QUENTIN ROAD STUDY

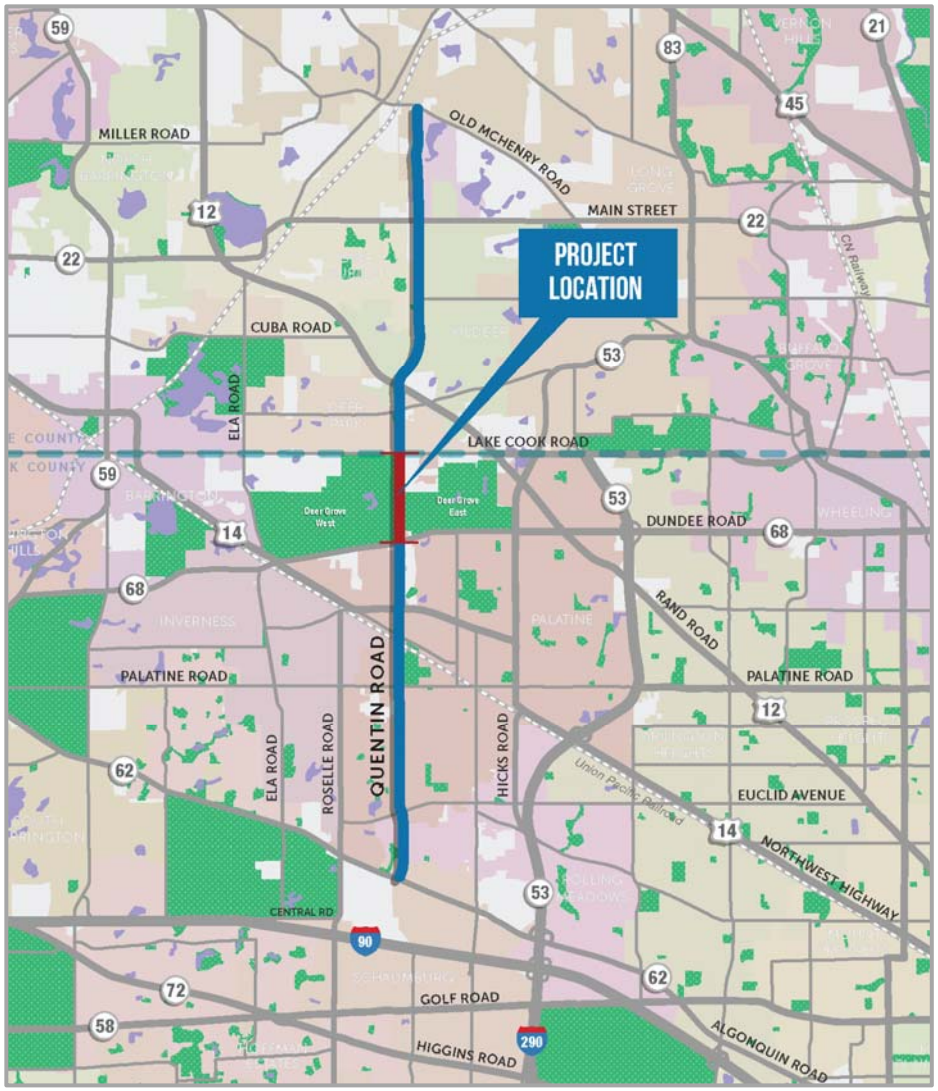
Dundee Road to Lake Cook Road

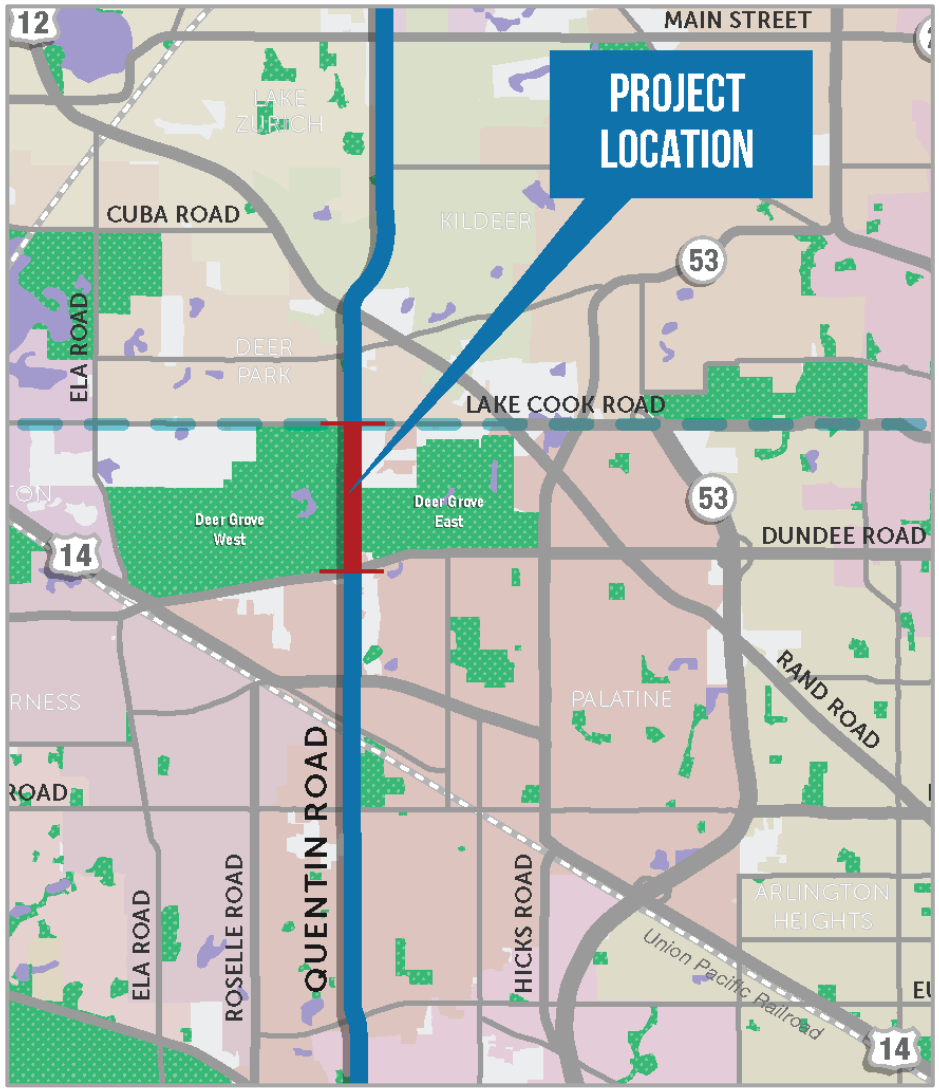
Cook County
Department of Transportation and Highways

Public Information Meeting #2
November 15, 2016

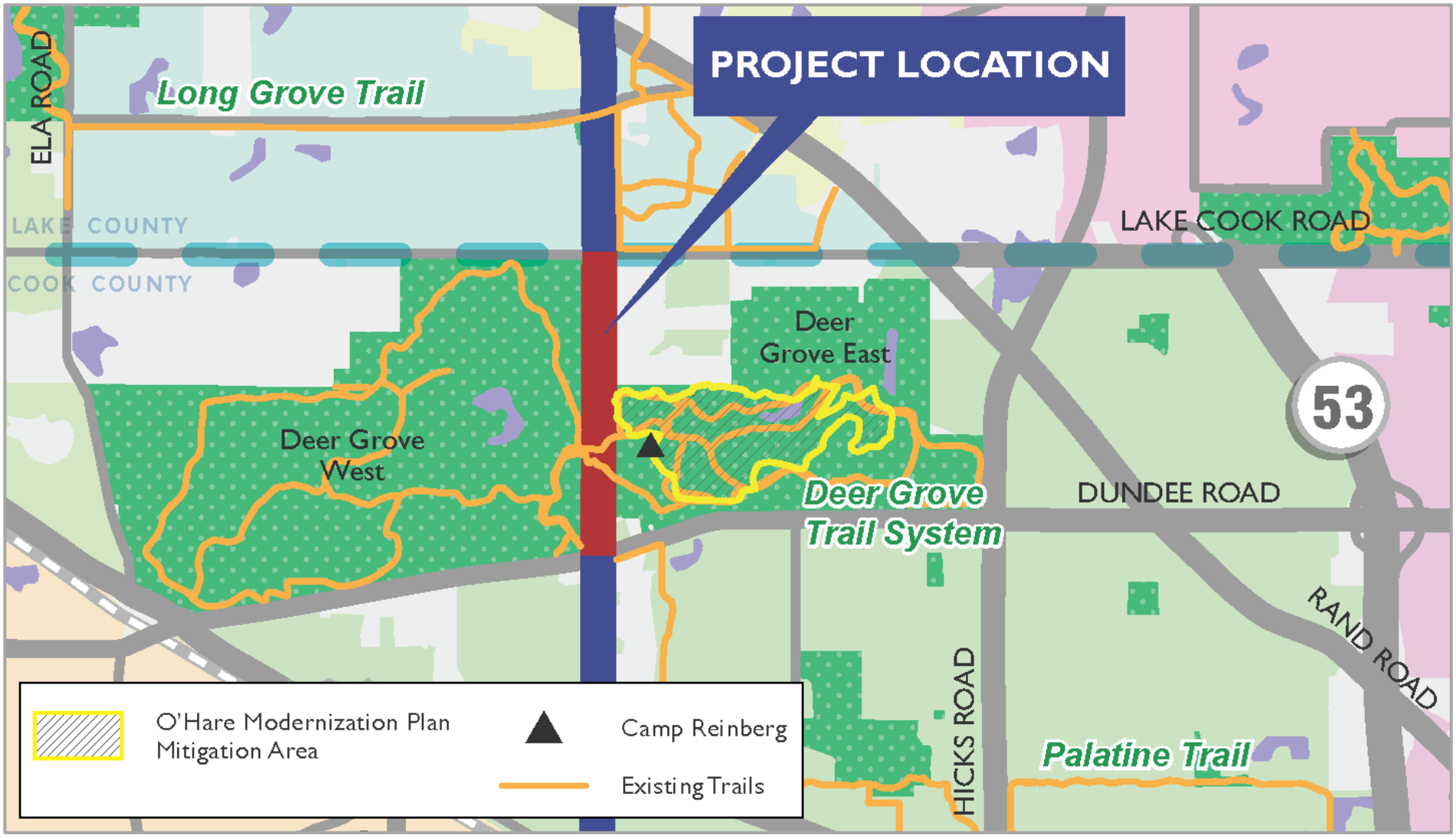
Meeting Agenda

- **Project Update**
  - Project Purpose and Need
- **List of Alternatives**
  - Evaluation Rounds 1 and 2 Results





Project Study Area



Project Study Limits

Public Meeting #1 – Project Scoping

- December 9, 2015; 4 p.m. to 7 p.m.
  - Open house format, with exhibit boards and repeating slideshow presentation
  - Local hotel location
  - Well attended by over 150 people
- Purpose – Project Scoping
  - Re-initiated the study
  - Presented the planning process
  - Reviewed existing conditions
  - Solicited community and public input and information
- 2-Week Comment Period
  - 138 comments received
  - Multiple comment formats

Public Meeting #1 – Summary of Comments

- Comments received from the residents, local communities, bicyclists and traveling motorists
- Strong support for the project (over 70%)
  - Widen Quentin Road
  - Add turn lanes
  - Provide sidewalks and bike paths
- Common remarks and themes
  - Need additional travel lanes
  - Include safety improvements for pedestrians and bicyclists at Deer Grove Preserve entrance
  - Reduce speed limit

Project Purpose and Need

- Establishes a basis for the range of reasonable alternatives
- Purpose: Address existing and 2040 transportation needs
  - Strive to balance the transportation needs with the unique environmental setting along Quentin Road
- Transportation Needs:
  - Improve the facility condition and design
  - Improve safety
  - Improve mobility
  - Enhance system linkage

How to Address These Needs?

NEEDS:	POTENTIAL SOLUTIONS:
1 IMPROVE FACILITY CONDITION & DESIGN	▶ Construct a new bridge ▶ Upgrade the pavement ▶ Provide sidewalks and bike paths
2 IMPROVE SAFETY	▶ Provide turn lanes ▶ Remove lane drops (2 lanes to 1 lane) ▶ Provide continuous sidewalks and bike paths ▶ Install signalized crossing at Deer Grove FP
3 IMPROVE MOBILITY	▶ Provide additional travel lanes ▶ Provide turn lanes ▶ Improve sight lines ▶ Provide shoulders or wider lanes
4 ENHANCE SYSTEM LINKAGE	▶ Match roadway lanes to the north and south ▶ Connect to area bike paths and systems

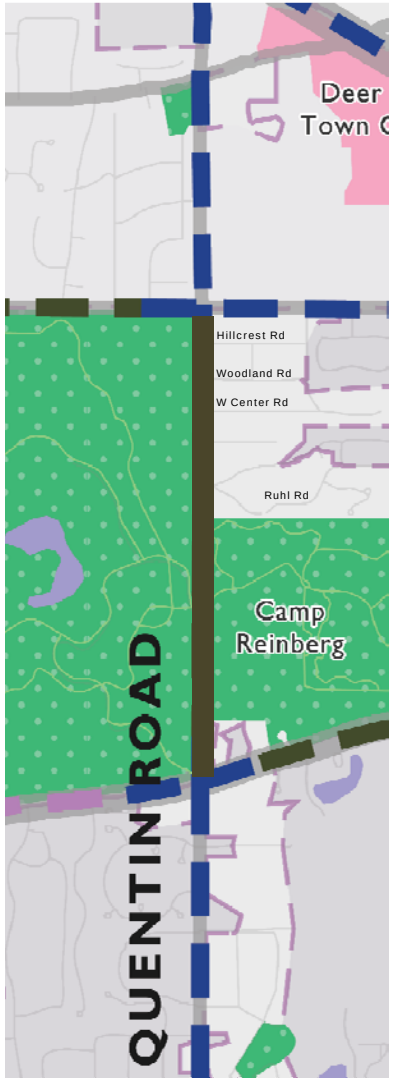
Alternatives Evaluation Process

- Goal is to **balance the transportation needs** along the corridor **while minimizing impacts** to the adjacent human and natural resources of the corridor
- Four evaluation rounds with more detailed studies conducted in following rounds
  - Round 1 – **Purpose and Need Screening**
  - Round 2 – **Refined Purpose and Need Screening**
  - Round 3 – Performance and Impact Evaluation
  - Round 4 – Design Refinement
- Consistent, fair and transparent process
- **Cook County will make the ultimate decision** while considering input from project stakeholders

Evaluation Round I
Alternatives Considered

Evaluation Round I
Quentin Road Alternatives

Alternative 1

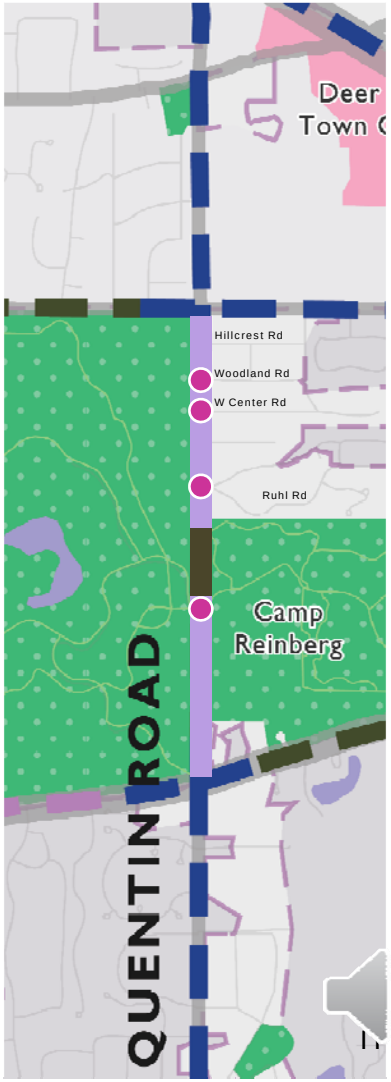


Alternative 1

Two Lanes on Quentin Rd

- One lane in each direction
- No left turn lane
- Same as existing

Alternative 2



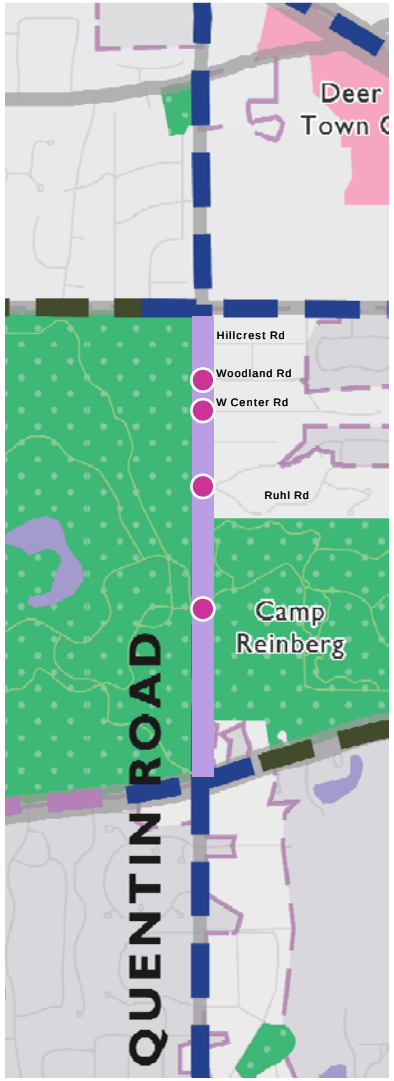
Alternative 2

Two Lanes on Quentin Rd with Left Turn Lane

- One lane in each direction
- Left turn lane at side streets

Evaluation Round I
Quentin Road Alternatives

Alternative 3



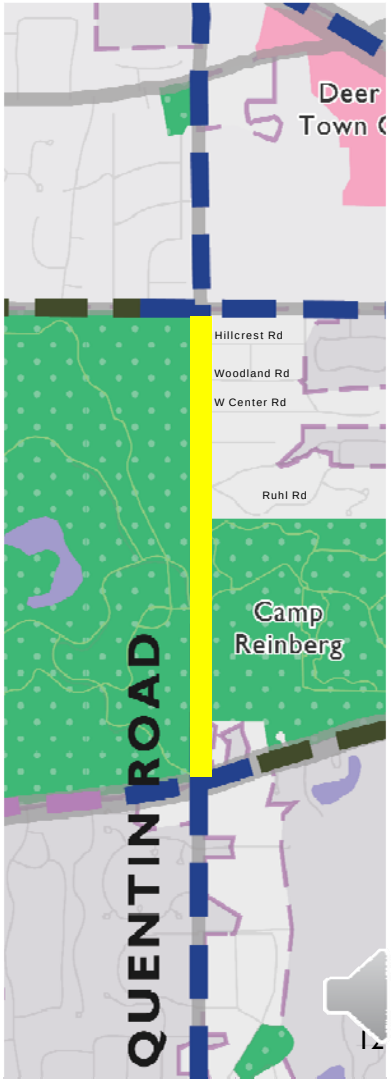
Alternative 3
Three Lanes on Quentin Rd

- One lane in each direction
- Continuous median with left turn lane at side streets

Alternative 4
Four Lanes on Quentin Rd

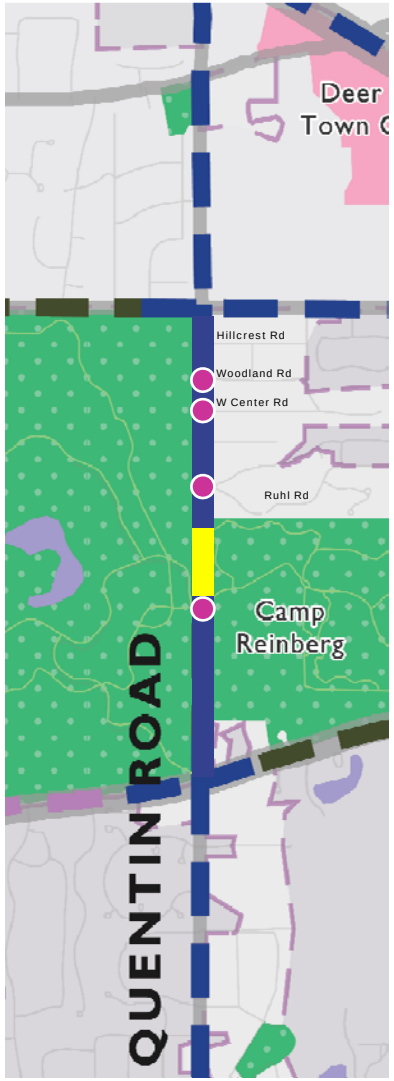
- Two lanes in each direction
- No left turn lane

Alternative 4



Evaluation Round I
Quentin Road Alternatives

Alternative 5



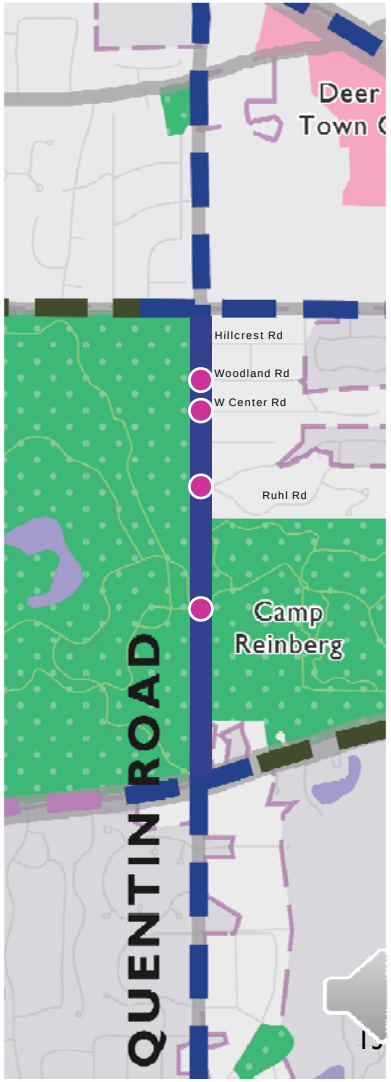
Alternative 5
Four Lanes on Quentin Rd with Left Turn Lane

- Two lanes in each direction
- Left turn lane at side streets

Alternative 6
Five Lanes on Quentin Rd

- Two lanes in each direction
- Continuous median with left turn lane at side streets

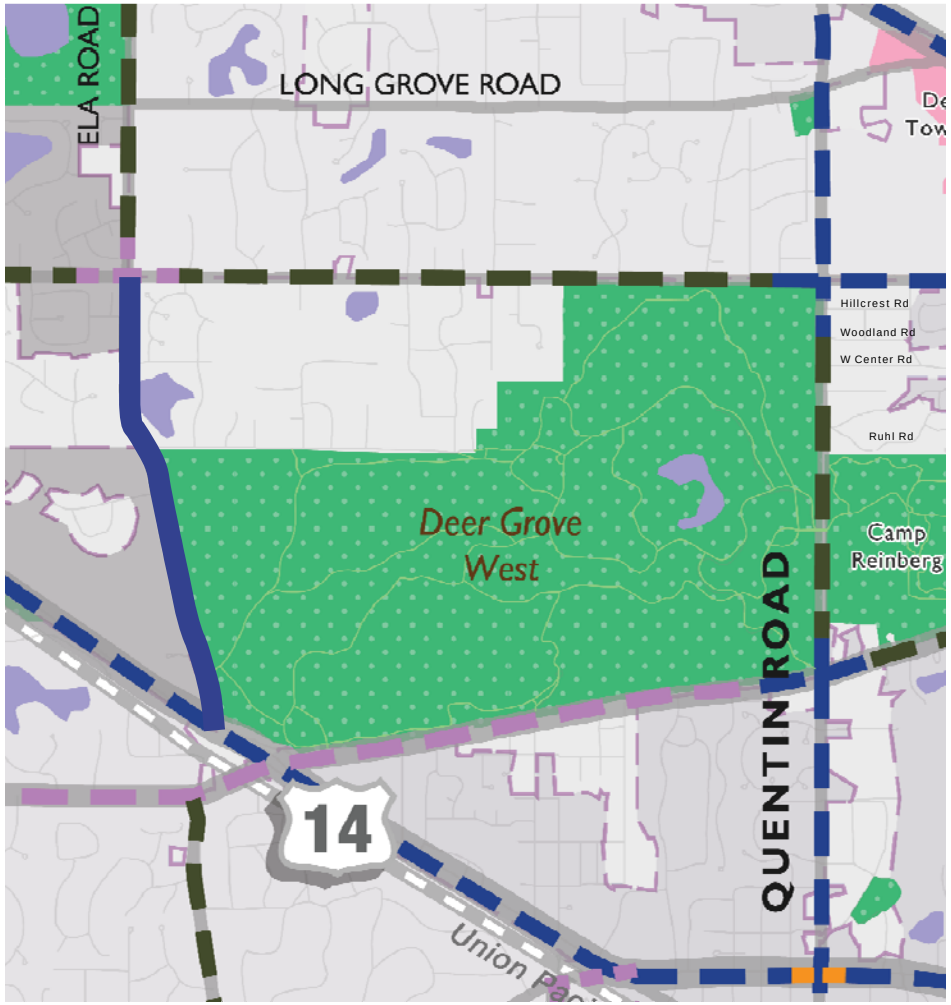
Alternative 6



Evaluation Round I
Parallel Route Alternatives

Alternative 7
(Centered)

Alternative 7A
(Asymmetric)



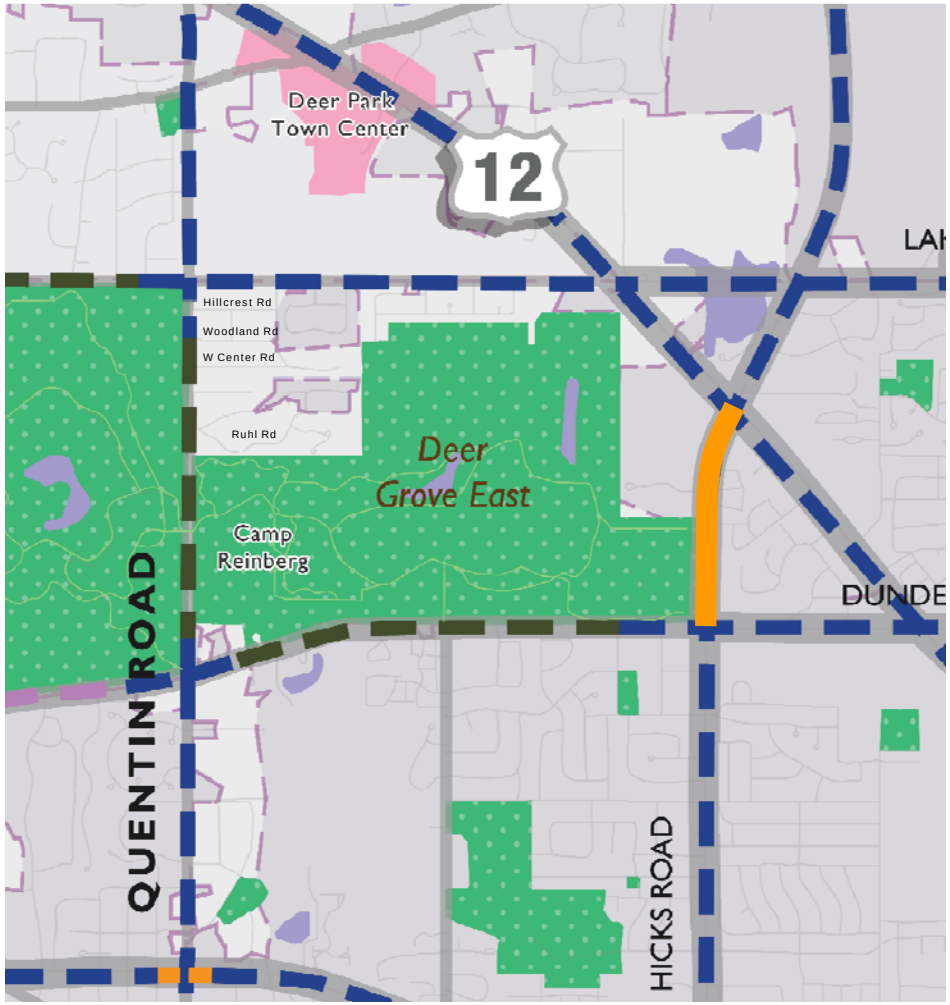
Alternative 7
Five Lanes on Ela Rd

- Two lanes in each direction
- Continuous median with left turn lane at side streets
- Alt 7A widens to the west to avoid the Deer Grove Forest Preserve

Evaluation Round I
Parallel Route Alternatives

Alternative 8
(Centered)

Alternative 8A
(Asymmetric)



Alternative 8
Seven Lanes on Hicks Rd

- Three lanes in each direction
- Continuous median with left turn lane at side streets
- Alt 8A widens to the east to avoid the Deer Grove Forest Preserve

Evaluation Round 1
Purpose and Need Screening

- Does it meet Purpose & Need?
  - Facility Condition
  - Safety – vehicle and non-motorized
  - Mobility
  - System linkage – vehicle and non-motorized
- What are the impacts to the natural environment near Deer Grove?
  - Loss of acreage
  - Impacts to wetlands
- These items will be compared with a color coded system ranging from green (best performing) to red (relatively lowest performing)

Evaluation Round I
Purpose and Need Screening

Alternatives	QUENTIN ROAD ROW WIDTH	PURPOSE AND NEED CRITERIA[1]						ENVIRONMENTAL IMPACTS			
			Safety			System Linkage		Natural Environment			
		Facility Condition and Design	Vehicle	Non-motorized	Mobility	Vehicle	Non-motorized	Loss of Deer Grove Forest Preserve Acreage (Acres)		Impacts to Wetlands (Acres)	
No-Build	66' - 83'								0.0		0.00
Quentin Road											
1 - Two-lanes	90'								1.9		0.88
2 - Two-lanes with left turn lanes	90' - 100'								2.6		1.20
3 - Three-lanes	100'								2.9		1.34
4 - Four-lanes	110'								4.0		1.60
5 - Four-lanes with left turn lanes	110' - 120'								4.4		1.76
6 - Five-lanes	120'								4.9		1.96
Parallel Routes											
7 - Five-lane Ela Road (centered)	66' - 83'								1.9		0.0
7a - Five-lane Ela Road (asymmetric)	66' - 83'								0.0		0.0
8 - Seven-lane Hicks Road (centered)	66' - 83'								0.5		0.0
8a - Seven-lane Hicks Road (asymmetric)	66' - 83'								0.0		0.0

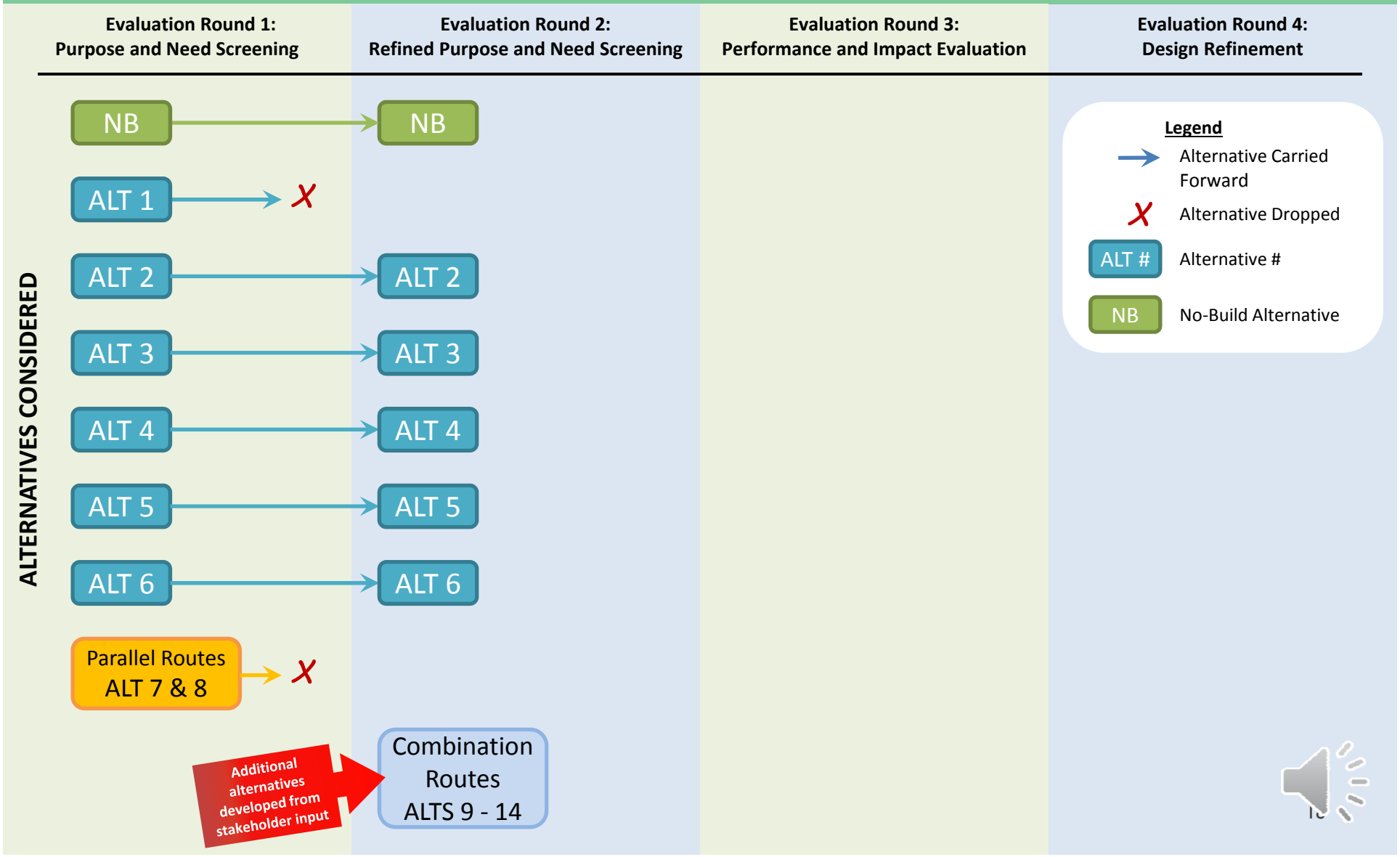
Notes:

1. Purpose and Need criteria are only rated as Best, Average, or Relatively Lowest Performance.

LEGEND

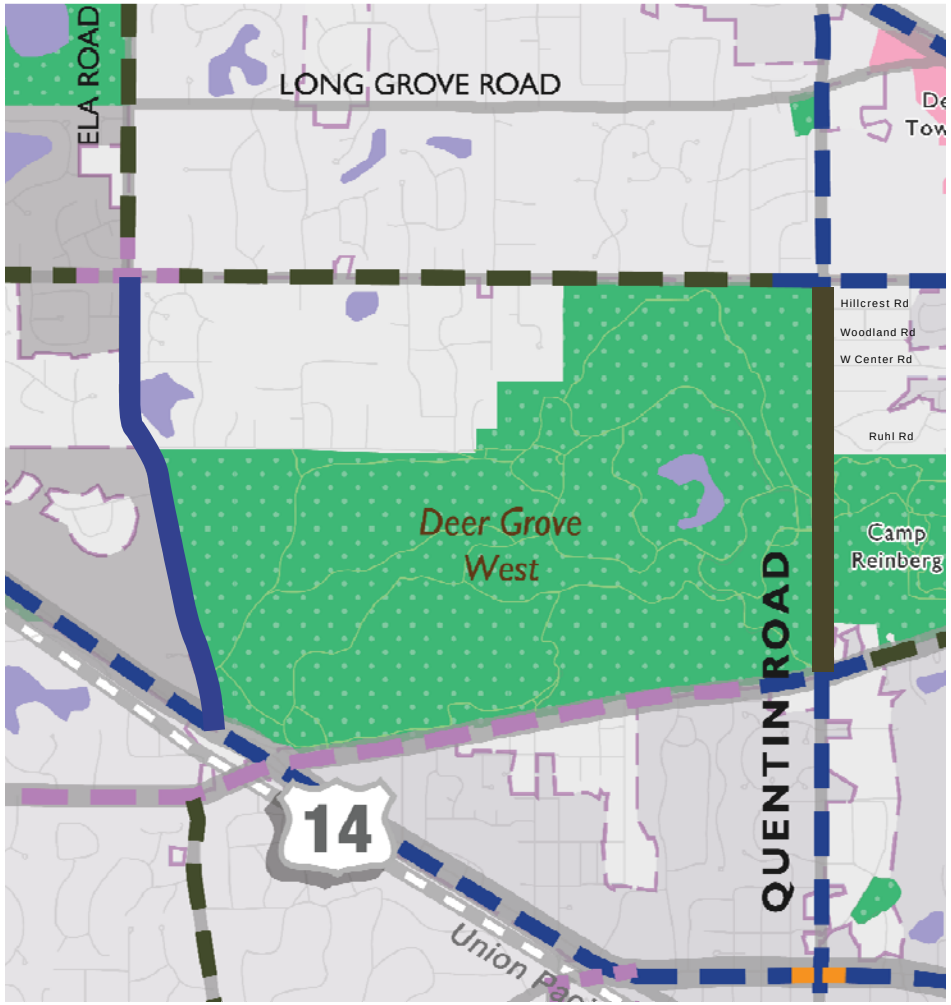
- Best Performance
- Good Performance
- Average Performance
- Poor Performance
- Relatively Lowest Performance

Evaluation Round I
Alternatives Evaluation Flowchart



Evaluation Round 2
Combination Alternatives

Alternative 9
Two-Lane Quentin Road and Five-Lane Ela Road

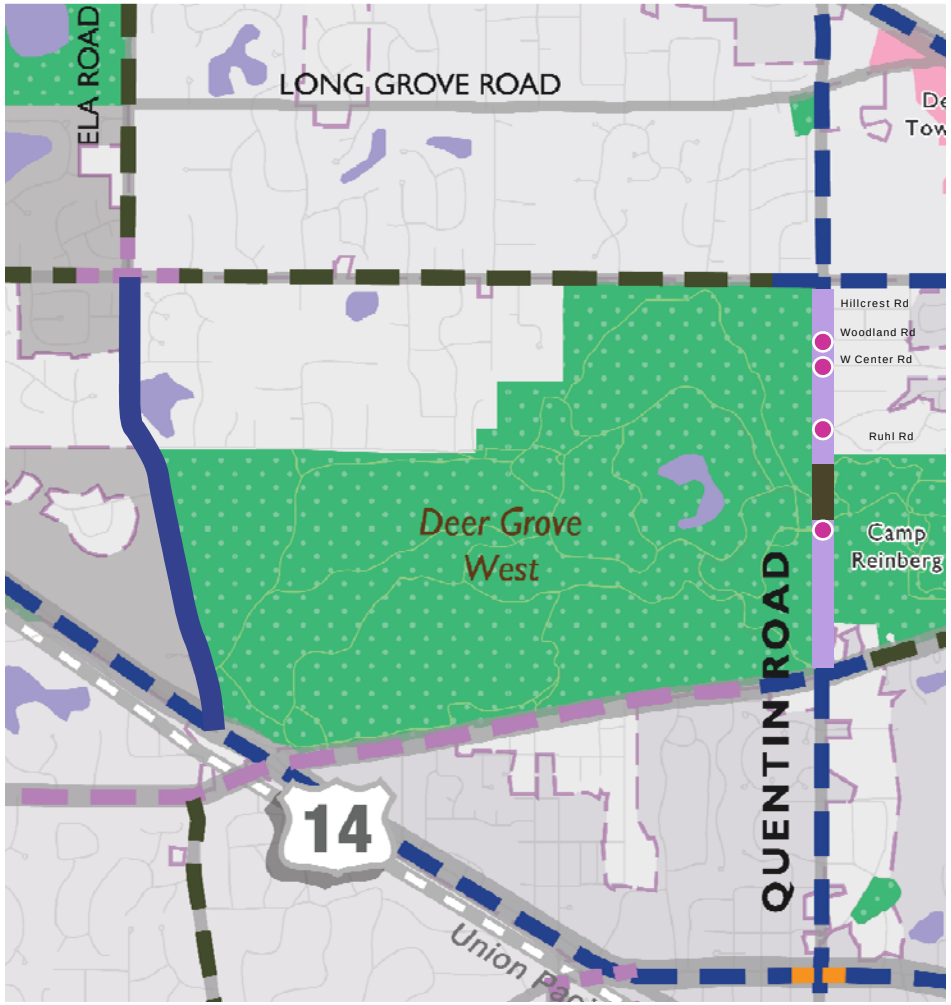


Alternative 9

- Combines Alternative 1 and Alternative 7A
- Two-lane Quentin Road and Five-lane Ela Road

Evaluation Round 2
Combination Alternatives

Alternative 10
Two-Lane with Left Turn Lane Quentin Road and Five-Lane Ela Road

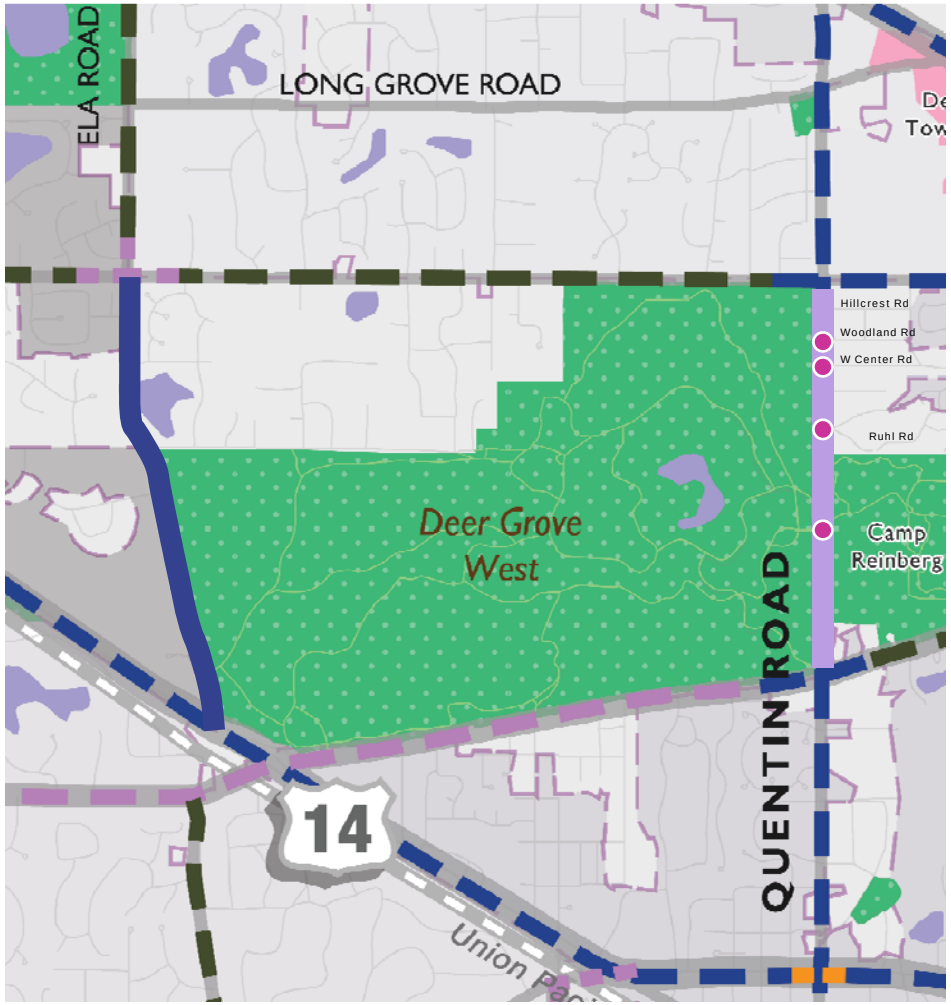


Alternative 10

- Combines Alternative 2 and Alternative 7A
- Two-lane with left turn lane Quentin Road and Five-lane Ela Road

Evaluation Round 2
Combination Alternatives

Alternative 11
Three-Lane Quentin Road
and Five-Lane Ela Road

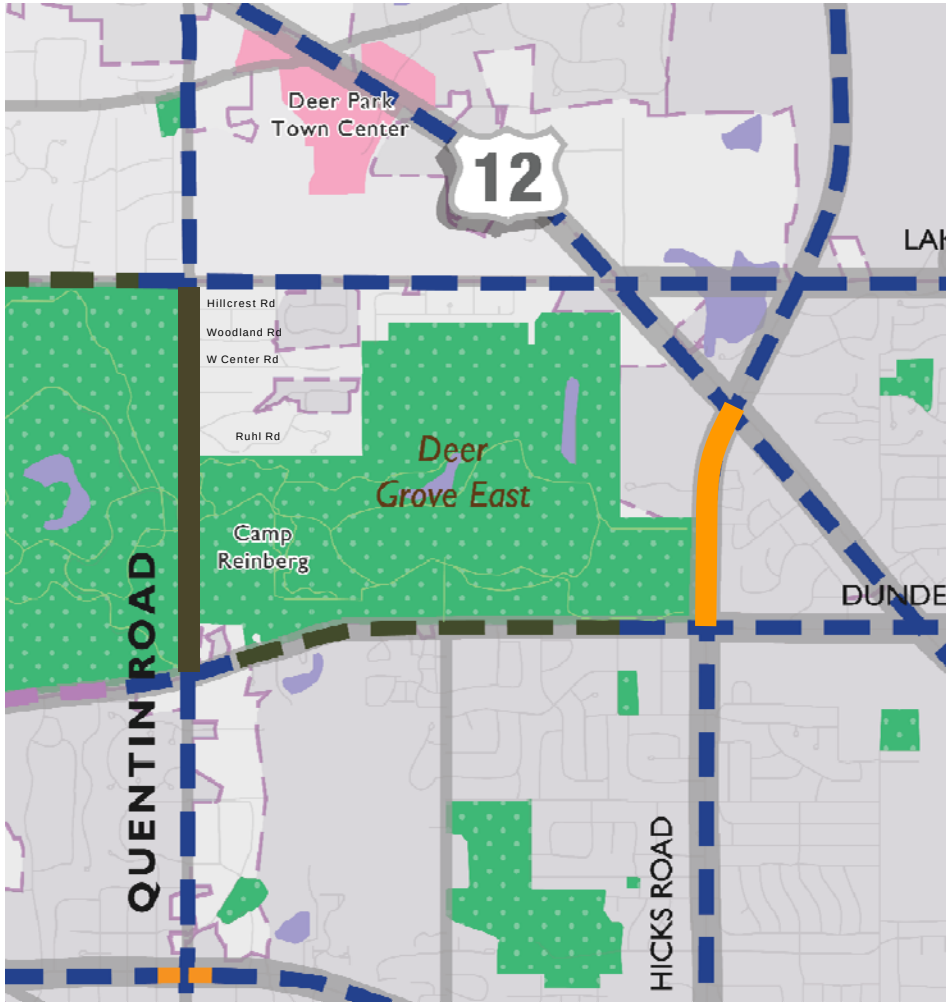


Alternative 11

- Combines Alternative 3 and Alternative 7A
- Three-lane Quentin Road and Five-lane Ela Road

Evaluation Round 2
Combination Alternatives

Alternative 12
Two-Lane Quentin Road
and Seven-Lane Hicks Road

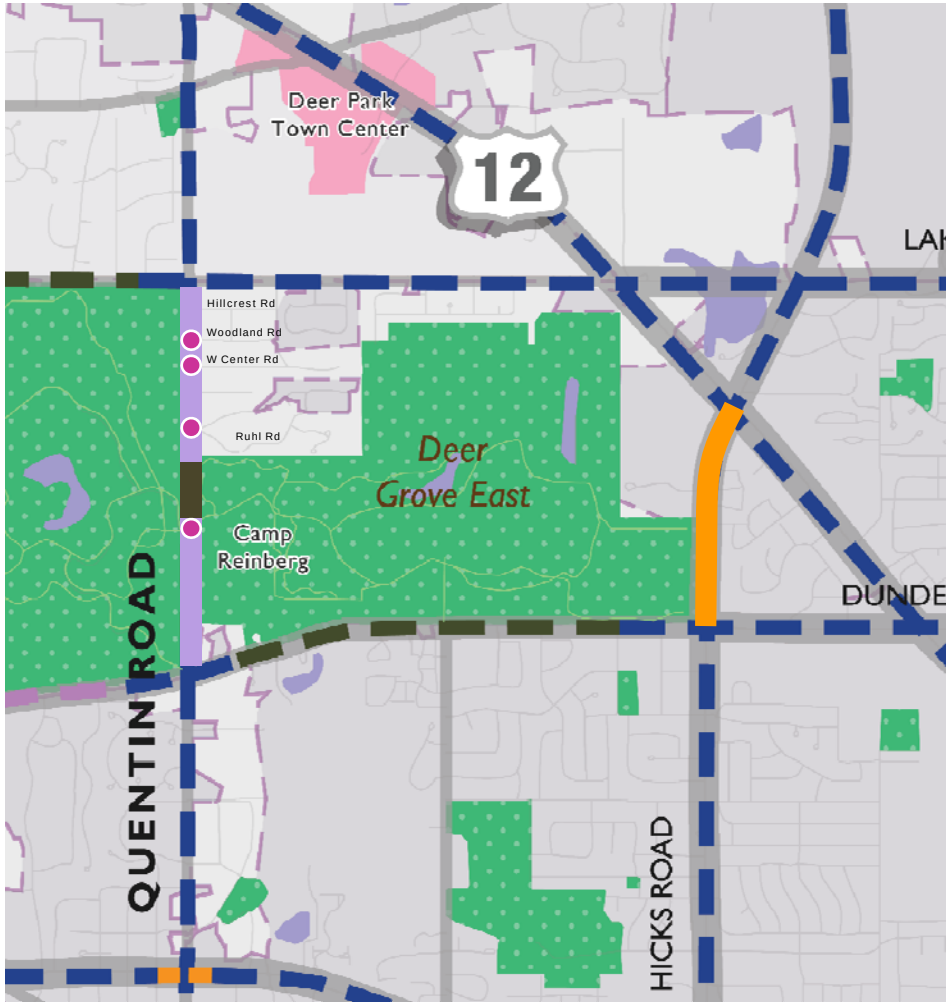


Alternative 12

- Combines Alternative 1 and Alternative 8A
- Two-lane Quentin Road and Seven-lane Hicks Road

Evaluation Round 2
Combination Alternatives

Alternative 13
Two-Lane with Left Turn Lane Quentin Road and Seven-Lane Hicks Road

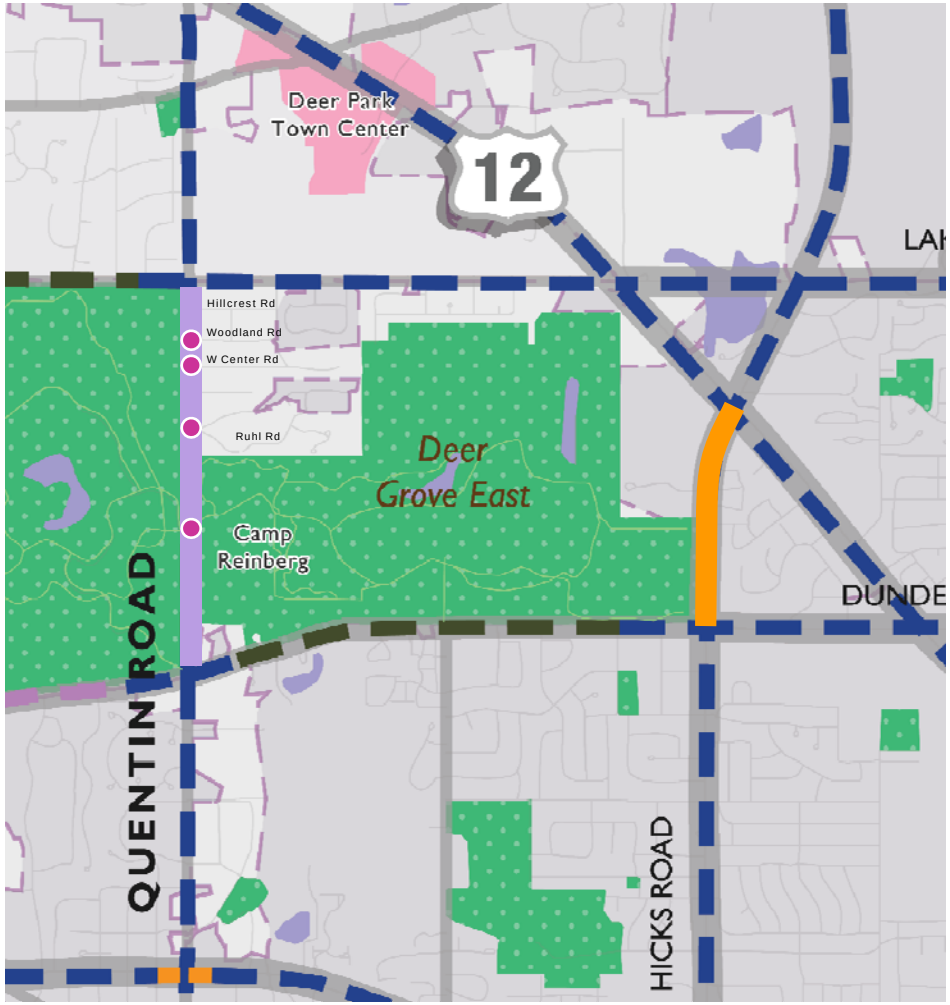


Alternative 13

- Combines Alternative 2 and Alternative 8A
- Two-lane with left turn lane Quentin Road and Seven-lane Hicks Road

Evaluation Round 2
Combination Alternatives

Alternative 14
Three-Lane Quentin Road
and Seven-Lane Hicks Road



Alternative 14

- Combines Alternative 3 and Alternative 8A
- Three-lane Quentin Road and Seven-lane Hicks Road

Evaluation Round 2
Refined Purpose and Need Screening

- Does it meet the Purpose & Need? (Same criteria as Round 1)
- What are the impacts to the natural environment near Deer Grove? (Same criteria as Round 1)
- What are the impacts to the human environment near Deer Grove?
  - Potential displacements
  - Change in access
- Compared with the same color coded system ranging from green (best performing) to red (relatively lowest performing)

Evaluation Round 2
Refined Purpose and Need Screening

Alternatives	QUENTIN ROAD ROW WIDTH	PURPOSE AND NEED CRITERIA[1]						ENVIRONMENTAL IMPACTS						
			Safety			System Linkage		Natural Environment				Human Environment		
		Facility Condition and Design	Vehicle	Non-motorized	Mobility	Vehicle	Non-motorized	Loss of Deer Grove Forest Preserve Acreage (Acres)		Impacts to Wetlands (Acres)		Potential Displacements		Change in Travel Patterns and Access on Quentin Road
No-Build	66' - 83'								0.0		0.00		0	
Quentin Road														
2 - Two-lanes with left turn lanes	90' - 100'								2.6		1.20		0	
3 - Three-lanes	100'								2.9		1.34		0	
4 - Four-lanes	110'								4.0		1.60		0	
5 - Four-lanes with left turn lanes	110' - 120'								4.4		1.76		0	
6 - Five-lanes	120'								4.9		1.96		0	
Combination Alternatives[2]														
9 - Two-lane Quentin Road & Five-lane Ela Road	66' - 83'								1.9		0.88		23	
10 - Two-lanes with left turn lanes Quentin Road & Five-lane Ela Road	90' - 100'								2.6		1.20		23	
11 - Three-lane Quentin Road & Five-lane Ela Road	100'								2.9		1.34		23	
12 - Two-lane Quentin Road & Seven-lane Hicks Road	66' - 83'								1.9		0.88		13	
13 - Two-lanes with left turn lanes Quentin Road & Seven-lane Hicks Road	90' - 100'								2.6		1.20		13	
14 - Three-lane Quentin Road & Seven-lane Hicks Road	100'								2.9		1.34		13	

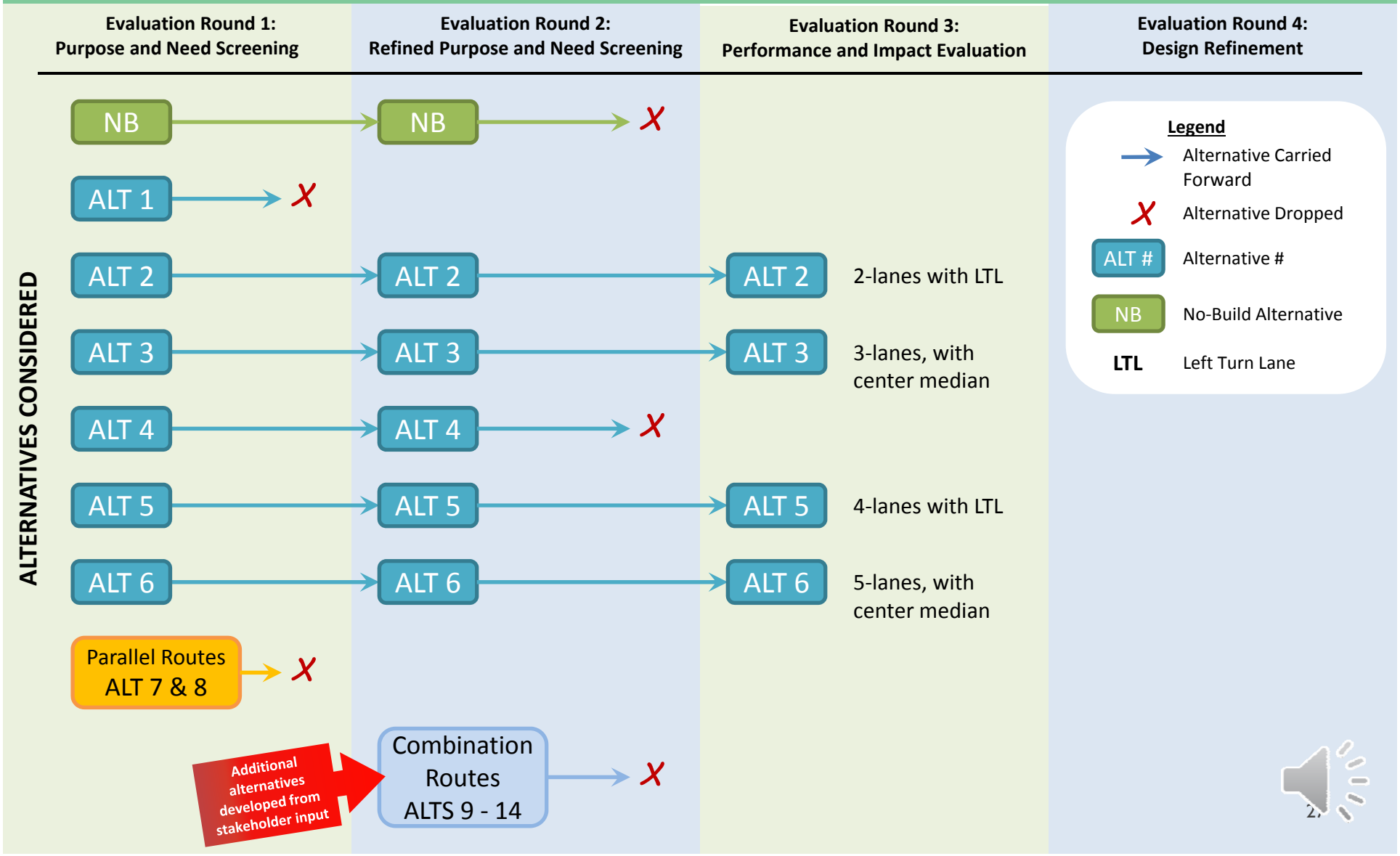
Notes:

1. Purpose and Need criteria are only rated as Best, Average, or Relatively Lowest Performance.
2. Parallel Route Alternatives considered for evaluation as combination alternatives were those which were shifted away from the forest preserve (Alternatives 7a and 8a) to minimize/avoid impacts to the forest preserve property and resources to the greatest extent possible.

LEGEND

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

Evaluation Round 2
Alternatives Evaluation Flowchart



Future Evaluation Rounds

- Evaluation Round 3: Performance and Impact Evaluation
  - Develop variations of alternatives based on:
    - Lane widths
    - Curb and gutter versus shoulders
  - Quantify the environmental impacts
    - Acres of property acquisition from Deer Grove Forest Preserve and private properties
    - Number of trees lost
    - Acres of direct impacts to wetlands
    - Acres of impacts to floodplains
  - Other environmental considerations
    - Future noise levels
    - Water quality
    - Stormwater detention

Future Evaluation Rounds

- Evaluation Round 4: Design Refinement
  - Identify project specific features of each alternative
  - Consider possible combinations of alternatives (hybrid)
  - Consider variances to standard design criteria to further reduce impacts
  - Use same criteria from Round 3 to evaluate alternatives
  - Consider feedback from the public

Study Timeline

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

2015 | 2016 | 2017 | 2018

Scoping
Solicit public input on issues and concerns the project should address

Purpose & Need
Establish why the project is needed

Alternatives
Identify and consider alternatives that address the project's Purpose & Need

Screening
Review alternatives to determine if they are reasonable and feasible considering human & natural environment, engineering, and cost

Draft Environmental Assessment (EA)
Documents affected environment, range of alternatives and analyses of the impacts

Final EA
Announce Proposed Action based on comments received on Draft EA

We Are Here

Public Involvement

Public Information Meeting #1

Public Information Meeting #2

Public Information Meeting #3

Public Hearing

What Will You See At This Public Meeting?

- Series of exhibits
- Project team and staff are available to answer questions
- Please provide input and comments
  - Comment period open until December 2nd
- Future public meetings
  - Spring 2017 (Present final alternatives evaluation)
  - Winter 2018 (Present recommendations)

THANK YOU FOR COMING

QUENTIN ROAD STUDY

Next presentation will begin shortly

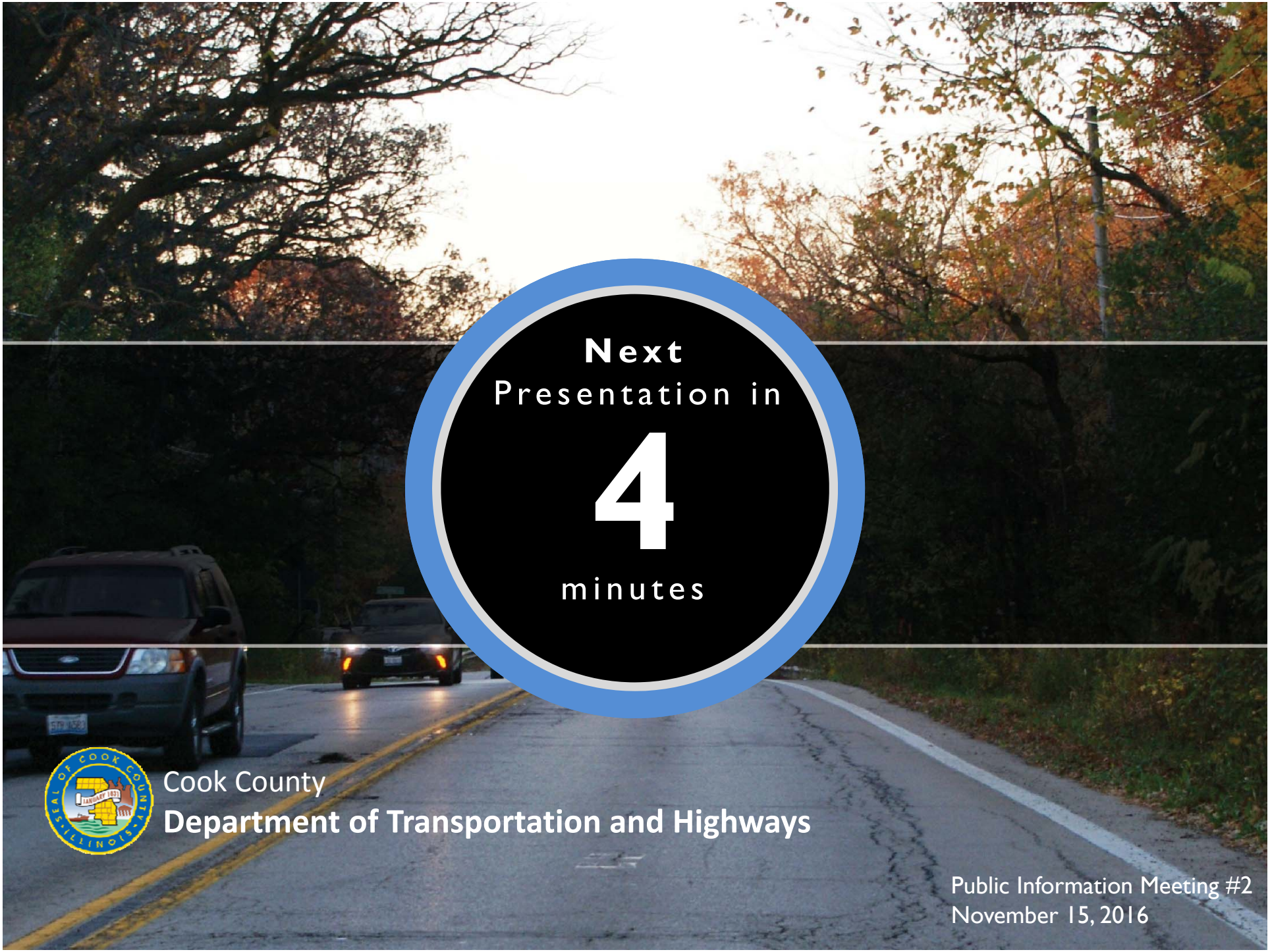
Cook County

Department of Transportation and Highways

Public Information Meeting #2

November 15, 2016

Next
Presentation in
5
minutes
Cook County
Department of Transportation and Highways
Public Information Meeting #2
November 15, 2016


Next
Presentation in
4
minutes
Cook County
Department of Transportation and Highways
Public Information Meeting #2
November 15, 2016

Next
Presentation in
3
minutes
Cook County
Department of Transportation and Highways
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Next
Presentation in
2
minutes
Cook County
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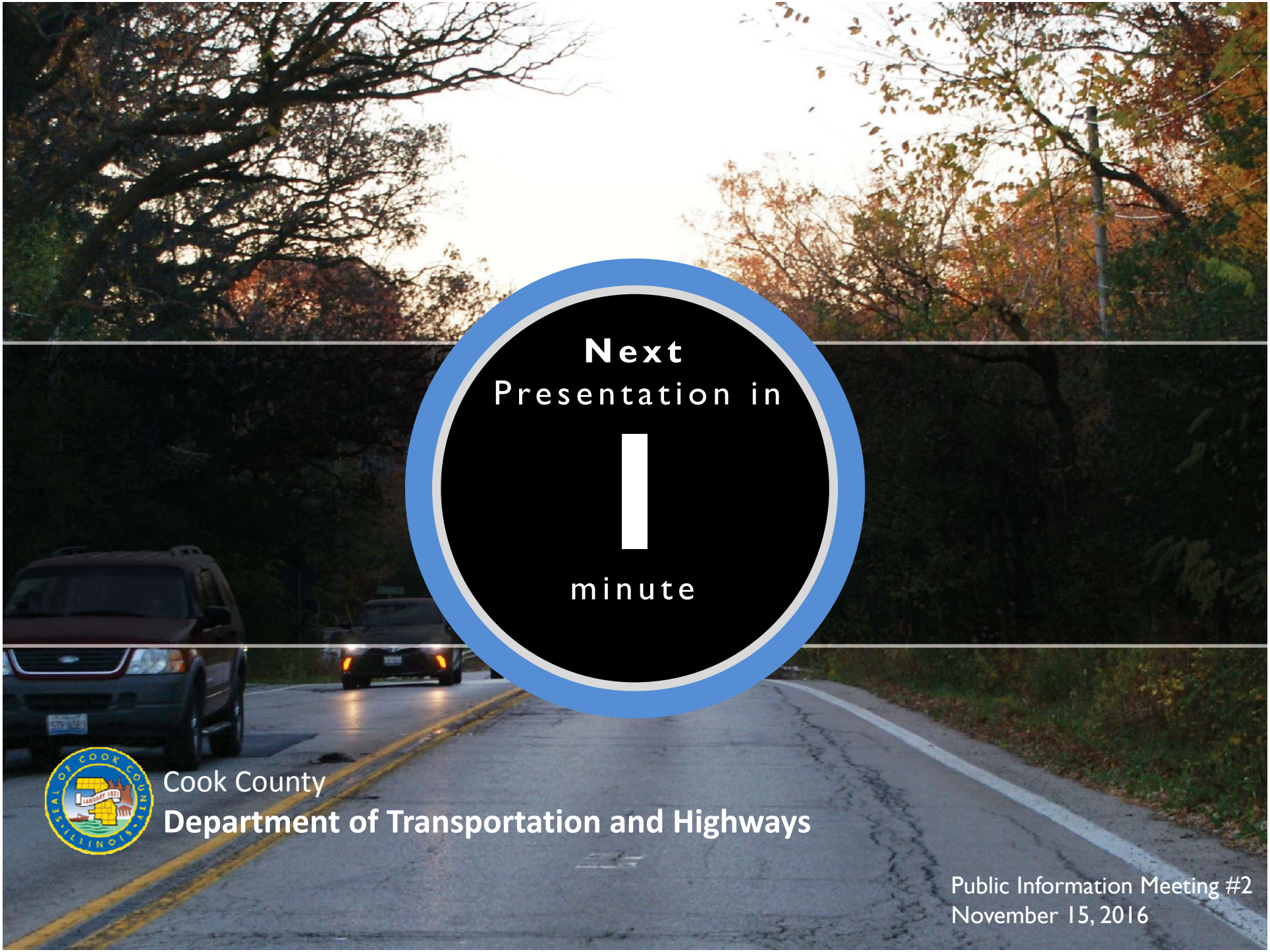
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