

STUDY AREA OVERVIEW

- 10.3-Mile Corridor of OR 66
- Southern Terminus: US 24 in Chenoa, McClean County, IL
- Northern Terminus: IL 116 in Pontiac, Livingston County, IL
- The Study Area includes four lanes of OR 66 separated by a 30-foot vegetated center median, two northbound and two southbound.
- Only the very northern portion of the study area has two operational lanes. The two southbound lanes were abandoned in place in the early 2000s and are closed to traffic. The two northbound lanes have been converted to provide one 12-foot lane in each direction.

Contact Information

Please use the comment form provided at this meeting to submit questions, comments, or suggestions to the Study Team. IDOT will respond to all comments in writing after the end of the comment period. A summary of all comments will be included in the official documentation for this study.

Place your completed form in the “Comments” box at the sign-in table, or mail it to:

Mr. David S. Alexander, P.E.
Studies & Plans Engineer
700 East Norris Drive
Ottawa, IL 61350-1628



Illinois Department of Transportation

Comments must be received by September 15, 2023 to become part of the public record.

Planning & Environmental Linkages (PEL) Study

*Old Route (OR) 66
Chenoa to Pontiac, IL*



Illinois Department of Transportation

Public Information Meeting

August 31, 2023

ABOUT THE STUDY

The Illinois Department of Transportation (IDOT) has initiated a Planning and Environmental Linkages (PEL) Study for Old US Route (OR) 66, in conjunction with the Federal Highway Administration (FHWA) and local agencies, for the segment of OR 66 from Pontiac to Chenoa. Proposed improvements to OR 66 may include significant pavement rehabilitation due to the existing pavement condition, as well as safety, drainage, and bike and pedestrian considerations.

Between Pontiac and Chenoa, OR 66 is recognized as a historic north-south transportation corridor, and current travel demand along this portion of the route necessitates addressing the traffic safety conditions and the roadway and bridge conditions in order to ensure the corridor’s continued functionality.

This PEL Study will do the following:

- catalog existing roadway and traffic safety conditions;
- identify deficiencies;
- develop and evaluate a reasonable range of alternatives;
- and identify existing significant environmental resources along the OR 66 Study Area from Pontiac to Chenoa.

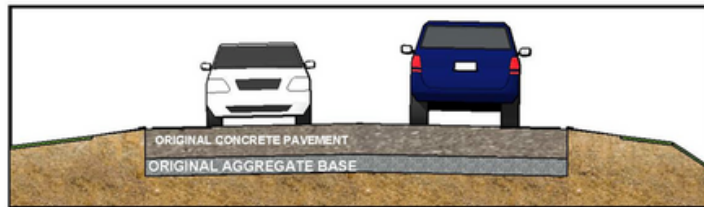
TODAY'S MEETING PURPOSE

- Introduce the OR 66 PEL Study to the public and receive comments and questions.
- Discuss the purpose of the study and next steps.
- Identify and discuss existing transportation, economic, and community issues and needs in the study corridor.
- Document existing conditions in the study corridor, including characteristics and features of the local community that are valuable to residents, businesses, and stakeholders.
- Present concepts of potential initial alternatives.

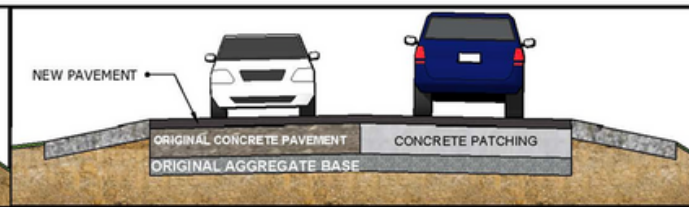
CONCEPTS OF POTENTIAL ALTERNATIVES



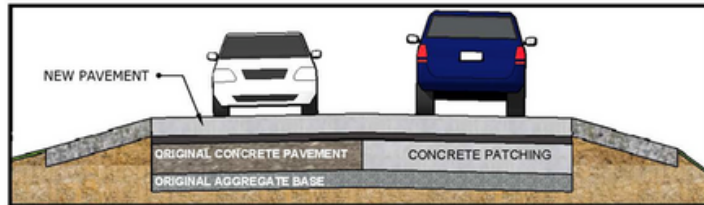
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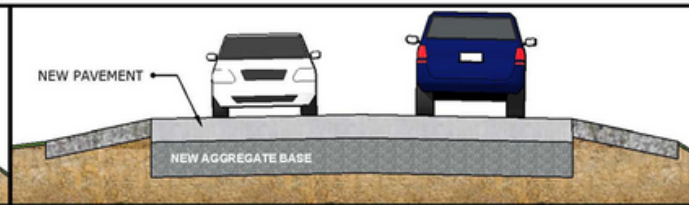
Alternative 1 - End of Service Life
Existing Conditions



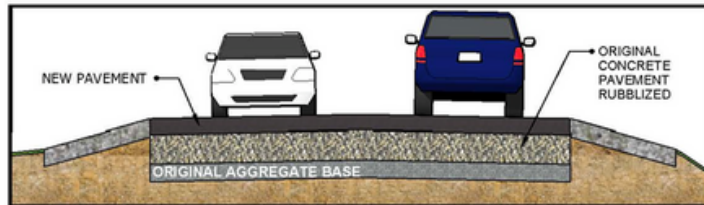
Alternative 2 - Extend Service Life 10-15 Years
Pavement Rehabilitation Hot-Mix Asphalt Overlay



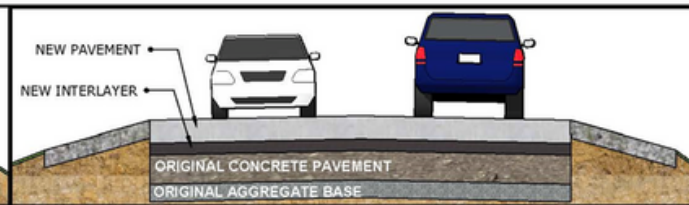
Alternative 3 - Extend Service Life 12-15 Years
Pavement Rehabilitation Concrete Overlay



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

What is a PEL?

A PEL (Planning and Environmental Linkage) is a collaborative approach involving local and State DOTs, Federal agencies, and resource agencies that links transportation planning to the environmental review process while considering environmental, community, and economic goals early in the process.

What comes next?

- Upcoming Tasks -
 - Screen Initial Alternatives
 - Draft PEL Study Report
- Fall 2023 CAG Meeting
- As funding for future phases has not been identified, the timeframe for next steps has not been established.

PURPOSE & NEED STATEMENT

A Purpose & Need statement is required by the National Environmental Policy Act (NEPA) and identifies what action needs to be taken; demonstrates problems that already exist, or which will exist if a project is not implemented; justifies the need for the action; and helps define what constitutes a reasonable alternative.

DRAFT NEED

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

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

DRAFT 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.

COMMUNITY ADVISORY GROUP (CAG)

In 2022, the Study Team began organizing a Community Advisory Group (CAG) for the OR 66 PEL Study. A CAG is a group of voluntary stakeholders chosen to represent the community and functions as a liaison between the Illinois Department of Transportation (IDOT) and the general public.

A CAG works with IDOT to:

- Identify stakeholder interests & values
- Develop improvement options
- Evaluate the potential effects of those options on community resources

The next CAG meeting is scheduled for Fall of 2023.