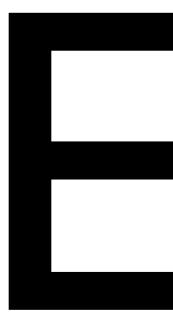


Cook County





Department of Transportation and Highways

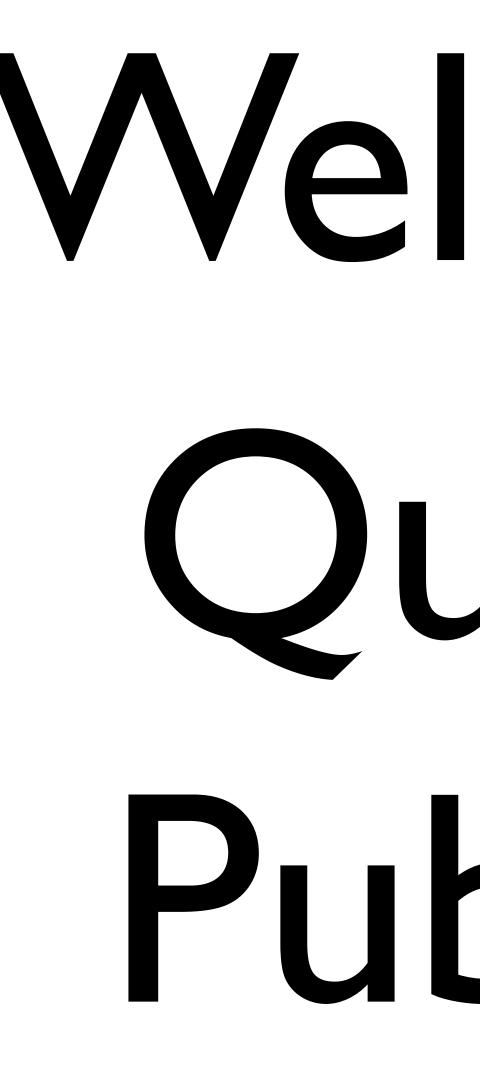
Public Meeting No. 3 November 13, 2018













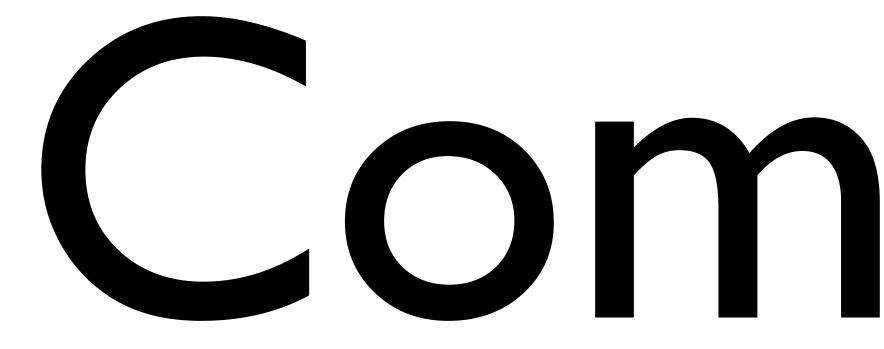
Public Meeting No. 3 November 13, 2018

Welcome to the Quentin Road Public Meeting











Public Meeting No. 3 November 13, 2018

Comment Area











Public Meeting No. 3 November 13, 2018

Quentin Road Public Meeting 2nd Floor











Public Meeting No. 3 November 13, 2018

Quentin Road Public Meeting













Public Meeting No. 3 November 13, 2018

Same Exhibits On Both Sides













Public Meeting No. 3 November 13, 2018

Same Exhibits On Both Sides













Public Meeting No. 3 November 13, 2018

Same Exhibits On Both Sides













Public Meeting No. 3 November 13, 2018

Same Exhibits On Both Sides













Public Meeting No. 3 November 13, 2018

Same Exhibits On Both Sides













Public Meeting No. 3 November 13, 2018

Same Exhibits On Both Sides





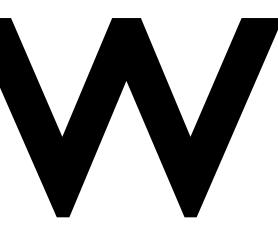


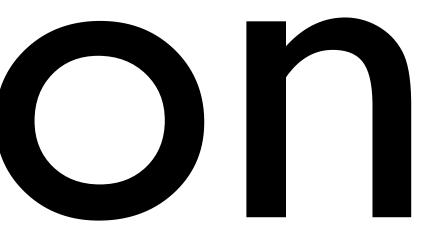




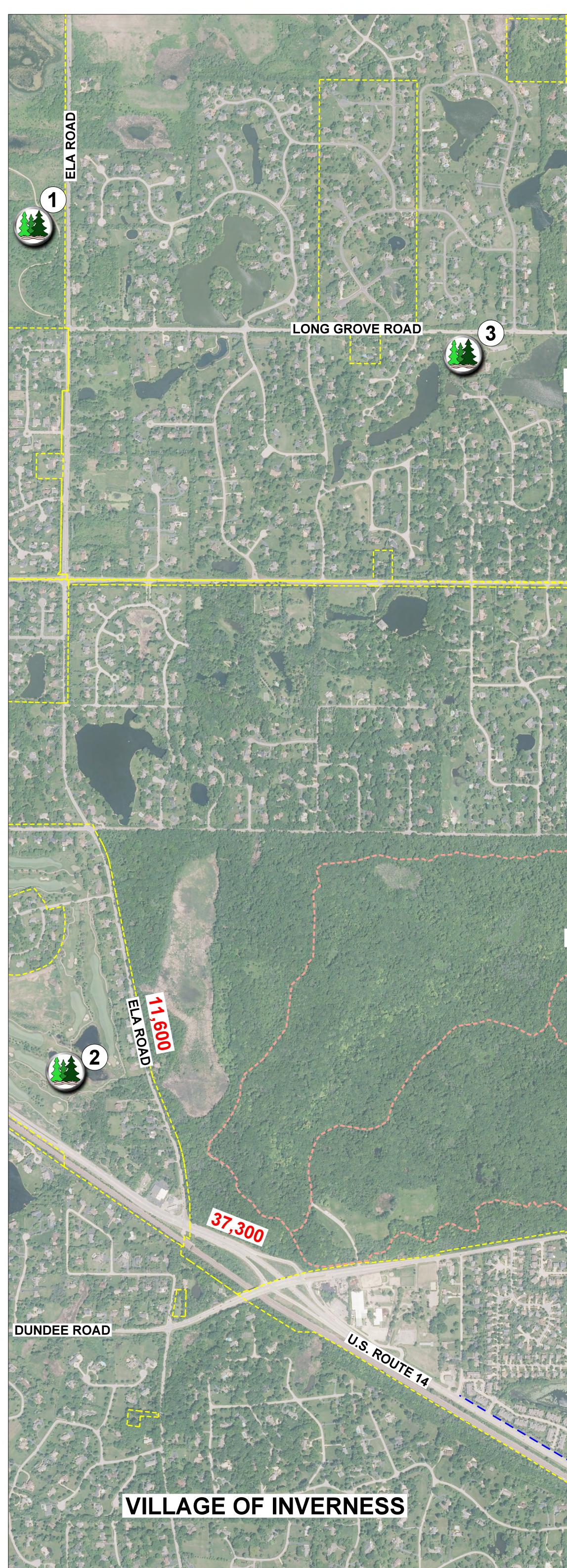
Public Meeting No. 3 November 13, 2018

Slide Show Presentation









QUENTIN ROAD STUDY AREA MAP

ROUTE 12

5

i

VILLAGE OF DEER PARK

4

18,100 LAKE COOK ROAD

Project Location

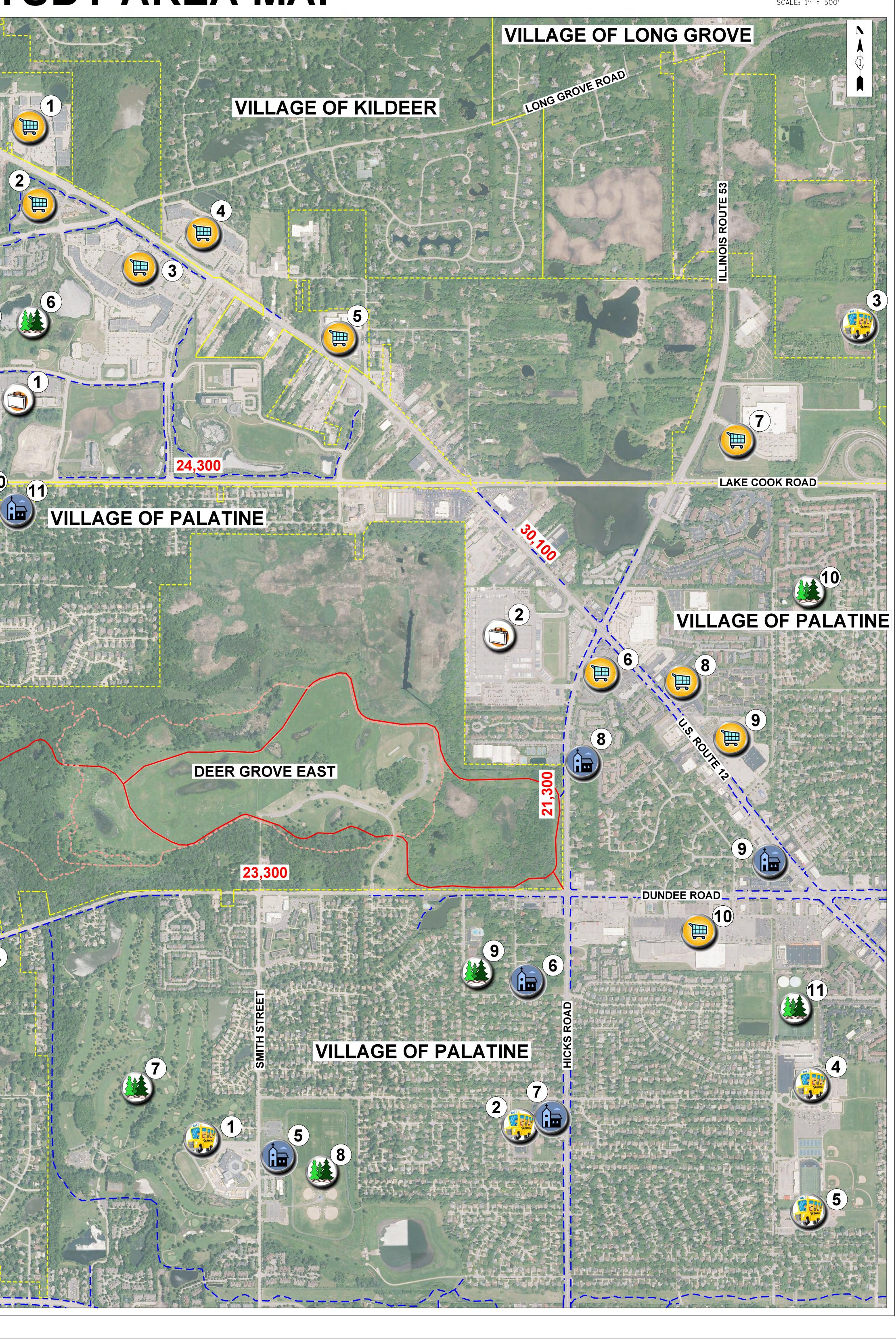
DEER GROVE WEST

23,600

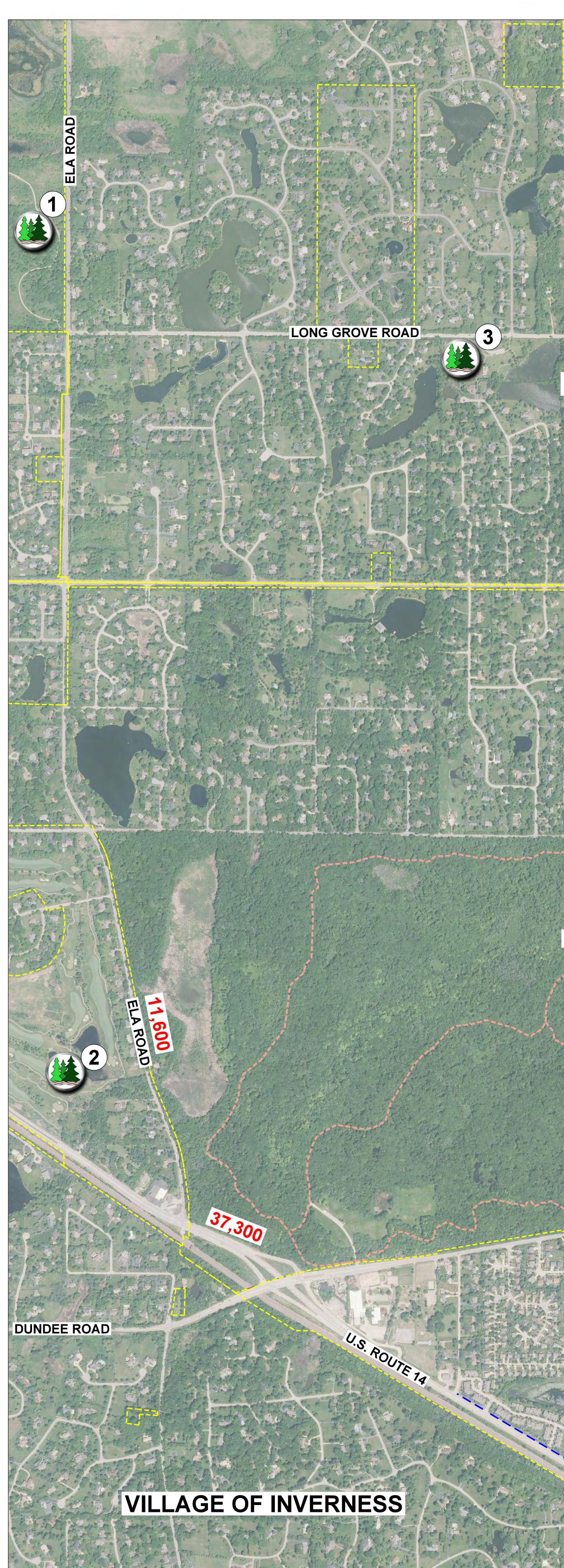


U.S. ROUTE 14

2



0 500 1000 SCALE: 1'' = 500'



QUENTIN ROAD STUDY AREA MAP

5

4

VILLAGE OF DEER PARK

18,100 LAKE COOK ROAD

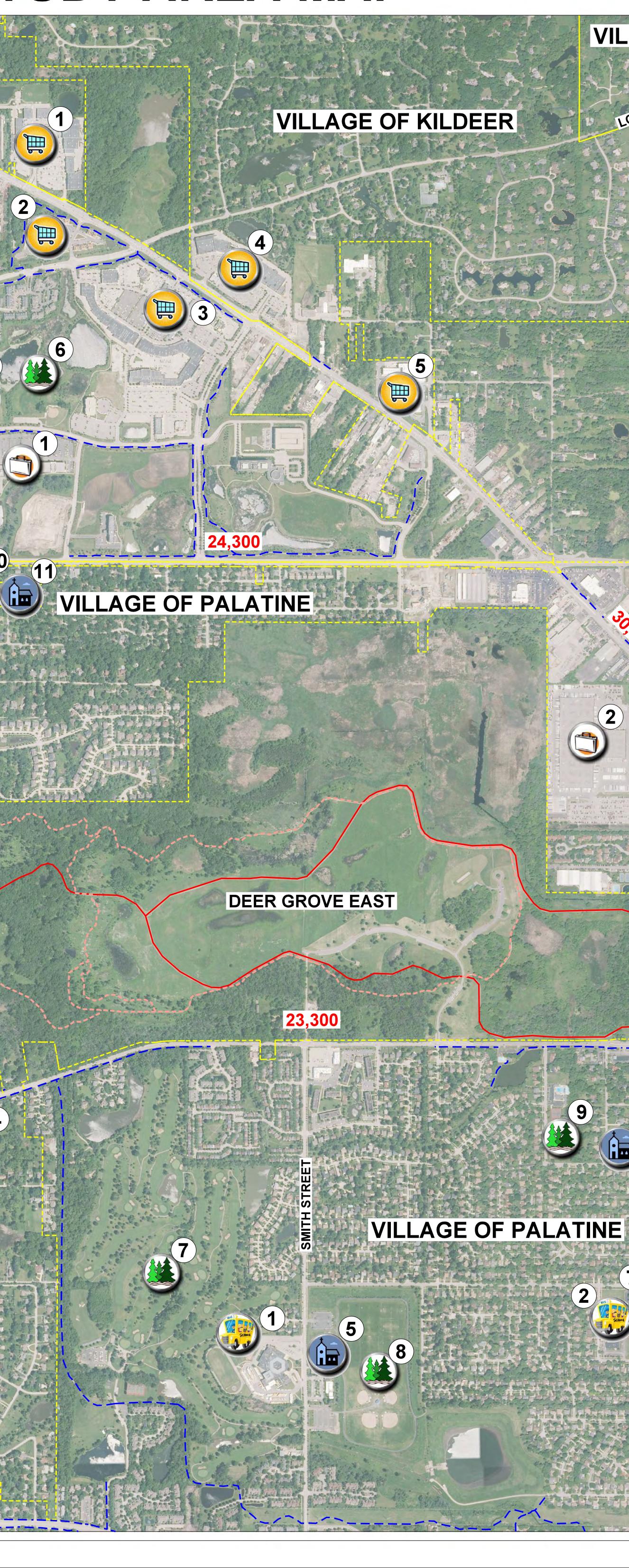
Project Location -

DEER GROVE WEST

23,600



U.S. ROUTE 14



SCALE: 1'' = 500' VILLAGE OF LONG GROVE LONG GROVE ROAD 3 (7) LAKE COOK ROAD VILLAGE OF PALATINE 6 8 H 9 (8) E DUNDEE ROAD 6



Study Area Map Legend

Park Facilities



- 1. Cuba Marsh Forest Preserve
- 2. Makray Memorial Golf Club
- 3. Charles E. Brown Park
- 4. Countryside West Park
- 5. Michael D'Angelo Park
- 6. Town Center Park
- 7. Palatine Hills Golf Course
- 8. Tom T. Hamilton Park
- 9. Eagle Park
- 10. Osage Park

Churches



- 1. Church Of Christ, Palatine
- 2. Sikh Religious Society Of Chicago
- 3. New Life Church
- 4. Holy Resurrection Orthodox Church
- 5. Countryside Church Unitarian Universalist
- 6. Northwest Assembly Of God
- 7. Prince Of Peace Lutheran Church
- 8. The Church In Palatine
- 9. New Light Christian Church
- 10. Seventh-Day Adventist Church

11. Celtic Park

Shopping Centers



- 1. The Quentin Collection
- 2. Town Center Promenade
- 3. Deer Park Town Center Shopping Center
- 4. The Shops At Kildeer
- 5. Kildeer Marketplace
- 6. Joe Caputo & Sons
- 7. Menards
- 8. City Limits Harley Davidson
- 9. Knupper Nursery & Landscaping
- 10. Deer Grove Center

11. Christian Pentecostal Center

Municipal Facilities

- Village Of Inverness Village Hall and Police Station
- 2. Lake Zurich Rural Fire Protection District Station #4

Schools



- 1. Walter R. Sundling Junior High School
- 2. Lincoln Elementary School
- 3. Long Grove Country School
- 4. Palatine High School

Employment Opportunities



- 1. Deer Park Office Center
- 2. Fed Ex

Existing Trails



- Unpaved Trail Forest Preserve
- Paved Trail Forest Preserve
- --- Regional & Local Trail Non Forest Preserve

5. Virginia Lake Elementary School

Existing Average Daily Traffic (2015)

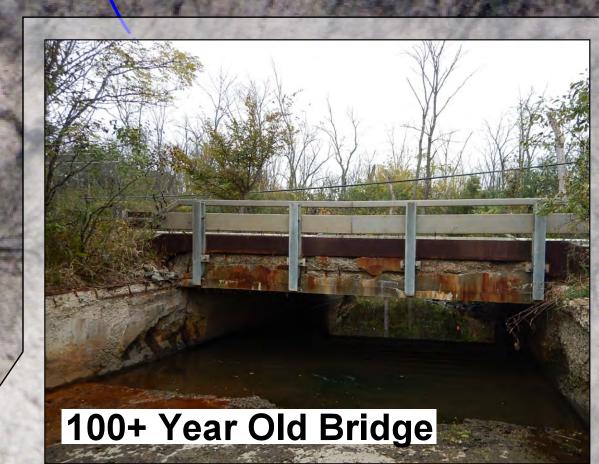


والجابي بوابوابي بوابوابوا بوابوا بوابوا والمابو الوابو بوابوابوابوابو بوابوابوا

Village Boundaries



QUENTIN ROAD STUDY EXISTING CONDITIONS INVENTORY



Rutted and Cracked Pavement



EER GROVE FOREST PRESERVE



NATURE PRESERVE BUFFER



EXISTING EDGE OF PAVEMENT

CAMP REINBERG

FLOODPLAIN BOUNDARY

WETLAND BOUNDARY

O'HARE MODERNIZATION PROGRAM (OMP) MITIGATION BOUNDARY

LAND AND WATER RESERVE BOUNDARY

DEER GROVE FOREST PRESERVE

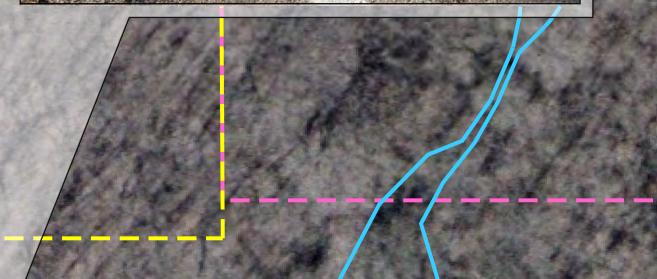




QUENTIN ROAD STUDY EXISTING CONDITIONS INVENTORY



Rutted and Cracked Pavement



DEER GROVE FOREST PRESERVE



NATURE PRESERVE BUFFER



WETLAND BOUNDARY

EXISTING EDGE OF PAVEMENT

CAMP REINBERG

FLOODPLAIN BOUNDARY

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LAND AND WATER RESERVE BOUNDARY

DEER GROVE FOREST PRESERVE

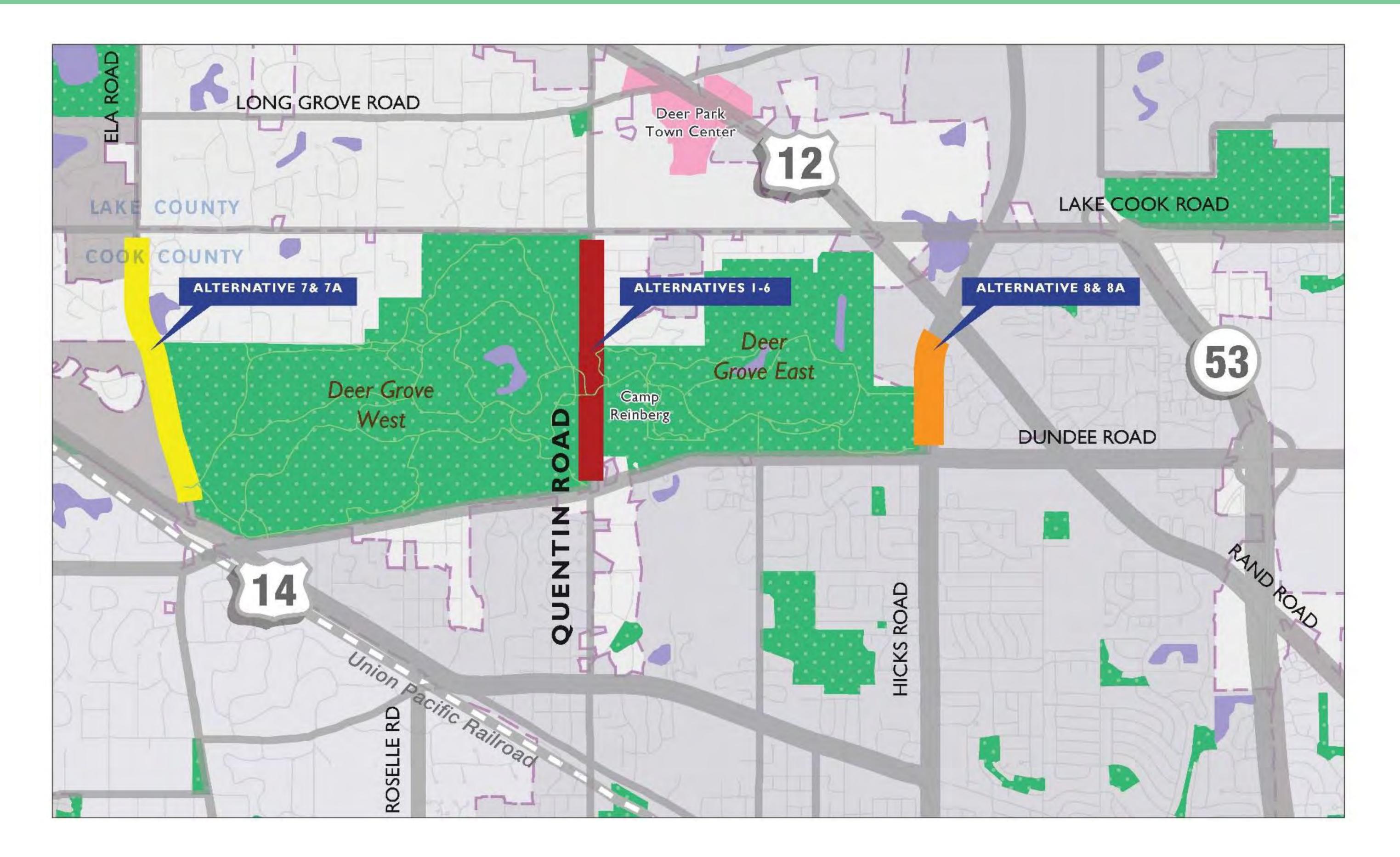


Project Purpose and Need

Established 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: 1. Improve the facility condition and design 2. Improve safety 3. Improve mobility 4. Enhance system linkage



Evaluation Round I Alternatives Considered





Evaluation Round I Alternatives Considered

Quentin Road Alternatives

- Alternative I 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

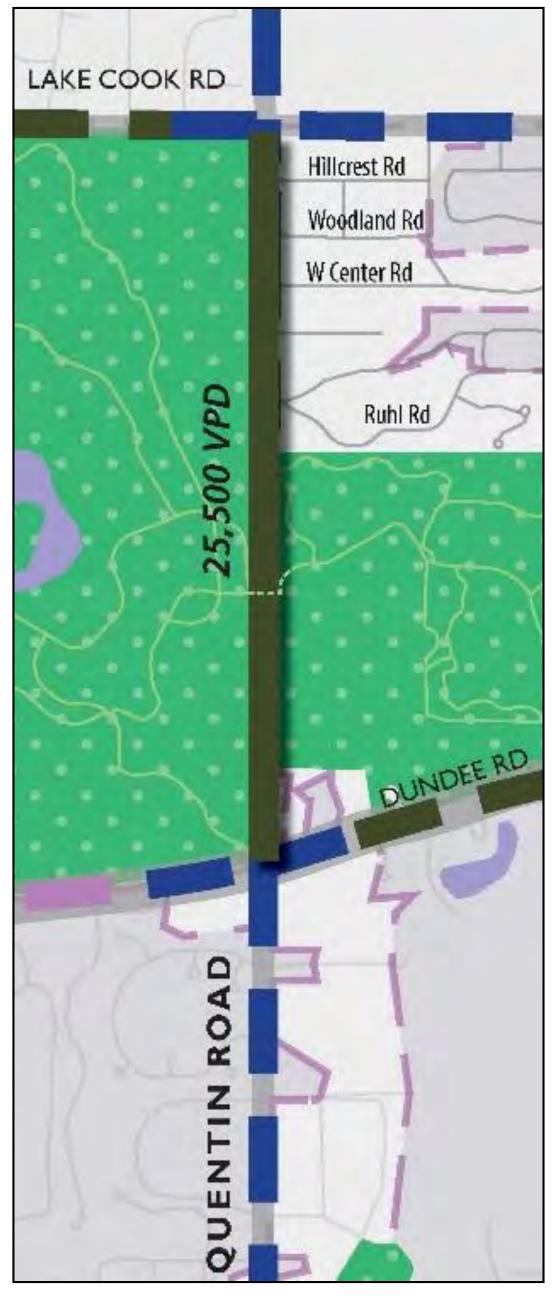
• Other Parallel Route Alternatives

- 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)



Evaluation Round Quentin Road Alternatives

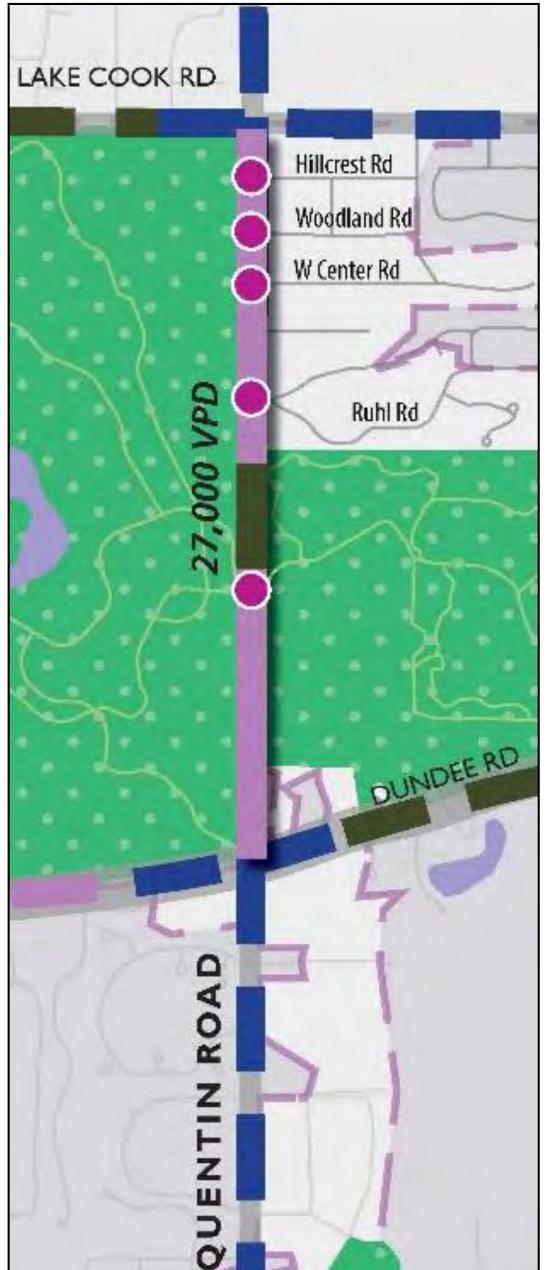
Alternative 1



Two Lanes on Quentin Rd

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

Alternative 2



Two Lanes on Quentin Rd with Left Turn Lanes

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

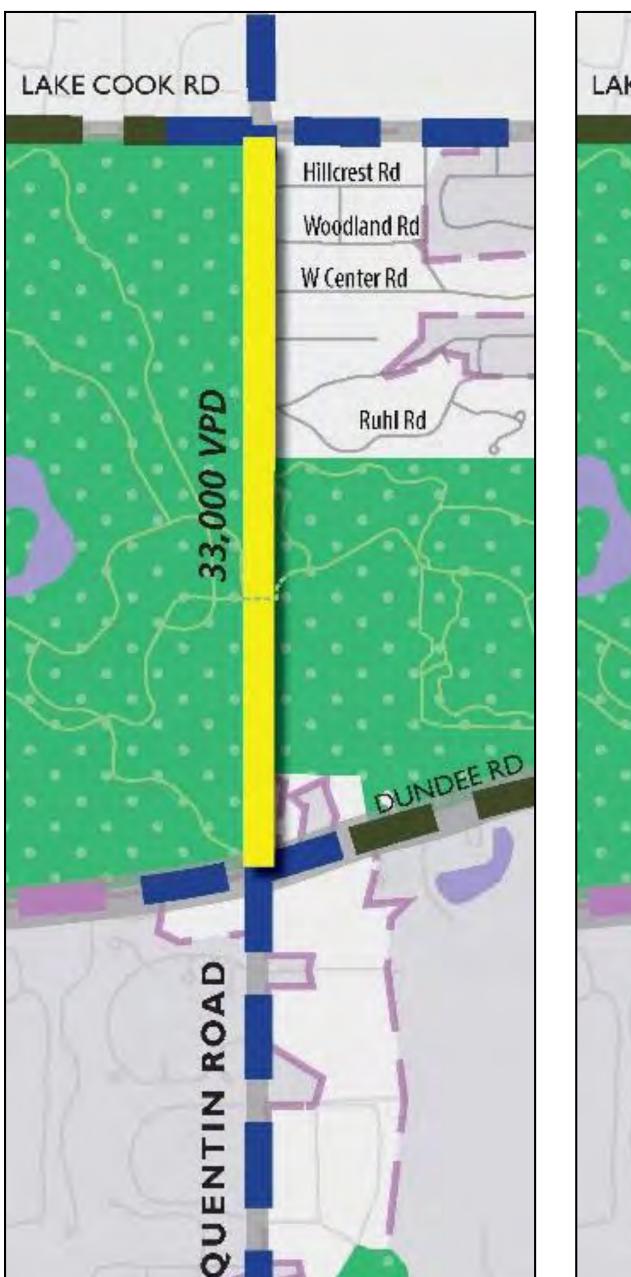
Alternative 3



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

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





Alternative 5

Four Lanes on Quentin Rd with Left Turn Lanes

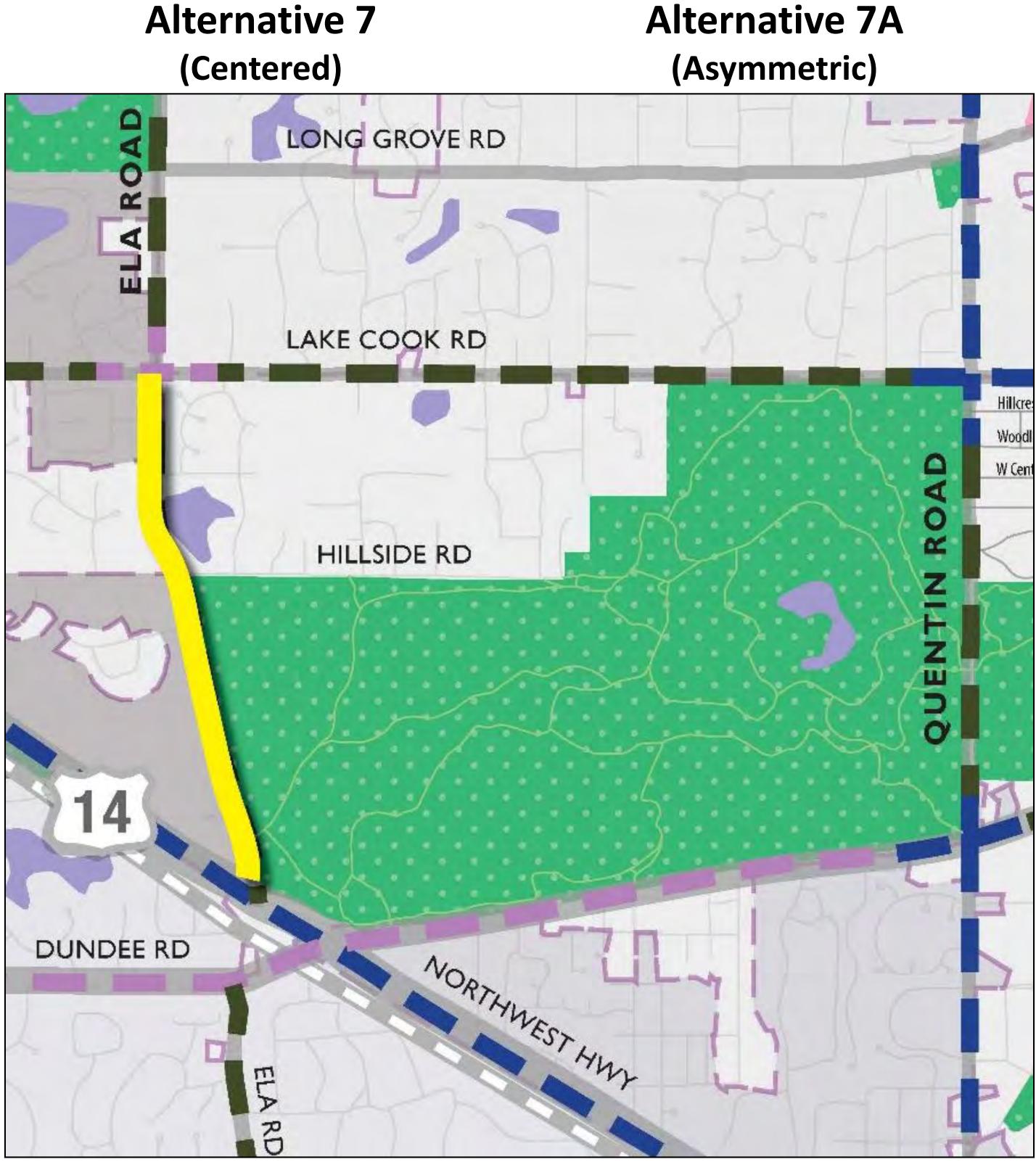
Alternative 6



Five Lanes on Quentin Rd

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

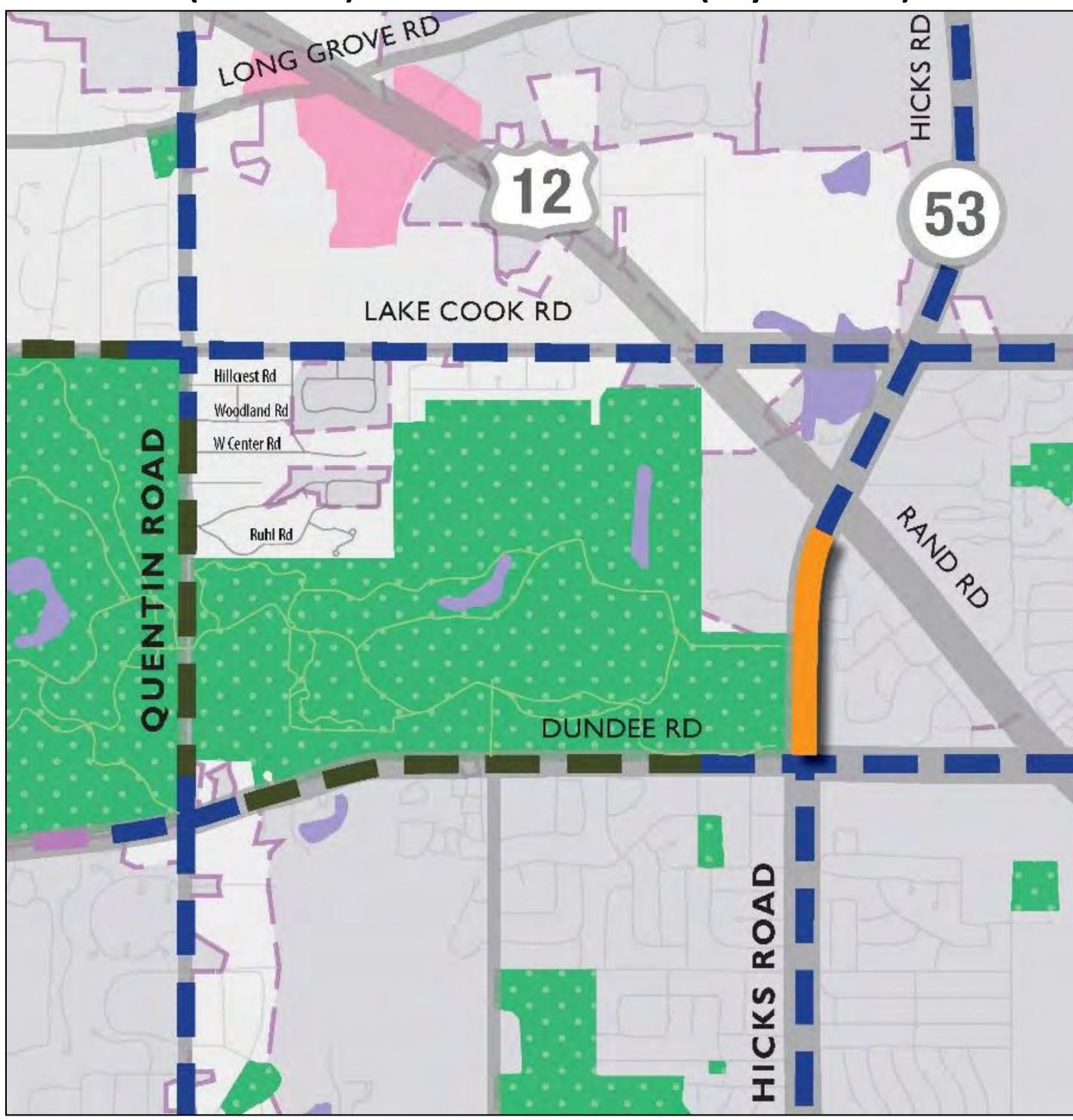
Evaluation Round Parallel Route Alternatives



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

Alternative 8 (Centered)



- 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



Alternative 8A (Asymmetric)

Seven Lanes on Hicks Rd

Evaluation Round Criteria

Improve Facility Condition and Design:

- Replace the 100 year old failing bridge
- Reconstruct the poor pavement
- Correct the steep roadway grades
- Add medians or left turn lanes
- Add bicycle and pedestrian facilities

Improve Safety for Vehicles:

- Reduce congestion related crashes by adding through lanes \triangleright
- Reduce intersection related crashes by adding left-turn lanes \triangleright and correct the steep roadway grades

Improve Safety for Non-motorized Traffic:

Provide pedestrian and bicycle facilities along Quentin Road

Effect on the Natural Environment:

- Loss of Deer Grove Forest Preserve acreage \triangleright
- Direct impacts to wetlands

Improve Mobility:

- \triangleright
- \triangleright the through lanes

Enhance System Linkage for Vehicles:

- \triangleright turn lanes)
- \triangleright

Enhance System Linkage for Non-motorized Traffic:

 \triangleright



Provide additional through lane capacity to the roadway to ensure safe operations and to meet future traffic needs

Provide left-turn lanes to move left turning vehicles out of

Match the cross section of the roadway to the north and south (number of through lanes and center median for left

Provide most direct connection for regional and local traffic

Provide connection to the existing surrounding trail systems

Evaluation Round | Results

Alternatives	QUENTIN ROAD ROW WIDTH		PU	RPOSE AND	ENVIRONMENTAL IMPACTS						
			Sat	fety		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.



<u>LEGEND</u>

Best Performance

Good Performance

Average Performance

Poor Performance

Relatively Lowest Performance

Evaluation Round 2 Alternatives Considered

- Quentin Road Alternatives (Continue on from Round I) Alternative 2 - Two-lane with left turn lanes \triangleright
- Alternative 3 Three-lane $\left|\right>$
- Alternative 4 Four-lane \triangleright
- Alternative 5 Four-lane with left turn lanes \triangleright
- Alternative 6 Five-lane

\triangleright \triangleright \triangleright \triangleright \triangleright

 \triangleright

Combination Alternatives (Added based on stakeholder input) Alternative 9 - Two-lane Quentin Road and Five-lane Ela Road Alternative 10 - Two-lane with left turn lane Quentin Road and Five-lane Ela Road Alternative 11 - Three-lane Quentin Road and Five-lane Ela Road Alternative I2 - 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



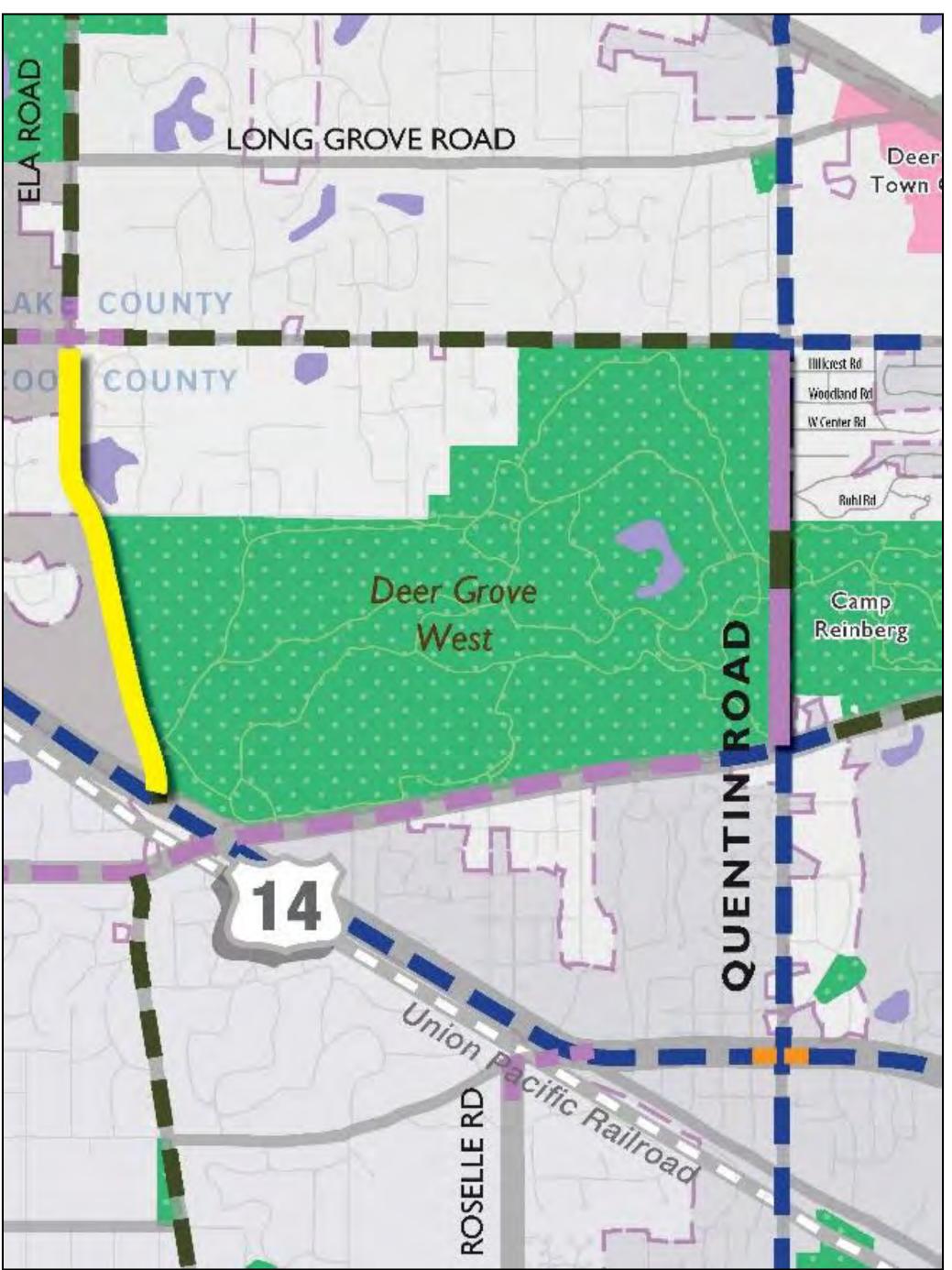
Evaluation Round 2 Combination Alternatives (Ela Road)

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

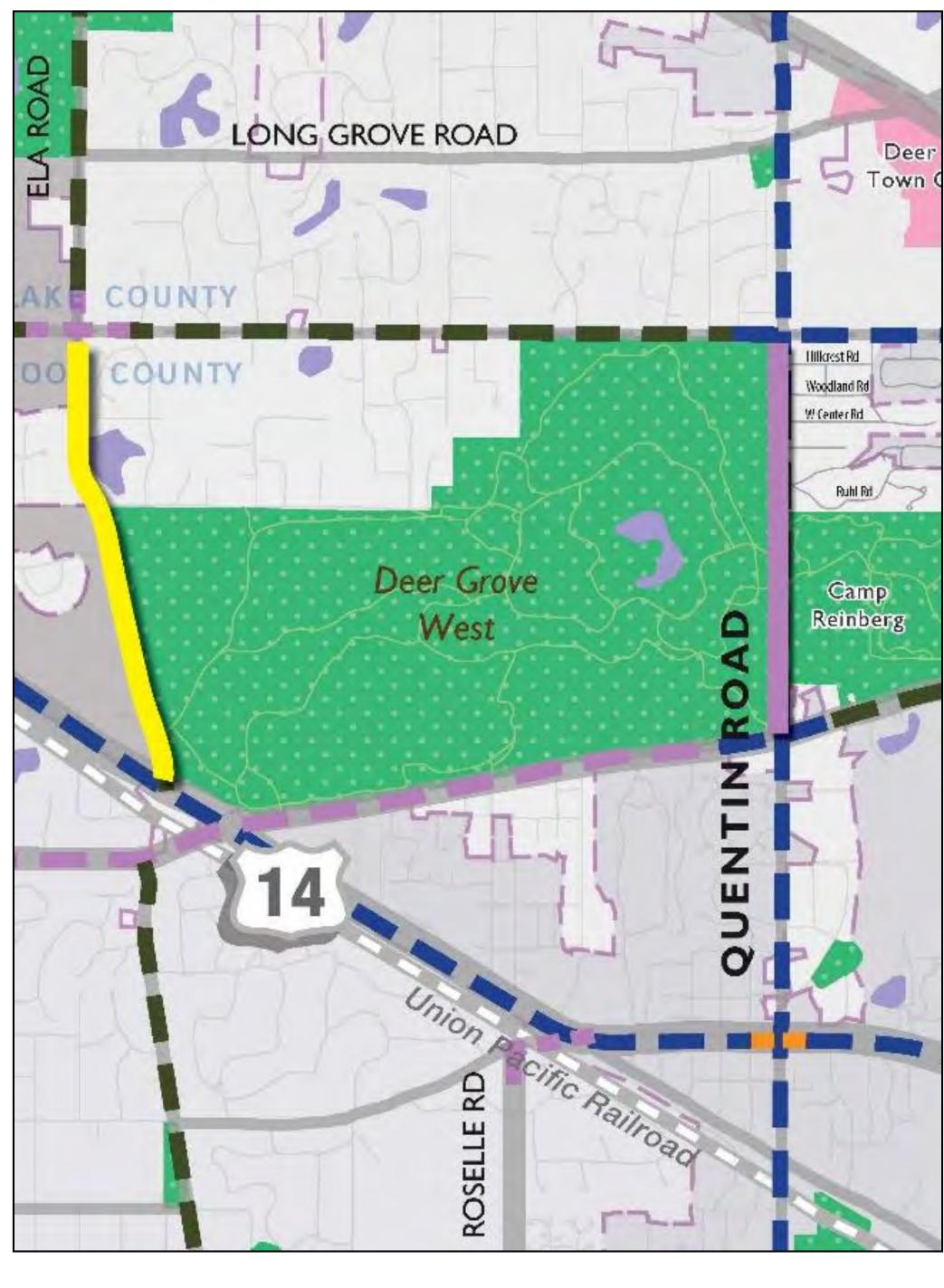


- Combines Alternative 1 and Alternative 7A \bullet
- Two-lane Quentin Road with Four-lane Ela Road lacksquare

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



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





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

• Combines Alternative 3 and Alternative 7A • Three-lane Quentin Road with Four-lane Ela Road

Evaluation Round 2 Combination Alternatives (Hicks Road)

Alternative 12 **Two-Lane Quentin Road** and Six-Lane Hicks Road



- Combines Alternative 1 and Alternative 8A ullet
- Two-lane Quentin Road with Six-lane Hicks Road lacksquare

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



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





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

 Combines Alternative 3 and Alternative 8A • Three-lane Quentin Road with Six-lane Hicks Road

Evaluation Round 2 Criteria

Improve Facility Condition and Design:

- Replace the 100 year old failing bridge
- Reconstruct the poor pavement \triangleright
- Correct the steep roadway grades >
- Add medians or left turn lanes
- Add bicycle and pedestrian facilities

Improve Safety for Vehicles:

- Reduce congestion related crashes by adding through lanes \triangleright
- Reduce intersection related crashes by adding left-turn lanes \triangleright and correct the steep roadway grades

Improve Safety for Non-motorized Traffic:

Provide pedestrian and bicycle facilities along Quentin Road \triangleright

Effect on the Natural Environment:

- Loss of Deer Grove Forest Preserve acreage \triangleright
- Direct impacts to wetlands \triangleright

\triangleright

 \triangleright the through lanes

Enhance System Linkage for Vehicles:

- \triangleright turn lanes)
- \triangleright

Enhance System Linkage for Non-motorized Traffic:

 \triangleright

Effect on the Human Environment

- \triangleright
- Changes in travel patterns and access on Quentin Road \triangleright



Improve Mobility:

Provide additional through lane capacity to the roadway to ensure safe operations and to meet future traffic needs

Provide left-turn lanes to move left turning vehicles out of

Match the cross section of the roadway to the north and south (number of through lanes and center median for left

Provide most direct connection for regional and local traffic

Provide connection to the existing surrounding trail systems

Potential displacements of residential property

Evaluation Round 2 Results

Alternatives	QUENTIN ROAD ROW WIDTH	PURPOSE AND NEED CRITERIA ¹						ENVIRONMENTAL IMPACTS					
			Sat	Safety		System Linkage		Natural Environment			Human Environment		
		Facility Condition and Design	Vehicle	nicle 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-Iane Quentin Road & Five-Iane 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-Iane Quentin Road & Seven-Iane Hicks Road	100'								2.9	1.34		13	

Notes:

- 1. Purpose and Need criteria are only rated as Best, Average, or Relatively Lowest Performance.
- minimize/avoid impacts to the forest preserve property and resources to the greatest extent possible.

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

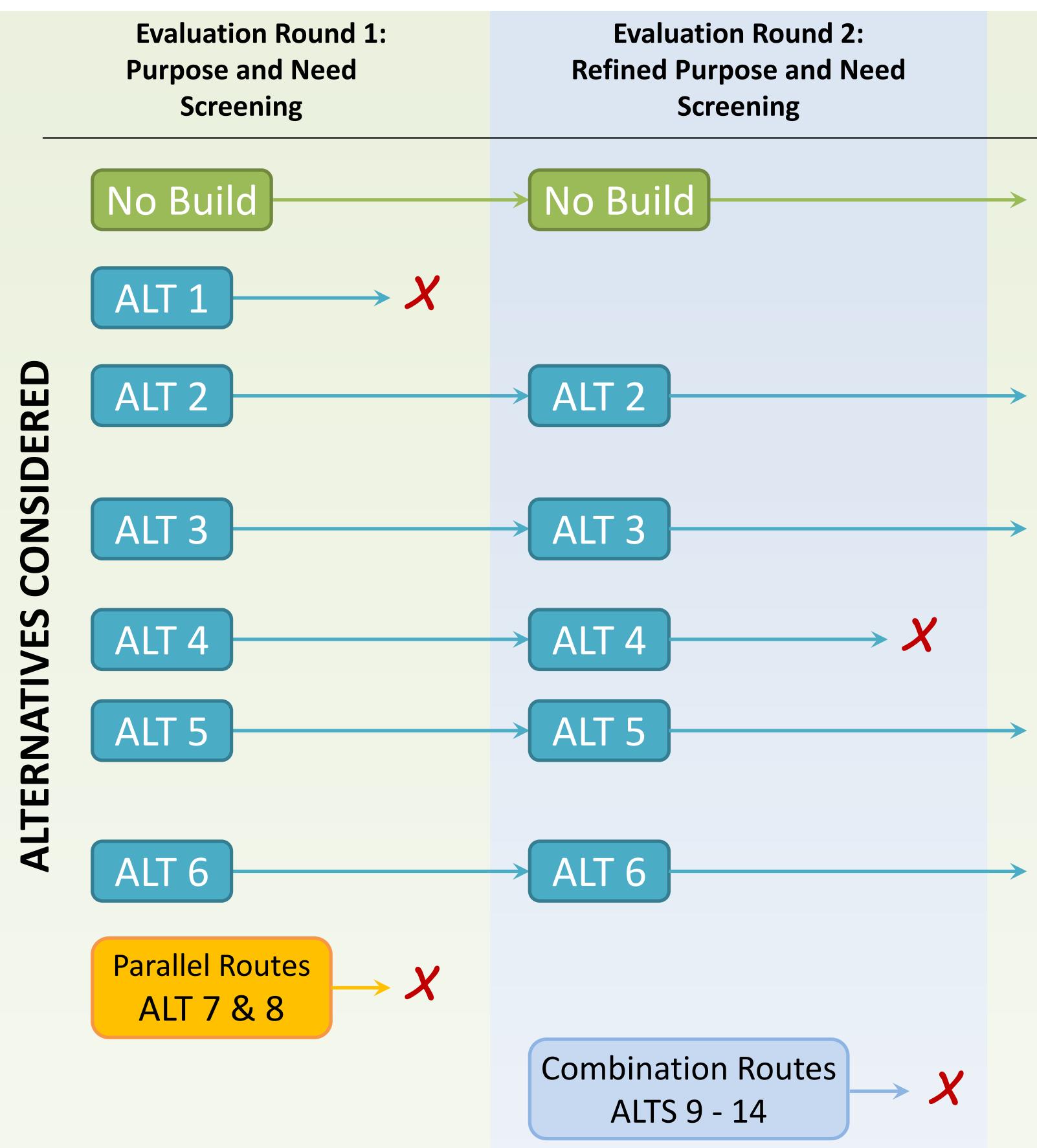


LEGEND



Best Performance Good Performance Average Performance Poor Performance Relatively Lowest Performance

Evaluation Round 2 Flowchart



Evaluation Round 3: Performance and Impacts Evaluation



Evaluation Round 4: Refined Performance and Impacts Evaluation







Alternative Dropped

Alternative #