

May 6, 2025 FHWA Coordination Meeting

Attendance Roster

Virtual (WebEx)

Local Agency: Village of Indian Head Park

Section Number: 20-00014-00-PV

Agenda Item #: 3

Time: 10:15 AM to 10:45 AM

- Nicole Neal, FHWA
- Irene Pantoja, FHWA

- Stephen Letsky, IDOT Central Bureau of Local Roads & Streets (CBLRS)

- Dwayne Ferguson, IDOT Central Bureau of Design & Environment (BDE)
- Dr. Benjamin Sperry, IDOT Central Bureau of Design & Environment (BDE Air/Noise Specialist)
- Joe Galloy, IDOT Central Bureau of Design & Environment (BDE), Cultural Resources Unit
- Emilie Land, IDOT Central Bureau of Design & Environment (BDE), Cultural Resources Unit
- David Richter, IDOT Central Office

- Joy Gustafson, IDOT Dist. 1, Bureau of Land Acquisition (BLA)
- Mark Somers, IDOT Dist. 1, Bureau of Land Acquisition (BLA)

- Steve Lipkie, IDOT Dist. 1, Bureau of Maintenance

- Russell Pietrowiak, CMAP

- Michael Fricano, PMP, Planning Liaison, West Central Municipal Conference, Central Council of Mayors

- Kevin Stallworth, IDOT Dist. 1, BLRS (WebEx Administrator)
- Marilyn Solomon, IDOT Dist. 1, BLRS
- Moe Kawash, IDOT Dist. 1, BLRS
- Elizabeth Barrera-Vargas, IDOT Dist. 1, BLRS (Co-Host)
- Jiyeon Kim, IDOT Dist. 1, BLRS

- Amy Jo Wittenberg, President, Village of Indian Head Park (Village)
- Gavin Morgan, Administrator, Village

- Katie Bell, P.E., Assistant Director, Project Development, Cook County Department of Transportation and Highways (County)

- Matt Gazdziak, P.E., Project Manager, Strand Associates, Inc. (Strand)
- Tony Spinelli, P.E., CFM, Village Engineer, Strand
- Alexa Morris, Roadway Engineer, Strand



Meeting Minutes
Federal Highway Administration Coordination Meeting No. 2
Wolf Road Reconstruction Phase I Study
State Route–Joliet Road (FAU 3562)
Section No. 20-00014-00-PV
Village of Indian Head Park, Illinois
May 6, 2025, 10:15 A.M.

1. Meeting Outcomes

Village, County, and Strand representatives from the Study Team introduced themselves. Strand described the desired meeting outcomes as:

- a. Receive concurrence on the revised Purpose and Need.
- b. Receive concurrence on the scope of the Preferred Alternative.

2. Study Overview

- a. The Village is the Lead Agency on a Phase I Study along 2.3 miles of Wolf Road (FAU 2689) from 79th Street (FAU 1547) to Plainfield Road (FAU 1551). The Study limits primarily fall within the municipal boundaries of the Village and Burr Ridge, but the City of Countryside and Village of Willow Springs also abut small portions of the corridor. The County has jurisdiction of Wolf Road, 79th Street, and Plainfield Road.
- b. State routes are involved in the project. Wolf Road intersects Joliet Road (FAU 3562), where full intersection reconstruction is anticipated. Wolf Road travels under I-55 (FAI 0055), but the bridge is not anticipated to be impacted by the proposed improvements.
- c. Wolf Road travels under I-294, which is under the jurisdiction of the Illinois Tollway. The bridge is not anticipated to be impacted by the proposed improvements.
- d. The general Study scope includes full-depth roadway reconstruction and widening with a new TWLTL, new sidewalk, bridge replacement of S.N. 016-3016, culvert replacement of S.N. 016-3245, new curb and gutter with storm sewer, and traffic signal improvements. Urban New Construction/Reconstruction design criteria are being followed.

3. FHWA Coordination Meeting No. 1 Recap

The Study was first presented at the July 13, 2021, FHWA Coordination Meeting. Concurrences were provided on the following items:

- a. Purpose and Need–The purpose of the proposed improvements of Wolf Road from 79th Street to Plainfield Road is to provide improved operational efficiency and safety and enhance pedestrian and bicycle accommodation and safety. Improvements are needed to address intersection capacity and crashes and provide sidewalk connectivity and bicycle accommodation along the corridor.
- b. Logical Termini–79th Street to Plainfield Road.
- c. Anticipated Processing–Categorical Exclusion, subject to the results of the Environmental Survey Request and public involvement.

4. Study History

- a. September 2020 to March 2022–The Study kicked off and conducted reviews of existing roadway conditions, structures, drainage, hydraulics, crashes, and more. Two preliminary alternatives were developed.

- b. April 2022–Public Information Meeting (PIM) No. 1 was held in-person to present the preliminary alternatives.
 - (1) Preliminary Alternative No. 1 (Three- and Five-Lane Typical Section)–The south one-half of the corridor consisted of a three-lane typical section (one southbound, TWLTL, and one northbound). The north one-half of the corridor consisted of a five-lane typical section (two southbound, TWLTL, and two northbound) as design criteria were met for the additional travel lanes. The sidewalk and shared-use path (SUP) were included for the entire corridor.
 - (2) Preliminary Alternative No. 2 (Three-Lane Typical Section)–The corridor consisted of the three-lane typical section. The sidewalk and SUP were included for the entire corridor.
 - (3) Public reactions to this PIM were strong. There were 332 individual comments and three petitions containing a total of 764 signatures that were submitted. A summary of the comments were enclosed. The public overwhelmingly opposed Preliminary Alternative No. 1. The Study (as a whole) was generally negatively received by the public.
- c. May 2022 to July 2023–The Study Team reset, added additional public involvement services, and refocused the engagement approach moving forward.
- d. August to November 2023–The Study Team reemerged and enhanced the public involvement process by created a Study Web site, administering two surveys, and organizing a Corridor Advisory Committee (CAC), which included members of the public.
- e. December 2023–CAC Meeting No. 1 was held to review the Study goals, discuss the survey results, and identify new preliminary alternatives.
- f. January to June 2024–New preliminary alternatives were identified based on CAC feedback.
- g. July 2024–The new preliminary alternatives were presented to the CAC to gather input.
- h. August to November 2024–The new preliminary alternatives were adjusted based on CAC feedback.
- i. December 2024–PIM No. 2 was held in-person to present the three new preliminary alternatives. All alternatives contained the same three-lane roadway typical section (one southbound, TWLTL, and one northbound)
 - (1) Preliminary Alternative No. 1 (Baseline Sidewalk)–This contained a “lite” version of new sidewalk by making connections and filling in gaps but not including sidewalk on both sides of the road for portions of the corridor.
 - (2) Preliminary Alternative No. 2 (Full Sidewalk)–This contained a more comprehensive version of the new sidewalk by expanding upon the Baseline Sidewalk layout to include sidewalk on both sides of the road for much of the corridor.
 - (3) Preliminary Alternative No. 3 (SUP): This contained a SUP on one side of the road and a sidewalk on the other side.
 - (4) Public reactions to this meeting were generally positive. There were 114 individual comments and four petitions containing a total of 268 signatures that were submitted. A summary of the comments is enclosed. The public generally preferred Preliminary Alternative No. 1 (Baseline Sidewalk).
- j. January to February 2025–The Study Team evaluated the public feedback.

- k. March 2025–The Village selected Preliminary Alternative No. 1 (Baseline Sidewalk) as the preferred alternative. This selection was made in conjunction with the County and Burr Ridge.

4. Purpose and Need Revision

- a. Previous–The purpose of the proposed improvements to Wolf Road from 79th Street to Plainfield Road was to provide improved operational efficiency and safety and enhance pedestrian and bicycle accommodation and safety. Improvements were needed to address intersection capacity and crashes and provide sidewalk connectivity and bicycle accommodation along the corridor.
- b. Revised–The purpose of the proposed improvements to Wolf Road from 79th Street to Plainfield Road is to provide improved operational efficiency and safety and enhance pedestrian ~~and bicycle~~ accommodation and safety. Improvements are needed to address intersection capacity and crashes and provide sidewalk connectivity and ~~bicycle~~ accommodation along the corridor.
- c. The revised Purpose and Need statement received conditional approval from Stephen (IDOT CBLRS). This approval is contingent upon additional documentation being provided by the Study Team showing how bicycle accommodation is opposed by the community. This documentation will consist of information collected as part of the public involvement activities and be provided after the meeting. Once this information has been provided to IDOT CBLRS, approval of the revised Purpose and Need statement will be granted via e-mail.

5. Preferred Alternative Selection and Scope

- a. The Study Team proposes moving forward with Preliminary Alternative No. 1 (Baseline Sidewalk) as the preferred alternative. Typical sections and a preliminary roadway layout from PIM No. 2 are enclosed.
- b. The general Study scope identified in 2.d of this agenda still applies.
- c. Although the inclusion of bicycle accommodations were anticipated at the start of the Study, the public engagement activities and feedback collected have shown that these are not desired by the community.
- d. The preferred alternative scope received conditional approval from Stephen, pending the formal approval of the revised Purpose and Need statement discussed in Item 5.c.

6. Open Forum

- a. The Study Team has a target Design Approval date of August 2027.
- b. It was noted that Joliet Road is under IDOT jurisdiction, and the scope of improvements (full intersection reconstruction with new curb lines) will require a Bicycle Travel Assessment be completed using BDE Form 1702. This should be coordinated through Marilyn and Moe, who will engage Carlos Feliciano as part of the discussion.
- c. Lighting improvements along the corridor have not been determined.
- d. IDOT confirmed that a noise analysis is not required based on the scope of the improvements.



- e. Before this project receives Design Approval, the project needs to be added to the TIP.
- f. Historic and potentially historic properties have been identified within the Study limits. Emilie requested the most current version of plans be provided, through Marilyn and Moe, so that the historic evaluation can continue.

7. Next Meeting

The Study Team anticipates attending a third FHWA Coordination Meeting after the preferred alternative refinements occur and final impacts are better understood. The timing of this will be determined at a later date.

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

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

Enclosure

c/enc: All Attendees