MEETING SUMMARY
SIG MEETING #3.2

September 8, 2022, 2pm
Old McHenry Crossings Phase I
Section No. 19-00999-65-ES

The Stakeholder Involvement Group (SIG) Meeting #3.2 was conducted September 8, 2022, for the Old McHenry Crossings Phase I Project. This was the second of a two-part SIG 3 meeting to present Quentin Road alternatives. The first SIG 3 meeting took place on September 1, 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 4:00pm and was attended by 8 SIG members, 10 project team members, and 1 Lake County Board Member. 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 Quentin 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. Joe Christopherson	Lake Zurich Fire Department	Deputy Chief - Administration
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. Jim Herriman	Quentin Road Baptist	Head Engineer
Mr. Joel Klippel	Forest Lake	Resident
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

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

NAME	ORGANIZATION	TITLE
Mr. Bob Atwater	Apex Landscaping	Owner
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. Howard Goodman	Transit Management Association Lake-Cook	Executive Director
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
Mr. Mike LaManna	Foglia YMCA	Executive Director
Ms. Mia Langer	Hawthorn Trails	Resident
Mr. Marc Linhardt	Commuter	Commuter
Mr. Erich Massat	Wheeling Wheelmen TLEN Cycling Team / LZSD 95	Commuter / Bus Driver
Mrs. Patrice Ronczkowski	Heather Highlands / Quentin Road Baptist / Ela Twp Republicans	Resident
Mr. Rob Sabo	Wicklow Village Community Group	Resident
Mr. George Sambor	Architect/Planner/ 35year resident	Resident
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	Mike Matkovic, Matt Huffman, Julia Nigohosian
TESKA	Jodi Mariano

Other non-SIG and project team members in attendance:

NAME	ORGANIZATION	TITLE
Ms. Marah Altenberg	Lake County	County Board Member Dist. #20

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

1. PowerPoint presentation slides
2. Quentin Road Level 1 alternative impact exhibits
3. Quentin 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.

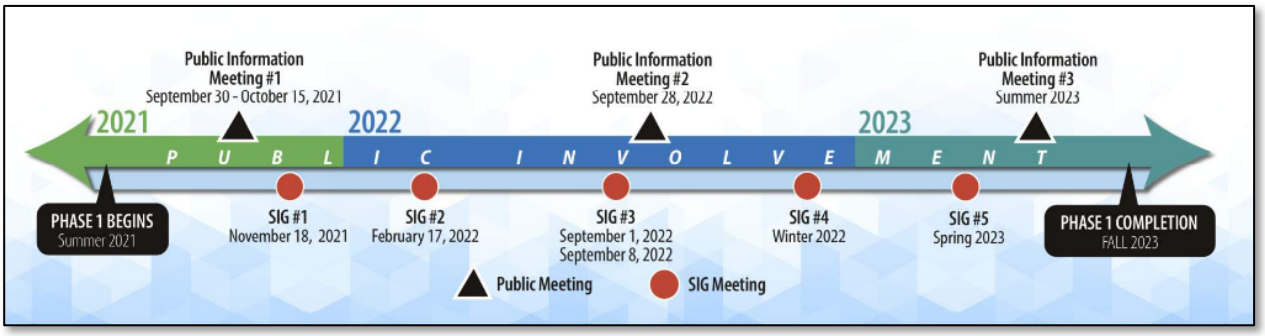
As the project team moved into introducing the alternative development and evaluation process, the SIG was reminded on what a no-build model was. The team then summarized the different evaluation criteria that was used to compare the different alternatives. The criteria were Transportation Performance, 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 then presented each of the alternatives for Quentin Road - Q1a, Q1b, Q2a, Q2b, Q3a, and Q3b. 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 Q1b and Q2b 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 Quentin 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:

Rural Cross Section and Topography

QUESTION: When south of IL 22 was rural, it had more hilly topography. Will the proposed roadway work flatten out the topo and change the rural character of the roadway?

ANSWER: The roadway will be designed to confirm it meets current design standards for visibility, safety, drainage, and other requirements. The roadway section can be curb and gutter (urban) or open drainage (rural). An urban section has a smaller footprint while a rural section has a larger footprint.

QUESTION: Will the roadway be raised?

ANSWER: At this point, it's too early to know if the roadway will be raised. The roadway profile design will factor in visibility, drainage, and geometric standards. Grading impacts are compounded by potential roadway widening.

Traffic Signals

QUESTION: What warrants the proposed Traffic Signal at Highland Drive?

ANSWER: All signals will be updated as part of the roadway reconstruction. A proposed new signal is at Highland because it meets traffic signal warrants under existing traffic.

COMMENT: Can we consider alternatives to standard traffic signals, such as a flashing yellow 'signal' – the County is evaluating this at other locations and could be considered for Quentin.

Peak traffic demand and proposed signal at Highland Drive

QUESTION: How long does the 1,000-foot backup last during the day? Not concerned if it happens for 5 minutes only.

ANSWER: This is based on 2050 traffic modeling. Roadway design standard procedure is to look at peak am and pm hours for the peak 15 minutes. The traffic modeling refers to anticipated future growth. The signal also helps to distribute traffic so that all backups do not occur at one location only.

Quentin Road Driveways

COMMENT: Most of the Quentin Road residents back out onto the roadway (on the shoulder). This should be factored into the design at the east side of the road.

Implementation

QUESTION: Is Quentin Road receiving the same funding as Old McHenry Road?

ANSWER: The County is treating Quentin and Old McHenry as one project, which may be implemented in phases as funding is available. To date the County has $12M of funds from the ICC. Most likely Quentin would not be built before a grade separation.

Maintenance of Traffic During Construction

QUESTION: How will access along McHenry be maintained during construction?

ANSWER: There will be temporary roadways / access drives throughout construction.

Future Speed Limits

QUESTION: Has the speed limit been evaluated? Can you slow the speed limit to 35 mph to keep folks from speeding thru the area? (current MPH is 40 north of Ensell / 45 south of Ensell)

ANSWER: We are proceeding with designing the road for the current speed limit. After the roadway project is complete, the County does a speed study and looks at adjusting the speed study. We can look at narrower lanes to slow traffic. Ultimately it comes down to enforcement.

Detailed Design – Utilities and Minor Intersections

QUESTION: For Alternatives Q1 and Q2, will power lines be relocated?

ANSWER: Yes, power lines need to be moved, as does all utilities to provide utility services throughout.

QUESTION: At the intersections of Old Barn, Ravine, Glendale, will those intersections remain as is?

ANSWER: This will be evaluated in Level 2 of the alternatives evaluation process.

QUESTION: Will neighborhood streets that abut the corridor be widened?

ANSWER: This will be evaluated in Level 2 of the alternative evaluation process.

COMMENT: Residents advocate for leaving the neighborhood streets as they are.

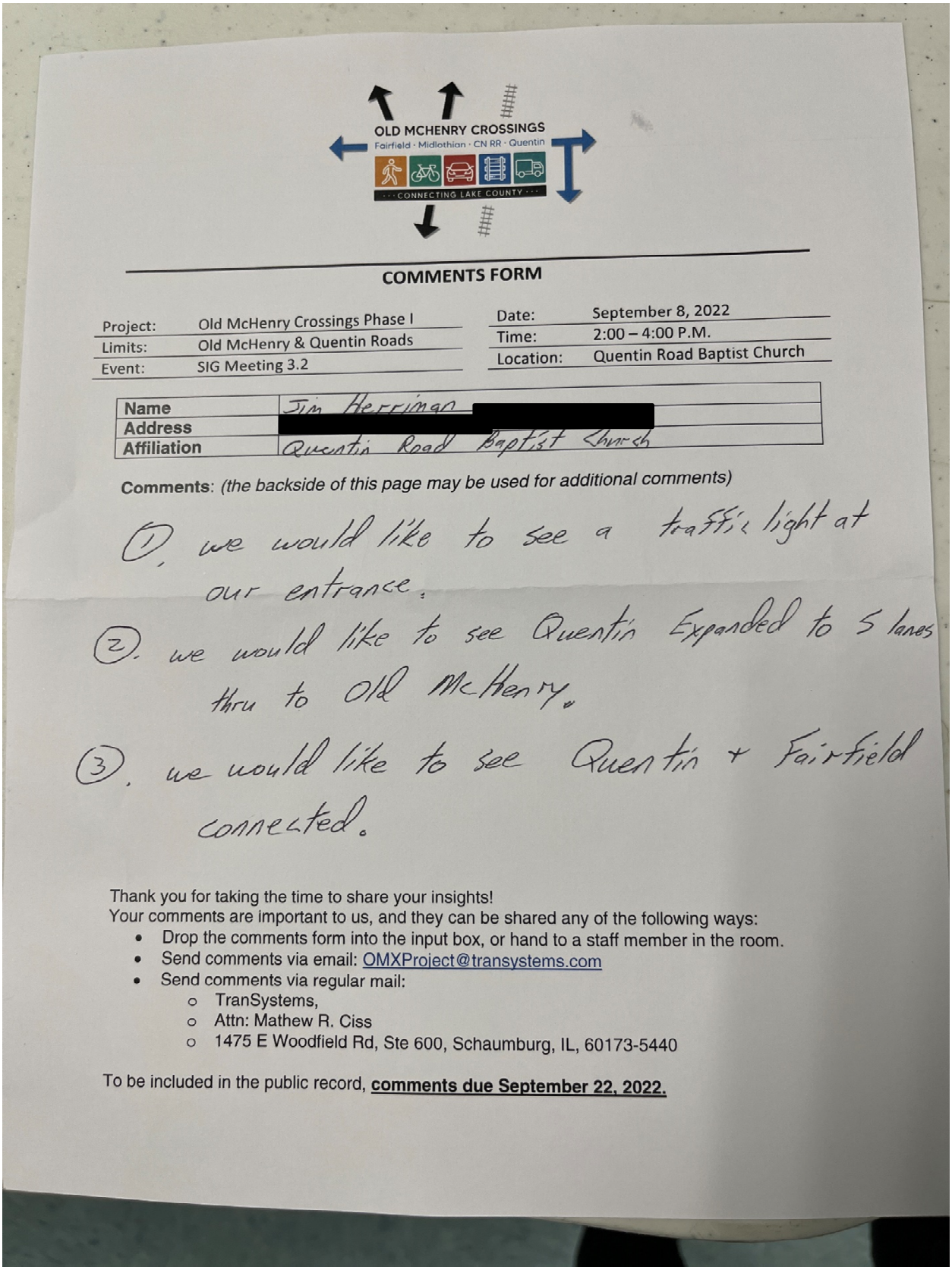
OPEN HOUSE

The presentation and Q+A portion of the meeting ended at 3:30pm, 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 Quentin 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. Written comments were received from the following SIG members and are presented on the following pages:

- Jim Herriman
- Roberto Diaz
- Jonathan Berger



OLD MCHENRY CROSSINGS
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CONNECTING LAKE COUNTY

COMMENTS FORM

Project:	Old McHenry Crossings Phase I	Date:	September 8, 2022
Limits:	Old McHenry & Quentin Roads	Time:	2:00 – 4:00 P.M.
Event:	SIG Meeting 3.2	Location:	Quentin Road Baptist Church

Name	Jim Herriman
Address	[redacted]
Affiliation	Quentin Road Baptist Church

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

1. we would like to see a traffic light at our entrance.
2. we would like to see Quentin Expanded to 5 lanes thru to old McHenry.
3. we would like to see Quentin + Fairfield connected.

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.**

OLD MCHENRY CROSSINGS

COMMENTS FORM

Project:	Old McHenry Crossings Phase I	Date:	September 1 & 8, 2022
Limits:	Old McHenry & Quentin Roads	Time:	2:00 – 4:00 P.M.
Event:	SIG Meeting 3.1 & 3.2	Location:	Quentin Road Baptist Church

Name	**Roberto Diaz**
Address	[redacted]
Affiliation	**resident**

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

There is a variation of Option X5 that might work, but may not have been considered. Namely, purchase the vacant land north of Old McHenry Rd between Quentin Rd and Lagoon Dr and relocate the Hawthorn Woods Community Park to that location while leaving the Hawthorn Woods Public Works in its current location. (According to the Lake County Property Records, the Community Park and Public Works currently sits on 24.5 acres and the vacant land is 19.26 acres.)

Advantages of this approach:

*** Extending Quentin Rd north of Old McHenry Rd to Midlothian Rd would not require the displacement of families or the cost of acquiring existing homes as with Option X5.**

*** With more land to work with, the exact path of the new roadway to extend Quentin Rd north can be chosen to reduce cost and optimize other Evaluation Criteria.**

*** No disruption of traffic flow during construction phase since it is "off site".**

*** Makes use of vacant land that would probably not otherwise be developed.**

*** Moves the Community Park closer to the Village Hall**

Thank you for taking the time to share your insights!
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  - 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.

From: Jonathan Berger [redacted]
Sent: Thursday, September 22, 2022 2:59 PM
To: OMX Project
Cc: Julie Vanderlip; Josh Silverglade; Mike Ryan; Jim Frayn; Chris Heinen; Pam Newton; Harold "Hal" Francke; P. Luay R. Aboona
Subject: Old McHenry Crossings Comments
Attachments: Comments Form SIG Mtg 3.pdf

To: OMX Project Team
From: Jonathan Berger - member of Stakeholder Involvement Group ("SIG") and Managing Member of TEF Hawthorn Woods LLC
Re: Comments pertaining to SIG #3

TEF Hawthorn Woods LLC has owned the 22 acres at the NEC of Old McHenry and Midlothian Roads for the past 14 years. Prior to and for the entirety of our ownership, the property has been largely marketed to commercial users in accordance with the Village of Hawthorn Woods' Comprehensive Plan dated 6/16/2014 and its vision for a "Main on Midlothian - Downtown" commercial corridor. Today, as more houses are being developed in the immediate area, interest from commercial users has increased and the vision put forward in the Comprehensive Plan (of expanded services and dining options to local residents) is finally becoming more viable.

The property is being marketed by [redacted] and we are actively negotiating with several commercial users all of whom require access to and visibility from Old McHenry Road. Additionally, we recently received the required Wetland Jurisdictional Determination Letter from the Lake County Stormwater Management Commission and engaged [redacted] to prepare the necessary documents and studies in support of our applications for both access to Midlothian and Old McHenry Roads and commercial re-zoning.

Unfortunately, if built, a bridge or a tunnel at the Old McHenry rail crossing will make access from our property to Old McHenry impossible; will realistically foreclose on a commercial development eliminating both services to residents and sales tax to the Village; and will forever change the existing character and aesthetic of this gateway into the Village.

Put another way, the negative impact (to the property and its value and to the Village and its residents) resulting from the construction of a bridge or tunnel along Old McHenry Road is significant. With a bridge or tunnel, the property will no longer be a viable commercial development and it will be a significantly less attractive and desirable residential development. As a result, its value will drop precipitously. *In fact, it could be argued that the land value has already dropped with the publication of the plans and the uncertainty they create for our property.*

I support any other option (such as X5) which would preserve the existing at grade crossing on Old McHenry Road.

Thank you,

Jonathan Berger
Managing Member
TEF Hawthorn Woods LLC

Jonathan Berger
Berger Asset Management LLC

Meeting Adjournment

The meeting adjourned at approximately 4:00 pm

Attachments

Attachment A – PowerPoint Presentation

Attachment B – Level I Quentin Road Alternative Exhibits & Evaluation Table

SIG Meeting #3.2 – Summary
September 8, 2022

Attachment A

PowerPoint Presentation

WELCOME!

Old McHenry Crossings
Phase I Engineering Study

Stakeholder Involvement Group Meeting #3.2

September 8, 2022

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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

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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

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Introductions: Project Team

<u>LEAD AGENCY</u>
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.

<u>OVERSIGHT & APPROVAL AGENCIES</u>
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.

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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

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Project Progress Since SIG #2

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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

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SIG #2 Recap

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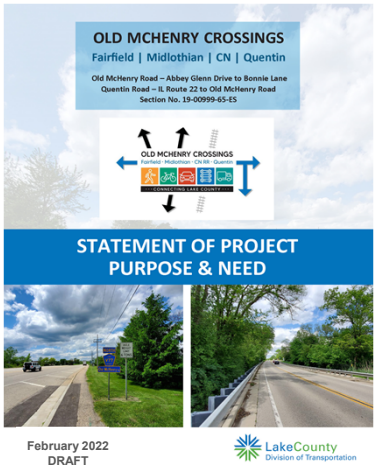
What Is the Purpose of the Old McHenry Crossings Project?

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.



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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.

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Where Are We in the Project Development Process?

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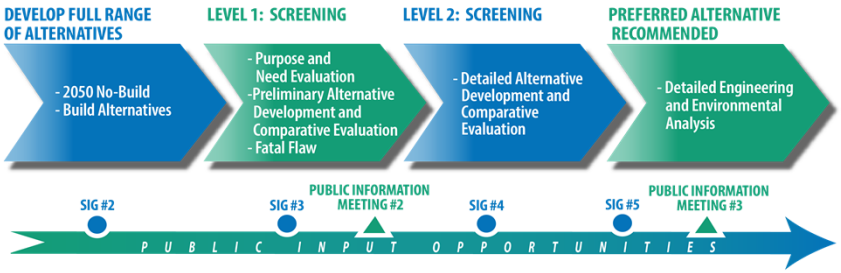
What Is the General Alternatives Development Process?

3 RANGE OF ALTERNATIVES



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Existing Conditions & Resource Review

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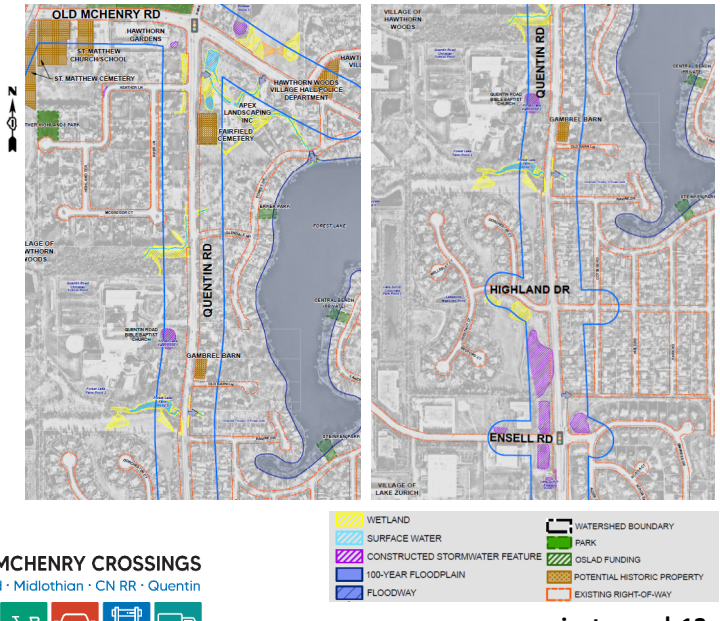
Quentin Road – Existing Conditions

Key Environmental and Community Resources

- Parks & Public Lands
  - Community Park
    - Special Funds Used for Park Development
    - IDNR OSLAD Funds
  - Hawthorn Trails Park
- Historic Resources
  - Fairfield Cemetery
  - Gambrel Barn
- Cemeteries
  - Fairfield Cemetery
- Wetlands
  - 5 individual wetland complexes
  - No High-Quality Wetlands Identified
- Threatened & Endangered (T&E) Species
  - No State or Federal T&E identified



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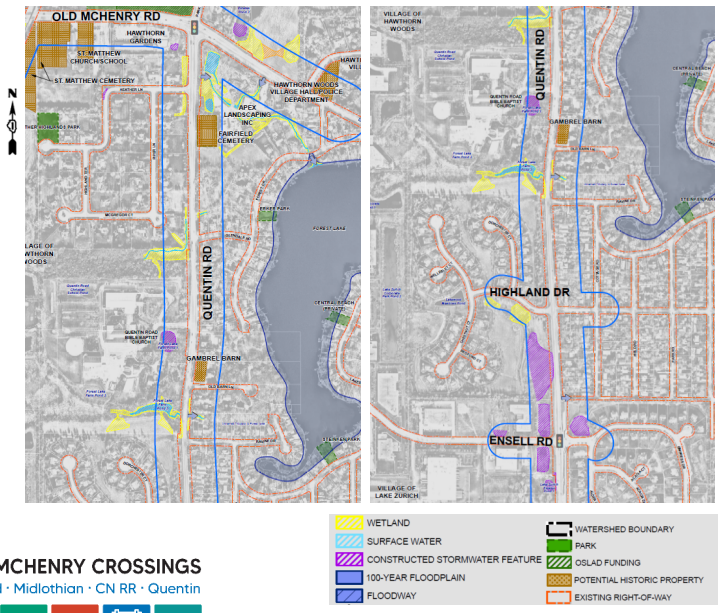
Quentin Road – Existing Conditions

Key Environmental and Community Resources

- Open Waters
  - Forest Lake (Impaired Waters)
- Residential Subdivisions
  - Forest Lake Community Association
  - Hawthorn Trails
  - Heather Highlands
  - Lakewood Meadow
- Other Community Resources
  - Quentin Road Baptist Church/School
  - Heritage Church



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Alternative Development & Evaluation Process

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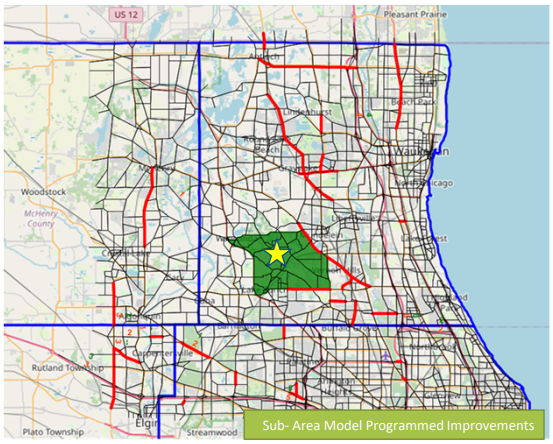
CMAP 2050 & No-Build Conditions

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

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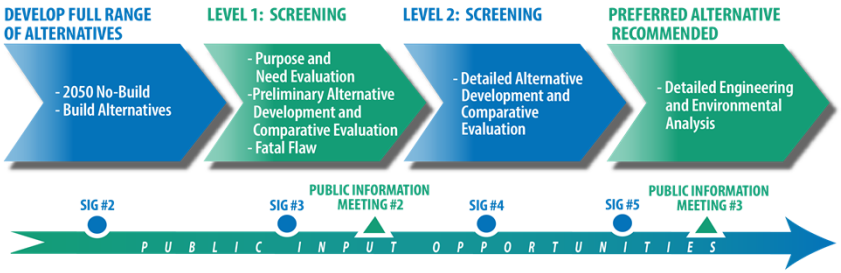
Two Level Alternative Approach

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



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Level I Evaluation Criteria

Evaluation Criteria	Existing	2050 No Build	Range of Build Alternatives					
			Q1		Q2		Q3	
	Existing	No Improvements	5 Lanes to Ensell		5 Lanes to Highland		5 Lanes to OMR	
Transportation Performance								
Safety								
Mobility & Accessibility								
Non-Motorized Accommodations								
Sub-Alternatives A = symmetric widening B = asymmetric widening	-	-	Q1A	Q1B	Q2A	Q2B	Q3A	Q3B
Environmental Resource Impacts								
Socio-Economic Impacts								
Cost								

Overall Summary Alternative Evaluation Table

- 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

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

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

MOBILITY & ACCESSIBILITY
- Residential Driveways Blocked by Quentin Road Queues
- Number of Gaps per Hour
- Total Travel Time

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

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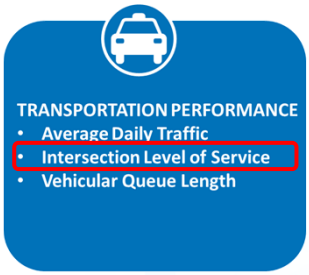

Level I Evaluation Criteria

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)
  - LOS C or better is typically the design objective
- Design requirements are set by FHWA/IDOT and establish what we should aim to achieve in the year 2050

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Range of Alternatives

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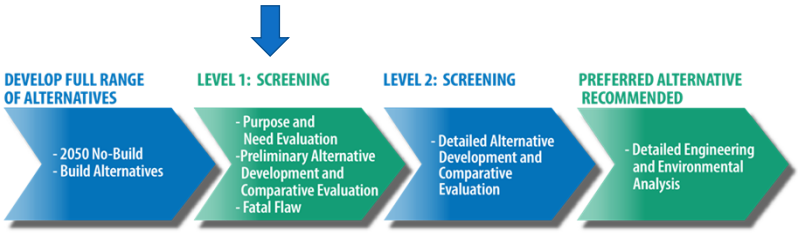
Level I : Screening Process

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



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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
  - Quentin Road & Highland Avenue
  - Quentin Road & IL-22
- Limited gaps for safe entering and exiting along Quentin Road
- Limited non-motorized accommodations within the study area (service gaps)

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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?

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What are some alternative solutions along existing roads?

On Existing Alignment Alternative Diagrams

- Q1A – 5 lanes to Ensell, 3 lanes from Ensell to Old McHenry Rd. Intersection
- Q1B – 5 lanes to Ensell, 3 lanes from Ensell to Old McHenry Rd. Intersection
- Q2A – 5 lanes to Highland, 3 lanes from Highland to Old McHenry Rd. Intersection
- Q2B – 5 lanes to Highland, 3 lanes from Highland to Old McHenry Rd. Intersection
- Q3A – 5 lanes to Old McHenry Rd. Intersection
- Q3B – 5 lanes to Old McHenry Rd. Intersection

A **Symmetrical: widening equally on both sides**

B **Asymmetrical: widening more to the west side**

A = symmetric widening
B = asymmetric widening

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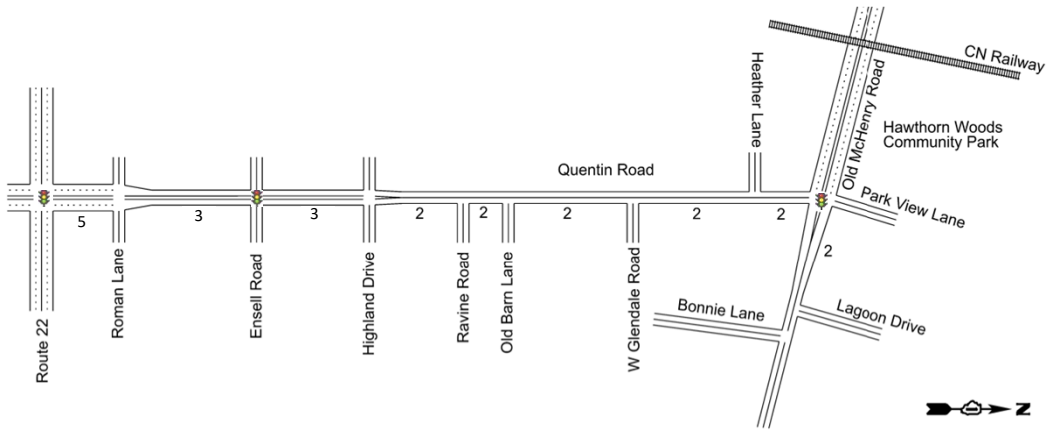
Existing Diagram



A = symmetric widening
B = asymmetric widening

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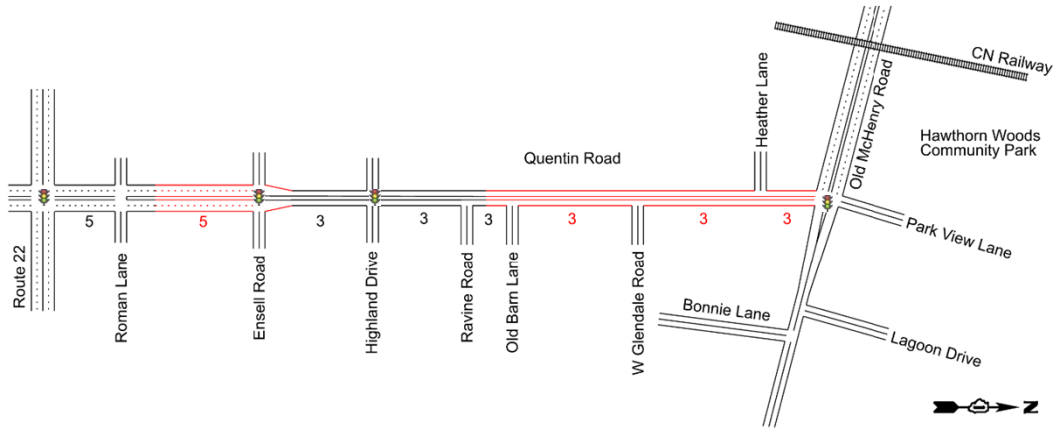
Q1A – Q1B Alternative Diagram

5 lanes to Ensell, 3 lanes from Ensell to Old McHenry Rd. Intersection



A = symmetric widening
B = asymmetric widening

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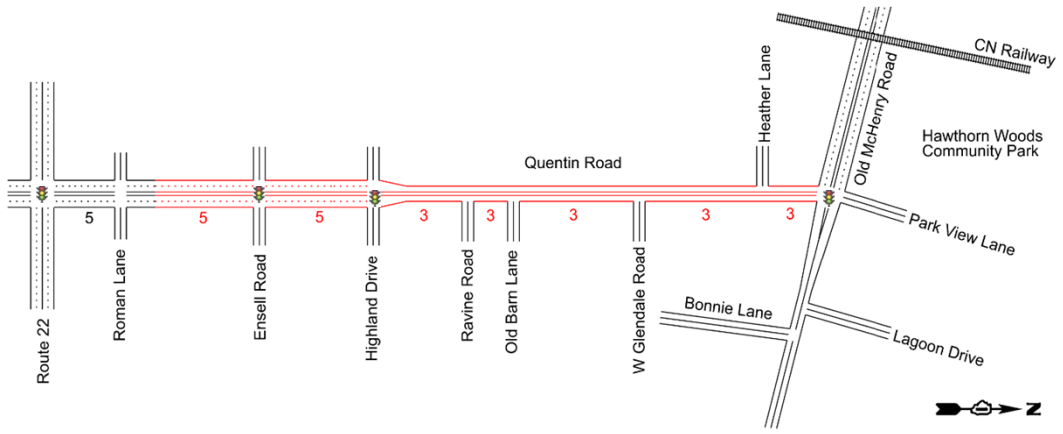
Q2A – Q2B Alternative Diagram

5 lanes to Highland, 3 lanes from Highland to Old McHenry Rd. Intersection



A = symmetric widening
B = asymmetric widening

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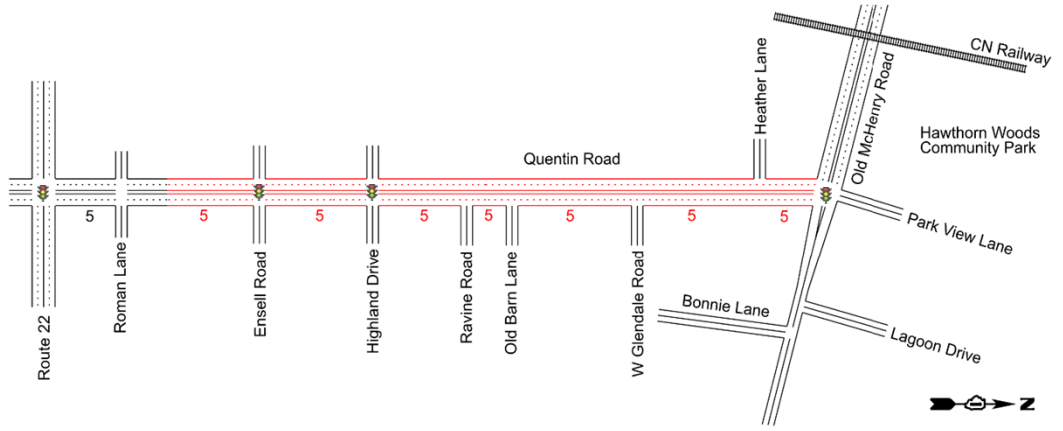
Q3A – Q3B Alternative Diagram

5 lanes to Old McHenry Rd. Intersection



A = symmetric widening
B = asymmetric widening

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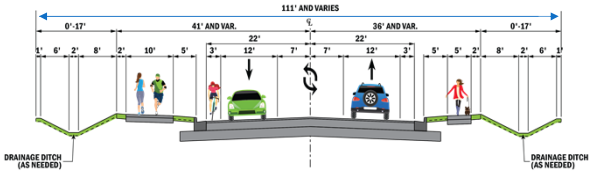
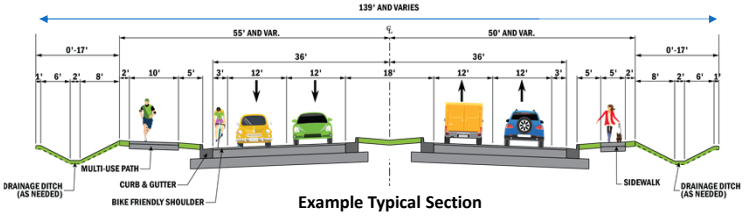
What will be the footprint of the alternatives?

- **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 (East vs. West)
  - 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

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Level I Screening Evaluation

Evaluation Criteria	Unit of Measure	Existing		2050 No Build		Range of Build Alternatives					
						Q1		Q2		Q3	
Transportation Performance											
Quentin Road Average Daily Traffic (ADT) - North of Ensell	veh/day	14,500		17,500		18,200		18,600		18,900	
Quentin Road Average Daily Traffic (ADT) - South of Ensell	veh/day	18,500		22,700		23,800		24,200		24,500	
Intersection Level of Service (LOS) and Average Delay		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Quentin Road at Ensell Road Intersection	LOS (sec/veh)	B (13.1)	B (12.7)	C (34.4)	C (21.3)	B (11.4)	B (12.9)	B (11.5)	B (11.6)	B (11.6)	B (12.2)
Quentin Road at Highland Drive Intersection	LOS (sec/veh)	B (11.9)	D (33.2)	F (69.0)	F (130.5)	B (16.0)	B (15.9)	B (11.1)	A (9.5)	B (11.2)	A (9.2)
Queue Lengths (AM = southbound, PM = northbound)											
Quentin Road at Ensell Road Intersection	Feet	600	575	1000	1000	125	100	100	100	150	100
Comparison to No Build at Ensell Road	% change					-88%	-90%	-90%	-90%	-85%	-90%
Quentin Road at Highland Drive	Feet	-	-	-	-	950	345	275	50	275	35
Comparison to Baseline Improvement at Highland Drive	% change					23%	25%	-65%	-82%	-65%	-87%
Safety (Illinois Highway Safety Design Manual)											
Average Predicted Crashes	crashes/year	32.1		41.8		42.8		42.0		36.7	
Fatal & Injury Predicted Crashes (segments)	crashes/year	4.1		5.1		4.4		4.0		3.5	
Fatal & Injury Crash Reduction from Baseline Improvements (segments)	% change	-		-		-18.5%		-25.7%		-53.6%	
Mobility & Accessibility											
Total Travel Time IL-22 to OMR (AM = southbound, PM = northbound)	minutes	3.3	5.3	4.2	7.7	3.6	5.8	3.5	5.6	3.5	5.5
Comparison to No Build	% change					-14%	-25%	-16%	-27%	-17%	-29%
Average Delay - Ravine turn onto Quentin Road	sec/veh	11.9	22.8	15.5	30.9	19.6	36.2	19.2	38.5	14.4	14.5
Delay Comparison to No Build	% change					26%	17%	24%	25%	-26%	-53%
Average Delay - Glendale turn onto Quentin Road	sec/veh	11.5	30.2	12.9	287.9	16.5	36.6	16.1	45.7	9.9	20.0
Delay Comparison to No Build	% change					28%	-87%	25%	-84%	-23%	-93%
Residential Driveways Blocked by Quentin Road Queues	# driveways	3	2	6	3	11	3	2	0	2	0
Non-Motorized Accommodations											
Non-Motorized Accommodations	Yes/No	No		No		Yes		Yes		Yes	
Sub-Alternatives (A - symmetric widening, B - asymmetric widening)						Q1A	Q1B	Q2A	Q2B	Q3A	Q3B
Environmental Resource Impacts											
Wetland Impacts	acres	-		-		0.31	0.40	0.33	0.39	0.44	0.55
Stormwater Facility Impacts	acres	-		-		0.19	0.26	0.24	0.31	0.24	0.30
Surface Waters Impacts	acres	-		-		0.01	0.02	0.01	0.01	0.02	0.02
Floodway Impacts	acres	-		-		0.00	0.00	0.00	0.00	0.00	0.00
Floodplain Impacts	acres	-		-		0.00	0.00	0.00	0.00	0.00	0.00
Park Impacts (Section 4f)	acres	-		-		0.00	0.00	0.00	0.00	0.00	0.00
OSLAD Recreational Property Impacts	acres	-		-		0.00	0.00	0.00	0.00	0.00	0.00
Historic Property Impacts	acres	-		-		0.00	0.00	0.00	0.00	0.07	0.00
Historic Structure Impacts	each	-		-		0	0	0	0	1	0
Cemetery Impacts	acres	-		-		0.00	0.00	0.00	0.00	0.04	0.00
Tree Impacts	each	-		-		257	302	303	321	471	437
Socio-Economic Impacts											
Residential Building Impacts	each	-		-		0	0	0	0	0	0
Commercial Building Impacts	each	-		-		0	0	0	0	0	0
Total Property Acquisition	acres	-		-		1.39	2.01	1.82	2.28	2.82	3.34
Parcels Affected	each	-		-		21	18	39	18	60	18
Access Changes	each	-		-		0	0	0	0	0	0
Cost											
Cost	scale	-		-		$		$$		$$$	

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Level I Screening Evaluation (High Level)

Evaluation Criteria	Existing	2050 No Build	Range of Build Alternatives					
			Q1		Q2		Q3	
	Existing	No Improvements	5 Lanes to Ensell		5 Lanes to Highland		5 Lanes to OMR	
Transportation Performance								
Safety								
Mobility & Accessibility								
Non-Motorized Accommodations								
Sub-Alternatives A = symmetric widening B = asymmetric widening	-	-	Q1A	Q1B	Q2A	Q2B	Q3A	Q3B
Environmental Resource Impacts								
Socio-Economic Impacts								
Cost								

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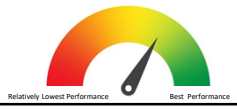

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Transportation Performance								
Safety								
Mobility & Accessibility								
Non-Motorized Accommodations								
Sub-Alternatives A = symmetric widening B = asymmetric widening	-	-	Q1A	Q1B	Q2A	Q2B	Q3A	Q3B
Environmental Resource Impacts								
Socio-Economic Impacts								
Cost								

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Transportation Performance								
Safety								
Mobility & Accessibility								
Non-Motorized Accommodations								
Sub-Alternatives A = symmetric widening B = asymmetric widening	-	-	Q1A	Q1B	Q2A	Q2B	Q3A	Q3B
Environmental Resource Impacts								
Socio-Economic Impacts								
Cost								

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Transportation Performance								
Safety								
Mobility & Accessibility								
Non-Motorized Accommodations								
Sub-Alternatives A = symmetric widening B = asymmetric widening	-	-	Q1A	Q1B	Q2A	Q2B	Q3A	Q3B
Environmental Resource Impacts								
Socio-Economic Impacts								
Cost								

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Level I Screening Evaluation (High Level)

Evaluation Criteria	Existing	2050 No Build	Range of Build Alternatives					
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Transportation Performance								
Safety								
Mobility & Accessibility								
Non-Motorized Accommodations								
Sub-Alternatives A = symmetric widening B = asymmetric widening	-	-	Q1A	Q1B	Q2A	Q2B	Q3A	Q3B
Environmental Resource Impacts								
Socio-Economic Impacts								
Cost								

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Relatively Lowest Performance — Best Performance

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Level I Screening Evaluation (High Level)

Evaluation Criteria	Existing	2050 No Build	Range of Build Alternatives					
			Q1		Q2		Q3	
	Existing	No Improvements	5 Lanes to Ensell		5 Lanes to Highland		5 Lanes to OMR	
Transportation Performance								
Safety								
Mobility & Accessibility								
Non-Motorized Accommodations								
Sub-Alternatives A = symmetric widening B = asymmetric widening	-	-	Q1A	Q1B	Q2A	Q2B	Q3A	Q3B
Environmental Resource Impacts	-	-						
Socio-Economic Impacts								
Cost								

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Relatively Lowest Performance — Best Performance

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Level I Screening Evaluation (High Level)

Evaluation Criteria	Existing	2050 No Build	Range of Build Alternatives					
			Q1		Q2		Q3	
	Existing	No Improvements	5 Lanes to Ensell		5 Lanes to Highland		5 Lanes to OMR	
Transportation Performance								
Safety								
Mobility & Accessibility								
Non-Motorized Accommodations								
Sub-Alternatives A = symmetric widening B = asymmetric widening	-	-	Q1A	Q1B	Q2A	Q2B	Q3A	Q3B
Environmental Resource Impacts	-	-						
Socio-Economic Impacts	-	-						
Cost	-	-						

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Level I Screening Evaluation (High Level)

Evaluation Criteria	Existing	2050 No Build	Range of Build Alternatives					
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Transportation Performance								
Safety								
Mobility & Accessibility								
Non-Motorized Accommodations								
Sub-Alternatives A = symmetric widening B = asymmetric widening	-	-	Q1A	Q1B	Q2A	Q2B	Q3A	Q3B
Environmental Resource Impacts	-	-						
Socio-Economic Impacts	-	-						
Cost	-	-						

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What is the project team's recommendation?

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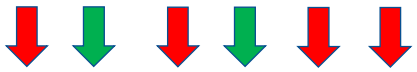
Considerations



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Transportation Performance								
Safety								
Mobility & Accessibility								
Non-Motorized Accommodations								
Sub-Alternatives A = symmetric widening B = asymmetric widening	-	-	Q1A	Q1B	Q2A	Q2B	Q3A	Q3B
Environmental Resource Impacts	-	-						
Socio-Economic Impacts	-	-						
Cost	-	-						

Q1B and Q2B Alternatives <u>should</u> more forward into Level II Screening for further development and evaluation

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Next Steps & Schedule

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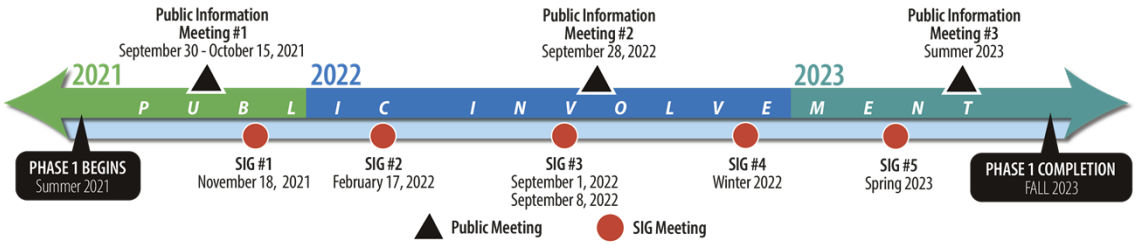
Next Steps & Schedule

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



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Open House

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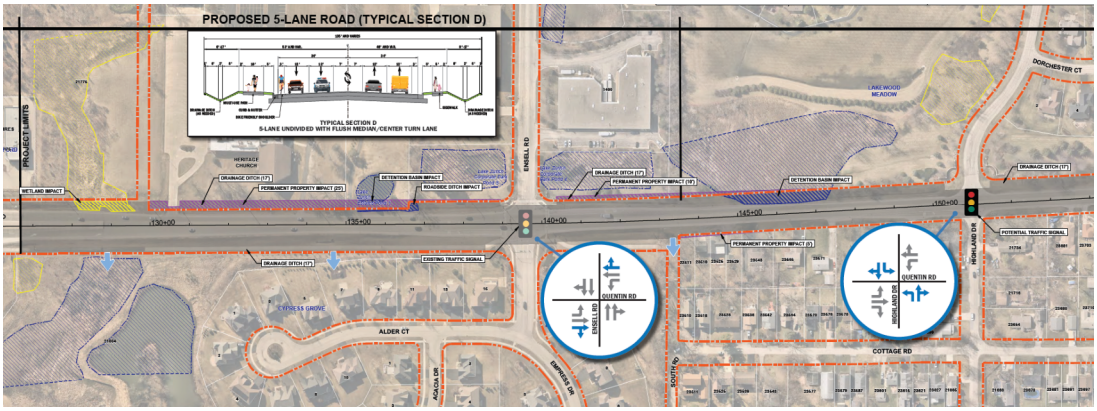

Example Alternative Exhibit
(Alternative Q1A)

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
- STRUCTURE IMPACT
- ACCESS CHANGE
- DRAINAGE OUTFLOW
- RECOGNIZED ENVIRONMENTAL CONDITION (REC) (APPROXIMATE BOUNDARIES)
- PARCEL BOUNDARY
- EXISTING RIGHT-OF-WAY

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Q & A

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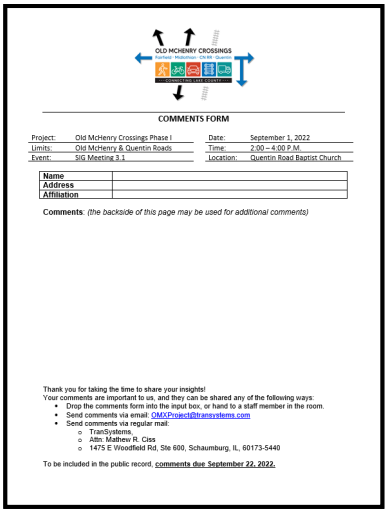
Ways to Comment

- Comment Form
- Website

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

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



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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.**

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SIG Meeting #3.2 – Summary
September 8, 2022

Attachment B

Level I Quentin Road Alternative Exhibits & Evaluation Table

QUENTIN ROAD EXISTING CONDITIONS – Q
0 100 200 400
Feet
1 inch = 100 feet
NORTH
EXISTING 5-LANE ROADWAY
EXISTING 3-LANE ROAD
TYPICAL SECTION J
3-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE
EXISTING
LEVEL I STUDY LIMITS
EXISTING TRAFFIC SIGNAL
ILLINOIS ROUTE 22
LAKE ZURICH RD
QUENTIN RD
ENSELL RD
EMPRESS DR
SOUTH RD
HIGHLAND DR
DORCHESTER CT
LAKEWOOD MEADOW
BRADFORD TOWN CROSSING
PNC BANK
MCDONALD'S
BRADFORD JUST TIRES
HERITAGE CHURCH
KIDDIE ACADEMY OF HAWTHORNE WOODS
HAWTHORN TRAILS PHASE 3
THE GROVES OF KILDEER
HILANDALE CT
ROMAN LN
CYPRESS GROVE
ALDER CT
ACACIA DR
FOREST LAKE
COTTAGE RD
MATCH LINE
EXISTING 2-LANE ROAD
TYPICAL SECTION K
2-LANE UNDIVIDED
EXISTING
QUENTIN ROAD BIBLE BAPTIST CHURCH
FOREST LAKE FARM
MCGREGOR CT
HEATHER HIGHLANDS
PIPER LN
HEATHER LN
SEE OMR EXISTING CONDITIONS EXHIBIT
HAWTHORN GARDENS
ST. MATTHEW CHURCH/SCHOOL/CEMETERY
OLD MCHENRY RD
HAWTHORN WOODS COMMUNITY PARK
PARK VIEW LN
RAVINE DR
OLD BARN LN
OLD BARN LANE
GLENDALE RD
KRETSCHMAR
APEX LANDSCAPING INC
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
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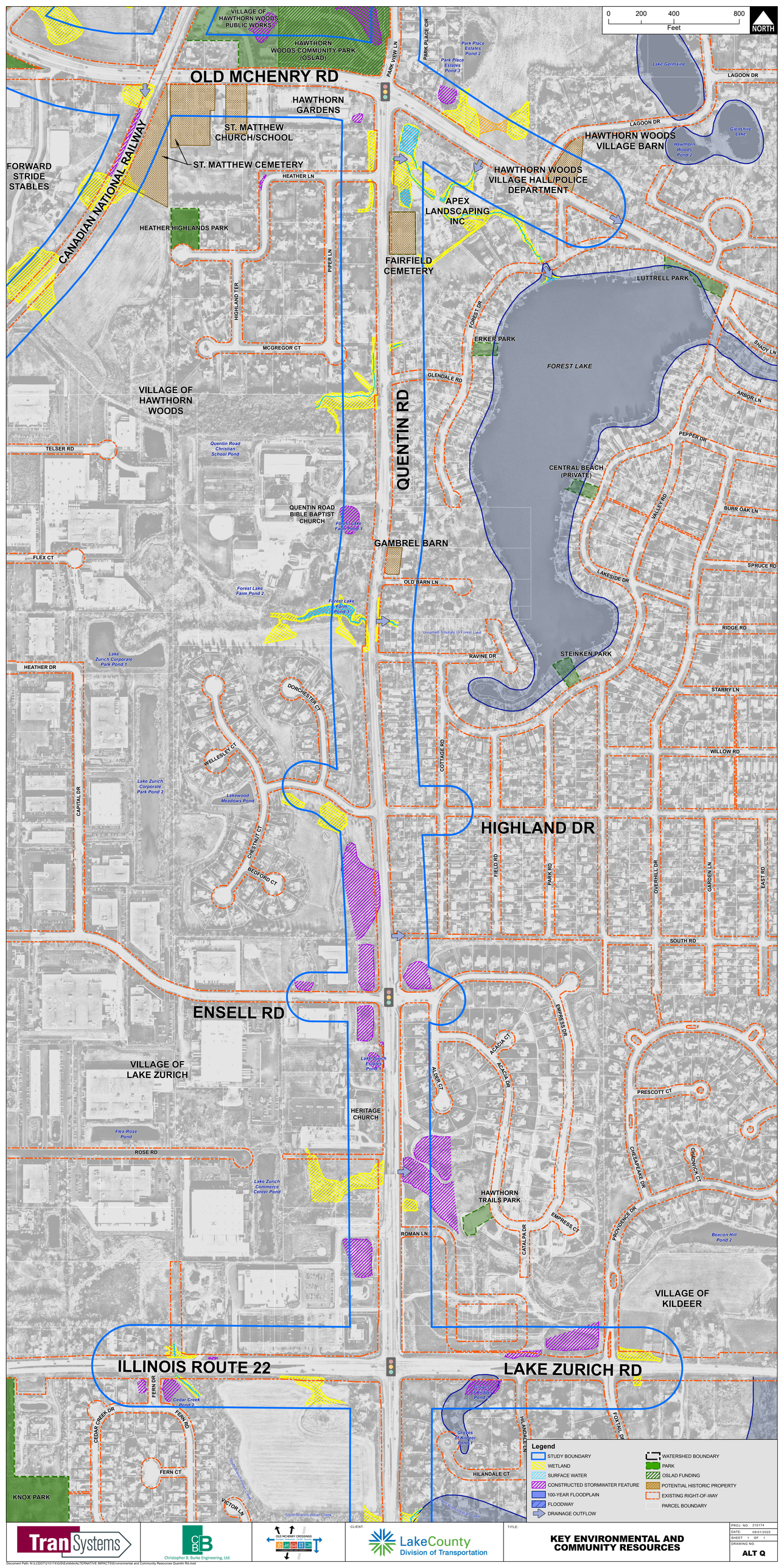
OLD MCHENRY CROSSINGS
LakeCounty Division of Transportation
OLD MCHENRY CROSSINGS
QUENTIN ROAD EXISTING CONDITIONS
ALT Q



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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 Q**

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QUENTIN ROAD ALTERNATIVE - Q1A

EXISTING 5-LANE ROADWAY
PROPOSED 5-LANE ROAD
FURTHER ANALYSIS REQUIRED IN LEVEL II
LEVEL I STUDY LIMITS
TYPICAL SECTION D
5-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE
ILLINOIS ROUTE 22
LAKE ZURICH RD
QUENTIN RD
ENSELL RD
HIGHLAND DR
EXISTING TRAFFIC SIGNAL
POTENTIAL TRAFFIC SIGNAL
DRAINAGE DITCH (17')
PERMANENT PROPERTY IMPACT (25')
DETENTION BASIN IMPACT
ROADSIDE DITCH IMPACT
WETLAND IMPACT
MATCH LINE
PROPOSED 3-LANE ROAD
TYPICAL SECTION A
3-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE
SEE OMR ALTERNATIVE EXHIBITS
WOUS IMPACT
PERMANENT PROPERTY IMPACT (18')
OLD MCHENRY RD
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
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CLIENT: Lake County Division of Transportation

TITLE: OLD MCHENRY CROSSINGS QUENTIN ROAD LEVEL I ALTERNATIVES

PROJ. NO.	210174
DATE:	09/01/2022
SHEET	1 OF 1
DRAWING NO.	ALT Q1A

ALTERNATIVE DESCRIPTION: SYMMETRICAL WIDENING

5-lane curbed roadway thru Ensell Rd. intersection.
3-lane curbed roadway north of Ensell Rd. to Old McHenry Rd. intersection.
Potential new signal at Highland Ave.

NOTES:

1. Multi-use path is located on east side of road to Ensell Rd. and then crosses to the west side.
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. Further turn lane analysis to be performed in level II analysis at IL 22 and Quentin Rd. intersection.

QUENTIN ROAD ALTERNATIVE - Q1B

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

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TranSystems | Christopher B. Burke Engineering, Ltd. | OLD MCHENRY CROSSINGS | LakeCounty Division of Transportation

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

PROJ. NO. 210174
DATE: 09/01/2022
SHEET 1 OF 1
DRAWING NO. **ALT Q1B**

ALTERNATIVE DESCRIPTION: ASYMMETRICAL WIDENING (0' TO 10')

5-lane curbed roadway thru Ensell Rd. intersection.
3-lane curbed roadway north of Ensell Rd. to Old McHenry Rd. intersection.
Potential new signal at Highland Ave.

NOTES:

1. Multi-use path is located on east side of road to Ensell Rd. and then crosses to the west side.
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. Further turn lane analysis to be performed in level II analysis at IL 22 and Quentin Rd. intersection.

QUENTIN ROAD ALTERNATIVE - Q2A

EXISTING 5-LANE ROADWAY
PROPOSED 5-LANE ROAD
TYPICAL SECTION D
5-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE
FURTHER ANALYSIS REQUIRED IN LEVEL II
LEVEL I STUDY LIMITS
ILLINOIS ROUTE 22
LAKE ZURICH RD
QUENTIN RD
ENSELL RD
HIGHLAND DR
EXISTING TRAFFIC SIGNAL
DRAINAGE DITCH (17')
PERMANENT PROPERTY IMPACT (25')
DETENTION BASIN IMPACT
ROADSIDE DITCH IMPACT
WETLAND IMPACT
PERMANENT PROPERTY IMPACT (10')
PERMANENT PROPERTY IMPACT (8')
MATCH LINE
PROPOSED 3-LANE ROAD
TYPICAL SECTION A
3-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE
SEE OMR ALTERNATIVE EXHIBITS
WOUS IMPACT
PERMANENT PROPERTY IMPACT (18')
PERMANENT PROPERTY IMPACT (1')
PERMANENT PROPERTY IMPACT (28')
OLD MCHENRY RD
PARK VIEW LN
NORTH
1 inch = 100 feet
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
Service Layer Credits: Copyright nearmap 2015

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OLD MCHENRY CROSSINGS
QUENTIN ROAD LEVEL I ALTERNATIVES

PROJ. NO. 210174
DATE: 09/01/2022
SHEET 1 OF 1
DRAWING NO.
ALT Q2A

ALTERNATIVE DESCRIPTION: SYMMETRICAL WIDENING

5-lane curbed roadway thru Highland Ave. intersection.
3-lane curbed roadway north of Highland Ave. to Old McHenry Rd. intersection.
Potential new signal at Highland Ave.

NOTES:

1. Multi-use path is located on east side of road to Ensell Rd. and then crosses to the west side.
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. Further turn lane analysis to be performed in level II analysis at IL 22 and Quentin Rd. intersection.

QUENTIN ROAD ALTERNATIVE - Q2B

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. | OLD MCHENRY CROSSINGS | CLIENT: Lake County Division of Transportation

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

PROJ. NO. 210174
DATE: 09/01/2022
SHEET 1 OF 1
DRAWING NO. **ALT Q2B**

ALTERNATIVE DESCRIPTION: ASYMMETRICAL WIDENING (0' TO 10')

5-lane curbed roadway thru Highland Ave. intersection.
3-lane curbed roadway north of Highland Ave. to Old McHenry Rd. intersection.
Potential new signal at Highland Ave.

NOTES:

1. Multi-use path is located on east side of road to Ensell Rd. and then crosses to the west side.
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. Further turn lane analysis to be performed in level II analysis at IL 22 and Quentin Rd. intersection.

TranSystems | Christopher B. Burke Engineering, Ltd. | OLD MCHENRY CROSSINGS

CLIENT: LakeCounty Division of Transportation

TITLE: OLD MCHENRY CROSSINGS QUENTIN ROAD LEVEL I ALTERNATIVES

PROJ. NO.	210174
DATE:	09/01/2022
SHEET 1 OF 1	
DRAWING NO.	ALT Q3A

ALTERNATIVE DESCRIPTION: SYMMETRICAL WIDENING

5-lane curbed roadway to Old McHenry Rd. intersection.
Potential new signal at Highland Ave.

NOTES:
1. Multi-use path is located on east side of road to Ensell Rd. and then crosses to the west side.
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. Further turn lane analysis to be performed in level II analysis at IL 22 and Quentin Rd. intersection.

QUENTIN ROAD ALTERNATIVE - Q3B

0 100 200 400
Feet
1 inch = 100 feet
NORTH
EXISTING 5-LANE ROADWAY
PROPOSED 5-LANE ROAD
FURTHER ANALYSIS REQUIRED IN LEVEL II
LEVEL I STUDY LIMITS
TYPICAL SECTION D
5-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE
EXISTING TRAFFIC SIGNAL
POTENTIAL TRAFFIC SIGNAL
WETLAND IMPACT
DRAINAGE DITCH (17')
PERMANENT PROPERTY IMPACT (25')
PERMANENT PROPERTY IMPACT (20')
DETENTION BASIN IMPACT
ROADSIDE DITCH IMPACT
ILLINOIS ROUTE 22
LAKE ZURICH RD
QUENTIN RD
ENSELL RD
HIGHLAND DR
ROMAN LN
ALDER CT
COTTAGE RD
DORCHESTER CT
HILANDALE CT
LAKE ZURICH COMMERCE CENTER
BRADFORD TOWN CROSSING
PNC BANK
MCDONALD'S
JUST TIRES
HERITAGE CHURCH
KIDDIE ACADEMY OF HAWTHORNE WOODS
HAWTHORN TRAILS PHASE 3
THE GROVES OF KILDEER
CYPRESS GROVE
FOREST LAKE
LAKEWOOD MEADOW
MATCH LINE

0 100 200 400
Feet
1 inch = 100 feet
NORTH
MATCH LINE
PROPOSED 5-LANE ROAD
SEE OMR ALTERNATIVE EXHIBITS
TYPICAL SECTION D
5-LANE UNDIVIDED WITH FLUSH MEDIAN/CENTER TURN LANE
PERMANENT PROPERTY IMPACT (20')
PERMANENT PROPERTY IMPACT (40')
PERMANENT PROPERTY IMPACT (23')
PERMANENT PROPERTY IMPACT (3')
DRAINAGE DITCH (17')
WETLAND IMPACT
WOUS IMPACT
EXISTING TRAFFIC SIGNAL
QUENTIN RD
OLD MCHENRY RD
PARK VIEW LN
PIPER LN
MCGREGOR CT
HEATHER LN
RAVINE DR
OLD BARN LN
GLENDALE RD
DORCHESTER CT
LAKEWOOD MEADOW
FOREST LAKE FARM
FOREST LAKE
QUENTIN ROAD BIBLE BAPTIST CHURCH
HEATHER HIGHLANDS
ST MATTHEW CHURCH/SCHOOL/CEMETERY
HAWTHORN GARDENS
HAWTHORN WOODS COMMUNITY PARK OSLAD
APEX LANDSCAPING INC

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 | CBB Christopher B. Burke Engineering, Ltd. | OLD MCHENRY CROSSINGS

CLIENT: LakeCounty Division of Transportation

TITLE: OLD MCHENRY CROSSINGS QUENTIN ROAD LEVEL I ALTERNATIVES

PROJ. NO. 210174
DATE: 09/01/2022
SHEET 1 OF 1
DRAWING NO. ALT Q3B

ALTERNATIVE DESCRIPTION: ASYMMETRICAL WIDENING (0' TO 10')

5-lane curbed roadway to Old McHenry Rd. intersection.
Potential new signal at Highland Ave.

NOTES:

1. Multi-use path is located on east side of road to Ensell Rd. and then crosses to the west side.
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. Further turn lane analysis to be performed in level II analysis at IL 22 and Quentin Rd. intersection.

QUENTIN ROAD RANGE OF ALTERNATIVES
LEVEL 1 COMPARATIVE EVALUATION SUMMARY

Evaluation Criteria	Existing	2050 No Build	Range of Build Alternatives					
			Q1		Q2		Q3	
	Existing	No Improvements	5 Lanes to Ensell		5 Lanes to Highland		5 Lanes to OMR	
Transportation Performance								
Safety								
Accessibility								
Non-Motorized Accommodations								
Sub-Alternatives (A - symmetric widening, B - asymmetric widening)			**Q1A**	**Q1B**	**Q2A**	**Q2B**	**Q3A**	**Q3B**
Environmental Resource Impacts	-	-						
Socio-Economic Impacts	-	-						
Cost	-	-						

LEGEND

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

OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin
CONNECTING LAKE COUNTY

Date Printed: 8/31/2022