



PROJECT DEVELOPMENT PROCESS



NEXT STEPS

Based on input received at the third public information meeting, the project team will make final design refinements. Final Phase 1 Engineering reports will be completed and submitted to IDOT and the Federal Highway Administration for approval in late 2024. Phase 2 Engineering and land acquisition is anticipated to begin in late 2024 or early 2025, and will be ongoing for the next several years. Construction is anticipated to start in 2027, depending on funding availability.

WHAT IS SECTION 4(f)?

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 protects historic sites and publicly owned parks, recreational areas, and wildlife/waterfowl refuges. The proposed improvements require property acquisition from several Section 4(f) resources, such as Three Corners Park, Community Park, and several historic properties.

An evaluation must be completed for proposed use or impacts to these resources (i.e. Section 4(f) documentation). The Section 4(f) documentation for this improvement is located on the project website for public input.

WHAT IS THE LAND ACQUISITION PROCESS?

Affected property owners with proposed acquisition are notified via certified mail as part of Public Information Meeting #3. The formal land acquisition process will begin in conjunction with Phase 2 Engineering following the completion of Phase 1 Engineering. One of the first steps of Phase 2 Engineering will be to evaluate design refinements to minimize impacts to adjacent properties. The formal land acquisition process includes:

1. The ownership of the property is confirmed.
2. A plat of survey drawing is prepared to show the dimensions and amount of property that is being acquired.
3. An appraisal and independent review appraisal are made to determine the fair market value of the property to be acquired.
4. Negotiations begin with an offer to acquire the necessary property at the appraised value.
5. If a settlement cannot be reached, the matter is referred to the courts for acquisition under the law of eminent domain, in which property owners are compensated fair market value for their property.

MAINTENANCE OF TRAFFIC

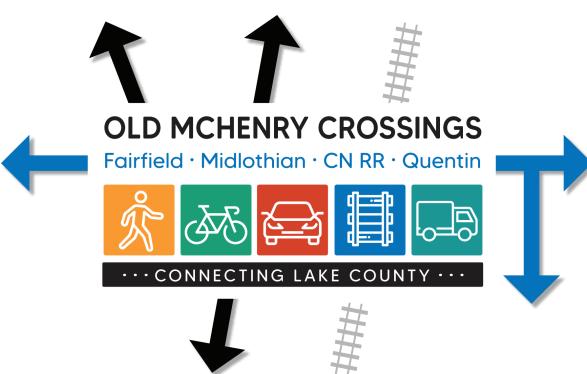
Traffic shall be maintained during construction.

During construction of the underpass, a temporary 4-lane roadway will be built north of the existing railroad crossing at Old McHenry Road.

The total anticipated construction cost is \$102M (not including land acquisition).

Due to project complexity, this project is expected to be organized as separate construction contracts.

The grade separation is anticipated to be constructed as the first phase of work in 2027.



INTRODUCTION

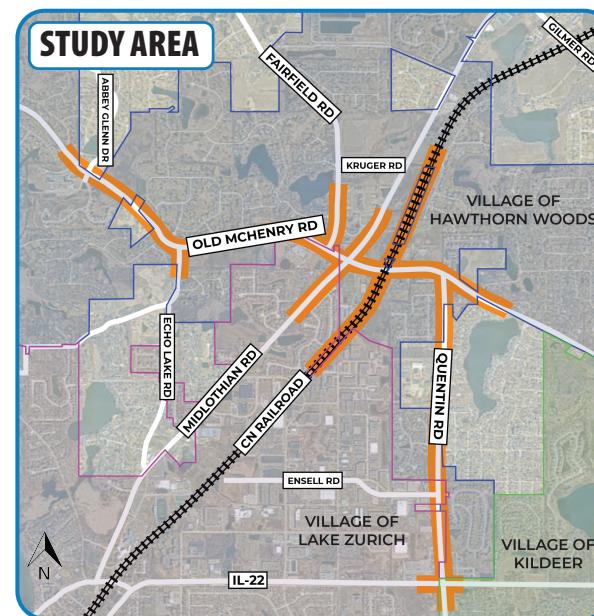
The Lake County Division of Transportation (LCDOT) studied potential improvements to the areas surrounding Old McHenry Rd, the Canadian National (CN) Railroad Crossing, and along Quentin Rd. The primary objective of this project is to improve safety, traffic operations, and connectivity for motorists,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

WELCOME

The Lake County Division of Transportation (LCDOT) welcomes you to the third Public Information Meeting concerning the Old McHenry Crossings (OMX) project. This is the last meeting of the Phase I preliminary engineering and environmental studies portion of the project development process. The purpose of this meeting is to review, in an open house format, the proposed improvement that was identified through the alternative development and evaluation process.

MEETING STATIONS

- Station 1:** Get Informed
- Station 2:** What are the Challenges?
- Station 3:** Old McHenry Rd Design Alternatives
- Station 4:** Quentin Road Design Alternatives
- Station 5:** Design Visualization
- Station 6:** Environmental Evaluation
- Station 7:** Land Acquisition Process
- Station 8:** Comments



PROJECT TIMELINE | PHASE 1



SUBMIT A COMMENT!

Written comments may be submitted during the Public Information Meeting or sent to TranSystems via mail or email at OMXteam@transystems.com.

Comments must be received by July 15, 2024 in order to become part of the official Public Information Record.

Correspondence should be addressed to:

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

PROJECT PURPOSE + NEED

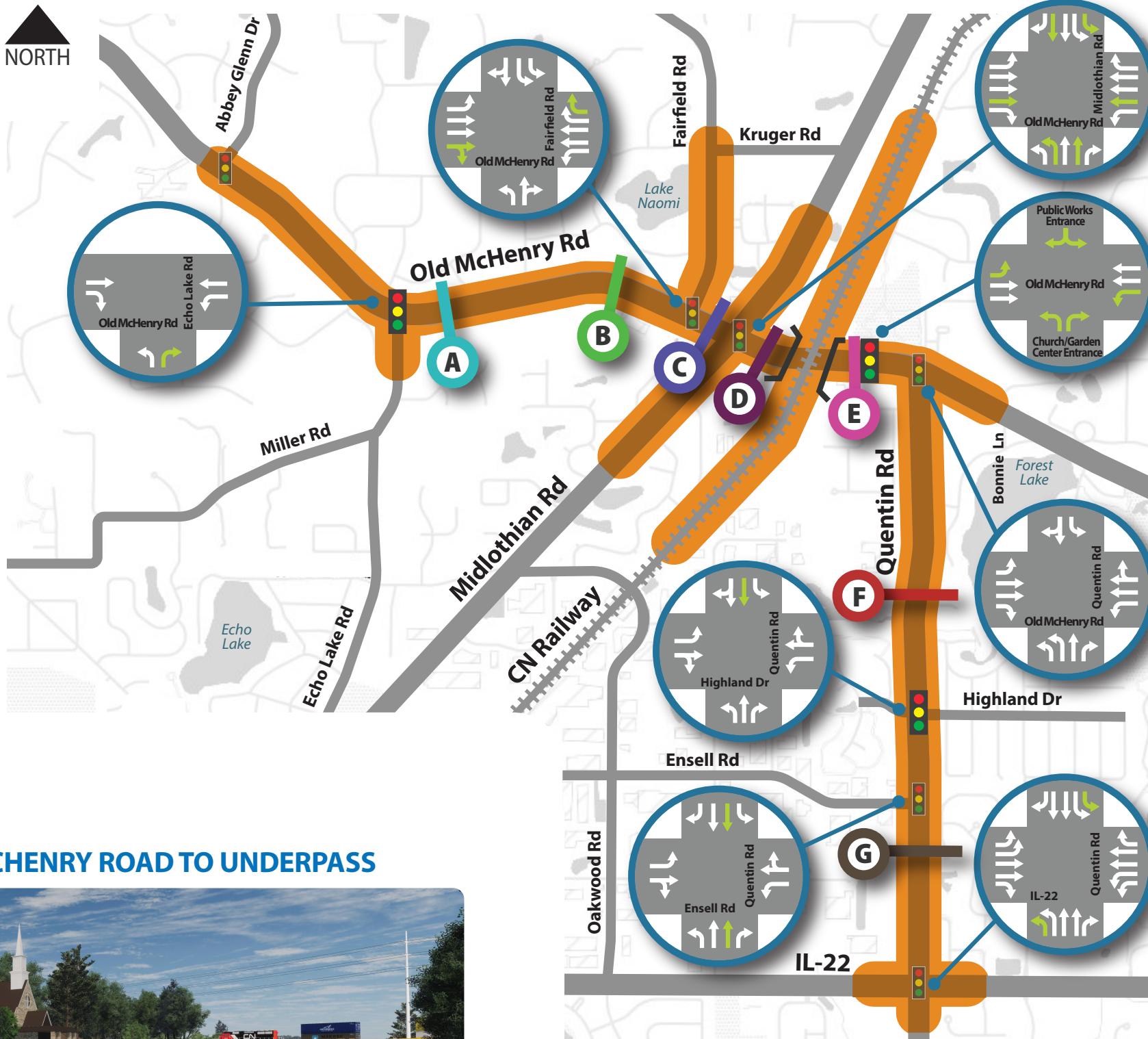
The purpose of this project is to provide an improved transportation system to address capacity, safety and mobility deficiencies along Old McHenry Road and Quentin Road based on past and projected future growth in the project area, and to improve non-motorized connections within the project area. The project need follows below:



BENEFITS

- Reduce 88 hours of vehicle delay each day with the new underpass. Save \$75 million in accrued user delay costs by 2050.
- Improve emergency services response times by eliminating 17 train crossings per day.
- Add non-motorized connections with links to Community Park and Three Corners Park.
- Reduce travel times along Old McHenry Rd from Fairfield Rd to Quentin Rd by 80% (AM peak hour) and 55% (PM peak hour).
- Reduce predicted fatal and injury crashes along Old McHenry Rd and Quentin Rd.
- Improve safety and mobility by adding new traffic signals at Highland Dr, St. Matthew Church and Echo Lake Rd.
- Enhance stormwater management with new enclosed drainage systems and improvements to detention facilities.
- Improve water quality.

RENDERING LOOKING WEST ALONG OLD MCHENRY ROAD TO UNDERPASS



LEGEND

- Existing Traffic Signal
- Proposed Traffic Signal
- Project Limits
- Proposed Roadway Underpass
- White/Black Arrows
Existing Traffic Movements
- Green Arrows
Proposed Traffic Movements
- Proposed Roadway Sections

