



WELCOME!

PUBLIC MEETING

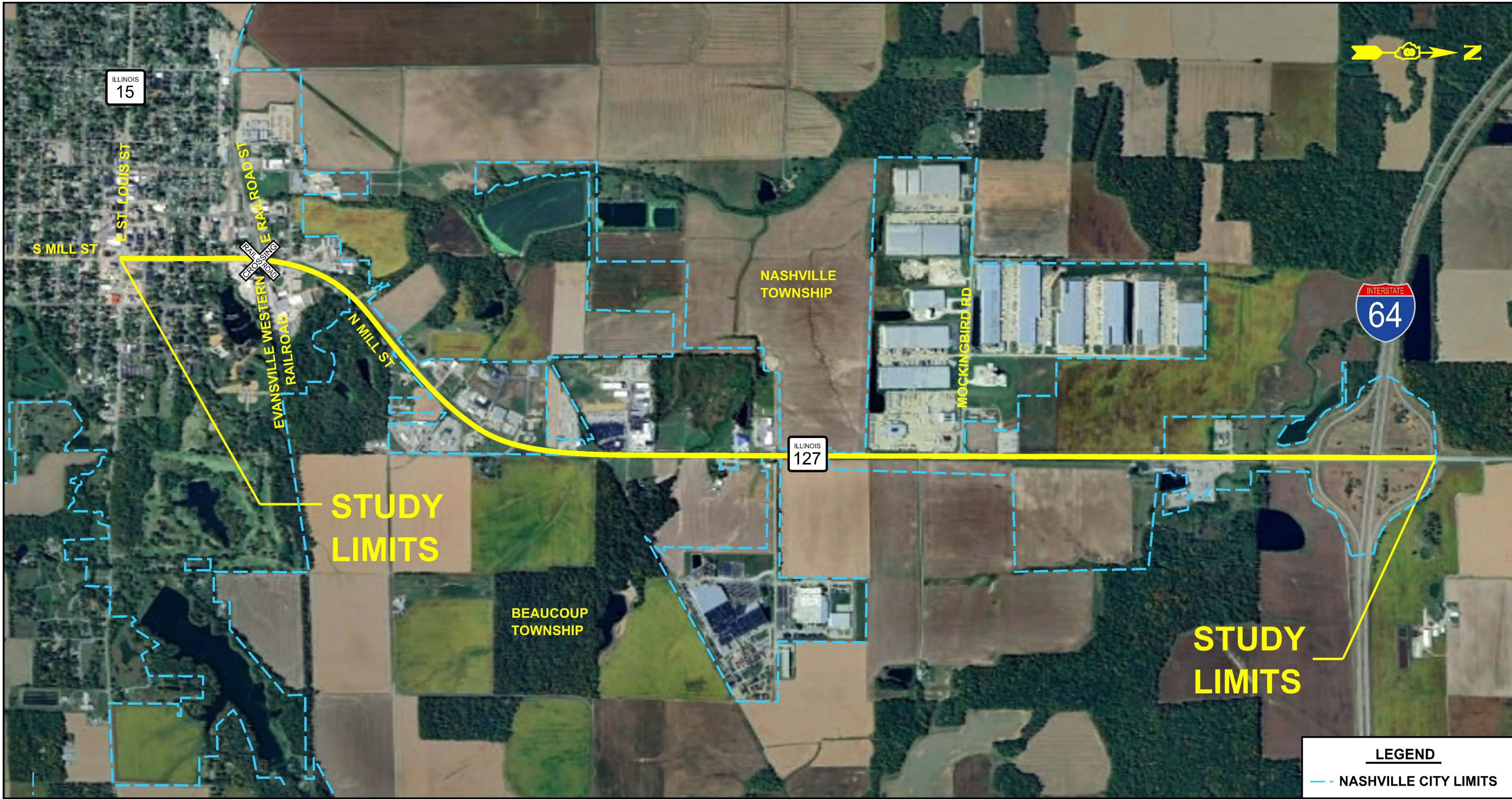
APRIL 22, 2026

NASHVILLE COMMUNITY HIGH SCHOOL





STUDY LIMITS





PROJECT STUDY NEED

Why improve Illinois 127?

- Increased traffic due to development.
- Increased crashes due to higher traffic volumes.
- Ongoing growth along the corridor.
- Drainage issues along the corridor.

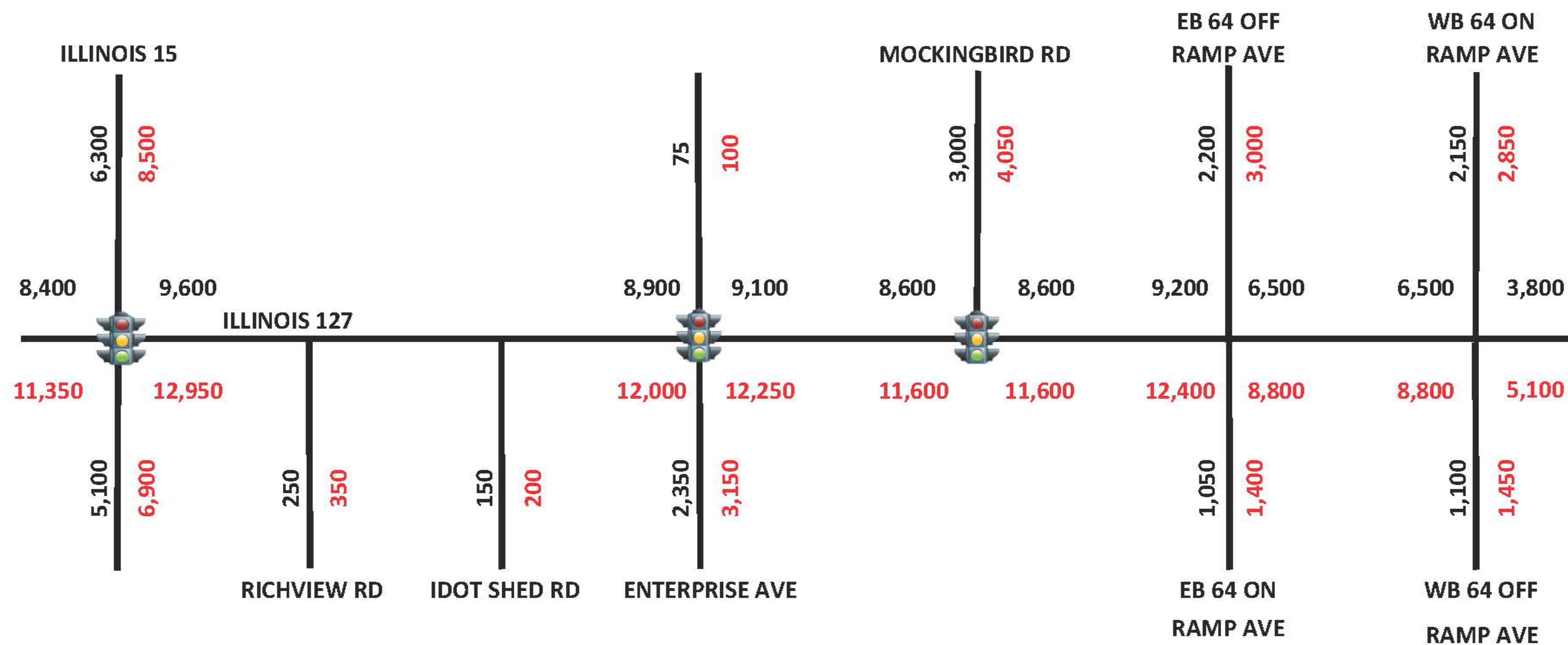




EXISTING & PROJECTED TRAFFIC VOLUMES

Average Daily Traffic Volumes

NOT TO SCALE



XX,XXX EXISTING (2025) AVERAGE DAILY TRAFFIC

XX,XXX PROJECTED (2055) AVERAGE DAILY TRAFFIC



EXISTING SIGNALIZED INTERSECTION

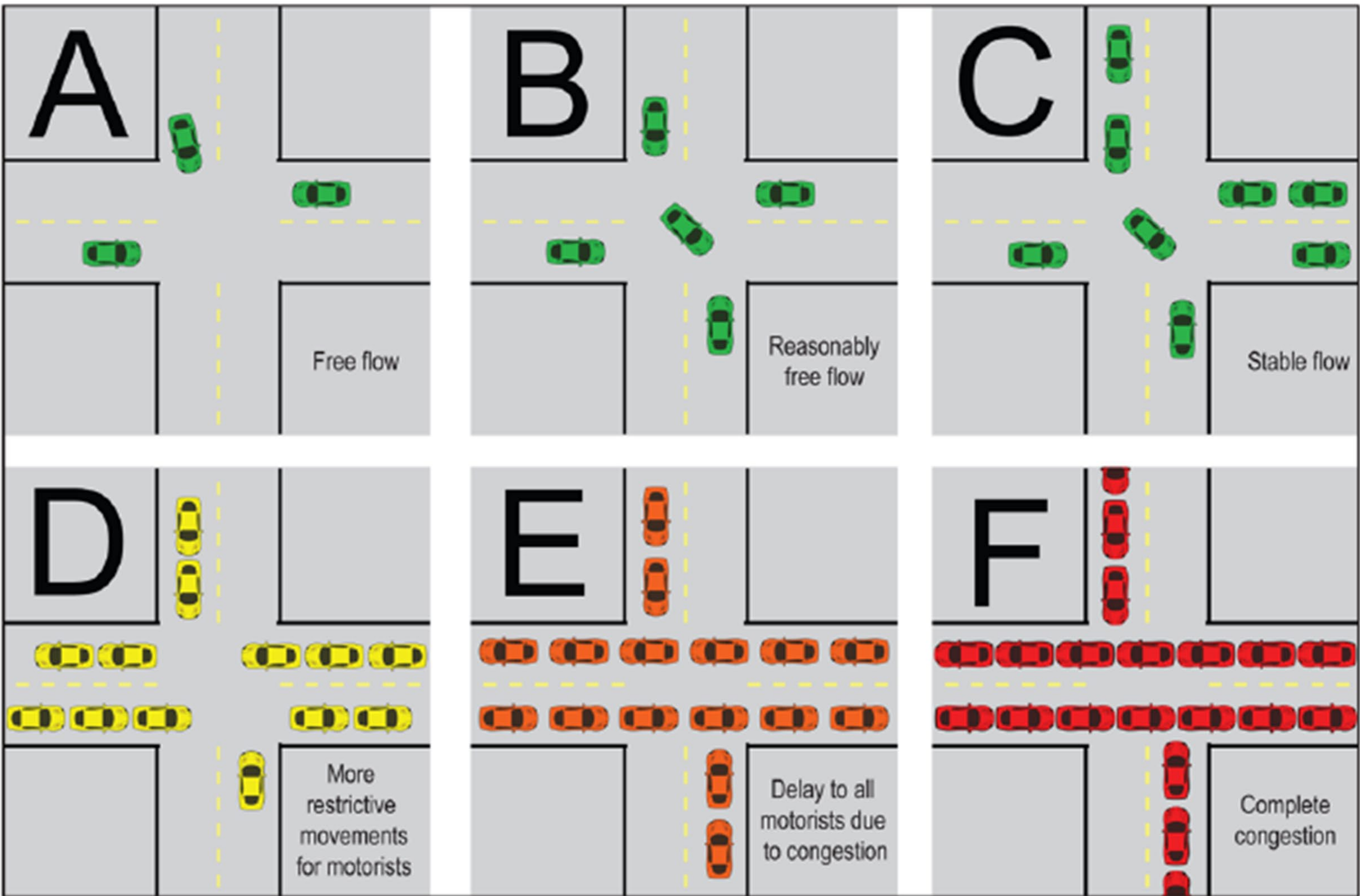




LEVEL OF SERVICE

What is Level of Service?

- Traffic capacity and the associated traffic congestions are defined in terms of Level of Service (LOS).
- LOS is expressed by a scale ranging from “A” to “F”.
 - A: The best traffic conditions with no backups or obstacles to traffic flow.
 - F: Total breakdown in traffic operations accompanied by extensive delays and traffic volumes that approach capacity.



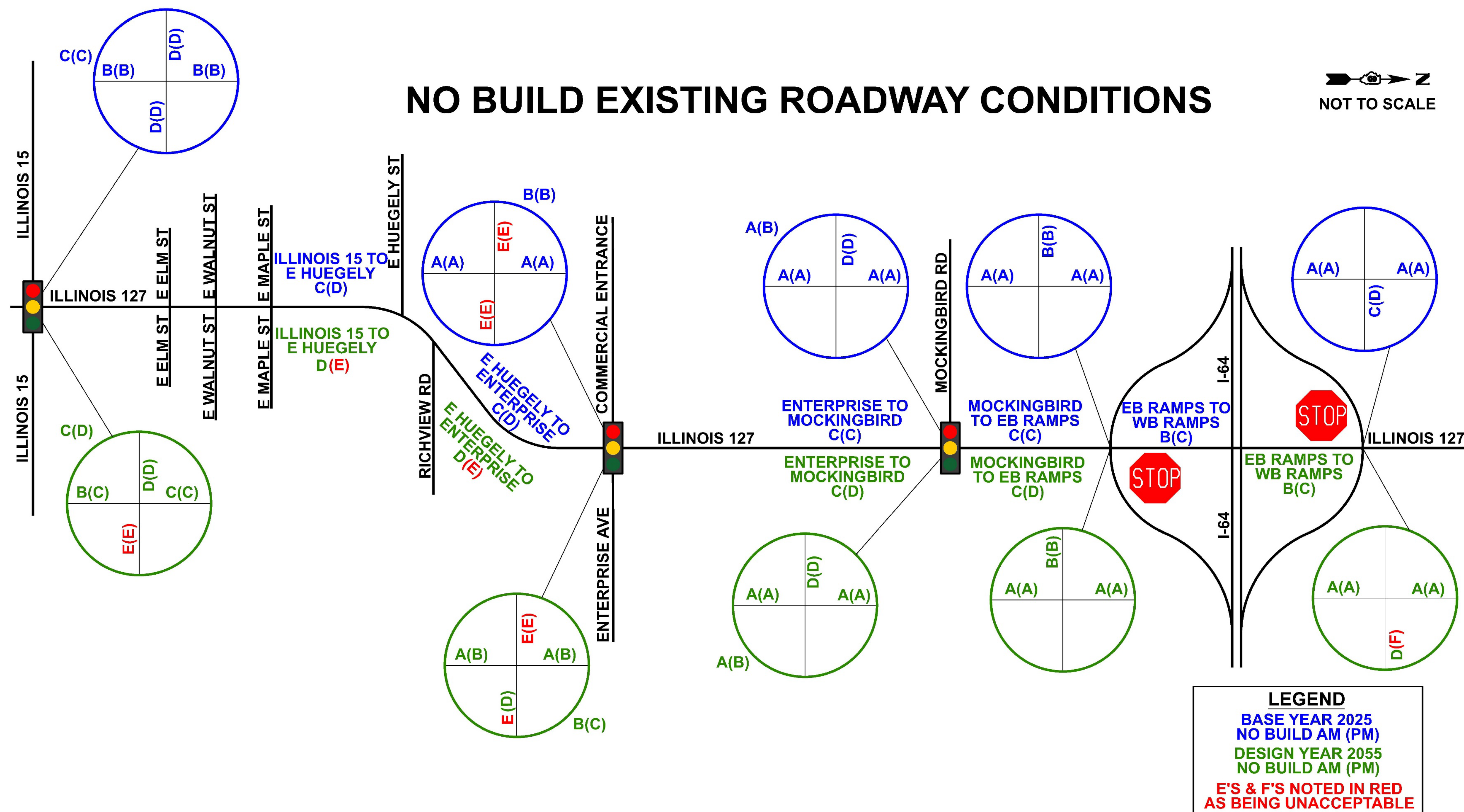
Level of Service	Intersections	
	Signalized	Unsignalized
Delay per Vehicle (sec/veh)		
A	<10	0-10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

Level of Service	2-Lane Facility	
	Posted Speed ≥ 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	





LEVEL OF SERVICE





CRASH HISTORY

CRASH TYPE (2018-2023)	#	%
Angle	16	8.1%
Animal	12	6.1%
Fixed Object	10	5.1%
Front to Front	2	1.0%
Front to Rear (Rear End)	105	53.0%
Other Non-Collision	3	1.5%
Other Object	1	0.5%
Parked Motor Vehicle	3	1.5%
Pedalcyclist	1	0.5%
Rear to Front	4	2.0%
Sideswipe Opposite Direction	5	2.0%
Sideswipe Same Direction	1	0.5%
Turning	36	18.2%
CRASH SEVERITY (2018-2023)	TOTAL	
Fatality	0	
Injury Type A	5	
Injury Type B	25	
Injury Type C	10	
Property Damage Only	158	

Crash Statistics 2018-2023

- Evaluated 5 or more years of most recent posted crash data (will update as the project continues).
- No fatalities, 5 disabling injuries.
- Predominant crash type is Front to Rear (Rear End) crashes, followed by Turning crashes.
- 57 crashes are at signalized intersections.
- 40 crashes occurred with rain or snow on the ground.
- Majority of crashes occurred during daylight hours and dry conditions.

INJURY TYPE	DESCRIPTION
Fatality	Crash in which a fatality occurs.
Injury Type A	Crash involving one or more disabling injuries.
Injury Type B	Crash involving one or more people with evident but not disabling injuries.
Injury Type C	Crash with a possible injury, but may not be evident.
Property Damage Only	Crash with property damage only.





BICYCLE & PEDESTRIAN ACCOMMODATIONS

- IDOT considers the travel needs of all users of a transportation corridor, including bicyclists and pedestrians.
- Please speak with a member of the study team or submit a comment if you have a need to walk or bike through the project area.





ENVIRONMENTAL RESOURCES

What topics are being studied?

- Air quality
- Community and social resources
- Ecology and natural resources
- Economics
- Farmland
- Floodplains
- Historical and archaeological resources
- Noise
- Parks and recreation
- Soils and geology
- Regulated substances
- Vegetation
- Visual resources
- Water quality
- Wetlands





CONTEXT SENSITIVE SOLUTIONS (CSS)

- Context Sensitive Solutions (CSS) is a collaborative, interdisciplinary approach that encourages the involvement of all stakeholders in developing a transportation facility that fits its unique setting, its context. Context relates to all elements in an area, including its people, places, and unique characteristics.
- IDOT solicits input about the study area from the public and other stakeholders. This information helps IDOT better understand community resources and values.



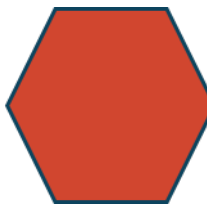


PHASE 1 PROJECT SCHEDULE

PUBLIC INVOLVEMENT

A large green arrow pointing to the right, representing the duration of public involvement.

WE ARE HERE

 PUBLIC MEETING





WE NEED YOUR INPUT!

- Complete a comment form and return to IDOT
- Share your ideas with the study team
- Comments due: May 13, 2026
- Contact Sarah Wiszkon from IDOT
 - Email: sarah.wiszkon@illinois.gov
 - Phone: 618-346-3309





**Thank you
for your
attendance!**

