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Wolf Road Phase I Study Overview and Update

Village of Indian Head Park, Illinois

6/7/2022



Wolf Road Phase I Study: Overview and Update

- What is Completed in a Phase I Study?
- What is Completed in Phase II Design Engineering?
- Project Team Goals
- Purpose and Need
- Initial Public Involvement Recap
- Roadway Typical Section Alternatives

What is Completed in a Phase I Study?

- Data collection
- Existing condition reviews
- *Purpose and Need* identification
- Preliminary Alternatives identification
- Initial public involvement (present Preliminary Alternatives)



Next Steps

- Ongoing public involvement*
 - Preliminary Alternatives modification, refinement, and identification of impacts
 - Illinois Department of Transportation and Federal Highway Administration coordination
 - Preferred Alternative recommendation
- Final public involvement (present Preferred Alternative and final impacts)
- Project Development Report preparation
- “Design Approval”

*The Project Team is currently evaluating the most effective way to increase public involvement during the Next Steps and anticipates having an update to share within the next 2 months

What is Completed in Phase II Design Engineering?

- Design continuation of engineering studies completed in the Phase I Study
- Land acquisition (if necessary)
- Preparation of contract drawings, specifications, and estimates
- Contract advertisement and collection of construction bids
- Awarding of construction contract to lowest responsible bidder

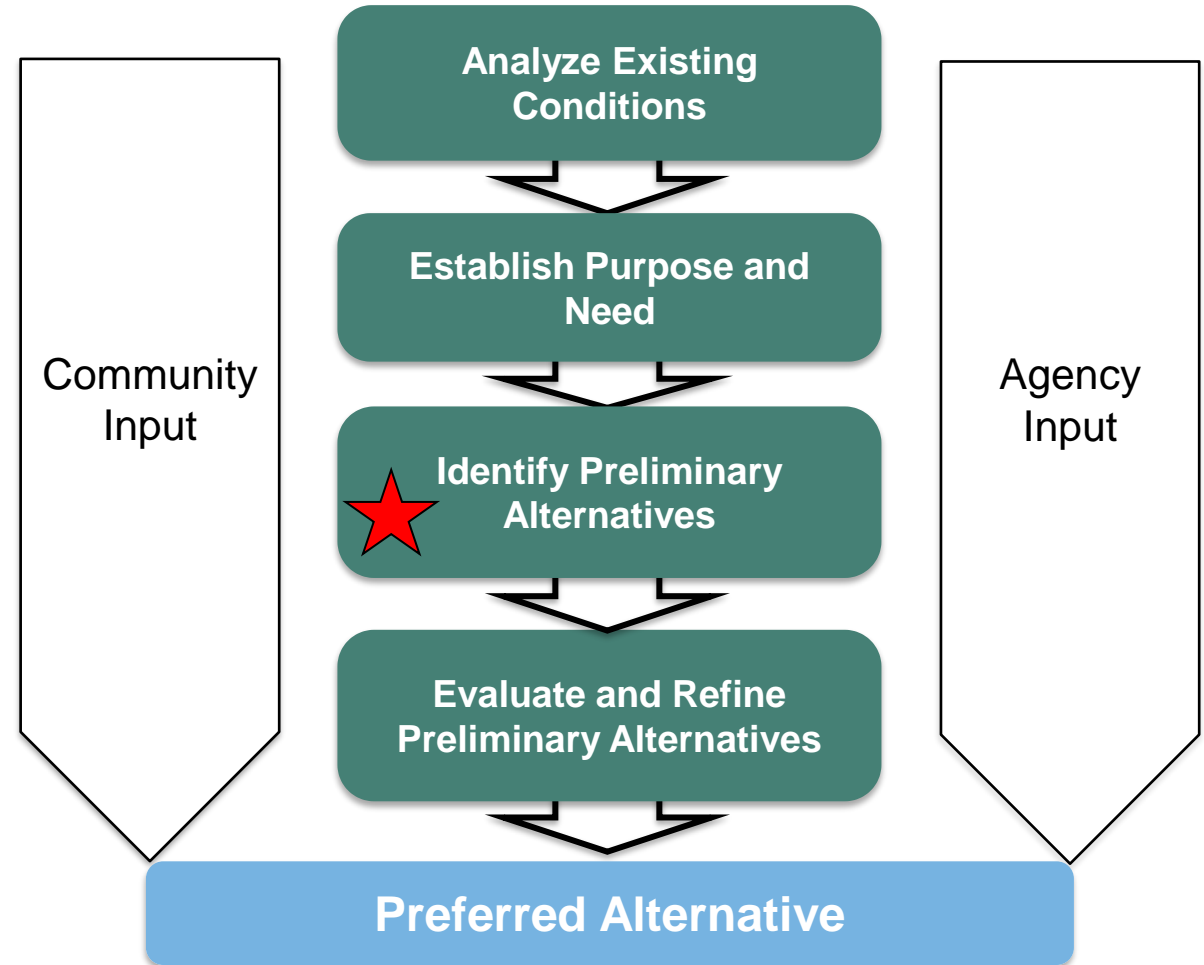
Project Team Goals

- Evaluate the Wolf Road corridor in the context of Cook County's 2040 Long Range Transportation Plan, *Connecting Cook County*, which prioritizes alternative modes of transportation including walking and biking
- Implement multi-faceted corridor improvements including pedestrian and bicycle accessibility, traffic operations, safety, drainage, pavement condition, and structures
- Construct corridor improvements to current standards
- Engage municipalities along the corridor (Indian Head Park, Burr Ridge, Countryside, and Willow Springs) to collect stakeholder input



Purpose and Need

- The Phase I Study follows the process laid out by the *National Environmental Policy Act (NEPA) of 1969*, which established a framework for environmental planning and decision making by federal agencies
- Preliminary Alternatives identification and refinement and Preferred Alternative recommendation are driven by a project's **Purpose and Need**



 = We are Here

Purpose and Need

- **Purpose** of the Wolf Road improvements:
 - Provide improved corridor operational efficiency and safety
 - Enhance corridor pedestrian and bicycle accommodation and safety
- **Need** of the Wolf Road improvements:
 - Intersection operations are not sufficient for future traffic demands
 - Corridor total crash rate and injury crash rate exceed statewide averages
 - Pedestrian and bicycle accommodations are inadequate

Initial Public Involvement Recap





- 102 Public Information Meeting #1 attendees
- 170 Town Hall Meeting attendees
- 332 individual comments submitted
- 764 petition signatures submitted on 3 petitions

Top 5 Comment Categories	Number of Comments*	Percentage of Comments
Negative About 5 Lane Typical Section	114	34%
Safety Concerns (Pedestrian and/or Vehicle)	101	30%
Positive About Sidewalk	95	29%
Landscaping / Vegetation / Wildlife Concerns	82	25%
General Opposition to Project / “Do Nothing”	78	23%

*Note: Individual comments often discussed multiple comment categories

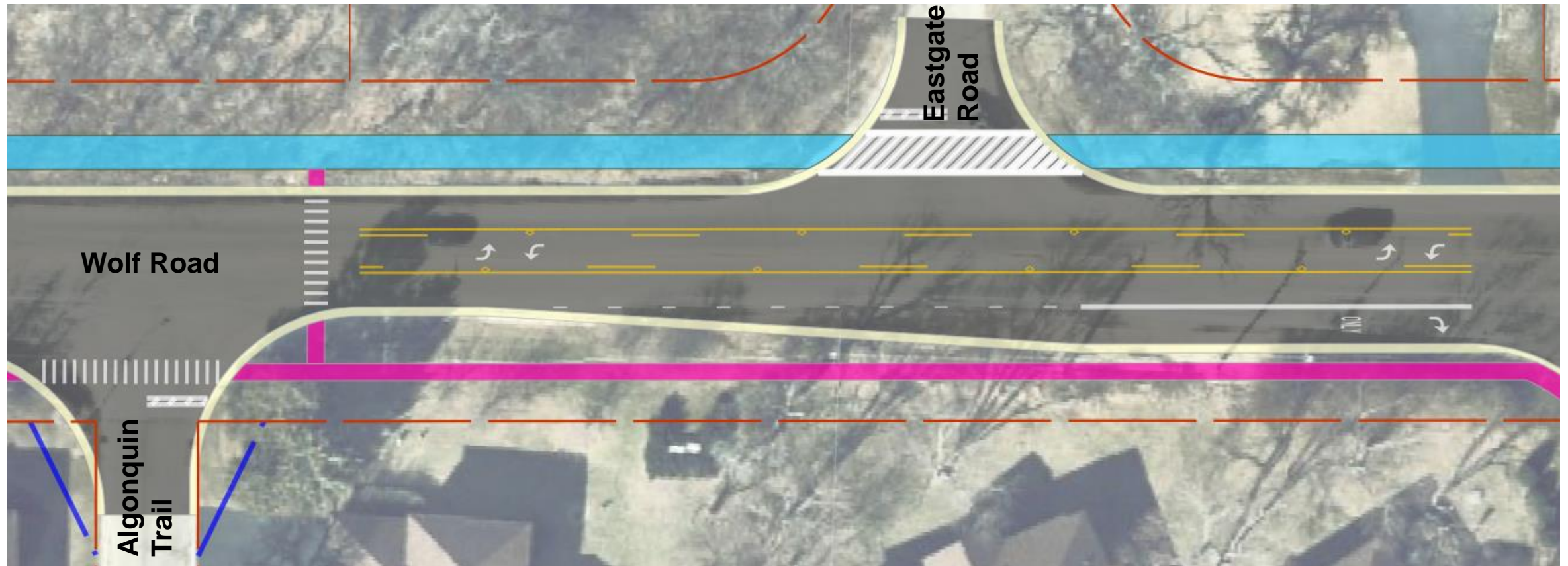
Initial Public Involvement Recap

- **Two-Way Left Turn Lane (TWLTL) Inclusion**
 - The IDOT Bureau of Local Roads and Streets Manual and IDOT Bureau of Design and Environment Manual provide guidance on when it is advantageous to include a TWLTL along a corridor

IDOT TWLTL Guidance	Wolf Road Corridor	
Areas with substantial mid-block left turns	There are 10 neighborhood entrance intersections between Joliet Road and Plainfield Road (0.9 miles in length)	
Two-lane undivided urban arterials	The existing roadway is a two-lane urban arterial	
Projected traffic volumes between 5,000 and 14,000 Average Daily Traffic (ADT)	The projected traffic volume between Joliet Road and Plainfield Road is 12,900 ADT	
Design speeds between 25 mph and 45 mph	The design speed is 35 mph	

Initial Public Involvement Recap

- Two-Way Left Turn Lane (TWLTL) Inclusion



North →

Initial Public Involvement Recap

- **Truck Traffic Concerns**

- Wolf Road does not currently have any truck traffic restrictions
- Cook County cannot implement truck traffic restrictions as part of these improvements
- Converting an existing 2 lane roadway to a 3 lane roadway with a center Two-Way Left Turn Lane (TWLTL) is not anticipated to cause any appreciable differences in traffic volumes (including truck traffic), beyond what is already projected for the 2050 design year

Initial Public Involvement Recap

- **Drainage Concerns**

- Drainage improvements include switching from open drainage ditches to a closed drainage system with curb and gutter and storm sewers
- The proposed drainage system will be designed in accordance with the IDOT Bureau of Local Roads and Streets Manual, the IDOT Drainage Manual, and Metropolitan Water Reclamation District of Greater Chicago (MWRD) standards
- The proposed drainage system will be reviewed by Cook County, IDOT, and MWRD as applicable
- The drainage improvements will be designed to account for existing paved area and any additional paved area and will not have negative impacts on properties within, adjacent to, upstream, or downstream of the project limits

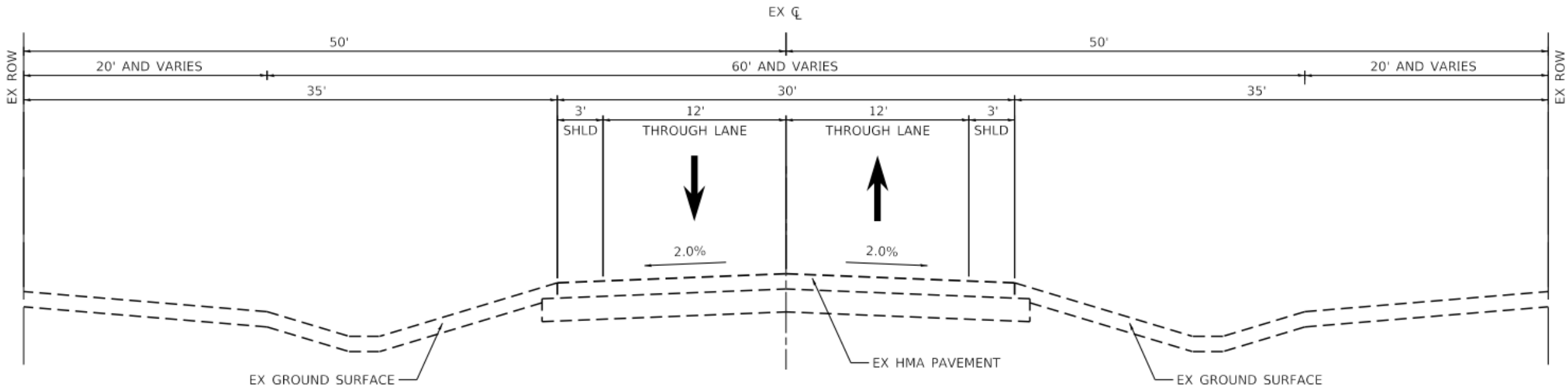


Roadway Typical Section Alternatives

- Existing Roadway
- 5 Lane Roadway (Alternative 1)
- 3 Lane Roadway (Alternative 2)
- Roadway Width Summary

Existing Roadway

- 12' wide lanes with 3' wide shoulders
- Open drainage ditches
- **30' total roadway width** (edge of shoulder to edge of shoulder)
- **60' total cross section width** (edge of ditch to edge of ditch)

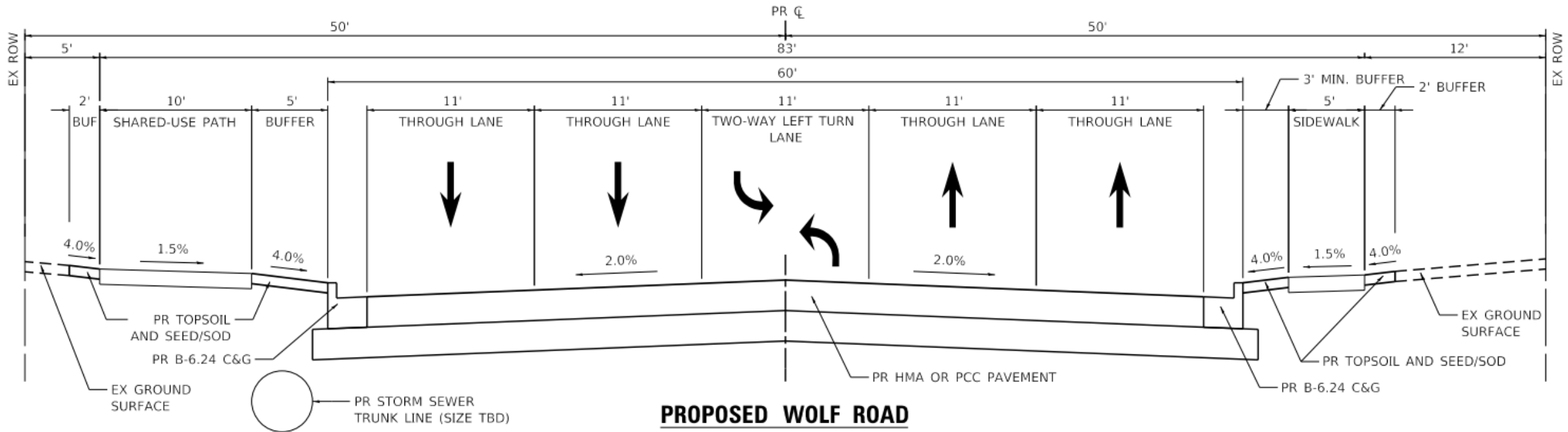


EXISTING WOLF ROAD

LOOKING NORTH BETWEEN JOLIET ROAD AND PLAINFIELD ROAD

5 Lane Roadway (Alternative 1)

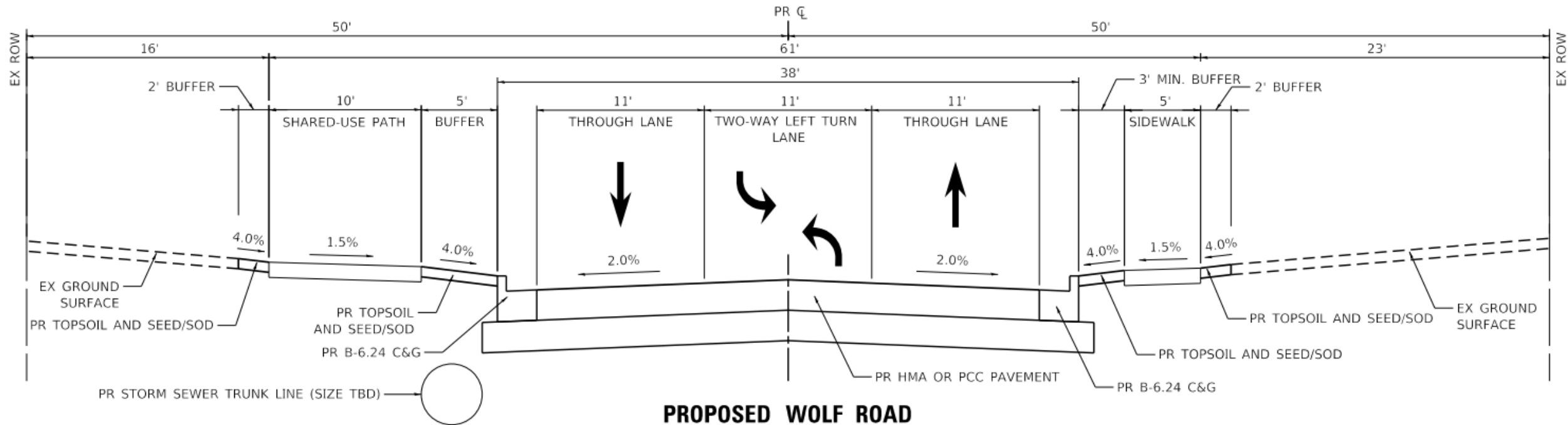
- 11' wide lanes
- Curb and gutter with storm sewer system
- **60' total roadway width** (edge of curb to edge of curb)
- **83' total cross section width** (edge of shared-use path to edge of sidewalk)



LOOKING NORTH BETWEEN JOLIET ROAD AND PLAINFIELD ROAD
SIDEWALK AND SHARED-USE PATH LOCATIONS TO BE FURTHER REFINED IN PREFERRED ALTERNATIVE

3 Lane Roadway (Alternative 2)

- 11' wide lanes
- Curb and gutter with storm sewer system
- **38' total roadway width** (edge of curb to edge of curb)
- **61' total cross section width** (edge of shared-use path to edge of sidewalk)



LOOKING NORTH BETWEEN JOLIET ROAD AND PLAINFIELD ROAD
SIDEWALK AND SHARED-USE PATH LOCATIONS TO BE FURTHER REFINED IN PREFERRED ALTERNATIVE

Roadway Width Summary

- Existing Cook County right-of-way is typically 100' wide along Wolf Road between Joliet Road and Plainfield Road (50' east and 50' west of roadway centerline)

	Total Roadway Width (Feet)	Total Cross Section Width (Feet)
Existing Roadway	30	60
5 Lane Roadway (Alternative 1)	60	83
3 Lane Roadway (Alternative 2)	38	61



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Initial Public Involvement Comment Summary (Part 1 of 2)

Comment Category	Number of Comments*	Percentage of Comments
Negative About 5 Lane Typical Section	114	34%
Safety Concerns (Pedestrian and/or Vehicle)	101	30%
Positive About Sidewalk	95	29%
Landscaping / Vegetation / Wildlife Concerns	82	25%
General Opposition to Project / “Do Nothing”	78	23%
Negative About 3 Lane Typical Section	63	19%
Truck Traffic Concerns	59	18%
Property Value Concerns	54	16%
Positive About 3 Lane Typical Section	46	14%
Drainage Concerns	44	13%
Negative About Shared-Use Path	38	11%
“Find a 3rd Alternative”	28	8%
Positive About Shared-Use Path	28	8%

*Note: Individual comments often discussed multiple comment categories

Initial Public Involvement Comment Summary (Part 2 of 2)

Comment Category	Number of Comments*	Percentage of Comments
Environmental / Air Quality / Noise Concerns	25	8%
“Only Do Resurfacing”	18	5%
More Information Required	18	5%
Negative About Sidewalk	15	5%
General Support of Project	12	4%
Privacy Concerns	12	4%
Negative About Two Way Left Turn Lane	9	3%
Fence Requests	6	2%
Positive About Two Way Left Turn Lane	5	2%
Add Traffic Signals	4	1%
Reduce the Speed Limit	3	1%
Add Dedicated Bike Lanes	2	1%
Positive About 5 Lane Typical Section	1	0%

*Note: Individual comments often discussed multiple comment categories