



Minutes
 Preliminary Roadway Design Meeting
 Wolf Road Reconstruction Phase I Study
 Village of Indian Head Park, Illinois
 March 18, 2024, 2:30 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"/>
Andrez Beltran, Assistant 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 type="checkbox"/>	<input checked="" type="checkbox"/>
Brian Roberts, P.E., PTOE, Traffic Manager	Cook County Department of Transportation and Highways	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Matt Gazdziak, P.E., Project Engineer	Strand Associates, Inc. [®] (Engineer)	<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 as a follow-up to the Monthly Progress Meeting on March 11, 2024, to refine the preliminary roadway design components discussed at that meeting.

1. Miscellaneous Discussion Items

The following miscellaneous items were discussed at the meeting.

- a. The County provided context on how its roadway design standards have changed over time. Historically, 12-foot-wide lanes were standard. In recent years, the County has generally shifted to 11-foot-wide lanes as the standard while allowing 10-foot-wide lanes in select situations. The County is also broadly changing corridors with an even number of lanes (two or four) to corridors with an odd number of lanes (three or five). This is being done on projects ranging in scope from full reconstruction to those with only pavement marking replacement. On corridors with an odd number of lanes, the center lane can be used for left turns. This approach has shown to reduce the number of crashes along a corridor by allowing vehicles waiting to turn left to be removed from the through lanes. The County considers every corridor and every project on a case-by-case basis.
- b. The IDOT standard for minimum roadway clear width along urban two-lane corridors with curb and gutter (face of curb to face of curb) is 30 feet. With a 2-foot-wide gutter on each side, the edge of pavement to edge of pavement width is 26 feet. This results in travel lanes that are 13 feet wide.
- c. The County standard for minimum roadway clear width is slightly different than IDOT's. The County's minimum standard roadway width along urban two-lane cross sections with curb and gutter (edge of pavement to edge of pavement) is 30 feet. This results in travel lanes that are 15 feet wide. With a 2-foot-wide gutter on each side, the face of curb to face of curb width is 34 feet. The County noted that this cross section is acceptable, but not preferable, along its roadways. Wider lanes can encourage speeding, as drivers do not feel as physically constrained as they do on narrower lanes.
- d. At the Monthly Progress Meeting for March 2024, two roadway alternatives were discussed. Alternative One (Two-Lane Typical Section) consisted of two 13-foot-wide through lanes with a 10-foot-wide left-turn lane at select locations. Alternative Two (Three-Lane Typical Section)

- consisted of two 11-foot-wide through lanes with a continuous 10-foot-wide two-way left-turn lane (TWLTL). Although the Village previously requested that Alternative One be part of the preliminary alternatives evaluated, based on this meeting's additional discussion, it was decided that Alternative One would not be further evaluated at this time. Engineer will focus on further evaluating Alternative Two for the roadway layout. Alternative One may be revisited in the future.
- e. 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 nonmotorized users. The Village is looking to incorporate these recommendations to the extent possible along the Wolf Road corridor. The Village noted that southbound vehicles travel in excess of the posted speed limit from Plainfield Road to Joliet Road, in part because of the elevation change in that segment that allows southbound vehicles to easily increase speeds.
 - f. It was discussed how roadway design can inherently lead to traffic calming, even if the posted speed limit is not changed. Visual cues can create the perception of physical constraints for drivers, which can reduce travel speeds. The 10-foot-wide TWLTL creates the opportunity to provide some of these visual cues in longer stretches of Wolf Road between intersections and driveways, where turning movements may not be necessary. Elements such as raised barrier medians for pedestrian refuge at crosswalks and raised barrier landscaped medians can be used to visually break up the corridor. The County noted that it has installed raised barrier landscaped medians along other County routes. Engineer will evaluate potential locations where these visual cues can be incorporated. It was noted that turning movements and intersection sight distance will control where these elements can potentially be placed. The minimum feasible length of median that will be considered is 100 feet.
 - g. At the Monthly Progress Meeting for March 2024, the pedestrian accommodations to be evaluated with the roadway layouts were discussed. Between Joliet and Plainfield Roads, the conclusion was that new sidewalk would be included on the west side of Wolf Road for the entire segment and on the east side of Wolf Road from Pembroke Drive to Plainfield Road, where it currently exists. After that meeting, the Village shared the results from its tabulation of the alternative component map feedback collected after CAC Meeting No. 1. The results indicated there may be public support for a continuous sidewalk on the east side of Wolf Road for the entire segment between Joliet and Plainfield Roads. It was decided that two sidewalk layout alternatives will be evaluated in this segment: one as previously discussed at the Monthly Progress Meeting for March 2024 and a second with sidewalk on both sides of Wolf Road between Joliet and Plainfield Roads. The impacts of the two alternatives can then be compared. The sidewalk will generally be a minimum of 5 feet wide with a 3-foot-wide buffer between the sidewalk and back of curb.
 - h. As Engineer develops the preliminary alternatives, the alignment of Wolf Road will be evaluated. Shifting the roadway alignment from its present-day location may help minimize impacts to adjacent properties.
 - i. After this meeting, the Village and Engineer will discuss the public release of the alternative component map feedback collected after CAC Meeting No. 1 on the Study Web site. The target is to publish the information by April 11, 2024.



2. 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.

3. 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