

QUENTIN ROAD: LEVEL 2 ALTERNATIVES

RECOMMENDED
ALTERNATIVE

Q1.5B

Evaluation Criteria	Unit of Measure	Existing	2050 No Build	Range of Build Alternatives							
				Q1B		Q1.5B		Q2B			
Transportation Performance											
Quentin Road Average Daily Traffic (ADT) - North of Ensell	veh/day	14,500		17,500		18,200		18,200		18,600	
Quentin Road Average Daily Traffic (ADT) - South of Ensell	veh/day	18,500		22,700		23,800		23,800		24,200	
Intersection Level of Service (LOS) and Average Delay		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Quentin Road at IL-22 Intersection	LOS (sec/veh)	E (57.8)	E (42.6)	E (71.6)	D (48.3)	D (45.8)	D (41.1)	D (44.5)	D (42.3)	D (45.0)	D (43.3)
Quentin Road at Ensell Road Intersection	LOS (sec/veh)	B (13.1)	B (12.7)	C (34.4)	C (21.3)	B (11.8)	B (12.8)	B (11.9)	B (10.4)	B (13.6)	B (11.1)
Quentin Road at Highland Drive Intersection	LOS (sec/veh)	B (11.9)	D (33.2)	F (69.0)	F (130.5)	B (15.7)	B (14.5)	B (11.3)	B (12.6)	B (11.4)	A (9.2)
Queue Lengths (AM = southbound, PM = northbound)											
Quentin Road at IL-22 Intersection	Feet	300	550	500	575	400	300	400	300	450	300
Comparison to No Build at IL-22	% change					-20%	-48%	-20%	-48%	-10%	-48%
Quentin Road at Ensell Road Intersection	Feet	600	575	1000	1000	250	300	250	300	275	150
Comparison to No Build at Ensell Road	% change					-75%	-70%	-75%	-70%	-73%	-85%
Quentin Road at Highland Drive	Feet	-	-	-	-	350	350	150	350	175	150
Comparison to Baseline Improvement at Highland Drive	% change					-55%	27%	-81%	27%	-77%	-45%
Safety (Illinois Highway Safety Design Manual)											
Average Predicted Crashes	crashes/year	32.1		41.8		42.8		42.4		42.0	
Fatal & Injury Predicted Crashes (segments)	crashes/year	4.1		5.1		4.4		4.2		4.0	
Fatal & Injury Crash Reduction from Baseline Improvements (segments)	% change	-		-		-18.5%		-21.3%		-25.1%	
Mobility & Accessibility											
Total Travel Time IL-22 to OMR (AM = southbound, PM = northbound)	minutes	3.3	5.3	4.2	7.7	3.8	4.3	3.7	4.3	3.7	4.0
Comparison to No Build	% change					-9%	-44%	-12%	-44%	-12%	-48%
Average Delay - Ravine turn onto Quentin Road	sec/veh	11.9	22.8	15.5	30.9	17.7	34.0	15.0	35.8	21.1	37.2
Delay Comparison to No Build	% change					14%	10%	-3%	16%	36%	20%
Average Delay - Glendale turn onto Quentin Road	sec/veh	11.5	30.2	12.9	287.9	15.9	26.4	21.7	34.9	22.9	37.9
Delay Comparison to No Build	% change					23%	-91%	68%	-88%	78%	-87%
Residential Driveways Blocked by Quentin Road Queues	# driveways	3	2	6	3	3	3	1	2	0	1
Non-Motorized Accommodations											
Non-Motorized Accommodations	Yes/No	No		No		Yes		Yes		Yes	
Environmental Resource Impacts											
Wetland Impacts	acres	-		-		0.44		0.44		0.44	
Stormwater Facility Impacts	acres	-		-		0.21		0.21		0.21	
Surface Waters Impacts	acres	-		-		0.01		0.01		0.01	
Floodway Impacts	acres	-		-		0		0		0	
Floodplain Impacts	acres	-		-		0		0		0	
Park Impacts (Section 4f)	acres	-		-		0		0		0	
OSLAD Recreational Property Impacts	acres	-		-		0		0		0	
Historic Property Impacts	acres	-		-		0		0		0	
Historic Structure Impacts	each	-		-		0		0		0	
Cemetery Impacts	acres	-		-		0		0		0	
Tree Impacts	each	-		-		432		433		433	
Socio-Economic Impacts											
Residential Building Impacts	each	-		-		0		0		0	
Commercial Building Impacts	each	-		-		0		0		0	
Total Property Acquisition	acres	-		-		1.31		1.37		1.37	
Parcels Affected	each	-		-		19		20		20	
Access Changes	each	-		-		0		0		0	
Cost											
Cost	scale	-		-		\$		\$		\$	

Legend

