



US ROUTE 40

Formosa Road to IL Route 162

PRELIMINARY ENGINEERING STUDY

WELCOME!

PUBLIC INFORMATIONAL MEETING

June 29, 2026

C.A. Henning Elementary School



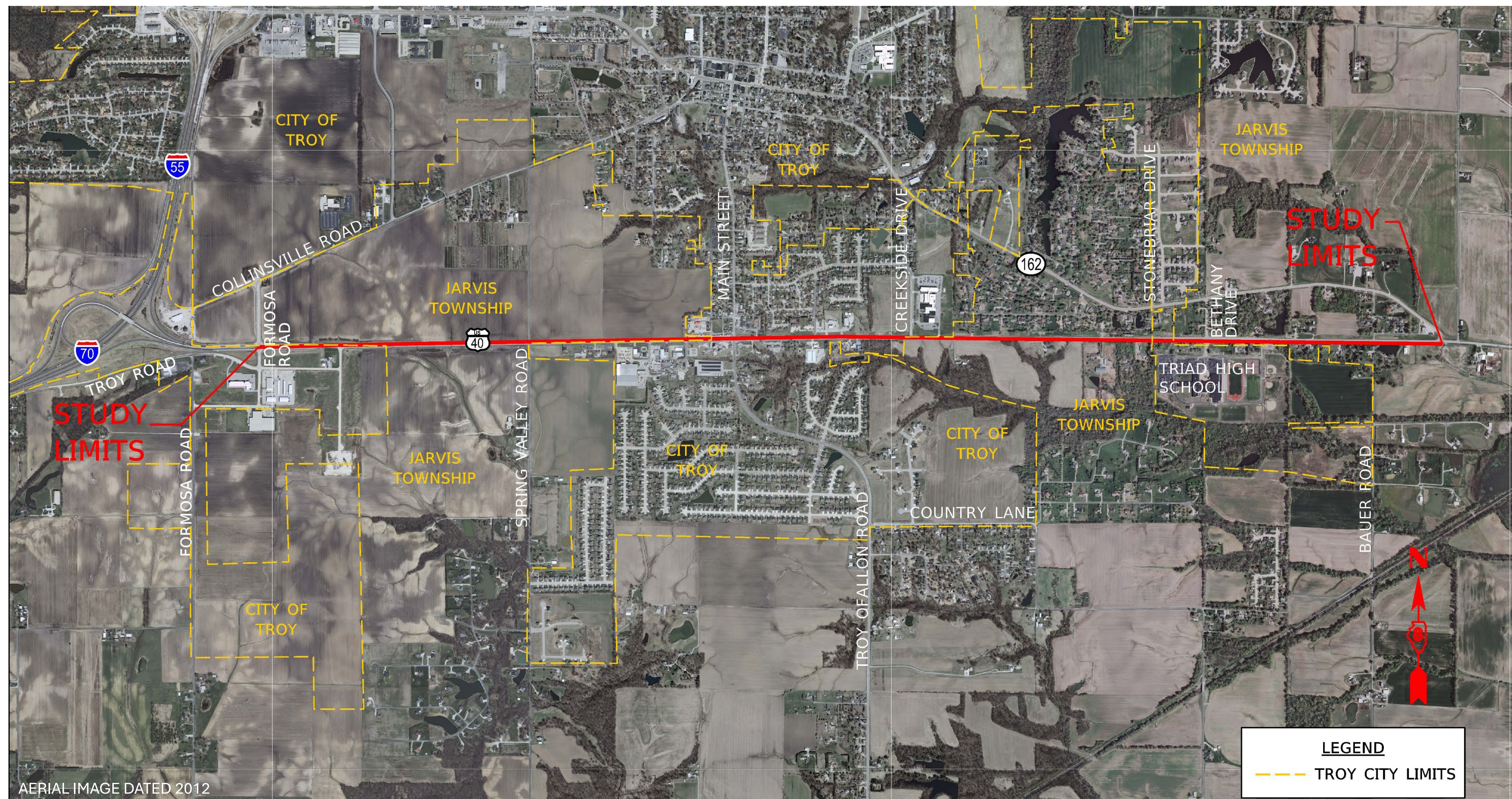


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STUDY LIMITS





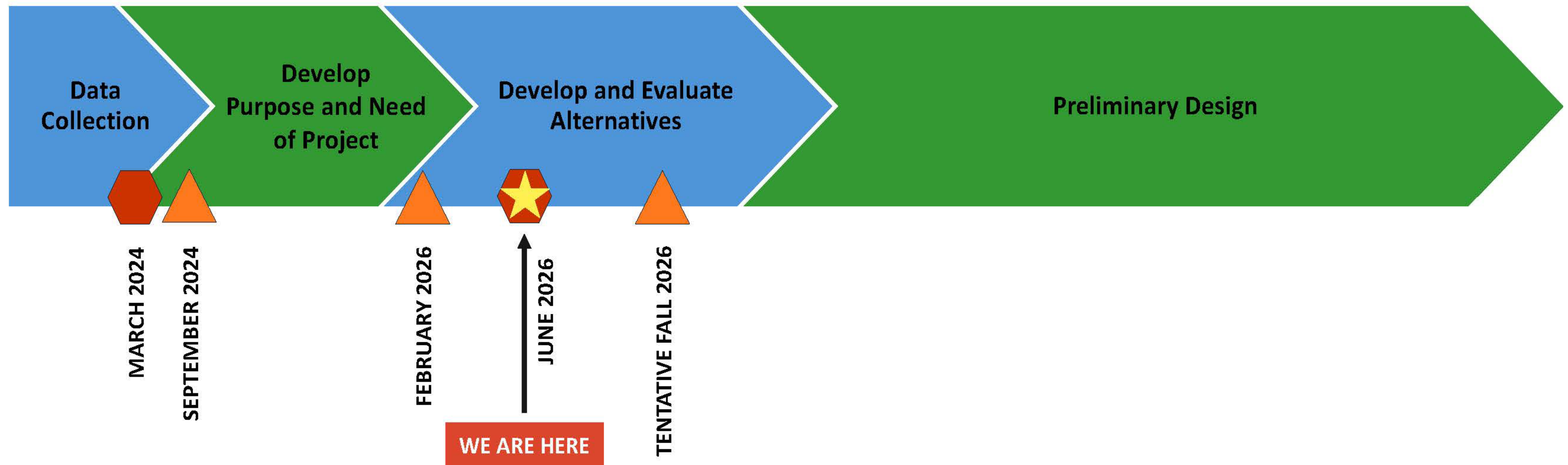
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PRELIMINARY ENGINEERING STUDY

PRELIMINARY STUDY SCHEDULE

PUBLIC INVOLVEMENT



PUBLIC INVOLVEMENT MEETING (PIM)



COMMUNITY ADVISORY GROUP MEETING (CAG)





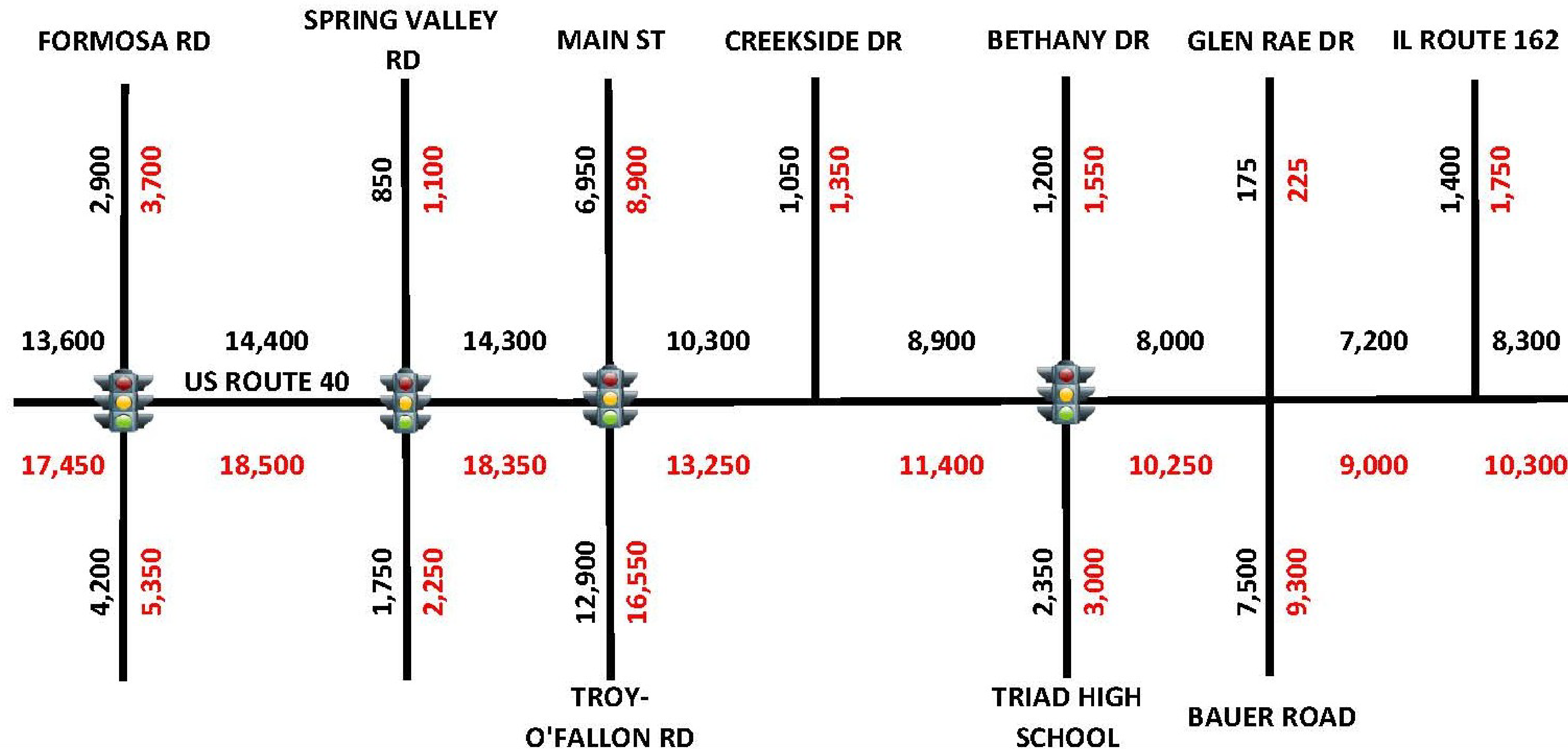
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TRAFFIC VOLUMES US ROUTE 40

Average Daily Traffic Volumes



LEGEND

XX,XXX EXISTING (2021) AVERAGE DAILY TRAFFIC

XX,XXX PROJECTED (2046) AVERAGE DAILY TRAFFIC



EXISTING SIGNALIZED INTERSECTION





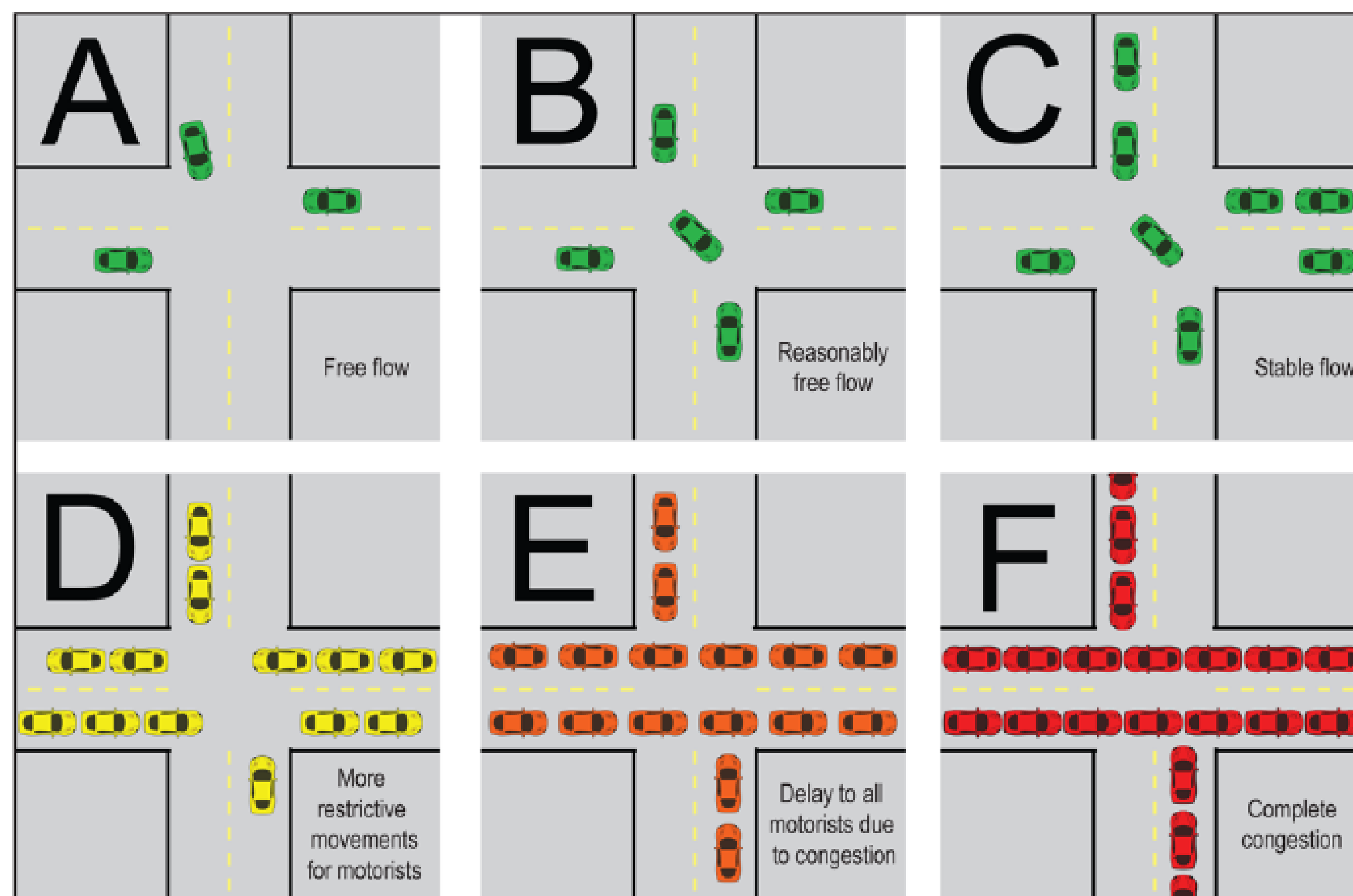
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LEVEL OF SERVICE US ROUTE 40

What is Level of Service (LOS)?



Level of Service	Intersections	
	Signalized	Unsignalized
Delay per Vehicle (sec/veh)		
A	<10	0-10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

Level of Service	2-Lane Facility	
	Posted Speed $\geq$ 50 mph	Posted Speed < 50 mph
Follower Density (followers/mi)		
A	≤ 2.0	≤ 2.5
B	> 2.0-4.0	> 2.5-5.0
C	> 4.0-8.0	> 5.0-10.0
D	> 8.0-12.0	> 10.0-15.0
E	> 12.0	> 15.0
F	Demand exceeds capacity	



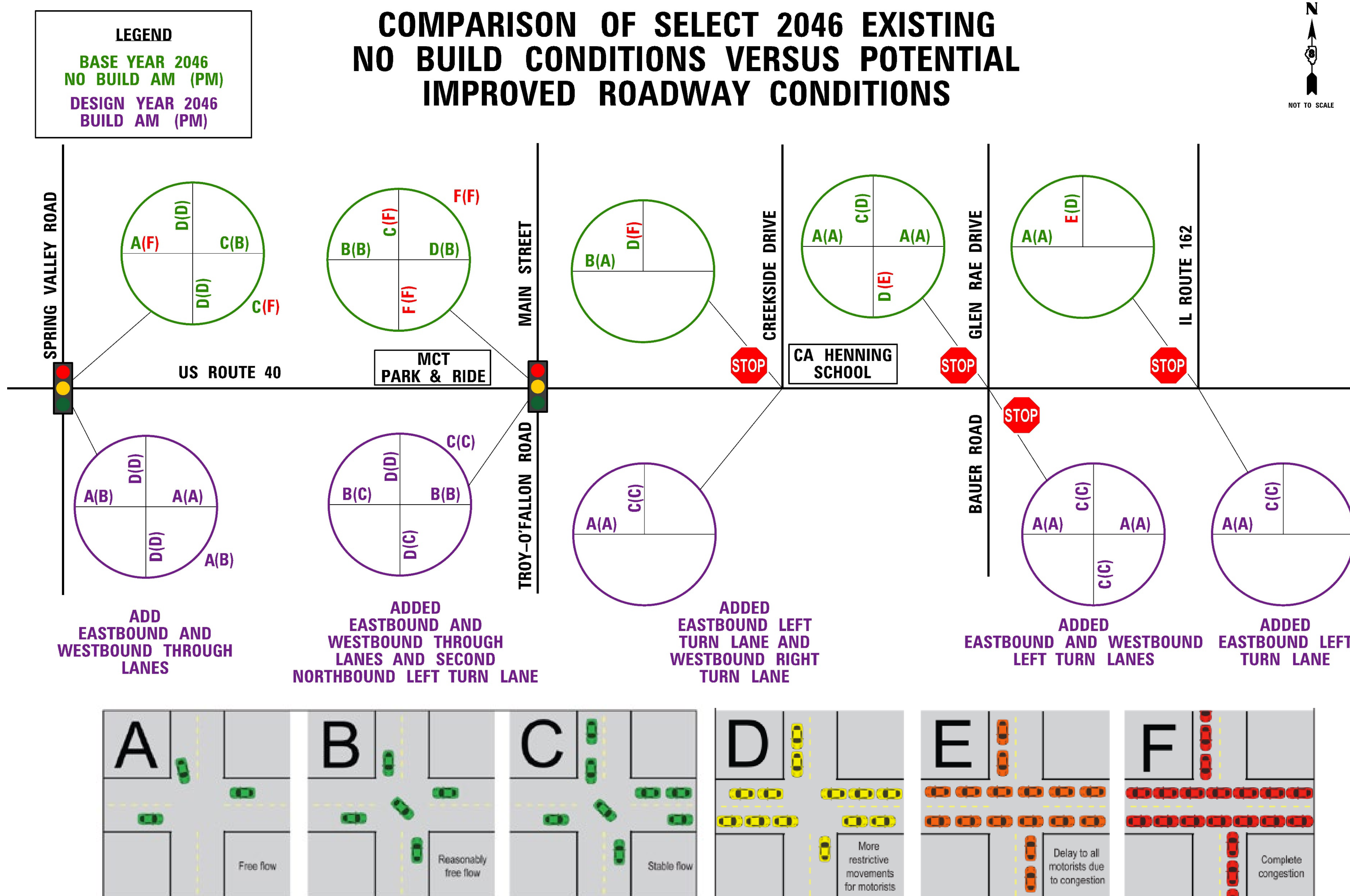


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LEVEL OF SERVICE US ROUTE 40





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PUBLIC & STAKEHOLDER INPUT SUMMARY

PIM #1 RECAP

- ◆ Held on March 6, 2024, at C.A. Henning Elementary School
- ◆ Intended to introduce the project, as well as gather information from the public
- ◆ Project Study Team was available to answer questions, take comments, and provide information about the project.
- ◆ Approximately 126 people attended the public meeting.
- ◆ Exhibits from the first meeting can be found on the project website.
- ◆ Most common comments:
 - Extend project limits
 - Concerns about congestion and traffic flow
 - Bicycle and pedestrian accommodations
 - Lack of street lighting
 - Safer access to properties
 - Speed limits

CAG #1 RECAP

- ◆ Held on September 16, 2024
- ◆ Introduced the Project and CAG's role to help the Study Team identify existing transportation issues and needs in the study corridor
- ◆ Discussed the feedback received from PIM #1 expressing concern for growing traffic volumes as well as safety concerns and the desire to extend the project limits
- ◆ Described who Stakeholders and CAG members are
- ◆ Discussed how traffic, crashes, land uses, etc. impact the design and the process
- ◆ Considered the characteristics/features they were most concerned about
- ◆ Agreed on a draft problem statement

CAG #2 RECAP

- ◆ Held on February 24, 2026.
- ◆ Discussed the Problem Statement.
- ◆ Reviewed Preliminary Typical Roadway Section Alternatives.
- ◆ Discussed how the different typical sections impact the surrounding area.
- ◆ Talked about the pros and cons of the preliminary roadway alternatives.





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PROJECT PROBLEM STATEMENT

“The transportation concerns with US Route 40 from Formosa Road to IL Route 162 are increasing traffic volumes and congestion along the corridor, along with a number of crashes. This overloads the area-wide traffic system creating a lack of safe and efficient access to properties along US Route 40, as well as insufficient pathways for pedestrians and bicyclists in the area, compromising safety, mobility and impacting the quality of life of the community, which could be enhanced through improvements to the corridor.”





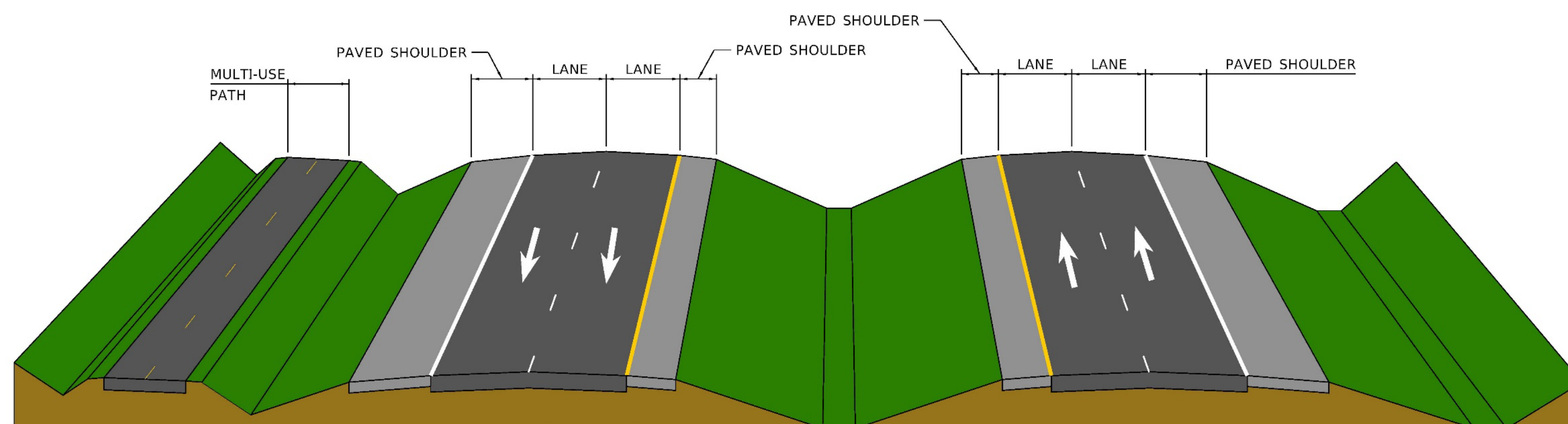
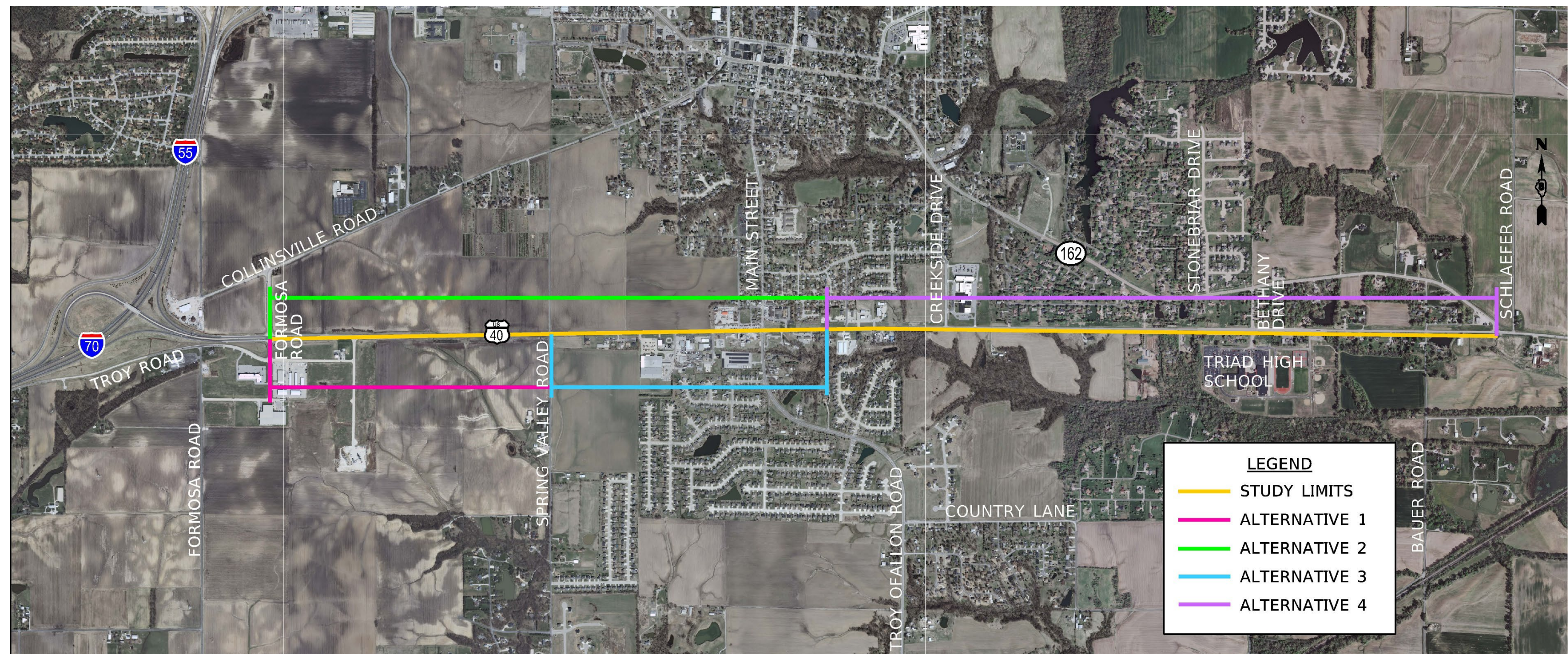
US ROUTE 40

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PRELIMINARY ENGINEERING STUDY

US ROUTE 40 ROADWAY ALTERNATIVE ANALYSIS

ALTERNATIVE TYPICAL SECTIONS MAP



ALTERNATIVE 1

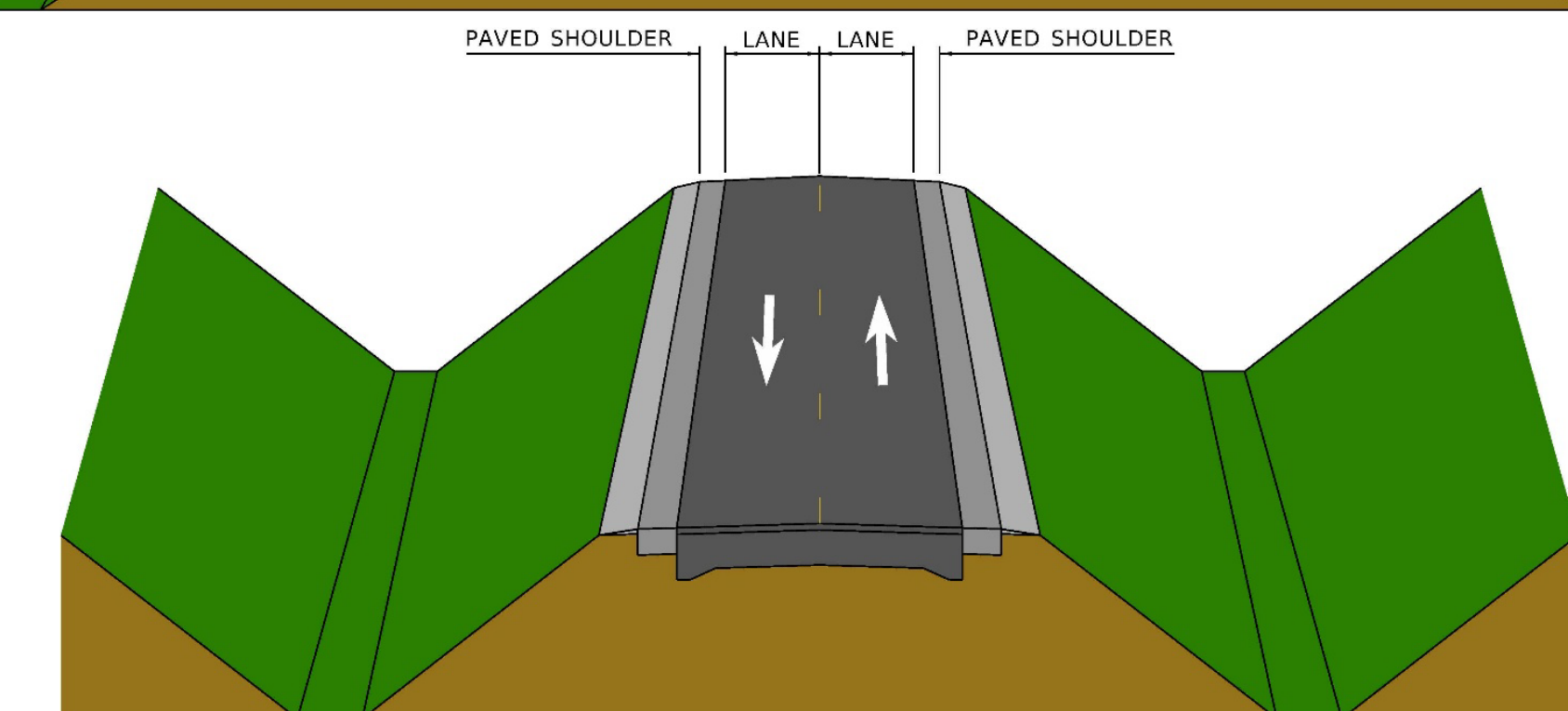
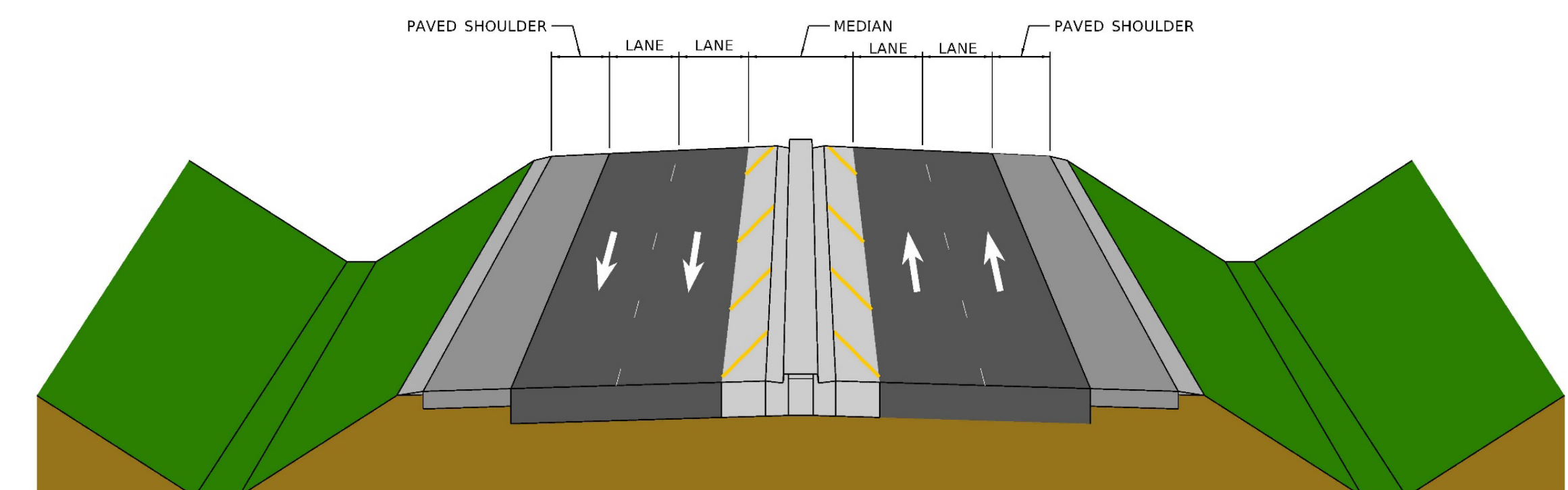
FORMOSA ROAD TO SPRING VALLEY ROAD

Pros:

- Meets policy for 55 mph posted speed limit.
- Has the potential to reduce serious crashes by restricting oncoming traffic.
- Better traffic flow.

Cons:

- Widest of the alternatives – requires the most space.
- Will require maintenance of the grass median.
- Further limits access to adjacent properties.



EXISTING TYPICALS
US ROUTE 40





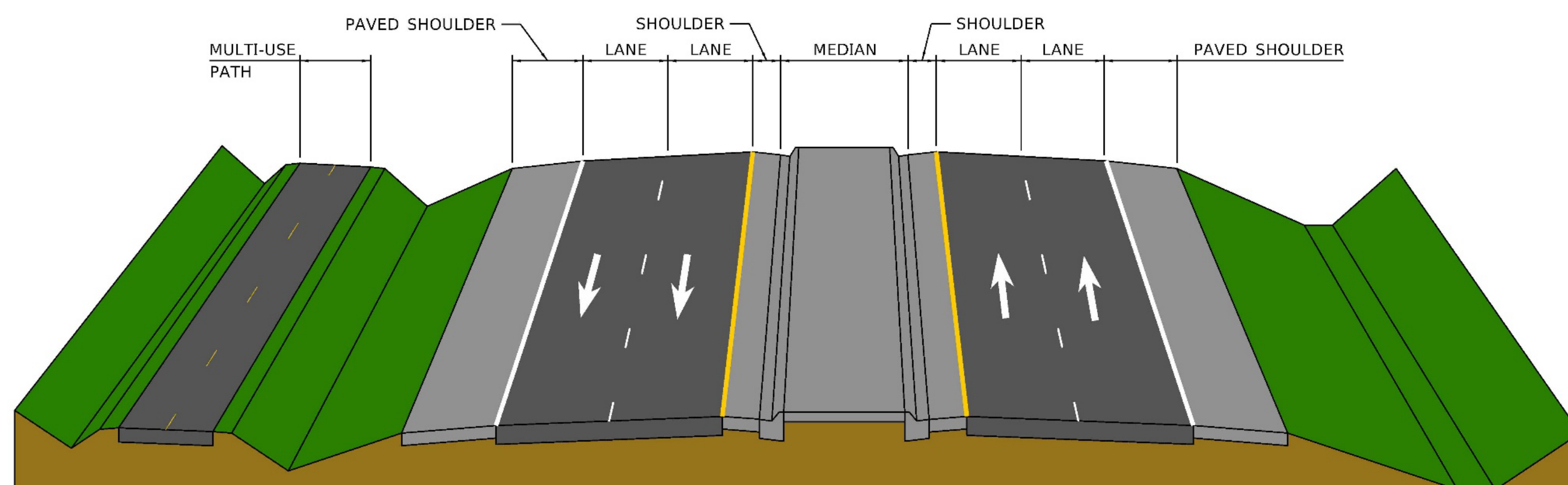
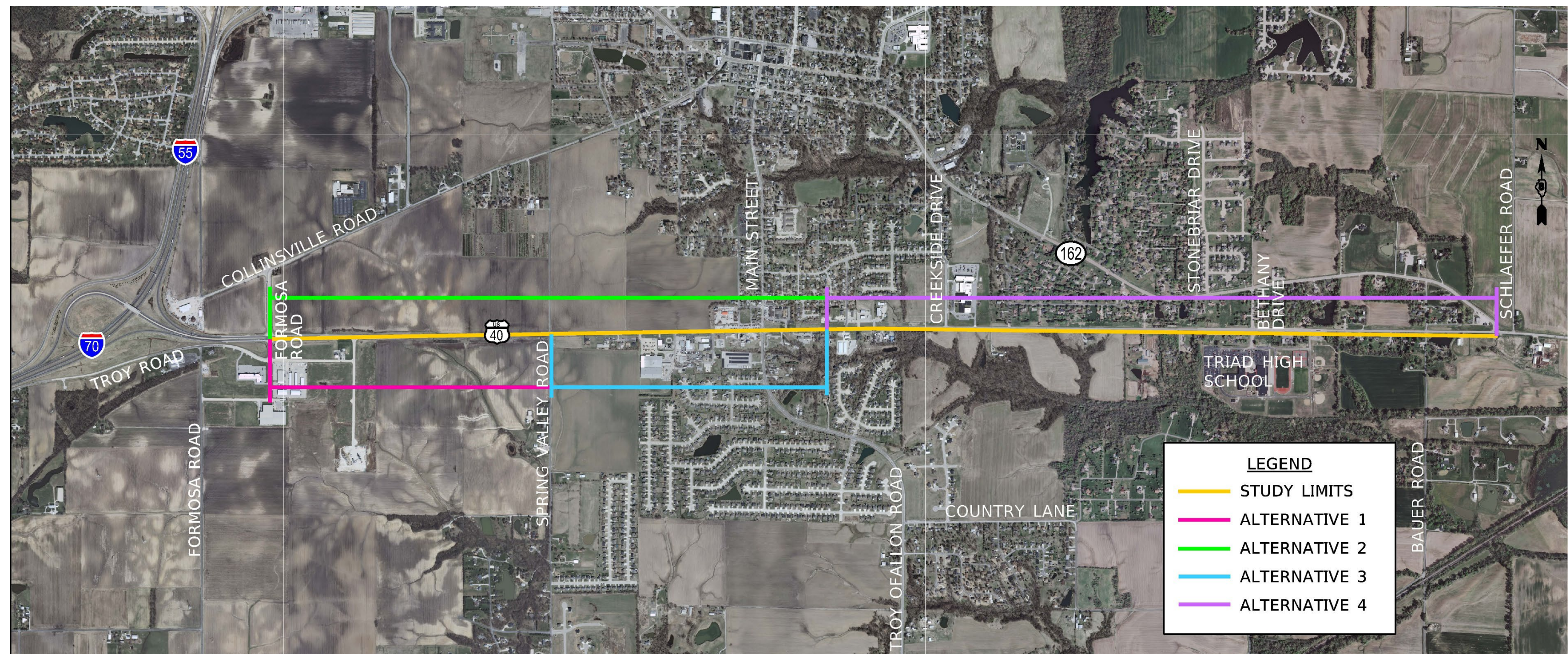
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PRELIMINARY ENGINEERING STUDY

US ROUTE 40 ROADWAY ALTERNATIVE ANALYSIS

ALTERNATIVE TYPICAL SECTIONS MAP



ALTERNATIVE 2

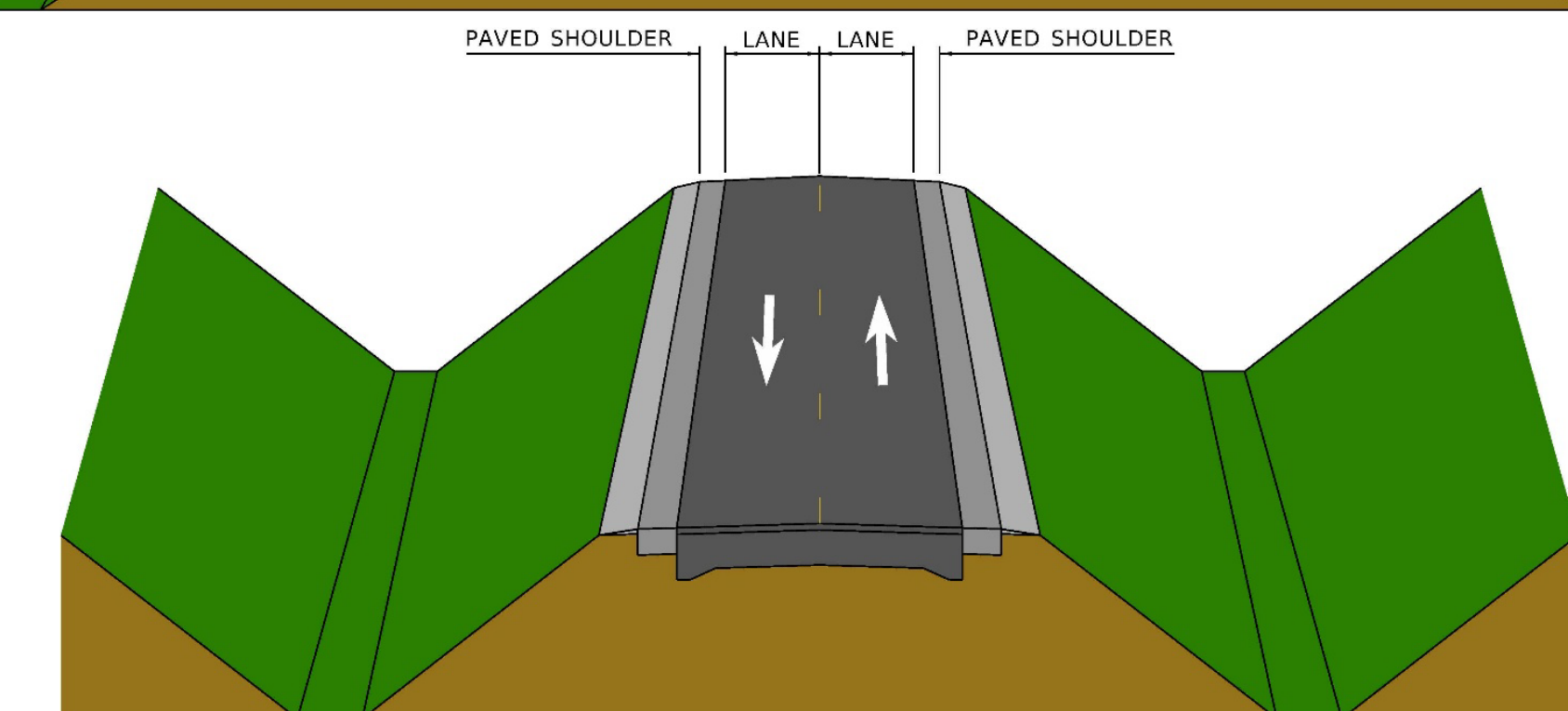
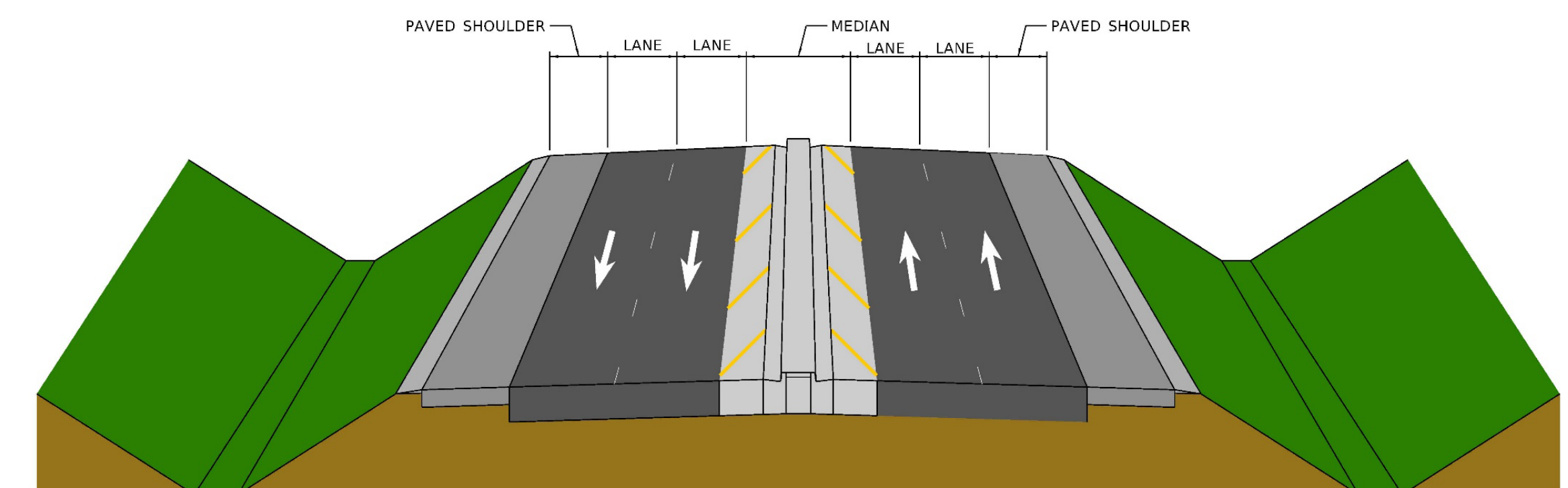
FORMOSA ROAD TO EAST OF TROY-O'FALLON ROAD/MAIN STREET

Pros:

- Has the potential to reduce serious crashes by restricting oncoming traffic.
- May provide left turn access easier than Alternative #1.
- Better traffic flow.

Cons:

- May limit access to adjacent properties.
- Could cause maintenance issues with the median.
- May require storm sewer and increase cost.



EXISTING TYPICALS
US ROUTE 40





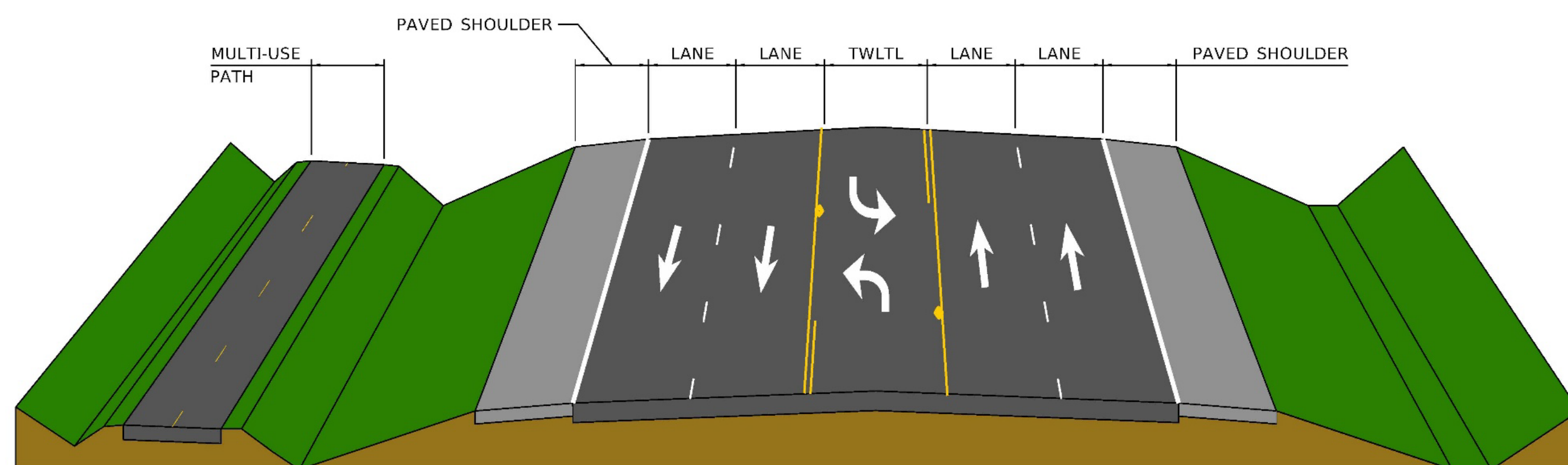
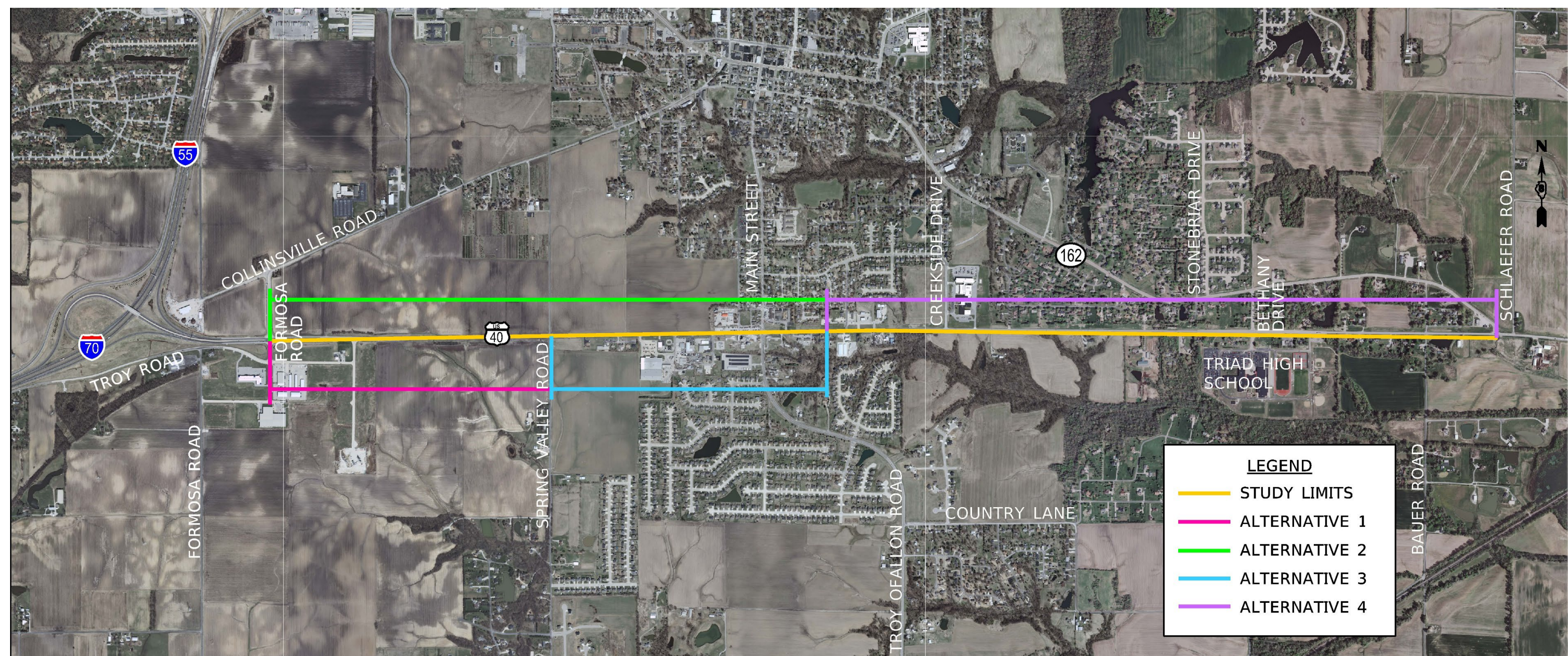
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PRELIMINARY ENGINEERING STUDY

US ROUTE 40 ROADWAY ALTERNATIVE ANALYSIS

ALTERNATIVE TYPICAL SECTIONS MAP



ALTERNATIVE 3

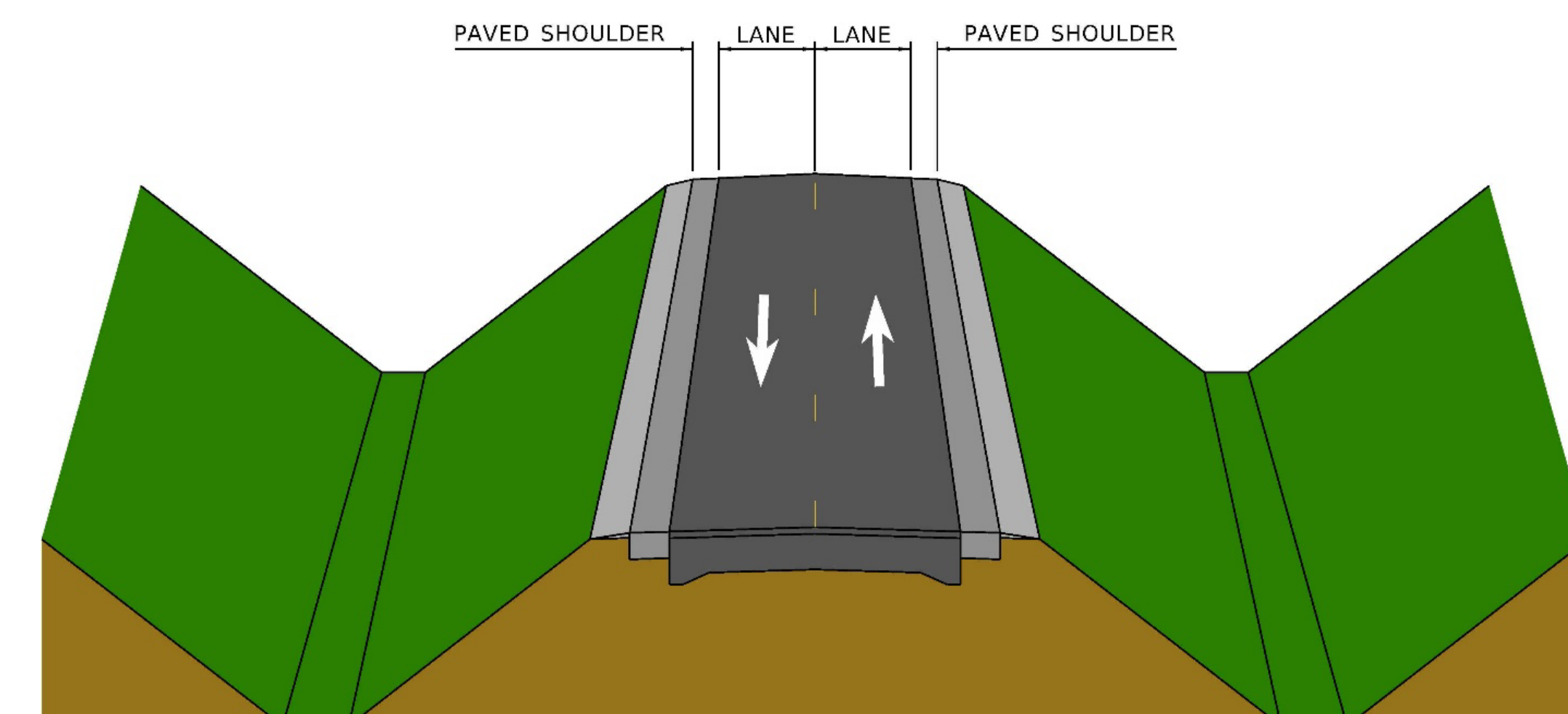
EAST OF SPRING VALLEY ROAD TO EAST
OF TROY-O'FALLON ROAD/MAIN STREET

Pros:

- Provides access and left turn lanes to adjacent properties.
- Requires less width than Alternatives 1 & 2.

Cons:

- Better suited for lower speed corridors (up to 45 mph).
- Higher potential for crashes than Alternatives 1 & 2.



EXISTING TYPICALS
US ROUTE 40





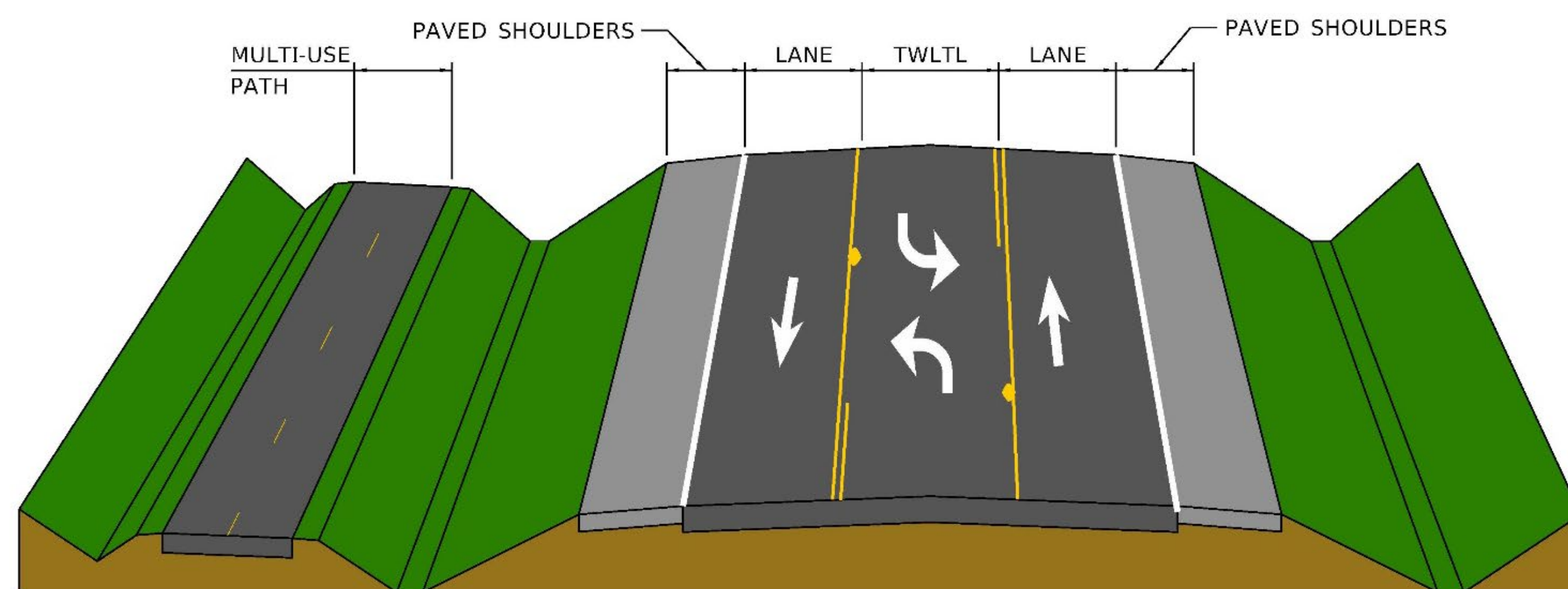
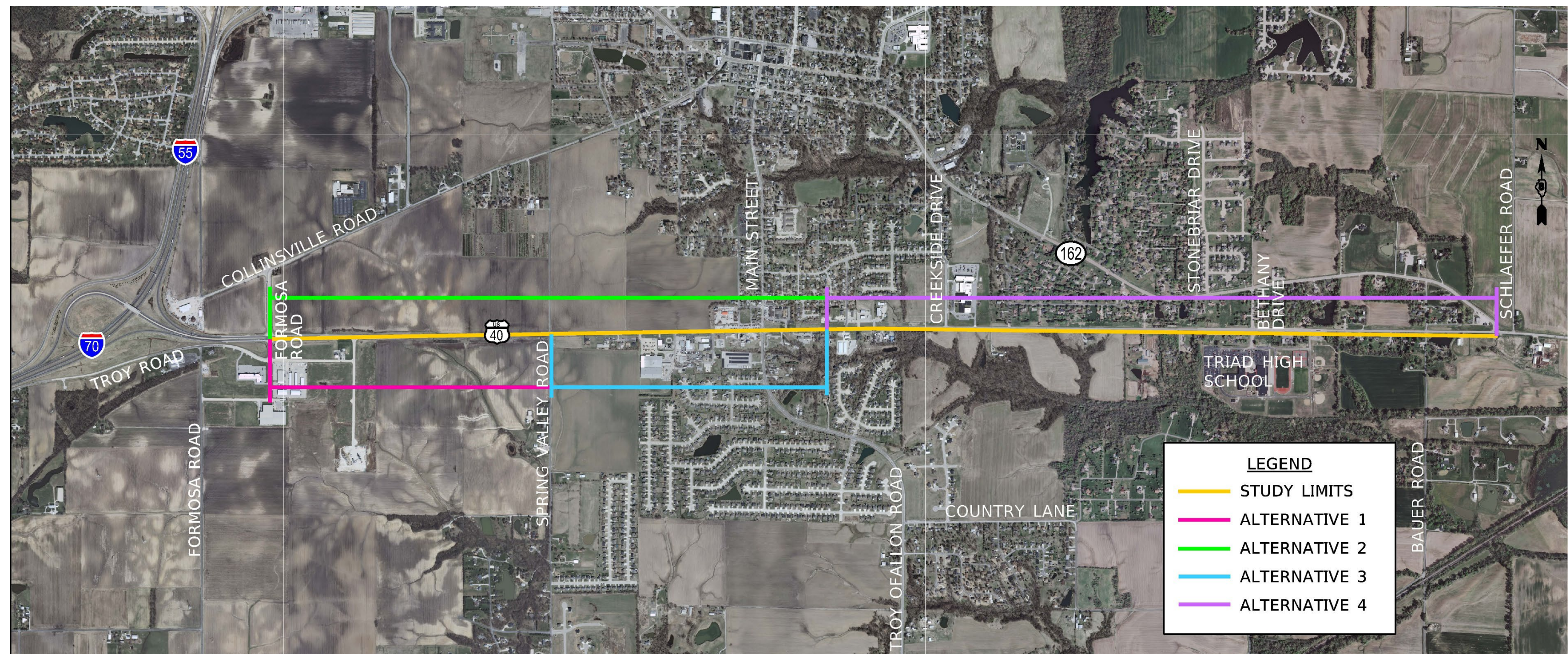
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US ROUTE 40 ROADWAY ALTERNATIVE ANALYSIS

ALTERNATIVE TYPICAL SECTIONS MAP



ALTERNATIVE 4

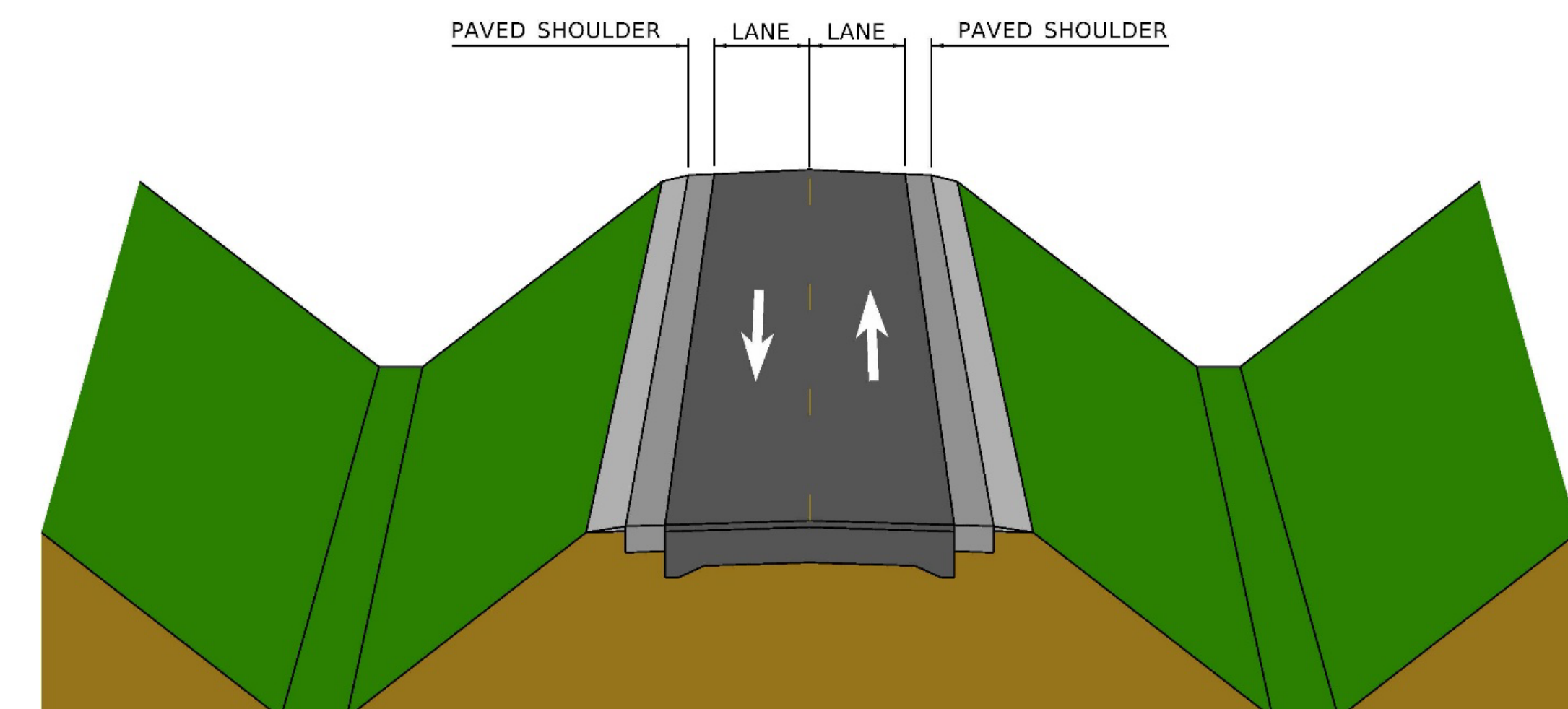
EAST OF TROY-O'FALLON ROAD/MAIN STREET TO IL ROUTE 162

Pros:

- Provides access and left turn lanes to adjacent properties.
- Narrowest alternative.
- Could be used as a temporary condition.

Cons:

- Provides less capacity/through lanes.



EXISTING TYPICALS

US ROUTE 40





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**WE NEED YOUR
INPUT**

- ◆ Complete a comment form and return to IDOT
- ◆ Share your ideas with the study team
- ◆ Comments due: July 17, 2026
- ◆ Contact Sarah Wiszkon from IDOT
 - ◆ Email: sarah.wiszkon@illinois.gov
 - ◆ Phone: 618-346-3309





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***THANK YOU FOR
YOUR ATTENDANCE***

