

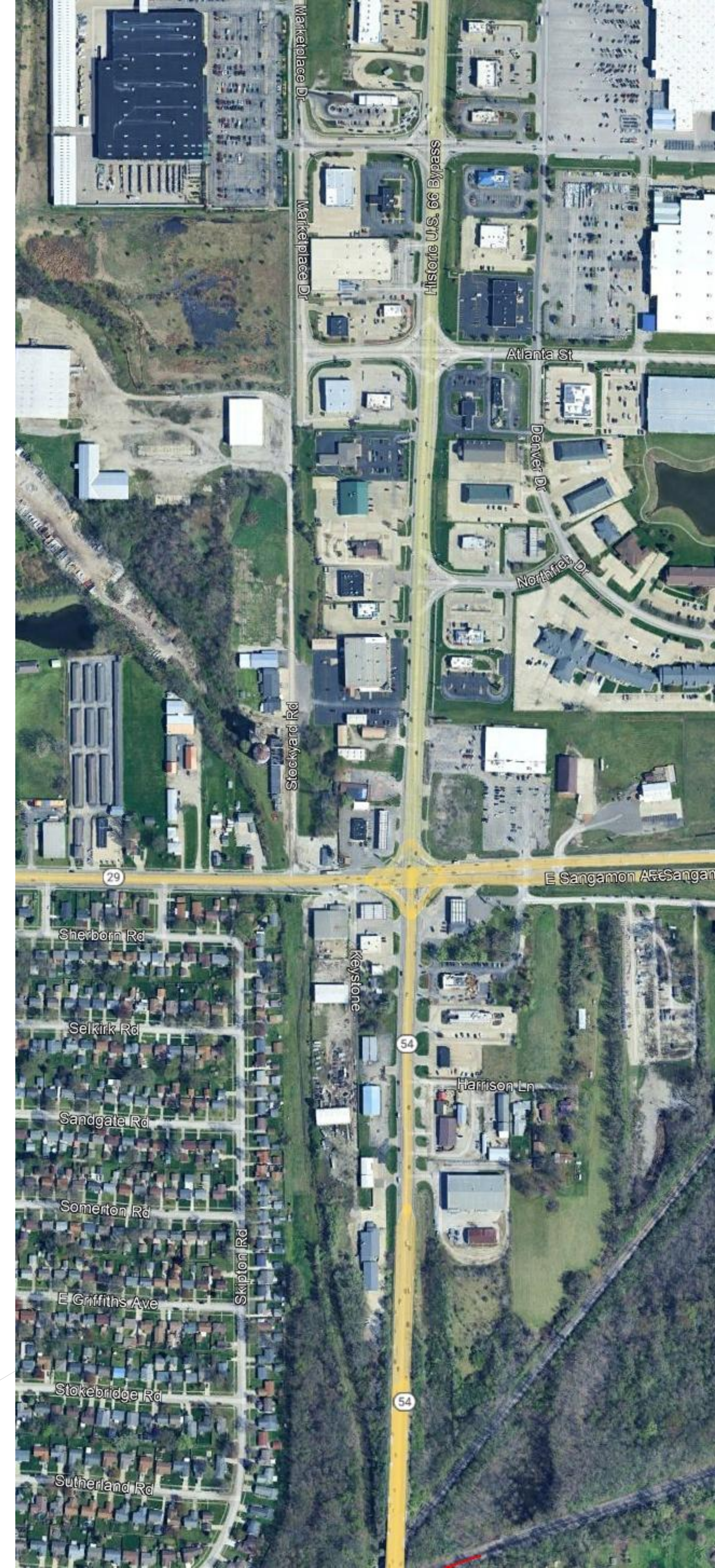
WELCOME

SANGAMON AVENUE AND DIRKSEN PARKWAY INTERSECTION IMPROVEMENTS

NOVEMBER 12, 2025

No Formal Presentation is Planned

**Please browse the exhibits and project
information at your own pace**

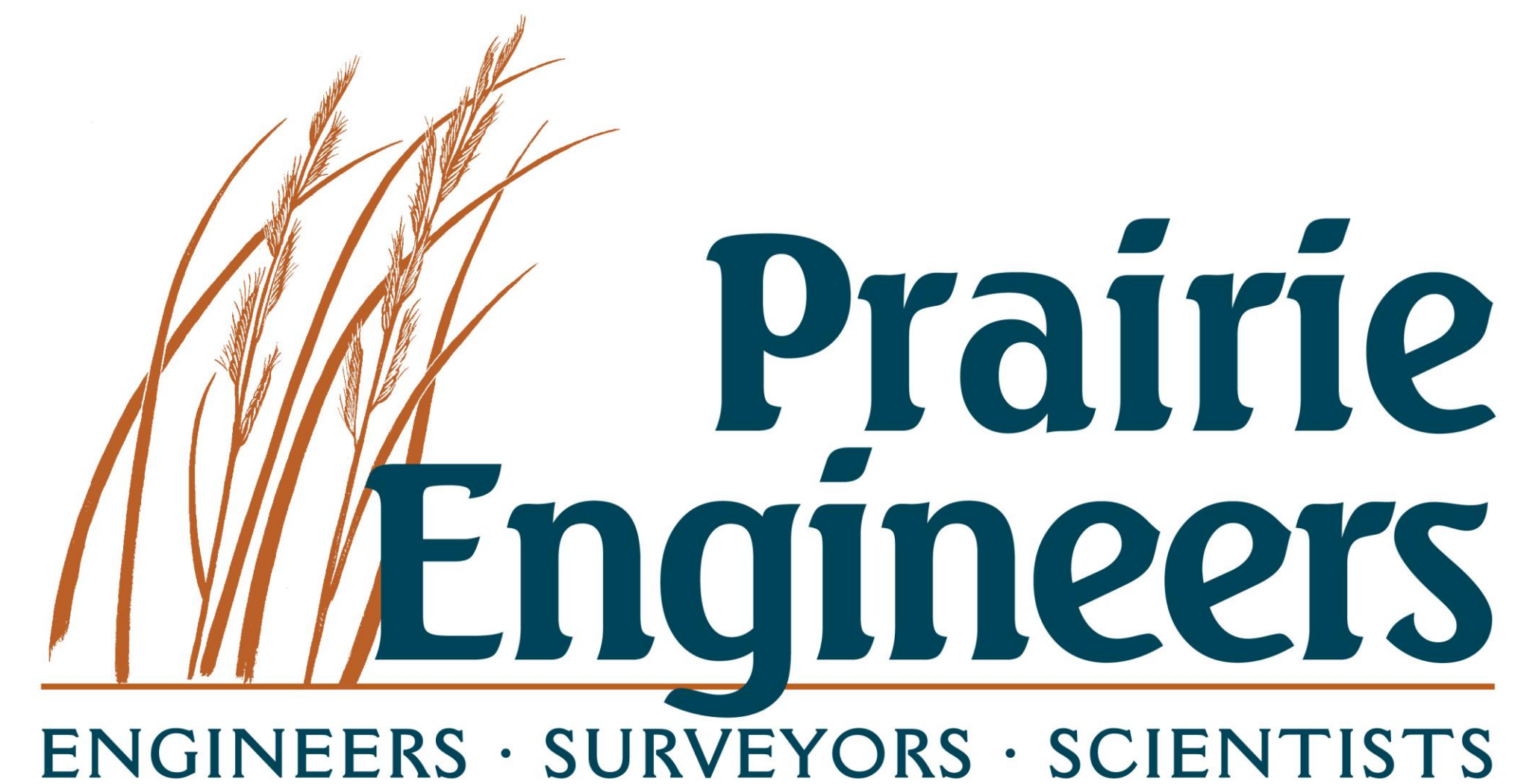


► PROJECT TEAM



whks

engineers + planners + land surveyors



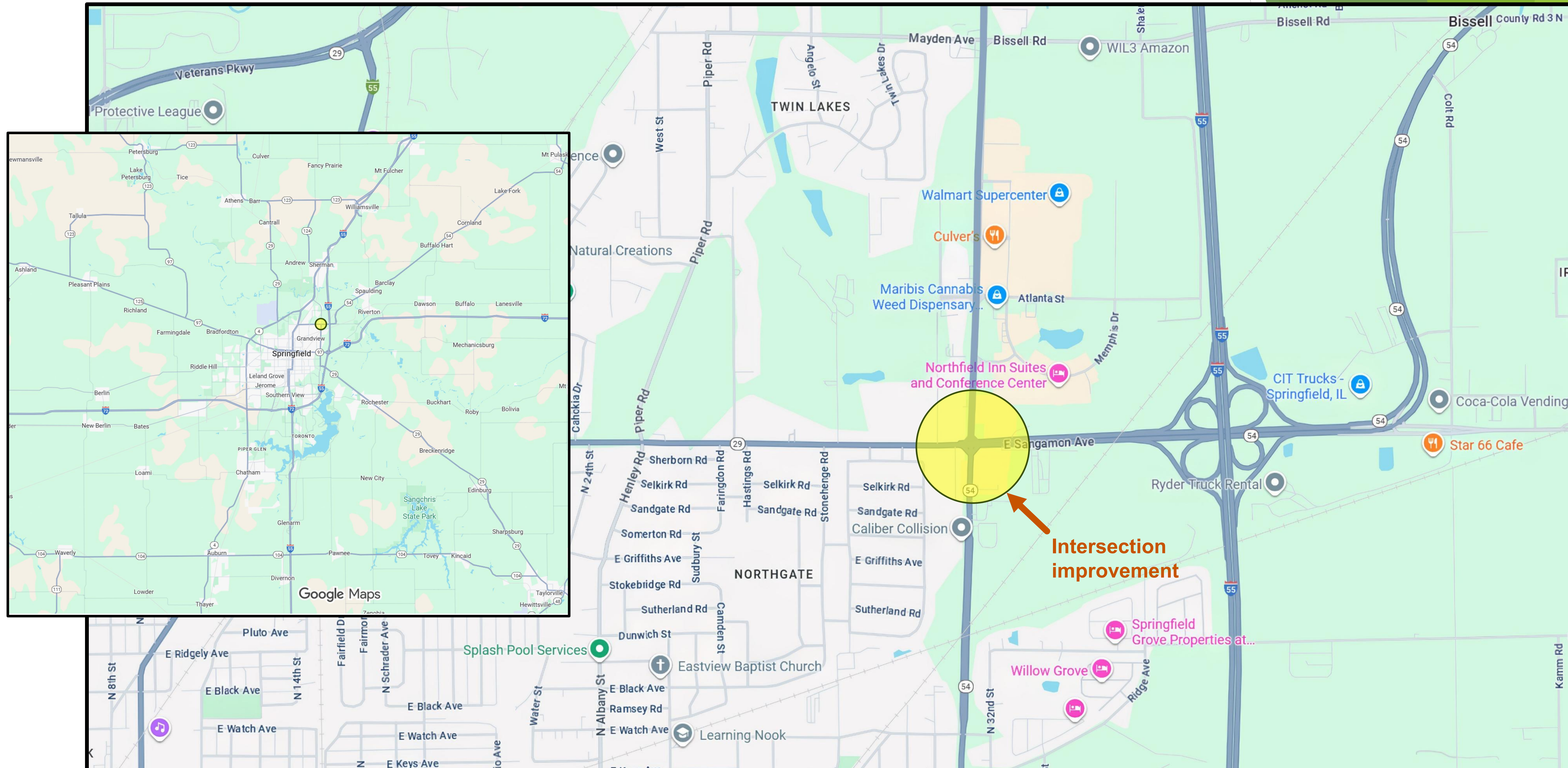
► IDOT DESIGN PHASES —

We Are Here



- Preliminary Engineering
 - Environmental Studies
 - Develop Project Scope
 - Phase I Project Report
- Final Engineering Design
 - Preparation of Construction Documents
 - Local Agency agreements
 - Land Acquisition
- Bid Letting
 - Contract award
 - Construction

► PROJECT LOCATION MAP



► PROJECT PURPOSE

The primary **purpose** of this improvement is to **increase capacity** and **safety** by adding turn lanes and raised medians to create right-in/right-out turns at business entrances. In addition, sidewalks for pedestrian/bicycle use will be constructed off the roadway for safer access to non-motorist users.



► TRAFFIC VOLUMES

Road	Current ADT (2024) ⁽¹⁾	Design ADT (2044)	Truck Traffic
Sangamon Ave.	20,100	23,800	680
Dirksen Pkwy.	25,300	30,000	825

1) Average Daily Traffic



Sangamon and Dirksen
Intersection Improvements

► CRASH ANALYSIS

Sangamon Ave./Dirksen Pkwy.

2019-2023

Sangamon/Dirksen

270 crashes - 121 Injuries

Most common
collision types

- Left Turning - 38% (103)
- Front to Rear - 30% (80)

Crash Types ⁽¹⁾	No. of Crashes ⁽²⁾	Percentage
Angle	16	5.9%
Animal	1	0.4%
Fixed Object	6	2.2%
Front to Rear	80	29.6%
Other Object	5	1.9%
Parked	1	0.4%
Pedalcyclist	1	0.4%
Pedestrian	1	0.4%
Rear to Front	3	1.1%
Rear to Side	1	0.4%
Sideswipe Opposite Direction	1	0.4%
Sideswipe Same Direction	19	7.0%
Left Turn	103	38.0%
Right Turn	17	6.3%
Turning	15	5.6%
Total:	270	100%

1) 121 injuries

2) Crashes within 250 ft. of Sangamon/Dirksen intersection

Sangamon and Dirksen
Intersection Improvements

► CRASH ANALYSIS RECOMMENDATIONS

Vehicle Traffic Control

- Increase Signal Head Placements
- Signal Heads for Protected Left Turns Only
- Calibrated Signal Timing on Dirksen Parkway



Intersection Geometry

- Right Turn Lane design to reduce crash frequency and severity

Access Control

- U-Turn Restrictions
- Left Turn Restrictions

Pedestrian Accommodations

- Pedestrian Traffic Control
- Corner Islands

► CRASH REDUCTION & SAFETY Sangamon Ave./Dirksen Pkwy.

Concrete Medians Reduce Vehicle-Vehicle Conflicts at Side Roads and Entrance Locations

- Crossing Conflict Points Typically Result in the Highest Severity Crash Types
- Conflicts Before Median Installation – 338
- Conflicts After Median Installation – 70

Concrete Medians Significantly Improve Safety

► PROJECT SCOPE

- Pavement **Reconstruction**
- Intersection **Widening**
 - Dual left turn lanes in all directions
 - Dual right turn lanes for NE quadrant
 - Longer turn lanes
 - Replace Traffic Signals
 - New Street Lighting
- **Off-Road** Shared Use Paths/Sidewalks
- **Median Construction**
 - Right-in/Right-out Entrances
- **Full Storm Sewer Replacement**

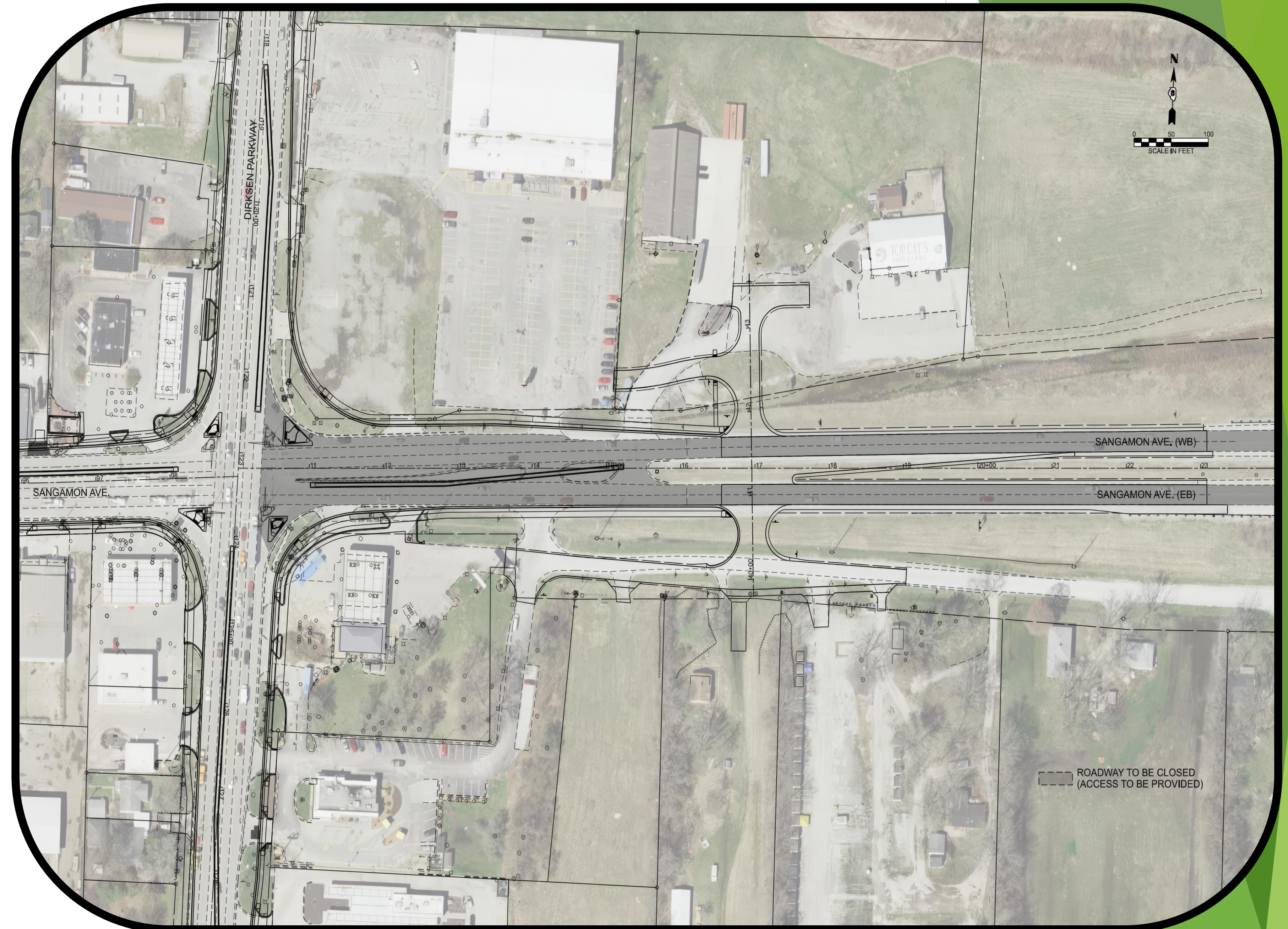


► RESOURCE IMPACTS

Resource	Impacts
Right-of-Way	2.49 Acres (31 Parcels) • PR ROW: 1.35 Acres from 22 Parcels • PR T/E: 1.14 Acres from 25 Parcels
Displacements	1 (Stockyard Saloon)
Right-in/Right-out Entrances	19 Entrances • Stockyard Road will be Access Controlled
Other Access Changes	• King Pin Lanes • America's Furniture Store • Top Cats Chill & Grill

► Expected Road Closure - Stage 1

- **Proposed Closure:**
East Leg of Sangamon Avenue
 - From Dirksen Parkway to I-55 on/off ramps
- **Access** to properties will be **maintained**



► PROJECT COST

Construction = \$18,000,000

Land Acq. = \$2,500,000

Utility Relocation = \$1,250,000

Preliminary Engineering = \$2,800,000

Total = \$24,550,000



► LAND ACQUISITION PROCESS

1. Property Survey and Plat Preparation

- On going

2. Appraisal and Review

- Independent licensed appraisers
- Based on fair market value
- Anticipated to begin in 2026

3. Negotiation for Purchase

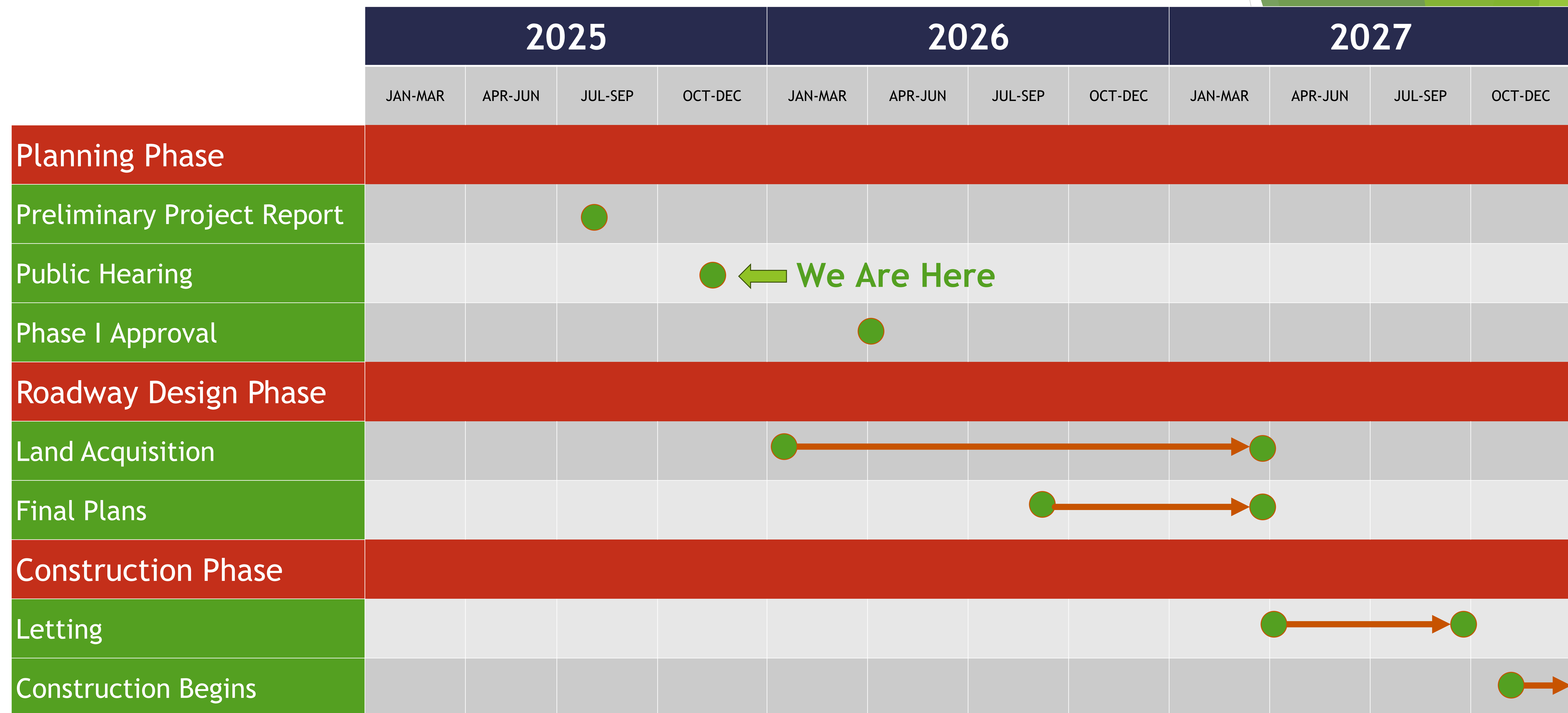
- Offer price equal to appraised value

4. Acquisition/Payment

5. Relocation

- Residential and Commercial properties are based on federal eligibility and financial regulations. The offer price is equal to the appraised value.

► PROJECT SCHEDULE (subject to change)



► PUBLIC MEETING COMMENTS

Your comments are encouraged

Please submit your comments by completing the comment form or provide your written comments to:

Illinois Department of Transportation
3215 Executive Park Drive
Springfield, IL 62703
Attention: Jay Edwards, P.E.

If you would like to leave an **Oral Comment**, contact a staff member now.

If you would like to request an **Individual Meeting** to speak with an IDOT representative, please contact Jay Edwards by email at: Jay.Edwards@Illinois.gov

Comments received by **December 3, 2025** will be part of the Public Hearing record.

EXHIBITS TO BE
ADDED TO WEBSITE
SOON



For more information, visit the IDOT webpage shown below. Or use the QR code.

<https://idot.click/Sang-Dirksen>