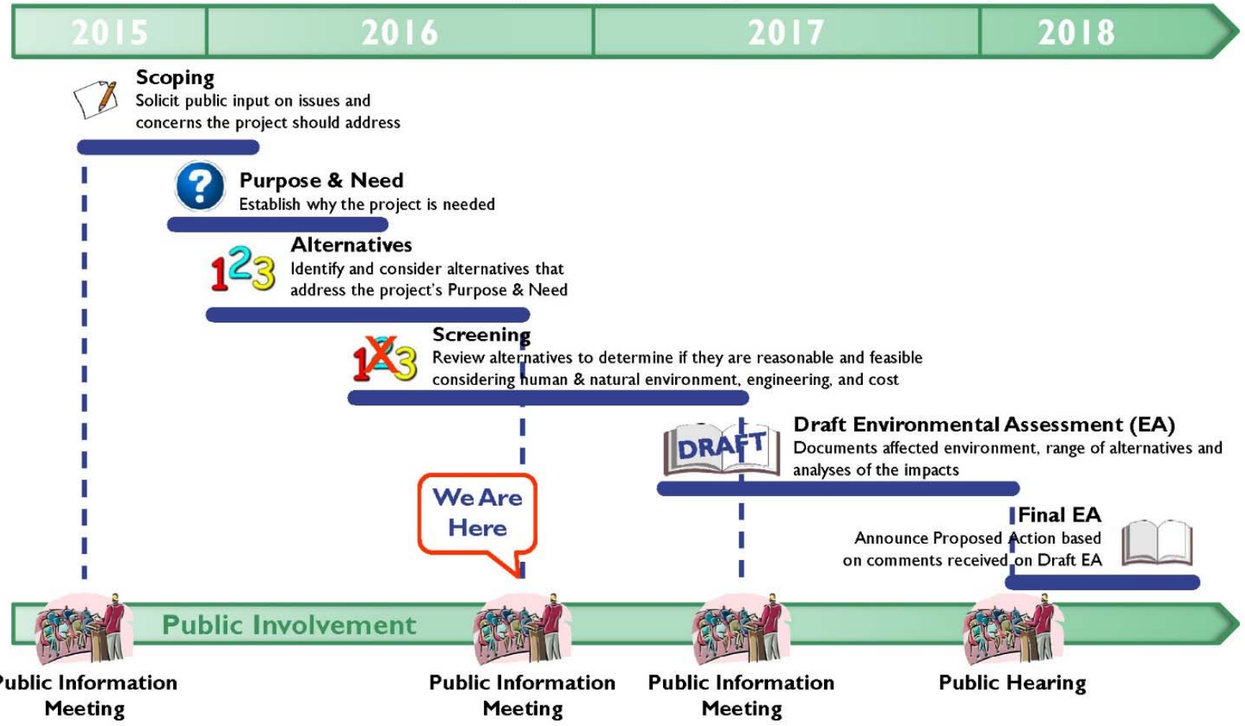
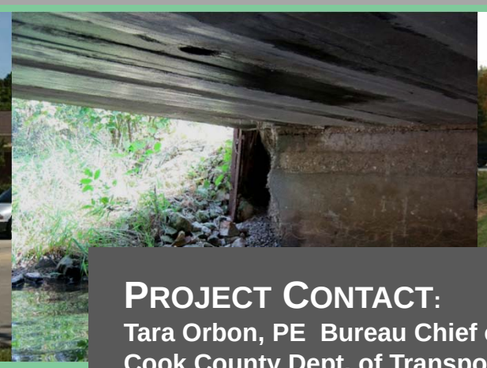
Project Timeline & Next Steps

The Environmental Assessment Report (EA) is expected to be completed by 2018





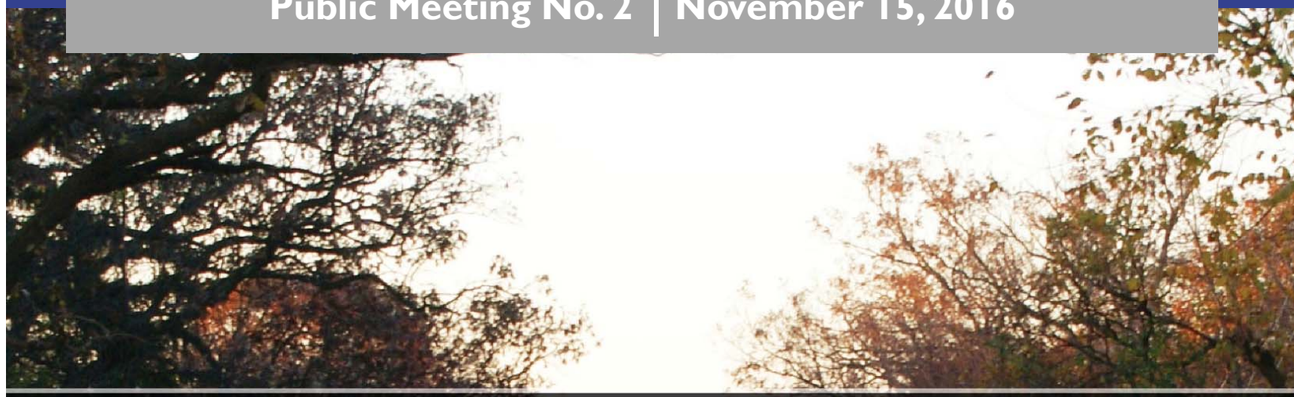
Project Contact:
Tara Orbon, PE Bureau Chief of Project Development
Cook County Dept. of Transportation & Highways
312.603.1660 | Quentin.Road@cookcountyil.gov

Next Steps

Comment period open until Friday, December 2, 2016
Future public meetings planned for Spring 2017 and Winter 2018

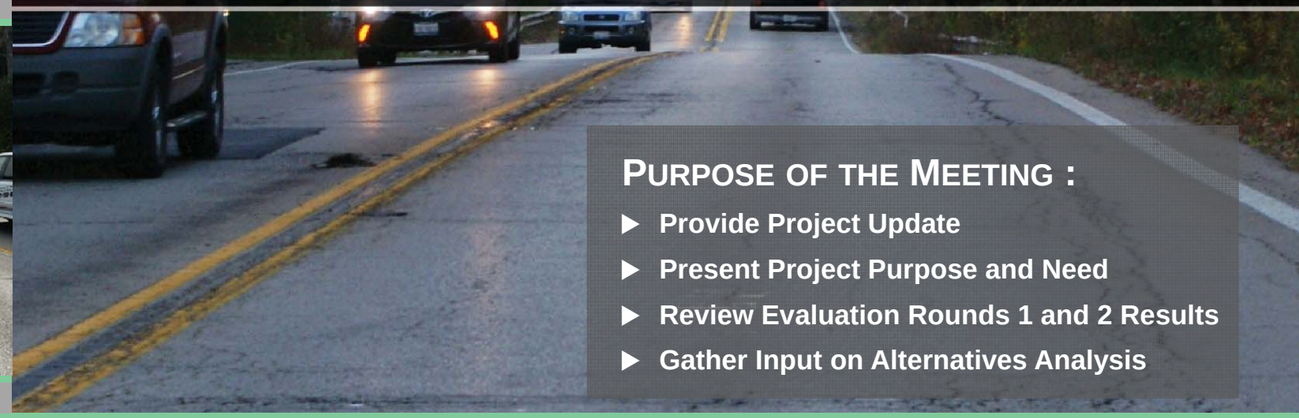
Cook County
Department of Transportation and Highways

Public Meeting No. 2 | November 15, 2016



QUENTIN ROAD STUDY

Dundee Road to Lake Cook Road



Purpose of the Meeting :

- Provide Project Update
- Present Project Purpose and Need
- Review Evaluation Rounds 1 and 2 Results
- Gather Input on Alternatives Analysis

The Cook County Department of Transportation and Highways strives to provide a renewed and fresh course for the Quentin Road Study. We are incorporating an innovative and sustainable study approach and are committed to a transparent and collaborative process.

Purpose and Need

The Purpose and Need establishes a basis for the range of reasonable alternatives and supports the identification and selection of a preferred alternative.

PURPOSE:

To address existing and future (2040) transportation needs, while striving to balance these needs with the unique environmental setting along Quentin Road.

NEEDS:

1 IMPROVE FACILITY CONDITION & DESIGN

- Bridge is over 100 years old with posted weight limit
- Roadway constructed over 80 years ago
  - Poor pavement
  - Steep roadway grades
  - Eroded or no shoulders
  - Poor drainage
  - No median/turn lane
- Intermittent to no pedestrian / bicycle facilities

2 IMPROVE SAFETY

- Vehicular
  - No turning lanes
  - No shoulders to pull over onto
  - Limited sight lines
  - Lane drop
- Pedestrian / Bicyclists
  - Non-continuous facilities, short segments
  - Unsignalized crossings at Deer Grove Forest Preserve

3 IMPROVE MOBILITY

- Existing and future (2040) volumes exceed capacity of a 2-lane roadway – congested peak periods
- Long lines of vehicles
- Long waits for left-turning vehicles onto and from Quentin Road during peak periods
- No shoulders to pass a stalled vehicle

4 ENHANCE SYSTEM LINKAGE

- Important link to the regional and local transportation network
- Connects to other arterial routes and communities
- Only section of Quentin Road not currently or planned to be improved
- Quentin Road provides a more direct travel route than nearby north-south roadways – less adverse travel
- Connections to existing multi-use trails in area and to Deer Grove trail system

POTENTIAL SOLUTIONS:

- Construct a new bridge
- Upgrade the pavement
- Provide sidewalks and bike paths

- Provide turn lanes
- Remove lane drops (2 lanes to 1 lane)
- Provide continuous sidewalks and bike paths
- Install signalized crossing at Deer Grove FP

- Provide additional travel lanes
- Provide turn lanes
- Improve sight lines
- Provide shoulders or wider lanes

- Match roadway lanes to the north and south of the project limits
- Connect to area bike paths and systems

Alternatives Analysis

PROCESS:

- Goal is to balance the transportation needs along the corridor while minimizing impacts to the adjacent human and natural resources
- Must meet the Project Purpose and Need
- Multiple evaluation rounds – comparing alternatives against each other
- Consistent, fair and transparent process
- Cook County will make the ultimate decision while considering input from project stakeholders

Evaluation Round 1: Purpose and Need Screening*

Quentin Road Alternatives

- Alternative 1 – Two-Lanes
- Alternative 2 – Two-Lanes with Left Turn Lanes
- Alternative 3 – Three-Lanes
- Alternative 4 – Four-Lanes
- Alternative 5 – Four-Lanes with Left Turn Lanes
- Alternative 6 – Five-Lanes

Parallel Route Alternatives

- Alternative 7 – Five-Lane Ela Road (Centered)
- Alternative 7a – Five-Lane Ela Road (Asymmetric)
- Alternative 8 – Seven-Lane Hicks Road (Centered)
- Alternative 8a – Seven-Lane Hicks Road (Asymmetric)

Alternatives 2, 3, 4, 5, 6, continue to Evaluation Round 2

Evaluation Round 2: Refined Purpose and Need Screening*

Quentin Road Alternatives

- Alternative 2 – Two-Lanes with Left Turn Lanes
- Alternative 3 – Three-Lanes
- Alternative 4 – Four-Lanes
- Alternative 5 – Four-Lanes with Left Turn Lanes
- Alternative 6 – Five-Lanes

Additional alternatives developed from stakeholder input

Combination Alternatives

- Alternative 9 – Two-Lane Quentin Road and Five-Lane Ela Road
- Alternative 10 – Two-Lane with Left Turn Lanes Quentin Road and Five-Lane Ela Road
- Alternative 11 – Three-Lane Quentin Road and Five-Lane Ela Road
- Alternative 12 - Two-Lane Quentin Road and Seven-Lane Hicks Road
- Alternative 13 – Two-Lane with Left Turn Lanes Quentin Road and Seven-Lane Hicks Road
- Alternative 14 – Three-Lane Quentin Road and Seven-Lane Hicks Road

Alternatives 2, 3, 5, 6, continue to Evaluation Round 3

Evaluation Round 3 Results in Spring 2017

*See Insert for Summary of Alternatives Analysis Results.

Cook County
Department of Transportation and Highways

Alternatives Evaluation Flowchart

ALTERNATIVES CONSIDERED

Evaluation Round 1: Purpose and Need Screening	Evaluation Round 2: Refined Purpose and Need Screening	Evaluation Round 3: Performance and Impact Evaluation	Evaluation Round 4: Design Refinement
NB →	NB →	✗	
ALT 1 →	✗		
ALT 2 →	ALT 2 →	ALT 2 →	2-lanes with LTL
ALT 3 →	ALT 3 →	ALT 3 →	3-lanes, with center median
ALT 4 →	ALT 4 →	✗	
ALT 5 →	ALT 5 →	ALT 5 →	4-lanes with LTL
ALT 6 →	ALT 6 →	ALT 6 →	5-lanes, with center median
Parallel Routes ALT 7 & 8 →	✗		
Additional alternatives developed from stakeholder input → Combination Routes ALTS 9 - 14 →	✗		

Legend

- → Alternative Carried Forward
- ✗ Alternative Dropped
- ALT # — Alternative #
- NB — No-Build Alternative
- LTL — Left Turn Lane