

Quentin Road Phase I – Dundee Road to Lake Cook Road  
Public Information Meeting No. 2 held on November 15, 2016  
Frequently Asked Questions (FAQs)  
December 8, 2016

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At the public meeting on November 15, 2016, a number of recurring questions were discussed with meeting attendees. Many of these questions were also submitted by email to [Quentin.Road@cookcountyil.gov](mailto:Quentin.Road@cookcountyil.gov), following the meeting. This document summarizes the most frequently asked questions and their responses.

- 1. Who will make the final decision in determining which alternative gets selected?** The Cook County Department of Transportation Highways (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 guidance on 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.
- 2. Why is Alternative 3 (three-lane Quentin Road) shown as a red for vehicle safety in Evaluation Round 2? It doesn't make sense that this alternative shares the same result as Alternative 4 (four-lane Quentin Road) which has no left turn lanes.** The purpose of the evaluation rounds is to identify the best performing alternatives in comparison to each other. Alternative 3 (and Alternatives 2 and 4) received a red for vehicle safety based on its relative comparison to Alternatives 5 and 6. Alternatives 5 and 6 provide left turn lanes to address intersection related crashes and an additional through lane to address congestion related crashes. Alternatives 2 through 4 only provide one or the other so they were shown as red based on the relative comparison.
- 3. Are the expansion of Ela Road or Hicks Road really viable options?** The expansion of Ela Road and Hicks Road were studied based on suggestions from stakeholders. Upon completion of our analysis, these options have been determined to not meet the project's purpose and need and have been dropped from further consideration.
- 4. Will there be bicycle accommodations along Quentin Road?** CCDOTH, Palatine and Deer Park are working toward providing pedestrian and bike accommodations on the east side of Quentin Road. Specifically, the project will include a multi-use path on the east side of Quentin Road from Lake Cook Road to Camp Reinberg and a sidewalk from Camp Reinberg to Dundee Road.
- 5. What alternative will be chosen for the bike crossing at the forest preserve entrance?** Three alternatives have been studied for the bike crossing at the forest preserve entrance, an at-grade intersection, an underpass and an overpass. After careful consideration of these three alternatives, the at-grade intersection has been recommended as the likely alternative for the crossing and entrance. It is proposed that the new intersection would realign together the entrance to Deer Grove Forest Preserve on the west and Camp Reinberg on the east. The new intersection is proposed to include a traffic signal. A wide 10-foot cross walk with high visibility pavement marking would be included. The new traffic signal would include push button actuation that can be used by pedestrians, bicyclists or equestrian users to activate the signal. It was determined that the footprint of the underpass alternative would remove too many trees and negatively affect the use of Camp Reinberg.
- 6. 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 various stakeholder groups. The project is 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 address the transportation needs of the area while also cognizant of the resources within the project corridor. The study will focus 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

7. **Will the project reduce the speed limit? Quentin Road is 40 mph south of Dundee Road and north of Lake Cook Road.** The safe speed at which a road can be traveled is based on a number of factors including traffic volumes of vehicles, pedestrians and bicycles; type and design of the roadway facility including sight distance; number of driveways/entrances and adjacent land use; and crash frequency and severity. A speed study is typically completed to determine the speed at which 85 percent of free-flow traffic is traveling at or below. This speed is then adjusted, if warranted, based on factors such as those listed above. A speed study is underway and if a change in speed limit is warranted from the study, it may be implemented in advance of the roadway construction work.