MEETING SUMMARY
SIG MEETING #3.1

September 1, 2022, 2pm
Old McHenry Crossings Phase I
Section No. 19-00999-65-ES

The Stakeholder Involvement Group (SIG) Meeting #3.1 was conducted September 1, 2022, for the Old McHenry Crossings Phase I Project. This was the first of a two-part SIG 3 meeting to present Old McHenry Road alternatives. The second SIG 3 meeting will take place on September 8, 2022.

The meeting took place in person at Quentin Road Baptist Church. The meeting consisted of a PowerPoint presentation by the project team and a question/answer session followed by an open house session to review Old McHenry Road alternative exhibits. The meeting began at 2pm and ended at 4:30pm and was attended by 14 SIG members and 9 project team members. The purpose of this SIG meeting was to provide a recap of SIG #2, summarize project progress, discuss the project Alternatives Development Process and to present the Level 1 alternatives that have been evaluated for Old McHenry Road. Two alternatives were selected to be carried forward into the Level 2 Alternatives Evaluation process.

Notification

The SIG members were notified of the meeting via an email "Save the Date" on July 21, 2022 and were requested to register to attend the meeting in another email on August 12, 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 - Administratio
Mr. Douglas Duval	St. Matthew's Lutheran Church & School	Church & School Administrator
Ms. Erika Frable	Village of Hawthorn Woods	Director of Public Works/Village
Mr. Howard Goodman	Transit Management Association Lake-Cook	Executive Director
Mr. Jim Herriman	Quentin Road Baptist	Head Engineer
Mr. Joel Klippel	Forest Lake	Resident
Mr. Mike LaManna	Foglia YMCA	Executive Director
Dr. Philip Lane	Old Barn Lane	Resident
Mr. Ryan May	White Birch Lakes	Resident
Ms. Leslie Lauritzen	Lake Zurich School District 95 / Spencer Loomis / Middle School North	Director of Transportation
Mrs. Patrice Ronczkowski	Heather Highlands / Quentin Road Baptist / Ela Twp Republicans	Resident
Mr. Rob Sabo	Wicklow Village Community Group	Resident

NAME	ORGANIZATION	TITLE
Mr. George Sambor	Architect/Planner/ 35year resident	Resident

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

NAME	ORGANIZATION	TITLE
Mr. Jonathan Berger	Berger Asset Management	Owner
Mr. Michael Brown	Village of Lake Zurich	Director of Public Works
Mr. Roberto Diaz	Hawthorn Wood Unit 5	Resident
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
Mr. Bill Koch	Hawthorn Garden Center	Owner
Ms. Mia Langer	Hawthorn Trails	Resident
Mr. Marc Linhardt	Commuter	Commuter
Mr. Erich Massat	Wheeling Wheelmen TLEN Cycling Team / LZSD 95	Commuter / Bus Driver
Mr. Paul Smith	Wicklow Village Community Group	Resident
Ms. Kim Wasson	Forward Stride Stables	Owner

The following project team members attended the meeting:

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

MEETING HANDOUTS:

A packet of materials was provided for each member in attendance that included the following items:

1. PowerPoint presentation slides
2. Old McHenry Road Level 1 alternative impact exhibits
3. Old McHenry Road Level 1 alternative comparative evaluation matrix

MEETING AGENDA & PRESENTATION:
The meeting agenda as presented at the start of the meeting:

1. Introductions
2. SIG #2 Recap and Project Progress
3. Where we are in the NEPA Process
4. Alternatives Development & Evaluation Process
5. Range of Alternatives
6. Next Steps & Schedule
7. Q&A
8. Open House Time

The meeting was facilitated via PowerPoint and live presentation which covered staff and SIG member introductions, SIG #2 recap and project progress, where we are in the NEPA process, Alternative Development & Evaluation Process and Range of Alternatives. The PowerPoint slides are included in Attachment A.



The project team presented the progress that had been made since the second SIG meeting, including the distribution for concurrence of the Purpose and Need to both IDOT and FHWA; a second round of traffic counts to validate the calibrated volumes; the completion of wetland, historic properties, tree, archeological, water quality, and special lands surveys; and coordination with utilities and the railroad for concept staging of the potential grade separation.

The project team gave a brief recap of SIG 2, which focused on the purpose and need statement and the data and background that supports it. The Phase I Study Process timeline was shown to demonstrate the

project is in the Level 1 Range of Alternatives Stage currently, which involves developing a full range of alternatives and moving towards narrowing down the alternatives to get into the level 2 screening.

The project team then presented the key environmental and community resources in the project area such as parks and public lands, historic resources, cemeteries, wetlands, threatened and endangered species, open waters, water sheds, as well as other community resources.

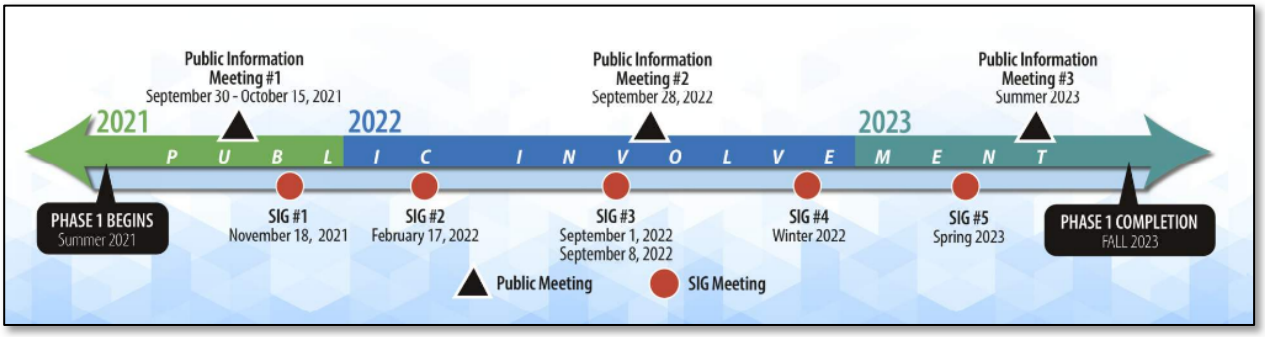
As the project team moved into introducing the alternative development and evaluation process, the SIG was reminded on what a no-build model was. The team then summarized the different evaluation criteria that was used to compare the different alternatives. The criteria were Transportation Performance, Safety, Mobility and Accessibility, Non-Motorized Accommodations, Environmental Resource Impacts, Socio-Economic Impacts, and Cost. Each criterion was explained in greater detail and described how they were evaluated to compare the alternatives. As part of the Level 1 screening process, these criteria were evaluated based on high level corridor footprint impact analysis and high-level transportation analysis.

The project team presented the different means of introducing a grade separation on Old McHenry Road at the CN Crossing, including raising or lowering the roadway profile over the railroad. The project team posed a question to the SIG: *Is it a reasonable conclusion to state that an at-grade alternative does not address the project purpose and need?* The SIG group generally nodded in agreement with the statement and no formal objections were raised.

The project team then presented each of the on-alignment alternatives for Old McHenry Road - O1, O2, O3 and O4 - and followed with off-alignment alternatives - X1, X2, X3, X4, and X5. After all alternatives were introduced, the team stepped through the screening evaluation for each criterion and explained the comparative results for each alternative. The project team ended with the conclusion to carry alternatives O1 and O2 forward into Level 2 screening. All exhibits that were presented are included in Attachment B.

Next Steps

The next steps in the project process were covered. The immediate next step is to complete the Level 2 Alternatives Analysis. There will be a Public Information Meeting in September 2022 and the fourth SIG meeting is anticipated in Winter 2022.



LARGE GROUP DISCUSSION – Q & A

Following the presentation about the Old McHenry Road Range of Level 1 Alternatives, SIG Members were invited to provide comments and ask questions. A summary of the questions and answers are shown below grouped by category:

Process and Funding

QUESTION: How will the project be funded?

ANSWER: The County has secured $12M from Illinois Commerce Commission (ICC) through the Grade Crossing Protection Fund. This will not cover the full cost of the project. This project is following the Federal project development process, which makes the project eligible for federal/state funding.

QUESTION: Are the alternative recommendations set in stone? What made the Team decide (the recommended alternatives)? Why not O4 - it seems to perform well? Who makes the final decision?

ANSWER: Nothing is locked in stone; the purpose is to hear feedback. O4 was not chosen because it would be very impactful to the environment, particularly impacting future potential development plans by the Village, which align with their approved Comprehensive Plan. Ultimately decisions are made by LCDOT with input from IDOT.

QUESTION: How much weight does the SIG have on the final decision?

ANSWER: Both the public and SIG input are critical to this process and success of this project
---

COMMENT: Dr. Lane expressed concerns about transparency regarding this project. Requested a public process and public meetings to occur without LCDOT representatives present. Looking to clarify whether the SIG is an advisory or deciding body?

QUESTION: What is the protocol for any potential impacts to private properties?

ANSWER: We are not at this level of detail yet. If properties are impacted as part of the proposed improvement, a certified mailing providing information about the proposed acquisition is conducted as part of the Final Public Information Meeting towards the end of the Phase 1 process. Then during the next phase of engineering (Phase II Engineering), an appraisal, review appraisal, and negotiations would take place with the owner.

QUESTION: How is the public outreach being handled? Public Information Meeting #2 is September 28. Then a 3rd Public Information Meeting is next year. How are we notifying the public?

ANSWER: The County will send out postcards to more than 2,000 local residents, public notice will be made in the local newspaper, and announcements will be made through Lake County's Facebook Page, Lake Zurich/Hawthorn Woods Newsletters, County Board Member Newsletters and flashing message boards along the roadway.

Grade Separation

QUESTION: If the RR at-grade crossing is the problem, why do we need to widen the roadways at all? Where is all the traffic coming from? There are two main thoroughfares in the area: IL 83 to IL 45 and US Route 12 going up the west side.

ANSWER: Traffic projections are from CMAP, the regional planning organization for northeast Illinois. The traffic includes all traffic associated with the train and surrounding roadways and intersections.

QUESTIONS: Do all alternatives include some form of a grade separation?

ANSWER: Yes, all alternatives include a grade separation along Old McHenry Road except Alternative X5 which locates the grade separation on the new alignment rather than existing Old McHenry Road.

QUESTION: Will the grade separation attract traffic to the area?

ANSWER: The traffic modeling shows an approximate increase in traffic of about 5% with a grade separation as compared to a network model without a grade separation.

Traffic and Projected Growth

COMMENT: People do gravitate towards the most expedient ways to get there. We can predict what will happen, but the quickest route does tend to attract more traffic.

COMMENT: Lake County has a development board that looks at projected growth in the area. Consider incorporating this information. Large developments like Baxter and Allstate are for sale and can potentially become some form of large development. Could be housing, manufacturing, or other, however these are projections only as developments are fluid.

QUESTION: How are the delays caused by the railroad measured/accounted for?

ANSWER: The total travel time metric under Mobility and Accessibility in the evaluation table accounts for the railroad impacts.

QUESTION: When was Old McHenry last reconstructed and can we compare the traffic impact between then and 2022 to understand what was predicted and how did growth happen?

ANSWER: Old McHenry was last reconstructed in 1995. Based on the Purpose and Need document, traffic saw substantial increases between the 90s and today.

Alternatives

QUESTION: Alternative O4 – will Krueger be improved as part of this option? It may need to be upgraded to meet demand

ANSWER: No improvements to Krueger Road are proposed with Alternative O4. Improvements to Krueger Road are shown in the X alternatives.

COMMENT: Alternative X1 – some members noted that dead-ending Fairfield Road would be desirable to residents in the area near Fairfield Road.

QUESTION: If O4 is a viable plan and there is nothing there, why are we not supporting this plan?

ANSWER: The Village considers that entire area as the 'Downtown' development area, as identified in their Comprehensive Plan. That corner is critical to the Village as shown in the adopted Comprehensive Plan. Also, O4 is substantially more expensive because of the 2nd grade separation, this also makes this option less viable. Also, the property is currently owned by a private landowner and a transportation improvement would diminish the return on their land investment.

QUESTION: Regarding next week's Quentin Road discussion: The Old McHenry options will impact Quentin. Therefore, what does next week bring and how can we evaluate both sections together?

ANSWER: The team looked at multiple options and how they impact one another. X5 does have the largest impact on Quentin, but the others are generally a 5% traffic volume change.

QUESTION: Since the team has honed in on O1 and O2, how would we decide between the two? Why consider O2 at all?

ANSWER: This was evaluated to understand the impacts related to improving mobility. However, it is just an incremental improvement and comes with substantially more impacts.

COMMENT: Some SIG members feel they need to see Quentin Rd options before providing input on Old McHenry.

QUESTION: Do O1 and O2 have a dedicated bike lane?

ANSWER: There is no explicit bike lane on the roadway. The typical section shown on the alternative exhibits has an on street striped bike friendly shoulder for more experienced cyclists and a separated bike path. The team will be evaluating the bike path connections.

OPEN HOUSE

The presentation and Q+A portion of the meeting ended at 4pm, following which SIG members were invited to view the exhibits and provide additional comment in an open house format. The exhibits included existing conditions of Old McHenry Road, environmental resources, and exhibits showing a general footprint, typical section, potential resource impacts and intersection lane configurations for each of the nine Level 1 Alternatives. The project team and LCDOT staff held one on one discussions with SIG members as they viewed the exhibits to answer any questions they had.

WRITTEN COMMENTS RECEIVED

During the meeting, the SIG members had the opportunity to submit written comments. The project team accepted written comments from any SIG member up to two weeks after the meeting. No written comments were received after the first SIG 3 meeting, however three written comments were received after the second SIG meeting on September 8th. To view the comments received, refer to the SIG 3.2 summary.

Meeting Adjournment
The meeting adjourned at approximately 4:30 pm

Attachments

Attachment A – PowerPoint Presentation

Attachment B – Level I Old McHenry Road Alternative Exhibits & Evaluation Table

SIG Meeting #3.1 – Summary
September 1, 2022

Attachment A

PowerPoint Presentation

WELCOME!

Old McHenry Crossings
Phase I Engineering Study

Stakeholder Involvement Group Meeting #3.1

September 1, 2022

LakeCounty
Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

0

Meeting Agenda

- ✓ Introductions
- ✓ SIG #2 Recap and Project Progress
- ✓ Where are we in the NEPA Process
- ✓ Alternatives Development & Evaluation Process
- ✓ Range of Alternatives
- ✓ Next Steps & Schedule
- ✓ Q & A
- ✓ Open House Time



LakeCounty
Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

1

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
SPEAKER



JODI MARIANO
TESKA
FACILITATOR



MAT CISS
TRANSYSTEMS
FACILITATOR



BEN VANDER WAL
TRANSYSTEMS
SPEAKER



GAURAV RAI
TRANSYSTEMS
SPEAKER

LakeCounty
Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

Introductions: Project Team

LEAD AGENCY
Lake County Division of Transportation (LCDOT)
PHASE I ENGINEERING

PROJECT CONSULTANT TEAM

PRIME CONSULTANT
TranSystems

SUB-CONSULTANT
(General Support)
Christopher B. Burke Engineering, Ltd.

SUB-CONSULTANT
(Public Involvement & Landscape Architecture)
Teska Associates, Inc.

OVERSIGHT & APPROVAL AGENCIES
Illinois Department of Transportation (IDOT)
Federal Highway Administration (FHWA)

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

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
- ✓ Foglia 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

Project Progress Since SIG #2

LakeCounty
Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

Project Progress Since SIG #2

- Purpose & Need distributed to IDOT & FHWA for concurrence
- Traffic & safety studies near completion
  - A second round of traffic counts were collected in May 2022 to further validate calibrated volumes
- Alternatives development process initiated
- Completed environmental surveys and inventories:
  - Wetlands
  - Historic properties
  - Trees
  - Archeological
  - Water quality
  - Special lands
- Began utility coordination and railroad staging concepts



LakeCounty
Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

6

SIG #2 Recap

LakeCounty
Division of Transportation

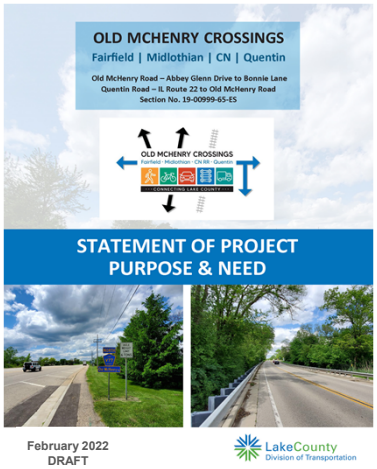
OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

7

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.



LakeCounty
Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

8

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 number 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.



LakeCounty
Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

9

Where Are We in the Project Development Process?



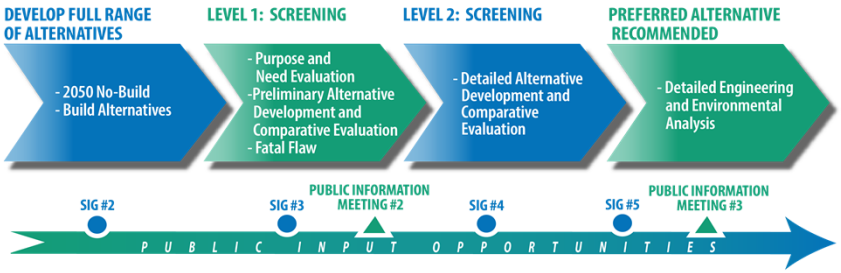
OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

LakeCounty
Division of Transportation

10

What Is the General Alternatives Development Process?

3 RANGE OF ALTERNATIVES



OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

LakeCounty
Division of Transportation

11

Existing Conditions & Resource Review

LakeCounty
Division of Transportation

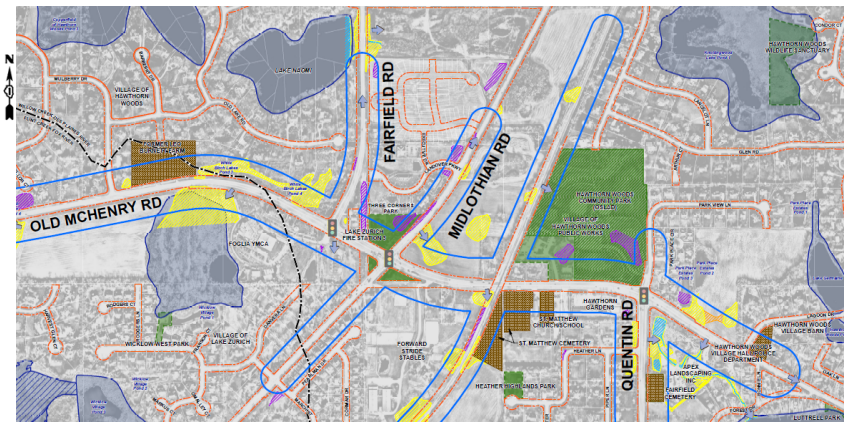
OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

12

Old McHenry Road – Existing Conditions

Key Environmental and Community Resources (along Old McHenry Road)

- Parks & Public Lands
  - Community Park
    - Special Funds Used for Park Development
    - IDNR OSLAD Funds
  - Three Corners Park
- Historic Resources
  - Former Leo Burnett Farm
  - St. Matthew Church/School/Cemetery
  - Hawthorn Woods Village Barn
- Cemeteries
  - St. Matthew Cemetery
- Wetlands
  - 8 individual wetland complexes
  - No High-Quality Wetlands Identified
- Threatened & Endangered (T&E) Species
  - No State or Federal T&E identified



LakeCounty
Division of Transportation

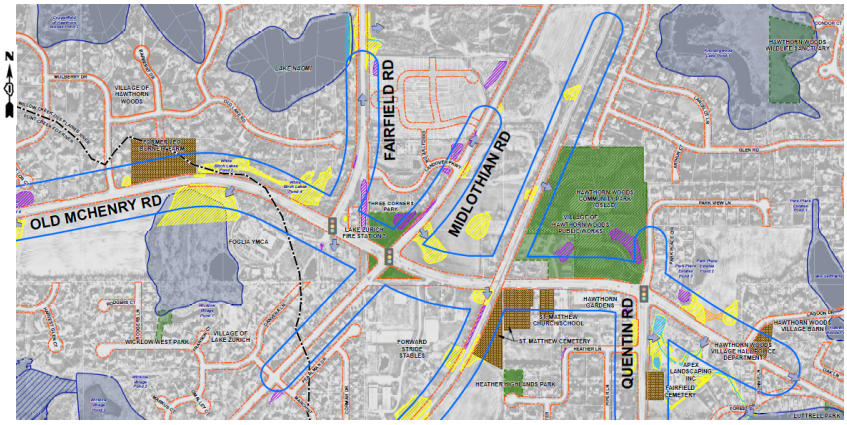
OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

13

Old McHenry Road – Existing Conditions

Key Environmental and Community Resources (along Old McHenry Road)

- Open Waters
  - Forest Lake (Impaired Waters)
  - Lake Naomi (Impaired Waters)
  - Leo Lake
  - Bresen Lake
- Watersheds
  - Willow Creek – Des Plaines River
  - Flint Creek – Fox River
- Other Community Resources
  - Lake Zurich Fire Department
  - Hawthorn Woods Public Works Facility
  - Hawthorn Woods Village Hall
  - Foglia YMCA
  - Middle School North
  - Hawthorn Woods Aquatic Center



LakeCounty
Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

14

Alternative Development & Evaluation Process

LakeCounty
Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

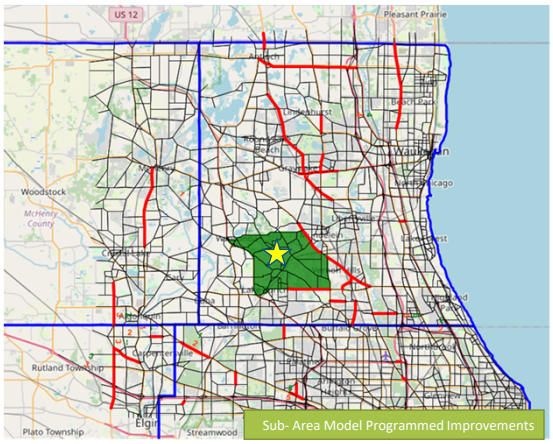
15

CMAP 2050 & No-Build Conditions

CMAP ON TO 2050 Regional Comprehensive Plan

Design Year No-Build Model

- What is a No-Build Model?
  - A forecast for 2050 conditions if no modifications are made to the roadway network within the project limits
  - Other planned improvements outside the project limits are still implemented
    - Add lanes Illinois Route 22 from Quentin Road to Illinois Route 83
    - Add lanes to Illinois Route 60/83 from Illinois Route 176 to Illinois Route 60/83
  - Traffic within the project area adjusts to reflect regional and local socio-economic growth
- Why use a No-Build Model?
  - Existing conditions cannot be compared to design year options
  - No-Build Model establishes a reference point to provide a direct baseline comparison for Design Alternatives



Legend
Green Shading = Study Area
Red Lines = In Progress Projects
Yellow Star = Project Location

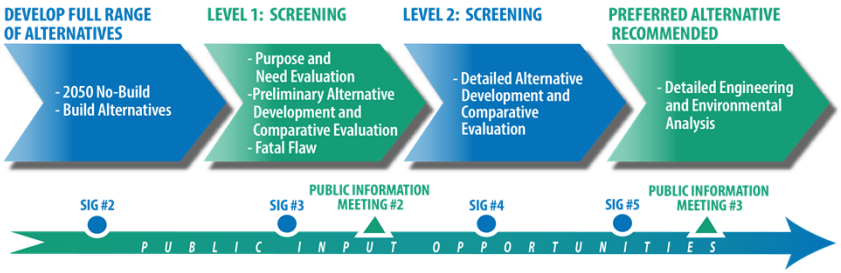
LakeCounty
Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

16

Two Level Alternative Approach

Level I – Full Range of Alternatives
Level II – Evaluated Finalist Alternatives



LakeCounty
Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

17

Level I Evaluation Criteria

Overall Summary Alternative Evaluation Table

Evaluation Criteria	Existing	2050 No Build	Range of Build Alternatives								
			Old McHenry Road - On Alignment Alts				New/Re-Alignment Alts				
			O1	O2	O3	O4	X1	X2	X3	X4	X5
	Existing	No Improvements	5 Lanes OMR + intersection improvements	O1 + 7 Lanes OMR	O1 + Midlothian Quadrant Bypass	O1 + Midlothian Quadrant Bypass & Grade Separated	O1 + Fairfield re-alignment, traditional intersection @ OMR/Midlothian	O1 + Fairfield re-alignment, CFI intersection @ OMR/Midlothian	O3 + Fairfield re-alignment	O4 + Fairfield Realignment	O1 + Fairfield to Quentin Bypass Grade Separation (RR @ OMR at-grade)
Transportation Performance											
Safety											
Mobility & Accessibility											
Non-Motorized Accommodations											
Environmental Resource Impacts											
Socio-Economic Impacts											
Cost											

- Existing Condition
- 2050 No-Build
- Build Alternatives
- 7 Evaluation Categories
  - Purpose & Need Items
    - Transportation Performance
    - Safety
    - Mobility & Accessibility
    - Non-Motorized Accommodations
  - Environmental Resource Impacts
  - Socio-Economic Impacts
  - Cost

LakeCounty
Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

omxproject.com | 18

18

TRANSPORTATION PERFORMANCE
- Average Daily Traffic
- Intersection Level of Service
- Vehicular Queue Length
- Network Performance

SAFETY
- Predicted Crashes at Key Intersections + Roadway Sections
- Predicted Injury / Fatal Crashes

MOBILITY + ACCESSIBILITY
- Changes in Access
- Number of Gaps per Hour
- Total Travel Time Through Project Area

NON-MOTORIZED ACCOMMODATIONS
- Multi-Use Trail and/or Sidewalk

ENVIRONMENTAL / SOCIO-ECONOMIC IMPACTS
- Added Pavements/ Impervious Areas
- Floodplain / Floodway Impacts
- Wetland / Tree Impacts
- Natural / Forest Preserve Impacts
- Land Acquisition

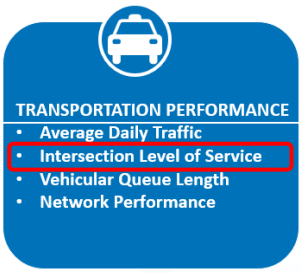
COST
- Estimated Construction Cost
- Planning Level Estimated Land Acquisition

19

19

Level I Evaluation Criteria

Transportation Performance





- FHWA has a qualitative assessment to evaluate roadway and intersection operating conditions called the Level of Service (LOS)
  - LOS factors speed, travel time, maneuverability, delay, and safety
  - Ranking from A (best operations) to F (worst operations)
- Design requirements are set by FHWA/IDOT and establish what we should aim to achieve in the year 2050

LakeCounty
Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

20

Range of Alternatives

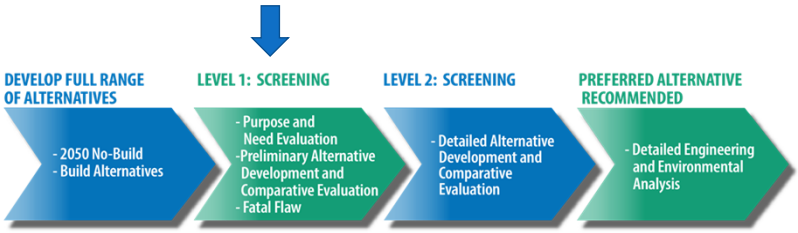
LakeCounty
Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

21

Level I : Screening Process

1. Purpose & Need Evaluation
   - **Identification of key transportation issues/problem areas**
2. Preliminary Alternative Development and Comparative Evaluation
   - **Grade separation warrant analysis**
   - **High level transportation performance analysis**
     - On-Alignment and Off-Alignment alternatives
   - **Corridor footprint analysis**
     - Impact evaluation
3. Fatal Flaw



OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

LakeCounty
Division of Transportation

22

What are the transportation problems?

Existing Roadway Network and Intersection Control

- CN Railroad crossing creates 17 to 20 gates down events per day
  - This causes hours of delay and limits emergency vehicle response times
- LOS E or F in the year 2050
  - Old McHenry Road & Fairfield Road
  - Old McHenry Road & Midlothian Road
- Long queues and poor traffic flow that will worsen by the year 2050
- Close spacing of intersections
  - Old McHenry Road & Fairfield Road
  - Old McHenry Road & Midlothian Road
- Limited gaps for safe entering and exiting along Quentin Road
- Limited non-motorized accommodations within the study area (service gaps)



OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

LakeCounty
Division of Transportation

23

Should a Grade Separation be part of the solution?

Grade Separation Warrant Analysis

- Warrants Met for Grade Separation & Assumed for All Alternatives
- Over/Under Analysis (in progress)
  - What Would an Overpass/Underpass Mean?
  - Criteria
    - Vertical Clearance
    - Drainage
    - Underground Utilities
    - ComEd Transmission Lines
    - Access to Surrounding Properties
    - Footprint
    - Cost
  - Overpass/Underpass Selection -> Level II

An at-grade alternative doesn't address the project purpose & need

SIG: Is this a reasonable conclusion?





LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin



What are some alternative solutions along existing roads?

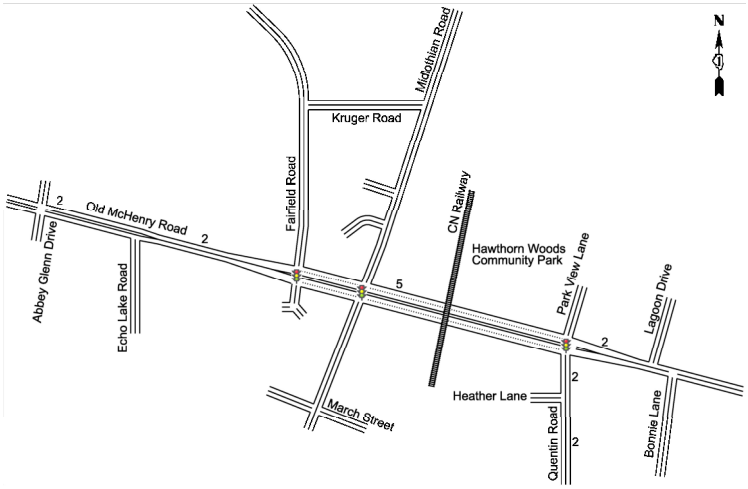
On Existing Alignment Alternative Diagrams

- O1 – 5 lanes on Old McHenry Road (OMR) with intersection improvements
- O2 – 7 lanes on Old McHenry Road (OMR) with intersection improvements
- O3 – O1 plus a Midlothian quadrant bypass
- O4 – O1 plus a grade separated Midlothian quadrant bypass

LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

Existing Diagram



OLD MCHENRY CROSSINGS

Fairfield · Midlothian · CN RR · Quentin

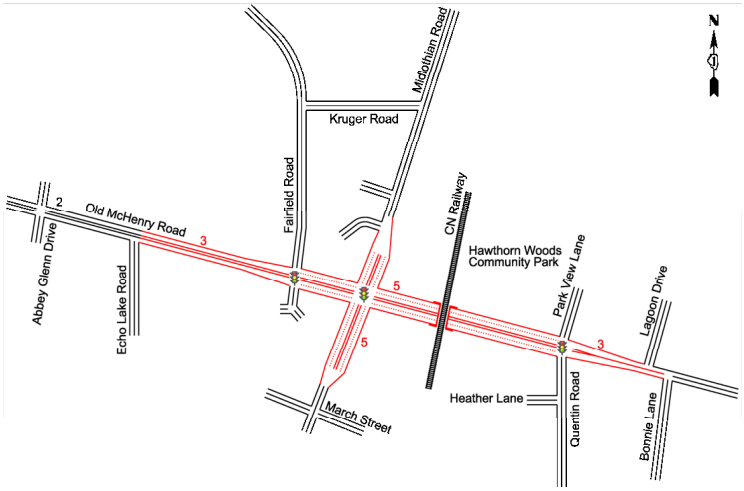
LakeCounty
Division of Transportation

omxproject.com | 26

26

O1 Alternative Diagram

5 lanes on OMR with intersection improvements



OLD MCHENRY CROSSINGS

Fairfield · Midlothian · CN RR · Quentin

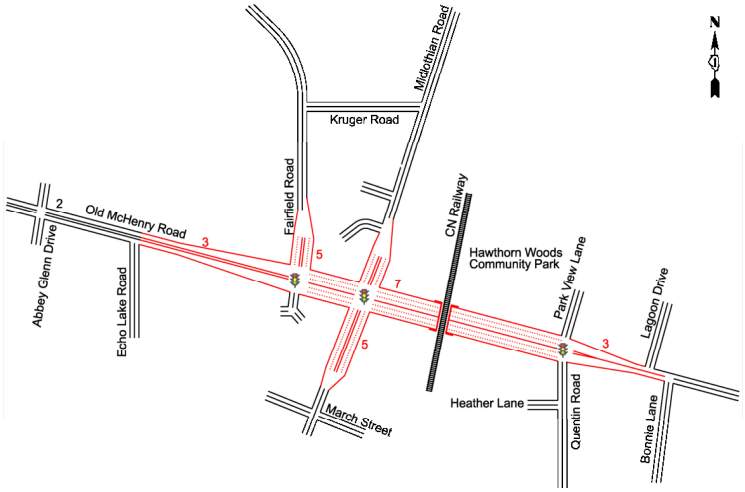
LakeCounty
Division of Transportation

omxproject.com | 27

27

O2 Alternative Diagram

7 lanes on OMR with intersection improvements



OLD MCHENRY CROSSINGS

Fairfield · Midlothian · CN RR · Quentin

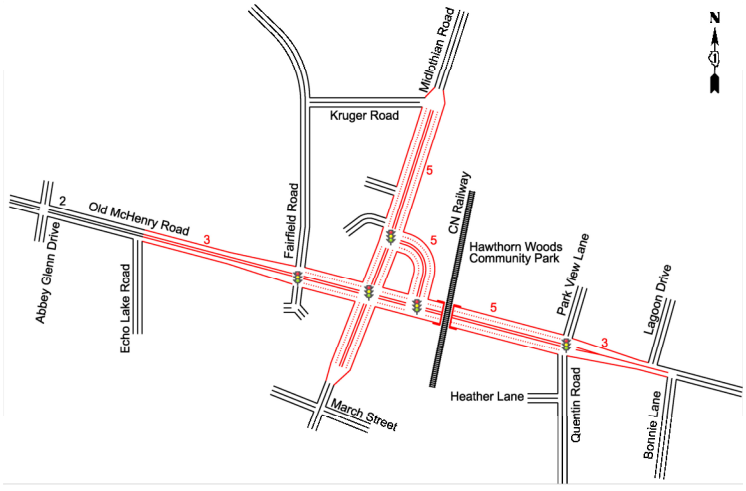
LakeCounty
Division of Transportation

omxproject.com | 28

28

O3 Alternative Diagram

O1 plus a Midlothian quadrant bypass



OLD MCHENRY CROSSINGS

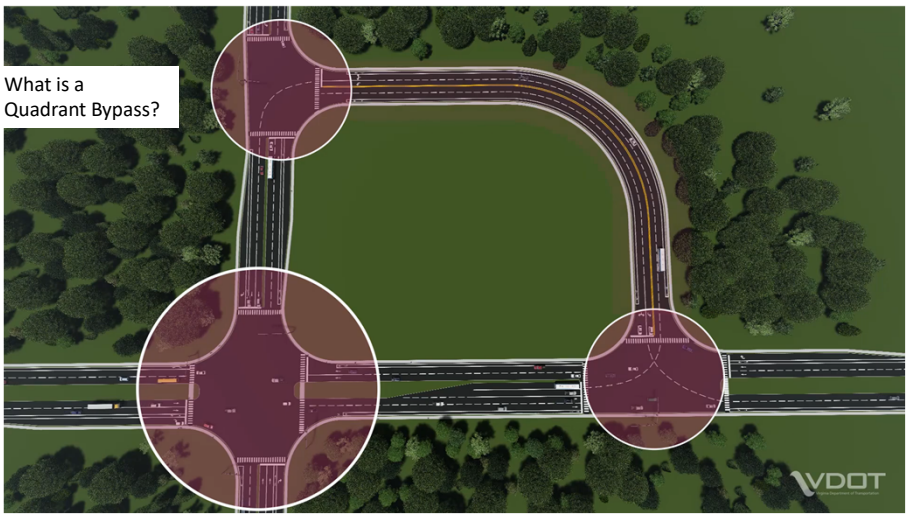
Fairfield · Midlothian · CN RR · Quentin

LakeCounty
Division of Transportation

omxproject.com | 29

29

Quadrant Bypass Intersection Overview



Source: Virginia DOT (https://www.youtube.com/watch?v=eJwYLr88WsA)

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

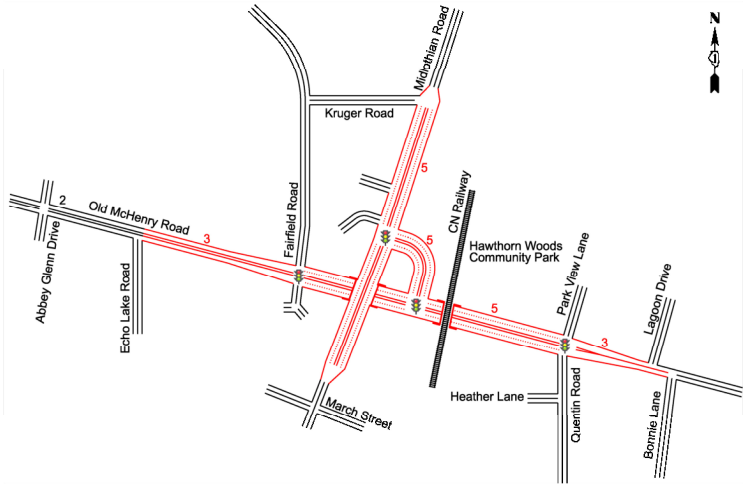
LakeCounty
Division of Transportation

omxproject.com | 30

30

O4 Alternative Diagram

O1 plus a grade separated Midlothian quadrant bypass



OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

LakeCounty
Division of Transportation

omxproject.com | 31

31



What are some alternative solutions that include new roads?

New or Re-Alignment Alternative Diagrams

- X1 – O1 plus realign Fairfield with traditional intersection at Midlothian
- X2 – O1 plus realign Fairfield with continuous flow intersection at Midlothian
- X3 – O3 plus realign Fairfield
- X4 – O4 plus realign Fairfield
- X5 – O1 plus Fairfield to Quentin bypass grade separated

Why did we look at off alignment alternatives?

Reminder:

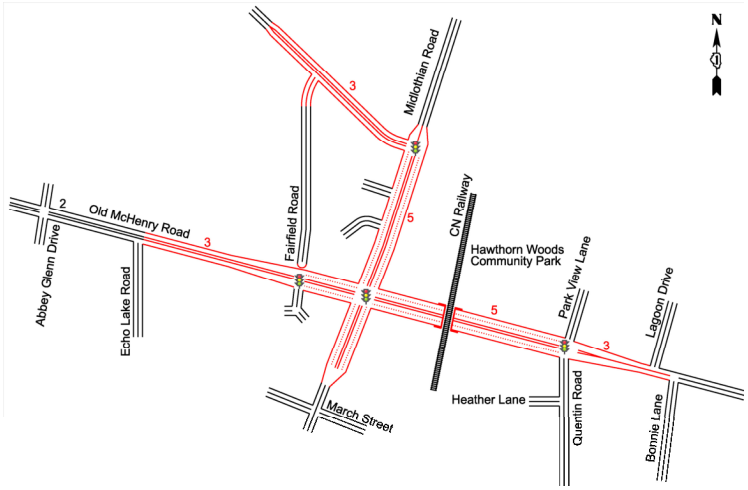
- O1 – 5 lanes on OMR with intersection improvements
- O3 – O1 plus a Midlothian quadrant bypass
- O4 – O1 plus a grade separated Midlothian quadrant bypass

LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

X1 Alternative Diagram

O1 plus realign Fairfield with traditional intersection at Midlothian

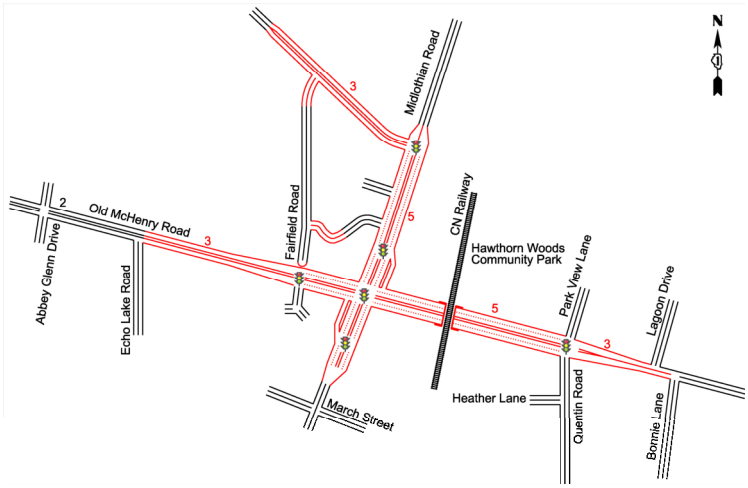


LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

X2 Alternative Diagram

O1 plus realign Fairfield with continuous flow intersection (CFI) at Midlothian



OLD MCHENRY CROSSINGS

Fairfield · Midlothian · CN RR · Quentin

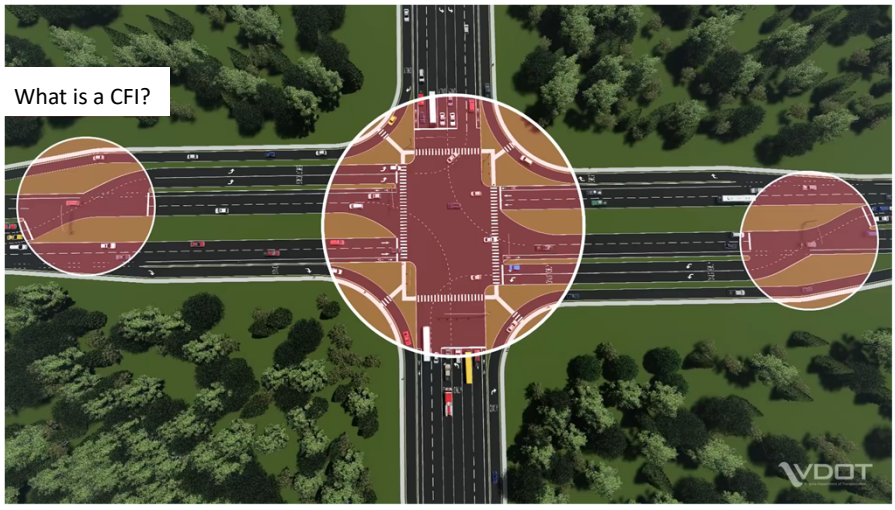
LakeCounty Division of Transportation

omxproject.com | 34

34

Continuous Flow Intersection (CFI) Overview

What is a CFI?



Source: Virginia DOT (https://www.youtube.com/watch?v=H1ZtO9cwmyY)

OLD MCHENRY CROSSINGS

Fairfield · Midlothian · CN RR · Quentin

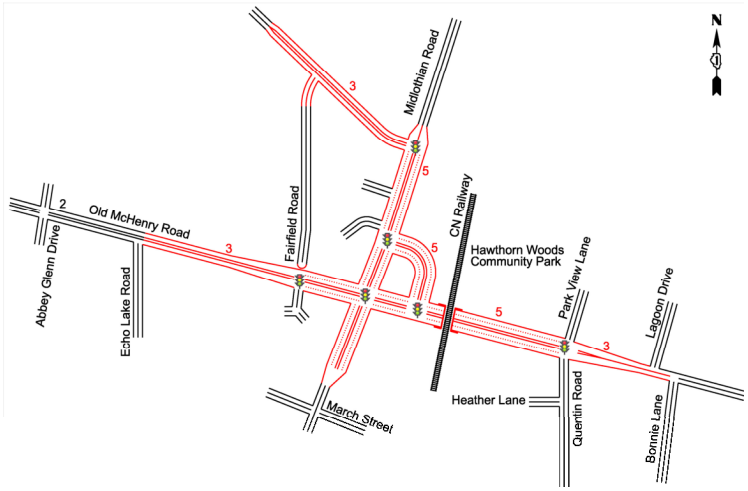
LakeCounty Division of Transportation

omxproject.com | 35

35

X3 Alternative Diagram

O3 plus realign Fairfield



OLD MCHENRY CROSSINGS

Fairfield · Midlothian · CN RR · Quentin

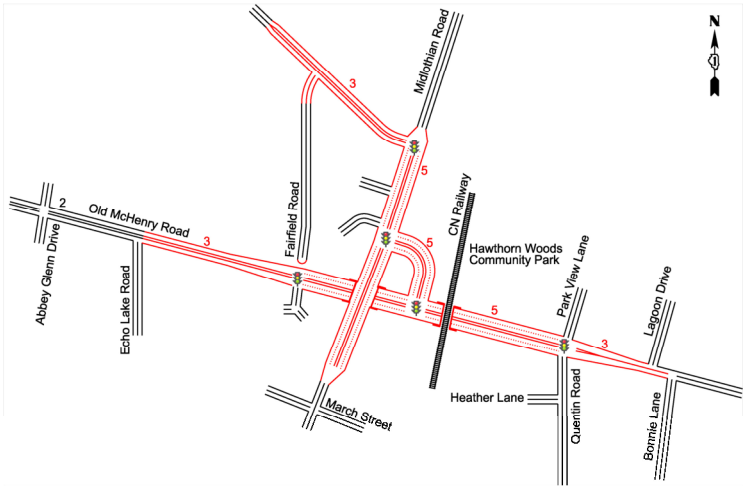
LakeCounty
Division of Transportation

omxproject.com | 36

36

X4 Alternative Diagram

O4 plus realign Fairfield



OLD MCHENRY CROSSINGS

Fairfield · Midlothian · CN RR · Quentin

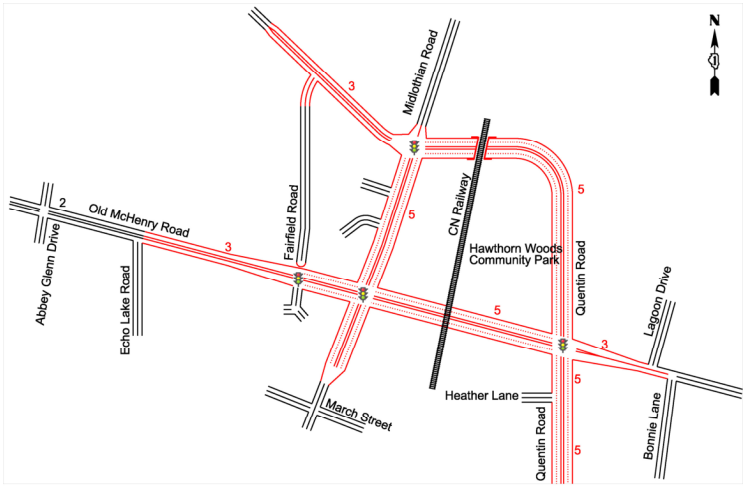
LakeCounty
Division of Transportation

omxproject.com | 37

37

X5 Alternative Diagram

O1 plus Fairfield to Quentin bypass grade separated



OLD MCHENRY CROSSINGS

Fairfield · Midlothian · CN RR · Quentin

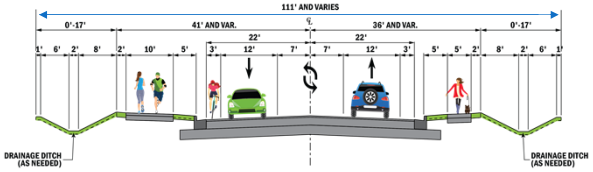
LakeCounty Division of Transportation

omxproject.com | 38

38

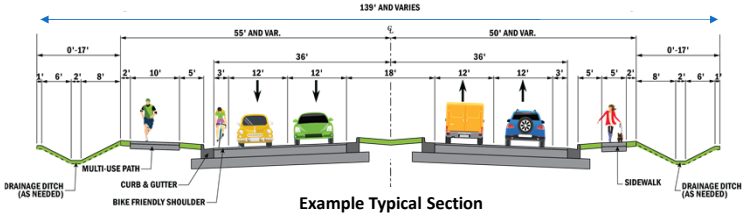
What will be the footprint of the alternatives?

- **Median options**
  - Flush median vs. landscaped barrier curb median
- **Roadway Lanes Widths**
  - 12-foot versus 11-foot width
- **Multi-Use Path**
  - 10-foot width
  - Location (North vs. South)
  - Offset (close to road versus further from road)
- **Sidewalk**
  - Sidewalk incorporation in project
  - 5-foot width
  - Offset (close to road versus further from road)
- **On-Road Bike Accommodations**
  - Bike friendly shoulder versus dedicated bike lane
- **Drainage**
  - Open drainage (ditch) vs. Closed Drainage (curb & storm sewer)



Example Typical Section

3-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE



Example Typical Section

5-LANE DIVIDED WITH GRASS BARRIER MEDIAN

OLD MCHENRY CROSSINGS

Fairfield · Midlothian · CN RR · Quentin

LakeCounty Division of Transportation

omxproject.com | 39

39

Level I Screening Evaluation

Evaluation Criteria	Unit of Measure	Existing	2050 No Build	Range of Build Alternatives								
				Old McHenry Road - On Alignment Alts				*New/Re-Alignment Alts*				
				O1	O2	O3	O4	X1	X2	X3	X4	X5
Transportation Performance												
Old McHenry Road Average Daily Traffic (ADT) - Abbey Glen to Fairfield	veh/day	13,500	16,400	16,400	16,600	16,400	16,500	16,300	16,300	16,500	16,500	16,200
Old McHenry Road Average Daily Traffic (ADT) - Fairfield to Midlothian	veh/day	24,200	28,200	28,200	30,400	28,700	29,000	16,300	16,300	16,400	16,700	16,200
Old McHenry Road Average Daily Traffic (ADT) - Midlothian to Quentin	veh/day	25,200	29,800	29,800	30,800	29,800	29,500	29,500	29,500	29,800	17,800	14,000
Intersection Level of Service (LOS) and Average Delay		AM PM	AM PM	AM PM	AM PM	AM PM	AM PM	AM PM	AM PM	AM PM	AM PM	AM PM
Old McHenry Road at Fairfield Road Intersection	LOS (sec/veh)	D (53.5) B (15.9)	E (76.0) B (19.5)	D (42.0) B (18.6)	C (31.9) B (18.1)	D (40.2) C (20.5)	D (35.1) B (19.9)	A (5.3) A (7.9)	A (6.1) A (10.0)	A (5.3) A (5.9)	A (4.3) A (4.6)	A (1.6)* A (1.7)*
Max Volume-to-Capacity Ratio (v/c)		0.88 0.70	1.11 0.80	0.95 0.76	0.90 0.84	0.95 0.78	0.86 0.82	0.47 0.59	0.51 0.54	0.47 0.36	0.45 0.36	0.40 0.30
Old McHenry Road at Midlothian Road Intersection	LOS (sec/veh)	E (55.0) D (40.8)	F (84.5) E (75.3)	D (41.3) D (39.9)	C (29.1) C (35.0)	C (22.5) C (29.6)	- -	D (50.8) D (40.6)	C (25.2) C (27.0)	B (19.8) B (20.2)	- -	C (22.8) C (24.8)
Max Volume-to-Capacity Ratio (v/c)		1.02 0.96	1.27 1.21	0.94 0.95	0.80 0.77	0.83 0.92	- -	0.92 0.83	0.81 0.76	0.70 0.72	- -	0.66 0.67
Old McHenry Road at Quentin Road Intersection	LOS (sec/veh)	B (18.1) C (29.9)	C (24.0) D (35.1)	C (24.1) C (31.6)	C (23.4) C (33.7)	B (17.0) C (29.7)	B (17.6) C (30.2)	C (23.1) C (32.5)	B (16.3) C (26.3)	C (21.1) C (28.8)	C (23.0) C (28.8)	C (31.9) C (26.1)
Max Volume-to-Capacity Ratio (v/c)		0.65 0.84	0.82 0.87	0.77 0.85	0.80 0.84	0.76 0.87	0.75 0.83	0.78 0.81	0.79 0.81	0.76 0.82	0.76 0.82	0.77 0.74
Midlothian Road at Landover Pkwy/Connector Road Intersection	LOS (sec/veh)	- -	- -	- -	- -	B (12.3) B (19.3)	C (25.3) C (21.2)	- -	- -	C (22.5) C (21.5)	D (35.2) C (28.5)	- -
Max Volume-to-Capacity Ratio (v/c)		- -	- -	- -	- -	0.53 0.75	0.58 0.64	- -	- -	0.76 0.89	0.80 0.89	- -
Old McHenry Road at Connector Road Intersection	LOS (sec/veh)	- -	- -	- -	- -	B (12.3) C (24.8)	C (23.0) C (27.1)	- -	- -	B (15.6) B (15.9)	D (44.5) C (24.0)	- -
Max Volume-to-Capacity Ratio (v/c)		- -	- -	- -	- -	0.73 0.95	0.70 0.90	- -	- -	0.74 0.81	0.83 0.86	- -
Network Performance		AM PM	AM PM	AM PM	AM PM	AM PM	AM PM	AM PM	AM PM	AM PM	AM PM	AM PM
Total Delay	sec/veh	212.7 104.4	320.7 209.1	96.5 124.3	87.4 88.8	84.0 90.4	69.5 76.8	90.4 91.2	63.2 70.7	80.8 80.1	84.6 74.6	68.0 71.8
	hours	250.4 130.5	419.4 303.9	132.5 184.4	125.4 135.5	119.7 138.2	101.0 120.2	129.0 135.6	91.1 105.0	116.4 120.3	122.3 113.6	93.2 103.8
Comparison to No Build	% change			-68% -39%	-70% -55%	-71% -55%	-76% -60%	-69% -55%	-78% -65%	-72% -60%	-71% -63%	-78% -66%
Average Speed	mph	13 20	9 12	21 18	22 22	22 21	24 24	22 22	25 24	22 23	22 23	24 23
Safety (Illinois Highway Safety Design Manual)												
Emergency Response Times/Life & Safety (RR Grade Separation)	scale	+	+	+++++	+++++	+++++	+++++	+++++	+++++	+++++	+++++	+++
Total Conflict Points	each	128	128	169	169	188	178	137	135	156	155	137
Mobility & Accessibility												
Total Travel Time (Fairfield/Kruger to Quentin/OMR Intersection)	minutes	9.7 3.9	14.2 6.1	3.0 2.8	2.7 2.6	3.0 3.0	2.5 2.8	4.8 3.0	3.9 3.0	3.3 2.5	3.6 2.5	2.1 2.7
Comparison to No Build				-79% -54%	-81% -57%	-79% -51%	-82% -54%	-66% -51%	-73% -51%	-77% -59%	-75% -59%	-85% -56%
Level of Access for properties along OMR (Midlothian to Quentin)	scale	+++++	+++++	++	+	++	++	++	++	++	++	+++++
Non-Motorized Accommodations												
Non-Motorized Accommodations	Yes/No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Environmental Resource Impacts												
Wetland Impacts	acres	-	0.0	0.14	0.18	1.02	0.83	0.50	0.61	1.18	0.99	0.59
Stormwater Facility Impacts	acres	-	0.0	0.20	0.21	0.31	0.31	0.30	0.18	0.31	0.31	0.37
Surface Waters Impacts	acres	-	0.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Floodway Impacts	acres	-	0.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Floodplain Impacts	acres	-	0.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Park Impacts (Section 4f)	acres	-	0.0	0.26	0.61	0.26	0.26	0.20	0.34	0.25	0.20	1.53
OSLAD Recreational Property Impacts	acres	-	0.0	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00	1.33
Historic Property Impacts	acres	-	0.0	0.01	0.13	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Historic Structure Impacts	each	-	0.0	0	0	0	0	0	0	0	0	0
Cemetery Impacts	acres	-	0.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tree Impacts	each	-	0.0	40	156	126	128					
Socio-Economic Impacts												
Residential Building Impacts	each	-	0.0	4	5	4	4	4	4	4	4	6
Commercial Building Impacts	each	-	0.0	0	0	0	0	0	0	0	0	0
Total Property Acquisition	acres	-	0.0	1.5	2.6	5.44	5.38	6.19	8.08	9.40	9.32	11.71
Parcels Affected	each	-	0.0	30	36	38	38	42	58	46	44	46
Access Changes	each	-	0.0	11	14	9	11	16	14	12	16	4
Cost												
Cost	scale	-	-	$	$$	$$$$	$$$$$	$$$	$$$$	$$$$$	$$$$$	$$$$$

LakeCounty
Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

Relatively Lowest Performance — Best Performance

Level I Screening Evaluation (High Level)

Evaluation Criteria	Existing	2050 No Build	Range of Build Alternatives								
			Old McHenry Road - On Alignment Alts				New/Re-Alignment Alts				
			O1	O2	O3	O4	X1	X2	X3	X4	X5
	Existing	No Improvements	5 Lanes OMR + intersection improvements	O1 + 7 Lanes OMR	O1 + Midlothian Quadrant Bypass	O1 + Midlothian Quadrant Bypass & Grade Separated	O1 + Fairfield re-alignment, traditional intersection @ OMR/Midlothian	O1 + Fairfield re-alignment, CFI intersection @ OMR/Midlothian	O3 + Fairfield re-alignment	O4 + Fairfield re-alignment	O1 + Fairfield to Quentin Bypass Grade Separation (RR @ OMR at-grade)
Transportation Performance											
Safety											
Mobility & Accessibility											
Non-Motorized Accommodations											
Environmental Resource Impacts											
Socio-Economic Impacts											
Cost											

LakeCounty
Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

Relatively Lowest Performance — Best Performance

Level I Screening Evaluation (High Level)

Evaluation Criteria	Existing	2050 No Build	Range of Build Alternatives								
			Old McHenry Road - On Alignment Alts				New/Re-Alignment Alts				
			O1	O2	O3	O4	X1	X2	X3	X4	X5
	Existing	No Improvements	5 Lanes OMR + intersection improvements	O1 + 7 Lanes OMR	O1 + Midlothian Quadrant Bypass	O1 + Midlothian Quadrant Bypass & Grade Separated	O1 + Fairfield re-alignment, traditional intersection @ OMR/Midlothian	O1 + Fairfield re-alignment, CFI intersection @ OMR/Midlothian	O3 + Fairfield re-alignment	O4 + Fairfield re-alignment	O1 + Fairfield to Quentin Bypass Grade Separation (RR @ OMR at-grade)
Transportation Performance											
Safety											
Mobility & Accessibility											
Non-Motorized Accommodations											
Environmental Resource Impacts											
Socio-Economic Impacts											
Cost											

LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

Relatively Lowest Performance — Best Performance

Level I Screening Evaluation (High Level)

Evaluation Criteria	Existing	2050 No Build	Range of Build Alternatives								
			Old McHenry Road - On Alignment Alts				New/Re-Alignment Alts				
			O1	O2	O3	O4	X1	X2	X3	X4	X5
	Existing	No Improvements	5 Lanes OMR + intersection improvements	O1 + 7 Lanes OMR	O1 + Midlothian Quadrant Bypass	O1 + Midlothian Quadrant Bypass & Grade Separated	O1 + Fairfield re-alignment, traditional intersection @ OMR/Midlothian	O1 + Fairfield re-alignment, CFI intersection @ OMR/Midlothian	O3 + Fairfield re-alignment	O4 + Fairfield re-alignment	O1 + Fairfield to Quentin Bypass Grade Separation (RR @ OMR at-grade)
Transportation Performance											
Safety											
Mobility & Accessibility											
Non-Motorized Accommodations											
Environmental Resource Impacts											
Socio-Economic Impacts											
Cost											

LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

Relatively Lowest Performance — Best Performance

Level I Screening Evaluation (High Level)

Evaluation Criteria	Existing	2050 No Build	Range of Build Alternatives								
			Old McHenry Road - On Alignment Alts				New/Re-Alignment Alts				
			O1	O2	O3	O4	X1	X2	X3	X4	X5
	Existing	No Improvements	5 Lanes OMR + intersection improvements	O1 + 7 Lanes OMR	O1 + Midlothian Quadrant Bypass	O1 + Midlothian Quadrant Bypass & Grade Separated	O1 + Fairfield re-alignment, traditional intersection @ OMR/Midlothian	O1 + Fairfield re-alignment, CFI intersection @ OMR/Midlothian	O3 + Fairfield re-alignment	O4 + Fairfield re-alignment	O1 + Fairfield to Quentin Bypass Grade Separation (RR @ OMR at-grade)
Transportation Performance											
Safety											
Mobility & Accessibility											
Non-Motorized Accommodations											
Environmental Resource Impacts											
Socio-Economic Impacts											
Cost											

LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

Relatively Lowest Performance — Best Performance

44

Level I Screening Evaluation (High Level)

Evaluation Criteria	Existing	2050 No Build	Range of Build Alternatives								
			Old McHenry Road - On Alignment Alts				New/Re-Alignment Alts				
			O1	O2	O3	O4	X1	X2	X3	X4	X5
	Existing	No Improvements	5 Lanes OMR + intersection improvements	O1 + 7 Lanes OMR	O1 + Midlothian Quadrant Bypass	O1 + Midlothian Quadrant Bypass & Grade Separated	O1 + Fairfield re-alignment, traditional intersection @ OMR/Midlothian	O1 + Fairfield re-alignment, CFI intersection @ OMR/Midlothian	O3 + Fairfield re-alignment	O4 + Fairfield re-alignment	O1 + Fairfield to Quentin Bypass Grade Separation (RR @ OMR at-grade)
Transportation Performance											
Safety											
Mobility & Accessibility											
Non-Motorized Accommodations											
Environmental Resource Impacts											
Socio-Economic Impacts											
Cost											

LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

Relatively Lowest Performance — Best Performance

45

Level I Screening Evaluation (High Level)

Evaluation Criteria	Existing	2050 No Build	Range of Build Alternatives								
			Old McHenry Road - On Alignment Alts				New/Re-Alignment Alts				
			O1	O2	O3	O4	X1	X2	X3	X4	X5
	Existing	No Improvements	5 Lanes OMR + intersection improvements	O1 + 7 Lanes OMR	O1 + Midlothian Quadrant Bypass	O1 + Midlothian Quadrant Bypass & Grade Separated	O1 + Fairfield re-alignment, traditional intersection @ OMR/Midlothian	O1 + Fairfield re-alignment, CFI intersection @ OMR/Midlothian	O3 + Fairfield re-alignment	O4 + Fairfield re-alignment	O1 + Fairfield to Quentin Bypass Grade Separation (RR @ OMR at-grade)
Transportation Performance											
Safety											
Mobility & Accessibility											
Non-Motorized Accommodations											
Environmental Resource Impacts	-										
Socio-Economic Impacts											
Cost											

LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

Relatively Lowest Performance — Best Performance

omxproject.com | 46

46

Level I Screening Evaluation (High Level)

Evaluation Criteria	Existing	2050 No Build	Range of Build Alternatives								
			Old McHenry Road - On Alignment Alts				New/Re-Alignment Alts				
			O1	O2	O3	O4	X1	X2	X3	X4	X5
	Existing	No Improvements	5 Lanes OMR + intersection improvements	O1 + 7 Lanes OMR	O1 + Midlothian Quadrant Bypass	O1 + Midlothian Quadrant Bypass & Grade Separated	O1 + Fairfield re-alignment, traditional intersection @ OMR/Midlothian	O1 + Fairfield re-alignment, CFI intersection @ OMR/Midlothian	O3 + Fairfield re-alignment	O4 + Fairfield re-alignment	O1 + Fairfield to Quentin Bypass Grade Separation (RR @ OMR at-grade)
Transportation Performance											
Safety											
Mobility & Accessibility											
Non-Motorized Accommodations											
Environmental Resource Impacts											
Socio-Economic Impacts	-										
Cost											

LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

Relatively Lowest Performance — Best Performance

omxproject.com | 47

47

Level I Screening Evaluation (High Level)

Evaluation Criteria	Existing	2050 No Build	Range of Build Alternatives								
			Old McHenry Road - On Alignment Alts				New/Re-Alignment Alts				
			O1	O2	O3	O4	X1	X2	X3	X4	X5
	Existing	No Improvements	5 Lanes OMR + intersection improvements	O1 + 7 Lanes OMR	O1 + Midlothian Quadrant Bypass	O1 + Midlothian Quadrant Bypass & Grade Separated	O1 + Fairfield re-alignment, traditional intersection @ OMR/Midlothian	O1 + Fairfield re-alignment, CFI intersection @ OMR/Midlothian	O3 + Fairfield re-alignment	O4 + Fairfield re-alignment	O1 + Fairfield to Quentin Bypass Grade Separation (RR @ OMR at-grade)
Transportation Performance											
Safety											
Mobility & Accessibility											
Non-Motorized Accommodations											
Environmental Resource Impacts	-										
Socio-Economic Impacts	-										
Cost	-	-									

LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin



48

What is the project team's recommendation?

LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

49

Considerations

Evaluation Criteria	Existing	2050 No Build	Range of Build Alternatives								
			Old McHenry Road - On Alignment Alts				New/Re-Alignment Alts				
			O1	O2	O3	O4	X1	X2	X3	X4	X5
	Existing	No Improvements	5 Lanes OMR + intersection improvements	O1 + 7 Lanes OMR	O1 + Midlothian Quadrant Bypass	O1 + Midlothian Quadrant Bypass & Grade Separated	O1 + Fairfield re-alignment, traditional intersection @ OMR/Midlothian	O1 + Fairfield re-alignment, CFI intersection @ OMR/Midlothian	O3 + Fairfield re-alignment	O4 + Fairfield re-alignment	O1 + Fairfield to Quentin Bypass Grade Separation (RR @ OMR at-grade)
Transportation Performance											
Safety											
Mobility & Accessibility											
Non-Motorized Accommodations											
Environmental Resource Impacts	-										
Socio-Economic Impacts	-										
Cost	-	-									

O1 and O2 Alternatives should move forward into Level II Screening for further development and evaluation

LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

Relatively Lowest Performance — Best Performance

50

Q & A

LakeCounty Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

51

Next Steps & Schedule

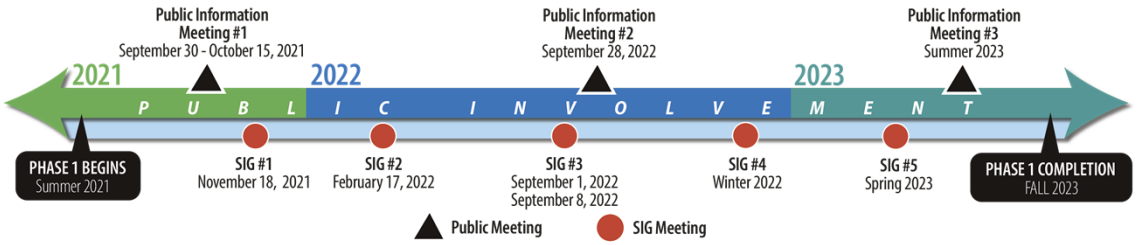
LakeCounty
Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

52

Next Steps & Schedule

- Level II Screening Alternative Evaluation
- Public Information Meeting #2 – September 2022
- SIG Meeting #4 – Winter 2022 (Targeted)



LakeCounty
Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

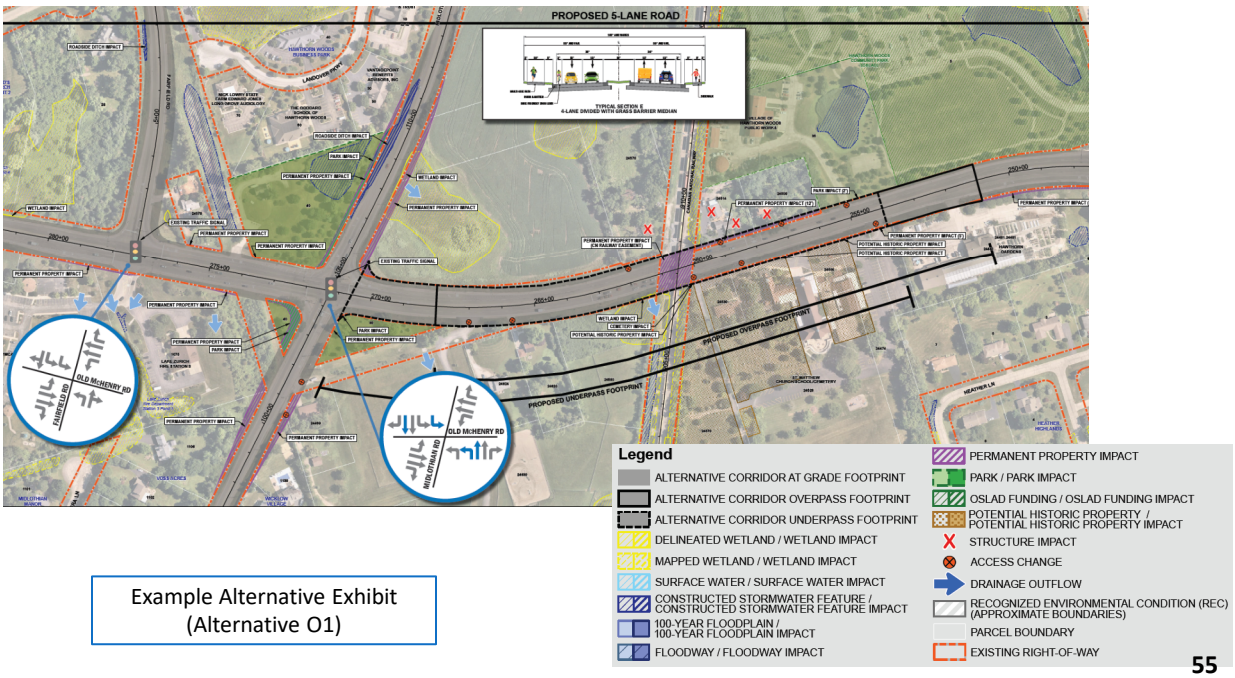
53

Open House

LakeCounty
Division of Transportation

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

54



Example Alternative Exhibit
(Alternative O1)

55

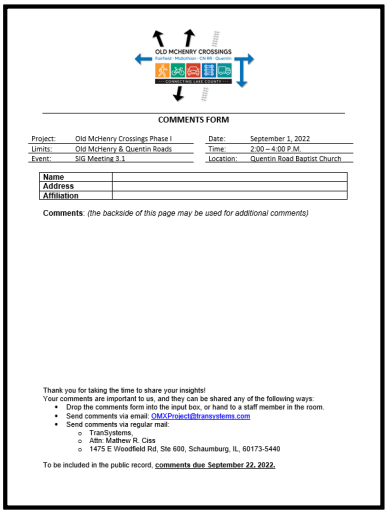
55

Ways to Comment

- Comment Form
- Website

Comments pertaining SIG #3 are due by September 22, 2022

Comments can be submitted at anytime throughout the project development process via the project website: www.omxproject.com



OLD MCHENRY CROSSINGS

COMMENTS FORM

Project:	Old McHenry Crossings Phase I	Date:	September 1, 2022
Limits:	Old McHenry & Quentin Roads	Time:	2:00 – 4:00 P.M.
Event:	SIG Meeting 3.1	Location:	Quentin Road Baptist Church

Name	
Address	
Affiliation	

Comments: *(the backside of this page may be used for additional comments)*

Thank you for taking the time to share your insights!
Your comments are important to us, and they can be shared any of the following ways:

- Drop the comments form into the input box, or hand to a staff member in the room.
- Send comments via email: OMXProject@transystems.com
- Send comments via regular mail:
  - TranSystems
  - Attn: Mathew R. Ciss
  - 1475 E Woodfield Rd, Ste 600, Schaumburg, IL, 60173-5440

To be included in the public record, **comments due September 22, 2022.**

LakeCounty
Division of Transportation

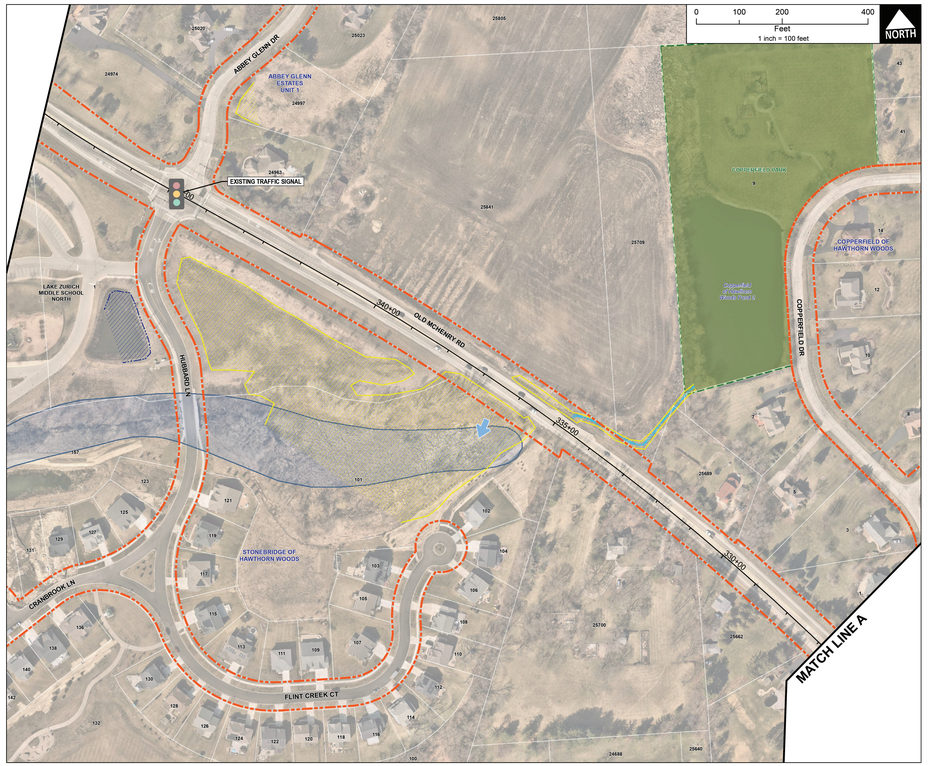
OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin

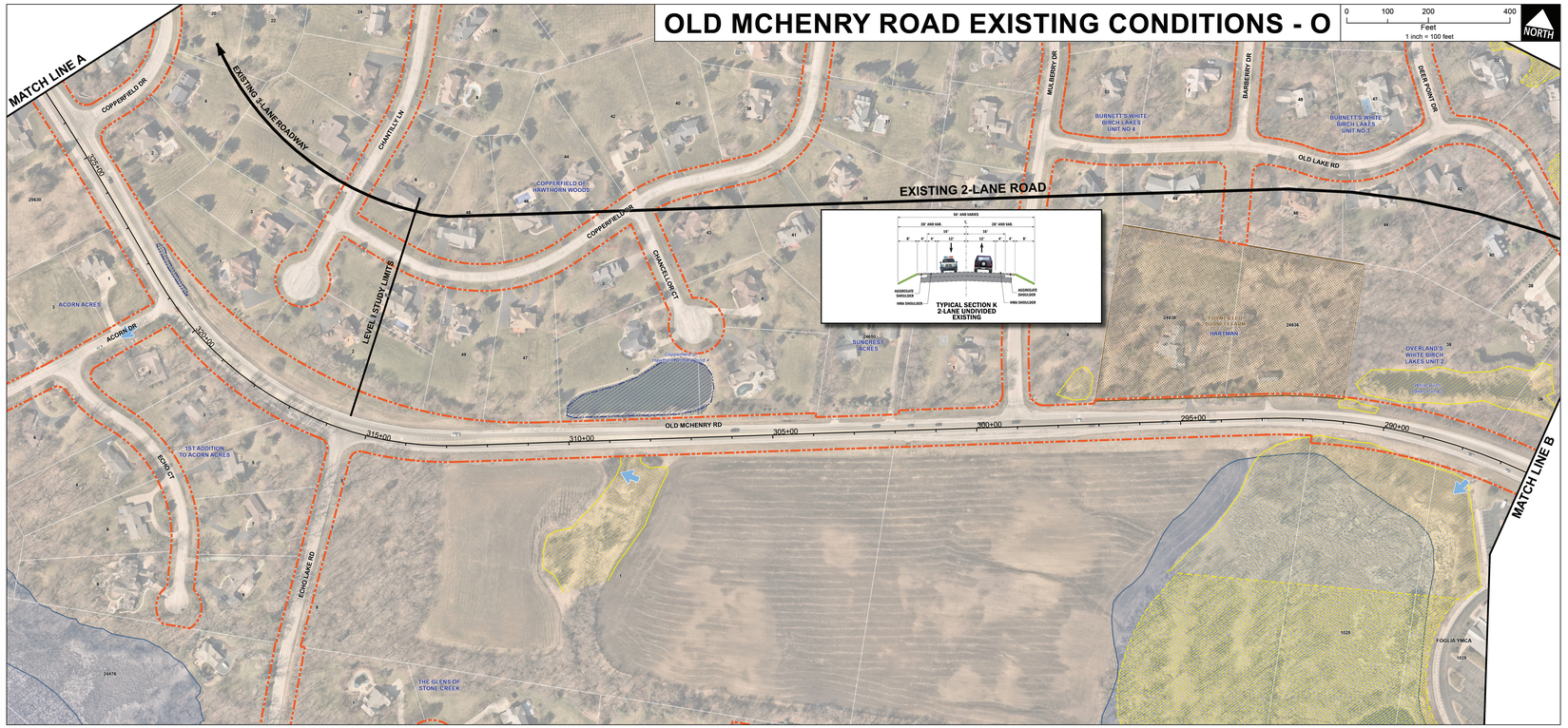
SIG Meeting #3.1 – Summary
September 1, 2022

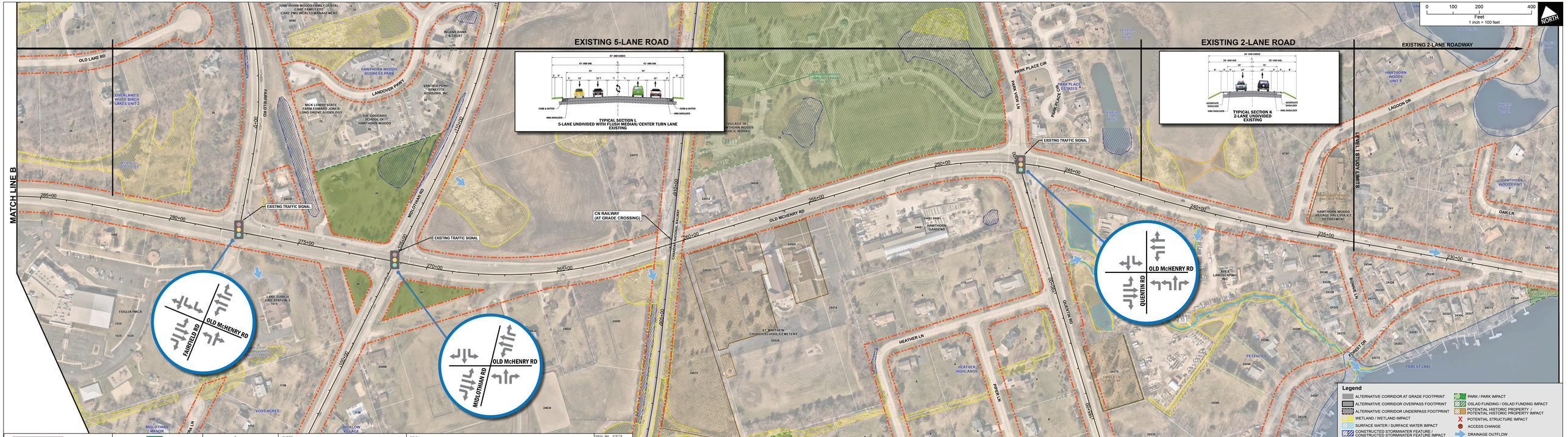
Attachment B

Level I Old McHenry Road Alternative Exhibits & Evaluation Table

OLD MCHENRY ROAD EXISTING CONDITIONS - O







Legend

- ALTERNATIVE CORRIDOR AT GRADE FOOTPRINT
- ALTERNATIVE CORRIDOR OVERPASS FOOTPRINT
- ALTERNATIVE CORRIDOR UNDERPASS FOOTPRINT
- WETLAND / WETLAND IMPACT
- SURFACE WATER / SURFACE WATER IMPACT
- CONSTRUCTED STORMWATER FEATURE / CONSTRUCTED STORMWATER FEATURE IMPACT
- 100-YEAR FLOODPLAIN / 100-YEAR FLOODPLAIN IMPACT
- FLOODWAY / FLOODWAY IMPACT
- PERMANENT PROPERTY IMPACT
- PARK / PARK IMPACT
- OSLAD FUNDING / OSLAD FUNDING IMPACT
- POTENTIAL HISTORIC PROPERTY / POTENTIAL HISTORIC PROPERTY IMPACT
- POTENTIAL STRUCTURE IMPACT
- ACCESS CHANGE
- DRAINAGE OUTFLOW
- PARCEL BOUNDARY
- EXISTING RIGHT-OF-WAY

TranSystems

Christopher B. Burke Engineering, Ltd.

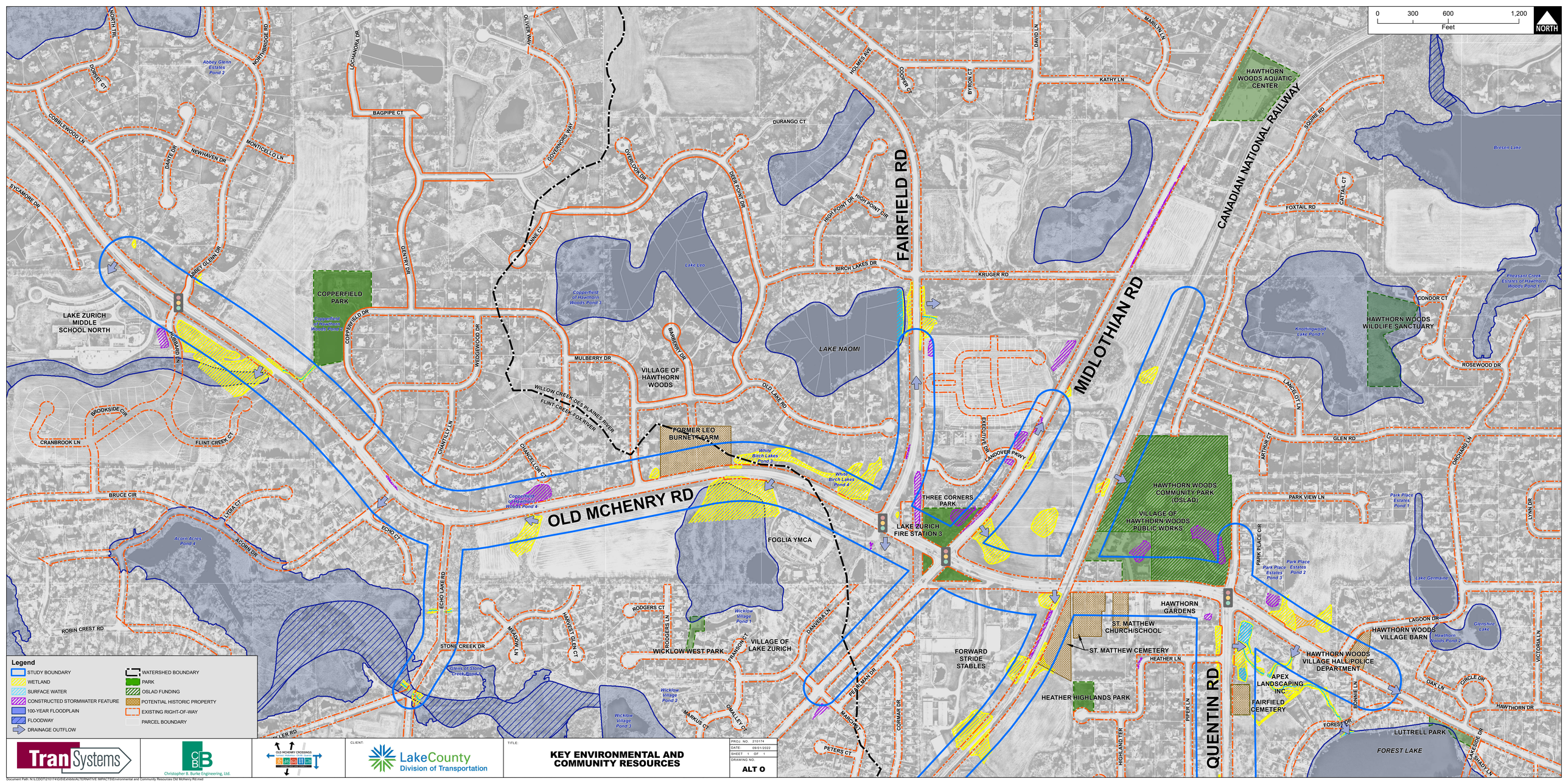
CLIENT: LakeCounty Division of Transportation

TITLE: OLD MCHENRY CROSSINGS
OLD MCHENRY ROAD EXISTING CONDITIONS

PROJ. NO. 215174
DATE 09/01/2022
SHEET 1 OF 1
DRAWING NO. ALT O

Service Layer Credits: Copyright nearmap 2015

PATH: N:\LCDOT\2101T4\GIS\Exhibits\ALTERNATIVE IMPACTS\Old McHenry Rd Existing Conditions Base.mxd Plot Date: 8/23/2022



TranSystems

Christopher B. Burke Engineering, Ltd.

OLD MCHENRY CROSSINGS

CLIENT: LakeCounty Division of Transportation

TITLE: **KEY ENVIRONMENTAL AND COMMUNITY RESOURCES**

PROJ. NO. 210174
DATE: 09/01/2022
SHEET 1 OF 1
DRAWING NO. **ALT O**

Document Path: N:\LCDOT\210174\GIS\Exhibits\ALTERNATIVE IMPACTS\Environmental and Community Resources Old McHenry Rd.mxd

OLD MCHENRY ROAD ALTERNATIVE - O1

0 100 200 400
Feet
1 inch = 100 feet

NORTH

FURTHER ANALYSIS REQUIERED IN LEVEL II

EXISTING TRAFFIC SIGNAL

ABBEY GLENN DR

ABBEY GLENN ESTATES UNIT 1

COPPERFIELD DR

COPPERFIELD OF HAWTHORN WOODS

LAKE ZURICH MIDDLE SCHOOL NORTH

OLD MCHENRY RD

HUBBARD LN

STONEBRIDGE OF HAWTHORN WOODS

CRANBROOK LN

FLINT CREEK CT

MATCH LINE A

MATCH LINE A

EXISTING 2-LANE ROADWAY

CHANTILLY LN

COPPERFIELD OF HAWTHORN WOODS

COPPERFIELD DR

PROPOSED 3-LANE ROAD

OLD LAKE RD

BARBERRY DR

DEER POINT DR

BURNETT'S WHITE BIRCH LAKES UNIT NO 4

BURNETT'S WHITE BIRCH LAKES UNIT NO 3

MULBERRY DR

CHANCELLOR CT

TYPICAL SECTION A
3-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE

ACORN ACRES

ACORN DR

OLD MCHENRY RD

LEVEL I STUDY LIMITS

POTENTIAL TRAFFIC SIGNAL

1ST ADDITION TO ACORN ACRES

ECHO CT

ECHO LAKE RD

THE GLENS OF STONE CREEK

SUNCREST ACRES

FOREST VIEW ESTATES

HARTMAN

OVERLAND'S WHITE BIRCH LAKES UNIT 2

WETLAND IMPACT

WETLAND IMPACT

WETLAND IMPACT

PERMANENT PROPERTY IMPACT

WETLAND IMPACT

MATCH LINE B

FOGLIA YMCA

PROPOSED 5-LANE ROAD

PROPOSED 3-LANE ROAD

EXISTING 2-LANE ROADWAY

TYPICAL SECTION E
4-LANE DIVIDED WITH GRASS BARRIER MEDIAN

TYPICAL SECTION A
3-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE

MATCH LINE B

LEVEL I STUDY LIMITS

ROADSIDE DITCH IMPACT

PARK IMPACT

PERMANENT PROPERTY IMPACT

WETLAND IMPACT

EXISTING TRAFFIC SIGNAL

PERMANENT PROPERTY IMPACT

PERMANENT PROPERTY IMPACT

PERMANENT PROPERTY IMPACT

PARK IMPACT (2')

PERMANENT PROPERTY IMPACT (12')

PERMANENT PROPERTY IMPACT (CN RAILWAY EASEMENT)

PERMANENT PROPERTY IMPACT (5')

POTENTIAL HISTORIC PROPERTY IMPACT

POTENTIAL HISTORIC PROPERTY IMPACT

PERMANENT PROPERTY IMPACT (8')

EXISTING TRAFFIC SIGNAL

WETLAND IMPACT

CEMETERY IMPACT

POTENTIAL HISTORIC PROPERTY IMPACT

PARK IMPACT

PERMANENT PROPERTY IMPACT

PROPOSED OVERPASS FOOTPRINT

PROPOSED UNDERPASS FOOTPRINT

SEE QUENTIN ALTERNATIVES

OLD MCHENRY RD

FAIRFIELD RD

OLD MCHENRY RD

MIDLOTHIAN RD

OLD MCHENRY RD

QUENTIN RD

HAWTHORN WOODS FAMILY DENTAL CARE FAMILY EYE CARE PMG HEALTH MANAGEMENT

INLAND BANK & TRUST

OLD MIDLOTHIAN RD

HAWTHORN WOODS BUSINESS PARK

LANDOVER PKWY

VANTAGEPOINT BENEFITS ADVISORS, INC

NICK LOWRY STATE FARM EDWARD JONES LONG GROVE AUDIOLOGY

THE GODDARD SCHOOL OF HAWTHORN WOODS

OVERLAND'S WHITE BIRCH LAKES UNIT 2

FOREST LN

VILLAGE OF HAWTHORN WOODS PUBLIC WORKS

CANADIAN NATIONAL RAILWAY

ST MATTHEW CHURCH SCHOOL/CEMETERY

HEATHER LN

HEATHER HIGHLANDS

PIPER LN

PARK PLACE CIR

PARK PLACE ESTATES

PARK VIEW LN

HAWTHORN WOODS COMMUNITY CENTER

HAWTHORN WOODS VILLAGE HALL/POLICE DEPARTMENT

HAWTHORN GARDENS

APEX LANDSCAPING INC

DARIUS RD

FETZOLD'S

FOREST LAKE

GORFMAN

LAGOON DR

HAWTHORN WOODS UNIT 1

OAK LN

RONNIE LN

FOGLIA YMCA

LAKE ZURICH FIRE STATION 3

VOSS ACRES

MIDLOTHIAN MANOR

WICKLOW VILLAGE

Legend

- ALTERNATIVE CORRIDOR AT GRADE FOOTPRINT
- ALTERNATIVE CORRIDOR OVERPASS FOOTPRINT
- ALTERNATIVE CORRIDOR UNDERPASS FOOTPRINT
- WETLAND / WETLAND IMPACT
- SURFACE WATER / SURFACE WATER IMPACT
- CONSTRUCTED STORMWATER FEATURE / CONSTRUCTED STORMWATER FEATURE IMPACT
- 100-YEAR FLOODPLAIN / 100-YEAR FLOODPLAIN IMPACT
- FLOODWAY / FLOODWAY IMPACT
- PERMANENT PROPERTY IMPACT
- PARK / PARK IMPACT
- OSLAD FUNDING / OSLAD FUNDING IMPACT
- POTENTIAL HISTORIC PROPERTY / POTENTIAL HISTORIC PROPERTY IMPACT
- POTENTIAL STRUCTURE IMPACT
- ACCESS CHANGE
- DRAINAGE OUTFLOW
- PARCEL BOUNDARY
- EXISTING RIGHT-OF-WAY

TranSystems

Christopher B. Burke Engineering, Ltd.

CLIENT: LakeCounty Division of Transportation

TITLE: **OLD MCHENRY CROSSINGS**
OLD MCHENRY ROAD LEVEL I ALTERNATIVES

PROJ. NO: 210174
DATE: 09/01/2022
SHEET 1 OF 1
DRAWING NO: **ALT O1**

ALTERNATIVE DESCRIPTION: SYMMETRICAL WIDENING
5-lane curbed roadway Sonnie Ln. to 500' east of Quentin RD. intersection.
5-lane curbed roadway Quentin Rd. to 500' west of Fairfield Rd. intersection.
3-lane curbed roadway Quentin Rd. to Echo Lake Rd.
Potential new signal at Echo Lake Rd.

NOTES:
1. Multi-use path is located on South side of road.
2. Multi-use path and sidewalk require local agency cost participation
3. Additional space may be needed to accommodate off-site drainage patters. This will be included in Level II analysis.
4. Further turn lane analysis to be performed in level II analysis.

Portions © Pictometry. ©Copyright Nearmap 2015

PATH: N:\LCDOT\210174\GIS\Exhibits\ALTERNATIVE IMPACTS\Oi Mchenry Rd Impacts.mxd Plot Date: 8/23/2022

OLD MCHENRY ROAD ALTERNATIVE - O2

0 100 200 400 Feet
1 inch = 100 feet

NORTH

MATCH LINE A

EXISTING 2-LANE ROADWAY

EXISTING TRAFFIC SIGNAL

FURTHER ANALYSIS REQUIERED IN LEVEL II

PROPOSED 3-LANE ROAD

TYPICAL SECTION A
3-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE

LEVEL I STUDY LIMITS

POTENTIAL TRAFFIC SIGNAL

WETLAND IMPACT

PERMANENT PROPERTY IMPACT

WETLAND IMPACT

WETLAND IMPACT

MATCH LINE B

PROPOSED 5-LANE ROAD

PROPOSED 7-LANE ROAD

PROPOSED 5-LANE ROAD

PROPOSED 3-LANE ROAD

EXISTING 2-LANE ROADWAY

TYPICAL SECTION D
5-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE

TYPICAL SECTION I
6-LANE DIVIDED WITH GRASS BARRIER MEDIAN

TYPICAL SECTION D
5-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE

TYPICAL SECTION A
3-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE

ROADSIDE DITCH IMPACT

PERMANENT PROPERTY IMPACT

PARK IMPACT

PERMANENT PROPERTY IMPACT

WETLAND IMPACT

PERMANENT PROPERTY IMPACT

EXISTING TRAFFIC SIGNAL

PERMANENT PROPERTY IMPACT

EXISTING TRAFFIC SIGNAL

PERMANENT PROPERTY IMPACT

PARK IMPACT

PERMANENT PROPERTY IMPACT

PERMANENT PROPERTY IMPACT

PROPOSED UNDERPASS FOOTPRINT

PERMANENT PROPERTY IMPACT

PERMANENT PROPERTY IMPACT

OSLAD IMPACT

PARK IMPACT (14')

PERMANENT PROPERTY IMPACT

PERMANENT PROPERTY IMPACT (24')

PERMANENT PROPERTY IMPACT (CN RAILWAY EASEMENT)

PERMANENT PROPERTY IMPACT (7')

PERMANENT PROPERTY IMPACT (8')

PERMANENT PROPERTY IMPACT (18')

POTENTIAL HISTORIC PROPERTY IMPACT

POTENTIAL HISTORIC PROPERTY IMPACT

WETLAND IMPACT

CEMETERY IMPACT

POTENTIAL HISTORIC PROPERTY IMPACT

PERMANENT PROPERTY IMPACT (10')

PROPOSED OVERPASS FOOTPRINT

SEE QUENTIN ALTERNATIVES

EXISTING TRAFFIC SIGNAL

PERMANENT PROPERTY IMPACT (8')

PERMANENT PROPERTY IMPACT (18')

POTENTIAL HISTORIC PROPERTY IMPACT

POTENTIAL HISTORIC PROPERTY IMPACT

OLD McHENRY RD

QUENTIN RD

OLD McHENRY RD

FAIRFIELD RD

OLD McHENRY RD

MIDLOTHIAN RD

LEVEL I STUDY LIMITS

Legend

- ALTERNATIVE CORRIDOR AT GRADE FOOTPRINT
- ALTERNATIVE CORRIDOR OVERPASS FOOTPRINT
- ALTERNATIVE CORRIDOR UNDERPASS FOOTPRINT
- WETLAND / WETLAND IMPACT
- SURFACE WATER / SURFACE WATER IMPACT
- CONSTRUCTED STORMWATER FEATURE / CONSTRUCTED STORMWATER FEATURE IMPACT
- 100-YEAR FLOODPLAIN / 100-YEAR FLOODPLAIN IMPACT
- FLOODWAY / FLOODWAY IMPACT
- PERMANENT PROPERTY IMPACT
- PARK / PARK IMPACT
- OSLAD FUNDING / OSLAD FUNDING IMPACT
- POTENTIAL HISTORIC PROPERTY / POTENTIAL HISTORIC PROPERTY IMPACT
- POTENTIAL STRUCTURE IMPACT
- ACCESS CHANGE
- DRAINAGE OUTFLOW
- PARCEL BOUNDARY
- EXISTING RIGHT-OF-WAY

TranSystems

Christopher B. Burke Engineering, Ltd.

CLIENT: LakeCounty Division of Transportation

TITLE: **OLD MCHENRY CROSSINGS**
OLD MCHENRY ROAD LEVEL I ALTERNATIVES

PROJ. NO: 210774
DATE: 09/01/2022
SHEET 1 OF 1
DRAWING NO: **ALT O2**

ALTERNATIVE DESCRIPTION: SYMMETRICAL WIDENING
5-lane curbed roadway Sonnie Ln. to 650' east of Quentin Rd. intersection.
5-lane curbed roadway 650' east of Quentin Rd. to west of Quentin Rd. intersection.
7-lane curbed roadway Quentin Rd. to Fairfield Rd.
5-lane curbed roadway Fairfield Rd. to 850' west of Fairfield Rd. intersection.
3-lane curbed roadway 850' west of Fairfield Rd. intersection. to Echo Lake Rd.
Potential new signal at Echo Lake Rd.

NOTES:
1. Multi-use path is located on North side of road.
2. Multi-use path and sidewalk require local agency cost participation
3. Additional space may be needed to accommodate off-site drainage patters. This will be included in Level II analysis.
4. Further turn lane analysis to be performed in level II analysis.

Copyright Nearmap 2015

0 100 200 400
Feet
1 inch = 100 feet

NORTH

RE-ALIGNMENT ALTERNATIVE - O3

KATHY LN
DURANGO CT
COOPER CT
BYRON CT
LEGEND KNOLL
DAVID LN
HILLSIDE ESTATES
MARILYN LN
HAWTHORN WOODS AQUATIC CENTER
PENDECO
KREUSER'S WHITE BIRCH LAKES UNIT NO 1
KREUSER'S WHITE BIRCH LAKES UNIT NO 3
HIGH POINT DR
HIGH POINT CIR
PREMIER FENCE
REC 4201-21
BURNETT'S WHITE BIRCH LAKES UNIT NO 3
BIRCH LAKES DR
KRUGER RD
BURNETT'S WHITE BIRCH LAKES UNIT NO 1
BURNETT'S WHITE BIRCH LAKES UNIT NO 2
Lake Naomi
BURNETT'S WHITE BIRCH LAKES UNIT NO 3
FAIRFIELD RD
OVERLAND'S WHITE BIRCH LAKES UNIT 2
OLD LAKE RD
THE MEADOWS
SQUIRE RD
LANCELOT LN
KNOTTINGWOOD LAKE
GLEN RD
ROADSIDE DITCH IMPACT
WETLAND IMPACT
PERMANENT PROPERTY IMPACT
EXISTING 2-LANE ROADWAY
PROPOSED 5-LANE ROAD
POTTER CT
HAWTHORN WOODS FAMILY DENTAL CARE FAMILY EYE CARE PMG WEALTH MANAGEMENT
EXECUTIVE DR
POTENTIAL TRAFFIC SIGNAL
HAWTHORN WOODS BUSINESS PARK
LANDOVER PKWY
NICK LOWRY STATE FARM EDWARD JONES LONG GROVE AUDIOLOGY
INLAND BANK & TRUST
THE GODDARD SCHOOL OF HAWTHORN WOODS
VANTAGEPOINT BENEFITS ADVISORS, INC
QUADRANT BYPASS
CANADIAN NATIONAL RAILWAY
PARK IMPACT
REC 4201-9
REC 4201-8
REC 4201-7
REC 4201-4
HAWTHORN WOODS COMMUNITY PARK (OSLAD)
VILLAGE OF HAWTHORN WOODS PUBLIC WORKS
PARK VIEW LN
PARK PLACE ESTATES
PARK PLACE CIR
LAKE ZURICH FIRE STATION 3
Lake Zurich Fire Department Station 3 Project
FOGLIA YMCA
EXISTING TRAFFIC SIGNAL
OLD McHENRY RD
MIDLOTHIAN RD
CONNECTOR
QUENTIN RD
PERMANENT PROPERTY IMPACT (CN RAILWAY EASEMENT)
POTENTIAL HISTORIC PROPERTY IMPACT
CEMETERY IMPACT
POTENTIAL OVERPASS FOOTPRINT
POTENTIAL UNDERPASS FOOTPRINT
ST. MATTHEW CHURCH/SCHOOL/CEMETERY
HAWTHORN GARDENS
SEE OMR ALTERNATIVE O1
SEE QUENTIN RD ALTERNATIVES
HEATHER LN
HEATHER HIGHLANDS PARK
HEATHER HIGHLANDS
PIPER LN
APEX LANDSCAPING INC
FAIRFIELD CEMETERY
VOSS ACRES
MIDLOTHIAN MANOR
DANVERA LN
WICKLOW VILLAGE
MARCH ST
CORMAR DR
PEARLMAN DR
PETERS CT
OVERLAND'S WHITE BIRCH LAKES UNIT 2
White Birch Lakes Pond 1

TYPICAL SECTION D
5-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE

TYPICAL SECTION E
4-LANE DIVIDED WITH GRASS BARRIER MEDIAN

ALTERNATIVE DESCRIPTION:
Midlothian Rd. at grade: Quadrant bypass
5-lane Midlothian Rd. section
5-lane Jug handle connector section
Potential new signal at Landover Pkwy. And Midlothian Rd.
Potential new signal at connector and Old McHenry Rd.

NOTES:
1. Multi-use path is located east of the connector and Midlothian Rd.
2. Multi-use path and sidewalk require local agency cost participation
3. Additional space may be needed to accommodate off-site drainage patters, and for required detention/water quality facilities. This will be included in Level II analysis.
4. X alternatives assume an O1 alternative improvement along Old McHenry Rd.

Legend

- ALTERNATIVE CORRIDOR AT GRADE FOOTPRINT
- ALTERNATIVE CORRIDOR OVERPASS FOOTPRINT
- ALTERNATIVE CORRIDOR UNDERPASS FOOTPRINT
- DELINEATED WETLAND / WETLAND IMPACT
- MAPPED WETLAND / WETLAND IMPACT
- SURFACE WATER / SURFACE WATER IMPACT
- CONSTRUCTED STORMWATER FEATURE / CONSTRUCTED STORMWATER FEATURE IMPACT
- 100-YEAR FLOODPLAIN / 100-YEAR FLOODPLAIN IMPACT
- FLOODWAY / FLOODWAY IMPACT
- PERMANENT PROPERTY IMPACT
- PARK / PARK IMPACT
- OSLAD FUNDING / OSLAD FUNDING IMPACT
- POTENTIAL HISTORIC PROPERTY / POTENTIAL HISTORIC PROPERTY IMPACT
- POTENTIAL STRUCTURE IMPACT
- ACCESS CHANGE
- DRAINAGE OUTFLOW
- RECOGNIZED ENVIRONMENTAL CONDITION (REC) (APPROXIMATE BOUNDARIES)
- PARCEL BOUNDARY
- EXISTING RIGHT-OF-WAY

PATH: N:\LCDOT\210174\GIS\Exhibits\ALTERNATIVE IMPACTS\Fairfield Rd Impacts.mxd Plot Date: 8/23/2022

Service Layer Credits: Copyright nearmap 2015

TranSystems
Christopher B. Burke Engineering, Ltd.
OLD MCHENRY CROSSINGS Fairfield Midlothian Old McHenry Quentin
CLIENT: LakeCounty Division of Transportation

TITLE: **OLD MCHENRY CROSSINGS FAIRFIELD ROAD / MIDLOTHAIN ROAD LEVEL I ALTERNATIVES**

PROJ. NO. 210174
DATE: 09/01/2022
SHEET 1 OF 1
DRAWING NO. **ALT O3**

RE-ALIGNMENT ALTERNATIVE - O4

0 100 200 400
Feet
1 inch = 100 feet

NORTH

ALTERNATIVE DESCRIPTION:
Midlothian Rd. Overpass: Quadrant bypass
5-lane Midlothian Rd. section and jug handle connector
3-lane Fairfield Rd. section
Potential new signal at Old McHenry Rd., and connector
Potential new signal at Midlothian Rd. and Landover Pkwy.

NOTES:
1. Multi-use path is located on east side of connector and Midlothian Rd.
2. Multi-use path and sidewalk require local agency cost participation
3. Additional space may be needed to accommodate off-site drainage patters, and for required detention/water quality facilities. This will be included in Level II analysis.
4. X alternatives assume an O1 alternative improvement along Old McHenry Rd.

Legend

- ALTERNATIVE CORRIDOR AT GRADE FOOTPRINT
- ALTERNATIVE CORRIDOR OVERPASS FOOTPRINT
- ALTERNATIVE CORRIDOR UNDERPASS FOOTPRINT
- DELINEATED WETLAND / WETLAND IMPACT
- MAPPED WETLAND / WETLAND IMPACT
- SURFACE WATER / SURFACE WATER IMPACT
- CONSTRUCTED STORMWATER FEATURE / CONSTRUCTED STORMWATER FEATURE IMPACT
- 100-YEAR FLOODPLAIN / 100-YEAR FLOODPLAIN IMPACT
- FLOODWAY / FLOODWAY IMPACT
- PERMANENT PROPERTY IMPACT
- PARK / PARK IMPACT
- OSLAD FUNDING / OSLAD FUNDING IMPACT
- POTENTIAL HISTORIC PROPERTY / POTENTIAL HISTORIC PROPERTY IMPACT
- POTENTIAL STRUCTURE IMPACT
- ACCESS CHANGE
- DRAINAGE OUTFLOW
- RECOGNIZED ENVIRONMENTAL CONDITION (REC) (APPROXIMATE BOUNDARIES)
- PARCEL BOUNDARY
- EXISTING RIGHT-OF-WAY

TranSystems

Christopher B. Burke Engineering, Ltd.

OLD MCHENRY CROSSINGS
Fairfield Midlothian Old Mc Quentin
IDOT/LAKE COUNTY/MCHENRY COUNTY

CLIENT: LakeCounty Division of Transportation

TITLE: **OLD MCHENRY CROSSINGS FAIRFIELD ROAD / MIDLOTHAIN ROAD LEVEL I ALTERNATIVES**

PROJ. NO.	210174
DATE:	09/01/2022
SHEET	1 OF 1
DRAWING NO.	ALT O4

PATH: N:\LCDOT\210174\GIS\Exhibits\ALTERNATIVE IMPACTS\Fairfield Rd Impacts.mxd Plot Date: 8/23/2022

Service Layer Credits: Copyright nearmap 2015

RE-ALIGNMENT ALTERNATIVE - X1

0 100 200 400
Feet
1 inch = 100 feet
NORTH

TYPICAL SECTION A
3-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE

TYPICAL SECTION D
5-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE

TYPICAL SECTION E
4-LANE DIVIDED WITH GRASS BARRIER MEDIAN

ALTERNATIVE DESCRIPTION:
Fairfield Rd. Realignment: Traditional Intersections
5-lane Midlothian Rd. section
3-lane Fairfield Rd. section
Potential new signal at Fairfield Rd. and Midlothian Rd.

NOTES:
1. Multi-use path is located east of Midlothian Rd. and north of Fairfield Rd.
2. Multi-use path and sidewalk require local agency cost participation
3. Additional space may be needed to accommodate off-site drainage patters, and for required detention/water quality facilities. This will be included in Level II analysis.
4. X alternatives assume an O1 alternative improvement along Old McHenry Rd.

Legend
- ALTERNATIVE CORRIDOR AT GRADE FOOTPRINT
- ALTERNATIVE CORRIDOR OVERPASS FOOTPRINT
- ALTERNATIVE CORRIDOR UNDERPASS FOOTPRINT
- DELINEATED WETLAND / WETLAND IMPACT
- MAPPED WETLAND / WETLAND IMPACT
- SURFACE WATER / SURFACE WATER IMPACT
- CONSTRUCTED STORMWATER FEATURE / CONSTRUCTED STORMWATER FEATURE IMPACT
- 100-YEAR FLOODPLAIN / 100-YEAR FLOODPLAIN IMPACT
- FLOODWAY / FLOODWAY IMPACT
- PERMANENT PROPERTY IMPACT
- PARK / PARK IMPACT
- OSLAD FUNDING / OSLAD FUNDING IMPACT
- POTENTIAL HISTORIC PROPERTY / POTENTIAL HISTORIC PROPERTY IMPACT
- POTENTIAL STRUCTURE IMPACT
- ACCESS CHANGE
- DRAINAGE OUTFLOW
- RECOGNIZED ENVIRONMENTAL CONDITION (REC) (APPROXIMATE BOUNDARIES)
- PARCEL BOUNDARY
- EXISTING RIGHT-OF-WAY

TranSystems
Christopher B. Burke Engineering, Ltd.
OLD MCHENRY CROSSINGS Fairfield · Midlothian · Old Mc Henry · Quentin
CLIENT: Lake County Division of Transportation

TITLE: **OLD MCHENRY CROSSINGS FAIRFIELD ROAD / MIDLOTHAIN ROAD LEVEL I ALTERNATIVES**

PROJ. NO. 210174
DATE: 09/01/2022
SHEET 1 OF 1
DRAWING NO. **ALT X1**

PATH: N:\LCDOT\210174\GIS\Exhibits\ALTERNATIVE IMPACTS\Fairfield Rd Impacts.mxd Plot Date: 8/23/2022

Service Layer Credits: Copyright nearmap 2015

0 100 200 400
Feet
1 inch = 100 feet
NORTH

RE-ALIGNMENT ALTERNATIVE - X2

EXISTING 2-LANE ROADWAY
PROPOSED 3-LANE ROAD
FAIRFIELD RD. (REALIGNMENT)
PROPOSED 5-LANE ROAD
EXISTING 2-LANE ROADWAY
OLD FAIRFIELD RD
FAIRFIELD RD
MIDLOTHIAN RD
OLD McHENRY RD
QUENTIN RD
KROGER RD
BIRCH LAKES DR
HIGH POINT DR
HIGH POINT CIR
COOPER CT
BYRON CT
LEGEND KNOLL
DAVID LN
KATHY LN
HILLSIDE ESTATES
MARILYN LN
DURANGO CT
PENDECO
KREUSER'S WHITE BIRCH LAKES UNIT NO 1
KREUSER'S WHITE BIRCH LAKES UNIT NO 3
BURNETT'S WHITE BIRCH LAKES UNIT NO 3
BURNETT'S WHITE BIRCH LAKES UNIT NO 1
BURNETT'S WHITE BIRCH LAKES UNIT NO 2
OVERLAND'S WHITE BIRCH LAKES UNIT 2
OLD LAKE RD
HAWTHORN WOODS AQUATIC CENTER
REC 4201-21
PREMIER FENCE
THE MEADOWS
SQUIRE RD
LANCELOT LN
KNOTTINGWOOD LAKE
GLEN RD
PARK PLACE ESTATES
PARK PLACE CIR
PARK VIEW LN
THE VILLAS AT THE COMMONS
NELSON LN
COMMONS DR
POTTER CT
EXECUTIVE DR
HAWTHORN WOODS BUSINESS PARK
LANDOVER PKWY
NICK LOWRY STATE FARM EDWARD JONES LONG GROVE AUDIOLOGY
HAWTHORN WOODS FAMILY DENTAL CARE FAMILY EYE CARE PMG WEALTH MANAGEMENT
THE GODDARD SCHOOL OF HAWTHORN WOODS
VANTAGEPOINT BENEFITS ADVISORS, INC
INLAND BANK & TRUST
HAWTHORN WOODS COMMUNITY PARK (OSLAD)
FOGLIA YMCA
LAKE ZURICH FIRE STATION 3
MIDLOTHIAN MANOR
VOSS ACRES
WICKLOW VILLAGE
PEARLMAN DR
CORMAR DR
MARCH ST
PETERS CT
DANVERA LN
ST MATTHEW CHURCH/SCHOOL/CEMETERY
HEATHER HIGHLANDS PARK
HEATHER HIGHLANDS
HEATHER LN
PIPER LN
HAWTHORN GARDENS
APEX LANDSCAPING INC
FAIRFIELD CEMETERY
OLD FAIRFIELD RD
Lake Naomi
White Birch Lakes Pond 1
White Birch Lakes Pond 4
Hawthorn Woods Business Park Pond 1
Hawthorn Woods Business Park Pond 2
Lake Zurich Fire Department Station 3 Pond 1

PERMANENT PROPERTY IMPACT
PAVEMENT REMOVAL
PERMANENT PROPERTY IMPACT
PERMANENT PROPERTY IMPACT
PERMANENT PROPERTY IMPACT
PAVEMENT REMOVAL
WETLAND IMPACT
PERMANENT PROPERTY IMPACT
POTENTIAL TRAFFIC SIGNAL
PERMANENT PROPERTY IMPACT
WETLAND IMPACT
ROADSIDE DITCH IMPACT
WETLAND IMPACT
PERMANENT PROPERTY IMPACT
PERMANENT PROPERTY IMPACT
ROADSIDE DITCH IMPACT
WETLAND IMPACT
SEE OMR ALTERNATIVE O1
WETLAND IMPACT
CUL-DE-SAC
PAVEMENT REMOVAL
PERMANENT PROPERTY IMPACT
EXISTING TRAFFIC SIGNAL
PERMANENT PROPERTY IMPACT
PERMANENT PROPERTY IMPACT
PERMANENT PROPERTY IMPACT
PARK IMPACT
EXISTING TRAFFIC SIGNAL (POTENTIAL CFI)
PERMANENT PROPERTY IMPACT
PARK IMPACT
PERMANENT PROPERTY IMPACT
PERMANENT PROPERTY IMPACT
POTENTIAL CFI MINOR TRAFFIC SIGNAL
PERMANENT PROPERTY IMPACT
PERMANENT PROPERTY IMPACT (CN RAILWAY EASEMENT)
PERMANENT PROPERTY IMPACT
PARK IMPACT
WETLAND IMPACT
POTENTIAL HISTORIC PROPERTY IMPACT
CEMETERY IMPACT
PERMANENT PROPERTY IMPACT
POTENTIAL HISTORIC PROPERTY IMPACT
POTENTIAL HISTORIC PROPERTY IMPACT
PERMANENT PROPERTY IMPACT
EXISTING TRAFFIC SIGNAL
POTENTIAL OVERPASS FOOTPRINT
POTENTIAL UNDERPASS FOOTPRINT
PERMANENT PROPERTY IMPACT
PERMANENT PROPERTY IMPACT
EXISTING 2-LANE ROADWAY

TYPICAL SECTION A
3-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE

TYPICAL SECTION D
5-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE

TYPICAL SECTION E
4-LANE DIVIDED WITH GRASS BARRIER MEDIAN

ALTERNATIVE DESCRIPTION:
Fairfield Rd. Realignment: CFI
5-lane Midlothian Rd. section
3-lane Fairfield Rd. section
Potential new signal at Fairfield Rd. and Midlothian Rd.

NOTES:
1. Multi-use path is located east of Midlothian Rd. and north of Fairfield Rd.
2. Multi-use path and sidewalk require local agency cost participation
3. Additional space may be needed to accommodate off-site drainage patters, and for required detention/water quality facilities. This will be included in Level II analysis.
4. X alternatives assume an O1 alternative improvement along Old McHenry Rd.

Legend

- ALTERNATIVE CORRIDOR AT GRADE FOOTPRINT
- ALTERNATIVE CORRIDOR OVERPASS FOOTPRINT
- ALTERNATIVE CORRIDOR UNDERPASS FOOTPRINT
- DELINEATED WETLAND / WETLAND IMPACT
- MAPPED WETLAND / WETLAND IMPACT
- SURFACE WATER / SURFACE WATER IMPACT
- CONSTRUCTED STORMWATER FEATURE / CONSTRUCTED STORMWATER FEATURE IMPACT
- 100-YEAR FLOODPLAIN / 100-YEAR FLOODPLAIN IMPACT
- FLOODWAY / FLOODWAY IMPACT
- PERMANENT PROPERTY IMPACT
- PARK / PARK IMPACT
- OSLAD FUNDING / OSLAD FUNDING IMPACT
- POTENTIAL HISTORIC PROPERTY / POTENTIAL HISTORIC PROPERTY IMPACT
- POTENTIAL STRUCTURE IMPACT
- ACCESS CHANGE
- DRAINAGE OUTFLOW
- RECOGNIZED ENVIRONMENTAL CONDITION (REC) (APPROXIMATE BOUNDARIES)
- PARCEL BOUNDARY
- EXISTING RIGHT-OF-WAY

PATH: N:\LCDOT\210174\GIS\Exhibits\ALTERNATIVE IMPACTS\Fairfield Rd Impacts.mxd Plot Date: 8/23/2022

Service Layer Credits: Copyright nearmap 2015

TranSystems
Christopher B. Burke Engineering, Ltd.
OLD MCHENRY CROSSINGS Fairfield · Midlothian · Old Mc · Quentin CONNECTING LAKE COUNTY
CLIENT: LakeCounty Division of Transportation

TITLE: **OLD MCHENRY CROSSINGS FAIRFIELD ROAD / MIDLOTHAIN ROAD LEVEL I ALTERNATIVES**

PROJ. NO. 210174
DATE: 09/01/2022
SHEET 1 OF 1
DRAWING NO. **ALT X2**

0 100 200 400
Feet
1 inch = 100 feet
NORTH

RE-ALIGNMENT ALTERNATIVE - X3

TYPICAL SECTION A
3-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE

TYPICAL SECTION D
5-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE

TYPICAL SECTION E
4-LANE DIVIDED WITH GRASS BARRIER MEDIAN

POTENTIAL OVERPASS FOOTPRINT

POTENTIAL UNDERPASS FOOTPRINT

ALTERNATIVE DESCRIPTION:
Fairfield Rd. Realignment: Quadrant bypass
5-lane Midlothian Rd. section and jug handle connector
3-lane Fairfield Rd. section
Potential new signal at Fairfield Rd., and Midlothian Rd.
Potential new signal at Old McHenry Rd., and connector
Potential new signal at Midlothian Rd., and Landover Pkwy.

NOTES:
1. Multi-use path is located east of the connector and Midlothian Rd., and located north of Fairfield Rd.
2. Multi-use path and sidewalk require local agency cost participation
3. Additional space may be needed to accommodate off-site drainage patters, and for required detention/water quality facilities. This will be included in Level II analysis.
4. X alternatives assume an O1 alternative improvement along Old McHenry Rd.

Legend
- ALTERNATIVE CORRIDOR AT GRADE FOOTPRINT
- ALTERNATIVE CORRIDOR OVERPASS FOOTPRINT
- ALTERNATIVE CORRIDOR UNDERPASS FOOTPRINT
- DELINEATED WETLAND / WETLAND IMPACT
- MAPPED WETLAND / WETLAND IMPACT
- SURFACE WATER / SURFACE WATER IMPACT
- CONSTRUCTED STORMWATER FEATURE / CONSTRUCTED STORMWATER FEATURE IMPACT
- 100-YEAR FLOODPLAIN / 100-YEAR FLOODPLAIN IMPACT
- FLOODWAY / FLOODWAY IMPACT
- PERMANENT PROPERTY IMPACT
- PARK / PARK IMPACT
- OSLAD FUNDING / OSLAD FUNDING IMPACT
- POTENTIAL HISTORIC PROPERTY / POTENTIAL HISTORIC PROPERTY IMPACT
- POTENTIAL STRUCTURE IMPACT
- ACCESS CHANGE
- DRAINAGE OUTFLOW
- RECOGNIZED ENVIRONMENTAL CONDITION (REC) (APPROXIMATE BOUNDARIES)
- PARCEL BOUNDARY
- EXISTING RIGHT-OF-WAY

TranSystems
Christopher B. Burke Engineering, Ltd.
OLD MCHENRY CROSSINGS Fairfield · Midlothian · Old Rt. · Quentin CONNECTING LAKE COUNTY
CLIENT: LakeCounty Division of Transportation

TITLE:
OLD MCHENRY CROSSINGS FAIRFIELD ROAD / MIDLOTHAIN ROAD LEVEL I ALTERNATIVES

PROJ. NO. 210174
DATE: 09/01/2022
SHEET 1 OF 1
DRAWING NO. ALT X3

Service Layer Credits: Copyright nearmap 2015
PATH: N:\LCDOT\210174\GIS\Exhibits\ALTERNATIVE IMPACTS\Fairfield Rd Impacts.mxd Plot Date: 8/23/2022

RE-ALIGNMENT ALTERNATIVE - X4

0 100 200 400
Feet
1 inch = 100 feet
NORTH

TYPICAL SECTION A
3-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE

TYPICAL SECTION D
5-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE

TYPICAL SECTION E
4-LANE DIVIDED WITH GRASS BARRIER MEDIAN

ALTERNATIVE DESCRIPTION:
Midlothian Rd. Overpass: Quadrant bypass and Fairfield Rd. Realignment
5-lane Midlothian Rd. section
5-lane Jug handle connector section
Potential new signal at Fairfield Rd., and Midlothian Rd.
Potential new signal at Old McHenry Rd., and connector
Potential new signal at Midlothian Rd., and Landover Pkwy.

NOTES:
1. Multi-use path is located on east side of connector and Midlothian Rd.
2. Multi-use path and sidewalk require local agency cost participation
3. Additional space may be needed to accommodate off-site drainage patters, and for required detention/water quality facilities. This will be included in Level II analysis.
4. X alternatives assume an O1 alternative improvement along Old McHenry Rd.

Legend

- ALTERNATIVE CORRIDOR AT GRADE FOOTPRINT
- ALTERNATIVE CORRIDOR OVERPASS FOOTPRINT
- ALTERNATIVE CORRIDOR UNDERPASS FOOTPRINT
- DELINEATED WETLAND / WETLAND IMPACT
- MAPPED WETLAND / WETLAND IMPACT
- SURFACE WATER / SURFACE WATER IMPACT
- CONSTRUCTED STORMWATER FEATURE / CONSTRUCTED STORMWATER FEATURE IMPACT
- 100-YEAR FLOODPLAIN / 100-YEAR FLOODPLAIN IMPACT
- FLOODWAY / FLOODWAY IMPACT
- PERMANENT PROPERTY IMPACT
- PARK / PARK IMPACT
- OSLAD FUNDING / OSLAD FUNDING IMPACT
- POTENTIAL HISTORIC PROPERTY / POTENTIAL HISTORIC PROPERTY IMPACT
- POTENTIAL STRUCTURE IMPACT
- ACCESS CHANGE
- DRAINAGE OUTFLOW
- RECOGNIZED ENVIRONMENTAL CONDITION (REC) (APPROXIMATE BOUNDARIES)
- PARCEL BOUNDARY
- EXISTING RIGHT-OF-WAY

Tran Systems
Christopher B. Burke Engineering, Ltd.
OLD MCHENRY CROSSINGS Fairfield · Midlothian · Old Rt. 31 · Quentin CONNECTING LAKE COUNTY
CLIENT: Lake County Division of Transportation
TITLE: OLD MCHENRY CROSSINGS FAIRFIELD ROAD / MIDLOTHAIN ROAD LEVEL I ALTERNATIVES

PROJ. NO. 210174
DATE: 09/01/2022
SHEET 1 OF 1
DRAWING NO. ALT X4

PATH: N:\LCDOT\210174\GIS\Exhibits\ALTERNATIVE IMPACTS\Fairfield Rd Impacts.mxd Plot Date: 8/23/2022

Service Layer Credits: Copyright nearmap 2015

0 100 200 400
Feet
1 inch = 100 feet
NORTH

RE-ALIGNMENT ALTERNATIVE - X5

TYPICAL SECTION A
3-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE

TYPICAL SECTION D
5-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE

TYPICAL SECTION E
4-LANE DIVIDED WITH GRASS BARRIER MEDIAN

ALTERNATIVE DESCRIPTION:
Fairfield Rd to Quentin Rd. bypass: Grade separation
5-lane Fairfield Rd. section
Potential new signal at Fairfield Rd., and Midlothian Rd.

NOTES:
1. Multi-use path is located west/south of Fairfield Rd.
2. Multi-use path and sidewalk require local agency cost participation
3. Additional space may be needed to accommodate off-site drainage patters, and for required detention/water quality facilities. This will be included in Level II analysis.
4. X alternatives assume an O1 alternative improvement along Old McHenry Rd.

Legend
- ALTERNATIVE CORRIDOR AT GRADE FOOTPRINT
- ALTERNATIVE CORRIDOR OVERPASS FOOTPRINT
- ALTERNATIVE CORRIDOR UNDERPASS FOOTPRINT
- DELINEATED WETLAND / WETLAND IMPACT
- MAPPED WETLAND / WETLAND IMPACT
- SURFACE WATER / SURFACE WATER IMPACT
- CONSTRUCTED STORMWATER FEATURE / CONSTRUCTED STORMWATER FEATURE IMPACT
- 100-YEAR FLOODPLAIN / 100-YEAR FLOODPLAIN IMPACT
- FLOODWAY / FLOODWAY IMPACT
- PERMANENT PROPERTY IMPACT
- PARK / PARK IMPACT
- OSLAD FUNDING / OSLAD FUNDING IMPACT
- POTENTIAL HISTORIC PROPERTY / POTENTIAL HISTORIC PROPERTY IMPACT
- POTENTIAL STRUCTURE IMPACT
- ACCESS CHANGE
- DRAINAGE OUTFLOW
- RECOGNIZED ENVIRONMENTAL CONDITION (REC) (APPROXIMATE BOUNDARIES)
- PARCEL BOUNDARY
- EXISTING RIGHT-OF-WAY

Tran Systems
Christopher B. Burke Engineering, Ltd.
OLD MCHENRY CROSSINGS Fairfield · Midlothian · Old Rt. 31 · Quentin CONNECTING LAKE COUNTY
CLIENT: LakeCounty Division of Transportation
TITLE: **OLD MCHENRY CROSSINGS FAIRFIELD ROAD / MIDLOTHIAN ROAD LEVEL I ALTERNATIVES**

PROJ. NO.	210174
DATE:	09/01/2022
SHEET	1 OF 1
DRAWING NO.	ALT X5

PATH: N:\LCDOT\210174\GIS\Exhibits\ALTERNATIVE IMPACTS\Fairfield Rd Impacts.mxd Plot Date: 8/23/2022
Service Layer Credits: Copyright nearmap 2015

OLD MCHENRY ROAD RANGE OF ALTERNATIVES
LEVEL 1 COMPARATIVE EVALUATION SUMMARY

Evaluation Criteria	Existing	2050 No Build	Range of Build Alternatives								
			Old McHenry Road - On Alignment Alts				*New/Re-Alignment Alts*				
			O1	**O2**	**O3**	**O4**	**X1**	**X2**	**X3**	**X4**	**X5**
	Existing	No Improvements	5 Lanes OMR + intersection improvements 5 Lanes OMR	O1 + 7 Lanes OMR	O1 + Midlothian Quadrant Bypass	O1 + Midlothian Quadrant Bypass & Grade Separated	O1 + Fairfield re-alignment, traditional intersection @ OMR/Midlothian	O1 + Fairfield re-alignment, CFI intersection @ OMR/Midlothian	O3 + Fairfield re-alignment	O4 + Fairfield Realignment	O1 + Fairfield to Quentin Bypass Grade Separation (RR @ OMR at-grade)
Transportation Performance											
Safety											
Mobility & Accessibility											
Non-Motorized Accommodations											
Environmental Resource Impacts	-										
Socio-Economic Impacts	-										
Cost	-	-									

LEGEND

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

Date Printed: 8/31/2022