

INTRODUCTION

The Lake County Division of Transportation (LCDOT) is studying potential improvements to the areas surrounding Old McHenry Rd, the Canadian National (CN) Railroad Crossing, and along Quentin Rd. The primary objective of this project is to improve safety, traffic operations and connectivity for motorists, bicyclists, and pedestrians within and surrounding the study area. Among other improvements, the project will evaluate the feasibility for a new grade separation for the CN Railroad at Old McHenry Rd.

WELCOME

The Lake County Division of Transportation (LCDOT) welcomes you to the second Public Information Meeting concerning the Old McHenry Crossings (OMX) project.

We invite you to view the project exhibits and ask questions of the project study team. Your written comments and opinions are important to this project. Comments can be placed in the comment box or mailed/mailed to the address shown on the back of this flyer. To become a part of the official record of this Public Information Meeting, comments should be received by:

October 12, 2022.

MEETING STATIONS

Please visit the following stations throughout the room.

- Station 1:** Get Informed
- Station 2:** What are the Challenges?
- Station 3:** Old McHenry Road Design Alternatives
- Station 4:** Quentin Road Design Alternatives
- Station 5:** Comments

PROJECT TIMELINE

Project development is guided by public feedback. A timeline of past and upcoming activities is below.



PROJECT PURPOSE

The purpose of this project is 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.

PROJECT NEED



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.



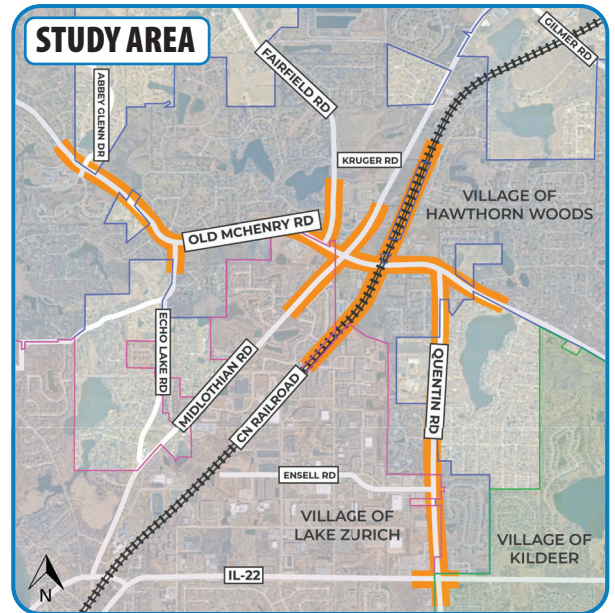
If no improvements are made, safety is expected to degrade as traffic volumes and congestion increase.



With projected increases in traffic volumes and the likely increase in number of trains, congestion and delay will increase within the OMX project area if no improvements are made.



A grade separation of the Canadian National Railroad will be evaluated to alleviate congestion & delay increases projected within the OMX project area.



The project team evaluated multiple alternatives displayed throughout the room and summarized below. Four recommended alternatives are highlighted in green and pictured below. All alternatives include a grade separation at the railroad.

OLD MCHENRY ROAD (OMR) DESIGN ALTERNATIVES

Alternative Solutions along EXISTING Roadways Alternative Solutions that include NEW Roadways

O1 – 5 lanes on OMR (*recommended alternative below*)

O2 – 7 lanes on OMR (*recommended alternative below*)

O3 – 5 lanes on OMR, Midlothian quadrant bypass

O4 – 5 lanes on OMR, grade separated Midlothian quadrant bypass

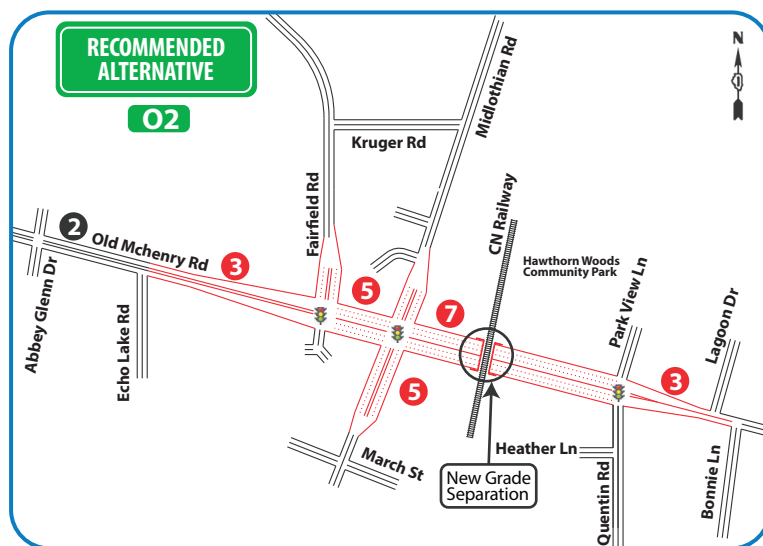
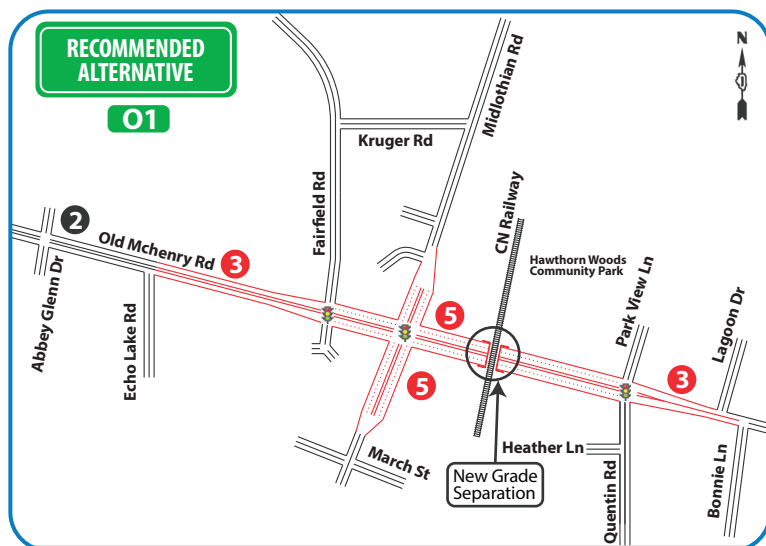
X1 – 5 lanes on OMR, realign Fairfield with traditional intersection at Midlothian

X2 – 5 lanes on OMR, realign Fairfield with continuous flow intersection at Midlothian

X3 – 5 lanes on OMR, Midlothian quadrant bypass, and realign Fairfield

X4 – 5 lanes on OMR, grade separated Midlothian quadrant bypass, and realign Fairfield

X5 – 5 lanes on OMR, Fairfield to Quentin bypass grade separated



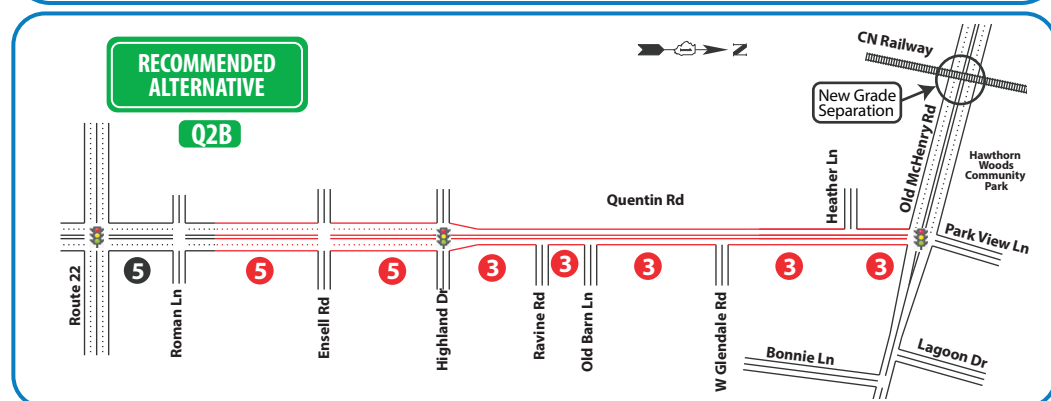
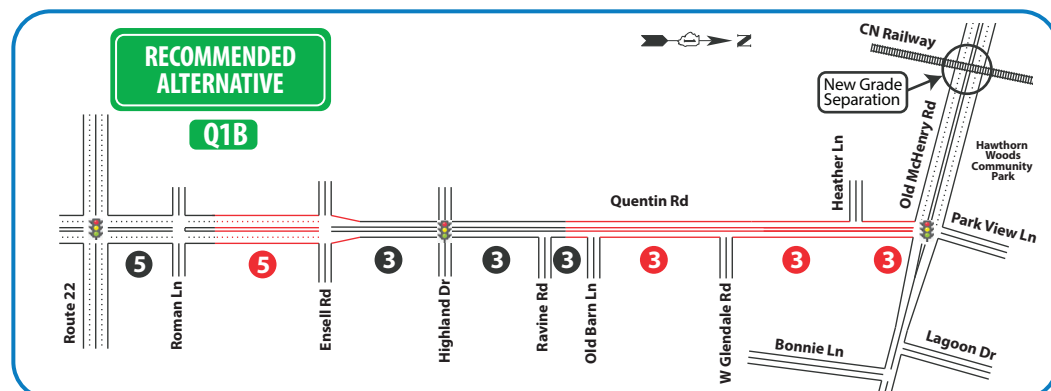
QUENTIN ROAD (Q) DESIGN ALTERNATIVES

Alternative Solutions along EXISTING Roadways

Q1A/B – 5 lanes to Ensell, 3 lanes from Ensell to OMR (*recommended alternative at right*)

Q2A/B – 5 lanes to Highland, 3 lanes from Highland to OMR (*recommended alternative at right*)

Q3A/B – 5 lanes to OMR



A = symmetrical: widening equally on both sides

B = asymmetrical: widening more to the west side

Legend

- Existing Roadway
- Proposed Roadway
- # Existing # of Lanes
- # Proposed # of Lanes

QUESTIONS, COMMENTS, AND INFORMATION

For further information, please visit www.omxproject.com

Written comments may be submitted during the Public Information Meeting or sent to TranSystems via mail or email at OMXteam@transystems.com. Comments must be received by **October 12, 2022**, in order to become part of the official Public Information Meeting Record.

Correspondence should be addressed to:

TranSystems
1475 E Woodfield Rd, Ste 600, Schaumburg, IL, 60173-5440
Attn: Mathew R. Ciss

SCAN OR VISIT:
omxproject.com

