

Quentin Road Phase I – Dundee Road to Lake Cook Road
Public Meeting No. 3 held on November 13, 2018
Frequently Asked Questions (FAQs)
Responses Prepared December 11, 2018

At the public meeting on November 13, 2018, a number of recurring questions were submitted by meeting attendees. Many of these questions were also submitted by email to Quentin.Road@cookcountyil.gov, following the meeting. This document summarizes the most frequently asked questions and their responses.

1. **I'm concerned about the impact the project will have on the natural environment, including Deer Grove Forest Preserve. What will be done to protect the special resources within Deer Grove?** The project team continues to work closely with the Forest Preserves of Cook County (FPCC) and various environmental stakeholder groups including Friends of the Forest Preserve, Openlands, Build Quentin Right, and Deer Grove Natural Area Volunteers. The project is also being coordinated with resource agencies including the United States Army Corps of Engineers (USACE), United States Fish and Wildlife Service (USFWS), Illinois Department of Natural Resources (IDNR) and others. The project strives to balance the transportation needs along the corridor while minimizing impacts to the human and natural resources. The study has stayed focused on the unique context of Quentin Road, addressing the deterioration of an aging facility, meeting the transportation safety and capacity demands, and respecting the adjacent environmental resources. If an impact to a natural resource is unavoidable, it will be mitigated as required by policy and permitting requirements.
2. **The Deer Grove Forest Preserve contains many ecological resources. What is being done to protect these resources?** Due to the unique context along Quentin Road, the Cook County Department of Transportation and Highways (CCDOTH) is working in partnership with the Forest Preserves of Cook County and environmental stakeholders in the development of the preferred improvement plan. Environmental surveys and studies have been conducted to identify locations of wetlands and potential threatened and endangered species.
 - a. The study team is proposing to install wildlife crossings under the roadway to help small mammals and amphibians safely cross the roadway.
 - b. Impacts to wetland resources will be mitigated. Work is underway within the Deer Grove Forest Preserve to restore and re-create wetland areas, so CCDOTH is considering partnering with agencies involved to account for impacts from the project.
 - c. Impacts to trees will be mitigated based on the requirements of the FPCC's Tree Mitigation Plan or based on an agreement between CCDOTH and the FPCC.
3. **When will the project be done?** Cook County is expected to make a decision and select the preferred alternative in early 2019. The study team will then prepare an Environmental Assessment (EA) to document all the studies, alternatives, impacts and mitigation of the proposed plan. A public hearing will be held to provide another opportunity for the public and agencies to make comments. This public hearing would likely be in the fall of 2019. It is anticipated that the Quentin Road Study will be completed by the end of 2019. Construction is anticipated to begin about two years after the study's approval, allowing time to prepare detailed design and acquire property and permits. It is expected that construction would take two years.
 - a. Study complete in 2019
 - b. Design 2020-2021
 - c. Construction 2022-2023
4. **Will the project reduce the speed limit? Quentin Road is 40 mph south of Dundee Road and north of Lake Cook Road.** A speed study was recently completed by CCDOTH. Based on the results of the speed study and public input, it was recommended to lower the speed limit to 40 mph. The County will be posting the lower speed limit in early 2019 and it will remain 40 mph after reconstruction of the roadway.

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5. **What will be done for increased noise in my yard if the road gets widened?** A draft noise analysis is underway for the study area. The analysis will follow the guidelines from the Illinois Department of Transportation, which are based on requirements set by the Federal Highway Administration. Based on the results of the preliminary analysis, it is expected that noise levels will not increase by a perceptible amount. Noise levels are calculated on a logarithmic scale. Studies of human hearing show that a change of noise level of 1 to 3 decibels [dB(A)] is not perceivable by the human ear. The preliminary noise analysis for this project predict an increase in noise level of just 1 to 2 dB(A). A second part of the noise analysis process is to determine if noise abatement, such as noise walls, would be considered feasible and economically reasonable. With the number of cross streets and driveways along Quentin Road that would result in large gaps in the noise walls, and the relative low density of potential benefited receptors (i.e., residences), it is unlikely that noise abatement would meet IDOT's feasibility and reasonability criteria.
6. **Will there be bicycle accommodations along Quentin Road?** CCDOTH, Forest Preserves of Cook County, and the Villages of Palatine and Deer Park worked together and are proposing to provide pedestrian and bike accommodations on the east side of Quentin Road. Specifically, the project will include a multi-use path from Lake Cook Road to Misty Drive and a sidewalk from Misty Drive to Dundee Road.
7. **Will there be an underpass at the forest preserve entrance?** The study team investigated both at-grade and grade separated alternatives (overpass and underpass). The team is recommending moving forward with an at-grade intersection with a new traffic signal at the realigned Deer Grove Forest Preserve and Camp Reinberg entrances. A wide crosswalk is recommended to allow for crossing Quentin Road safely for pedestrians, bicyclists, and equestrian users. The traffic signal will include push button actuation to allow safe crossing even if a motorized vehicle isn't present at the entrances. With the recent upgrades at Camp Reinberg, there was concern that the impacts from an overpass or underpass would negatively affect the Camp Reinberg experience. There are also maintenance and security concerns with an underpass.
8. **I'm concerned about water quality within the forest preserve. What will be done to protect the water quality within Deer Grove?** Our team is working closely with all the Forest Preserve and environmental stakeholders. A Focus Group (a smaller subset of the environmental stakeholders) was formed to discuss water quality and resolve potential issues. We've met multiple times with Openlands to understand the work they have done at Deer Grove. Best Management Practices (BMPs) will be incorporated into the final plans to improve water quality. Also, Cook County is part of the Chicago Area Waterway System (CAWS) Chloride Reduction Initiative. This initiative is studying and implementing ways to reduce chlorides in the watersheds in Cook County. The County is an active participant in the initiative and is committed to developing best management practices to reduce the amount of chlorides used in road maintenance while maintaining safe roads.
9. **Who will make the final decision in determining which alternative gets selected?** CCDOTH, the agency leading this study, will make the final recommendation on the preferred alternative. The Cook County Board of Commissioners will consider the recommendation and provide the final decision. CCDOTH remains committed to an open and transparent process that includes opportunities for input from the public and stakeholder groups throughout the study.