



Phase II Engineering Services

Old McHenry Crossings

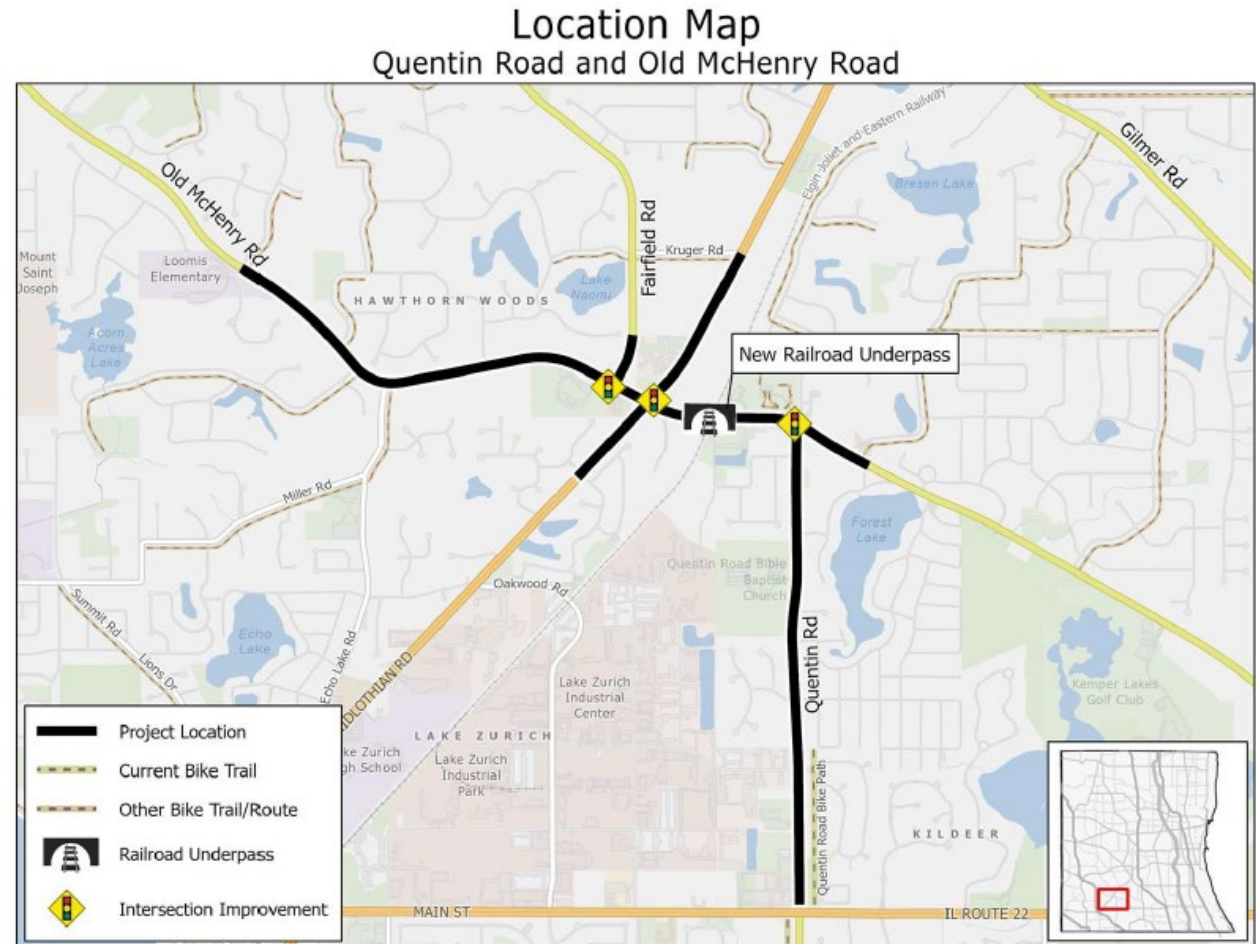
Division of Transportation

Public Works, Planning, and Transportation Committee

August, 28 2024

Background

- Identified in LCDOT's 2040 Transportation Plan
- High traffic volumes on four regional highways
 - Nearly 30,000 vehicles per day on Old McHenry Rd and 20,000 vehicles per day on Quentin Rd
 - 341 crashes over 5 year period
- 17 daily freight trains today and expected to increase by 2050
- Phase I engineering began in 2021 with IDOT design approval anticipated in 2025



Public Involvement

- **1 Virtual Public Forum and 2 Public Meetings**
 - 6,000+ postcards sent out
 - 8,000+ project website views
 - 157 property owner letters mailed
 - 350 public meeting attendees
- **4 Stakeholder Involvement Group Meetings**
- **40+ coordination meetings (Village, resident, business, etc.)**
- **300+ comments on website mapping tool**



Proposed Improvements

- **Old McHenry Corridor**
 - Roadway Underpass at Railroad
 - Improve Intersections
 - Provide non-motorized facilities
- **Quentin Road Corridor**
 - Increase roadway capacity and operations
 - Install new traffic signal at Highland Dr.
 - Provide non-motorized facilities
- **Context-sensitive Solution**
 - Collaborative design approach
 - Considers community and natural environment



Rendering looking west at new CN railroad bridge over Old McHenry road and St. Matthew Lutheran Church

Project Benefits



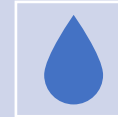
Reduce vehicle delays (90 hours/day), saves \$75M user delay costs by 2050



Increase safety with grade separation and improved intersection



Improve emergency service response times by eliminating railroad crossing



Enhanced stormwater management and improved water quality



Add pedestrian/bicycle connections to regional paths and destinations



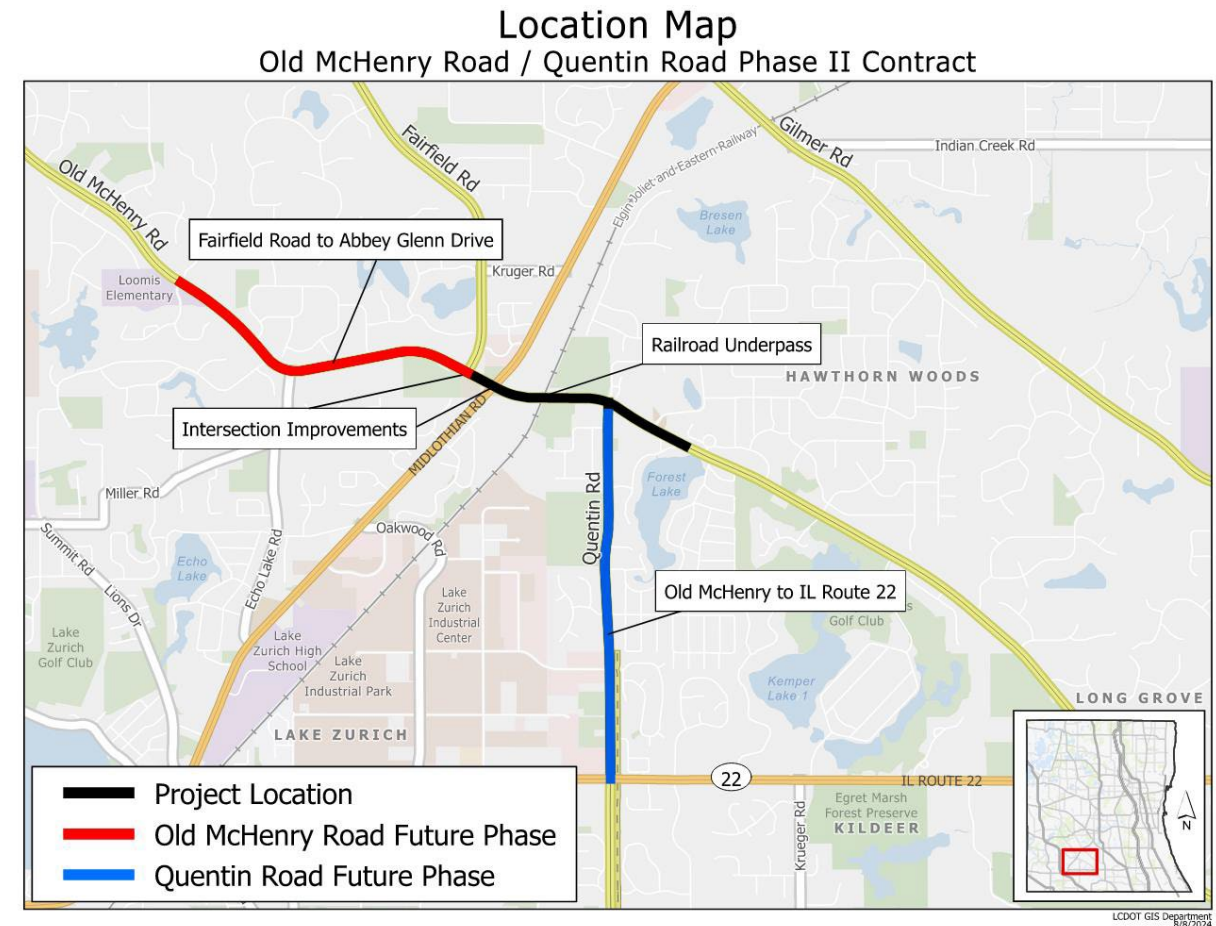
Reduce travel times by 70% during peak travel periods



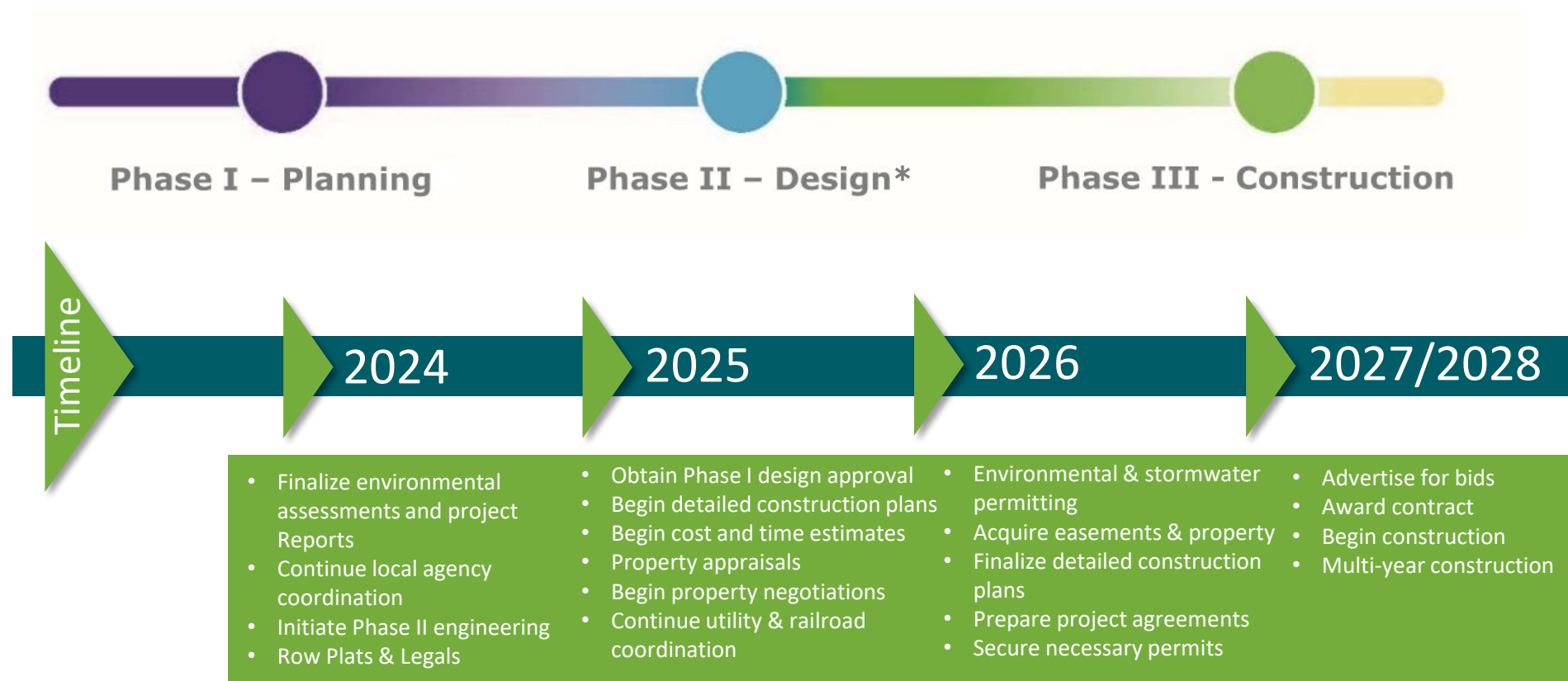
*Rendering of
Old McHenry
Road
Underpass at
CN railroad
bridge looking
east*

Project Implementation Plan

- **Old McHenry Rd (Bonnie Lane to Fairfield Road) w/ Railroad Underpass**
 - Phase II design to begin in 2024
 - Construction Cost: \$66M
- **Old McHenry Rd (Fairfield Rd to Abbey Glenn Dr)**
 - Future Phase II design contract
 - Construction Cost: \$13M
- **Quentin Road (IL 22 to Old McHenry Rd)**
 - Future Phase II design contract
 - Construction Cost: \$23M



Schedule – Initial Contract



**This contract is for Phase II engineering. Locally funded Phase I/II engineering will allow some elements to be done concurrently, reducing the overall project schedule.*



Thank you!

Questions