MEETING SUMMARY
SIG MEETING #2

February 17, 2022, 2pm
Old McHenry Crossings Phase I
Section No. 19-00999-65-ES

The Stakeholder Involvement Group (SIG) Meeting #2 was conducted February 17, 2022, for the Old McHenry Crossings Phase I Project. Due to the COVID-19 pandemic and Lake County's policies, which prohibited in-person public meetings at the time of the meeting, this event was conducted via Zoom videoconference. The meeting consisted of an upfront PowerPoint presentation by the project team, a large group discussion, small group breakout session and a question/answer session. The meeting began at 2pm and ended at 4pm and was attended by 16 SIG members, 10 project team members, and 4 other attendees. The purpose of this SIG meeting was to provide a recap of SIG #1 and project process, to discuss the project Purpose and Need and to introduce the Alternative Development Process. The purpose of the small group breakout session was to solicit input from the SIG on key issues and opportunities to be considered during the Alternative Development Process.

Notification

The SIG members were notified of the meeting via an email "Save the Date" on January 20, 2022 and were requested to register to attend the meeting in another email on February 4, 2022.

Meeting Attendance

The following SIG members were in attendance:

NAME	ORGANIZATION	TITLE
Mr. Bob Atwater	Apex Landscaping	Owner
Mr. Joe Christopherson	Lake Zurich Fire Department	Deputy Chief - Administration
Mr. Roberto Diaz	Hawthorn Wood Unit 5	Resident
Mr. Douglas Duval	St. Matthew's Lutheran Church & School	Church & School Administrator
Ms. Erika Frable	Village of Hawthorn Woods	Director of Public Works/Village Engineer
Mr. Howard Goodman	Transit Management Association Lake-Cook	Executive Director
Mr. Jim Herriman	Quentin Road Baptist	Head Engineer
Mr. Joel Klippel	Forest Lake	Resident
Dr. Philip Lane	Old Barn Lane	Resident
Mr. Marc Linhardt	Commuter	Commuter
Dr. Dean Romano	Lake Zurich School District 95 / Spencer Loomis /	Assistant Superintendent for Business & Operations
Mrs. Patrice Ronczkowski	Heather Highlands / Quentin Road Baptist / Ela Twp	Resident
Mr. Rob Sabo	Wicklow Village	Resident
Mr. George Sambor	Architect/Planner/ 35year resident	Resident

NAME	ORGANIZATION	TITLE
Mr. Paul Smith	Wicklow Village	Resident
Ms. Kim Wasson	Forward Stride Stables	Owner

The following individuals have been invited to be a part of the SIG but did not attend the meeting:

NAME	ORGANIZATION	TITLE
Ms. Jill Anderson	Foglia YMCA	Interim Executive Director
Mr. Michael Brown	Village of Lake Zurich	Director of Public Works
Mr. Greg Dwiel	Forest Lake Community Association	Board Chair
Mr. Michael Gressick	Copperfield of Hawthorn Woods	Resident
Ms. Ellyn Kearney	Bridle Woods	Resident
Mr. John Kelly	St. Matthew's Lutheran Church & School	President/Chair
Ms. Mia Langer	Hawthorn Trails	Resident
Mr. Erich Massat	Wheeling Wheelmen TLEN Cycling Team / LZSD 95	Commuter / Bus Driver
Mr. Ryan May	White Birch Lakes	Resident

The following project team members attended the meeting:

LCDOT	Kevin Carrier, Chuck Gleason
TRANSYSTEMS	Matt Smith, Chuck Stenzel, Ben Vander Wal, Mat Ciss
CBBEL	Mike Matkovic, Matt Huffman, Julia Nigohosian
TESKA	Jodi Mariano

Other non-SIG and project team members in attendance:

NAME	ORGANIZATION	TITLE
Ms. Catherine Sbarra	Lake County	County Board Member Dist #19
Ms. Jessica Vealitzek	Lake County	County Board Member Dist #10
Ms. Deb Ackerson	Senator McConchie	Staff (IL State Senator 26th Dist)
Ms. Donna Young	Representative Bos	Staff (IL State Rep. Dist 51)

MEETING AGENDA & PRESENTATION:

A meeting agenda was prepared and is included in Attachment A, and was distributed ahead of the meeting:

1. Introductions & Zoom Utilization
2. SIG #1 Recap and Project Progress
3. Where we are in the NEPA Process
4. Project Purpose and Need
    a. Large Group Discussion – Q&A
5. Break
6. Alternative Development Process
    a. Evaluation and Screening Process
    b. Small Group Breakout Discussion
7. Next Steps & Schedule
8. Q&A

The meeting was facilitated via PowerPoint presentation using Zoom Meetings platform which covered project introductions, Zoom utilization, SIG #1 recap and project progress, where we are in the NEPA process, Project Purpose and Need, Alternative Development Process. The PowerPoint slides are included in Attachment B. Two interactive activities were conducted. Activity #1 included a large group discussion and Q&A session to hear feedback and questions from the SIG about the Project Purpose and Need. Activity #2 included a small group breakout discussion, which included facilitated discussions about key issues and opportunities to be considered during the upcoming Alternative Development Process. PDFs of the PowerPoint slides are included in Attachment B. Video recordings of the presentation and meeting activities are posted to the project website at the following link: https://omxproject.com/public-outreach/.

LARGE GROUP DISCUSSION – Q & A

Following the presentation about the Project Purpose and Need, SIG Members were invited to provide comments and ask questions about the Project Purpose and Need. A list of questions/comments and responses follow below:

QUESTION (Erika Frable): We understand the data shows that the delay time associated with railroad gates down is listed at an average of 4 minutes. The Village has seen delays up to 2-3 hours on certain occasions; St Matthews, the YMCA and our residents have seen significant impacts, including safety and emergency vehicles that have been unable to reach destinations in times of critical need.

ANSWER: The Project Team understands and acknowledges the variation with the gates down time, including occasional extreme events when the train is stopped, and the adverse effects on emergency responders. The average gates down time of 4 minutes are based on a typical day without a stopped train for purposes of quantifying typical delay and associated costs for the Purpose and Need document. The Purpose and Need document also acknowledge the serious issues with the extreme gates down times.

COMMENT (Joel Klippel): The corridor has a lot of challenging intersections which cause delays while people are stacked up trying to beat the traffic signals. Speed limits are high and there are a lot of distracted drivers. Backups on Quentin Road seem to align with train backups. Delays associated with the railroad crossing gates down affect other roadway intersections beyond the railroad crossing.

COMMENT (Catherine Sbarra): Thank you for the extensive work and we are looking forward to this improvement, especially for the first responders. Thanks, and great job!

COMMENT (Patrice Ronczkowski): I live on Heather Lane and have difficulty accessing Quentin Road when trains are backed up. I'm surprised there have not been more accidents at the intersection of Quentin Road and Heather Lane because frustrated drivers speed southbound on Quentin after turning.

QUESTION (Bob Atwater): How far does this study go? Are we creating other problems by addressing this one?

ANSWER: As mentioned in the presentation and discussed in the Purpose and Need document, this project was identified as part of the Lake County 2040 Long Range Transportation Plan, the Illinois Commerce Commission safety improvements evaluation, and the CMAP evaluation of regional grade crossing priorities. Additionally, the project limits were coordinated with IDOT and FHWA to ensure their concurrence with the project termini, which is required as part of the federal project development process. This project is one of many transportation improvement projects being planned for in Lake

County, which is discussed in the County's plan. For example, Gilmer at Midlothian will also be improved by the County in the near future; and IDOT has improvements to IL Route 22, including widening to 2 lanes in each direction, in their current multi-year plan.

QUESTION (George Sambor): How are the alternate solutions going to be considered and evaluated? Over the 35 years I've been traveling through here, the above or below grade railroad separation will alleviate the problems that occur when a train goes through. The grade separation may bring more traffic to the area which may be a concern. Now is the time to look at the network of roads to be able to take a look at the big picture to take advantage of how we can alleviate traffic for the whole community.

ANSWER: The range of alternatives have not yet been defined. The team is working on that now and will evaluate alternatives by looking at criteria such as transportation performance, safety, mobility, non-motorized travel, impacts to surroundings, and costs. Regarding underpasses and overpasses: both options are on the table. These will be further discussed at our SIG meeting in May. The Purpose and Need is the foundation of the project; it identifies the deficiencies under the current conditions and sets the table for reasonable alternatives. The second part of the conversation is about looking at the range of alternatives to be considered. A subarea travel demand model was used to forecast the OMX Project 2050 traffic volumes for the various alternatives. This model was developed by the consultant and is based on the regional travel demand model maintained by CMAP (The Chicago Metropolitan Agency for Planning). To capture the regional nature of traffic on this section of Old McHenry Road the subarea model's roadway network includes all of Lake County and extends into McHenry, Kane, and Cook counties. Neither the CMAP regional model nor project subarea model reflect the impact of the CNRR crossing at Old McHenry Road on travel demand. It is important to note, however, that the demand models do represent the predominant travel condition (i.e., most hours of the day) which is one in which the gates are not down, and the crossing is not an impediment to travel.

QUESTION (Joel Klippel): What is the general required distance for an underpass? Would the grade change from Midlothian to Quentin? And does that add more complexity to the project (such as creating blind corners at intersections)?

ANSWER: Overpasses and underpasses have different requirements due to height clearances, and the lengths will also be impacted by topography and other geometric details. Generally, it is longer to go over than it is to go under based on the over vs under vertical clearance requirements. Roadway and intersection improvement needs, including sight distance at intersections, are all elements that will be taken into consideration as the team progresses.

INTERACTIVE WORKSHOP #2 – Small Group Break Out Discussion and Reporting Back

The project team facilitated Interactive Workshop #2 via three small groups using Zoom breakout rooms. Each small group had a project team facilitator and scribe. The focus of this workshop was to discuss issues and opportunities for the corridor that should be considered as the project team proceeds with Alternatives Selection.

The scribe notes sheets taken during the meeting are shown below:

Group #1

BREAKOUT GROUP # 1 - Patrice R, Doug D, John K, Erika F, Dean R, Marc L, Bob A, Paul S, George S Facilitated by: Matt Smith / Jodi Mariano Documented by: Jodi Mariano		
	Old McHenry Road Evaluation Criteria	***Quentin Road Evaluation Criteria***
Major Components to Consider	• Importance of safety for all users: peds, bikes, motorists • Pedestrian traffic, is there an expectation that this will grow, and should be better accommodated? • Bikes use the corridor and should continue to be supported • Environmental / socio economic factors should be valued as important as the other (tier 1) factors • Consistency of the flow of school traffic – interested in getting kids to school – anyone over 1.5 miles from school qualifies to use the bus • Hawthorn Gardens has recently done some improvements, will the roadway have traditional curb and how does that impacts the business • Will there be proposed turn lanes at Lagoon Drive? • Do any options include purchasing lands to provide more flexibility in design solutions? -	• If there is a grade separation, would St Matthews Church need a second access from Heather Lane? (some neighbor concerns)
How can we address these?		
What's most important?	• safety for all users: peds, bikes, motorists • Environmental / socio economic factors	
What should be included in the alternatives?	--- • South on Fairfield, make a left on OMH and R on Quentin; there are 2 SB turn lanes and all funneling into 1 lane on Quentin; 60% are turning on Quentin; has a lot of conflict (hate) in the morning • Kid and parishioner drop off at church, Church has installed a drop off lane and reconfigured parking lot to accommodate drop offs	

Group #2

BREAKOUT GROUP # 2 **Facilitated by: Matt Huffman** **Documented by: Julia Nigohosian** **Attending Members: Joel Klippel, Jim Herriman, Roberto Diaz**		
	Old McHenry Road Evaluation Criteria	***Quentin Road Evaluation Criteria***
Major Components to Consider	Conversation focuses Mainly about Quentin Road Issues and Concerns: • Transportation Performance • **Mobility** • Non-Motorized Accommodations • **Safety** • **Environmental Resources** • Socio-Economic Impacts • Cost • **Increase congestion due to improvements (more drivers wanting to use this route post improvement)** • **Roadway accessibility via driveways along Quentin Road**	
How can we address these?	• Can we avoid a crossing all together? • To what level is "no alternative is off the table at this point" accurate? • Can we reroute traffic elsewhere? • Were nearby improvements considered in the 2050 no build traffic projection?	
What's most important?	• Safety • Mobility • Transportation Network / Traffic	

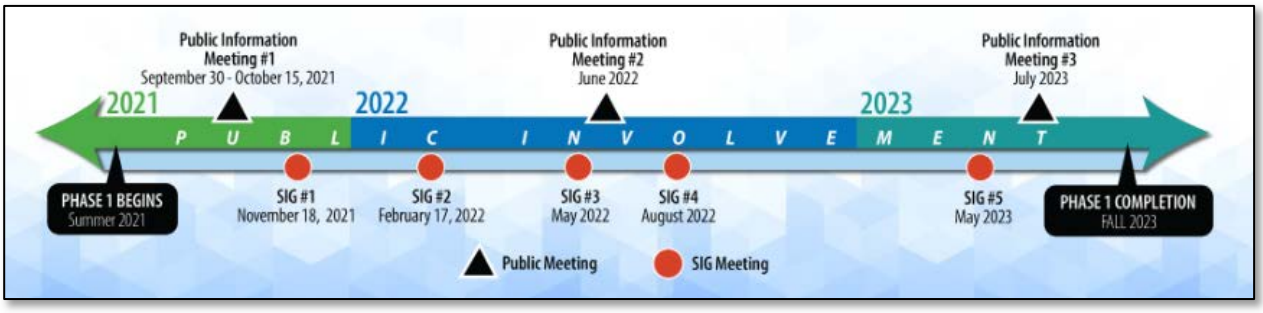
Group #3

BREAKOUT GROUP # 3 **Facilitated by: Chuck Stenzel** **Documented by: Mat Ciss** **Attending Members: Philip Lane, Kimberly Wasson, Howard Goodman, Bill Koch**		
	Old McHenry Road Evaluation Criteria	***Quentin Road Evaluation Criteria***
Major Components to Consider	• Transportation Performance • Mobility • Non-Motorized Accommodations • Safety • Environmental Resources • Socio-Economic Impacts • Cost • Accessibility to adjacent properties for all vehicles (semis) • Access during construction – business and first responders • Land acquisitions • What else….?	• Insert comments here •
How can we address these?	• Insert comments here •	• Insert comments here •
What's most important?	• Insert comments here •	• Insert comments here •

What should be included in the alternatives?	• Where are additional lanes needed, if at all?
	  • Wider shoulder for residents/owners to get mail
	• Where are turning lanes needed or need to be lengthened?
	  • Begin EB right hand turning lane to Quentin lane sooner (back by St Matthews), warning signs
	  • Left turn lane into Forward Stride Stable for WB traffic
	• Where are sidewalks or bike paths needed?
	  •
	• What types of intersections are needed?
	  •
	• Where are intersection modifications needed?
	  • Signal timing, longer turn phases to clear queue
	• What part of the project area is okay the way it is?
	  •
	• Can speed limits be changed?
	• Underpass rather than overpass for road for access, frontage road or service road to businesses and church
		• Where are additional lanes needed, if at all?
		  •
		• Where are turning lanes needed or need to be lengthened?
		  •
		• Where are sidewalks or bike paths needed?
		  •
		• What types of intersections are needed?
		  •
		• Where are intersection modifications needed?
		  •
		• What part of the project area is okay the way it is?
		  •
		• What else?
		  •

Next Steps

The next steps in the project process were covered. The immediate next step is to complete the Alternatives Analysis. The Alternatives Analysis is anticipated to be presented to the SIG at the next meeting planned for May 2022.



Meeting Adjournment

The meeting adjourned at approximately 4:00 pm

Video recordings of the presentation and meeting activities are posted to the project website at the following link: https://omxproject.com/public-outreach/

Attachments

Attachment A – Meeting Agenda

Attachment B – PowerPoint Presentation

SIG Meeting #2 – Summary
February 17, 2022

Attachment A

Meeting Agenda

AGENDA
Stakeholder Involvement Group #2
Old McHenry Crossings Phase I Study
February 17, 2022

Time	Topic	Process	Leader
5 min.	▪ Opening Remarks & Introductions ▪ How to Use Zoom Meetings	▪ PowerPoint	Chuck Gleason (LCDOT) / Ben Vander Wal (TranSystems)
10 min.	▪ SIG #1 Recap ▪ Project progress since SIG #1	▪ PowerPoint	Matt Smith (TranSystems)
25 min.	▪ Where we are in the NEPA Process? ▪ Purpose & Need Overview ▪ Project Purpose & Need Development	▪ PowerPoint	Mike Matkovic / Julia Nigohosian (CBBEL)
15 min.	▪ Large Group Discussion Q&A	▪ PowerPoint & Large Group Discussion	Ben Vander Wal (TranSystems)
5 minute break			
10 min.	▪ Alternative Development Evaluation Process	▪ PowerPoint	Matt Smith (TranSystems)
35 min.	▪ Small Group Breakout on Alternatives Evaluation & Development5	▪ Small Group Breakout	Project Team
15 min.	▪ Next Steps & Schedule ▪ Q&A	▪ PowerPoint	Ben Vander Wal (TranSystems)

Project Contact: Chuck Gleason, Project Manager
Lake County Division of Transportation
847-377-7447

SIG Meeting #2 – Summary
February 17, 2022

Attachment B

PowerPoint Presentation

WELCOME!

Old McHenry Crossings
Phase I Engineering Study

Stakeholder Involvement Group Meeting #2

February 17, 2022

LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

1

Meeting Agenda

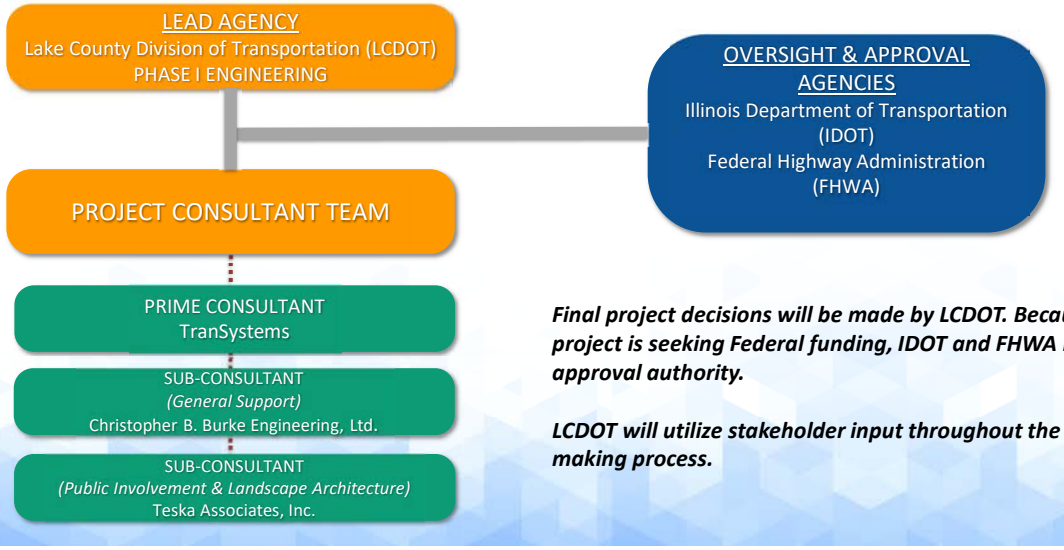
- ✓ Introductions & Zoom Utilization
- ✓ SIG #1 Recap and Project Progress
- ✓ Where are we in the NEPA Process
- ✓ Project Purpose and Need
  - ➢ Large Group Discussion - Q & A
- ✓ Break
- ✓ Alternative Development Process
  - ➢ Evaluation and Screening Process
  - ➢ Small Group Breakout Discussion
- ✓ Next Steps & Schedule
- ✓ Q & A

LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

2

Introductions: Project Team



Final project decisions will be made by LCDOT. Because the project is seeking Federal funding, IDOT and FHWA have approval authority.

LCDOT will utilize stakeholder input throughout the decision-making process.

LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

3

Introductions: Project Team

KEVIN CARRIER
LCDOT
DIRECTOR OF PLANNING & PROGRAMMING

CHUCK GLEASON
LCDOT
PROJECT MANAGER

MATT SMITH
TRANSYSTEMS
SPEAKER

JULIA NIGOHOSIAN
CBBEL
SPEAKER

MIKE MATKOVIC
CBBEL
SPEAKER

MATT HUFFMAN
CBBEL
FACILITATOR

JODI MARIANO
TESKA
FACILITATOR

MAT CISS
TRANSYSTEMS
FACILITATOR

BEN VANDER WAL
TRANSYSTEMS
FACILITATOR

CHUCK STENZEL
TRANSYSTEMS
FACILITATOR

LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

4

Introductions: Stakeholder Involvement Group

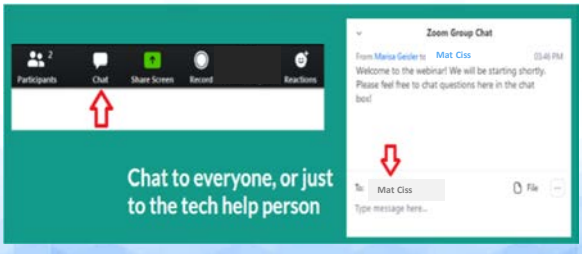
The SIG Members Represent

- ✓ Residents
- ✓ Commuters
- ✓ Transit Management Association Lake-Cook
- ✓ Apex Landscaping
- ✓ Village of Lake Zurich
- ✓ Lake Zurich Fire Department
- ✓ St. Matthew's Lutheran Church & School
- ✓ Forest Lake Community Association
- ✓ Village of Hawthorn Woods
- ✓ Fogila YMCA
- ✓ Quentin Road Baptist Church
- ✓ Hawthorn Garden Center
- ✓ Lake Zurich School District 95
- ✓ Forward Stride Stables
- ✓ Wicklow Village Community Group

LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

Zoom Utilization



- Click on either Gallery View or Speaker View to change your screen setting
- Please keep your mic and video off unless you are speaking
- Questions may be submitted at any time in the 'Chat' box
- Comment Period and Q&A session after presentation
- Please be courteous and have an open mind. The SIG is meant to be a constructive and productive group to help provide input to the project team
- **The SIG Presentation will be recorded and will be posted on project website**

LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

SIG #1 Recap

LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

SIG #1 Recap

- The primary objective of this project is to improve:
  - Safety
  - Traffic operations
  - Connectivity for motorists, bicyclists, and pedestrians
- Phase 1 of Project Development Process

- Public Involvement Approach – SIG Schedule & Responsibilities
- Virtual Public Forum Recap – Sept 30th to Oct 15th
- Issues & Needs Interactive Workshops
- Introduction to NEPA (National Environmental Policy Act)

LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

SIG #1 Recap
Interactive Workshop #1 Feedback

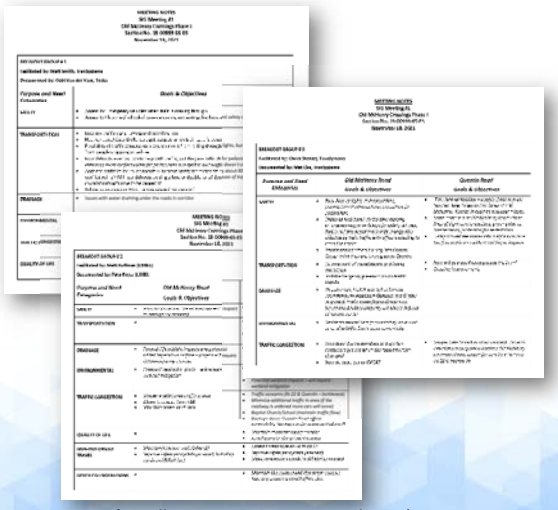
(Interactive Exercise using Mentimeter)

Large Group Discussion and Q&A to review outcomes from the Virtual Public Forum & Seek Input on Issues/Needs

Questions Topics:

- Intersection of Greatest Concern?
- Other Areas That Should Be Looked Into Further?
- Top Biking/Walking Destinations?
- Other Walking/Biking Destinations That Should Be Reviewed?
- Special Characteristics About the Corridor That Should Be Protected?
- Other Issues/Concerns?

SIG #1 Recap
Interactive Workshop #2 Feedback



(Small Group Activity Note Sheets)

Input from the breakout groups was used to help formulate and craft the project Purpose and Need.

Small Group Breakout Discussion:

- Project Issues
- Project Needs
- Relative Importance of Goals/Objectives

Project Progress Since SIG #1

Project Progress Since SIG #1

- SIG #1 Summary distributed and finalized
- Completed roadway and stream surveys
- Completed wetland delineations & final report preparation in-progress
- Completed cultural (historic) structure survey field work & final report in-progress
- IDOT archeological survey coordination (Spring 2022)
- Existing & Projected 2050 No-Build Traffic Modeling
- Purpose & Need development
- CN Railroad Coordination

Where Are We in the Project Development Process?

Purpose and Need

What Is the Project Purpose and Need?

National Environmental Policy Act (NEPA) - Federal Requirement

The Purpose – Defines the transportation problem to be solved and outlines the goals and objectives.

The Need – Provides the context and data that supports the stated project purpose.

- ✓ Formal NEPA document that establishes the basis for identifying feasible and reasonable alternatives to be considered.
- ✓ Alternatives must meet Purpose and Need to be considered reasonable under NEPA.
- ✓ The SIG will have opportunity to review the Draft Purpose and Need Statement.

Categorical Exclusion - Environment- Federal-aid Essentials for Local Public Agencies (dot.gov)

What Is the Purpose of the Old McHenry Crossings Project?

Draft Project Purpose:

To provide an improved transportation system to address capacity, safety, and mobility deficiencies along Old McHenry Road and Quentin Road based on past and projected future growth in the project area, and to improve non-motorized connections within the project area. A key element of the project will be to evaluate a new grade separation (over or under) of Old McHenry Road at the Canadian National (CN) Railroad crossing.

What Is the Need for the Old McHenry Crossings Project?

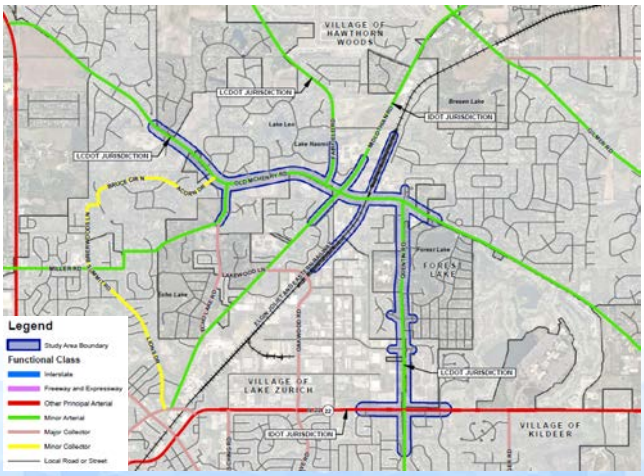
Key Elements:

- ✓ Planning History
- ✓ Connection to Regional Transportation Network
- ✓ Project Area Population and Employment Trends and Projections
- ✓ Travel Demand Trends and Projections
- ✓ Evaluate Performance Measures for Existing and 2050 No-Build Conditions
  - Capacity
  - Safety
- ✓ Address Non-Motorized Connection Deficiencies
- ✓ Stakeholder Input

What Is the Planning History?

- **Lake County 2040 Transportation Plan**
  - By 2040, the estimated number of peak period trips in Lake County is expected to increase by 36%
  - The plan recommends an evaluation of future improvement needs along Old McHenry Road and Quentin Road
- **Lake County 5 Year Proposed Transportation Plan**
  - OMX Project included for initiation of Planning and Design Engineering.
- **The Illinois Commerce Commission (ICC)**
  - CN Railroad crossing at Old McHenry Road is included in the ICC Crossing Safety Improvement Program for future improvements.
- **CMAP - Northeastern Illinois Priority Grade Crossings**
  - One of 47 Priority Locations in Northeastern Illinois identified for further evaluation of grade separation feasibility and cost effectiveness.

How Does the Project Area Fit Into the Transportation Network?



- **Arterial Roadways (categorized based on travel demand & connectivity)**
  - Old McHenry Road: County Route
  - Fairfield Road: County Route
  - Quentin Road: County Route
  - Midlothian Road: State Route
  - IL 22: State Route

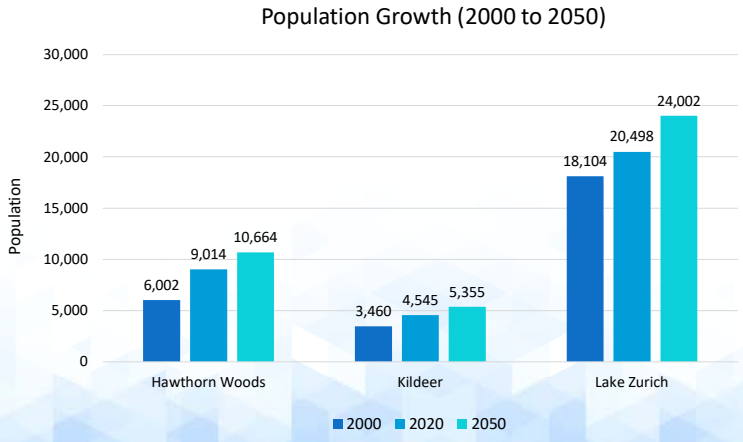
Trip Type	Daily
Through the Project Area	38%
Origin Out – Destination In	22%
Origin In – Destination Out	22%
Origin and Destination Within	18%

Based on an analysis of travel patterns, **38%** of trips pass through the project area during the daily peak travel periods, with **44%** of trips with either the trip origin or destination outside the project area, and **18%** of trips fully within the project area

How Is the Project Area Anticipated to Grow?

2020 to 2050 Projected Population Growth

- **Village of Hawthorn Woods**
  - 18.3% population projected increase
- **Village of Kildeer**
  - 17.8% population projected increase
- **Village of Lake Zurich**
  - 17.1% population projected increase
- **Lake County's population has grown and will continue to grow by the year 2050**
  - 21.9% population projected increase

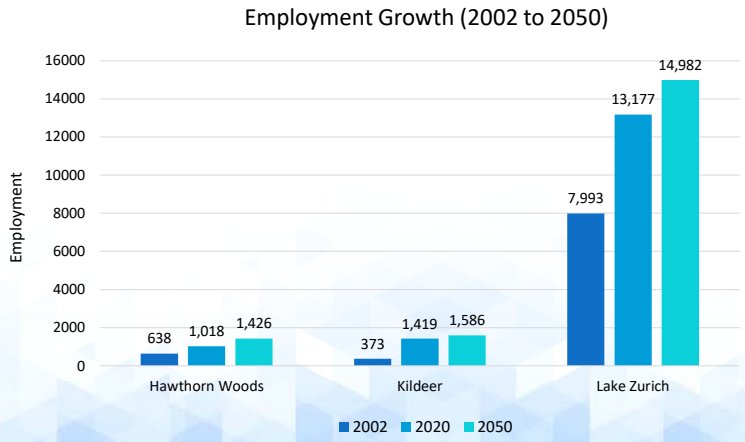


Sources: 2050 Forecast of Population, Households and Employment - Datasets - CMAP Data Hub (illinois.gov); censusdemographics2000.doc (ilga.gov)

How Is the Project Area Anticipated to Grow?

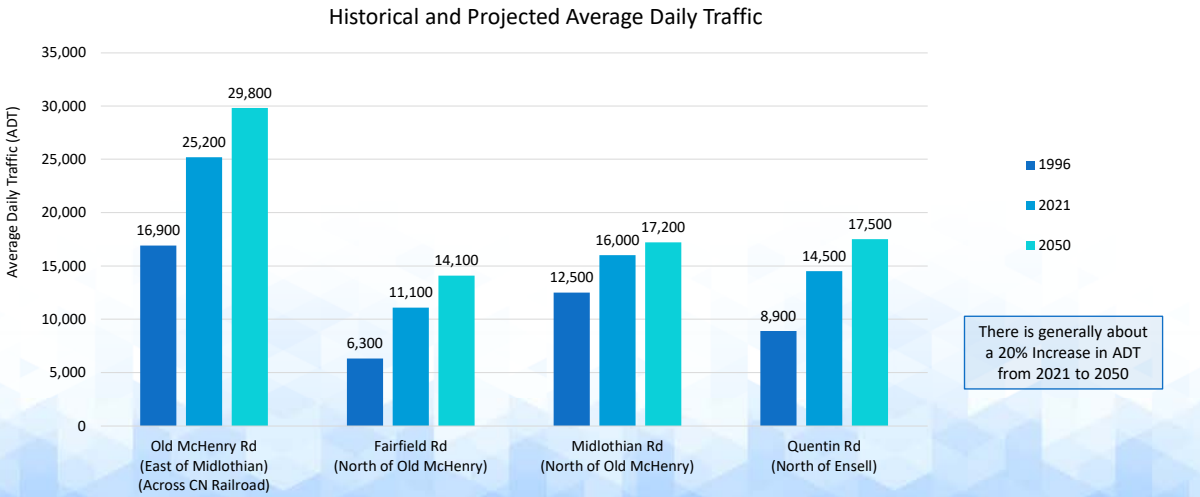
2020 to 2050 Projected Employment Growth

- **Village of Hawthorn Woods**
  - 40.1% employment projected increase
- **Village of Kildeer**
  - 11.8% employment projected increase
- **Village of Lake Zurich**
  - 13.7% employment projected increase
- **Lake County's employment has grown and will continue to grow by the year 2050**
  - 18.9% employment projected increase



Sources: 2050 Forecast of Population, Households and Employment - Datasets - CMAP Data Hub (illinois.gov); OnTheMap (census.gov)

How Does the Population/Employment Growth Influence Traffic Growth?

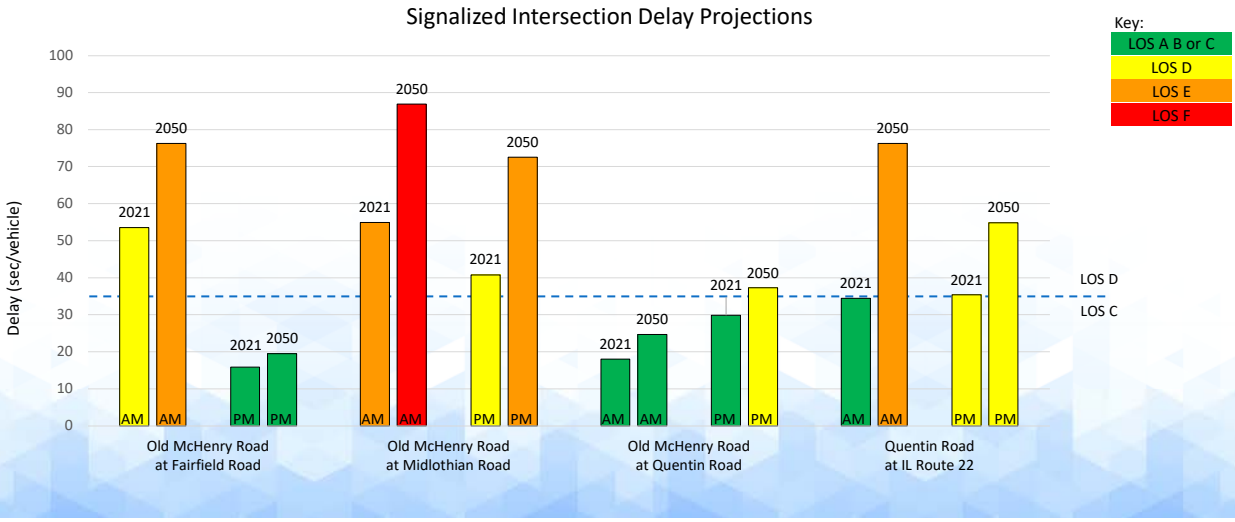


1996 Data Source: https://datahub.cmap.illinois.gov/dataset/lake-county-historic-traffic-volumes

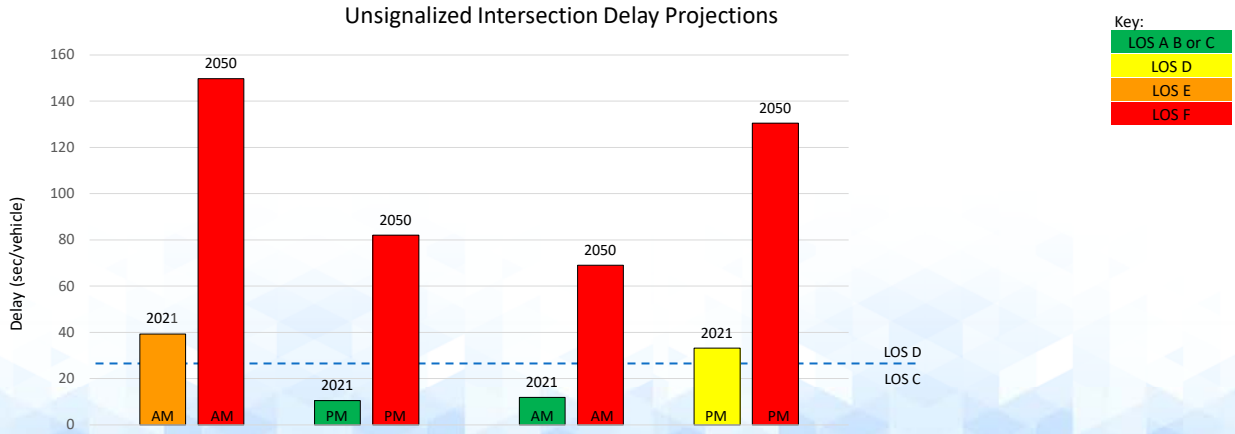
What Are the Intersection Capacity Needs?

LOS is a qualitative performance measure used to evaluate roadway & intersection delays

What Are the Intersection Capacity Needs?



What Are the Intersection Capacity Needs?



What Are the Capacity Needs at the CN Railroad Crossing?

- Average of 17 train crossings per day anticipated to increase to 25 train crossings per day by 2050
- Typically, 11 daytime crossings and 6 nighttime crossings
- Current average gates down time = 4.1 minutes

Daily Traffic Delay

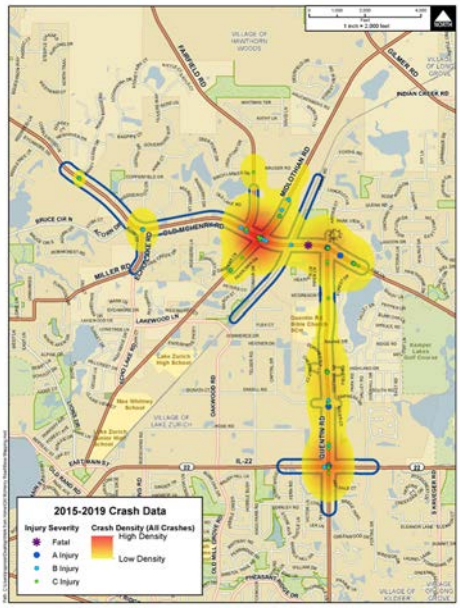
Measure	2021	2050 (No-Build)	Percent Increase
AM Peak Hour Traffic Delay (hours)	27	37	**38 %**
Daily Traffic Delay (hours)	88	181	**110 %**

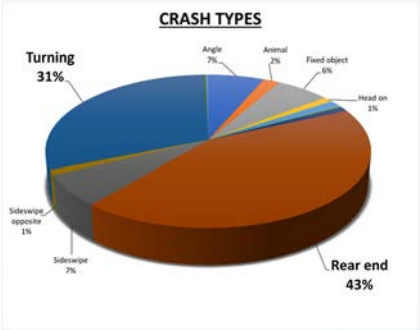
Cost of User Delay

Measure	2021	2050 (No-Build)
Daily Cost of Delay	$4,820	$20,100
Annual Cost of Delay	$1,760,700	$7,337,000

Accrued Cost of Delay (2021 to 2050): **$131,917,500**

What Is the Crash Experience?





2015 to 2019 Crash Totals

- 373 Total Crashes
- 1 Type K – Fatal Crash
- 6 Type A – Incapacitating Injury Crashes
- 101 Total Injuries

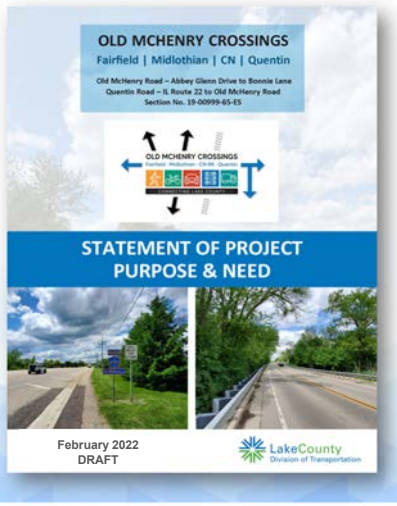
- Reported Type K Crash was from 2019
- 2020 data was not included for annual comparisons based on lower traffic volumes due to the Pandemic
- A predictive highway safety model will be used to compare alternatives to the baseline condition

What Other Information Is Available?

What is Discussed Further in the Statement of Purpose & Need:

- ✓ What are the Characteristic of the Project Location?
- ✓ What are the Safety Needs?
- ✓ What are the Mobility Needs?
- ✓ What are the Non-Motorized Connection Needs?
- ✓ Stakeholder Input

To find this information and more, please review the Draft Purpose and Need Statement



Summary

Population and Employment Growth is Projected to increase about 20% on average within the OMX Project Area by the year 2050, which will increase traffic volumes.

With Projected increases in Traffic Volumes and the Likely increase in # of Trains, **Congestion and Delay will Increase** within the OMX Project Area if No Improvements are made.

If No Improvements are made, **Safety is expected to degrade** as traffic volumes and congestion increase.

A grade separation of the Canadian National Railroad will be evaluated to **Alleviate Congestion & Delay** increases projected within the OMX Project Area.

Large Group Discussion-Q & A

Please Type Your Questions Into the Chat Box

The Project Team Will Work Through Answering Questions

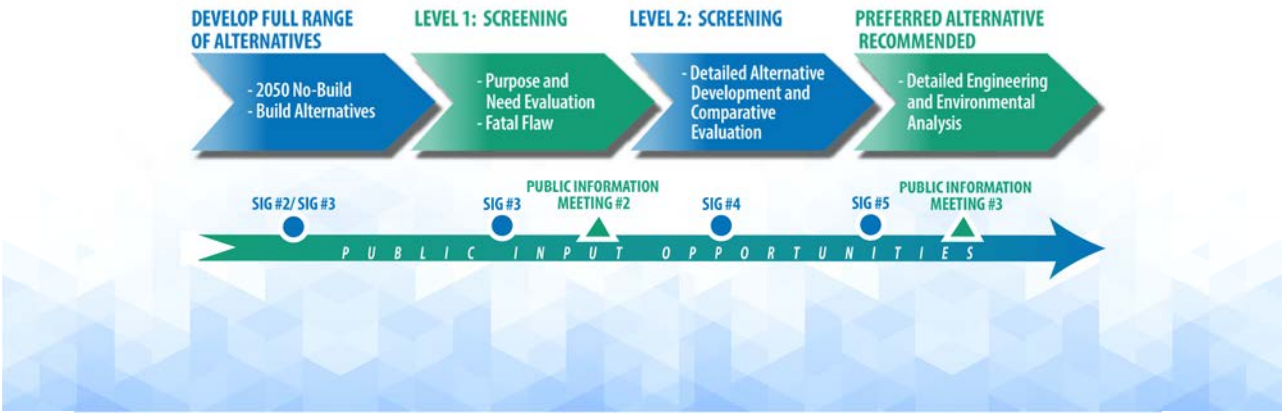
Short Break

Alternative Development and Evaluation Process

Project Development Process Recap

PHASE 1 STUDY PROCESS

What Is the General Alternatives Development Process?



How Do We Develop Alternatives?

We'll use the 2050 No-Build Analysis results to identify potential alternatives

How Will We Compare Alternatives?

- Results from the Corridor Modeling and the Concept Alternative Design are compiled into a comparative evaluation matrix

Level 1 Evaluation Criteria	Existing	2050 No-Build	Alternatives					
			Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
Transportation Performance								
Safety								
Mobility								
Non-Motorized Accommodations								

LEGEND
- Best Performance
- Good Performance
- Average Performance
- Poor Performance
- Relatively Lowest Performance

Traffic Modeling and Overall Concept Design for Qualitative Assessment

How Will We Compare Alternatives?

- Results from the Corridor Modeling and the Concept Alternative Design are compiled into a comparative evaluation matrix

Level 2 Evaluation Criteria	Existing	2050 No-Build	Alternatives					
			Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
Transportation Performance								
Safety								
Mobility								
Non-Motorized Accommodations								
Environmental Resource Impacts								
Socio-Economic Impacts								
Relative Cost								

Traffic Modeling Refinements and Detailed Concept Design for Impact & Cost Assessment

Interactive Workshop

Small Group Breakout Exercise

Small Group Breakout to Discuss:

- Alternative Evaluation Criteria Recap (5 min)
- Discuss Alternative Evaluation Analysis (15 min)

Report Out to Large Group (15 min)

GROUP #1	GROUP #2	GROUP #3
Bob Atwater	Michael Brown	Jill Anderson
Douglas Duval	Roberto Diaz	Joe Christopherson
Erika Frable	Greg Dwiel	Howard Goodman
Marc Linhardt	Jim Herriman	Michael Gressick
Ryan May	Ellyn Kearney	Bill Koch
Dean Romano	John Kelly	Philip Lane
Patrice Ronczkowski	Joel Klippel	Mia Langer
George Sambor	Erich Massat	Rob Sabo
Paul Smith		Kim Wasson
Facilitated by: Matt Smith & Jodi Mariano	***Facilitated by: Matt Huffman & Julia Nigohosian***	***Facilitated by: Chuck Stenzel & Mat Ciss***

Next Steps & Schedule

Next Steps & Schedule

- Screening of Initial Alternatives
- Identification of Finalist Alternatives
- SIG Meeting #3 – May 2022 (Targeted)

Q & A

Please Type Your Questions Into the Chat Box

The Project Team Will Work Through Answering Questions

If You Have A Specific Question Pertaining To Your Property, Please Reach Out To The Project Team Outside Of This Meeting

OMXTeam@transystems.com