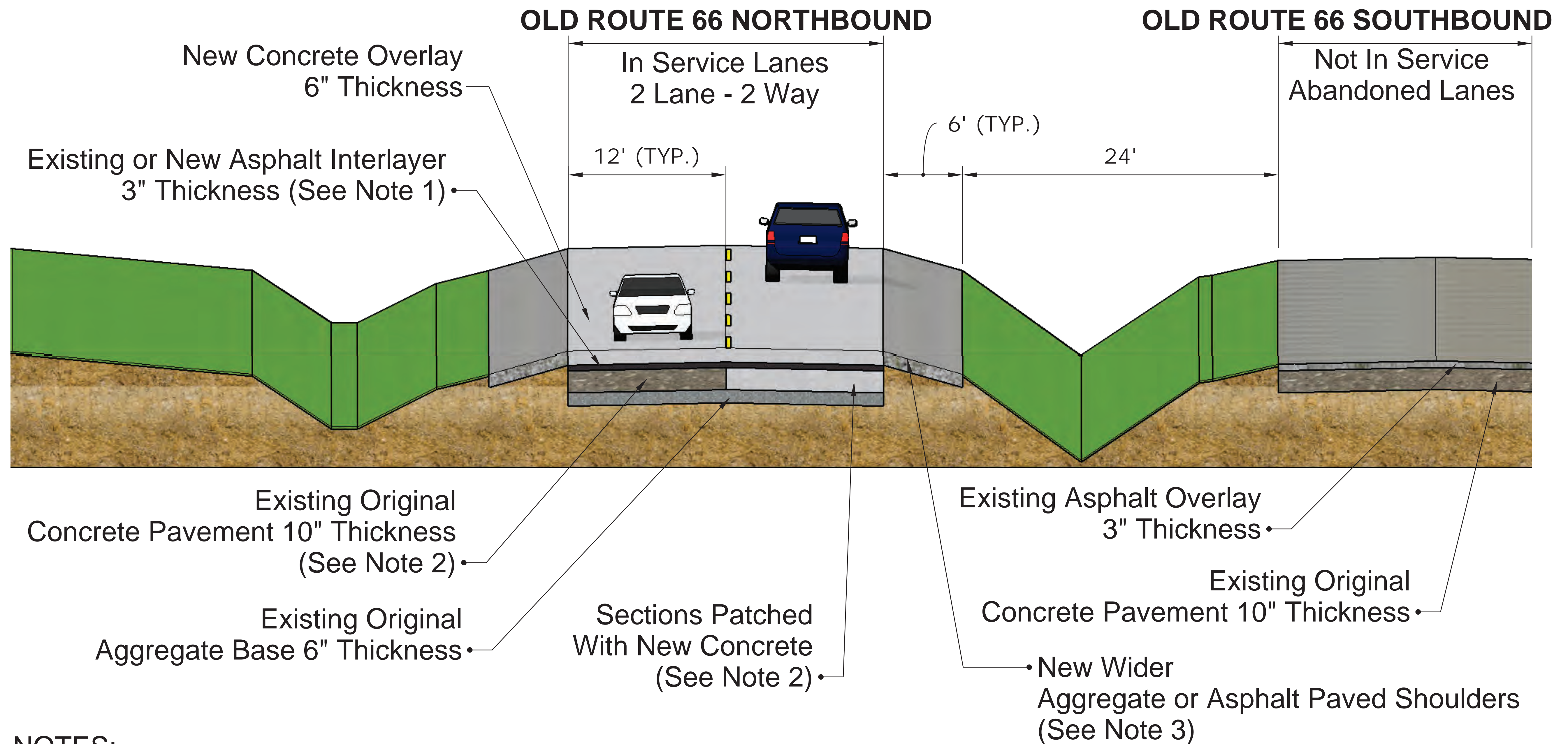
NOTES:

1. The existing asphalt overlay would remain where it is still in good condition.
2. A "pre-treatment" of concrete patching will be performed on sections of the old concrete pavement. This is the removal and replacement of sections of the old deteriorated concrete with new concrete prior to the top asphalt overlay placement.
3. Possible bicycle accommodation if the shoulder is paved with asphalt.

ALTERNATIVE 3

Pavement Rehabilitation Concrete Overlay

Extends Service Life 12 to 15 Years

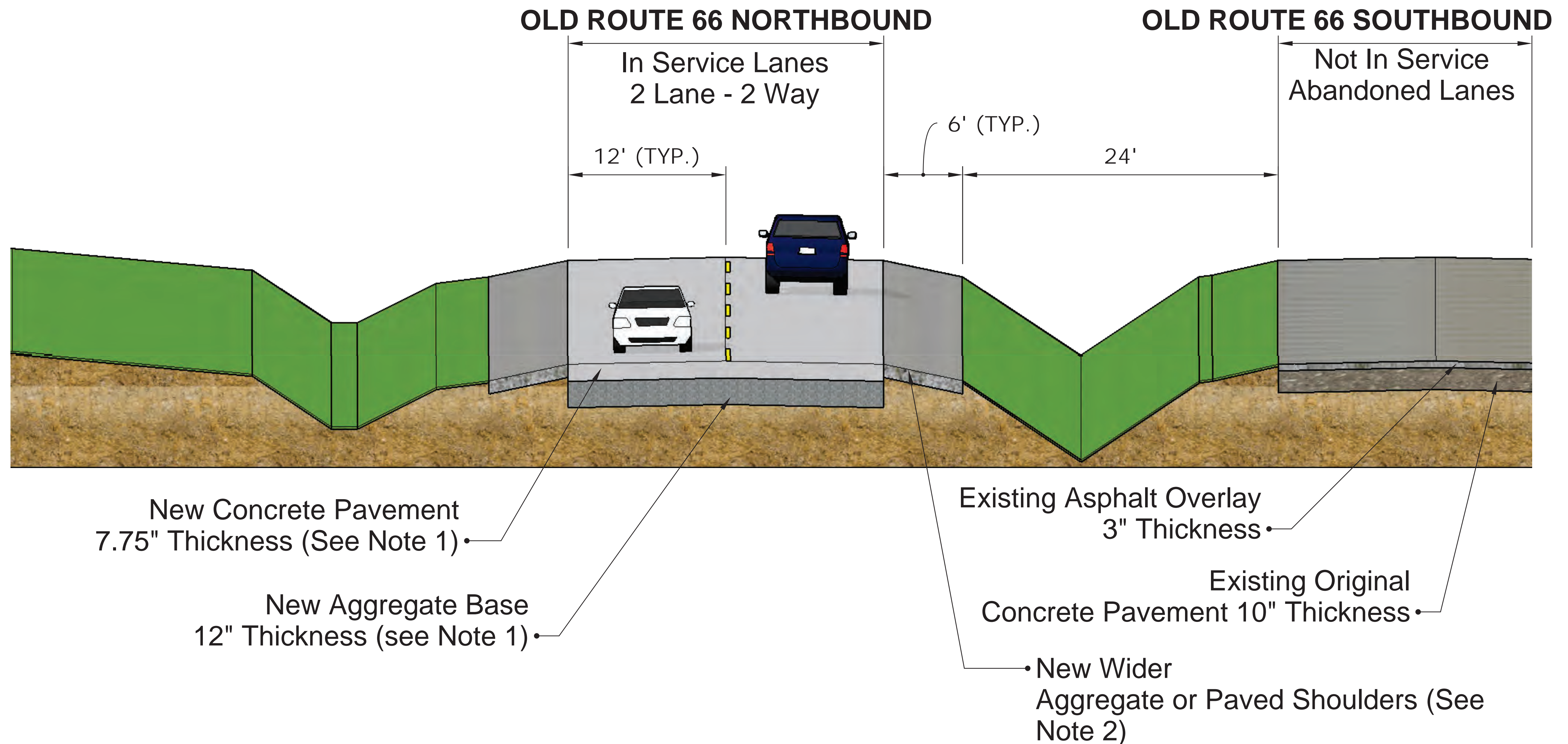


NOTES:

1. The existing asphalt overlay would remain where it is still in good condition for use as the asphalt interlayer.
2. A "pre-treatment" of concrete patching will be performed on sections of the old concrete pavement. This is the removal and replacement of sections of the old deteriorated concrete with new concrete prior to the top asphalt overlay placement.
3. Possible bicycle accommodation if the shoulder is paved with asphalt.

ALTERNATIVE 4

Pavement Reconstruction
New Service Life 30 to 40 Years



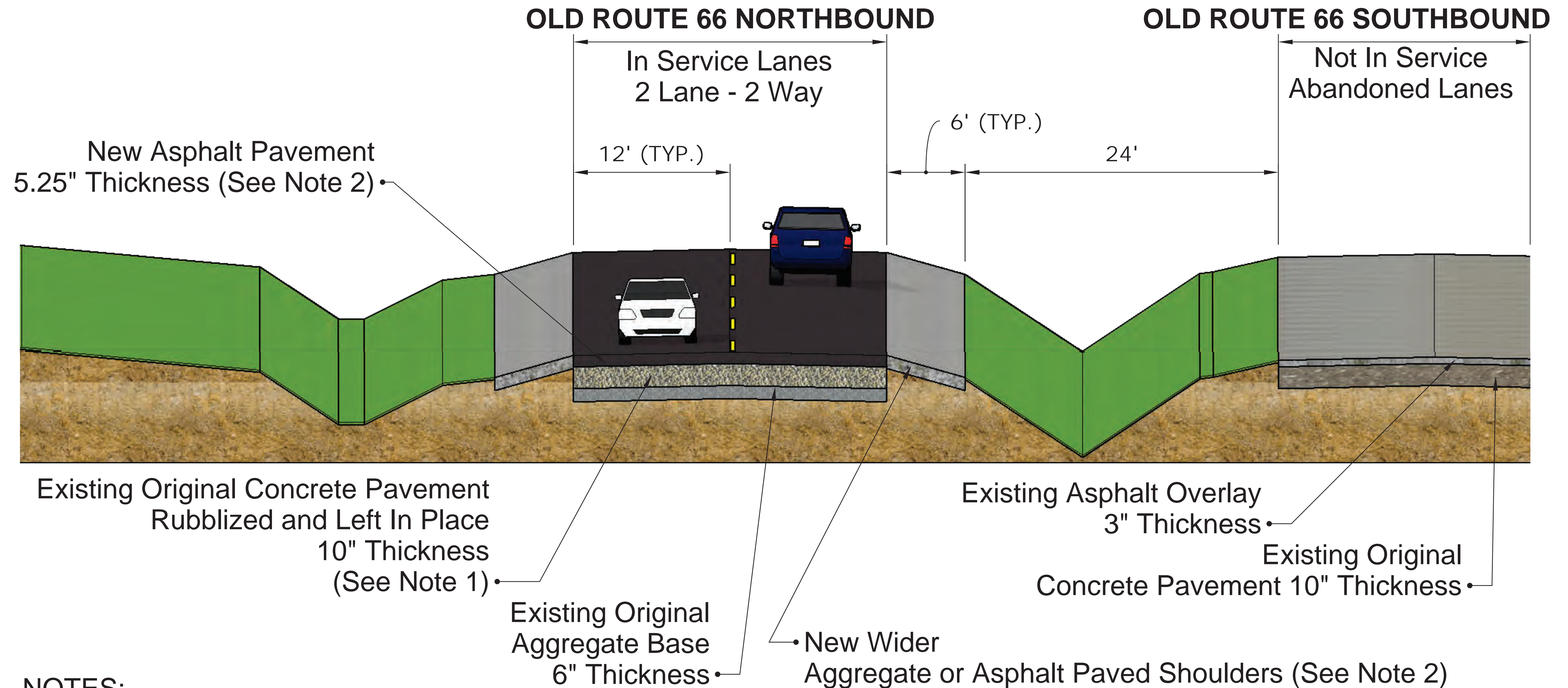
NOTES:

1. The existing pavement and aggregate base will be removed and replaced with new concrete and aggregate.
2. Possible bicycle accommodation if the shoulder is paved with concrete.

ALTERNATIVE 5

New Asphalt Pavement over Rubblized Concrete

New Service Life 30 to 40 Years



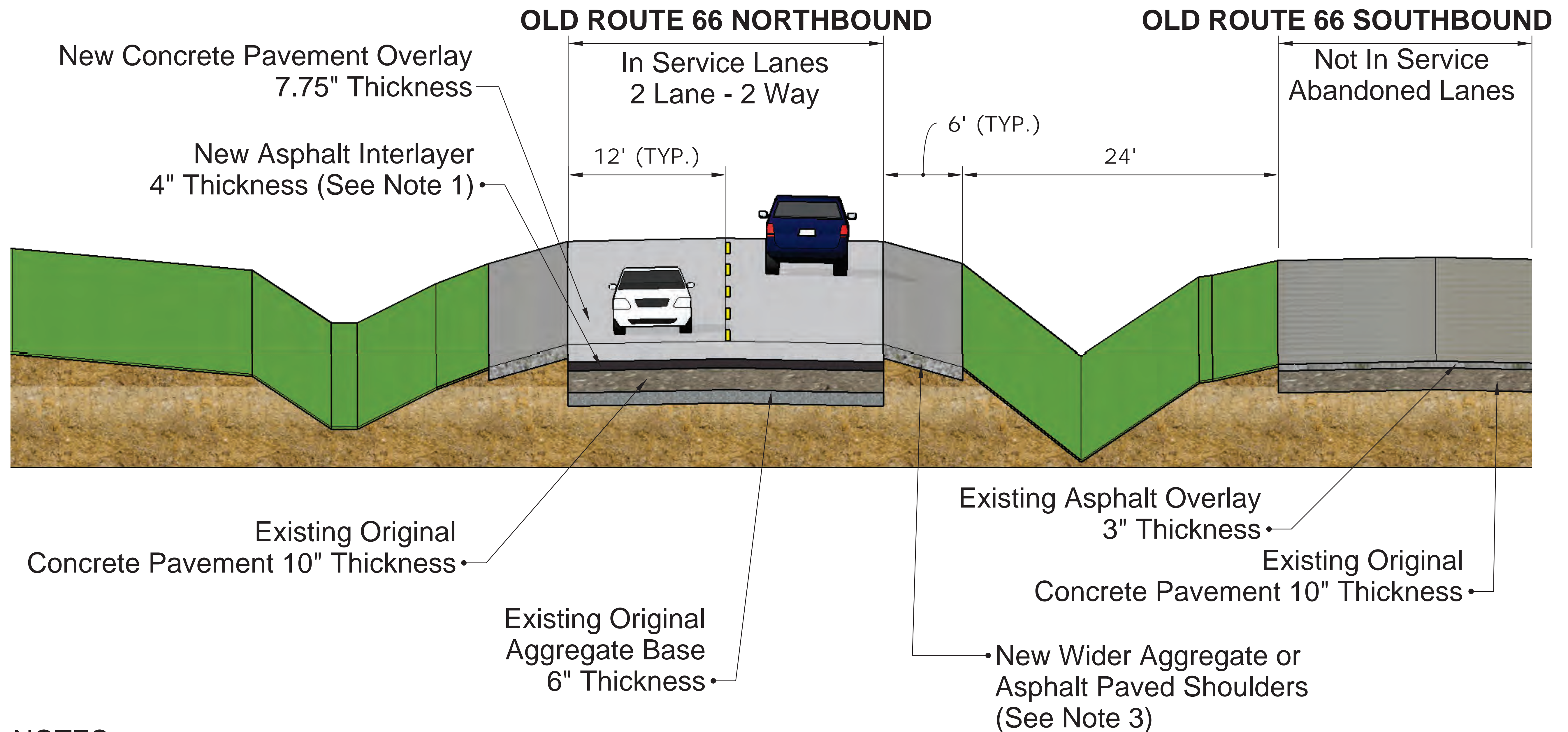
NOTES:

1. The existing original concrete will be broken down, rubbilized, and left in place to act as an aggregate base for the new pavement. If the existing rubblized concrete is found to be inadequate to support the new pavement after rubbilization, the material may need to be removed and replaced with new aggregate
2. Any existing asphalt overlay would be removed and replaced with new asphalt.
3. Possible bicycle accommodation if the shoulder is paved with asphalt.

ALTERNATIVE 6

Unbonded Concrete Overlay

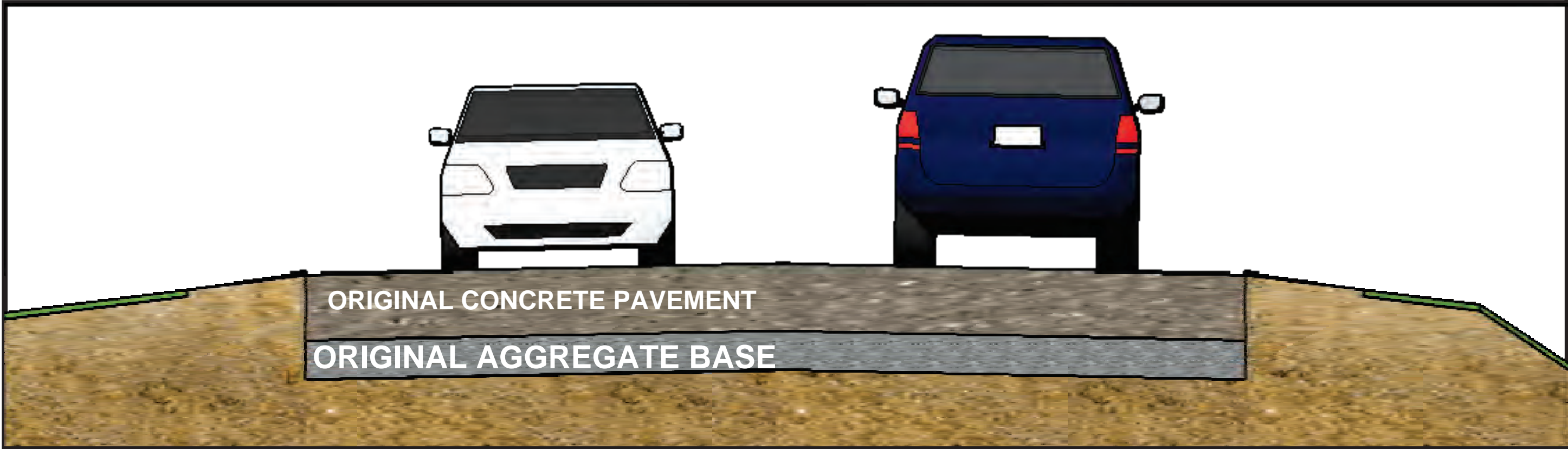
New Service Life 30 to 40 Years (See Note 2)



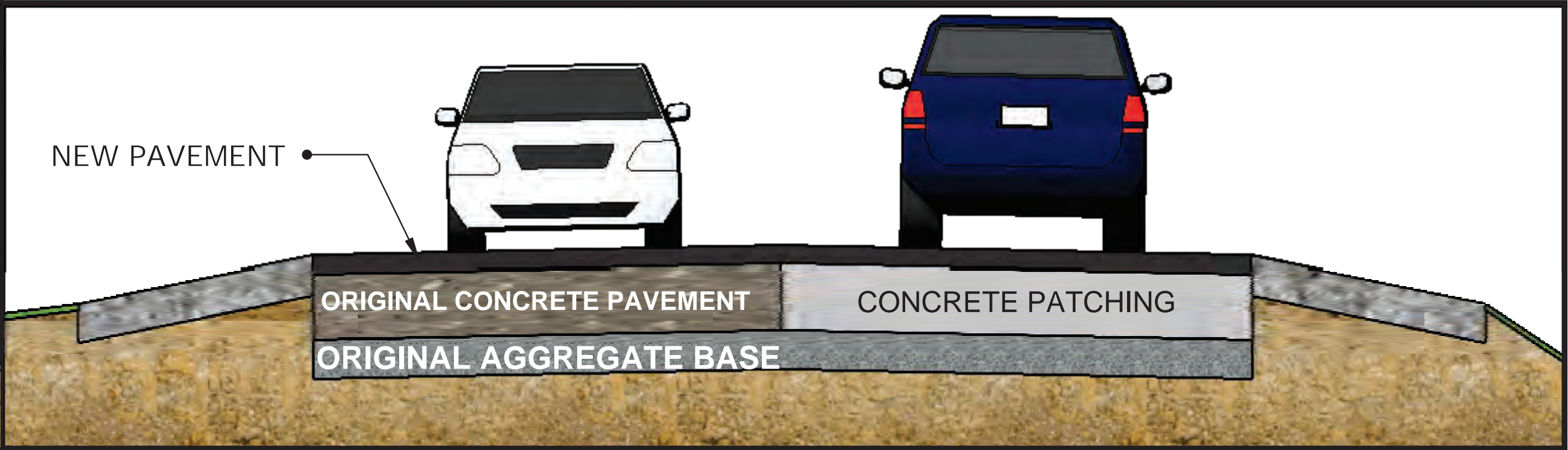
NOTES:

1. The existing asphalt overlay would be removed and replaced with the new thicker asphalt interlayer.
2. This alternative pavement design is considered experimental and the service life has yet to be proven in Illinois.
3. Possible bicycle accommodation if the shoulder is paved with asphalt.

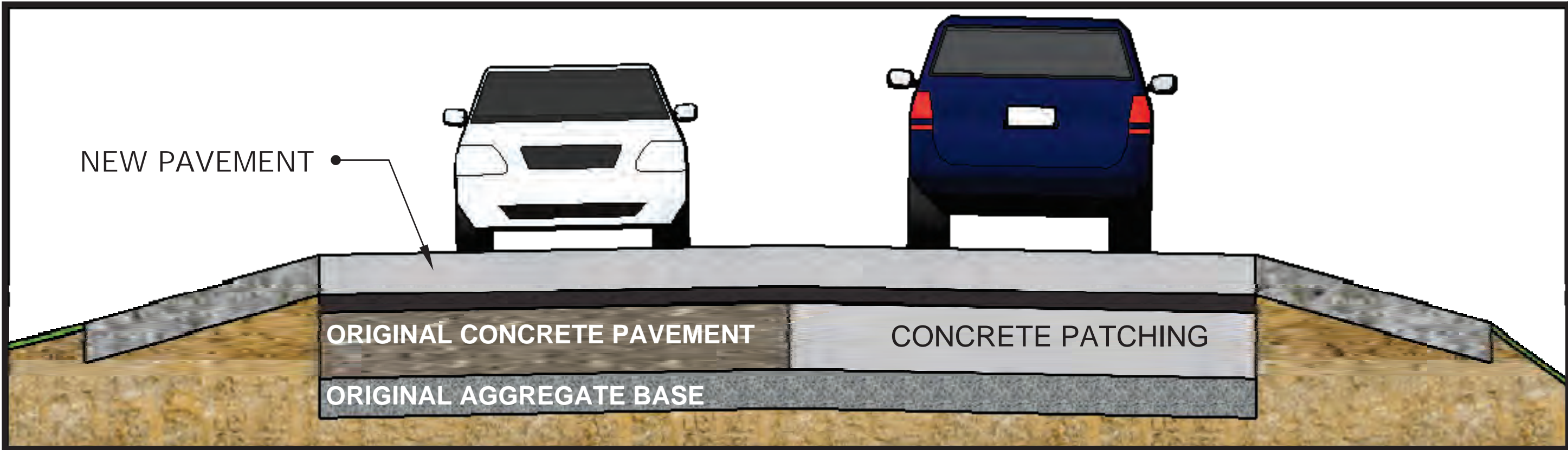
ALTERNATIVE COMPARISON



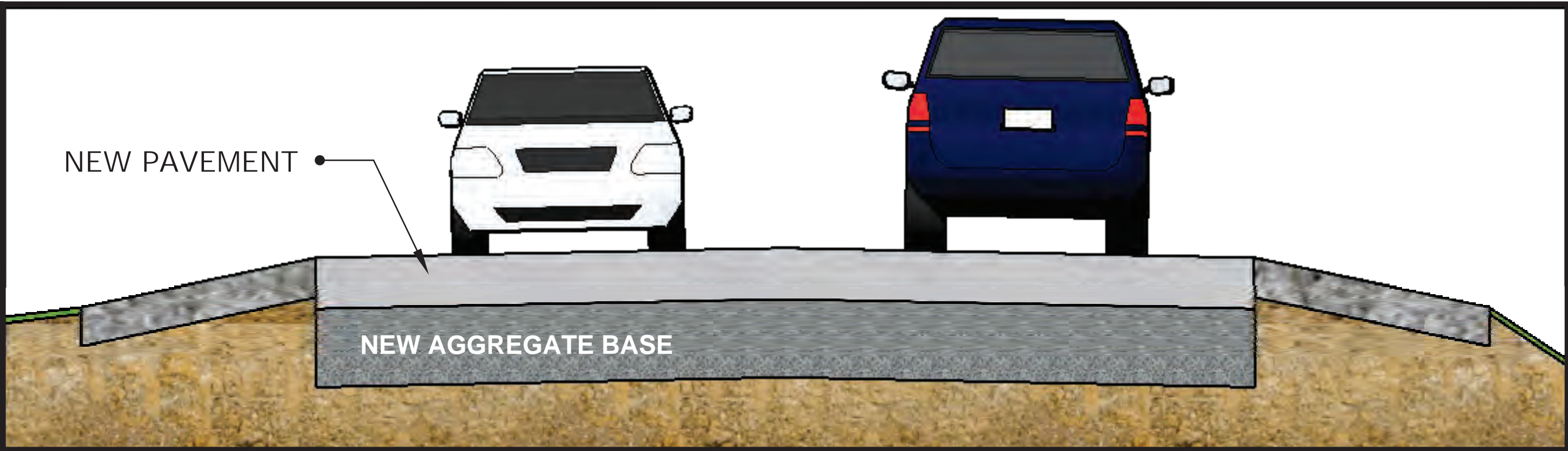
Alternative 1 - End of Service Life
Existing Conditions



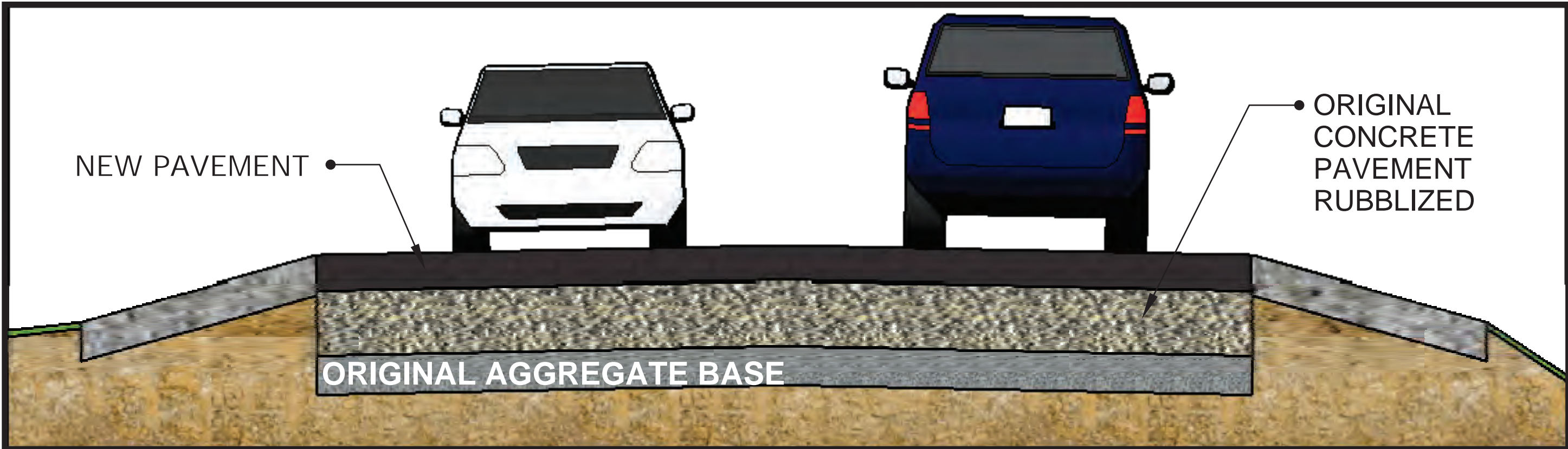
Alternative 2 - Extend Service Life 10-15 Years
Pavement Rehabilitation Hot-Mix Asphalt Overlay



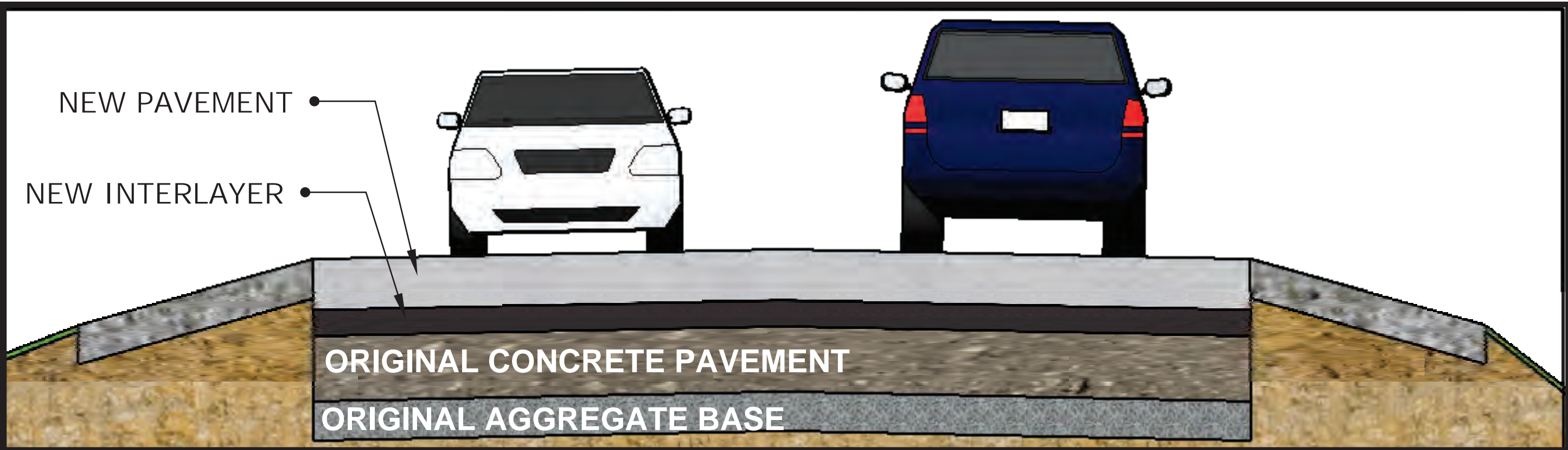
Alternative 3 - Extend Service Life 12-15 Years
Pavement Rehabilitation Concrete Overlay



Alternative 4 - New Service Life 30-40 Years
Pavement Reconstruction



Alternative 5 - New Service Life 30-40 Years
New Asphalt Pavement over Rubblized Concrete



Alternative 6 - New Service Life 30-40 Years
Unbonded Concrete Overlay