Public Information Meeting
Meeting Summary

A Public Information Meeting for the North York Road at Harger Road Intersection Improvement was held on Thursday, April 11, 2019 from 5 P.M. to 8 P.M. at the Oak Brook Village Hall West Wing Conference Room (1200 Oak Brook Road) in Oak Brook, Illinois. The purpose of the meeting was to present the study process and existing conditions, present the proposed improvements, and gather input. The meeting was conducted in an open house format with exhibits on display for review. Attendees had the opportunity to speak with Village staff and consultant representatives and provide written comments on the proposed improvements. A total of 49 people recorded their names on the attendance register. Two written comments from three individuals were received at the meeting. The comment period ended on April 25, 2019. Three comments from three individuals received during the comment period after the meeting was conducted, for a total of five written comment forms.

The following public agency representatives were in attendance:

- Village of Oak Brook
  - Doug Patchin
  - Rick Valent
  - Riccardo Ginex
- Village of Oak Brook Board
  - Mayor Gopal Lalmalani
- York Township
  - John Valle
- DuPage County Department of Transportation
  - Sidney Kenyon
- Forest Preserve District of DuPage County
  - Kevin Stough

Public comments received were generally in regard to the following topics:

- Delays turning from Timber Edge Drive onto Harger Road.
- Support for an exclusive right turn lane on southbound York Road.
- Safety concerns along Harger Road.
- Project schedule.
- Maintenance of traffic during construction.
- Delays from an additional signal on York Road.
- Support for proposing full-access at the York Road/Harger Road intersection.
- Accommodation of road cyclists.
- Sight lines and lighting in tunnel.

A list of common questions received during or after the meeting are listed below, with responses following.

1. **How will traffic and access be maintained through construction?**

   The project is proposed to be constructed in stages. Full access to and from Timber Edge Drive and from the York Woods Forest Preserve to Harger Road will be maintained during construction. Access to the westbound I-88 entrance ramp will be maintained during construction. Continued right-in/right-out access at York Road and Harger Road will be provided during construction until the necessary provisions to allow full-access at the intersection are constructed. Trail traffic along the Salt Creek Trail will be maintained throughout construction. The maintenance of traffic stages along each roadway is described below:

   Harger Road
   Temporary pavement will be constructed along Harger Road to maintain one through lane in each direction during construction. During the first stage of construction, the proposed eastbound lanes of Harger Road will be constructed and two-way traffic will utilize the existing westbound lane and temporary pavement for travel. During the second stage of construction, two-way traffic will be shifted to the newly constructed portion of Harger Road while the remaining proposed westbound travel lanes are constructed.

   York Road
   Temporary lane closures are proposed along York Road to compete the roadway widening and resurfacing. During the first stage, the proposed full-depth pavement widening and resurfacing of the outsides of York Road will be constructed, while one lane in each direction is maintained along York Road adjacent to the work. During the second stage, the two lanes of traffic are shifted to the newly constructed outside lanes while work continues on the proposed median. During resurfacing, one direction of travel will be resurfaced at a time, while maintaining one lane of travel adjacent to the resurfacing, and two lanes of travel in the opposite direction.

Salt Creek Trail
The Salt Creek Trail realignment and proposed underpass are also proposed to be constructed in stages, in concert with the Harger Road construction stages. Before construction on the project begins, a temporary trail will be constructed. The temporary trail will guide users from the existing Salt Creek Trail overpass over I-88 to the York Road/Harger Road intersection, continue along the north side of Harger Road to Timber Edge Drive, and then travel along the north/west side of Harger Road from Timber Edge Drive to the forest preserve entrance.

The existing stop sign control at York Road/Harger Road will be maintained. The stop sign for westbound Harger Road vehicles will be removed. An additional temporary stop sign is proposed to control southbound Timber Edge Drive vehicle movements. A temporary traffic signal will be installed to control southbound right-turning vehicles from York Road onto Harger Road. These traffic control measures will allow for trail users to cross along the west leg of Harger Road and the north leg of Timber Edge Drive during construction. Temporary striping and pedestrian signs at the forest preserve entrance intersection will allow users traveling from the west along Harger Road continued access into the forest preserve during construction.

During the second stage of construction, trail users would be directed along the newly constructed trail south of Harger Road and toward the intersection with the forest preserve, were temporary striping would allow users to cross Harger Road into the forest preserve and access the main trail. The temporary striping and pedestrian signs will remain in place during this stage for trail users accessing the forest preserve from the west.

2. **What is the project schedule? When will this project be constructed?**

   As the Village has secured federal funds to assist with the costs of constructing the roadway improvements, this project is following the Federal-aid project development process. The Federal-aid process consists of three phases: Phase I (preliminary engineering), Phase II (detailed contract plans), and Phase III (construction). The project is currently in Phase I, with final environmental and design approvals anticipated to be obtained in Fall 2019. Detailed construction plans (Phase II) are anticipated to be completed for a June 2020 construction letting date, at which point, physical construction (Phase III) would begin. Construction of both the roadway project and proposed underpass are anticipated to last one construction season, and be completed by late Summer 2021.

3. **Will the proposed traffic signal at York Road/Harger Road cause southbound right-turning vehicles to back up on the eastbound exit ramp from IL Route 38 (Roosevelt Road)?**

Traffic analyses were conducted at intersections within and surrounding the project to ensure the proposed improvements would accommodate future traffic volumes and provide sufficient operations. Typically, traffic analyses are conducted to accommodate the heaviest travel hours of the day, also referred to as peak hours. If the operation can be shown to be satisfactory during the peak hours, the operation should be even better throughout the remainder of the day during off peak hours. The analyses also consider future traffic volumes, which are typically projected 20 years in the future. These future traffic volumes are coordinated with the Chicago Metropolitan Agency for Planning (CMAP) and consider their latest adopted traffic forecasting plan. For this project, the *ON TO 2040* plan was considered.

Twenty-four hour traffic counts were collected at intersections within and surrounding the project area in July 2016 and updated in June 2017. The existing traffic count information was analyzed and consideration as to how travel patterns may change by the proposed access revisions were evaluated. This analysis was coordinated with CMAP for concurrence and to determine projected traffic volumes in 2040. The 2040 projected traffic volumes were then analyzed using traffic modeling software to determine future operations at each intersection.

At York Road/Harger Road, an exclusive southbound right-turn lane is proposed. This improvement helps to alleviate current conflicts between familiar drivers who utilize the existing wide shoulder as a de-facto southbound right-turn lane and those who properly use the outermost shared through-right travel lane to turn onto Harger Road. With the addition of a southbound right-turn lane and the proposed traffic signal phases at York Road/Harger Road, additional green time is allotted for the southbound right-turn movement to occur at the same time as eastbound turning movements from Harger Road in what is called an “overlap” traffic signal phase. The only period of time when the southbound right-turning vehicles will experience a red light is during the green phase for northbound left turning vehicles due to conflicting turning paths. This signal phasing allows for the southbound right-turn movement to operate at a Level of Service (LOS) A during both the morning and evening peak hours and experience queues less than 145 feet (approximately one-third of the distance from the traffic stop line to the gore of the exit ramp terminal). These results confirm vehicle queue are not anticipated to cause vehicle backups on the exit ramp from eastbound Roosevelt Road as a result of the installation of a traffic signal.

The weaving movements between vehicles exiting eastbound Roosevelt Road to travel south on York Road and vehicles accessing the proposed exclusive southbound right-turn lane from York Road were also analyzed using Highway Capacity Manual (HCM) methodologies and traffic simulations. During both the morning and evening peak hour, the weaving interaction was shown to operate at LOS A in the morning and LOS B in the evening peak hours. This operation level further confirms backups on the exit ramp from eastbound Roosevelt Road are not anticipated.

4. **It is dark along Harger Road at night. Is lighting proposed along Harger Road?**

   Crash analyses were conducted within the project study area over a five year analysis period to determine if proposed roadway lighting is warranted. When the ratio of night-time crashes to day-time crashes exceeds 2:1, proposed roadway lighting is considered. Between January 1, 2012 and December 31, 2016, a total of 25 crashes were reported in the study area, primarily at the intersections of York Road/Harger Road (16 crashes), Harger Road/Timber Edge Drive (5 crashes), and the Harger Road/Westbound I-88 entrance/Forest Preserve entrance (4 crashes). Of these crashes, only two crashes occurred during night-time conditions, one at York Road/Harger Road and one at the Harger Road/Westbound I-88 entrance/Forest Preserve entrance. Therefore, proposed lighting along Harger Road is not warranted based on this crash analysis. Lighting is present along York Road and will be maintained after construction.

5. **Is lighting proposed in the Salt Creek Trail underpass?**

   Appropriate lighting will be included in the underpass.

6. **The proposed improvement shows an access driveway on the east side of the York Road/Harger Road intersection. Is there anything planned for this vacant parcel?**

   Land owners/potential developers have considered various developments for this parcel in the past. Potential developments include a residential area or a storage unit facility, amongst other proposals. Many proposals found difficulty with the uses of and access to the parcel given its surroundings. At this time, there are no plans for development of the parcel, however, right-in/right-out access to the parcel is maintained for any potential future development via the access driveway to the east of the York Road/Harger Road intersection for any potential future development.

7. **A stop sign is proposed along Timber Edge Drive, but not along Harger Road. Turning left from Timber Edge Drive onto Harger Road will be very challenging. How are residents to the north and west of this project going to access the York Road/Harger Road intersection?**

   In the existing condition, users of the IL Route 38 (Roosevelt Road) Frontage Road/Timber Edge Drive are not controlled at the approach to Harger Road to continue west along Harger Road or to turn onto Harger Road to access York Road. Westbound vehicles on Harger Road traveling from York Road must stop at Timber Edge Drive prior to turning north along Timber Edge Drive or continuing south on Harger Road to access westbound I-88 or continue west toward the Oak Brook Shopping Center. Existing traffic counts collected at the Harger Road/Timber Edge Drive intersection show heavy traffic volumes occur on Harger Road

attempting to turn left at the intersection: approximately 450 vehicles in the morning peak hour and over 550 vehicles in the evening peak hour. In comparison, only 25 vehicles in the morning peak hour and 90 vehicles in the evening peak hour were observed approaching the intersection from the north on Timber Edge Drive. Future traffic volumes predict increases in traffic along Harger Road to approximately 500 vehicles in the morning peak hour and 800 vehicles in the evening peak hour, while traffic along Timber Edge Drive will remain approximately the same.

This imbalance of traffic volumes shows the predominant traffic movements are currently required to stop at the intersection, which has been observed to cause backups from Harger Road onto York Road during peak travel times.

The proposed improvement aims to improve overall traffic operations by realigning Harger Road to allow for unimpeded traffic flow approaching and leaving the York Road intersection. Timber Edge Drive is proposed to be realigned as well to create a stop-controlled T-intersection with Harger Road. Full-access will continue to be provided at the proposed intersection, with an opening in the proposed median along Harger Road to allow for left-turns to and from Timber Edge Drive. This proposal allows for the predominant Harger Road traffic to continue without stopping at Timber Edge Drive. An exclusive westbound left-turn lane is also proposed along Harger Road at the westbound I-88 entrance ramp to allow vehicles passing this access point to continue travel without being blocked by left-turning vehicles onto the entrance ramp.

Traffic analyses at the proposed Harger Road/Timber Edge Drive intersection show the movements from Timber Edge onto Harger Road operate at LOS B in the morning peak hour and LOS C in the evening peak hour. Gaps in traffic flow afforded by the up-stream traffic signal at York Road will help provide opportunities for left-turning vehicles from Timber Edge Drive. Additional signage or pavement striping noting “Do Not Block to Intersection” for eastbound vehicles on Harger Road to provide additional opening opportunities for left-turning Timber Edge Drive vehicles could be considered if the access becomes challenging for motorists on Timber Edge Drive. Also, if left turning motorists on Timber Edge Drive find the turn to be undesirable, the Harger Road intersection with the westbound I-88 entrance ramp/forest preserve access has been designed to permit a westbound to eastbound u-turn movement.

8. **The Timber Edge Drive-Harger Road-Spring Road loop is a popular route for road bicyclists. How will this project affect this activity?**

   Road cyclists will continue to be able to use this loop. They will be subject to the stop sign which will be installed on Timber Edge Drive at Harger Road.

9. **Please consider removing the proposed 6-foot wide concrete barrier median proposed between the westbound I-88 entrance ramp/forest preserve access intersection and Timber Edge Drive as it creates a hazard.**

   The proposed six-foot barrier median is a standard engineering feature used to properly channelize motorists at intersections. It is particularly important to maintain the median in this project given the curvilinear nature of the horizontal alignment combined with the vertical profile changes. The median will also accommodate turn lane signage. The medians will be designed and constructed in accordance with all applicable standards and specifications. Plastic delineators can be considered in the future at the noses of the medians to increase conspicuity for the general motoring public and to provide guidance for plow drivers during heavy snow events.

10. **Have lines of sight for cyclists approaching and riding through the underpass been considered?**

    Yes. Modifications to early iterations of the underpass design were made so that cyclists would have a clear line of sight through it as they approach from either end. This was accomplished by adjusting the angle of the underpass and ensuring a long enough tangent length is provided through the tunnel before introducing horizontal curves.

11. **Can noise walls be installed along I-88 between York Road and the toll plaza?**

    The Village of Oak Brook is aware of the concerns among some residents in Tuscan Woods and Yorkshire Woods regarding traffic noise levels coming from I-88. Improvements made as part of this specific North York Road and Harger Road Intersection Improvement (a Federal-aid highway project) must relate specifically to this project itself. There is no work being performed on I-88 as part of this intersection project, and therefore an analysis of traffic noise emanating from I-88 is not part of the study of the intersection. A highway traffic noise analysis relating specifically to this North York Road/Harger Road project was completed in accordance with Federal-aid requirements. It was determined that while there are high noise levels in the Tuscan Woods neighborhood relating to I-88, the change in noise levels relating specifically to the North York Road/Harger Road intersection project will not be perceptible. It was determined that even if a noise barrier was installed along Harger Road adjacent to the intersection improvement project, it would not provide any perceptible benefit to the Tuscan Woods neighborhood due to the predominant noise source along I-88. Construction of a noise barrier as part of this intersection improvement project is therefore considered infeasible in accordance with Federal-aid criteria and no noise barriers will be installed as part of this project.