



Minutes
 Monthly Progress Meeting for March 2024
 Wolf Road Reconstruction Phase I Study
 Village of Indian Head Park, Illinois
 March 11, 2024, 2 P.M.

Invitees	Representing	Present	Absent
Amy Jo Wittenberg, Village President	Village of Indian Head Park (Village)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Charlie Eck, Village Trustee	Village of Indian Head Park	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gavin Morgan, Village Administrator	Village of Indian Head Park	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Katie Bell, P.E., Project Studies Manager	Cook County Department of Transportation and Highways (County)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Jennifer Palma Skrebo, P.E., Project Studies Division Head	Cook County Department of Transportation and Highways	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Caitlin Bettisworth, Senior Project Manager	R.M. Chin & Associates, Inc. (R.M. Chin)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Katrice Hodges Perkins, Assistant Project Manager	R.M. Chin & Associates, Inc.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Darcie Gabrisko, P.E., Project Manager	Strand Associates, Inc. [®] (Engineer)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Matt Gazdziak, P.E., Project Engineer	Strand Associates, Inc. [®]	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Tony Spinelli, P.E., CFM, Village Engineer	Strand Associates, Inc. [®]	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Alexa Morris, Roadway Engineer	Strand Associates, Inc. [®]	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A virtual meeting was held to discuss items that have been advanced since the previous meeting, items that are anticipated to be advanced before the next meeting, and other items related to the progress of the Study.

1. Items Advanced Since Previous Meeting

- a. Engineer reviewed the feedback that was collected on the alternative component maps and prepared a high-level summary to provide directional input to the Study Team on how the CAC and public felt regarding the different potential alternative components. This feedback was reviewed in conjunction with the previous survey and interactive mapping feedback collected. Engineer presented its general observations from the feedback collected, which consisted of the following.
 - (1) 79th Street to 72nd Street
 - (a) Strong support for a cross section with curb and gutter.
 - (b) Moderate support for a two-way left-turn lane (TWLTL) or turn lanes in some capacity.
 - (c) Strong support for sidewalk.
 - (d) Mixed support for and opposition toward a shared-use path.
 - (e) Strong opposition toward on-street bicycle lanes.
 - (2) 72nd Street to Joliet Road
 - (a) Strong support for a cross section with curb and gutter.
 - (b) Solid support for a TWLTL or turn lanes in some capacity.
 - (c) Strong support for sidewalk only on the west side of Wolf Road.
 - (d) Mixed support for and opposition toward a shared-use path.
 - (e) Strong opposition toward on-street bicycle lanes.
 - (3) Joliet Road to Plainfield Road
 - (a) Strong support for a cross section with curb and gutter.
 - (b) Solid support for a TWLTL or turn lanes in some capacity.
 - (c) Strong support for sidewalk.
 - (d) Mixed support for and opposition toward a shared-use path.
 - (e) Strong opposition toward on-street bicycle lanes.

- b. The Village independently reviewed the CAC and public feedback provided on the alternative component maps to identify potentially more nuanced trends and suggestions that may not have been captured in Engineer's high-level summary. The Village will provide its summary to the County, Engineer, and R.M. Chin.

2. Items To Be Advanced Before the Next Meeting

- a. Engineer will develop the first draft of the preliminary alternative plan exhibits based on the following components that were discussed and agreed upon by the Village, County, and Engineer.
 - (1) The locations of proposed sidewalk along the corridor will generally be a minimum of 5 feet wide to accommodate pedestrians. A wider sidewalk or shared-use path may be evaluated and incorporated in place of the minimum width sidewalk if it is determined that the impacts of those wider facilities do not have significant differences in impacts.
 - (2) 79th Street to 72nd Street
 - (a) A cross section with curb and gutter.
 - (b) Two roadway layouts
 - 1) Alternative One (Two-Lane Typical Section)–Two 13-foot-wide through lanes with 10-foot-wide left-turn lanes at select intersections.
 - 2) Alternative Two (Three-Lane Typical Section)–Two 11-foot-wide through lanes with a continuous 10-foot-wide TWLTL.
 - (c) Sidewalk on the east and west sides of Wolf Road to accompany the two roadway layout alternatives.
 - (3) 72nd Street to Joliet Road
 - (a) A cross section with curb and gutter.
 - (b) Two roadway layouts
 - 1) Alternative One (Two Lane Typical Section)–Two 13-foot-wide through lanes with 10-foot-wide left-turn lanes at select intersections.
 - 2) Alternative Two (Three-Lane Typical Section)–Two 11-foot-wide through lanes with a continuous 10-foot-wide TWLTL.
 - (c) Sidewalk on the west side of Wolf Road to accompany the two roadway layout alternatives.
 - (4) Joliet Road to Plainfield Road
 - (a) A cross section with curb and gutter.
 - (b) Two roadway layouts
 - 1) Alternative One (Two-Lane Typical Section)–Two 13-foot-wide through lanes with 10-foot-wide left- and right-turn lanes at locations where they are present in the existing conditions.
 - 2) Alternative Two (Three-Lane Typical Section)–Two 11-foot-wide through lanes with a continuous 10-foot-wide TWLTL and 10-foot-wide right-turn lanes at locations where they are present in the existing conditions.
 - (c) Sidewalk on the west side of Wolf Road to accompany the two roadway layout alternatives.

- (5) 79th Street Intersection
 - (a) The intersection will remain signalized.
 - (b) There will be 10-foot wide left-turn lanes at all legs of the intersection.
 - (c) There will not be any right-turn lanes.
- (6) Joliet Road Intersection
 - (a) The intersection will remain signalized.
 - (b) A 10-foot-wide left-turn lanes at the north and south (Wolf Road) legs of the intersection; 11-foot-wide turn-lanes at the east and west (Joliet Road) legs of the intersection
 - (c) A 10-foot-wide right-turn lanes at the south (Wolf Road) leg of the intersection, 11-foot-wide right-turn lanes at the east and west (Joliet Road) legs of the intersection.
- (7) Plainfield Road Intersection–The intersection will be improved as part of the ongoing Plainfield Road Phase I Study. The Wolf Road improvements will match into those at the south leg of the intersection.

3. Items for Which Input is Needed

The Village previously shared IDOT's *Vulnerable Road User Safety Assessment* report and a report from Johns Hopkins University regarding lane widths with the County and Engineer. The reports include recommendations on how reducing lane widths and posted speed limits can improve safety for non-motorized users. The County noted that historically, 12-foot-wide lanes were the standard in northeastern Illinois and within the County. In recent years, the County has generally shifted to 11-foot-wide lanes being the standard lane width for travel lanes and allowing 10-foot-wide turn lanes in certain situations, as reflected in the proposed improvement components. The Village inquired whether the County would consider using 10-foot travel lanes for the three-lane typical section as well, resulting in a cross section with three 10-foot lanes (travel–TWLTL–travel). Before the next meeting, the County will confirm with the Village and Engineer the minimum travel and turn-lane widths that will be acceptable for this project.

4. Anticipated Schedule

April 8, 2024–At the Monthly Progress Meeting for April 2024, Engineer will provide the first draft of the preliminary alternative plan exhibits for review.

5. Open Forum

- a. R.M. Chin will provide current Web site and public involvement statistics to the Village in advance of its March 14, 2024, Board meeting.
- b. The adjacent Plainfield Road Phase I Study recently updated the proposed improvement plan view exhibits. County will provide these exhibits to Engineer.
- c. The Village is undertaking an audit of trees along Wolf Road to identify location, size, and type of trees that may be impacted by the Wolf Road proposed improvements. The Village will provide this information to Engineer and County once the audit is completed.
- d. The posted speed limit along Wolf Road is currently 40 miles per hour (mph) between 79th Street and Joliet Road and 35 mph between Joliet Road and Plainfield Road. In conjunction with the



proposed improvements, the speed limit is proposed to be reduced to 35 mph between 79th Street and Joliet Road. This will result in a uniform speed limit of 35 mph along the entire corridor. The Village noted that drivers often travel at speeds in excess of the posted speed limit in present conditions.

- e. The Village noted that there have been several recent crashes that resulted from vehicles turning from Wolf Road into the residential neighborhoods west of Wolf Road, between Joliet and Plainfield Roads. Engineer will review its crash analysis to determine whether this aligns with the trend from the previous years of crash history that were evaluated.

2. Next Meeting

The Monthly Progress Meeting for April 2024 will be held on April 8, 2024, at 2 P.M. via Microsoft Teams.

If there are any additions or comments, please call 815-744-4200 ext. 3124.

Prepared and respectfully submitted by Matthew J. Gazdziak, P.E.

c: All Attendees